manitou

AXEL

2004 SERVICE MANUAL

Axel Super
Axel Elite
Axel Comp

answerproducts incorporated

28209 Avenue Stanford, Valencia, California 91355
661 257-4411 | fax 661 294-4179 | www.answerproducts.com

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Contact Information

Answer Products Customer Service Department
28209 Ave. Stanford
Valencia, CA 91355

Toll Free: (800) 423-0273
Direct: (661) 257-4411
FAX: (661) 775-1798
E-mail: warranty@answerproducts.com
tech@answerproducts.com
Web site: www.answerproducts.com

INTRODUCTION

This manual is intended to guide the user through basic service of Manitou Axel front forks. Service is supported by the identification of common parts and assemblies that have been assembled into Service Kits. The purpose of this manual will be to describe conditions that may drive the need for service and to provide installation instructions for the kits.

Due to the time-consuming nature suspension fork service, at this time our primary focus is to offer service kits that minimize the amount of downtime and labor involved.

Important information is highlighted in this manual by the following notations:

WARNING
Failure to follow WARNING instructions could result in severe injury or death to the person inspecting or repairing the suspension fork or the user.

CAUTION
A CAUTION a caution indicates special precautions that must be taken to avoid damage to the product.

NOTE
A NOTE provides key information to make procedures easier or clearer

GENERAL WARNING: Suspension forks by design can contain preloaded springs, gases and fluids under extreme pressure and warnings contained in this manual must be observed to reduce the possibility of injury or possible death. Following these instructions can help you reduce the risk of being injured. Any questions in regards to the information in this manual should be directed to Answer Products Customer Service at (661) 257-4411.

WARNING: Suspension forks uses preloaded spring(s) to provide compression spring resistance. This system must be relieved of preload prior to servicing. Failure to relieve air pressure could result in injury or possible death.

CAUTION: Suspension forks use precision machined aluminum and other soft alloy components. Using correct tools for assembly is essential to prevent damage.

GLOSSARY OF TERMS

Arch – A support that connects the two outer lower legs of the casting so as to keep them moving in unison.

Boss – The word used to describe an outer casting that has brake posts for V-brakes or cantilever brakes.

Bottom Out Bumper – A rubber or elastomer device that absorbs the shock that occurs when a suspension is compression to its limit.

Bushings – A cylindrical sleeve between a fork stanchion tube (inner leg) and a fork outer casting (slider), which facilitates the sliding movement between these two parts.

Coil Spring – A coiled piece of metal that acts as a spring to help suspend a fork.

Compression – The phase of the suspension operation in which the wheel travels up, or travels closer to the frame. The suspension forks reaction to a bump in the trail.

Convertible Travel – A system used to alter the travel of a suspension fork. It requires moving a travel clip on the compression rod to a different position. This operation is accomplished by disassembling the fork and physically moving the travel clip on the compression rod.

Crown Steerer Assembly – the stanchion legs (inner legs), the fork crown, and the steer tube pressed together as one assembly. This assembly is then finished by adding all of the fork internals and then outer casting (slider).

Drop Out – The end of an outer casting (slider) where the wheel attaches.

Dust Boot – Usually a piece of rubber in the shape of a cylinder with baffles to allow it to compress as the fork compresses through its travel. Its function is to help keep dirt and water from getting into the inner legs of the fork.

Fork Crown – The component that joins the stanchion tubes (inner legs) to the steer tube of the fork.

MCU – (Micro-Cellular Urethane) Special urethane that is filled with tiny air cells that act like springs when the elastomer is compressed.

No Boss - The word used to describe an outer casting that has no brake posts for V-brakes or cantilever brakes. This casting is to be used for disk brakes only.

O-Ring – A soft, flexible neoprene or Buna rubber ring with a round cross-section, which is used for sealing and retention.

Outer Casting – (see Slider)

Preload – A condition of compressing a spring or elastomer before the operating loads are put on the suspension, so that it provides a stiffer spring rate.

Rebound – The phase of the suspension operation in which the wheel returns to its original position on the ground after compression.

