

Front Fork

RXF36 m.2 Coil

Workshop Manual - Changing stroke



RXF36 M.2 COIL CHANGING STROKE

General Warnings

Note!

When working with the Öhlins product, always read the Vehicle Service Manual.

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 Service Centre.

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.

Note!

Before working on the product make sure that the vehicle is washed and cleaned properly. Do not use alcobased products on the outside or inside of the product.

Product Specific Warnings

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.

Warning!

This product is pressurized. Do not open, service or modify this product without proper education (authorized Öhlins dealer/distributor) and proper tools.

Caution!

Do not use a pressure washer or a power washer when cleaning the fork.

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.

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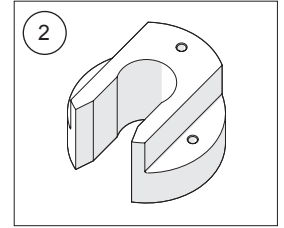
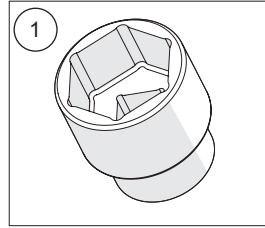
TABLE OF CONTENTS

Tools	3
Overview - General layout	3
Changing stroke	4
Appendix A.....	9

RXF36 M.2 COIL CHANGING STROKE

Tools

1	18860-01	Hex socket 28 mm
2	18867-01	Coil kit tool

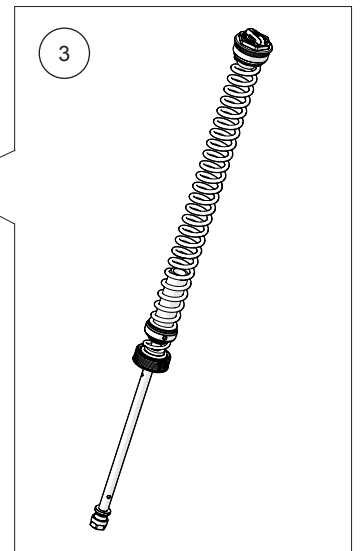
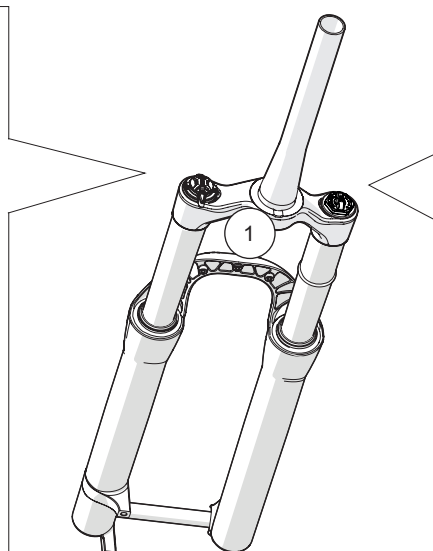
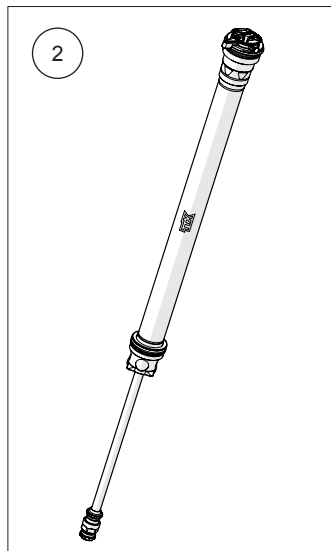


Oil, grease

Fork lubrication fluid	01336-01 - Renep CGLP 68 Fork lube 1L
Assembly grease	Slickoleum / Buzzy's Slick Honey

