



DVO | JADE
DAMPER SERVICE



F O R R I D E R S B Y R I D E R S

This manual will guide you step by step performing a damper service on a Jade shock. 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!

This guide applies to all shock sizes except:

10.5" x 3.0"

Please refer to the specific 10.5"x 3.0" shock guide for instruction.

Tools needed:

Allen key- 2.5mm/3mm

Vice & Soft Jaws

Oil Measuring Container

Suspension Cleaner

2.5 wt Oil

Adjustable Wrench

Valve Core Tool



1.

Remove all hardware from shock.



2.

Clamp the shock in a vice. Make sure to use soft-jaws to keep any damage from occurring to the shock housing.



3.

Open the rebound completely. (counter-clockwise)

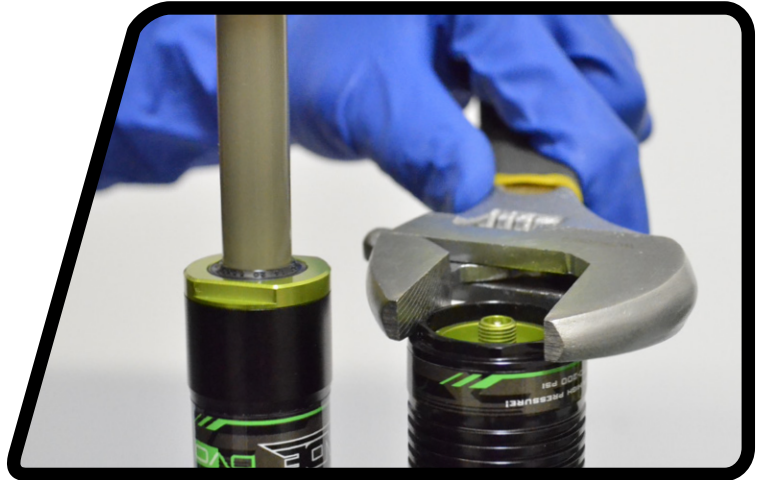
Remove the air cap and release the air pressure from the bladder.

Use a small allen key to depress the valve.



4.

Use an adjustable wrench to loosen the bladder retaining cap.



5.

Completely remove the bladder retaining cap.



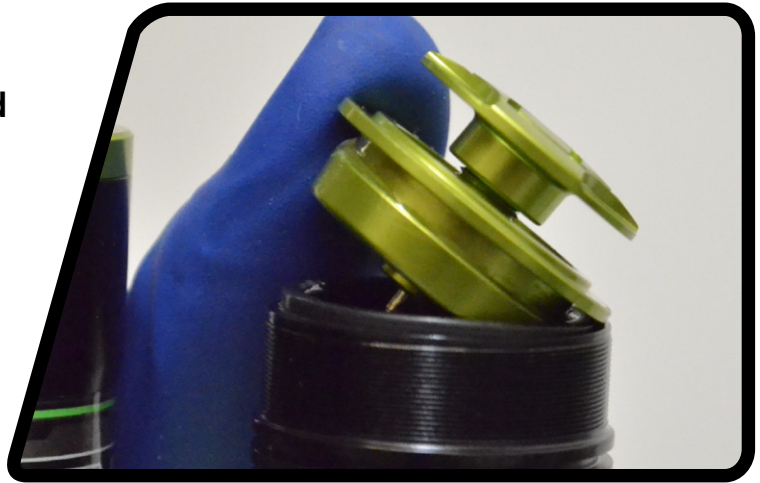
6.

Re-install the air cap to the air valve. Use it to lift the bladder end cap up as shown.



7.

Completely remove the bladder end cap.



8.

With the bladder end cap removed, the bladder will still be in the reservoir.



9.

Carefully remove the bladder.

Tip: Do not use tools to remove the bladder. Use your fingers to pull the bladder out of the reservoir.



10.

Completely remove the bladder.



11.

At the bottom of the reservoir housing you will see flat surfaces. Use an adjustable wrench on those flat surfaces to un-thread the reservoir from the housing.



12.

