

RACE TECH

1501 Pomona Rd, Corona, CA 92878 • 951.279.6655 • racetech.com

FORK GOLD VALVE INSTALLATION

DIRT Marzocchi 26mm

FMGV 2606

<IP FMGV 2606w.doc> FMGV 2606 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, Metric micrometer 0-25mm.

NOTE: Many riders require different fork springs. Please consult racetech.com/ProductSearch.

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. NOTE: On most dirt bikes, simple installation is achievable without complete disassembly. The Gold Valve can be installed by removing the compression adjuster at the bottom or top of the forks.**

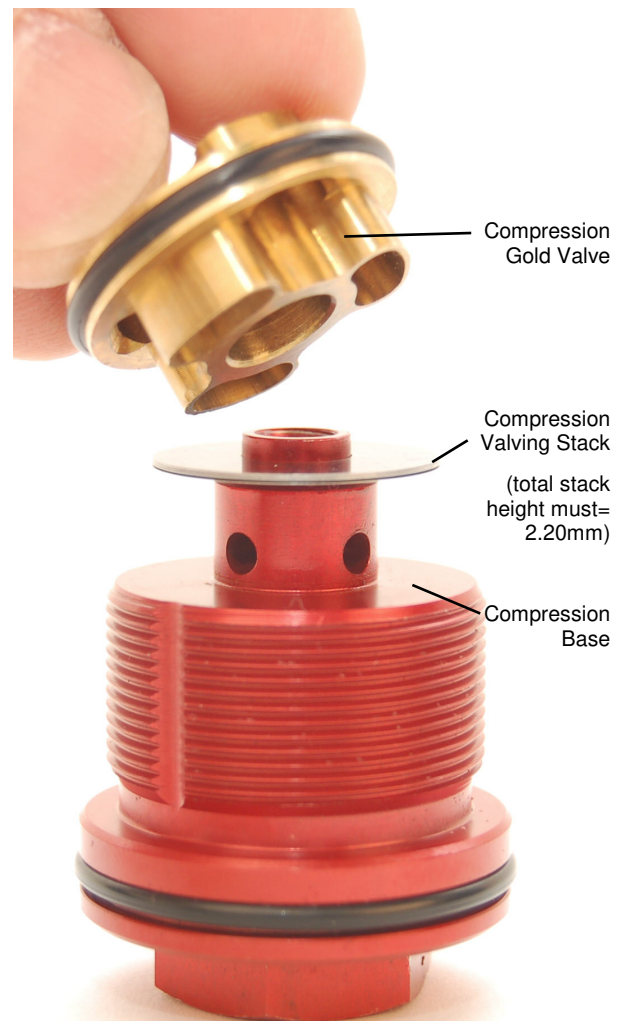
D2 **Remove the nut**

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 may need some of the original valving for spacing purposes, do not discard.)

VALVING

To obtain custom valving settings for your particular application log on to racetech.com, go to DVS Valving Search, insert your Access Code, input your personal specifications and print your DVS Custom Setup Sheet.

- V1 **Begin assembling the valve.** 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.
- V2 Be sure the total valving stack thickness is 2.2mm +/- .2mm. This will create the correct number of adjuster clicks.
- V3 Make sure the o-ring is on the Gold Valve. This valve has two different recesses, the small recess on the piston facing up, the big recess goes down first towards the valving.
- V4 **Place the check valve sleeve on the shaft**, then the check plate (*large ID washer*) and the spring. Be sure the sleeve fits into the recess in the piston and the check plate is free.
- V5 **Check to see that the check plate (*large ID washer*) is free** and can move up and down against the spring.
- V6 **CAUTION! The thread can be damaged without extreme care. You must use Loctite. The thread must be torqued with a torque wrench. See DVS Setup Sheet for recommended torque. 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 cross-over 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.



BUILDING the VALVING STACK - DIRT 26mm Marzocchi

Welcome to the wonderful world of Gold Valving. **To obtain your personal Custom Suspension Settings:**

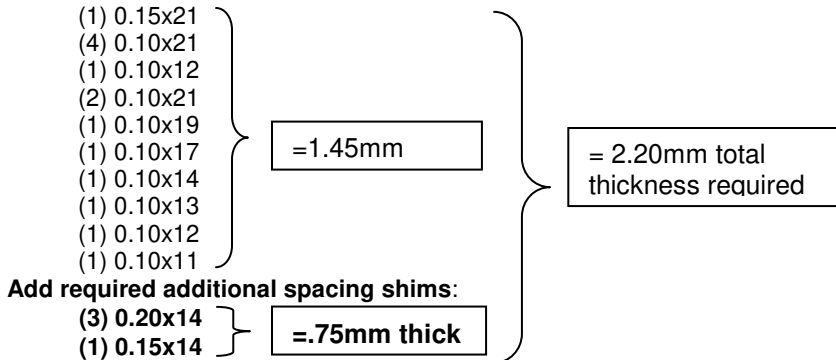
1. **Go to Digital Valving Search (DVS)**
2. **Input your Access Code when prompted**
3. **Input your personal specifications**
4. **Print your DVS Setup Sheet**

EXAMPLE Valving Stack Thickness:

This valve requires 2.20mm total valving stack thickness to maintain the correct number of clicks of adjustment.

If the **Valving Stack** thickness = **1.45mm**

2.20 – 1.45 = .75mm additional thickness needed



NOTE: All measurements are metric (*for inches divide by 25.4*). The valving list starts at the piston face and goes towards the base plate. Valve specs are listed by (QUANTITY) THICKNESS x DIAMETER. A number in parentheses means quantity. If there is no number in parenthesis the quantity is one. Example: (2).15x17 means quantity two, 15 hundredths of a millimeter thick by 17 millimeters in diameter.

FORK ASSEMBLY

- A1 **Reassemble the forks according to the procedure in your manual.** Torque the compression valve body to manufacturer's specs. For most forks this is 43 to 60 ft-lbs (58 - 82 NM). Consult owner's manual. Bleed the cartridge and set the oil level using Ultra Slick USF-05.
- A2 Torque the damping rod nut at the cap **to manufacturer's specs** (typically 16 to 21 ft-lbs [21.7 – 28.5 NM]). Consult owner's manual.
- 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!