



Jade X Full Service Guide

Rebuild, Service, and Bleed



SERVICE OVERVIEW

This manual will guide you step by step performing a full service to your Jade X. Please follow each instruction carefully to achieve the best and safest results.

*Always wear your safety gear while working on suspension products.
We care about you, make sure you wear your safety glasses and protective gloves while servicing DVO Suspension Products.



WEAR SAFETY GEAR!



WARNING: We recommend that you have your DVO suspension serviced by a qualified bicycle mechanic. Servicing DVO suspension requires knowledge of suspension components, as well as the use of specialized tools and lubricants/fluids. Failure to follow the procedures outlined in this service manual may cause damage to your component and void the warranty.



WARNING: Always use genuine DVO parts and proper service methods when maintaining your DVO Suspension product. Improper service, or use of aftermarket replacement parts with DVO Suspension may cause the product to malfunction, resulting in **SERIOUS INJURY OR DEATH**.



WARNING: Modification, improper service, or use of aftermarket replacement parts with DVO Suspension may cause the product to malfunction, resulting in **SERIOUS INJURY OR DEATH**. DO NOT modify any part of a fork or shock, including the fork brace (lower leg cross brace), crown, steerer, upper and lower leg tubes, or internal parts, except as instructed herein. Any unauthorized modification may void the warranty, and may cause failure or the fork or shock, resulting in **SERIOUS INJURY OR DEATH**.

Tools Needed For Service:

- Allen Key Set
- Shaft Clamps
- Vice
- Adjustable Wrench
- 24mm socket
- Torque Wrench
- Kniplex or Pliers
- Pick
- Valve Core Remover

Fluids & Cleaner Needed For Service:

- Safety Glasses
- Clean, Lint Free Rag
- 2.5 wt suspension oil. (no maxima)
- Suspension Cleaner or Alcohol
- Shock Pump
- Loctite 242 BLUE

Recommended Service Interval:

- Full Service 100 Hours of Ride Time

A Disassembly

1.

Prepare your shock for service. Remove the spring and clean thoroughly.

Remove the air cap from the bladder reservoir.



2.

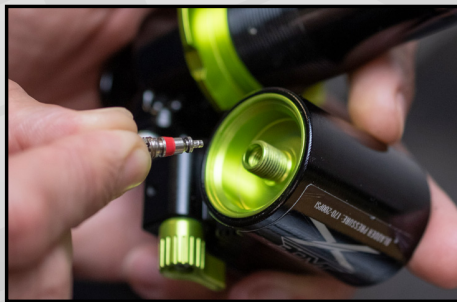
⚠ CAUTION - EYE HAZARD

Release air pressure from the bladder. Use a valve core removal tool to unthread the air valve.



3.

Remove the air valve and set aside.



4.

Thread on a valve puller tool and push the bladder cap downward.



5.

This allows access to the retainer clip. Use a small pick to remove the clip.



6.

Thread the valve core puller tool back onto the bladder cap and pull back to remove the bladder.



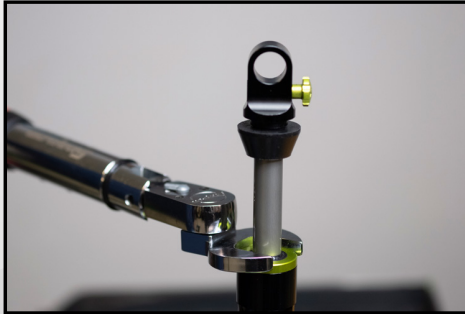
7.

Completely remove the bladder and bladder cap from the reservoir.



8.

Fix the head of the shock into a vice. Using a 24mm open end wrench to loosen the seal head.



9.

Fully un-thread the seal head and remove the shaft assembly.



10.

Fully remove the shaft assembly and set aside in a clean area.



11.

Drain the oil from the shock body and housing.



12.

Use a 4mm allen key to loosen the compression unit end cap from the reservoir.



13.

Fully un-thread the cap and set aside.



14.

Use a knipex or similar tool and clamp the 10mm nut on the compression assembly. Use this to pull the assembly out of the housing.



15.

Use a 3mm allen key to loosen the housing bolts and remove from the upper eyelet.



