

GASGAS

ONYX 38 WP1

SERVICE GUIDE

POWERED BY

Version 1.1

⚠ WARNING!

Failure to comply with these warnings and instructions may cause SERIOUS INJURY, DEATH, or DAMAGE TO YOUR PRODUCT.

Be sure to read this manual carefully before using your DVO suspension. Throughout this manual, reference is made that “an accident” could occur. Any accident may cause damage to the product, SERIOUS INJURY, OR DEATH.

These instructions contain important information about the correct installation, guidelines for set-up, service and maintenance of your suspension. Nevertheless, please be informed that special knowledge and tools are essential to install, service and to maintain DVO Suspension. Common mechanical knowledge may not be sufficient to repair, service or maintain your suspension. Therefore we strongly recommend getting your suspension installed, serviced and/or maintained by a trained and qualified bicycle mechanic. Improper installation, service or maintenance can result in an accident.

Forks and rear shocks contain fluids and air under extreme pressure. DO NOT attempt to disassemble any portion of a DVO Suspension product unless instructed to do so by a DVO Suspension authorized technician.

Only use genuine DVO Suspension replacement parts. Modification, improper service, or the use of aftermarket replacement or spare parts may result in an accident and VOIDS the warranty of your product.

DVO Suspension forks and rear shocks are designed for the usage by a single rider only.

DO NOT use DVO Suspension products on any powered vehicle that is not a pedal-assist Class-1 or Class-3 e Bike.

Always be equipped with proper safety gear. This includes a properly fitted and fastened helmet. According to your riding style you should use additional safety protection. Make sure your equipment is in flawless condition.

Make sure you select the correct fork and rear shock according to your frame manufacturer specification. Installing suspension that does not match the geometry of your frame could result in a failure of the suspension itself and void the suspension warranty. Installing a fork or rear shock not designed for your frame will change the geometry and handling of your bike. Learn how to ride and train your skills. Know your limits and never ride beyond those.

Study all other manuals provided with your bicycle and make yourself familiar with all components mounted to your bike.

PRE-RIDE SAFETY CHECK

1. DO NOT ride your bicycle if any one of the following test criteria is not passed! Riding your bike without eliminating any defect or carrying out the necessary adjustments can result in an accident, SERIOUS INJURY OR DEATH.

2. Do you notice any cracks, dents, bent, or tarnished parts of your suspension fork or shock, or any other part of your bicycle? If so, please contact a trained and qualified bicycle mechanic to check your fork, shock, seat post, saddle, and complete bike.

3. Do you notice any oil leaking from your fork and/or shock? If so, please consult a trained and qualified bicycle mechanic to check your suspension and bike before riding.

4. Make sure your wheel is attached and centered properly in order to avoid any contact with the suspension fork or brake system.

5. Make sure your axle system is secure. There should be no play between the hub and fork lower.

6. Make sure your brakes are properly installed, adjusted, and work properly. This also applies to every other part of your bike like handlebars, pedals, cranks arms, seat post, saddle, etc.

7. Check the cable length and routing of your braking components. Make sure they do not interfere with your steering actions or full compression and extension of your suspension.

8. Check your shock hardware and ensure there is no play between the shock and mounting surfaces. Ensure your shock hardware is tightened to the bike manufacturer’s recommend torque before riding.

Service Overview

This manual will guide you step by step performing a full service to your Onyx 38. Please follow each instruction carefully to achieve the best and safest results.

*Always wear your safety gear while working on suspension products. We care about you, make sure you wear your safety glasses and protective gloves while servicing DVO Suspension Products.

⚠ WARNING!

ALWAYS WEAR SAFTY GEAR!

Tools Needed For Service

1. Vice
2. Adjustable Wrench
3. Rubber Mallet
4. Crescent Wrench
5. Needle-Nose Pliers
6. Torque Wrench
7. 1.5, 2, 5, 8mm Allen Keys
8. C-clip Pliers
9. 10 & 19mm Open Wrenches
10. 12, 14, 18mm Sockets
11. 16 & 18mm Crows-foot Wrenches
12. Cassette Removal Tool
13. Small Punch Set
14. Pick
15. 10, 26, & 29mm Shaft Clamps
16. 38mm Seal Press

Supplies Needed For Service

1. Safety Glasses
2. Gloves
3. Clean, Lint Free Rags
4. 3 Wt., 7.5 Wt. Suspension Oil (no maxima)
5. Suspension Cleaner or Alcohol
6. Shock Pump
7. Loctite 242 BLUE
8. Loctite 263 RED
9. Slickolium or similar marine grease

Recommended Service Interval

• Full Service .....100 Hours of Ride Time

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LUBRICANT	BRAND	WEIGHT
Fork Damper Oil	DVO, Motul, Motorex, Silkoline, R.S.P.	3
Fork Lower Bath	Golden Spectro, Motul, Motorex, Silkoline, R.S.P.	7.5

Do NOT use Rock Shox or Maxima powersports suspension fluids under any circumstances.
Permanent seal damage will occur.

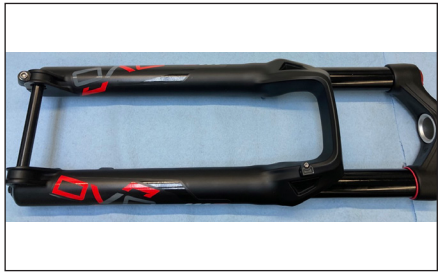
LOCATION	VOLUME	WEIGHT
Damper	80 cc	3
Air / OTT side stanchion	5 cc	7.5
Damper side lower leg bath (OTT Model)	25cc	7.5
OTT side lower leg bath (OTT Model)	25cc	7.5
Damper side lower leg bath (SL Air Model)	20cc	7.5
SL Air side lower leg bath (SL Air Model)	20cc	7.5
Use marine grease on OTT spring / guide		

PART	TORQUE	NOTES
15mm Floating Axle	12 N.m	
Axle pinch-bolt	5 N.m	
Cable guide bolt	1 N.m	
Lower leg bleed nut assembly (2)	5 N.m	
Fender mount bolts	3 N.m	
OTT footnut	10 N.m	
SL Air footnut	10 N.m	
Air spring foot buffer	5 N.m	Loctite 263 Red
Rebound footnut	10 N.m	
Rebound adjust knob fixing bolt	3 N.m	
Top plug - Air side	20 N.m	Loctite 243 Blue
Top plug - Damper side	20 N.m	
Damper Bleed screw	3 N.m	
Compression adj. knob fixing bolt	1 N.m	
Top plug to compression loader	5 N.m.	
Comp loader shaft	5 N.m	Loctite 243 Blue
OTT Preload Guide Nut	10 N.m	
Piston rod to OTT preload guide	10 N.m	Loctite 243 Blue
Piston nut	5 N.m.	Loctite 263 Red
Top loader assembly fixing pins	2 N.m	
Rebound piston seat	7 N.m	Loctite 243 Blue
Rebound piston nut	5 N.m	Loctite 243 Blue
Damper sealhead	11 N.m.	Loctite 243 Blue
Valve core	.3 N.m	

Chassis Disassembly

1.

