

suspension
WP

Owners manual
MX 5018 shock absorber



trax
WP



INTRODUCTION:

Congratulation on your purchase of your WP Trax© offroad shock absorber. The WP Trax© shock absorber has a unique system, which provides better handling and traction on the MX track, especially at a "whoops" section. Due to the nature of the system, a correct setting of the sag is very important. Please take your time to make a proper set-up, to take full advantage of the WP Trax© system to give you the leading edge in your bike's performance.

General notice:

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

- Always inspect your WP product before use.
- Always use aluminium protector-plates, when clamping our products or parts in the vice.
- Always replace damaged or worn parts.
- Clean all parts before (dis-)assembling.
- Always use clean and professional tools.
- Always have your shock serviced by a certified WP Suspension dealer.

Warning: shock is pressurized!

Improper use can lead to serious injuries.

Standard settings:

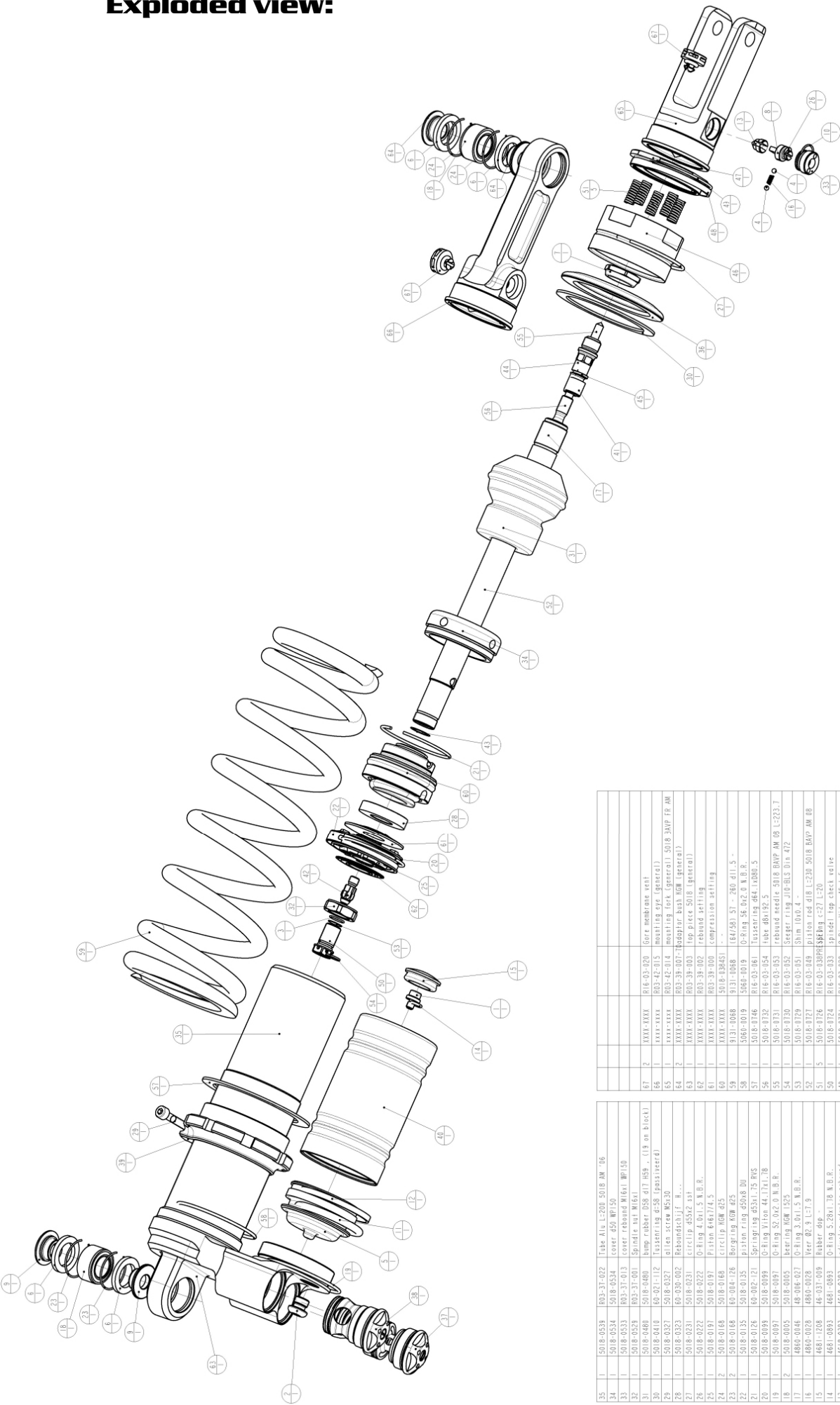
Compression low speed: 12 clicks open
Compression high speed: 20 clicks open
Rebound: 22 clicks open
Spring pre-load: 10 mm

