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SK code

SHOCK GOLD VALVE INSTALLATION – WP 50/16mm (44/40-2LS)

<IP SMGV 5045.doc> **SMGV 5045** (2 part LS) P Thede © 4.3.12 6 pgs

TOOLS REQUIRED: Metric Micrometer, Calipers or a Metric Ruler, Torque Wrench, High Pressure Nitrogen (regulated), High Pressure Gauge (TSNG 02), Bench Grinder, Numbered Drill Set, Drill Motor, Metric Thread Pitch Gage, Seal Head Tool (TSSS 02), Valve Core Removal Tool, Safety Glasses, Sag Master (TSSM 01), 18mm Bullet Tool (TSSB 1816) helps keep seal from getting damaged on installation.

PARTS REQUIRED: Shock Fluid - Race Tech Ultra Slick Fluids are preferred, Loctite 271 (Red - High-Strength).

NOTE: Many riders require a different spring. Consult racetech.com or call Race Tech.

CAUTION: IF YOU ARE UNFAMILIAR WITH REBUILDING AND REVALVING THIS SHOCK ABSORBER, STOP!!! DO NOT PROCEED; SEEK OUT A QUALIFIED SUSPENSION TECHNICIAN.

DISASSEMBLY

1 ***Remove the shock from the bike and clean it thoroughly.*** Check and record the compression and rebound adjustment settings. Back both adjustments out all the way. Measure and record the set length (installed length) of the spring. Remove the spring.

2 **Follow standard rebuild procedures as outlined in your maintenance manual. Use safety glasses.** ***Begin disassembly.*** Clamp the shock in a vise, slowly remove the Nitrogen Fill Bolt or the Valve Core (if applicable) and let the Nitrogen escape. If your shock has an aftermarket bladder, remove it by unscrewing the cap (you may need a Pin Spanner Tool TPPS P5348)

3 ***Remove the end cap from the shock body.*** There are two basic types: screwed-on and pressed-on. The screwed-on type usually requires a special wrench, (most notably Penske, early Öhlins and WP).

4 Once removed, depress the seal head assembly. Use Race Tech's Seal Head Tool (TSSS 02). This will expose the circlip. ***Remove the circlip*** with TSCP 01.

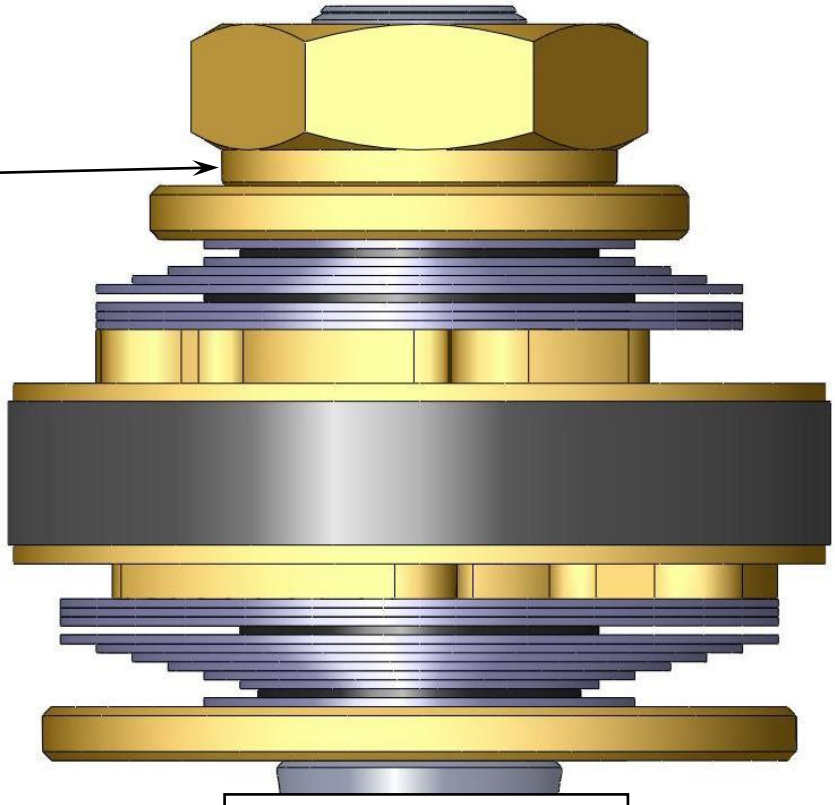
5 Next ***remove the shaft assembly*** from the body by gently tapping upward on the shaft eyelet with a plastic mallet. Pour out the old fluid and dispose of properly. Clean the body with solvent and set it aside to dry.

