

RACE TECH

1501 Pomona Rd, Corona, CA 92880 • 951.279.6655 • fax 951.279.7171 • racetech.com

FK code

FORK REBOUND GOLD VALVE INSTALLATION - DIRT SACHS 2307

<IP FRGV 230701w.doc> FRGV 230701 P Thede © 12.4.15

TOOLS REQUIRED: In addition to the tools required for disassembly and assembly. TFSH 10 Shaft Holding Tool, Hi-Strength Loctite, 400 grit (very fine) Sandpaper.

CAUTION: THIS PROCEDURE SHOULD ONLY BE DONE BY A QUALIFIED SUSPENSION TECHNICIAN. IF YOU ARE NOT FAMILIAR WITH THIS PROCEDURE, STOP! CONTACT RACE TECH OR A QUALIFIED SUSPENSION TECHNICIAN.

DISASSEMBLY

- D1 Disassemble the forks and remove the cartridge.
- D2 Remove the compression valve. If you are installing compression Gold Valves at this time, follow the instructions for installation included in the kit.
- D3 Remove the rebound rod from the cartridge.
- D4 Remove the nut and disassemble the rebound valving stack.

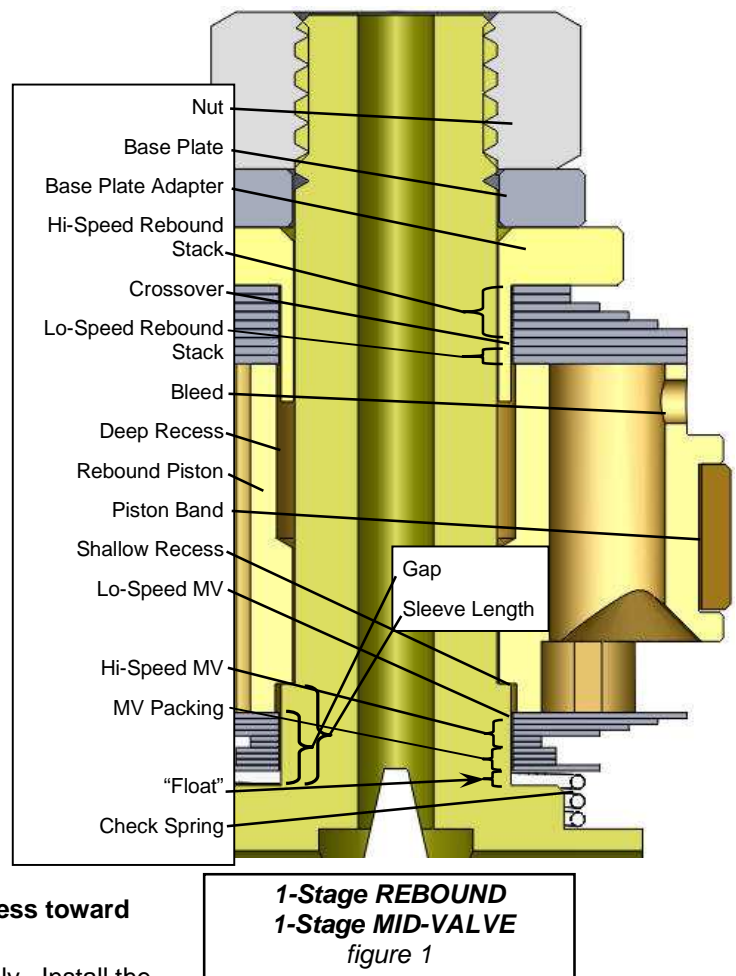
VALVING

- V1 To obtain custom suspension and valving settings log on to 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.

Select the Rebound and Mid-Valve Valving. Begin assembling the Rebound Gold Valve. Starting with the Check Spring, MV Packing Stack, Hi-Speed Mid-Valve Stack, Mid-Valve Crossover (if required) and Lo-Speed Mid-Valve Stack. There are two critical components of the Mid-Valve; the stiffness of the Mid-Valve Stack and the "Float". The Float is controlled by a combination of the thickness of the MV Stack and the MV Packing Stack.

