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FORK REBOUND GOLD VALVE INSTALLATION - DIRT 20mm

<IP FRGV 200602w.doc> **FRGV 200602** P Thede © 12-4-15

TOOLS REQUIRED: In addition to the tools required for disassembly and assembly. TFSH 20 Shaft Holding Tool, Hydraulic Press (some stubborn cartridges), 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.

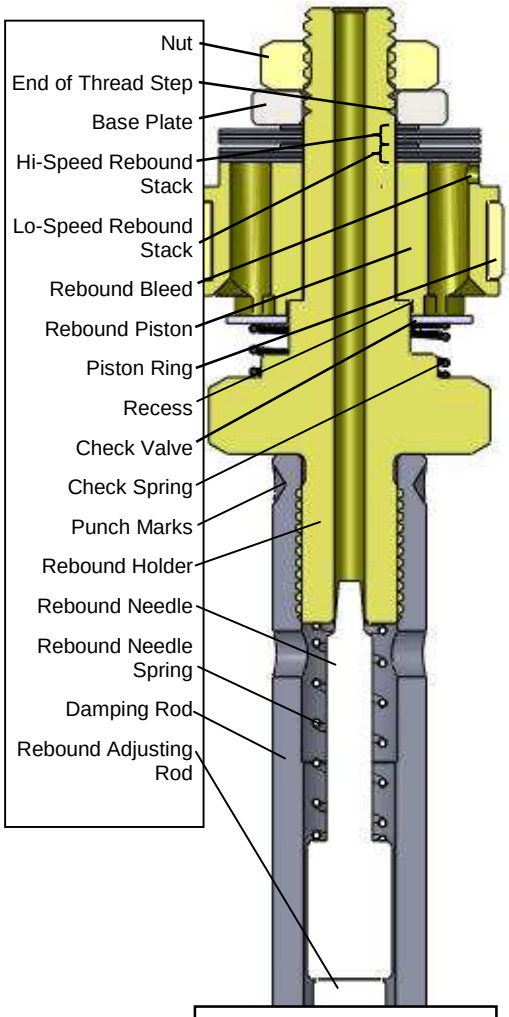
D2 **Remove the compression valve**. If you are installing compression Gold Valves at this time, follow the instructions for installation included in the kit.

D3 **Remove the Rebound Damping Rod Assembly from the Cartridge.** If it cannot slide out of the bottom of the cartridge **remove the cartridge seal head assembly** (at the top of the cartridge) from the cartridge tube. It is Loctited in. It is sometimes beneficial to heat the seal head assembly at the thread (internal) to loosen the Loctite. It should be heated just slightly above 250° F (121° C). Use the TFSH 20 shaft holding tool at the bottom of the cartridge with the compression base valve assembly installed to give it support. You may have to hold the shaft holding tool in a hydraulic press to keep the cartridge from spinning.

D4 **Remove the stock rebound valve assembly from the shaft.** Hold the shaft using the Shaft Holding Tool supplied. Use heat to loosen the Loctite. You may need to clamp the shaft holding tool in a press to keep the rod from spinning.

D5 **Polish the damping rods with 400 grit (very fine) or finer sandpaper**. This will drastically improve bushing life and reduce drag as well. The important part is the lower half of the rod where it contacts the damping rod bushing.

D6 **Install the rebound assembly into the shaft.** Insert the rebound adjuster needle into the rebound piston end of the shaft with the point facing outward. Insert the needle spring and install the new rebound assembly into the shaft. Tthe point of the needle goes into the inner diameter of the small spring. Make sure everything is clean and use Loctite on the thread. Torque the holder to 20 ft-lbs (27.2 NM).



REBOUND VALVE
figure 1

VALVING

Assembly order:

1 Check Spring
2 Check Plate
3 Rebound Gold Valve (the recess goes first, towards check plate)
4 Rebound Valving
    Example:
    Lo-Speed Rebound Valving
        (3) 0.10x17
        (1) 0.10x9
    Hi-Speed Rebound Valving
        (3) 0.15x17
        (1) 0.10x9
5 Base Plate
6 Nut (Use Loctite and torque the nut to 30 in-lbs (0.35 kgf-m))

ASSEMBLY

A1 **Assemble the cartridge according to the procedure in your manual**. If you have removed the seal head assembly use Loctite on the thread and torque it to 36 ft-lbs (48.9 NM).

A2 Install the compression assembly and **reassemble the forks.**

A3 **Install the fork cap**. Use Loctite on the damping rod threads at the cap and torque it to manufacturer's specs.

A4 Set the rebound adjuster. Enjoy!

BUILDING the REBOUND VALVING STACK - DIRT 20mm

Welcome to the wonderful world of Gold Valving.

Two Stage - the total valving stack is a Lo-Speed Stack and a Hi-Speed Stack.

EXAMPLE:

Starting from the Gold Valve piston face

Lo-Speed Stack

(1) 0.15x17
(2) 0.10x17
(1) 0.10x9

Hi-Speed Stack

(4) 0.15x17
(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 parenthesis the quantity is one. Example: (2).15x17 means quantity two, 15 hundredths of a millimeter thick by 17 millimeters in diameter.