

MOTORSPORT 2015

ÖHLINS[®]
ADVANCED SUSPENSION TECHNOLOGY



HISTORY

Ever since the company was founded in 1976, Öhlins has represented the very pinnacle of suspension technology and firmly rooted itself as an intricate part of the motorsport industry, underpinning countless world titles. That very technology has subsequently been adopted not only as the gold standard of aftermarket suspension, but is also by car and motorcycle manufacturers around the world.

Back in the 1960's, Kenth Öhlin was an up-and-coming motocross rider and showed an innate talent for mechanics. He knew how to bring the best out of his material and soon he saw himself engaged in modifying his competitor's bikes. By the time he started his business he had already designed exhaust pipes, engines and – of course – shock absorbers.

Öhlins soon became synonymous with advanced suspension. The products were not only superior in terms of technology, but as Mr. Öhlin was, and is, a very meticulous man the quality was always outstanding. The first world championship was won already in 1978, as Russian Gennady Moiseev took the 250cc title on an Öhlins equipped KTM. Since then, more than another 200 have followed.



The success continued in road racing and soon also in the automotive segment, in racing as well as in rally, all adding to the motorsport pedigree. But don't think that Öhlins was content, not for a minute. The company continued to grow, adding electronically controlled, semi-active suspension to its portfolio under the trademark CES. Today, this technology has revolutionized the car industry and can be found in a wide range of products from premium car manufacturers.

In the 1980's, Öhlins' achievements got the attention of industrial giants and in 1987, Öhlins was acquired by Yamaha. Under the Japanese ownership, Öhlins had the necessary financial stability to develop into a dominating player in the industry. Twenty years later, Öhlins was considered better off on its own legs and Kenth Öhlin regained the company he once had started.



Today, Öhlins is more than ever in the forefront of advanced suspension technology, covering areas from top tier motorsport to original equipment manufacturing. All with the same performance, quality and attention to detail.



ÖHLINS IN NUMBERS

- Today 280 employees
- Kenth Öhlin holds a 95% stake in the company
- Headquarters and manufacturing plant in Stockholm, Sweden
 - Subsidiary in Hendersonville, NC, USA
 - Subsidiary at Nürburgring, Germany
 - Subsidiary in Thailand
- Subsidiaries in Karlstad and Jönköping, Sweden
 - 97% of all sales on export
 - Annual turnover around 60 MEUR
- Annual growth around 15-20% last 10 years
 - 16% of turnover invested in R&D

ÖHLINS HALL OF FAME

2014

André Lotterer/Marcel Fässler/Benoit	Tréluyer Audi R18 e-tron Quattro	Le Mans 24-hours
Anthony Davidson/ Sebastian Buemi	Toyota TS 040	Hybrid FIA World Endurance Championship
José María López	Citroën C-Elyssé WTCC	FIA WTCC
Citroën Sport	Citroën C-Elyssé WTCC	FIA WTCC
Vitaliy Pushkar/Ivan Mishyn	Mitsubishi Lancer Evolution X R4	FIA ERC Production Cup
Joni Wiman	Ford Fiesta ST	Global Rallycross
Kevin Eriksson	RX Lites	World Rallycross RX Lites
Kazuki Nakajima	Toyota R14A	Super Formula
James Rossiter	Lexus RC F	Super GT 500
Petr Fulin	BMW 320 Si S2000	FIA ETCC
Sebastian Eriksson	Ford Fiesta ST	Swedish Rallycross Championship
Kevin Hansen	RX Lites	Swedish Rallycross Lites
JP Dayrault	Mini Cooper Countryman	Andros Ice Trophy
Romain Dumas	Norma	Pikes Peak
Matt Summerfield	MAN	British Truck Race Championship
Oily Clark	Subaru Impreza Gobstopper II	UK Time Attack Championship

2013

Tom Kristensen/ Allan McNish/Loic Duval	Audi R18 e-tron Quattro	Le Mans
Sebastien Loeb	Peugeot 208 T16	Pikes Peak
Frankenhut/Radenmecker /Ricci	Peugeot 208 GTI	24h-Nürburgring VLN
Petr Fulin/Krenek Motorsport	BMW 320	FIA ETCC 2013
Tom Kristensen/Allan McNish /Loic Duval	Audi R18 e-tron Quattro	World Endurance
Yvan Müller	Chevrolet	WTCC
Naoki Yamamoto	Swift Honda	Super Formula Nippon
Yuji Tachikawa/Kohei Hirate	Lexus	Super GT500
Hideki Mutoh /Yuhki Nakayama	Honda Mugen	Super GT300
Timur Timerzyanov	Citroën DS3	European Rallycross
Gianni Morbidelli	Audi RS5	Italian Superstars
Jimmy Owens	Bloomquist	Dirt Late Model

2012

Tanner Foust	Global Rally Cross	Ford
Rob Huff	WTCC	Chevrolet
Fässler/Lotterer/Tréluyer	Le Mans	Audi
Kazuki Nakajima	Formula Nippon	Toyota
Johan Kristoffersson	STCC	Volkswagen
Fässler/Lotterer/Tréluyer	World Endurance	Audi
Jimmy Owens	Dirt Late Model	Bloomquist
Johan Kristoffersson	Italian Superstars	Audi

2011

Alain Prost	Andros Trophy	Dacia
Yvan Muller	WTCC	Chevrolet Cruze
Treluyer/Fässler/Lotter	LeMans 24h	Audi R18
Boije Ovebrink	Speed World Record Hybrid Truck	Volvo VN
Boije Ovebrink	Swedish Flying Kilometer Hybrid Truck	Volvo VN
Rickard Rydell	Swedish Touring Car Championship	Chevrolet Cruze
Martin Tomczyk	DTM	Audi A4
Dirk Muller/Joey Hand	ALMS GT	BMW M3 GT2
Andrea Bertolini	Super Star International Championship	Maserati QP
Alberto Cerqui	Super Star Italian Championship	BMW M3

