BERYL Service Guide

Travel Adjust OTT Change

SERVICE OVERVIEW

This manual will guide you step by step performing a travel adjust and OTT setting change to your Beryl suspension fork. 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 after-market replacement parts with DVO Suspension may cause the product to malfunction, resulting in SERIOUS INJURY OR DEATH.

WARNING: Modification, improper service, or use of after-market 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.

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Tools Needed For Service:

- Oil Drain Pan
- 11mm, 18mm Wrench
- 32mm Socket
- Flathead Screwdriver
- Vice
- 10mm, 30mm shaft clamps
- Shock Pump
- 8mm Allen Key
- Rubber Mallet
- 3mm Punch

Fluids & Cleaner Needed For Service:

- Safety Glasses
- Clean, Lint Free Rag
- Suspension Cleaner or Alcohol
- Blue Loctite
- 7.5 wt oil. No Maxima
- Slickoleum Grease

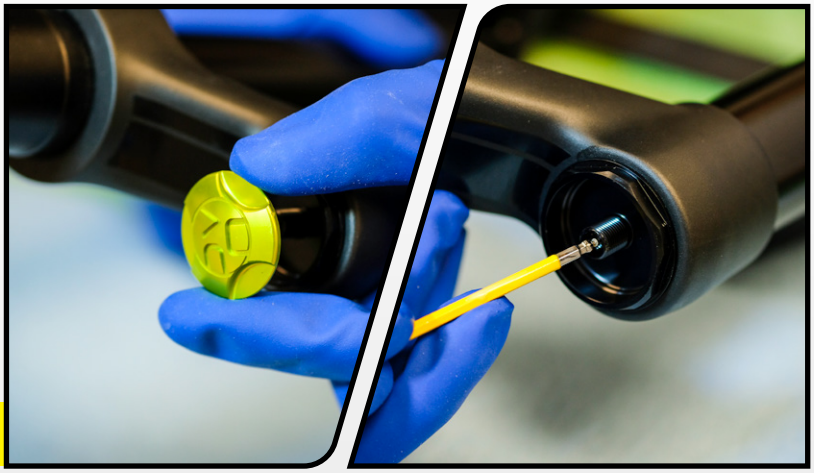
Recommended Service Interval:

- Full Service .....100 Hours of Ride Time

A Disassembly

1.

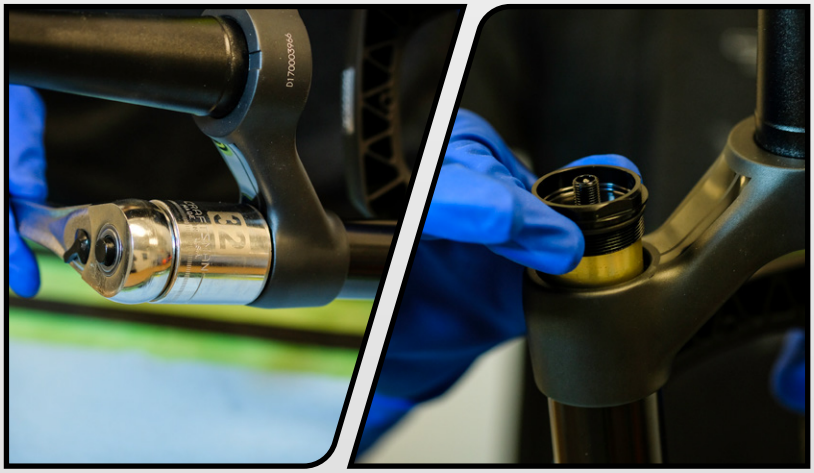
Remove the air cap. Depress the valve to release the air pressure.



⚠ CAUTION - EYE HAZARD

2.

Use a 32mm Socket to loosen the air side top cap. Once un-threaded, pull upwards.



3.

