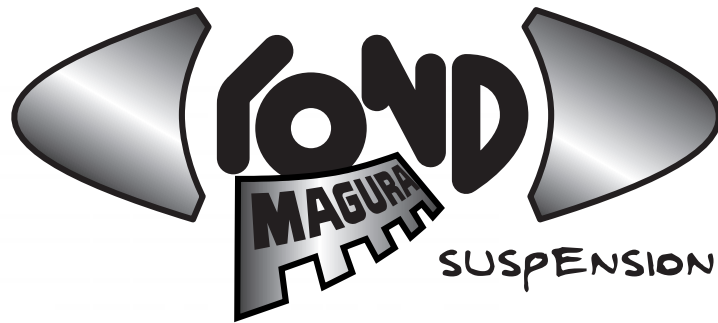


WORKPLACE

manual

2001



O₂4u
2 - Stroke

2-STROKE - REPLACING SPRINGS AND/OR OIL

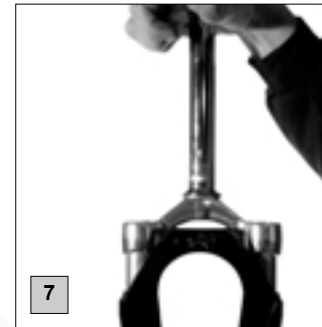


Remove the bolts in the preload dials from both legs by turning it counterclockwise.

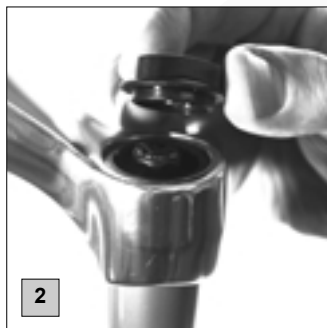
tool: philips screwdriver



Remove the preload adjustment from both legs.



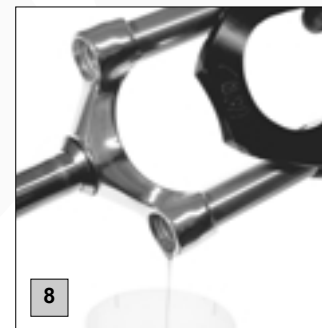
Compress the fork.



Remove the dials



Fetch the springs



Poor the oil out of the fork. Push the inner legs several times up and down in the lower legs to make sure you remove all the oil. Now take the inner legs out of the lower legs.



Remove the preload dials with a 13mm socket wrench. Turn it counterclockwise.

tool: 13mm socket wrench



Remove the springs.

2-STROKE & O24U - DISASSEMBLING THE INTERNALS



2-Stroke: first follow the instructions in chapter 1. Continue with step 3.

O24u: remove the dials from the top of both legs by turning them counter-clockwise.



Remove the bolt at the bottom of the left leg with an allen key. Turn counter-clockwise.

tool: 5mm allen key

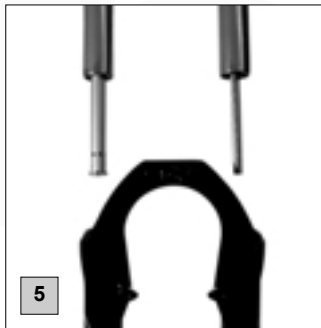


Remove the clips from the bottom of both inner legs.

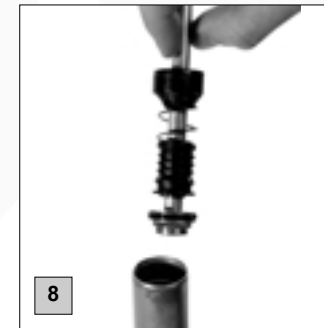


O24u: release the air pressure by pressing the valve. Now remove the cap with a 22mm wrench.

tool: 22mm wrench



Pull the inner legs out of the lower legs.

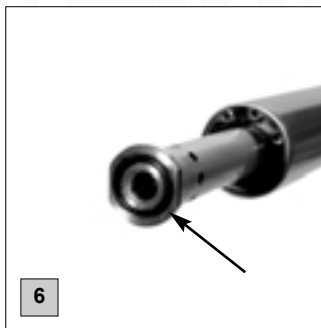


Now you can take the internals out of the inner legs.