2010

Jason Plato	BTCC	Chevrolet
Richard Göransson	STCC	BMW
Rockenfeller/Bernhard/Dumas	Le Mans 24h	Audi R15
Jörg Müller/Augusto Farfus/Uwe Nürburgring	24h	BMW
Alzen/Pedro Lamy		
Boije Ovebrink	Standing Kilometer For Trucks	Volvo FH16
Sverre Isachsen	European Championship RallyCross	Ford Focus
Scott Bloomqvist	Lucas Oil Dirt Late Model Series	Bloomqvist/Ford
Tanner Foust	X-Games Rally Car Racing	Ford Fiesta
Tanner Foust	Rally Car Super-Rally	Ford Fiesta
Rahal	ALMS GT2	BMW M3 E92 GT2
Yvan Muller	WTCC	Chevrolet Cruze
Chevrolet	WTCC	Chevrolet Cruze
Thomas Biagi	Superstars Series	BMW M3 E92
Cesar Ramos	Italian F3 Championship	Dallara F308

2009

Timo Scheider	DTM	Audi
Brabham/Géne/Wurz	Le Mans	Peugeot
Sverre Isachsen	Rally X EM	Ford
Kenny Bräck	X-Games	Ford
Tommy Rustad	STCC	Volvo

2008

Kristensen/McNish/Capello	Le Mans 24h	Audi
Timo Scheider	DTM	Audi

2007

Mattias Ekström	DTM	Audi
Lars Larsson	European Rallycross Champion	Skoda
Andy Priaulx	WTCC	BMW
Biela/Pirro/Werner	Le Mans 24h	Audi R10
Sebastien Bourdais	ChampCar	Newman Haas

2006

Lars Larsson	European Rallycross Champion	Skoda
Lars Larsson	Swedish Rallycross Champion	Skoda
Giandomenico Basso	European Rally Champion	Fiat S2000
P.Andreussi/A. Andreussi	Italian Rally Champion	Fiat S2000
Biela/Pirro/Werner	Le Mans 24h	Audi R10/LMP1

2005

Tony Stewart	Nascar Nextel Cup	Joe Gibbs Racing
Toshi Arai	Production Car WRC	Subaru
Dan Wheldon	IRL	Chip Ganassi
Yvan Muller/Paul Bourdais	Andros Thropee	Audi R8/LMP1
Letho/Werner/Kristensen	Le Mans 24h	

2004

Mattias Ekström	DTM	Audi
Antonio Liuzzi	FIA Formel 3000	Lola
Jussi Pihomäki	European Rally Cross	Renault
Buddy Rice	Indianapolis 500	Team Rahal
Ara/Kristensen/Capello	Le Mans 24h	Audi Sport
Kelly/Murphy	Bathurst 1000	Kmart Racing Team
Richard Lyons	Formula Nippon	DoCoMo Dandelion

2003

Kristensen/Capello/Smith	Le Mans 24h	Bentley
Martin Rowe	Production Cars WRC	Subaru
Scott Dixon	IRL	G-Force/Toyota
Paul Tracy	CART	Ford Cosworth/Lola
Brice Tirabassi	Rally Sber 1600	Renault
JJ Letho/Johnny Herbert	ALMS	Audi

2002

Biela/Kristensen/Pirro	Le Mans 24h	Audi R8
Tony Stewart	Nascar Winston Cup	Joe Gibbs Racing
Sam Hornish Jr.	Indy Racing League	Panther Racing

2001

G. Pozzo	Rally Grp.N	Mitsubishi
Gil De Ferran	CART	Team Penske
Helio Castroneves	INDY 500	Team Penske
Biela/Kristensen/Pirro	Le Mans 24h	Audi R8

2000

Juan Pablo Montoya	Indianapolis 500	Ganassi
Gil De Ferran	CART	Team Penske
Bobby Labonte	Sprint Cup Champion	Joe Gibbs Racing
Brendan Gaughan	Winston West Champion	
Tony Kasemets	SCCA Formula Continental	
Larry Connor	SCCA Formula Atlantic	
Jeff Clinton	SCCA 2000	
Manfred Stohl	World Rally Grp.N	Mitsubishi
Biela/Kristensen/Pirro	Le Mans 24h	Audi R8
Harri Luostarinen	FIA European Supertruck Champ.	TRD

1999

Tommi Mäkinen	Rally WRC	Mitsubishi
Juan Pablo Montoya	CART	Reynard
Bill Baird	ARCA	Chevrolet
Tony Hirschman	Nascar Modifieds	Pontiac
Anthony Lazzaro	Toyota-Atlantic	Swift
Mattias Ekström	STCC	Audi A4
Gustavo Trelles	Rally Grp.N	Mitsubishi
Manufacturers Championship	Rally WRC	Toyota

1998

Tommi Mäkinen	Rally WRC	Mitsubishi
Alex Zanardi	CART	Reynard
Mike Stefanik	Nascar Modifieds	Chevrolet
Eddie Cheever Jr.	Indianapolis 500	Dallara
Rickard Rydell	BTCC	Volvo S40
Fredrik Ekblom	STCC	BMW 320
Gustavo Trelles	Rally Grp.N	Mitsubishi

1997

Tommi Mäkinen	Rally WRC	Mitsubishi
Alex Zanardi	CART	Reynard
Tim Steele	ARCA	Ford
Alex Barron	Toyota-Atlantic	Ralt
Laurent Aiello	STW	Peugeot 406

