ROCKSHOX

LYRIK | YARI

2019-2022 LYRIK
2019-2023 YARI

SERVICE MANUAL

SAFETY FIRST!

We care about YOU. Please, always wear your safety glasses and protective gloves when servicing RockShox products. Protect yourself! Wear your safety gear!

⚠WARNING - PRESSURIZED DEVICE

Suspension products may contain pressurized air, nitrogen, springs, and oil.

Always wear certified safety glasses (ANSI Z87.1, EN166 EU) when performing any service on a suspension product (suspension fork, rear shock, seatpost). Failure to wear proper safety glasses can result in SERIOUS INJURY OR DEATH.

RockShox Service

We recommend that you have your RockShox suspension serviced by a qualified bicycle mechanic. Servicing RockShox 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.

Visit www.sram.com/service for the latest *RockShox Spare Parts Catalog* and technical information. For order information, please contact your local SRAM distributor or dealer.

Information contained in this publication is subject to change at any time without prior notice.

Your product's appearance may differ from the pictures contained in this publication.

For recycling and environmental compliance information, please visit: www.sram.com/en/company/about/environmental-policy-and-recycling.

Suspension Safety Precautions and Warnings

SAFETY INSTRUCTIONS

To avoid serious injury or death, you MUST understand and follow the safety information in this document.

⚠WARNING - PRESSURIZED DEVICE

Suspension products may contain pressurized air, nitrogen, springs, and oil.

Always wear certified safety glasses (ANSI Z87.1, EN166 EU) when performing any service on a suspension product (suspension fork, rear shock, seatpost).

DO NOT attempt to disassemble a suspension product before the product is fully depressurized. Follow depressurization procedures and remove the air valve as instructed, before attempting disassembly of a suspension product.

When performing service on a suspension product, keep your eyes, face, and body away from any part or lubricant that can suddenly eject under high pressure. DO NOT direct any pressurized suspension part at a person.

DO NOT attempt to puncture, crush, or incinerate any assembled suspension product.

Failure to follow these preventative measures can result in SERIOUS INJURY OR DEATH.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque.

To avoid separation of parts, threadlocker must be applied as instructed. Failure to apply threadlocker could result in separation of the parts.

Retaining rings must be fully seated in the retaining ring groove. Confirm the retaining ring is fully seated in the retaining ring groove after installation.
Do not use vinegar of any type to clean any part of a RockShox suspension product. Vinegar can cause permanent damage to parts which can, over time, result in product structural failure.

Failure to follow these preventative measures can result in SERIOUS INJURY OR DEATH.

⚠WARNING

Do not ingest oil, fluid, grease, lubricant, or cleaner. Ingestion could lead to SERIOUS INJURY OR DEATH. Seek immediate medical attention if any oil, fluid, grease, lubricant, or cleaner is ingested.

⚠CAUTION

Suspension products may contain lubricants which can lead to skin irritation. Always wear nitrile gloves when servicing suspension products. Failure to properly protect your skin can result in irritation. Seek medical attention if your skin is adversely affected by any suspension oil, fluid, grease, lubricant, and/or cleaner.

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

Use care when working with sharp tools and parts. Never use sharp tools coated with oil and/or grease. Clean and remove all oil and/or grease from your hands and gloves, and tools before working with any sharp tool or part. Failure to do so can result in personal injury.

Place an oil pan on the floor underneath the product during service to catch any drained or spilled fluids. To avoid a slip and fall, and possible injury or harm, immediately clean any oil, fluid, grease, or lubricant from the floor in your work area.

TABLE OF CONTENTS

200 HOUR SERVICE

50/200 HOUR SERVICE

Part Preparation and Service Procedures

Part Preparation

Remove the component from the bicycle before service.

Disconnect and remove the remote cable or hydraulic hose from the fork or rear shock, if applicable. For additional information about RockShox remotes, user manuals are available at www.sram.com/service.

Clean the exterior of the product with mild soap and water to avoid contamination of internal sealing part surfaces.

Service Procedures

The following procedures should be performed throughout service, unless otherwise specified.

Clean the part with RockShox Suspension Cleaner or isopropyl alcohol and a clean, lint-free shop towel. For hard to reach places (e.g. upper tube, lower leg), wrap a clean, lint-free shop towel around a non-metallic dowel to clean the inside.

Clean the sealing surface on the part and inspect it for scratches.

⚠WARNING - CRASH HAZARD

DO NOT use vinegar of any type to clean any part of a RockShox suspension product. Vinegar can cause permanent damage to parts which can, over time, result in product structural failure, serious injury, and possibly death.

Replace the o-ring or seal with a new one from the service kit. Use your fingers or a pick to pierce and remove the old seal or o-ring.

Apply grease to the new seal or o-ring.

NOTICE

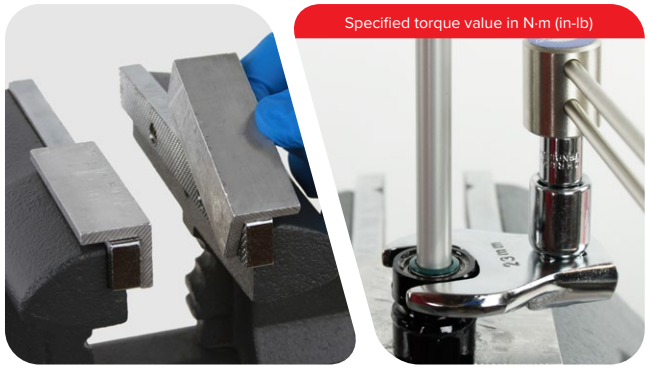
Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the spare parts catalog to replace the damaged part.

Use aluminum soft jaws when placing a part in a bench vise.

Tighten the part with a torque wrench to the torque value listed in the red bar. When using a crowfoot socket and torque wrench, install the crowfoot socket at 90 degrees to the torque wrench.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.



Model Code Identification

Product model code and specification details can be identified with the serial number on the product. Model codes can be used to identify the product type, series name, model name, and product version associated with the production model year. Product details can be used to identify spare parts, service kit, and lubricant compatibility.

Model Code example: **FS-LYRK-SEL-C3**

FS = Product Type - **Front Suspension**
LYRK = Platform/Series - **Lyrik**
SEL = Model - **Select**
C3 = Version - (**C** - third generation, **3** - third iteration)

To identify the model code, locate the serial number on the product and enter it into the **Search by Model Name or Serial Number** field at www.sram.com/service.

Warranty and Trademark

For SRAM Warranty information, visit: www.sram.com/warranty.

For SRAM Trademark information, visit: www.sram.com/website-terms-of-use.

Parts, Tools, and Supplies

Parts

- RockShox Lyrik or Yari DebonAir 200 Hour Service Kit
- RockShox Lyrik or Yari Dual Position Air 200 Hour Service Kit

Safety and Protection Supplies

- Apron
- Clean, lint-free shop towels
- Nitrile gloves
- Oil pan
- Safety glasses

Lubricants and Fluids

- Loctite Threadlocker Blue 242 (Motion Control)
- Loctite 2760 High Strength Threadlocker Red
- Maxima PLUSH Dynamic Suspension Lube Heavy or RockShox 0w-30 Suspension Oil
- Maxima PLUSH Dynamic Suspension Lube Light or RockShox 0w-30 Suspension Oil
- Maxima PLUSH 3wt or RockShox 3wt Suspension Oil (Charger Damper RC, Charger 2 Damper, Charger 2.1 Damper)
- RockShox 5wt Suspension Oil (Motion Control)
- RockShox Dynamic Seal Grease or SRAM Butter Grease
- RockShox Suspension Cleaner or Isopropyl alcohol

RockShox Tools

- RockShox Bleed Syringe
- RockShox Charger RC/RL Vise Blocks (Charger Damper RC)
- RockShox Dust Seal Installation tool (35 mm) or RockShox x Abbey Bike Tools 35 mm Flangeless Dust Seal Installation Tool
- RockShox Shock Pump
- RockShox Top Cap/Cassette tool (3/8" / 24 mm) or RockShox x Abbey Bike Tools Top Cap/Cassette Tool
- RockShox Schrader Valve Tool

Bicycle Tools

- Bicycle work stand
- Cassette tool
- Downhill tire lever
- Park Tool AV-4 or AV-5 aluminum axle and spindle vise insert
- Shock pump

Common Tools

- Air compressor with air gun nozzle
- Bench vise and aluminum soft jaw inserts
- Crowfoot: 15, 23 mm
- Flat blade screwdriver (Dual Position Air)
- Hex bit sockets: 2, 2.5, 5, 6 mm
- Hex wrenches: 2, 2.5, 5, 8 mm
- Internal retaining ring pliers - large
- Long plastic or wooden dowel
- Needle nose pliers
- Open end wrenches: 12, 15, 23 mm
- Pick
- Rubber or plastic mallet
- Sockets: 10, 12, 13, 24 mm or RockShox x Abbey Bike Tools 24 mm Socket
- Socket wrench
- TORX bit socket: T10
- TORX wrench: T10
- Torque wrench

SAFETY INSTRUCTIONS

Always wear safety glasses and nitrile gloves when working with suspension oil.

Place an oil pan on the floor underneath the area where you will be working on the suspension fork.

⚠CAUTION

Place an oil pan on the floor underneath the product during service to catch any drained or spilled fluids. To avoid a slip and fall, and possible injury or harm, immediately clean any oil, fluid, grease, or lubricant from the floor in your work area.

NOTICE

Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a clean lint-free rag.

Apply RockShox Dynamic Seal Grease or SRAM Butter grease to the new seals and o-rings.

RockShox Dynamic Seal Grease or SRAM Butter Grease

Recommended Service Intervals

Regular service is required to keep your RockShox product working at peak performance. Follow this maintenance schedule and install the service parts included in each service kit that corresponds with the Service Hours Interval recommendation below. For spare part kit contents and details, refer to the *RockShox Spare Parts Catalog* at www.sram.com/service.

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from upper tubes and wiper seals	Extends wiper seal lifespan
		Minimizes damage to upper tubes
		Minimizes lower leg contamination
Every 50 hours	Perform lower leg service	Restores small bump sensitivity
		Reduces friction
		Extends bushing lifespan
Every 200 hours	Perform damper and spring service	Extends suspension lifespan
		Restores small bump sensitivity
		Restores damping performance

Record Your Settings

Use the table below to record your suspension settings to return your suspension to its pre-service settings. Record your service dates to track service intervals.

Service Hours Interval	Date of Service	Air Pressure	Rebound setting - Count the number of clicks while turning the rebound adjuster fully counter-clockwise.	Low (LSC) and High (HSC) Speed Compression settings - Count the number of clicks while turning the compression adjusters fully counter-clockwise.	
				LSC	HSC (RC2)
50					
100					
150					
200					

Torque Values

Part	Tool	Torque
Air spring shaft nut	8 mm hex and 12 mm socket	3.3 N•m (29 in-lb)
Bleed screw - rebound damper seal head (Charger 2 Damper and Charger 2.1 Damper - Lyrik)	T10 TORX bit socket	1.7 N•m (15 in-lb)
Bottom bolts	5 mm hex bit socket	7.3 N•m (65 in-lb)
Bottomless Tokens	8 mm hex and 24 mm or RockShox Top Cap/ Cassette Tool (or standard cassette tool)	4 N•m (35 in-lb)
Compression damper into cartridge tube (Charger Damper RC - Yari)	24 mm socket or RockShox Top Cap/Cassette Tool (or standard cassette tool)	9 N•m (80 in-lb)
Rebound damper piston (Motion Control RC - Yari)	15 mm crowfoot	3.2 N•m (28 in-lb)
Retaining nut - Dual Position Air (DPA) adjuster knob	10 mm socket	2 N•m (18 in-lb)
Retaining screw - compression knob and remote spool (Charger 2 Damper and Charger 2.1 Damper - Lyrik)	2 mm hex bit socket	1.2 N•m (10 in-lb)
Retaining screw - compression knob and remote spool (Charger Damper RC - Yari)	2.5 mm hex bit socket	1.4 N•m (12 in-lb)
Retaining screw - compression knob and remote spool (Motion Control - Yari)	2.5 mm hex bit socket	1.2 N•m (10 in-lb)
Seal head - rebound damper (Charger 2 Damper and Charger 2.1 Damper - Lyrik)	23 mm crowfoot	5.1 N•m (45 in-lb)
Set screw - rebound adjuster knob	2.5 mm hex bit socket	0.9 N•m (8 in-lb)
Set screw - remote cable stop collar	2 mm hex bit socket	0.4 N•m (4 in-lb)
Top caps	24 mm socket or RockShox Top Cap/Cassette Tool (or standard cassette tool)	28 N•m (250 in-lb)

Oil Volume and Lubricant

			Damper						Spring							
				Upper Tube			Lower Leg			Upper Tube				Lower Leg		
Model Year	Fork	Model	Damper	Oil Weight (wt)	Oil Height* (mm)	Volume (mL)	Oil**	Volume (mL)	Spring	Oil**	Volume (mL) (+)	Volume (mL) (–)	Grease	Oil**	Volume (mL)
2019	**Lyrik**	RC2 RCT3 RCT R† RC RC R†	Charger 2	Maxima PLUSH 3wt	-	Bleed	Maxima PLUSH Dynamic Suspension Lube Light	10	DebonAir	Maxima PLUSH Dynamic Suspension Lube Heavy	3	1	SRAM Butter Grease Grease Air Piston	Maxima PLUSH Dynamic Suspension Lube Light	10
2019	**Yari**	RC	Charger RC												
2019-2020			Motion Control	RockShox 5wt	100-106	180									
2020	**Lyrik Ultimate**	RC2 RCT3	Charger 2	Maxima PLUSH 3wt	-	Bleed									
	Lyrik Select+	RC													
	Lyrik Select		Charger RC												
2021-2022	**Lyrik Ultimate**	RC2 RCT3	Charger 2.1						DebonAir Dual Position Air						
	Lyrik Select+	RC													
	Lyrik Select		Charger RC												
2021-2023	**Yari**		Motion Control	RockShox 5wt	100-106	180									
	Yari (29+)								DebonAir						

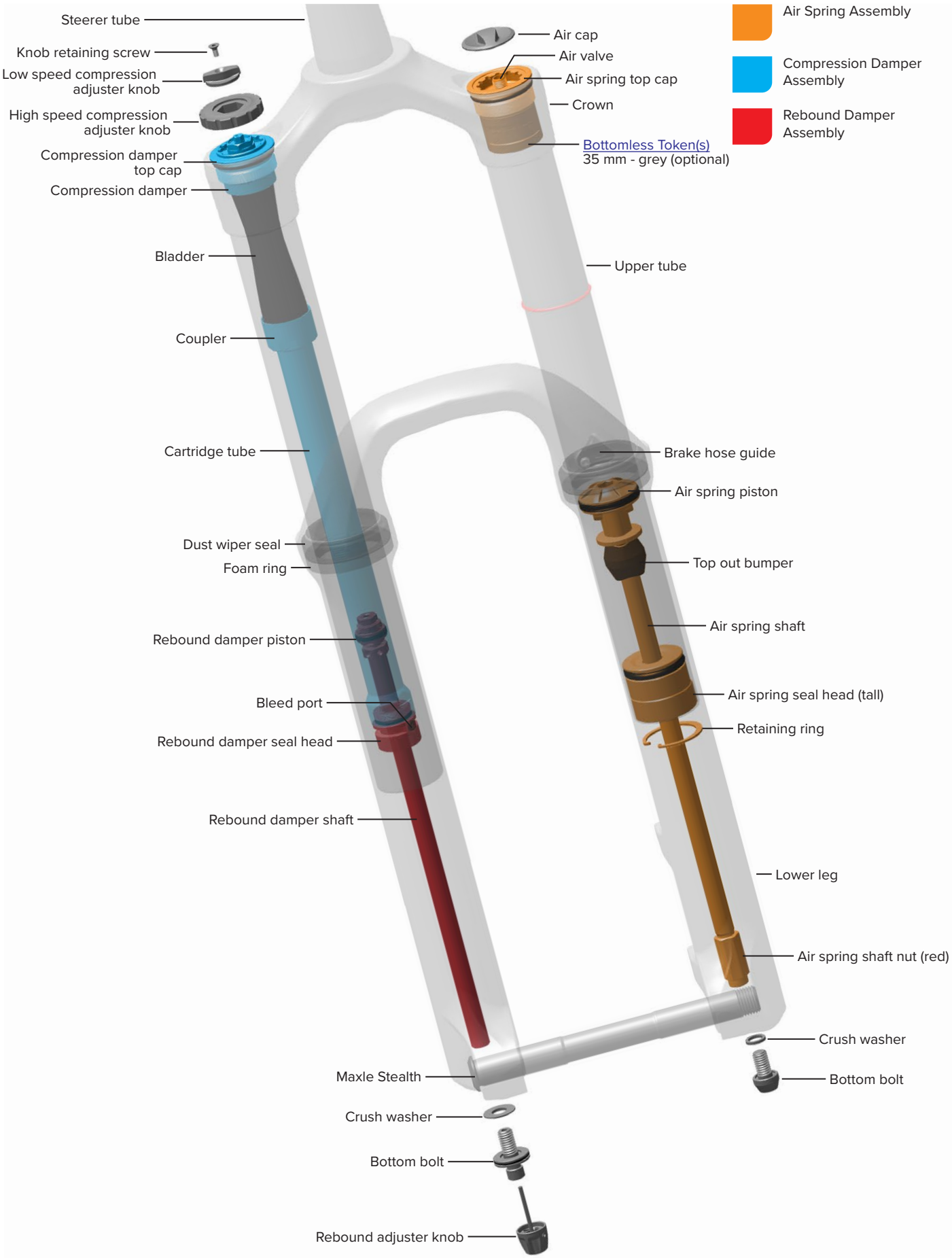
*Oil Height - Measure from the top of the crown (above the upper tube) down to the oil.
†Remote Adjust

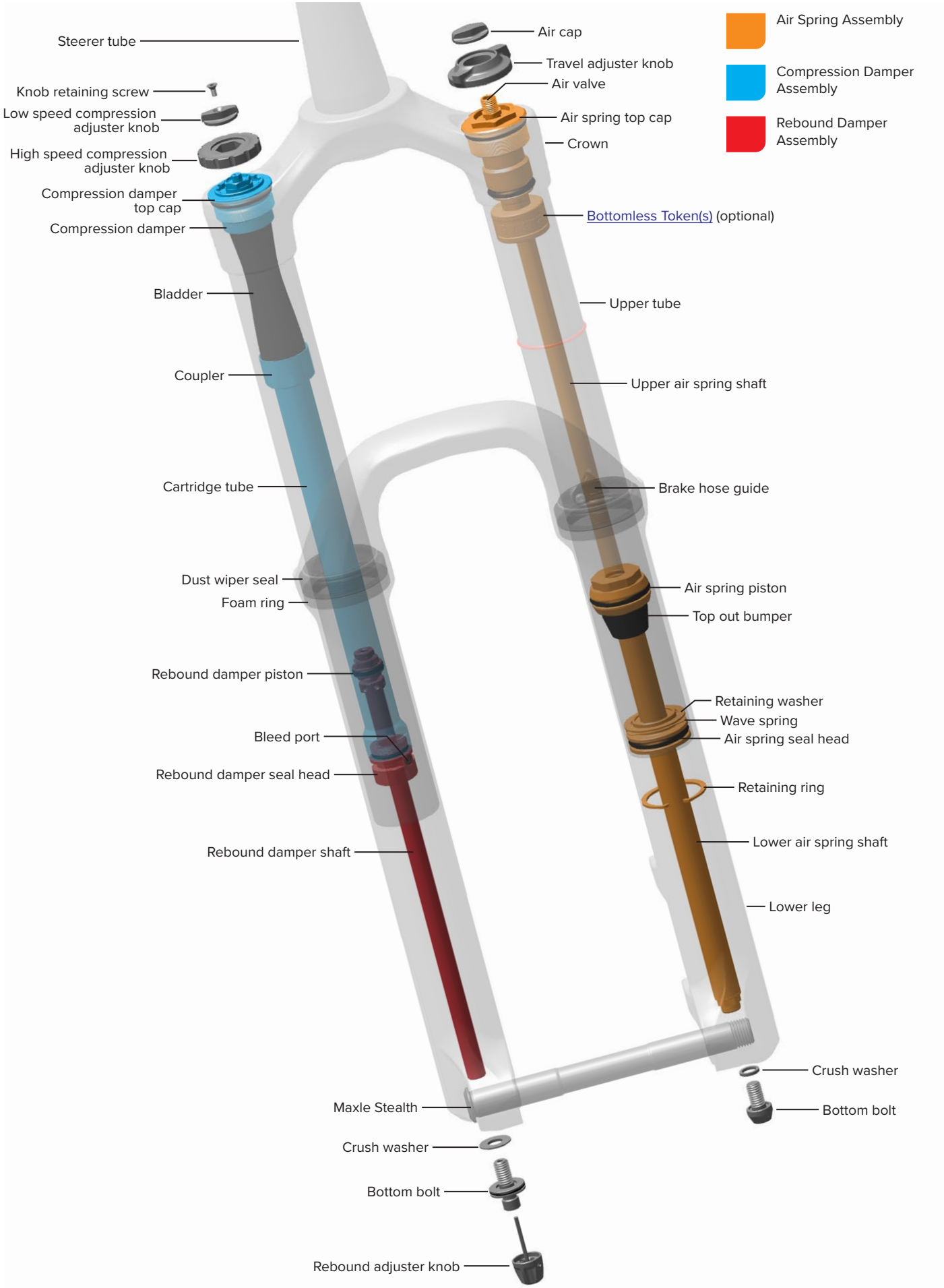
**Suspension oil/fluid - Maxima PLUSH Dynamic Suspension Lube and RockShox 0w-30 suspension oils/fluids are forward and backward compatible with RockShox Dynamic Seal Grease and SRAM Butter Grease.

