



Revolutionary Design: Öhlin's engineering features a patented concept with a unique concentric twin tube design, together with a solid main piston, that allows for the gas pressure to always back-up the low-pressure side of the main piston. This design creates positive pressure build up on both compression and rebound stroke. As a result the TTX36 has a more direct damping response. The whole system is pressurized by nitrogen gas behind a floating piston to ensure separation of the gas and fluid.

Adjustability: The Öhlins TTX36 shim system offers infinite combinations of shim stacks with a wide spectrum of different dampening curves. Also, the twin tube design with separate channels connecting the compression valve to the compression side of the main piston and the rebound valve to the rebound side of the main piston, gives the possibility to have completely separated adjusters for compression and rebound damping.

Other Key Features: With a wide array of tube and shaft lengths, the TTX36 can be used in many applications. In addition, an assortment of extended eyelets offer even more options for fitment in all forms of racing. The top eyelet is also adjustable so that the main body can be rotated 360° to ensure the adjusters are always in an accessible location. The Öhlins TTX36 shock absorber is a user friendly shock absorber, easy to set up, dial in and rebuild. Support is always available from RE Suspension.



OPTIONS AVAILABLE



2-WAY ADJUSTABLE
\$850



3-WAY ADJUSTABLE
\$1,050



4-WAY ADJUSTABLE
\$1,250



Öhlins ILX-TTX Adjustment Guide

About the ILX-TTX: The ILX-TTX dampers contain the newest technology from Öhlins Racing Shocks. The revolutionary twin tube design coupled with independent rebound and compression valves provide infinite valving combinations to fit any racer's needs. Once at the track, the adjustability of these dampers will allow any racer to tune their chassis with confidence.

Adjustability Options: The ILX-TTX dampers are available in 3 different configurations:

2-Way Adjustable: Both Compression and Rebound valves are bleed adjustable. These adjusters tailor the low speed damping while the internal valve stacks dictate the high speed dampening.

3-Way Adjustable: Depending on the configuration, one adjuster will be a bleed only adjustment while the other will control both bleed and preload on the high speed dampening.

Avail. Options: Bleed adjustable Compression with Bleed/High Speed adjustable Rebound.
Or Bleed adjustable Rebound with Bleed/High Speed adjustable Compression.

4-Way Adjustable: Both Compression and Rebound valves are dual adjusters and control both bleed and preload on the high speed dampening.

Adjusting the ILX-TTX's:

Bleed Adjustments: Low speed dampening is controlled mostly by the bleed adjuster. Opening or closing the adjuster meters the amount of oil that can freely pass through the valve. Closing the adjuster will allow less oil to pass through and create more low speed dampening. Opening will allow more oil to pass through and as a result the damper will have less low speed dampening force.

High Speed Preload Adjustments: High Speed dampening is controlled by the main shim stack in the valve. The ILX-TTX dampers allow us to externally adjust the preload on these shims to change the high speed dampening. As we close the adjuster the preload is increased on the shims, increasing the clamping force to the piston surface, thus providing higher dampening forces.