Reverse Arch Technology – Also known as RA. It is a system that is designed to move the arch of a fork to the backside of a fork, rather than the conventional front position. It was designed to provide greater rotational torque strength to an outer casting (slider), without adding additional weight to the fork.

SAG – The amount a suspension fork compresses at rest with a normal load (rider's weight).

Seal – A part, usually neoprene rubber or Buna, that keeps contaminants out and/or working fluids in.

Spring Rate – The rate at which the resistance of a spring increases as it is compressed.

Slider/Outer Casting – The tube (outer casting leg) of the suspension fork that remains fixed to the wheel. It slides up and down on the stanchion leg (inner leg).

Stanchion Legs – The suspension tube (inner leg) fixed to the fork crown. It remains stationary during the operation of the suspension.

Steer Tube – The long cylindrical tube that extends from the top of the fork crown. Its function is to be inserted into the bicycle head tube and attach the suspension to the bicycle frame.

Top Out Bumper – A rubber, coil spring, or elastomer device that absorbs the shock that occurs when the load is taken off a suspension so that it is allowed to rebound to its limits

Travel – The amount that a wheel moves between the most compressed and the most extended states of the suspension

Wiper Seal – A rubber material that is used as a seal to keep dirt and water out of the outer casting legs. It is not designed to keep air pressure or extreme oil pressure in. Manitou has the new Evil Genius wiper seals.

2004 Axel Forks Disassembly and Rebuild Instructions

Disassembly Instructions

Removal of Outer Casting

1. From the left leg dropout (Left when sitting on the bike), use a 4mm hex wrench to remove the compression rod screw.
2. From the right leg dropout, if the fork has adjustable rebound, the knob will need to be removed. Remove the 2mm hex screw inside the knob and remove the knob.
3. Use a 8mm hex wrench to turn the damper **clockwise** until it can be pushed into the casting.
4. Remove crown/steer/inner leg assembly from the outer leg casting.

Bushing Removal & Installation

Please refer to section on Bushing Removal & Installation.

Removal of Spring and Compression Rod Assembly - Non-Wind Down Travel Adjust Forks

WARNING This fork uses a preloaded coil spring provide spring resistance. The spring must be relieved of its preload prior to servicing. Failure to do so could result in injury or possible death.

1. Turn spring preload adjuster knob counter clockwise until it stops. Remove 2mm hex screw on spring preload adjuster knob and remove knob on the top left side of the fork.
2. Remove preload adjuster using 18mm socket.
3. Compress fork and remove the spring preload and spring assy.
4. Remove rubber bumper and clip on compression rod.
5. Turn crown/steer upside down to allow the comp rods to fall out of the inner legs.

Removal of Spring and Compression Rod Assembly - Wind Down Travel Adjust Forks

1. Turn travel adjust knob (clear plastic knob on top of the left side of the crown) in a counterclockwise direction until it stops. This insures that the fork is in its longest travel and reduces any spring preload on the fork.
2. Remove the 2mm Allen screw from the knob. Use a 28mm socket to unscrew the top cap assembly from the crown.
3. Pull spring out of inner leg. If spring will not come out, you must take the outer casting off of inner legs (refer to Removal of Outer Casting instructions). Then remove the end cap from the bottom of the left leg and remove the Wind Down compression rod assembly and spring as a single unit through the bottom of the leg. You will find that on earlier production fork models, that there is a nylon washer at the top of the compression rod assembly that is holding the spring in place. Hold the spring in one hand and the compression rod assembly in your other hand and pull the apart from each other at a slight angle to each other. Once you have the two apart, remove the Allen bolt on top of the compression rod with a 4mm Allen wrench and remove the nylon washer (Fig 2). Re-install the bolt without the washer, it will not affect the operation of the Wind Down mechanism and insure that you will not have to take the whole fork apart in the future to change ride kit springs. (Note: the spring that you remove should have another spring (booster spring) intertwined within it)

Removal of Compression Damping Assembly

Forks with FFD (non-adjustable) Damping

1. Remove top leg cap (FFD Assy) on right hand side using 27mm socket.
2. Pour old oil out of the top of the fork, then compress fork upside down over oil drain pan 3-5 times to get oil out from under rebound piston and discard appropriately.

