

# Owner's Manual – DV-22 / DV-28

MM-20AR/ MM-22AR

ST-8AR/ ST-8RC/ ST-12RC

BURNER-AR/ BURNER-RC/ BURNER-RLC

## INTRODUCTION

### **Dear Customer,**

Congratulations! You have purchased the best suspension shock absorber in the Mountain Bike Technology. DNM hocks are made of lightweight,high strength materials and they are designed to balance high performance,easy to use and maintain.

This manual contains information about the safe installation,operation and maintenance of your purchasw. We urge you to read it carefully,become more familiar with its contents and follow our recommendations and references to help you make your mountain bike experience enjoyable and trouble-free.

## INSTALATION 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 bike's handling including the steering and also the way the bike behaves in rough 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 rule. 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 these pass through the bushings and connect the shock to the frame and swing arm. This requires the use of the caliper tool, 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. You will also need to make sure that if you are going to use a shock which has an external reservoir (Piggy back chamber) that it will be able to fit inside the frame and move through the travel range without gouging the frame or seat post.
4. Once you know that 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, remove any dirt and make sure that the surface of the frame and swing arm, remove any dirt and make sure that the surfaces are clean.
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 10 mm 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 Loctite 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 put on your helmet and go for a ride.

## SHOCK INFORMATION

1. Compression Damping
2. Rebound Damping
3. Preload
4. Spring Rate
5. Shock Sag
6. Lock-Out
7. Remote lock-Out

1. The resistance felt when compress the shock.
2. Controls the rate at which the shock.
3. The amount of static force placed on the spring.
4. The force needed to compress the spring.
5. The amount the shock compresses when the rider is sitting on the bike in the normal
6. A unique DNM device allows the rider to choose different riding styles. Locks the
7. Allows you to operate your Lock-Out system from your bikes handle bars via thump

## 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 with out any load on the shock.

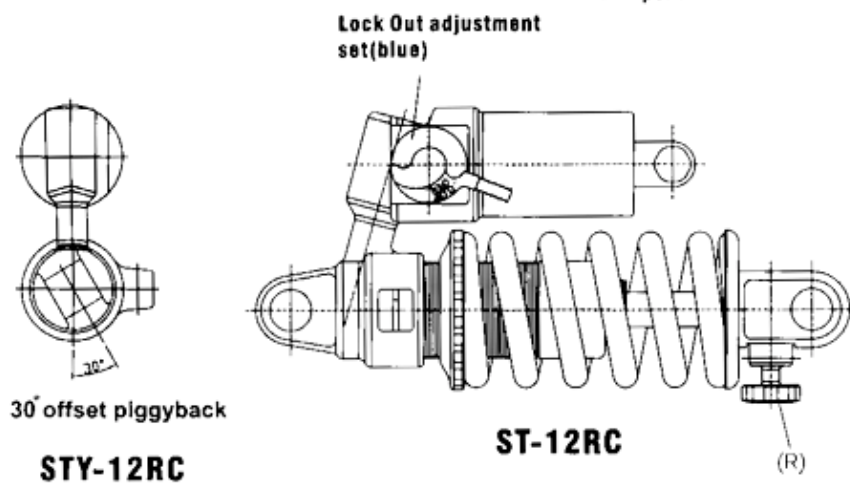
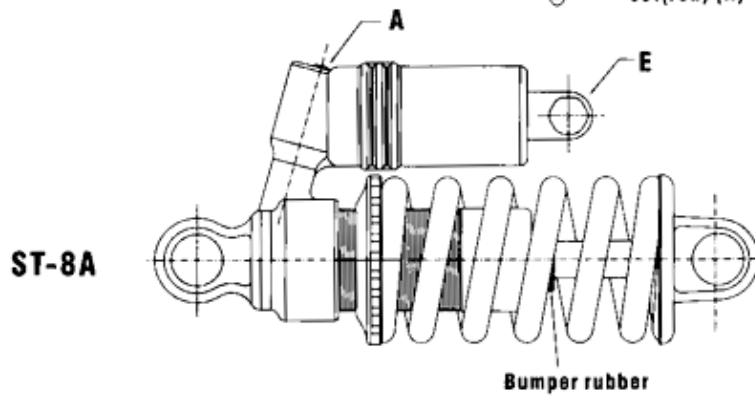
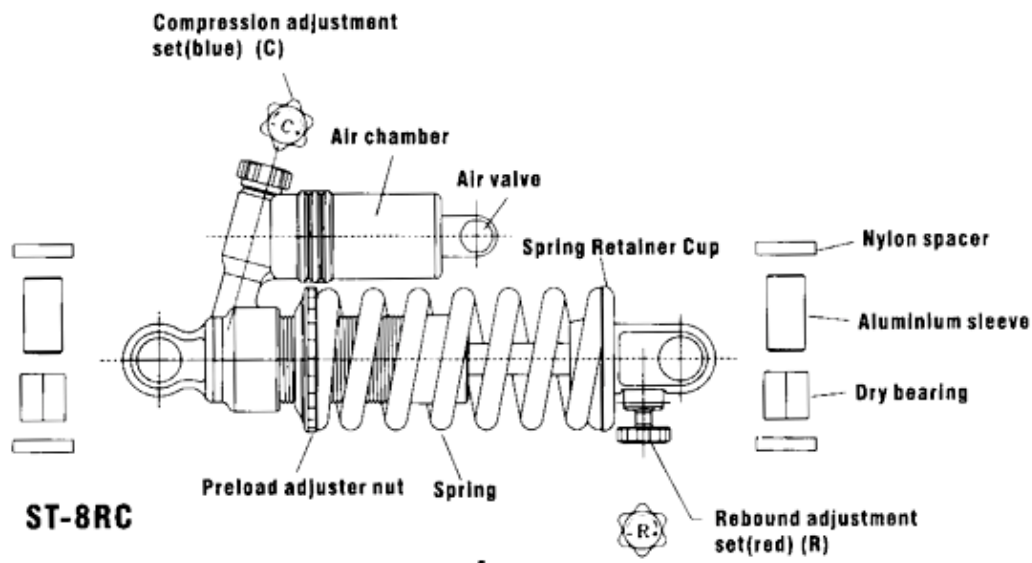
If your shock ever makes unusual noises or ever loses oil, DO NOT attempt to disassemble any part of the shock. Please return your shock to a DNM authorized dealer for service. USE only genuine DNM parts for shock.

