

building the best!



UD180

OWNERS MANUAL



UD180

Owners Name: _____

Address: _____

Phone: _____

Purchase Date: _____

Purchase Location: _____

Serial # : Located on backside of right axle clamp

Steer Tube Length: _____

Bike Brand: _____

Frame Size: _____

Safety

- 1.)** NEVER REMOVE STEER TUBE FROM CROWN. THIS IS A PRESSED IN PART, REMOVING IT WILL RENDER BOTH CROWN AND STEERER INOPERABLE*. MAKE SURE YOUR FORK CAPS AND ALL FORK HARDWARE (brake studs, pinch bolts, etc.) ARE TIGHT
- 2.)** DO NOT PERFORM ANY MODIFICATIONS OR ADJUSTMENTS THAT ARE NOT OUTLINED IN THIS MANUAL. SEE THE TUNING SECTION OF THE MANUAL FOR MORE DETAILS.
- 3.)** INSPECT YOUR FORKS BEFORE EVERY RIDE. INSPECT THE CROWN, TUBES AND AXLE SEAT AREAS FOR ANY SIGNS OF FATIGUE, BENDING, CRACKING OR OTHER DAMAGE. IF YOU NOTICE ANY TYPE OF DAMAGE, DO NOT RIDE ON THEM. RETURN THEM TO YOUR DEALER FOR A COMPLETE INSPECTION AND NECESSARY REPAIR OR WARRANTY STEPS. PLEASE REFER TO THE WARRANTY SECTION OF THIS MANUAL.
- 4.)** PERFORM ALL RECOMMENDED MAINTENANCE ACCORDING TO THE MAINTENANCE SECTION OF THIS MANUAL. FAILURE TO PERFORM MAINTENANCE COULD DRASTICALLY REDUCE YOUR FORKS LIFE AND PERFORMANCE.
- 5.)** WHITE BROTHERS RECOMMENDS THAT YOU WEAR PROPER SAFETY EQUIPMENT EVERY TIME YOU RIDE, INCLUDING A APPROVED BICYCLE HELMET. NEVER RIDE AT NIGHT WITHOUT LIGHTS!

* IF SERVICE BECOMES NECESSARY OR REMOVAL OCCURS, PLEASE CALL WHITE BROTHERS CUSTOMER SERVICE FOR PRODUCT EVALUATION AND DIAGNOSIS.

TABLE OF CONTENTS:

| | | |
|--------------------|--------------------------------|------------|
| SECTION ONE..... | Applications | PAGE 1 |
| SECTION TWO..... | Fork Installation | PAGE 2 - 3 |
| SECTION THREE..... | Tuning | PAGE 3 - 4 |
| SECTION FOUR..... | Trouble Shooting | PAGE 4 |
| SECTION FIVE..... | Maintenance | PAGE 5 - 7 |
| SECTION SIX..... | Exploded View | PAGE 8 |
| SECTION SEVEN..... | Warranty | PAGE 9 |

Applications

Thanks for purchasing your new White Brothers Fork. You are in for the best ride of your life. Our forks are designed to give you the level of performance you need to ride at your absolute peak.

The White Brothers UD180 fork features a lightweight dual rate coil spring and an externally adjustable hydraulic damper. This technology is borrowed from motorcycling and offers the best possible suspension action. Steering accuracy is improved over conventional MTB forks by utilizing dual billet aluminum steering crowns, oversized 31.75mm fork tubes, inverted stanchion/slider design and large 20mm axle. Fork travel has been set at 7" to offer the best performance for downhill racing terrain. A combination coil spring and high-cushion bottom bumper is used to minimize hard bottoming.

Every possible effort has been made to make the White Brothers Fork very light in weight and perform at a level superior to other forks on the market. To insure peak performance, proper installation and periodic maintenance is required. Please read this manual in its entirety to familiarize yourself with the fork and insure your satisfaction with this product.

White Brothers Forks are designed for offroad use only. They are not equipped with proper reflectors for on-road use. If you are going to use your forks for road use, have your dealer or mechanic install reflectors that meet the Consumer Product Safety Commission's (C.P.S.C.) requirements for bicycle standards. If you have any questions concerning C.P.S.C. Standards, please talk to your dealer.

When using your forks on public land and trails, please respect the rights of other users and stay on established paths and trails. By mounting biking responsibly, you help to insure the future of our sport.