6 *Remove the nut.* **Notice some of the threads are removed on the bottom side of the nut. The OD is turned down on this end as well. Note that the end with the threads removed goes towards the valving. This will be important on reassembly.**

7 ***Disassemble the valving stack,*** lay it out in the exact order and orientation that it comes off the shaft. Clean all the parts including the inside of the shock shaft where the rebound mechanism is. Blow it out using compressed air, being sure to wear safety glasses.

8 ***Clean and inspect all the parts*** including the seal, the shaft, shaft bushing, o-rings and the bottom-out bumper. If the bottom-out bumper is cracked or worn, replace it. NOTE: Parts are available from Race Tech. Grease the seal and reassemble the shaft up to the compression base plate. Surface and clean the Base Plate and install it on the shaft.

NOTE: **If you are installing Lowering Spacers or Travel Extenders** they go under the Base Plate. See Instructions in the kit.



Shock Valving Stack
figure 1

VALVING SELECTION

9 **To obtain custom valving settings for your particular application log on to www.racetech.com, go to Digital Valving Search, insert your Access Code (printed on the top of the first page), 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. Note: The Access Code is good for one limited-time use.**

10 ***Build the Compression Valving Stack.*** The total Compression Valving Stack is a combination of the Lo-Speed Compression Stack, Lo-Speed Crossover and a Hi-Speed Compression Stack. First, install the Hi-Speed Compression Stack starting with the smallest diameter shim against the Base Plate. Next place the Crossover Shim and the Lo-Speed Compression Stack on the shaft.

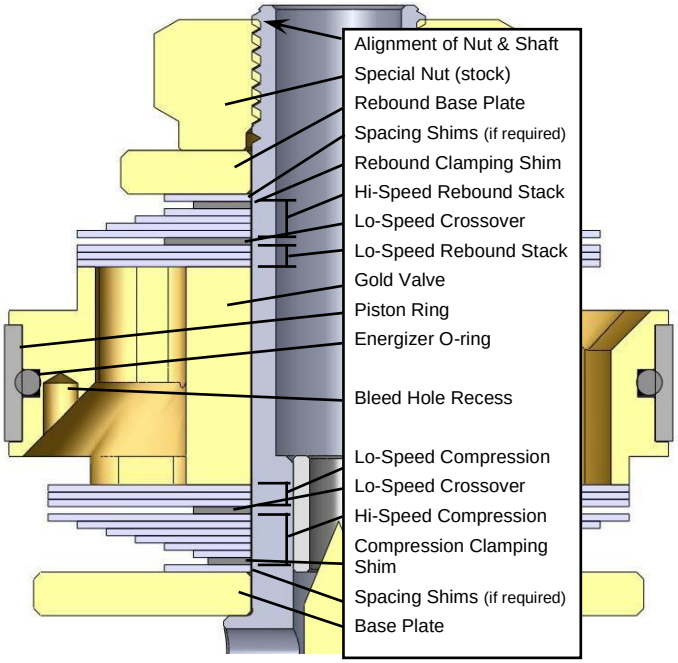
11 ***If required, drill the recommended bleed hole in the piston.*** Some bikes do not require a bleed hole. **IF YOUR APPLICATION DOES NOT REQUIRE A BLEED, IT WILL SAY "n/a".** If your application does require a bleed, drill the bleed hole in the ***Bleed Hole Recess*** starting from the pre-drilled side.

