

RACE TECH

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FORK COMPRESSION & REBOUND GOLD VALVE INSTALLATION

HONDA ST1100 & ABS 41 & 43mm FORKS

<IP FMGV S2054C.doc> ©P.Thede 6-15-22

TOOLS REQUIRED: In addition to the Service Manual along with common hand tools required for disassembly and assembly we recommend; TFSH 10 Shaft Holding Tool, TFBT 1014 Bleed Tool, TFSD 41 or 43 Seal Driver, 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.

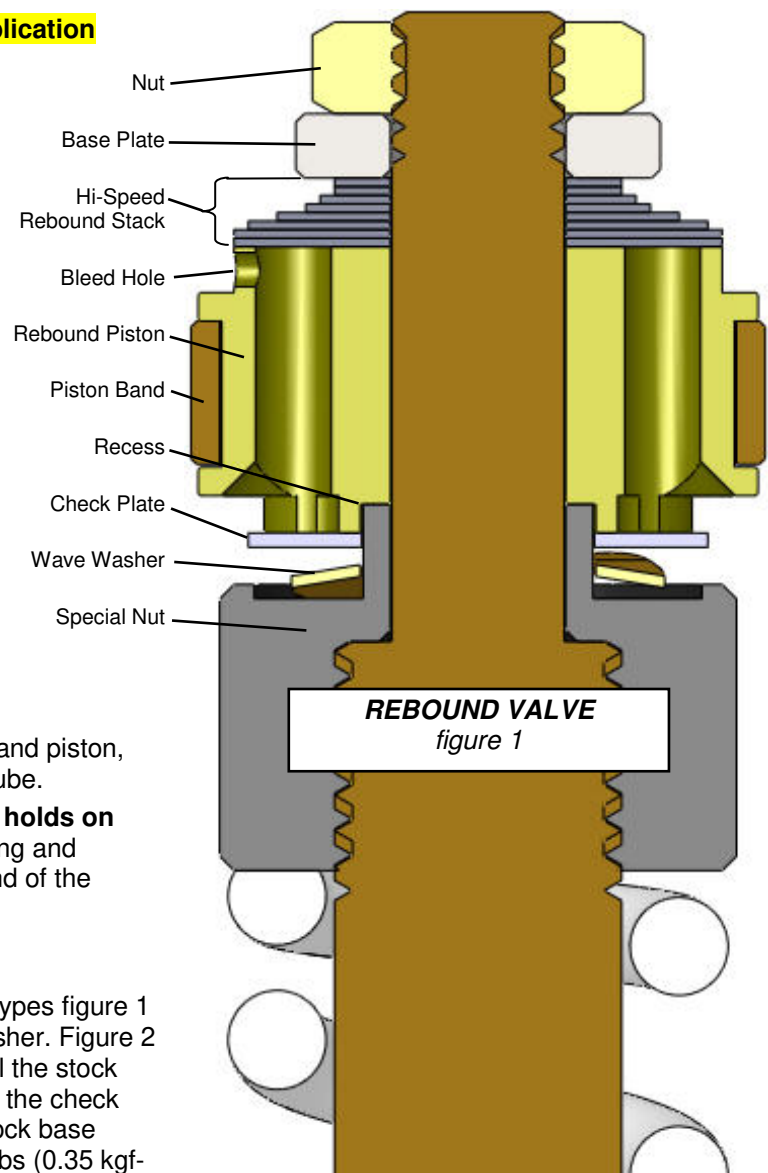
To obtain custom valving settings for your particular application log on to racetech.com, go to DVS Valving Search, insert your Access Code, input your personal specifications and print your DVS Setup Sheet.

