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FORK REBOUND GOLD VALVE INSTALLATION - DIRT 32mm KYB AIR

<IP FRGV 3201w.doc> FRGV 3201 P Thede © 12.4.15

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

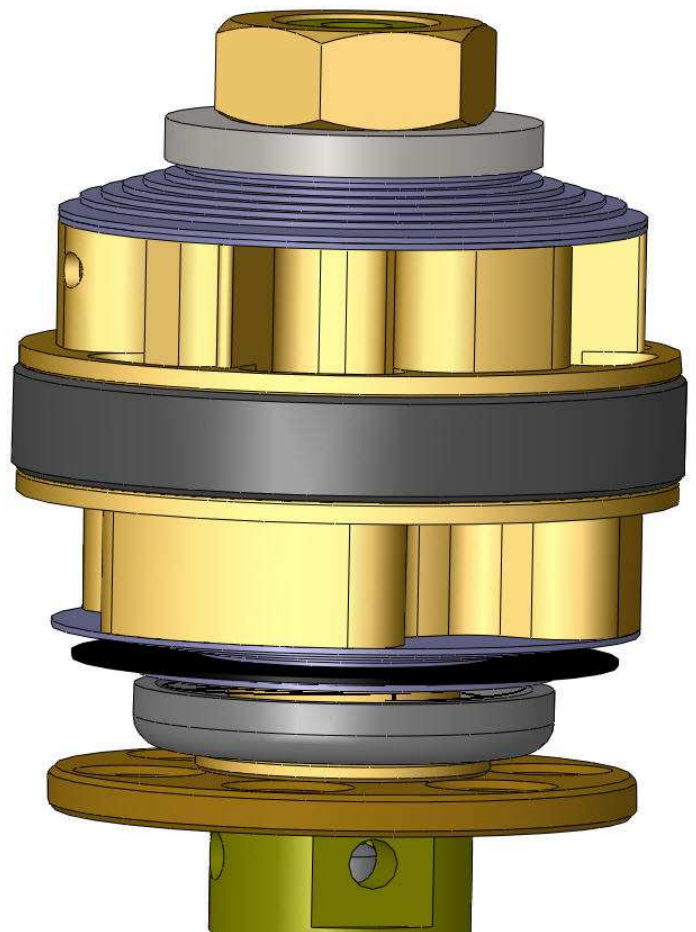
- 1 **Disassemble the forks** and remove the cartridge.
- 2 **Remove the compression valve.** If you are installing compression Gold Valves at this time, follow the instructions for installation included in the kit.
- 3 **Remove the rebound rod from the cartridge.**
- 4 **Once the rod is removed lightly file the peening off the end of the shaft that holds on the nut.** Remove the nut and **disassemble the valving stack.** Lightly deburr the end of the thread.

VALVING

- 5 Select the Rebound and Mid-Valve Valving. Begin **assembling the Rebound Gold Valve.** Starting with the Stock Spring Seat, Stock Thrust Washer, Stock Cupped Washer, Stock Sleeve, Stock Check Spring, MV Packing Stack and Mid-Valve Stack. There are two critical components of the Mid-Valve; the stiffness of the Mid-Valve Stack and the "Float". The Float is controlled by a combination of the thickness of the MV Stack and the MV Packing Stack.
- 6 Check to see if there is a Bleed Hole drilled in the port wall. **Drill the Bleed Hole if necessary.** Install the Rebound Gold Valve with the recess toward the Mid-Valve Stack.
- 7 Select the Rebound Stack. Install the Lo-Speed Rebound Stack, Lo-Speed Crossover, Hi-Speed Rebound Stack, Base Plate and Nut. **CRITICAL:** Make sure the total valve assembly is the proper thickness and the nut gets full thread engagement but does not run out of thread. The Base Plate should cover the end of the thread. If it does not additional shims (larger in diameter than the last Rebound Shim) can be added just below the Base Plate. Additionally the Base Plate provided can be used to take up space. Use Loctite and torque the nut to 45 in-lbs (0.53 kgf-m).

ASSEMBLY

- 8 **Reinstall the rod** into the cartridge being careful not to damage the shaft seal. Make sure there are no burrs on the thread and pack the thread with heavy grease before you insert it into the cartridge. Screw the Jam Nut onto the end of the Shaft all the way.
- 9 **Fill and bleed the cartridge.** **Set the oil level inside the cartridge to the recommended level (note – this level is more than the cartridge requires, excess will be drained off.)** Install the compression assembly and compress the damping rod completely. Pour out excess oil above the reservoir piston.