Before starting, wipe down and clean your fork, and prepare a clean work surface.



2.

Using a 2mm allen wrench, remove the compression knobs and set aside.





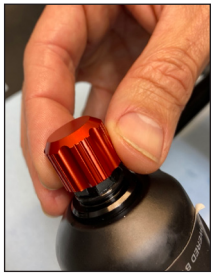
3.

Remove air cap and slightly loosen the valve core until you hear air releasing slowly. Set cap aside.



4.

Remove the rebound knob by pulling straight down and set aside.



5.

Using a 14mm socket, loosen the footnut on the damper side. Then use a 8mm allen wrench to loosen the footnut on the air spring side. DO NOT completely remove





6.

Using a rubber mallet, lightly tap the footnuts to break the upper assembly free from the lowers.

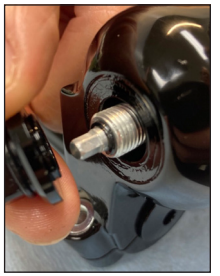




7.

Remove the footnuts from the air spring and damper side and set aside.





8.

Using a catch pain or basin, drain the oil from the lowers. Set the lowers safely aside.v





Chassis Disassembly (continued)

9.

Using a cassette tool, loosen both top caps.





10.

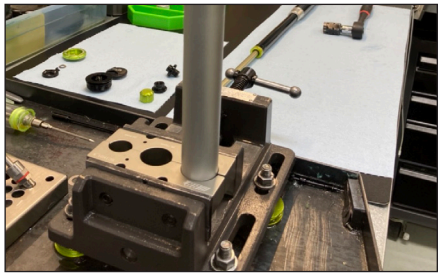
Unscrew and remove the damper cartridge and set aside, then unscrew and remove the air cap and set aside.





11.

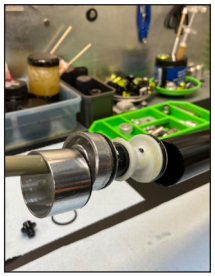
Using 30mm vice clamps, mount the steerer in the clamps as shown.



12.

Using snap-ring pliers, gently remove the snap-ring located at the bottom of the air spring leg. Grasping the airshaft, carefully remove the SL or OTT assembly and set aside.





13.

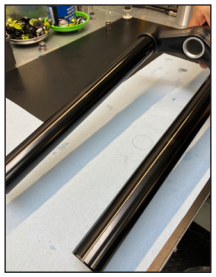
Lay all of the parts out on a clean work surface.

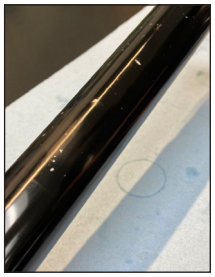


Inspection

14.

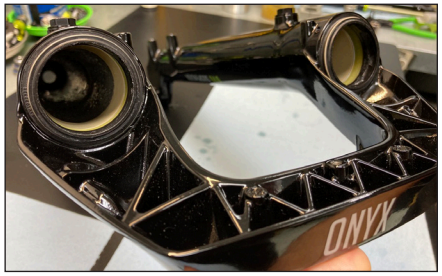
Wipe down the upper tubes and inspect to make sure they are free of abnormal wear, scratches, or dents. The photo on the right shows a stanchion that has been damaged and the upper ashould be replaced. If free from damage, set aside.





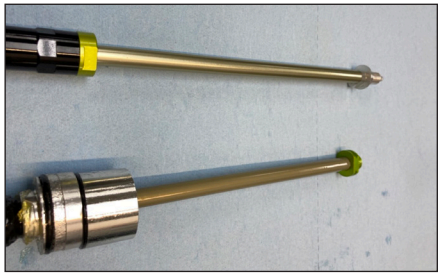
15.

Inspect the bushings in each leg, ensuring they are fully seated and there is no visible wear or damage.



16.

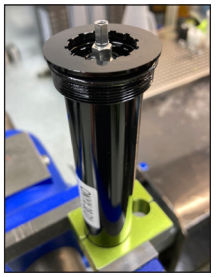
Wipe down and inspect the damper cartridge and air spring shafts.



Damper Service

17.

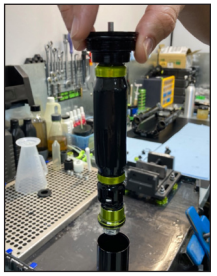
Gently clamp the damper cartridge into 29mm shaft clamps, using just enough force to keep it from rotating, but not enough force to compress and damage the cartridge.



18.

Using a cassette tool, loosen the top cap of the damper cartridge, unthread, and remove the damper unit from the cartridge body and set aside.





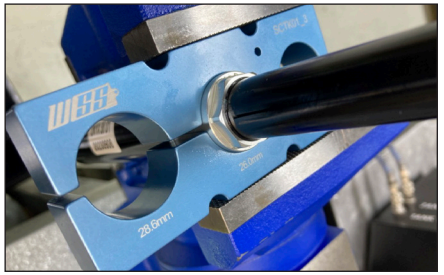
19.

Remove the cartridge from the clamps and dump the oil into a catch pan.



20.

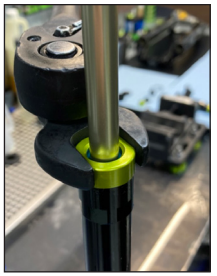
Invert the damper cartridge and gently clamp in vice using 26mm shaft clamps, again using just enough force to keep it from rotating.