Forks with Adjustable Compression/Lockout Damping

1. Remove the 2mm fixing screw on top of the damper knob on top right side of the fork.
2. Remove 2 balls and springs from inside the top cap.
3. Unscrew the compression damping assembly using a 24mm socket.
4. Pour old oil out of the top of the fork, then compress fork upside down over oil drain pan 3-5 times to get oil out from under rebound piston and discard appropriately.

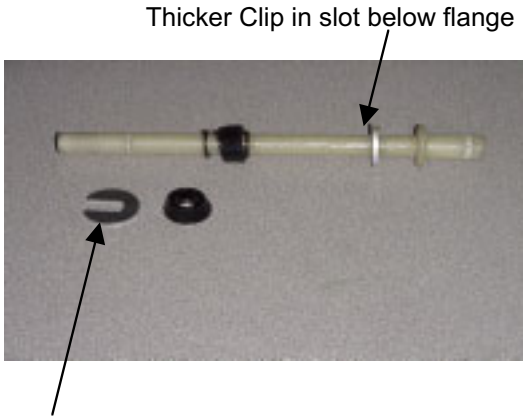
Removal of Rebound Damping Assembly

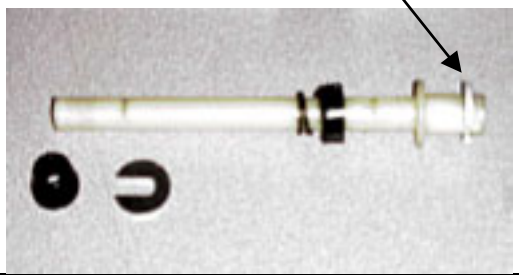
1. Unscrew Damper end cap from the bottom of the right leg and then pull out the rebound damper.

Assembly Instructions

Setting Travel - Non Wind Down Forks

Setting fork in short travel:
1. Follow Disassembly steps above.
2. Using pliers, pull thicker clip from top of rod and install it in slot just below flange.
3. Reassemble assembly and fork as directed below.



Setting fork in longer travel: 1. Follow Disassembly steps above. 2. Using pliers, pull thicker clip from bottom of rod and install it in slot just above flange. 3. Reassemble assembly and fork as directed below	Thicker Clip in slot above flange 

Assembly of Rebound Damping Assembly

WARNING All leg caps for Damper and Spring systems must be properly tightened prior to use. Failure to do so could result in injury or possible death.

1. Install rebound damper into bottom of right leg and tighten per the Axel Schematic and Torque Specification Table. Slide the black rubber bottomout up the shaft until it contacts the damper cap. This will assist later during assembly of the outer leg casting to the damper shaft.

Assembly of Compression Damping Assembly - Non-Adjustable FFD

WARNING All top caps for Damper and Spring systems must be properly tightened prior to use. Failure to do so could result in injury or possible death.

1. Put a little bit of Prep M grease (Ref Answer Products PN 85-0031) on o-ring found on the lower piston of the FFD assembly.
2. Install the FFD Assy into the top right hand of the crown/steer using a 27mm socket. Tighten per the Axel Schematic and Torque Specification Table.

Assembly of Compression Damping Assembly - Adjustable Compression/Lockout

WARNING All top caps for Damper and Spring systems must be properly tightened prior to use. Failure to do so could result in injury or possible death.

1. Fill right leg with damping oil using 5wt Motorex fork oil (Ref Answer Products PN 85-0023) to the height noted in the Axel Schematic and Torque Specification Table. Cover the opening at the top of the right leg of the crown/steer with a rag and cycle the fork six times. Recheck oil level and add/drain to meet the level requirement.
2. Put a little bit of Prep M grease (Ref Answer Products PN 85-0031) on the urethane or brown rubber o-ring found on the lower piston of the Lock out assembly.
3. Twist the Hex shaped aluminum shaft that sticks up from the top cap counter clockwise until it stops (the system is completely open to oil flow at this point).
4. Using a motion like screwing in a screw. Twist the assy. and apply a little pressure to insert the piston part of the mechanism past the threads at the top of the inner leg. Then push the assy. into the leg until the threads on the cap intersect the threads inside the inner leg, screw the cap. Tighten per the Axel Schematic and Torque Specification Table.

