

RACE TECH

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REBOUND SEPARATOR VALVE

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TOOLS REQUIRED: Shock disassembly tools for your model see www.racetech.com

SUPPLES REQUIRED: Service manual, high strength Loctite, US-1 Fluid, Nitrogen.

1. Remove the shock from the motorcycle. Clean and disassemble per factory service manual.
2. To **remove the shaft nut** retaining the piston & valving stack you may need to grind/file off peening at the top of the shock shaft (see figure 1 for *SHOWA nut removal*). Clean & deburr the threads carefully. (Now would be a great time to install a Race Tech Gold Valve.)
3. **BYPASS BLEED HOLE:** If you are *NOT* running a bleed (bypass hole) in the piston then a bleed *MUST* be drilled in the center of the Rebound Separator Valve. See racetech.com and do a product search for the exact hole size. There is a partially drilled hole in the end of the valve. This is where you drill.
4. **On YZ/YZF models install SPTL 273405 under bumper cup as shown in photos below. Verify the shock body does NOT contact the Rebound Separator Nut at full compression!**

Drill Bleed Here
(if required)



SPTL 273405
installed

5. **Inspect the end of the shaft to see if the Rebound Adjuster Needle is sticking above the end of the shaft at maximum damping adjustment.** If it does the tip of the needle will need to be trimmed flush by grinding. NOTE: Remember to back off the adjustment screw and push the needle back down before continuing.
6. **Measure the length of the exposed shock shaft thread (above the top of the base plate) and compare it to the thread depth of the Rebound Separator Valve (11.5mm). Verify that the end of the shock shaft will have approximately 1mm (.04") of clearance.**

Install the Rebound Separator Valve and hand tighten gently. It is critical that the new Rebound Separator Valve tightens fully against the rebound base plate, not the end of the shaft.

7. **Check to be sure there is NO piston movement** (up/down or rotation) after the Rebound Separator Valve is gently tightened. If there is any piston movement at all you have incorrectly performed step 5. Most likely you will need to add large diameter shims below the base plate to add clearance.
8. Use hi-strength thread locking compound on the thread and **torque the Rebound Separator Valve** to 25ft/lbs (34NM).
9. **Complete the assembly** using Ultra Slick Fluid per the factory service manual and charge with nitrogen.
10. **Re-set adjusters** to the standard base settings and set sag. Then fine-tune the damping clickers after test riding to suit the new damping characteristics of the shock.

