

RACE TECH

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FORK GOLD VALVE INSTALLATION – DIRT 20mm

90-00 XR600, 86-87 CR
FMGV 2042

<IP FMGV 2042w.doc> FMGV 2042 P Thede © 6-16-22

TOOLS REQUIRED: (In addition to those required for fork disassembly.) In-lb Torque Wrench that accurately measures 0 to 50 in-lbs (0.58 kgf-m), 1/2" Wrench, Hi-Strength Loctite (included), Metric Calipers, Metric Micrometer 0-25 mm.

NOTE: Most riders require different fork springs. Please consult racetech.com/ProductSearch.

DISASSEMBLY

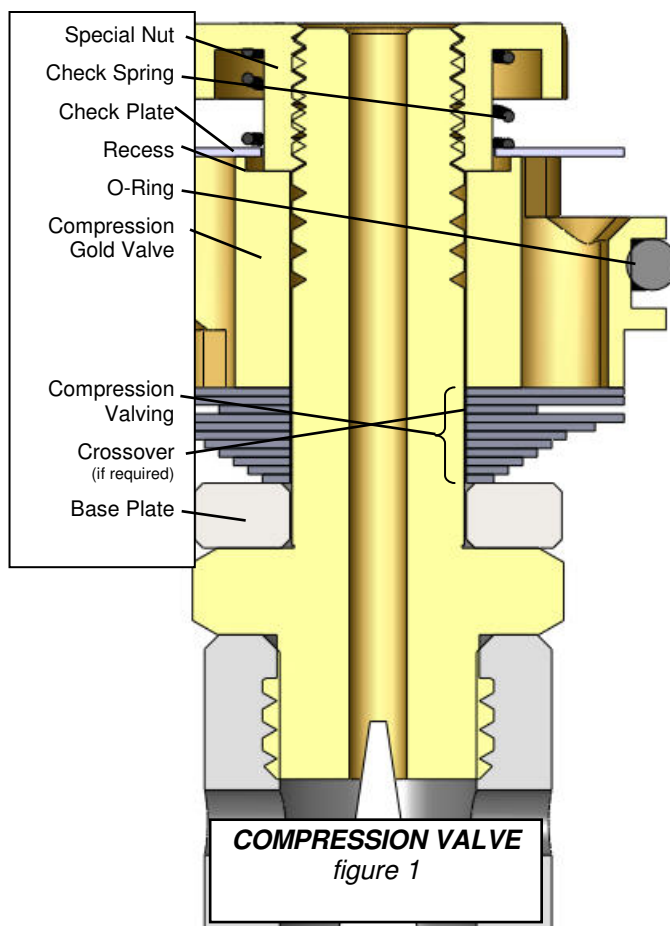
- D1 Completely disassemble and clean your front forks. **If you are unfamiliar with this process, STOP! Do not proceed. Seek out a qualified suspension technician to complete the installation.**
- D2 **Remove the retaining ring** from the bottom of the cartridge (it is usually finger tight). You must use either a very large screwdriver, a special removal tool or you can sometimes get away with using three screwdrivers (one in each slot and the third used to twist the other two). **Remove the stock compression valving holder and valving stack.** (You can push it out with the rebound rod.)

VALVING

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 Custom Setup Sheet.

To change valving follow these steps:

- V1 Once you have your valving **begin assembling the valve.** (figure 1) Place the Base Plate (*thick washer*) on the shaft of the compression valve.
- V1 Put the valving on the shaft in the order listed, starting with the smallest diameter shim. If you are using a 2-stage stack it will have a smaller diameter Crossover Shim.
- NOTE: On some models you will need to use the additional Base Plates provided to achieve the proper total valve thickness. Also, you may end up with additional parts, don't worry.**
- V2 **Begin assembling the valve.** Place the original base plate (*thick washer*) on the shaft of the compression valve. Put the valving on the shaft in the order listed, starting with the smallest diameter shim.
- V3 Make sure the o-ring is on the Gold Valve. **Place the Gold Valve on the shaft** with the recess on the piston facing up.
- V4 **Put the check spring and the check valve plate on the special nut. Use Loctite on the threads and loosely install the nut assembly.**
- V5 **Make sure the check valve plate (large ID washer) is free** and can move up and down against the spring.
- V6 **CAUTION! The threads can be damaged if you're not careful. To install the nut you must use Loctite. The 6mm special nut has a 1/2" hex head. It must be torqued with a torque wrench to 25 in-lbs (2 ft-lbs or 0.29 kgf-m).**
- V7 **Inspect your work.** For two stage stacks, hold the compression stack up to the light and look for the gap at the cross-over between the low speed and high speed stack (*the small shim near the top of the stack*). This gap should be visible, if it isn't, disassemble the stack and look for burrs to surface and/or dirt in the valving. Reassemble and check again.



FORK ASSEMBLY

- A1 **Reassemble the forks according to the procedure in your manual.** Torque the compression valve body to manufacturer's specs. Consult your owner's manual for specs.
- A2 Use Loctite on the damping rod threads at the cap and **torque it to 16 ft-lbs (21.7 NM).**
- 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. Finally, tighten the axle clamp. This will line the tubes up so they won't bind.
- A5 If you have any **questions** please call our Technical Support Hotline at 951.279.6655. Feel free to experiment and have fun.