

RACE TECH

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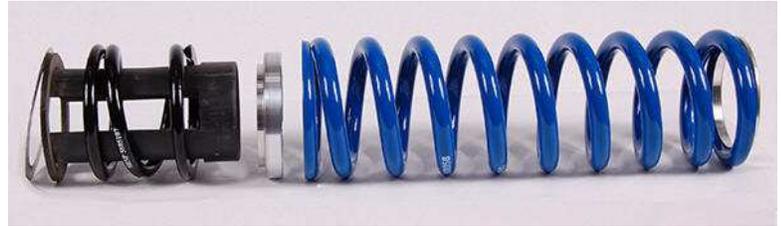
DUAL-RATE SPRING INSTALLATION 79 YAMAHA YZ

<IP SRSK BKYA08080.doc> P. Thede © 2.16.18

3 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.



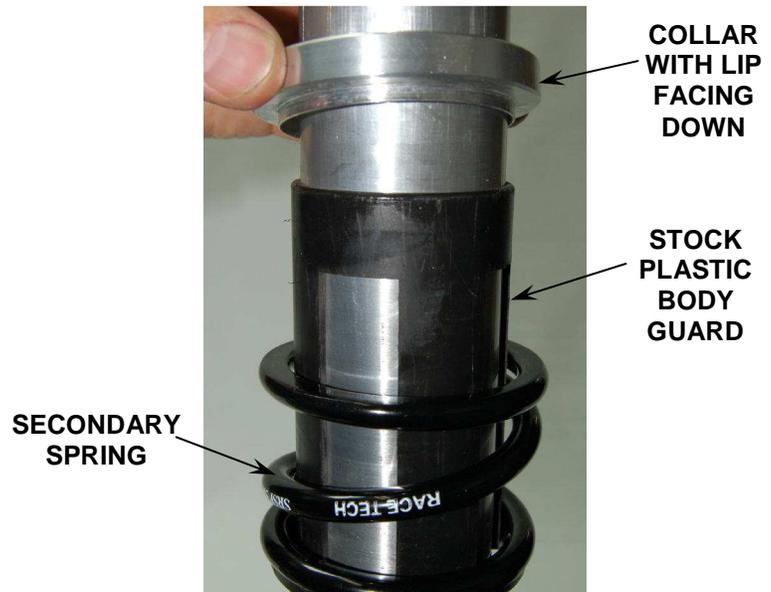
This kit provides a progressive dual-rate ride and, along with a Gold Valve transforms the rear end on these bikes. If you don't have one already I'd highly recommend Gold Valve Cartridge Emulators and RT Hi-Performance springs up front as well.

Note: This kit is made for 639mm long shocks. There is an internal shaft spacer that makes it this length. It was a common modification to remove the spacer to increase travel by 20mm. If your shock is longer than 639 please contact us to purchase a SPSC P575519 or SPSC P575529 spacer so you can set the correct preload.

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 stock spring.
4. You will reuse the stock plastic body guard and steel washer under the guard.
5. Install the new Secondary Spring (short).
6. Install the new thick collar with the step towards the Secondary Spring.



7. The inner diameter of the primary spring may be different on each end. Install the new primary spring with its small ID end towards the secondary spring.

PRIMARY
SPRING



8. Install the sizing collar into the spring.
9. Measure the overall length of the two springs together including the collars. This length will be used to set the preload.



10. Install the two Retaining Clips.



11. Screw in the preload adjuster until you achieve 7mm of initial preload. This is a good starting point for most riders. Tighten the Locking Nut.

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.



MEASURING THE SET LENGTH
(1980 YZ shock shown NOT A 79)

12. Reinstall the shock on the bike. Double check that the race sag is 90-95mm.
13. Note - You may need to enlarge the entrance to the frame tunnel to fit the diameter of the new spring set.