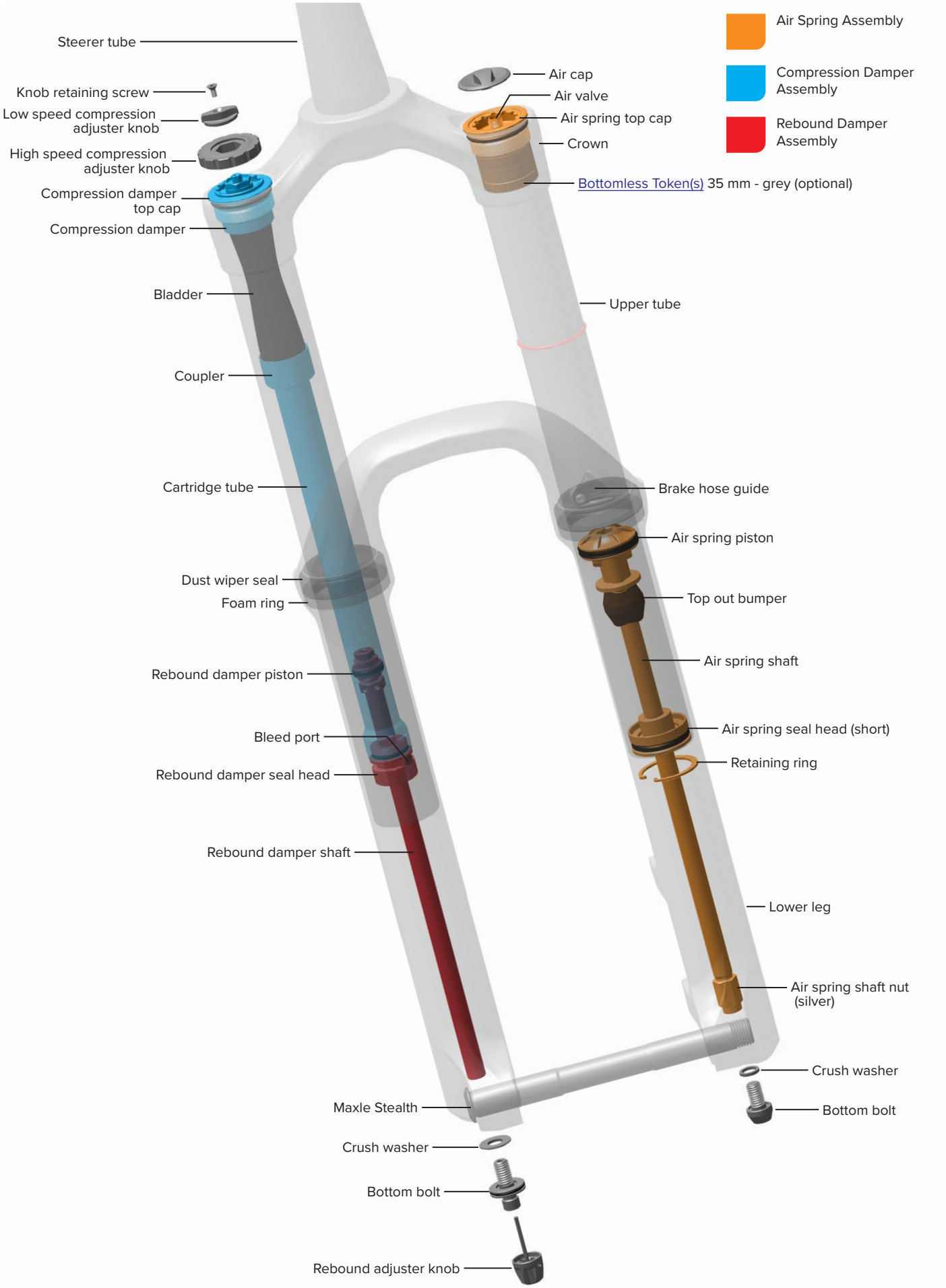
Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

2018 and 2019 29+ Yari models feature the 2018 version of the DebonAir spring and the Charger 2 Damper. Refer to the *2018 Lyrik and Yari Service Manual* for air spring service.

2021-2022 (C3) Lyrik Ultimate (RC2) - DebonAir




Air Spring Assembly
Compression Damper Assembly
Rebound Damper Assembly
Steerer tube
Air cap
Travel adjuster knob
Air valve
Knob retaining screw
Low speed compression adjuster knob
Air spring top cap
Crown
High speed compression adjuster knob
Compression damper top cap
Bottomless Token(s) (optional)
Compression damper
Bladder
Upper tube
Coupler
Upper air spring shaft
Cartridge tube
Brake hose guide
Dust wiper seal
Foam ring
Air spring piston
Top out bumper
Rebound damper piston
Retaining washer
Wave spring
Bleed port
Air spring seal head
Rebound damper seal head
Retaining ring
Rebound damper shaft
Lower air spring shaft
Lower leg
Crush washer
Maxle Stealth
Bottom bolt
Crush washer
Bottom bolt
Rebound adjuster knob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Knob retaining screw
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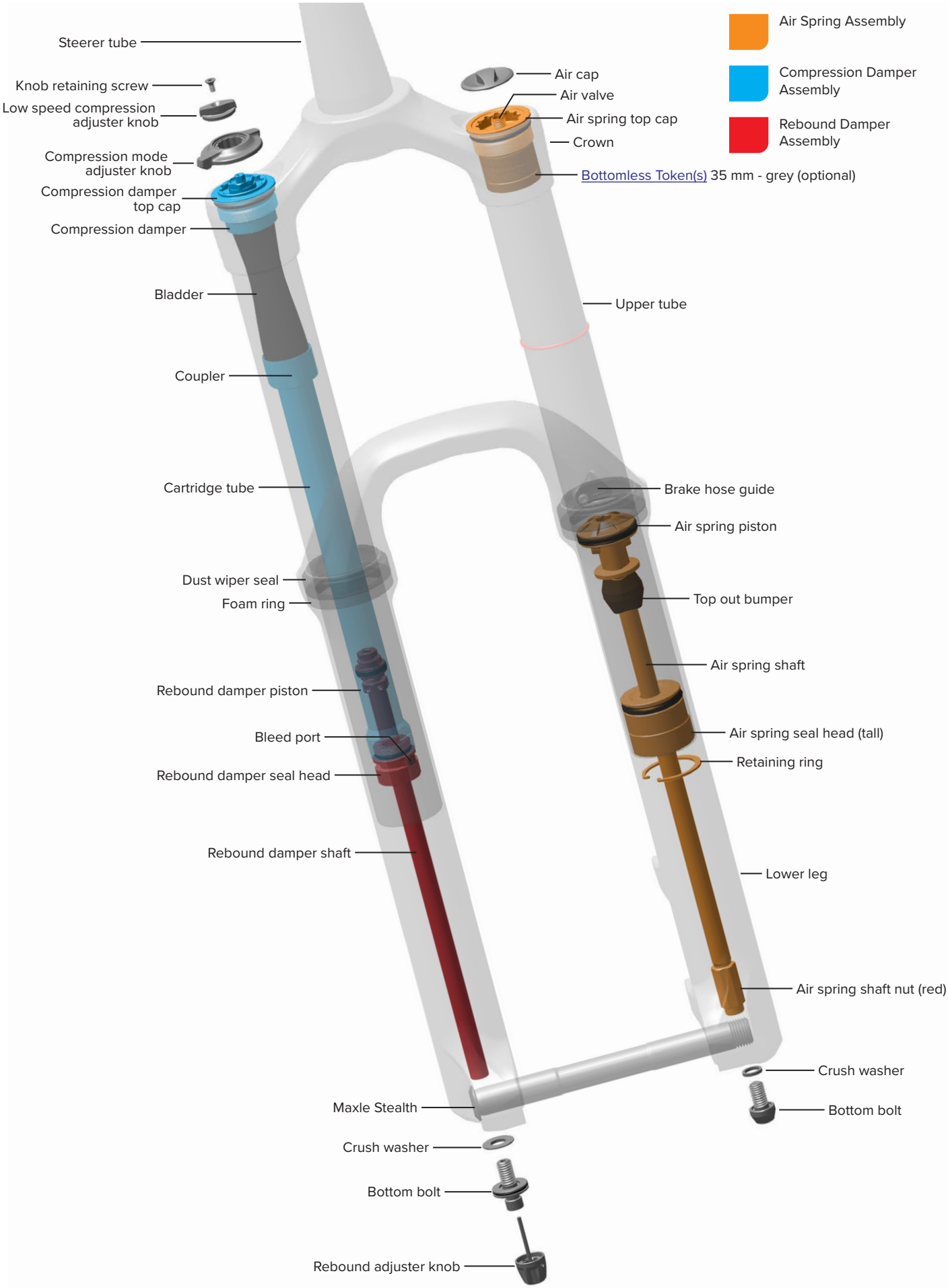
Bladder
Coupler
Cartridge tube
Dust wiper seal
Foam ring
Rebound damper piston
Bleed port
Rebound damper seal head
Rebound damper shaft
Maxle Stealth
Crush washer
Bottom bolt
Rebound adjuster knob
Air cap
Air valve
Air spring top cap
Crown
Bottomless Token(s) 35 mm - grey (optional)
Upper tube
Brake hose guide
Air spring piston
Top out bumper
Air spring shaft
Air spring seal head (short)
Retaining ring
Lower leg
Air spring shaft nut (silver)
Crush washer
Bottom bolt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Bladder
Coupler
Cartridge tube
Dust wiper seal
Foam ring
Rebound damper piston
Bleed port
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Rebound damper shaft
Maxle Stealth
Crush washer
Bottom bolt
Rebound adjuster knob
Air cap
Air valve
Air spring top cap
Crown
Bottomless Token(s) 35 mm - grey (optional)
Upper tube
Brake hose guide
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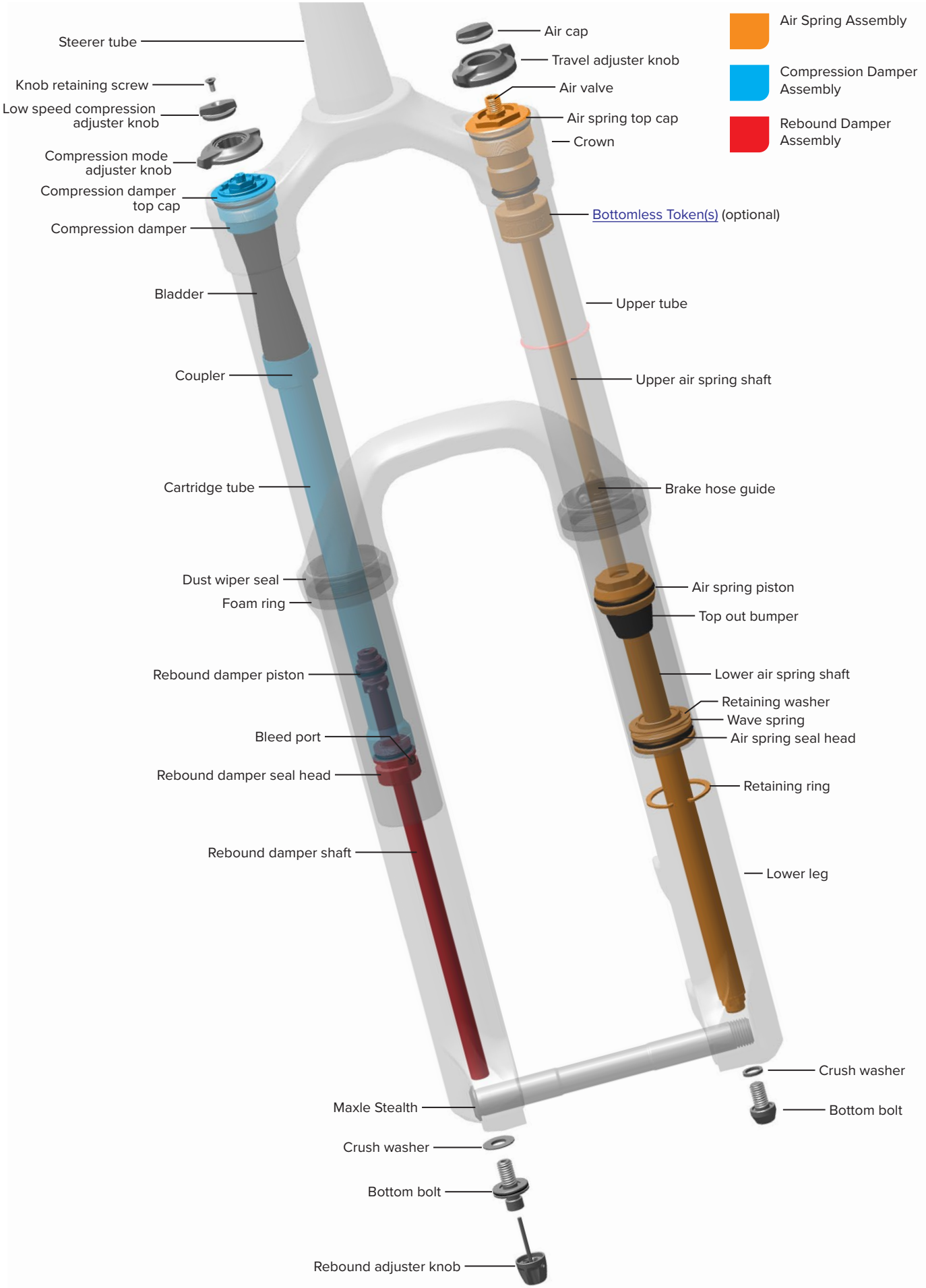
Top out bumper
Air spring shaft
Air spring seal head (tall)
Retaining ring
Lower leg
Air spring shaft nut (red)
Crush washer
Bottom bolt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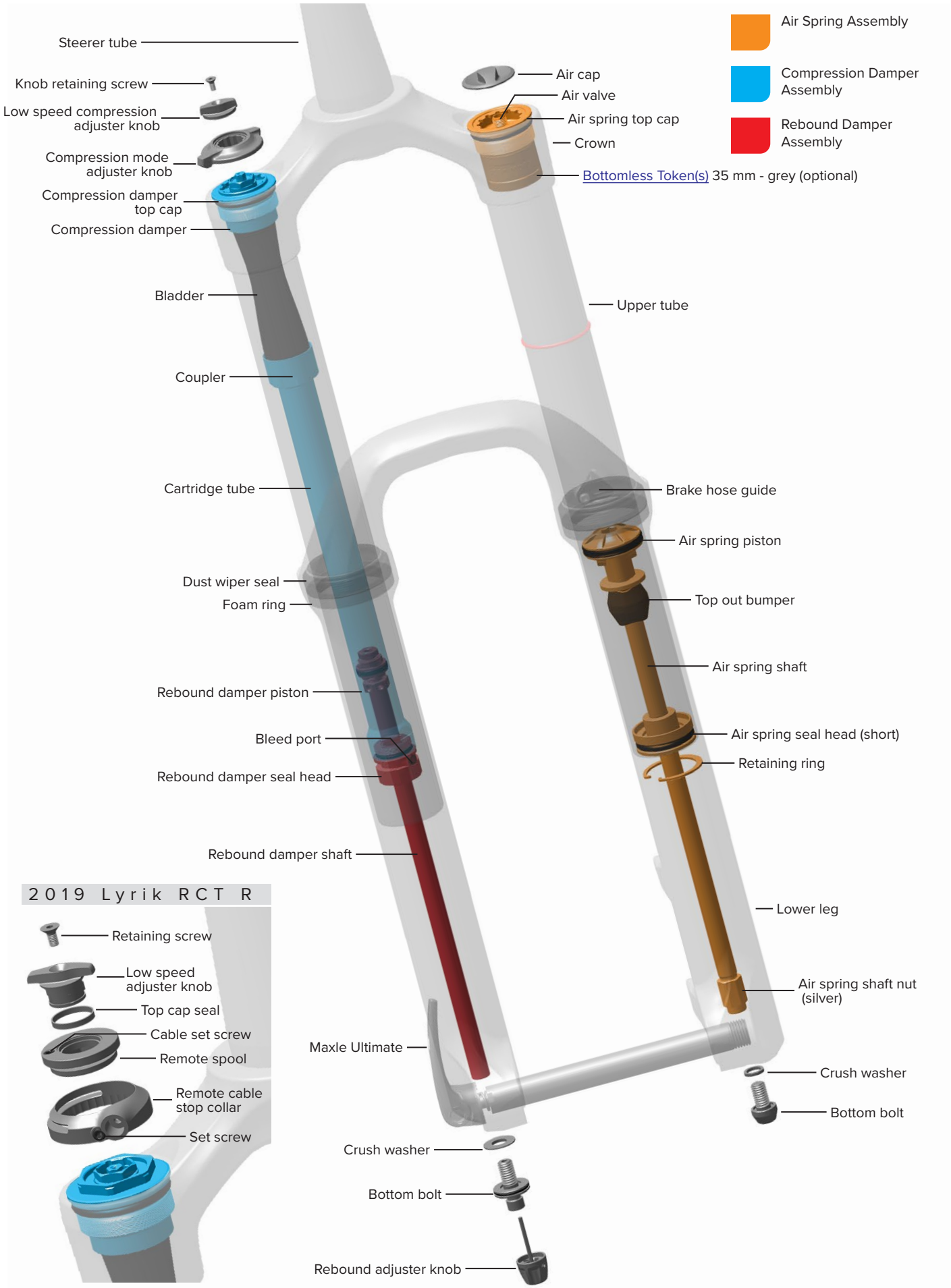
Bladder
Coupler
Cartridge tube
Dust wiper seal
Foam ring
Rebound damper piston
Bleed port
Rebound damper seal head
Rebound damper shaft
Maxle Stealth
Crush washer
Bottom bolt
Rebound adjuster knob
Air cap
Travel adjuster knob
Air valve
Air spring top cap
Crown
Bottomless Token(s) (optional)
Upper tube
Upper air spring shaft
Brake hose guide
Air spring piston
Top out bumper
Lower air spring shaft
Retaining washer
Wave spring
Air spring seal head
Retaining ring
Lower leg
Crush washer
Bottom bolt