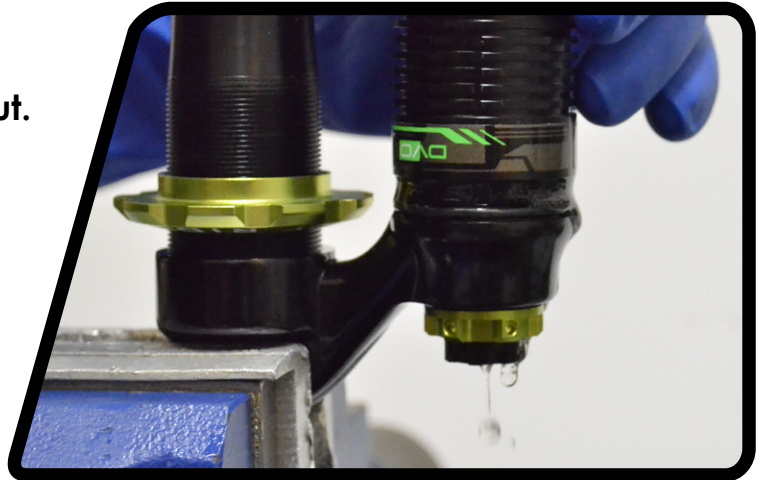
Break it loose with the wrench and un-thread by hand to keep any damage from occurring.

Note: As you pull up the reservoir, oil will start to pour out. Place an oil catch container underneath the shock.



13.

Oil should now be starting to pour out.



14.

Completely remove the reservoir to reveal the compression loader.



15.

Use the adjustable wrench to loosen the housing end cap as shown. Again, break it loose with the wrench and continue to un-thread by hand.



16.

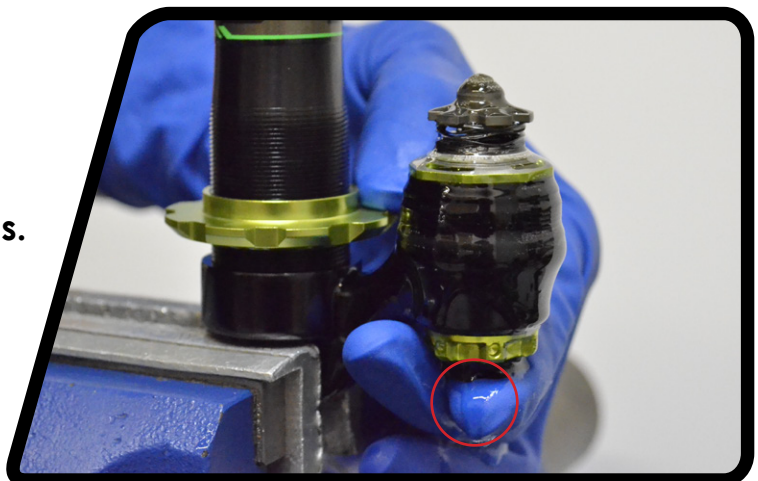
Completely remove the shaft from the housing as shown.



17.

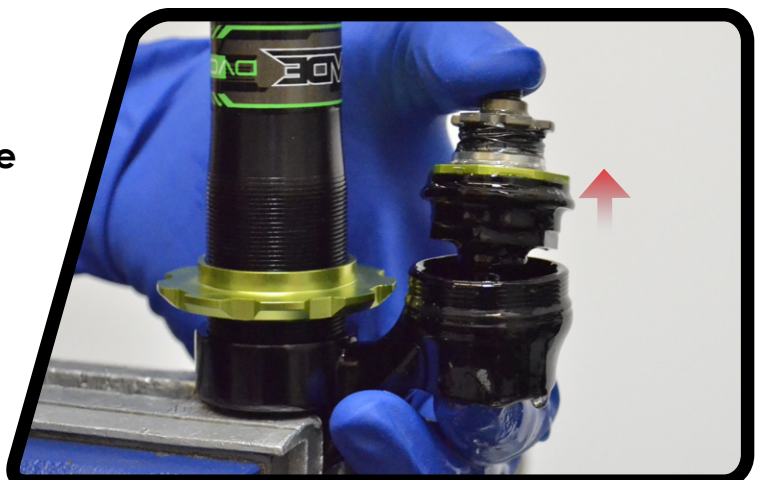
Remove the compression loader.

Place your finger on the Low Speed Compression knob and push upwards.



18.

Continue to push the loader out of the shock housing.



19.

