



We know suspension, that's what we do!

4/5 Harford Street  
Penrith NSW 2750  
P: 02 4732 2626  
sales@teknikmotorsport.com

## Teknik Platinum Valves

**Level of experience:** Be able to read and understand your owner's manual. Read these instructions completely.

**Disassemble your forks:** Follow the owner's manual. While it is not essential to split the upper and lower fork tubes in order to fit the Platinum Valves, we suggest you take this opportunity to inspect the bushes and replace the seals. OEM seals have a high amount of static friction until they are worn in.

If you are planning on completely disassembling the forks, we recommend striking the socket head bolt at the base of the forks to help free it, if air tools are not available. Mild heat can also help release the thread lock. Inspect the bushes and seals for wear, replace if required (We stock these parts, see our website).

If you are not disassembling the forks entirely, you only need to remove the preload spacer, washer and spring. For the best results we recommend draining out original oil and replacing it with a 2.5 – 5wt oil as the development of the kit was done with oil measured at 17.9 cSt and most brands of oil will be acceptably close to this viscosity between their 2.5 – 5wt product. This thinner oil will function better with the platinum valves than the thicker OEM oil. If you're a stickler or curious about the variance between oil viscosities between brands we have an article and table of measured viscosities on our website, you can find it [here](#).

### Fitting the Platinum Valve:

1. If you have already drained out the fork oil, replace it now. With the fork fully compressed, fill the tube with oil until it is about 100mm from the top. We will set the exact height in a moment. Extend and compress the tube a few times to bleed the air out of the system, topping up the oil as required. You'll know you're done when the air bubbles stop.
2. Place the Platinum Valve in the top of the tube, taking care to orient it the right way (Its labelled "This Way Up" on the valve). **Slowly** push the valve down into the tube with the spring until it bottoms out on the damper rod. **Note: drilling the damper tube is not required or recommended. If you have drilled the damper tube it's still ok but you don't need to.**
3. Remove the spring and set the oil height to the manufacturers specification found in your service manual. If you cant find it 120mm is a good starting point. Oil height is a tuning parameter and you can learn about it's effects in our road/offroad setup guides found on the academy page on our website.

4. Now you can reassemble the fork in the same way it came apart. There will be a little extra preload on account of the thickness of the valve but we recommend you keep it like that. If you like you can trim your preload tube with a pipe cutter by 18mm to account for the thickness of the valve but it isn't necessary.

**The legal bit:** Please remember that you have made a major modification to the handling of your bike, allow yourself time to get used to the changes. If you have read these instructions and do not understand any part of them or if you are unsure of your own skills in undertaking this work, please seek the services of a suitably experienced suspension technician. Incorrectly assembled suspension could fail resulting in injury or death.

If you wish to send your suspension to us, our workshop can fit the Platinum Valves for you.