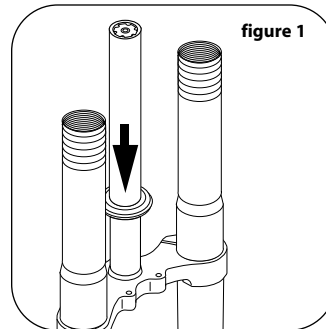


Fork Installation

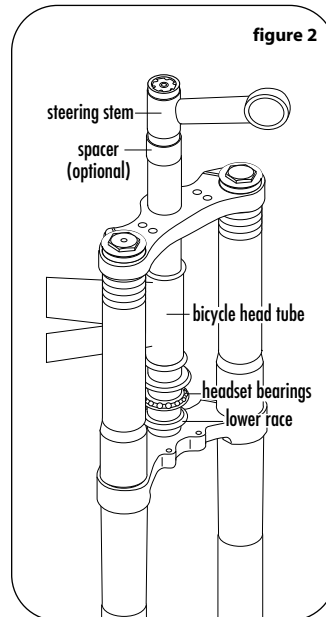
White Brothers UD180 Fork features a 1 1/8" threadless steerer tube. If you have a threaded type fork on your bicycle, consult your dealer for the appropriate upgrade parts necessary to convert to a 1 1/8" threadless steerer tube.

NOTE: Some frames are not adequately reinforced to handle loads applied by stiffer dual crown forks. Check with your frame manufacturer to verify dual crown fork compatibility.

- 1.) Remove old forks from the bicycle. See your bicycle's owner's manual. Measure the diameter and length of your old forks steerer tube to insure that the White Brothers Pro Forx steerer tube is the correct diameter and has sufficient length for the installation. NOTE: Add .65" (16mm) to length if you are upgrading from single crown fork to dual crown model.
- 2.) Remove the crown race from your old forks. **NOTE: Replace the bearings if there are any signs of wear or corrosion.**
- 3.) Press the crown race onto the steerer of your White Brothers Fork (figure 1).
- 4.) Preassemble headset by sliding fork steerer tube through headset bearings. Then install top headset, top crown, stem spacer (optional), and steering stem onto fork steerer tube. Refer to headset owner's manual if you have any questions about this preassembly (figure 2).
- 5.) Mark steerer tube at top of steerer stem. Steerer must then be cut 3mm (1/8") below this mark. Consult a dealer or mechanic if you do not have the proper tools for cutting the steerer tube.



- NOTE: The UD180 fork will not work on frames with head tubes longer than 5 1/2". See step 11 prior to cutting steerer tube.**
- NOTE (IF INSTALLING WB MX BAR MOUNTS): Preassemble headset by: Sliding fork steerer tube through headset bearings. Then install top headset, top crown and 5 to 10mm stem spacer. Mark steerer tube at top of stem spacer. Steerer must then be cut 3mm (1/8") below this mark. Consult a dealer or mechanic if you do not have the proper tools for cutting the steerer tube.**
- 6.) The special star fangled nut must now be installed into the steerer. We recommend dealer installation of this nut since a special tool is required.
 - 7.) Clean and grease all headset bearings and races to prepare them for assembly.
 - 8.) Now assemble headset as done in Step 4.
 - 9.) Install the top steering crown. Install the steering stem (threadless type is required) and handlebars. Set your bars to your desire height.
 - 10.) Install the threadless mounting cap. Tighten the top threadless stem bolt until there is no play in the fork tube. The forks should rotate freely in the head tube. Secure the pinch bolts on the steering stem. Consult the installation instructions for your threadless bearing set to insure correct installation and tension of the headset.



- 11.) **TIRE CLEARANCE:** The fork tubes can be adjusted up or down in the fork crowns to adjust ride height and steering geometry. NOTE: At full extension of the fork, a minimum of 7 1/2" (190mm) clearance must exist between the tire and the bottom of the steering crown. NOTE: UD180 Fork has approximately 3/4" negative travel. Pull up on fork to fully top out fork to make this measurement.

WARNING: Any less clearance than this will allow the tire to contact the bottom of the crown when the forks are fully compressed. This could stop the wheel from revolving throwing the rider and causing possible injury or death. Next check to make sure the top of the fork tubes fit all the way through the top steering crown. If insufficient clearance exists, you must switch to a smaller diameter front tire. Tighten upper and lower crown pinch bolts to secure fork legs into position.