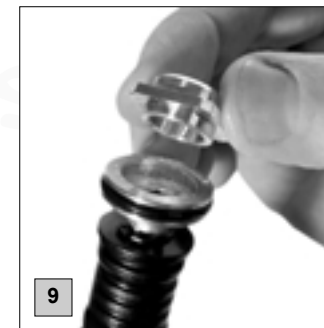


Remove the bolt at the bottom of the right leg with an allen key. Turn counter-clockwise.

tool: 8mm allen key (2-Stroke C / O24u)
5mm allen key (2-Stroke S)

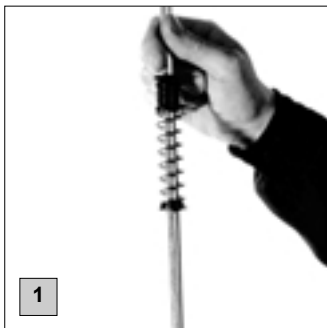


Make sure that the O-ring at the bottom of the right inner leg is still there and not left behind in the lower legs.

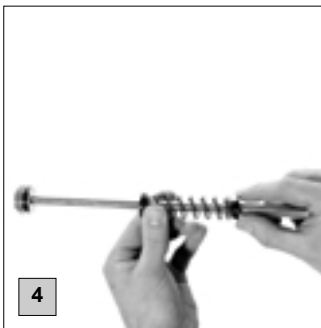


When disassembling a 2-Stroke fork, pay attention to the springholders not getting stuck in the springs, but returning with the internal tube.

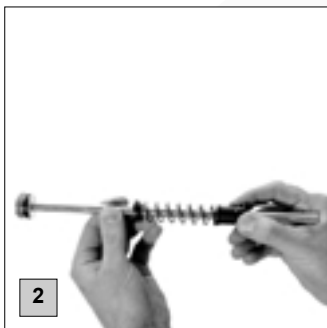
O24U - FROM 80MM TO 100MM TRAVEL, LEFT SIDE



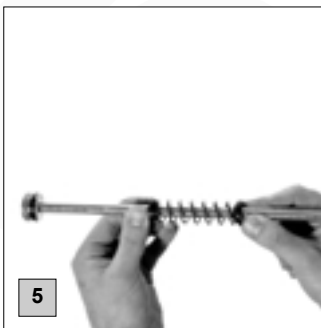
Remove the tube from the left leg. Check chapter 2 for instructions.



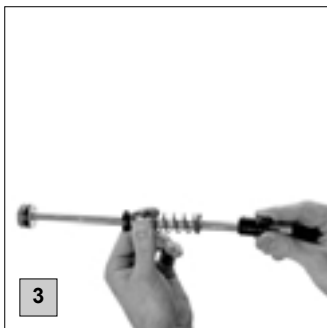
Slide the spring guide back on the tube, but now without the spacer.



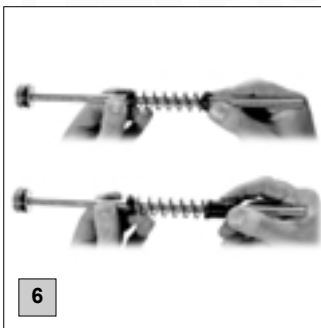
Pull the spacer out of the rebound spring.



Press on the clamp until it clicks in position. The internals are complete now and can be reassembled into the left inner leg.



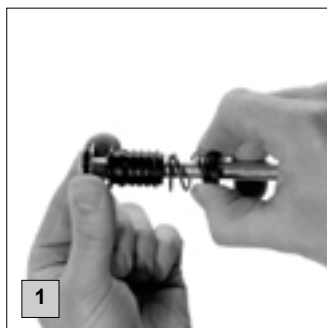
Remove the spacer and the spring guide from the tube.



This picture shows the tube with a 100mm (top) and 80mm (bottom) travel setting.

Note: at the 100mm setting the spacer is not used.

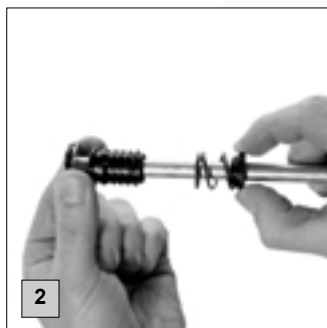
2-STROKE - FROM 80MM TO 100MM TRAVEL, LEFT SIDE



Remove the internals from the left leg. Check chapter 1 and 2 for instructions. Remove the in chapter 2 (picture 9) mentioned springholder. Picture 1 shows the internals of the left leg.



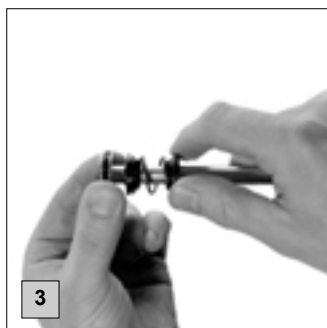
Put the spacer on top of the rebound piston.



