

# RACE TECH

1501 Pomona Rd, Corona, CA 92878 • 951.279.6655 • [racetech.com](http://racetech.com)

## FORK GOLD VALVE INSTALLATION - DIRT 30 x 7mm SACHS FMGV 300701

<IP FMGV 300701w.doc> FMGV 300701 P Thede © 6-19-22

**TOOLS REQUIRED:** (In addition to those required for fork disassembly.) In-lb torque wrench that accurately measures 0 to 50 in-lbs (0.58 kgf-m), Hi-Strength Loctite (included), Metric calipers and micrometer.

**NOTE:** Many riders require different fork springs. Please consult [racetech.com/ProductSearch](http://racetech.com/ProductSearch).

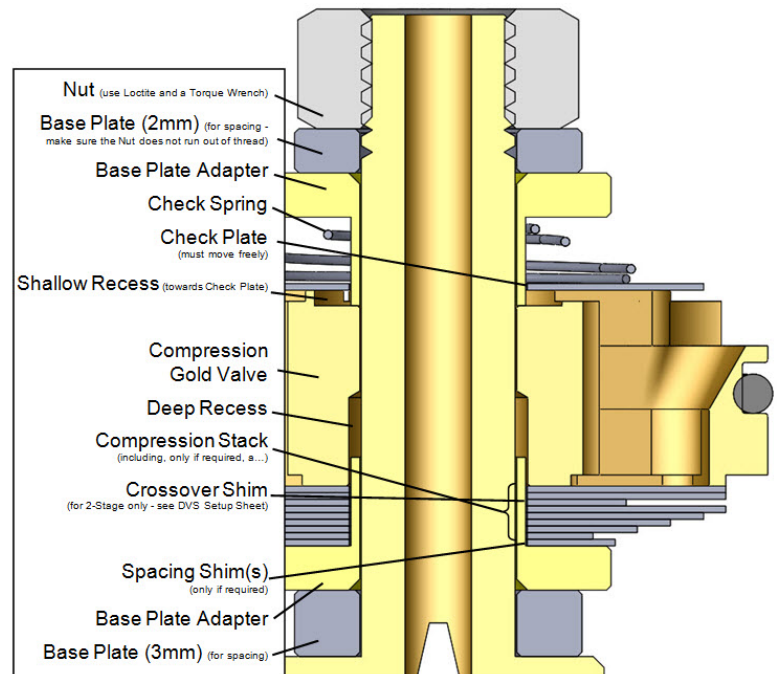
**CAUTION!** The thread can be damaged without using extreme care. They are made of aluminum and strip easily.

### DISASSEMBLY

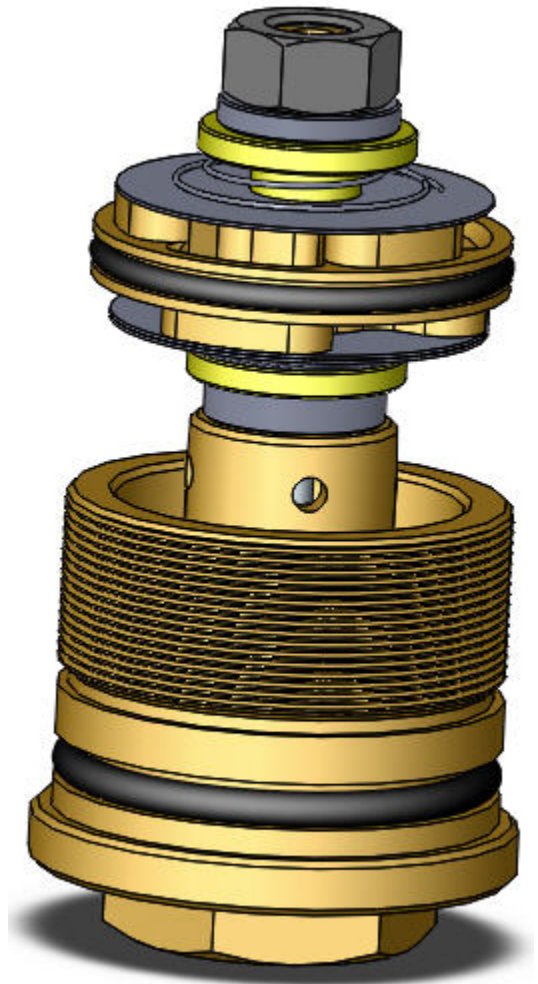
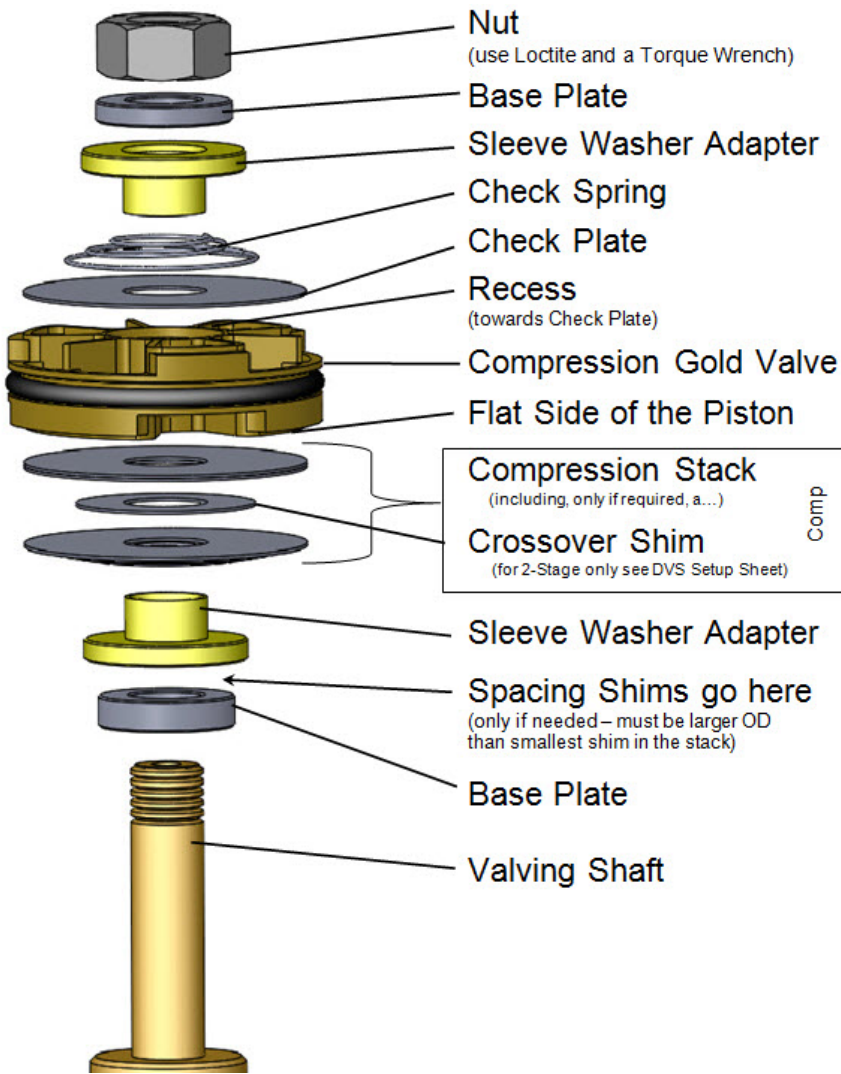
- D1 **Completely disassemble and clean your front forks. If you are unfamiliar with this process, STOP! Do not proceed. Seek out a qualified suspension technician to complete the installation**
- D2 **Remove the nut.**
- D3 **Disassemble the valving stack.** Lay out the pieces in the order they come off the shaft. Clean and inspect all the original parts. Be careful to maintain the original order and orientation of the parts. *(You will need some of the original parts, do not discard.)*

