

# 1998 RC-36 EVO SUSPENSION FORKS

## OWNERS MANUAL



### INTRODUCTION

Congratulations on purchasing a Pace RC-36 EVO fork. We're confident that it will perform to the very highest of standards, even through extended or hard racing use.

Only the very best materials have been used in its construction, each fork being hand assembled & quality tested to the highest of standards.

RC-36 EVO is designed as a competition fork & offers significant benefits in terms of improved control, traction, braking & steering accuracy.

To maintain these high standards, we would recommend the Owners Manual is read in detail.

## SAFETY

1. To ensure that your fork is correctly fitted and that all safety checks are regularly carried out we would recommend your fork is fitted and regularly serviced by your dealer.
2. **IMPORTANT:** Light weight aluminium steerer fitted to Pro-Class fork is not intended for downhill racing- fit standard steel steerer for heavy duty usage. Note- One-Year Warranty on aluminium steerer.
3. Closely inspect your forks before each ride for signs of damage, cracks, bent or fatigued parts and make sure that all screws and fittings are tight according to the torque figures in this manual.
4. Do not perform any adjustments or modifications other than those recommended in this manual. Failure to follow the outlined maintenance and safety check procedures could result in the fork being in an unstable or dangerous condition.
5. After performing any maintenance or tuning procedure test ride fork and recheck tightness of all screws before riding or racing at speed.

## TECHNICAL DATA; ALL 1998 MONOBOX MODELS.

**Travel;** Pro-Class- 90mm (adjustable to 70mm ).  
MXCD-70mm (adjustable to 90mm with LT Spring Kit ).

**Length;** Pro-Class- 455mm. MXCD- 435mm.

**Weight;** Pro-Class- 3lbs (1.36kg). MXCD- 3lb 4oz (1.47 kg).

**Steerer;** MXCD (& Pro-Class with threaded steerer)- Straight gauge Micro-Alloyed steel. 25.4, 28.6, diameters in 130, 170, 210 & Aheadset lengths.  
Pro-Class 25.4 and 28.6 Aheadset; straight gauge aluminium.

**Monobox Crown;** CNC machined, gullwing, hollow section, 6082-T6 ( wide & narrow bodied ).

**Stanchions;** Straight gauge Columbus 4130 chrome moly. Micro-crack advanced bearing surface.  
Pro-Class; Titanium ceramic coated.

**2 x 2 bridge;** Double bridge design CNC machined from 6082-T6 aluminium. Pro-Class; Carbon-fibre bridge.

**Carbon-Fibre Sliders;** Triple butted.

**Damper;** Open Chamber aluminium hydraulic damper with separate low and high speed damping circuits. Externally adjustable compression and rebound. 5wt oil standard.

**Springs;** Silicone Carbon Steel coil spring stack with progressively wound main spring three ( available in soft (yellow), medium (red- standard) and hard (blue) spring rates) and sensitive rectangular section initial spring. Pro-Class features an additional intermediate spring.

**Bearings;** PTFE, carbon-loaded bearings. Service free.

Precision CNC machined cantilever mounts, wiper-seal housings & dropouts. 6082-T6 Aluminium.

**NOTE:** Heavy duty double-lipped seal fitted as standard.  
Low friction single lipped wiper seal available as an optional extra.

*Please Note; specifications are subject to change for improvement without notice.*

## SUSPENSION SET-UP

**GENERAL.** The Monobox Fork is a precision instrument manufactured to very high tolerances. A settling in period is necessary before the fork provides its correct action ( *approx two-three weeks, dependent upon usage* ).

As a general guide, the fork is performing correctly when it is responding to all obstacles from large to small, yet does not continually "bottom out" ( *a point when fork reaches maximum travel* ).

Differing riding conditions & specification will of course alter the set-up procedure. You might find that seasonal changes demand different fork set-ups. In winter when the ground conditions are often softer, machine speeds are reduced, a softer spring could therefore be fitted which gives you more fork compliance. In summer, speeds are generally higher & the fork has to absorb harder obstacles at higher speed. A harder set-up would therefore be better.

A fork which is set up so as not to work except at high speed or when downhill will not work to its best potential when riding cross-country at lower speeds. There are proven benefits in terms of control & energy saving to be had when fork is set-up softer than you might think is correct.

