

Product

Exploded View

Disassembly & Assembling



Shock absorber

5018 PDS OEM 2000

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Introduction

General notice

Pay attention to the following notes, when you are working with WP suspension products as described in this workshop manual:

Always use clean and professional tools.
Regular you need next to the general equipment, the special tools of WP Suspension.
These tools with a unique "T" number (available at WP Suspension) protect you from damaging the parts.

Always use aluminium protector-plates, when clamping our products or parts in the vice.

Always replace damaged or worn parts.

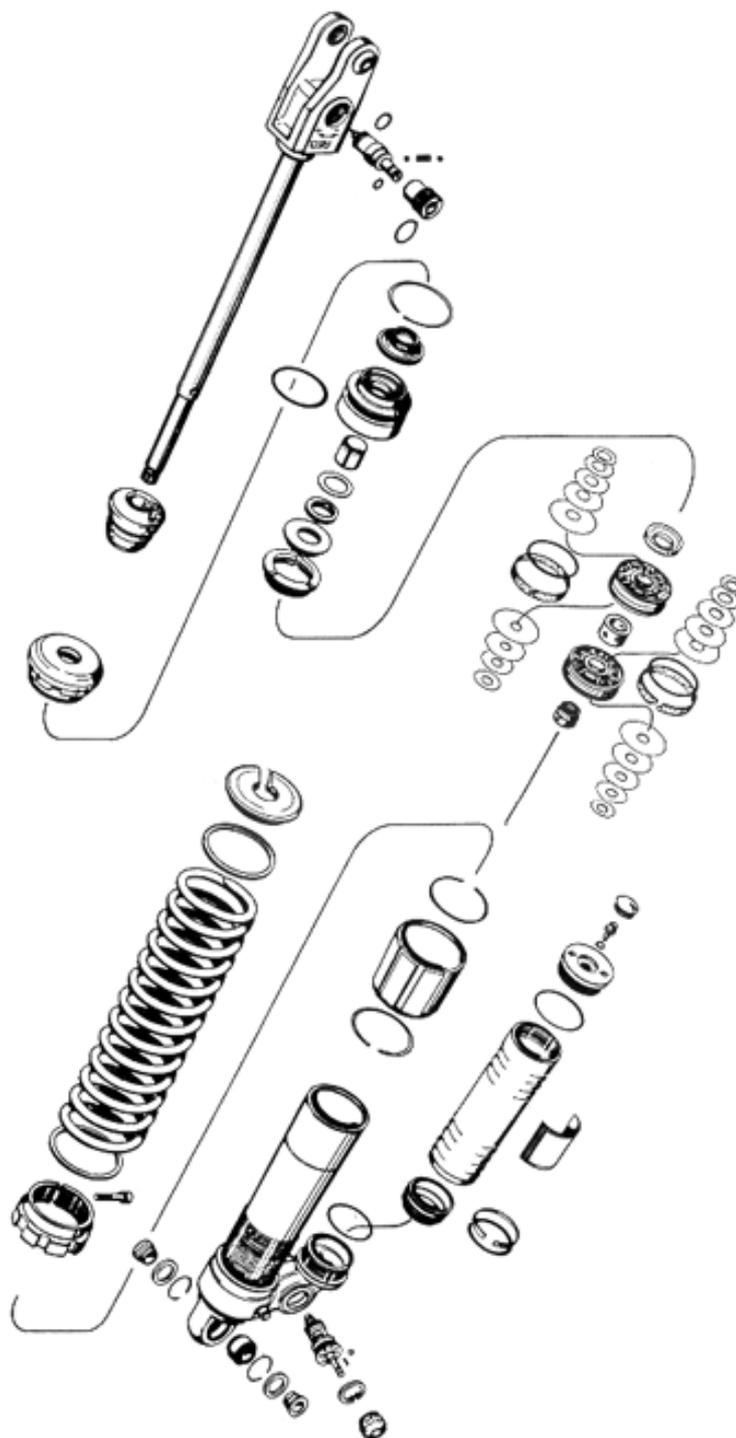
Clean all parts before assembling.

Caution:

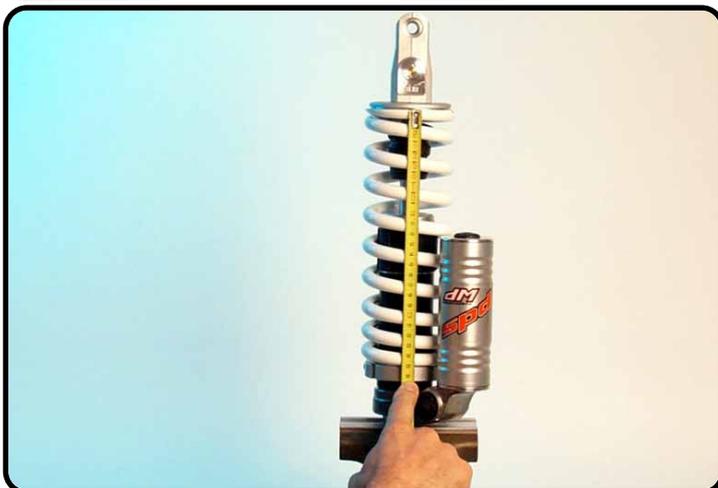
Many times it is necessary to assemble parts with T131, T132 and T163.

These parts must dry for at least four hours!!

Exploded view



Disassembly shock absorber



Measure the length (preload) of the spring.



Take note of the rebound (REB) position.
1 is closed.
("+” mark)



Take note of the compression (COM)
position.
1 is open.
("-” mark).



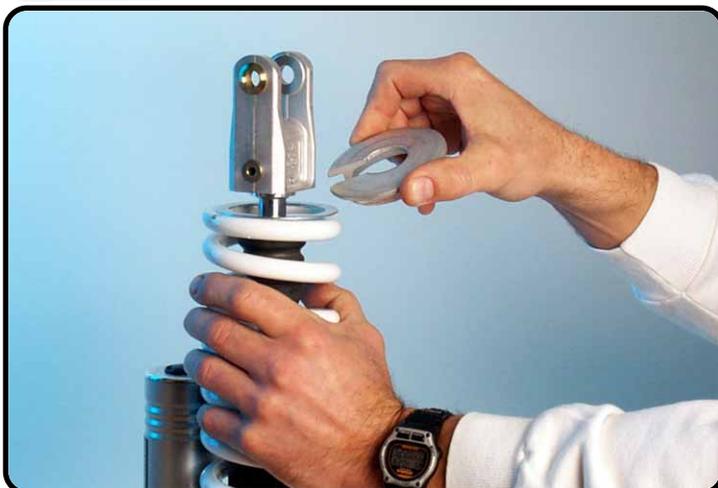
Unscrew the spring retainer.
(Allenkey 5)



Loosen the spring retainer with T106.



Screw the spring retainer to the
bottom.



Pull the spring downwards and take off the open spring retainer.



Remove the spring washer.



Remove the spring.



Remove the second washer.



Remove rubber cap of the nitrogen reservoir.