Fork Installation continued

- 12.)** Install your front brakes and adjust following the manufacturers specifications. See additional instructions below. **NOTE: Only disc type brakes can be used with the White Brothers UD180 Fork.**
- 13.)** RIM CENTERING: See your dealer or professional wheel builder to have the rim of your choice laced to your downhill hub. The wheel builder will need to lace rim so that it is directly centered between the fork legs, If you are using a 110mm hub you will need to supply your wheel builder with the 10mm axle spacer (supplied) to achieve correct wheel alignment.
- 14.)** WHEEL/BRAKE INSTALLATION: The White Brothers UD180 Fork is designed for a downhill type hub utilizing a 20mm axle. Install front wheel with disc rotor next to left side of fork. Slide axle all the way through. Make sure disc rotor doesn't contact left fork axle seat when axle is tightened fully. If it does, a custom spacer will have to be fabricated to space hub/rotor away at least 3mm from left fork axle seat. At this time the brake caliper should be mounted and alignment checked with the disc rotor. Follow the disc brake manufacturers installation instructions to insure correct brake rotor, brake caliper alignment.
- 15.)** FINAL WHEEL INSTALLATION: Lightly grease front axle and install front wheel to forks. Tighten axle completely. Now tighten both left and right fork axle seat pinch bolts. Follow the disc brake manufacturers installation instructions and recommended torque for mounting brake caliper to left fork leg.
- 16.)** Route hydraulic brake cable up to the brake lever. Make sure that cables is routed so that it cannot foul on tire, fork crowns, or steering stops through full up and down fork travel and side to side steering radius.
- 17.)** Check to see that your brakes are adjusted and working.
- 18.)** STEERING CLEARANCE: Due to the White Brothers UD180 double crown design, the fork tubes or fork steering crowns will contact the bicycle frame at full steering lock to the left and right. To eliminate the chance of damage to the fork or frame, a cushion stop must be fabricated to eliminate metal to metal contact. Fork bumpers, elastomers or thick pieces of rubber will work fine. Secure in place to the frame or fork with zip tie or glue. WB offers optional neoprene velcro dual crown fork cushion stops pn 97-897.

Tuning

To get the most from your White Brothers Pro Fork it is important that you tune the forks to fit your style of riding and the conditions you ride in.

Initial break-in period

Your new fork is designed to break-in over a period of 10 hours or more of riding. As all of the parts bed into each other, the stiction (friction) of the forks will reduce and the forks will absorb the bumps better. After this initial break-in, fine tuning the spring preload and cartridge damper may be beneficial to achieve the best possible fork performance for your weight and riding style.

Tuning Your Springs

There are two ways to adjust your forks. The first is by changing the changing the spring for a completely different rate. The spring basically controls the quality of the ride. A stiff spring handle major obstacles and dropoffs better, but doesn't give as smooth of ride over braking bumps and other small obstacles. Your White Brothers Fork comes with a Medium rate spring installed. For the majority of riders, this should give a compliant ride, yet remain resistant to bottoming. If you feel your forks are bottoming too easily, then switch to the optional spring part # 97-3519.

If forks are too stiff or too soft with either of the springs supplied, WB offers an optional Soft (pn 97-3518) and X-Heavy Fork Spring (pn 97-3519). Contact your WB dealer to order these.

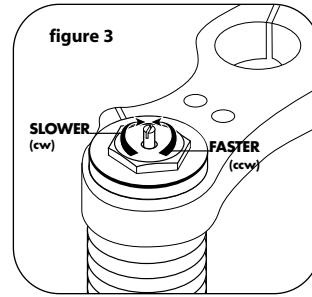
A fine tuning adjustment for you fork is spring preload. As delivered, the spring preload is correct for most riders. Spring preload is the amount of pressure that the spring has against it at the full extended position (spacers are used to adjust spring preload, see items #10 and #11 on the exploded view page). With the correct preload on the spring, with no load on the bike, the forks should come within 3/4" to 1" of returning to full extension after being compressed. Too much sag, add (1) 2mm or 5mm spacer. Too little sag, remove (1) 2mm spacer. Note if your fork has a build up or an excess of stiction, complete basic service first before preload adjustment.

Tuning continued

Tuning Your Hydraulic Damper

Adjusting the hydraulic damper should only be done after you are completely happy with your spring choice, and the proper spring preload has been set.

Your White Brothers UD180 fork comes with the damping adjusted in the middle of its' range. The standard setting is 3 turns out from all the way in (clockwise). Use the following guidelines to determine if further adjustment is needed.



- A)** If your forks rebound too slowly, turn the adjustment screw on the top of the right fork leg all the way counter-clockwise (6 turns out is the maximum)(**figure 3**). The forks should absorb and return fast enough to absorb the next major obstacle. A sign that your forks are rebounding too slowly is if they feel like they pack-up or continue to compress as you go through rough sections.
- B)** If your forks are rebounding too fast, turn the adjustment screw on the top of the right fork leg clockwise 1/2 turn at a time. A sign of too fast of rebound is if the forks deflect and the bicycle is hard to hold in lines. The front wheel will also bounce and appear "busy" ie. You get an additional bounce after landing from a drop. **NOTE:** If a stiffer spring is installed, your standard setting should be 1 turn stiffer (clockwise). A light rider that has installed a softer spring will usually be most satisfied with the damping set at the lightest position (6turns out).