Air Spring Assembly
Compression Damper Assembly
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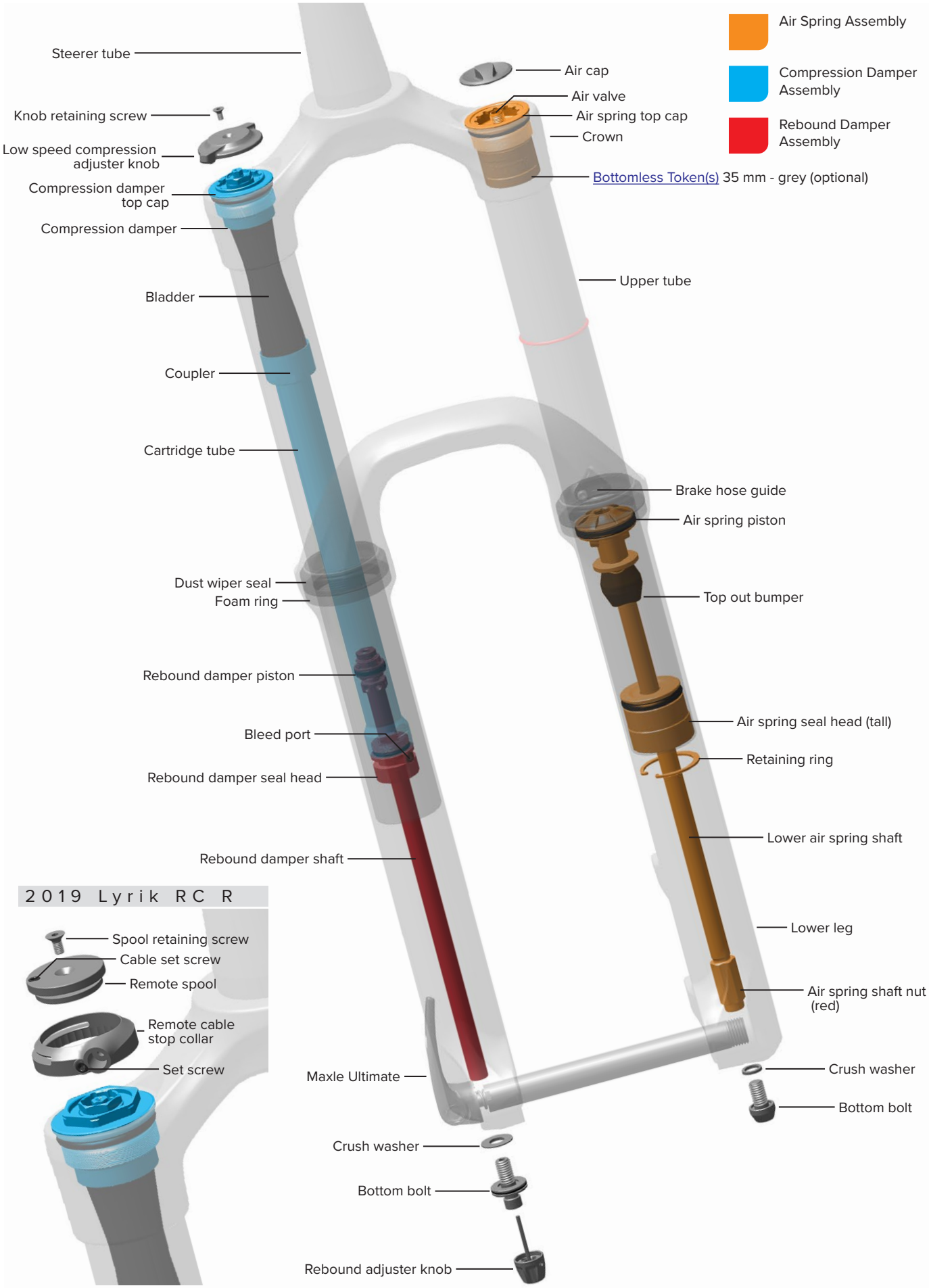
Compression damper
Bladder
Coupler
Cartridge tube
Dust wiper seal
Foam ring
Rebound damper piston
Bleed port
Rebound damper seal head
Rebound damper shaft
Air cap
Air valve
Air spring top cap
Crown
Bottomless Token(s) 35 mm - grey (optional)
Upper tube
Brake hose guide
Air spring piston
Top out bumper
Air spring shaft
Air spring seal head (short)
Retaining ring
Lower leg
Air spring shaft nut (silver)
Crush washer
Bottom bolt
Maxle Ultimate
Crush washer
Bottom bolt
Rebound adjuster knob
2019 Lyrik RCT R
Retaining screw
Low speed adjuster knob
Top cap seal
Cable set screw
Remote spool
Remote cable stop collar
Set screw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Compression Damper Assembly
Rebound Damper Assembly
Steerer tube
Air cap
Air valve
Air spring top cap
Crown
Knob retaining screw
Low speed compression adjuster knob
Compression damper top cap
Compression damper
Bottomless Token(s) 35 mm - grey (optional)
Upper tube
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Cartridge tube
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Air spring piston
Dust wiper seal
Foam ring
Top out bumper
Rebound damper piston
Air spring seal head (tall)
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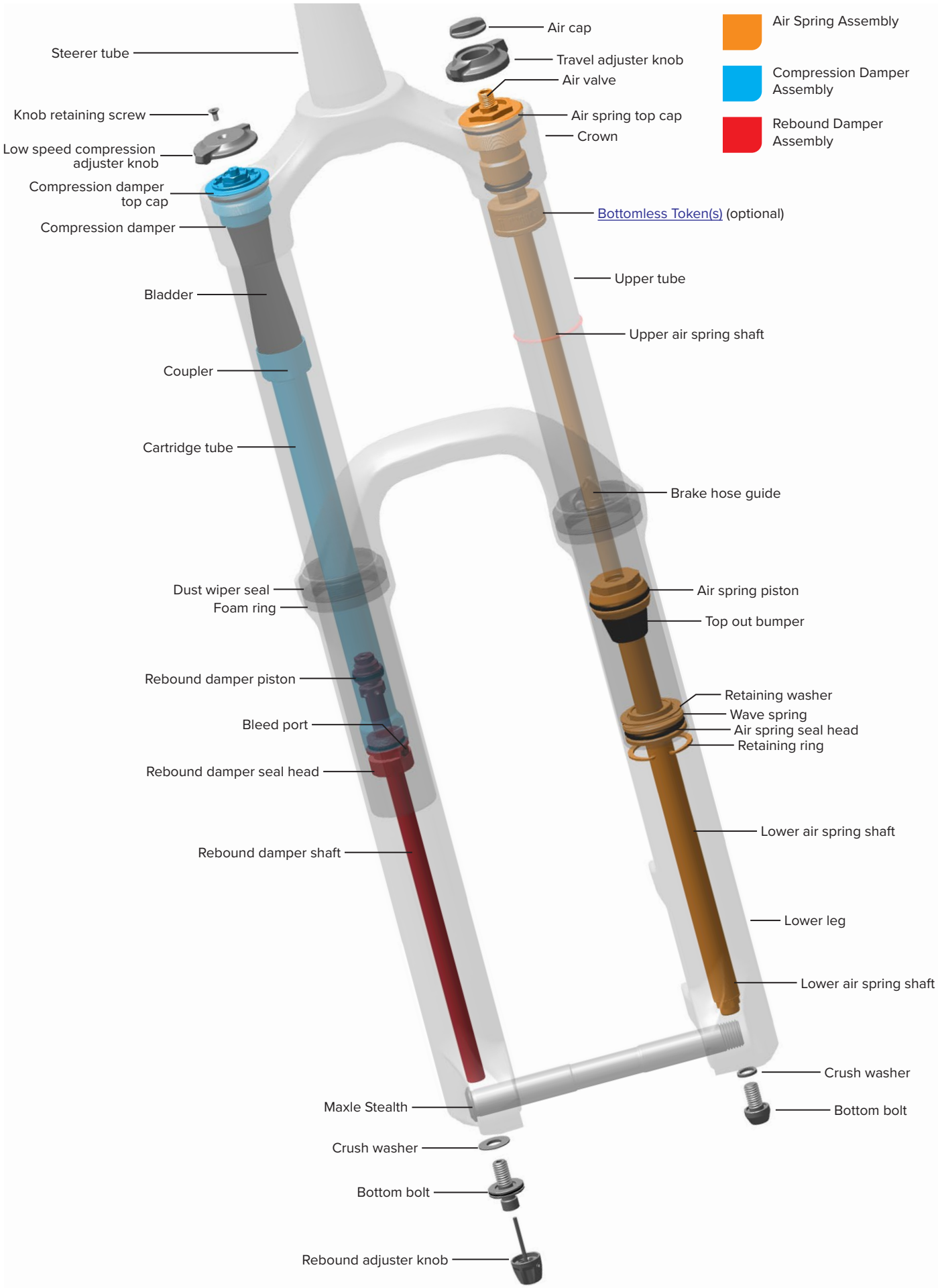
Rebound damper seal head
Lower air spring shaft
Rebound damper shaft
Lower leg
Air spring shaft nut (red)
Maxle Ultimate
Crush washer
Bottom bolt
Crush washer
Bottom bolt
Rebound adjuster knob
2019 Lyrik RC R
Spool retaining screw
Cable set screw
Remote spool
Remote cable stop collar
Set screw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Air valve
Knob retaining screw
Air spring top cap
Low speed compression adjuster knob
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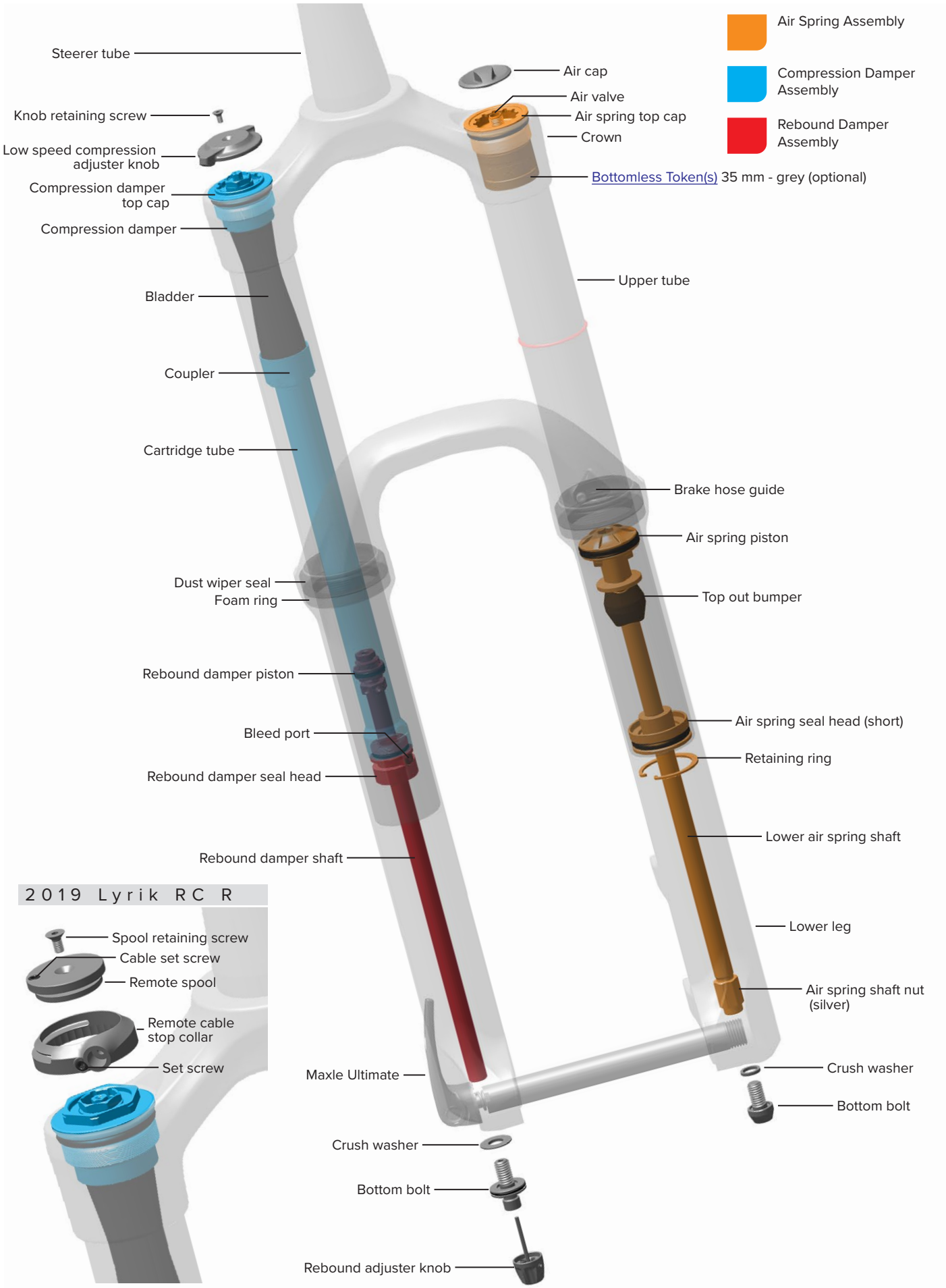
Compression damper top cap
Bottomless Token(s) (optional)
Compression damper
Upper tube
Bladder
Upper air spring shaft
Coupler
Cartridge tube
Brake hose guide
Dust wiper seal
Foam ring
Air spring piston
Top out bumper
Rebound damper piston
Retaining washer
Wave spring
Bleed port
Air spring seal head
Retaining ring
Rebound damper seal head
Lower air spring shaft
Rebound damper shaft
Lower leg
Lower air spring shaft
Crush washer
Maxle Stealth
Bottom bolt
Crush washer
Bottom bolt
