PACE RC36 EVOII & RC37

Suspension
Service Manual



Congratulations on purchasing your Pace RC36 EVOII/ RC37 Fork. We are confident that your fork will perform to the very highest of standards even through extended and hard racing use. Both of these models share many fectures and therefore this Manual will have sections which apply to both models or will have separate sections for each.

Only the very best materials have been used in their construction, each fork being hand assembled and checked at our factory.

To maintain its high standard of performance we would recommend this Service Manual is read in detail.

Please note that this generation of fork requires a separate mounting bracket for each type of braking system- either V-brake or Disc-brake. Either type may be ordered as standard equipment however the fork will not be supplied with both. Mounting brackets are available individually as optional extras.

SAFETY

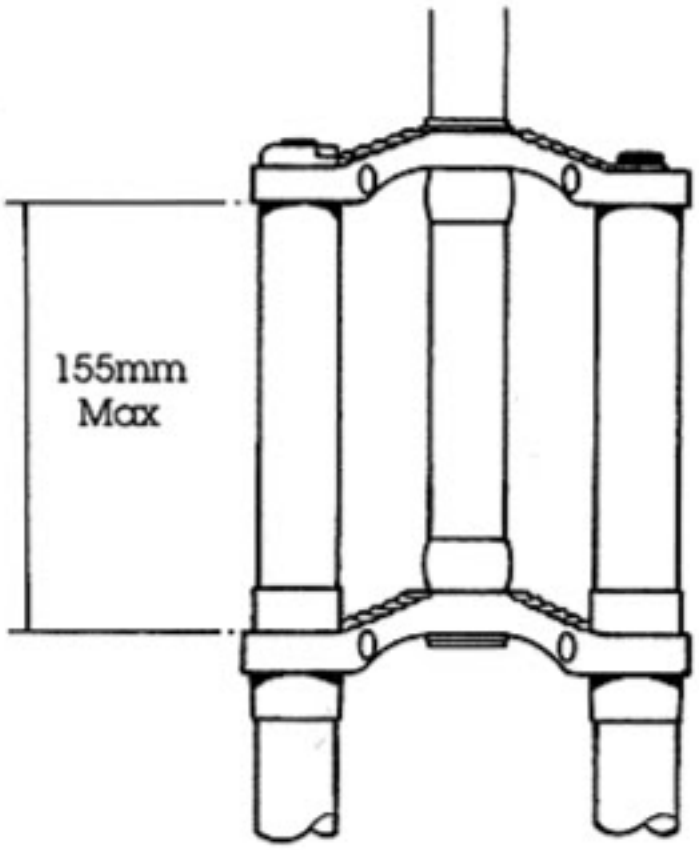
1. To ensure that your fork is correctly fitted and that all safety checks are regularly carried out we would recommend that your fork is fitted and regularly serviced by your Pace Dealer.
2. IMPORTANT. A lightweight aluminium steerer is fitted to your fork. If you intend to use the product for downhill/ World Cup racing or heavy duty use we would recommend a steel steerer is fitted.
3. Closely inspect your forks before each ride for signs of damage, cracked, 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 make any adjustments or modifications other than those recommended in this Manual or official Factory Bulletins. Failure to follow the outlined maintenance and safety checking procedures could result in the fork being used in a 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.

FITTING TO MACHINE. RC37

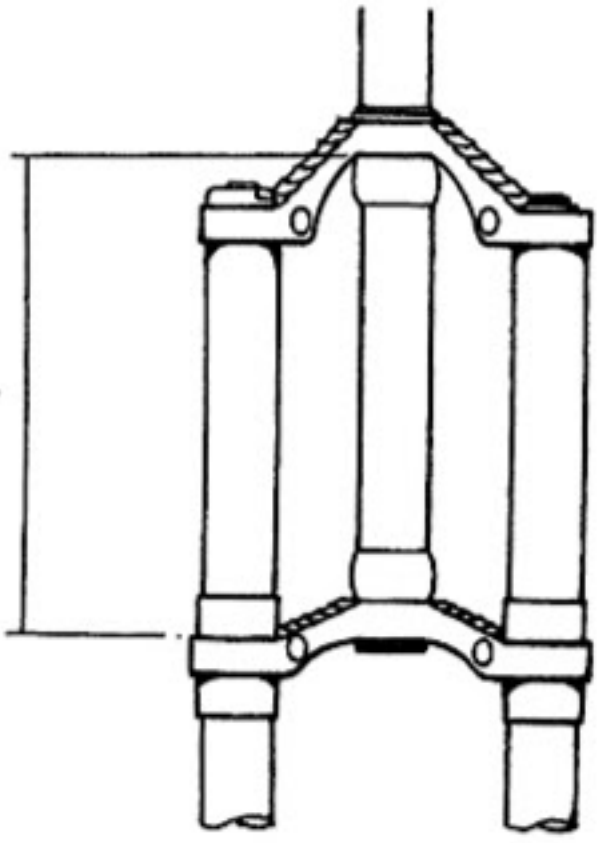
If the overall combined length of headtube and headset on your machine is equal to or less than 155mm the standard crown can be used, however if this dimension is greater than 155mm the fork must be supplied with a high rise crown, providing room for combined headtube and headset dimension of up to 175mm.

We would recommend the fork is fitted by your Pace Dealer or a qualified mechanic. When fitting a double-crown fork it is important that the lower crown is not moved further apart from the upper crown than the dimensions shown in **FIG.1.** otherwise fork travel can be reduced.
DANGER- tyre will hit crown if these dimensions are exceeded. Do not fit a headset which is too deep and therefore exceeds recommended dimensions.

FIG 1. Standard



High Rise



Press headset cups into headtube of machine and assemble headset following manufacturers instructions. Next tap crown race collar (supplied with fork) into lower race, remove steerer from fork by loosening M5 steerer screws on back of both crowns. Test the fit of steerer through crown race collar. Steerer should be a snug fit. If too tight rub inner face of collar with emery cloth until steerer fit is correct. Fit race and collar into lower headset.

DO NOT LOOSEN UPPER CROWN M5 STANCHION BOLTS. Loosen 2 x M5 screws in lower crown and slide crown down legs, push a little of steerer through crown and slide lower race and collar onto steerer. Offer fork onto machine sitting upper crown on upper headset, slide lower crown up fork legs and engage lower race into headset. Tap steerer right through whole assembly until circlip at base of steerer is tight up against lower crown as in **FIG. 1**. Only tighten the M5 steerer screw in lower crown at this point and torque to 44in lbs/ 5Nm.

