



ADVANCED SUSPENSION TECHNOLOGY

MOTORSPORT



2020



PASSION,  
PERFORMANCE,  
PERFECTION

## HISTORY

Ever since the company was founded in 1976, Öhlins has represented the very pinnacle of suspension technology and firmly rooted itself as an intricate part of the motorsport industry, underpinning countless world titles. That very technology has subsequently been adopted not only as the gold standard of aftermarket suspension, but is also by car and motorcycle manufacturers around the world.

Back in the 1960's, Kenth Öhlin was an up-and-coming motocross rider and showed an innate talent for mechanics. He knew how to bring the best out of his material and soon he saw himself engaged in modifying his competitor's bikes. By the time he started his business he had already designed exhaust pipes, engines and – of course – shock absorbers.

Öhlins soon became synonymous with advanced suspension. The products were not only superior in terms of technology, but as Mr. Öhlin was, and is, a very meticulous man the quality was always outstanding. The first world championship was won already in 1978, as Russian Gennady Moiseev took the 250cc title on an Öhlins equipped KTM. Since then, more than another 350 world titles have followed. The success continued in road racing and soon also in the automotive segment, in racing as well as in rally, all adding to the motorsport pedigree. But don't think that Öhlins was content, not for a minute. The company continued to grow, adding electronically controlled, semi-active suspension to its portfolio under the trademark CES. Today, this technology has revolutionized the car industry and can be found in a wide range of products from premium car manufacturers.

In the 1980's, Öhlins' achievements got the attention of industrial giants and in 1987, Öhlins was acquired by Yamaha. Under the Japanese ownership, Öhlins had the necessary financial stability to develop into a dominating player in the industry. Twenty years later, Öhlins was considered better off on its own legs and Kenth Öhlin regained the company he once had started.



# OTHER PRODUCT AREAS



ROAD & TRACK



MX & ENDURO



MOTORCYCLE



MOUNTAIN BIKE

## MOTORSPORT

# EXCLUSIVE SUSPENSION SUPPLIER

Öhlins provide products from a wide range for all kinds of Motorsport activities from non-adjustable light weight products all the way to the most advanced adjustable shock absorbers.

Our products can be equipped and upgraded with several external adjusters, progressive damping system, blow off functions etc. This to meet each customer needs and price targets and to the requested function and performance. Öhlins are the supplier to many of the exclusive Motorsport, racing, rally, offroad and track day car builders, both for homologated racing/rally classes such as TCR, GT4, GT3 and R-classes as well as pure track day cars.

Please contact Öhlins for a quotation for your next project.





**TTX**

Spring position



## ÖHLINS TTX-TECHNOLOGY

Öhlins Racing developed the Twin Tube (TTX) technology back in 2002, first used in formula racing series. Since then, the TTX-technology has been developed further to maximize the performance on the track and are now widely featured in all top-level racing. With the TTX-technology you receive the highest level of suspension technology, a real racing product.

The TTX products comes in a variety of dimensions, lengths and designs, all tested by our qualified test drivers. With the individual adjusters for the compression- and rebound valve you have the best possible option to set up your car for the track.

When driving on the limit, it puts immense stress on your equipment, tires, suspension, brakes, bushings etc. Öhlins TTX-technology allows you to push the car to the limit.

Shock absorbers can experience loss of damping, cavitation when pushed over the limit of optimal performance. With Öhlins TTX-technology we are proud to say that we have eliminated cavitation with our unique design. The TTX-technology always keeps the pressure balanced within the shock absorber. Hence you will never experience a pressure drop or loss of damping performance when pushing your car to the limit to set the fastest laptime.

The Öhlins TTX shock absorbers are racer friendly shock absorbers, easy to set up, dial in and rebuild. Support is always available from the Öhlins distributors worldwide.

**STX**



## ÖHLINS STX-TECHNOLOGY

The STX-series are a high-pressure monotube type shock absorber. The fluid is under gas pressure and is kept separated by a dividing piston. The pressurisation prevents cavitation of the oil, and the shock absorbing action is, therefore, more even. Öhlins shock absorbers with external rebound adjustment have integrated temperature compensation. The shock absorbing effect is consequently independent of the temperature. The more advanced models permit individual adjustment of compression and rebound damping.

Öhlins shock absorbers provide the possibility of adjustment, making them adaptable to most vehicles, drivers and ranges of use. All of the shock absorbers with springs have adjustable preload of the spring action. The Öhlins STX shock absorbers are racer friendly shock absorbers, easy to set up, dial in and rebuild. Support is always available from the Öhlins distributors worldwide.





