



ADVANCED SUSPENSION TECHNOLOGY

MC STREET 2017



HISTORY

Ever since the company was founded in 1976, Öhlins has represented the very pinnacle of suspension technology and firmly rooted itself as an intricate part of the motorsport industry, underpinning countless world titles. That very technology has subsequently been adopted not only as the gold standard of aftermarket suspension, but is also by car and motorcycle manufacturers around the world.

Back in the 1960's, Kenth Öhlin was an up-and-coming motocross rider and showed an innate talent for mechanics. He knew how to bring the best out of his material and soon he saw himself engaged in modifying his competitor's bikes. By the time he started his business he had already designed exhaust pipes, engines and – of course – shock absorbers.

Öhlins soon became synonymous with advanced suspension. The products were not only superior in terms of technology, but as Mr. Öhlin was, and is, a very meticulous man the quality was always outstanding. The first world championship was won already in 1978, as Russian Gennady Moiseev took the 250cc title on an Öhlins equipped KTM. Since then, more than another 300 world titles have followed. The success continued in road racing and soon also in the automotive segment, in racing as well as in rally, all adding to the motorsport pedigree. But don't think that Öhlins was content, not for a minute. The company continued to grow, adding electronically controlled, semi-active suspension to its portfolio under the trademark CES. Today, this technology has revolutionized the car industry and can be found in a wide range of products from premium car manufacturers.

In the 1980's, Öhlins' achievements got the attention of industrial giants and in 1987, Öhlins was acquired by Yamaha. Under the Japanese ownership, Öhlins had the necessary financial stability to develop into a dominating player in the industry. Twenty years later, Öhlins was considered better off on its own legs and Kenth Öhlin regained the company he once had started.



2016-2010

2016	Marc Marquez	MotoGP	Honda
2016	Bryce Prince	MotoAmerica Superstock 600	Yamaha
2016	Cameron Beaubier	MotoAmerica Superbike	Yamaha
2016	Garrett Gerloff	MotoAmerica Supersport 600	Yamaha
2016	Jordan Weaving	British Superstock 600 Champ.	Kawasaki
2016	Josh Herrin	MotoAmerica Superstock 1000	Yamaha
2016	Leon Morris	British Ducati Trioptions Cup	Ducati
2016	Shane Byrne	British Superbike	Be
2016	Tarran Mackenzie	British Supersport 600 Champ.	Kawasaki
2015	Jorge Lorenzo	MotoGP	Yamaha
2015	Josh Brookes	British Superbike	Yamaha
2015	Cameron Beaubier	Moto America Superbike Champ.	Yamaha
2015	Christian Brockel	German MX Open	KTM
2015	Danny Kent	Moto3	Honda
2015	Emil Sayfutdinov	Speedway European Champ.	
2015	Joe Collier	British Super Sport Evo 600	Triumph
2015	Kyle Bickley	World 250cc Speedway	
2015	Luke Stapleford	British Super Sport	Triumph
2015	Markus Reiterberger	IDM Superbike Championship	BMW S1000RR
2015	Mason Law	British National Super Stock 600	Kawasaki
2015	Robbie Brown	British Ducati Tri-options Cup	Ducati
2015	Suzuki Endurance Racing Team	FIM Endurance World Champ.	Suzuki
2015	Tai Woofinden	Speedway GP World Champ.	
2014	Esteve Rabat/Marc Marquez/Alex Marquez	Moto2/MotoGP/Moto3	Kalex/Honda/Honda
2014	Sylvain Guintoli	World Superbike	Aprilia RSV4
2014	David Checa/Kenny Foray/Mathie Gines/Lucas Mahias	World Endurance Championship	Yamaha R1
2014	Ivan Gol	Italian CIV	Ducati
2014	Josh Hayes	AMA Superbike	Yamaha R1
2014	Michael Dunlop	North West 200 Superbike	BMW S1000
2014	Michael Van Der Mark	World Supersport	Honda
2014	Xavi Forés	IDM Superbike	Ducati 1199 Panigale
2013	Michael Dunlop	Supersport, Isle of Man TT	Honda CBR600
2013	Alex Lowes	British Superbike	Honda
2013	Marc Marquez	MotoGP	Honda
2013	Pol Espargaro	Moto2	Kalex
2013	Franco Morbidelli	Euro Superstock 600	Kawasaki
2012	Max Biaggi	World Superbike	Aprilia
2012	Jorge Lorenzo	MotoGP	Yamaha
2012	Kenan Sofuoglu	Supersport	Kawasaki

2012	Sylvain Barrier	Superstock 1000	BMW
2012	Josh Hayes	Superbike	Yamaha
2012	Marc Marquez	Moto2	Suter
2012	Matteo Baiocco	Italian CIV Championship	Ducati
2012	Josh Waters	Australian Superbike	Suzuki
2012	Erwan Nigon	German IDM	BMW
2011	Stefan Bradl	Moto2	Kalex
2011	Nicolás Terol	Moto3	Aprilia
2011	Casey Stoner	MotoGP	Honda
2011	Tommy Hill	British Superbike	Yamaha
2011	Josh Hayes	AMA Superbike	Yamaha
2011	Arnaud Tonus	British MX2	Yamaha
2011	Martin Bauer	IDM German Superbike	Yamaha
2011	Carlos Checa	German MX Open	Ducati
2011	Elliot Banks-Browne	Red Bull Pro Nationals MX2	Honda
2010	Zach Osborne	British MX2	Yamaha
2010	Jorge Lorenzo	MotoGP	Yamaha
2010	Toni Elias	Moto2	Moriwaki
2010	Max Biaggi World Super Bike	World Super Bike	Aprilia
2010	Andrew Stroud	New Zealand Superbike Champ.	Suzuki
2010	Michael Phillips	New Zealand MX2	Honda
2010	Joshua Hayes	Superbike Champion AMA	Yamaha R1
2010	Martin Cardenas	Daytona Sportbike Champ. AMA	Suzuki

2009-2000

2009	Valentino Rossi	MotoGP	Yamaha
2009	Ben Spies	World Super Bike	Yamaha
2009	Carl Crutchlow	Super Sport	Yamaha
2009	Julian Simon	MotoGP 125cc	Aprilia
2008	Livia Lancelot	FIM World Cup	Kawasaki
2008	Valentino Rossi	MotoGP	Yamaha
2008	Marco Simoncelli	MotoGP 250cc	Gilera
2008	Mike De Meglio	MotoGP 125cc	Derbi
2008	Troy Bayliss	Superbike WSB	Ducati
2008	Brendan Roberts	Superstock	Ducati
2007	Casey Stoner	MotoGP	Ducati
2007	Jorge Lorenzo	MotoGP 250cc	Aprilia
2007	Gabor Talmacsi	MotoGP 125cc	Aprilia
2007	Steve Rap	Daytona 200	Kawasaki
2007	Roger Lee Hayden	Hayden AMA Supersport	Kawasaki
2007	Josh Hayes	Formula Extreme	Honda

