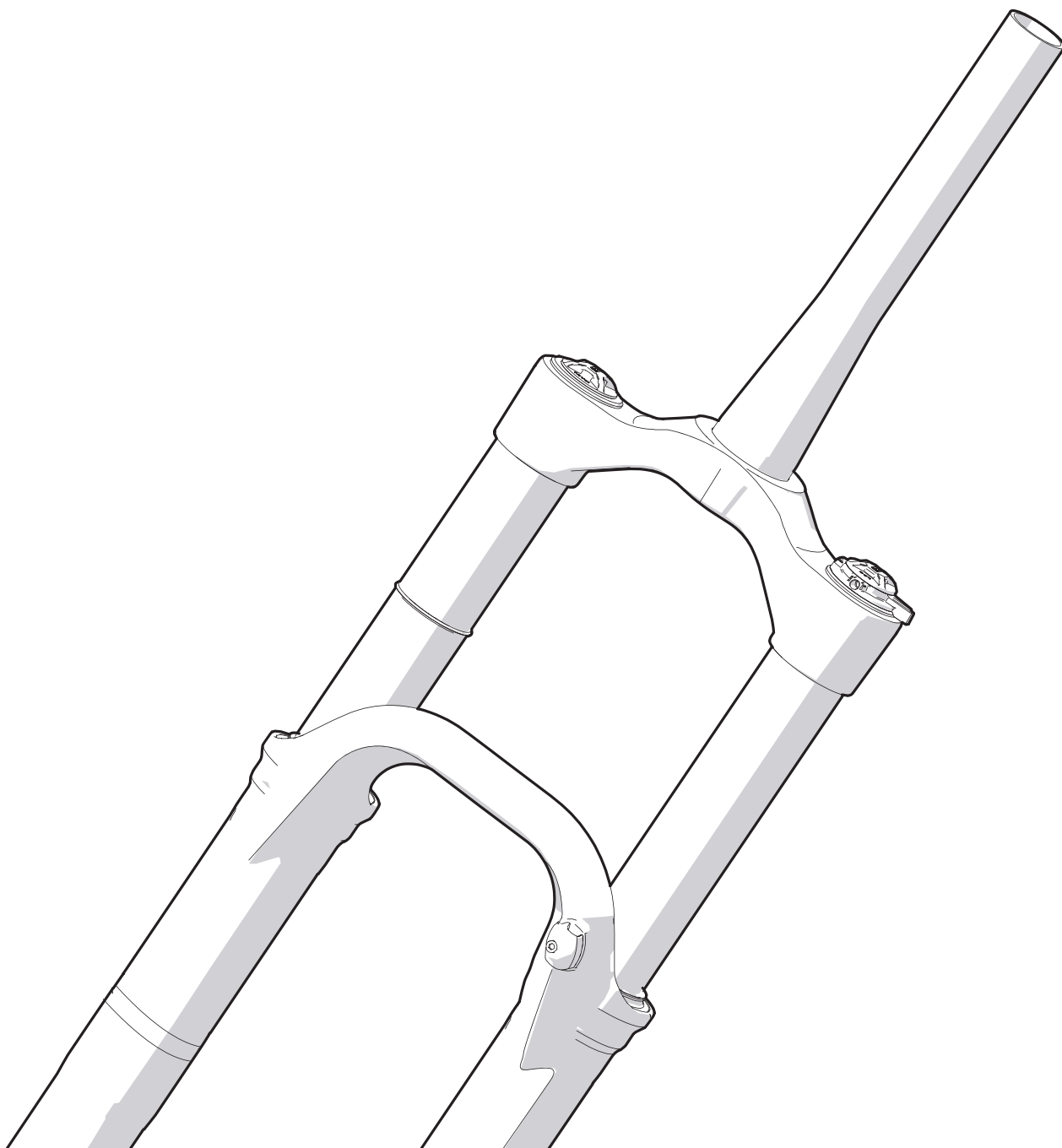




Front fork

RXF36/RXF38/DH38

**Workshop Manual -
Change between air and coil spring**



ÖHLINS

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 Group 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!

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

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 contains pressurized nitrogen gas (N₂). Do not open, service or modify this product without proper education (authorized Öhlins dealer/distributor) and proper tools.