Slowly release the nitrogen pressure.



Tap off the cap on one side with a drift...



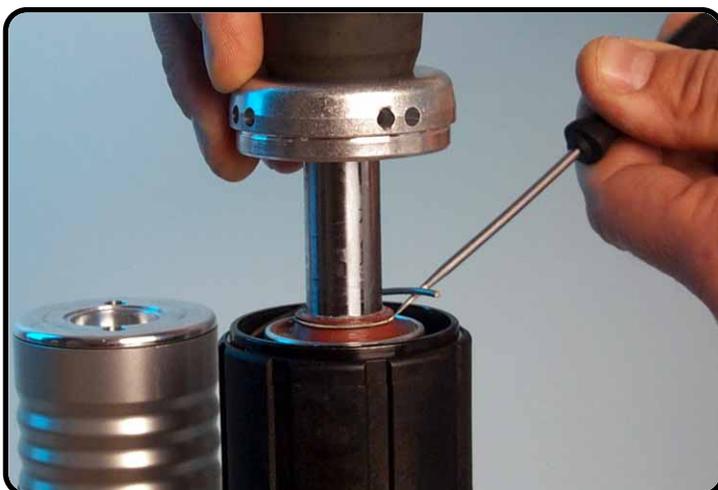
...and on the other side.



Tap the adaptor DU-bush loose with T1216.



Push the adaptor downwards.



Remove the springing.



Pull firmly but carefully the piston-rod "complete" out of the tube.

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Drain the oil out of the tube.

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Shock absorber 5018 PDS 2000



Disassembly piston-rod

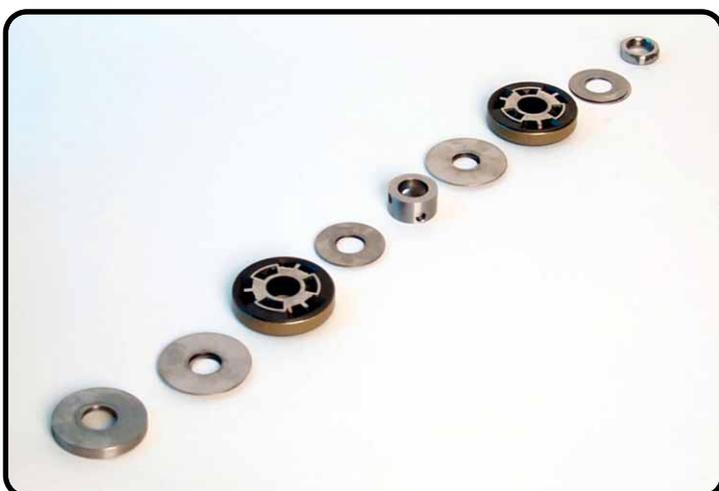
Unscrew the piston-rod nut. (size 22)



Place a screwdriver on top of the piston-rod and lift the entire assembly, consisting of rings, pistons and shims.



- rebound bush plane
- compression shims piston 1
- piston 1
- rebound shims piston 1
- intermediate bush
- compression shims piston 2
- piston 2
- rebound shims piston 2
- piston-rod nut





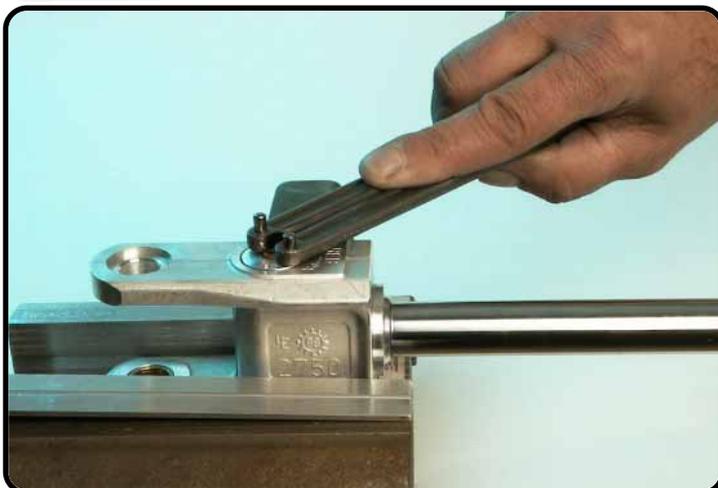
Remove the adaptor DU-bush.



Remove springring and cap.



Remove bump rubber.



Disassemble the screw-cap rebound adjustment holder with T1218.



Disassemble the adaptor out of the mounting fork with a screwdriver.



Unscrew the adjustment needle out of the adaptor.

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Pay attention to the spring and the steel balls!!!

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Disassembly adaptor DU-bush



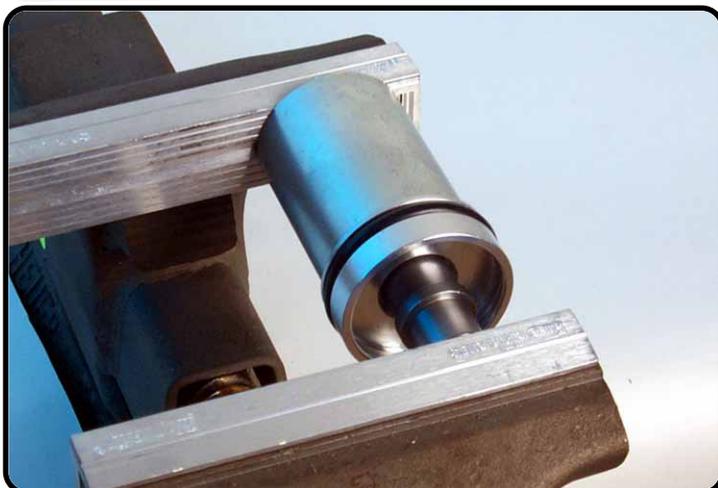
Pull the rebound rubber out of the adaptor.



Pry the dirt scraper out of the adaptor.



Disassemble the DU-bush with T1208 and T1209.



Press the DU-bush out of its adaptor.



- rebound rubber
- disc steel
- quad ring
- back-up ring
- DU-bush
- adaptor
- O-ring
- dirt scraper

Assembling adaptor DU-bush



Assemble a new DU-bush with T1208 and T1209.
Wet the DU-bush with oil.



Press the DU-bush into the adaptor.



Calibrate the DU-bush with T1205 and T1209.
Wet the mandrel with oil.



Drive the calibration mandrel through the DU-bush.



Press a new dirt scraper into the adaptor with T1204.



Replace the O-ring.



Assemble the back-up ring.



Assemble the quad ring.



Replace the steel disc.

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After assembling the rebound rubber ensure if the rubber can be rotated in the adaptor.