2006	Avaro Bautista	MotoGP 125cc	Aprilia
2006	Jorge Lorenzo	MotoGP 250cc	Aprilia
2006	Troy Baliss	Superbike WSB	Ducati
2006	Josh Hayes	AMA Formula Extreme Champ.	Honda
2006	Jamie Hacking	AMA Superstock Championship	Yamaha
2006	Christophe Pourcel	MX2 W.C.	Kawasaki
2005	Valentino Rossi	MotoGP	Yamaha
2004	Valentino Rossi	MotoGP	Yamaha
2004	James Toseland	Superbike WSB	Ducati
2004	Gerd Riss	Speedway Longtrack	Jawa Frame
2003	Neil Hodgson	Superbike WSB	Ducati
2003	Manuel Poggiali	MotoGP 250cc	Aprilia
2003	Robert Barth	Speedway Longtrack	Suzuki
2003	Adam Raga	Trial Indoor WC	Gas Gas
2003	Petri Pohjamo	Enduro WC	Gas Gas
2002	Marco Melandri	MotoGP 250cc	Aprilia
2002	Arnaud Vincent	MotoGP 125cc	Aprilia
2002	Tony Rickardsson	Speedway World Champion	
2001	Troy Bayliss	Superbike WSB	Ducati
2001	James Ellison	European Superstock Champ.	Suzuki
2000	Kenny Roberts Jr.	RR 500cc	Suzuki
2000	Roberto Locatelli	RR 125cc	Aprilia
2000	P. Lindén/W. Nowland	Endurance	Suzuki

1999-1990

1999	Carl Fogarty	Superbike WSB	Ducati
1999	Valentino Rossi	RR 250cc	Aprilia
1999	Gerd Riss	WC Speedway Longtrack	GM
1999	Vesa Kytönen	Enduro 250cc 4-stroke	Kawasaki
1999	Petteri Silvan	Enduro 250cc 4-stroke	Gas Gas
1998	Kasuto Sakata	RR 125cc	Aprilia
1998	Loris Capirossi	RR 250cc	Aprilia
1998	Carl Fogarty	Superbike WSB	Ducati
1998	Gianmarco Rossi	Enduro 250cc 4-stroke	Honda
1997	Paolo Casoli	Supersport 600cc	Ducati
1996	Max Biaggi	RR 250cc	Aprilia
1996	Troy Corser	Superbike WSB	Ducati
1996	Paul Edmondson	Enduro 175cc	Gas Gas
1996	Anders Eriksson	Enduro 400cc 4-stroke	Husaberg
1996	Peter Jansson	Enduro 500cc 4-stroke	Husaberg
1995	Max Biaggi	RR 250cc	Aprilia

1995	Carl Fogarty	Superbike WSB	Ducati
1995	Kari Tiainen	Enduro 500cc	Husqvarna
1995	Petteri Silvan	Enduro 125cc	Husqvarna
1995	A. Eriksson/S. Mertens/Jean M. Mattioli	Endurance	Honda
1994	Carl Fogarty	Superbike WSB	Ducati
1994	Kazuto Sakata	RR 125cc	Aprilia
1994	Kari Tiainen	Enduro 500cc	Husqvarna
1994	Paul Edmondson	Enduro 125cc	Gas Gas
1994	Bob Moore	Motocross 125cc	Yamaha
1994	Markus Hansson	Motocross 500cc	Honda
1993	Tetsuyo Harada	RR 250 cc	Yamaha
1993	Scott Russel	Superbike WSB	Kawasaki
1993	Jacky Martens	Motocross 500cc	Husqvarna
1993	Sven-Erik Jönsson	Enduro 350cc	Husqvarna
1992	Jeff Nilsson	Enduro 125 cc	KTM
1992	Kari Tiainen	Enduro 500cc	Husqvarna
1992	Donny Schmit	Motocross 250cc	Yamaha
1992	Wayne Rainey	RR 500cc	Yamaha
1992	Doug Polen	Superbike WSB	Ducati
1992	Marcel Gerhard	1000m	Godden
1991	Jeff Nilsson	Enduro 125cc	KTM
1991	Kari Tiainen	Enduro 250cc	Husqvarna
1991	Kent Karlsson	Enduro 350cc	Husaberg
1991	Sven-Erik Jönsson	Enduro 500cc	Husqvarna
1991	Wayne Rainey	RR 500cc	Yamaha
1991	Doug Polen	Superbike WSB	Ducati
1990	Kari Tiainen	Enduro 250cc	Suzuki
1990	Peter Hansson	Enduro 500cc	KTM
1990	Jimmie Eriksson	Enduro +500cc	Husaberg
1990	John Kocinski	RR 250cc	Yamaha
1990	Wayne Rainey	RR 500cc	Yamaha
1990	Raymond Roche	Superbike WSB	Ducati

1989-1980

1989	Christof Husser/Andreas Husser	Motocross-Sidecar	VCM-KTM
1989	Fred Merkel	Superbike WSB	Honda
1988	John van den Berk	Motocross 250cc	Yamaha
1988	Christof Husser/Andreas Husser	Motocross-Sidecar	VCM-KTM
1988	Eddie Lawson	RR 500cc	Yamaha
1988	Fred Merkel	Superbike WSB	Honda

1987	John van den Berk	Motocross 125cc	Yamaha
1986	Jacky Vimond	Motocross 250cc	Yamaha
1986	Christof Husser/Andreas Husser	Motocross-Sidecar	VCM-KTM
1986	Eddie Lawson	RR 500cc	Yamaha
1986	Fred Merkel	Superbike WSB	Honda
1985	Pekka Vehkonen	Motocross 125cc	Cagiva
1984	Eddie Lawson	RR 500cc	Yamaha
1983	Håkan Carlqvist	Motocross 500cc	Yamaha
1983	Emil Bollhalder/Karl Büsser	Motocross sidecar	EML-Yamaha
1983	Carlos Lavado	RR 250cc	Yamaha
1982	Eric Geboers	Motocross 125cc	Suzuki
1982	Danny La Porte	Motocross 250cc	Yamaha
1982	Brad Lackey	Motocross 500cc	Suzuki
1982	Emil Bollhalder/Karl Büsser	Motocross sidecar	EML-Yamaha
1981	Neil Hudson	Motocross 250cc	Yamaha
1981	André Malherbe	Motocross 500cc	Honda
1980	Georges Jobé	Motocross 250cc	Suzuki
1980	André Malherbe	Motocross 500cc	Honda

1979-1978

1979	Håkan Carlqvist	Motocross 250cc	Husqvarna
1979	Graham Noyce	Motocross 500cc	Honda
1976	Gennady Moiseev	Motocross 250cc	KTM