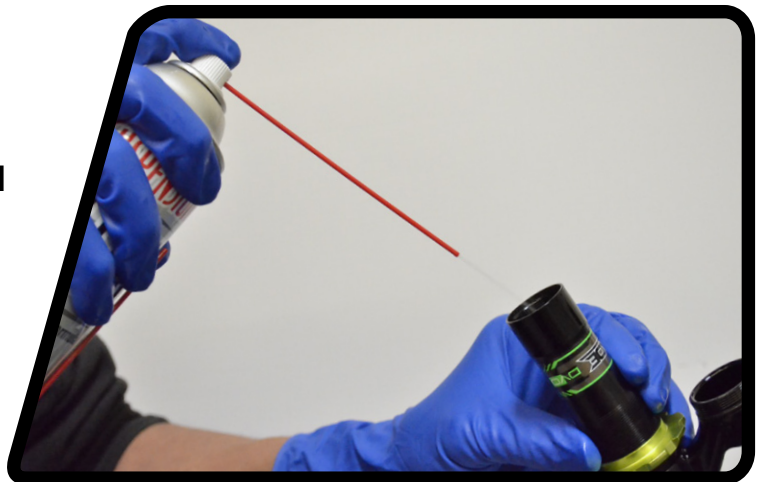
Completely remove the compression loader and set it aside for cleaning.



20.

Clean the Jade housing with suspension cleaner. We recommend Maxima Suspension Clean.

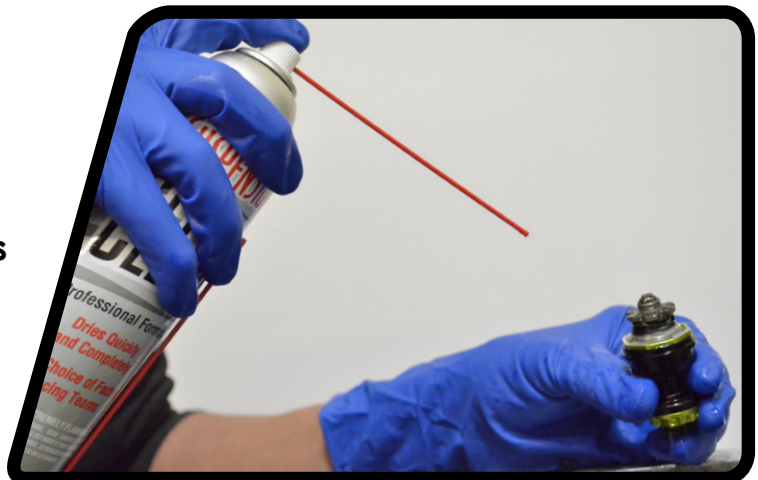
Make sure the housing is free of all dirt and debris.



21.

Clean the compression loader with suspension cleaner as well.

Make sure the compression loader is free of all dirt and debris.



22.

Apply a small amount of grease to the O-ring just above the high speed compression knob.
(We recommend Slikoleum)

Make sure to apply grease to the entire O-ring.



23.

Re-install the compression loader into the shock housing.



24.

Make sure it is completely inserted as shown.



25.

Reinstall the reservoir to the shock housing.



26.

Securely tighten the reservoir housing with the adjustable wrench.



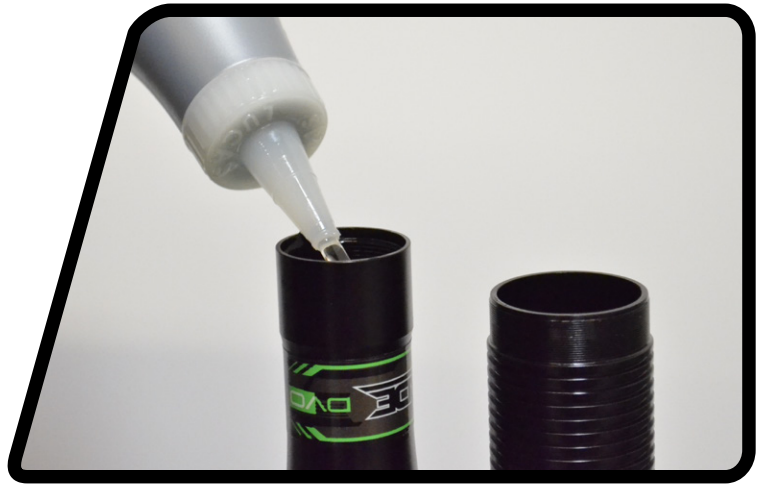
27.