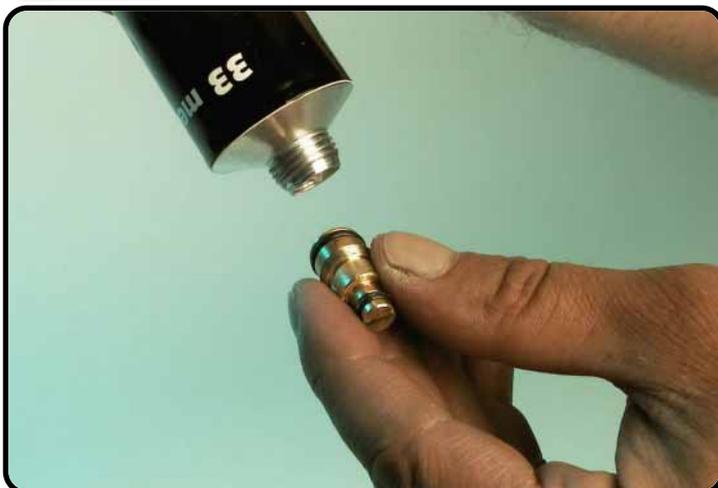
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Assembling piston- rod

Grease the O-rings and steel balls with T158.



Assemble the needle.



Screw the needle into the adaptor.





Grease the O-ring of the screw-cap with T158.



Assemble the rebound adjustment holder cpl.



Tighten the screw-cap with T1218.



Place T1215 on top of the piston- rod.



Assemble bump rubber.



Place cap.



Grease the dirt scraper with T625 and...



...assemble the DU-bush adaptor.



Replace the entire damping packet.



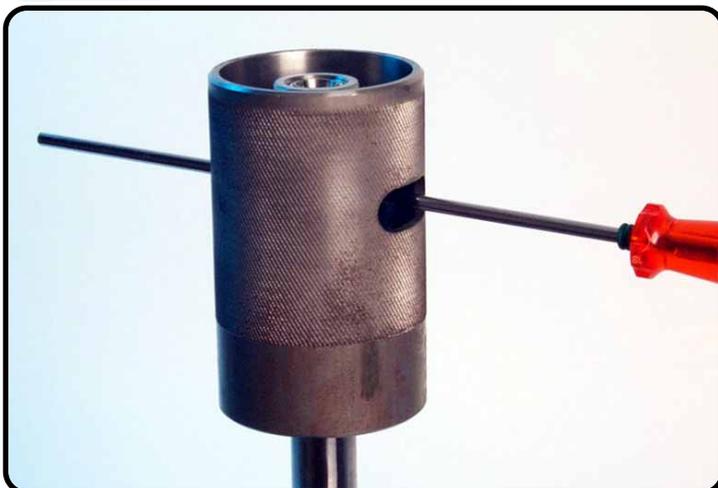
Grease the O-ring of the adaptor with T158.



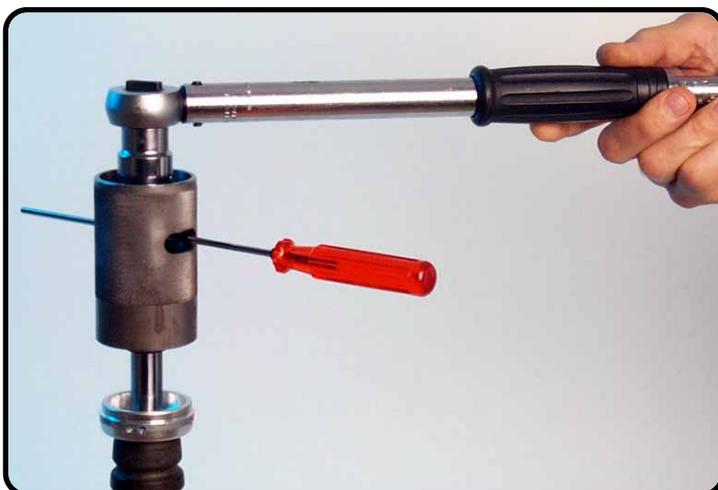
Drip T163 on the thread of the piston-rod nut.



Slide T1214 over both pistons and the adaptor.



Place T107S through T1214, intermediate bush and piston-rod.



Tighten the nut to a torque of 40Nm.

Disassembly tube-side

Heat the nitrogen reservoir near the bottom.



Unscrew reservoir with T146 and T147.



Clamp nitrogen reservoir into T146 and T147 and unscrew the screw-cap with T125S and T145S.





Push the separation piston out of the reservoir with T107S.



Remove the springing out of the groove and place it below the groove.



Slide spring guide downwards and....



....remove the upper springing.



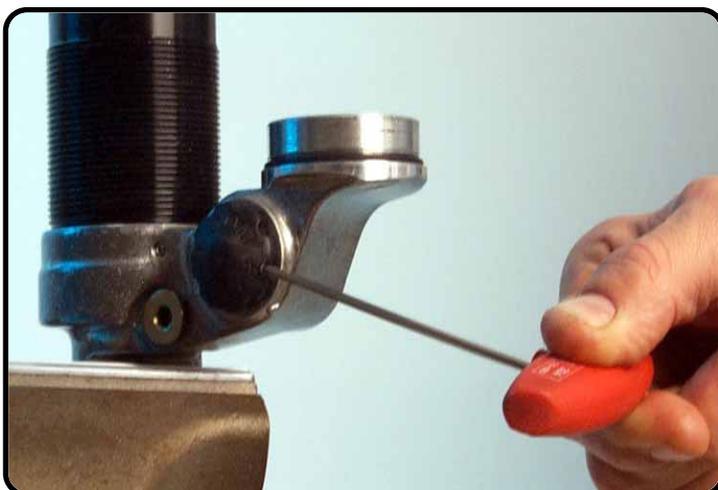
Remove the spring guide.
Pay attention to the assembling
direction!!!



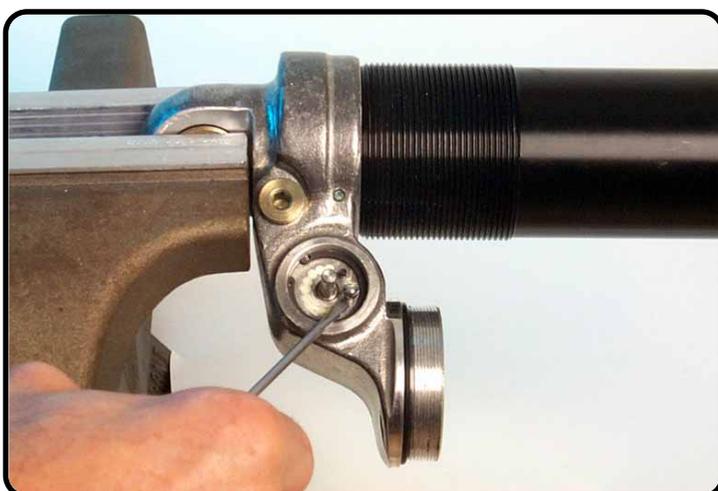
Disassemble the springring.



Screw the spring retainer from the tube.



Unscrew (size 2.5) compression adjusting knob and remove it. Pay attention to the spring in the knob!!!



Remove steel ball.