Fit stem following manufacturers instructions and cut steerer to length if necessary. Adjust headset so that as stem is pulled down steerer by its adjustment mechanism, lower crown is automatically pulled up and therefore headset play is removed. Finally tighten 1x M5 steerer screw in upper crown (torque 44in lbs/ 5Nm) and 2x M5 stanchion leg screws in lower crown (torque to 44in lbs/ 5Nm). NOTE. If headtube of machine is particularly small spacers may need to be fitted underneath upper crown.

The lefthand adjuster dial provides spring pre-load adjustment so that sag can be easily set (**see FIG. 3.**) whilst the air spring can be adjusted with a standard cycle pump (**see FIG 4**).

If the air-spring is set at its factory recommended maximum and the fork is still too soft an after-market hard spring is available.

The hydraulic damping circuit in these models is provided by an Open Chamber aluminium damper which has a wide range of external adjustment- the righthand dial and centre adjuster screw control rebound and compression damping respectively (**see FIG 3.**) 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 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 obstacles or bounces off the ground after a landing the fork has too little rebound damping.

RC36 EVOII and RC37 Factory Standard Fork Settings (see FIG.3 & 4.)

Compression- Compression adjuster screw turned between 1.5 and 2 turns out from seated position (seated being fully screwed in clockwise).

Rebound- RC36 EVOII; Outer dial turned two full rotations anti-clockwise from full off position (full off being turned clockwise to stop).
RC37; Dial turned 30 degrees clockwise from full off position (full off being dial turned anti-clockwise to its stop).

Spring/Pre-Load- The standard medium spring would best support a rider of average weight (63-69kg or 10/11 stones) or under. Use minimum pre-load (pre-load adjuster set approx 4-8mm down from top of adjuster housing **(FIG. 3).**
Air-spring- 2 bar/ 30psi gauge pressure with fork fully extended. **Maximum-** 2.5bar/ 38psi.

SUSPENSION ADJUSTMENT AND TUNING

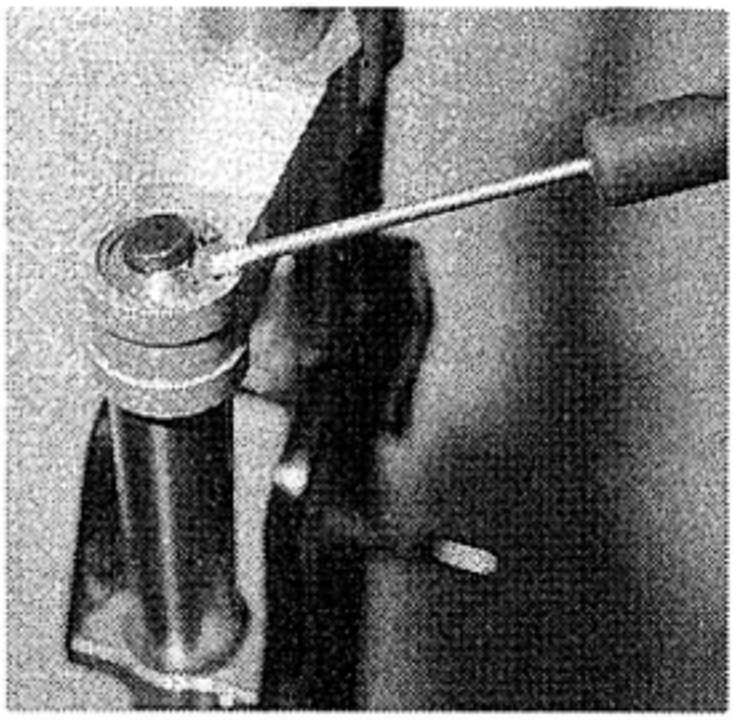
Before carrying out any changes to factory specifications ensure fork has fully bedded in and you are quite used to standard settings.

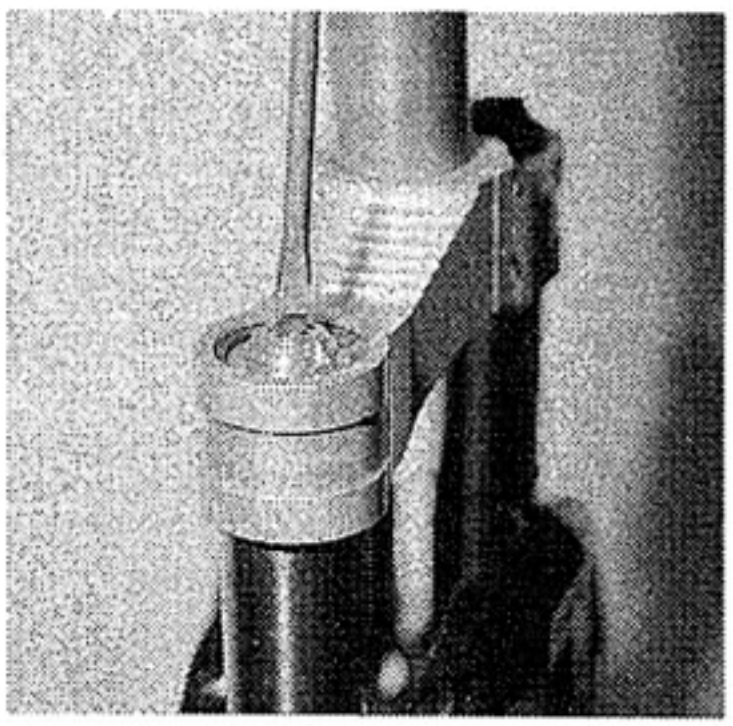
Sag. RC36 EVOII fork should settle by approximately 15-25mm when machine is rolling, whilst the RC37 should sag 25-30mm. Fork Sag is important in the overall set-up of the fork. The small rubber ring already fitted to stanchion leg will indicate travel used. Slide ring down to fork seal then with rider on machine, feet on pedals, carefully dismount and measure amount ring been pushed up fork leg. If machine is setup with standard settings and fork sag is too little reduce air pressure in fork air leg, adjusting in small increments. To do this remove dust cap from schrader valve beneath righthand fork leg and tap end of valve core stem. Check pressure and adjust if too much/little air has been released (**FIG 4.**)
NOTE; Valve core stem is permanently fitted to leg and should not be removed. Valve-core can be replaced should this malfunction.

If machine is set-up with standard settings and fork sag is too great adjust coil spring preload. To reach spring-preload adjuster take a small flat bladed screwdriver, insert blade into recess beneath preload cover and pop cover off (**FIG 5**). With screwdriver rotate spring preload adjuster clockwise to increase preload (which will decrease fork sag) or anti-clockwise to decrease pre-load (which will increase fork sag).