Open both the Low and High Speed Compression adjusters all the way. (Counter Clockwise)



28.

Fill the shock housing with 2.5 wt. oil.
Fill to the top.



29.

Fill the reservoir with 2.5 wt. oil. Fill to
the top.



30.

Take the bladder and cover the shock
housing as shown. Cover 5-10mm's of
the shock housing.



31.

Using your thumb, press down on the bladder to cycle the oil. This will push oil from the shock housing into the reservoir.

Note: Oil will pour over the top of the reservoir, make sure you have an oil catch container under the shock.



32.

You will see bubbles come up from the compression loader.



33.

Remove the bladder and top off the shock housing with 2.5wt. oil.



34.

Repeat steps 31-33.



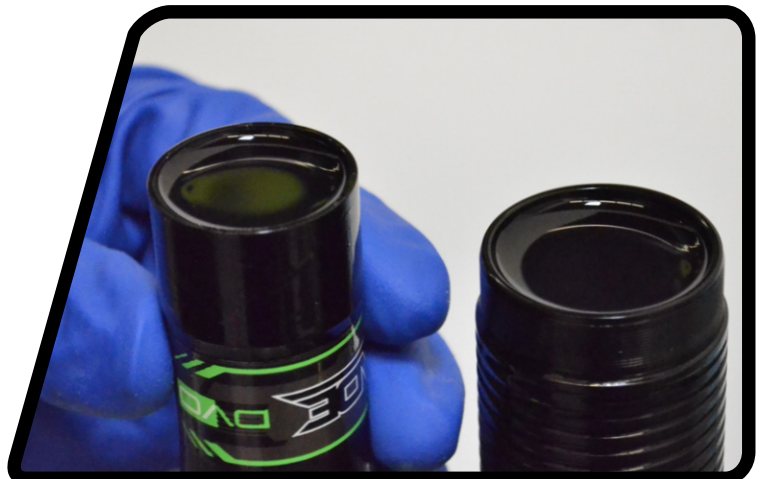
35.

Fill the shock housing and reservoir with 2.5wt. oil. Fill to the top.



36.

Top off the shock housing and reservoir as shown.



37.

Make sure the housing end cap is sitting in the middle of the shaft.



38.

Insert shaft assembly into the shock housing half way down.



39.

Make sure oil levels are topped off as shown.



40.

Cover the reservoir with your hand as shown.



41.

With your hand still covering the reservoir, move the shaft assembly down half-way into the shock housing.



42.

Move the housing end cap to the bottom of the shaft. Make sure oil overflows as the end cap is threaded in.



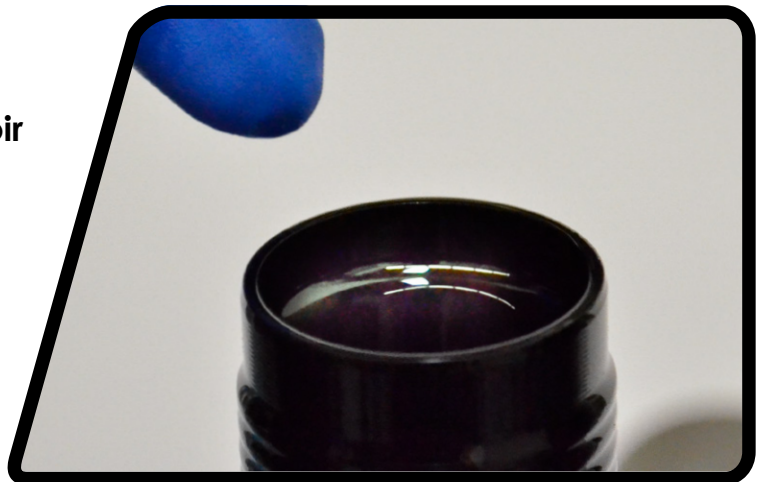
43.

Use the adjustable wrench to tighten the end cap to **20nm**.



44.

