

USER MANUAL 使用説明書

DV-22AR
BURNER-RCP3
BURNER-RCP2
MM-22LAR



dnmshock.com

DNM Spring Shocks

Congratulations! You have purchased the best suspension shock absorber in the Mountain Bike Technology. DNM shocks are made of lightweight, high strength materials and they are designed to balance high performance, easy to use and easy to maintain.

This manual contains information about safe installation, operation and maintenance of your purchased item, We urge you to read it carefully to be more familiarized with its contents and follow our recommendations and references to help you make your mountain bike experience enjoyable and trouble-free.

Diagram Consumer Safety /  : warning  : Attention

INSTALLATION OF A NEW SHOCK

The first and most important factor when upgrading your rear shock is to make sure that you have the correct unit for the application.

To put it simply you need to determine the main type of riding that you will be doing, for example, Downhill, Cross Country, Free Riding or Road.

Upgrading your shock can change many aspects of your bikes handling, including the steering and also the way the bike behaves in tough terrain.

Choosing the right shock is crucial. Be sure to consider the type of riding you will be doing. It would be pointless to put a light weight air shock on a downhill bike, just as it would be unsuitable to put a long travel shock on a light weight dual suspension bike.

1. Establish the length of the shock you need by measuring from mounting eyelet to eyelet, this requires accuracy so use a set of calipers or a metal ruler. The distance from the center of the bolt at the head of the shock to the center of the other bolt at the base of the shock is the distance you need to find out.
2. You also need to know the distance for the width of the aluminum sleeves at either end of the shock which passes through the bushings and connect the shock to the frame and swing arm. This requires the use of the caliper, you measure from the inside of the mount on both sides. The gap where the shock mounts should be the same as the aluminum sleeve. If your bike has a different set up you may need to consult with a good bike shop.
3. Remember if you are seeking to extend the travel of your bike, make sure that you have sufficient clearance to accommodate the full travel of the rear swing arm. If you are going to use a shock which has an external reservoir (Piggy back chamber), Please make sure that it will be suitable for your frame, move smoothly. It won' t cause any damage or interruption of your frame or seat posts as well.
4. Once you know the correct shock length and you are confident that the bushing gaps are also correct, the fitting of the new shock is a relatively simple exercise. Remove your old shock absorber and clean the inside surfaces of the frame and swing arm, remove any dirt and make sure that the surfaces are clean.

5. Establish which way you are going to position the shock take into consideration access to the adjusters. Position the shock in the mounting area using the appropriate tools usually a 5mm Allen key and a 10mm open ended spanner, depending on the type of fastener in use on your existing mount the sizes may vary.
6. The tightening process requires only a medium amount of pressure, as the aluminum spacers are a tolerance fit. It is good to use Nylock nuts and some Loc-tite fastening solution. Once the shock is fastened gently sit on the bike and progressively apply more pressure easing the bike through its travel. Providing there are no strange noises coming from the shock area, you can be fairly confident the installation process has been a success.
7. The final stage of the installation involves fine tuning, ride height can be adjusted by using the collar on the main shock body to compress the spring. The rebound adjuster to control how fast the shock kicks back and the compression damper to fine tune the stroke. You will find that as these adjustments are variable just like where you ride they will be something you change periodically.
8. So there you have it! If you have successfully got to this point the last thing you need to do is to put on your helmet and go for a ride!

SHOCK INFORMATION

1. Compressing Damping

The resistance felt when compress the shock

2. Rebound Damping

Controls the rate of the shock

3. Preload

The amount of static force placed on the spring

4. Spring Rate

The force needed to compress the spring

5. Shock Sag

The amount the shock compresses when the rider is sitting on the bike in normal riding position. This takes about 15%~25% of the shock travel for cross-country and about 25% for Downhill applications.

6. Lock-Out

A unique DNM device allows the rider to choose different riding styles. Lock the movement of the shock, reduce the suspension travel of your bike, and make it easy to climb hills, fast acceleration, suitable for Downhill applications depending on the track conditions. Available for both remote lock-out and manual lock out operating systems.

7. Remote Lock-Out

Allows you to operate your Lock-Out system from your bikes handle bars via thump shifter.

NEVER ATTEMPT TO USE YOUR SHOCK WITH BOTH REBOUND & COMPRESSION ADJUSTMENTS TO MAXIMUM SETTINGS. IF YOU DO, THE SHOCK WILL NOT OPERATE PROPERLY AND IT WILL BE DAMAGED POSSIBLY BEYOND REPAIR. SUCH DAMAGE TO YOUR SHOCK IS NOT COVERED BY THE MANUFACTURERS' S WARRANTY.

