

# RACE TECH

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## FORK GOLD VALVE INSTALLATION STREET / ROAD RACE 24/25mm G2-R

FK code

<IP FMGV S2520G.doc> FMGV S2520G P Thede © 2.4.14 4 pgs

**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), 5mm Allen Wrench, 1/2" Wrench, HI-strength Loctite (included), Metric Calipers, 0-25mm Metric Micrometer.

**NOTE:** Many models require different fork springs. Please consult [www.racetech.com](http://www.racetech.com) or call Race Tech.

### DISASSEMBLY

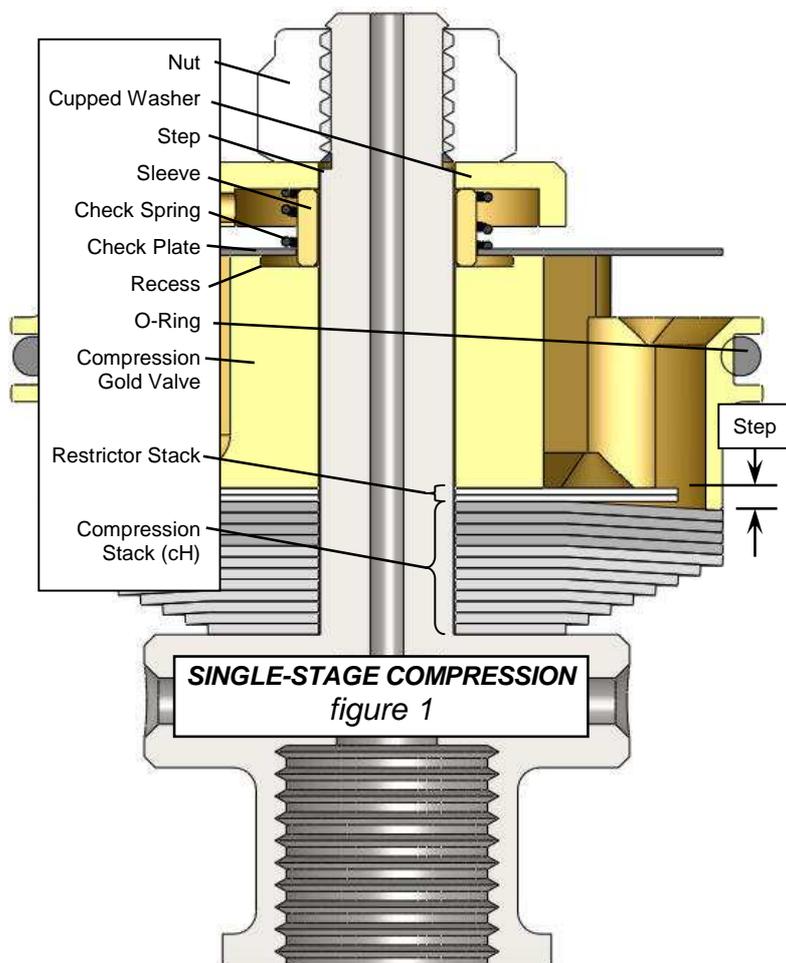
1 **CLEANLINESS IS CRITICALLY IMPORTANT.** Completely *disassemble and clean your front forks*. If you are unfamiliar with this process, **STOP!!!! Do not proceed. Seek out a qualified suspension technician to complete the installation.**

2 **Remove the compression valve body** from the cartridge. On some models there are punch marks at the bottom of the cartridge approximately 15mm (0.6") up from the bottom. If this applies to your model, these must be drilled out with a 3/16" (4.8mm) drill. Drill only through the steel cartridge tube not all the way through the aluminum valve body. Push the compression valve holder into the cartridge about 5mm (0.2") to allow access to the wire retaining clip. Remove the clip with a small screwdriver, it comes out easily. Once the clip is out, pull the holder out by screwing the bolt back in and pulling.

