

RACE TECH

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DUAL-RATE SPRING INSTALLATION 80-81 YAMAHA YZs

<IP SRSK BKYA07107.doc> P. Thede © 8.1.13

4 pages

TOOLS REQUIRED: *Metric tape measure, thin 32mm open end wrench (for preload adjustment).*

Thank you for purchasing this dual-rate spring kit for your Yamaha. The early YZ Monoshocks were legendary for their performance at the dawn of the long-travel revolution. Even though these bikes had no linkage they were very competitive with the other bikes of their time. Even then the engineers knew they needed more progression than the linkless designs could provide. The stock shock spring was a really trick tapered wire barrel design. These springs were super expensive to produce and unfortunately were way, way too soft (the 465 stock spring works pretty well on the 125 for an average rider if you've got one).

This kit provides a progressive dual-rate ride and, along with a Gold Valve transforms the rear end on these bikes. If you don't have one already I'd highly recommend Gold Valve Cartridge Emulators and RT Hi-Performance springs up front.

Note: These bikes have **floating rear brakes**. The condition of the plain bushing in the rear brake backing plate along with the anchor rod pivots are critical to suspension performance. Check out detailed instructions in the "How To" section of racetech.com.

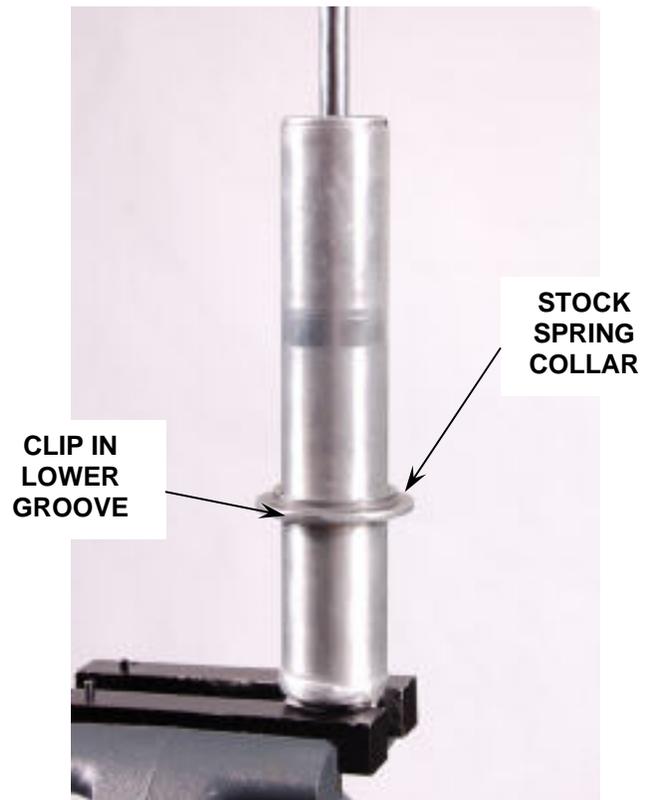
Good luck and great riding - Paul Thede

1 Remove the shock from the motorcycle and clean it.

NOTE: If you are unfamiliar with this process **DO NOT PROCEED**. Seek out a qualified technician to complete the installation.



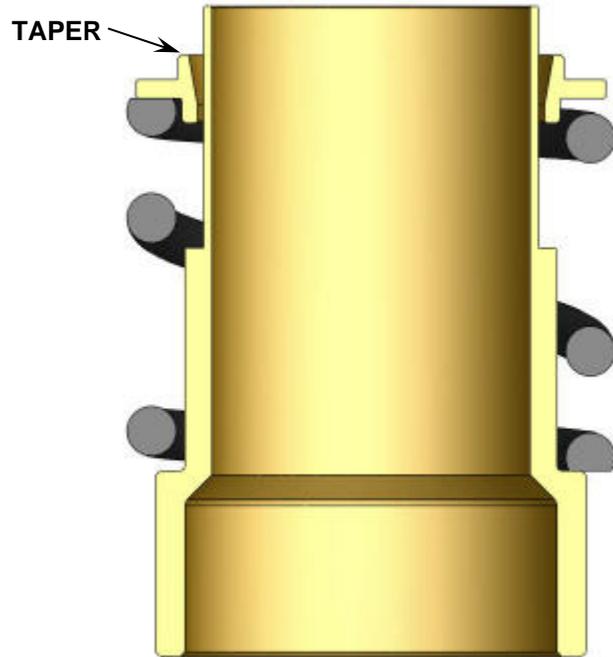
2. Loosen the locking nut. Back off the preload adjuster all the way and remove the spring retainer clips.
3. Remove the plastic shaft guard and the stock spring.
4. There are 2 spring clip locations on the body. Start by putting the clip in the lower (less preload) position.
5. Reinstall the stock spring collar as shown.



6. Install the new stepped spring collar and secondary spring on the shock.



7. Install the new GBT (Go-Between) Collar on the stepped collar. It MUST be installed with its internal taper facing AWAY from the Secondary Spring. This means the smallest inner diameter on the GBT will hit the step on the Stepped Collar when in use. **THIS IS CRITICAL.**



8. The SRSP 6228 Series springs are tapered on both ends. The inner diameter of each end is different. Usually you can install the new primary spring with its small ID end towards the secondary spring. With spring production tolerances sometimes this fits better the other way.



9. Install the larger of the split sizing collars into the spring. You will need to squeeze it slightly to make it fit.



10. Insert the smaller of the two sizing collars into the larger. This will size the spring for the stock retaining collars.



11. Measure the overall length of the two springs together including the GBT. This will be used in setting the preload.

12. Install the two Retaining Clips.



13. Screw in the preload adjuster until you achieve 8 to 10mm of initial preload. This is a good starting point for most riders when the main spring rate is correct. Tighten the Locking Nut. On some models you may have to reposition the wire clip on the body.

Note: Preload is the amount the spring set is compressed from its relaxed (uninstalled) length when it is installed on the shock.

Be sure to measure the combined length of both springs for preload calculation.

14. Reinstall the shock on the bike. Double check that the race sag is 95-100mm.