Damper Service (continued)

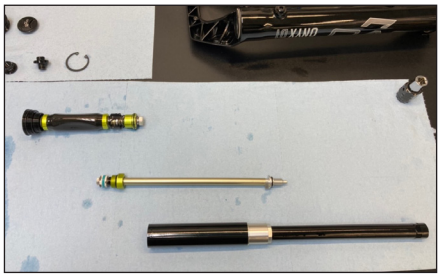
21.

Using a 18mm wrench, loosen the endcap and remove the shaft assembly from the cartridge and set aside.




22.

You should now have your cartridge body, rebound assembly, and compression assembly laid out on your workspace.
NOTE: If you are servicing the damper, follow steps 23-50. If you are replacing the entire compression assembly, skip to step 67.



23.

Using a 1.5mm allen wrench, remove the two pins and remove the compression assembly from the bladder assembly, being careful to also remove the shim if it sticks to the loader housing.





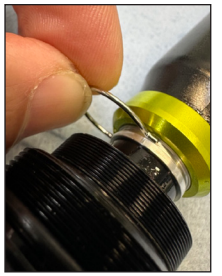
24.

Clean the CV compression assembly and shim, and remove and replace the o-ring. Set aside.




25.

Using a small flathead, gently remove the bladder clip from the comp assembly end of the bladder. Next, remove the clip at the other end.

26.

While gently pulling down on the bladder, push the bladder ring upwards to expose the end of the bladder and bladder cap. Gently clamp the comp housing top loader in shaft clamps.



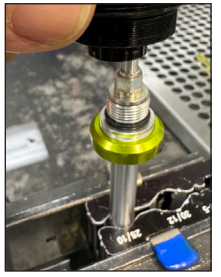

27.

Using a cassette tool, break the shaft free from the top loader. Remove from shaft clamps and separate the shaft and topcap from the top loader and bladder.




28.

Gently clamp the shaft in 10mm shaft clamps, and use a cassette tool to break the topcap free from the shaft assembly. Unthread and separate the topcap and bladder ring, and remove the shaft from the clamps. Remove the comp shaft and set aside.




Damper Service (continued)

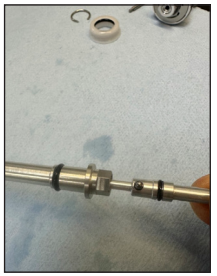
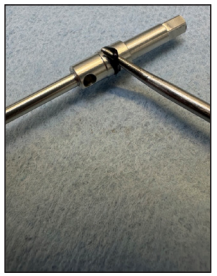
29.

Thread the shaft back into the topcap assembly and use the top cap to support as you remove the next bladder clip. Next, remove the bladder cap. Unthread the topcap and set aside.




30.

Remove the inner comp LS needle and set aside, taking care to not misplace the bearing and spring. Remove and replace the comp LS needle o-ring.

31.

Remove and replace the piston rod o-ring. Apply a light coat of grease to the comp LS needle o-ring and bearing hole.




32.

Gently place the spring and bearing back in the hole. Apply a light coat of grease to the inside of the HS adjuster shaft.



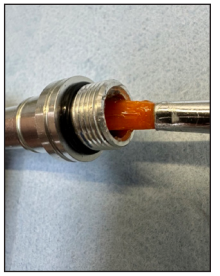

33.

Insert the comp LS needle into the HS adjuster shaft. Using your fingers, depress the bearing into the hole to allow the shaft to slide in and seat properly.




34.

Apply a coat of grease to the HS adjuster shaft and o-ring. Apply a light coat of grease to the inside of the top of the piston rod.

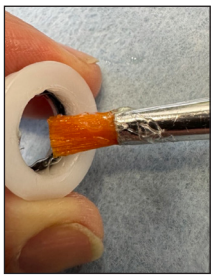
35.

Insert the HS adjuster into the piston rod. Remove and replace the piston rod o-ring.




36.

Apply a generous coat of grease to the bladder cap and o-ring surface. Apply a generous coat of grease to the seating area on the piston rod.




Damper Service (continued)

37.

Press the bladder cap firmly on the piston rod, ensuring its fully seated. Thread the topcap back on the shaft to support the next steps (DO NOT TIGHTEN).




38.

Press the bladder cap clip into the groove, ensuring it is properly seated, then install the green bladder ring. Clean the threads thoroughly to remove all grease, and apply a light coat of Loctite 243 Blue to the threads.




39.

Thread the topcap back onto the piston rod by hand. Next, firmly clamp the shaft in 10mm shaft clamps and and use a cassette tool to torque to 5NM.




40.

Reinstall the bladder over the shaft, and seat the bladder on the bladder cap.




41.

Apply a light coat of grease on the bottom of the bladder, and then seat the bladder ring back into position.




42.

Reinstall the upper bladder clip, and set the entire assembly aside. Next, remove the lower clip from the lower bladder cap assembly.



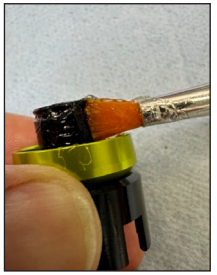
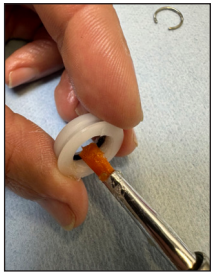

43.

Press and remove the loader housing to separate. Remove the bladder cap and ring. Clean the housing, cap, and ring and dry completely.




44.

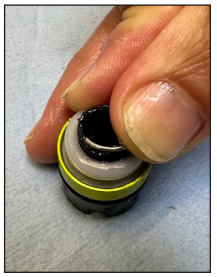
Reinstall the bladder ring on the loader housing and apply a coat of grease to the loader shaft. Apply a coating of grease to the inner surface and o-ring of the bladder cap.

Damper Service (continued)

45.

Press the bladder cap on the loader and ensure it's full seated. Reinstall the retaining clip.

46.

Gently pull the bladder down to expose the threads on the shaft and apply a coat of Loctite 243 Blue and allow to cure completely. Reinstall the loader housing on the shaft.



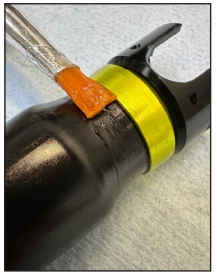

47.

Gently clamp the loader housing in the shaft clamps and re-seat the bladder on the cap and into the ring. Using a cassette tool, tighten the topcap to 5Nm.




48.

Apply a light coat of grease to the edges of the bladder and bladder ring. Pull down on the bladder to expose the clip groove.




49.

