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USER MANUAL 使用説明書

RCP2 PLUS
RCP22
RCP2S
TRU-3
RCP2AR
MM-22LAR
DV-22AR

performance suspension



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.

CAUTION:

Do not perform jumps or drops while the suspension is locked out. Jumping in lockout mode can cause severe internal shock damage to the damper system and void the warranty.

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.

SAFETY INFORMATION

Before riding your bike, make sure to wear a safety helmet, protective clothing and eye protection and do not ride beyond your limits. Always maintain your bike & suspension. Never modify your shock or your bike frame. Any modifications can result to a broken or malfunctioning shock, may lead to serious injury or the premature termination of life.

NEVER disassemble or service your shock if it is compressed or has not returned to its original length without any load on the shock.

If your shock ever makes unusual noises or ever loses oil, DO NOT attempt to disassemble any part of the shock. Please return your shock to a DNM authorized dealer for service. Use ONLY genuine DNM parts for shock.

***** Do not use locked-out system during jump riding, it is considered very dangerous. *****

SAG Set-up Instruction

To maximum performance of DNM shock in any different situation, it is necessary to adjust the SAG. The main reason of sag difference is all about the weight (bike or own weight). When you set up the sag, please sit on the saddle properly. Make sure all your weight is on the bike. And then observe the rubber displacement which is on the shock travel body after getting off bike. We suggest that displacement percentage range is 15~25% of full travel. The sag displacement will be decreased by increasing preload of spring. On the contrary, displacement will be increased. Adjust preload of spring to match your sag satisfied.

Service Maintenance

1. Do not disassemble the shock yourself, please contact your nearest DNM authorized service center for shock malfunctions or improper operation.
Attention: shock internal air is adopted nitrogen. Please do not disassemble by yourself. We will not be responsible if the client who disassemble the shock by self.
2. The shock has been filled with high-pressure air (80~100psi) during production. Do not remove the valve to prevent the air leaking.
3. After about 5000km of riding, take out the mount bearing sleeves from both sides to clean, grease and replace if necessary. After a muddy riding, please clean the main shaft, dust seal and bumper rubber.
4. Wash your shock only with soap and water. Never use high-pressure washers.
5. "R" is the red rebound adjuster knob. The shock is fast when the knob is in clockwise position; and the shock is slower when the shock is in counter-clockwise position. Compression adjustment is controlled by the blue knob located on the piggyback marked "C" turning the compression knob anticlockwise will increase the force needed to compress the shock. If the compression knob is turned up fully, it will limit the travel of the shock and it will be difficult and very hard to compress.

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 MANUFACTURES' S WARRANTY.

6. When adjusting the preload retainer cup

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: 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.

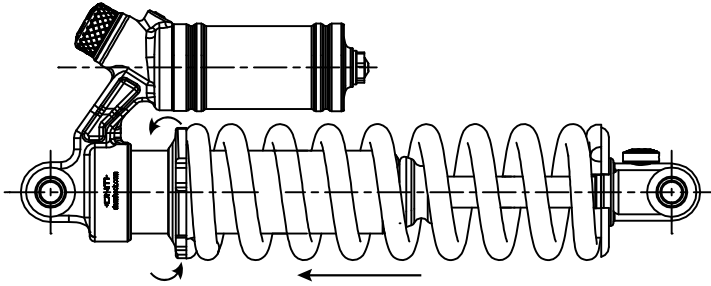
ACLARACIONES

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.

