

# RACE TECH

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## FORK REBOUND GOLD VALVE INSTALLATION DIRT SACHS 230701

<IP FRGV 230701w.doc> FRGV 230701 P Thede © 6-19-22

**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.

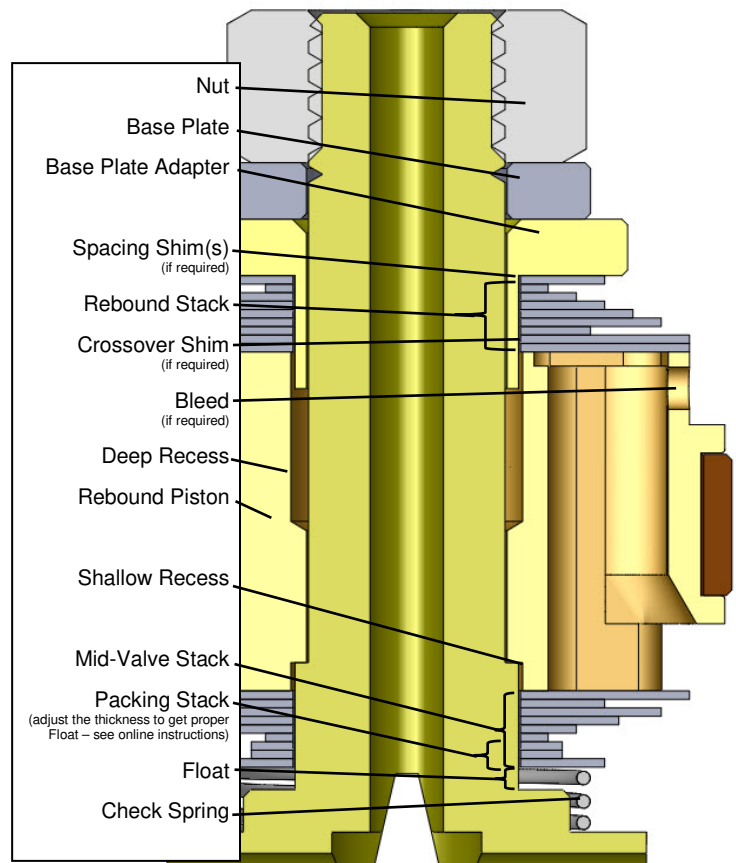
**CAUTION: THIS PROCEDURE SHOULD ONLY BE DONE BY A QUALIFIED SUSPENSION TECHNICIAN. IF YOU ARE NOT FAMILIAR WITH THIS PROCEDURE, STOP! CONTACT RACE TECH OR A QUALIFIED SUSPENSION TECHNICIAN.**

### 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 assembly.**

### VALVING

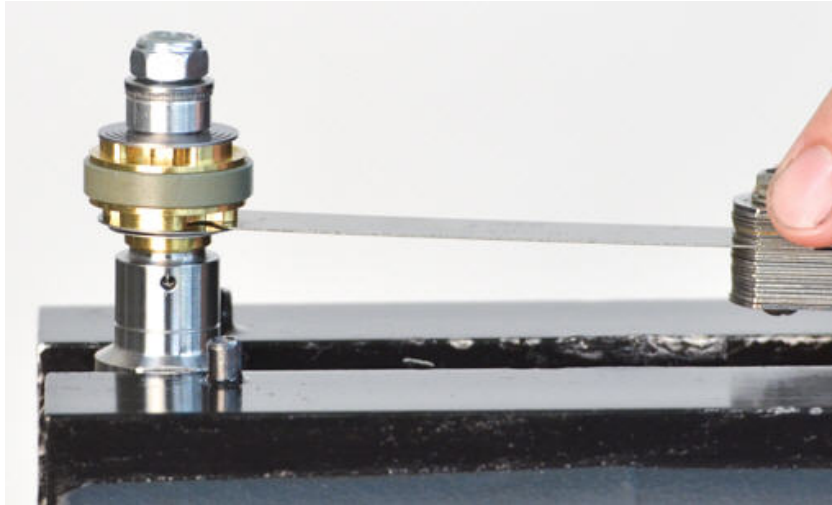
- V1 **To obtain custom valving settings for your particular application log on to [racetech.com](http://racetech.com), go to DVS Valving Search, insert your Access Code, input your personal specifications and print your DVS Custom Setup Sheet.**
- V2 Begin **assembling the Rebound Gold Valve.** Starting with the Check Spring, **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.**
- V3 **Install the Rebound Gold Valve with the shallow recess toward the Mid-Valve Stack.**
- V4 **Build the Rebound Valving Stack.** Install the Rebound Valving Stack, Crossover (if required), Base Plate Adapter, the stock Base Plate and Nut.



**CHECK THE FLOAT WITH A FEELER GAUGE - Float is critical!**

Float has been calculated in your recommended DVS Setting. **However there are production tolerances on every component. It is important 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.**

On final assembly 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.** Torque it to manufacturer's specs (typically 16 ft-lbs or 21.7 NM). Consult owner's manual.
- 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 Technical Support at 951.279.6655. Have fun!