7. When adjusting the preload retainer cup (Models DV-6, DV-22, DV-22AR, BURNER-RCP2) Do not place the retainer cup on the safety ring. If you need to change a different rate spring, please remove the safety ring according to page X. Once you have changed the spring, place the safety ring back to its original position.

***Please note: DV-6 · DV-22 · DV-22AR are hydraulic shock pressurized with nitrogen.**

To get more information, please browse DNM website: www.dnmshock.com

TERMS AND CONDITIONS / LIMITED WARRANTY

*DNM warrants its fork or shock for the period of one year from the date of purchase to the original purchaser. It does not extend to third parties.

*Warranty states that forks are free of defects in materials and workmanship. All forks must be returned to DNM for complete inspection, if they are found to be defective DNM will replace or repair the forks. DNM shall not be liable for any indirect, special or consequential damages.

*Warranty does not apply to any product that has been installed improperly or adjusted using methods not outlined in this manual.

Warranty does not cover forks that have been misused, or forks that are missing or have altered serial numbers.

The forks are not warranted against damage in appearance or normal wear & deterioration occasioned by the use of the bicycle.

*In the event of a defect covered by this warranty, the purchaser should contact the dealer or the DNM service center. A copy of the proof of purchase must be included with all warranty claims.

*If a product needs to be replaced and is discontinued or is not available, DNM reserves the right to replace the product with one of equal value. No refund will be provided by DNM.

ACLARACIONES

DNM is not responsible for any damages to you or others arising from riding, transporting or any other use of your shock of bicycle. In case your shock breaks or malfunctions. DNM shall have no liability or obligation beyond the repair or replacement of your shock, pursuant to the terms and conditions outlined in the Service and Warranty of this manual.

! Installing and Removing Spring

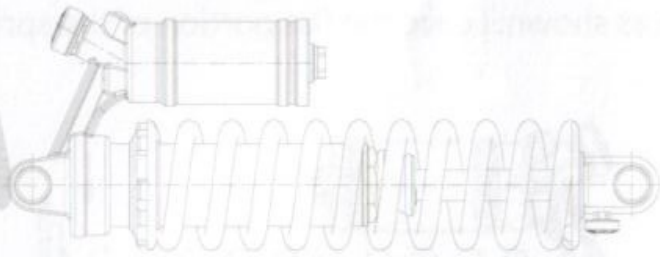
Follow below steps to remove the spring from your shock:

If your shock is equipped with a red Rebound adjuster knob, you will need to remove the Rebound adjuster knob first, using 1.5mm Allen Key. It may be necessary to remove the reducers from that end of the shock to remove the spring. Undo the adjuster nut to loosen the spring until the safety ring on the other end of the spring can be removed from the shock.

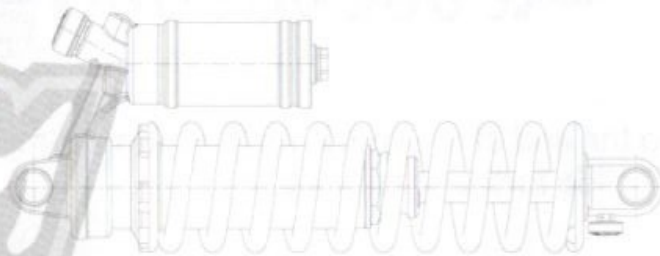
Remove the spring off the shock.

Slide the new spring over the shock, re-install the safety ring and then tighten the adjuster nut and re-install the rebound adjuster knob. Make sure to line up the safety ring.