Overview - General layout

- ① Chassis
- ② Damper Cartridge
- ③ Spring Cartridge



RXF36 M.2 COIL CHANGING STROKE

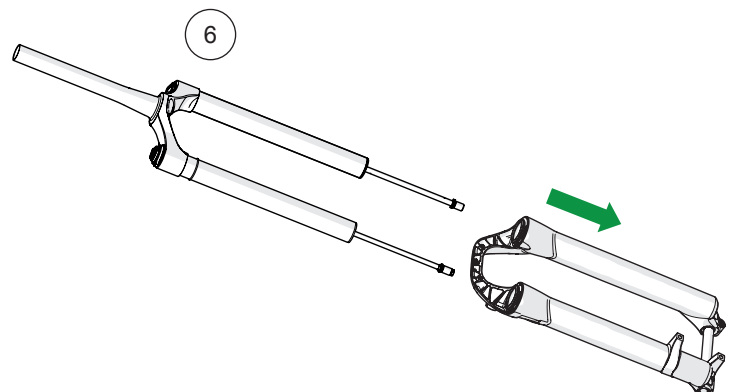
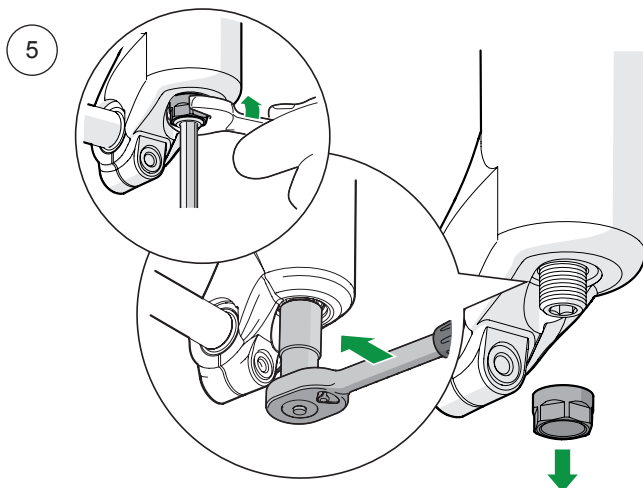
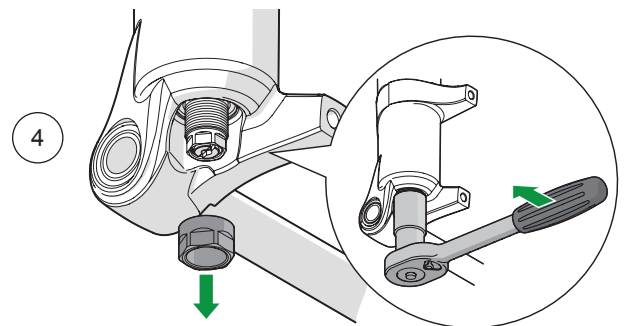
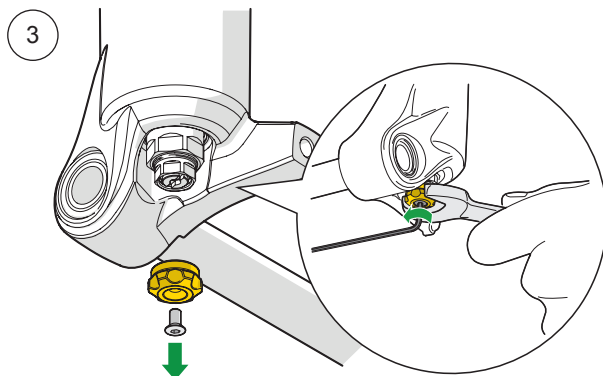
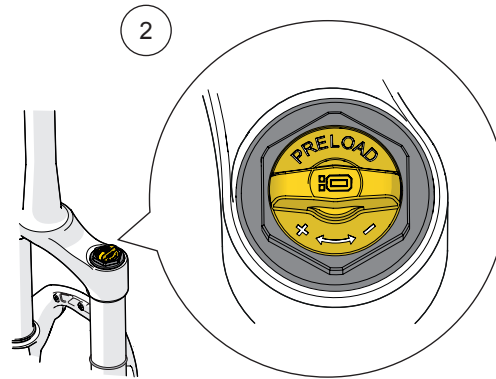
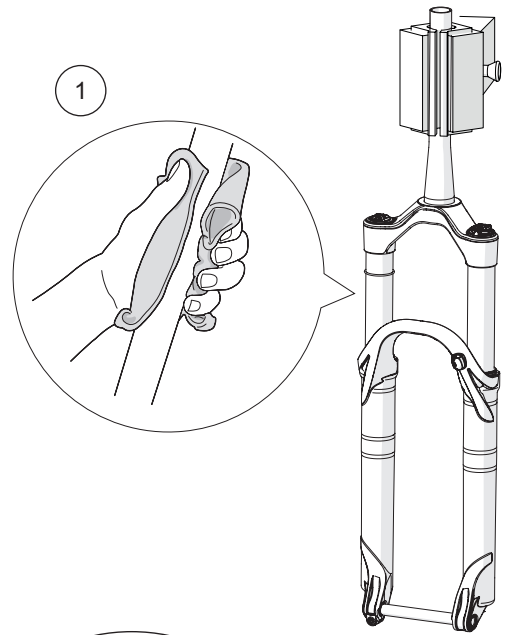
Changing stroke