12 ***Check to see there are no burrs*** on the Gold Valve Shock Piston and the piston faces are flat. If required, surface the piston on a piece of plate glass with 320 grit (very fine) sandpaper (the piston is surfaced from the factory but check it every time you disassemble the valving.) **Install the Gold Valve on the shaft** with the large diameter ports facing down towards the compression stack.

13 ***Build the Rebound Stack.*** The total Rebound Valving Stack is a combination of a Lo-Speed Rebound Stack, a Lo-Speed Crossover Shim and a Hi-Speed Rebound Stack. First, install the Lo-Speed Rebound Stack on the shaft. Then install the Lo-Speed Rebound Crossover Shim and then the Hi-Speed Rebound Stack starting with the largest shim and ending with the smallest diameter shim.

14 **THIS NEXT STEP IS CRITICAL!!!!** ***You must stack up the total valving thickness so the Nut does not run out of threads on the shaft as the Nut is tightened.*** **THE NUT HAS A FEW THREADS REMOVED ON ONE SIDE (*THREAD RELIEF*). THIS SIDE GOES TOWARD THE VALVING.** ***The top of the nut must end up within 1mm from the top of the shaft after the nut is tightened.***

**** To add to the thickness of the valving stack you can use extra valving shims. Be sure the shims are all larger in diameter than the clamping shim (the last rebound shim, farthest away from the piston). DO NOT PUT SHIMS BELOW THE COMPRESSION BASE PLATE!***



Gold Valve Cutaway
figure 2

15 ***Clean the threads thoroughly, use Loctite 271 and torque the nut to 25 ft-lbs (34 NM)*** **(THIS IS CRITICAL).**

16 Hold the completed valving assembly up to the light and ***visually inspect the stack.*** Check for dirt or any irregularities in the stack. Check the crossover gaps between the Lo-Speed and Hi-Speed damping stacks. Check to make sure the valves are seating flat against the piston face. If anything looks abnormal, disassemble the valving and look for dirt, burrs on the valve or even burrs on the shims. Once corrected, reassemble and inspect again.

17 ***Install the new Piston Ring Energizer O-ring*** onto the Gold Valve Shock Piston. Do not re-use the stock o-ring. Be sure the o-ring sits all the way down into the groove and install the new piston ring.

REASSEMBLY

18 You are ready to ***reassemble the shock.*** Make sure everything is clean. Clamp the shock body in the vise and fill the reservoir with the proper fluid. If it is a bladder style shock, install the bladder on the cap with the nitrogen valve core installed. Install the bladder assembly into the reservoir, making sure there is enough fluid in the reservoir so the fluid overflows as the bladder is inserted. Push the cap down far enough to expose the circlip groove and install the circlip. Gently pressurize the bladder with 40 psi (2.8 bar). This will expand the bladder and push extra fluid through the compression adjuster valve. Leave the reservoir pressurized to 40 psi.

NOTE: If you are using the standard piston style reservoir Race Tech has a Nitrogen Fill Bolt (SPNV 0512) available that allows filling the Reservoir with a Nitrogen Needle (TSNN 01). If you would like to reuse the stock nitrogen fill bolt you will need Race Tech WP charging system (TSNC 02).

BLADDER CONVERSION (SWBL Series) - If you have converted to an aftermarket bladder and cap, install the bladder on the cap with the nitrogen valve core installed. Install the bladder assembly into the reservoir, making sure there is enough fluid in the reservoir so the fluid overflows as the bladder is inserted. Tighten the cap. Gently pressurize the bladder with 40 psi (2.8 bar) of air (don't worry air is fine). This will expand the bladder and push extra fluid through the compression adjuster valve. Leave the reservoir pressurized to 40 psi.

19 ***Fill the body*** most of the way with fluid. ***Install the shock shaft assembly*** into the body, holding the piston ring in place as you insert it into the fluid. The shaft should go into the body relatively easily. If it does not the o-ring is probably incorrect, call Race Tech if this occurs.

Bleed the bubbles past the piston by stroking the shock quickly and forcefully on compression and pulling up slowly on rebound. Quickly on compression—to open the valving allowing the trapped air to get out. Slowly on rebound—or bubbles will form behind the piston as you pull the shaft up.