Rebound adjuster knob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Compression Damper Assembly
Rebound Damper Assembly
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Air valve
Air spring top cap
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Knob retaining screw
Low speed compression adjuster knob
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Remote cable stop collar
Set screw
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Crush washer
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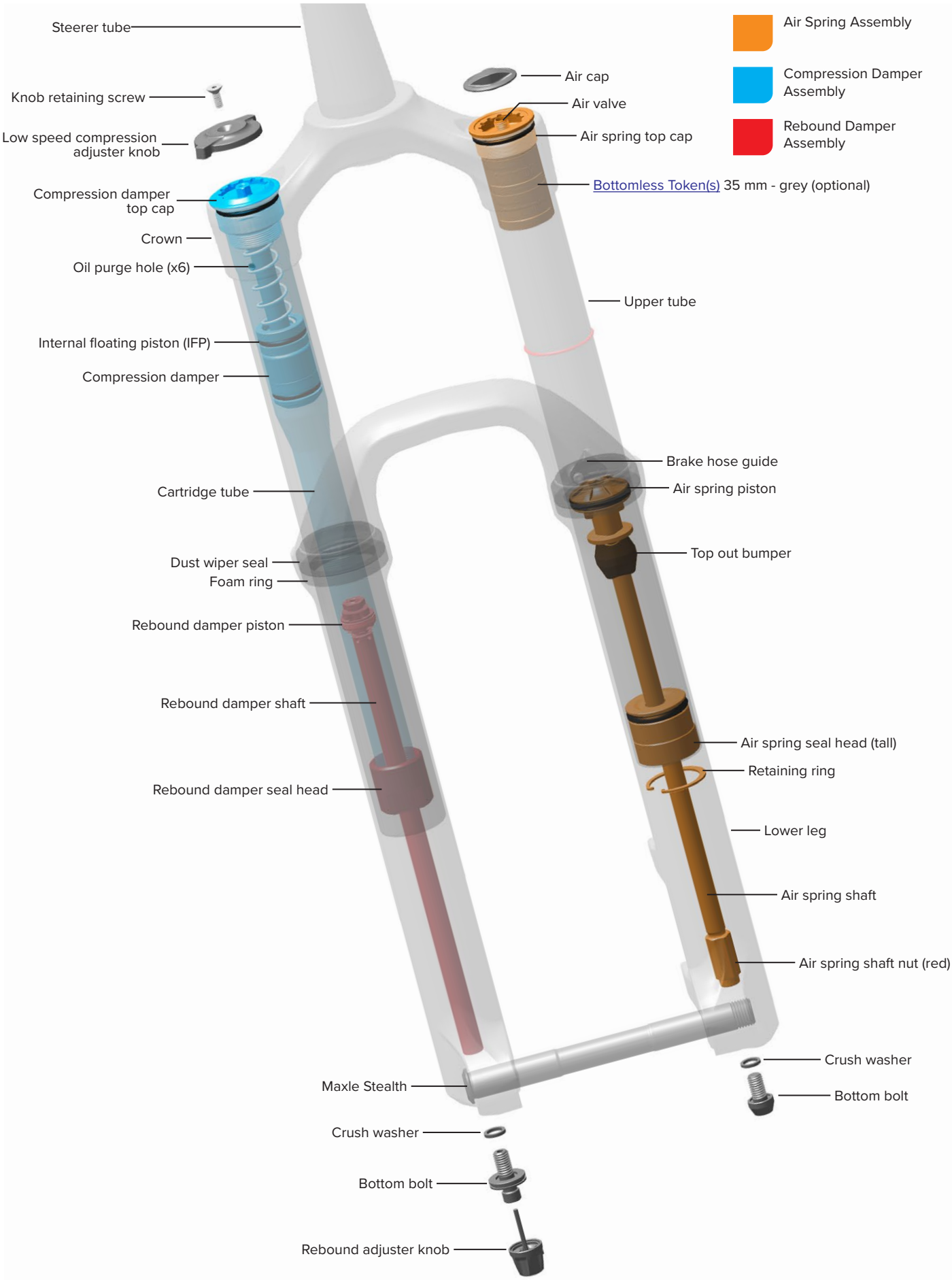
Crush washer
Bottom bolt
Rebound adjuster knob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Low speed compression adjuster knob
Compression damper top cap
Crown
Oil purge hole (x6)
Internal floating piston (IFP)
Compression damper
Cartridge tube
Dust wiper seal
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Rebound damper shaft
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Air spring shaft
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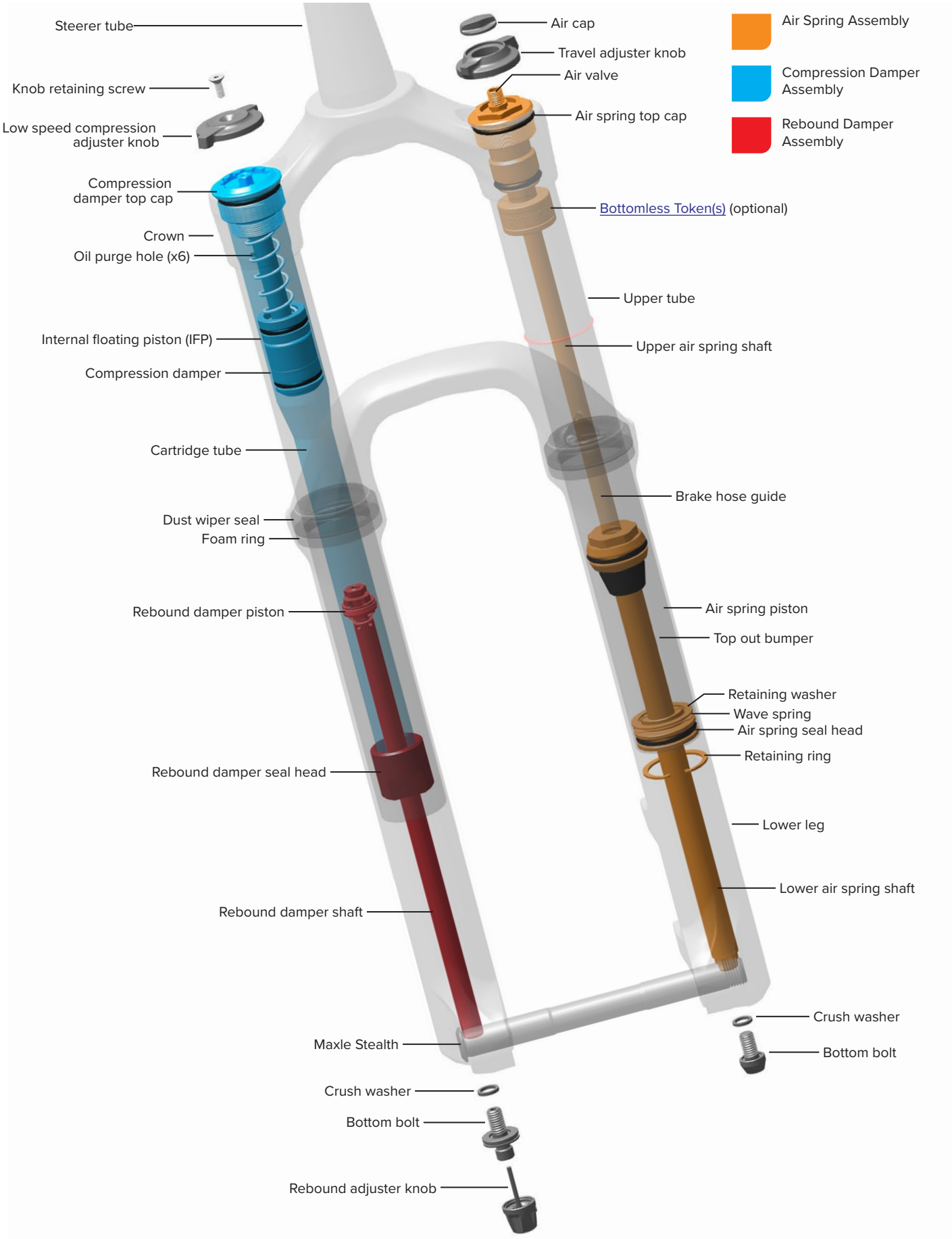
Rebound Damper Assembly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Air spring piston
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Retaining washer
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Air spring seal head
Retaining ring
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Lower air spring shaft
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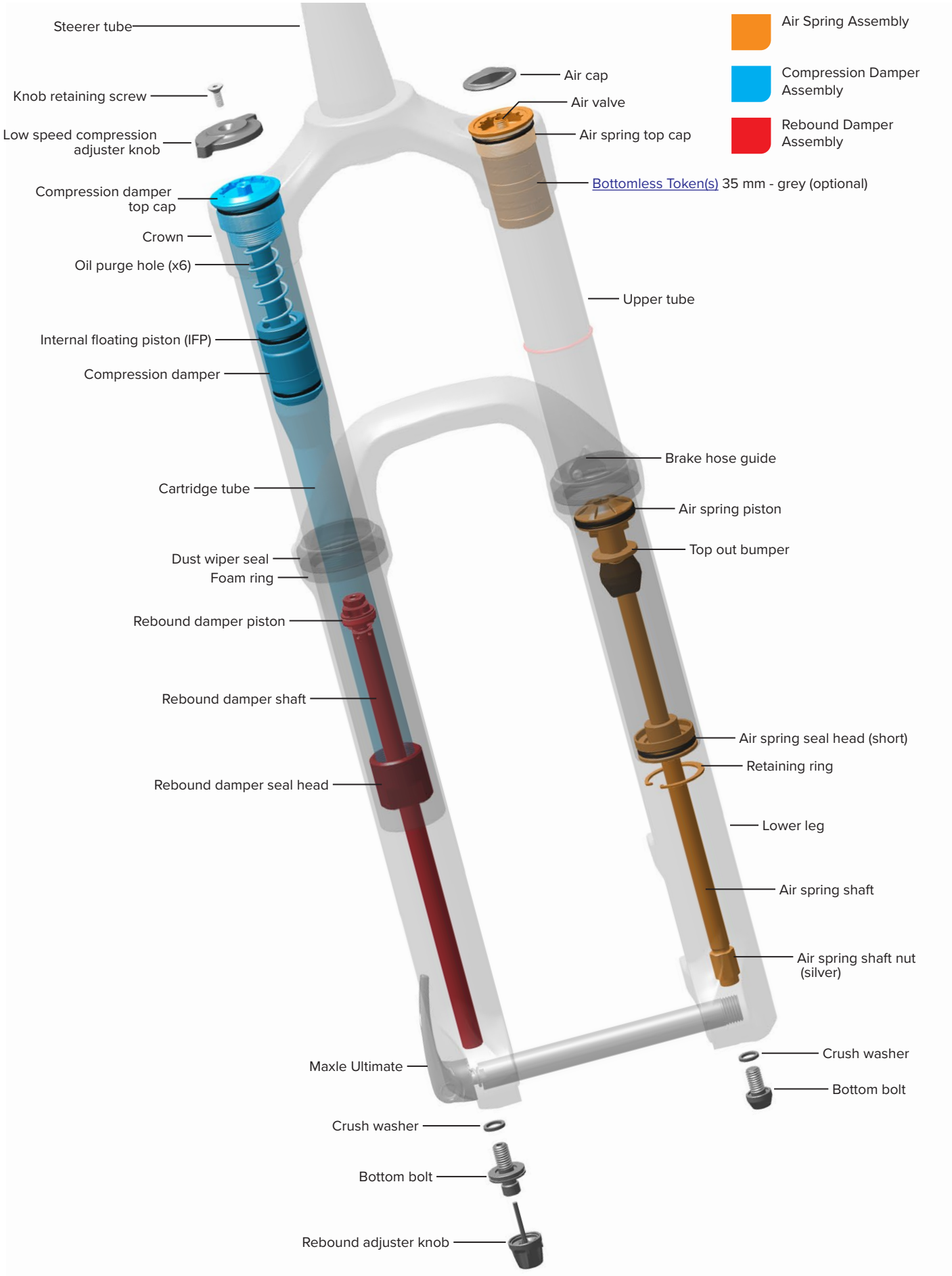
Air Spring Assembly
Compression Damper Assembly
Rebound Damper Assembly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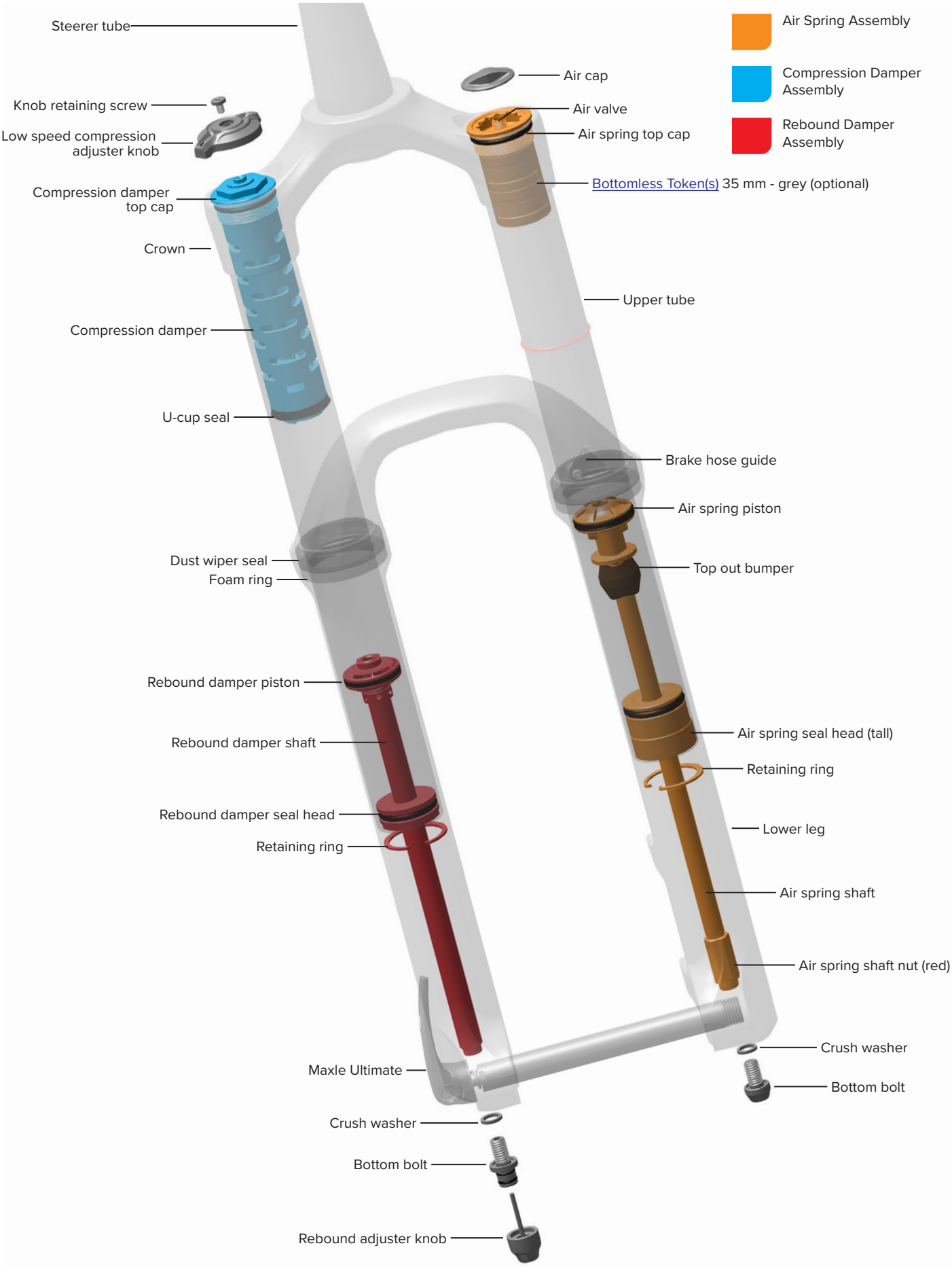
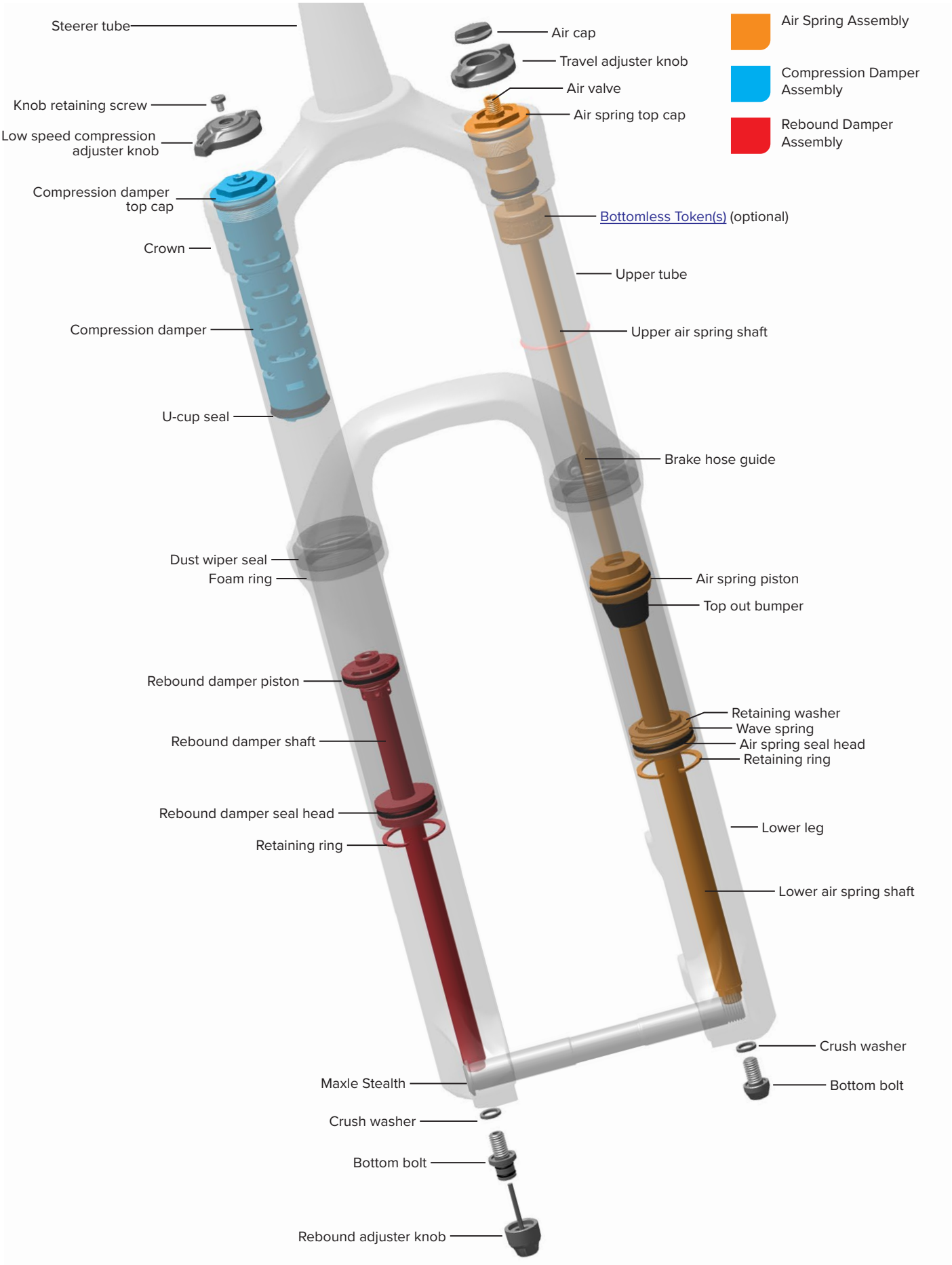
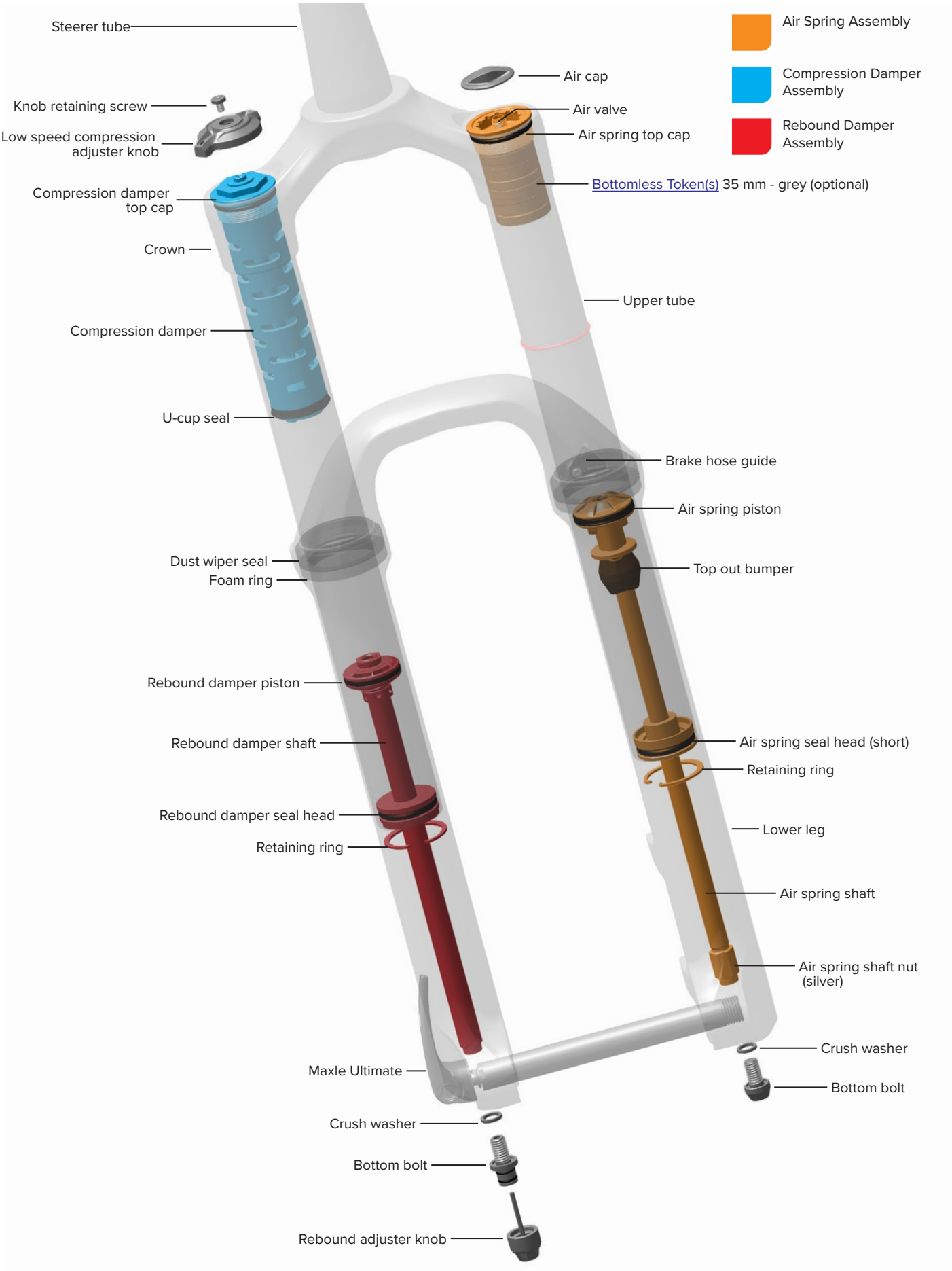
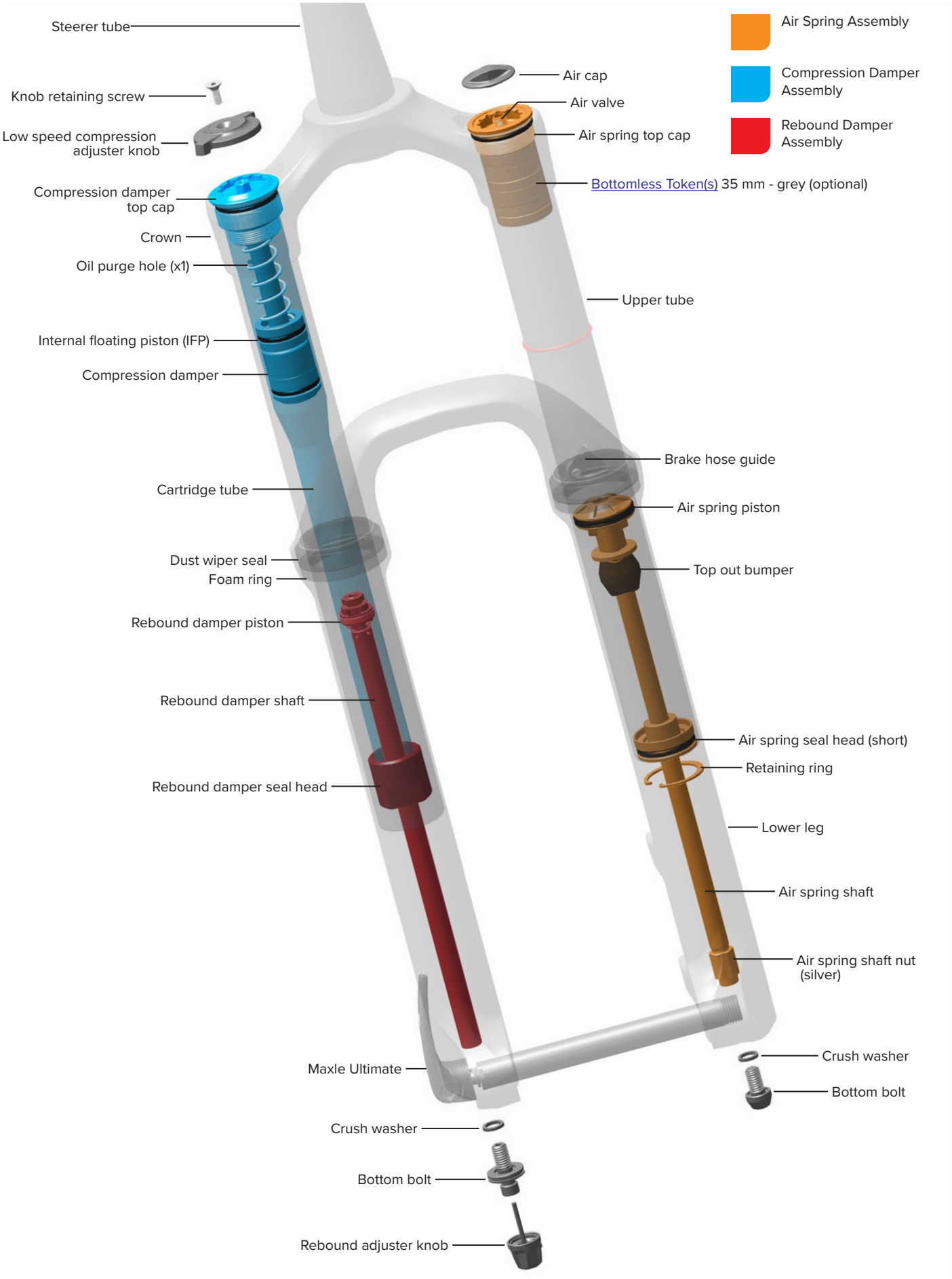
Knob retaining screw
Low speed compression adjuster knob
Compression damper top cap
Crown
Oil purge hole (x6)
Internal floating piston (IFP)
Compression damper
Cartridge tube
Dust wiper seal
Foam ring
Rebound damper piston
Rebound damper shaft
Rebound damper seal head
Maxle Ultimate
Crush washer
Bottom bolt
Rebound adjuster knob
Air cap
Air valve
Air spring top cap
Bottomless Token(s) 35 mm - grey (optional)
Upper tube
Brake hose guide
Air spring piston
Top out bumper
Air spring seal head (short)
Retaining ring
Lower leg
Air spring shaft
Air spring shaft nut (silver)
Crush washer
Bottom bolt
Air Spring Assembly
Compression Damper Assembly
Rebound Damper Assembly