We recommend using a bike stand to clamp the steering tube when working on the fork.

Note!

Record the rebound and preload adjuster settings before service.

1. Thoroughly clean the outside of the fork from dirt or grit.
2. Turn the preload adjuster knob anticlockwise towards minus until it stops (minimum preload position).
3. Use a 14 mm wrench to hold the rebound adjuster knob steady. With a 2 mm hex key remove the screw and the knob.
4. Remove the nut by using a socket wrench with a 14 mm socket.
5. Use a 6 mm hex wrench to hold the spring leg steady and loosen the nut with a 14 mm wrench. Use a socket wrench with a 14 mm socket to remove the nut.
6. Slide the lower legs off the stanchions.
7. Drain the lower legs of all fluids.



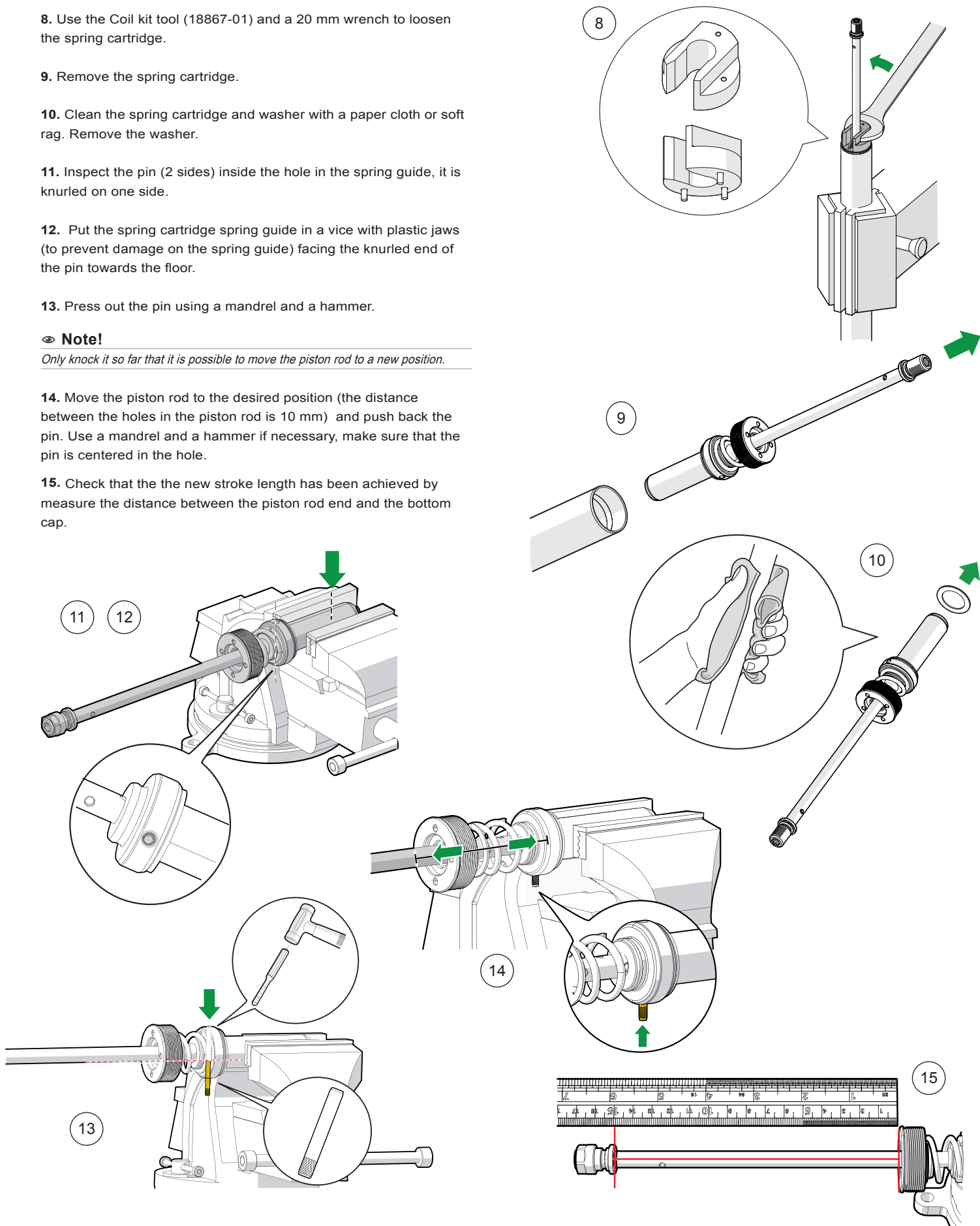
RXF36 M.2 COIL CHANGING STROKE

8. Use the Coil kit tool (18867-01) and a 20 mm wrench to loosen the spring cartridge.
9. Remove the spring cartridge.
10. Clean the spring cartridge and washer with a paper cloth or soft rag. Remove the washer.
11. Inspect the pin (2 sides) inside the hole in the spring guide, it is knurled on one side.
12. Put the spring cartridge spring guide in a vice with plastic jaws (to prevent damage on the spring guide) facing the knurled end of the pin towards the floor.
13. Press out the pin using a mandrel and a hammer.

👁 Note!

Only knock it so far that it is possible to move the piston rod to a new position.

14. Move the piston rod to the desired position (the distance between the holes in the piston rod is 10 mm) and push back the pin. Use a mandrel and a hammer if necessary, make sure that the pin is centered in the hole.
15. Check that the the new stroke length has been achieved by measure the distance between the piston rod end and the bottom cap.