A small rubber ring is fitted to one stanchion leg to act as a travel indicator. Slide it down onto top of fork so that it shows the amount of travel being offered.

The standard spring set-up is referred to as medium and will best support a rider of average weight ( 63-69kg- 10 to 11 stone ) or under.

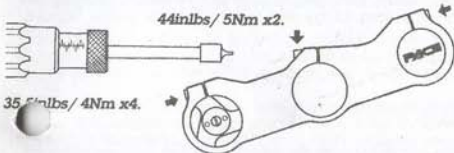
**NOTE:** As rider style and terrain vary, spring-rate may be found to be too soft for more aggressive riders. Riders slightly over this average weight are recommended to stay with standard spring set-up as a suppler and more compliant action will be delivered by the fork.

The 90mm travel fork should settle approximately 20/25mm when machine is rolling. 70mm travel fork should settle 15/20mm. This is referred to as Fork Sag & is important in the overall set-up of the fork.

## FITTING TO MACHINE

Push headset spacer tightly up into crown. Check that slot in spacer is inline with corresponding slot in crown ( note 28.6 steerer does not require this fitting ). Pull steerer fully up into crown. Tighten 2 x M5 socket head cap screws to torque figure of 44 inlbs ( 5Nm ) and 4 x stanchion clamp screws to a torque figure of 35.5 inlbs/ 4Nm.

On 28.6 steerer push crown-race collar tightly down against crown top. Top lower headset race onto headset spacer collar.



**NOTE:** If steerer is not of precise correct length, cut steerer to correct length from upper end. Use original fork steerer length as a guide.

Clean & grease headset bearings & races ( Pace RC-7 Progel recommended ). Install bearings onto lower race, insert fork through headstock, then install upper bearings & race. Adjust headset, fit locknut then stem & handlebar assy. ( *For Aheadset type headsets; follow manufacturers instructions on headset & steerer assembly* ).

**IMPORTANT; BEFORE EACH RIDE ALWAYS CHECK THAT STEERER AND STANCHION CLAMPING SCREWS ARE TIGHT AND TORQUED TO CORRECT FIGURES (PLEASE SEE ABOVE DIAGRAM).**

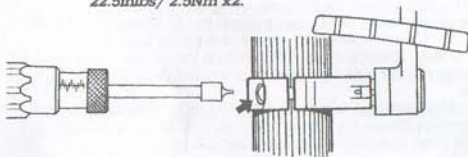
## V-BRAKE FITTING & SET-UP

Note: When tightening brake-clamp around carbon slider leg ALWAYS tighten to a torque figure. Even when fully tight there will be a gap between the clamp faces.

## Rear mounted brakes

Make sure brake boss is tightened into brake boss clamp. Grease brake boss itself & fit brakes following manufacturers instructions. If brake shoe does not align with rim simply loosen M5 socket head cap screw in each clamp, reposition clamp and retighten screws to torque 22.5inlbs-2.5Nm.

22.5inlbs / 2.5Nm x2.



*NOTE: When fitting brakes onto rear mounted position, this is a simple procedure carried out exactly as if fitting to rear stays of machine. It is recommended that a rear V-Brake is fitted should you intend to fit brake behind fork. An existing front V-brake can be changed to rear spec' simply by changing pads from left to right.*

Fit wheel & securely tighten QR. Brake should swing freely, & shoe should contact rim squarely & evenly. Cut length of outer cable, keeping reasonably short. Fit to machine looping cable around front of machine, then guide behind fork.

## Brake front mounted

The RC-36 fork comes assembled ready to mount brake system onto rear of fork however you do have the choice to front mount your brakes should you wish. Remove M5 socket head cap screw from each brake clamp & slide clamp off leg, then refit each onto opposite leg. Align vertically on leg so that brake shoe swings correctly onto rim, then rotate so bosses are parallel. Retighten M5 screws & torque to 22.5inlbsins- 2.5Nm. Double check bosses are parallel & inline.