Trouble Shooting

Problem: The fork has "stiction" (moves up and down in jerky movements). See Tuning section for break-in notes

Cause: This is normally caused by lack of lubrication or dirt in the seals and/or bearings, or forks are not sufficiently broken in

Solution: Clean and lubricate the fork as described in the maintenance section

Problem: The fork settles too far into its travel

Cause: This is normally caused by a lack of spring preload

Solution: Increase the spring preload

Problem: The fork returns to its full height too aggressively, feels like an air fork or "tops out"

Cause: Too much spring preload or (or the hydraulic damper needs serviced)

Solution: Reduce the spring preload or (service hydraulic damper)

Problem: The fork bottoms too easily

Cause: Incorrect spring choice

Solution: Install stiffer option spring and re-adjust damper setting

Problem: The fork doesn't use its full travel

Cause: Incorrect spring choice

Solution: Install softer option spring and re-adjust damper setting

Problem: The fork bounces up and down rapidly

Cause: Insufficient rebound damping

Solution: Increase damping by adjusting by 1/4 turn clockwise. time (or the hydraulic damper needs serviced)

Problem: The fork has heavy feel, doesn't return quick enough for consecutive bumps

Cause: Too much rebound damping

Solution: Decrease damping by adjusting by 1/4 turn counterclockwise.

Maintenance

Your White Brothers Fork requires periodic maintenance to insure peak performance and long life. Moisture and contamination may build up inside the fork. We suggest you disassemble your forks, inspect, clean and re-grease them after 30 hours of use. If the forks appear to be relatively clean, you can probably go 40 hours between servicing. If the forks appear dirty, you should service them every 20 hours. The three things that will most effect the service interval and performance of your forks is water, mud and dust. Depending on how much time you use your forks in those conditions will determine how much service they require.

NOTE: When cleaning the fork, it is not recommended to direct water spray at the seals.

NOTE: Neglecting proper fork maintenance will reduce the forks life. Internal build up of water and dirt, or a lack of lubrication will cause excessive wear to the forks. In harsh condition it is advisable to inspect the forks for dirt ingestion after each ride.

Basic service should include disassembly the forks, cleaning and re-greasing all shafts and seals. At this time, the forks should be carefully inspected for wear and damage before reassembly. **NOTE: Disassembly of the hydraulic damper should be left for a dealer who is familiar with servicing the WB forks hydraulic damper.**

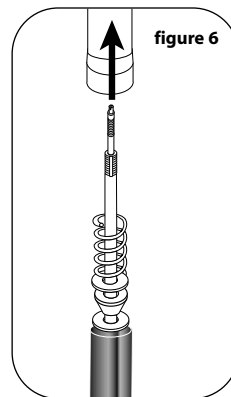
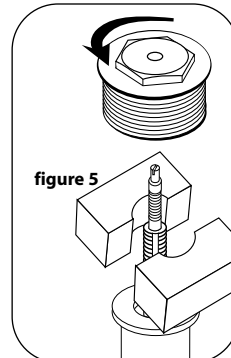
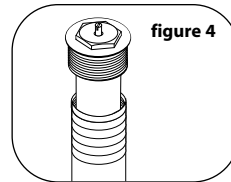
* White Brothers recommends that you consult with a qualified technician before performing the following:

Basic Fork Disassembly

- 1) Disconnect from brake caliper. Remove wheel assembly by loosening fork axle seat pinch bolts loosening and removing front axle.
- 2) Loosen pinch bolts in steering crowns and slide each fork leg down and out of steering crowns.

RIGHT FORK LEG (DAMPER SIDE) DISASSEMBLY

- 3) Unthread top fork cap (counterclockwise) utilizing a 25mm (1") open end wrench or adjustable wrench. If fork stanchion is clamped in vise during this procedure use jaw pads to prevent damage to fork. Also avoid excessive clamping force to avoid crushing fork stanchion (**figure 4**).
- 4) Once top fork cap is loosened sufficiently that it is no longer attached to fork stanchion, grasp lower fork leg at axle seat and compress fork approximately 3". Loosen damper shaft from fork cap by securing the shaft in aluminum clamp blocks pn FT180-4 and turning counter clockwise until cap can be removed from damper shaft (**figure 5**).
- 5) Remove spacer tube. Remove outer fork leg from inner leg (**figure 6**). **NOTE: Have pan under fork to catch small amount of oil that is in fork.** Remove 2mm nylon spacer, auxiliary spring, 2mm nylon spacer, coned shaped compression bumper. Leave 5mm nylon spacer on top of inner fork leg. **NOTE: These parts may have stayed in outer fork leg when removed and will need to be tapped out.** No further disassembly is required on right fork leg unless hydraulic damper is to be serviced.