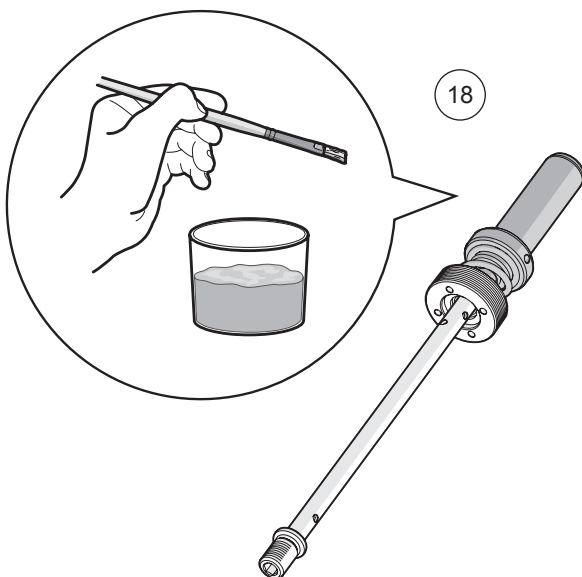
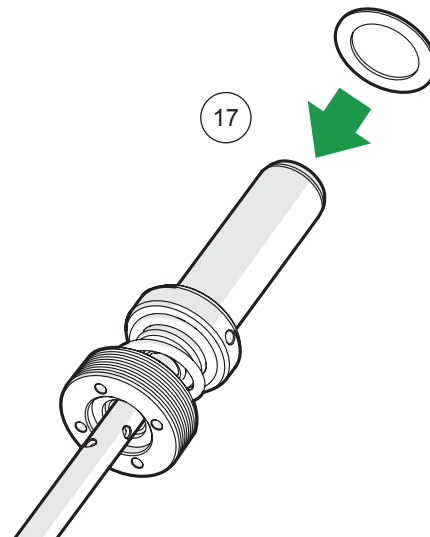
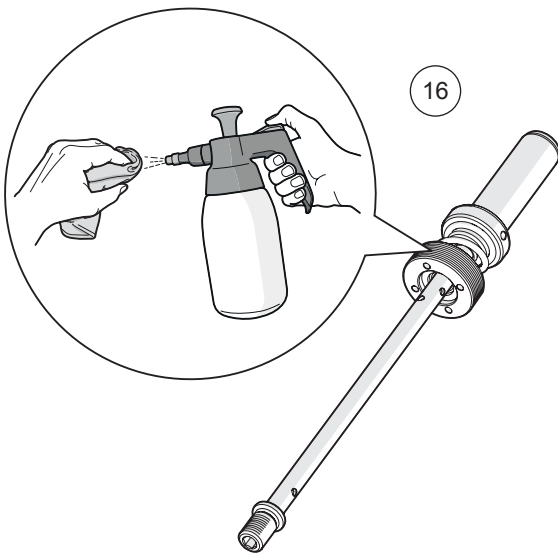
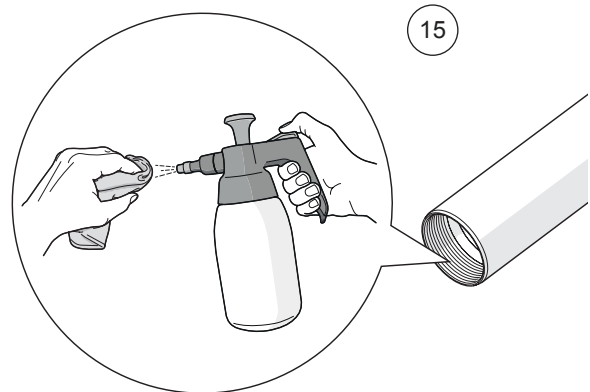
RXF36 M.2 COIL CHANGING STROKE