**DFV**

Spring position

# ÖHLINS DFV-TECHNOLOGY

So what is DFV? - It is Dual Flow Valve technology – and it sets us apart from our competitors. Only Öhlins has DFV-technology on it's Road & Track products.

With DFV, the Dual Flow Valve gives the same characteristics on rebound as it does on compression, thanks to the damper fluid having a consistent path of flow in both directions. This means that the wheel and tyre can quickly and effectively resume their important position back on the ground, providing grip and traction. The Öhlins Road & Track range uses DFV-technology on every single fitment, making it the perfect upgrade for the enthusiast that needs comfort and agility in the one unit.

Dampers will get hot. That's one thing that you can be sure of. As the piston moves within the damper, it generates friction – and therefore, heat. Although we can't stop heat, we can deal with it, and this is yet another way that Öhlins differs from the competition. As the heat increases, the viscosity of the damper fluid can change, altering the car's handling characteristics. Our unique needle bleed valve expands with temperature, closing the gap that the fluid travels through, maintaining a consistent damping rate. The best thing of all? You won't even notice! All you'll feel is that the car responds consistently, lap after lap, turn after turn. Allowing you to concentrate on braking points and apexes whilst the Öhlins technology takes care of the damping.

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## KEEPS YOU ON THE RACING LINE"

The Öhlins Dual Flow Valve (DFV) damping system is Öhlins answer to entry level circuit racing, one make classes, cups etc. The damping system gives the car improved grip control and stability. The DFV system keeps you on the racing line when hitting curbs and you will experience precise steering and high speed stability in all conditions. Developed for racing series, national base classes and similar with lightweight cars, front or rear wheel drive, where you need to be able to fine tune the damping characteristics which is possible with the external adjuster for each specific track or conditions. This product has a well proven function on many kind of surfaces and has great performance also on demanding tracks such as Nürburgring etc.





## ÖHLINS HALL OF FAME

Öhlins Racing won its first World Championship Title in 1978 with Gennady Moiseev in the 250cc Motocross championship. From that day, Öhlins has won world championships titles every year, first in Motocross, later in Superbike classes and Auto motorsport championships such as WRC with Mitsubishi, Endurance, VLN, GT-Racing, Touring cars and Formula racing series. 2017 Öhlins teamed up together with Specialized, the Mountainbike manufacturer, to challenge the best for the world title. Öhlins took the title in both the ladies and the men's championship the first time we participated. The rest is history...

# PRODUCT OVERVIEW

## 2020

Öhlins shock absorbers are available in a many different versions, all of which can be tailor made to any competition car depending on your requirement, budget and the technical specification of the car.

Our shock absorbers are all rebuildable and serviceable and designed to be modified to different kind of competition vehicles and cover all kinds of motorsport disciplines. At Öhlins and at our trained Öhlins service centers there is experience from countless of years of motorsport success to find the winning suspension solution for you.

### TYPE STX 36



S36D S36PB S36HR1C1 S36PR1C1

### TYPE STX 50



S50HR1C2 S50PR1C2

### TYPE DFV



DFV SHOCK ABSORBERS

### TYPE STOCKCAR



OTJ ILX LMJ Mk II LMP Mk II WCJ

### TYPE TPX



S44PR1C2Q1Q2M

### TYPE TTX 44



T44PR1C2Q1

### TYPE TTX FLOW



T46PR1C1WQ1

### TYPE STX 46



S46D S46DR1 S46HR1C1 S46HR1C2 S46PR1C1 S46PR1C2 S46HMR1C1 S46HMR1C2Q1

### TYPE TTX 30



T30PR1C1 / T30PR1C2

### TYPE TTX 36



T36PR1C1 T36PR2C2

### TYPE TTX 36 ILX



T36DR1C1 T36DR2C2

### TYPE TTX 40



T40DR2C2T

### TYPE TTX 46



T46PR1C1MT

### OPTIONAL PARTS



BLOW OFF PISTONS FOR TTX 36 / TTX 36 ILX(LX) BLOW OFF PISTONS FOR TTX 40 EXTERNAL BLOW OFF VALVE FOR TTX 40 / TTX 46 HIGH FREQUENCY PISTON LINEAR DISPLACEMENT SENSOR KIT FOR TTX 46 SPRING SEAT KIT ÖHLINS SHOCK COVERS

# RACING



RACING

# TTX 36 INLINE

The TTX 36 is a popular choice, especially for Touring- & GT-cars, as well as in single seater applications. The design is compact with light weight components. This version with an inline reservoir is particularly well suited for cars where size and fitment is an issue. The damper has an inline reservoir with improved internal oil flow and is of a non-through rod type. The standard configuration is 2-way adjusted; 1-way compression and 1-way rebound, but is easy to upgrade to become 3- or even 4-way adjusted.