DISASSEMBLY

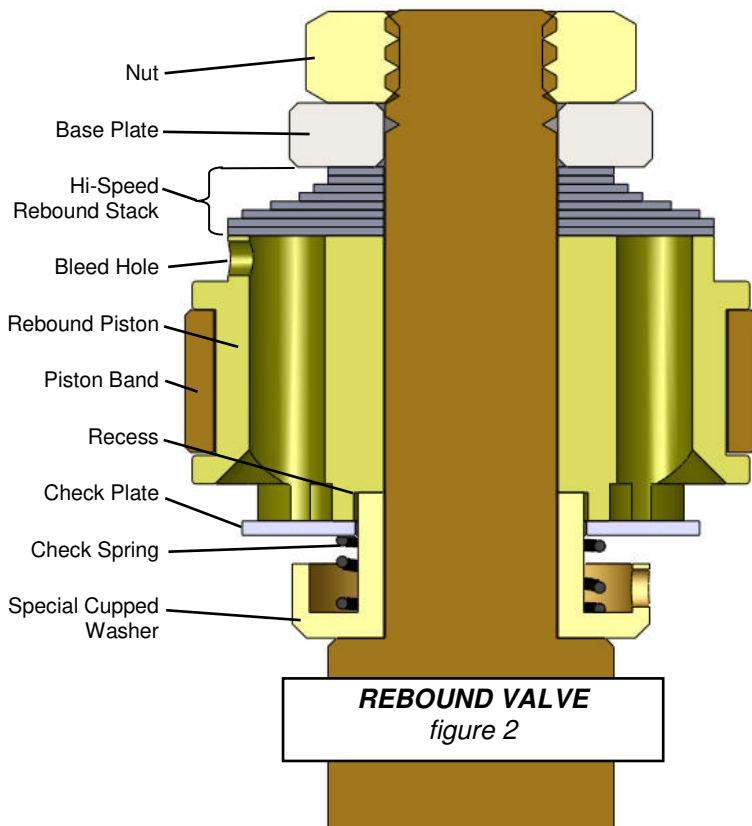
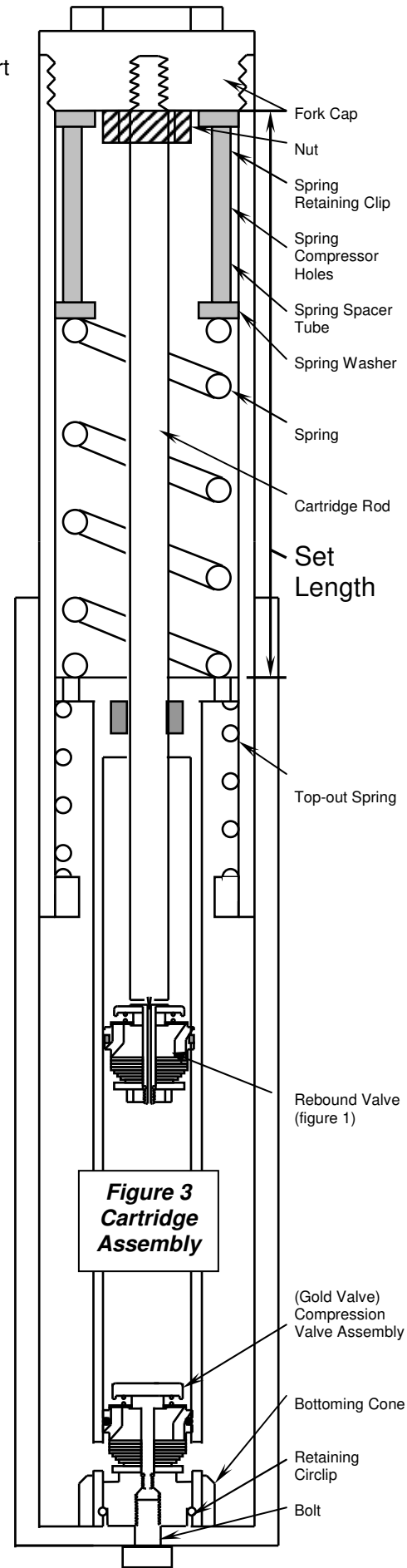
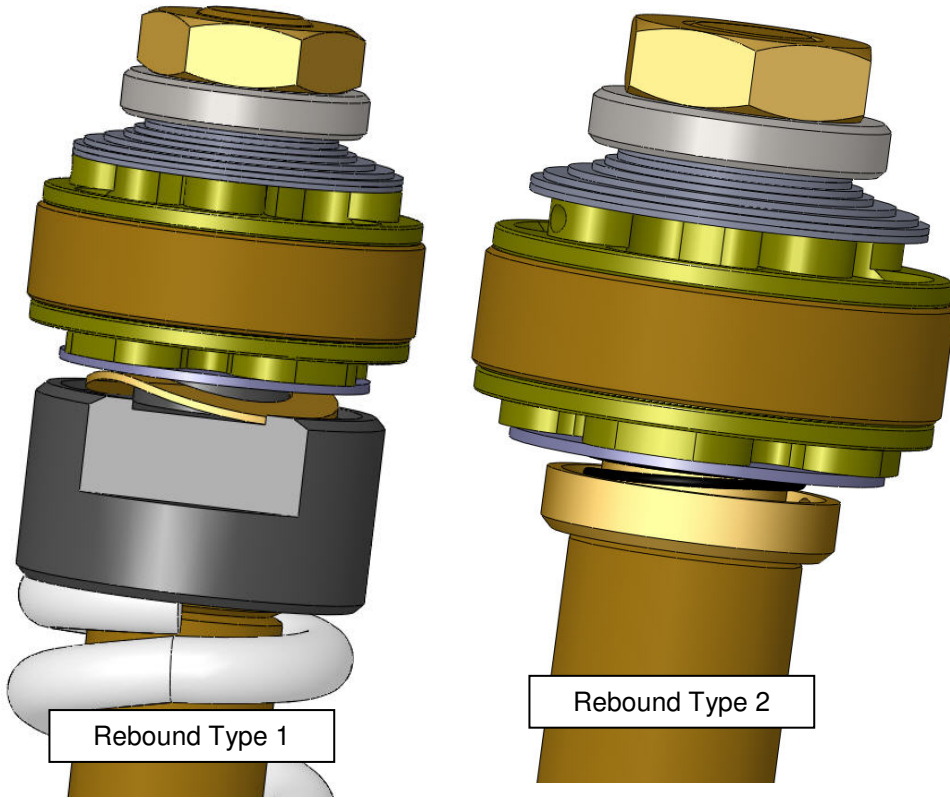
- 1 **Disassemble the forks** and remove the cartridge.
- 2 **Remove the compression valve.** Push the compression valves up into the fork about 25mm (1"). This will allow access to the retaining clips, remove them with a small screwdriver. Next screw the bottom retaining bolt into the base of the valves, pull them out.
- 3 **Remove the rebound rod from the cartridge.** 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 on the rod (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 300mm (12") length of ½" (12mm) electrical conduit (or some other piece of pipe) as a driver (or you can use a small chisel). This will spread the peening. Save the circlip and piston, they will be reused. Slide the rod out of the cartridge tube.
- 4 **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 threads.