With fork sag set, test ride machine. Check and note travel used. If fork bottoms hard or is constantly using full travel increase air pressure in air leg however do not exceed maximum recommended pressure otherwise sensitivity of fork will be reduced and fork will not offer the grip and control it should on slick, slippery or offcamber terrain. Fit harder coil spring when max recommended air pressure is reached, reduce air-pressure back to factory setting, reset sag then test again.

FIG 5.





Always remember to set fork up so that its settings balance with the rear suspension if your machine is fully suspended. Incorrectly set-up rear suspension can make the front suspension feel bad and vice-versa! It is also important to note that a soft lightly sprung fork provides more control and travel. Make sure fork is not too hard and over sprung otherwise travel and control is reduced.

DAMPER SETTINGS

Compression

FIG 3. The compression damping adjuster screw is located in the centre of the righthand dial and will primarily affect the high speed circuit of the fork e.g when the fork impacts against a rock or ledge which makes the fork compress quickly. You will also notice slow speed damping is affected by this adjustment but only to a small degree.

We would note that if the spring-rate of the fork has been increased eg. harder spring or more air, the fork will not compress as fast and therefore a little less compression damping should be dialled in to compensate.

Use a small bladed screw-driver to wind compression adjuster screw in and out from Factory Setting. Wound fully in to seated position fork provides low compression damping and will compress quickly on impact. As the screw is wound out compression damping is increased and the speed at which the fork will compress under high speed impact is slowed. Ideally you should try and find the correct setting so that the 'spike' of an impact is removed and the fork spreads the time it takes to absorb the impact. 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 speed.

Example 1. Terrain characterised by slippy conditions, damp off camber, roots etc. Use factory setting or slightly less (say 1 turn out from fully seated position) so that fork can quickly react. Grip and control will be enhanced in these conditions with this setting.

Example 2. Terrain is rocky with many jumps and high speed impacts. Dial in additional compression damping from stock setting- 2.3 turns out from fully seated position.

It is possible to fine tune damping by changing fork oil viscosity. 10wt oil is used as standard, 15 wt will increase damping effect, 5 will decrease damping effect. The oil used in your fork is high grade competition oil however this should be renewed periodically so that quality damping is maintained (every season at least- ideally twice per season). See 'Replacing Hydraulic Oil' section. An oil with a higher viscosity than 15wt may damage damper valves.

It is possible to increase the oil volume within the damper, thereby decreasing the air volume above the oil so as to create an airspring effect as the fork compresses and oil level rises. However we would not recommend this form of adjustment on the RC36 EVOII and RC37 models for two reasons. Firstly the fork has airspring adjustment already within the airleg which is easily tunable. Also oil is expensive and heavy whilst air is light and free!

Rebound.

FIG 3. Try the righthand cartridge micro-adjust dial in different positions. If the dial is fully rotated 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 ie. the speed at which the fork returns after being compressed is fast. As the dial is rotated clockwise the speed at which the fork rebounds is reduced.

WARNING! On RC36 EVOII Do not turn dial more than three full rotations out as dial may disengage from damper body resulting in the dial being partially blown out of fork. Note dial position.

We would note that if the spring-rate of the fork has been increased eg. harder spring or more air. the spring will rebound the fork faster and therefore a little more rebound damping should be dialled in to compensate.

Example 1; on terrain characterised with many small bumps eg braking bumps where the fork is taking a series of impacts in rapid succession. Turn the dial anti-clockwise from factory setting and use fast rebound damping so that fork can quickly extend ready for next impact.
Example 2; on fast but undulating terrain a less active fork may be required. Turn the dial clockwise from the factory setting.

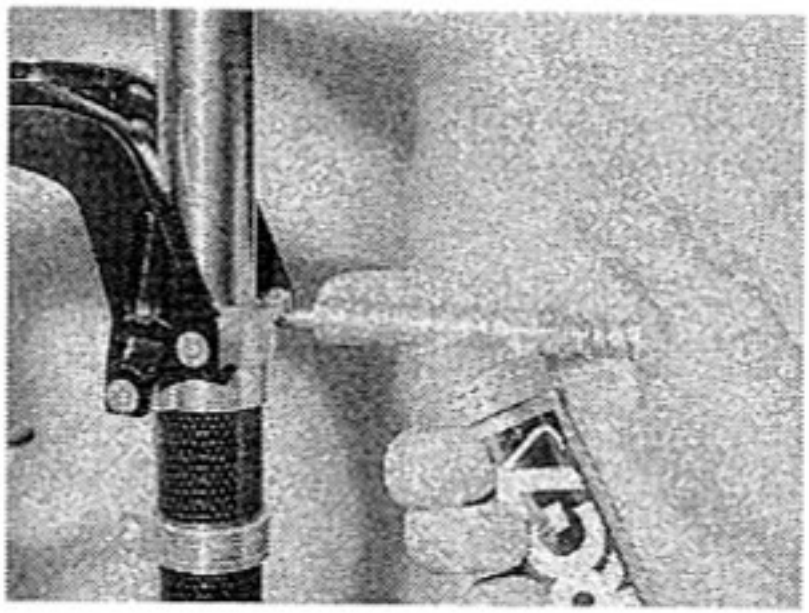
MAINTENANCE

Both the RC36 EVOII and RC37 models 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 the fork over a longer period. Pace Greaseguns are available from your Pace Dealer.

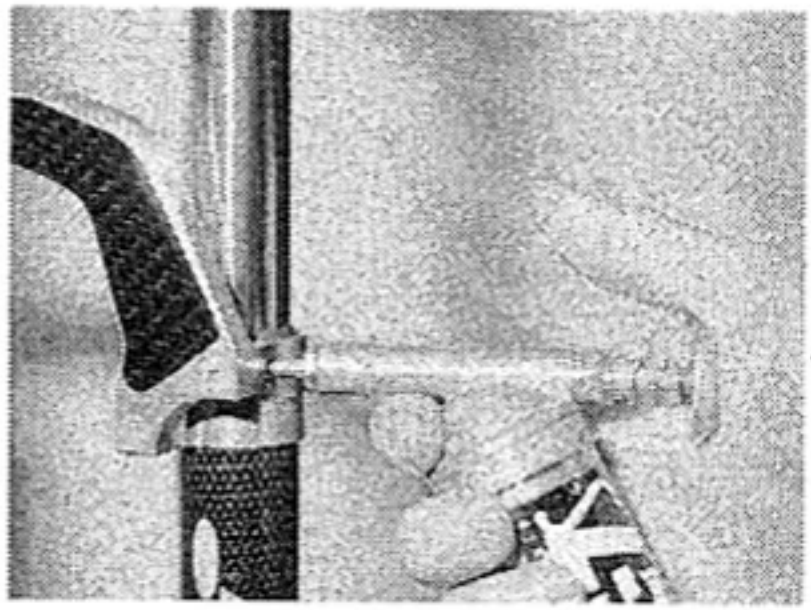
Greaseports are located in the outer faces of the seal housings. Make sure gun is full. Hold fork firmly then push pointed nozzle of gun into grease port. See **FIG 6**. Adjust angle of gun during use so that grease does not leak out from tip of nozzle. Two strokes of gun will be sufficient to lubricate fork and this should be done after each ride. **IMPORTANT; POSSIBLE DAMAGE TO SEALS.**
DO NOT PRESSURISE AIR LEG SIDE WITH MORE THAN TWO GUN STROKES.