HYDRAULIC DAMPER SERVICING

NOTE: Disassembly of the hydraulic damper should be left for a dealer who is familiar with servicing the WB forks hydraulic damper, further special tools are required.

- 6.) **CAUTION: Damper oil is under pressure, directions for disassembly must be followed very carefully. ALWAYS WEAR SAFETY GLASSES AND PROTECT YOUR CLOTHES SHOULD OIL SPRAY OUTWARDS. Fold a thick cloth or shop rag and then fold again to get 4 layers, place over the end on the shaft. Next hold the rag tightly to the shaft and gently unscrew the needle holding the end of the shaft down in a drain pan. This will release the oil pressure in a controlled manner.**

Remove 5mm nylon spacer sitting on top of inner fork leg. To remove spiral lock circlip hold damper shaft assembly into fork, the nylon seal head must be compressed into fork leg approximately 1mm. Remove circlip by unwinding from groove in a clockwise manner (a small pick or screwdriver works well for this operation). Grasp damper rod and lift up slowly. If nylon seal head is reluctant to come out, use aluminum clamp blocks pn FT180-4 tool to hold damper rod in vise while pulling lightly on fork leg. Remove nylon seal head and complete damper rod assembly from fork leg. Dump old oil out of fork leg. Remove damping adjust needle assembly from damping rod by unthreaded counter clockwise.

and pulling out of damping rod. Inspect small o'ring on damping adjust needle assembly and replace if damaged in any way. Also inspect o'ring on nylon seal head and replace if damaged in any way.

NOTE: Readjusting damper shim stack is not recommended. If damping does not meet rider's requirements, call the WB suspension service department for recommendations on valving adjustments.

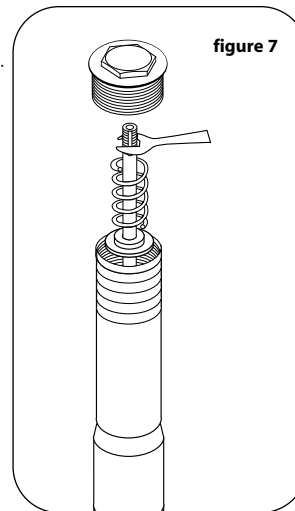
- 7.)** Reassemble hydraulic damper assembly as follows: Place the spiral retainer guide over the inner leg and Place piston ring guide pn FT180-5 into the retainer guide and Fill with WB RS67 shock oil 3" (75mm) below the top of the spiral retainer guide. Install damper rod assembly down through both guides into fork leg and slow compress piston through oil. Stroke the shaft up and down in the oil to expel air from the damping piston, push the damper shaft down further until oil comes out of the damper shaft, at this point insert the needle into the shaft and screw in until the o-ring is just below the end of the shaft. Next remove piston ring guide. Then lift the shaft assembly up through the oil while you are lifting top up oil level to keep the piston submerged in oil, stop with the piston positioned just below circlip groove, carefully lower the nylon seal head into fork leg. Siphon of excess oil using WB pn FT180-6. You can then install the seal head and spiral retaining ring in one operation. You should hear a positive click as the ring enters the groove. **NOTE: It may require a tap or two on the seal head tool to seat the retainer fully home in it's groove.** This operation also charges the system under spring pressure, stroke damper rod up and down fully to check for smooth damping action and to make sure damper rod returns to extended position after being compressed. Install 5mm nylon spacer on top of fork leg.