20 ***FOR PISTON TYPE SHOCKS (most Öhlins, WP and Sachs) -*** When you are done bleeding the shock, you must set the piston location in the reservoir. Remove the pressure from the reservoir. Refer to your owner's manual for the specific location and procedure for your model. Note that the piston is located so that most of the shock is filled with nitrogen not oil. If you have too much fluid you stand the risk of damaging the shock. If you don't have enough oil in the reservoir, the piston will hit the end and it will not push on the oil. If it isn't pushing on the oil the shock will foam and not work properly.

Once the piston is located, extend the shaft almost all the way out (do not let it suck air through the rebound feed hole or you must start bleeding again). Top off the shock with fluid and push the seal head down the shaft and into the oil using the Race Tech Seal Head Tool.

21 Push the seal head past the circlip groove and ***install the circlip.*** Pressurize the reservoir with 20 psi (1.4 bar) to ***seat the seal head*** on the circlip. Visually check to see that it is seated properly and ***install the end cap*** with a plastic mallet or screw it on, depending on the particular type you have. If it is a piston type reservoir double-check the piston location. ***Pressurize the reservoir with nitrogen to the DVS recommended amount***. Stroke the shock through its travel making sure it rebounds to full extension. If it does not, stop, disassemble and inspect the shock.

22 Grease the threads on the spring adjuster, ***adjust the spring preload*** and tighten the locking collar. ***Set the compression and rebound adjusters*** according to your DVS Setup Sheet.

23 ***Reinstall the shock*** on the bike taking care to service the heim joints and the linkage. Suspension performance will suffer if the linkage needs service or is binding (what the heck, might as well). Install and setup the springs. Follow the instructions included with the spring kits.

24 On the first laps of riding, ***use caution, get used to the new feel*** of the bike and reset the adjustments according to standard testing procedure. Enjoy!

Visit racetech.com, go to Digital Valving Search with your Access Code (from the top of page 1) for your personal computer calculated valving setup!

Sign up for Race Tech News for the latest developments at racetech.com.

VALVING SELECTION - DIRT - SMGV 5045 – 44/40

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

1. **Log on to our website at www.racetech.com**
2. **Go to Digital Valving Search (DVS)**
3. **Input your Access Code when prompted (your Code is printed on top of page 1 of these instructions)**
4. **Input your personal specifications**
5. **Print your Custom Suspension Setup**

If you do not have access to the Internet contact our Technical Support Hotline 951.279.6655 for recommendations. Note: The Access Code is good for one bike, limited-time use.

Once you have your valving settings, build your valving stacks. **The total Compression Valving Stack** is a combination of the Lo-Speed Compression Stack placed on top of a Lo-Speed Compression Crossover, placed on top of the High-Speed Compression Stack.

The total Rebound Valving Stack is a combination of the Lo-Speed Rebound Stack, Lo-Speed Rebound Crossover and the Hi-Speed Rebound Stack.

EXAMPLE:

COMPRESSION

If the Total Compression Valving Stack is cL2009, cLX1532 and cH148:

Starting from the Gold Valve piston face

Lo-Speed Compression Stack – cL2009

(9) .20x44

Lo-Speed Crossover – cLX1532

(1) .15x32

Hi-Speed Compression – cH148

(1) .25x44
(1) .25x42
(1) .25x40
(1) .25x38
(1) .25x36
(1) .25x34
(1) .25x32
(1) .25x30
(1) .30x28
(1) .30x26
(1) .30x24
(1) .30x22

REBOUND

The Total Rebound Stack is rL2004, rL1528 and rH162:

Starting from the Gold Valve piston face

Lo-Speed Rebound Stack – rL2004

(4) .20x40

Lo-Speed Crossover – rL1528

(1) .15x28

Hi-Speed Rebound – rH162

(1) .30x40
(1) .30x38
(1) .30x36
(1) .30x34
(1) .30x32
(1) .30x30
(1) .30x28
(1) .30x26
(1) .30x24

BLEED, EXTERNAL ADJUSTERS, SPRING RATE, and PRELOAD are all listed on the Digital Valving Search on www.racetech.com. (Double-check your Preload by measuring Static "Race" Sag when the shock is installed.)