- 10 **Reassemble the forks.**
- 11 Use Loctite on the damping rod thread at the Rebound Adjuster. Back out the adjuster on the Adjuster Bolt then **insert the Rebound Adjusting Rod into the Damping Rod** making sure it goes in all the way and registers on the Needle inside.
- 12 **Torque the jam nut to manufacturers specs** (typically 16 to 21 ft-lbs [21.7 – 28.5 NM]). Consult shop manual for specs. Tighten the Adjuster Bolt into the Fork Bottom.
- 13 Unscrew the Fork Cap and add the proper oil volume to the outer chamber (consult the Digital Valving Search). **Tighten the fork cap.**
- 14 **Set the compression and rebound adjustments and air pressure** to the DVS recommendation. This should be a good starting point. Enjoy!

Rebound and Mid-Valve Valving Selection Chart DIRT 32mm FRGV 3201

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

1. Go to Digital Valving Search (DVS)
2. Input your Access Code when prompted
3. Input your personal specifications
4. Print your DVS Custom Suspension Setup Sheet

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.

MID-VALVE EXAMPLE:

If the **Total Mid-Valve Stack** is MV34 and MVP50.
Starting from the **recessed** piston face:

Mid-Valve Stack – MV34 – 1.45mm thick

- (3) 0.10x28
- (1) 0.10x26
- (1) 0.10x24
- (1) 0.10x22
- (1) 0.10x20
- (1) 0.10x18
- (1) 0.10x16
- (1) 0.15x14
- (1) 0.40x25 - REUSE STOCK

Mid-Valve Packing Stack – MVP50 - .50mm thick

- (2) 0.10x20
- (2) 0.15x20

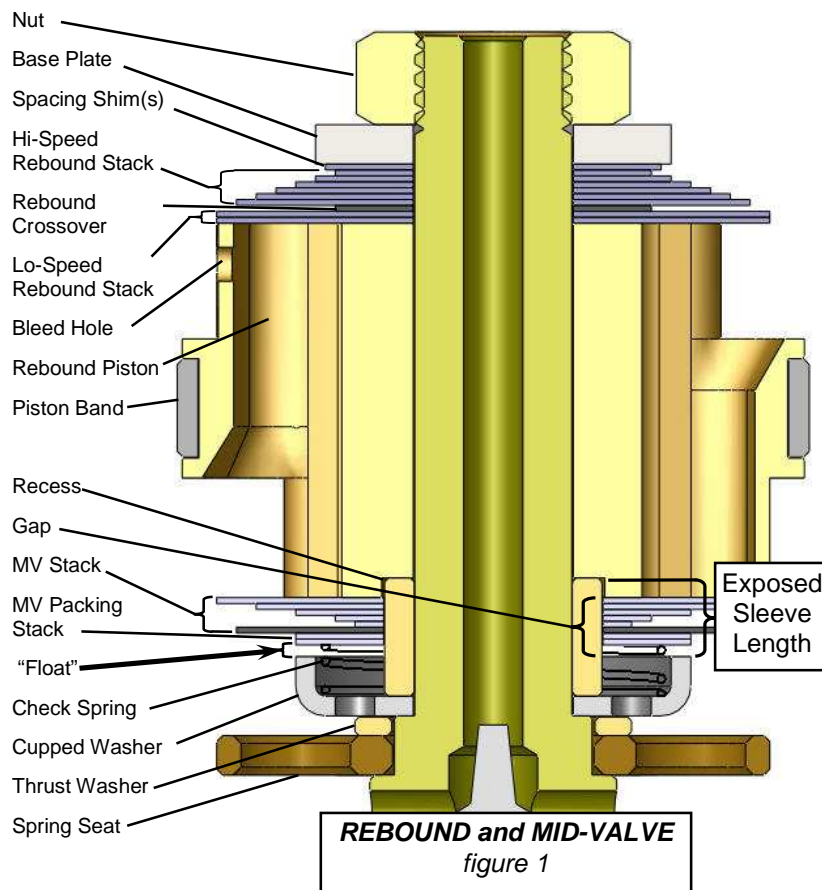
Float = Gap – Total Stack Thickness

For this example:

Exposed Sleeve Length	4.00
Recess (std Gold Valve)	— 1.00
Gap	= 3.00

MV Stack	1.45
MVP Packing	+ .50
Total Stack Thickness	= 1.95

Gap	3.00
Total Stack Thickness	— 1.95
Float	=1.05



***Double check all these numbers as every part has a production tolerance.**

REBOUND EXAMPLE:

Starting from the flat Gold Valve piston face:

Lo-Speed Stack

(5) 0.10x28

Lo-Speed Crossover

(1) 0.10x15

Hi-Speed Stack

(1) 0.10x26

(1) 0.10x24

(1) 0.10x22

(1) 0.10x20

(1) 0.10x18

(1) 0.10x16

(1) 0.10x14