Reinstall the clip into the groove. Ensure that the 10x16-0.2 shim is on the end of the loader-facing end of the CV assembly and reinstall.




50.

Using a 1.5mm allen wrench, reinstall the two (2) pins and torque to 2N.m The bladder rebuild is complete and the assembly is ready to be reinstalled.



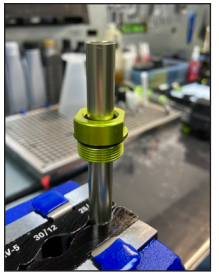
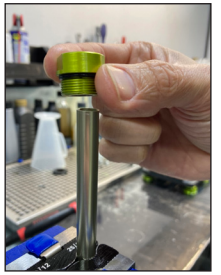

51.

Clamp the rebound shaft in the clamps, and loosen the end assembly using a 10mm wrench. Remove the rebound adjust unit and set aside.




52.

Slide the endcap up and off the shaft and set aside.

Damper Service (continued)

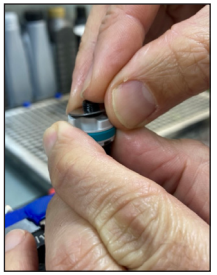
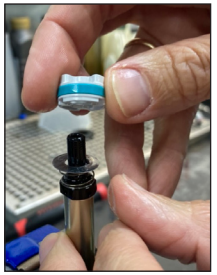
53.

Turn the shaft over in the clamps and remove the nut using a 10mm wrench.



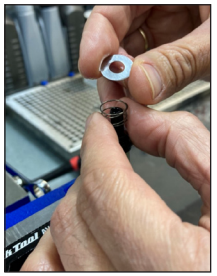

54.

Remove the shims and the piston and set aside.

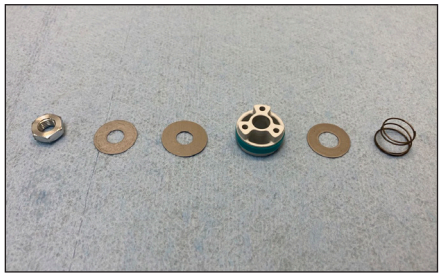
55.

Remove the shim and spring below the piston.




56.

Lay the shims, spring, and piston out for inspection and cleaning.



57.

Reinstall the spring on the piston seat, followed by the shim.
Note: The shim ID is 7mm. Do not mix with the 6mm ID shims.



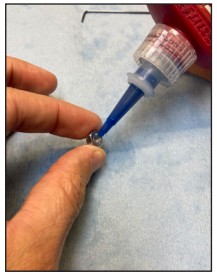
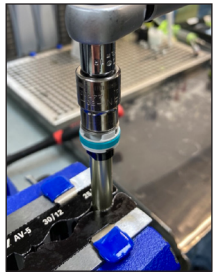

58.

Reinstall the piston and shims, ensuring the correct orientation.



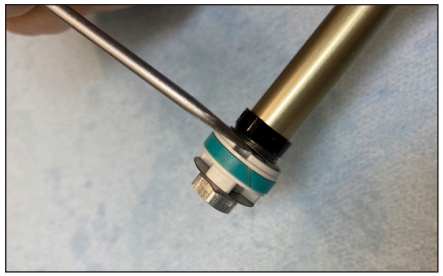

59.

Apply a light coat of Loctite 243 Blue to the inside of the nut and reinstall, then torque to 3Nm using a 10mm crows-foot wrench or socket.

60.

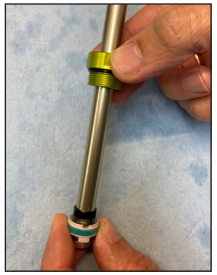
Using a small flathead screwdriver, gently pull down and release the shim to ensure the spring is allowing the valve to open and close.



Damper Service (continued)

61.

Apply a light coat of grease to the inside of the end cap and reinstall on the shaft.

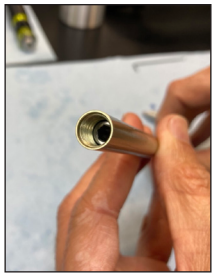
62.

Clean the rebound foot buffer assembly to ensure the threads are clean, then apply a light coat of Loctite 243 Blue to the threads that go into the shaft.



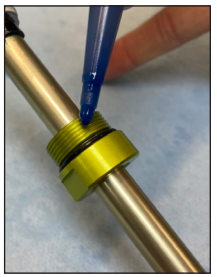

63.

Using an 4mm allen wrench, slowly rotate the inner unit until it stops. Reinstall the footnut assembly and torque to 7Nm with a 10mm crows-foot wrench.



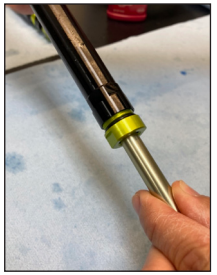
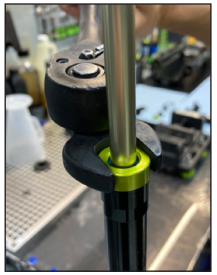

64.

Clean the inside of the damper cartridge thoroughly and wipe dry. Apply a coat of Loctite 243 Blue to the rebound endcap threads.

65.

Clamp the damper cartridge in shaft clamps and reinstall the rebound assembly into the cartridge. Torque the to 11Nm using an 18mm crows-foot wrench.

66.

Remove and replace the inner cartridge o-ring from the damper topcap. Remove and replace the larger main topcap o-ring.




67.

If you are replacing the compression assembly, remove the compression assembly from the package (DVO part #259-9003-WP). Remove the bleed screw and set aside.




68.

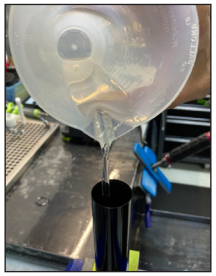
Apply a light coat of grease to the o-ring on the CV assembly, and then apply a light coating f grease to the inside of the upper cartridge tube using a long q-tip.




Damper Service (continued)

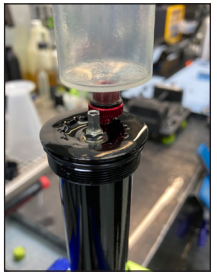
69.

Gently clamp the upper cartridge tube into shaft clamps, and fill with 80cc's of 3wt oil. Slowly insert the bladder assembly into the upper tube; oil will spill over so be sure you have a catch tray in place.