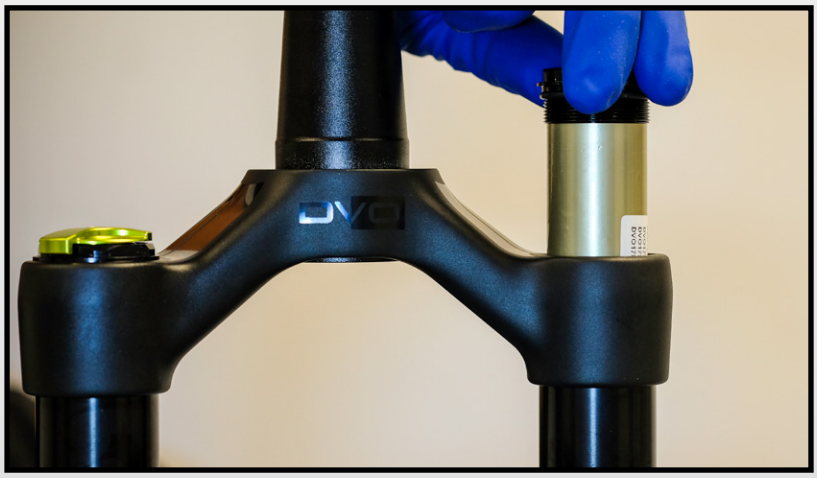
Use an 8mm allen key to remove the air cartridge foot nut.

4.

Lay the fork face-down on the mat. Place a punch inside the casting and knock the cartridge loose with a rubber mallet. Drain the oil from the casting into a drain pan.

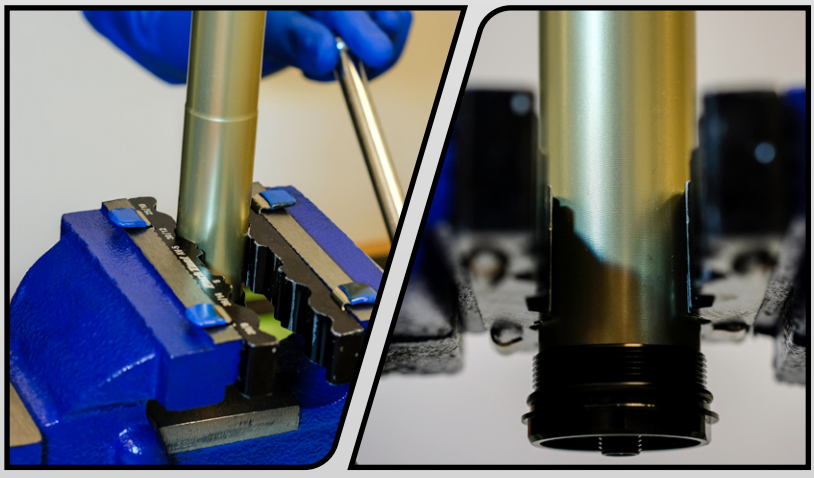
5.

Remove the cartridge and clamp in the vice. The location of the clamping surface is very important on this step. You want to clamp it right above the top cap as shown.



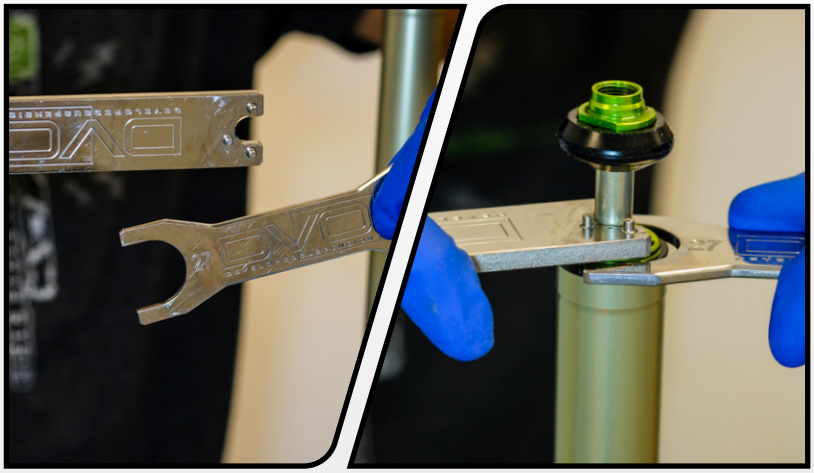
6.