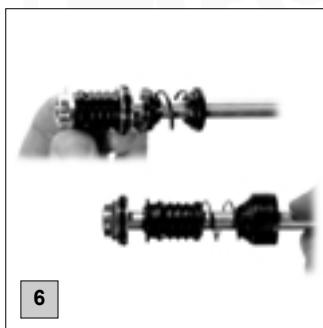
First remove the reboundspring, then the spacer.



Put the springholder on top of the spacer. The internals are now set to 100mm travel and can be reassembled into the left inner leg.



Slide the reboundspring back onto the tube, but now without the spacer.



This picture shows the tube with a 100mm (top) and a 80mm (bottom) setting.

2-STROKE & O24U - FROM 80MM TO 100MM TRAVEL, RIGHT SIDE

Remove the internals from the right leg as described in chapter 1 (2-Stroke) and chapter 2 (2-Stroke & O24u)



The internals of the O24u

Note at the following pictures the piston has been removed. This is not necessary when adjusting the travel from 80mm to 100mm.



This picture show the internals of the 2-Stroke.

For the 2-Stroke, remove the springholder.

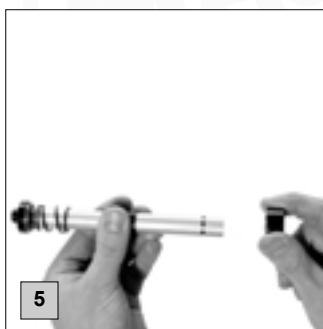


Clamp the tube in a vise using an adapter so the tube doesn't get damaged. Remove the seal by turning it counterclockwise with a 15mm wrench.

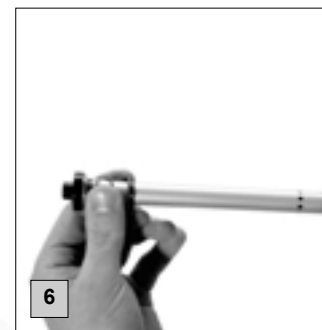
*tool: 15mm wrench
vise*



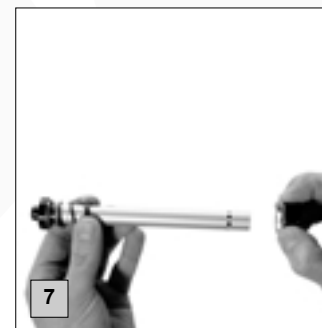
Pull the spacer out of the rebound spring.



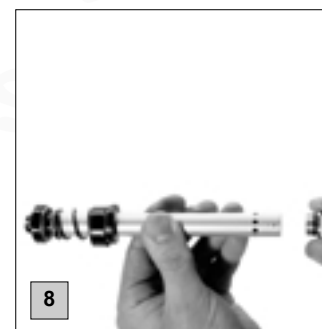
Remove the spacer and the piston.



The piston should look like this.



Slide de piston back onto the tube, now without the spacer.



Place the seal back in the tube.

2-STROKE & O24U - FROM 80MM TO 100MM TRAVEL, RIGHT SIDE



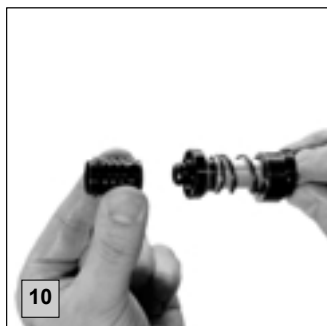
Clamp the tube in a vise using the adapter and tighten it by turning it clockwise with a 15mm wrench. For the O24u the internals are complete now.

tool: 15mm wrench

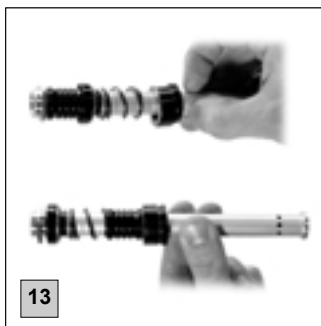


The internals of the O24u with a 100mm (top) and 80mm (bottom) setting.

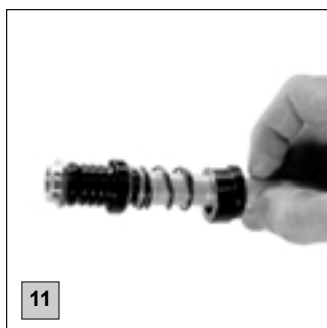
Note: with a 100mm setting the spacer is not used.



2-Stroke: put the spacer on top of the piston.



The internals of the 2-Stroke with 100mm (top) and 80mm (bottom) travel.



2-Stroke: put the springholder on top of the spacer. The internals are complete now and can be reassembled into the inner fork leg.