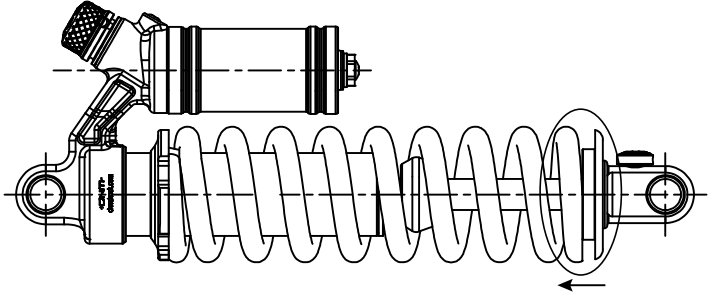
! Installing and Removing Spring

Following steps are for remove the spring from your shock

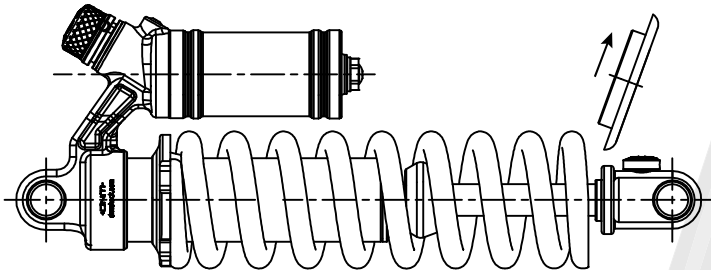
1. Adjust the Preload knob on the top of the rear shock.



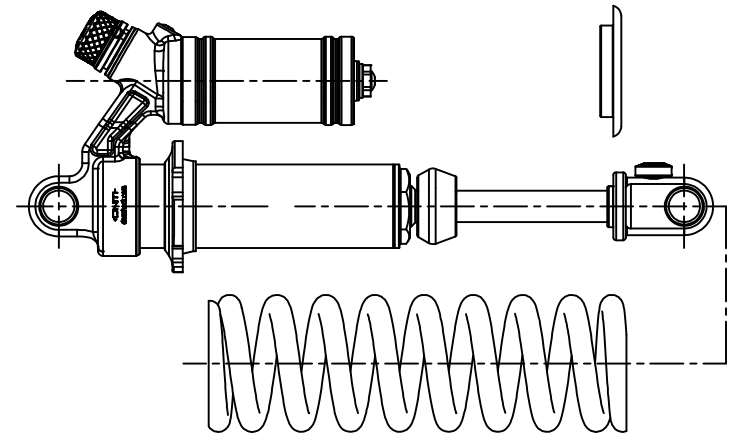
2. Forward the spring until there is space available for remove the safety ring



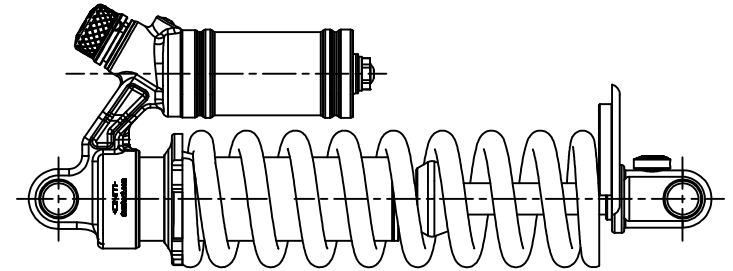
3. Remove the safety ring



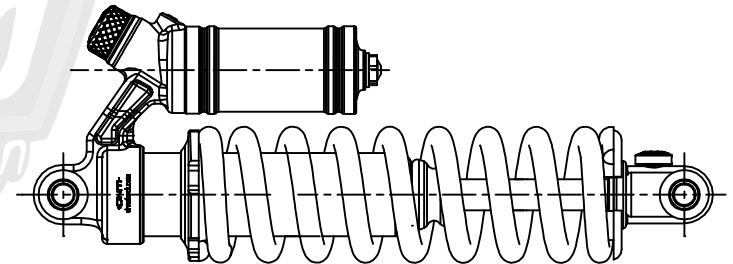
4. Install or replace the spring, and do basic maintenance and cleaning to the shock.