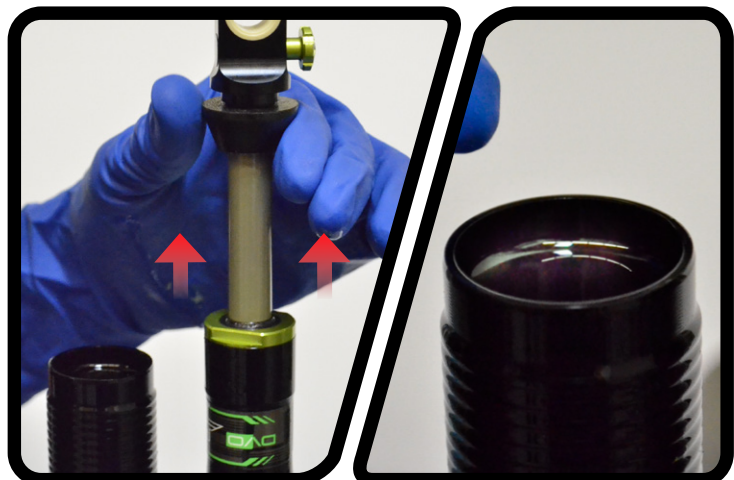
Make sure the oil level in the reservoir is near the top.



45.

Make sure the shaft assembly is at full extension. (All the way up)

Check that the oil in the reservoir is at least 5mm's from the top.



46.

Remove the valve core from the bladder end cap as shown.



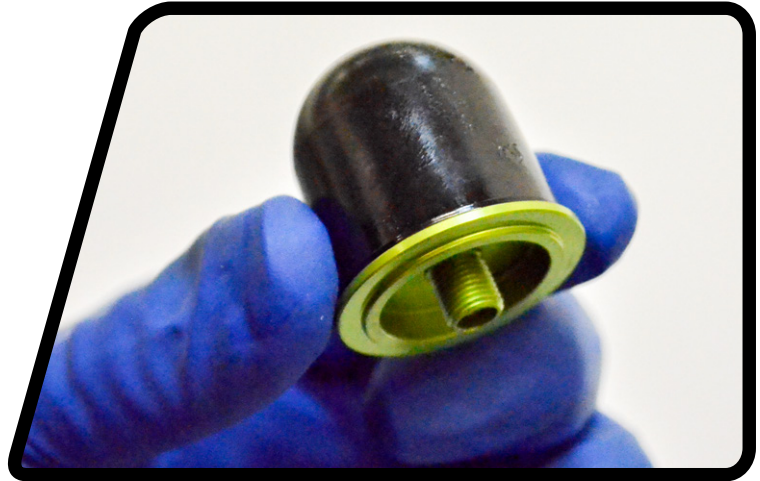
48.

Install the bladder end cap into the bladder.



49.

Make sure no gaps are present and the bladder is sitting flush against the bladder end cap.



50.

Check your shaft depth below:

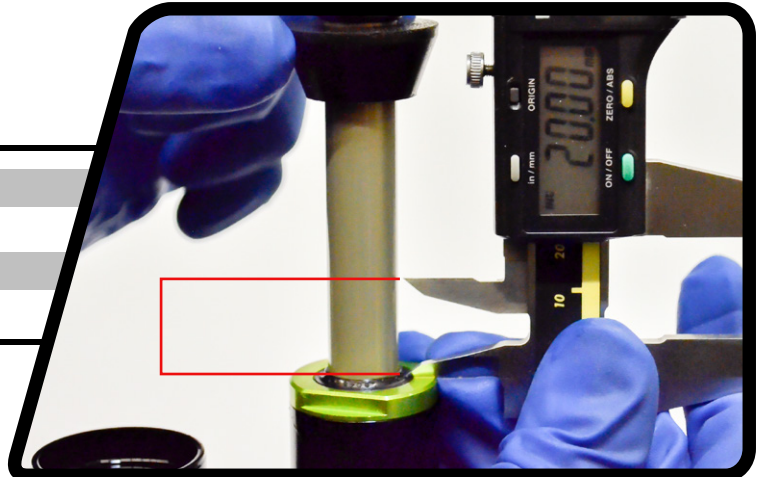
9.5 X 3.0 = 30mm

8.75 X 2.75 = 27mm

8.5 X 2.5 = 25mm

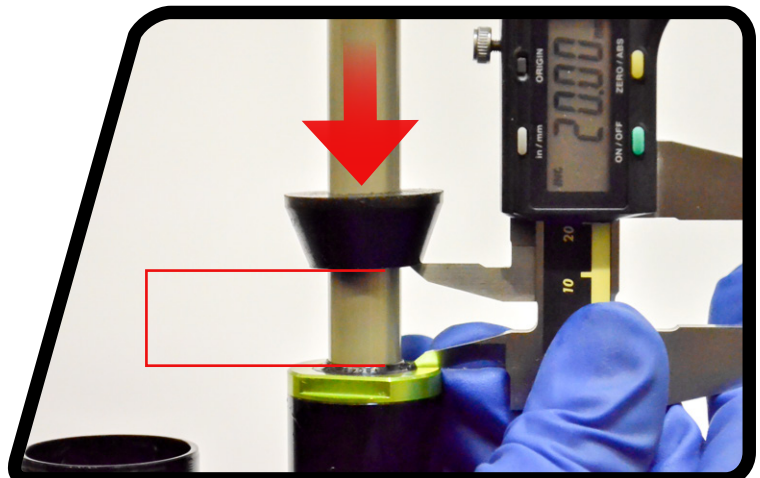
7.875 X 2.25 = 22mm

Measure the distance stated with calipers or any measuring device.



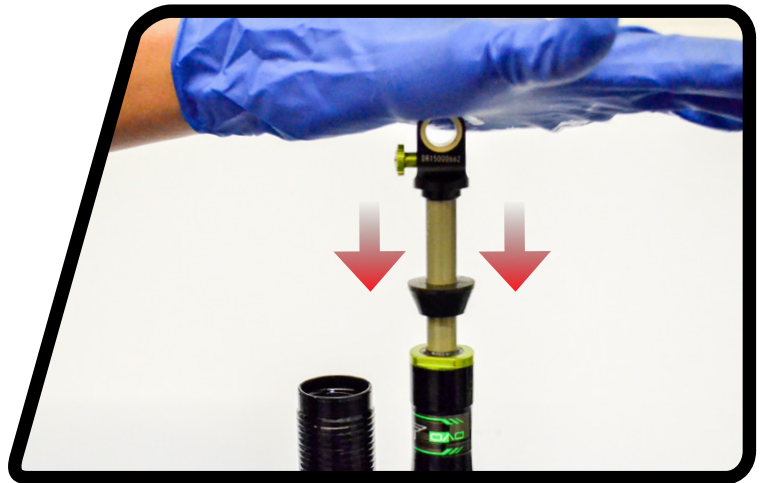
51.

Move the bottom out bumper downwards until it reaches your specified shaft depth.



52.

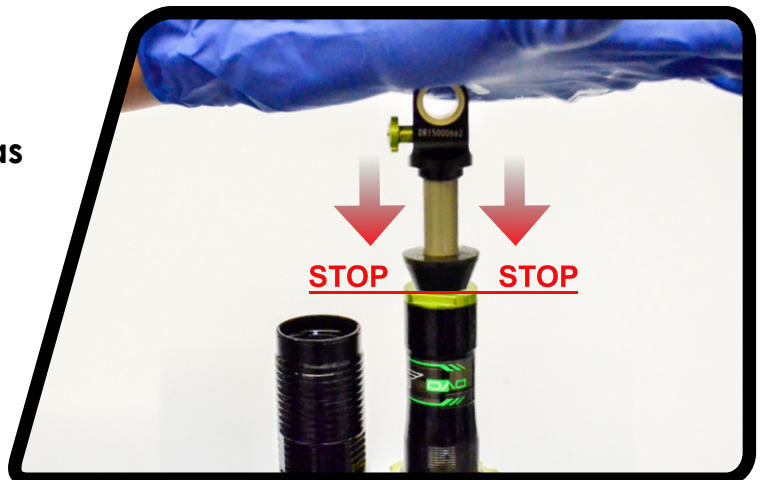
Press downwards on the shaft assembly until the bottom out bumper comes in contact with the housing end cap.



53.

Stop when the bottom out bumper has made contact with the housing end cap as shown.

The shaft assembly has moved down 20mm's.