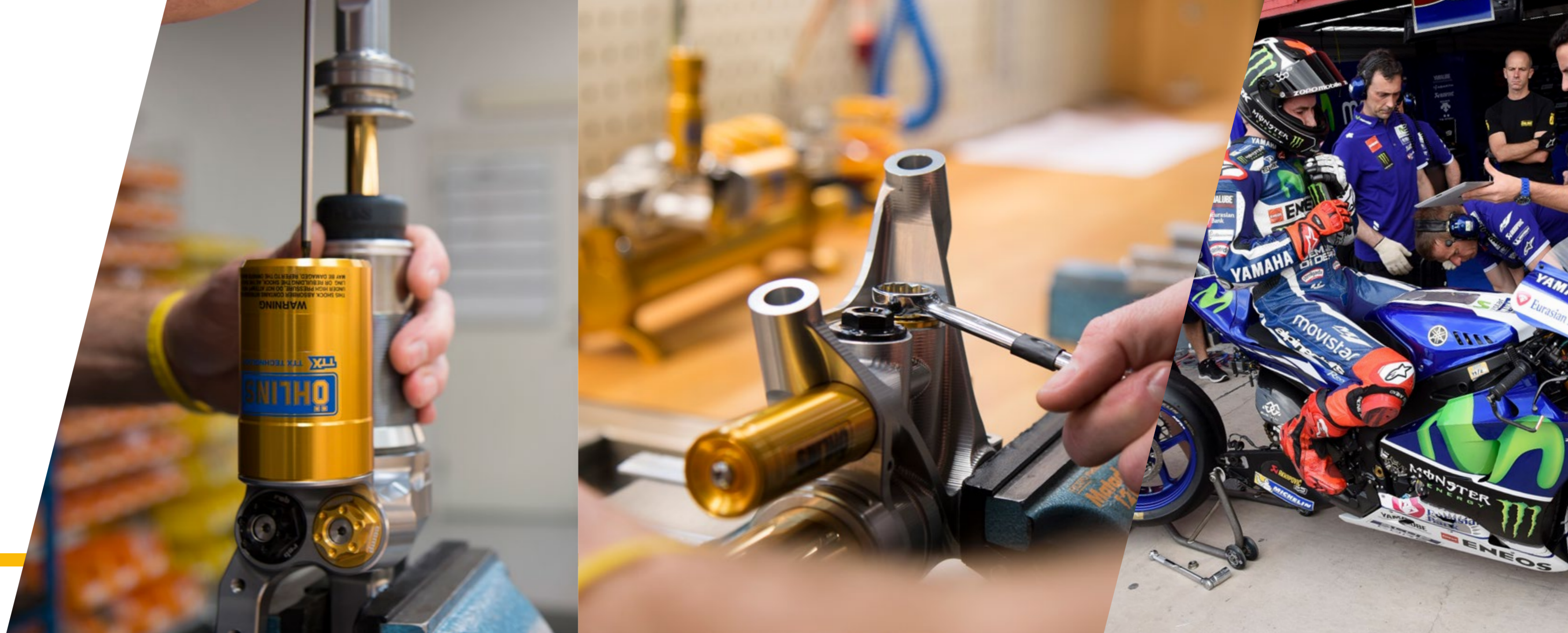


ÖHLINS TESTING & DEVELOPMENT

At Öhlins, we are serious about suspension. In fact, we live it and breathe it. The amount of engineering that goes into our products is simply staggering, every single product is tested and measured prior to production, in order to make sure you get the best performance possible. Think computer simulations, rig tests and evaluation on either race track or on the street. Or both. It may be the latest development for MotoGP or a new street application for your daily driver, our strict program applies to everything we do.

Öhlins are proud of the amount of engineering that are put in to our products. Remember, a large portion of our revenue is reinvested directly into research and development.

Not only that. In order for you to be sure to enjoy perfect performance from your Öhlins product for many years to come, every component is subject to a number of tests, from corrosion to fatigue resistance. And of course, our products are fully rebuildable should the day come.



PRODUCT OVERVIEW 2017

THE CHOICE FOR YOU

Tailor made for you! We have the perfect part for your bike, delivering outstanding performance at a competitive price. Öhlins manufactures more than 300 different shock absorber models, every one uniquely fitted to your bike and suited to fit without interfering. We make sure that the product behaves the way it should, through the design of the shim stacks and valves as well as the calibration of the adjusters. This is no guesswork. We try the settings out, in real life, and adjust them until everything works perfect for each and every specific model. Then we assemble the products with utmost precision to ensure superior control of the damping force. That is the key to our success.

FRONT FORKS



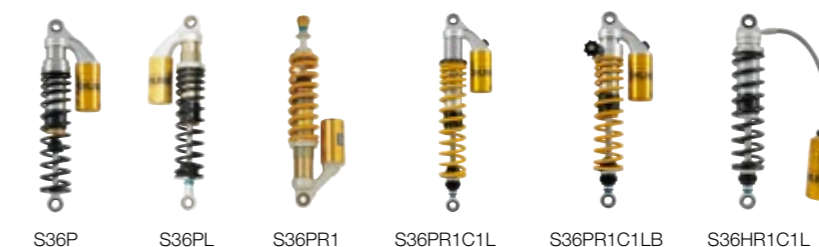
CARTRIDGE KITS



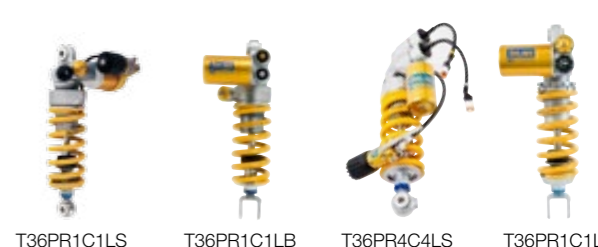
TYPE STX 36



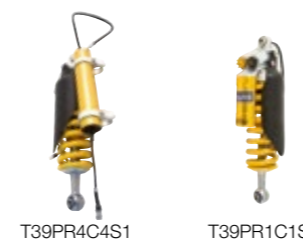
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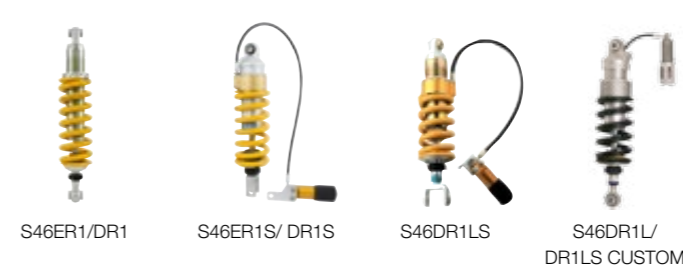
TYPE TTX 36



TYPE TTX 39



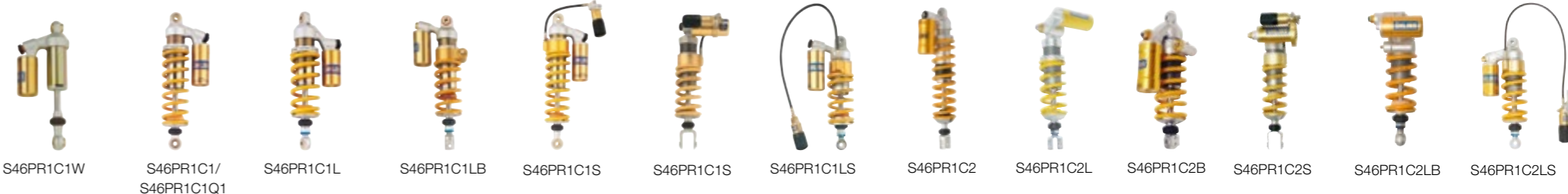
TYPE STX 46



TYPE STX 46 H



TYPE STX 46 P





HYPERSPORT





TTX GP SHOCK ABSORBER

Straight from the champions – the TTX GP is Öhlins latest range of shock absorbers for sport and hypersport bikes. Based on the highly regarded TTX technology it has been developed from Öhlins' vast experience in MotoGP.

Compared with the standard TTX 36 MkII, the compression and rebound adjustments have improved even further with a new adjustment needle, providing better guidance and a different flow restriction behavior. The function of the damper is more consistent with less variation and the adjusters work in a more precise manner. A new main piston completes the package, designed to improve traction and rider control. Did we mention that the weight is reduced even further? Among the advantages are a much improved chassis feedback as well as enhanced performance. Also, the adjustment range is even wider and with this new design, the variation in behavior from one shock absorber to another is further reduced – a proof of Öhlins commitment to precision. The TTX GP continues on the TTX 36 path, sharing and improving on the benefits of one of the best shock absorbers in the world.

TTX GP will be available for most major bikes used in national racing as well as the new street bike models.

FEATURES
> TTX-technology
> No risk of cavitation
> Solid piston
> Rebound and compression adjustment straight from Moto GP
> Adjustment needles with different flow restriction behavior to improve chassis feedback
> New main piston
> Wider and more precise adjustment range
> Adjustment possible by hand or with hexagon tool
> Completely separated functions for rebound and compression damping
> Easy to change settings, based on Öhlins setting bank



TTX RT SHOCK ABSORBER

The TTX Road & Track is developed for the latest hypersport models as a complement to the top of the line TTX GP shock. The TTX RT has a competitive price but still offers great performance for the road and track day enthusiast. The shock is based on the TTX 36 with its race proven technology. It has a traditional C-spanner type pre load adjustment and the advantage of rebound and compression adjustment easily accessible on the cylinder head.

