

RACE TECH

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GOLD VALVE CARTRIDGE EMULATOR INSTRUCTIONS STREET / ROAD RACE

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4 pgs

TOOLS REQUIRED - Long Allen Socket, Air Impact, 5/16" (8mm) or 1/4" (6mm) Drill and Drill Motor, Tape Measure (metric/inch), Tubing Cutter, Fork Fluid (see DVS)

IMPORTANT NOTE: Most models require different fork springs. Consult www.racetech.com or call Race Tech.

NOTE: If you have aftermarket (non-stock) damping rods fitted in your motorcycle or most vintage KYB and European forks you must use an FPEV AD Series adapter not supplied in this kit. Please call Race Tech Technical Support for details.

NOTE - BEFORE ASSEMBLY CHECK FOR PROPER FIT (SEE STEPS 2 and 6).

1 **Remove the damping rods.** Take the forks off the bike and disassemble them. An air impact and a long Allen socket helps a lot. For stubborn Damping Rod Allen bolts use a drift and beat on the head of the damping rod bolt to jar the threads loose. Unless you are doing a complete overhaul, on most models, you don't have to remove the seals. Simply take the fork spring and the damping rod bolt out, turn the fork upside down and the damping rod will fall out. Some models have washers or circlips on the damping rod that require complete disassembly.

2 **Check the fit of the Gold Valve Emulator** by placing it on top of the damping rod. The step on the Emulator must sit into the large hole in the top of the damping rod and must completely cover it so there is no blow-by (figure 1).

NOTES:

- Some Emulators (FEGV S4301 and S4101) come with **sizing circlips**. This allows proper fit for more than one ID damping rod. **Check to determine if you need to use the sizing circlips** by installing the circlip and checking to see if it will fit into the top of the damping rod. The circlip is for location only so there is no blow-by, **it does not seal**.
- Check the inner diameter of the fork spring.** It must be at least 4mm (0.160") larger than the Emulator Valve Plate OD for proper flow (figure 1).
- Non-standard style damping rods** include Flat-top and Protruding-top (vintage KYB and Euro models) styles. These require special instructions and FREV ADxx adaptors. See pg. 3 and the Vintage insert. Also see Damping Rod Gallery at racetech.com/How To.
- Models with adjustable rebound:** (ZX11 all, 84-93 FJ 1100/1200 all, 88-98 GSX 600F/750 Katana, 96-98 TRX 850, 86-87 VFR 700) Please see the **Special Instructions for Adjustable Rebound Models**.
- Models that have valves that sit where the Emulator goes:** (86-87 ZX 1000, 85-87 ZX600) Remove them.

3 **Drill the existing compression holes in the damping rod and add additional holes so you end up with six holes (3 sets of 2 holes) (figure 1).** Any new holes will be above the existing holes. When drilling new holes, space them lengthwise at 10mm (7/16") increments. Each set of two holes must be perpendicular to the last set to maintain rod strength.

As a general rule drill 6mm (1/4") holes for damping rods smaller than 17mm (.675") diameter and 8mm (5/16") holes for larger damping rods.

After drilling, chamfer and deburr the **compression holes**, inside and out. **Do not add or enlarge the rebound holes and leave their edges sharp if any exist.**