The big advantage with the damper is the integral reservoir that makes it very compact and easy to package and also be possible to use it in applications that do not allow external reservoirs.



Alpine cup by Signatech

## FEATURES

- > TTX-technology
- > Integrated reservoir
- > 2-way adjusted, compression and rebound
- > Possible to upgrade to 3- and 4-way adjustable
- > Available in different lengths
- > Available with a internal blow-off piston kit
- > Available with high frequency piston
- > Fully rebuildable



RACING

# TTX 36 PIGGYBACK

The TTX 36 is a popular choice, especially for Touring- & GT-cars, as well as in single seater applications. The design is compact with light weight components. This version is a piggy back type with an external reservoir and is of a non-through rod type. The standard configuration is 2-way adjusted; 1-way compression and 1-way rebound, but is easy to upgrade to become 3- or even 4-way adjusted.

It's one of our most versatile dampers and is used for many different applications.



## FEATURES

- > TTX-technology
- > Piggy back
- > 36 mm solid piston
- > 2-way adjusted, compression and rebound
- > Possible to upgrade to 3- and 4-way adjustable
- > Available in different lengths
- > Available with a internal blow-off piston kit
- > Available with high frequency piston
- > Fully rebuildable



RACING



# TTX 36 TCR

TCR Racing is the fast growing Touring class where Öhlins has a high performance damper concept. The most common design is a TTX 36 in the rear suspension. The shock absorber is 2-way adjusted, according to regulations. There is also a blow-off piston option available.

Öhlins are homologated for most of the manufacturers, either as a first option or a Variant Option (VO).



## FEATURES

- > TTX-technology
- > 36 mm solid piston
- > 2-way adjusted, compression and rebound
- > Can be upgraded with internal blow-off piston-kit
- > Can be upgraded with high frequency piston
- > Additional length adjustability (VAF 6T00)
- > Available in different lengths
- > Fully rebuildable



RACING



# TTX 46 TCR

TCR Racing is the fast growing Touring class where Öhlins has a high performance damper concept. The most common design is a TTX 46 McPherson in the front suspension. The shock absorber is 2-way adjusted, according to regulations. There is a blow-off option available, both non-adjustable and externally adjustable.

Öhlins are homologated for most of the manufacturers, either as a first option or a Variant Option (VO).



## FEATURES

- > TTX-technology
- > 46 mm solid piston, through rod 30 mm shaft
- > 2-way adjusted, compression and rebound
- > McPherson strut suspension
- > Additional length adjustability (VAF 5T00)
- > Possible to upgrade with external blow-off
- > Possible to upgrade with high frequency piston

RACING

# TTX 40

Ever since the introduction, this high-end level racing damper has been a winner in top level racing around the globe.

The TTX 40 twin tube damper features a 40 mm solid piston and a through rod shaft which eliminates the requirement of an external reservoir. The design is fully pressure balanced with a positive pressure build-up throughout the adjustment range, eliminating the risk for cavitation as well as enabling the use of low gas pressure, keeping the internal friction low. The top eye can easily be re-locked without opening the damper.

The TTX 40 is a fully independent 4-way adjustable damper. The shock also comes with a Valve Reference Program. This computer model of a dyno will allow you to find damping curves without a dynamometer. It reduces building time tremendously and allow exact damping adjustment out in the pit lane.

Available with a external blow-off piston kit. The advantage with this kit is that it reduces peak loads. This makes driving over curbs smoother, saves tires and reduces the risk of getting flat tires. The damper can be modified to suit most of the different types of racing cars and covers a wide range of car types and models.

## FEATURES

- > TTX-technology
- > 40 mm solid piston
- > 4-way adjusted, compression and rebound
- > Top level racing damper
- > Valve Reference Program
- > Available in different lengths
- > Available with internal and external blow-off kit
- > Possible to upgrade with high frequency piston



RACING

# TTX 46

The TTX 46 is featured in GT, sports car, club racing and touring car racing, where McPherson struts are used, and is accompanied by the TTX 40, TTX 36 and ILX 36. This shock absorber features a 46 mm solid piston with a through rod of 30 mm, providing a rigid and lightweight strut. To further improve the rigidity, the outer tube is made from a high strength aluminum alloy. The all new upgraded seal head with its design and seals reduces friction and by that improve grip and track performance.

The TTX 46 comes in two versions which both benefits from a positive pressure build up. The 4-way adjustable (TTX 46 MT) provides a wide range of adjustments without even taking the strut off the car. The second version is a 2-way adjustable (TTX 46 CR) and aims towards Touring cars like TCR, GT4 and club racers and is accompanied with the TTX 36 piggyback or ILX 36. These are also available with a blow-off piston kit which reduces peak loads and makes driving over curbs much smoother and in the end saves tires and improves tyre performance.