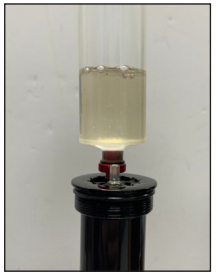
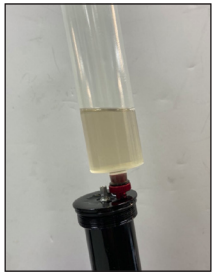

70.

Thread the topcap back on the cartridge body and torque to 11Nm using a cassette tool. (IMPORTANT: ensure the inner tube o-ring doesn't get pinched in the process). Thread a bleed syringe into the topcap bleed port.

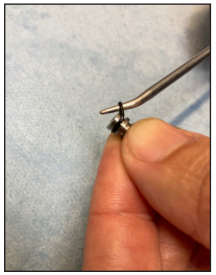
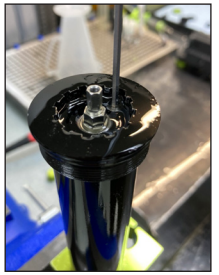
71.

Fill the bleed syringe with enough oil to allow the shaft to cycle without introducing bubbles into the system. Angle the cartridge so that the bleed port is at the highest point and cycle the shaft several times until no air bubbles escape the cartridge. Remove the bleed syringe.

72.

Remove and replace the o-ring on the bleed screw, and reinstall the bleed screw in the cartridge. Tighten the bleed screw to 3Nm.

73.

Wipe and clean cartridge of excess oil then apply a light coat of grease to the cartridge threads. Insert cartridge back in upper tube.




74.

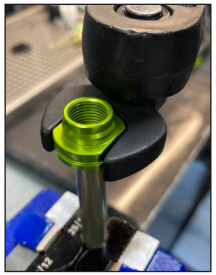
Using a cassette tool, torque the topcap to 20Nm.



SL Air Service

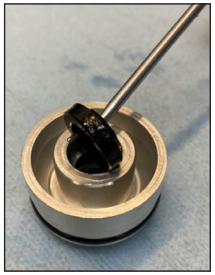
75.

Gently clamp the air spring shaft in the shaft clamps and use a 16mm wrench to loosen and remove the foot buffer.



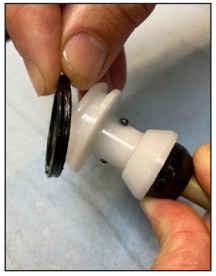

76.

Slide the SI end cap off the shaft and then remove and replace the inner o-ring. (Note: If you are using the SL Service Kit, the inner and outer o-rings will come pre-installed on the endcap).

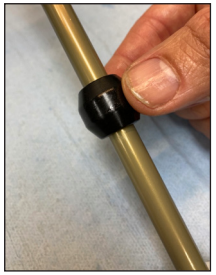
77.

Remove and replace the outer o-ring. Remove and replace the air piston x-ring.

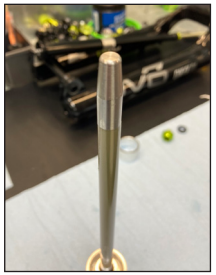
78.

Remove and then reinstall the SL top out bumper.



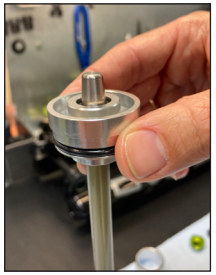

79.

Install the shaft bullet and apply a generous coat of grease.




80.

Gently slide the endcap back on the shaft. Remove and replace the o-ring on the endcap support ring and set aside.




81.

Remove the shaft bullet and clean the end to remove any grease from the inner threads. Apply a coat of Loctite 263 Red to the male threads of the foot buffer and allow to fully cure.




82.

After the Loctite has cured, reinstall the foot buffer on the shaft and torque to 5N.m. Next, clean the inside of the air stanchion thoroughly and wipe dry.




SL Air Service (continued)

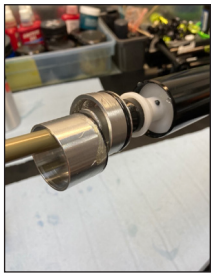
83.

Slide the air endcap support ring to meet the end cap as shown. Apply a generous coating of grease to all o-ring surfaces on the piston, end cap, and support ring.



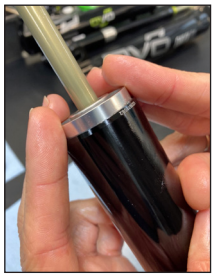

84.

Using a long q-tip, apply a light coat of grease to the inside of the stanchion tube. Insert the piston end of the SL air assembly into the stanchion.

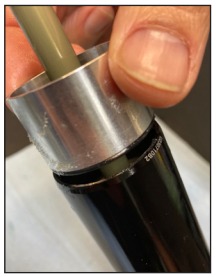
85.

Gently press the end cap into the stanchion, allowing room for the support ring.




86.

Gently insert the support ring, making sure the o-ring stays correctly seated. Fully seat the support ring so that the groove in the stanchion is exposed.



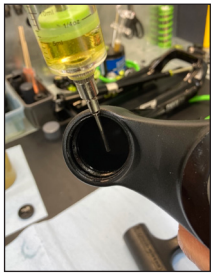
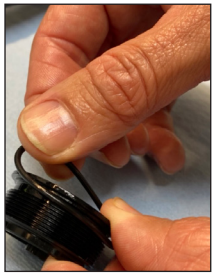

87.

Reinstall the c-clip using snap ring pliers.



88.

Add 5cc's of 7.5Wt of oil to the top of the air piston. Replace the topcap o-ring.

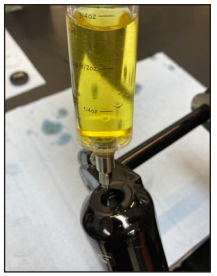
89.

Apply a coating of grease around the entire o-ring surface, and then hand-thread the topcap back into the upper tube. Using a cassette tool, torque the topcap to 20Nm.




90.

Gently guide the lowers back onto the upper tubes, stopping before the foot buffers make contact with the bottom of the casting. Insert 20cc's of 7.5wt oil into each leg, and then completely seat the lowers to the buffers.

SL Air Service (continued)

91.

Reinstall the SL footnut using a 8mm allen wrench and torque to 10Nm. Reinstall the rebound footnut using an 18mm socket and torque to 10Nm.