5. Once the cap is tightened, twist the Hex shaped shaft clockwise until it stops (this is the locked out position). Insert the springs into opposite holes in the top cap and then place the ball bearings on top of the springs (place a little dab of grease on spring to hold ball bearing in place).
6. Place the adjuster knob onto the hex shaped aluminum shaft and seat it onto the top cap and ball bearing. Position the adjuster cap so that the lever part of the cap is at the farthest point to the back of the crown.
7. Insert 2mm fixing screw and tighten to secure the knob. Twist the knob counter clockwise to activate the fork suspension. Compress the fork several times to circulate the oil through the system and then activate the Lock out system by moving the lever clockwise to its stopping point at the back of the crown. The fork should have approximately 5 mm of progressive travel before it locks out.

Note: This system is a combination of adjustable compression damping that becomes a lock out. It is fully active when the lever is facing all the way forward (counter clockwise) and locked out when the lever is facing all the way towards the back of the crown (clockwise).

Installation of Spring, Compression Rod Assembly, and Outer Leg Casting - Non Wind Down Forks

WARNING All top caps for Damper and Spring systems must be properly tightened prior to use. Failure to do so could result in injury or possible death.

WARNING When installing the outer Leg Casting to the Crown Steer Assy, Compression Rod bolts and Damper Shafts must be properly tightened prior to use. Failure to do so could result in injury or possible death.

1. Screw the compression rod assembly into the crown/steer assy. Make sure that the comp rod that accepts the 4mm screw is installed in the left leg. Tighten per the Axel Schematic and Torque Specification Table.
2. Remove rubber fork boots from the casting and slide them onto the inner legs of the crown/steer assy.
3. Lightly grease the bushings on the inside of the outer leg casting and on the lower portion of the inner legs below the boots using a thick grease such as Motorex Bike Grease 2000.
4. Grease spring heavily with Motorex Bike Grease 2000. Install the spring preload and spring assy into the crown/steer assy.
5. Tighten preload adjuster using 18mm socket and tighten per the Axel Schematic and Torque Specification Table.
6. Insert 2mm hex screw into spring preload adjuster knob and install knob on the top left side of the fork.
7. Press inner leg assembly into outer leg casting until comp rod contacts casting.
8. From the left leg dropout, use a 4mm hex wrench to install the compression rod screw and tighten per the Axel Schematic and Torque Specification Table.
9. From the right leg dropout, use a 8mm hex wrench to turn the compression damper **counterclockwise** until it screws into the casting and tighten per the Axel Schematic and Torque Specification Table.
10. Slide fork boots down and snap over dust seal flange.
11. Lubricate the inner legs through the Microlube ports using Prep-M grease.

Installation of Spring, Compression Rod Assembly, and Outer Leg Casting - Wind Down Forks

WARNING All top caps for Damper and Spring systems must be properly tightened prior to use. Failure to do so could result in injury or possible death.

WARNING When installing the outer Leg Casting to the Crown Steer Assy, Compression Rod bolts and Damper Shafts must be properly tightened prior to use. Failure to do so could result in injury or possible death.

1. Drop the compression rod into the crown/steer assy. Make sure that the comp rod accepts the 4mm screw is installed in the left leg.
2. Remove rubber fork boots from the casting and slide them onto the inner legs of the crown/steer assy.
3. Lightly grease the bushings on the inside of the outer leg casting and on the lower portion of the inner legs below the boots using a thick grease such as Motorex Bike Grease 2000.
4. Optional Ride Kits - If you need to adjust to overall ride characteristics either softer or firmer, purchase and/or install as follows (Kit Part Numbers can be found in the Service Part section of this manual):