1996

Tommi Mäkinen	Rally	Mitsubishi
Tim Steele	ARCA	Ford
Patrick Carpentier	Toyota-Atlantic	Ralt
Steve Knapp	FF2000	VanDiemen
Emanuele Pirro	STW	Audi A4
Frank Biela	BTCC	Audi A4
Rinaldo Capello	Championata It. Superturismo	Audi A4
Jordi Gene	Campeonato Esp. Superturismo	Audi A4
Terry Moss	South African Touringcar Champ.	Audi A4
Jean-Francois Hemroulle	Belgian Procar	Audi A4
Brad Jones	Australian Supertouring	Audi A4
Steve Parrish	EC Truck Racing	Mercedes

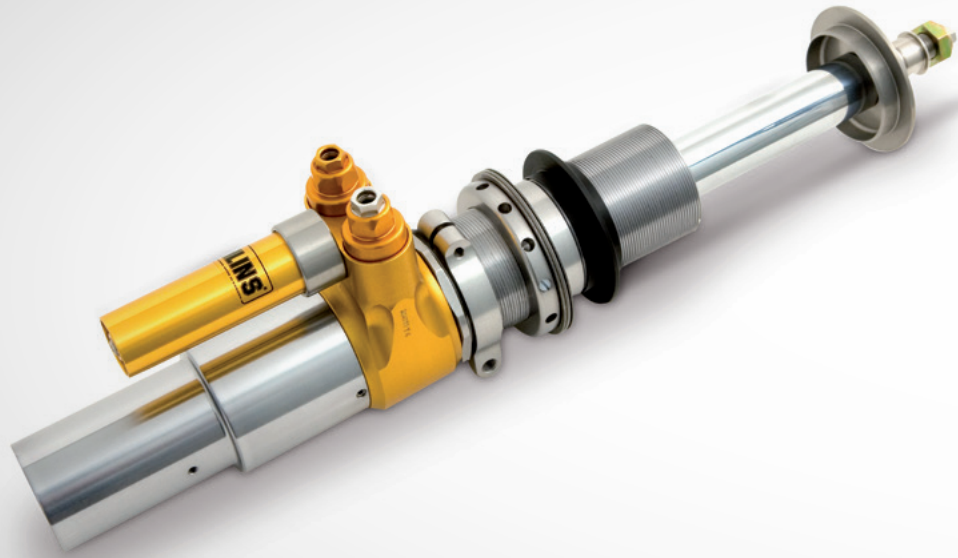
1995

"Slim" Borgudd	EC Truck Racing	BMW M3 GT2
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1993

Nigel Mansell	USA-Indy Car	Newman/Haas/Lola
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THE TTX TECHNOLOGY

Cavitation. Something you don't want in your shock absorber. It's devastating because basically it means the damping is lost. Small bubbles in the oil can never create the necessary damping forces. Traditional dampers working in extreme conditions sometimes suffers from low pressure on the piston backside.

The TTX was created by Öhlins engineers to eliminate the risk for cavitation. They succeeded. With the TTX technology a positive pressure balance is created in the shock which means the risk for cavitation is gone.

TTX stands for Twin Tube with the X illustrating how the flow through the valves in the cylinder-head is designed. Thanks to the twin tube technology the pressure usually created on top of the piston is transferred through the cylinder head and the adjusters for compression and rebound, then flows through the space between the inner and outer tube to the other side of the solid piston. This equals to a pressure balance within the shock. The outer reservoir is only used to take care of the oil displacement from the piston rod and heat expansion, which is why it can be fairly small in design. Inside the reservoir there is a dividing piston between the oil and the nitrogen gas. The gas pressurizes the oil to a level between six and nine bars, basically the static pressure on both sides of the solid piston.





WARNING
THIS SHOCK ABSORBER CONTAINS NITROGEN GAS UNDER HIGH PRESSURE. DO NOT ATTEMPT TO REBUILD OR REBUILDING THE SHOCK AS THE SHOCK MAY BE DAMAGED. REFER TO THE OWNER'S MANUAL FOR MORE INFORMATION.



PRODUCT OVERVIEW 2015

Öhlins shock absorbers are available in a many different versions, all of which can be tailor made to any competition car depending on your requirement, budget and the technical specification of the car.

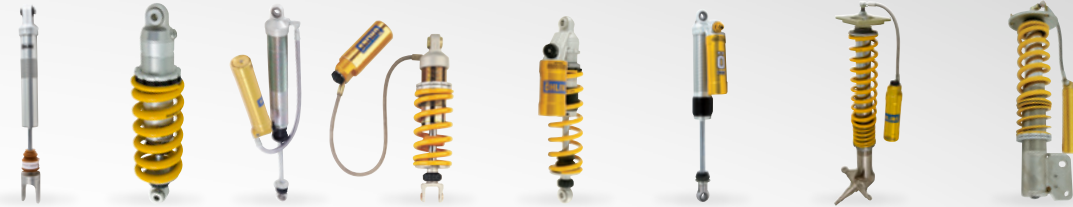
Our shock absorbers are all rebuildable and serviceable and designed to be modified to different kind of competition vehicles, and cover all kinds of motorsport disciplines. At Öhlins and at our trained Öhlins service centers there is experience from countless of years of motorsport success to find the winning suspension solution for you.