5. Re-install the safety ring

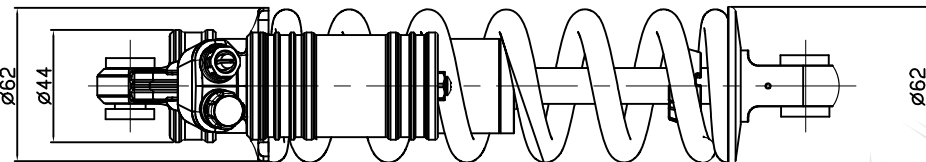


6. Tighten the Preload knob until safety ring and spring are tight and in place

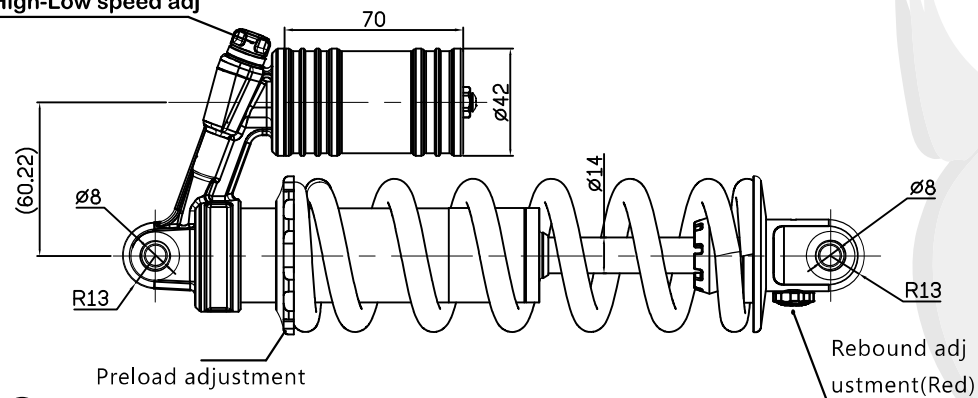


DNM Spring Shocks RCP2 PLUS Description

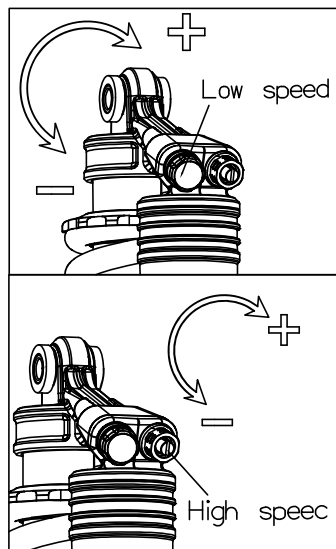
Diagram Consumer Safety /  : Warning  : Attention



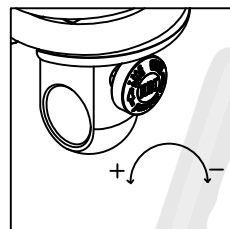
High-Low speed adj



 **High-Low speed adj**



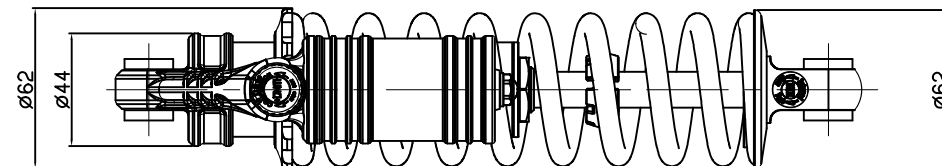
 **Rebound adjustment**
+ direction rotation, damper increase (slow)
- direction rotation, damper decrease (fast)



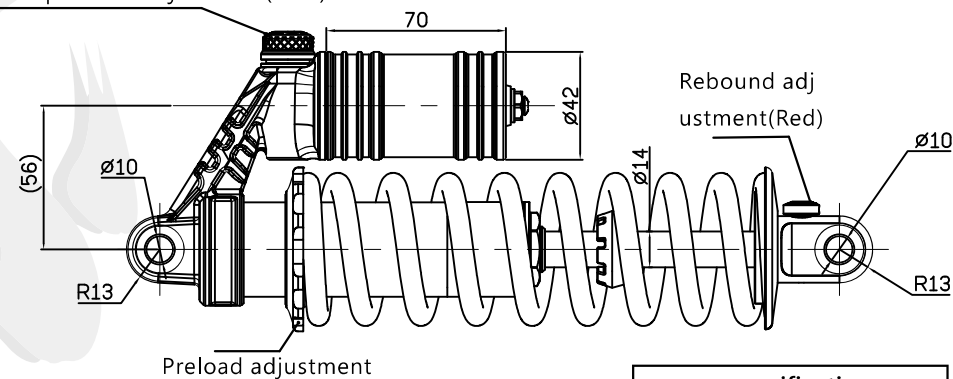
specification	
A Total Length	B TRAVRL
220±2	60±2
240±2	70±2
265±2	80±2

DNM Spring Shocks RCP22 Description

Diagram Consumer Safety /  : Warning  : Attention



Compression adjustment(Blue)



specification	
A Total Length	B TRAVRL
220±2	57±2
265±2	79±2

 **Compression adjustment**
+ direction rotation, pressure increase

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