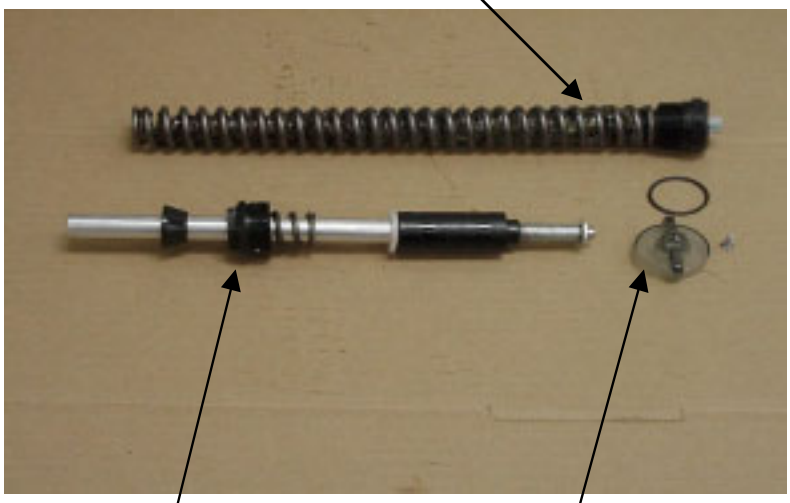
    - Soft - Remove the Booster Spring
    - Firm - Purchase Firm Ride Kit and install the Booster Spring
    - Extra Firm - Purchase Extra Firm Ride Kit and install the Booster Spring

        1. To remove the booster spring from the main spring; grasp the flat end of the booster spring with a pair of needle nose pliers and twist it in a clockwise direction to unscrew it from the main spring.
        2. To install a booster spring into a main spring catch the flat end of the booster spring under the flat end of the main spring and twist it counterclockwise into the main spring. Make sure that the booster spring is threaded all of the way down into and contained by the main spring. Before inserting it back into the inner leg.

5. Generously grease the spring and insert it into the inner leg. The end of the spring needs to seat onto the top of the compression rod.
6. Insert the wind down top cap assembly into the spring; the "D" shaped portion of the adjuster assembly must fit into the "D" shaped end of the main spring. Screw the assembly into the inner leg and tighten per the fastener torque guide at the end of this manual...
7. Install adjuster knob and 2mm hex screw. Holding the comp rod, turn the knob counterclockwise until the knob stops. This insures that the fork is in its longest travel position. If the travel indicator arrow on the crown is not lined up with the maximum travel point on the indicator dial, turn the knob counterclockwise until the indicator point to maximum travel. Retighten the compression bolt per the fastener torque guide at the end of this manual.
8. Press inner leg assembly into outer leg casting until comp rod contacts casting.
9. From the left leg dropout, use a 4mm hex wrench to install the compression rod screw and tighten per the Axel Schematic and Torque Specification Table. .
10. From the right leg dropout, use a 8mm hex wrench to turn the compression damper **counterclockwise** until it screws into the casting and tighten per the Axel Schematic and Torque Specification Table.
11. Slide fork boots down and snap over dust seal flange.
12. Lubricate the inner legs through the Microlube ports using Prep-M grease.

Wind Down Travel Adjust Assembly

Top Cap Assembly & Spring



Travel adjust assembly & End Cap

Adjuster knob O-ring, knob, & 2mm screw

Remove Nylon washer that rests on top of aluminum washer



4mm recessed Allen bolt

Bushing Removal & Installation

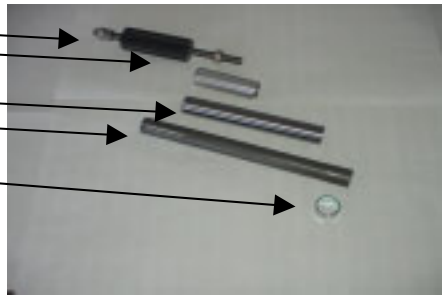
Bushing Removal

(Note: use appropriate removal ring that corresponds to the leg diameter of the fork being repaired)

Leg Diameter	Answer Kit #
25.4mm (1”)	85-5191
28.6mm (11/8”)	85-5189
30mm	85-5194
32mm	85-5192

Bushing Removal Tool Components

A. Slide Hammer
B. Threaded Handle
C. Slide
D. Threaded Shaft
E. Removal Ring



Bushing Removal Tool Assembly



Bushing Removal (CONT.)