The TTX technology has brought bikes and riders to the podium and to the winners circle many times and has been an obvious choice for winners' bikes. Now the experience from MotoGP and WSBK can be on your bike too and at a much affordable price. Check valves are improved in terms of opening force and closing forces and each and every part has been under the sharp eye of our engineers. The result is a shock absorber with the long term technology developments from Öhlins, all learned from experience in MotoGP and WSBK, now at a competitive price in the shape of the TTX RT.

The TTX RT is available for most major hypersportmodels.

FEATURES
> TTX-technology
> No risk of cavitation
> Wide adjuster range
> Completely separated functions for rebound and compression damping
> All adjustments are done on the cylinder head of the shock absorber
> Length adjustable for most models





TTX EC SHOCK ABSORBER

Following Öhlins successful introduction of mechatronic as a factory option on bikes such as the 1199 Panigale S and Multistrada 1200S, we have made mechatronics an option for the aftermarket. First out was the TTX EC for the Kawasaki ZX10R.

Based on the successful experiences in World Superbike in 2008, Öhlins R&D team set out to make a shock absorber that would deliver the best possible performance on the race track, while still retaining comfort and suppleness when returning home from that perfect track day. Or why not when commuting to work – the TTX EC does it all. This is the ultimate upgrade for your street bike.

Using the conventional TTX as a base, the TTX EC is coupled with advanced software to continuously monitor the riding behavior, how the bike responds to a certain riding style as well as chosen power modes. All this information is used to instantly change the setting of the shock absorber – while you ride. The result is a shock that always gives you what you expect, from a supple tour through the countryside to unparalleled performance towards the finish line.

This is possible thanks to the Öhlins Suspension Control Unit, SCU, which constantly chats with the control unit of the bike in order to react to your slightest intentions. The algorithms used are a company secret, but the results are obvious for anyone. This is, in our opinion, simply the best semi-active system currently available out there.

FEATURES
> TTX-technology
> 34 mm stanchion tubes and 15 mm trough axle
> Three air chamber system, two positive and one negative
> External rebound and external compression damping adjustment (high- and low speed)
> Low friction seals and bushings
> No spacers needed, all adjustments are external



STX 46 SHOCK ABSORBER

The Öhlins STX 46 shock absorber comes in a wide range of styles and for many different bikes in the smaller Hyper Sport segment, such as the Yamaha R3, Ninja 250 Honda CBR 250.

This shock absorber features the Öhlins well-known Monotube design with its builds quality. With fully adjustable compression and rebound damping it has a great range of adjustments possible. And if you would like to have it, you can fit the shock absorber with an optional hydraulic spring preloader!

The Öhlins STX 46 shock absorber brings a new way to ride your bike. With enhanced cornering performance and improved comfort it contributes to rider confidence which makes you want to go faster around the track. But the STX 46 does also work well for your daily commute and the weekend country road tour.

FEATURES
> STX-technology
> Monotube high pressure gas type of shock absorber with hose mounted external reservoir
> Fully adjustable compression and rebound damping
> Wide range of springs available
> Optional: Hydraulic spring preloader adjuster





FKR 100 CARTRIDGE KIT

The new racing inspired FKR cartridge kit has technology derived straight from the Moto3, Moto 2 and World Superbike championships developed by our engineers at Öhlins HQ in Sweden. The new FKR is the cartridge kit to have for riders who demands the best performance from their bike. Designed for high-end top level racing in SuperStock and SuperSport classes, the new FKR cartridge kit will give you loads of performance. It comes as ready applications for the large displacement hyper sport bikes, such as the Yamaha R1/R6, BMW S1000RR / HP4, Honda CBR1000SP and Kawasaki ZX-10R.

The new FKR Cartridge kit features a spring pressurized system, compared to the old gas pressurized system, the spring pressure offers a more simplistic and user friendly design. That also accounts for easier maintenance and setting changes. But there are more advantages of a spring pressurized system. There is no risk of gas leakage, it also gives a more consistent performance curve and allows for a more compact design.

The Öhlins engineers decided to completely transform the new FKR to its predecessor. With the Öhlins TTX technology, a new designed piston and an 8mm piston shaft we reduce the pressure build-up and create a faster damping response. That gives a "linear" style of damping characteristics which create more tuning options and also increases grip & bump absorption properties while improving chassis stability. The Öhlins engineers also decided to make the FKR less sensitive to shim changes making it easier to fine tune the cartridge kit to your specific liking and for different tracks if you are racing.

- | FEATURES |
|---|
| > TTX Technology |
| > Fits most large displacement bikes |
| > Easier maintenance |
| > Spring pressurized system |
| > 8 mm piston shaft |
| > Technology from Moto3 Moto2 and World Superbike |
| > Compact design |
| > Complete setting library |



NIX 30 CARTRIDGE KIT

The Öhlins NIX 30 mm front fork cartridge kit was developed in racing series such as World Supersport and Superstock championships. Whether heading for a National Roadracing title or just taking your bike to the local race track, the cartridge kit offers loads of performance, stability and superior suppleness.

This kit has a unique design, where the compression damping is taken care of the left fork leg while the other controls rebound damping. This allows not only for a more precise function and better stability, but also the possibility of having all adjustments conveniently placed at the top of the fork, together with the spring preload adjusters. The cartridge kit fits bolt on and is easy to install in most standard hypersport front forks.

Note! This kit is delivered without springs. The 08790-series of front fork springs are available to order separately to suit the rider's choice of spring rate.

- | FEATURES |
|---|
| > NIX-technology |
| > External rebound, compression and spring preload adjusters |
| > Easy to change settings for individual preferences, based on our Setting Bank |
| > Wide range of spring rates available in the 08790-series |
| > Easy to install and service |
| > Available for all Hypersport models |





NIX 22 CARTRIDGE KIT

The Öhlins NIX 22 mm front fork cartridge kit, for light-weight sportbikes, is based on experience gained from World Superbike and Supersport championships. This kit has many similarities with our NIX 30 product aimed towards the larger displacement hyper sport bikes. The NIX 22 Cartridge kit delivers loads of performance with a stable damping characteristics and great comfort contributing to rider confidence. Whether you are aiming for a title in light-weight roadracing or just want to have a good track day bike.

The kit has the Öhlins proven "NIX" design which features compression damping in the left leg and rebound damping in the right leg, which allows for a more precise function and stability. Adjustments are made at the top together with the spring preload, all to make it easier for you. The cartridge system fits bolt-on and is easy to install in standard front forks.

- FEATURES**
- > NIX-technology
 - > External compression & rebound adjustment
 - > External 15 mm preload adjustment
 - > 22 mm piston diameter
 - > 8 mm piston shaft
 - > Range of fork springs available



FSK 100 CARTRIDGE KIT

This fork spring kit is an upgrade for small sports and street bikes with conventional forks. The kit is designed to improve the handling, cornering and braking and give the rider a noticeable improved feeling in all areas. The kit consists of a replacement top cap and higher performance rate springs. The replacement top cap also provides an external spring preload. It is available for small sports such as the Yamaha R25/R3, Kawasaki Ninja 250/300R, Honda CBR 250/300R.