## Cable Hanger (optional)

If using Cantilever Brakes a Cable-Hanger Bridge ( Part No 255 ) should be fitted instead of the standard front bridge. Follow procedures above, transferring brake mounting to front of fork before fitting Cable Hanger . Remove 4 x M5 button head screws from standard bridge and fit cable-hanger bridge. Tighten bridge screws to 40 inlbs- 4.5Nm.

## DAMPING AND SPRING SYSTEM

There are two separate 'systems' in the fork, the damping and the springs. Do not confuse either of these with each other, and how their adjustment effects the performance of the fork. I.e damping versus springs. Generally speaking the spring controls the quality of the fork action, and if your fork simply feels too soft or easily bottoms out on major obstacles and drops look first toward altering spring rates rather than damping settings. Simply put the springs support the weight of the rider and machine whilst the damper controls the speed at which the spring compresses and rebounds.

Harder springs would help the fork handle big obstacles and drop-offs however the compliance of the fork may be sacrificed so that the fork would not operate as smoothly over small obstacles and braking bumps.

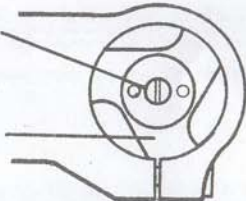
Both RC-36 EVO models are fitted with a progressively wound main spring which provides high impact resistance and control through much of the forks travel, whilst the soft initial spring provides sensitivity as soon as the fork starts its travel. In the 90mm travel Pro-Class fork (or in the MXCD fitted with the Long Travel Kit) a third midrange spring provides more progression and a smooth transition between the



other springs. The spring rate is also softer when using the midrange spring, as is correct in a longer travel fork. The RC-36 EVO fork is very sensitive and plush therefore do not be mislead into thinking the fork is set-up too soft as the spring rate ramps up quickly as the fork moves through its travel.

**Evo Spring Range:** Soft Spring (Yellow stripe), Medium Spring (Red stripe), Hard Spring (Blue stripe). The hydraulic damping circuit in the RC-36 EVO fork is provided by an Open Chamber aluminium damper which has a wide range of tunability as a standard feature. To ensure that the full range of performance is achieved, please make sure that the correct tools, oils etc. are used, according to this Manual.

Compression  
Adjuster Screw



The damping system fitted to your fork gives a factory pre-set level of compression and rebound damping, both of which are externally adjustable from the top of the right hand fork leg.

The damping system controls the speed at which the fork compresses (compression damping) and extends (rebound damping). Generally speaking if the fork feels 'harsh' or even rigid when riding at speed over obstacles the fork has too much compression damping.

If the fork packs down as you ride through a succession of bumps then the fork has too much rebound damping, whilst if the fork deflects off of obstacles or bounces off the ground after a landing the fork has too little rebound damping.

#### Factory Standard Settings;

**Compression-** Compression adjuster screw turned between 2 and 2.3 turns out from seated position (screwed fully in).

**Rebound-** Outer micro-adjust dial turned 30 degrees clockwise from full off position (dial turned anti-clockwise to its stop).

#### SUSPENSION ADJUSTMENTS AND TUNING

After the initial settling in period you might choose to alter the standard set-up in your fork to take account of your riding style, preference or local conditions ( see note on seasonal changes ). It is a simple operation to alter either the damping or spring system

**Spring Rates.** You can replace both mainsprings within your fork, taking the set-up to full hard or full soft, you can effectively create a mid-spring rate- for example by using a soft spring in one leg and a medium in the other or indeed a hard and medium spring.

**Sag.** A useful way to determine if you have the spring rate in the ballpark is to measure sag. To do this simply slide the rubber ring (already fitted to one of your fork stanchions) down to the fork seal (top of the lower leg slider) then sit on the bike, feet on the pedals. Climb off the bike without diving down onto the front fork and measure from the ring to the fork seal. This measurement is known as sag.

If the measurement is 30mm or over the mainspring should be changed to a harder spring, whilst if sag is much less than 15mm change to softer spring. We would recommend changing ONE spring at a time ( for changes to spring rate see Spring Replacement section ).