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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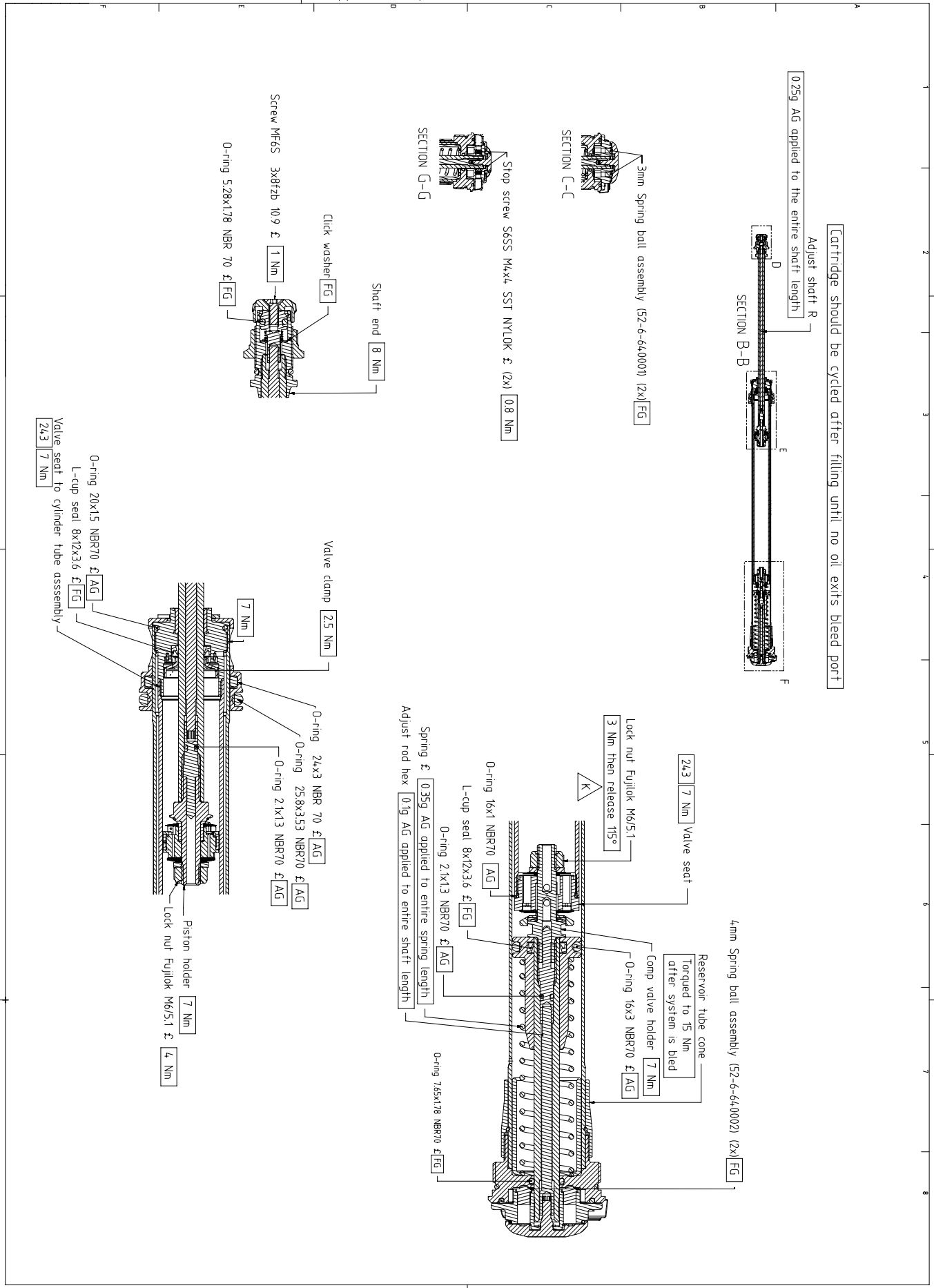
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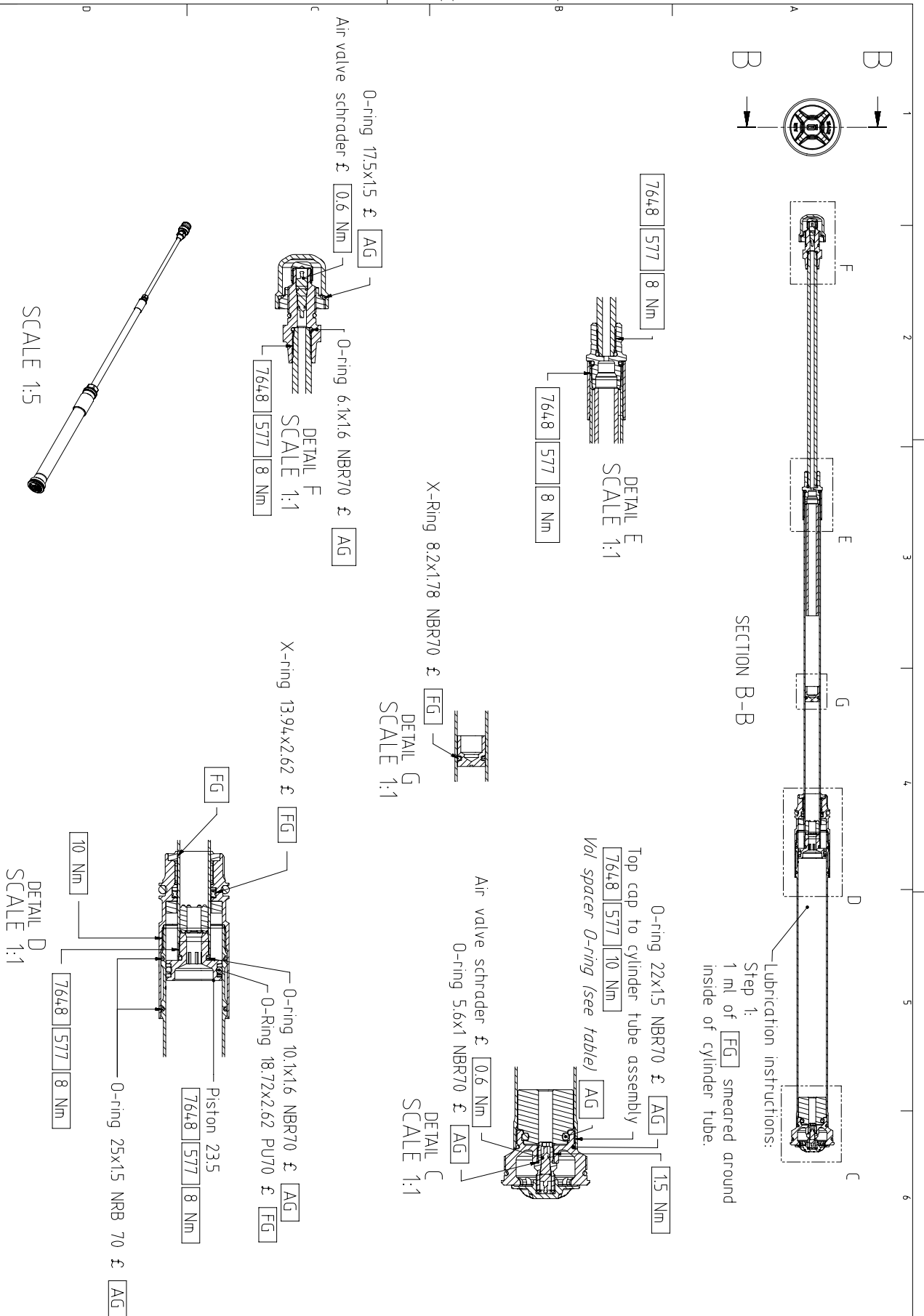
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SUSPENSION OVERVIEW

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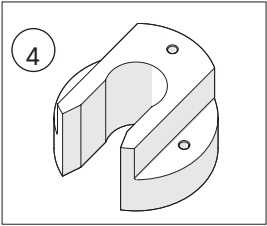
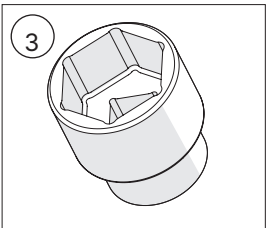
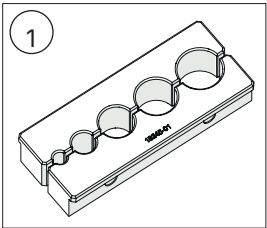




CHANGE BETWEEN AIR AND COIL SPRING

Tools

1	19245-01	Multi clamp TTX18
2	-	Cassette lockring tool
3	18860-01	Hex socket 28 mm
4	18867-01	Coil kit tool