- FEATURES**
- > Full maintenance capability
 - > Replacement top caps
 - > Performance rate springs



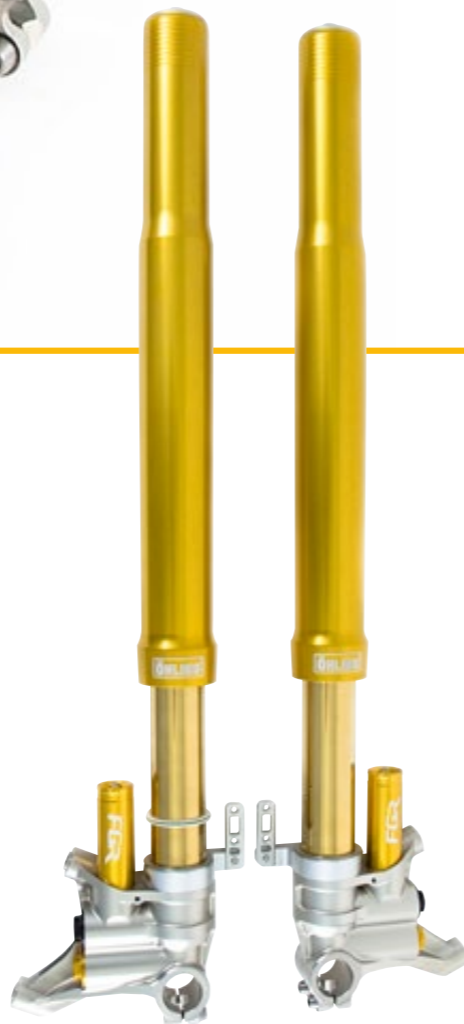


FGR 300 FRONT FORK

The FGR 300 packs the very essence of advanced suspension technology. Packed with technical solutions developed in MotoGP and World Superbike, the FGR 300 improves on its predecessors in a number of ways to stay further ahead of the competition. Building on the technology from the pressurized TTX 25 front fork cartridge kit, the reinforced outer tube adds stiffness to the design, crucial for complete control in racing, and a thinner piston rod allowing for improved dynamic behavior. Also, a 3.5 mm bleed valve allows for a larger adjustment range, adjustments that have never been easier to carry out with the color coded adjustment knobs for both compression and rebound, together with a click setting function for the spring preload. All in all, the TTX technology packed FGR 300 represents the pinnacle of front fork engineering.

FEATURES

- > TTX-technology
- > Pressurized TTX 25 Cartridge technology
- > New stronger outer tube top
- > Longer, lighter design
- > Improved adjustment features
- > Fully engaged top out spring as an option
- > Different settings available from Öhlins setting bank



FGRT 200 FRONT FORK

Whether heading for a National Roadracing title or taking your bike for a quiet countryside trip, the Road & Track front fork will deliver loads of performance, consistent behavior and a suppleness you wouldn't believe was possible. Featuring the race proven technology of our NIX 30 cartridge kit, the compression and rebound damping systems are separated between the fork legs. This not only allows for superior dynamic behavior, but also for keeping the adjusters conveniently on top of each leg. The new front fork improves on rider feedback, brake support and general handling of the bike. Not to mention the exquisite styling – the FGRT 200 is a perfect design in terms of both performance and appearance.

FEATURES

- > NIX-technology
- > Compression damping in one leg, rebound in the other
- > Weight and stress optimized fork bottom design
- > All adjustments at the top of the fork
- > Reduced weight
- > Proven in various racing applications
- > Available for all major Hypersport models
- > Different settings available from Öhlins setting bank





STEERING DAMPER

An essential ingredient in a complete performance package, the Öhlins telescoping steering dampers are still the ones to beat. Thanks to the superior pressurized design and extremely tight manufacturing tolerances, the damper delivers supreme performance and agility, and with the wide adjustment range it is easy to find that perfectly weighted steering feel and feedback.

Available as a bolt-on kit for most sport and hypersport models, there is also an assortment of universal models in different lengths and a wide range of mounting brackets and parts for race bikes as well as custom builders.

- FEATURES**
- > Unique, well proven design
 - > Pressurized fluid avoids problem of free play
 - > Adjustable in 16 well defined clicks
 - > Available in 6 different lengths/strokes
 - > Mounted outside of the fork leg or across the frame behind the triple clamp
 - > Kits complete with mounting brackets available for certain bikes
 - > Universal parts for race bikes available



ADVENTURE



ADVENTURE



HONDA CRF1000L AFRICA TWIN SHOCK ABSORBER

The brand new and much sought after Honda CRF1000L Africa Twin has finally landed at bike shops around the world. Öhlins decided to tune up the rear suspension so you can maximize this adventure bikes performance.

To do this, Öhlins suspension engineers have developed an STX 46 piggyback shock absorber with a remote spring preload adjuster. With both compression and rebound damping adjustment, you will be able to fine tune your ride experience.

If you want a lower set-up on gravel roads to improve stability or if you prefer a higher ride on tarmac roads to make the Africa Twin more agile that is easily changed with the remote preload adjuster. This feature also comes in handy when adding a passenger or luggage to the bike.

The rear shock swallow's everything from road vibrations and small bumps to bigger bumps and G outs, experienced during off-road riding, very effectively. With a great improvement in comfort, the shock absorber makes those long rides much more pleasant. During acceleration and cornering you'll clearly feel the improved traction and stability the bike gains from this shock.

FEATURES

- > STX-technology
- > Piggyback gas pressurised shock absorber
- > Adjustable compression and rebound damping
- > Hydraulic spring preload with remote adjuster
- > Öhlins setting library
- > Installed spring 95 N/mm
- > Optional spring 105N/mm
(sold separately, part no. 20580-36)



NEW!





TTX ADVENTURE SHOCK ABSORBER

The thoroughly race proven TTX technology makes it into the Adventure segment, delivering unparalleled performance. Designed for the BMW R1200GS, the Öhlins TTX 36 and TTX 39 shock absorbers improve on feedback, control and comfort. With reinforced cylinders, the adventure TTX shock absorbers are prepared for the challenges waiting ahead. Of course, both front and rear shocks benefit from all the common TTX advantages, such as individually adjustable compression and rebound damping and eliminated risk of cavitation. Developed exclusively for the adventure segment, the rear TTX 39 shock is designed specifically to cope with the varying and sometimes unforgiving load conditions of on and off road use.

FEATURES

- > TTX-technology
- > 36 mm front shock absorber for Adventure
- > 39 mm rear shock absorber specifically designed for the adventure and dual sport segment
- > Reinforced cylinders
- > Individual setting of spring preload front and rear
- > Individual settings of both compression and rebound front and rear
- > Full maintenance possibilities



TTX EC ADVENTURE SHOCK ABSORBER

Once again, Öhlins takes a giant leap in suspension development with the first electronically controlled aftermarket suspension system. Based on the victorious TTX technology from MotoGP and World Superbike, Öhlins is proud to present the TTX EC Adventure system designed for the adventure segment and the BMW R1200GS in particular. The system fully integrates with the CAN bus in BMW's ESA suspension. Controlled by an Öhlins Suspension Control Unit, SCU, it is maneuvered through the standard dash display and Enduro ESA control buttons.

Improving significantly on control and rider feedback, the system also features individual adjustment of compression and rebound damping both front and rear. Operating with the same driving modes as the standard ESA suspension, the Öhlins system features a smart semi-active EC function in Comfort mode, continuously adjusting the damping forces in order to deliver the highest levels of both performance and comfort at all times. The rider also has the option of customizing the spring rate through our extensive spring assortment.