1. Take the DNM shock into your hand and turn the adjuster nut until it reaches the base position.

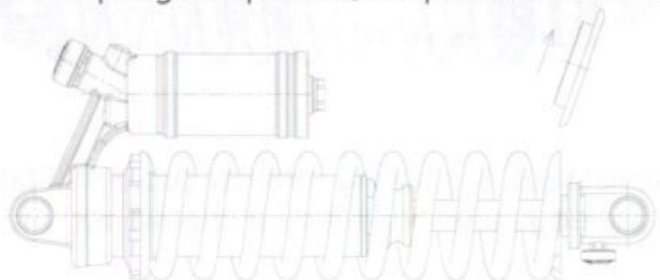


2. Slide spring retainer cup inward to expose the flat portion of the spring end.

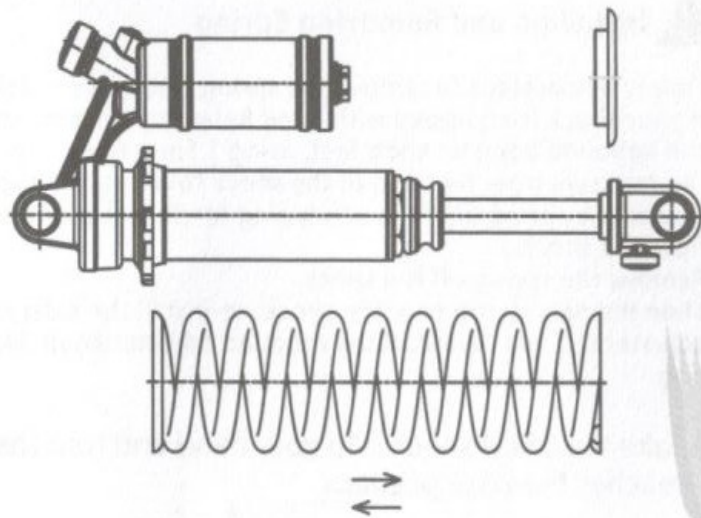


3. Place the flat edge of the spring against the edge of your workbench or table.

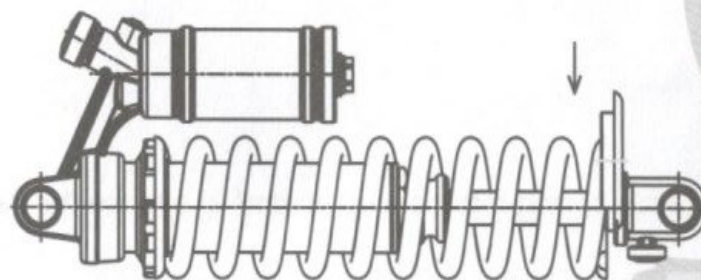
4. Apply a good deal of force (most of your weight) against the shock end. As the spring compresses, the plate will be free to remove.



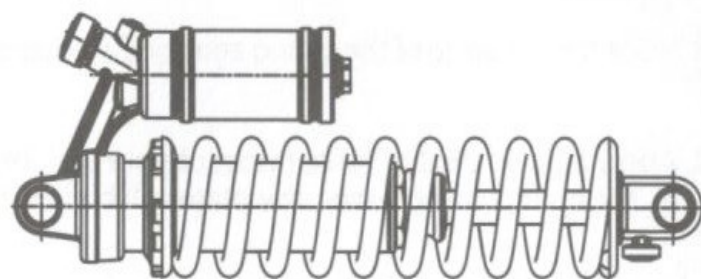
5.Remove old spring and replace with a new one



6.Place spring retainer cup as shown. Leave the flat portion of the spring exposed.



7.Once again, apply force to the end of the shock. As the spring compresses, the spring retainer cup will slide further into place.



8.If after completing the above steps, the spring retainer cup is still not in place, flip it over and give the edge a good whack. It should pop into place.

! Installing and Removing Spring

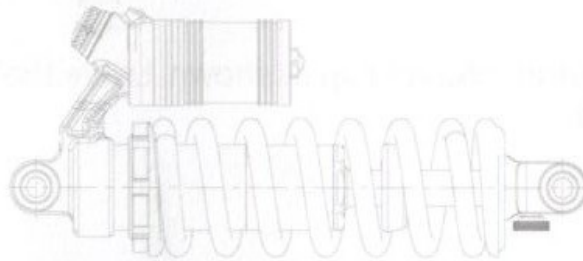
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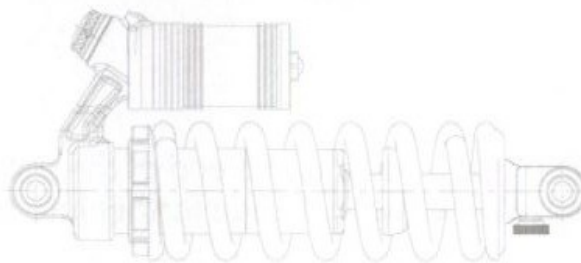
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Slide the new spring over the shock, re-install the safety ring and then tighten the adjuster nut and re-install the rebound adjuster knob. Make sure to line up the safety ring.