Compression/Rebound settings have to be set from fully closed (turned clockwise) position

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Exploded view:



Pos.	Art. nr.	Omschr.	Art. nr.	Omschr.
35	1	5018-0339	R03-37-022	Tube Ali L200 5018 AM 106
34	1	5018-0534	5018-0534	cover 450 WP 150
33	1	5018-0533	R03-37-013	cover rebound M16x1 WP 150
32	1	5018-0528	R03-37-001	Spindel mit M16x1
31	1	5018-0480	5018-0480	bump rubber 058 d11 R59 - (119 on block)
30	1	5018-0410	60-02-112	Tussenting af 58 (passivveer)
29	1	5018-0327	60-030-002	Reboundschijf 8...
28	1	5018-0323	5018-0323	circulip af 52 af 8...
27	1	5018-0322	5018-0322	O-Ring 4,0x1,5 N.B.R.
26	1	5018-0197	5018-0197	Piston 6/6x7/4,5
25	1	5018-0166	5018-0166	circulip KGW af 25
24	2	5018-0166	60-084-126	Borgring KGW af 25
23	2	5018-0166	5018-0135	piston ring af 25x8 DU
22	1	5018-0126	60-022-121	Springring af 33x1,75 R15
21	1	5018-0099	5018-0099	O-Ring Viton 44,17x1,78
20	1	5018-0097	5018-0097	O-Ring 52,0x2,0 N.B.R.
19	1	5018-0095	5018-0095	beerring KGW 1525
18	2	5018-0046	46-006-021	O-Ring 3,0x1,5 N.B.R.
17	1	4601-0226	46-006-028	veer af 3 L1-9
16	1	4601-0208	46-021-009	rubber dop
15	1	4601-0203	46-021-009	rubber dop
14	1	4601-0203	46-021-009	rubber dop
13	1	4601-0203	46-021-009	rubber dop
12	1	4601-0203	46-021-009	rubber dop
11	1	4601-0203	46-021-009	rubber dop
10	1	4601-0203	46-021-009	rubber dop
9	2	4601-0203	46-021-009	rubber dop
8	1	4601-0203	46-021-009	rubber dop
7	1	4601-0203	46-021-009	rubber dop
6	4	4601-0203	46-021-009	rubber dop
5	1	4601-0203	46-021-009	rubber dop
4	2	4054-0603	4054-0603	Schakelring af 452 H-32
3	1	4014-0088	4014-0088	O-Ring N.B. 8 x 1
2	1	4014-00145	4014-00145	Plug aluminium 16x1
1	1	3612-0151	3612-0151	afslagen plug M16x1
Pos.	Art. nr.	Omschr.	Art. nr.	Omschr.
59	1	5018-0542	R03-37-047	spring rebound closed - 458 AF 500
58	1	5018-06765	5018-06765	DGC LS 108 capl. -
57	1	5018-06775	5018-06775	DGC LS 108 capl. -
56	1	5018-06768	5018-06768	Spring rebound af 105 wort
55	1	5018-06775	5018-06775	DGC LS 108 capl. -
54	1	5018-06765	5018-06765	DGC LS 108 capl. -
53	1	5018-06765	5018-06765	DGC LS 108 capl. -
52	1	5018-06765	5018-06765	DGC LS 108 capl. -
51	5	5018-0176	5018-0176	5018-0176
50	1	5018-0176	5018-0176	5018-0176
49	1	5018-0176	5018-0176	5018-0176
48	1	5018-0176	5018-0176	5018-0176
47	1	5018-0176	5018-0176	5018-0176
46	1	5018-0176	5018-0176	5018-0176
45	1	5018-0176	5018-0176	5018-0176
44	1	5018-0176	5018-0176	5018-0176
43	1	5018-0176	5018-0176	5018-0176
42	1	5018-0176	5018-0176	5018-0176
41	1	5018-0176	5018-0176	5018-0176
40	1	5018-0176	5018-0176	5018-0176
39	1	5018-0176	5018-0176	5018-0176
38	1	5018-0176	5018-0176	5018-0176
37	1	5018-0176	5018-0176	5018-0176
36	1	5018-0176	5018-0176	5018-0176

MX shock setup



Use a large screwdriver to adjust the compression.
 The adjuster that's normally on the left (in normal mounting position) is the one for low speed compression damping.
 The one on the right is for high speed compression damping.
 Turning it clockwise will add damping
 Turning it counter clockwise will give you less damping.