On a full-suspension bike always remember to set front fork up so that its settings balance with the rear suspension. An incorrectly set-up back end can make the front fork feel poor or badly set-up and vice-versal

## DAMPER SETTINGS

**Rebound.** Try the cartridge micro-adjust dial in different positions. If the micro-adjust dial is rotated fully anti-clockwise the rebound system of the fork is turned off and you will find that the fork has a low level of rebound damping i.e. the speed at which the fork rebounds after being compressed is fast. As the micro-adjust dial is rotated clockwise the speed at which the fork rebounds is reduced. With the dial rotated fully clockwise to its stop the fork is fully damped with the rebound speed of the fork considerably reduced. Generally speaking if you are a fast rider or into competition racing riders prefer a faster rebound speed so that the fork can quickly return from an impact, and be ready for the next hit.

*Example:* On a fast corner with braking bumps, where the fork was taking a series of impacts, so the fork could quickly recover and have travel ready for the next hit, a setting with low rebound damping i.e. rebound speed (factory position and lower) would be best. This setting would be appropriate for most racing and fast recreation riding.

However if you ride more for recreation or want a less active fork then you might want to dial in rebound damping.

*Example:* Riding across undulating or smooth climbing trails and forest tracks where the fork is not having to handle high speed impacts, turn the rebound dial clockwise from the factory setting.

**Compression.** The compression adjuster screw is found in the centre of the rebound micro-adjust dial. This screw primarily adjusts the 'high speed' compression damping circuit of the fork e.g. when you ride into a large square edged stone which makes the fork compress very quickly. You will find that slow speed damping is also affected by adjusting this screw but to a much smaller degree. An example of slow speed damping would be when the fork compresses gradually whilst riding through undulating terrain.

Use a small flat blade screwdriver to wind the screw in and out. If the screw is wound down to its seat the compression damping system is turned off so that the fork has low compression damping i.e. the speed at which the fork compresses is fast. As the screw is wound out compression damping is increased and the speed at which the fork will compress under impact is slowed down. We would not recommend winding out the compression adjuster screw more than 2.5 turns from fully seated position as the fork will then become overdamped in its high speed circuit. This would create a very harsh ride from the fork when hitting large obstacles at high speed.

You should now ride the machine in differing conditions & experiment with a variety of compression and rebound settings. Always use the factory recommended positions as your reference and make a note of any changes you make. You will not need to continually adjust the setting of the fork as you ride, as you will find certain fork settings will give the excellent fork compliance in a wide range of conditions. The Pace Factory does not recommend high compression damping settings, and in fact most Pace Racing Team riders race with relatively low compression damping settings for most offroad racing situations. However if racing dual-slam (jumps and high speed impacts) or riding at high speeds (down gnarly trails for example) then increased compression damping may be required.

*Example:* Climbing up a rough track with rocks and tree roots, where the fork needs to be able to absorb the impacts. Use the factory setting or slightly less (say 2 turns out from seated position). This setting would be fine for the majority of general racing and fast recreational riding. Should you be into dirt jumping, dual-slam or high speed riding then the fork needs to be set up so that it compresses more slowly so that high speed impacts can be absorbed.

*Example:* Riding quickly down a fast trail covered in a jumble of rocks, possibly mixed with square edged ruts. Dial in a little more compression damping from the stock setting- 2.5 turns out from fully seated position.

It is possible to fine tune the damping of the fork by changing oil viscosity. 10 weight will increase damping significantly whilst 2.5 wt will have the opposite effect. We would recommend that all external adjustments are made before changing oil viscosity. The Pace hydraulic oil used in your fork is a high grade competition fluid that will prevent fade even under heavy competition use. However it is recommended that the oil is periodically changed and certainly should be replaced if its damping quality starts to reduce (notably if damping fades after a rapid succession of bumps). Refer to *Oil Change section*. **NOTE: Do not use more than 10wt oil or damper may be damaged!**

## MAINTENANCE

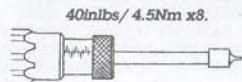
All RC-36 forks feature "GREASEPORT", a simple lubrication system to maintain the quality action of the fork. The Greaseport system means Pace Forks are one of the easiest forks to maintain in the world. Regular lubrication via the Greaseport will maintain the superior action of your fork over a longer period. Pace Greaseguns are available from all Pace Dealers. Make sure gun is full. Hold fork firmly, then push pointed nozzle of gun into grease point. Angle gun during use so that grease does not leak out from around gun nozzle. Grease points are located in outer faces of seal housings. Two or three full strokes of gun should be sufficient to lubricate each leg, & this should be done after each race/long ride.