FIG.6

RC36 EVOII



RC37



NOTE; Do not use any other grease than genuine Pace RC-7 Progel. This suspension formula grease has been specially formulated to decrease friction and is compatible with the carbon composites, bonding system, bearings and seals used in Pace forks.
Periodically we would recommend the lower fork assembly and spring stack is removed from the fork and internal bearing surfaces and springs are cleaned and regreased. Mid-winter, spring and mid-season periodic maintenance is recommended if you race regularly.
Keep fork clean by regular washing with warm soapy water. Do not direct powerful water sprays (such as powerwashers) directly at fork seal. Gently clean fork seal area after each ride.

Bridges. On RC36 EVOII the two bridges are manufactured from high purity magnesium. So as to prevent any possibility of corrosion on these parts make sure grime and mud is regularly washed off- particularly if machine is often used on salted winter roads. Keep screws on bridges tight to 40in lbs/ 4.5Nm. Please note that a special factory applied sealing compound is applied behind all bridge screws and bridge to seal housing mating surfaces. If bridges are removed this seal will be damaged and corrosion may result therefore DO NOT REMOVE BRIDGES and break this seal.

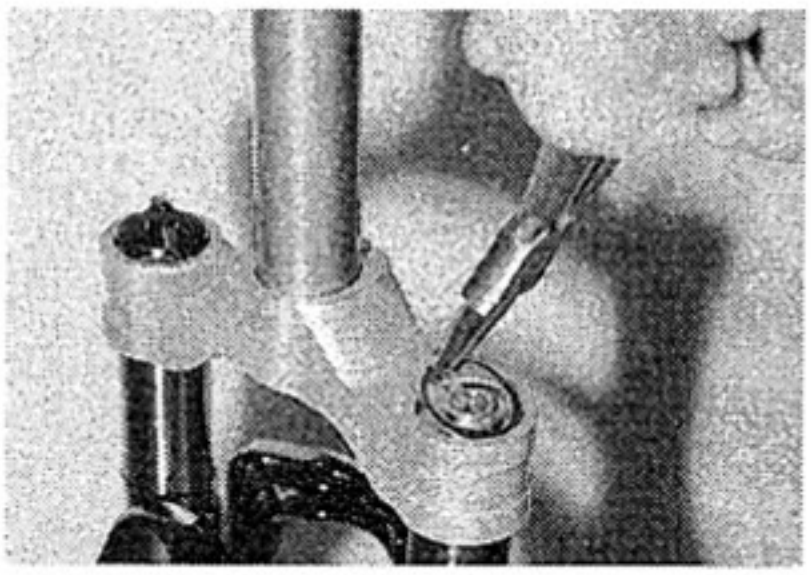
IMPORTANT NOTE. It is essential that all screws and fittings are correctly tightened to the torque figures listed in this Manual. Check before each ride and do not use this product without regular checks.

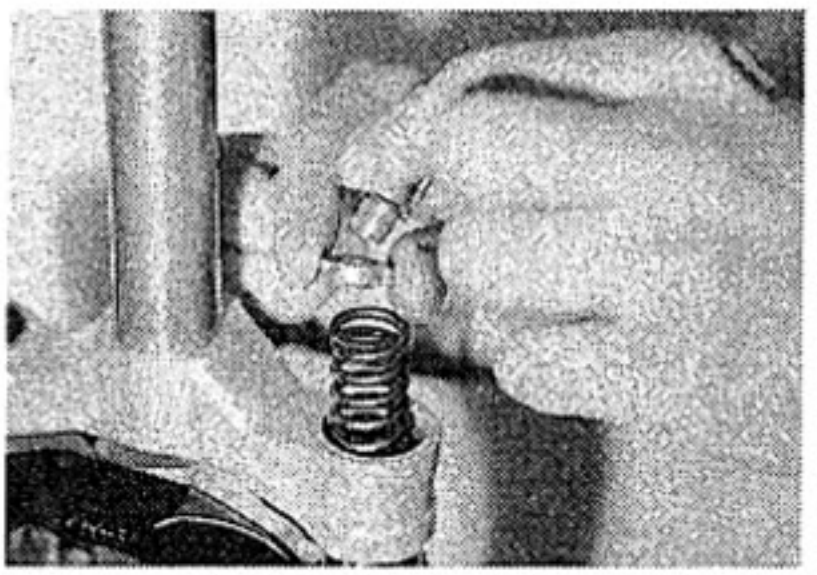
COIL SPRING

Removal. With a pair of circlip pliers remove pre-load adjuster housing circlip (see **FIG.7**).
WEAR EYE PROTECTION. Pre-load adjuster and housing should pop out of top of fork leg so that spring assembly can be lifted out of leg, however by slightly compressing fork, spring assembly can be popped out of fork stanchion leg. If you intend to renew the mainspring or replace with a harder spring simply pull out mainspring.

Fitting. Clean and regrease all parts, including inside of fork stanchion leg then re-assemble fitting mainspring and its aluminium top guide, preload adjuster and housing. Fit main stanchion circlip back into crown then finally preload fork to correct amount. WARNING! Take care that circlip is fully seated in groove otherwise spring can be blown out of fork under impact.