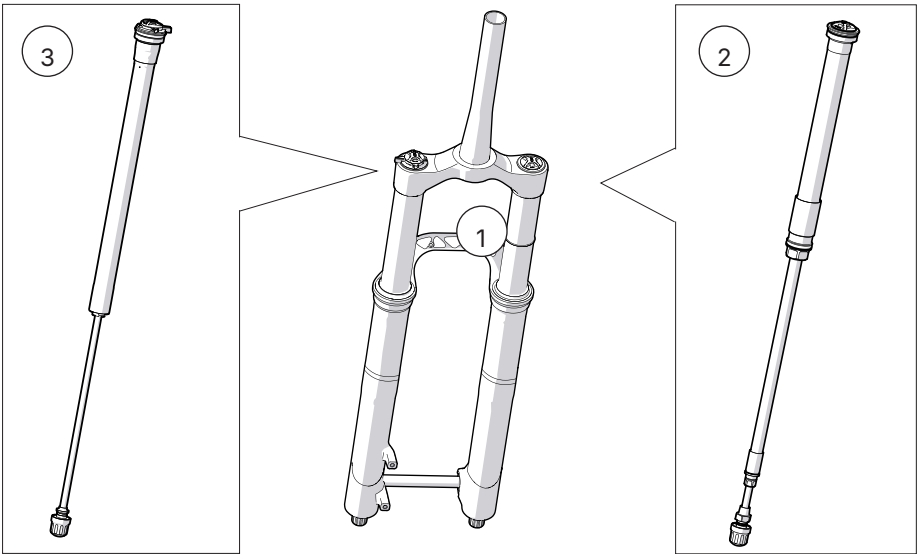


Oil, grease, thread locker and sealant

Damper fluid	01309-01 - High performance suspension fluid 1L
Fork lubrication fluid	01336-01 - Renep CGLP 68 Fork lube 1L
Air spring lubrication fluid	01337-06 - Renep CGLP 220 Air spring lube 0.6L
Function grease	01338-22 - Renolit SI 410 M Silicone grease 225g
Assembly grease	Slickoleum / Buzzy's Slick Honey

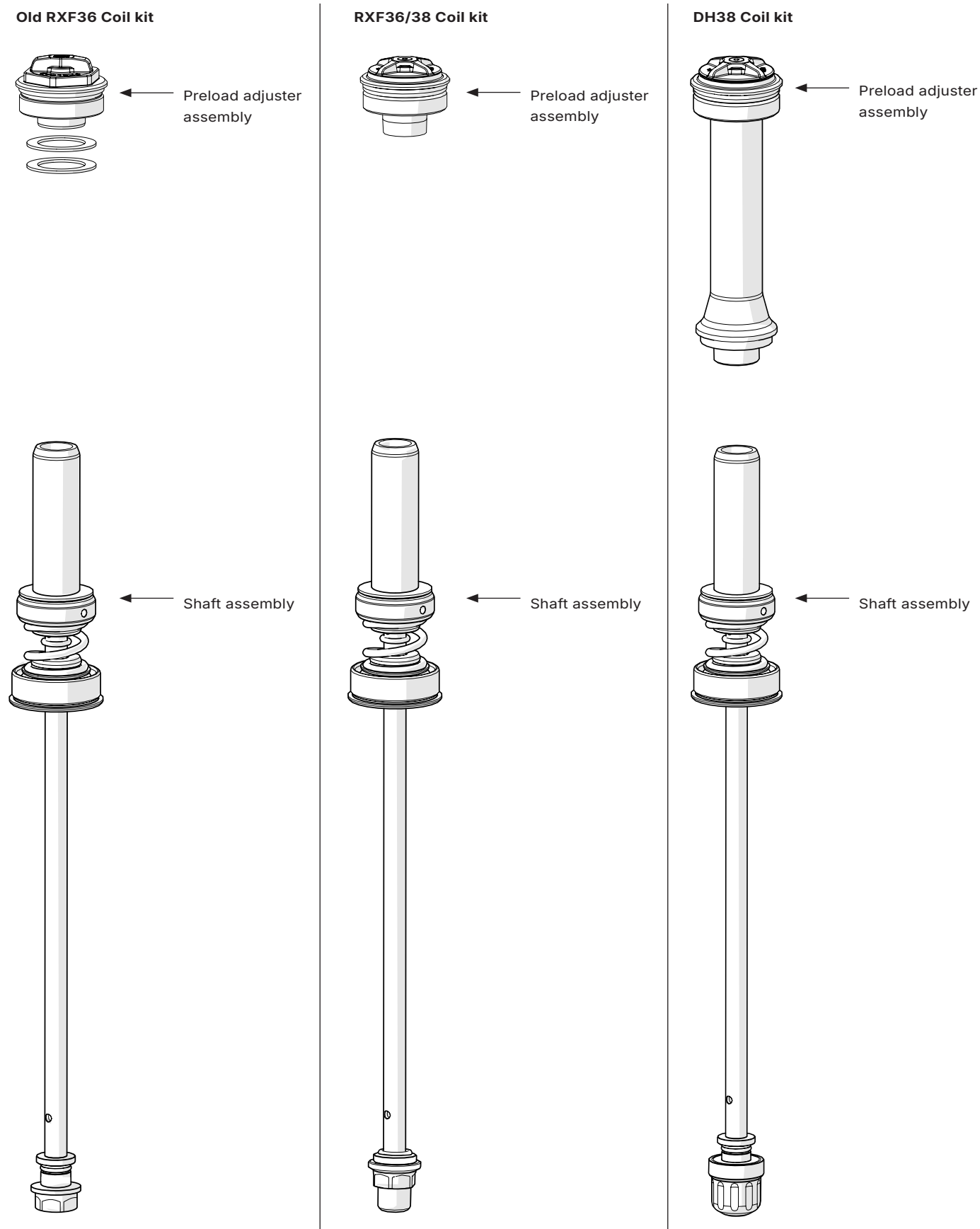
Overview - General layout

- 1 Chassis
- 2 Air Spring Cartridge
- 3 Damper Cartridge



CHANGE BETWEEN AIR AND COIL SPRING

Overview Coil kit



CHANGE BETWEEN AIR AND COIL SPRING

This workshop manual will only show how to change between air and coil spring without draining the lower legs from fluids but it is possible to do a 50h lower service together with the steps for changing spring.