Air Spring Assembly
Compression Damper Assembly
Rebound Damper Assembly
Steerer tube
Air cap
Knob retaining screw
Air valve
Low speed compression adjuster knob
Air spring top cap
Bottomless Token(s) 35 mm - grey (optional)
Compression damper top cap
Crown
Upper tube
Compression damper
U-cup seal
Brake hose guide
Air spring piston
Dust wiper seal
Foam ring
Top out bumper
Rebound damper piston
Air spring seal head (tall)
Rebound damper shaft
Retaining ring
Rebound damper seal head
Lower leg
Retaining ring
Air spring shaft
Air spring shaft nut (red)
Crush washer
Maxle Ultimate
Bottom bolt
Crush washer
Bottom bolt
Rebound adjuster knob


Steerer tube
Air cap
Travel adjuster knob
Air valve
Air spring top cap
Knob retaining screw
Low speed compression adjuster knob
Compression damper top cap
Crown
Compression damper
U-cup seal
Bottomless Token(s) (optional)
Upper tube
Upper air spring shaft
Brake hose guide
Dust wiper seal
Foam ring
Air spring piston
Top out bumper
Rebound damper piston
Rebound damper shaft
Rebound damper seal head
Retaining ring
Retaining washer
Wave spring
Air spring seal head
Retaining ring
Lower leg
Lower air spring shaft
Crush washer
Bottom bolt
Maxle Stealth
Crush washer
Bottom bolt
Rebound adjuster knob
Air Spring Assembly
Compression Damper Assembly
Rebound Damper Assembly

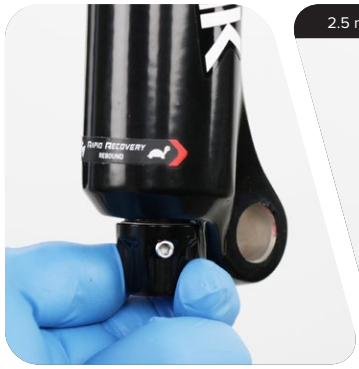

Steerer tube
Knob retaining screw
Low speed compression adjuster knob
Compression damper top cap
Crown
Compression damper
U-cup seal
Dust wiper seal
Foam ring
Rebound damper piston
Rebound damper shaft
Rebound damper seal head
Retaining ring
Maxle Ultimate
Crush washer
Bottom bolt
Rebound adjuster knob
Air cap
Air valve
Air spring top cap
Bottomless Token(s) 35 mm - grey (optional)
Upper tube
Brake hose guide
Air spring piston
Top out bumper
Air spring seal head (short)
Retaining ring
Lower leg
Air spring shaft
Air spring shaft nut (silver)
Crush washer
Bottom bolt
Air Spring Assembly
Compression Damper Assembly
Rebound Damper Assembly

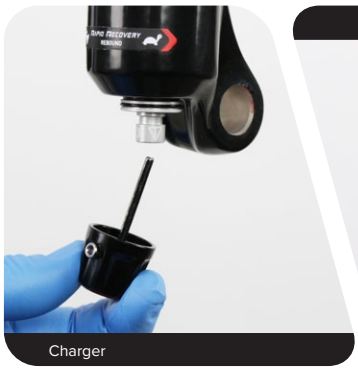

Steerer tube
Knob retaining screw
Low speed compression adjuster knob
Compression damper top cap
Crown
Oil purge hole (x1)
Internal floating piston (IFP)
Compression damper
Cartridge tube
Dust wiper seal
Foam ring
Rebound damper piston
Rebound damper shaft
Rebound damper seal head
Maxle Ultimate
Crush washer
Bottom bolt
Rebound adjuster knob
Air cap
Air valve
Air spring top cap
Bottomless Token(s) 35 mm - grey (optional)
Upper tube
Brake hose guide
Air spring piston
Top out bumper
Air spring seal head (short)
Retaining ring
Lower leg
Air spring shaft
Air spring shaft nut (silver)
Crush washer
Bottom bolt
Air Spring Assembly
Compression Damper Assembly
Rebound Damper Assembly

1 Turn the rebound adjuster knob counter-clockwise until it stops. This is the full open/fast rebound setting.

Charger 2 Damper, Charger 2.1 Damper and Charger Damper RC: Loosen the rebound adjuster knob screw and remove the rebound adjuster knob.

Motion Control: Remove the rebound adjuster knob by pulling it from the bottom bolt.





2 **All DebonAir fork models:** Proceed to the next step.

Dual Position Air (DPA): Adjust and confirm the fork is in the MAXIMUM travel setting before the lower leg and the Dual Position Air spring top cap are removed.


Minimum travel setting

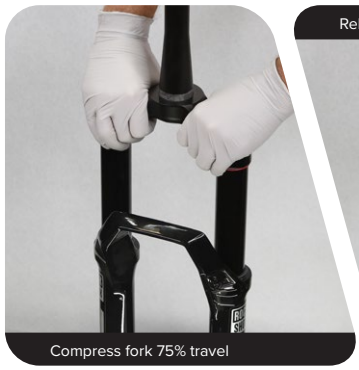

Maximum travel setting

Rotate the Dual Position Air adjuster knob to the MAXIMUM travel setting.


Minimum travel setting


Maximum travel setting

Position the fork vertically on the floor with a thin rubber mat under each end of the lower leg assembly. Compress the fork to at least 50% of full travel, then allow the fork to fully extend. Confirm the fork is set to its maximum travel setting (180 mm, 170 mm, or 160 mm) before proceeding.


Compress fork 75% travel


Release fork - full extension

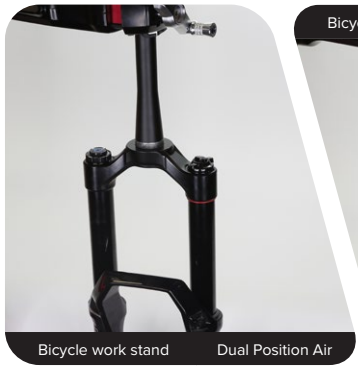

Compress fork 50% travel


Release fork - full extension

3 **All fork models:** Clamp the fork in a bicycle work stand vertically with the steerer tube oriented upward.

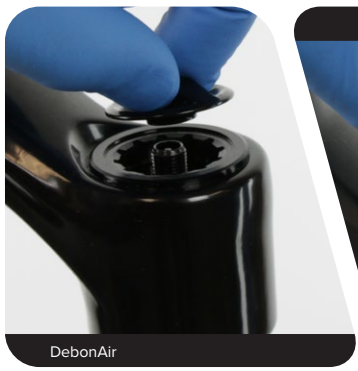
⚠WARNING - PRESSURIZED DEVICE

To avoid possible SERIOUS INJURY OR DEATH, position the fork vertically with the steerer tube upward so the top cap is directed upward and away from you and others.


Bicycle work stand Dual Position Air


Bicycle work stand DebonAir

4 Remove the air valve cap.


DebonAir


Dual Position Air

5

⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

Perform the following air transfer and purge process to depressurize the positive and negative air spring chambers.

While holding the lower leg arch and pushing the lower leg down, depress the Schrader valve and slowly release air pressure. While depressing the Schrader valve, slowly allow the lower leg to compress while applying opposing pressure until you feel a sudden decrease in compressing resistance, then hold the lower leg in place to allow both air chambers to depressurize. As air transfers from the negative to the positive air chamber, air transfer should be heard.

While depressing the Schrader valve, push the lower leg down to extend the fork until there is no resistance and the fork can be fully extended. The negative air spring chamber is fully depressurized when the fork can fully be extended and no resistance is felt.

Repeat the process two to three times.

6 Remove the Schrader valve core from the top cap and set it aside.

⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

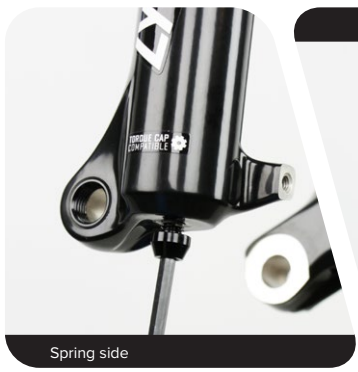
7 Compress and extend the fork to confirm the negative air chamber has been depressurized.

8 Place an oil pan beneath the fork to catch the draining oil.

Loosen both bottom bolts 3 to 4 turns.

⚠CAUTION

Place an oil pan on the floor underneath the product during service to catch any drained or spilled fluids. To avoid a slip and fall, and possible injury or harm, immediately clean any oil, fluid, grease, or lubricant from the floor in your work area.



9 Strike each bottom bolt to dislodge the shafts from the lower leg on each side. The bolt head should contact the bottom of the lower leg.

Remove each bottom bolt. Clean each bolt and set them aside.

10 Firmly pull the lower leg downward until fluid begins to drain. Continue pulling downward to remove the lower leg.

If the lower leg does not slide off of the upper tube or if oil does not drain from either side, the press fit of the shaft(s) into the lower leg may still be engaged. Reinstall the bottom bolts 2 to 3 turns and repeat the previous step.

NOTICE

Do not strike the fork arch with any tool when removing the lower leg as this could damage the lower leg.

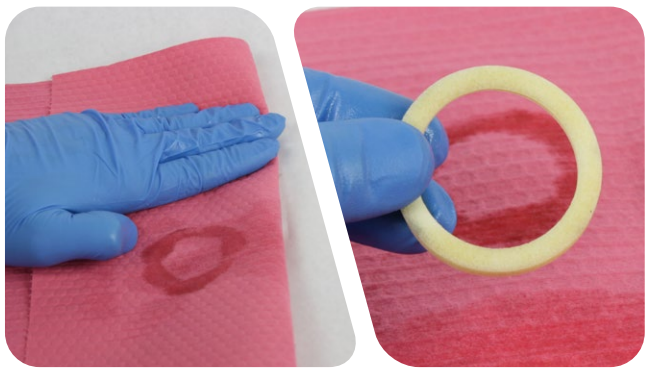
50 Hour Service Continue the 50 Hour Service with Lower Leg Service.

200 Hour Service Continue the 200 Hour Service with Lower Leg Seal Service.

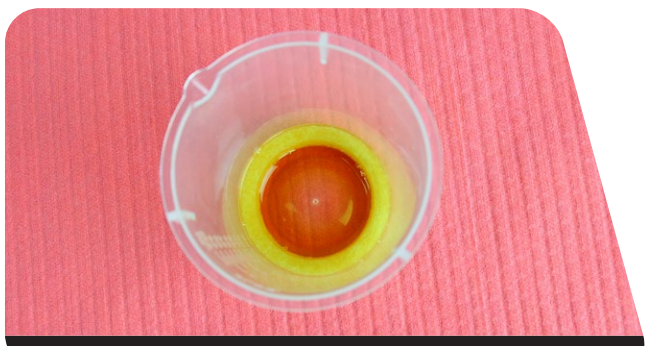
1 Remove the foam rings.

2 Clean the foam rings.

Replace the foam rings if worn, damaged, or excessively contaminated.



3 Soak the foam rings in suspension oil.



Maxima PLUSH Dynamic Suspension Lube Light

4 Clean the inside and outside of the lower leg.

Clean the wiper seals.

5 Install the foam rings under the wiper seals.

Confirm the foam rings are installed evenly in the space under the wiper seals and do not protrude over the bushings.

50 Hour Service Continue the 50 Hour Service with Lower Leg Installation.

1 Remove and discard the foam rings.

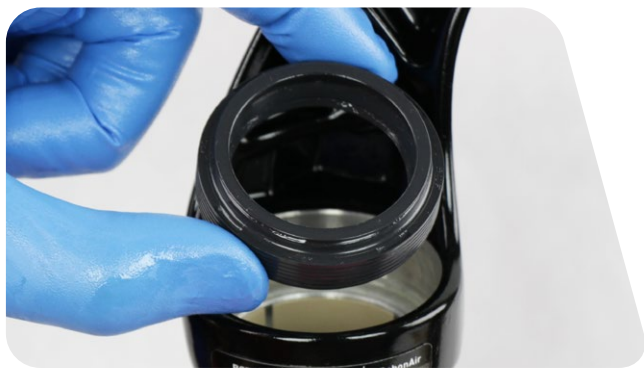
Remove the outer wire springs from the dust wiper seals.

2 Stabilize the lower leg on a bench top. Place the tip of a downhill tire lever under the wiper seal. Press down on the downhill tire lever handle to remove the seal.

Repeat on the other side. Discard the wiper seals.

NOTICE

Keep the lower leg stable. Do not allow the lower leg to twist in opposite directions, compress toward each other, or be pulled apart. This will damage the lower leg.



3 Clean the inside and outside of the lower leg.

4 Soak the new foam rings in suspension oil.

Install the new foam rings into the lower leg.

Maxima PLUSH Dynamic Suspension Lube Light

5 Remove the outer wire spring from each new dust wiper seal and set them aside.

6 Insert the narrow end of a new wiper seal into the recessed end of the 35 mm Dust Seal Installation tool.

NOTICE

If the RockShox x Abbey Bike Tools installation tool is used, confirm the 35 mm installation puck is tightened hand tight on the installation tool handle to avoid damage to the installation puck during use.

RockShox 35 mm Dust Seal Installation Tool

Abbey Bike Tools Dust Seal Installation Tool

7 Stabilize the lower leg on a bench top. Hold the lower leg steady and press the wiper seal into the lower leg until the top of the seal is flush with the top of the lower leg.

Repeat on the other side.

NOTICE

Only press the wiper seal into the lower leg until it is flush with the top surface of the lower leg. Pressing the wiper seal below the top surface of the lower leg will compress the foam ring.

8 Install the outer wire springs.

200 Hour Service Air Spring Removal

⚠WARNING- EYE HAZARD

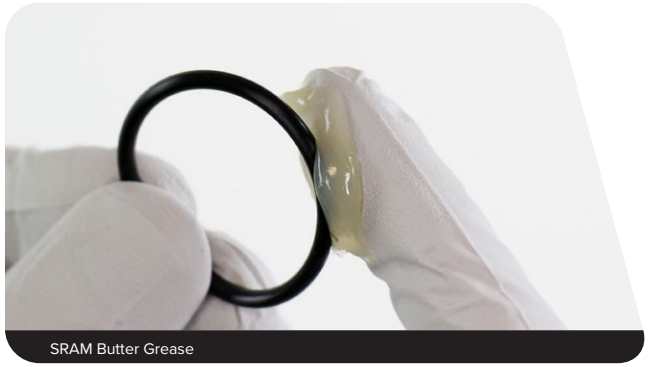
Verify all pressure is removed from the fork before proceeding. Depress the Schrader valve again to remove any remaining air pressure. Failure to do so can result in injury and/or damage to the fork.

NOTICE

Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray RockShox Suspension Cleaner or isopropyl alcohol onto each part and clean with a clean lint-free shop towel.

Apply SRAM Butter grease to the new seals and o-rings.

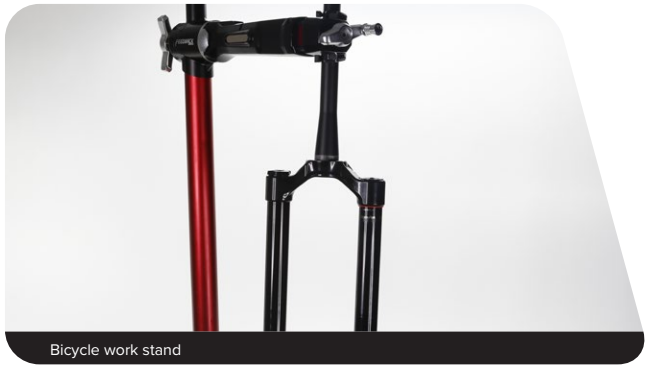


SRAM Butter Grease

1 Clamp the fork in a bicycle work stand vertically with the steerer tube oriented upward.

⚠WARNING - PRESSURIZED DEVICE

To avoid possible SERIOUS INJURY OR DEATH, position the fork vertically with the steerer tube upward so the top cap is directed upward and away from you and others.



Bicycle work stand

2 Confirm the Schrader valve core is NOT INSTALLED in the air spring top cap before proceeding. Remove the Schrader valve core if installed.

Clean the upper tube threads.

⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

DebonAir

RockShox Schrader Valve Tool

DebonAir

3 The positive and negative air spring chambers **must be FULLY depressurized** before removing the air spring top cap assembly.

Slowly compress and extend (push up/pull down) the air spring shaft to allow any remaining negative air pressure to bypass the air transfer dimple on the inside surface of the upper tube.

The negative air spring chamber is fully depressurized when the shaft can be pulled to full extension. When released, the air spring shaft will retract into the upper tube slightly due to pressure created when the air piston is extended past the air bypass dimple in the upper tube. This is normal.