FIG. 7

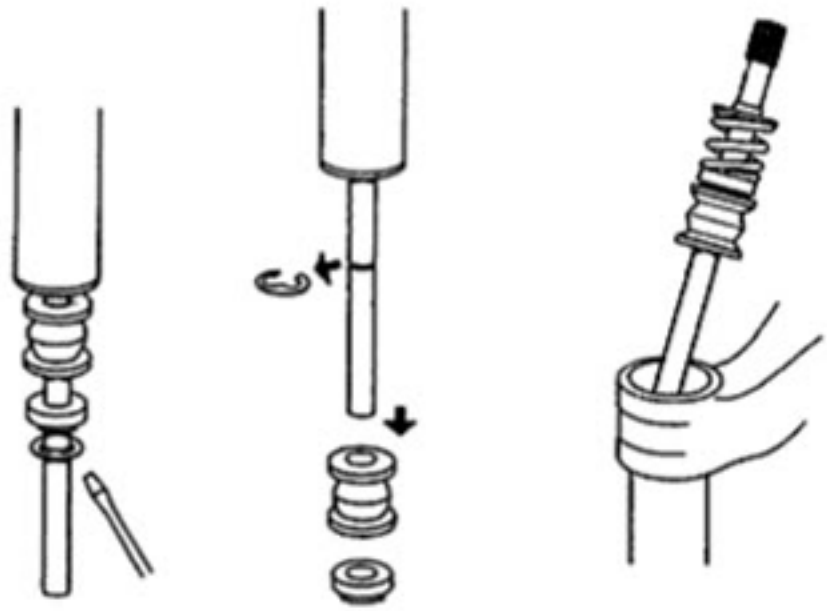




RC36 EVOII TRAVEL ADJUSTMENT
RC36 EVOII & RC37- REMOVING LOWER CARBON LEG ASSEMBLY

To adjust travel lower carbon fork assembly and coil spring will need to be removed. First remove M6 screw from base of lefthand leg using an M5 key. Then follow procedure in section 'Coil Spring-Removal". Lower carbon-leg assembly will then need to be removed from fork. To do this first disconnect brake calliper from fork (if disc-brake is fitted) then remove wheel. Remove M6 screw at base of righthand fork leg then simply slide away carbon leg assembly as one unit. If M6 screw spins in righthand leg fully compress fork and hold down whilst removing screw.

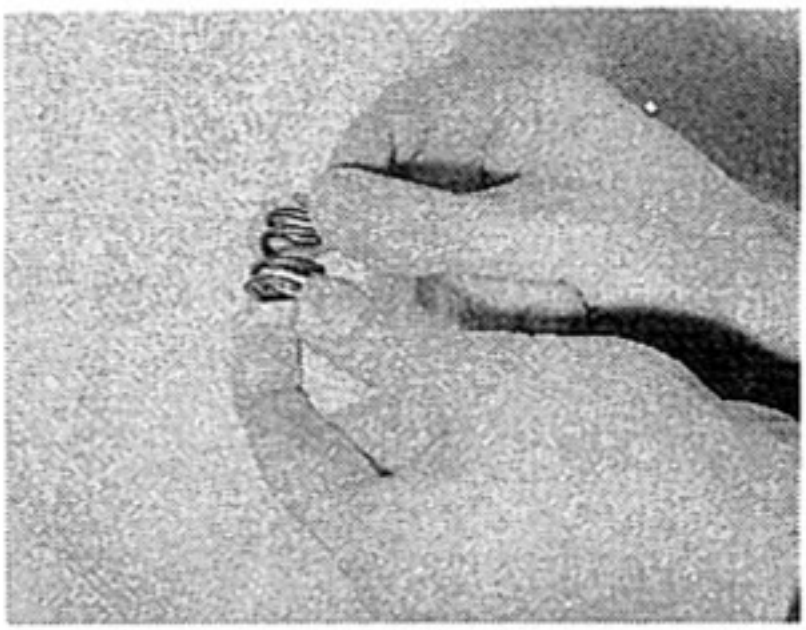
FIG.8

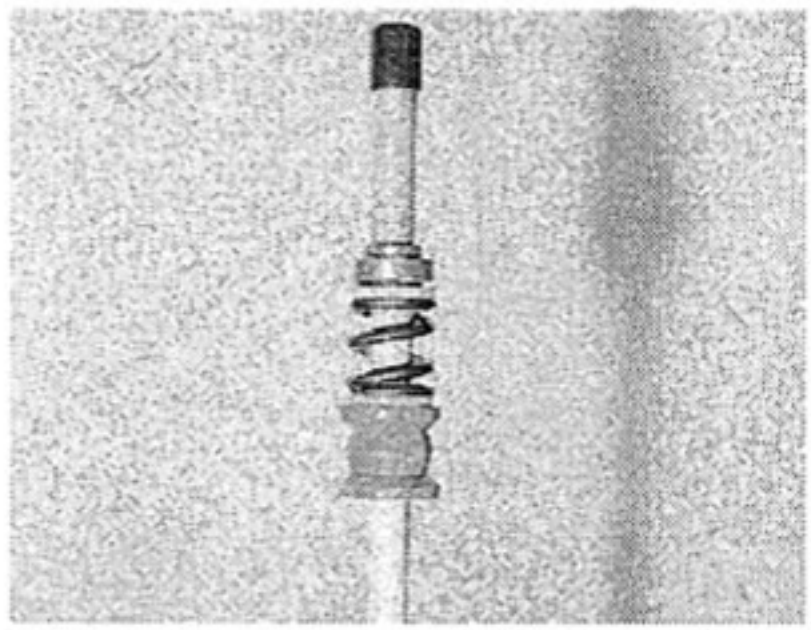


Next, on the lefthand leg spring pushrod prise off circlip (which is positioned beneath bottom-out elastomer support) then draw off support and elastomer from spring pushrod. See **FIG 8**. Spring pushrod can now be lifted out from inside fork stanchion leg or simply tip fork upside down and pushrod can be drawn out. Remove black plastic end tip from spring-pushrod end and slide off white plastic spring guide and small supplementary coil spring. Refit end tip.

Now take the two white plastic travel adjustment spring guides (supplied with fork) and clip one into each end of supplementary spring (see **FIG.9**). Remove top-out elastomer from spring pushrod and fit supplementary spring and guides before sliding top-out elastomer back onto pushrod beneath supplementary spring. Fit the pushrod back into fork leg and refit bottom-out elastomer, then its aluminium support then finally circlip (ideally use new circlip). Now follow "Coil Spring-Fitting" section.

FIG.9





WIPER/PNEUMATIC SEAL REPLACEMENT

Should the wiper seals become damaged they will need to be replaced immediately. This is particularly important on the RC36 EVOII and RC37 as the wiper seal on the airleg protects the main pneumatic seal which is positioned just beneath wiper. The fork will not hold air if this seal is damaged. To remove either seal first remove lower carbon-leg assembly following details in section above.

To remove wiper seal simply grasp wiper lip with a pair of pliers, pull seal in then draw completely out of leg. Wipe seal housing carefully . If pneumatic seal is being replaced prise out the seal with a blunt instrument taking care not to scratch housing as again the fork will not hold air if it can escape through a marked seal housing. Make sure seal and housing are perfectly clean before reassembly. Grease seal with silicone grease then fit replacement seals by feeding in edge of seal into housing by hand. Press seal firmly into place and check it is seated correctly and uniformly around its circumference. After reassembly (reassemble as outlined in section below) pump air-spring up to high pressure (5 bar/60psi) so as to force pneumatic seal into its housing, then drop air-pressure back to within standard settings.