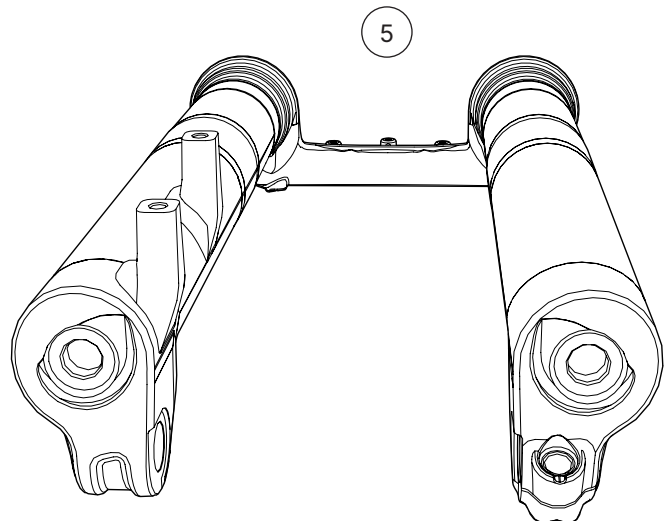
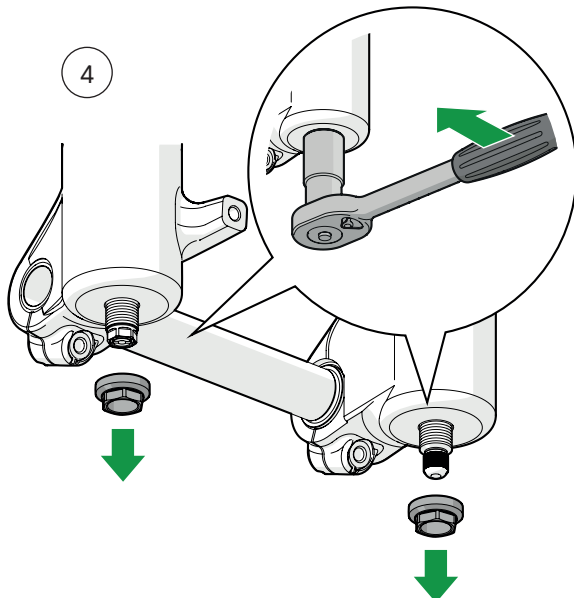
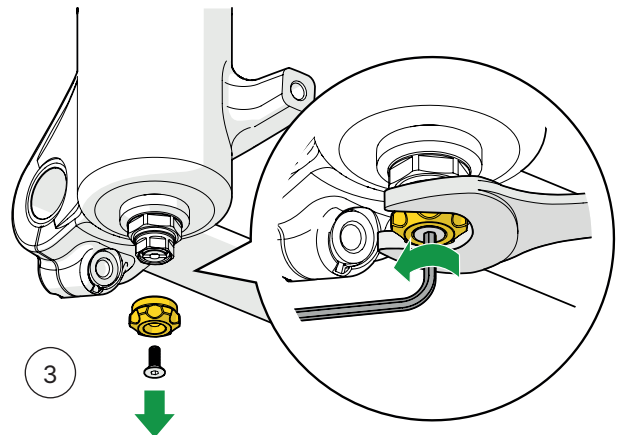
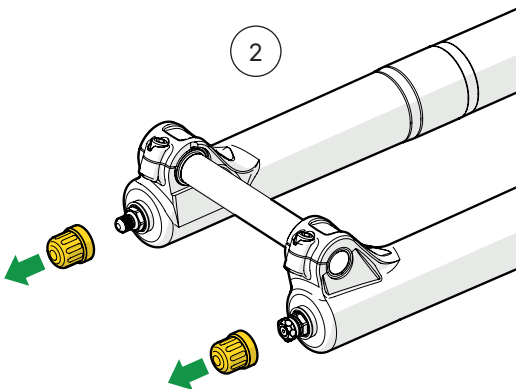
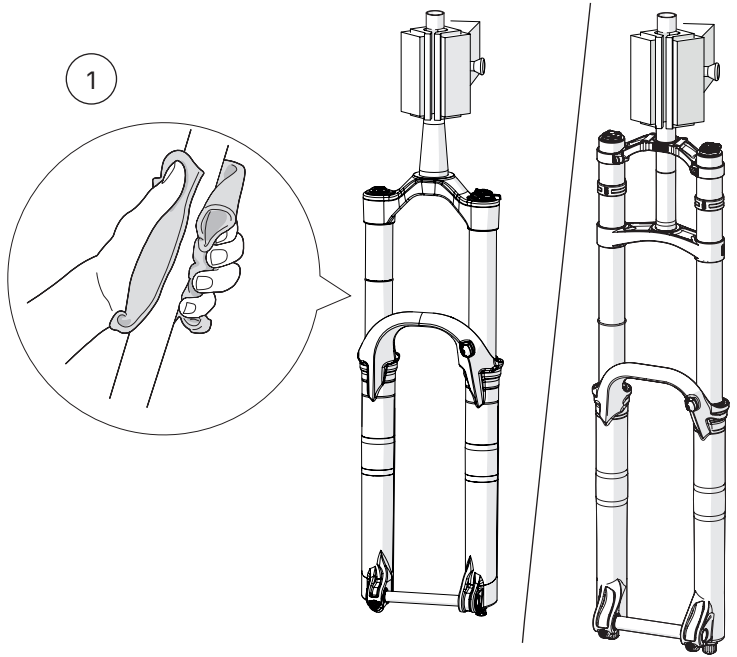
👁 Note!

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

👁 Note!

Record the rebound adjuster setting and the pressure in the positive air chamber and ramp up chamber before service.

1. Thoroughly clean the outside of the fork from dirt or grit.
2. Remove the golden bash caps by unscrewing them by hand. (Only for DH38)
3. Use a 14 mm wrench to hold the rebound adjuster knob steady. With a 2 mm hex wrench remove the screw and the knob.
4. Remove the nut on both sides by using a socket wrench with a 14 mm deep hex socket.
5. Make sure to slide off the lower legs horizontally facing the bridge of the lower legs downward. Place the lower legs on a flat surface with the bridge towards the surface.