TYPE S36



S36D S36PB S36HR1C1 S36PR1C1

TYPE S46



S46D S46DR1 S46HR1C1 S46HR1C2 S46PR1C1 S46PR1C2 S46HMR1C1 S46HMR1C2Q1

TYPE S50



S50HR1C2 S50PR1C2

TYPE TTX36



T36PR1C1 T36PR2C2

TYPE TTX36 ILX



T36DR1C1 T36DR2C2

TYPE TTX40



T40DR2C2T

TYPE TTR



T40DR2C2T

TYPE TPX



S44PR1C2Q1Q2M

TYPE TTX46



T46PR1C1MT

TYPE STOCKCAR



OTJ CCJ LMJ LMP ILX WCJ

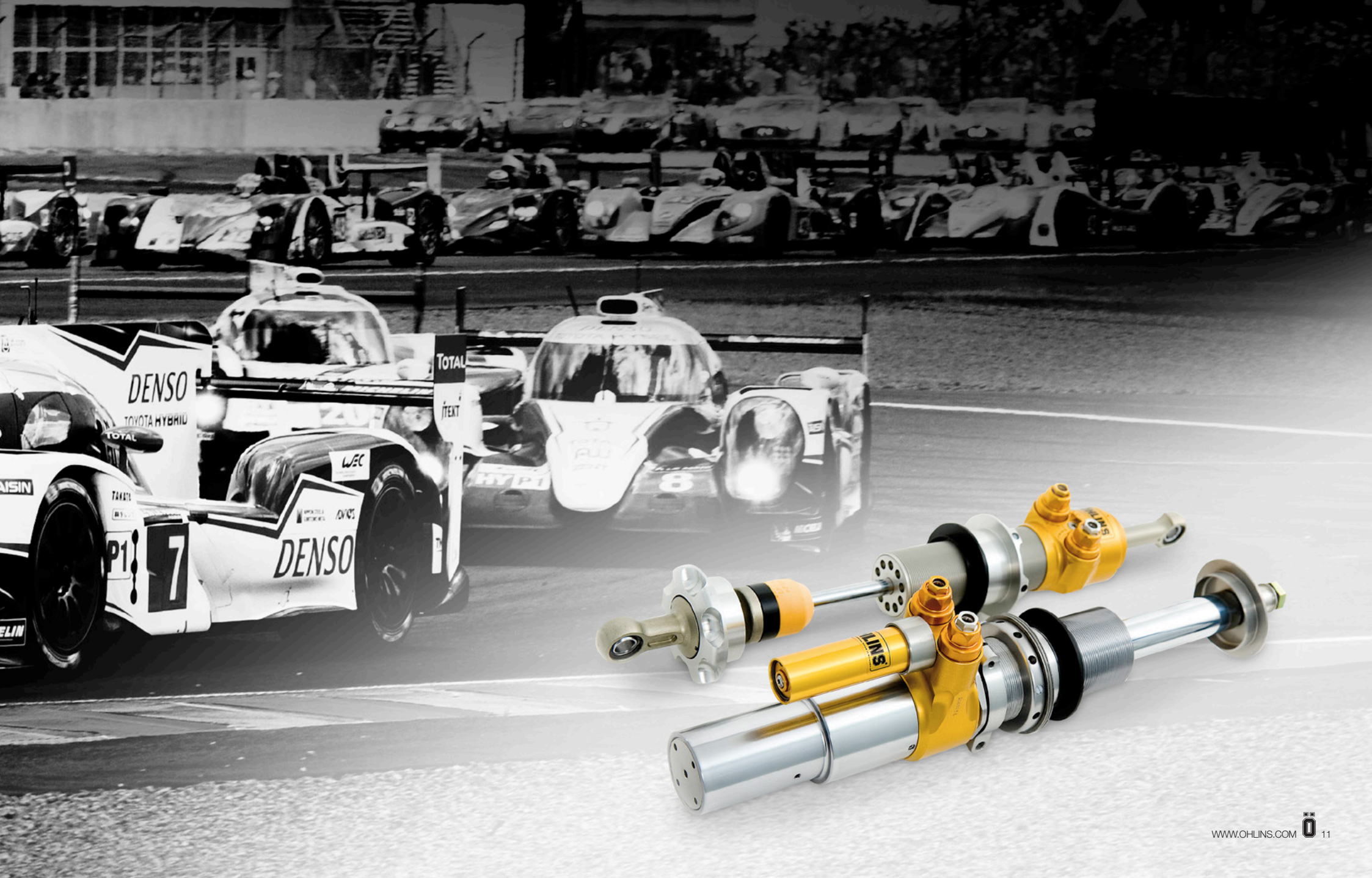
OPTIONAL PARTS



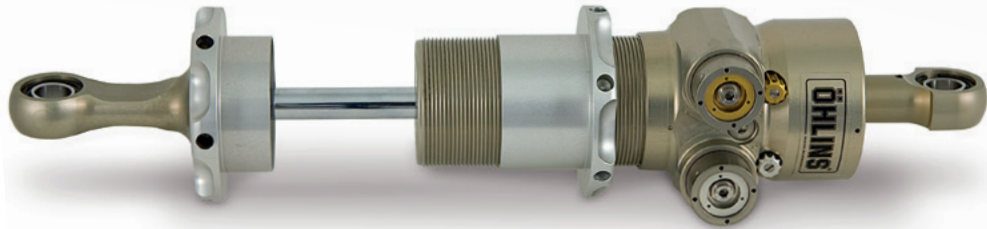
BLOW OFF PISTONS FOR TTX36/TTX36L(ILX) BLOW OFF PISTONS FOR TTR SPRING SEAT KIT BLOW OFF KIT FOR TTX46 MT MKII LINEAR DISPLACEMENT SENSOR KIT FOR TTX46 MT

RACING









TTR

Ohlins TTR damper – a 4-way fully independent adjustable damper based on well proven technology that has been behind winning success for many years in high-end factory racing in IndyCar, Le Mans and DTM. This high end racing damper is now available for teams seeking optimal performance and on-track success.

Features include a precise valving system, both high and low speed can be zeroed externally to ensure an accurate matching between dampers while at the same time maintaining reference clicks. The TTR damper combines top performance with user friendly handling, for instance change valving in close to one minute. The damper also comes with valving simulation software, drastically reducing time from idea to ready damper and helps making accurate adjustments at the track.