Secure the cartridge in the vice with 30mm shaft clamps. The location of the clamping surface is very important on this step. You want to clamp it right above the top cap as shown.



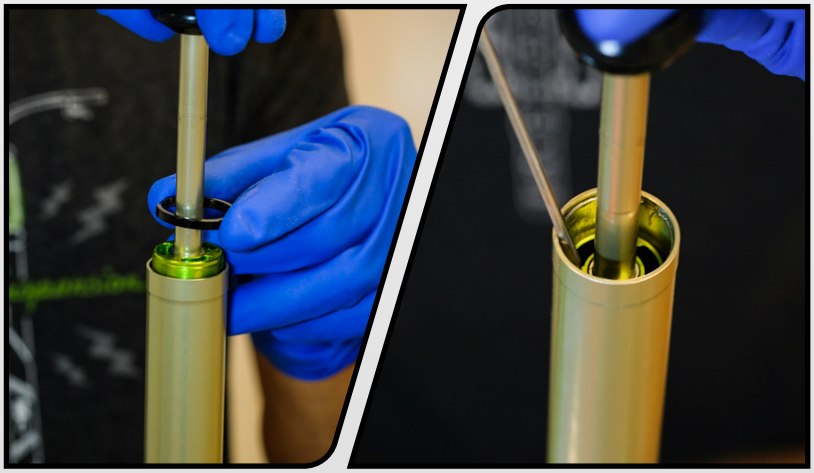
7.

Get your DVO service tools. The pin spanner wrench and 27mm wrench. If you don't have these specific tools, a normal pin spanner and 27mm wrench will work. Place the 27mm wrench on the black lock ring, loosen the green end cap with the pin spanners.



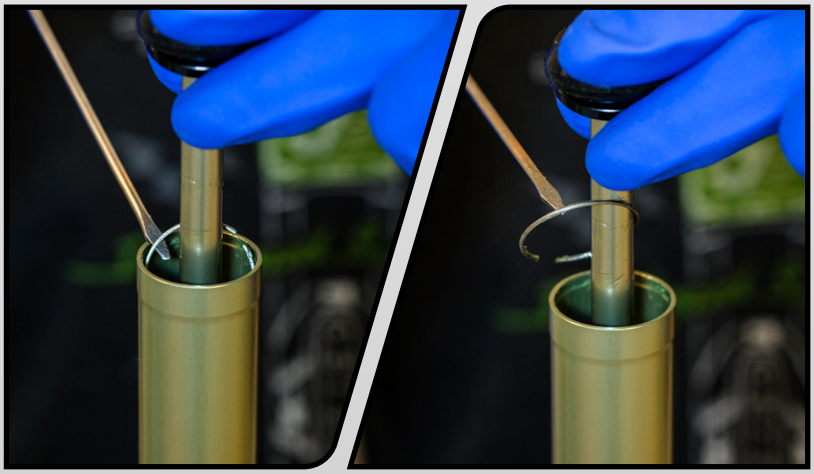
8.

Pull the lock ring and the shaft upward. Push the end cap downward with a flat head screwdriver.



9.

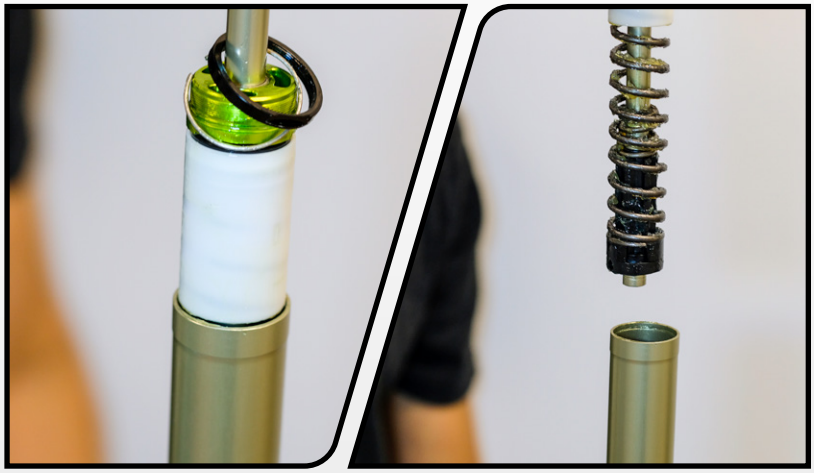
Remove the retainer clip with the flathead screwdriver and set aside.