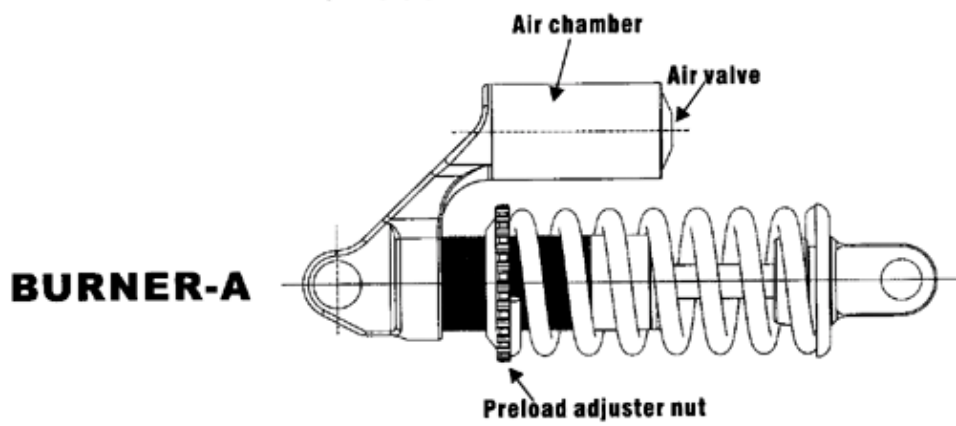
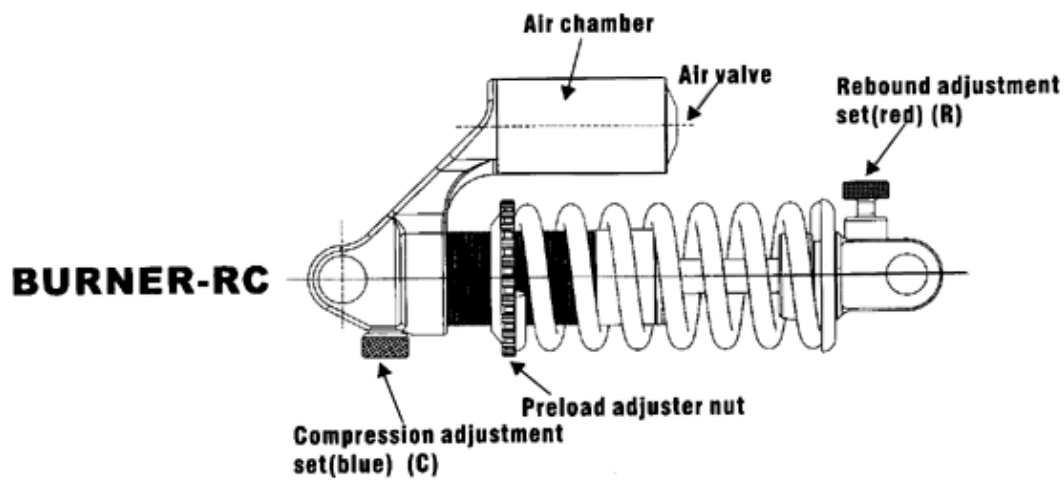
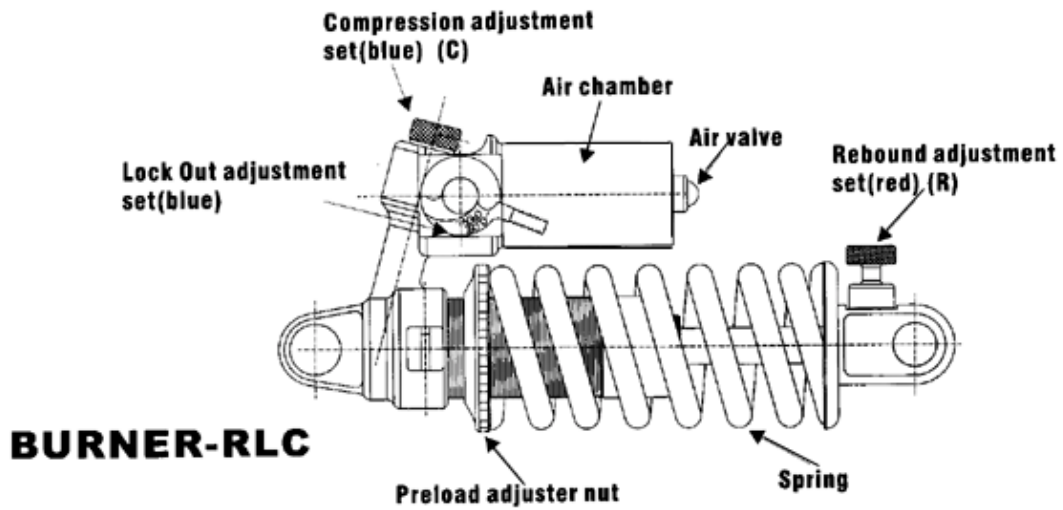
\*\*\*\*Do not use locked-out system when you during jump riding, that is very dangerous.\*\*\*\*