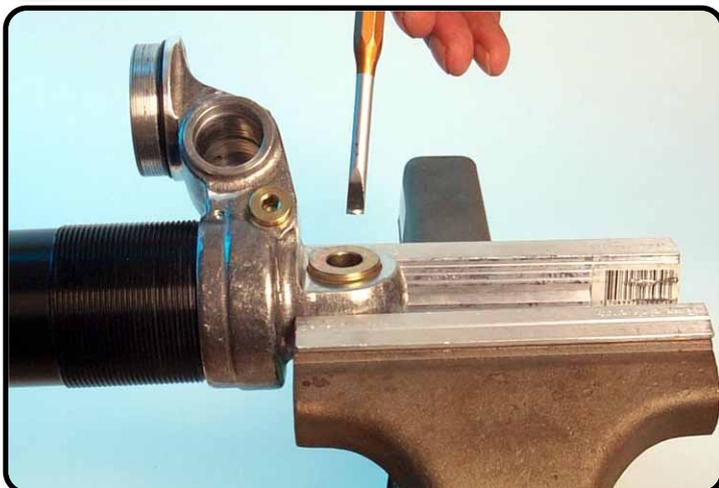
Disassemble the lock washer.



Pull out the compression control mechanism.



The compression control mechanism.



Remove the adaptor bushes with T120.



Tap adaptor bushes out of the heim-joint KGW and remove the seals.



Remove the springing on both sides.



Disassemble heim-joint KGW with T1207S.



Press the heim-joint KGW out of the bottom with the vice.

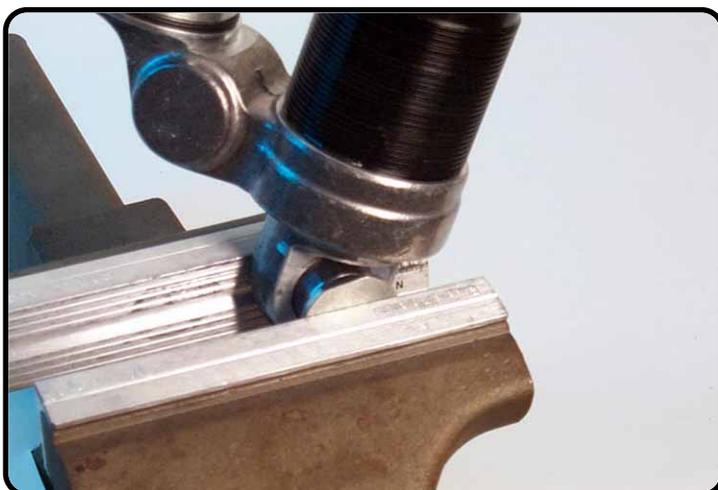


- adaptor bush
- seal
- springring
- heim-joint KGW
- springring
- seal
- adaptor bush

Assembling tube-side



Drip on the innerside of the bottom eye T163 and mount the heim-joint KGW with T1206.
(with the bevelled edge direction bottom)



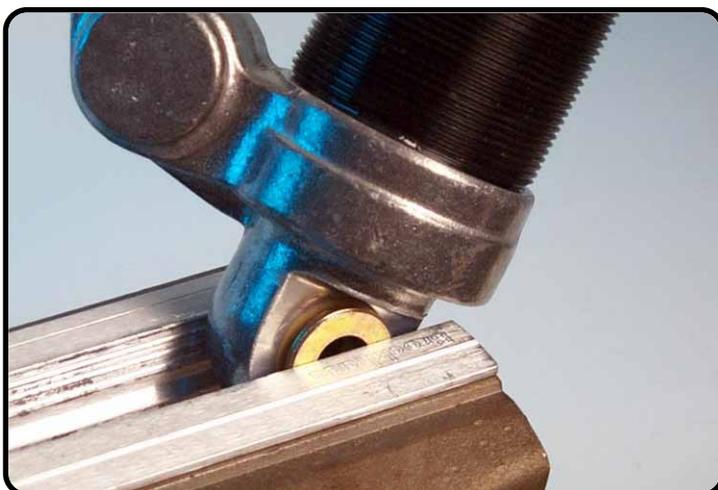
Press heim-joint into the bottom with the vice.



Assemble both the springrings.



Assemble the seals.



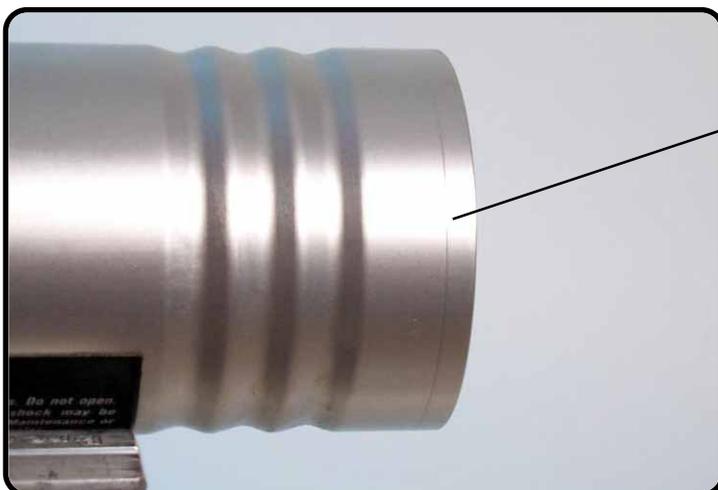
Press one adaptor bush in the heim-joint with T1206.
And the other without the tool.



Building up the nitrogen reservoir:
Grease the O-ring of the piston with T158.



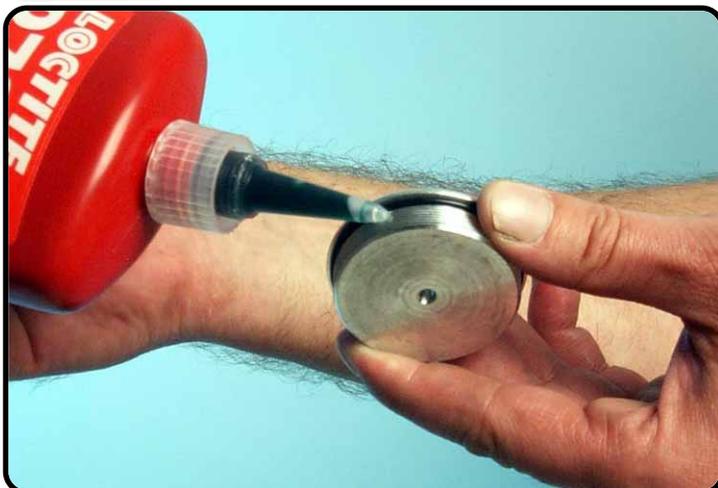
Assemble the separation piston with the spherical surface into the direction of the groove.



"Groove".



Wet the thread of the reservoir on both sides with T132.