VALVING

- 5 **Assemble the Rebound Gold Valve.** There are two types figure 1 and 2. Figure 1 reuses the Special Nut and Wave Washer. Figure 2 uses the cupped washer and check spring. Then install the stock check plate, Rebound Gold Valve (the recess towards the check plate), DVS recommended Rebound Valving Stack, stock base plate and nut. Use Loctite and torque the nut to 30 in-lbs (0.35 kgf-m).



Polish the damping rods with 400 grit (very fine) or finer sandpaper.
 This will drastically improve bushing life and reduce drag. The important part is the lower half of the rod that contacts the damping rod bushing.



**Figure 3
 Cartridge
 Assembly**

**REBOUND VALVE
 figure 2**

COMPRESSION VALVES

ASSEMBLY

1. **Install the Gold Valve Compression Assembly** into each cartridge. Insert the circlip into the groove, screw the bolt back in and pull to seat the assembly on the circlip.
2. **Reassemble the forks according to your manual.**
3. **Set the fork spring preload.** *Per the instructions in your Race Tech Fork Spring kit.*

Note: You must have washers on both ends of the spacer. The spacer must not rest directly on the spring or the cap. If you are not installing Race Tech Fork Springs reuse the OEM parts in their correct order.

4. **Install the fork fluid.** Pump the cartridge rod using the TFBT 1014 Bleed Tool to bleed the air out.
Set the oil level according to the DVS using USF-05 Suspension Fluid (5wt) with the fork and cartridge rod completely bottomed and the spring out.
5. **Install Fork spring** with washer, spacer, and washer.
6. **Install the cap on the cartridge rod.** Use Loctite on the damping rod threads at the cap and torque it to manufacturers specs.

This kit is specific to 1991-2002 ST1100 & ABS models. Valving, bleed sizes, etc. are set for these bikes. RT Fork Springs are strongly recommended to realize the full benefit of this kit. Please visit racetech.com/ProductSearch for spring rates.

DAMPING ROD LEG - LEFT SIDE

DISASSEMBLY

- 1 **Remove the damping rod.** An air impact and a long Allen socket helps a lot. For stubborn bolts, use a drift and beat on the head of the damping rod bolt to jar the threads loose.