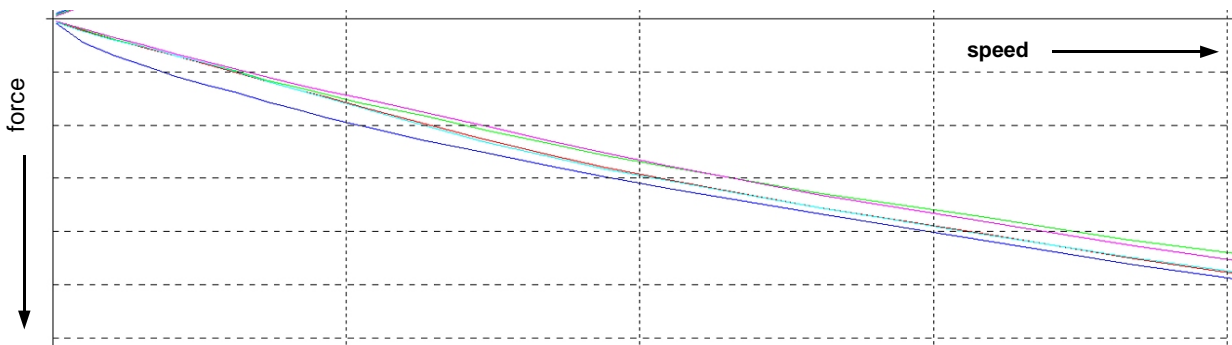
Use a large screwdriver to adjust the rebound damping.
 Turning it clockwise will add damping
 Turning it counter clockwise will give you less damping.

Standard settings:

Compression low speed: 12 clicks open
 Compression high speed: 20 clicks open
 Rebound: 22 clicks open
 Settings have to be set from fully closed (turned clockwise) position

Compression adjustment range

— = adjuster open. — = adjuster std. — = adjuster closed



rebound adjustment range

— = adjuster open. — = adjuster std. — = adjuster closed

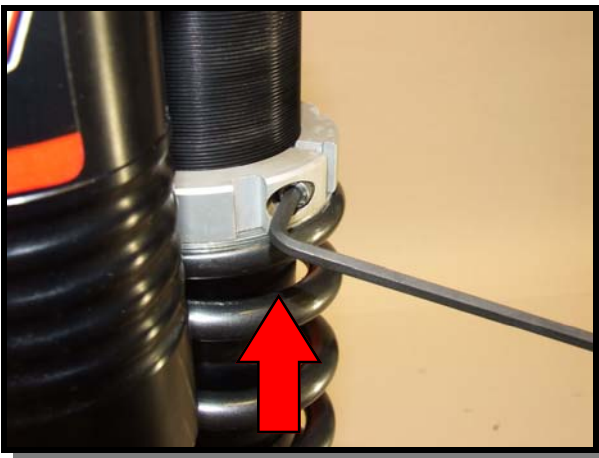


MX shock setup

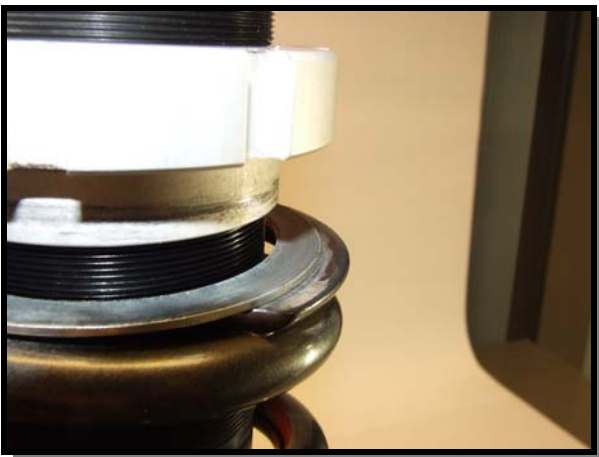


Spring (dis-)assembly:

Measure the distance and write it down.



Unscrew the allen bolt on the spring retainer (see arrow)



Turn the spring retainer all the way (down) to the upper mounting eye.



The circlip will come free.

MX shock setup



Remove the circlip, spring retainer and washer to be able to take the spring off.