Repeat the process two to three times.

4 **⚠WARNING - PRESSURIZED DEVICE**

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

Unthread and remove the air spring top cap. Press down firmly when loosening the top cap.

NOTICE

The fork top caps are tightened to a high torque value. Ensure the fork is held securely in the bicycle stand. To avoid damage to the top cap, press the top cap / cassette tool squarely and firmly down when loosening. Use a socket wrench with a long handle for extra leverage.

Clean the upper tube threads.

Top cap / Cassette tool

5 Remove the top cap o-ring and discard it. Apply grease to a new o-ring and install it.

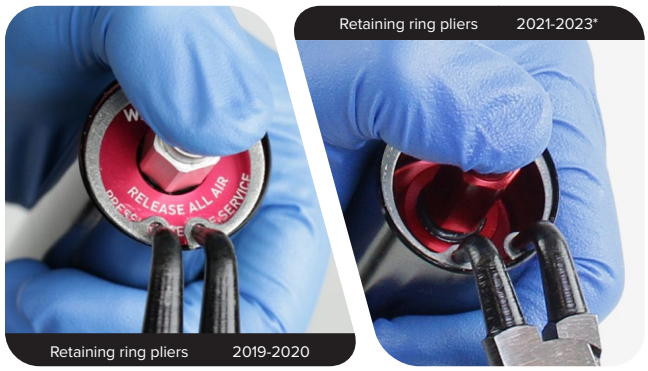
6 Push the air shaft into the upper tube with your thumb. While holding the shaft in, remove the retaining ring. Slide the retaining ring onto your thumb and carefully release the air spring shaft.

*2021-2023 Yari, 2021-2022 Lyrik

Trapped negative air pressure creates increased resistance when pushing the shaft in. Wear a thicker glove to protect your thumb if needed.

NOTICE

Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

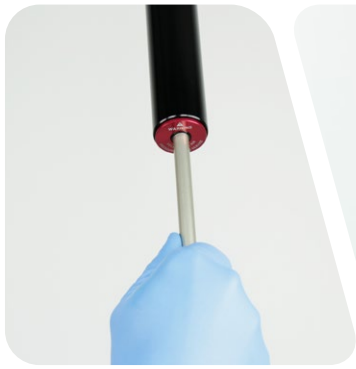


Retaining ring pliers 2019-2020

Retaining ring pliers 2021-2023*

7 Wrap a shop towel around the end of the air shaft for extra grip. Push the shaft half way into the upper tube, then quickly and firmly pull the shaft out to dislodge the seal head. Remove the air spring assembly from the upper tube.

A build up of negative air pressure may prevent the air spring from being pulled out of the upper tube. If the air spring is difficult to remove, use a clean plastic dowel to push the air spring piston down while pulling the air shaft out.



⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

NOTICE

Do not scratch the air spring shaft. Scratches can cause air to leak. Replace the air spring assembly if a scratch is visible.

8 Clamp an 8 mm hex wrench into a vise. Position the air piston onto the hex wrench. While holding the air shaft, unthread and remove the air shaft nut from the air spring shaft.

*2021-2023 Yari, 2021-2022 Lyrik

Remove the air assembly from the vise.

9 Remove the seal head and top out bumper from the air spring shaft. Discard the seal head.

Clean and inspect the shaft for damage.

Clean the top out bumper.

*2021-2023 Yari, 2021-2022 Lyrik

NOTICE

Scratches on the air spring shaft can cause air to leak. If a scratch is visible the air spring assembly may need to be replaced.

10 Remove the quad ring seal from the air piston and discard it.

Clean the air piston.

Apply grease to a new quad ring seal and install it.

NOTICE

Do not scratch the air piston. Scratches will cause air to leak.

11 Clean the inside and outside of the upper tube.

Inspect the inside and outside of the upper tube for damage.

NOTICE

Scratches on the inside surface of the upper tube can cause air to leak. If an internal scratch is visible, the crown steerer upper tube assembly may need to be replaced.

Air Spring Travel Change and Bottomless Tokens (optional)

To increase or decrease the travel in your RockShox Lyrik or Yari fork, the air spring must be replaced with the appropriate length air spring shaft assembly. For example, to change a Lyrik with a maximum of 160 mm of travel to a maximum of 180 mm of travel, a 180 mm air spring shaft assembly must be installed.

Bottomless Tokens can be added to, or removed from the DebonAir (DA) top cap to fine-tune the bottom-out feel and spring curve. Use the chart below to help determine the number of Bottomless Tokens that can be used with each maximum fork travel option. If fork travel is changed from stock, it may be necessary to add or remove Bottomless Tokens.

Refer to the RockShox Spare Parts Catalog at www.sram.com/service for available air spring and Bottomless Token kits.

For part ordering information, please contact your local SRAM distributor or dealer.

DebonAir - Travel and Bottomless Token Tuning - Lyrik

	27.5" Boost		29" Boost	
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
180	0	4	0	4
170	1	4	1	4
160	2	5	2	5
150	2	5	2	5
140	3	5	3	5

DebonAir - Travel and Bottomless Token Tuning - Yari

	27.5" Boost		29" Boost		29+	
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
180	0	4	0	4	-	-
170	1	4	1	4	-	-
160	2	5	2	5	2	5
150	2	5	2	5	2	5
140	-	-	-	-	3	6
130	-	-	-	-	3	6
120	-	-	-	-	4	7
110	-	-	-	-	5	7
100	-	-	-	-	5	7

Bottomless Tokens Installation (optional)

Bottomless Tokens reduce air volume in your fork and create greater ramp at the end of the fork travel. Add tokens to tune your fork's bottomless feel. See Air Spring Travel Change and Bottomless Tokens for the maximum number of Tokens for your fork.

Thread a Bottomless Token into another Bottomless Token, or into the the bottom of the top cap, and tighten.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

8 mm	4 N•m (35 in-lb)	Top cap / Cassette tool

8 mm	4 N•m (35 in-lb)	Top cap / Cassette tool

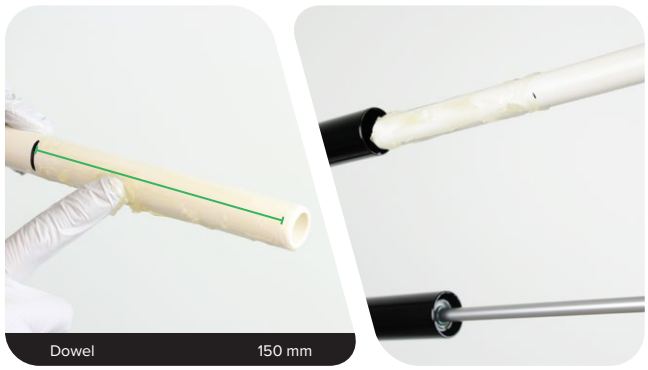
It is optional to change maximum fork travel by replacing the stock air spring shaft assembly with a shorter or longer air spring shaft assembly. If maximum travel is increased or reduced, use the new complete air spring shaft assembly in the following installation steps. It may also be necessary to add or remove Bottomless Tokens. Refer to Air Spring Travel Change and Bottomless Tokens for details.

Refer to the RockShox Spare Parts Catalog available at www.sram.com/service for the required spare part kits. For part ordering information, please contact your local SRAM distributor or dealer.

1 Apply a liberal amount of grease evenly around the end of a clean plastic dowel, approximately 150 mm from one end. Use the dowel to apply the grease to the inside surface of the upper tube, approximately 150 mm into the tube.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

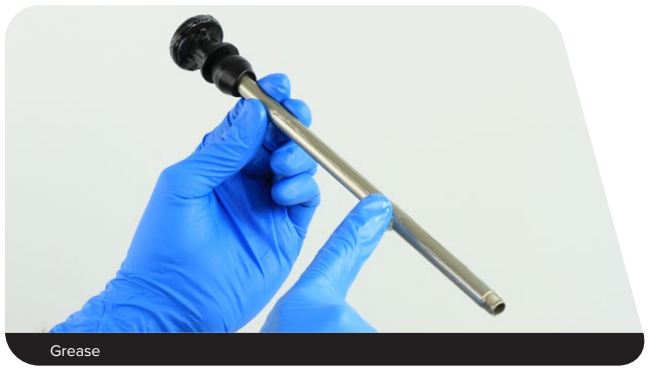


2 Install the top out bumper onto the shaft.

3 Apply a liberal amount of grease to the air spring shaft.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.



4 Apply grease to the new seal head inner seal.
*2021-2023 Yari, 2021-2022 Lyrik

5 Install the new seal head assembly onto the air shaft.
*2021-2023 Yari, 2021-2022 Lyrik

6 Apply red Loctite 2760 to the first two to three full threads on the end of the air shaft.

Clamp an 8 mm hex wrench into a vise. Insert the air piston onto the wrench to secure it. Install the air shaft nut onto the air shaft and tighten it.

*2021-2023 Yari, 2021-2022 Lyrik

NOTICE

To ensure compatibility and correct performance, **ONLY** use the shaft nut that is compatible with the seal head.

The silver shaft nut (A) is compatible only with the short seal head (B).

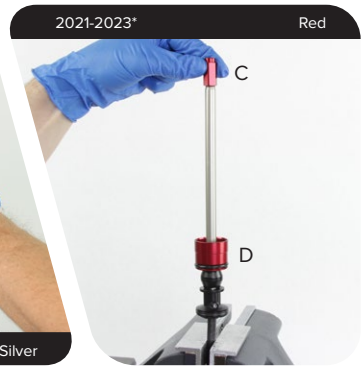
The red shaft nut (C) is compatible only with the tall seal head (D).

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

⚠WARNING - CRASH HAZARD

To avoid separation of parts, threadlocker must be applied as instructed. Failure to apply threadlocker could result in separation of the parts, and possible SERIOUS INJURY OR DEATH.

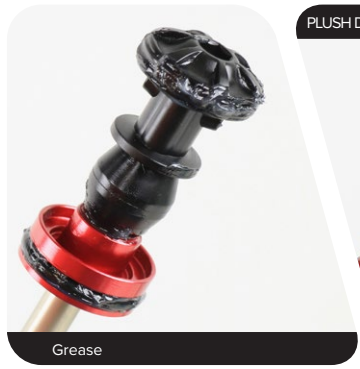


7 Apply grease to the air piston and seal head outer o-rings/seals.

Inject 1 mL of Maxima PLUSH Dynamic Suspension Lube Heavy into the upper tube, on top of the air piston and into the negative air chamber.

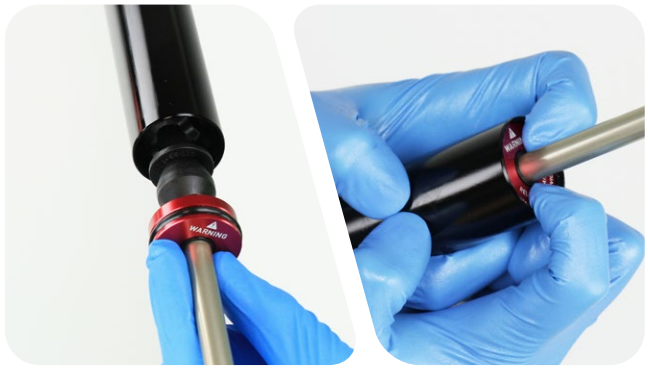
⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.



8 Insert the air spring assembly into the upper tube. Firmly push the air piston into the upper tube.

Insert the seal head into the upper tube and firmly press it into the upper tube until it stops.



9 *Retaining rings have a sharper-edged side and a rounder edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.*

Place the tips of the retaining ring pliers into the eyelets of the retaining ring. Guide the retaining ring with your finger to prevent the shaft from from getting scratched while installing the retaining ring.

Use the pliers to push the seal head into the upper tube while installing the retaining ring into the groove. Release the retaining ring pliers when the ring is fully seated in the groove.

Confirm the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times, then firmly pull down on the air shaft.

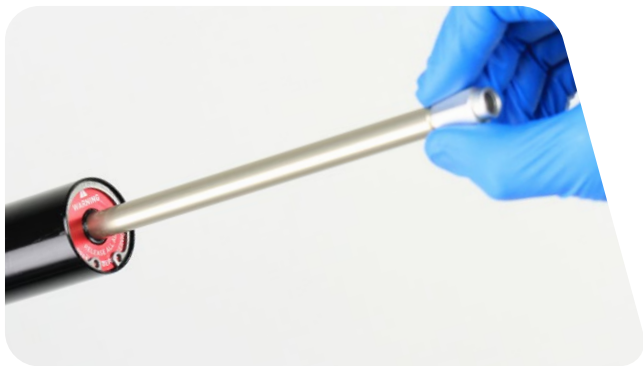
NOTICE

Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

⚠WARNING - CRASH HAZARD

Retaining rings must be fully seated in the retaining ring groove. Confirm the retaining ring is fully seated in the retaining ring groove after installation. Failure to do so can result in SERIOUS INJURY OR DEATH.

10 Pull the shaft out until it stops.



11 Inject or pour Maxima PLUSH Dynamic Suspension Lube Heavy into the air spring upper tube.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

12 Install the air spring top cap into the upper tube and tighten it. Press down firmly when tightening the top cap.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

13 Install the Schrader valve core into the top cap and tighten it finger tight.

200 Hour Service To continue with Charger 2 Damper/Charger 2.1 Damper service, go to Charger 2 Damper/Charger 2.1 Damper Service.

200 Hour Service To continue with Charger Damper RC service, go to Charger Damper RC Service.

200 Hour Service To continue with Motion Control service, go to Motion Control Damper Service.

200 Hour Service | Air Spring Removal

⚠WARNING- EYE HAZARD

Verify all pressure is removed from the fork before proceeding. Depress the Schrader valve again to remove any remaining air pressure. Failure to do so can result in injury and/or damage to the fork.

NOTICE

Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

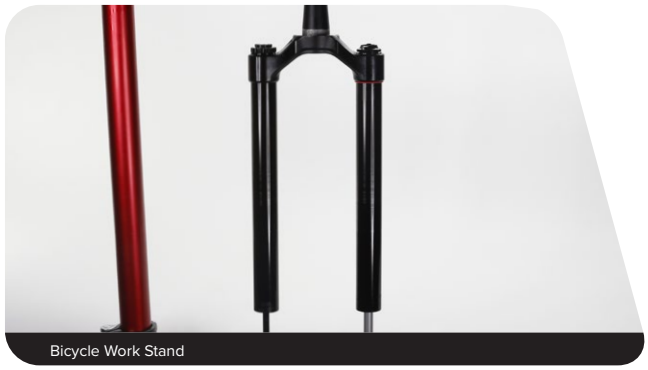
When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray RockShox Suspension Cleaner or isopropyl alcohol onto each part and clean with a clean lint-free shop towel.

Apply SRAM Butter grease to the new seals and o-rings.

1 Clamp the fork in a bicycle work stand vertically with the steerer tube oriented upward.

⚠WARNING - PRESSURIZED DEVICE

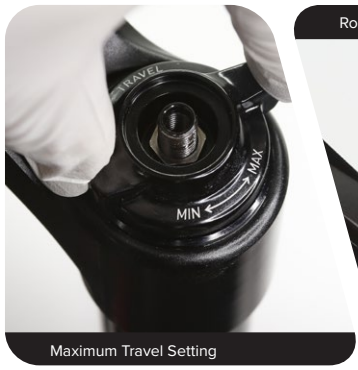
To avoid possible SERIOUS INJURY OR DEATH, position the fork vertically with the steerer tube upward so the top cap is directed upward and away from you and others.



Bicycle Work Stand

2 Confirm the Dual Position Air adjuster knob is set to the Maximum Travel position (full counterclockwise).

Confirm the Schrader valve core is NOT INSTALLED in the air spring top cap before proceeding. Remove the Schrader valve core if installed.



Maximum Travel Setting

RockShox Shrader Valve Tool

3 The positive and negative air spring chambers **must be FULLY depressurized** before removing the air spring top cap/upper air shaft assembly.

Slowly compress and extend (push up/pull down) the air spring shaft to allow any remaining negative air pressure to bypass the air transfer dimple on the inside surface of the upper tube.

The negative air spring chamber is fully depressurized when the shaft can be pulled to full extension. When released, the air spring shaft will retract into the upper tube slightly due to pressure created when the air piston is extended past the air bypass dimple in the upper tube. This is normal.

Repeat the process two to three times.

4 Remove the travel adjuster knob retaining nut.

Remove the travel adjuster knob.

5

⚠WARNING - PRESSURIZED DEVICE

Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

Unthread and remove the air spring top cap and upper air spring shaft assembly. Press down firmly when loosening the top cap.

NOTICE

The fork top caps are tightened to a high torque value. Ensure the fork is held securely in the bicycle stand. To avoid damage to the top cap, press the top cap / cassette tool squarely and firmly down when loosening. Use a socket wrench with a long handle for extra leverage.

Do not scratch the upper air spring shaft. Scratches can cause air to leak.

Clean the upper tube threads.

6

Remove the top cap o-ring and discard it. Apply grease to a new o-ring and install it.

7

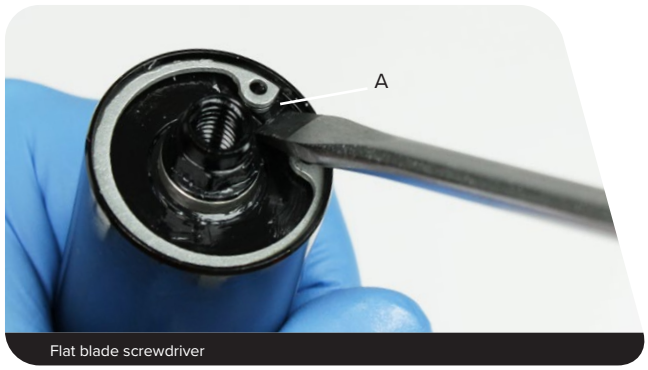
Push the air shaft into the upper tube to prevent it from getting scratched while removing the retaining ring.

Push the seal head tab (A) into the upper tube and under the retaining ring.

Remove the retaining ring.

NOTICE

Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.



8 Thread the shaft bolt into the end of the air spring shaft for added grip.

With the shaft pushed half way into the upper tube, quickly and firmly pull the shaft out to remove the seal head and air spring assemblies from the upper tube.

Remove the bolt.

9 Remove the seal head, wave spring, retaining washer, and top out bumper from the air spring shaft.

Discard the seal head and wave spring.

Clean and inspect the shaft for damage.

Clean the top out bumper.

NOTICE

Scratches on the air spring shaft can cause air to leak. If a scratch is visible the air spring assembly may need to be replaced.

10 Remove the inner and outer air piston o-rings and discard them. Clean the air piston.

Apply grease to new o-rings and install them.

NOTICE

Do not scratch the air piston. Scratches will cause air to leak.

11 Clean the inside and outside of the upper tube.

Inspect the inside and outside of the upper tube for damage.

NOTICE

Scratches on the inside surface of the upper tube can cause air to leak. If an internal scratch is visible, the crown steerer upper tube assembly may need to be replaced.

Air Spring Travel Change and Bottomless Tokens (optional)

To increase or decrease the travel in your RockShox Lyrik or Yari fork, the air spring must be replaced with the appropriate length air spring shaft assembly. For example, to change a Lyrik with a maximum of 160 mm of travel to a maximum of 180 mm of travel, a 180 mm air spring shaft assembly must be installed.

Bottomless Tokens can be added to, or removed from, the Dual Position Air (DPA) air spring assembly to fine-tune the bottom-out feel and spring curve. Use the chart below to help determine the number of Bottomless Tokens that can be used with each maximum fork travel option. If fork travel is changed from stock, it may be necessary to add or remove Bottomless Tokens.