Bushing Removal Instructions

A. Install 25.4mm Removal ring on the shiny, smaller diameter threaded shaft. Be sure to install the ring with the tapered, chamfered end first, followed by the long slide tube. This tapered end leads the tool through the bushing.

B. Start the procedure by removing the Dust/Wiper seal with a screwdriver, prying it out.

C. Insert Removal tool past the upper bushing and then stop. It is important to pull one bushing out at a time. Push the slide on the threaded shaft down towards the removal ring. Hold the casting with one hand and the slide hammer with your other hand. Now move the slide hammer in a motion away from the casting and repeat this action until the bushing comes out.

D. For all other leg diameters: use the larger diameter (dark colored) threaded shaft and repeat steps A-C.

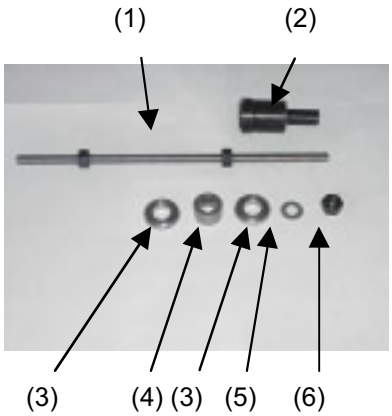


Bushing Installation

(Note: Sizer kits listed in above chart contain the sizers needed for each specific leg diameter.)

Bushing Installation Tool Components

1. Installation Mandrel
2. Threaded Rod w/nuts
3. Sizer rings
4. Spacer
5. Washer
6. Nut



Bushing Installation (CONT.)

Bushing Installation Tool Assembly With weighted handle	
When selecting sizer rings to install bushings, choose the two rings that are in the middle of the size run to start with. 1. Assemble installation tool as shown in picture above. Each leg diameter kit has all of the needed pieces to remove and install bushings for forks with serviceable bushings. Some of the kits come with gauges to tell you how far to drive in the lower bushings. Upper bushings are driven in as far as the stop in the top of the casting will allow. The general rule of thumb is that the lower bushings must not be driven any deeper than 5" into a casting leg. If they do go deeper, call Customer Service at Answer Products – 800-423-0273 for a new outer casting. 2. Always assemble Mandrel with the larger diameter sizer ring being placed on the mandrel first, then the spacer, the next largest sizer ring, followed by the washer and the nut to hold it in place. Be sure to lock the nut above the Mandrel and below the Mandrel against each other.	
3. Replace the lower bushing (bushing with a thicker wall diameter) first. Place a small amount of Prep M grease onto the sizer rings to help the rings come through the bushings when pulling them out. Slide bushing onto Mandrel until it stops. Apply a bead of Red Loctite all the way around the outside of the bushing. Hold casting on top of bench with a rag under the end of the legs and insert installation tool with bushing into casting leg.	

Bushing Installation (CONT.)

4. Slide weighted handle onto end of threaded rod and tap rod into casting with rubber Mallet until proper depth is achieved. If using depth gage, slide gage onto rod before installing weighted handle and let it settle on of Mandrel. Tap rod until appropriate line on gage is even with top of casting leg.

5. Remove weighted handle and gage (if applicable).

6. For sizing of the lower bushing:

7. Use slotted top cap from sizer kit and set it into the top of the casting leg, straddling the threaded rod. Spin the extra nut with washer down to the top cap and using a wrench, socket, or speeder wrench, tighten the nut in a clockwise direction. This will cause the Mandrel to be pulled through the bushing, thus sizing it. Keep turning the nut until the tool is all the way through the bushing and can be pulled out of the leg.