FEATURES

- > TTX-technology
- > MotoGP and WSBK based race winning technology
- > Smart semi-active EC functions
- > Easily installed
- > Full maintenance capability
- > Different spring rates available
- > New valves developed by Öhlins R&D
- > Diagnostic capacity by Öhlins service centers
- > Fully adjustable compression and rebound damping both front and rear
- > Software updates available through Öhlins service centers
- > Available for the BMW R1200 GS and GSA





STX 46 SHOCK ABSORBER

The classic monotube design of the Öhlins STX 46 shock absorber is a major upgrade to most bikes in the Adventure segment. The design is well proven, continuously developed since its first introduction more than a decade ago and features a large 46mm piston, delivering reliable performance in all possible environments.

Available in a wide range of configurations, with piggyback or hose mounted reservoir and with or without spring preload adjuster, the STX 46 can be made to fit in virtually any mounting space no matter what the constraints are. Depending on application, the STX 46 is available as everything from a one-way to three-way adjustable shock and fits most major models in the adventure segment.

- FEATURES**
- > STX-technology
 - > Well proven monotube design
 - > Separate gas pressure reservoir
 - > Large 46 mm piston diameter
 - > A number of different adjustment possibilities
 - > Available in different configurations depending on bike model
 - > Maintenance and service possibilities
 - > Available for most major Adventure models



FKA 100 CARTRIDGE KIT

Öhlins offers a front fork cartridge kit for medium sized adventure bikes. Based on the successful road racing front fork technology, the FKA 100 is a fully adjustable cartridge kit that offers improved comfort and performance. Based on the technology from Öhlins road racing cartridge kits, the front fork kit features our well proven NIX damping system, keeping compression and rebound damping separated, each confined to one fork leg.

Among the advantages with this design is the improved stability and control of the damping system, as well as ease of use as all the adjusters, both for compression and rebound damping as well as spring preload, is located at the top of each fork leg. Different springs are available to cope with individual requirements, as well as an effective hydraulic stop inside the cartridge to prevent bottoming.

The compact design of the NIX cartridge means it will easily fit inside the upside-down original front forks of most medium sized adventure bikes. They are easy to install as well. Just pop out the old innards of the fork and install the Öhlins cartridges. Then you won't have to bother for a long while, as the cartridge is designed to withstand hard use for extended periods of time without servicing.

Fast gravel roads on a weekend or piloting around narrow trails to find that perfect stopover for the night – now you can do it with complete control over your bike. Kits are available for a number of bikes, among them BMW F800GS and Triumph Tiger 800/800XC – check our application list for the latest updates.

- FEATURES**
- > NIX-technology
 - > Fully adjustable from the top cap
 - > Rebound in one leg, compression in the other leg
 - > New hydraulic stop to prevent hard bottoming
 - > Easy to install and service
 - > Different spring rates available





HARLEY-DAVIDSON & CUSTOM





STX 36 P BLACKLINE SHOCK ABSORBER

Don't let the subtle styling fool you! The STX 36 P Blackline shock absorbers deliver well known Öhlins damping performance and quality. With a selection of spring rates, compression, rebound and preload adjustment you can fine tune these shocks to suit your riding style. From cruising mountain roads to being playful on the throttle the STX 36 P Blackline shocks are developed for Harley-Davidson riders wanting nothing but perfect ride characteristics.

FEATURES

- > STX-technology
- > Piggyback gas pressurized reservoir
- > Adjustable compression and rebound damping
- > Optional length adjustability
- > Fully serviceable
- > Tested and tailor-made to suit each application



STX 36 DR1L BLACKLINE SHOCK ABSORBER

For those who want the Blackline shocks but with a more the classic look the STX 36 DR1L Blackline is the answer. This is achieved by integrating the gas reservoir with the shocks main body for a slim design, while retaining all the Öhlins damping qualities. Adjustable rebound damping allows you to tune the shock to your liking, while rear height can be altered with the length adjuster. No matter where the road takes you, the STX 36 DR1L Blackline provides comfort, style and performance to your Harley-Davidson.

FEATURES

- > STX-technology
- > Integrated gas pressurized reservoir
- > Adjustable rebound damping
- > Length adjustable
- > Fully serviceable
- > Tested and tailor-made to suit each application





STX 36 D BLACKLINE SHOCK ABSORBER

The STX 36 D Blackline shock absorber is the simplest shock in the Blackline range. It comes with the STX technology and is constructed to give you maximum comfort on long rides. It is an easy to set up shock without the confusing adjusters. Retaining all the Öhlins damping qualities the STX 36 D provides increased traction and safety for your Harley-Davidson in all conditions.

FEATURES

- > STX-technology
- > Integrated gas pressurized reservoir
- > Fully serviceable
- > Tested and tailor-made to suit each application



STX 36 SHOCK ABSORBER

Developed for bikes with twin shock absorbers, the Öhlins STX 36 is a classic monotube design, featuring all the classical Öhlins qualities delivering top notch performance for your street bike. Available in emulsion, piggyback or hose versions, depending on application, it can also be specified with a number of different damping adjustment options with or without length adjustment.

Suitable for any application from cruisers to café racers, the STX 36 shocks are one of Öhlins most successful designs of all times.

FEATURES

- > STX-technology
- > Well proven monotube design
- > Emulsion, dividing piston, piggyback or hose type gas pressurized system
- > Each application tested and tailor made to suit
- > Designed for comfort and rideability on cruisers
- > Wide range of spring rates are available
- > Optional black, yellow and chrome springs are available to most models





NIX 22 CARTRIDGE KIT

Imagine – riding your Harley-Davidson down the country road with improved comfort, control and performance of Öhlins suspension. The Öhlins NIX 22 cartridge kit extends Öhlins advanced suspension technology to the popular line of Harley-Davidson Sportster and Dyna models.

The high end front fork cartridge damping system vastly improves performance, comfort and vehicle control for the Harley-Davidson front forks. Designed with proven Öhlins NIX technology, each fork leg features 8 mm steel piston shaft, an aluminum damper tube and 22 mm pistons. To maximize damping performance in the available confines of a fork leg, compression and rebound damping are separated between the legs. Just install and enjoy! Of course, optional fork spring rates are available for individual rider weights, preferences and use of the bike. Whatever your needs are, you'll be surprised by how your bike can be transformed.

FEATURES

- > NIX-technology
- > External compression & rebound adjustment
- > 22 mm piston diameter
- > 8 mm piston shaft
- > Range of fork springs available
- > Improved feel, control and comfort
- > Easy to install



FKC 101 CARTRIDGE KIT

Imagine – the heart and soul of a Harley-Davidson with the comfort and rider control of Öhlins suspension. This is now a reality! The Öhlins FKC 101 cartridge kit introduces Öhlins advanced suspension technology to the front forks of the popular line of Harley-Davidson FLH/FLT Touring Baggers.

The high-end front fork cartridge damping system vastly improves performance, comfort and vehicle control for the Harley-Davidson front forks. Designed with proven Öhlins NIX technology, each fork leg features an 8 mm steel piston shaft, an aluminum damper tube and 25mm pistons. To maximize damping performance in the available confines of a fork leg, compression and rebound damping are separated between the legs. We also did away with the hassle of external adjusters. Just install and enjoy! Of course, optional spring rates are available for individual rider weights, preferences and use of the bike. Whatever your needs are, you'll be surprised by how your bike can be transformed.

FEATURES

- > NIX-technology
- > 25 mm pistons
- > Aluminum damping tubes
- > Improved feel, control and comfort
- > Easy to install
- > Range of fork springs available





FKC 102 CARTRIDGE KIT

Imagine – the heart and soul of a Harley-Davidson with the comfort and rider control of Öhlins suspension. This is now a reality! The Öhlins FK102 cartridge kit introduces Öhlins advanced suspension technology to the front forks of the popular line of Harley-Davidson FLH/FLT Touring Baggers.