Refer to the RockShox Spare Parts Catalog at www.sram.com/service for available air spring and Bottomless Token kits.

For part ordering information, please contact your local SRAM distributor or dealer.

Dual Position Air - Travel and Bottomless Token Tuning - Lyrik and Yari

	27.5" Boost		29" Boost	
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
180	0	4	0	4
170	1	4	1	4
160	2	5	2	5

Bottomless Tokens Installation (optional)

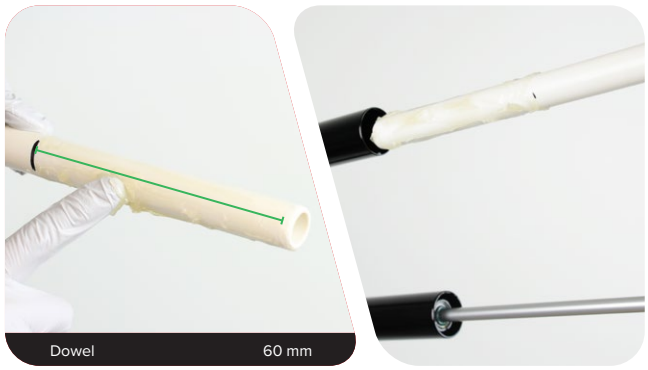
Bottomless Tokens reduce air volume in your fork and create greater ramp at the end of the fork travel. Add Tokens to tune your fork's bottomless feel.

Install Bottomless Token onto the DPA air spring shaft, as desired.

It is optional to change maximum fork travel by replacing the stock air spring shaft assembly with a shorter or longer air spring shaft assembly. If maximum travel is increased or reduced, use the new complete air spring shaft assembly in the following installation steps. It may also be necessary to add or remove Bottomless Tokens. Refer to Air Spring Travel Change and Bottomless Tokens for details.

Refer to the RockShox Spare Parts Catalog available at www.sram.com/service for the required spare part kits. For part ordering information, please contact your local SRAM distributor or dealer.

1 Apply a liberal amount of grease evenly around the end of a clean plastic dowel, approximately 60 mm from one end. Use the dowel to apply the grease to the inside surface of the upper tube, approximately 60 mm into the tube.



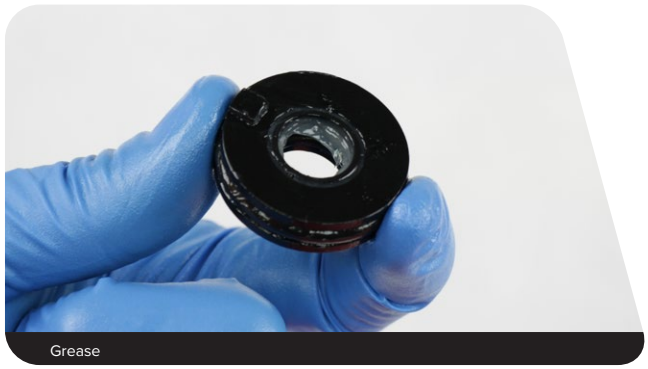
2 Install the top out bumper onto the shaft.

Apply a liberal amount of grease to the air spring shaft.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

3 Apply grease to the new seal o-ring and wiper seal.

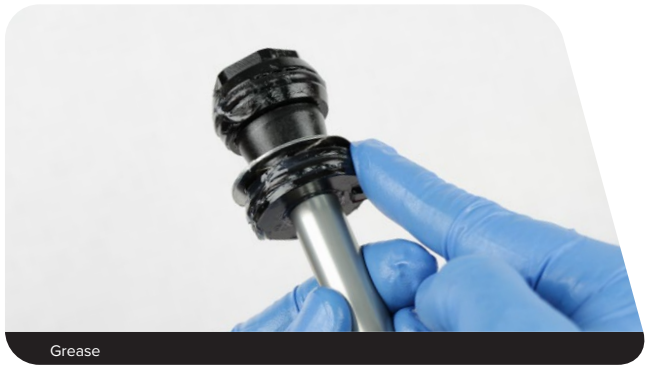

Grease

4 Install the retaining washer/backup ring, a new wave spring, and the new seal head assembly, in that order, onto the air shaft.

5 Apply grease to the air piston and seal head outer o-ring/seals.

⚠CAUTION

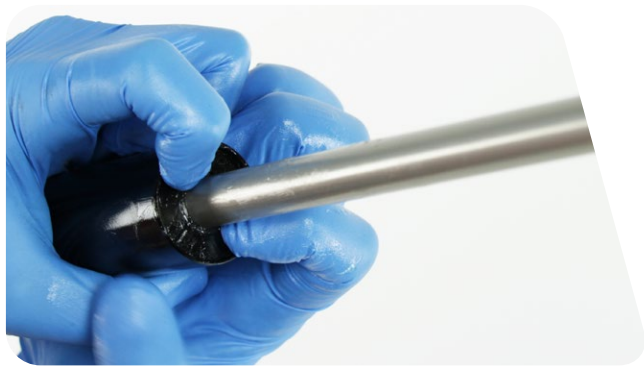
Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.


Grease

6 Insert the air spring assembly into the upper tube. Firmly push the air piston into the upper tube.

Position the flat retaining washer (A) into the upper tube, followed by the wavy washer (B).

Use your fingers to firmly press the seal head into the upper tube until it stops.



7 *Retaining rings have a sharper-edged side and a rounder edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.*

Push the air shaft into the upper tube to prevent it from getting scratched while installing the retaining ring.

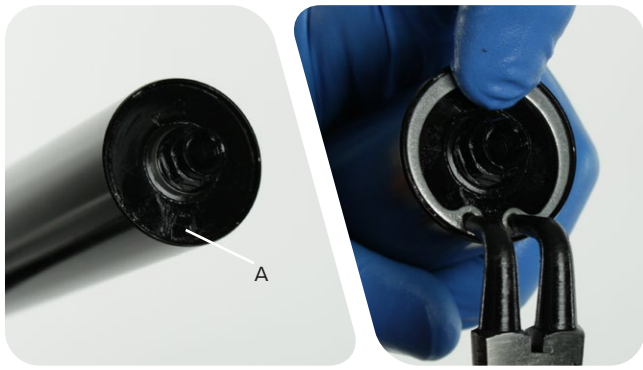
Place the tips of the retaining ring pliers into the eyelets of the retaining ring, then use the pliers to push the seal head into the upper tube while installing the retaining ring into the groove.

Hold the retaining ring in place and seat the retaining ring eyelets on either side of the seal head tab (A). The seal head tab should be positioned between the retaining ring eyelets.

Confirm the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times, then firmly pull down on the air shaft.

NOTICE

Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.



8 Thread a bottom bolt into the shaft 2 to 3 turns and pull the shaft out until it stops.

Remove the bolt.

9 Apply a liberal amount of grease to the top cap upper air spring shaft.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

10 Install the air spring top cap into the upper tube and tighten it. Press down firmly when tightening the top cap.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

11 Place the adjuster knob onto the top cap with the long tab near the back of the crown. Turn the adjuster knob counter-clockwise until it engages the first detent space.

Thread the knob retaining nut onto the threaded air valve body and tighten the knob retaining nut.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

12 Install the Schrader valve core into the top cap and tighten it finger tight.

200 Hour Service To continue with Charger 2 Damper/Charger 2.1 Damper service, go to Charger 2 Damper/Charger 2.1 Damper Service.

200 Hour Service To continue with Charger Damper RC service, go to Charger Damper RC Service.

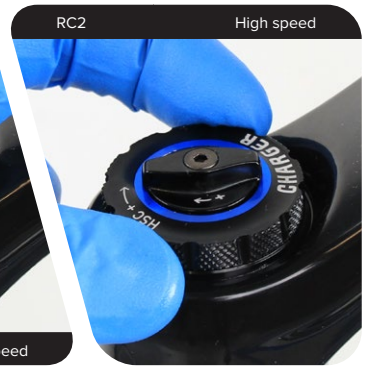
200 Hour Service To continue with Motion Control service, go to Motion Control Damper Service.

Consult the 2016-2017 Lyrik Service Manual at www.sram.com/service for Charger Damper service procedures.

200 Hour Service Damper Removal

1 The compression damper must be in the full open position in order to perform bleed procedure.

RC2 / RCT3 / RCT R / RC: Turn the compression adjuster knobs counter-clockwise, to the full open position, until they stop.



2 Remove the knob retaining screw.

3 **RC2 / RCT3 / RC:** Remove the low speed compression adjuster knob.

RC2: Remove the high speed compression adjuster knob.

RCT3: Remove the compression mode adjuster knob.

4 **RCT R / RC R:** Loosen the remote cable stop collar set screw and remove the collar.

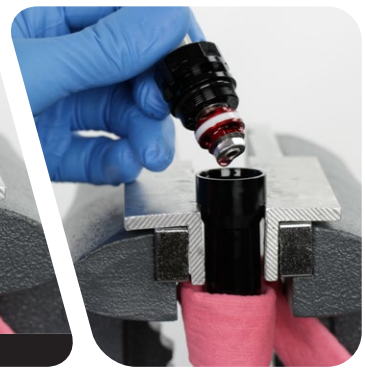
5 **RCT R:** Remove the low speed knob/remote spool assembly.

RC R: Remove the remote spool.

6 Unthread the damper top cap and remove the Charger 2 Damper/ Charger 2.1 Damper assembly.

Clean the upper tube threads.

7 Unthread and slowly remove the rebound damper seal head assembly from the cartridge tube.



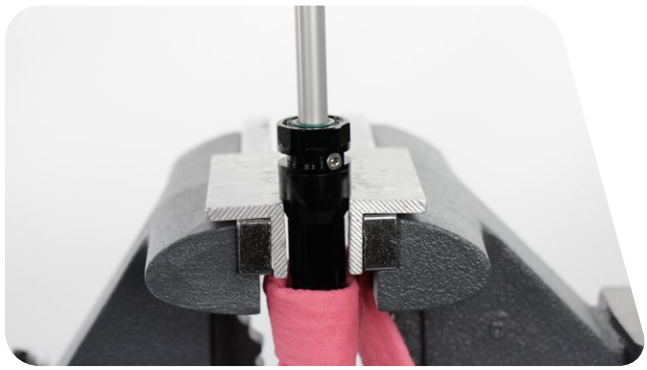
8 Remove the seal head from the rebound damper shaft and discard it.

Review the following steps prior to performing any further service. The color of the solid band glide ring may vary.

1 Remove the o-ring from the top cap. Clean the top cap threads and o-ring groove. Apply grease to a new o-ring and install it.

2 Clamp the cartridge tube wrench flats in a vise with flat soft jaw inserts, with the rebound damper oriented upwards.

Wrap a shop towel around the cartridge tube to absorb oil.



3 **Solid Band Glide Ring (Ultimate/Select+)**: The solid band glide ring is not removable and only requires cleaning.

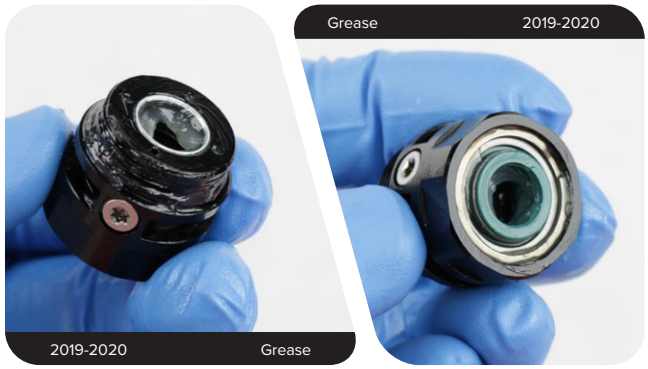
NOTICE

Do not remove the solid band glide ring. The solid band glide ring is not serviceable. Removal of the solid band glide ring will require a new damper assembly.

The color of the solid band glide ring may vary.

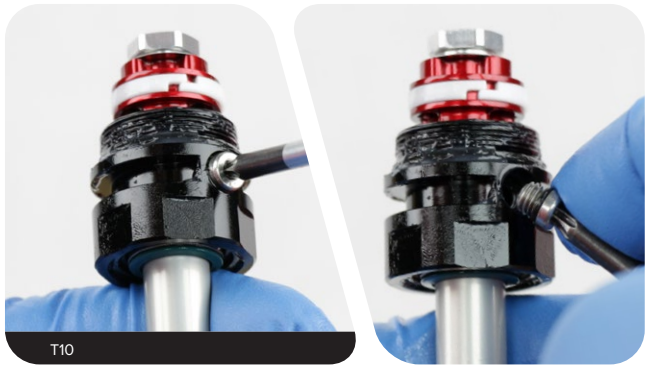
Split Band Glide Ring: The split band glide ring is not replaced during service and only requires cleaning. Do not remove.

4 Apply grease to the new rebound damper seal head seals.
*2021-2023 Yari, 2021-2022 Lyrik



5 Install the new seal head onto the rebound damper shaft, threaded end first, and slide it towards the piston until it stops.

6 Remove the bleed screw from the seal head.



7 Remove the cartridge tube from the vise and pour the oil into an oil pan.

Squeeze the bladder to drain the oil from the compression damper assembly into an oil pan.

8 Clamp the cartridge tube, on the bladder coupler wrench flats, back into the vise.

Spray RockShox Suspension Cleaner or isopropyl alcohol into the cartridge tube.

Squeeze the bladder 5-6 times to circulate the cleaner into the damper.

9 Remove the tube from the vise. Orient the tube downward and squeeze the bladder until the cleaner and any remaining oil is drained into an oil pan.

Place the tube on a shop towel for a few minutes to allow any excess cleaner to drain.

10 Dry the cartridge tube and compression damper assembly with compressed air.

Air compressor and air gun nozzle

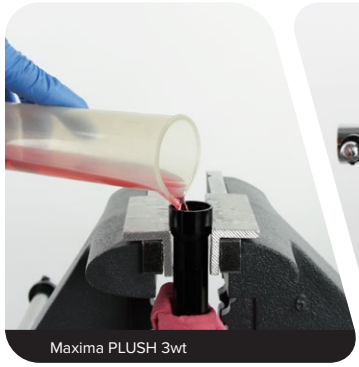
1 Clamp the cartridge tube wrench flats lightly into the vise and soft jaw inserts. Wrap a shop towel around the tube to absorb any oil.

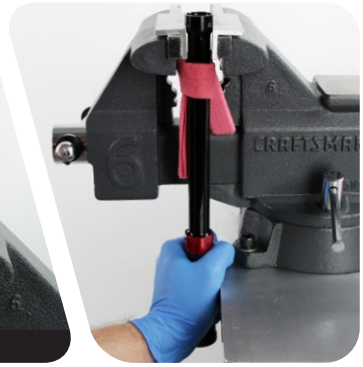
Pour 3wt suspension oil into the cartridge tube until it is full.

Squeeze the bladder until trapped bubbles stop purging. Pour additional oil into the cartridge tube until full.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.


Maxima PLUSH 3wt

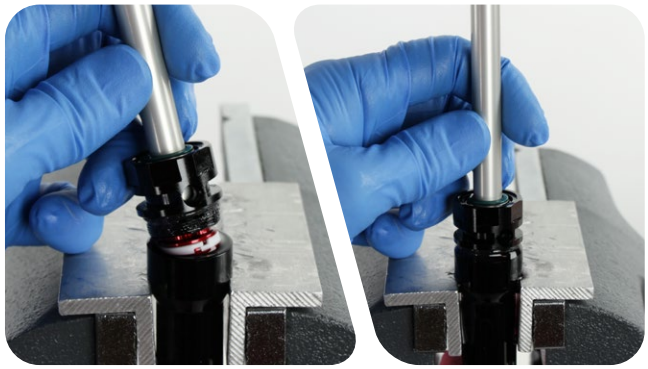


2 The rebound damper must be in the full open/fastest rebound setting before installation.

Insert the rebound adjuster knob into the rebound damper shaft until it contacts the rebound adjuster screw. Turn the knob counter-clockwise until it stops.

Remove the adjuster knob from the shaft.

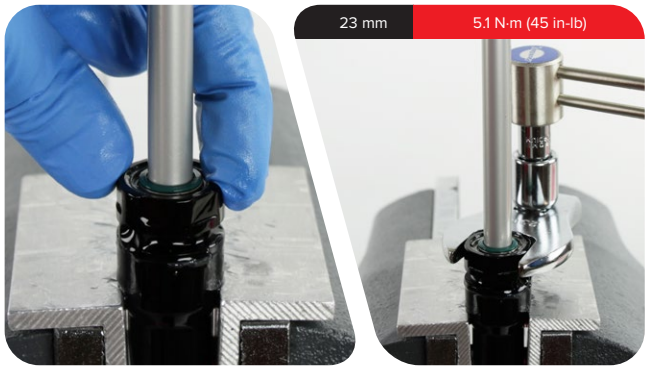
3 Insert the rebound damper piston slowly into the cartridge tube and thread the sealhead into the tube.



Tighten the seal head.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.



4 Thread the rebound bottom bolt into the shaft 3-4 turns.

Damper Bleed

1 Draw 3wt suspension oil into a RockShox Bleed syringe until it is half full.

Hold the syringe upright, cover the tip with a shop towel, and gently depress the plunger to purge any air bubbles from the syringe.

NOTICE

Only use a RockShox bleed syringe.

Do not use syringes that have been in contact with DOT brake fluid. DOT brake fluid will permanently damage the seals and will cause the fork to malfunction.

Maxima PLUSH 3wt RockShox Bleed Syringe

2 Thread the syringe bleed fitting into the seal head bleed port.

Depress the plunger to pressurize the damper assembly.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

3 Push the rebound damper shaft into the cartridge tube while applying opposing pressure on the syringe plunger as the syringe fills with oil.

Pull the rebound damper shaft slowly out of the cartridge tube while applying opposing pressure on the syringe plunger as oil fills the damper.

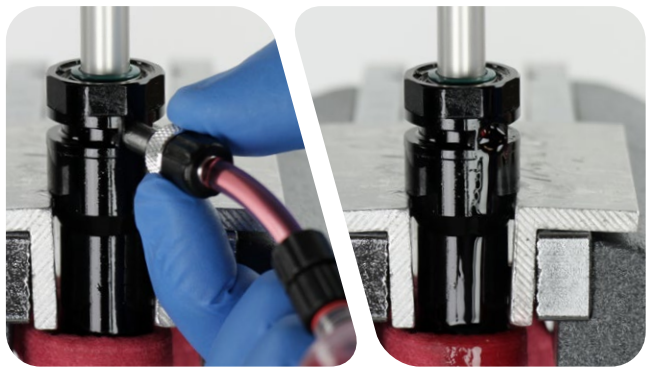
Repeat this process until bubbles are no longer pulled from the damper into the syringe.

4 Fully extend the rebound damper shaft. Push the syringe plunger down, then release the plunger. Allow the bladder to expand and retract until it stops in a resting position.

5 Unthread the syringe bleed fitting from the bleed port.

⚠CAUTION - EYE HAZARD

Oil may eject from the bleed port if the bladder is not in a resting position. Wear safety glasses.

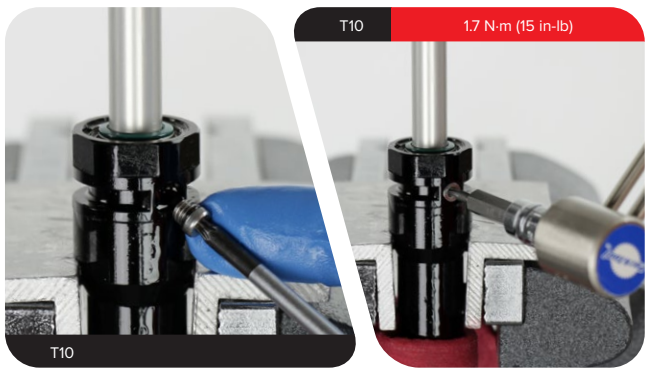


6 Install the bleed screw and tighten it.

Wipe away any excess oil.