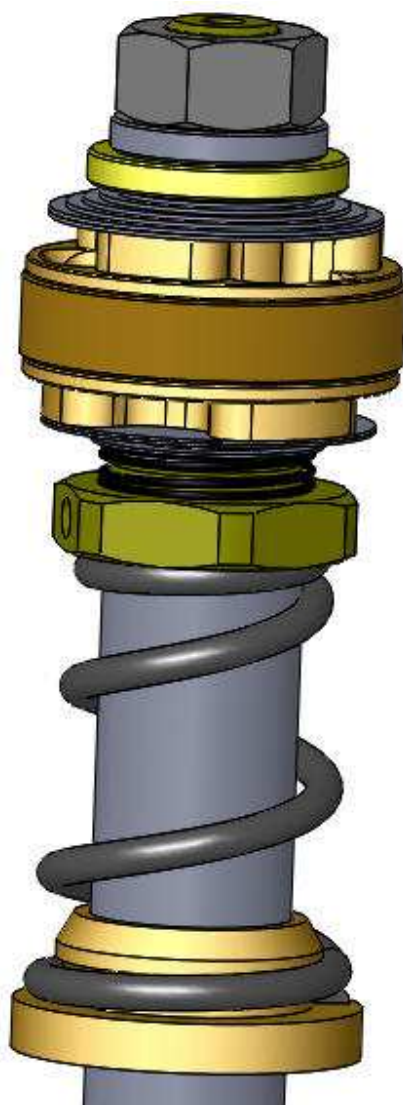
NOTE: Some configurations use a single stage Mid-Valve. Single Stage does not require a Mid-Valve Crossover. (See figure 1 vs. figure 2)

- V2 Install the Rebound Gold Valve with the shallow recess toward the Mid-Valve Stack.
- V3 Select the Rebound Valving Stack. Continue assembly. Install the Lo-Speed Rebound Valving Stack, Lo-Speed Crossover (if required), Hi-Speed Rebound Valving Stack, Base Plate Adapter, the stock Base Plate and Nut. Use Loctite and torque the nut to 35 in-lbs (0.41 kgf-m).



ASSEMBLY

- A1 **Reassemble the forks according to the procedure in your manual.** Torque the compression valve body to manufacturer's specs. For most forks this is 43 to 60 ft-lbs (58 to 82 NM). Consult owner's manual for specs. Bleed the cartridge and set the oil level using Ultra Slick USF 05 (5w).
- A2 **Install the fork cap.** Use Loctite on the damping rod threads at the cap and torque it to manufacturer's specs (typically 16 ft-lbs or 21.7 NM). Consult owner's manual for specs.
- A3 **Adjust the compression and rebound adjusters, spring preload, and oil level** according to the DVS Setup Sheet. Be sure to bleed the cartridge.
- A4 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, 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.
- A5 If you have any **questions** please call our Technical Support Hotline at 951.279.6655. Feel free to experiment and please stay in touch. Have fun!



Rebound and Mid-Valve Valving Selection

SACHS DIRT 23mm FRGV 230701

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

1. Go to Digital Valving Search (DVS)
2. Input your Access Code when prompted
3. Input your personal specifications
4. Print your DVS Custom Suspension Setup Sheet

If you do not have access to the Internet contact our Technical Support Hotline 951.279.6655 for recommendations. Note: The Access Code is good for one bike, limited-time use.

Once you have your recommended valving settings, build your Mid-Valve Stack.

MID-VALVE EXAMPLE ONLY (see your DVS):

The Total Mid-Valve Stack is mL1002, mLX1012, mH142 and MVP120.

Starting from the **SHALLOW RECESS** Gold Valve piston face:

Sleeve Length 8 od – 3.50mm long (stock Sachs)

Recess Depth - 1.00mm (std Gold Valve)