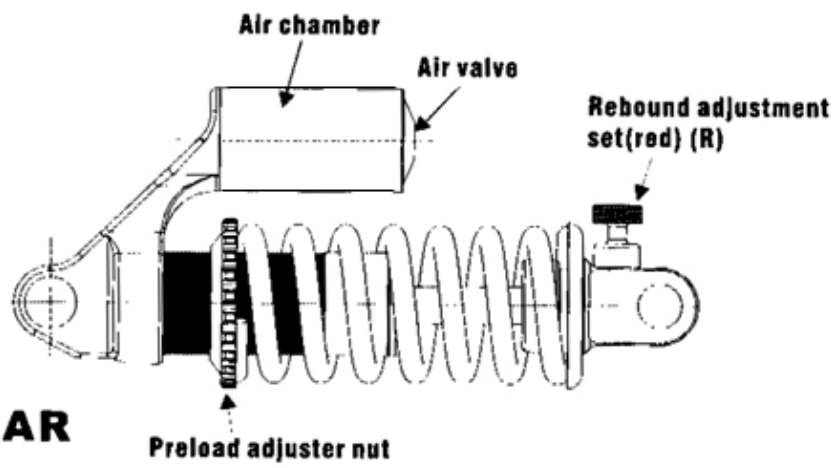
### Set-up Instructions



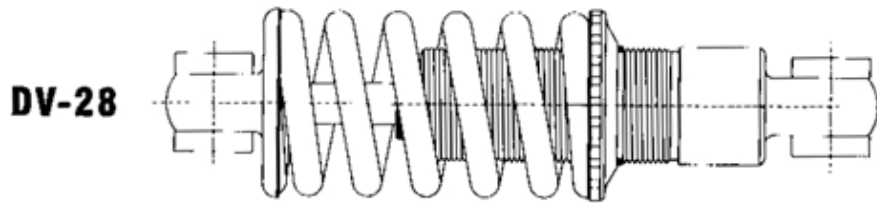
For maximum performance from your DNM shock, it is necessary to adjust the SAG. If you have a coil-over shock you need to adjust the spring preload. The spring preload is determined by the rider's weight. Increasing the spring preload will make the shock compress less. Decreasing the preload will make the shock to compress more. To set up the SAG you will need to sit on your bike in a normal riding position. Your weight should be on the saddle and your feet on the pedals. It may be necessary to hold yourself up against something steady. Once again make sure your weight is distributed on the saddle and pedals as it could be in your normal riding position. Adjust the spring preload: Refer to Shock Information table No 5. It may be necessary to change Your spring to the right spring rate to get the best sag setting.