OTT Setting B

10.

Slide the OTT adjuster unit up and out of the cartridge body.



11.

Place a towel around the spring and grip it firmly. Pull the negative spring downward to separate it.

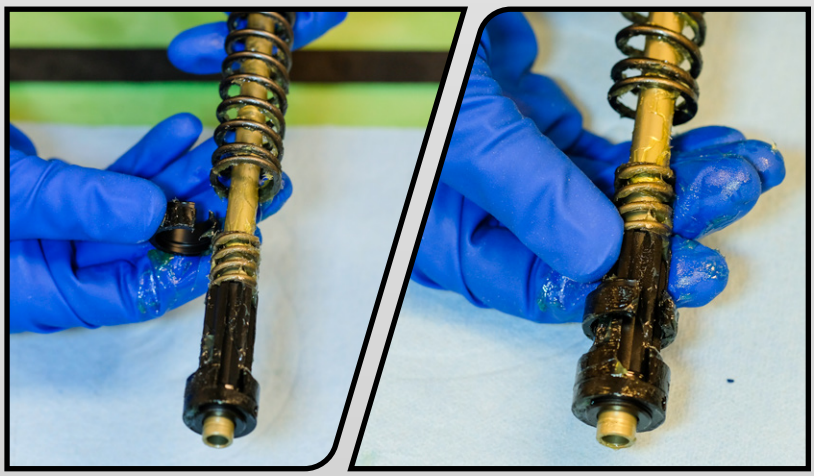
12.

Place the desired amount of OTT spacers on the shaft and slide it upwards to the top.

0 Spacers: Firmest OTT Setting

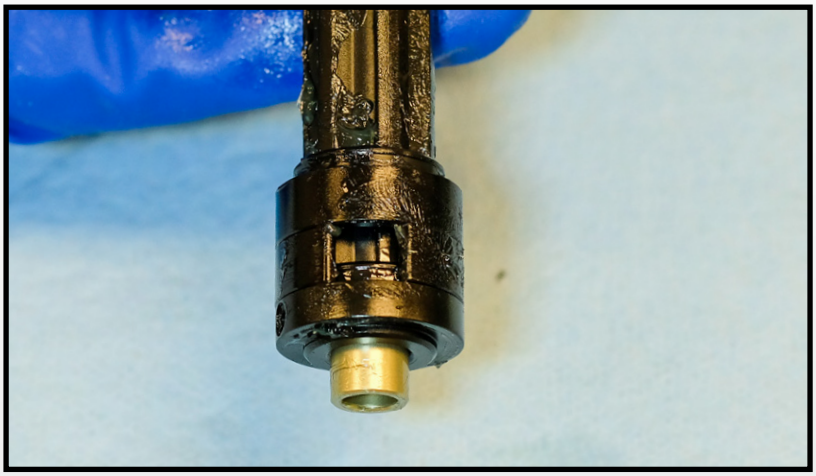
1 Spacers: Middle Setting

2 Spacers: Most Sensitive OTT Setting



13.

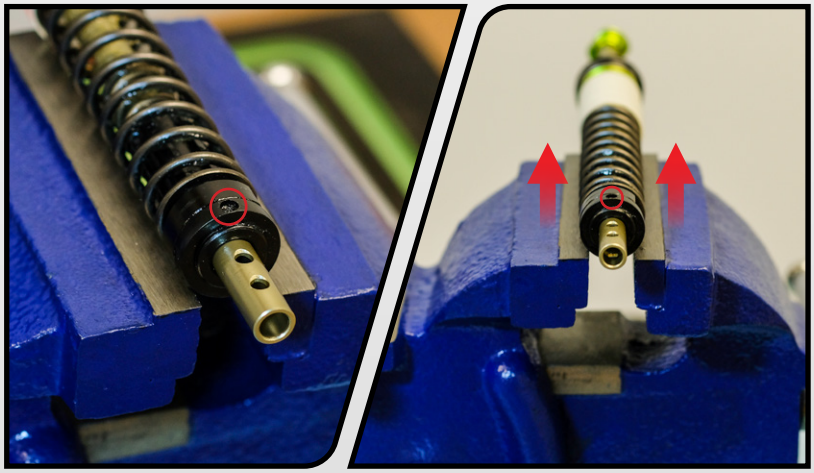
If using more than one spacer, make sure they align together as shown. There are two spacers used in this image.