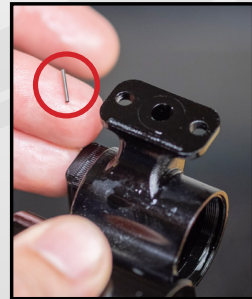
16.

Remove the o-ring from the upper eyelet as shown.



17.

Remove the alignment pin from the housing as shown.



18.

Fix the shaft in 14mm shaft clamps with the rebound adjuster facing outward. This will give clearance to prevent damage.

Use a 16mm socket or adjustable wrench to loosen the piston bolt.



19.

Remove the piston assembly from the shaft.



20.

Remove the seal head and bottom out bumper from the shaft.



21.

Use a 2mm allen key to remove the bleed screw from the upper housing.



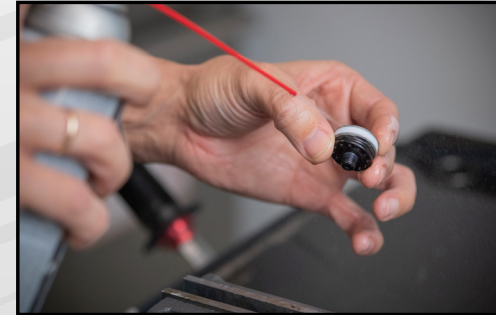
22.

Clean the damper body thoroughly with suspension clean.



23.

Clean the piston group thoroughly with suspension clean. Set aside.



24.

Get your Jade X rebuild kit ready.
Part Number: 191-9010



B Rebuild and Clean

- 25.**
Install the bottom out bumper back onto the shaft in the direction shown.



- 26.**
Apply a thin layer of sliroleum grease to inner lip of the dust seal.



- 27.**
Apply a thin layer of sliroleum grease to top part of the shaft. Apply over the rebound port as well.



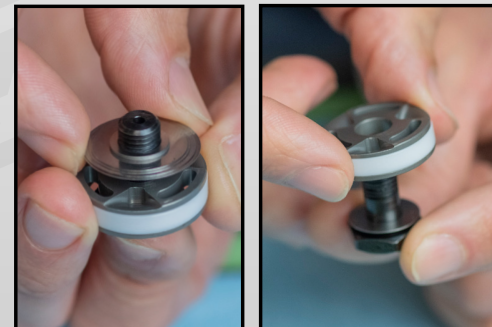
- 28.**
Install the seal head onto the shaft in the direction shown.



- 29.**
Time to disassemble the piston bolt group. Start by removing the backing plate.



- 30.**
Remove the compression shims and the piston.



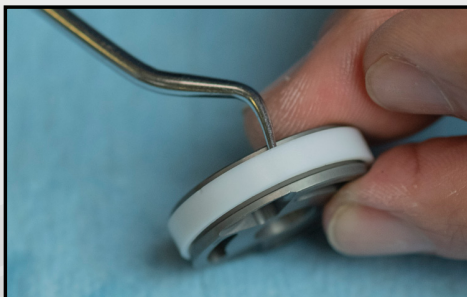
31.

Remove the rebound side shims and set aside.



32.

Use a small pick to remove the glide-ring from the piston.



33.

Install the new glide-ring onto the piston.



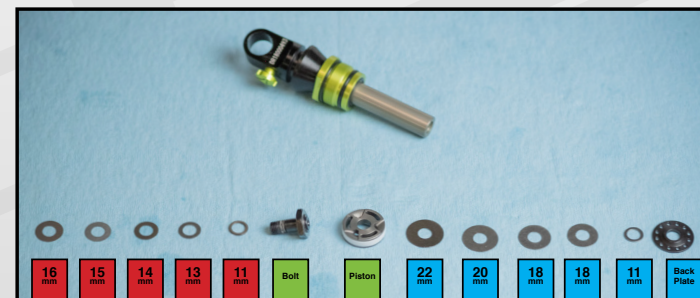
34.

Take note of the piston direction.



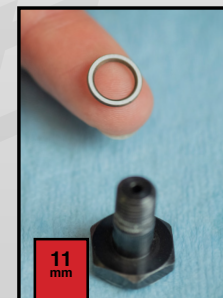
35.