15. Clean the threads of the spring stanchion tube by using disc brake cleaner and a paper cloth or rag.

16. Clean the threads of the spring cartridge by using disc brake cleaner and a paper cloth or rag.

17. Reinstall the washer.

18. Apply a layer of assembly grease on the upper part of the spring cartridge.

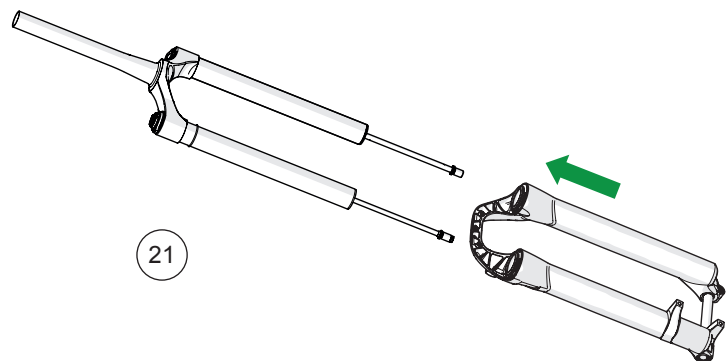
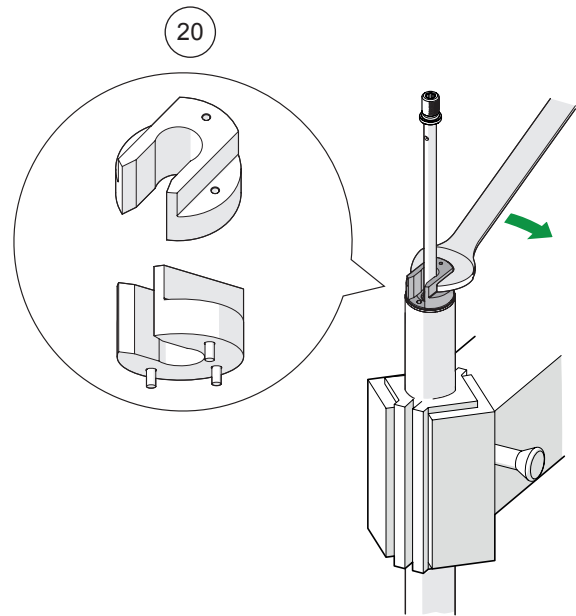
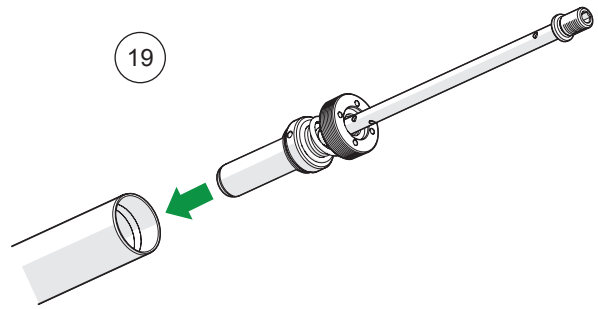


RXF36 M.2 COIL CHANGING STROKE

19. Reinstall the spring cartridge into the stanchion tube.

20. Use the Coil kit tool and a 20 mm wrench to tighten the spring cartridge to 15 Nm.

21. Reinstall the stanchion tubes into the lower legs.
Clean out old oil before installing.



RXF36 M.2 COIL CHANGING STROKE

22. Pull fork apart a bit to be able to place the syringe in the holes in the lower, direct the syringe away from the piston rod end so that the oil hits the wall of the lower leg and not the thread of the piston rod end. Inject 5 ml of fork lubrication fluid in the damper leg and 10 ml in the coil spring leg.