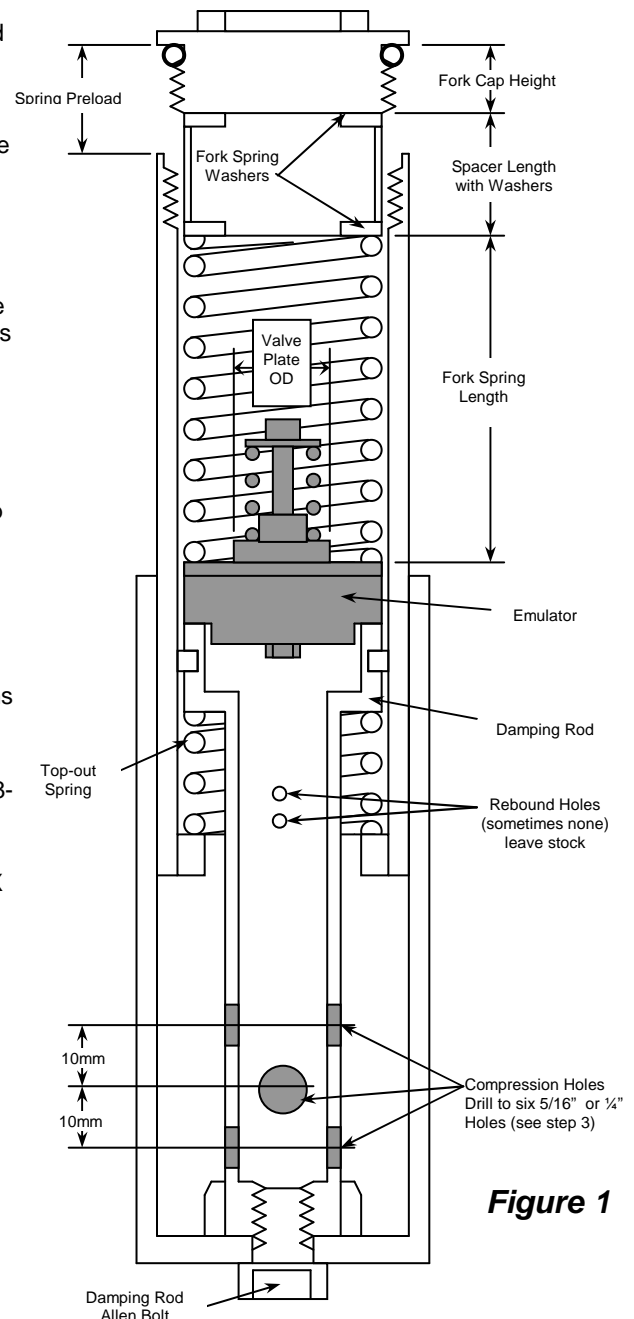


Figure 1

NOTE: If the bike is equipped with an Anti-Dive Mechanism or an External Compression Adjuster, the new holes should be drilled starting just above the Bottom-out Cones (or washers on models with washers). This will bypass the effect of the Anti-Dive but will result in a vastly improved ride. You do not have to disconnect the external Anti-Dive mechanism; it will be disabled with this modification.

- 4 **Emulator Valving.** Go to the Digital Valving Search (DVS) at racetech.com. Select your Model and print out the DVS Custom Setup Sheet. There are different rate Valving Springs available. The Number of Turns of Valve Spring Preload and Number of Bleed Holes are tuning variables as well. If you make a change be sure to check the tightness of the jam nut on the Emulator. See Tuning Notes for details
- 5 **Begin reassembling** the forks according to your manual. Remember to install the top-out spring and bottom-out cone if you are doing complete disassembly. Consult manufacturers specs for damping rod bolt torque.
- 6 **Set the fork spring preload by making the correct length spacers.** This is done before installing the fork fluid. **(See the DVS Custom Valving Setup at www.racetech.com)**
 - a. Drop the Emulator down the tube. It sits on top of the damping rod with the Emulator Valve Spring facing up and is held in place with the main fork spring. Refer to figure 1. Visually check to make sure the Emulator is sitting squarely on top of the damping rod or the adapter. If you have flat-top or protruding style damping rods it requires the FPEV AD series adapters (figure 2) and they should be installed first, before the Emulator.
 - b. Extend the fork tube all the way. Insert the fork springs into the fork tube on top of the Emulator. Install a fork spring spacer washer. Place the fork spring spacer tube in next, then another washer.
 - c. Set the fork cap on the washer and determine the preload by measuring from the top of the fork tube to the sealing lip on the fork cap (see figure 1). This is a direct measurement of fork spring preload. Shorten the spring spacer tube to achieve the preload in the DVS.

NOTE: If you use the stock spring and there is no preload spacer in the forks, it will have more preload and the front end will ride higher. This is not correct.

NOTE: If one end of the spring has a smaller diameter than the other, the large diameter end should go down against the Emulator.

NOTE: You must have washers on both ends of the spacer. The spacer must not rest directly on the spring or the cap.

- 7 **Install the fork fluid.** First remove the fork spring. Use the oil viscosity and level recommended from the DVS. Bleed the fork by pumping them. Install the Emulator and then **set the oil level** with the forks completely bottomed and the springs out.
- 8 **Finish reassembly** by installing the spring and spacer. Before you install the cap, re-check the spring preload. This will indicate whether the Emulator is seated properly. Install the fork caps and, with the forks off the bike, push on them, checking for any unusual drag or bind that would indicate an improperly seated Emulator. Install the forks back on the bike. **Align the forks on the axle for minimum bind.**

Torque all the bolts including the brake calipers, pump up the brakes and enjoy!