On some models the compression adjuster assembly screws into the bottom of the cartridge tube. This type uses a thread locking compound. Heat can be very helpful in disassembly to loosen the Loctite. Light tapping with a small ball peen hammer on the outside of the cartridge tube at the threads also works. Loctite must be used on reassembly on this type as well. Be very careful when holding the cartridge tube, it is very easy to dent or distort it.

3 If you had to drill out punch marks, **deburr the cartridge tube** so it doesn't damage the new o-ring. If there is an Allen bolt remove it and **disassemble the valving stack**. If there is a nut and you are disassembling the compression valve for the first time, the threads above the nut must be filed off flat before removal.

4 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.) Lightly deburr the end of the threads.



## COMPRESSION VALVING

**G2-R Theory** - There are many ways to setup the valving with G2-Rs. They can be preloaded (digressive) or restricted (progressive). This adds a little complexity but makes them extremely versatile.

The piston face has a 1.0mm step on it. This means if you put on a standard valving stack the shims will be bent 1.0mm without opening. We call this a 1.0mm preloaded stack. The best preloads are typically between zero and 0.10mm. The Restrictor Valving Stack thickness adjusts the preload.

The Restrictor Valving serves a second function. If we increase the diameter, it restricts the flow area of the ports. This increases the damping at high velocities but can make it harsher on square-edge bumps.

- 5 **To obtain custom valving settings for your particular application log on to [www.racetech.com](http://www.racetech.com), go to Digital Valving Search, insert your Access Code (printed on the top of the first page), input your personal specifications and print the custom setup information. If you do not have access to the web, contact our Technical Support Hotline 951.279.6655 for recommendations. Note: The Access Code is good for one limited-time use.**
- 6 **If your Custom Setup requires a Compression Bleed Hole - Drill one hole horizontally, through one of the port walls just above the step for the o-ring on the Compression Gold Valve. Placement is not critical. If your application is Racing please use the Bleed Hole size recommended in the Valving Notes section of the DVS Custom Setup Sheet.**
- 7 ***Begin assembly (figure 1).*** Place the original base plate(s) (*thick washer*) on the shaft of the compression valve body. **Put the valving on the shaft** in the order listed, starting with the smallest diameter shim. Put the o-ring on the Gold Valve. Place the Gold Valve on the shaft with the small recess on the piston facing up. Place the check valve sleeve on the shaft, then the check valve plate (*large ID washer*) and the spring. Be sure the sleeve fits into the recess in the piston and the plate is free.
- 8 ***Put the spring cup on the shaft*** (if applicable), dished down. ***This is a critical part of the installation (on Showa particularly, this does not apply on some models). If there is a step at the end of the threads you must be very sure that the spring cup straddles this step (see drawing). If it does not, one of two things will happen. Either the nut will tighten down on the step instead of the valving causing it to come loose or not damp properly. Or the spring cup will catch on the step and not tighten properly, also creating the possibility that the valve will loosen. To get the proper total valve stack thickness you may place some of the original shims or an additional spacer on the shaft below the base plate. Be sure that the spring cup is straddling the step!!!***
- 9 ***Install the nut or the bolt*** and tighten it. **CAUTION!** The threads can be damaged without extreme care. You **must** use Loctite. It **must** be torqued with a torque wrench to 30 in-lbs (2.5 ft-lbs or 0.35 kgf-m), **NO MORE!** Do not take this step lightly.
- 10 ***Inspect the assembled stack.*** Hold the compression stack up to the light and look for proper assembly. If there are any problems, disassemble the stack and look for burrs to surface and/or dirt in the valving. Reassemble and check again.
- 11 ***Install the compression assembly into the cartridge.*** Install the retaining clip and seat the compression valve assembly if it is that type.

