

T-Valve Fork Kit

25-031-02

Showa 48/49mm Fork Installation Instructions

Teknik Motorsports T-Valve™ kits have been developed over a number of years testing in national level motocross, enduro and desert racing. The pistons are manufactured from high quality 6061-T6 Aluminium and are hard anodized to ensure they last the distance. They require no special treatment or surfacing before or after installation.

Symbols: The following symbols are used to indicate key components of the installation procedure.

Caution! Personal Harm or Injury May Occur	
Attention to detail, critical step	
Service Component Check	



WARNING! Incorrect application or installation of this kit can result in serious injury or death! Please take the time to read and carry out the installation instructions carefully. These instructions are only a supplemental guide to suspension servicing and valve installation. It is advised that installation is only carried out by a skilled professional.

If your forks have been recently overhauled, complete disassembly is not required.
You can simply turn the fork upside down and remove the compression base valve with an air impact gun and a 14mm Allen socket. [FIG 1]

Disassembly

- 1.** Remove the fork top cap, compress the fork spring to expose the jam nut locking the top cap in place. Now using 2 spanners, loosen the jam nut against the fork cap and remove the fork cap.
- 2.** With the fork cap removed, leave the springs in the fork. Using a soft jaw vice, clamp the axle foot (bottom of the fork where the axle goes in) and use a socket and an impact gun remove the base compression bolt. While using the gun, put downward pressure on the fork spring to hold the bottom of the cartridge in the axle foot and prevent it spinning.

The O rings may hold the compression assembly in the cartridge, use internal circlip pliers to gently pull the compression assembly (bolt) from the bottom of the fork.

- 3.** Carefully file or machine off the peening retaining the compression assembly to base bolt.
Remove the stock compression assembly [FIG 2]

With the fork disassembled, you may continue from here to service the fork before reinstalling the fork upgrade kit.



Fig. 1

Peening - Grind flat with nut.