## FEATURES

- > TTX-technology
- > 46 mm solid piston, through rod 30 mm shaft
- > 2-way or 4-way adjustable
- > McPherson strut suspension
- > Available with high frequency piston
- > Can be updated with external blow-off (adjustable or non adjustable)



# RALLY & OFFROAD



RALLY & OFFROAD



# AUTOMOTIVE TTX FLOW

The Öhlins Flow-technology is now available to our customers in the Rally and Rallycross market. With our TTX-technology and patent-pending internal pressure regulation, this new shock is a step forward compared to other shock absorbers. We retained our TTX-technology but redesigned the 'check-valve' system to balance wide valve openings and quick open/close actions to handle a large volume of oil flow.

The Automotive TTX Flow gives the car improved traction, comfort and predictability which enhance the stability of the car. It's also easy to adjust to find the perfect setting for the stage and driving style. The base model comes equipped with a general damping adjuster on the shaft and a low-speed compression adjuster on the cylinder head.

The damper is modular based to give the user possibility to upgrade it with add-ons as;

- > DRC / DDC; Dynamic Rebound / Compression Control, allows the user to add body control without losing traction
- > 2-way compression adjuster; adds high-speed adjustability to the compression adjuster
- > Rebound bleed check valve; separate the damping adjuster to only affect the rebound curve



## FEATURES

- > TTX-technology
- > Patent pending pressure technology
- > 46 mm piston
- > PDS (Progressive Damping System)
- > Modular based
- > Wide range of springs

CROSSKART



# TTX 30

The successful TTX-technology shock absorbers is now also available for the use in the Crosskart and Crosskart Xtreme series.

Thanks to the smaller diameter and design for damping forces to the compact and light weight carts the Öhlins TTX concept fits in perfect. Having good suspension on these fast vehicles the TTX 30 gives both the starting performance with excellent traction as well as good chassi control on the track. The shock absorber kits are available from your Öhlins distributor or from the main crosskart manufacturers.



## FEATURES

- > TTX-technology
- > 30 mm piston
- > Compression and rebound damping adjusted separately
- > Springs ordered separately
- > Different spring options available
- > Full maintenance and service capability
- > Shock absorber covers able to add as an option
- > Spring installation hardware included
- > End eye ordered separately
- > Delivered as pairs



## RALLY & OFFROAD

# TPX/TTX RALLY & RALLYCROSS

This range with a set of universal struts and dampers are aimed at the rally and rallycross markets but they are also suitable for racing applications, especially for demanding circuits such as the Nürburgring Nordschleife. The strut is a twin piston McPherson strut (TPX 44) with a 44 mm diameter piston. It is 3-way adjusted, 1-way rebound and 2-way compression. The damper is a 3-way adjusted twin tube damper (TTX 44). The rod adjuster is a course rebound adjuster, while the single adjuster in the cylinder head is a fine tuner with a 2-way compression adjuster. The damper has a 44 mm piston.

These shock absorbers has the Öhlins PDS-system, this system is designed to control bottom damping forces. These are fully pressure balanced, eliminating the risk of cavitation and due to low gas pressure they keep the internal friction level minimized. There is a whole range of optional parts to tailor the dampers to any specific needs. The dampers can be built and modified for more or less any rally or rallycross vehicle and have been winners since the launch.

Typical applications:

- > Rally (WRC, FIA R-class, National Series and others)
- > Rallycross (WRX, Supercar, Supercar Lites, National Series and others)
- > Racing (Demanding applications)

Please contact your local Öhlins distributor for further information.

FEATURES TPX	FEATURES TTX
<ul style="list-style-type: none"> <li>&gt; TPX-technology</li> <li>&gt; McPherson strut</li> <li>&gt; 44 mm piston</li> <li>&gt; 3-way adjustable</li> <li>&gt; Fully pressure balanced</li> <li>&gt; Progressive Damping System (PDS)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; TTX-technology</li> <li>&gt; Conventional shock</li> <li>&gt; 44 mm piston</li> <li>&gt; 3-way adjustable</li> <li>&gt; Fully pressure balanced</li> <li>&gt; Progressive Damping System (PDS)</li> </ul>



## RALLY & OFFROAD

# GROUP N

For this class Öhlins has developed the Group N dampers to also suit the Subaru and Mitsubishi cars. The front strut is a Twin Piston McPherson strut with a 44 mm diameter piston (TPX 44), 3-way adjusted with 1-way rebound and 2-way compression. The rear damper is a Twin Tube damper (TTX 44) with a 44 mm piston and it is 3-way adjusted.

These shock absorbers has the Öhlins PDS-system, this system is designed to control bottom damping forces. These are fully pressure balanced, eliminating the risk of cavitation and due to low gas pressure they keep the internal friction level minimized.

FEATURES TPX	FEATURES TTX
<ul style="list-style-type: none"> <li>&gt; TPX-technology</li> <li>&gt; McPherson strut</li> <li>&gt; 44 mm twin piston</li> <li>&gt; Progressive Damping System (PDS)</li> <li>&gt; 3-way adjustable</li> </ul>	<ul style="list-style-type: none"> <li>&gt; TTX-technology</li> <li>&gt; Conventional shock</li> <li>&gt; 44 mm single piston</li> <li>&gt; Progressive Damping System (PDS)</li> <li>&gt; 3-way adjustable</li> </ul>





SWEDEN FABRICATION  
OH LINS

ANTI ROCK  
OFF-ROAD FRONT AXLE

Jeep

3M  
NRG

RALLY & OFFROAD



## ORQ 16/46

The Öhlins ORQ 16/46 damper has proven a success in all kinds of Rally Raid events. The damper has a swiveling hose, for increased flow potential for easy mounting on the vehicle.

The ORQ range of dampers is designed with Off-Road and Rally Raid Cars in mind, as well as similar kinds of vehicles where this layout is suitable. These dampers are available in three different lengths. The dampers are of 46 mm piston type with remote reservoirs. They have compression and rebound adjusters together with the Progressive Damping System, PDS. The damper comes with a protecting sleeve and two circlips to help prevent spring wear. Springs, spring platforms and spacers for the spherical bearings need to be ordered separately.

This ORQ 16/46 shock absorber can be built up for more or less any Off-Road vehicle by your Öhlins service center. Öhlins has also a range of springs to suit different type of use.

### FEATURES

- > 46 mm piston
- > 16 mm piston rod
- > Remote reservoirs
- > Available in different lengths
- > Progressive Damping System (PDS)
- > 2-way adjustable



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RALLY & OFFROAD



## ORQ 18/50

A high performing Off-road damper in the Öhlins ORQ series. The ORQ 18/50 is suitable for off-road and rally raid and features a 50 mm piston and a 18 mm piston rod. The whole design is very robust to withstand the high forces and demands presented in off road such as rally raid and similar events. Details such as ball joint and the rebound adjustment has been reinforced and dimensioned for this application. The ORQ 18/50 also features the PDS, Progressive Damping System, featured on Öhlins rally dampers.

It is available in three lengths but it is also possible for Öhlins Service Centers to custom build dampers with up to approx. 350 mm stroke. Piggy back cylinder head will be available as optional component which makes it possible to rebuild a hose damper to piggy back.

This ORQ 18/50 shock absorber can be built up for more or less any Off-Road vehicle by your Öhlins service center. Öhlins has also a range of springs to suit different type of use.

### FEATURES

- > 50 mm piston
- > 18 mm piston rod
- > Progressive Damping System (PDS)
- > 3-way adjustable
- > Available in different lengths
- > Available in piggy-back or remote reservoir via hose connection



## MOTORSPORT

# HISTORIC RALLY

With Öhlins kit system we can build you the Öhlins legendary suspension system for your historic rally car. We have numerous different applications that are hand built and extensively tested to withstand the forces from serious rallying. One of the application is Porsche 911 Historic Rally car among many other applications.

Our suspension is rebuildable and it is possible to build the suspension after your drivers' preferences and type of use. Like all of our suspensions they need to be serviced to withstand the brutal force that are thrown at a historic rally car.

The Porsche dampers are available in two versions, with or without adjustment possibilities. The adjustable version has a 16 mm piston shaft hollowed with a valve and jet that is externally adjustable. It features a single adjuster knob that affects both rebound and compression circuits with the use of a bleed system and also benefits from a temperature compensating system.

The rear shock has a 46 mm damping piston together with a 16 mm piston shaft with compression and rebound adjustable with one external adjustment knob and benefits from the temperature compensating system. The Öhlins rear shocks is rebuildable and is tailor made for the car as well as the settings to suit the drivers' preferences.

The non-adjustable version is based on a 40 mm cylinder tube that fits into the original Porsche McPherson outer tube. The piston shaft is 12 mm and has a balanced setting developed for both Tarmac and Gravel.

Please contact your local Öhlins distributor for more information.



# STOCK CAR



RACING

# WCJ

This feather weight high performance stock car shock absorber is designed for use in Asphalt oval series in anything spanning from the highest series in NASCAR to Late Model.

## FEATURES

- > Light weight aluminum body
- > Large reservoir for improved cooling
- > Quick response for better handling
- > High speed rebound shaft
- > Consistent on long runs
- > Easy to dial in, re-shim, rebuild and service
- > Infinite valve and piston combinations
- > Options include a variety of different pistons, 1-way shaft jets, parallel compression valve and base valve



RACING

# OTJ

Designed for 5<sup>th</sup> coil applications as well as front left and rear applications for Dirt late models. This shock will also benefit asphalt late models.

## FEATURES

- > Adjustable or non-adjustable
- > Light weight aluminum body
- > High speed rebound shaft
- > Large reservoir for improved cooling
- > Easy to dial in, re-shim, rebuild and service
- > Infinite valve and piston combinations
- > Options include a variety of different pistons, 1-way shaft jets and base valve



RACING



# ILX-SERIES

The TTX 36 Inline offers a compact design with an inline reservoir that makes it suitable for asphalt oval racing. For use in asphalt oval racing as the NASCAR-series and Late Model.



## FEATURES

- > TTX-technology
- > Integrated reservoir
- > Compression and rebound adjustable
- > Possible to upgrade to 3- and 4-way adjustable
- > Compact design
- > Multiple lengths available

**TTX**



RACING



# LMJ/LMP-SERIES Mk II

The LMJ/LMP Mk II shock absorbers has been developed for Late Model and other Motorsport applications. A new shaft needle design produces an equal feeling throughout the click range. These shock absorbers are using high strength light weight aluminum body. The outertube has a new course thread design for quick adjustment. These products are easy to dial-in, rebuild, re-shim and service.

## FEATURES LMJ Mk II

- > 2-way or 3-way adjustable damping
- > Available with several different piston options
- > Options include 1-way shaft jets, parallel compression valve and 2-way reservoir
- > BOB-R compression valve for increased adjustment range
- > New cylinder head design to allow multiple options for top eye changes
- > Larger diameter and length of gas chamber for better cooling, less pressure build-up and longer service interval
- > Dirt and Asphalt applications
- > New swiveling hose design on both cylinder head and reservoir

## FEATURES LMP Mk II

- > 2-way or 3-way adjustable damping
- > Available with several different piston options
- > Options include 1-way shaft jets, parallel compression valve and 2-way reservoir
- > BOB-R compression valve for increased adjustment range
- > Larger diameter and length of gas chamber for better cooling, less pressure build-up and longer service interval
- > Dirt and Asphalt applications
- > Piggyback version

LMJ/LMP Mk I suspension is still available.



# KIT SYSTEM



# KIT SYSTEM FOR YOUR SPECIAL PROJECT

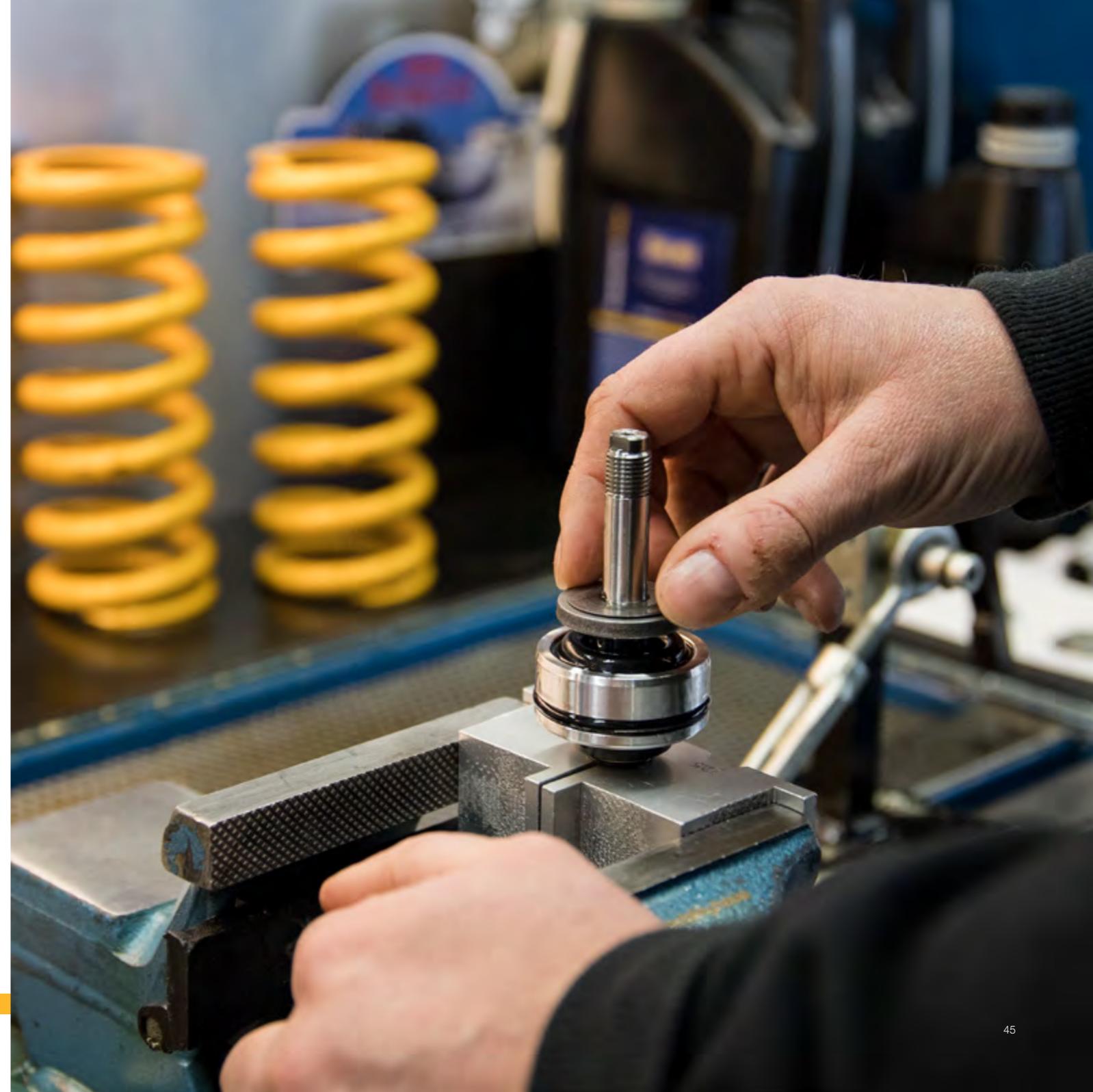
Öhlins provide products for all kinds of motorsport disciplines via Öhlins Kit System applications, from non-adjustable light weight products all the way to our most advanced fully adjustable shock absorbers.

Specially trained distributors have the possibility to perfectly tailor make the suspension kit to your specific design and personal preference.

Please contact your local distributor for support.



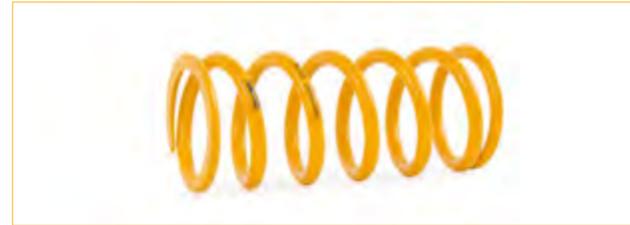
**DFV**



# OPTIONAL PARTS

## SPRING ASSORTMENT

Öhlins has spring assortment of various dimensions and spring stiffness. Please contact your local distributor for more information.



## SPRING SEAT KIT

New spring seat kits are launched which include bearings and helper springs. The kit is made for Öhlins TTR, TTX 40, TTX 36 and TTX 36 Inline racing shock absorbers.



## BLOW-OFF PISTONS FOR TTX 36 / TTX 36 IL (ILX)

This blow-off valve reduces peak loads, makes the driving over curbs smoother and reduces the risk of getting flat tires.



## BLOW-OFF PISTONS FOR TTX 40

Öhlins presents a blow-off piston for the TTX 40 Touring car damper. The advantage with this kit is that it reduces peak loads. This makes the driving over curbs smoother and reduces the risk of getting flat tires.



## EXTERNAL BLOW-OFF VALVE FOR TTX 40

This blow-off valve reduces peak loads, makes the driving over curbs smoother and reduces the risk of getting flat tires.



## EXTERNAL BLOW-OFF VALVE FOR TTX 46

This blow-off valve reduces peak loads, makes the driving over curbs smoother and reduces the risk of getting flat tires.



## HIGH FREQUENCY PISTON

The high frequency piston changes the dynamic in the shock absorber, creating less damping force on both compression and rebound in very small piston movements, increasing the grip level of the car. The high frequency piston provides similar damping forces as the solid piston in the upper frequency range of the piston movement.



## LINEAR DISPLACEMENT SENSOR KIT FOR TTX 46

The advantage with this piston is that it reduces peak loads. This makes the driving over curbs smoother and reduces the risk of getting flat tires.



## ÖHLINS SHOCK COVERS

To prevent dirt, dust and mud from clogging up the shock absorber it can be dressed up with Öhlins shock covers. The flexible neoprene material is an effective blocker and it fits many different shock absorber types including McPherson struts.



# ÖHLINS STICKERS

Öhlins stickers range gives you the option to personalize your car or shock. Stickers can be found through the Öhlins network.