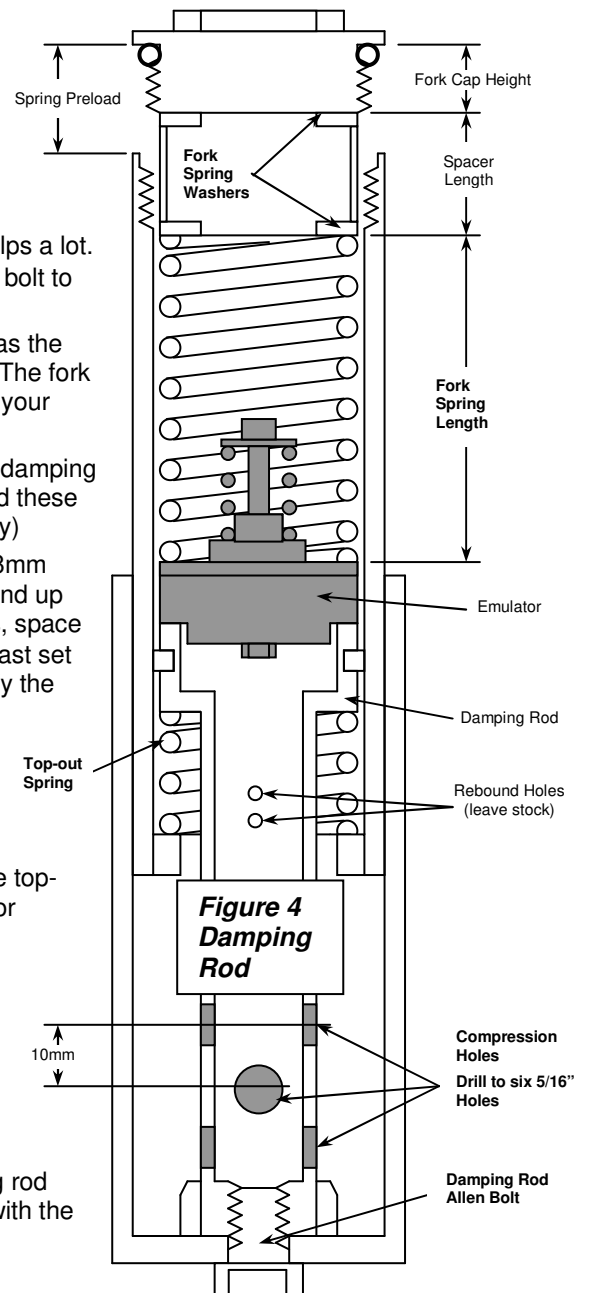
You will need to remove the Dust Seal, Circlip, Oil Seal, and Bushings as the Damping Rod will not slide out without complete fork leg disassembly. The fork tubes are "slide-hammered" apart after the Circlip is removed. Consult your owner's manual.

On the Damping Rod, remove the 2 large washers at the bottom of the damping rod along with the spring and circlips that retain them. You will not need these for reassembly, leave them out. (anti-dive disabled, no longer necessary)

- 2 **Enlarge the existing compression holes in the damping rod** to 8mm (5/16") and add additional 8mm holes above the original holes so you end up with six holes (3 sets of 2 holes) (figure 4). When drilling the new holes, space them lengthwise 10mm (.4"). The new set of holes must be 90° to the last set (figure 1). Deburr the compression holes, inside and out. Do not modify the rebound holes.
- 3 **Set the Emulator Valving according to the DVS.** Check the tightness of the jam nut on the Emulator.

ASSEMBLY

- 4 **Reassemble** the fork leg according to your manual. Remember to the top-out spring and aluminum bottom-out cone. Use manufacturers specs for damping rod bolt torque.
- 5 **Set the fork spring preload** by making the correct length spacer.
Preload is the amount the spring is compressed from fully extended when it is installed.
Set Length is the installed length of the spring (with the fork fully extended).
A **Measure the Set Length:**
 - a. Drop the Emulator down the tube. It sits on top of the damping rod with the Emulator Valve Spring facing up and is held in place with the



main fork spring (figure 1). Visually check to make sure the Emulator is sitting squarely on top of the damping rod.

- b. Extend the fork tube all the way. Use a Tape Measure and measure from the point the spring sits on the top of the Emulator to the top of the fork tube.
- c. Measure the Cap Height.
- d. Subtract the Cap Height from the distance to the top of the tube (step b). This is the Set Length.

B **Cut a preload spacer** so the combined length of the spring, spacer and 2 spacer washers is 15mm (.6") longer than the Set Length.

C **Check the Preload.** Insert the fork springs into the fork tube on top of the Emulator. Install a fork spring washer. Place the new spring spacer tube into the fork leg. Then install another washer.

Set the fork cap on the washer and measure from the top of the fork tube to the sealing lip on the fork cap ("preload" figure 4). This is a direct measurement of fork spring preload for this leg only.

Note: You must have washers on both ends of the spacer. The spacer must not rest directly on the spring or the cap.

- 6 **Reassemble the forks according to the procedure in your manual.** *This will include installation of the Seals and Bushings. It is essential to use a Seal Driver (TFSD 41 or 43) or equivalent for proper installation.*
- 7 **Install the fork fluid.** Bleed the fork by pumping the chrome tube. Install the Emulator and set the oil level to the DVS recommendation using 10 wt fluid with the fork completely bottomed and the spring out.
- 8 **Finish reassembly by installing the spring, washers and spacer.** Before you install the cap, re-check the spring preload. This will indicate whether the Emulator is seated properly. Install the fork cap and, with the forks off the bike, push on it, checking for any unusual drag or bind that would indicate an improperly seated Emulator.

FORK INSTALLATION

When the forks are reinstalled on the bike it is very important to ***align the fork tubes on the axle*** so they won't bind. First, tighten the axle all the way, and then pump the forks with the right-hand axle clamp loose. Finally, tighten the axle clamp.