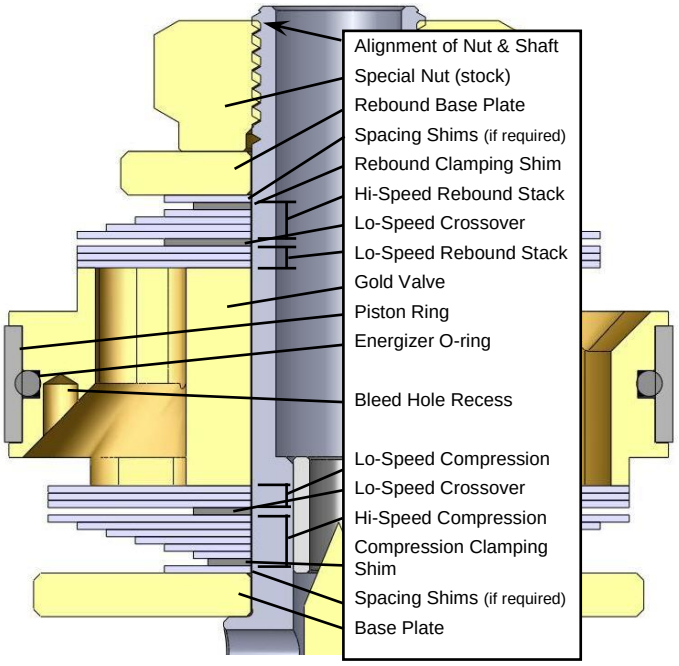
NOTE: All measurements are metric *(for inches divide by 25.4)*. The valving list starts at the piston face and goes towards the base plate. Valve specs are listed by (QUANTITY) THICKNESS x DIAMETER. Example: (2).20x40 means quantity two, 20 hundredths of a millimeter thick by 40 millimeters in diameter.

TUNING NOTES

Damping is sensitive to vertical wheel velocity, not position in the stroke. Please feel free to use the compression damping adjuster. Please note that on some shocks it has very little affect. The closer to maximum damping *(full clockwise)* the more effect one click makes. In other words going from 3 to 2 out has a lot more effect than going from 14 to 13 out. If your valving needs to be stiffer internally, move to the right. This will increase damping.

Spring rate is dependent on rider weight (except for Supercross). Spring Rate, Preload and Lo-Speed Compression Damping all affect wallow and bottoming.

If you would like any assistance, please contact the Technical Support Hotline 951.279.6655.



Gold Valve Cutaway
figure 2

SHOCK GOLD VALVE CHART - G3-LD 50 mm (44/40)

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COMPRESSION

LO-SPEED COMPRESSION VALVING ***STIFFER*** →

cL2001	cL2002	cL2003	cL2004	cL2005	cL2006	cL2007	cL2008	cL2009	cL2010
(1).20x44	(2).20x44	(3).20x44	(4).20x44	(5).20x44	(6).20x44	(7).20x44	(8).20x44	(9).20x44	(10).20x44
cL2011	**cL2012**	**cL2013**	**cL2014**	**cL2015**	**cL2016**	**cL2017**	**cL2018**	**cL2019**	**cL2020**
(5).25x44	(5).25x44	(5).25x44	(5).25x44	(5).25x44	(5).25x44	(5).25x44	(5).25x44	(5).25x44	(5).25x44
(1).20x44	(2).20x44	(3).20x44	(4).20x44	(5).20x44	(6).20x44	(7).20x44	(8).20x44	(9).20x44	(10).20x44

LO-SPEED COMPRESSION CROSSOVER ***STIFFER*** →

cLX1026	cLX1028	cLX1030	cL1032	cL1034	cL1036	cL1038
.10x26	.10x28	.10x30	.10x32	.10x34	.10x36	.10x38
cLX1526	**cLX1528**	**cLX1530**	**cL1532**	**cL1534**	**cL1536**	**cL1538**
.15x26	.15x28	.15x30	.15x32	.15x34	.15x36	.15x38