## REBOUND VALVING

**Many models benefit from rebound damping changes. Some models require a Rebound Gold Valve Kit see [racetech.com](http://racetech.com) for applications. Follow the instructions included with those kits.**

## ASSEMBLY

- 12 **Reassemble the forks according to the procedure in your manual. Please use the proper spring rate.** Bleed the cartridge and **set the oil level** with the forks and the damping rod completely bottomed. **Set the oil level and spring preload** according to the Digital Valving Search Setup Sheet.
- 13 **Install the cap.** Use Loctite on the damping rod threads at the cap and torque it to manufacturer's specs. Some models require careful positioning of the rod in the cap so the proper number of rebound clicks are available for adjustment. If the rod is threaded too far into the cap there will not be the full number of clicks. If the cap is not threaded on far enough, it will not touch the adjuster and it could come off the shaft. On this type, set the total number of available clicks to 15 to 20 (or 4 turns if there are no "clicks"). Consult owner's manual for the proper procedure.  

On most KYBs, screw the adjuster in all the way and back it out 2 clicks with the cap off. On most Showa's, there's no stop when you screw the adjuster in, so the procedure is a little different. Screw the adjuster out all the way, and then screw it in 3 to 4 turns. Then for either type, install the cap onto the rod until it starts to feel tight (the adjuster needle is bottomed out). Hold the position of the cap in relation to the rod, back out the adjuster 5 clicks (so the needle isn't damaged when the slop is taken up in the threads) and torque the jam nut to proper specs (consult manual). Check to see you have the proper number of clicks.

For **Öhlins** fork caps follow the instructions in the Öhlins manual. Back out the Rebound Adjuster all the way. Screw in the Rod all the way until it bottoms. Tighten the Jam Nut.
- 14 **Adjust the compression and rebound adjusters** according to the Digital Valving Search Setup Sheet.
- 15 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, and 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.
- 16 If you have **any questions** please call our Technical Support Hotline at 951.279.6655.

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the latest innovations  
at [www.racetech.com](http://www.racetech.com).**

## TUNING NOTES

- Damping is sensitive to vertical wheel velocity, not position in the stroke. If your valving needs to be stiffer, move to the right. This will improve bottoming resistance by increasing damping overall, making it stiffer through the entire speed range. If the forks are too firm, go the opposite direction, to the left.
- Please feel free to use the compression damping adjuster. It controls the lowest speed damping and affects the entire range. The closer to maximum damping (*full clockwise*) the more effect one click makes. In other words going from 3 to 2 has a lot more effect than going from 14 to 13.
- Spring rate is dependent mostly on rider and bike weight. Spring rate, preload and low-speed compression damping; affect dive, wallow and bottoming.
- Oil level can drastically alter bottoming resistance and only affects the last part of the travel (*near bottoming*). If you like the action, but the forks bottom too easily, raise your oil level by 10mm (0.4").
- If the forks feel too soft all the way through, increase compression damping with the external adjuster (if available). If that's not enough, change the compression stack internally.

**Visit [www.racetech.com](http://www.racetech.com), go to Digital Valving Search with  
your Access Code (from the top of page 1) for your personal  
computer calculated valving setup!**

# BUILDING the VALVING STACK - STREET / ROAD RACE 25mm G2-R

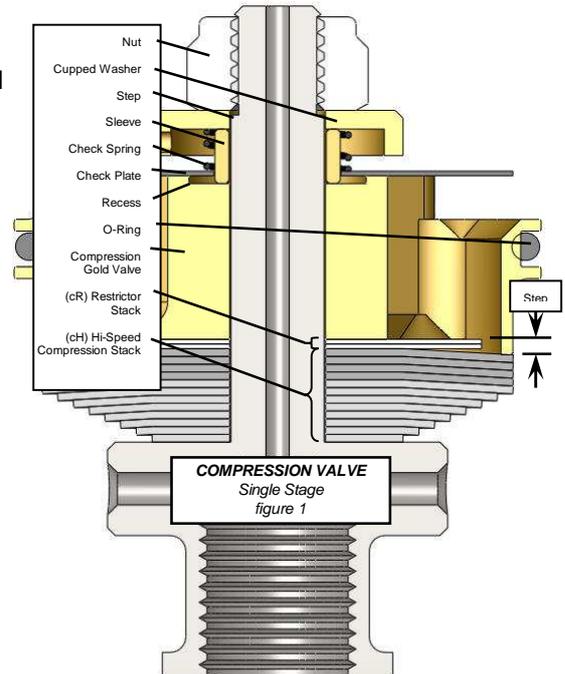
Welcome to the wonderful world of Gold Valving. To obtain your personal Custom Suspension Settings:

1. Log on to [www.racetech.com](http://www.racetech.com)
2. Go to Digital Valving Search (DVS)
3. Input your Access Code (on top of page 1) when prompted
4. Input your personal specifications
5. Print your DVS Custom Suspension Setup Sheet

If you do not have access to the Internet, contact our Technical Support Hotline 951.279.6655.

Once you have your valving settings, build your valving stacks.

Measurements are metric (for inches divide by 25.4). The valving list starts at the piston face. Valve specs are listed by (QUANTITY) THICKNESS x DIAMETER. Example: (2).15x17 means quantity two, 15 hundredths of a millimeter thick by 17 millimeters in diameter.



## FORK GOLD VALVE G2-R COMPRESSION CHART - RR 25x6mm

<FCR2521-070221> © P Thede

### RESTRICTOR VALVING STIFFER (Diameter) →

0.00 Preload	cR00.12	cR00.14	cR00.17
0.00	(6).15x12	(6).15x14	(6).15x17
	(1).10x12	(1).10x12	(1).10x12
0.05 Preload	cR05.12	cR05.14	cR05.17
0.05	(5).15x12	(5).15x14	(5).15x17
	(2).10x12	(2).10x12	(2).10x12
0.10 Preload	cR10.12	cR10.14	cR10.17
0.10	(6).15x12	(5).15x14	(5).15x17
		(1).15x12	(1).15x12

S  
T  
I  
F  
F  
E  
R

The Restrictor Valving Stack serves 2 purposes. First, because of its diameter, it can restrict the port size. Second, because of its thickness, it can adjust preload.

#### Preload

The piston face has a .50mm step on it. This means if you put on a standard valving stack the shims will be bent .50mm without opening. We call this a .50mm preloaded stack. The best preloads are typically between 0 and .10mm. The Restrictor Valving Stack thickness adjusts the preload.

$$(\text{Step}) - (\text{Restrictor Valving Thickness}) = (\text{Preload})$$

$$\text{ex. } 0.50 - 0.40 = 0.10\text{mm preload}$$

#### EXAMPLE:

The Valving Stacks are cR05.14 & cH23:  
Starting from the Gold Valve piston face

#### Restrictor Stack – cR05.14

- (5) 0.15x14
- (2) 0.10x12

#### Compression Stack – cH23

- (3) 0.15x21
- (1) 0.10x19
- (1) 0.10x17
- (1) 0.10x14
- (1) 0.10x13
- (1) 0.10x12
- (1) 0.10x11
- (1) 0.10x9

<2506S-044> © P Thede

### COMPRESSION VALVING STIFFER →

cH20	cH21	cH22	cH23	cH24	cH25	cH26	cH27	cH28	cH29
.10x21	.15x21	(2).15x21	(3).15x21	(4).15x21	(5).15x21	(6).15x21	(7).15x21	(8).15x21	(9).15x21
.10x19	.10x19	.10x19	.10x19	.10x19	.10x19	.10x19	.10x19	.10x19	.10x19
.10x17	.10x17	.10x17	.10x17	.10x17	.10x17	.10x17	.10x17	.10x17	.10x17
.10x14	.10x14	.10x14	.10x14	.10x14	.10x14	.10x14	.10x14	.10x14	.10x14
.10x13	.10x13	.10x13	.10x13	.10x13	.10x13	.10x13	.10x13	.10x13	.10x13
.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12
.10x11	.10x11	.10x11	.10x11	.10x11	.10x11	.10x11	.10x11	.10x11	.10x11
.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9

SHIM SIZING: (QUANTITY) THICKNESS x DIAMETER in mm (for inches divide by 25.4)