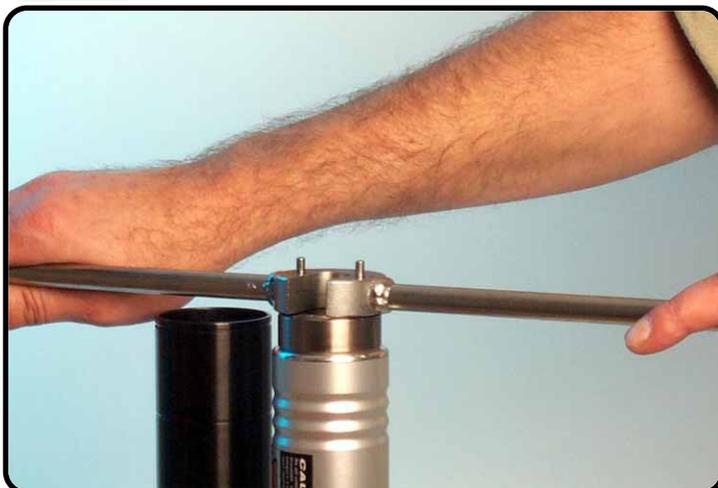
Drip T132 on thread screw-cap.



And T132 on thread bottom.



Assemble the screw-cap and the reservoir.



Tighten the screw-cap and the reservoir on the bottom with T125S and T145S.



Assemble the spring retainer.



Screw the retainer against the bottom.



Assemble the springing on the tube past the second groove.



Slide the spring guide on the tube with the chamber of the spring guide in the direction of the upper springing groove.



Place the upper springing into the groove.



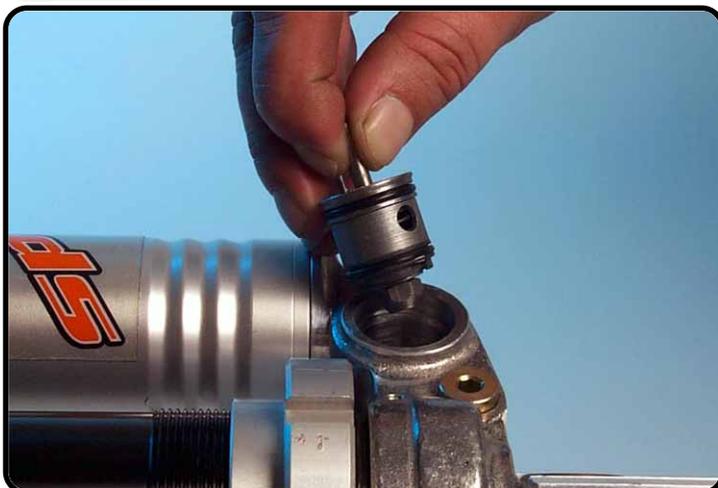
Slide the guide over the springing.



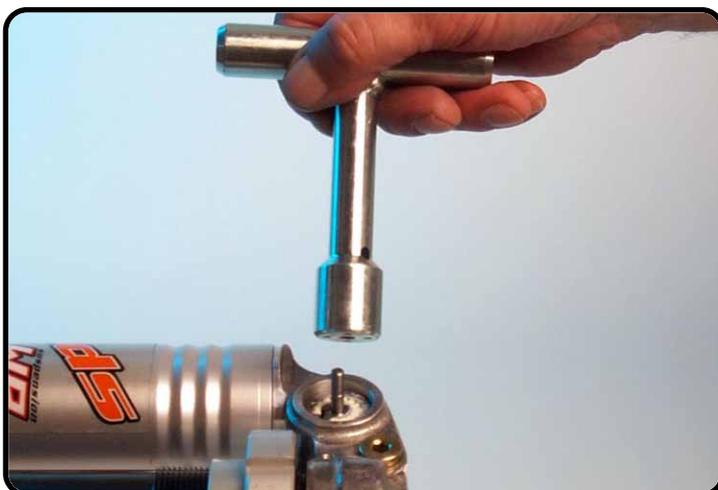
Assemble the springing.



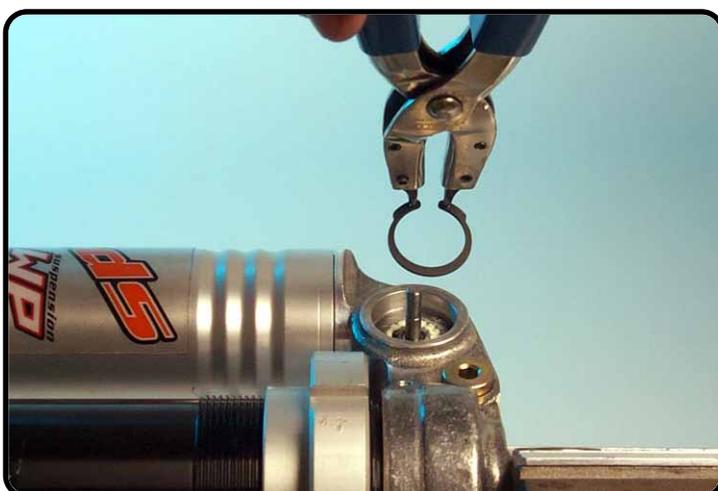
Assembling compression control mechanism:
Grease the O-rings with T158.



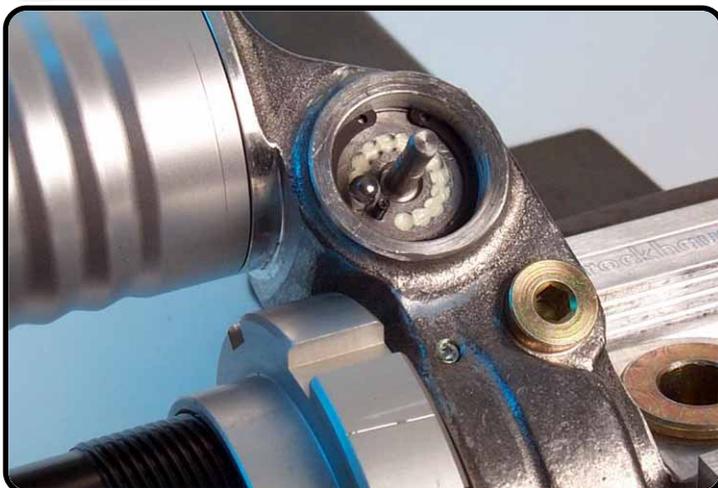
Assemble mechanism so that its hole is facing to the hole of the tube.



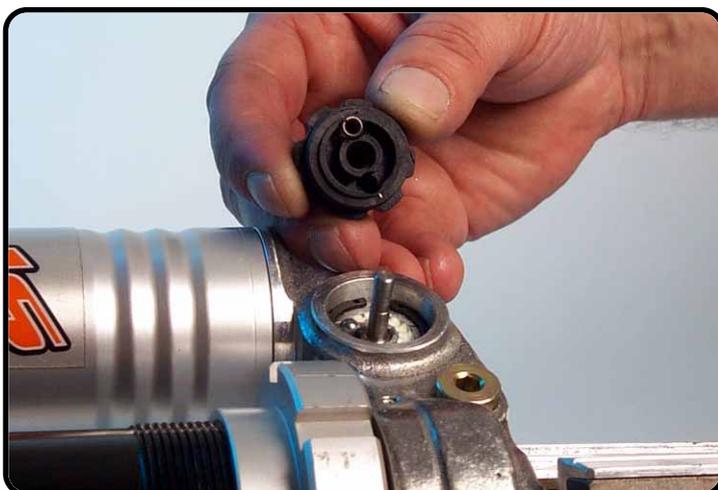
Push mechanism with T160 past lock washer groove.