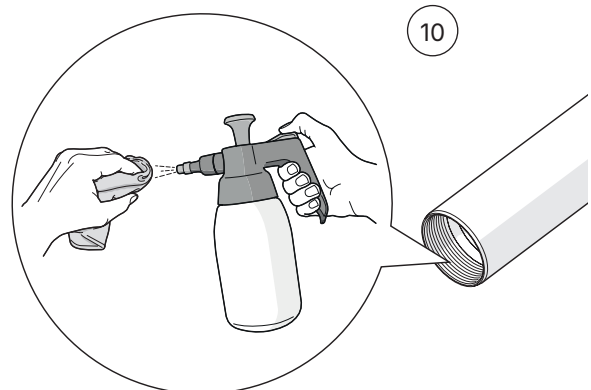
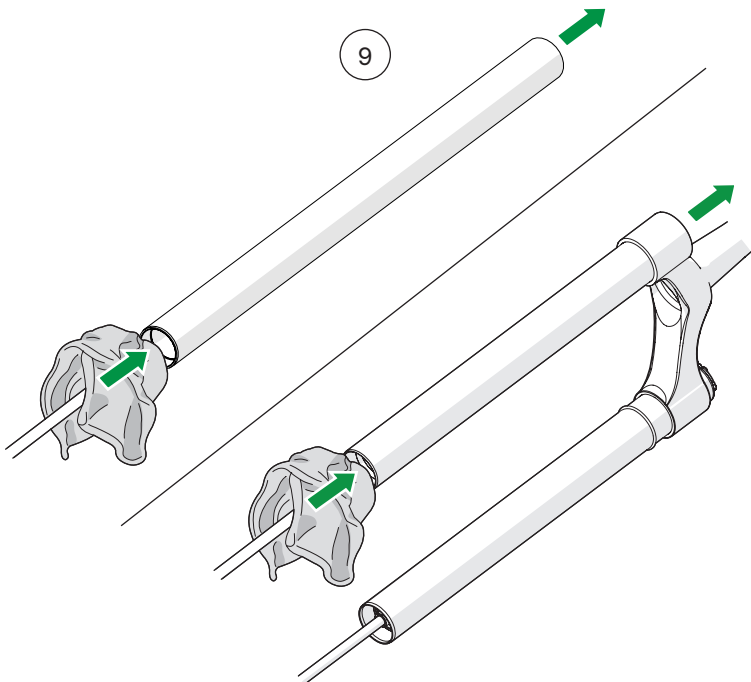
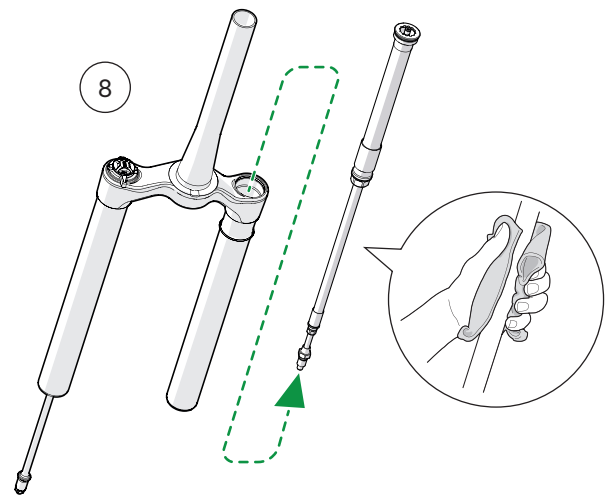
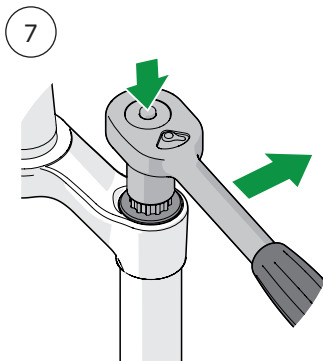
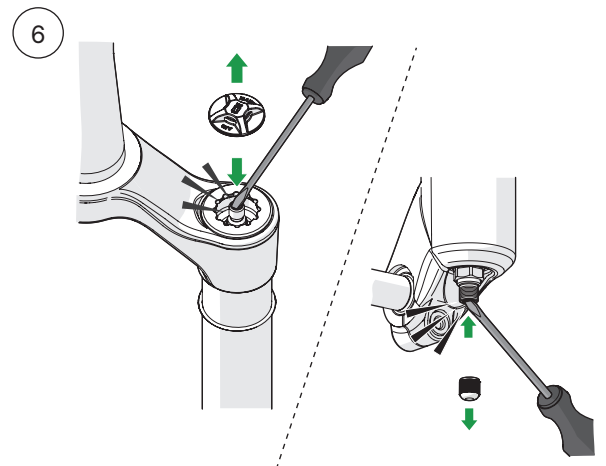


CHANGE BETWEEN AIR AND COIL SPRING

👁 Note!

Use a vise and the appropriate multiclamp when servicing the front fork.

6. Release the air from the positive air chamber at the top and the ramp up chamber at the bottom.
7. Use a socket wrench with a hex socket 28 mm (18860-01) or a cassette locking socket to loosen the air spring.
8. Slide the air spring off the stanchion tube.
9. Use a rag wrapped around a long rod or similar to clean the inside of the spring stanchion tube.
10. Clean the threads of the spring stanchion tube by using disc brake cleaner and a paper cloth or rag.



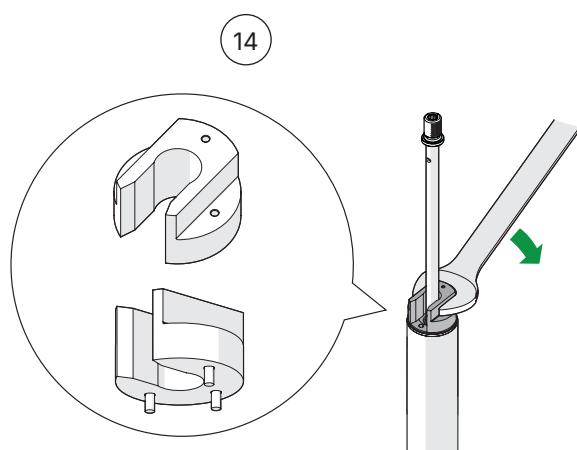
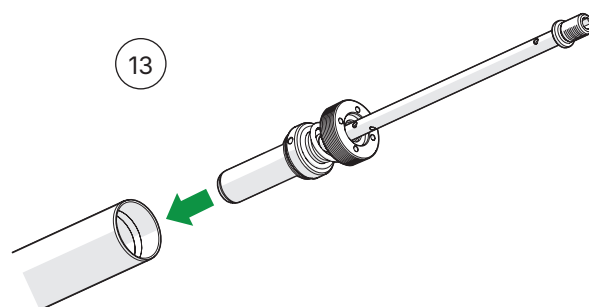
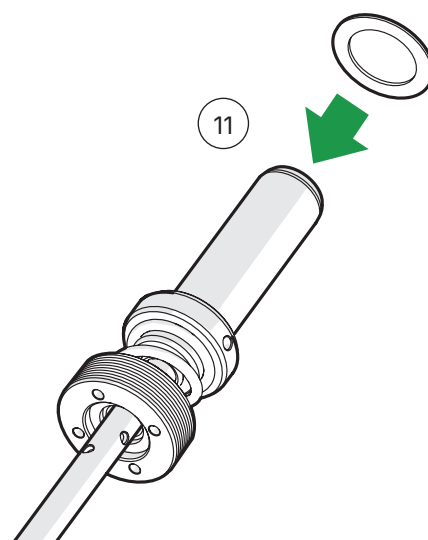
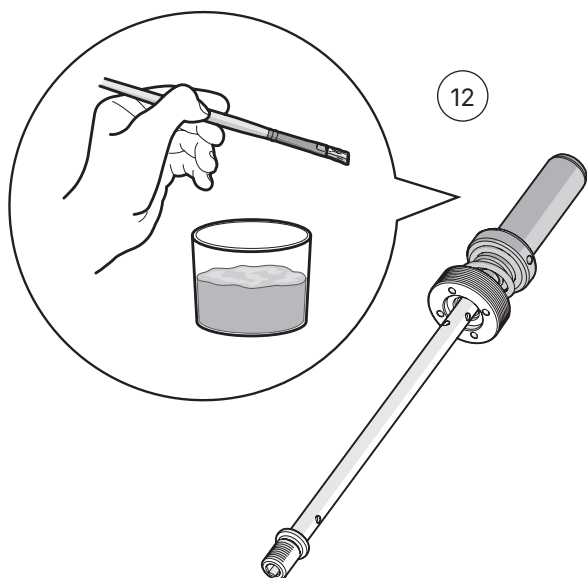
CHANGE BETWEEN AIR AND COIL SPRING

11. Install the washer.

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

13. Reinstall the spring cartridge into the stanchion tube.

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



CHANGE BETWEEN AIR AND COIL SPRING

15. Apply a generous layer of assembly grease on the spring and protective tubes.

16. Install the spring into the stanchion tube. For the old RXF36 coil kit there are two washers includes in the kit (see page 4 for details). One is installed on the piston and the other on top of the spring. Apply grease to the washer and place it on top of the spring.

Note!

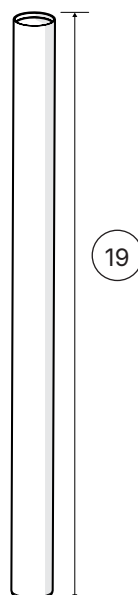
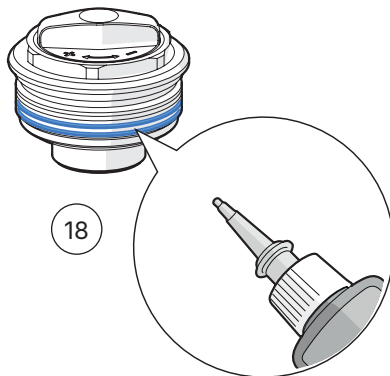
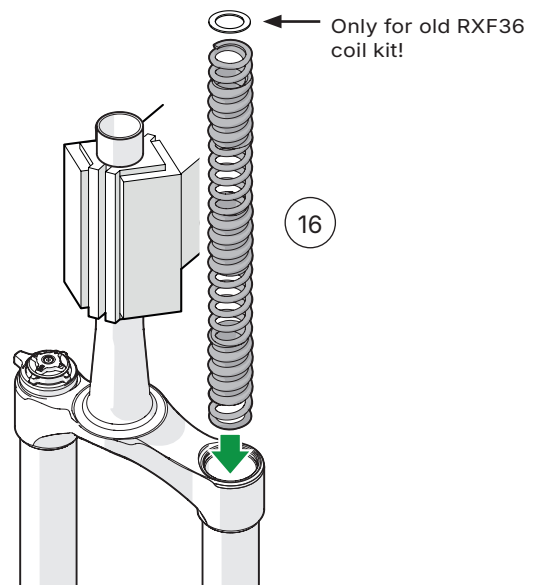
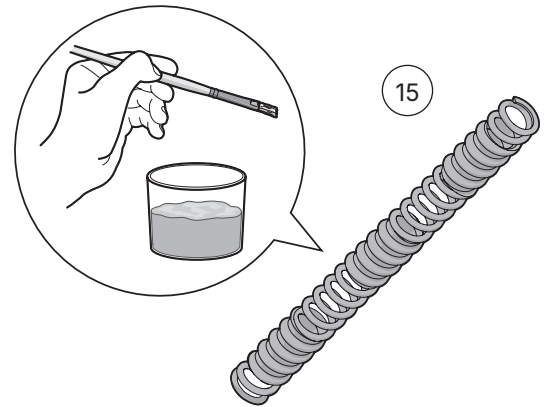
When assembling the coil kit, put pressure on the wrench while threading the top cap to make sure that the thread enters straight and not get damaged.

17. If the 28 mm hex socket was used to loosen the top cap perform step 18 applying loctite. Skip step 18 if the cassette lock ring tool was used since the top cap has preapplied loctite.

18. Apply blue Loctite 243 to the first (lower) two (2) threads of the top cap (male).

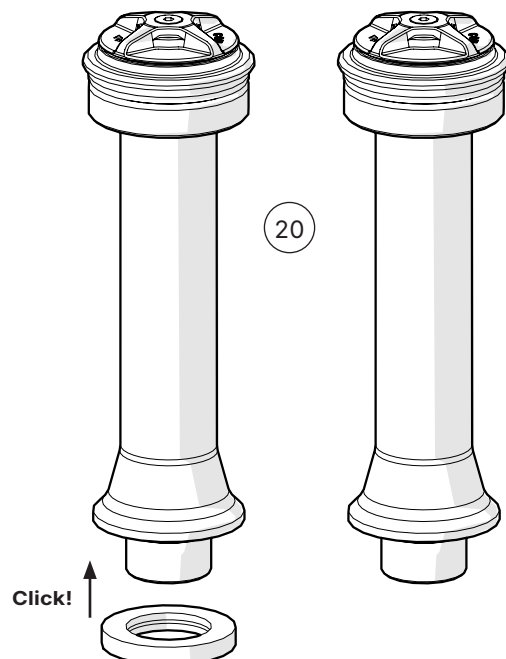
19. Measure the stanchion tube (Only for DH38).

20. If the measured stanchion tube is 558 mm the 4 mm washer should be installed to the spring seat spacer, slide it onto the shaft and press it to the end stop. If the measure stanchion tube is 554 mm the 4 mm washer shall not be installed to the spring seat spacer.



Stanchion tube 558 mm

Stanchion tube 554 mm



CHANGE BETWEEN AIR AND COIL SPRING

21. Turn the preload adjuster knob anticlockwise towards minus until it stops (minimum preload position).

22. If there is a screw holding the preload adjuster knob use a 2 mm allen key to remove the screw and the knob.

23. Use a torque wrench with a 28 mm hex socket (18860-01) or a cassette locking tool to tighten the preload adjuster assembly to 32 Nm.

