

# RACE TECH

1501 Pomona Rd, Corona, CA 92880 • 951.279.6655 • racetech.com

## DUAL-RATE SPRING INSTALLATION 77-78 YAMAHA YZs

<IP SRSK BKYA09080.doc> P. Thede © 3.17.15

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. 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.

**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

<p>1 Remove the shock from the motorcycle and clean it.</p> <p><b>NOTE:</b> If you are unfamiliar with this process <b>DO NOT PROCEED</b>. Seek out a qualified technician to complete the installation.</p>	
<p>2. Loosen the locking nut. Back off the preload adjuster all the way and remove the spring retainer clips.</p> <p>3. Remove the plastic shaft guard and the stock spring.</p> <p>4. There is a clip on the body. Put the stock spring collar against the clip.</p> <p>5. Reinstall the stock spring collar as shown.</p>	

6. Install the new spring collar and secondary spring on the shock. Identify this collar as the one with the shortest flange on the bottom. Note the direction of the flanges.



7. Install the new GBT (Go-Between) Collar. It MUST be installed with the long flange facing the Secondary Spring.

Note - You will not reuse the stock plastic spring guide.

**LONG  
FLANGE**



8. Install the Main Spring. Measure the overall length of the two springs together including the GBT. This is the Free Length. It will be used in setting the preload.



9. Install the two Retaining Clips.



10. Preload is the amount the spring set is compressed from its Free (uninstalled) Length when it is installed on the shock. Be sure to measure the combined length of both springs.

Adjust the preload adjuster until you achieve 8 to 10mm of initial preload. This is a good starting point for most riders when the spring rate is correct. Tighten the Locking Nut.

If you haven't already purchased and installed a Gold Valve on this shock it provides an impressive improvement in performance especially when combined with this spring kit.



11. Reinstall the shock on the bike. Double check that the race sag is 90-95mm.

Note: You may need to enlarge the entrance to the frame tunnel to fit the diameter of the new spring set.