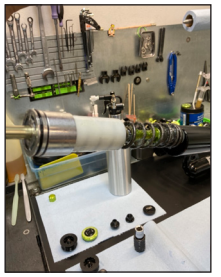




OTT Service

92.

Remove the OTT assembly from the stanchion tube and clean to remove the existing grease.





93.

Remove the air piston from the leg using a rod and gently pushing the piston from the top down. Clean the piston and set aside.

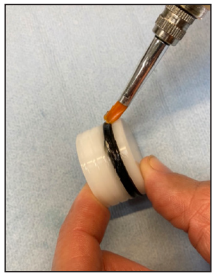




94.

After inspecting parts for wear, apply a generous amount of grease to the entire OTT assembly. Apply a coat of grease to the air piston.





95.

Insert the air piston back into the leg in the direction as shown, then insert the OTT assembly into the leg.





OTT Service (continued)

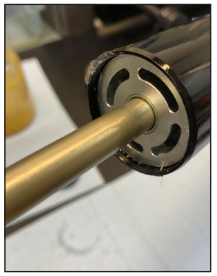
96.

Gently guide the air endcap support ring into the stanchion, followed by the OTT air plug.



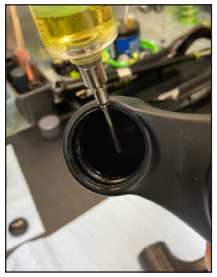

97.

Make sure the OTT air plug is fully seated, and then reinstall the retaining clip using snap-ring pliers.




98.

Add 5cc's of 7.5Wt of oil to the top of the air piston. Replace the topcap o-ring.




99.

Apply a coating of grease around the entire o-ring surface, and then hand-thread the topcap back into the upper tube.



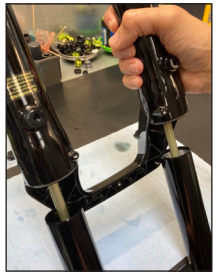

100.

Using a cassette tool, torque the topcap to 20Nm.



101.

Gently guide the lowers back onto the upper tubes, stopping before the foot buffers make contact with the bottom of the casting. Insert 25cc's of 7.5wt oil into each leg, and then completely seat the lowers to the buffers.




102.

Reinstall the OTT and rebound footnuts using an 18mm socket and torque to 10N.m. Using a 5mm allen wrench, rotate the OTT adjuster to ensure it rotates freely.




OTT Travel Change

103.

Pull the main spring down to expose the shaft and top out spring. Slide the top out spring and guide down.




104.

Snap the desired number on travel spacers onto the shaft, and then slide the top out spring and guide up to meet the spacer(s).




Follow steps 92-100 for final reassembly steps.

Lower Seal Service

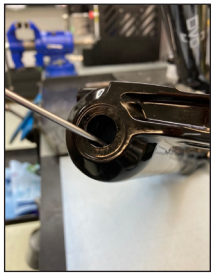
105.

Using a pick, gently remove the foam rings from each leg and discard. Using a rag or soft protective cloth to protect the lowers, use a flathead screwdriver or wide ended tire lever to pry the seals from each leg.




106.

Remove and discard the old seals and spray clean and dry the inner leg surface. Using a pick, gently dislodge the bottom out bumper from the bottom of the air-spring leg.

107.

Remove the bottom out bumper, clean or replace, and apply a generous coat of grease and drop back into the leg. Double check that the bumper is flat at the bottom of the leg before proceeding. Gently use a long rod to seat flat if required.




108.

Soak the new foam rings in 7.5Wt oil.




Lower Seal Service (continued)

109.

Seat the new seals on a 38mm seal press.



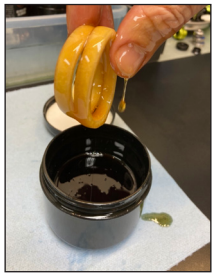

110.

Using a mallet, drive the seals into each leg. Carefully inspect each side to ensure the seals are completely seated.



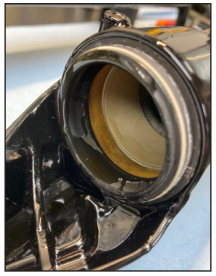

111.

Remove the foam rings from the oil bath, and gently place into the legs.




112.

Ensure that the foam rings are seated correctly above the bushings and below the seal, then wipe down the excess oil.




113.

Apply a generous coating of grease around the entire seal exterior surface, and fill the internal cavity of each seal.




Chassis Reassembly

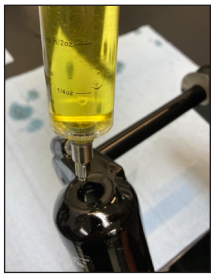
114.

Gently guide the lowers back onto the upper tubes, stopping before the foot buffers make contact with the bottom of the casting.



115.

For **SL** models, insert **20cc's** of 7.5wt oil into each leg, and then completely seat the lowers to the buffers. For **OTT** models, insert **25cc's** of 7.5wt oil into each leg before seating the lowers to the buffers.



116.

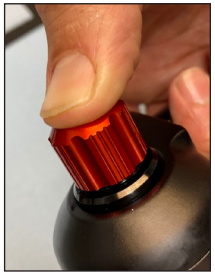
Reinstall the SL footnut using a 8mm allen wrench and torque to 10N.m. Reinstall the rebound footnut using an 18mm socket and torque to 10Nm.





117.

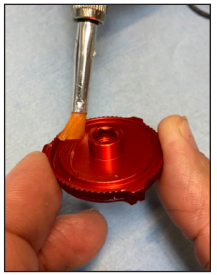
Reinstall rebound knob by pressing firmly into place.



118.

Apply a light coat of grease to the damper side topcap surface, then apply a coat of grease to the knob o-ring groove and reinstall o-ring.





119.

Reinstall the knobs and set screw, then tighten the bolt to 1Nm.

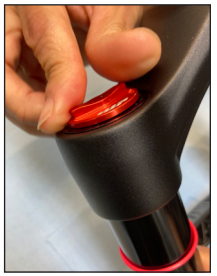




120.

Tighten the bolt to 1Nm Install a shock pump and inflate to 75psi. Reinstall the air cap.