⚠ Caution!

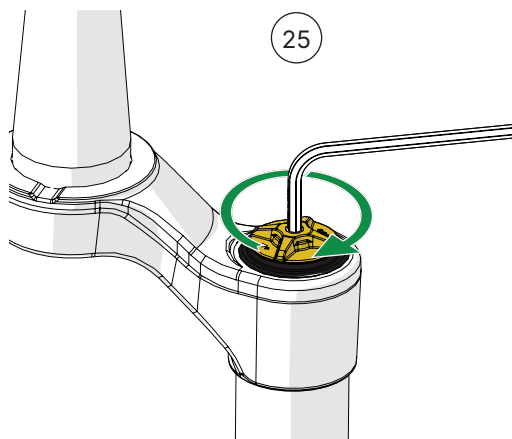
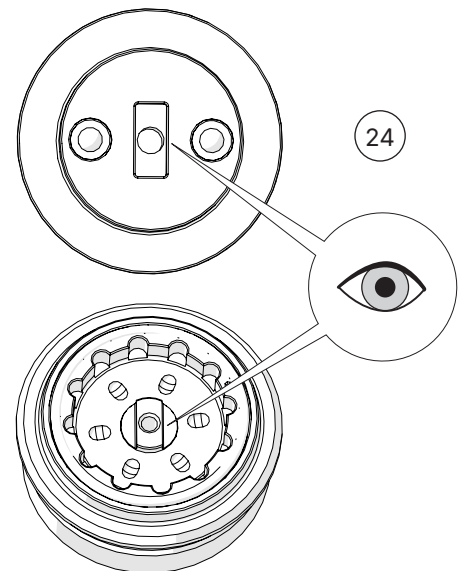
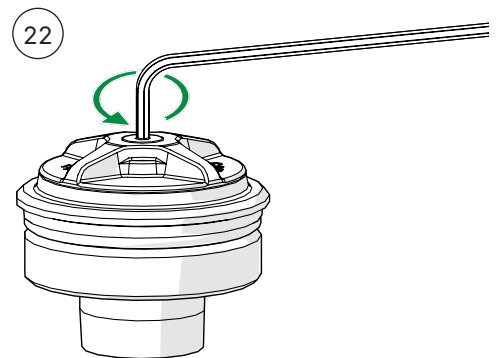
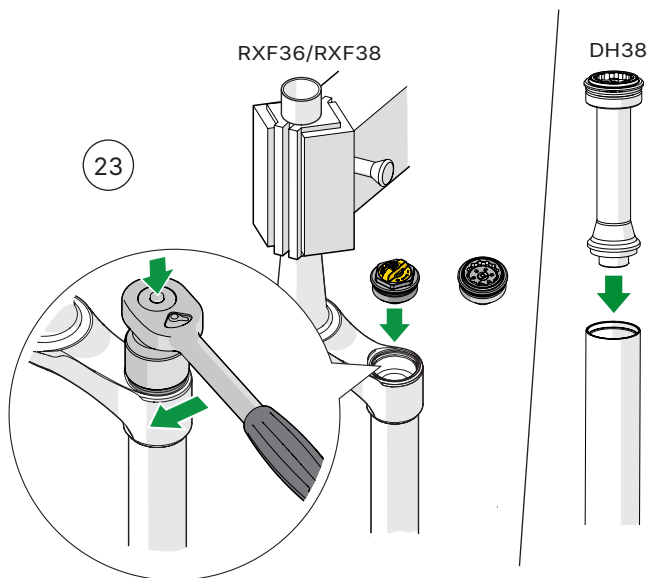
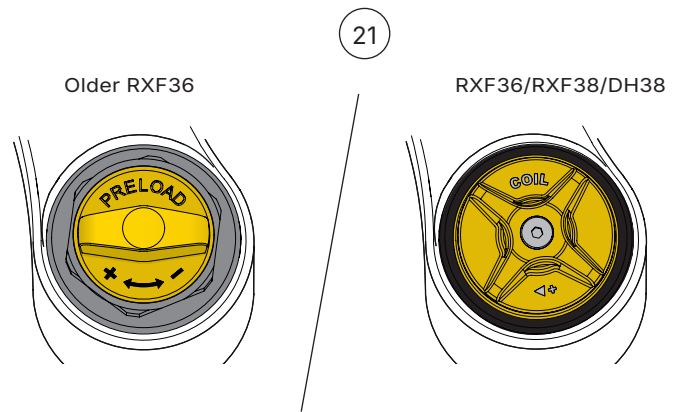
Do not use an adapter between wrench and socket, as this will increase the risk of damaging the anodized finish of the top cap.

Important!

Apply pressure on socket while torquing.

24. Find the rectangular slot in the preload adjuster knob to place it onto the rectangular knob in the top cap assembly. Apply pressure to the preload adjuster by hand to hold it in place.

25. If a cassette locking tool was used in step 23 use a 2 mm allen key to tighten the screw and the preload adjuster knob.