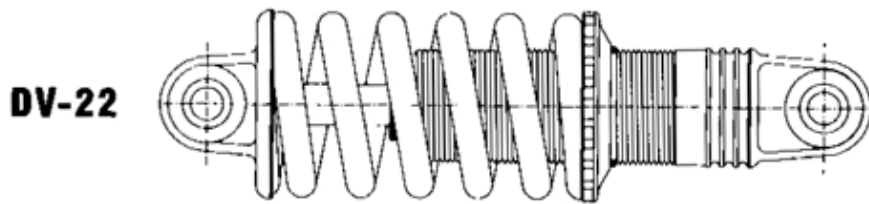




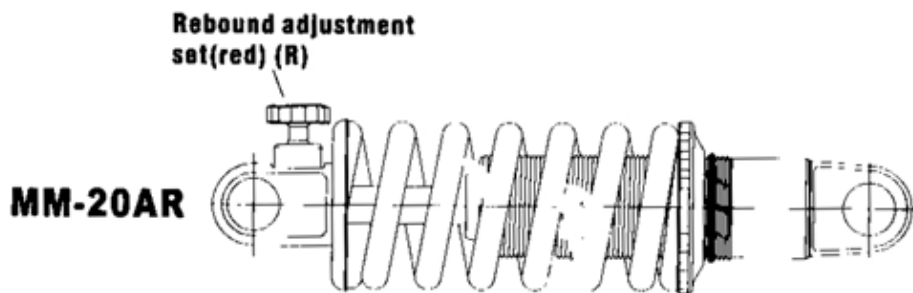
**BURNER-AR**



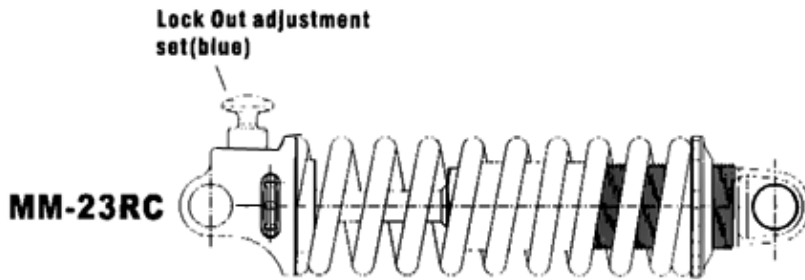
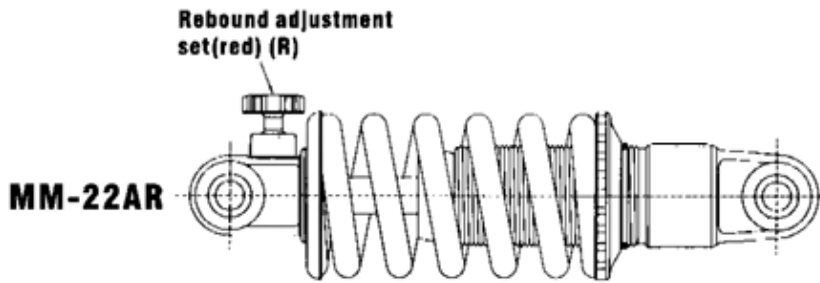
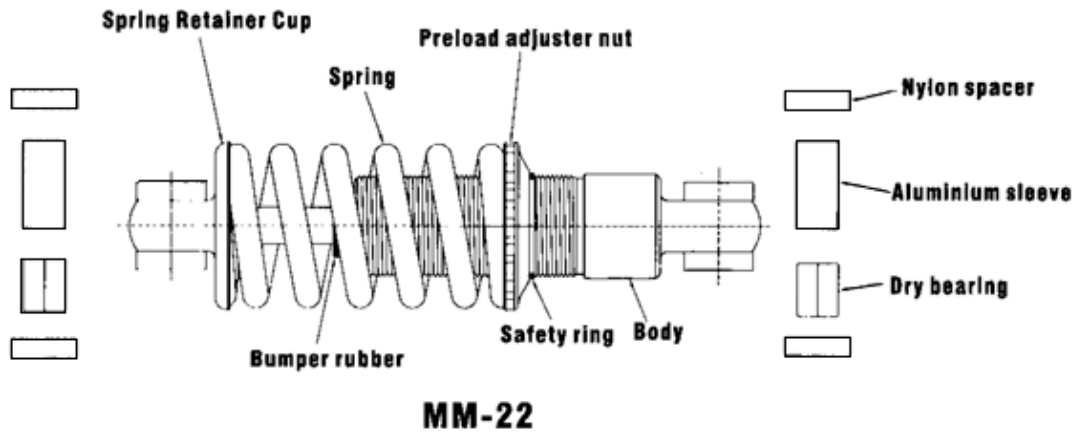
**DV-28**



**DV-22**



**MM-20AR**



## Installing and Removing Spring



reinstall the Rebound-Adjuster Knob. Make sure to line-up the Safty Ring.

### **Spring Changing Instructions**

1. Available model:  
MM-20AR,MM-22,MM-22AR,MM-23RC,DV-22,DV-28,ST-8A,ST-8AR,  
ST-8RC,ST-12RC,BURNER-A,BURNER-AR,BURNER-RC,BURNER-RLC
  2. Do not disassemble the shock yourself, if your shock multifunction or does not operate properly, please contact your nearest DNM Authorized Service Center.
  3. The shock has been filled with high-pressure air (80-100psi) during production. Do not remove the valve to prevent the air leaking.
  4. After about 5000km of riding, take out the mount bearing sleeves of both sides to clean and grease & replace if necessary. After a muddy riding, please clean the main shaft, dust seal & bumper rubber.
  5. Wash your shock only with soap and water and never use any high-pressure washers.
  6. "R": is the red rebound adjuster knob. The shock is fast, when the knob is in the clockwise position and slower when the shock is in the 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 need 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 DAMAGE POSSIBLY BEYOND REPAIR. SUCH DAMAGE TO YOUR SHOCK IS NOT COVERED BY THE MANUFACTURE'S WARRANTY.
  7. DO NOT remove the "A" screw page3.(located on the top of the piggyback)ST-8A rear shock. It contains oil under extreme pressure.
  8. When you adjusting the preload retainer cup(Models : MM-22AR, mm-22,DV-22,DV-28) do not let the retainer cup over the line of the safety ring. Remove the safety ring page4, if you want to change to a different rate spring. Once you have changed the spring, place the safety ring to its original position.
- \* Please note: DV-28 is not a hydraulic unit DV-22 is a hydraulic shock pressurized with nitrogen. Please check the DNM home page for product updates and tuning tips.
- [www.dnmsuspension.com](http://www.dnmsuspension.com)

**TERMS AND CONDITIONS / LIMITED WARRANTY**

DNM warrants its fork or shock for 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..

**DISCLAIMER**

DNM is not responsible for any damages to you or others arising from riding, transporting or any other use of your shock or 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.