The high-end front fork cartridge damping system vastly improves performance, comfort and vehicle control for the Harley-Davidson front forks. Designed with proven Öhlins NIX technology, each fork leg features an 8 mm steel piston shaft, an aluminum damper tube and 25mm pistons. To maximize damping performance in the available confines of a fork leg, compression and rebound damping are separated between the legs. We also did away with the hassle of external adjusters. Just install and enjoy! Of course, optional spring rates are available for individual rider weights, preferences and use of the bike. Whatever your needs are, you'll be surprised by how your bike can be transformed.

- | FEATURES |
|--------------------------------------|
| > NIX-technology |
| > 25 mm pistons |
| > Aluminum damping tubes |
| > Improved feel, control and comfort |
| > Easy to install |
| > Range of fork springs available |



RETRO 43 FRONT FORK

Öhlins offer a 43 mm conventional universal fork to any custom bike builder that wants to give the bike supreme suspension performance. With the Retro 43 you also get the familiar Öhlins Racing design in Black or the well-known Öhlins Gold version.

Inside the fork we use the well proven and known NIX technology which features compression damping in the left leg and rebound damping in the right leg. This allows for stable damping characteristics due to positive pressure build up and a more precise adjustment, since the separated circuits don't affect each other. You'll find adjustment for compression, rebound and spring preload easily accessible at the top caps.

This fork delivers stable characteristics while ensuring great bump absorption to give the rider a smooth and comfortable ride. The fork bottoms are delivered without brake caliper and fender mountings, this enables the fork to be easily adapted to various models by the bike builder.

- | FEATURES |
|--|
| > NIX-technology |
| > Stroke 130 mm, length 800 mm |
| > Triple clamp diam. 43 mm |
| > Wheel axle 32 mm |
| > Spring rate 9,5 N/mm. Range of optional spring rates available |
| > Fully adjustable |
| > Setting can be changed via Öhlins Service Centres |





UNIVERSAL USD 43 FRONT FORK

For naked bikes, Öhlins offer a range of front fork options. For custom builds, the fully adjustable FG 324 and FG 424 feature the signature Öhlins separate compression and rebound damping as well as adjustable spring preload, easily tuned for your specific requirements. The front fork offer complete control and race proven performance for your bike.

FEATURES

- > Stroke 120 mm
- > Length 800 mm
- > Top clamp diam. 50 mm
- > Lower clamp diam. 54 mm
- > Wheel axle 32 mm
- > Spring rate 8,5 N/mm
- > Fully adjustable
- > Setting can be changed with help from Öhlins Service Centers



FGRT 300 FRONT FORK

An unique 48 mm front fork that originally was developed for the Ducati Diavel and has been a popular front fork option for custom builders.

Performance in spades from the latest Öhlins NIX 30 technology matches the aggressive and beefy looks. Based on the Road & Track front fork compression and rebound is easily adjustable with rebound in one leg and compression in the other. Spring preload adjustment is done from the top cap.

This front fork does not only improve the looks but also delivers performance that improves the handling of any bike with improvements in tire feel, brake support and general handling. It is available in a black color scheme but don't worry, it's still the original gold inside!

FEATURES

- > NIX-technology
- > Compression and rebound adjustable, with rebound in one leg and compression in the other
- > Spring compression adjustments in the top cap
- > Weight and stress optimized fork bottom design



STREET PERFORMANCE LINE



STREET PERFORMANCE LINE



STX 46 SHOCK ABSORBER

A well proven monotube design, the Öhlins STX 46 shock absorber sets the standard for performance, quality and durability. A major suspension upgrade for your sports bike suspension, it features a large 46 mm main piston and an internal gas reservoir within the main body of the shock. With adjustable damping, you can change the behavior of the shock to suit your taste and even fit a hydraulic spring preloader to change the stance of the bike. This is the perfect choice for the naked sports bike, or as we call it: the Street Performance Line.

FEATURES

- > STX-technology
- > Monotube shock absorber
- > Öhlins well proven design
- > Adjustable rebound damping and compression
- > A range of spring rates available
- > Maintenance possibilities
- > Optional hydraulic spring preloader
- > Available to more than 100 different bike models

STX

NIX 22 CARTRIDGE KIT

The Öhlins NIX 22 mm front fork cartridge kit, for street bikes. This kit has many similarities with our NIX 30 product aimed towards the larger displacement hyper sport bikes. The NIX 22 Cartridge kit delivers loads of performance with a stable damping characteristics and great comfort contributing to rider confidence. Whether you are aiming for a title in light-weight road racing or just want to have a good track day bike.

The kit has the Öhlins proven "NIX" design which features compression damping in the left leg and rebound damping in the right leg, which allows for a more precise function and stability. Adjustments are made at the top together with the spring preload, all to make it easier for you. The cartridge system fits bolt-on and is easy to install in standard front forks.

FEATURES

- > NIX-technology
- > External compression & rebound adjustment
- > External 15 mm preload adjustment
- > 22 mm piston diameter
- > 8 mm piston shaft
- > Range of fork springs available

NIX



NIX 30 STREET CARTRIDGE KIT

The new Öhlins NIX 30 street cartridge kit is now available for the Ducati Scrambler, and more models is coming. The NIX 30 cartridge kit features new designed black top caps to give the bike a more subtle look.

The "NIX" technology is developed from high tear racing such as WSBK to deliver the utmost performance for the rider when needed. Changing to the NIX 30 Street cartridge kit is easy, it fits bolt on in the standard front legs and you get adjustable compression and rebound damping separated in each leg, as well as preload adjustment, all accessible from the black top caps.

We at Öhlins has tested the Road & Track NIX 30 cartridge kit extensively. On road as well as track, to make a kit that gives the utmost performance on your favourite road but also gives a comfortable ride when cruising or commuting to work.

FEATURES
<ul style="list-style-type: none"> > NIX-technology > External Compression & rebound adjustment > External preload adjustment > 30 mm piston diameter > Range of springs available > Öhlins Setting Bank



FSK 100 CARTRIDGE KIT

This fork spring kit is an upgrade for small sports and street bikes with conventional forks. The kit is designed to improve the handling, cornering and braking and give the rider a noticeable improved feeling in all areas. The kit consists of a replacement top cap and higher performance rate springs. The replacement top cap also provides an external spring preload. It is available for street bikes such as the Yamaha MT-07, Honda CB650F and the Kawasaki ER6N.

FEATURES
<ul style="list-style-type: none"> > Full maintenance capability > Replacement top caps > Performance rate springs



SCOOTER PERFORMANCE LINE



SCOOTER PERFORMANCE LINE





STX 36 MONO & TWIN SHOCK ABSORBER

Based on the well proven and high performing STX 36 shocks Öhlins has developed both mono shocks and twin shocks to enhance the performance and comfort of scooters. The application list includes shock absorber upgrades for 125 up to 600 cc scooters.

The STX 36 is a classic monotube design available in emulsion, piggyback or hose versions depending on application and it can also be specified with a number of different damping adjustment options with or without length adjustment.

FEATURES

- > STX-technology
- > Well proven monotube design
- > Each application tested and tailor made to suit
- > Design for comfort and performance
- > Available for Honda MSX, Forza and PCX 150, with other applications being developed for machines such as the Yamaha X-Max range.



FDK 100 CARTRIDGE KIT FOR HONDA MSX125

Öhlins cartridge kit for MSX 125/Grom is a great Performance upgrade for the standard bikes front end. Improved handling, cornering and braking are immediately noticed.