C Travel Adjust

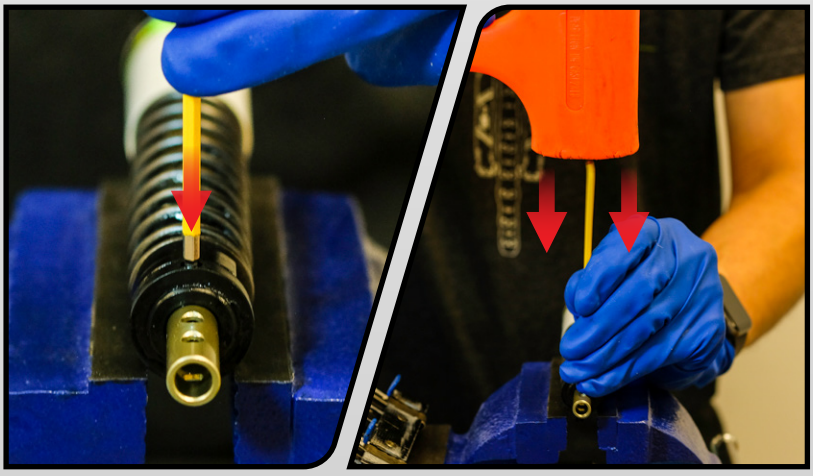
14.

Make a small gap in the vice and lay the OTT adjuster on top as shown. The holes at the end of the shaft and on the top OTT spacer need to be lined straight up.



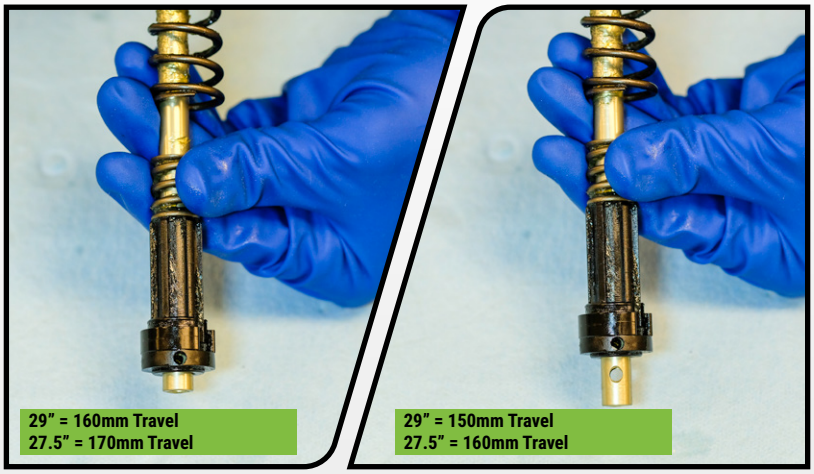
15.

Place a 4mm allen key in the hole of the black OTT spacer. Use the rubber mallet to press the pin out and through the bottom.



16.

The following three images show the different travel positions.