**NOTE:** Do not use grease other than Genuine Pace RC-7 Progel Suspension Formula Grease. This multi-condition gel has been specifically formulated to decrease friction and is compatible with the carbon composites, bonding system, bearings & seals used in Monobox forks.

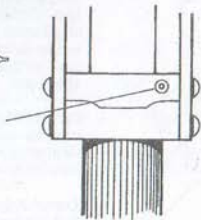
Periodically we would recommend the lower part of the fork be removed and the internal bearing surfaces and springs be cleaned and regreased. Mid-winter, spring and mid-season periodic maintenance would be recommended if you are a regular rider, more if you ride daily or often ride in poor conditions.

Refer to Fork Disassembly section.

Keep fork clean by washing off with warm soapy water. Do not direct powerful water sprays (such as a powerwasher) directly at fork seals. Gently clean fork seal area after each ride.



Grease points



**IMPORTANT NOTE.** It is essential that all screws and fittings are correctly tightened to the torque figures listed, otherwise the fork may not function correctly or could suffer damage. Obviously the fork may become unstable if it is used in a dangerous condition with parts loose or unmaintained.

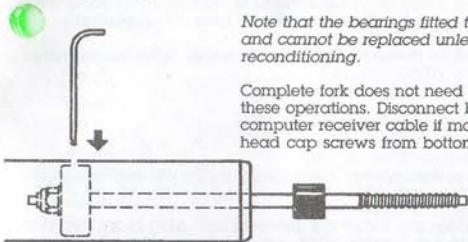
## FORK DISASSEMBLY, SPRING REPLACEMENT & TRAVEL ADJUSTMENT

Occasionally we would recommend that the fork is stripped down & internal surfaces cleaned. Take the opportunity to do this if you are replacing springs or adjusting fork travel. Removing contaminated grease etc will maintain the quality action of the fork (should you continually use the fork in very poor conditions you might need to service more often).

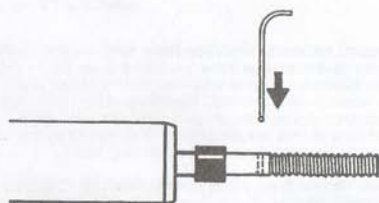
*Note that the bearings fitted to your 1998 model fork are service free and cannot be replaced unless returned to Pace for factory reconditioning.*

Complete fork does not need to be removed from machine for any of these operations. Disconnect brake cable from lever along with computer receiver cable if mounted to fork blade. Unscrew M5 socket head cap screws from bottom of fork blades. Should you find these spin but do not unwind, simply press down hard on handlebars so as to compress the fork whilst unwinding screws. Remove wheel. Carefully draw off complete lower fork assy.

Springs are removed from the fork by removing the white nylon spring guides on which the spring sits. To remove the lefthand guide rotate the guide so that the "locking hole" in the base of stanchion & damper-rod piston line up. Insert a small pin through hole thus locking damper rod in position







enabling you to unwind spring guide. The righthand guide is similarly removed except the locking hole is to be found on the damper shaft inside the spring just above the top of the spring guide. Take care and note the position and order of the springs and guide parts.

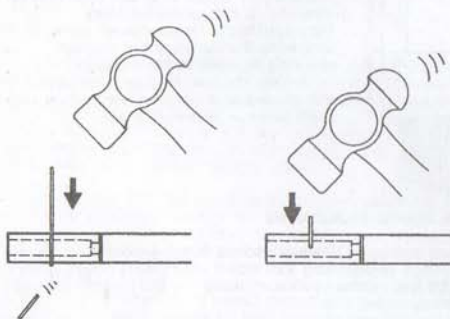
Carefully clean stanchions, spring-guides, springs and bottom out elastomers (housed inside spring), wiper-seals, bearings & internal "bore" of carbon leg assemblies & lubricate all parts with RC-7 Progel Grease. *NOTE: When fork is new, take care during disassembly.*

Now reassemble parts in same order as they were removed. If you are changing spring-rate, replace springs with new rate springs.

