



We know suspension, that's what we do!

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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 the 7.5wt OEM 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 (around 600mL for a DR650). 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.
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.**
3. Remove the spring and drain the oil until it is 130mm from the top of the chrome tube, with the leg fully compressed.
4. If you are using the stock springs (not recommended), simply replace the spring (on top of the Platinum Valve), washer, preload tube and fork cap. If you are using some of our heavy-duty springs (19-110 Series) rated for your rider weight, then use the preload tube (supplied with the springs, see figure below), then reassemble.



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.