FEATURES

- 4-way fully independent adjustable damper
- Solid piston
- Well proven valve technology
- Through-rod design to minimize hysteresis
- Large adjustment range
- Top performance combined with easy handling
- Change valving in close to 1 minute
- Comes with valving simulation software
- Precise valving system, both low- and highspeed can be zeroed externally





TTX46 MT MK II

It has featured heavily in GT, sports car and touring car success and is accompanied by the TTX40. The concept of this damper features a 46 mm solid piston with a through rod of 30 mm, providing a rigid and lightweight strut. To further improve the rigidity, the outer tube is made from a special aluminium alloy.

It is four-way adjustable providing a wide range of adjustment without even taking the strut off the car. Of course it has all the benefits from a positive pressure build-up. As for the TTX40 this also comes with a Valving Reference Program. It's also available with a blow-off kit consisting of a new cylinder head prepared for the new kit, a valve block and a blow off adjuster. The blow off kit reduces peak loads, makes driving over curbs much smoother and in the end saves tires and reduces the risk for flat tires.

The damper can be modified to suit most of the different types of racing cars and covers a wide range of car types and models. The TTX46 is also available in a two-way adjustable version for some models, and in a club racing two-way adjustable version that together with the TTX36 creates a powerful Porsche combination.

FEATURES

- TTX-technology – no cavitation risk • 46 mm solid piston, through rod 30 mm • 4-way adjustable • McPherson strut suspension • Valve Reference Program • Available with a blow-off piston kit • Also available as a two-way adjustable version





TTX40 MK II

Ever since the introduction this high-end level racing damper has been a winner in top level racing around the globe.

The TTX40 MkII twin tube damper features a 40 mm solid piston and a through rod shaft which eliminates the requirement of an external reservoir. The design is fully pressure balanced with a positive pressure build-up throughout the adjustment range, eliminating the risk for cavitation as well as enabling the use of low gas pressure, keeping the internal friction at bay. The top eye can easily be re-locked without opening the damper.

The TTX40 MkII is a fully independent four-way adjustable damper. The MkII version also comes with a Valve Reference Program. This computer model of a dyno will allow you to find damping curves without a dynamometer. It reduces building time tremendously and allow exact damping adjustment out in the pit lane.

The TTX40 MkII is also available with a Blow Off piston kit. The advantage with this kit is that it reduces peak loads. This makes driving over curbs smother, saves tires and reduces the risk of getting flat tires.

The damper can be modified to suit most of the different types of racing cars and covers a wide range of car types and models. The TTX40 is also available in a two-way adjustable version for some models.

FEATURES

- TTX-technology – no cavitation risk • 40 mm solid piston • 4-way adjusted, compression and rebound
- High end racing damper • Comes with Valve Reference Program • Available with a blow-off piston kit
- Suitable for Le Mans style prototypes, single seaters, touring cars, sports cars and GT-cars



TTX36 INLINE

The TTX36 is a popular choice, especially for GT-cars and prototypes as well as in single seater applications.

This version with an inline reservoir is particularly well suited for cars where size and fitment is an issue. The damper has an inline reservoir with improved internal oil flow and is of a non-through rod type. The configuration out of the box is 2-way adjusted; 1-way compression and 1-way rebound, but is easy to upgrade to become 3- or even 4-way adjusted.

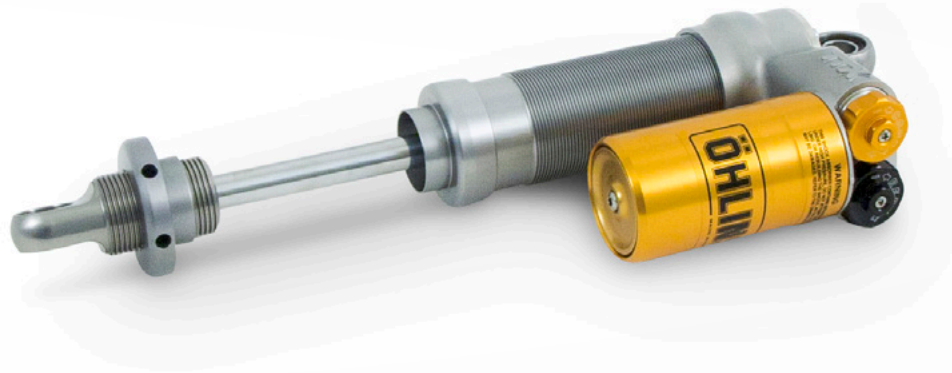
The big advantage with the damper is the integral reservoir that makes it very compact and easy to package and also be possible to use it in applications that do not allow external reservoirs. A length calculation program is also available. This program will guide you through the "build" of the damper and shows all parts needed to build a complete damper for your specific need.

Five lengths available. The length is measured without end- and top-eye.

FEATURES

- TTX-technology – no cavitation risk • Integrated reservoir • 2-way adjusted, compression and rebound
- Possible to upgrade to 3- and 4-way adjustable • Compact design • Length calculation program available
- Available in different lengths • Suitable for single-seaters and historical racing and vehicles where external reservoirs are not allowed or can be fitted





TTX36 PIGGYBACK

The TTX36 is also available in a piggy back version with an external reservoir. Still with a compact light weight design this versatile racing shock absorber is 2-way adjustable that can be upgraded to 3- and 4-way adjusted.

It's one of our most versatile dampers and is used for many different applications for spanning from single-seaters and GT-cars to touring cars, sports cars and prototypes.

FEATURES

- TTX-technology – no cavitation risk
- Piggy back
- 2-way adjusted, compression and rebound
- Possible to upgrade to 3- and 4-way adjustable
- Compact design
- Length calculation program available
- Available in different lengths
- Suitable for a wide range of cars from GT- and sports cars to single seaters, touring cars and prototypes



RALLY & OFFROAD





ALR TPX/TTX RALLY & RALLYCROSS

They have proven themselves in the toughest of conditions. This range with a set of universal struts and dampers are aimed at the rally and rallycross markets but they are also suitable for racing applications, especially for demanding circuits such as the Nürburgring Nordschleife.