If you intended to replace wiper seals or change hydraulic oil now is the appropriate time. See Wiper Seal Replacement or Replacing Hydraulic Oil Sections.

**Diag. A**

**Diag. B.**



**Travel Adjustment- Pro-Class. Diag.A.**

The 90mm travel Pro-Class fork is easily shortened to 70mm travel. Support the white plastic spring-guide on a flat surface and with a 1.5mm pin drive out the upper spiral pin.

Remove the middle supplementary spring and its spacer from the spring stack and reassemble in its 70mm travel form following Fork Reassembly Section.

**Travel Adjustment- MXCD. Diag.B.**

The 70mm travel MXCD fork can be increased to 90mm travel by purchasing the Long Travel Kit (Pace Part No RCP-256) from your dealer.

Support the white plastic spring-guide on a flat surface and tap the small spiral pin into the upper cross-drilled hole on the spring guide (pins are supplied in kit)

Now reassemble springs and spacers into fork as shown in 90mm travel version, following procedure in Fork Reassembly.

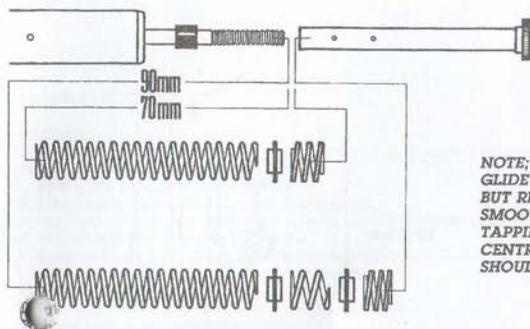
#### **FORK REASSEMBLY.**

Slide bottom-out elastomers onto damper-rod, then springs then spring guides. Tighten spring guides fully onto damper rods.

**IMPORTANT ; MAKE SURE SPRING GUIDE ENGAGES FULLY ON DAMPER ROD AND IS WOUND DOWN TIGHTLY TO ITS STOP ON ROD OTHERWISE THE LOWER FORK ASSY MAY BECOME LOOSE WHILST RIDING.**

Carefully replace complete slider assembly, guiding over springs and stanchions.

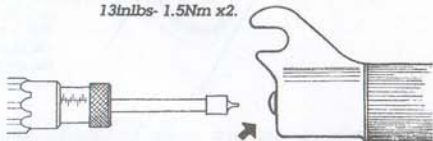




**NOTE: IF SLIDER ASSEMBLY DOES NOT GLIDE SMOOTHLY HOME, DO NOT FORCE, BUT REPEAT PROCEDURE UNTIL A SMOOTH RE-ASSEMBLY IS ACHIEVED. TAPPING FACE OF FORK HELPS SPRINGS CENTRE THEMSELVES IN FORK AND SHOULD ASSIST IN FORK RE-ASSEMBLY.**

**IMPORTANT:** Fit M5-socket head cap screws into base of each fork blade. Screw fully home but do not overtighten. If screws spin before screw is tight press down hard onto handlebars whilst winding screws home. Tighten to 13inlbs- 1.5Nm. Refit wheel & re-connect brake-cable.

13inlbs- 1.5Nm x2.



#### WIPER SEAL REPLACEMENT.

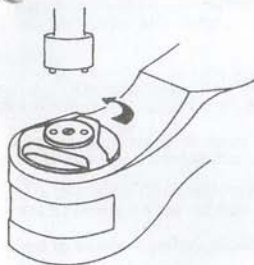
Should the seal become damaged it will need to be replaced immediately. To remove seal simply grasp wiper lip with a pair of pliers, pull seal in then draw completely out of blade.

Wiper seal housing then fit replacement by feeding edge of seal into its housing by hand. Press seal firmly into place and check it is seated correctly and uniformly around its circumference. Reassemble as outlined in Fork Reassembly section.

#### REPLACING HYDRAULIC OIL

We would recommend this procedure is carried out by your authorised Pace Dealer. The damper fitted to your RC-36 requires no regular maintenance however should a mechanical problem arise we would recommend that the damper unit is removed and serviced by your Authorised Pace Dealer.