ASSEMBLING THE O24U



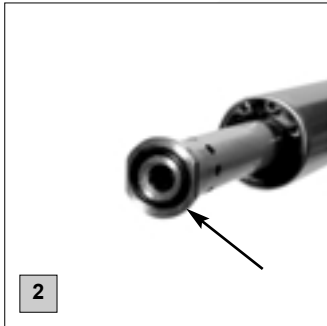
Slide the internals into the inner legs and put the clip into the groove.



Clamp the crown upside down in a vise. Put some oil on the oilseals and dustseals and slide the lower leg onto the inner legs, leaving a space of about 25cm between the crown and the dustseal.



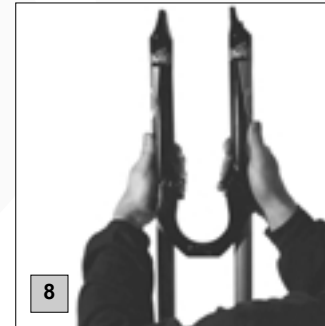
Carefully remove the bolt from the right leg. Pay attention: the bolt can be pressurized!



Pay attention to the O-ring at the bottom of the right tube.



Fill the fork with oil from the bottom side of the lowerlegs. The left side requires a volume of 30cc, the right side 140cc.



Slide the lower leg further onto the inner legs until the tubes hit the bottom.

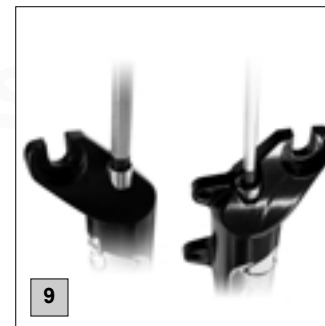


Place the topcaps back into the inner legs and tighten them by turning them clockwise with a 22mm wrench.

tool: 22mm wrench



Remove the syringe and put the bolt from the bottom of the left leg into the hole of the right leg. Press on it and slide the outer leg several times up and down to pump the oil into the fork.



Close the right side with the adjust bolt using an 8mm allen key. Close the left side with the regular bolt with the O-ring using an 5mm allen key. The fork can be pumped up to the desired pressure and the dials can be reinstalled on top of the legs.

ASSEMBLING THE 2-STROKE



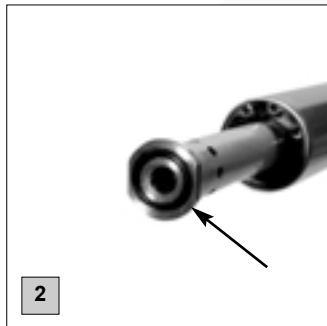
Slide the internals into the inner legs and put the clips into the groove.



Put the topcaps back in the inner legs.



Clamp the crown upside down in a vise. Put some oil on the oilseals and dustseals and slide the lower leg onto the inner legs, leaving a space of about 25cm between the crown and the dustseal.

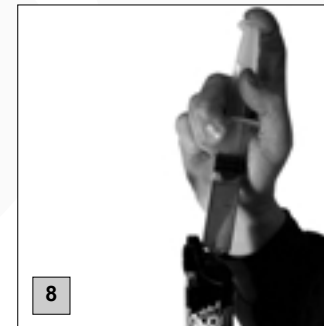


Pay attention to the O-ring at the bottom of the right tube.

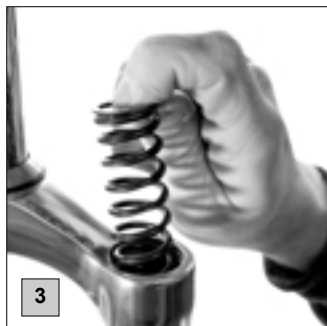


Tighten the topcap with a 13mm socket wrench. Turn it clockwise.

tool: 13mm socket wrench



Fill the fork with oil from the bottom side of the lower legs. The left side requires a volume of 30cc, the right side 140cc.

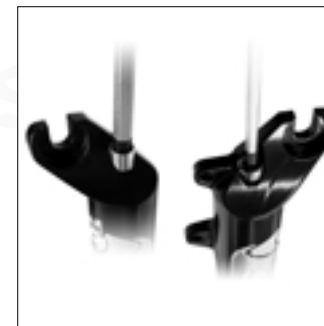


Put the springs in the inner legs.



Tighten the preload dials with a philips screwdriver.

tool: philips screwdriver



Close the right side with the adjust bolt (2-Stroke C) and the left side with the regular bolt with the O-ring.

*tool: 8mm allen key right side (2-Stroke C)
5mm allen key right side (2-Stroke S)
5mm allen key left side*