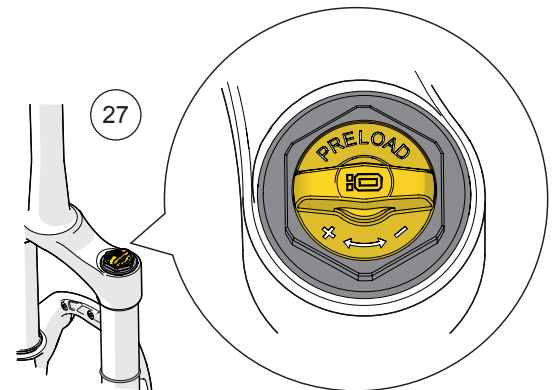
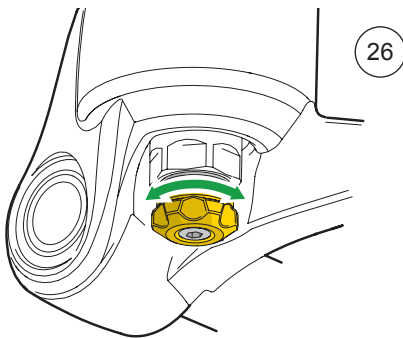
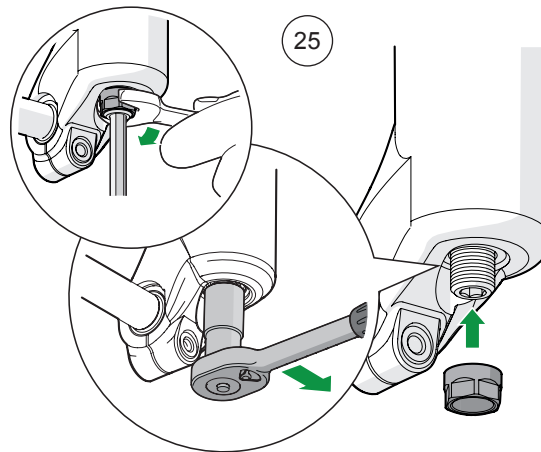
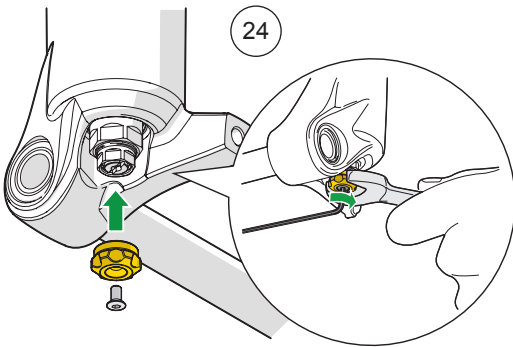
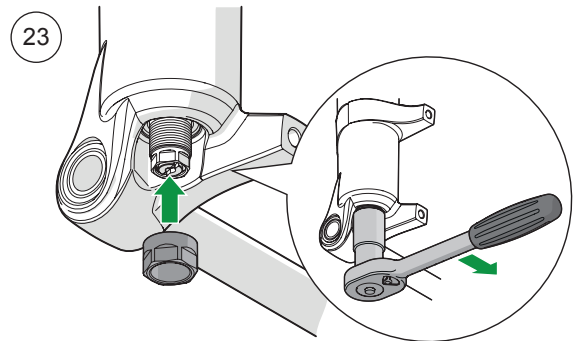
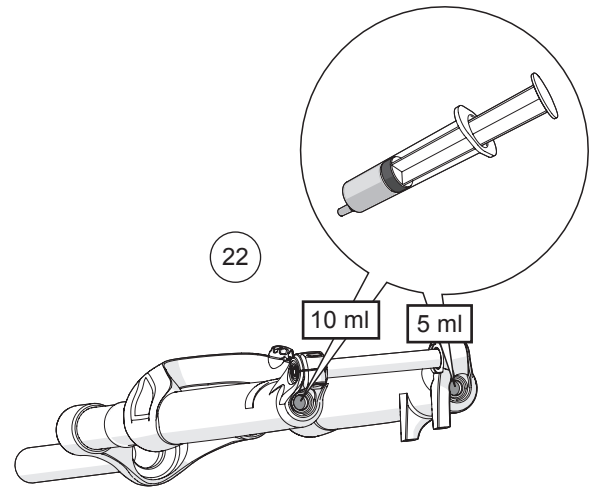
23. Reinstall the rebound adjuster nut. Use a torque wrench with a 14 mm hex socket and tighten to 10 Nm.

24. Reinstall the rebound adjuster knob and screw. Use a 14 mm wrench to hold the knob steady. With a 2 mm hex wrench tighten the screw and knob.

25. Reinstall the spring cartridge nut. Use a 6 mm hex wrench to hold the spring cartridge steady and fasten the nut with a 14 mm wrench. Use a socket wrench with a 14 mm socket to tighten the nut to 10 Nm.

26. Adjust the rebound setting.

27. Adjust the preload setting.



Your Öhlins retailer:

Öhlins Racing AB
Box 722
SE-194 27, Upplands Väsby
Sweden

Phone: +46 (0)8 590 025 00
Fax: +46 (0)8 590 025 80
www.ohlins.com



www.ohlins.com