Note the direction!



Remove the spring.

To mount the spring: follow steps in reverse order.

MX shock sag setup

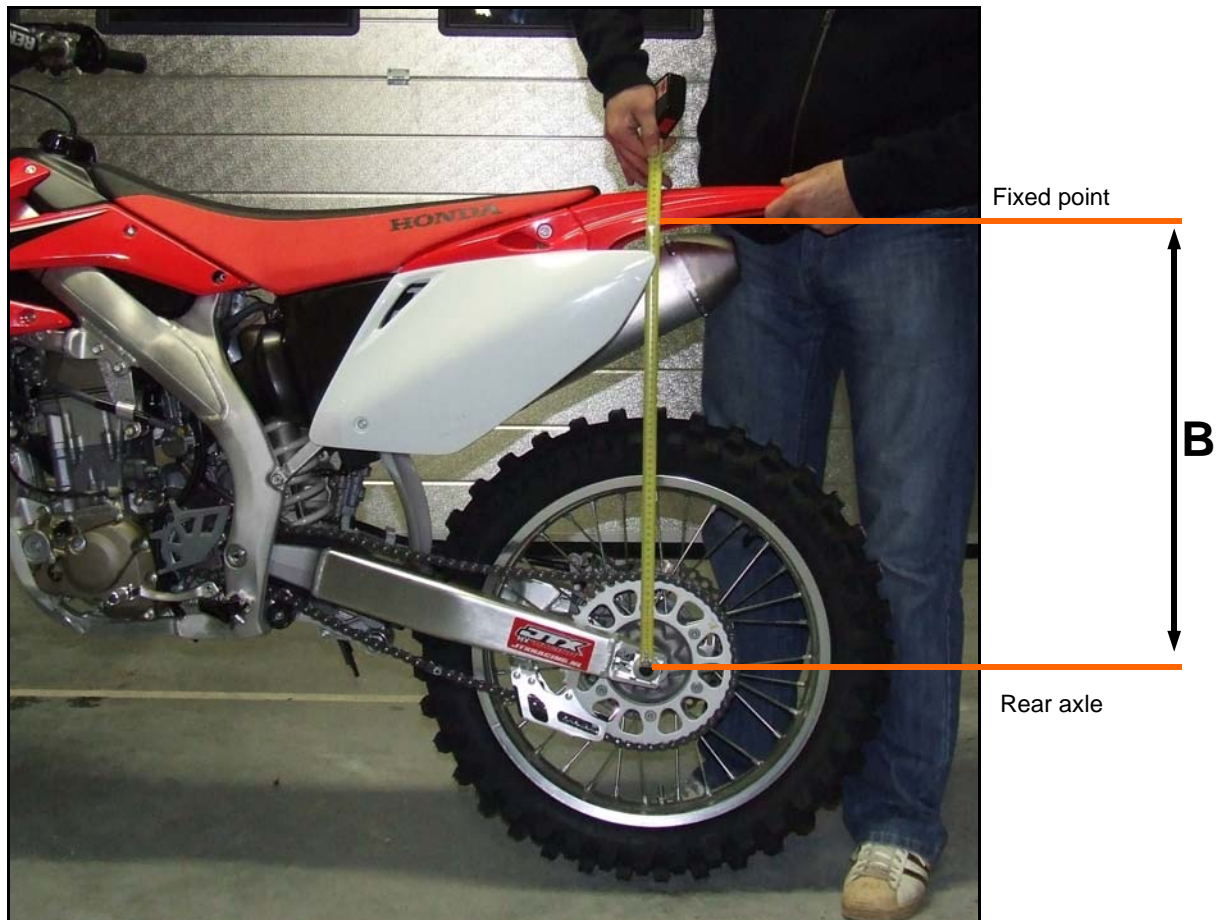
Due to the fact that the shockabsorber has an internal top-out spring, the entire procedure has to be repeated every time the spring pre-load is adjusted !



Basic suspension setup for the weight of the driver

- Jack up the motorcycle until the rear wheel no longer touches the ground.
- Measure the distance between the rear wheel axle and the fixed point and write it down as dimension A.

MX shock sag setup



Determining the static sag of the shock absorber

The static sag should be as close as possible to 35mm.