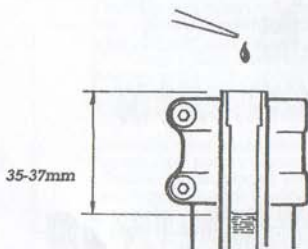
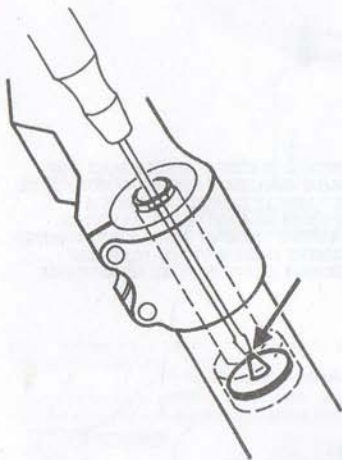
If you wish to change damper oil, pay particular attention to notes on filling procedure in this section, as failure to follow these may result in severe damage to the damper or poor damping qualities.



First remove lower fork assembly and springs as outlined in Fork Disassembly Section. Stanchion tube does not need to be removed from the crown.

With springs removed from the stanchion tube wind white nylon spring guide back onto damper-rod to assist in filling procedure. To empty old oil from cartridge first fully open micro-adjust rebound dial (turn fully anti-clockwise) then using Pace Tool Part No RCP-267 insert the pegs into the holes in compression adjuster housing and unwind.

Remove the housing and compression rod as one unit. Wind compression rod out of housing and inspect condition of housing and rod O-rings and replace if necessary. Take a thin



**Recommended suspension oil;**  
 Use 5 weight Pace RC-8 Suspension Fluid or a quality motorcycle competition oil such as Silkol, Bell Roy, Putoline etc.  
**Oil capacity; 70cc.**  
**Oil level;** Fill to between 35 and 37mm from top of control valve.

bladed electrical screwdriver or similar, and inserting into the mouth of the control valve tube, open the compression valve at the base of the control valve tube by gently lifting the valve off its seat. **DO NOT FORCE VALVE OPEN.**

Invert fork and pump out damper oil into a receptacle using the damper tube/spring guide. Keep screwdriver gently holding valve off its seat and pump out all the damper's oil. Stand the fork back to upright and leave for a few minutes before repeating the procedure. It is important that all the old contaminated oil is removed from the system before replenishing with fresh oil.

With screwdriver or similar still holding compression valve open, clip nose off oil bottle then invert bottle and feed oil into mouth of control valve. Maintain light pressure on bottle then in a series of strokes move damper-rod/spring guide up and down drawing oil into damper.

Damper is full when the correct amount of oil has been fed in and oil level is correct.

Air bubbles will stop rising through the oil, strong resistance will be felt on the upstroke of the damper rod and the damper will operate quietly as the damper rod is stroked up and down.

A low oil level will not allow compression circuit of damper to operate correctly. Do not overfill damper however otherwise a hydraulic lock can be created and damper could suffer severe damage. Damper unit is now fully primed. Replace micro-adjust rebound dial then compression housing and rod. Tighten housing up using Pace Tool.

Rebound and compression settings may now be reset. Test ride before racing.

#### GENERAL NOTES

1. The RC-36 is a competition fork & is therefore not equipped with "safety" or "double" dropouts.
2. Check that there is sufficient clearance in between tyre & fork crown. Your choice of tyre profile will affect this clearance- PRO-CLASS; 92mm. MXCD; 72mm.
3. Fork Boots/Gaiters. We do not recommend the use of this type of product. Unless they are 100% sealed, mud & water is trapped inside & collected around the fork seal, causing more problems over a period of time.
4. If your fork carries a code stamped on drop-out eg OE, OS etc **DO NOT PURCHASE THIS FORK** unless supplied as original equipment fitted on the bicycle. Warranty & correct back-up will be affected if fork is bought separately with this coding.
5. If stanchions are removed from crown refit smearing Loctite 638 around mating surfaces at top of stanchion leg and inside crown bore. Torque to 35.5inlbs- 4Nm.

## TROUBLE SHOOTING

### **Problem;**

The fork movement is not smooth, but action is jerky as fork moves up and down i.e fork has stiction.