Lo-Speed Mid-Valve Stack – mL1002 - 0.20mm thick

(2) 0.10x20x8 ID

Mid-Valve Crossover – mLX1012 - 0.10mm thick

(1) 0.10x12

Hi-Speed Mid-Valve Stack – mH142 - 0.70mm thick

(1) 0.10x18

(1) 0.10x14

(1) 0.10x12

(4) 0.10x10

Mid-Valve Packing Stack – MVP120 -1.20mm thick

(1) 0.10x12

(6) 0.15x12

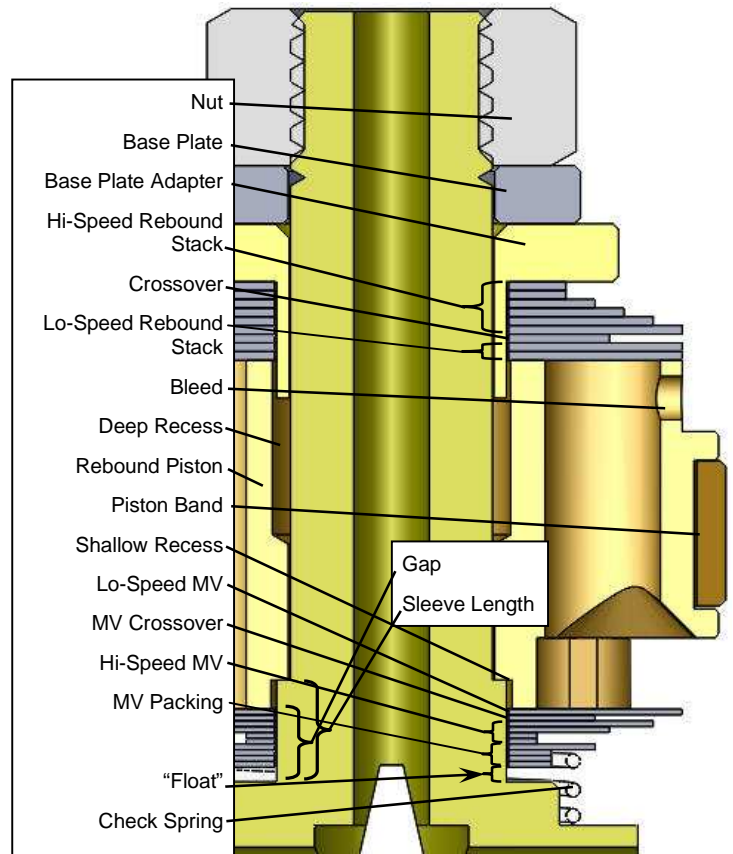
(1) 0.20x14

Float = Gap – Total Stack Thickness

Sleeve Length (stock Sachs)	3.50
Recess (std Gold Valve)	— 1.00
Gap	= 2.50

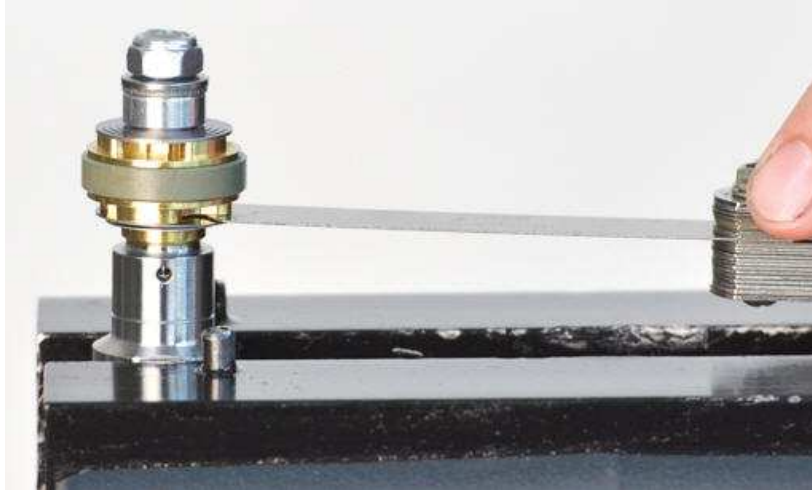
Lo-speed MV Stack (mL1002)	.20
MV Crossover (mLX1010)	+ .10
Hi-speed MV Stack (mH142)	+ .70
MVP Packing (MVP120)	+ 1.20
Total Stack Thickness	= 2.20

Gap	2.50
Total Stack Thickness	— 2.20
Float (example only - see your DVS)	= .30



**2-Stage REBOUND
and 2-Stage MID-VALVE**
figure 2

CHECK THE FLOAT WITH A FEELER GAUGE - These calculations have already been done in your recommended DVS Setting. However, *Float is critical! There are production tolerances on every component that affects Float. It is best to measure the Float with a Feeler Gauge after the Rebound/Mid-Valve is assembled. Adjust the MV Packing Stack thickness to compensate for these errors and create the correct Float.*



Next build the Rebound Valving Stack.

REBOUND EXAMPLE ONLY (see your DVS):

Starting from the DEEP RECESS Gold Valve piston face:

Lo-Speed Stack

(4) 0.10x20

Lo-Speed Stack

(1) 0.10x12

Hi-Speed Stack

(1) 0.10x18

(1) 0.10x16

(1) 0.10x14

(1) 0.10x12

(2) 0.15x11