### VALVING SELECTION

- V1 **To obtain custom valving settings for your particular application log on to [racetech.com](http://racetech.com), go to DVS Valving Search, insert your Access Code, input your personal specifications and print your DVS Custom Setup Sheet.**
- V2 Once you have selected your valving **begin assembling the valve.** Place the original 3mm thick Base Plate on the shaft of the compression holder. Next, install the Base Plate Adapter. This bushes the stock 7mm shaft up to 8mm.
- V2 Put the valving on the shaft in the order listed, starting with the smallest diameter shim. If you are using a 2-stage stack it will have a smaller diameter Crossover Shim.
- V3 Make sure the o-ring is on the Gold Valve. **Place the Gold Valve on the shaft** with the Deep Recess on the piston facing the valving (down).
- V4 **Place the Check Plate on the shaft**, then the original tapered spring (large diameter towards the Check Plate). Install a second Base Plate Adapter with the sleeve going into the Shallow Recess on the top of the valve. Be sure the sleeve fits into the recess in the piston and the plate is free.
- V5 Notice that the straight part of the 7mm shaft is exposed slightly. Install the 2mm thick Base Plate to cover the straight part of the shaft. This is critical. You must be very sure that **the Nut does not run out of thread** causing it to come loose or not damp properly. **Be sure that the nut has at least 4mm of engagement!!!**



- V6 **CAUTION!** The threads can be damaged without extreme care. To install the new nut you must use Loctite. The 7mm nut must be torqued with a torque wrench to 35 in-lbs (2.9 ft-lbs or 0.41 kgf-m), NO MORE! Do not take this step lightly.
- V7 **Check your work.** For two stage stacks, hold the compression stack up to the light and look for the gap at the crossover between the lo-speed and hi-speed stack (*the small shim near the top of the stack*). This gap should be visible, if it isn't, disassemble the stack and look for burrs to surface and/or dirt in the valving. Reassemble and check again.



## ***FORK ASSEMBLY***

- A1 **Reassemble the forks according to the procedure in your manual.** Torque the compression valve body to manufacturers specs. For most forks this is 43 to 60 ft-lbs (58 - 82 NM). Bleed the cartridge and set the oil level using Ultra Slick USF-05 (5w).
- A2 Torque the damping rod nut at the cap **to manufacturers specs** (typically 16 to 21 ft-lbs [21.7 – 28.5 NM]).
- A3 Adjust the compression and rebound adjusters, spring preload, and oil level according to the DVS Setup Sheet.
- A4 **Install the forks on the bike.** When the forks are put on the bike it is very important to align the fork tubes. This is done by first tightening the axle all the way, then the tubes are aligned by pumping the forks up and down with the right-hand axle clamp loose. This will line the tubes up so they won't bind. Finally, tighten the axle clamp.
- A5 **If you have any questions** please call Technical Support at 951.279.6655. Have fun!