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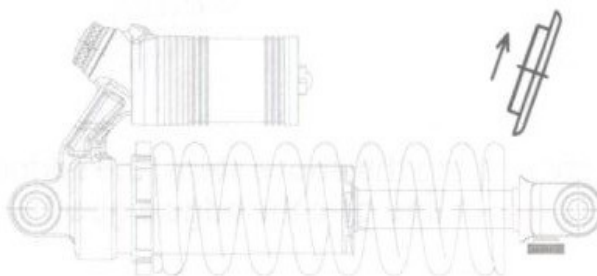


2. Slide spring retainer cup inward to expose the flat portion of the spring end.

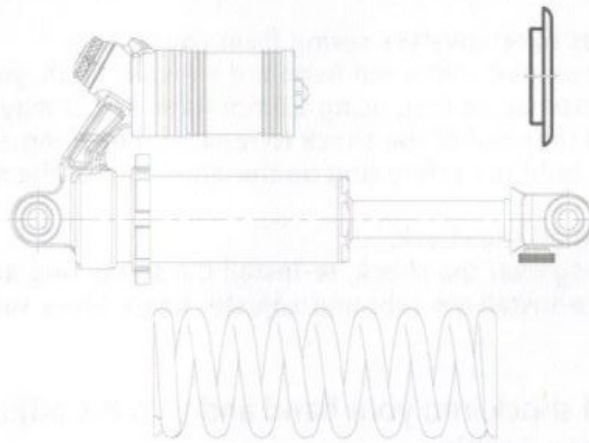


3. Place the flat edge of the spring against the edge of your workbench or table.

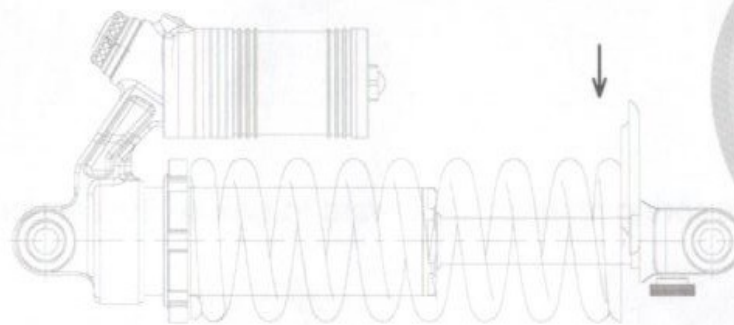
4. Apply a good deal of force (most of your weight) against the shock end. As the spring compresses, the plate will be free to remove.



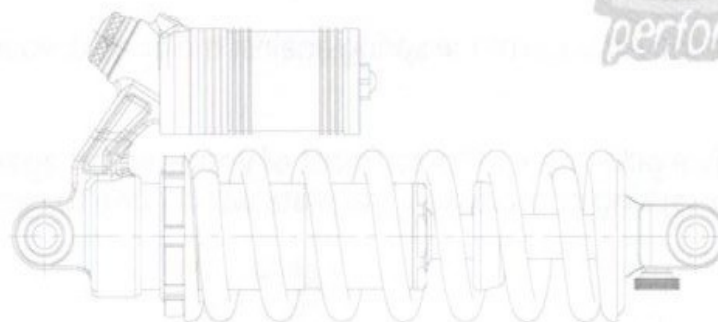
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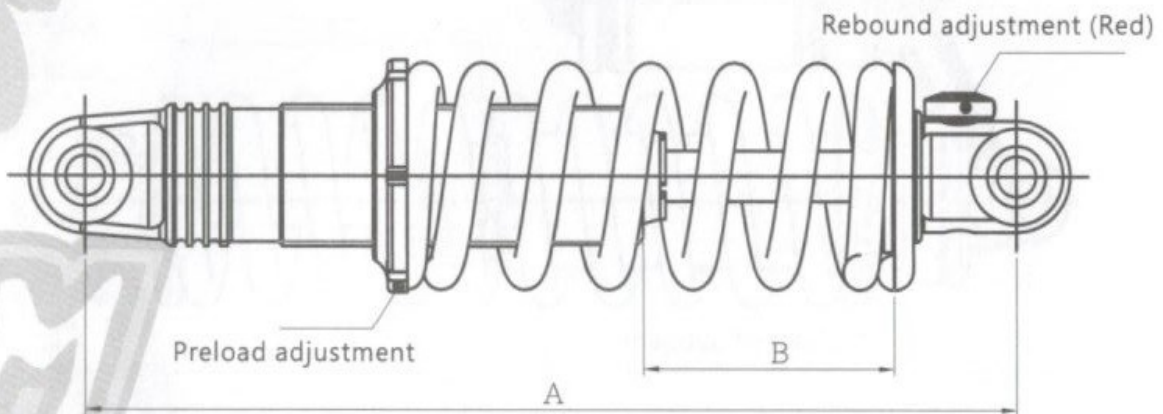
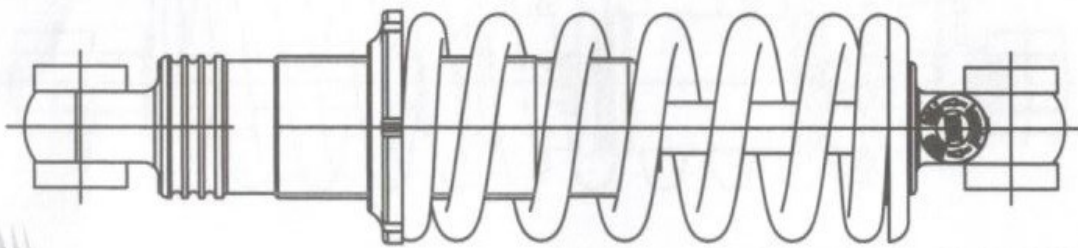
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DNM Spring Shocks DV-22AR Description