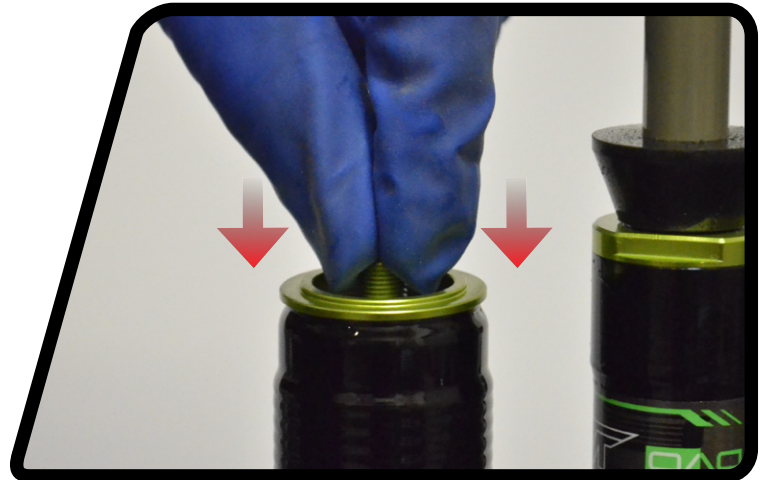
54.

Re-install the bladder into the reservoir. Make sure to do it slowly as oil will pour out.



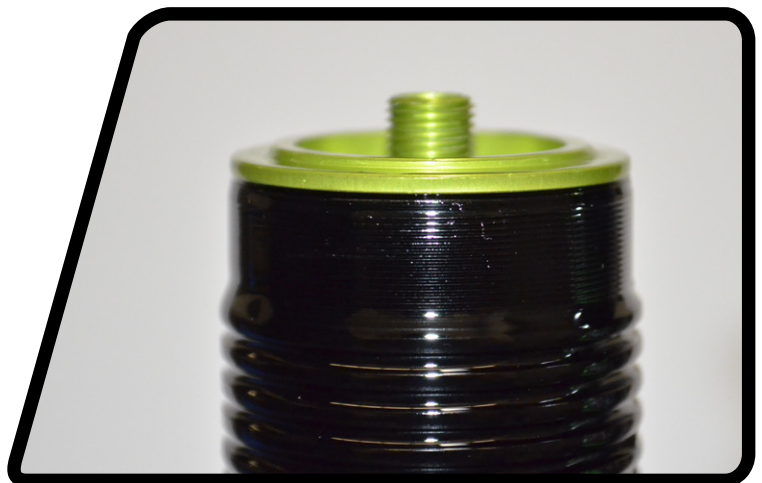
55.

Continue to press downward on the bladder until it completely installed.



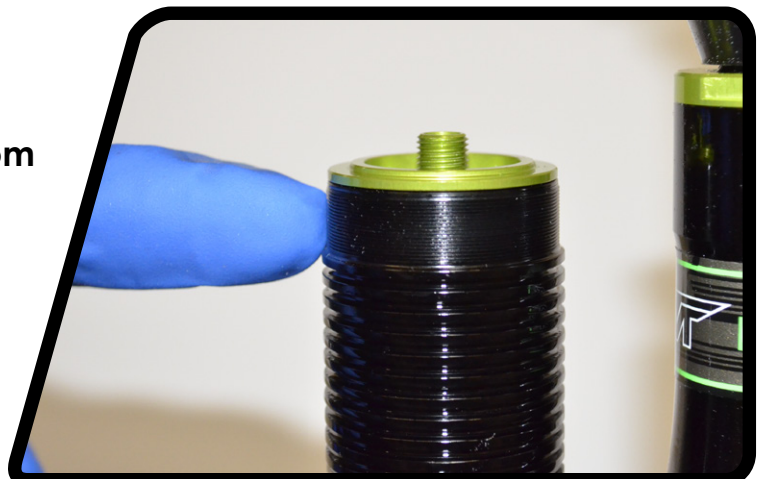
56.

Make sure no gaps are present and the bladder end cap is sitting flush against the reservoir.



57.

Make sure to clean all excess oil from the threads on the reservoir. Oil can easily get trapped in between the threads.



58.

Re-install the reservoir retaining cap onto the reservoir.



59.

Use the adjustable wrench to tighten the reservoir retaining cap to **20nm**.