## STICKERBOX

**Part No:** 10207-02  
**Size:** 73 x 30 mm



## Ö YELLOW SMALL

**Part No:** 11221-08  
**Size:** 17 x 32 mm



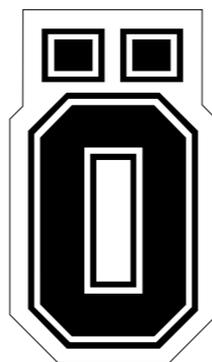
## Ö BLACK SMALL

**Part No:** 11221-09  
**Size:** 17 x 32 mm



## Ö YELLOW

**Part No:** 11221-06  
**Size:** 43 x 80 mm



## Ö BLACK

**Part No:** 11221-07  
**Size:** 43 x 80 mm



## ÖHLINS BLUE/YELLOW MEDIUM

**Part No:** 01196-02  
**Size:** 74 x 28 mm



## ÖHLINS BLUE/YELLOW MEDIUM

**Part No:** 11221-01  
**Size:** 210 x 79 mm



## ÖHLINS BLACK/WHITE MEDIUM

**Part No:** 11221-02  
**Size:** 210 x 79 mm



## ÖHLINS BLACK/WHITE

**Part No:** 01196-01  
**Size:** 74 x 28 mm



## ÖHLINS RETRO BLACK

**Part No:** 11221-04  
**Size:** 63 x 47 mm

(TRANSPARENT BACKGROUND)



## ÖHLINS RETRO WHITE

**Part No:** 11221-05  
**Size:** 63 x 47 mm

# FOR MORE CONTACT INFORMATION

Full information about which models Öhlins products are available for, please contact your local Öhlins distributor or visit

[www.ohlins.com/contact/distributors](http://www.ohlins.com/contact/distributors)

## AFRICA

**KENYA** Azar Anwar Motorsport

## ASIA

**CHINA** Gusto Technik Performance Parts Co. Ltd.

**HONG KONG** Gusto Technik Performance Parts Co. Ltd.

**INDONESIA** PT. Madani Sentra Multi Jasa

**JAPAN** Carrozzeria Japan Co. Ltd.

**MALAYSIA** High N Lubricant SDN BHD

**PHILIPPINES** Öhlins Asia Co., Ltd.

**SINGAPORE** Sporting Motors Pte Ltd.

**SOUTH KOREA** Neobis Int Co. Ltd.

**THAILAND** Öhlins Asia Co., Ltd.

**TAIWAN** Capricore Trading Co. Ltd.

**VIETNAM** Öhlins Asia Co., Ltd.

## EUROPE

**AUSTRIA** Öhlins DTC

**BELGIUM** Öhlins DTC

**BULGARIA** Öhlins DTC

**CROATIA** Öhlins DTC

**CYPRUS** Öhlins DTC

**CZECH REPUBLIC** Öhlins DTC

**DENMARK** Öhlins DTC

**ESTONIA** Öhlins Northern Europe

**FINLAND** Öhlins Northern Europe

**FRANCE** PFP Racing

**GERMANY** Öhlins DTC

**GREECE** Öhlins DTC

**HUNGARY** Öhlins DTC

**ITALY** Andreani Group International s.r.l

**LATVIA** Öhlins Northern Europe

**LITHUANIA** Öhlins Northern Europe

**LUXEMBURG** Öhlins DTC

**THE NETHERLANDS** Öhlins DTC

**NORWAY** Öhlins Northern Europe

**POLAND** FF-Sport

**PORTUGAL** Maxi-Shocks

**REPUBLIC OF IRELAND** Öhlins DTC

**ROMANIA** Öhlins DTC

**RUSSIA** Öhlins Northern Europe

**SLOVAKIA** Öhlins DTC

**SLOVENIA** Öhlins DTC

**SPAIN** Andreani MHS Ibérica SL

**SWEDEN** Öhlins Northern Europe

**SWITZERLAND** Öhlins DTC

**TURKEY** Öhlins DTC

**UKRAINE** Öhlins DTC

**UNITED KINGDOM** Öhlins DTC

## MIDDLE EAST

**DUBAI** Automotive Design & Development

**ISRAEL** G-Force Motorsport

**LEBANON** Lead Race Engineering

## NORTH & CENTRAL AMERICA

**CANADA** Öhlins USA Inc.

**MEXICO** Öhlins USA Inc.

**USA** Öhlins USA Inc.

## PACIFIC

**AUSTRALIA** Steve Cramer Products

**NEW ZEALAND** Kiwi Suspension Solutions

## SOUTH AMERICA

**ARGENTINA** Alpes Racing

**BRAZIL** JP3 Motorsport

**EQUADOR** RPM Imports

**PARAGUAY** Gotze Ingenieria S.A.



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