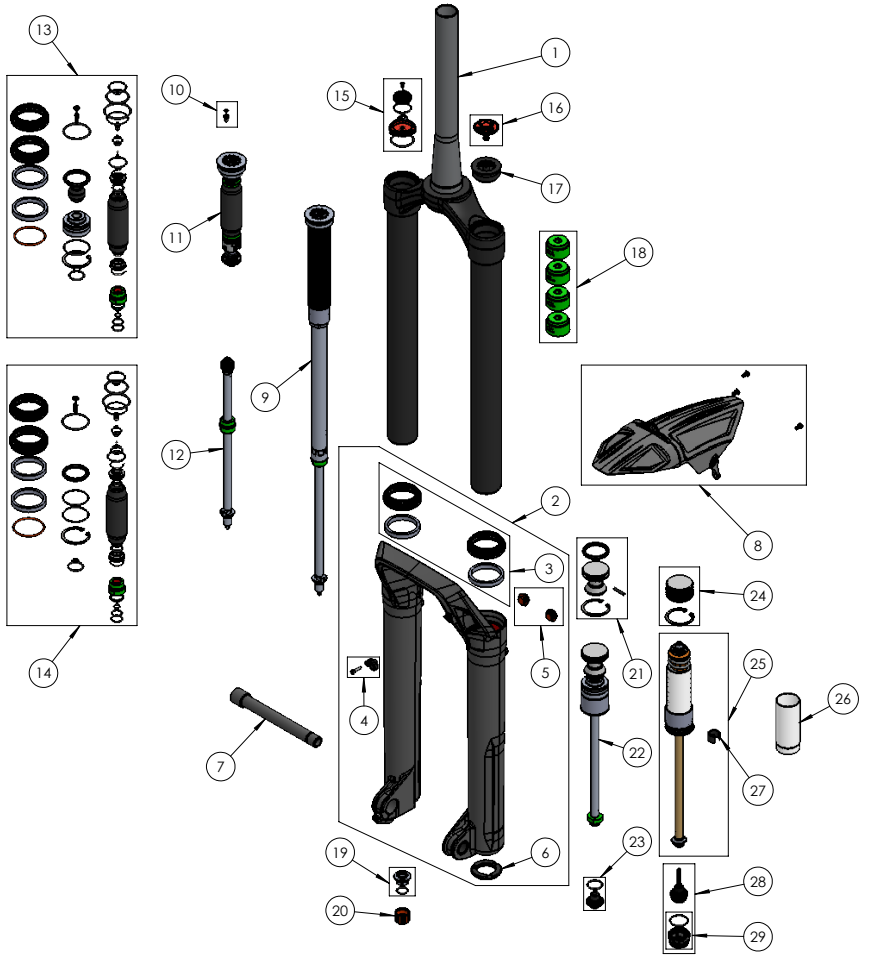




D1 WP SPARE PARTS

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	241-9001-10-SP	Upper Assembly Silver - Onyx 38	1
2	259-WP01	Bottom Case Assembly - Onyx 38 WP	1
3	241-SP01	Seal Kit - Onyx 38	1
4	241-1087-SP	Cable Guide Kit - Onyx 38	1
5	241-9013-10-WP	Bleed Nut Assy - Onyx 38 WP	1
6	241-1081-SP	Bottom Out Bumper - Onyx 38	1
7	241-1003-SP	Stepped Axle - Onyx 38	1
8	241-9007-SP	Fender Kit - Onyx 38	1
9	259-9004-WP	Damper Cartridge - Onyx 38 WP	1
10	1569015	Damper Plug Kit	1
11	259-9003-WP	Compression Assembly - Onyx 38 WP	1
12	241-9003-WP	Rebound Assembly - Onyx 38 WP	1
13	259-WP03	SL Service Kit - Onyx 38 WP	1
14	259-WP04	OTT Service Kit - Onyx 38 WP	1
15	259-9012-WP	Damper Compression Knobs Kit- Onyx 38 WP	1
16	259-WP02	Air Cap - Onyx 38 WP	1

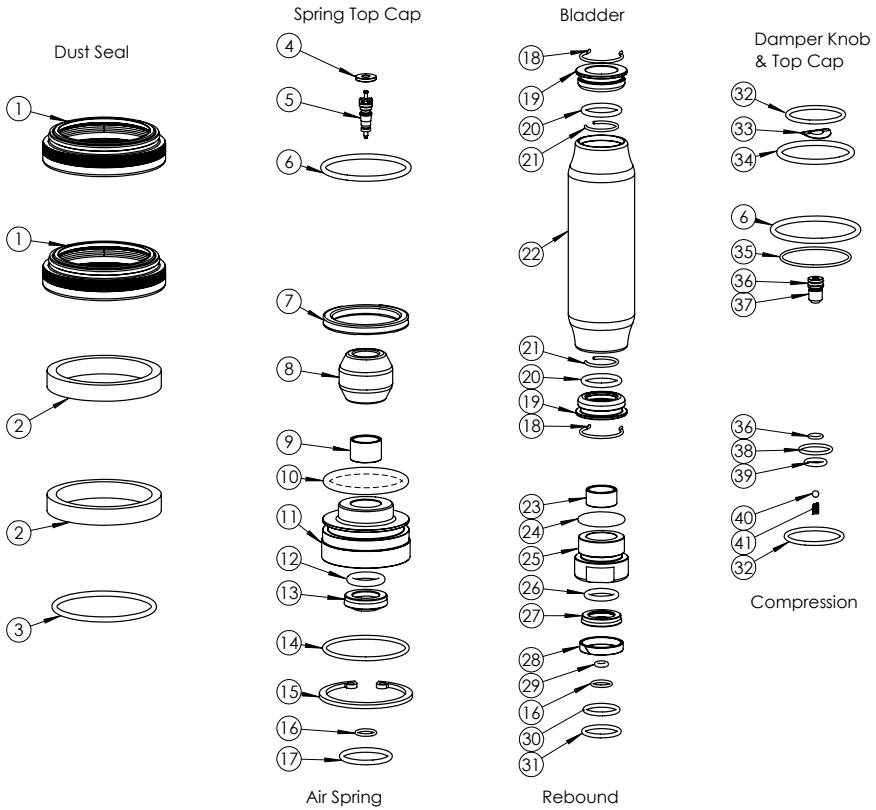
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
17	241-SP05	Air Top Cap Assy - Onyx 38	1
18	241-SP09	10 c.c. Air Volume Reducer Kit	1
19	241-SP03	Rebound Foot Nut - Onyx 38	1
20	241-1037-10-WP	Rebound Knob - Onyx 38 WP	1
21	241-SP08	ONYX 38 SL AIR PISTON KIT	1
22	241-9010-170-SP	SL Air Assembly - 170mm - Onyx 38	1
22	241-9010-160-SP	SL Air Assembly - 160mm - Onyx 38	1
23	241-SP04	SL Foot Nut - Onyx 38	1
24	242-9008-SP	OTT Piston Kit - Onyx 38	1
25	261-9007-WP	OTT Assembly Kit - Onyx 38 WP	1
26	1669020	SPRING GUIDE KIT - ONYX	1
27	1431067-SP	Travel Reduction - Onyx 38 WP	1
28	261-WP01	OTT FOOT NUT AND OTT CAP - Onyx 38 WP	1
29	242-SP01	OTT CAP ASSEMBLY	1



