

RACE TECH

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FORK REBOUND GOLD VALVE INSTALLATION - STREET / ROAD RACE 23mm

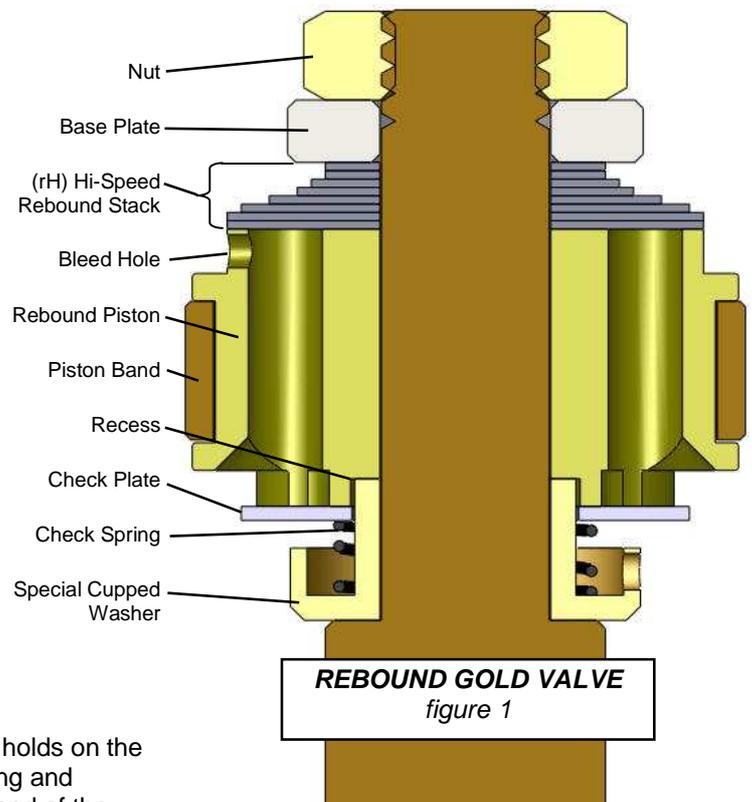
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TOOLS REQUIRED: In addition to the tools required for disassembly and assembly. TFSH 10 Shaft Holding Tool, Hi-Strength Loctite (included), 400 grit (very fine) or finer Sandpaper.

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.** On some models this will require removing the hydraulic bottom-out system from the rod. Being very careful not to damage the rod, hold the rod using the TFSH 01 Shaft Holding Tool. The bottom-out piston is held onto the rod with peening over a circlip (the circlip is not visible until the piston is removed). You must spread the peening over the circlip. Simply tap down on the piston using a hammer and a 12" (300mm) length of ½" PVC or electrical conduit (or some other piece of pipe) as a driver. This will spread the peening. Save the circlip and piston, they will be reused. Slide the rod out of the cartridge tube.
- D4 Lightly file the peening off the end of the shaft that holds on the nut. Remove the nut holding on the rebound valving and disassemble the valving stack. Lightly deburr the end of the thread.



VALVING

- V1 **To obtain custom valving settings for your particular application log on to www.racetech.com, go to Digital Valving Search, 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. You do not need an additional Access Code for this kit.**
- V2 **Assemble the Rebound Gold Valve.** Starting with the cupped washer, check spring, check plate, Rebound Gold Valve (the recess towards the check plate), rebound valving [Select your valving using the Valving Selection Chart], base plate and nut. Use Loctite and torque the nut to 30 in-lbs (0.35 kgf-m).
- V3 **Polish the damping rods with 400 grit (very fine) or finer sandpaper.** This will drastically improve bushing life and will reduce drag as well. The important part is the lower half of the rod as that is the part that contacts the damping rod bushing.

ASSEMBLY

- A1 **Reinstall the rod** into the cartridge being careful not to damage the piston ring. **Hint:** Bend the piston ring by rolling it up and use assembly grease to “stick” it into the groove.
- A2 Install the compression assembly and reassemble the forks. (On models with peened on Bottom-out pistons remember to reinstall the piston). Bleed the cartridges and set the oil height to the correct specification, (consult the DVS at www.racetech.com for your specific bike).
- A3 Install the fork cap. Use Loctite on the damping rod threads at the cap and torque it to manufacturers specs.
- DIRT BIKES** – Use Loctite on the damping rod thread at the Rebound Adjuster. Screw on the cap all the way with the adjuster backed all the way out and torque the jam nut to manufacturers specs (typically 16 to 21 ft-lbs [21.7 – 28.5 NM]). Consult shop manual for specs.
- STREET BIKES** - 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 owners' manual for the proper procedure. On most models screw the adjuster out all the way, and then screw it in 3 to 4 turns. Then, 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.
- A4 **Set the external adjustment, preload, and oil level** according to the DVS Setup Sheet. Enjoy!

Rebound Valving Selection Chart – STREET / ROAD RACE 23mm

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

1. **Log on to www.racetech.com**
2. **Go to Digital Valving Search (DVS)**
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.

Once you have your valving settings, build the valving stack.

EXAMPLE:

The **Total Valving Stack** is rH34:

Starting from the Gold Valve piston face

Rebound Stack – rH34

- (4) 0.15x20
- (1) 0.10x17
- (1) 0.10x15
- (1) 0.10x12
- (1) 0.10x9

Visit www.racetech.com, go to Digital Valving Search for your personal computer calculated valving setup!

OIL LEVEL, EXTERNAL ADJUSTERS, SPRING RATE, and PRELOAD are all listed on the DVS at [racetech.com](http://www.racetech.com).

NOTE: All measurements are metric (*for inches divide by 25.4*). The valving list starts at the piston face and goes towards the base plate. Valve specs are listed by (QUANTITY) THICKNESS x DIAMETER. A number in parentheses means quantity. If there is no number in parentheses the quantity is one. Example: (2).15x17 means quantity two, 15 hundredths of a millimeter thick by 17 millimeters in diameter.

FORK REBOUND GOLD VALVE CHART - STREET / ROAD RACE 23mm

REBOUND VALVING <FR2320S-080203> SLOWER →

rH31	rH32	rH33	rH34	rH35	rH36	rH37	rH38	rH39	rH40
(1) .15x20	(2) .15x20	(3) .15x20	(4) .15x20	(5) .15x20	(6) .15x20	(7) .15x20	(8) .15x20	(9) .15x20	(10) .15x20
.10x17									
.10x15									
.10x12									
.10x9									

Shim Dimensions - (QUANTITY) THICKNESS x DIAMETER in mm (*for inches divide by 25.4*)