8. To install top bushings, repeat steps B-E. Note that the top bushing gets inserted until it stops against the step inside of the casting. The extra sleeve that comes with the sizer kit is used to space the top cap off of the casting, so that there is enough room to pull the sizers out of the casting without bottoming on the cap.

9. If you find that the bushings are too tight after installing them, use the sizer Mandrel that does not have a stop on it to hold the bushing while installing it into the casting. This is available in the 25.4mm leg kit (85-5191) to go back in and resize the bushings.

10. To resize bushings, Choose the next larger size rings and repeat the above process.

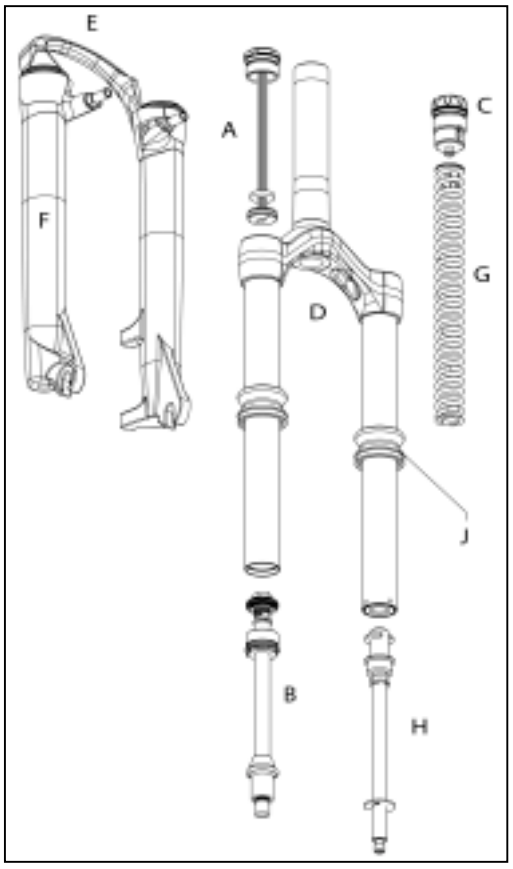
11. When satisfied with the results, reinstall Dust/wiper seals and then reassemble fork

Troubleshooting Chart

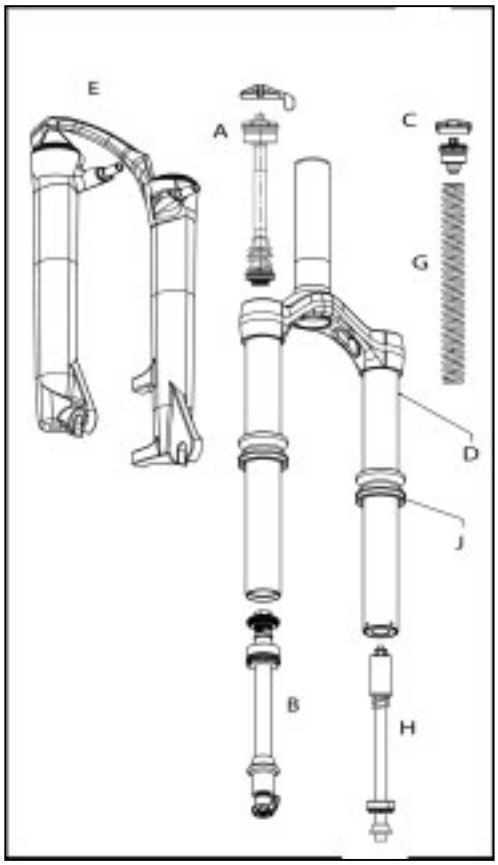
Symptom	Cause	Solution	Service Manual Page
Oil leaks from Wiper Seals	Seal not seated properly	Remove Casting from Inner Legs, reinstall or replace seals	
	Nicks or scratches on inner legs	Replace Crown/Steerer/Inner Leg Assembly	
	Wear	Remove Casting from Inner Legs, reinstall or replace seals	
Oil leaks from bottom of Casting	Rebound damper shaft leaks	Replace Rebound Damping assembly	
	Rebound damper shaft O-ring damaged	Replace O-ring on threaded end of Rebound Damping assembly	
Lack of Travel	Tight Bushings	Replace outer leg	
	Hydraulic lock out	Replace Rebound Damping assembly	
	Damper oil volume	Check oil level, Replace Rebound Damping assembly if needed	
	Fork alignment	Visually inspect fork, call Answer Products Customer Service	
Fork Top out	Loss of Rebound Damping	Replace Rebound Damping assembly	
	Top out spring damaged	Inspect and replace Top out spring if needed.	
	Damping oil volume not correct	Check oil level, Replace Rebound Damping assembly if needed	
Fork Bottom out	Too much SAG	Refer to SAG Set up in Tuning section of Owners Manual	
	Bottom out Bumper damaged	Inspect and replace Bottom out Bumper if needed	
	Damping oil volume not correct	Check oil level, Replace Rebound Damping assembly if needed	
Play in Fork	Loose bushings	Replace outer leg	
	Loose Compression Rod bolt	Tighten bolt to specified torque	
	Loose Rebound damping shaft	Tighten Shaft to specified torque	
	Loose press fit tolerances	Call Answer Products Customer Service	