TUNING NOTES

To adjust the Gold Valve Emulator you must remove it from the fork. When you remove the fork springs use a twisting motion to avoid oil drips. To remove the Emulator, use a parts grabber or magnet. Adjust the Emulator Valve Spring Preload a half turn at a time. More Valve Spring Preload will make the forks stiffer. Before installation, be sure the jam nut on the Emulator is tight.

TUNING VARIABLES

VARIABLE	OPTIONAL	PRIMARY EFFECT
Valve Spring Preload	0 to 6 Turns	Overall firmness, controlling a mushy feel and the speed the front end dives under braking.
Oil Viscosity	10 to 30wt	Use oil viscosity to set rebound, this affects traction and stability. Heavier oil equals slower rebound, lighter oil equals quicker rebound.
Valve Spring Rate	26, 40, 64, 101 lbs/in	Overall firmness and the ride on square shaped bumps. Note that most 33-36mm vintage forks work better with the 40lb/in spring at 2-4 turns
Emulator Valve Plate Bleed Holes	Additional bleeds as desire up to 4 total	Initial fork movement low speed damping & plushness before valve plate opens; small bumps, chatter, etc.

* Measured from zero preload (no tension) on the Valve Spring. To find zero preload back off on the adjuster bolt until the spring is loose then tighten it until the spring just touches.

When developing new settings, oil viscosity is used to adjust the rebound damping. Once the oil viscosity is set adjust the compression with the Emulator settings. In other words the Emulator does not affect rebound, however oil viscosity does. The primary compression adjustment is the amount of Emulator Valve Spring Preload. Increasing Valve Spring Preload makes the fork stiffer. The effect of all the variables will overlap providing extreme tuning flexibility.

SPECIAL INSTRUCTIONS for ADJUSTABLE REBOUND MODELS

Forks with external rebound adjusters require special treatment which involves disabling the external adjustment. *After this procedure you will no longer have external rebound adjustment.* There are two styles: STYLE 1) ZX11s that do not require brazing and STYLE 2) Other models that require brazing. **If you are not experienced with this work STOP!!! DO NOT PROCEED. SEEK OUT A QUALIFIED SUSPENSION TECHNICIAN.**

STYLE 1 – KAWASAKI ZX 11 (all) (does not require brazing)

- 1 This is a very simple modification. **Remove the cap.** The "D" shaped adjustment rod that is attached to the cap must be removed with a hacksaw. **Cut the rod off** within 25mm (1 in) from the cap.
- 2 Remove the damping rod from the forks. There is an adjuster in the center of the damping rod. Simply **position the adjuster so the damping hole is closed.**
- 3 **Follow the standard installation instructions.** This includes drilling the additional compression holes (located at the bottom of the damping rod).

STYLE 2 – OTHER MODELS THAT REQUIRE BRAZING

- 1 **Remove the damping rods** from the fork tubes.
- 2 **Disassemble the adjustable rebound mechanism** in the top of the damping rod. This is usually operated with a "D" shaped rod connected to the fork cap and operated with a screwdriver. The rebound mechanism is usually held into the top of the damping rod with a wire clip or a standard circlip.
- 3 The "D" shaped adjustment rod that is attached to the cap must be removed with a hacksaw. **Cut the rod off** within 25mm (1 in) from the cap. The exact length is not critical.
- 4 The damping rod has extra holes originally used for detent purposes. **These must be brazed shut. Once they are brazed they must be filed smooth. The rebound feed hole must also be brazed shut and smoothed down.**
- 5 You may want to **drill a new rebound hole** in the small diameter portion of the damping rod below the head. This is determined by the setting you normally use. For example: if you use the #2 setting, check what size hole is being used when the adjuster is in that position. Use a set of numbered drills and find the corresponding size drill for the rebound hole in the #2 position. Drill a new rebound hole the size you just determined. Locate it 20mm below the head and lightly de-burr the opening.

NOTE: If you like the rebound damping best when it is set at another setting, like 1,3 or 4, then drill your new rebound hole to the corresponding size for that adjustment.

- 6 **Follow the standard installation instructions.** This includes drilling the additional compression holes (located at the bottom of the damping rod).