REFITTING LOWER CARBON LEG ASSEMBLY

Before fitting lower carbon leg assembly carefully clean inside carbon legs paying particular care on bearing surfaces. Lightly regrease inside carbon legs and surfaces of stanchion legs.
NOTE 1. Check inside the base of air-side carbon leg. Make sure this is clean and lightly greased.
NOTE 2. See **FIG 10**. Righthand leg. Inner airseal o-ring fitted on the underside of white plastic spacer (at base of damper rod) should be clean, greased, undamaged and sat in its seal groove. With damper rod fully extended in righthand leg, carefully slide whole lower assembly back onto stanchion legs until pushrod shaft and damper shaft touch base of each fork leg. NOTE. Take care not to compress fork at this point otherwise damper shaft will withdraw into damper.
Clean and lightly grease M6 screws and insert through dropout base winding into spring pushrod on righthand leg and damper rod in lefthand. Do not overtighten but torque to
13in lbs/ 1.5Nm). Re-pressurise air-spring leg and refer to section 'Suspension Adjustment and Tuning'.

FIG.10

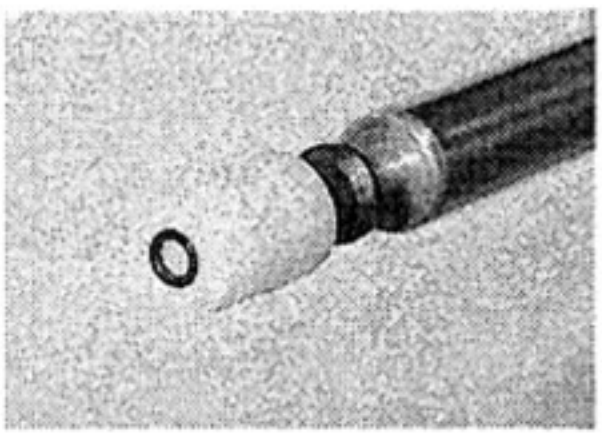
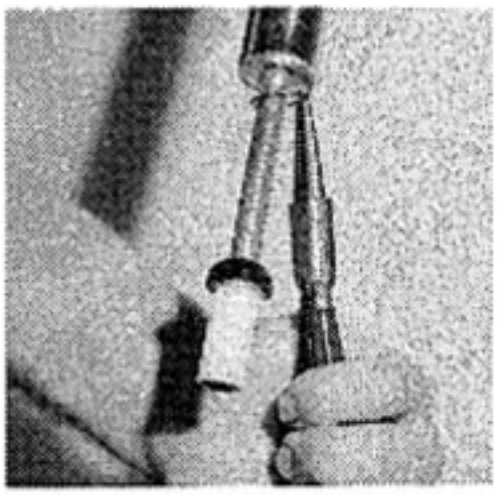
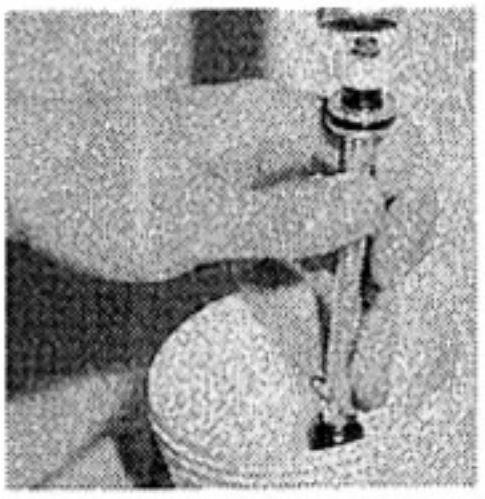


FIG. 11





REPLACING HYDRAULIC OIL

The damper fitted to the RC36 EVOII and RC37 requires no regular maintenance however should a mechanical problem arise we would recommend that the damper is removed and serviced by your Authorised Dealer. If a problem has been identified where air is escaping into damper follow procedure below. If you wish to replace oil for either of these fork models this is a relatively simple procedure, first follow section 'Travel Adjustment/Removing Lower Leg Assembly' however note there is no need to remove coil spring assembly from lefthand leg.

FIG. 12

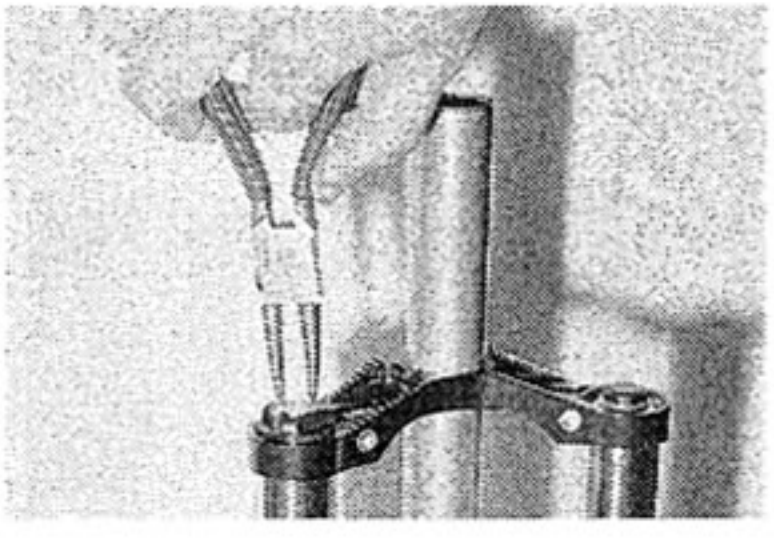
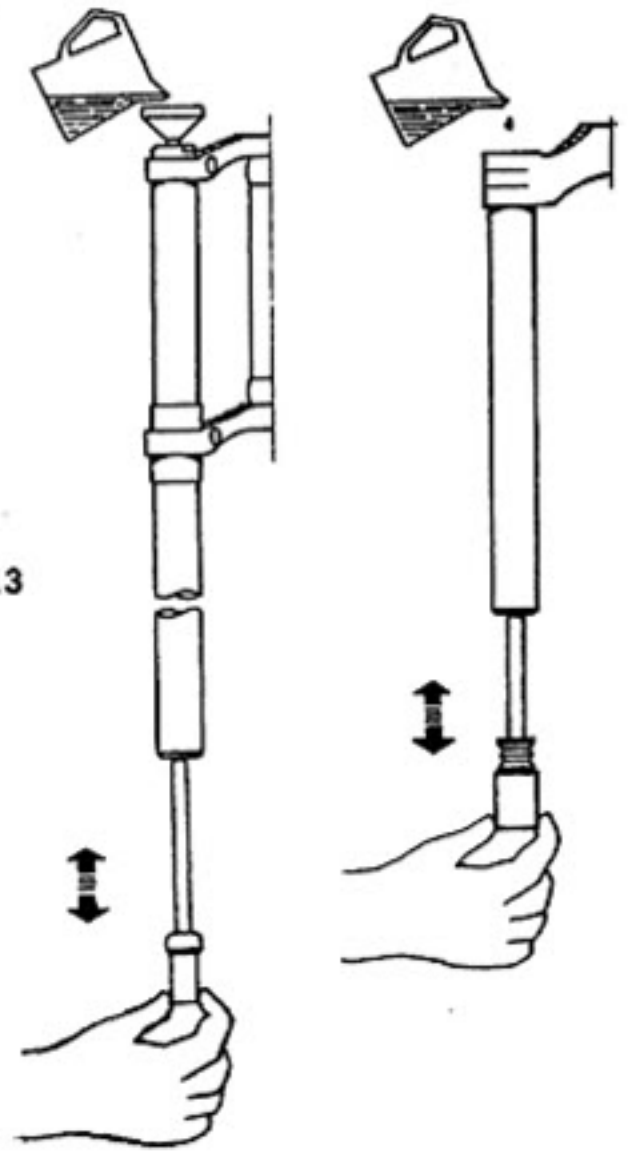