RIGHT FORK LEG (DAMPER SIDE) ASSEMBLY

- 8)** At this point clean all parts with a clean, non-abrasive rag. A mild grease cutting cleaner or solvent might make this an easier task.
- 9)** Once clean, inspect seals for tears or cracks. Next, inspect the fork tubes for wear, nicks or scrapes. If there is noticeable play between fork legs and fork tubes, the DU bushes located inside the outer fork leg may require replacement. Consult White Brothers or your dealer if servicing or repair is necessary.
- 10)** If everything is free of problems, coat all parts with a light coating of White Brothers Suspension Lube or other suitable, non-lithium grease. Also lube the DU bushings that are located inside fork outer leg by dipping a socket extension in grease and applying the grease into the inside of the fork leg on the DU bushings.
- 11)** Install oil seals into lip of outer leg, then snap circlip into next lip, then wiper seal. **Be careful not to fold seals (oil seal & wiper seal) when sliding outer leg onto inner leg.** Then carefully slide outer fork leg over inner fork leg making sure not to curl seal lips under during this process. Stroke outer fork leg to make sure it is sliding smoothly over inner leg.
- 12)** Install 2mm nylon spacer step upward, cone shaped compression bumper cone down, and auxiliary spring. Note: The bottom spacer should be firmly attached to the top cap.
- 13)** Add **20cc's of 30w motor oil** into fork at this time (**figure 10**). Before threading cap screw adjuster needle all the way down, thread the fork cap tightly, press in spring spacer into cap, then stuff o-ring with a flathead screwdriver into cap. Screw cap onto leg. Stroke fork to check for smooth operation. Adjust damping needle out as needed once on the bike and you have ridden it.

LEFT FORK LEG (SPRING SIDE) DISASSEMBLY

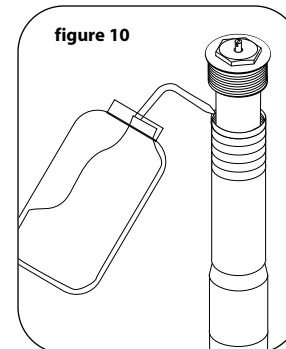
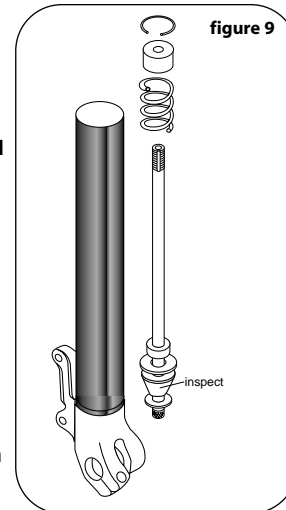
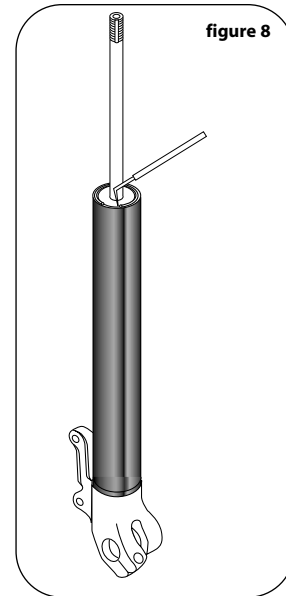
- 1)** Unthread top fork cap (counterclockwise) utilizing a 25mm (1") open end wrench or adjustable wrench. If fork stanchion is clamped in vise during this procedure use jaw pads to prevent damage to fork. Also avoid excessive clamping force to avoid crushing fork stanchion (**figure 4**).
- 2)** Once top fork cap is loosened sufficiently that it is no longer attached to fork stanchion, grasp lower fork leg at axle seat and compress fork approximately 1". Loosen dummy rod from fork cap by inserting 9mm wrench onto flats of dummy rod and turning counter clockwise until cap can be removed from dummy rod (**figure 7**).



- 3) Remove preload spring, auxiliary spring, jam nut, spring guide double, main spring, spring guide, any spring spacers, and spring guide seat from fork. Remove outer fork leg from inner leg. **NOTE: Have pan under fork to catch small amount of oil that is in fork.**
- 4) To disassemble and inspect negative spring and dummy shaft system, remove circlip by unwinding from groove in a clockwise manner (a small pick or screwdriver works well for this operation)(figure 8). Dummy shaft system with negative spring and bumper can be removed at this time (figure 9). Inspect rebound bumper for cracks or distortion, replace if necessary.
- 5) Reinstall dummy shaft system into fork leg and install spiral lock circlip by winding back into its groove. Reinstall spring guide seat on top of inner fork leg.