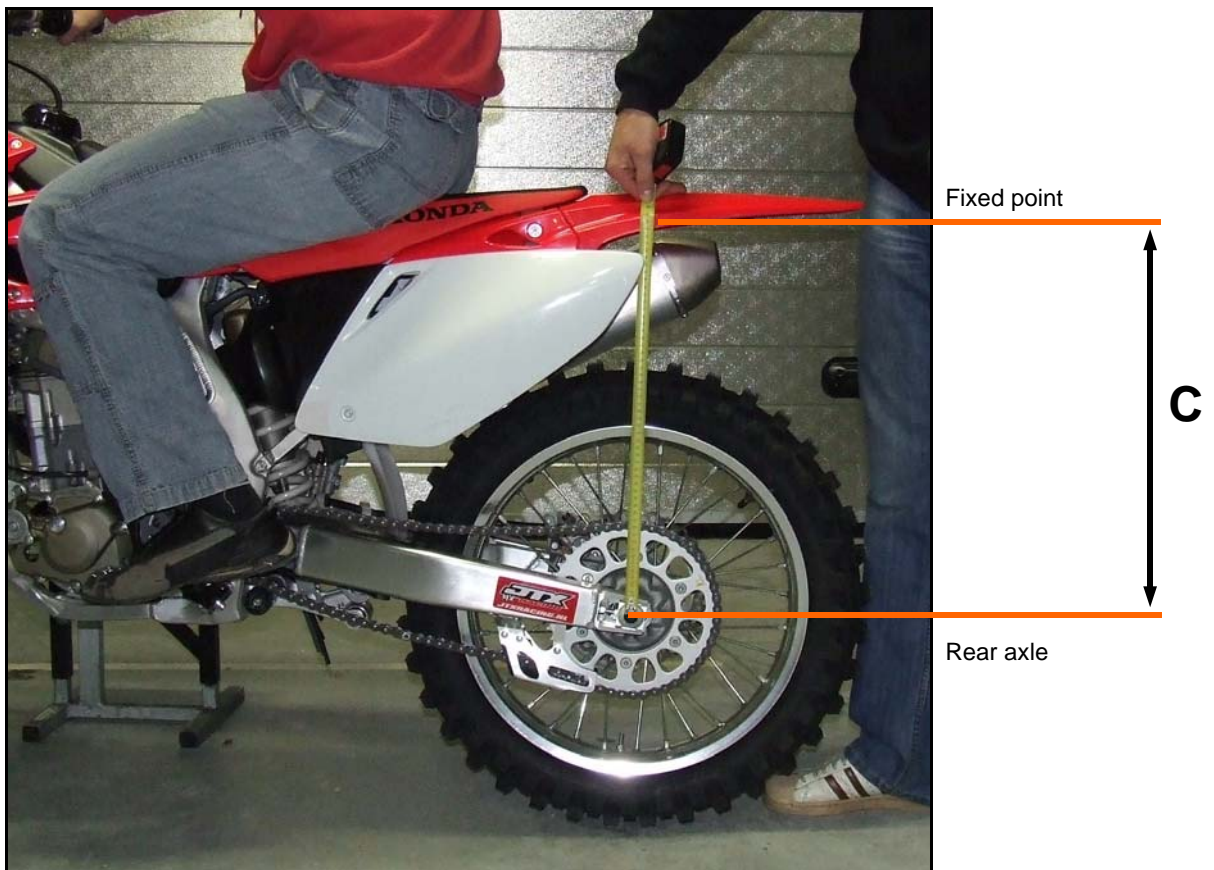
- Place the motorcycle on the ground.
- Ask a helper to hold the motorcycle.
- Push a few times on the seat.
- Measure the distance between the rear wheel axle and the fixed point and write it down as dimension B.
- The static sag is the difference between dimension A and B.

Dimension A
Dimension - B

Static sag = 35mm

If the static sag is lower, the spring preload must be reduced.
If the static sag is higher, the spring preload must be increased.

MX shock sag setup



Determining the riding sag of the shock absorber

- Sit on the bike in a normal seating position.
- Ask a helper to hold the motorcycle.
- Bounce up and down a few times to allow the rear wheel suspension to become level.
- Stay on the bike with your feet on the footpegs and have another person measure the distance between the rear wheel axle and the fixed point and write it down as dimension C.
- The riding sag is the difference between dimension A and C .

Dimension A

Dimension - C

Riding sag = 95mm (for example)

The riding sag must lie between 90mm and 105mm.

If the riding sag is less than 90mm, the spring is too hard.

If the riding sag is more than 105mm, the spring is too soft.

In these cases, the spring must be changed to get maximum performance.

Due to the fact that the shock absorber has an internal top-out spring, the entire procedure has to be repeated every time the spring pre-load is adjusted !