FIG 13



Do not overfill the damper otherwise hydraulic lock can occur and cause damage. Maximum oil level should be measured with damper rod fully extended.
RC36EVOII: 115mm down from mouth of stanchion in the crown.
RC37: 230mm measured from open mouth of control valve tube.

Factory recommended oil;
Use 10 weight Pace RC-8 Suspension Fluid or a quality motorcycle competition oil such as Silkolene, Bell Ray, Putoline etc. **Oil Capacity;** RC36 EVOII- 90cc. RC37- 135cc. **Weight;**10wt.

RC37. With lower assembly removed (see **FIG 11.**), place a receptacle beneath fork, then remove circlip from hydraulic cartridge housed in base of righthand stanchion. WEAR EYE PROTECTION. Now release hydraulic oil from cartridge by carefully drawing out damper rod which will include cartridge end-cap and damper piston. Let stand to allow all oil to drain out (135cc) then refit piston and damper rod assembly back into cartridge.

Note; make sure o-ring seal on cartridge end-cap is not damaged during removal/fitting and if so replace (outer simply pops off end-cap whilst inner can be carefully removed with a blunt instrument when end-cap has been withdrawn from damper-rod). Refer to **FIG.15**. These seals keep high air-pressure separated from oil and must not be damaged (see last item in "Troubleshooting" section). Refit end-cap and damper rod assembly carefully back into stanchion base then replace circlip. It is important to check both end-cap and circlip are fully seated into their housing. At top of righthand leg (See **FIG 12.**) use Pace tool Part No RCP-267 or the nose of a pair of circlip pliers to unwind the housing then withdraw the housing with compression adjuster screw attached, then remove control knob.

See **FIG 13**. Fit a small funnel into mouth of control valve tube in stanchion top and pour in oil whilst stroking damper shaft up and down, which will draw oil into cartridge. This procedure is easier if control valve situated in mouth of damper (down inside fork leg) is held off its seat. The compression adjuster rod can be used for this purpose so unwind the rod from its housing and insert down mouth of control tube lightly pushing valve off its seat. Compression resistance will be felt on the upstroke of the damper rod when air has been purged from the damper (with compression adjuster rod removed). Check full oil volume has been poured into the fork and check oil level measurement. Refit compression adjuster rod back into housing first checking small o-ring seal on rod is in good order. If not replace so as to prevent oil leakage from top of adjuster knob. Refit compression adjuster and housing, plus knob, back into stanchion and screw home using Pace Tool. Note; check condition of o-ring seal on nose of compression housing and replace if necessary. Lower leg assembly can now be refitted following details in section above. Rebound and compression settings may now be reset. Grease through Greaseports then carefully test ride before racing.

RC36 EVOII. Remove lower leg assembly as outlined in earlier section. Now refer to **FIG.14**. Fully unwind righthand rebound adjuster dial (anti-clockwise) until you feel it unthread from cartridge body so that it can be pulled up out of fork. Before the complete control valve assembly can be fully removed however, first use a pair of circlip pliers to remove circlip now exposed in stanchion top, then carefully withdraw complete assembly (including stanchion top cap and control valve) by pulling evenly straight out of leg. Take care not to "work" this assembly from side to side as damage could occur. Hold cloth around mouth of stanchion leg as unit is removed to prevent oil splashing out. Invert fork and pour out old oil. Miss following paragraph of instructions if you are not repairing an air-leak.

FIG. 14

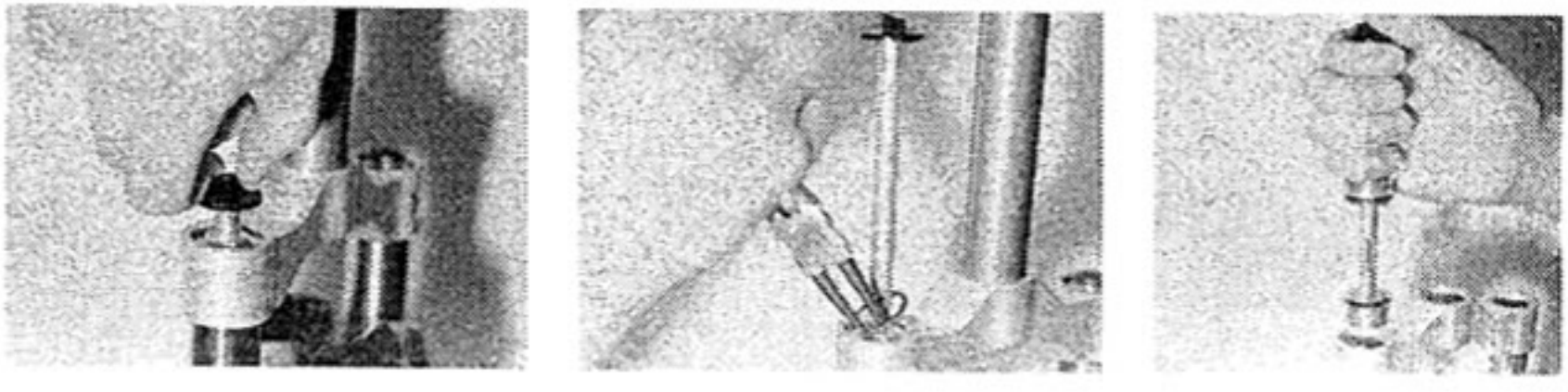
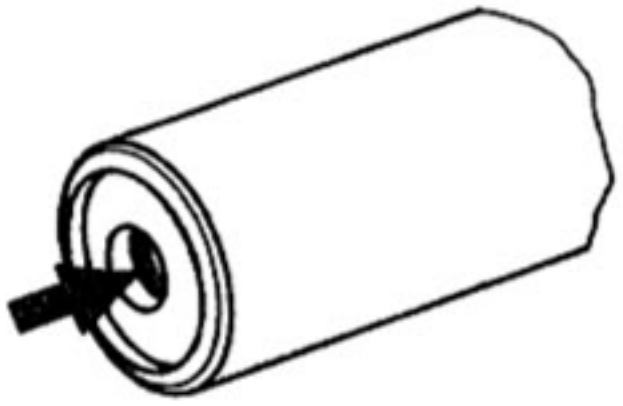