From left to right, this is the order of the shims. Rebound shims are in red, compression in blue.



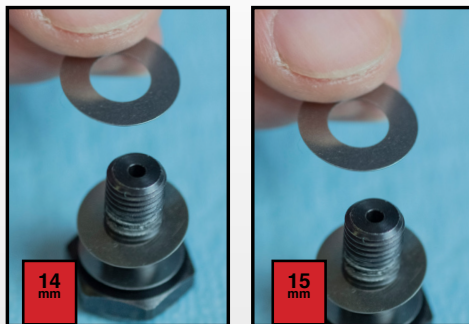
36.

Install the 11mm clamp shim first, then the 13mm shim.



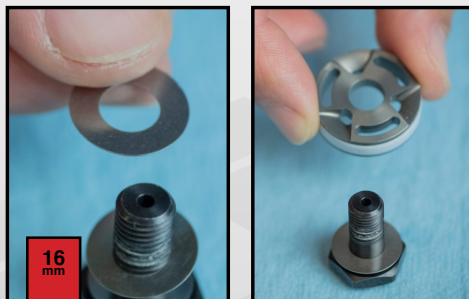
37.

Install the 14mm and 15mm shim.



38.

The last shim on the rebound side is 16mm. Then place the piston in the direction shown.



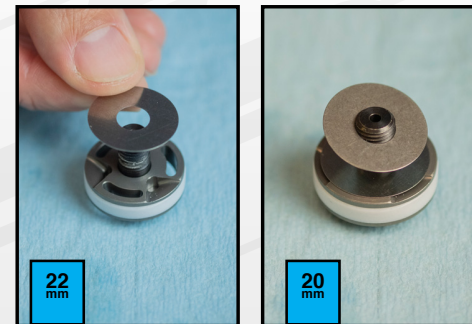
39.

At this point, the assembly should look like this. Note, the piston orientation should look like this.



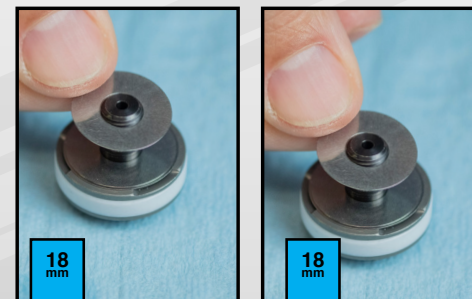
40.

The first compression shim is a 22mm then 20mm.



41.

Add the two 18mm shims to the stack.



42.

Finish the compression side with the 11mm clamp shim.



43.

Note the orientation of the plate. There is an inner lip of the plate that should face the clamp shim.



44.

The flat side of the plate should be facing upward as shown.



45.

Open the rebound fully. Counter-clockwise rotations will open the rebound.



46.

If you look in the rebound port, you can see the needle through the window. The needle should be in the open position.



47.

Apply a thin layer of blue Loctite to the threads of the piston bolt.



48.

Use a torque wrench to tighten the piston bolt group to the shaft.

Tighten to 15Nm



49.

Apply a thin layer of Slikoleum grease to the eyelet o-ring.



50.

Place the new o-ring in the groove as shown.



51.

Below the o-ring, place the alignment pin into the groove as shown. Apply a thin layer of Slikoleum grease to hold the pin in place.



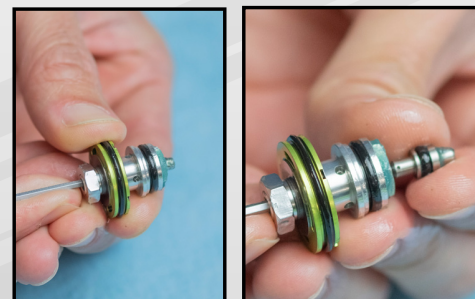
52.

Re-install the housing onto the eyelet and tighten the 3mm bolts to **3Nm**.



53.

Use a small allen key to push the pin out of the compression unit as shown.



54.

Use a pick to remove the main o-ring.



55.

Remove the lower o-ring with a pick as shown.