The strut is a twin piston McPherson strut (TPX44) with a 44 mm diameter piston. It is three-way adjusted, one-way rebound and two-way compression.

The damper is a four-way adjusted twin tube (TTX44) damper. The rod adjuster is a coarse rebound adjuster, while the single adjuster in the cylinder head is a fine tuner with a two-way compression adjuster. The damper has a 44 mm piston.

Both are fully pressure balanced, eliminating the risk of cavitation and due to low gas pressure they keep the internal friction level minimized. There is a whole range of optional parts to tailor the dampers to any specific needs. The dampers can be built and modified for more or less any rally or rallycross vehicle and has been winners since the launch.

FEATURES TPX

- McPherson strut • Piggyback reservoir • 44 mm Twin Piston Technology (TPX) • 3-way adjustable • Fully pressure balanced • Progressive Damping System (PDS)

FEATURES TTX

- Conventional shock • Piggyback reservoir • 44 mm Twin Tube (TTX) • 4-way adjustable • Fully pressure balanced • Progressive Damping System (PDS)





GROUP N/R4

The rally class R4 was created to make Group N machinery competitive against the S2000 cars. For this class Öhlins has developed the Group N dampers to also suit the Subaru and Mitsubishi R4 cars. The front strut is a Twin Piston McPherson strut with a 44 mm diameter piston, three way adjusted with one-way rebound and two-way compression. The rear damper is a Twin Tube TTX44 with a 44 mm piston and it's four-way adjusted.

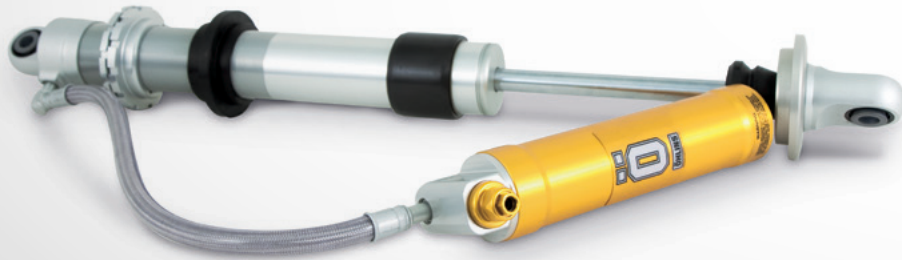
Both front and rear are fully pressure balanced, eliminating the risk of cavitation and due to low gas pressure they keep the internal friction minimized.

FEATURES

FRONT • TPX44 McPherson strut • 44 mm twin piston • PDS (Progressive Damping System) • 3-way adjusted, one way rebound and two way compression

REAR • TTX-technology - no cavitation risk • TTX44 Twin Tube shock absorber • 44 mm single piston • PDS (Progressive Damping System) • 4-way adjusted, two way rebound and two way compression





ORQ 18/50

A high performing Off-road damper in the Öhlins ORQ series.

The ORQ 18/50 is suitable for off-road and rally raid and features a 50 mm piston and a 18 mm piston rod. The whole design is very robust to withstand the high forces and demands presented in off road such as rally raid and similar events. Details such as ball joint and the rebound adjustment has been reinforced and dimensioned for this application. The ORQ 18/50 also features the new improved PDS, Progressive Damping System, featured on Öhlins rally dampers.

It is available in three lengths but it is also possible to custom build dampers with up to approx. 350 mm stroke. PDS components, adjustment rod and length calculations program are available as well. Piggy back cylinder head will be available as optional component which makes it possible to rebuild a hose damper to Piggy back.

FEATURES

- 50 mm piston • 18 mm piston rod • PDS, Progressive Damping System • Three way adjustable, two way compression and one way rebound • Robust design • Light weight aluminum body • Available in three lengths
- Also possible to custom build up to 350 mm stroke • Piggy back cylinder head available as optional component to rebuild a hose damper to piggy back version





ORQ 16/46

The ORQ-series Off-Road damper has proven a success in all kinds of Rally Raid events. The damper has a swiveling hose, for increased flow potential for easy mounting on the vehicle.

The ORQ range of dampers is designed with Off-Road and Rally Raid Cars in mind, as well as similar kinds of vehicles where this layout is suitable. These dampers are available in three different lengths. The dampers are of 46 mm piston type with remote reservoirs. They have compression and rebound adjusters together with the Progressive Damping System, PDS. The damper comes with a protecting sleeve and two circlips to help prevent spring wear. Springs, spring platforms and spacers for the spherical bearings need to be ordered separately.

FEATURES

- 46 mm piston • Remote reservoirs • Available in three different lengths • PDS, Progressive Damping System
- 2-way adjustable



HISTORIC RALLY

Based on Öhlins extensive kit system a number of applications for historic rally are now available. The latest versions includes the Porsche 911 Historic Rally car and applications for the Ford Escort Mk1/MkII.

The 16mm piston shaft on the Escort dampers are hollowed with a valve and jet making it externally adjustable, with one adjuster for both compression and rebound. The design of the front damper has been made so it fits both the Mk1 and MkII versions of the car. The 46 mm rear shock is also adjusted for compression and rebound through one adjuster and both front and rear dampers has a temperature compensating system.

As with all Öhlins dampers these are rebuildable and it is possible to tailor make settings depending on drivers preferences and type of use. These dampers has already shown top performance in various Historic Rallies.