FIG 15

RC36 EVOII



RC37



If you are having to replace hydraulic oil because it has been found air is escaping into damper (see last item in "Troubleshooting" section) then damper rod will need to be removed from the cartridge at this point. Although it is a simple matter of pushing damper rod up into cartridge and withdrawing out of fork leg we would advise Pace Tool part no RCP- 267 is used as this will help particularly in reassembly. With damper rod withdrawn from cartridge carefully prize out damaged o-ring (housed in base of righthand leg- refer to **FIG.15**) using a blunt instrument, smear new seal with silicone grease then refit damper rod.

To refill with oil make sure fork is fully drained then pour in the correct amount of oil whilst stroking the damper rod up and down purging the unit of air. Before refitting the control valve assembly check the condition of o-ring seals found around stanchion top cap and lower down around control valve. Replace if damaged. Clean the stanchion mouth then lightly grease both o-rings before again carefully reinserting control valve, then stanchion top cap, back into stanchion tube. Top cap must be fully seated down before circlip can be fitted back into its groove. **WARNING! Circlip must be fully seated otherwise valve can be blown out of fork.**

Finally push control valve knob and tube back down until control valve engages with cartridge body, then wind knob fully clockwise to its stop. Do not try and force past this point. Refit lower leg assembly following details in the previous section. Rebound and compression settings can now be dialled in. Test ride.

GENERAL NOTES

1. Before each ride/race check all screws and fittings are tight and fork is correctly adjusted.
2. Be careful when refitting circlips or seals and make sure these are correctly located into their housings.
3. Check there is sufficient clearance inbetween tyre and underside of fork crown. Your choice of tyre profile will affect this clearance; Minimum- RC36 EVOII; 92mm (72mm). RC37; 122mm.
4. Fork Boots/Gaiters. We do not recommend the use of this type of product. Unless they are 100% sealed, mud and water is trapped inside and collected around the fork seal, increasing problems over a period of time.
5. 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 to your machine. Warranty and back-up will be affected if fork is bought separately with this coding.

TROUBLE SHOOTING

Problem;
The fork movement is not smooth, but action is jerky as fork moves up and down. ie. 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.

Problem;
Full travel is not being used.
Possible cause and solution;
1. Air-pressure in air leg too high. Reduce.
2. Main spring too hard. Go to standard spring.
3. Too much compression damping. Adjust compression damping screw.
4. Bad stiction. See above.
5. Oil level too high (refer to Replacing Hydraulic Oil section).

Problem;
Fork will not hold air.
Possible cause and solution;
1. M6 screws require tightening to correct torque figures.
2. Air is escaping past o-ring seal housed underneath white plastic spacer on foot of damper rod, righthand side leg. Remove lower leg assembly and either replace o-ring or first clean o-ring groove and underside of leg, carefully reassemble then tighten by M6 screws to torque of
13 inlbs/ 1.5Nm. Re-test.
3. Air is escaping past the main pneumatic seal in air-side seal housing. Seal should either be replaced or seal and housing cleaned, reassembled and re-tested; See section "Wiper /Pneumatic Seal replacement".
4. Air is escaping past schrader valve core housed in valve stem, air-side leg. Remove dust cap and moisten end of valve stem. Air leak will show as bubbles. If leaking replace valve core or try removing and cleaning then re-test.
5. Air is escaping past o-ring seal as damper rod passes from air-chamber into cartridge damper. Determine if this is the case by testing for high air-pressure in damper itself. Follow procedure for removing control knob in "Replacing Hydraulic Oil" section. As the housing (RC37) or control rebound knob (RC36 EVOII) is being drawn out there should be no sign of a significant air pressure being released. If there is the o-ring seal has infact been damaged and will require replacing. Following section "Replacing Hydraulic Oil" section.

Problem;
Fork appears to have bearing wear as fork is rocked back and forth.
Possible cause and solution;
1. For smooth stiction free performance there must be clearance between bearing and stanchion which can often be felt as a small amount of play. This is quite normal and should not be regarded as a problem.
2. If bearings have become dislodged or damaged these will need to be replaced at the Pace factory (see Warranty Section).

LIMITED WARRANTY

RC36 EVOII and RC37 Forks are warranted for a two years against defects in materials and workmanship.

Failure to follow and implement the servicing and maintenance details contained in this Manual will affect your warranty (your consumer rights will not be affected).
Please read the limitations on your Warranty and 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 or workmanship of the fork.
2. Fork must be returned in clean condition so as speed examination and repair.
3. This Limited Warranty applies to the original owner only and proof of purchase must be included with your claim.
4. 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 Cycles Limited.
5. Pace Cycles reserve the right to repair or replace as it sees appropriate.
6. This Limited Warranty does not cover for damage caused through misuse or incorrect assembly or failure to follow this Manual.
7. Failure to use torque figures quoted in this Manual, along with Genuine Pace Parts and Lubricants, as outlined in this Manual, will void this Warranty.
8. 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.
9. Air-seals, wiper seals, bearings, elastomers, cartridge reed-valves and oils are not covered by this Limited Warranty.
10. If non-standard springs or springs of an incorrect rate are fitted any damage caused to the s1ring or fork will not be covered by this Warranty.
11. Pace cannot process any Warranty claim until the product has been returned to the factory.
12. Wherever possible Pace will undertake to repair or replace, at its discretion, within 48hours of having received product at the factory.
13. Should Pace Cycles Limited decide that the damage is not covered by the Limited Warranty any work which Pace Cycles Limited is requested to undertake will be charged for on a minimum charge+ additional time and materials basis.
14. Corrosion to bridges will not be covered under this warranty if the bridge/bridge screws have been removed and not factory resealed nor if the fork has been left stood in corrosive mud or salts.
15. ?ace Cycles Limited shall not be liable for any indirect, special or consequential damages.

This Warranty does not affect your statutory rights.

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