Full maintenance capability. Alternative spring rate available as an accessory part (60000-02). Öhlins recommends use of Öhlins oil suspension fluid R&T (01309-01). Öhlins recommends installation by an approved service centre. Installation requires specialist tools, available separately (60000-01).

FEATURES

- > Proven Öhlins damping technology
- > Specifically developed for Honda MSX
- > Springs included
- > Compression insert
- > Rebound insert
- > Replacement Öhlins top caps
- > Higher performance rate springs





SPRINGS ACCESSORIES

One of the most important aspects of tuning the suspension of the bike to your weight and riding style is to choose the correct spring. Öhlins offer a wide range of springs, not only for our own shock absorbers and front forks but also replacement springs for standard applications. Depending on use, different lengths and spring rates are available.

Öhlins experienced service centers are happy to help you in making the right decision, as well as installing the springs.



FLUIDS ACCESSORIES

Needless to say, the fluid used in the shock is a crucial part of the performance. Leaving nothing to chance, we develop our own suspension fluids, using the more precise Centistoke scale of viscosity rather than the conventional SAE scale. But to help you out a little bit if cSt is not your thing, we did put a small number on the lower right corner of the bottle, to make a reference.

Made with the same precision as other Öhlins products, we believe that our fluids not only do the job of bringing the best out of our shocks. Öhlins fluids offer a wide viscosity index.



MERCHANDISE



ÖHLINS MERCHANDISE 2017

Öhlins merchandise range is designed to keep you stylish, comfortable, functional and durable. Designed and tested by Öhlins crew to visualize our values and heritage, our range fits all who lives an active life in the saddle. Merchandise can be found through the Öhlins network.



Ö T-SHIRT

Part No: 11202-01 to -06

Size: XS - XXL



Ö PIQUE

Part No: 11205-01 to -06

Size: XS - XXL



Ö PIQUE

Part No: 11204-01 to -06

Size: XS - XXL



RETRO T-SHIRT

Part No: 11201-01 to -06

Size: XS - XXL



Ö T-SHIRT

Part No: 11203-01 to -06

Size: XS - XXL



Ö HOODIE

Part No: 11206-01 to -06

Size: XS - XXL



Ö ZIP HOODIE

Part No: 11207-01 to -06

Size: XS - XXL



MERCHANDISE



Ö BACKPACK

Part No: 11216-01
Size: ONE SIZE



Ö BEANIE

Part No: 11210-01
Size: ONE SIZE



Ö SNAPBACK CAP

Part No: 11211-01
Size: ONE SIZE



ÖHLINS UMBRELLA

Part No: 00021-01
Size: ONE SIZE



ÖHLINS WATCH 40 YEARS

Part No: 00098-01
Size: ONE SIZE



ÖHLINS LANYARD

Part No: 11213-01
Size: ONE SIZE



ÖHLINS WATCH

Part No: 00097-01
Size: ONE SIZE

STICKERS



ÖHLINS STICKERS 2017

Öhlins stickers range gives you the option to personalize your bike or shock. Stickers can be found through the Öhlins network.



Ö YELLOW SMALL

Part No: 11221-08
Size: 17 x 32 mm



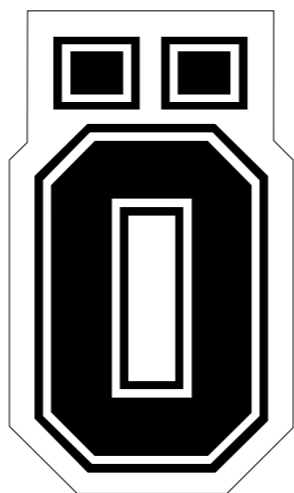
Ö BLACK SMALL

Part No: 11221-09
Size: 17 x 32 mm



Ö YELLOW

Part No: 11221-06
Size: 43 x 80 mm



Ö BLACK

Part No: 11221-07
Size: 43 x 80 mm



ÖHLINS BLUE/YELLOW

Part No: 01196-02
Size: 74 x 28 mm



ÖHLINS BLACK/WHITE

Part No: 01196-01
Size: 74 x 28 mm



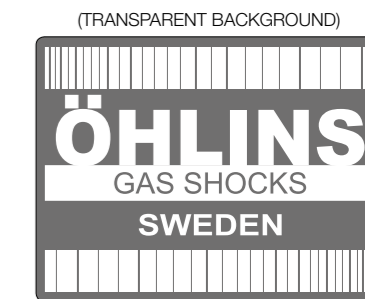
ÖHLINS BLUE/YELLOW MEDIUM

Part No: 11221-01
Size: 210 x 79 mm



ÖHLINS RETRO BLACK

Part No: 11221-04
Size: 63 x 47 mm



ÖHLINS RETRO WHITE

Part No: 11221-05
Size: 63 x 47 mm



ÖHLINS BLACK/WHITE MEDIUM

Part No: 11221-02
Size: 210 x 79 mm



FORE MORE CONTACT INFORMATION PLEASE VISIT

Full information about which models Öhlins products are available for, please contact your local Öhlins Distributor.

AFRICA

MAURITIUS Ruben Racing Ltd
SOUTH AFRICA VM Innovation Ltd

ASIA

CHINA Custo Technik Performance Parts
HONG KONG Power Motorcycles Specialist
INDONESIA PT Madani Sentra Multit Jasa
JAPAN Carrozzeria Japan Co., Ltd
MALAYSIA Trans Techno Enterprise S/B
PHILIPPINES Access plus
SINGAPORE Sporting Motors Pte Ltd
SOUTH KOREA Neobis Int Co., Ltd
THAILAND Öhlins Asia
TAIWAN Capricore Trading Co. Ltd
VIETNAM Dai Hoang Gia Spare Parts & Racing Parts Pte.

EUROPE

AUSTRIA Öhlins DTC
BELGIUM Öhlins DTC
CYPRUS Extra Products

CZECH REPUBLIC Öhlins DTC
DENMARK F.I. Motorcykler A/S
ESTONIA Larsen Kabanduse OÜ
FINLAND MP-Racing Oy
FRANCE PFP Racing
GERMANY Öhlins DTC
GREECE Extra Products
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IRELAND Pro-Link Racing Services
ITALY Andreani Group International s.r.l
LATVIA Motofavorits
LITHUANIA
 UAB Proracing
 Jiežno UAB Juta
LUXEMBURG Öhlins DTC
THE NETHERLANDS Öhlins DTC
NORWAY Norsk Motor Import A.S.
POLAND
 InterCars S.A.
 Fast Forward
PORTUGAL Multimoto Motor Portugal, SA
ROMANIA Öhlins DTC
RUSSIA
 Pilot-Moto
 LLC Motorclub Vector
 LLC Gravis
 LLC Dialen Motorsport
 Master-Sport Ltd
 Probike LLC
SPAIN Andreani MHS Ibérica, SL
SWEDEN Motospeed AB
SWITZERLAND 3W Motorsport
TURKEY Endo Motors
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 BG Motorsport Ltd
 Crescent Motorcycle Co Ltd

FTR Suspension
 Harris Performance Prod. Ltd
 Kais Suspension Services Ltd
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PACIFIC

AUSTRALIA Steve Cramer Products
NEW ZEALAND Kiwi Suspension Solutions

SOUTH AMERICA

ARGENTINA Alpes Racing
BRAZIL Pro Performance Parts
CHILE Maquinarias TodoChile
COLOMBIA Motowork
PARAGUAY Gotze Ingenieria S.A.
PERU Cecchi Motorsports SAC





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