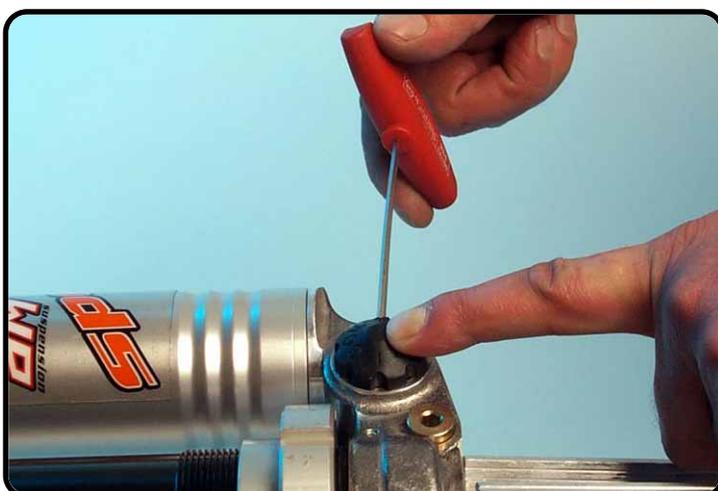
Assemble lock washer with the flat side above.



Grease the upper side of mechanism with T159 and place steel ball next (left side) to the pin.



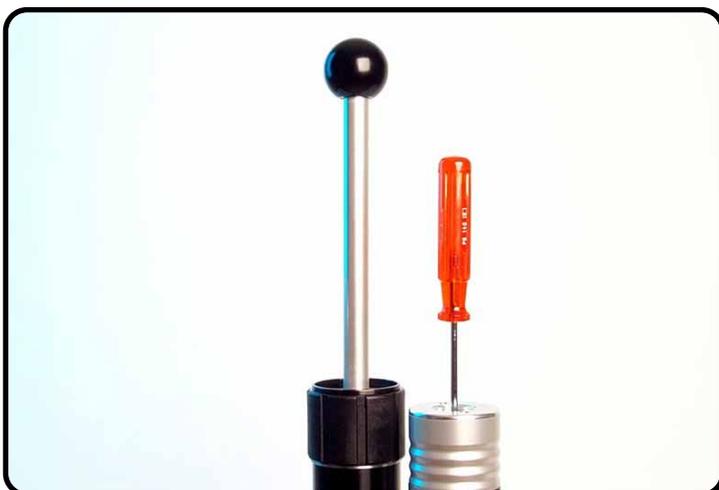
Place the adjusting knob with the spring, the spring directly on the steel ball.



Push the knob and tighten it.
Turn the adjusting knob to position 1.
("—" mark).



Fill the tube with oil about 10mm under the springing groove.



Place T1210S into the tube and T107S into the reservoir, slide the O-ring as far as the screw-cap.



Push the plunger all the way downwards.



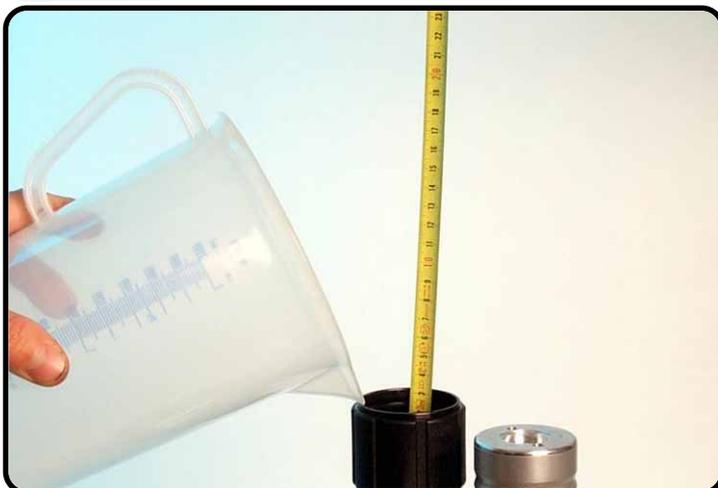
Push T107S downwards, (separation piston) repeat those two handlings several times.



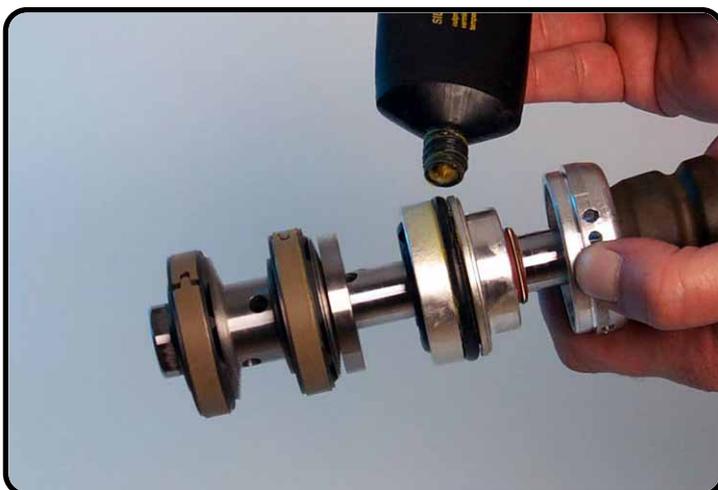
Adjust the separation piston with T1210S about 10mm from bottom, also the O-ring on the shaft of T107S will be 10mm from the screw-cap.



Adjust compression mechanism to position 13. ("+" mark).



Fill up oil about 10mm under the springing groove.



Assembling piston-rod "cpl.". Grease the O-ring of the DU-bush adaptor with T158.



Assemble piston-rod "complete" into the tube.



Push the adaptor into the tube....



...past springing groove.



Assemble the springing also past the groove.



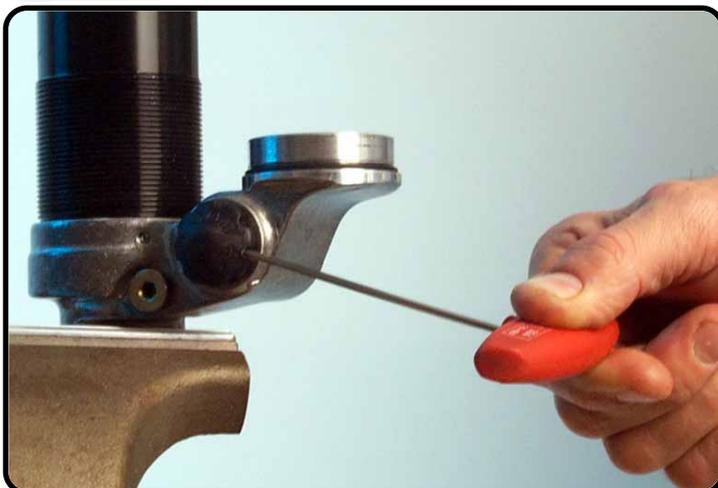
Pull up the piston-rod, and the springing will spring in the groove.