NON-STANDARD INSTALLATIONS

FLAT-TOP or PROTRUDING-TOP DAMPING RODS (CUSTOM ADAPTER REQUIRED)

Before installation, check the fit of the Emulator

by placing it on the top of the damping rod. There are three basic types of damping rods. One that is cupped on the top of the damping rod, second, one that is flat on the top, and third where the damping rod protrudes on top.

On **the cupped style**, the step on the Emulator must sit into the top of the damping rod. This is the most common style. No adapter is required.

The **flat-top style** requires an adapter. The adapter sits on top of the damping rod and the Emulator sits on top of the adapter. These adapters are often custom however some of the more common types are available.

The **protruding-top style** is just like the flat-top style but the adapter must be slightly taller to insure proper flow to the Emulator. **NOTE:** Most vintage 70s Suzuki and Yamaha models with KYB forks require some sort of adaptor, many require damping rod machining, example; Yamaha RD400 Models should have the domed shaped top portion of the damping rod machined away to expose the center flow area of the damping rod, making it a flat-top style and must use FPEV AD3004 Emulator Spacer. RD250/350 damping rod does not require special machining, however the roll pin locating damper piston should be cut down for maxim oil flow. Reinstall portions of roll pin at each side of piston to locate & secure it! Use FPEV AD3003 Emulator Spacer. Many European models will also require similar modifications for proper Emulator fitment.

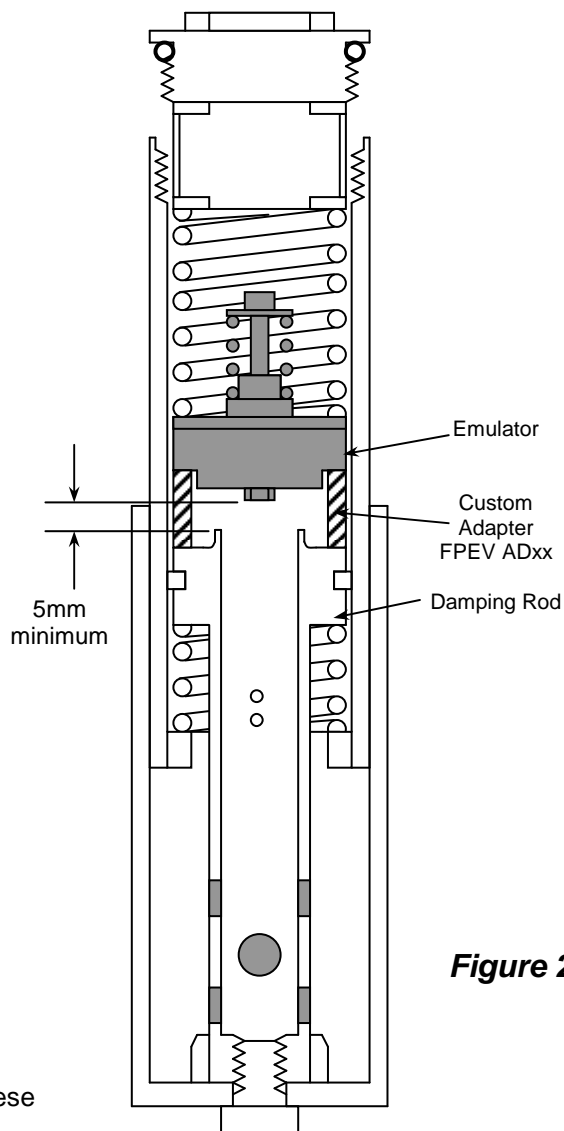


Figure 2

CUSTOM ADAPTER BASIC DESIGN

Since there are many configurations of the top of the damping rod these guidelines will not apply to all applications. Please call the Technical Support Hotline 951.279.6655 for assistance. You may also visit www.racetech.com product search for your model; see the Fork Comments at the top of the page for details on your model.

Select the proper Emulator (fits into the tube and clears by 0.5mm (0.020") minimum).

Material - Aluminum

Adapter Outer Diameter – Same as the Emulator Outer Diameter

Adapter Inner Diameter - 0.5mm (0.020") larger than the Step Diameter of the Emulator

Adapter Height – The adapter must be tall enough to allow 5mm (0.200") clearance between the top of the hole in the damping rod and the bottom of the jam nut on the Emulator. (Figure 2) Pre-made Emulator Spacers are available: FPEV AD 3003 standard style, FPEV AD3004 custom style center