### **Possible cause and solution**

1. Fork is still new. Allow fork to bed in.
2. Fork needs lubricating through Greaseports.
3. Incorrect grease has been used. Clean all fork internals and re-grease using Pace RC-7 Grease.
4. Wiper seals are damaged. Replace.
5. Brake clamps have been incorrectly overtightened. Check and tighten to correct torque value.

### **Problem;**

The oil indicator shows full travel is not being used.

### **Possible cause and solution**

1. Springs fitted are too hard. Replace one spring and recheck.
2. Too much compression damping. Adjust compression damper screw.
3. Bad stiction. See above.

### **Problem;**

Fork does not fully extend.

### **Possible cause and solution**

1. Bad stiction. See first section above.
2. Overdamped on rebound damping. Adjust micro-adjust rebound dial.
3. Spring guides are not fully wound onto damper tube and rods. This is potentially dangerous and spring guides must be correctly tightened. Follow Fork disassembly section to remove lower part of fork, tighten down spring guides fully then reassemble.
4. Lack of spring load. This is usually caused by springs having been overworked so that they have become shorter- known as spring-set. Measure spring lengths.

**Spring Lengths.** Main: 182mm (tolerance +/- 3mm). Supplementary: 20mm. Initial: 13mm.

### **Problem;**

Fork judders under braking.

### **Possible cause and solution**

1. Headset is loose. Check and tighten.
2. Brakes are not correctly set up or toed in. Check following brake manufacturers instructions.
3. Forks crown race collar is not a tight fit into headset lower race. Fit a new collar using a Bearing-Fit fluid.

### **Problem;**

Fork does not absorb bumps well.

### **Possible cause and solution**

1. Damping is not set up correctly. Refer to 'Set-Up' section.
2. Incorrect spring rate. Refer to Spring-System section.

### **Problem;**

Fork action has changed and fork extends or compresses too quickly.

### **Possible cause and solution.**

1. Hydraulic damper oil requires replacement. Please refer to Replacing Oil section or consult your Pace Authorised Dealer.
2. Oil level in damper is low. Check oil level.
3. Damper seals have failed. Check for oil leaks on outside of fork, then remove lower fork assy and springs and check for oil leaks internally. If damper is obviously leaking consult your Pace Dealer.

## LIMITED WARRANTY

Monobox forks are warranted for a full two years against defects in materials & workmanship.

Failure to follow & implement the servicing & maintenance details contained in this manual may affect your warranty ( your consumer rights will not be affected ).

Please read the limitations on your warranty, & warranty procedures below:

1. Fork must be returned to your Authorised Dealer or Distributor for warranty processing, not direct to the factory. We would recommend that the product is returned to your supplying dealer as soon as possible if it is suspected there is a problem relating to the materials & workmanship of the fork.

To speed the processing of any warranty claim, please return the product to your dealer in a clean condition.

2. Pace Cycles Limited fork Warranty does not cover damage caused to other parts of the machine or property or extend to cover carriage costs to or from Pace & your Pace Dealer.

3. Pace Cycles Limited reserve the right to repair or replace as it sees appropriate.

4. This Limited Warranty does not cover for damage caused through misuse or incorrect customer assembly or maintenance.

5. Failure to use torque figures quoted within this manual, along with Genuine Parts & Lubricants, as outlined in this manual, will affect your warranty.

6. Use of non-standard Pace parts will not be covered by this limited warranty, nor any damage so caused to the fork by their use.

7. Bearings, wiper-seals, elastomers, cartridge reed-valves and alloy steerer are not covered by this two-year limited warranty. Alloy steerer- One Year limited Warranty.

8. If non-standard springs of an incorrect grade are fitted, any damage caused to the spring or fork will not be covered by this warranty.

9. Pace cannot process any warranty claim until the product has been returned to the factory.

10. Wherever possible Pace will undertake to repair or replace, at its discretion, within 4 weeks of having received product at the factory.

11. Should Pace Cycles Limited decide that the damage is not covered by the Limited Warranty, any work that Pace Cycles Limited is requested to undertake will be charged for on a minimum charge + extra time & materials basis.

This Warranty does not affect your statutory rights.

Pace Cycles Limited, Gt Edstone, Kirkbymoorside, York, North Yorkshire.YO6 6PD. UK.