

RACE TECH

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FORK REBOUND GOLD VALVE INSTALLATION - ROAD RACE FRGV SR2001, FRGV SR2401 Hi-Frequency Response

<IP FRGV SR HFR.doc> FRGV SR HFR P Thede © 12.29.22

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.

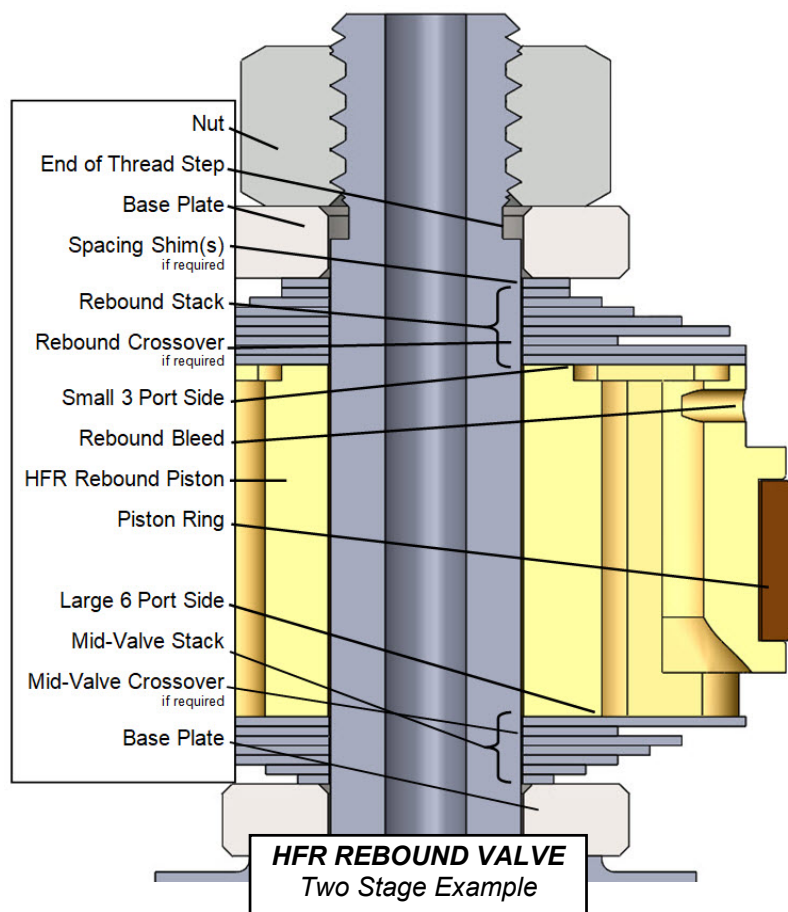
CAUTION: THIS PROCEDURE SHOULD ONLY BE DONE BY A QUALIFIED SUSPENSION TECHNICIAN. IF YOU ARE NOT FAMILIAR WITH THIS PROCEDURE, STOP! CONTACT RACE TECH OR A QUALIFIED SUSPENSION TECHNICIAN.

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.
- 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 and clean everything.

VALVING

- V1 **To obtain custom valving settings log on to racetech.com, go to DVS Valving Search, input your personal specifications and print your DVS Setup Sheet.**
- V2 **Put the Mid-Valve Stack on the shaft** in the order listed, starting with the smallest diameter shim. You will not use the original Cupped Washer, Check Spring, and Check Plate.
- V3 Next **install the Rebound Gold Valve** on the shaft (the large ports towards the Mid-Valve).
- V4 **Put the Rebound Valving on the shaft** in the order listed, starting with the smallest diameter shim.
- V5 **Put the Base Plate on the shaft. This is a critical part of the installation** If there is a step at the end of the threads you must be very sure that the Base Plate straddles this step. If it does not, the valve may come off. To get the proper total valve stack thickness you may place some of the original shims on the shaft below the Base Plate. **Be sure that the Base Plate straddles the step!!!**
- V6 **Use Loctite and torque the Nut** to 30 in-lbs (0.35 kgf-m).



ASSEMBLY

- A1 **Reinstall the rod into the cartridge** being careful not to damage the Piston Ring. Tip: Pre-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.** Bleed the cartridges and set the oil height to the level recommended in the DVS specification.
- 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 shop 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 to see you have the proper number of clicks.
- A4 **Set the adjustments to the setting on the DVS Setup Sheet.** Enjoy!

