

**STRAIGHT
FACTS**

Öhlins WCJ series

High performance, light weight stock car shock absorber



Öhlins WCJ, the shock to beat in NASCAR and other types of stock car racing.

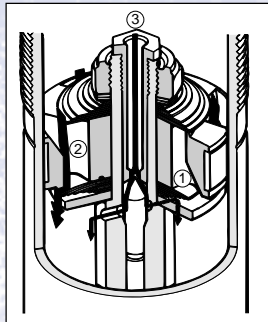
Key features:

- ✓ **Fits classes like Winston Cup, Busch GN and ARCA.**
- ✓ **Light weight, aluminum body.**
- ✓ **Large reservoir for better cooling.**
- ✓ **Double acting damping adjuster.**
- ✓ **Quick response for best handling.**
- ✓ **Optimum consistency on long runs.**
- ✓ **Easy to dial-in, reshim, rebuild and service.**
- ✓ **Professional technical support.**



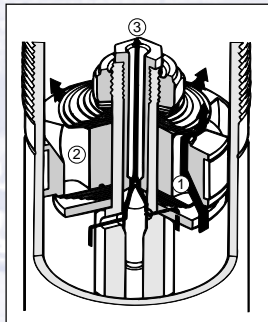
ADVANCED SUSPENSION TECHNOLOGY

Compression stroke



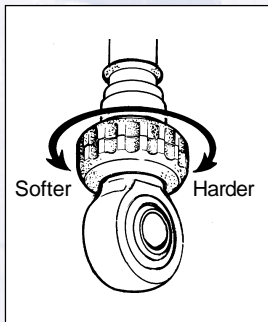
1.
The oil flow in the shock absorber body and ...

Rebound stroke



2.
The oil flow in the shock absorber body and ...

External adjuster



3.
The external adjuster affects both rebound and compression damping.

How the shock works

Compression stroke

During a compression stroke path **1, fig 1**, is closed, and the oil can only flow through the paths **2 and 3**. The damping forces at a certain compression speed are determined by the flow restrictions in these paths.

The flow restriction through path **2, fig 1**, is determined by how much the oil pressure can open the compression shims which are shut close whenever the pressure is too low or the shock is not moving in a compression mode. These shims resistance to opening are decided by their numbers, thickness' and diameters.

Path **3, fig 1**, is the main bleed valve. The larger the orifice, the less oil flows through path **2** making the main valve compression forces lower.

Rebound stroke

During a rebound stroke path **2, fig 2**, is closed and oil can pass through paths **1 and 3**.

Damping forces are determined by the flow restriction in paths **1 and 3**. The flow restriction through path **1** is determined by how much the oil pressure can open the rebound shims which are shut close whenever the pressure is too low or the shock is not moving in a rebound mode.

The compression and the rebound shims are carefully chosen to give the best setup.

Path **3, fig 2**, is the main bleed valve. The larger the orifice, the less oil flows through path **1** making the main valve rebound forces lower.

External adjusters

The main bleed valve adjuster, **fig 3**, easy to reach on the piston shaft just above the eyelet, is connected to the valve via an aluminum rod that runs inside the shaft. When the temperature in the damper increases the rod expands more than the shaft, closing the bleed adjuster. This system helps prevent fading caused by loss of oil viscosity at higher temperatures.

The adjuster affects the low speed damping on both rebound and compression.

Options

The following options are available to tune the performance of the Öhlins WCJ shock absorber:

Base plate and jets

Makes the shock work smoother, safer and eliminates the risk of cavitation without the need of increased gas pressure.

Double digressive piston

Produces damping curves with a steep low speed part and a flat highspeed part.

High frequency piston

Excellent for traction and grip on flat tracks.

One-way shaft jets

Allows the compression bleed to be smaller

than the rebound bleed.

Parallel compression valve

Allows the rebound bleed to be smaller than the compression bleed.

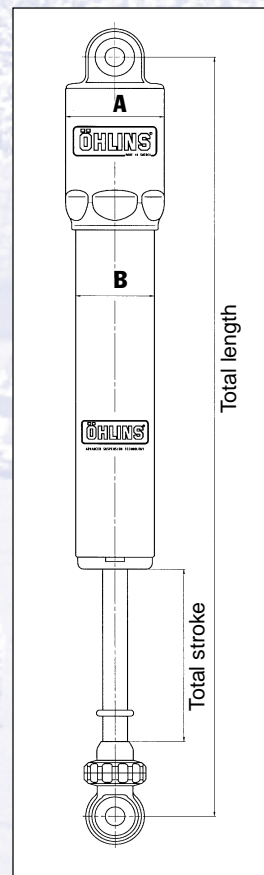
Parallel compression valve shaft and jets
Makes it possible to produce double-knee curves.

Getting started

Suspension tuning recommendations are available and we can help you with personal set-ups, rebuilds and we have the spares in stock for you.

Give us a call or drop us a line and we'll tell you all about the success of the Öhlins WCJ stock car shock absorber.

Technical information



WCJ 22/6
Length/
stroke:
22,05/6,73"
(560/171 mm)

WCJ 23/7
Length/
stroke:
23,62/7,52"
(600/191 mm)

Diameter:
A: 2,5"
(64 mm)
B: 2,0"
(51 mm)



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