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## APRILIA RS250 1996 to 1997

### FRONT

The forks on the early bike are very different to other forks, they are made in Italy by Marzocchi and instead of having springing and damping in both legs they have a spring in one leg and damping in the other. This system is a very poor idea and the cartridge in the damping leg is also a very basic design, which means there is no way of making the forks work with the original system. We convert the forks so that they have springing and damping in both legs, fitting our GP20 fork cartridges with springs. The Maxton GP20 cartridges are adjustable for rebound damping and preload. We have to make two different length cartridges – one length for the right leg and another length for the left leg. This is because the internal length of each fork is different. After the conversion the forks have springing and damping in both legs and the forks are adjustable for rebound damping and preload. The GP20 cartridges are built to order so we valve and spring them to suit your rider weight and what you use the bike for. To fit Maxton fork cartridges we have to remove and refit the bottom brackets from the chrome tube.

The Maxton GP20 cartridges adjustable for rebound damping and preload cost £555.00 + V.A.T a pair. This price includes springs. To strip and rebuild the forks with the new cartridges, fork seals and oil costs £165.00 + V.A.T.

The cost of the modification to the sliders is £100.00 + V.A.T per pair.

We also have another option for the early Aprilia RS250 forks. We can supply a pair of SD20 cartridges that are adjustable compression damping as well as rebound damping and preload. The cost of the SD20 cartridges adjustable for compression damping is £735.00 + V.A.T and the cost to strip and rebuild the forks with new seals and oil costs £165.00 + V.A.T. We also have to modify the sliders, the cost of the modification to the sliders is £100.00 + V.A.T per pair.

## REAR

The standard rear unit is a little over sprung for the average rider weight. We dyno and fit a spring to the standard unit to suit your rider weight, this costs £95.00. The damping in the unit is not too bad, but the damping adjusters have very little effect. The unit is not a shock we can revalve or improve on. To improve the handling on the rear of the RS250, we recommend replacing the standard unit for a Maxton unit.

We supply two different types of shock absorber for the RS250 – The NR4 and the RT10 rear shock. The NR4 unit has an alloy body, is fully adjustable for rebound damping, compression damping and preload, the unit also has a spring to suit your rider weight. The cost of the NR4 unit is £490.00 + V.A.T.

The RT10 unit also has an alloy body and is more adjustable than the NR4 unit. The RT10 has a remote reservoir fitted to the shock body via a stainless steel braided hose. The RT10 is adjustable for rebound damping, high and low speed compression damping and preload. The unit also has a spring to suit your rider weight. The cost of the RT10 unit is £680.00 + V.A.T.