

Instructions for 2814 valve installation:

Disassemble forks completely:

Valving components.

-Remove fork cap.

-Remove spring.

-Taking a 19mm socket (Impact style) and a impact wrench remove the base valve assembly. (Apply downward pressure against the fork rod using a clean towel. This insures that the valve is moves outward as apposed to the valve pushing the fork cylinder out.) Use short bursts and not long durations of RPM as this can damage the components.

-Remove the fork cylinder.

Seal and tube disassembly:

-Using a subtle blade (Flat but small screw driver) remove the dirt scraper. Don't pry as it may mar the forks appearance.

-Using a smaller blade remove the circlip that holds the seal in place.

-Heat the seal carrier or the portion of the tube uniformly so as to facilitate easier bushing removal with out damage.

-Using quick but not forceful hits drive the tubes apart. (Speed is more important than force and never yank at the end of the stroke.) Use the quick momentum to drive the tube off. Failure to do as described above often results in bushing damage.

Internal component disassembly:

Fork cylinder:

-Unthread the oil lock spring guide from the rod using shaft blocks. Drop the rod out the bottom of the forks being careful not to damage or lose the piston band.

-The nut holding the valving components has been staked from the factory and needs to be ground flat past the edge of the stake to remove the nut and separate the valving and piston. (Prior to the grinding process pack the orifice with grease to prevent grinding chaff from entering and being lodged in the internals.)

-After removing the stake the edge of the nut needs to be radiused of its metal bur that develops during grinding. (This bur may come free during fork use and causes numerous problems.) A polishing wheel such as cratex works very well and leaves an excellent finish. Be very careful to maintain proper shim and piston orientation during removal. Also note that may times small spacer shims are placed under the post spacer, or valve these are easily misplaced and will dramatically impact fork performance.

-Now that all the components are free of the stem radius the first thread to prevent thread wear during reassembly.

-The passive valving (base-valve, or foot valve) needs to be removed. The nut can be just turned off on these model forks. After the nut and valving has been removed you will need to radius the first thread in the same manner as the active stem. Proper orientation must be maintained to insure the components are assembled properly.

-Wash and clean all components thoroughly before proceeding any farther.

Assembly of fork tubes.

- Place the axle bracket in a vise and firmly tighten down.
- Placing a bag over the tube lube the seal and install the dirt scraper. (Remember that seals always work with pressure so if orientation becomes unclear use that as your guideline.) Install the circlip, oil seal, backup washer. With round edge toward the seal. Bushing outer and then bushing inner. (After the oil seal is installed remove the plastic bag.)
- Use a 43mm seal driver to drive the seals and bushing into the seal carrier. Install the circlip and then install the dirt scraper.

Assembly of the Active compression and rebound damping.

- Build the stacks specified and then install them on the stem. Be very careful not to misalign any washers or components as they could be permanently damaged by doing so. Double check all components for proper assembly.
- Tighten the nut down after a small amount of blue loctite has been placed on the threads. Make sure that the nut is not loose or over tightened, clean all components with compressed air to blow off any extra loctite.

Assembly of the Passive compression valving.

- Install the valving components on the base-valve stem add a drop of blue loctite to the threads. Tighten the nut down firmly but do not over or under tighten. If your revalving build the necessary components and stacks.

Installing internal components:

- Place and align the fork cylinder in the tube. Grease the base-valve threads and piston o-rings. Using downward force to the rod place the base-valve in the axle bracket and tighten the valve. Once the threads have been engaged use your impact wrench to finish the job. Tighten in firmly, using quick short bursts. Long and high speed rotations are damaging to the components.
- Place the fork upright and fill with fluid. Let the fork oil settle into the gaps between the tubes by refilling every few moments or until the level stops falling. At this point thread the fork cap on the rod 1 to 2 turns and lift both the outer and inner tube to full height allowed by the cap. Quickly compress the fork full travel. That should initiate fork bleeding. Refill the tube and bleed the rod by stroking up and down until the action becomes consistent and smooth.
- Set the oil height by measuring from the fluid level to the edge of the fork tube.
- Double check the jam nut tension on the rod. Do this by firmly holding the rod in your hand and tightening the jam nut down as hard as possible. (Do not ever grasp the rod in anything other than a holder.)
- Extend the rod completely and lay the fork over to a 45 degree angle. Quickly and precisely slide the spring down over the rod. Place the fork cap and bottoming components on the rod.

-Holding the rod with your thumb and index finger tighten the cap down till it seats on the top of the rod. Then insert a thin 21 mm and tighten jam nut up to the fork cap. Firmly tighten jam nut to fork cap.

-Bottom fork cap to the tube but do not tighten. The top triple clamp is responsible for keeping the cap on.

Check for improperly placed rods during rebound clicker setting. Compare the depth of screw in fork cap left and right when rebound is full hard. (This is a quick test.)

Reset your clickers and enjoy!