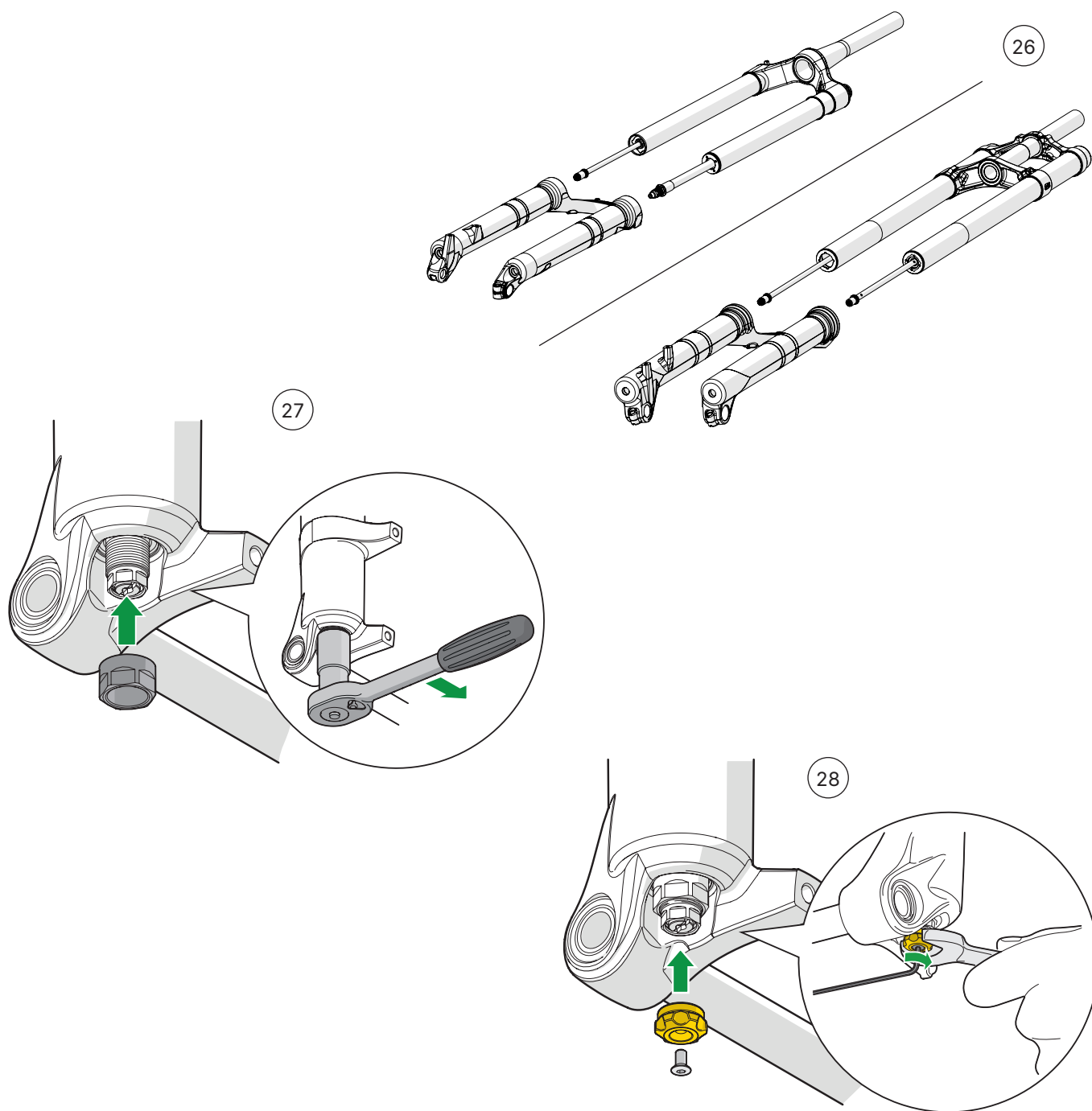


CHANGE BETWEEN AIR AND COIL SPRING

26. Reinstall the stanchions tubes into the lower legs by holding the lower legs horizontally to not spill out the oil inside the lower legs.

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

28. 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.



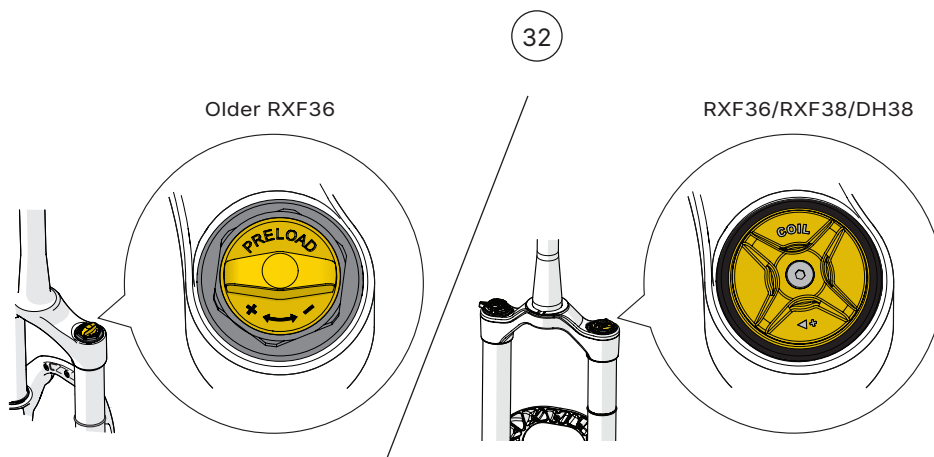
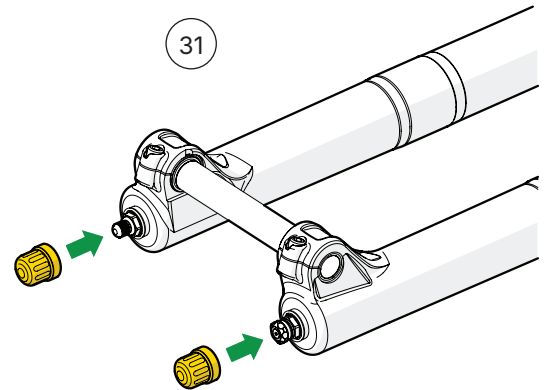
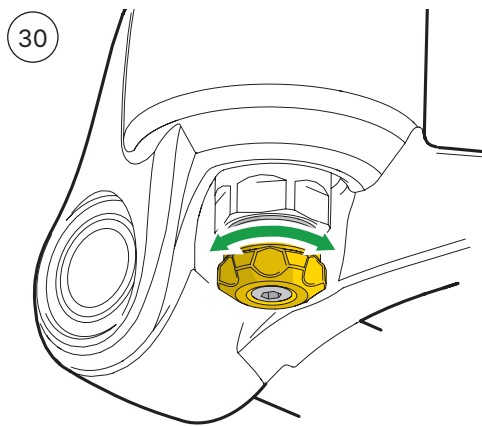
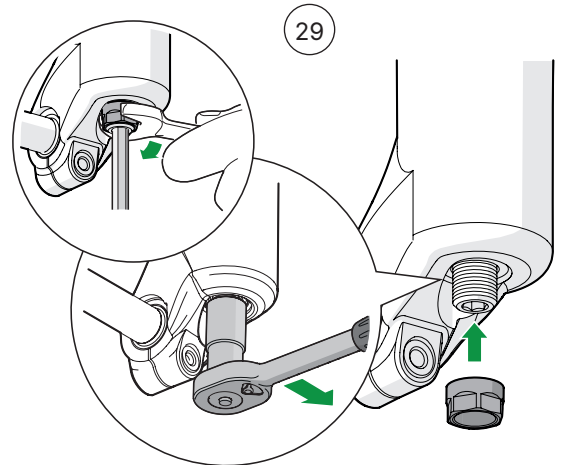
CHANGE BETWEEN AIR AND COIL SPRING

29. 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 deep hex socket to tighten the nut to 10 Nm.

30. Adjust the rebound setting.

31. Reinstall the golden bash caps. Tighten by hand.
(Only for DH38)

32. Adjust the preload setting.



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