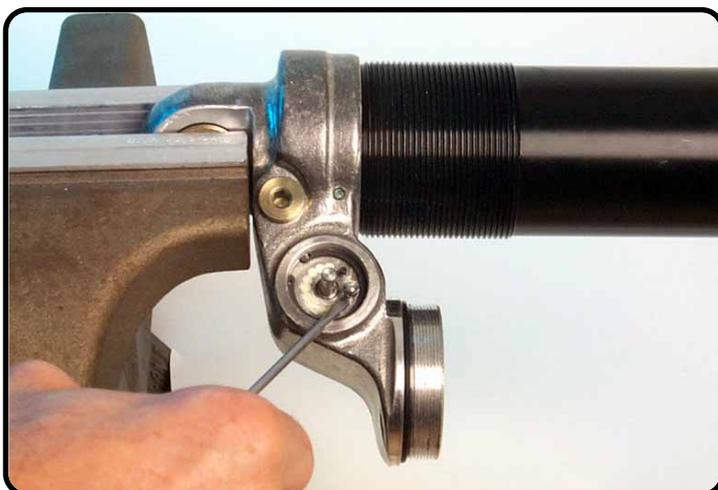
Tap the cap into the tube.

Bleeding

(not the correct pictures)
Disassemble the knob.

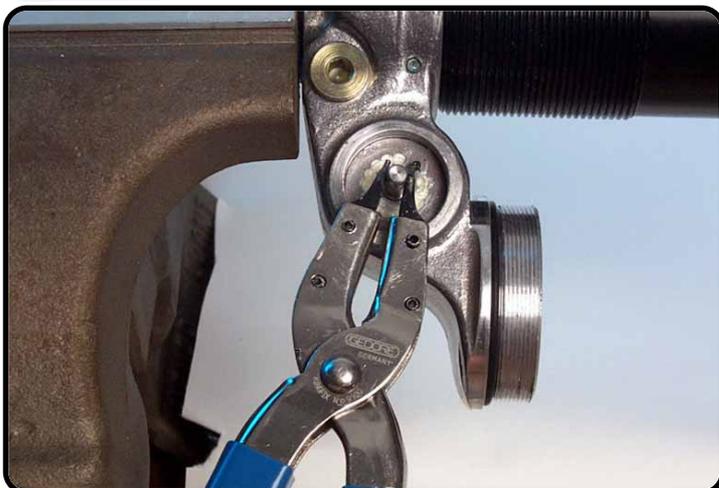


Remove the steel ball.



Remove the lock washer.





Remove the compression control mechanism.



Clamp the shock absorber (not too tight) on the spring guide in the vice at an angle of approximately 45 degrees with the housing of the compression mechanism at the highest level.



Connect the adaptor of T144S into the housing.



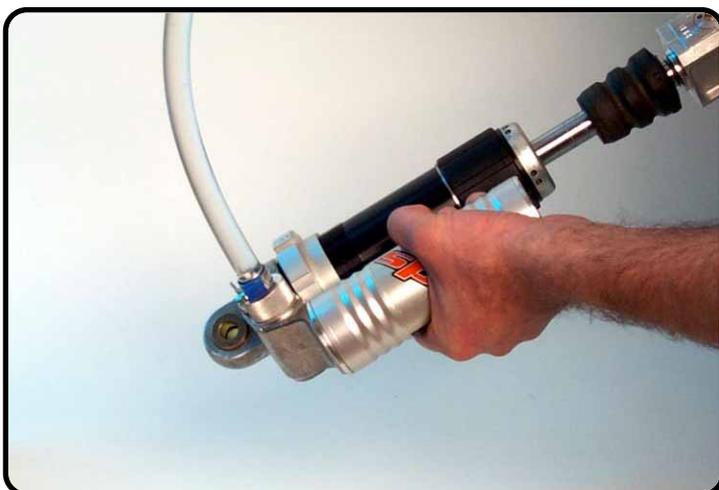
Ensure that there is sufficient oil in the bottle and that the hose is also full with oil.
You will see air bubbles rising up through the hose.



Push the piston-rod slowly in.



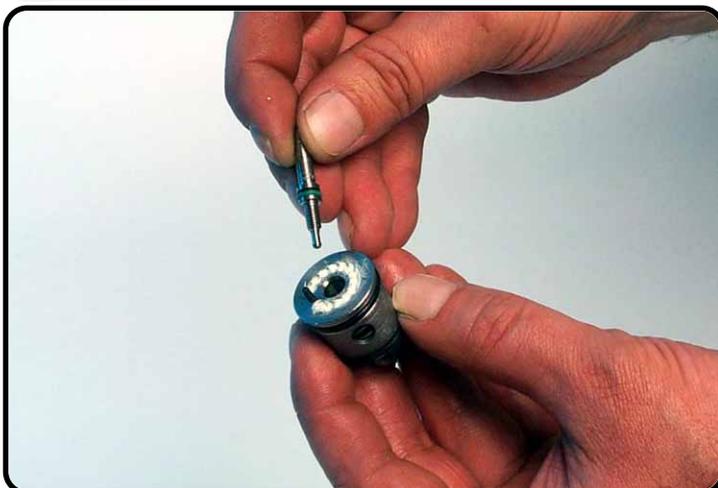
Pull the piston-rod out.



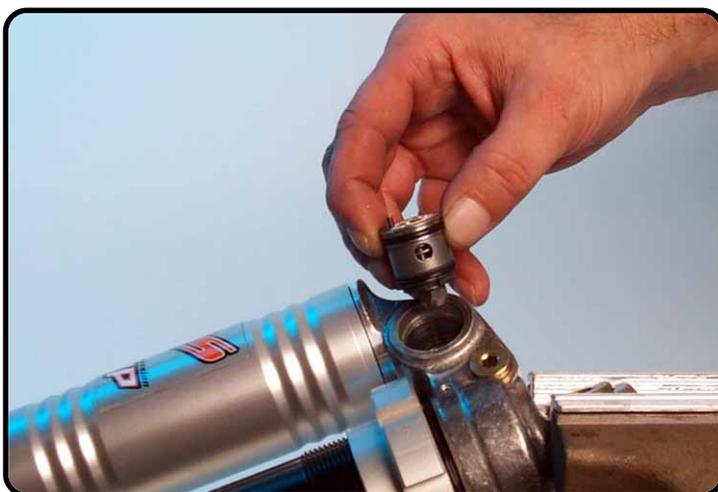
Remove the shock absorber out from the vice and turn it 45 degrees several times.
Repeat all the bleeding procedures until all air is bled out.



Pull the piston-rod completely out.
Check position (10mm) of the separation piston with T107S.