LEFT FORK LEG (SPRING SIDE) ASSEMBLY

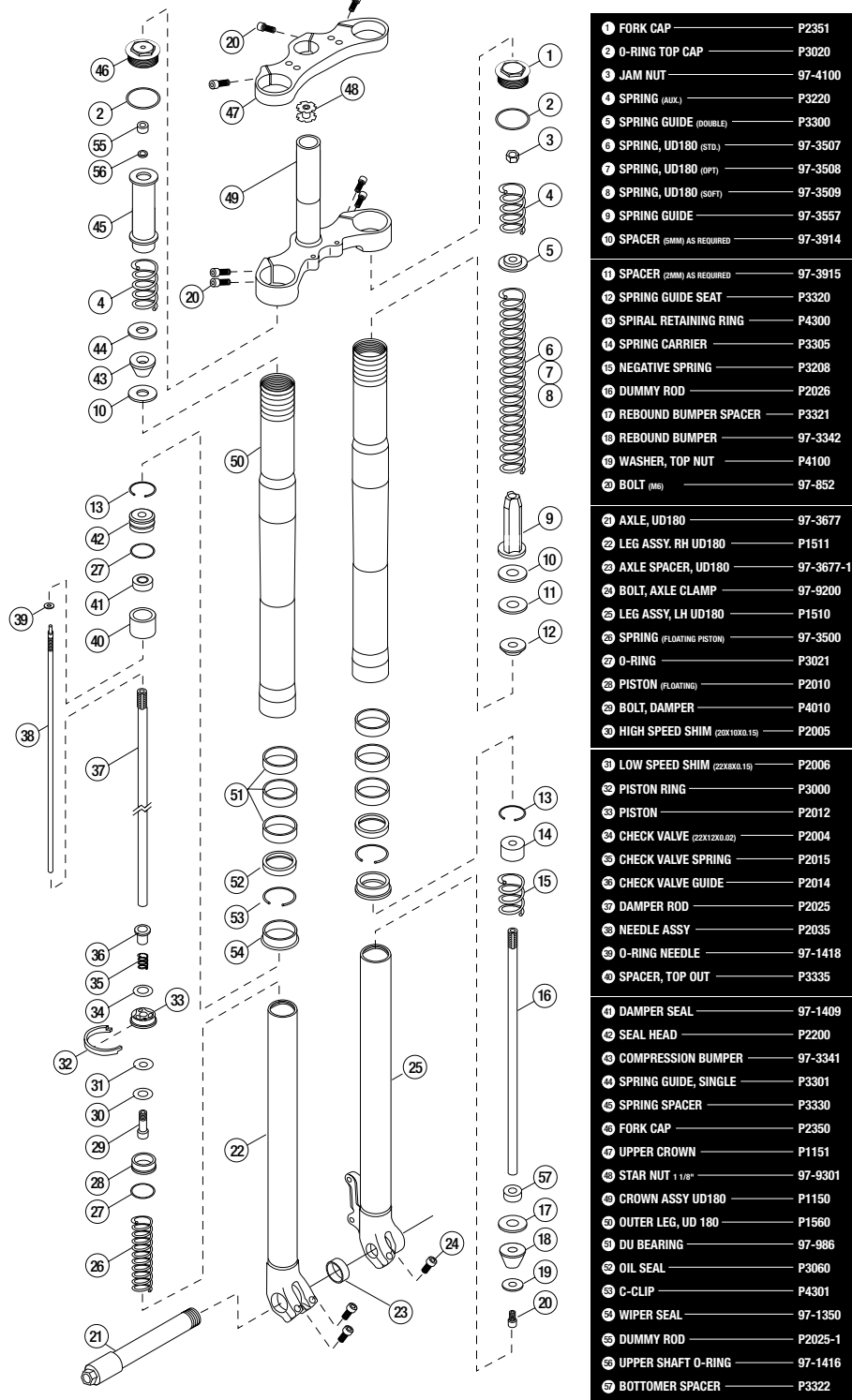
- 6) At this point clean all parts with a clean, non-abrasive rag. A mild grease cutting cleaner or solvent might make this an easier task.
- 7) Once clean, inspect seals for tears or cracks. Next, inspect the fork tubes for wear, nicks or scrapes. If there is noticeable play between fork legs and fork tubes, the DU bushes located inside the upper fork stanchion may require replacement. Consult White Brothers or your dealer if servicing or repair is necessary.
- 8) If everything is free of problems, coat all parts with a light coating of White Brothers Suspension Lube or other suitable, non-lithium grease. Also lube the DU bushings that are located inside fork outer leg by dipping a socket extension in grease and applying the grease into the inside of the fork leg on the DU bushings.
- 9) With fork laid over on its side (so dummy rod doesn't fall into lower fork leg), install into outer leg oil seal, circlip, and wiper seal. Then slide outer leg onto inner leg in the vise - **Be careful not to fold seals (oil seal & wiper seal) when sliding outer leg onto inner leg.**
- 10) Then install spring guide seat flat side up, spring guide, spring, and upper spring seat.
- 11) Next, thread jam nut loosely (by hand) down until there is 1/2" (13mm) of exposed thread to engage in top cap. Then install auxiliary spring.
- 12) Then thread on cap on to jam nut. Tighten together the cap and dummy rod by holding the flat sides of dummy rod with 9mm wrench while rotating cap clockwise.
- 13) Tip fork up and add **20cc's of 30w motor oil** into fork at this time (figure 10). Thread fork cap into outer fork leg and tighten fully. Stroke fork to check for smooth operation. Finish tightening cap with 1" wrench.
- 14) Reinstall fork legs into fork crowns as instructed in Fork Installation section.