The Porsche dampers are available in a non-adjustable and an adjustable

version. The non-adjustable version is based on a 40mm cylinder tube that fits into the original Porsche McPherson outer tube. The piston shaft is 12 mm and has a balanced setting developed for both Tarmac and Gravel. The product is classical Öhlins and therefore completely rebuildable and possible to tailor make settings for. The adjustable version has a 16 mm piston shaft hollowed with a valve and jet that is externally adjustable. This one adjuster adjusts both compression and rebound with the use of a bleed system and also has a temperature compensating system. It is also fully rebuildable and possible to tailor make settings for. The rear shock has a 46 mm damping piston together with a 16 mm piston shaft with compression and rebound adjustable with one external adjuster. This design also has the temperature compensating system and is of course rebuildable and possible to tailor make settings for.

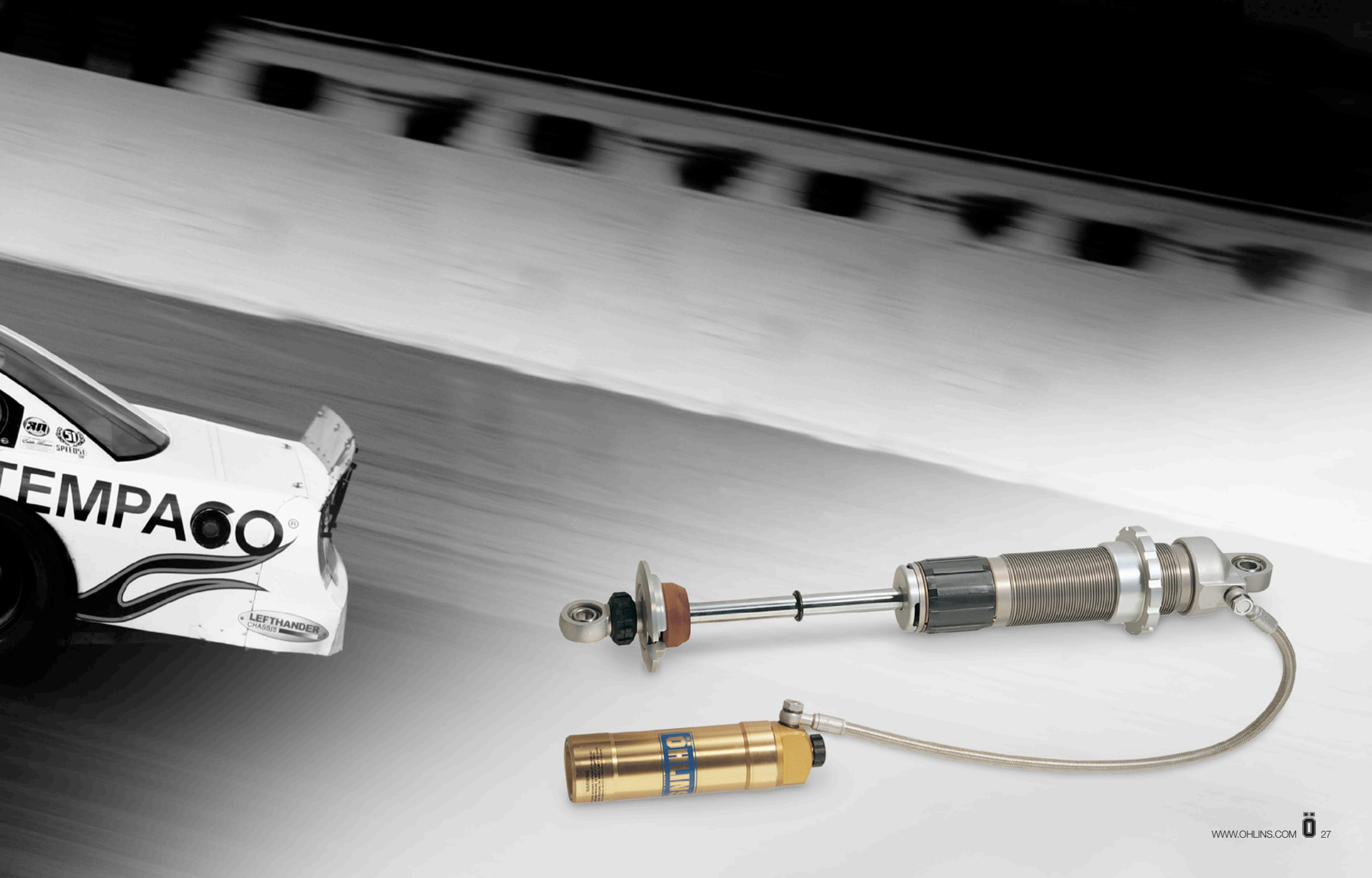
This combination of Öhlins front and rear has already shown top performance in various Historic Rallies.





STOCK CAR

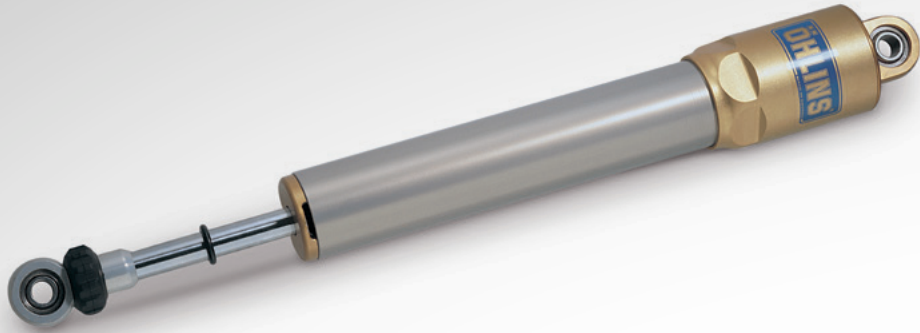




TEMPAGO®

LEFTHANDER
CHASSIS





WCJ

This high performance light weight stock car shock absorber is designed for use in Asphalt oval series in anything spanning from the highest series in NASCAR to Late Model. It features as a regular winner in NASCAR.