Fig. 2

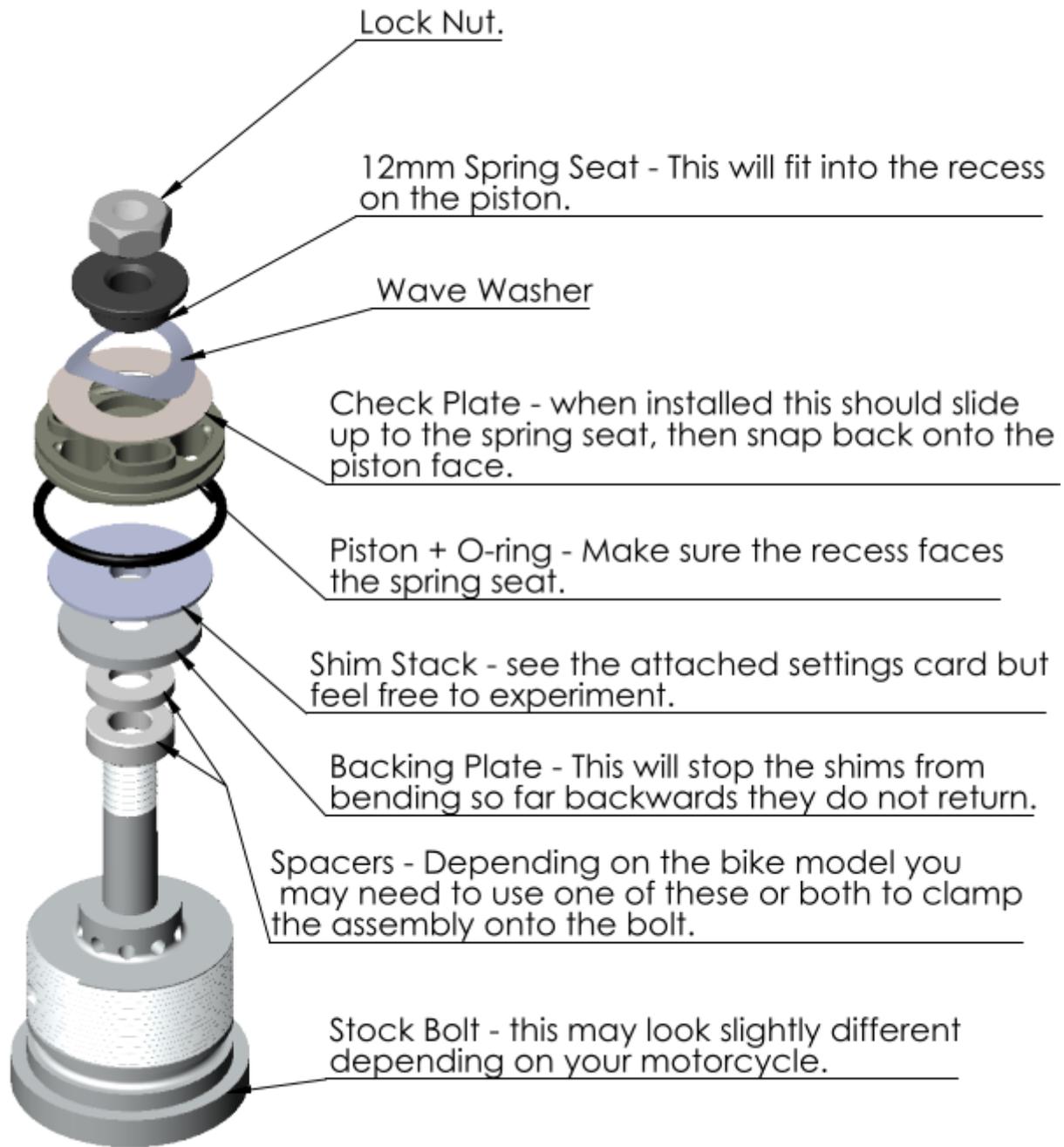


Fig. 3

Installing the Valve

- Referring to the setting card supplied with your kit, select the specification you wish to install.



Lay the shims for the **compression** specification on your clean workbench, in the order specified on the card.

[FIG 4]

- Install the valving components onto the standard compression bolt as per [FIG 3 and 5].

Pay particular attention to:

- The **T-Valve** orientation, the side with the recessed (counter-bored section) should be facing up.
- The orientation of the wave washer, the bend should face upwards.
- The nut should be flush, or slightly below the top of the post.
- The nut should clamp down to hold the valving assembly in place, if the assembly is to be inserted.
- Lift the "Check Plate" it should slide up and down freely without obstruction. It should snap back into place, without any obstruction. When released it should snap back against the piston.

- With the valve assembled tighten the top nut to a torque of **7 N.m (8mm Post)** or **5 N.m (6mm Post)**.

- Check your work.



Hold the assembly up to a light, ensure the shims seal against the piston. Double Check the points described in step 5.



Fig. 4

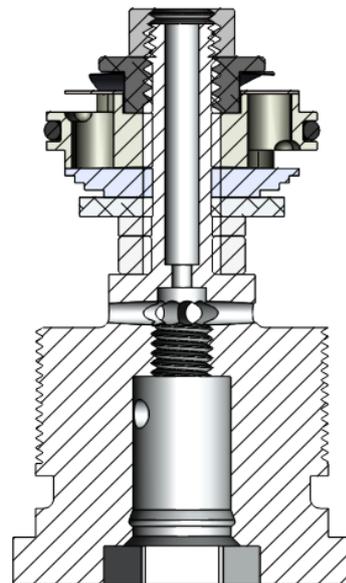


Fig. 5



4/5 Harford Street

Penrith NSW 2750

P 02 4732 2626

We know suspension, that's what we do!

sales@teknikmotorsport.com

Reassembly

9. With the cartridge reassembled, reinstall the base bolt to the bottom of the fork. Carefully screw the bolt in by hand, until the thread takes.

The threads on the bolt can easily get damaged in the bottom of the cartridge. Take care when tightening.

10. Using a socket, torque the base bolt to 25N.m.



4/5 Harford Street

Penrith NSW 2750

P 02 4732 2626

We know suspension, that's what we do!

sales@teknikmotorsport.com

Tuning Notes

Do not be afraid to experiment with the clickers. Download one of our tuning booklets from our website.

Always count your clicker adjustment from the full in (clockwise) position and count the number of clicks out.

If the fork feels too soft all the way through, increase the compression damping with the external adjuster. If that is not enough you will need to remove the base valve and select firmer damping.

Likewise if the fork is too hard all the way through the travel try decreasing the damping with the adjuster (anti-clockwise on the adjuster). If that is not enough remove the base valve and select softer damping.

Oil level only affects the last third of the travel. If you like the action of the forks but they bottom too easily raise the level by 10mm.

Spring rate is dependent on rider and machine weight.



4/5 Harford Street

Penrith NSW 2750

P 02 4732 2626

We know suspension, that's what we do!

sales@teknikmotorsport.com