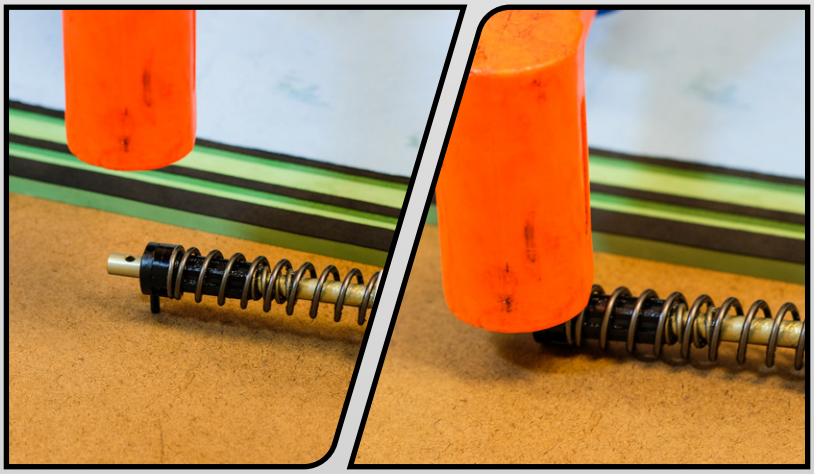


17.

After you have chosen the travel position, lay the OTT adjuster unit on it’s back with the pin in position. Make sure the pin is lined up with the thru-holes.

18.

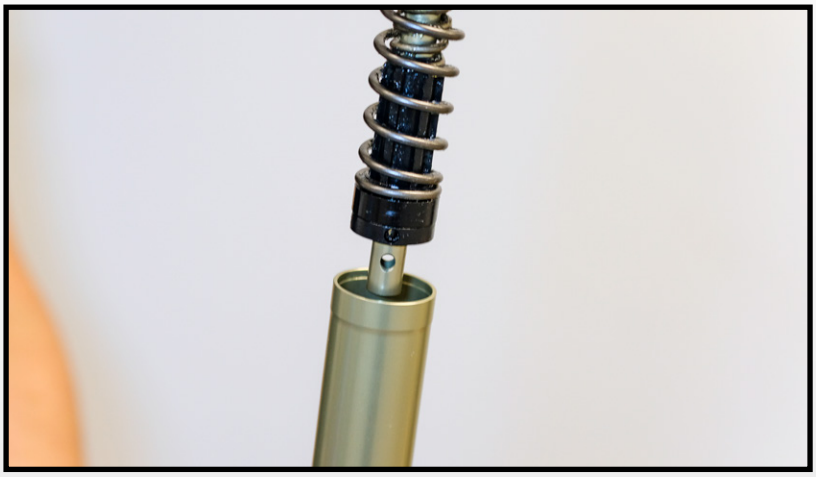
Tap the unit with the rubber mallet to set the pin back into position. Tap lightly, you don’t want to damage the pin.



D Assembly

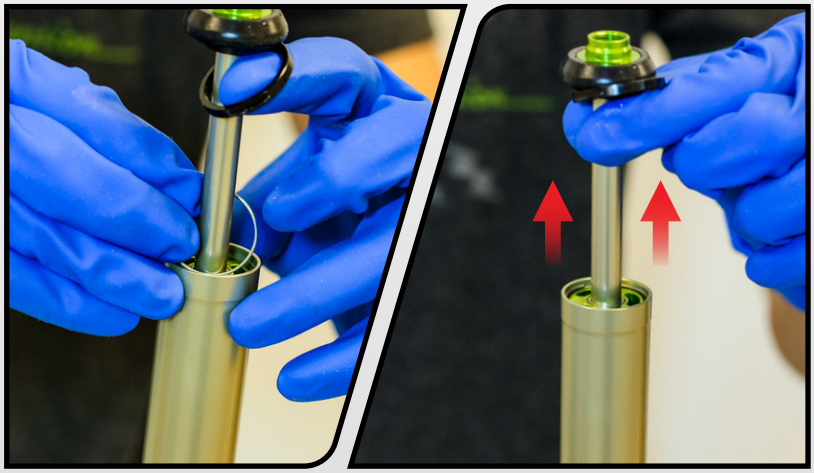
19

Once the pin is set in place, re-install the OTT adjuster unit back into the cartridge body.



