

RACE TECH

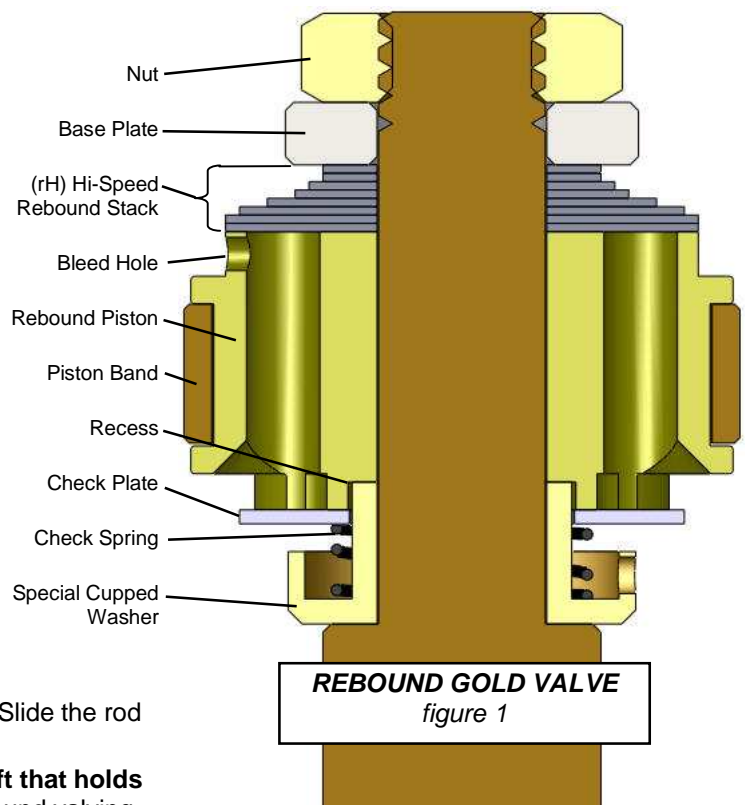
FORK REBOUND GOLD VALVE INSTALLATION - STREET / ROAD RACE 20mm

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 RS 125R 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 on the rod (the circlip is not visible until the piston is removed). You must spread the peening over the circlip. You must spread the peening over the circlip. Simply tap down on the piston using a hammer and a 12" (300 mm) 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.
- 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 racetech, go to Digital Valving Search, input your personal specifications and print the custom setup information.**
- V2 **Assemble the Rebound Gold Valve.** Start with the cupped washer, check spring, check plate, Rebound Gold Valve (the recess towards the check plate), rebound valving, base plate and nut. Use Loctite and torque the nut to 30 in-lbs (0.35 kgf-m).

Note: If your bike does not have external rebound adjusters (on fork cap) you will need to drill a small bleed hole into the Rebound Gold Valve, just below the piston band (just above is OK too). See the DVS Setup Sheet. The bleed needs to be drilled into one of the three round ports between the valve stack and the piston ring.

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 RS125R models **remember** to reinstall the bottom-out piston). Bleed the cartridges and set the oil height to the DVS setting,
- A3 **Install the fork cap.** Use Loctite on the damping rod threads at the cap and torque it to manufacturers 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 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 for 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 20mm

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

1. **Log on to racetech and go to Digital Valving Search (DVS)**
2. **Input your personal specifications**
3. **Print your DVS Custom Suspension Setup Sheet**

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

EXAMPLE:

The **Total Valving Stack** is rH17:

Starting from the Gold Valve piston face

Rebound Stack – rH17

- (6) 0.15x17
- (1) 0.10x15
- (1) 0.10x12
- (1) 0.10x9

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 20mm

REBOUND VALVING <FR2017-030115>

SLOWER →

rH14	rH15	rH16	rH17	rH18	rH19	rH20*	rH21*	rH22*	rH23*
(3) .15x17	(4) .15x17	(5) .15x17	(6) .15x17	(7) .15x17	(8) .15x17	(9) .15x17	(10) .15x17	(11) .15x17	(12) .15x17
.10x15	.10x15	.10x15	.10x15	.10x15	.10x15	.10x15	.10x15	.10x15	.10x15
.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12	.10x12
.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9	.10x9

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