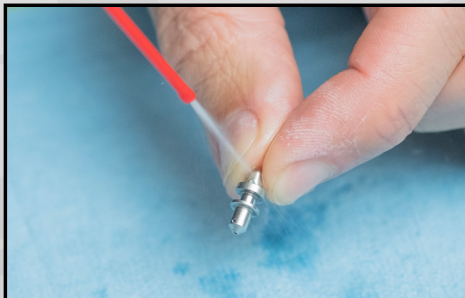
56.

Make sure it fits together securely with no gaps present.



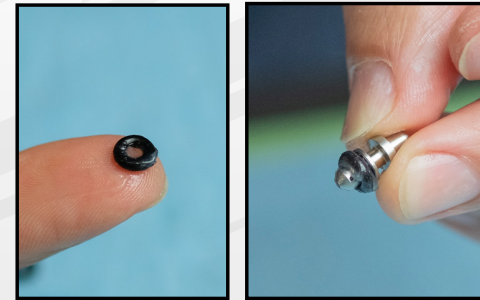
57.

Clean the compression pin with suspension cleaner. Make sure it is free of any debris.



58.

Replace the pin o-ring.



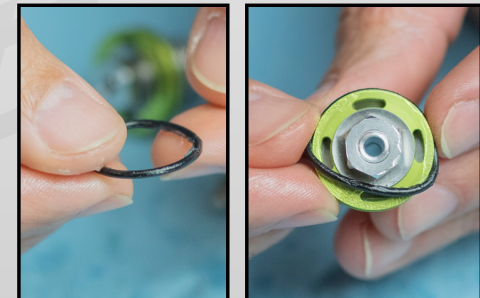
59.

Clean the compression unit with suspension clean. Make sure it is free of any debris.



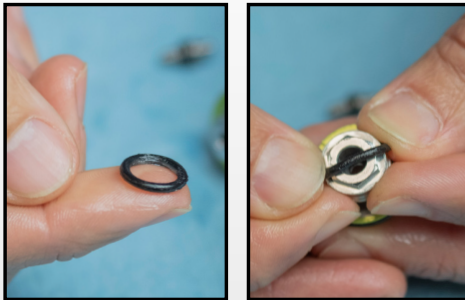
60.

Apply a thin layer of sikoleum grease to the new o-ring and place it into the grooves of the compression piston.



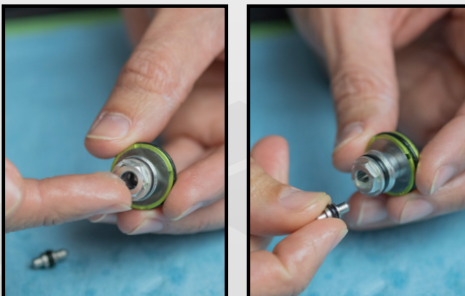
61.

Apply a thin layer of sikoleum grease to the new o-ring and place it into the grooves of the compression spool.



62.

Apply a thin layer of sikoleum grease inside the port of the compression assembly. Re-install the pin in the direction shown.



63.

Apply a thin layer of sikoleum grease to inner side of the compression unit housing.



64.

Place the compression unit into the housing in the direction shown.



65.

Push the compression unit all the way down to the bottom of the housing.



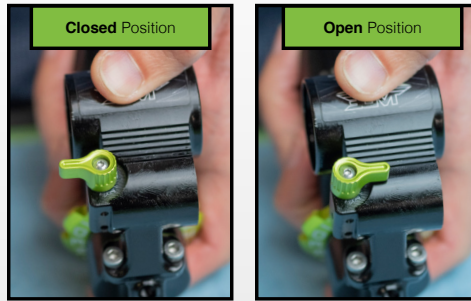
66.

At this point, the assembly should look like this.



67.

Move the compression switch to the open position.



68.

Use a small allen key to push the inner pin of the compression unit as shown.



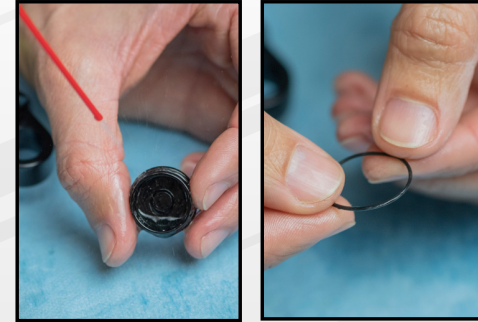
69.