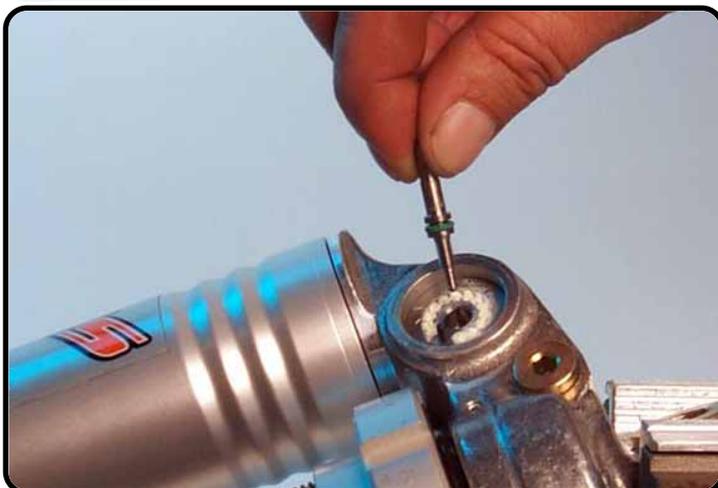
Unscrew adjusting needle clockwise out of the mechanism.



Assemble the mechanism.
Hole of the mechanism facing hole direction tube!!!



Assembled compression control mechanism.



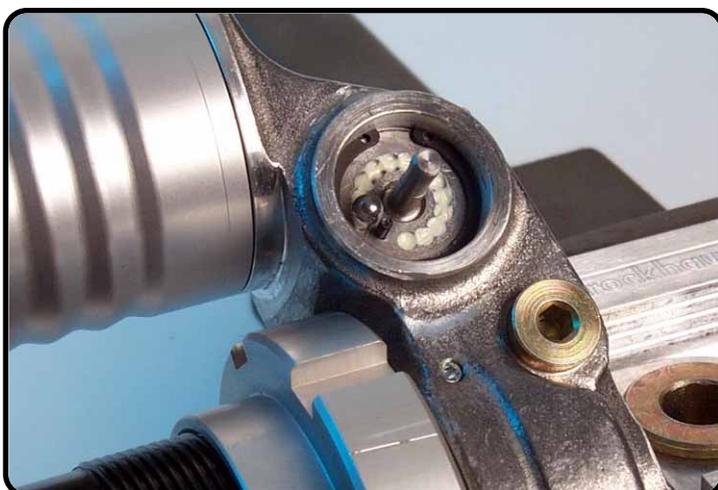
Screw the adjusting needle hand tight into the mechanism.



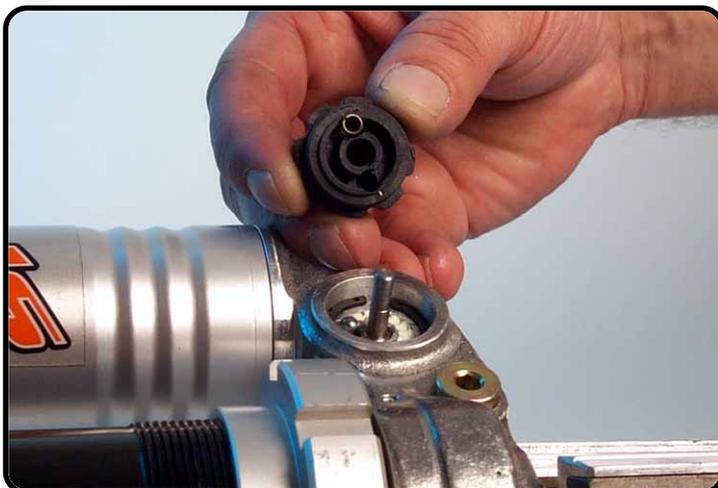
Push the mechanism with T160 past the lock washer groove.



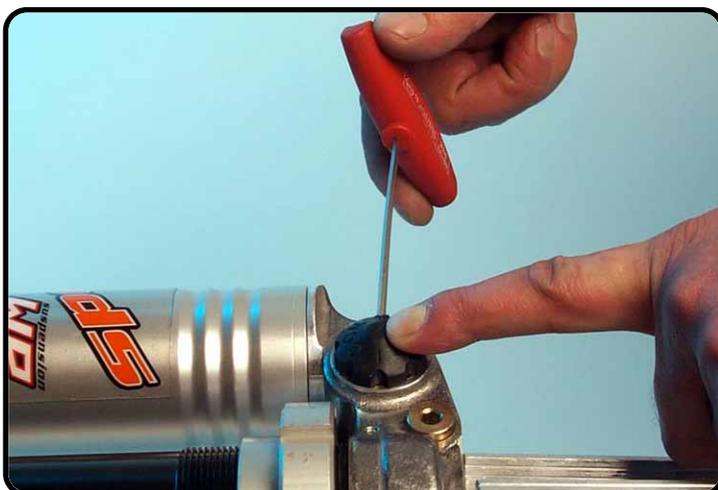
Assemble the lock washer with the flat side above in the groove.



Place steel ball left next to pin.



Assemble the adjusting knob with spring on the steel ball.



Push the knob against the housing and tighten it.

On pressure with nitrogen



Screw the nitrogen plug with O-ring several turns into the nitrogen reservoir screw-cap.



Place the shock absorber in T170S and fill the reservoir with nitrogen (± 20 sec.) and tighten the plug under pressure.



Assemble the rubber cap.

Mounting spring



Turn mounting fork parallel with bottom eye.
Rebound and compression mechanism in the same direction



Replace spring washer.



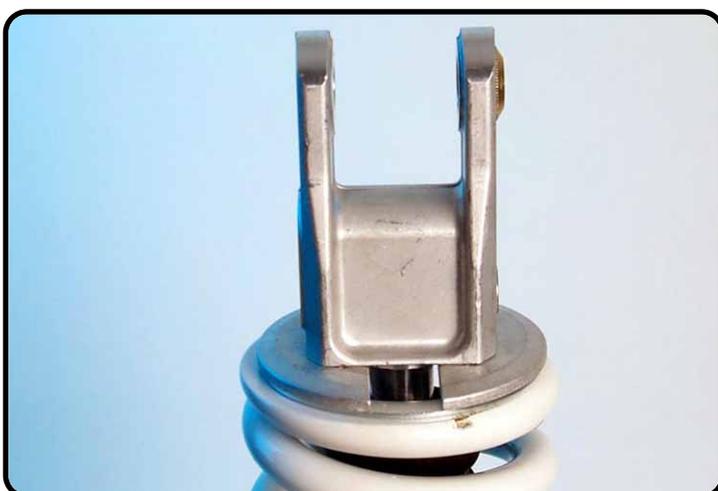
Replace the spring with the progressive coils in direction of the bottom.



Replace the second washer.



Assemble open spring retainer with the closed side on the end of the coil.



Turn the spring and retainer in this position.



Adjust the preload of the spring.



Tighten the bolt of the spring retainer to...



...a torque of 5Nm.

Adjusting

Rebound position!



Compression position!