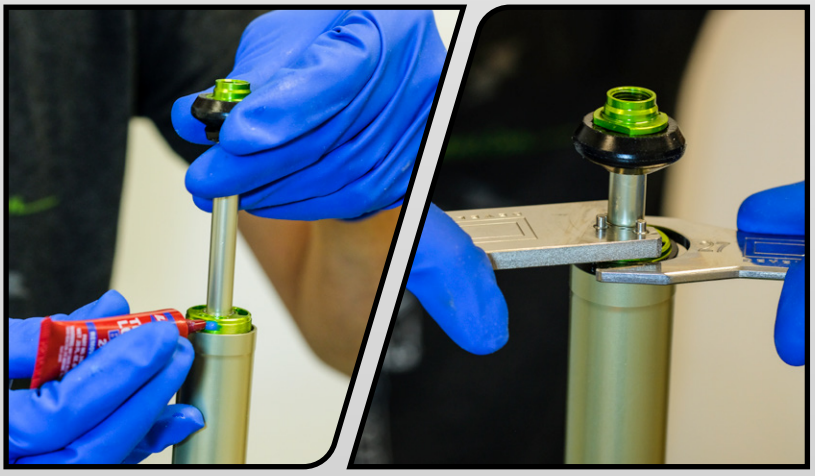
20.

Re-install the retainer clip above the green end cap then pull the shaft upward.



21.

Apply a thin layer of blue loctite to the threads of the end cap. Then tighten it with the 27mm wrench and pin spanner wrench.

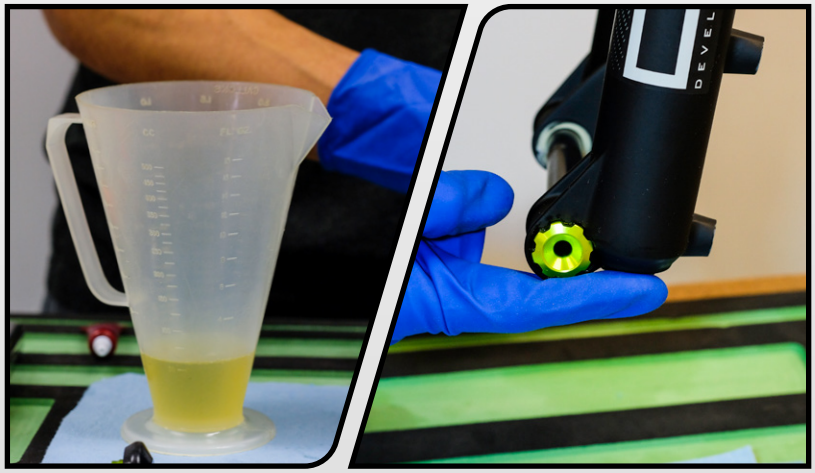


22.

Inflate the cartridge to the desired pressure.

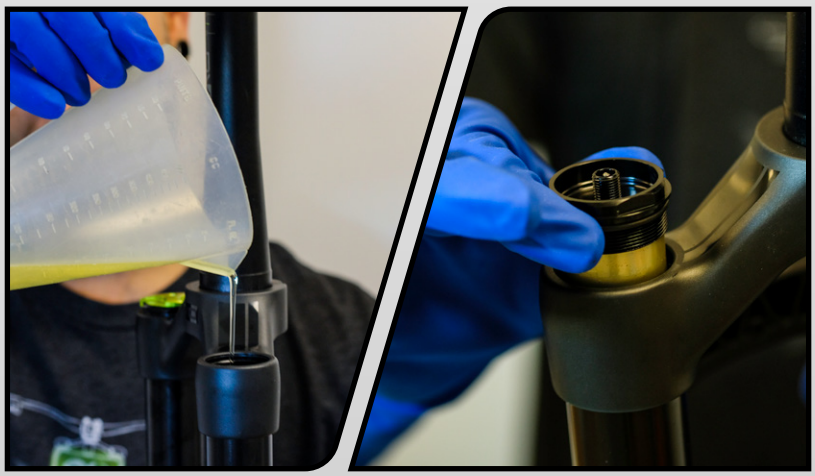
23.

Fill a cylinder with 30cc's of 7.5wt suspension oil. Next you want to plug the hole of the casting with your finger as shown.



24.

With your finger covering the hole, pour the oil into the fork. Then install the cartridge, press the cartridge down firmly to set it into the casting.



25.

Re-install the footnut and tighten with an 8mm allen key to **10 Nm**.

26.

Tighten the top cap with the 32mm socket to **15 Nm**.

You're good to go!