D1 WP SL SERVICE KIT

ITEM NO.	DESCRIPTION	QTY.
1	38 DUST SEAL	2
2	38 FOAM RING	2
3	38 TRAVEL INDICATOR O-RING RED	1
4	AIR VALVE WASHER	1
5	VALVE CORE	1
6	TOP CAP O-RING	2
7	MAIN SEAL X-ring	1
8	SL TOP-OUT BUMPER	1
9	10MM BUSHING	1
10	STANCHION PLUG O-RING	1
11	ONYX SL D END CAP	1
12	SHAFT SEAL O-RING	1
13	WIPER	1
14	PLUG SLEEVE O-RING	1
15	OCHIAI-RTW-34	1
16	AIR SHAFT TO FOOT BUFFER O-RING	2
17	FOOT BUFFER O-RING	1
18	BLADDER CLIP	2
19	BLADDER RING	2
20	BLADDER O-RING	2
21	BLADDER CLIP 1	2

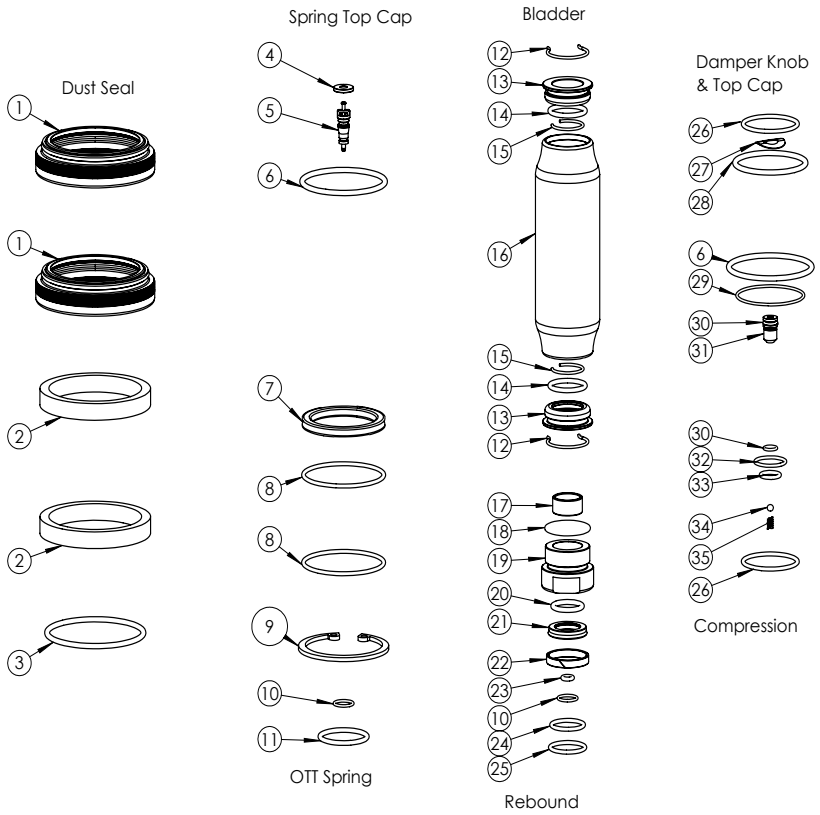
ITEM NO.	DESCRIPTION	QTY.
22	T4 OS BLADDER	1
23	Ø10x6mmBUSHING	1
24	REB ENDCAP O-RING	1
25	DAMPER END CAP	1
26	REB ENDCAP TO SHAFT O-RING	1
27	U-SEAL	1
28	15MM ID GLIDE RING	1
29	LS COMP NEEDLE O-RING	1
30	HS NEEDLE O-RING	1
31	NEEDLE O-RING	1
32	PISTON O-RING	2
33	SHIM BENT	1
34	COMP CAP O-RING	1
35	COMP CAP O-RING	1
36	PLUG O-RING	2
37	DAMPER BODY PLUG	1
38	COMP O-RING	1
39	COMP O-RING	1
40	2.5 BALL BEARING	1
41	2.5 DETENT SPRING-4.5mm	1



D1 WP OTT SERVICE KIT

ITEM NO.	DESCRIPTION	QTY.
1	38 DUST SEAL	2
2	38 FOAM RING	2
3	38 TRAVEL INDICATOR O-RING RED	1
4	AIR VALVE WASHER	1
5	VALVE CORE	1
6	TOP CAP O-RING	2
7	MAIN SEAL X-ring	1
8	PLUG SLEEVE O-RING	2
9	OCHIAI-RTW-34	1
10	AIR SHAFT TO FOOT BUFFER O-RING	2
11	FOOT BUFFER O-RING	1
12	BLADDER CLIP	2
13	BLADDER RING	2
14	BLADDER O-RING	2
15	BLADDER CLIP 1	2
16	T4 OS BLADDER	1
17	BUSHING	1
18	REB ENDCAP O-RING	1

ITEM NO.	DESCRIPTION	QTY.
19	DAMPER END CAP	1
20	REB ENDCAP TO SHAFT O-RING	1
21	U-SEAL	1
22	15MM ID GLIDE RING	1
23	LS COMP NEEDLE O-RING	1
24	HS NEEDLE O-RING	1
25	NEEDLE O-RING	1
26	PISTON O-RING	2
27	SHIM BENT	1
28	26.50IDx2.0W O-RING	1
29	26.00IDx1.0W O-RING	1
30	4.00IDx1.0W O-RING	2
31	DAMPER BODY PLUG	1
32	COMP O-RING	1
33	COMP O-RING	1
34	2.5 BALL BEARING	1
35	2.5 DETENT SPRING-4.5mm	1



Tuning Notes