Axel: Fastener Torque and Setup Levels

Axel Comp & Elite



Axel Super



Model: Axel	
Description	**Torque Value**
Bushing Depth - Upper	*8.9mm Min. (.35”)
Bushing Depth - Lower	*99 – 106 mm (3.9 - 4.2”)
Torque – Brake Post	90–110inlbs (10.2-12.4nm)
Leg Caps	25–35inlbs (2.8-4.0nm)
Torque - Comp Rod Screw	10-30inlb (1.1-3.4nm)
Torque - Damper Screw (Axel Super)	10-30inlb (1.1-3.4nm)
Adjuster caps:	
Torque	35-50inlbs (4.0-5.7nm)
Damping Oil	110 – 120mm (4.3 – 4.7”)

Axel Service Kits

		Axel		
Model		Comp	Elite	Super
Code		X-410	X-420	X-430
Travel (mm)		80 or 100	80 or 100	70 to 100
Comp Damp	**A**	85-5253		
Rbnd Damp	**B**	85-5254	85-5255	
Pre Load Adj/Top Cap	**C**	85-4810		85-5396
Crn/Str/Leg	**D**			
	***Steel S/T (26")	85-5393		
	***Blk AL S/T(26") STD/SM	85-5394		
Outer Leg Assy	**E**			
STD	Black (26")	85-5228		
STD	Silver (26")	85-5229		
STD	Red (26")	85-5230		
STD	White	85-5274		
STD	Cobalt	85-5530		
STD	Orange	85-5531		
STD	Yellow	85-5532		
STD	Candy Chrome	85-5533		
STD	Candy Red	85-5534		
STD	Candy Blue	85-5273		
No Boss	Black (26")	85-5236		
No Boss	Silver (26")	85-5233		
No Boss	Red (26")	85-5237		
No Boss	White	85-5537		
No Boss	Cobalt	85-5538		
No Boss	Orange	85-5539		
No Boss	Yellow	85-5540		
No Boss	Candy Chrome	85-5541		
No Boss	Candy Red	85-5542		
No Boss	Candy Blue	85-5543		
Sticker Kit	**F - Silver**	85-5544		
	F - Black	85-5545		
	***Soft	85-5239		85-5546
	***Medium	85-5240		85-5550
	***Firm	85-5241		85-5551
Comp Rod/	**H**			
	80 or 100	85-5552		
	70-100 RT Wind Down			85-5553
Knob Kit	**I**	85-5804		
Boot Kit	**J**	85-5390		
Seal Kit	**K**	85-5391		

Axel Service Kits (Cont.)

		Axel		
Model		Comp	Elite	Super
Code		X-410	X-420	X-430
Travel (mm)		80 or 100	80 or 100	70 to 100
Bumper Kit	**K**	85-5554		
O-Ring Kit	**K**	85-5555		
Bushing Kit	**E**	85-5324		
Options:				
***Damping**				
*****Lock Out**	**A**	85-5318		