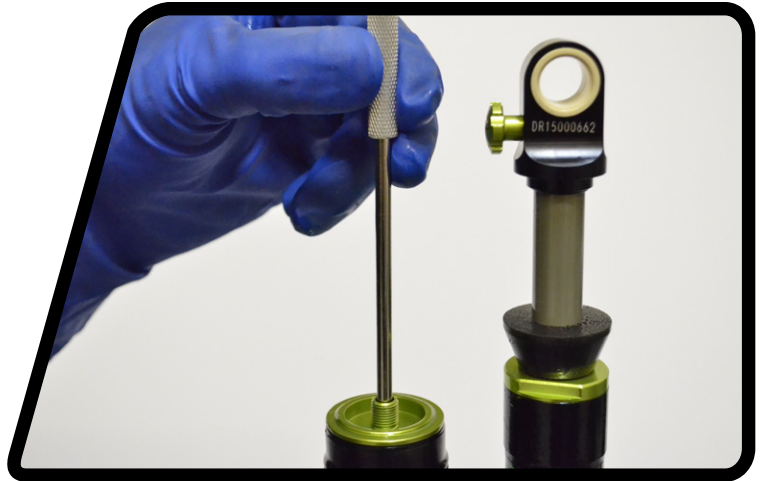
60.

Reinstall the valve core.



61.

Tighten the valve core with a valve core tool.



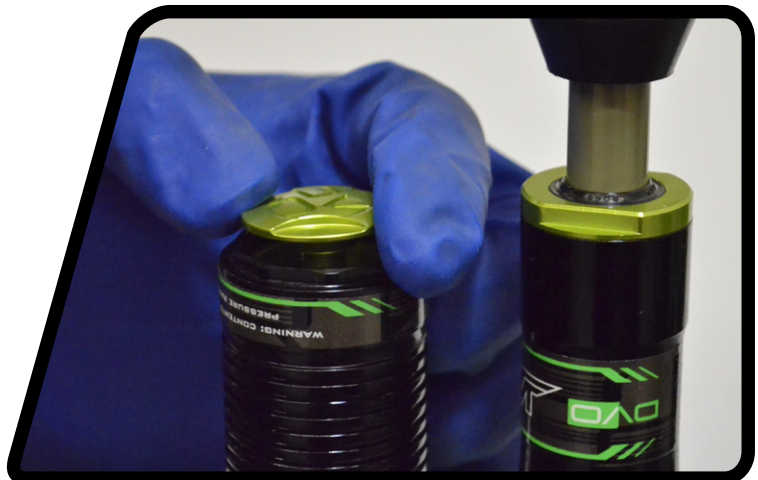
62.

Re-inflate the bladder to the rider's preferred setting. The bladder pressure range is 170-200 PSI.



63.

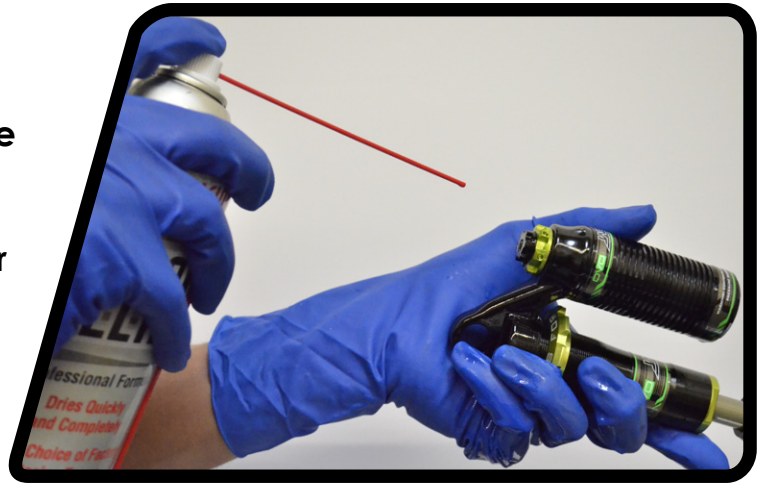
Install the air cap.



64.

Clean up the entire shock and you're ready to ride!

Tip: You can use suspension clean or any soft degreaser to do this.



You're ready to ride!



F O R R I D E R S B Y R I D E R S

Thank you for choosing DVO Suspension!

If you have any further questions please email
support@dvosuspension.com

For all other technical information please visit
www.tech.dvosuspension.com

www.DVOSUSPENSION.COM