HI-SPEED COMPRESSION VALVING ***STIFFER*** →

cH131	cH132	cH133	cH134	cH135	cH136	cH137	cH138	cH139	CH140
.15x44	.15x44	.15x44	.15x44	.15x44	.20x44	.20x44	.20x44	.20x44	.20x44
.15x42	.15x42	.15x42	.15x42	.20x42	.20x42	.20x42	.20x42	.20x42	.20x42
.15x40	.15x40	.15x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40
.15x38	.15x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38
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.20x28	.20x28	.20x28	.20x28	.20x28	.20x28	.20x28	.25x28	.25x28	.25x28
.20x26	.20x26	.20x26	.20x26	.20x26	.20x26	.25x26	.25x26	.25x26	.25x26
.20x24	.20x24	.20x24	.20x24	.20x24	.20x24	.25x24	.25x24	.25x24	.25x24
.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22
cH141	**cH142**	**cH143**	**cH144**	**cH145**	**cH146**	**cH147**	**cH148**	**cH149**	**cH150**
.20x44	.20x44	.20x44	.20x44	.20x44	.25x44	.25x44	.25x44	.25x44	.25x44
.20x42	.20x42	.20x42	.20x42	.25x42	.25x42	.25x42	.25x42	.25x42	.25x42
.20x40	.20x40	.20x40	.25x40	.25x40	.25x40	.25x40	.25x40	.25x40	.25x40
.20x38	.20x38	.25x38	.25x38	.25x38	.25x38	.25x38	.25x38	.25x38	.25x38
.20x36	.25x36	.25x36	.25x36	.25x36	.25x36	.25x36	.25x36	.25x36	.25x36
.25x34	.25x34	.25x34	.25x34	.25x34	.25x34	.25x34	.25x34	.25x34	.25x34
.25x32	.25x32	.25x32	.25x32	.25x32	.25x32	.25x32	.25x32	.25x32	.30x32
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.25x28	.25x28	.25x28	.25x28	.25x28	.25x28	.25x28	.30x28	.30x28	.30x28
.25x26	.25x26	.25x26	.25x26	.25x26	.25x26	.30x26	.30x26	.30x26	.30x26
.25x24	.25x24	.25x24	.25x24	.25x24	.25x24	.30x24	.30x24	.30x24	.30x24
.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22	.30x22
cH151	**cH152**	**cH153**	**cH154**	**cH155**	**cH156**	**cH157**	**cH158**	**cH159**	**cH160**
.25x44	.25x44	.25x44	.25x44	.25x44	.30x44	.25x44	.25x44	.25x44	.25x44
.25x42	.25x42	.25x42	.25x42	.30x42	.30x42	.25x42	.25x42	.25x42	.25x42
.25x40	.25x40	.25x40	.30x40	.30x40	.30x40	.25x40	.25x40	.25x40	.30x40
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.30x34	.30x34	.30x34	.30x34	.30x34	.30x34	.30x34	.30x34	.30x34	.30x34
.30x32	.30x32	.30x32	.30x32	.30x32	.30x32	.30x32	.30x32	.30x32	.30x32
.30x30	.30x30	.30x30	.30x30	.30x30	.30x30	.30x30	.30x30	.30x30	.30x30
.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28
.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26
.30x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24
.30x22	.30x22	.30x22	.30x22	.30x22	.30x22				
cH161	**cH162**	**cH163**	**cH164**	**cH165**	**cH166**	**cH167**	**cH168**	**cH169**	**cH170**
.25x44	.30x44	.30x44	.30x44	.30x44	.25x44	.25x44	.30x44	.30x44	.30x44
.30x42	.30x42	.30x42	.30x42	.30x42	.25x42	.30x42	.30x42	.30x42	.30x42
.30x40	.30x40	.30x40	.30x40	.30x40	.30x40	.30x40	.30x40	.30x40	.30x40
.30x38	.30x38	.30x38	.30x38	.30x38	.30x38	.30x38	.30x38	.30x38	.30x38
.30x36	.30x36	.30x36	.30x36	.30x36	.30x36	.30x36	.30x36	.30x36	.30x36
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.30x32	.30x32	.30x32	.30x32	(2).30x32	.30x32	.30x32	.30x32	.30x32	(2).30x32
.30x30	.30x30	.30x30	(2).30x30	(2).30x30	.30x30	.30x30	.30x30	(2).30x30	(2).30x30
.30x28	.30x28	(2).30x28	(2).30x28	(2).30x28	.30x28	.30x28	.30x28	(2).30x28	(2).30x28
.30x26	.30x26	(2).30x26	(2).30x26	(2).30x26	.30x26	.30x26	.30x26	.30x26	.30x26
.30x24	.30x24	.30x24	.30x24	.30x24					
cH171	**cH172**	**cH173**	**cH174**	**cH175**	**cH176**				
.30x44	.30x44	.30x44	.30x44	.30x44	(2).30x44				
.30x42	.30x42	.30x42	.30x42	(2).30x42	(2).30x42				
.30x40	.30x40	.30x40	(2).30x40	(2).30x40	(2).30x40				
.30x38	.30x38	(2).30x38	(2).30x38	(2).30x38	(2).30x38				
.30x36	(2).30x36	(2).30x36	(2).30x36	(2).30x36	(2).30x36				
(2).30x34	(2).30x34	(2).30x34	(2).30x34	(2).30x34	(2).30x34				
(2).30x32	(2).30x32	(2).30x32	(2).30x32	(2).30x32	(2).30x32				
(2).30x30	(2).30x30	(2).30x30	(2).30x30	(2).30x30	(2).30x30				
(2).30x28	(2).30x28	(2).30x28	(2).30x28	(2).30x28	(2).30x28				
.30x26	.30x26	.30x26	.30x26	.30x26	.30x26				

<smgv chart LD 504440.doc> 6.24.11 © P Thede

REBOUND

LO-SPEED REBOUND VALVING ***SLOWER*** →

rL2001	rL2002	rL2003	rL2004	rL2005	rL2006	rL2007	rL2008	rL2009	rL2010
(1).20x40	(2).20x40	(3).20x40	(4).20x40	(5).20x40	(6).20x40	(7).20x40	(8).20x40	(9).20x40	(10).20x40

LO-SPEED REBOUND CROSSOVER ***SLOWER*** →

rLX1026	rLX1028	rLX1030	rLX1032
.10x26	.10x28	.10x30	.10x32
rLX1526	**rLX1528**	**rLX1530**	**rLX1532**
.15x26	.15x28	.15x30	.15x32

HI-SPEED REBOUND VALVING ***SLOWER*** →

		rH133	rH134	rH135	rH136	rH137	rH138	rH139	rH140
		.20x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40
		.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38
		.20x36	.20x36	.20x36	.20x36	.20x36	.20x36	.20x36	.20x36
		.20x34	.20x34	.20x34	.20x34	.20x34	.20x34	.20x34	.25x34
		.20x32	.20x32	.20x32	.20x32	.20x32	.20x32	.25x32	.25x32
		. 20x30	. 20x30	. 20x30	. 20x30	. 20x30	. 25x30	. 25x30	. 25x30
		. 20x28	. 20x28	. 20x28	. 20x28	. 25x28	. 25x28	. 25x28	. 25x28
		. 20x26	. 20x26	. 20x26	. 25x26	. 25x26	. 25x26	. 25x26	. 25x26
		. 20x24	. 20x24	. 25x24	. 25x24	. 25x24	. 25x24	. 25x24	. 25x24
		.20x22	.25x22	.25x22	.25x22	.25x22	.25x22	.25x22	.25x22
		.25x20	.25x20	.25x20	.25x20	.25x20	.25x20	.25x20	.25x20
rH141	**rH142**	**rH143**	**rH144**	**rH145**	**rH146**	**rH147**	**rH148**	**rH149**	**rH150**
.20x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40	.20x40
.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.20x38	.25x38
.25x36	.20x36	.20x36	.20x36	.20x36	.20x36	.20x36	.20x36	.25x36	.25x36
.25x34	.20x34	.20x34	.20x34	.20x34	.20x34	.20x34	.25x34	.25x34	.25x34
.25x32	.20x32	.20x32	.20x32	.20x32	.20x32	.25x32	.25x32	.25x32	.25x32
. 25x30	. 20x30	. 20x30	. 20x30	. 20x30	. 25x30	.25x30	.25x30	.25x30	. 25x30
. 25x28	. 20x28	. 20x28	. 20x28	. 25x28	. 25x28	.25x28	.25x28	.25x28	. 25x28
. 25x26	. 20x26	. 20x26	. 25x26	. 25x26	. 25x26	.25x26	.25x26	.25x26	. 25x26
. 25x24	. 20x24	. 25x24	. 25x24	. 25x24	. 25x24	.25x24	.25x24	.25x24	. 25x24
.25x22	.25x22	.25x22	.25x22	.25x22	.25x22	.25x22	.25x22	.25x22	.30x22
.25x20									