FEATURES

- Light weight aluminum body
- Large reservoir for improved cooling
- Quick response for better handling
- Consistent on long runs
- Easy to dial in, reshim, rebuild and service
- Infinite valve and piston combinations
- Options include a variety of different pistons, one-way shaft jets, parallel compression valve and base valve

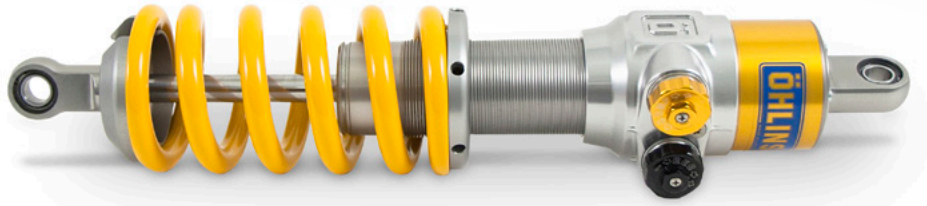


OTJ

A new shock absorber for oval track racing replacing the STJ.

FEATURES

- Adjustable or non-adjustable
- Light weight aluminum body
- Large reservoir for improved cooling
- Easy to dial in, reshim, rebuild and service
- Infinite valve and piston combinations
- Options include a variety of different pistons, one-way shaft jets and base valve



ILX-SERIES

The design of the TTX36 Inline with the compact design and with an inline reservoir makes it suitable for asphalt oval racing.

FEATURES

- TTX-technology – no cavitation risk • Integrated reservoir • 2-way adjusted, compression and rebound
- Possible to upgrade to 3- and 4-way adjustable • Compact design • Available in different lengths • Used in asphalt oval racing as the NASCAR-series and Late Model





LMJ/LMP-SERIES

Designed for use in Late Model and Modified but also for use in NASCAR Sprint Cup, Nationwide and Truck series. The LMJ & LMP-series are also available in Dirt oval applications for use in Dirt Late Model, Modified and Sprint racing.

The shock absorbers are two way adjustable with LMP available as a piggy back version and LMJ series in hose version with remote reservoir.

FEATURES LMJ

- Late Model and Modified • Dirt and Asphalt applications • Light weight, aluminum body • 2-way adjustable damping • Easy to dial-in, rebuild, reshim and service • Available with several different piston options • Options include one-way shaft jets, parallel compression valve & two-way reservoir

FEATURES LMP

- Late Model and Modified • Dirt and Asphalt applications • Piggy back version • BOB-R compression valve for increased adjustment range • Large reservoir for better cooling • Easy to dial-in, reshim, rebuild and service • Large number of valve and piston combinations available • Options include One-way shaft jets to allow smaller compression or rebound valve • Optional parallel compression valve to allow for smaller rebound valve



STOCK CAR



CCJ

An economical non-adjustable shock absorber for use in dirt oval racing and asphalt oval racing. The base stock car version is non adjustable and can be used in all forms of stock car oval racing.

FEATURES

- Late Model and Modified classes
- Dirt and Asphalt applications
- Steel body
- Easy to dial in, reshim, rebuild and service
- Large number of valve and piston combinations available
- Options include different optional pistons and one-way shaft jets



OPTIONAL PARTS



BLOW OFF PISTONS FOR TTR

The advantage with this Kit is that it reduces peak loads making driving over curbs smoother, saves tires and reduces the risk of getting flat tires.

There are two different Blow Off pistons 06234-20 and 06234-21, 06234-20 is a Blow off piston with no additional functions. The 06234-21 is equipped with Öhlins patented High Frequency function, HF. The Blow off piston force level is set with a shim stack.

BLOW OFF PISTONS FOR TTX36/TTX36IL (ILX)

The advantage with this piston is that it reduces peak loads. This makes the driving over curbs smoother, saves tires and reduces the risk of getting flat tires.

There are two different Blow Off pistons 06234-20 and 06234-21, 06234-20 is a Blow off piston with no additional functions. The 06234-21 is equipped with Öhlins patented High Frequency function, HF. The Blow off piston force level is set with a shim stack.

BLOW OFF KIT FOR TTX46 MT MKII

This kit reduces peak loads, makes the driving over curbs smoother, which in the end saves tires and reduces the risk of getting flat tires.

The kits consist of two part numbers, left or rear headed adjuster:

- New Cylinder head prepared for the new kit
- Valve block, left or right hand headed kit
- Blow off adjuster

OPTIONAL PARTS



SPRING SEAT KIT

New spring seat kits are launched which include bearings and helper springs. The kit is made for Öhlins TTR, TTX40, TTX36 and TTX36 Inline racing shock absorbers.



LINEAR DISPLACEMENT SENSOR KIT FOR TTX46 MT

The TTX 46 McPherson strut for Touring cars has from the beginning been designed to be used together with a linear displacement sensor. You can now buy this sensor as a kit from Öhlins.

The sensor is mounted inside the piston shaft and it is not necessary to disassemble the strut to install it. It is well protected from dust and debris inside the shaft and is very easy to install.

The type of stroke sensor is MLS130/150/S/N. The sensor is delivered without connector to make it possible to connect it to different data acquisition systems.



ÖHLINS SHOCK COVERS

To prevent dirt, dust and mud from clogging up the shock absorber it can be dressed up with Öhlins shock covers. The flexible neoprene material is an effective blocker and it fits many different shock absorber types including McPherson struts.



FOR MORE CONTACT INFORMATION

For full information about witch models Öhlins products are available for, please contact your local Öhlins Distributor.

AFRICA

KENYA Aztek Motorsport International

MAURITIUS Ruben Racing Limited

SOUTH AFRICA VMP Motorsport

ASIA

CHINA

BG-Performance Ltd.

Gusto Technik Co

HONG KONG

Power Motorcycle Specialist

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