| REQUIRED TOOLS | |
|--------------------------|-----------|
| DESCRIPTION | PART # |
| UD180 SEAL BULLET 1.25" | FT180-1 |
| UD180 SPIRAL RET. GUIDE | FT180-2 |
| UD180 SHAFT SEAL BULLET | FT180-3 |
| UD180 10MM CLAMP BLOCK | FT180-4 |
| UD180 PISTON RING GUIDE | FT180-5 |
| UD180 SPRL RET. INST/UPR | FT180-6-2 |
| UD180 SPRL RET. INST/LWR | FT180-6-3 |

The UD180 Exploded View

The following illustration and parts table gives you the exploded view of the UD180DH fork. The parts table lists the part number for each individual part in the fork and is the reference you will need if ordering replacement parts. See your local dealer to order the parts that you require.



| | | |
|----|------------------------------|-----------|
| 1 | FORK CAP | P2351 |
| 2 | O-RING TOP CAP | P3020 |
| 3 | JAM NUT | 97-4100 |
| 4 | SPRING (AUX.) | P3220 |
| 5 | SPRING GUIDE (DOUBLE) | P3300 |
| 6 | SPRING, UD180 (STD.) | 97-3507 |
| 7 | SPRING, UD180 (OPT) | 97-3508 |
| 8 | SPRING, UD180 (SOFT) | 97-3509 |
| 9 | SPRING GUIDE | 97-3557 |
| 10 | SPACER (2MM) AS REQUIRED | 97-3914 |
| 11 | SPACER (2MM) AS REQUIRED | 97-3915 |
| 12 | SPRING GUIDE SEAT | P3320 |
| 13 | SPIRAL RETAINING RING | P4300 |
| 14 | SPRING CARRIER | P3305 |
| 15 | NEGATIVE SPRING | P3208 |
| 16 | DUMMY ROD | P2026 |
| 17 | REBOUND BUMPER SPACER | P3321 |
| 18 | REBOUND BUMPER | 97-3342 |
| 19 | WASHER, TOP NUT | P4100 |
| 20 | BOLT (M6) | 97-852 |
| 21 | AXLE, UD180 | 97-3677 |
| 22 | LEG ASSY, RH UD180 | P1511 |
| 23 | AXLE SPACER, UD180 | 97-3677-1 |
| 24 | BOLT, AXLE CLAMP | 97-9200 |
| 25 | LEG ASSY, LH UD180 | P1510 |
| 26 | SPRING (FLOATING PISTON) | 97-3500 |
| 27 | O-RING | P3021 |
| 28 | PISTON (FLOATING) | P2010 |
| 29 | BOLT, DAMPER | P4010 |
| 30 | HIGH SPEED SHIM (20X10X0.15) | P2005 |
| 31 | LOW SPEED SHIM (22X8X0.15) | P2006 |
| 32 | PISTON RING | P3000 |
| 33 | PISTON | P2012 |
| 34 | CHECK VALVE (22X12X0.02) | P2004 |
| 35 | CHECK VALVE SPRING | P2015 |
| 36 | CHECK VALVE GUIDE | P2014 |
| 37 | DAMPER ROD | P2025 |
| 38 | NEEDLE ASSY | P2035 |
| 39 | O-RING NEEDLE | 97-1418 |
| 40 | SPACER, TOP OUT | P3335 |
| 41 | DAMPER SEAL | 97-1409 |
| 42 | SEAL HEAD | P2200 |
| 43 | COMPRESSION BUMPER | 97-3341 |
| 44 | SPRING GUIDE, SINGLE | P3301 |
| 45 | SPRING SPACER | P3330 |
| 46 | FORK CAP | P2350 |
| 47 | UPPER CROWN | P1151 |
| 48 | STAR NUT 1 1/8" | 97-9301 |
| 49 | CROWN ASSY UD180 | P1150 |
| 50 | OUTER LEG, UD 180 | P1560 |
| 51 | DU BEARING | 97-986 |
| 52 | OIL SEAL | P3060 |
| 53 | C-CLIP | P4301 |
| 54 | WIPER SEAL | 97-1350 |
| 55 | DUMMY ROD | P2025-1 |
| 56 | UPPER SHAFT O-RING | 97-1416 |
| 57 | BOTTOMER SPACER | P3322 |