rH151	**rH152**	**rH153**	**rH154**	**rH155**	**rH156**	**rH157**	**rH158**	**rH159**	**rH160**
.25x40	.25x40	.25x40	.25x40	.25x40	.30x40	.25x40	.25x40	.25x40	.25x40
.25x38	.25x38	.25x38	.25x38	.30x38	.30x38	.25x38	.25x38	.25x38	.25x38
.25x36	.25x36	.25x36	.25x36	.30x36	.30x36	.25x36	.25x36	.25x36	.30x36
.25x34	.25x34	.25x34	.30x34	.30x34	.30x34	.25x34	.25x34	.30x34	.30x34
.25x32	.25x32	.25x32	.30x32	.30x32	.30x32	.25x32	.30x32	.30x32	.30x32
. 25x30	.25x30	.30x30	.30x30	.30x30	.30x30	.25x30	.30x30	.30x30	.30x30
. 25x28	.25x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28
. 25x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26
. 25x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24	.30x24
.30x22	.30x22	.30x22	.30x22	.30x22	.30x22				
rH161	**rH162**	**rH163**	**rH164**	**rH165**	**rH166**	**rH167**	**rH168**	**rH169**	**rH170**
.25x40	.30x40	.25x40	.25x40	.25x40	.25x40	.30x40	.30x40	.30x40	.30x40
.30x38	.30x38	.25x38	.25x38	.25x38	.30x38	.30x38	.30x38	.30x38	.30x38
.30x36	.30x36	.25x36	.25x36	.30x36	.30x36	.30x36	.30x36	.30x36	.30x36
.30x34	.30x34	.25x34	.30x34	.30x34	.30x34	.30x34	.30x34	.30x34	(2).30x34
.30x32	.30x32	.30x32	.30x32	.30x32	.30x32	.30x32	.30x32	(2).30x32	(2).30x32
.30x30	.30x30	.30x30	.30x30	.30x30	.30x30	.30x30	(2).30x30	(2).30x30	(2).30x30
.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	.30x28	(2).30x28	(2).30x28	(2).30x28
.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26	.30x26
.30x24	.30x24								
rH171	**rH172**	**rH173**							
.30x40	.30x40	(2).30x40							
.30x38	(2).30x38	(2).30x38							
(2).30x36	(2).30x36	(2).30x36							
(2).30x34	(2).30x34	(2).30x34							
(2).30x32	(2).30x32	(2).30x32							
(2).30x30	(2).30x30	(2).30x30							
(2).30x28	(2).30x28	(2).30x28							
.30x26	.30x26	.30x26							

BLEED HOLE (drill if required) ***SLOWER*** →

2.6mm	2.5mm	2.4mm	2.2mm	2.1mm	1.9mm	1.8mm	1.6mm	1.3mm	1.0mm
#38	#40	#42	#44	#46	#48	#50	#52	#55	#60

* SHIMS NOT PROVIDED IN STANDARD KIT (please call) SHIM SIZING: (QUANTITY) THICKNESS x DIAMETER in mm (for inches divide by 25.4)