Diagram Consumer Safety /  : Warning  : Attention



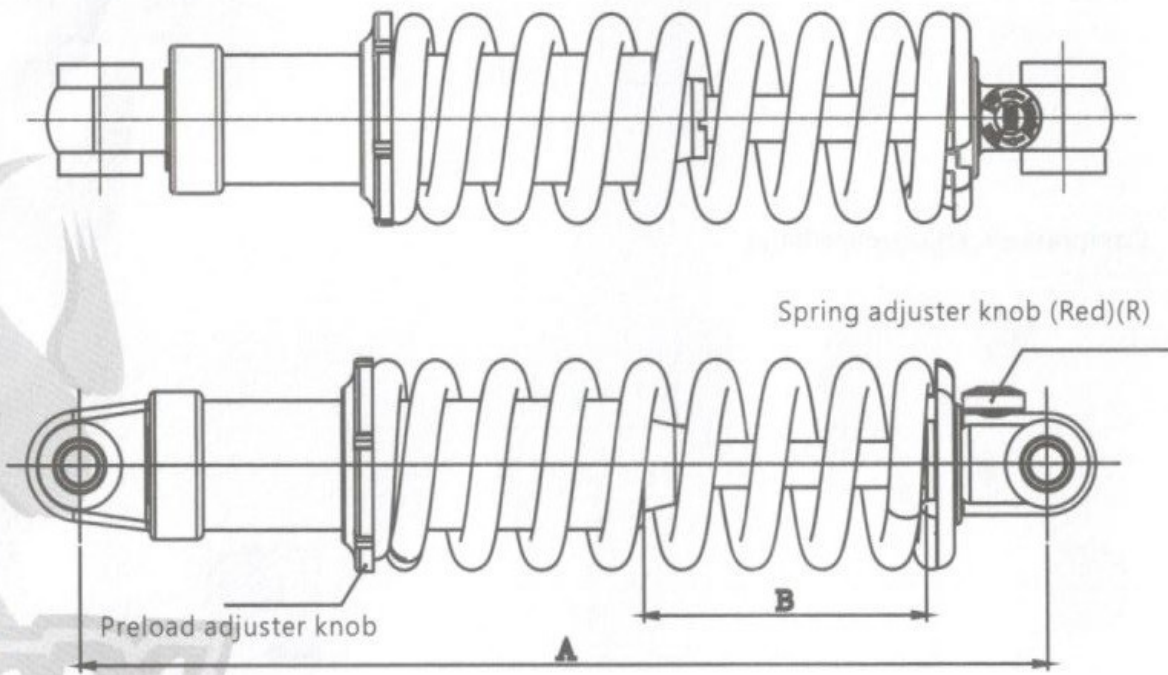
-  **Rebound adjustment**
 + direction rotation, damper increase (slow)
 - direction rotation, damper decrease (fast)



Specification	
A Total Length	B Route
165±2	35±2
170±2	40±2
180±2	45±2
190±2	50±2

DNM Spring Shocks MM-22LAR Description

Diagram Consumer Safety / : Warning : Attention



Rebound adjustment
 + direction rotation, damper increase (slow)
 - direction rotation, damper decrease (fast)



Specification	
A Total Length	B Route
210±2	60±2
220±2	65±2
240±2	70±2
260±2	80±2

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