Remove the o-ring on the compression unit cap.



70.

Clean thoroughly with suspension clean. Apply a thin layer of Slikoleum grease to the new o-ring and install it onto the cap.



71.

Begin to thread the cap back into the housing.



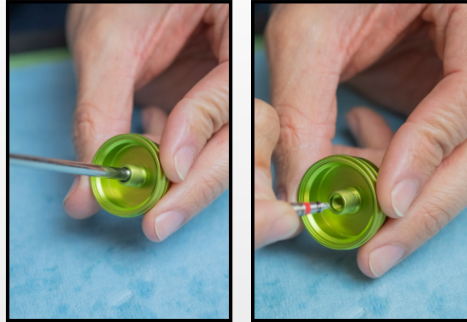
72.

Torque to **4Nm**.



73.

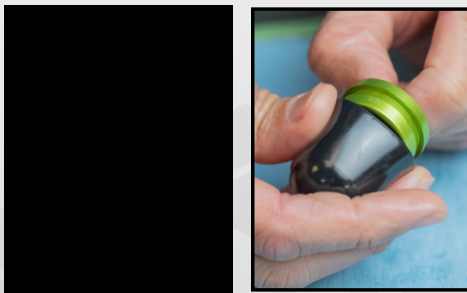
Install the new valve core into the bladder cap.



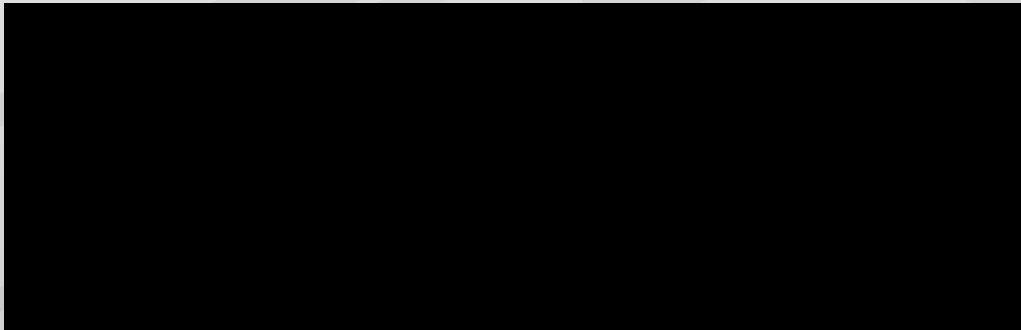
74.



Install the bladder on to the cap.



75.



76.

Use a 3mm allen key to tighten the bleed screw into the upper eyelet.



77.

Fill the reservoir to the top with 2.5wt suspension oil as shown.



78.

Install the bladder into the reservoir. Oil will overflow.



C Assembly and Bleed

79.

Push the bladder deep into the reservoir and install the retainer clip into the upper grooves of the reservoir.



80.

Using a valve puller tool, pull the bladder upward and lock into place.



81.

Fix the shock in a vice as shown. Fill the damper body with 2.5wt suspension oil to the top.



82.

Install the shaft assembly into the damper body as shown. Oil will overflow and that is OK.



83.

Tighten the seal head to **27Nm** with 24mm torque wrench.



84.

Fix the shock in the vice in an upright position. Remove the 3mm bleed screw.



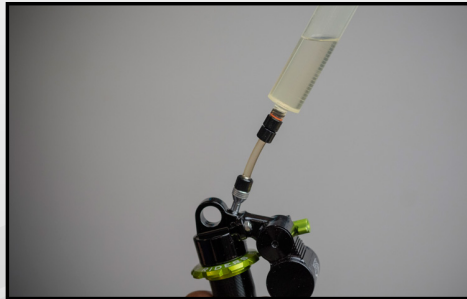
85.

Thread the bleed syringe into the bleed port. Fill the cylinder half way with 2.5wt suspension oil.



86.

Cycle the shock up and down to remove any air bubbles trapped in the system.



87.

After the bleed process is completed, re-install the 3mm bleed screw.

Tighten to 3Nm



88.

Inflate the bladder to the desired pressure and you are good to go!

Pressure range: 170-200PSI



Notes:
