



*Öhlins Shock Absorber for Automotive*  
***TTX36/ILX***

**Owner's Manual**



*Öhlins Headquarters Upplands Väsby, Sweden*

### **Öhlins Racing AB - The Story**

It was the 1970's, a young man named Kenth Öhlin spent most of his spare time pursuing his favourite sport: motocross.

Being a careful observer, Kenth's attention was continuously drawn to one specific detail - motocross bikes had more engine power than their suspension could handle. It was not long before Kenth realised that better performance could be achieved by improved wheel suspension.

Öhlins Racing was established in 1976, and just two years later the company won its first World Championship title. Despite being in the business for more than 40 years, the search for perfection and new functions is still the main focus of the company.

Congratulations! You are now the owner of an Öhlins product. More than hundred and fifty World Championships and other major world titles are definitive proof that Öhlins products offer outstanding performance and reliability.

Every product has gone through rigorous testing and engineers have spent thousands of hours, doing their very best to use every possible experience from more than 40 years within the racing sport.

The product that you now have in your possession is pure racing breed that is built to withstand.

By installing this product on your vehicle you have made a clear statement... you are a serious rider or driver with a focus on getting the maximal handling ability and outstanding feedback from your vehicle. Along comes the fact that your Öhlins product will be a long lasting friend, delivering the very best of comfort and performance every time you go for a ride. Go explore!

# SAFETY PRECAUTIONS

## General Warnings

### **Note!**

*The shock absorber/front fork/steering damper is an important part of the vehicle and will affect the stability.*

### **Note!**

*Read and ensure you understand the information in this manual and other technical documents provided by Öhlins, before using the product.*

### **Note!**

*Öhlins Racing AB can not be held responsible for any damage to the shock absorber/front fork/steering damper, vehicle, other property or injury to persons, if the instructions for mounting, usage and maintenance are not followed exactly.*

### **Warning!**

*After installing the Öhlins product, take a test ride at low speed to ensure your vehicle has maintained stability.*

### **Warning!**

*If the suspension makes an abnormal noise, or the function is irregular, or if you notice any leakage from the product, stop the vehicle immediately and return the product to an Öhlins dealer.*

### **Warning!**

*The product warranty shall only apply if the product has been operated and maintained in accordance with recommendations in this manual. If you have any questions regarding usage, service, inspection and/or maintenance please contact Öhlins.*

### **Warning!**

*This product was developed and designed exclusively for a specific vehicle model and shall only be installed on the intended vehicle model in its original condition as delivered from the vehicle manufacturer.*

## SAFETY SYMBOLS

*In this manual, mounting instructions and other technical documents, important information concerning safety is distinguished by the following symbols:*



*The Safety Alert Symbol means: Warning! Your safety is involved.*

### **Warning!**

*The Warning Symbol means: Failure to follow warning instructions can result in severe or fatal injury to anyone working with, inspecting or using the shock absorber, or to bystanders.*

### **Caution!**

*The Caution Symbol means: Special precautions must be taken to avoid damage to the shock absorber.*

### **Note!**

*The Note Symbol indicates information that is important regarding procedures.*

### **Note!**

*When working with the Öhlins product, always read the vehicle service manual.*

### **Note!**

*This manual shall be considered as a part of the product and shall accompany the product throughout its life cycle.*

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# 1 DESIGN

*Congratulations on choosing the Öhlins TTX shock absorber - the most unique and powerful racing shock absorber available today. The TTX36 shock absorber design is the culmination of five decades of Öhlins successful participation in World Championship events.*

This shock absorber draws on all the expertise developed by Öhlins while winning more than 350 World championship titles.

The Öhlins TTX36 features a patented concept with a unique concentric twin tube design, together with a solid main piston, that allows for the gas pressure to always back-up the low-pressure side of the main piston. This design creates positive pressure build up on both compression and rebound stroke. As a result the TTX36 has a more direct damping response, less risk for cavitation and works with lower gas pressure.

Compared to a regular piggy back single tube shock absorber, that has positive pressure build up only on rebound stroke and relies on compression valve resistance together with gas pressure to avoid cavitation on compression stroke, the TTX36 design is superior.

Also the twin tube design with separate channels connecting the compression valve to the compression side of the main piston and the rebound valve to the rebound side of the main piston, gives the possibility to have completely separated adjusters for compression and rebound damping.

The whole system is pressurized by nitrogen gas behind a floating piston to ensure separation of the gas and fluid.

The Öhlins shim system offers infinite combinations of shim stacks with a wide spectrum of different character.

The Öhlins TTX36 shock absorber is a user friendly shock absorber, easy to set up, dial in and rebuild. Support is always available from the Öhlins distributors worldwide.



## 2 FUNCTION

When the shock absorber moves, the fluid inside is forced to flow through either the compression valve or rebound valve first (depending on direction of movement) ; followed by going through either the rebound check valve or compression check valve and on to the other side of the main piston.

The fluid displaced by the piston rod is directed either into or out of the reservoir. The reservoir is connected to the system so, regardless of direction of movement, it will be in contact with the low pressure side of the main piston.

The compression and the rebound valve are both of the same design. The valve has three flow paths for the fluid. *Bleed valve*, a small orifice that creates a flow restriction simply by being small. *Shim valve*, fluid pressure has to deflect thin steel washers (shims) to open up an orifice and allow fluid to flow through it. *Check valve*: a spring pre-loaded shim that opens easily, for return flow of fluid when the direction of movement of the shock absorber changes.

The bleed valve and shim valve are used to build up damping force. At slow stroke speeds the percentage going through the bleed valve is higher and at fast strokes the shim valve takes care of most of the flow.

The check valve, together with the bleed valve (since it can flow both directions), handle return flow.

To control damping force the bleed valve can be changed in size by the external adjuster, compression and rebound.

By altering the stiffness of the shim stack (number, thickness, diameter and shape) on the shim valve the characteristics of the damping action can be changed.

*This should only be done by an authorized Öhlins service workshop.*

### Compression Damping

When movement of the vehicle causes compression of the shock absorber the fluid above the main piston is pressurized (more than the set gas pressure) and goes through the:

- compression adjuster bleed valve
- compression adjuster shim valve
- channel connected to the reservoir
- rebound adjuster check valve

...and between the outer and inner tube to the under side of the main piston.

During compression stroke, the piston rod is entering the main body and the correspondingly displaced volume of damper fluid has to flow into the reservoir; the separating piston moves accordingly.

### Rebound Damping

When the spring forces the shock absorber to extend again, the fluid below the piston is pressurized (more than the set gas pressure) and has to move. In a similar pattern the flow goes through the:

- rebound adjuster bleed valve
- rebound adjuster shim valve
- channel connected to the reservoir
- compression adjuster check valve

...and into the inner tube to the upper side of the main piston.

The fluid that was displaced into the reservoir during compression stroke, is now pushed back into the main body by the pressure of the gas; the separating piston moves accordingly.

# 3 SPRING PRELOAD

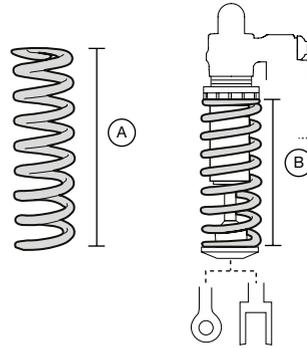
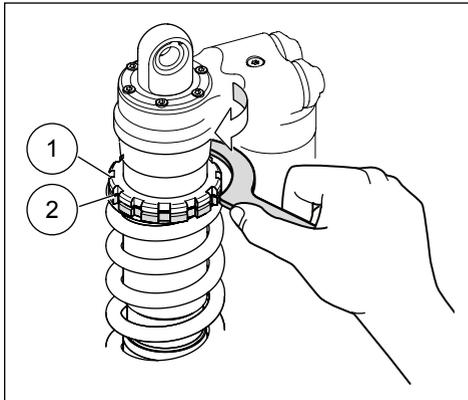
When adjusting the spring preload you move the spring seat. This will decrease or increase the initial spring force, which will lower or raise the vehicle.

The spring preload is fundamental for the function of the suspension. If the preload is incorrectly set, any other adjustments will not help to get the intended performance from the suspension.

The spring preload affects the height of the vehicle and the wheel angles. By changing the preload the stability of the vehicle can be changed.

## How to Set the Spring Preload

Use a C-spanner. Unlock the lock nut (2). Turn the spring platform nut (1) clockwise to increase the spring preload. Turn counter clockwise to decrease it. Lock the setting with the lock nut (2).



- A Free spring length
  - B Installed spring length  
Shock absorber fully extended
- $A - B = \text{Spring Preload}$   
Spring Preload is the difference between the measures A and B.

# 4 COMPRESSION AND REBOUND, 2-WAY

*Compression damping controls the energy absorption when the shock absorber is being compressed, thus controls how easy the shock absorber compresses when the wheel is being loaded, or hits a bump.*

*Rebound damping controls the energy absorption when the shock absorber is being extended and controls how fast the shock absorber returns to its normal position after being compressed.*

Adjust compression and rebound damping by turning the knobs on top of the reservoir. The adjusters have a normal right hand thread.

## Compression Damping Adjuster

Adjust by turning the **gold** knob labelled "COMP" on the cylinder head (1). Or, use a 12 mm socket T-bar and turn the hexagon nut on the adjuster knob (2). Turn clockwise to increase damping, turn counter clockwise to decrease.

## Rebound Damping Adjuster

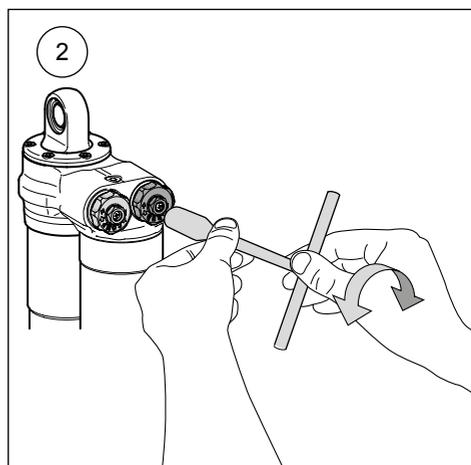
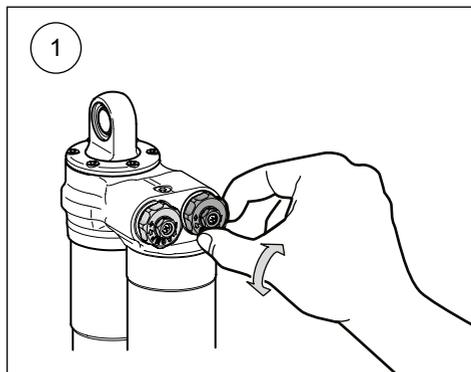
Adjust by turning the **black** knob labelled "REB" on the cylinder head (1). Or, use a 12 mm socket T-bar and turn the hexagon nut on the adjuster knob (2). Turn clockwise to increase damping, turn counter clockwise to decrease.

## Reset the Adjuster

Turn the adjuster clockwise to fully closed position (position zero [0]). Then, turn counter clockwise to open, and count the clicks until you reach the recommended number of clicks. See recommended Set-up data in the Mounting Instructions for the shock absorber.

## ⚠ Caution!

*Do not use force, delicate sealing surfaces can be damaged.*



# 5 COMPRESSION AND REBOUND, 4-WAY

## Low speed

### TTX36/ILX 4-Way

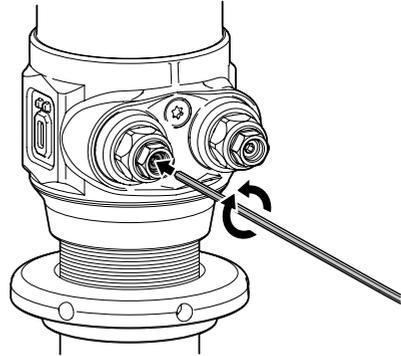
#### Low Speed Compression Damping Adjuster (LSC)

Type of adjuster: Bleed adjuster  
Effects: Adjusts low speed compression damping force.

Identification: The silver screw with an internal 3 mm hex inside the gold 12 mm hex at the cylinder head.

Number of positions: Approximately 40

Click position 0: Fully clockwise at maximum damping force (orifice closed).



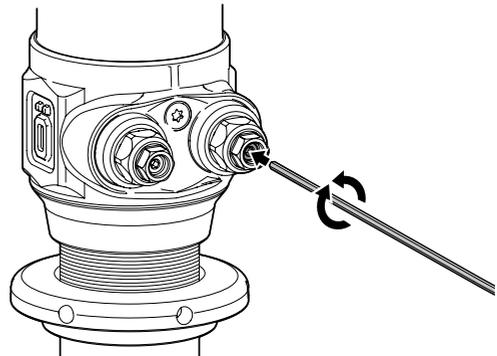
#### Low Speed Rebound Damping Adjuster (LSR)

Type of adjuster: Bleed adjuster  
Effects: Adjusts low speed rebound damping force.

Identification: The silver screw with an internal 3 mm hex inside the silver 12 mm hex at the cylinder head.

Number of positions: Approximately 40

Click position 0: Fully clockwise at maximum damping force (orifice closed).



# 6 COMPRESSION AND REBOUND, 4-WAY

## High speed

### High Speed Compression Damping Adjuster (HSC)

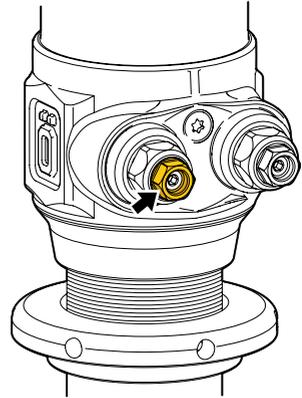
Type of adjuster: Spring pre-loaded shim stack or spring pre-loaded shimed poppet valve.

Effects: Adjust compression damping in high speed damper velocities.

Identification: The golden 12 mm hex at the cylinder head.

Number of positions: Approximately 50

Click position 0: Fully clockwise at maximum force (spring max preloaded).



### High Speed Rebound Damping Adjuster (HSR)

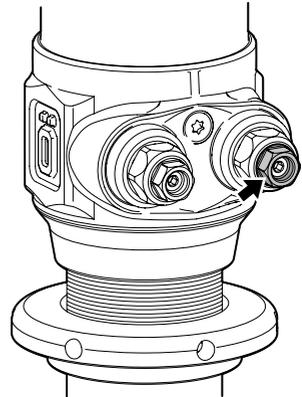
Type of adjuster: Spring pre-loaded shim stack or spring pre-loaded shimed poppet valve.

Effects: Adjust rebound damping in high speed damper velocities.

Identification: The silver 12 mm hex at the cylinder head.

Number of positions: Approximately 50

Click position 0: Fully clockwise at maximum force (spring max preloaded).



# 7 ADJUSTMENT & SET-UP

## Setting your Vehicle

*By using the adjustments available on this product, and testing by trial and error, you can learn how the adjustments affect your vehicle.*

Always begin by taking your vehicle for a test ride with all adjustments at their basic setting. Choose a short run of varying character with long and sharp bends, hard and soft bumps. Stay to the same run and adjust only one setting at a time.

### **⚠ Warning!**

*Before driving, always ensure that the basic settings made by Öhlins have not been changed during delivery. When adjusting, always make notes, adjust in small steps and make only one adjustment at a time. Do not adjust more than four [4] steps from the basic setting.*

## Adjust rebound damping

If the vehicle feels unstable, loose and rather bouncy; increase rebound damping. First, turn the adjusting knob four [4] steps (clicks) clockwise. Test run, if the vehicle feels hard and bumpy, adjust two steps back.

If the vehicle is hard and bumpy, especially over a series of bumps, decrease rebound damping. Turn the adjuster knob four [4] steps counter clockwise. Test run, adjust two [2] steps back and try again.

## Adjust compression damping

If the vehicle feels soft, has low riding position and bottoms easily in long dips; increase compression damping. Turn the adjuster four [4] steps clockwise and test run. If the effect was too hard, turn two [2] steps back and test run again.

If the vehicle feels harsh and has hard resilience, for example over changes in the road paving; decrease the compression damping. Turn the adjuster four [4] steps counter clockwise. Test run, if the effect was too hard, turn two [2] steps back and test run again.

### **👁 Note!**

*If you cannot feel any "clicks" in the adjuster wheel/screw the shock absorber needs to be inspected by an authorized Öhlins Service Workshop.*

When you have achieved a suitable improvement check the adjustment by turning the adjuster to the original position and make the adjustment again. Note relevant factors such as tyres, temperature etc. Test run to make sure if any fine tuning adjustments should be made.

# 8 INSPECTION AND MAINTENANCE

*Preventive maintenance and regular inspection reduces the risk of functional disturbance. If there is any need for additional service, please contact an authorized Öhlins workshop.*

## Cleaning

Clean the shock absorber externally with a soft detergent. Use compressed air. Be careful that all dirt is removed. Lift the bump rubber and clean the area below. Keep the shock absorber clean and spray it with oil (WD40, CRC 5-56 or equivalent) after washing. Wipe off excessive oil with a cloth. Some areas of the shock absorber are treated with special surface treatment such as Teflon coating. Do not use strong chemicals, i.e. strong solvents or wheel cleaning detergents, and/or a hard brush for cleaning as it may discolour and change the appearance of the shocks surface treatments.

## ⚠ Caution!

*Never spray water directly into the adjuster knobs and/or the ball joints.*

## Inspection

1. Check ball joints for possible excessive play or stiction.
2. Check the piston shaft for leakage and damage.
3. Check the shock absorber body for external damage.
4. Check the reservoir for external damage that can restrict the floating piston from moving freely.
5. Check for excessive wear of rubber components.
6. Check the attachment points of the shock absorber to the vehicle.

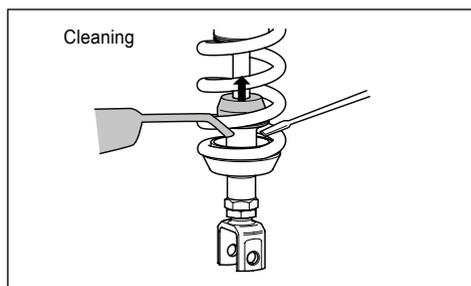
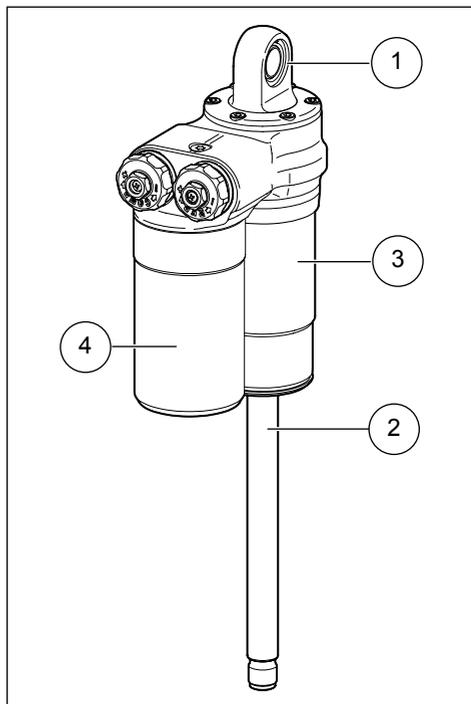
## Recommended Service Intervals

Racing: Every 30 hours of operation.  
Maximum 50 hours of operation  
without service and oil change.

Regular street use: Every 30 000 km

## Disposal

Discarded Öhlins products should be handed over to an authorized Öhlins workshop or distributor for proper disposal.



## 👁 Note!

*The Öhlins shock absorber should only be filled with the Öhlins Shock Absorber Fluid. Contact your Öhlins dealer for advice.*

## ⚠ Warning!

*Never change the gas pressure. Special purpose charging equipment and access to nitrogen is required.*



TTX36, 4-Way



**RUN NO.** \_\_\_\_\_

**DATE** \_\_\_\_\_

**TEMP. AIR** \_\_\_\_\_

**TRACK** \_\_\_\_\_

**TEMP. TRACK** \_\_\_\_\_

**WEATHER** \_\_\_\_\_

**OTHER** \_\_\_\_\_

**CAR** \_\_\_\_\_

<b>LF</b>	<b>RF</b>
TIRE PRESSURE	TIRE PRESSURE
SPRING RATE	SPRING RATE
CLICK	CLICK
ROLL BAR	ROLL BAR
<b>LR</b>	<b>RR</b>
TIRE PRESSURE	TIRE PRESSURE
SPRING RATE	SPRING RATE
CLICK	CLICK
ROLL BAR	ROLL BAR

# NOTES



**RUN NO.** \_\_\_\_\_

**DATE** \_\_\_\_\_

**TEMP. AIR** \_\_\_\_\_

**TRACK** \_\_\_\_\_

**TEMP. TRACK** \_\_\_\_\_

**WEATHER** \_\_\_\_\_

**OTHER** \_\_\_\_\_

**CAR** \_\_\_\_\_

<p style="text-align: center;"><b>LF</b></p> <p>TIRE PRESSURE</p> <p>SPRING RATE</p> <p>CLICK</p> <p>ROLL BAR</p>	<p style="text-align: center;"><b>RF</b></p> <p>TIRE PRESSURE</p> <p>SPRING RATE</p> <p>CLICK</p> <p>ROLL BAR</p>
<p style="text-align: center;"><b>LR</b></p> <p>TIRE PRESSURE</p> <p>SPRING RATE</p> <p>CLICK</p> <p>ROLL BAR</p>	<p style="text-align: center;"><b>RR</b></p> <p>TIRE PRESSURE</p> <p>SPRING RATE</p> <p>CLICK</p> <p>ROLL BAR</p>

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