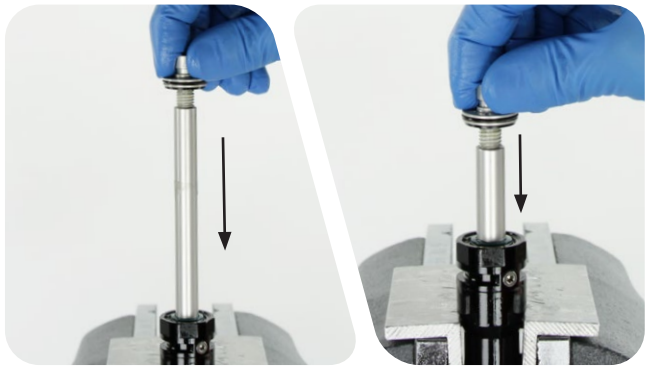
⚠WARNING - CRASH HAZARD

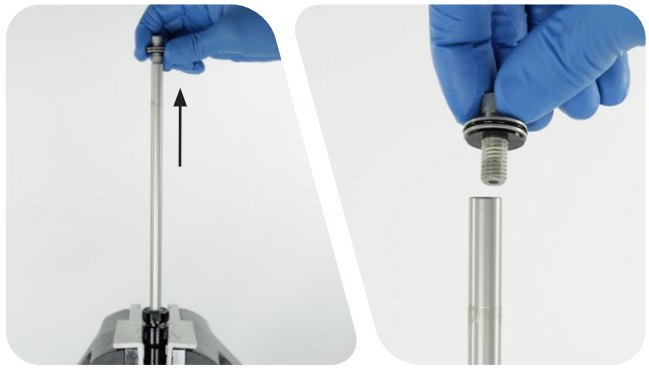
Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.



7 Cycle the rebound shaft a few times.

Remove the bottom bolt and clean the Charger 2 Damper/Charger 2.1 Damper assembly.





Test Lockout or Compression

1 **RC2 / RCT3 / RCT R:** Rotate the compression cam clockwise, until it stops, to the locked out or firm position.

RCT R / RC R: Use a 13 mm socket to hold the cam locked out, full clockwise until it stops, while compressing the damper.

RC2 / RCT3 / RC


13 mm RCT R / RC R

Push down on the damper assembly to test the bleed.

RCT3 / RCT R: The rebound damper shaft should not move more than 2 mm. If the shaft moves more than 2 mm while locked out, repeat the bleed process.

RC2 / RC / RC R: Consistent resistance should be felt with no gaps in movement. If gaps are felt during compression, repeat the bleed process.

If the bleed was successful, rotate the compression cam counter-clockwise until it stops, to the unlocked position.


RC2 / RCT3 / RC


13 mm RCT R / RC R

1 Install the Charger 2 Damper/Charger 2.1 Damper assembly into the damper side upper tube. Thread the top cap into the upper tube.

2 Tighten the top cap. Press down firmly when tightening the top cap.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

3a **RCT3:** Install the compression mode adjuster knob onto the top cap with the tab in the forward, unlocked position.

RCT3

RC2: Install the high speed compression adjuster knob.

RC2

RC2 / RCT 3: Install the low speed compression adjuster knob onto the hex adjuster rod

Install and tighten the retaining screw.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

RCT 3

RC2

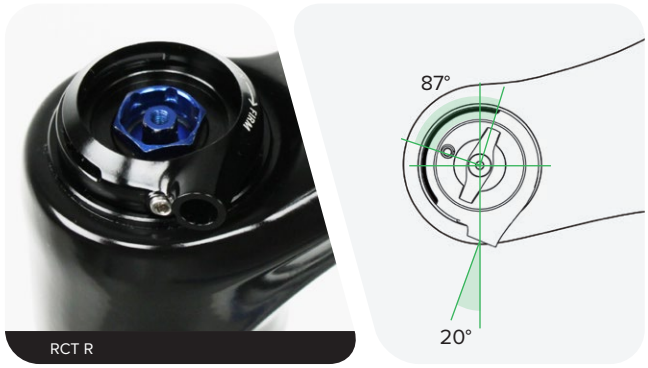
RC: Install the compression adjuster knob onto the top cap with the tab in the forward, unlocked, position.

Install and tighten the retaining screw.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

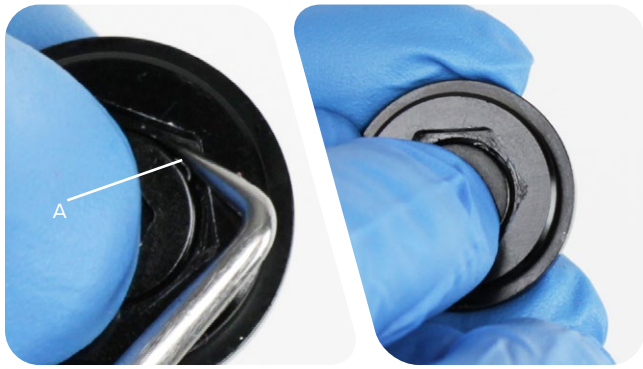
3b **RCT R:** Install the cable stop collar with the housing guide in the 6 o'clock forward position, angled ≈20° degrees from center.



Push the low speed adjuster knob spring retainer (A) in and push the knob out of the remote spool.

Remove the top cap seal.

Clean each part.



Install the remote spool onto the hex adjuster with the spool cable set screw oriented within the 87° range zone.

Install the knob seal.

Install the low speed adjuster knob onto the hex adjuster. Install and tighten the knob retaining screw.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

RC R: Install the cable stop collar with the housing guide in the 6 o'clock forward position, angled ≈20° degrees from center.

Install the remote spool onto the hex adjuster with the spool cable set screw oriented within the 87° range zone.

Tighten the spool retaining screw.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

4 **RCT R / RC R:** Tighten the cable stop collar set screw.

Consult the applicable remote user manual at www.sram.com/en/rockshox/components/remotes for cable and remote installation instructions.

⚠WARNING - CRASH HAZARD

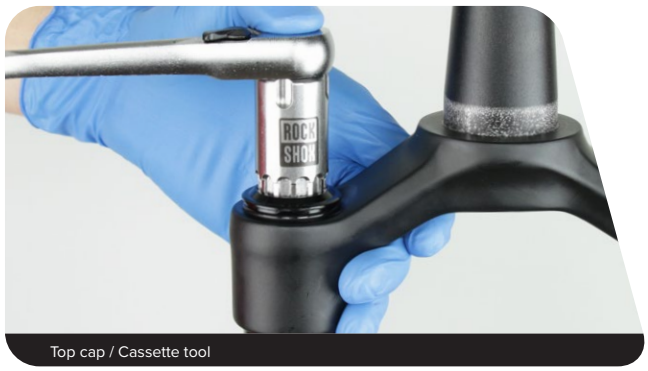
Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

200 Hour Service Continue the 200 Hour Service with Lower Leg Installation.

1 Turn the compression adjuster knob counter-clockwise, to the full open position, until it stops.

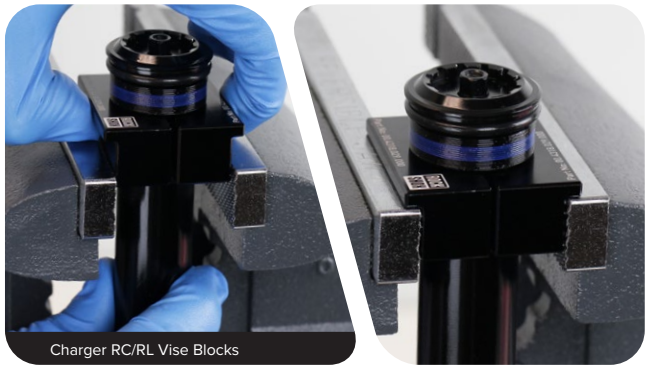
2 Remove the retaining screw and remove the knob (RC).

3 Unthread the damper top cap and remove the damper assembly.



Clean the upper tube threads.

1 Clamp the cartridge tube in a vise with Charger RC/RL Vise Blocks.


Charger RC/RL Vise Blocks

2 Unthread the top cap from the tube.

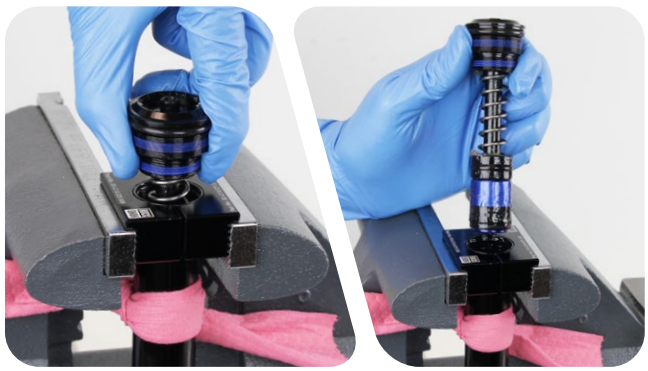
NOTICE

The cartridge tube and vise blocks must be dry and free of oil to provide enough grip to unthread the top cap. If the cartridge tube slips, clean and dry the tube and vise blocks.

Top cap / Cassette tool or 24 mm

3 Carefully remove the compression damper.

Wrap a shop towel around the cartridge tube under the top cap to absorb oil.



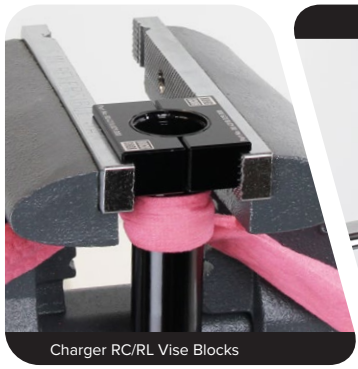
4 Remove the cartridge tube and rebound damper assembly from the vise and pour the oil into an oil pan.

Clean the exterior of the cartridge tube.

5 Clamp the cartridge tube into a vise with Charger RC/RL Vise Blocks.

Remove the rebound damper seal head and rebound damper.

Remove the cartridge tube from the vise.


Charger RC/RL Vise Blocks

6 Remove the seal head from the rebound damper shaft.

Discard the seal head.

7 Spray RockShox Suspension Cleaner or isopropyl alcohol into the cartridge tube and clean the inside of the tube with a clean shop towel and a thin dowel (≤16 mm diameter).

Inspect the inside of the cartridge tube for scratches.

NOTICE

Scratches on the inside surface of the tube can cause oil to leak. If an internal scratch is visible, the cartridge tube may need to be replaced.

8 Remove the o-rings from the compression damper and discard them.

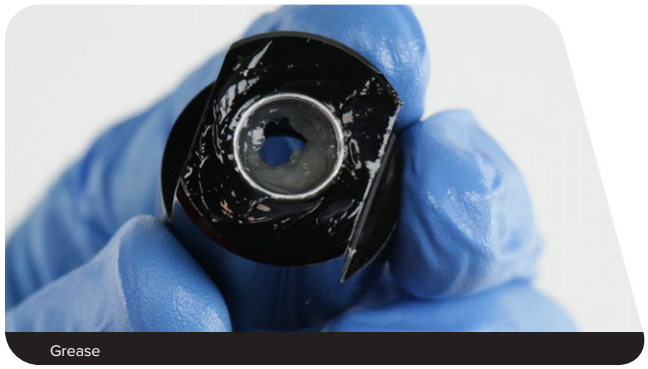
Apply grease to new o-rings and install them.

9 **Split Band Glide Ring:** The split band glide ring is not replaced during service and only requires cleaning. Do not remove.

Solid Band Glide Ring: The solid band glide ring is not removable and only requires cleaning. Do not remove.

10 Apply grease to the inner seal and bushing in the new rebound damper seal head.

Apply grease to the end of the rebound damper shaft.



Grease

1 Apply grease to the end of the rebound damper shaft. Insert the rebound damper shaft into the recessed end of the seal head.

Slide the seal head toward the piston.

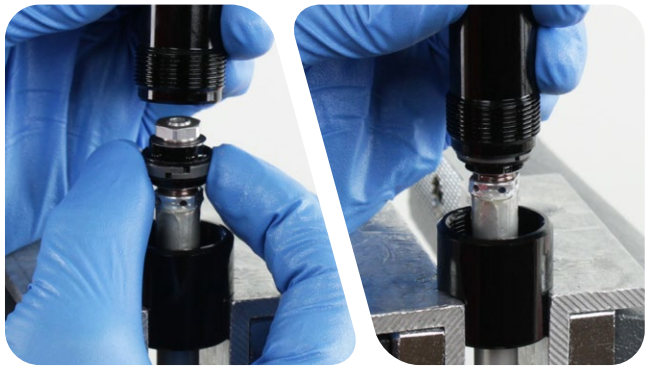
2 Insert the rebound adjuster knob into the rebound damper and rotate it counter clockwise until it stops. This is the full open position.

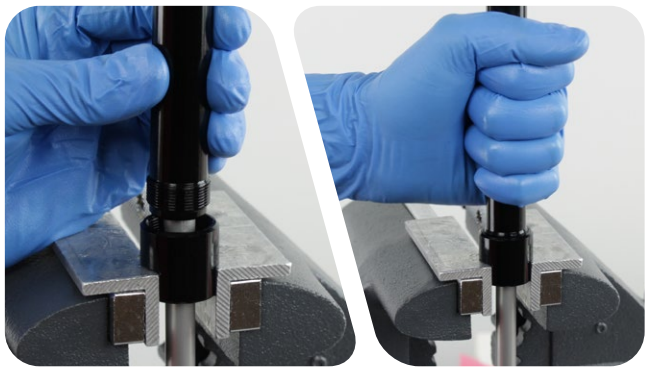
3 Clamp the seal head into the vise.

Split Band Glide Ring: Pinch the glide ring while installing the cartridge tube over the piston and glide ring.

Thread the tube into the seal head hand tight.

Pull the damper shaft to full extension.





4 Secure a shop towel around the cartridge tube to absorb oil.

Pour 3wt suspension oil into the tube until it is approximately half full.

⚠CAUTION

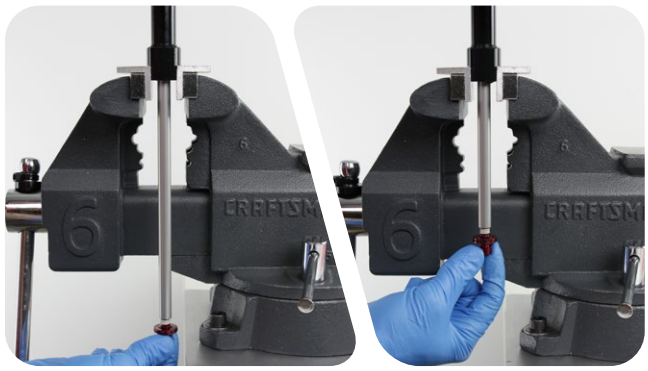
Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

Maxima PLUSH 3wt

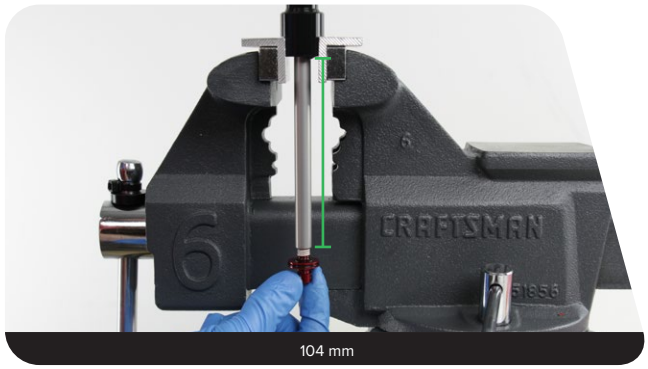
5 Thread a bottom bolt into the rebound damper shaft.

Slowly cycle the rebound damper in and out half way to remove air bubbles trapped under the rebound damper piston.

Stop when no bubbles are visible in the oil.



6 Push the rebound damper into the cartridge tube until there is **104 mm** (length) of shaft extended. Do not push the damper into the tube any further.

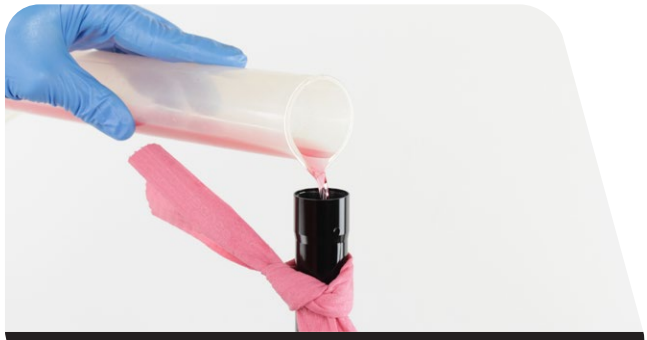


104 mm

7 Pour 3wt suspension oil into the tube until the oil is just below the purge holes.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.


Maxima PLUSH 3wt

8 Insert the compression damper into the cartridge tube and slowly push it into the tube. The rebound damper will slowly extend as the compression damper is installed; this is normal.

Firmly push down and thread the top cap into the tube.

Top cap / Cassette tool

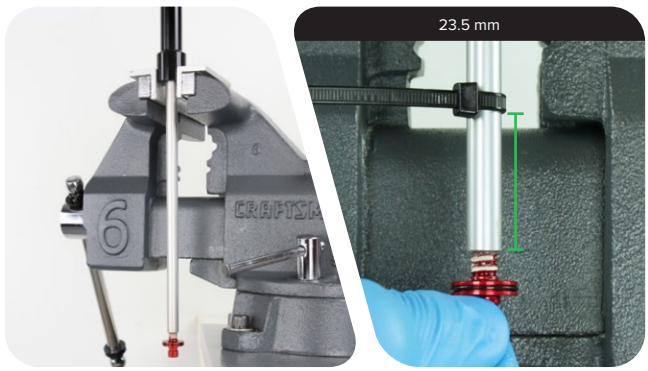
9 Tighten the top cap to the specified torque. The rebound damper seal head will be tightened onto the other end of the cartridge tube simultaneously.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

10 Pull the rebound damper to full extension.

Secure a plastic cable tie around the shaft **23.5 mm** from the end of the shaft.



11 Cover the purge hole(s) with the secured towel.

⚠CAUTION

Oil may exit the cartridge tube purge hole(s). Wear safety glasses and keep your eyes and face away from the purge hole(s) when compressing the rebound damper.

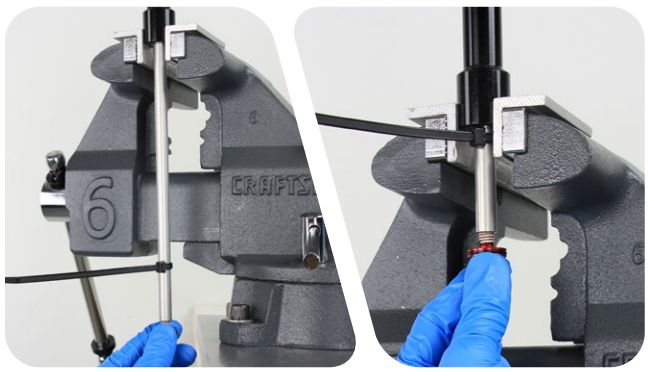
12 Slowly push the rebound damper shaft into the tube until the cable tie contacts the seal head, then stop. **Do not push the damper in any further.**

Slowly, pull the shaft out to full extension.

Repeat 3-5 more times. This will allow any excess oil and air to escape from system.

Remove the bottom bolt. Remove the damper assembly from the vise and clean it with a shop towel.

Do not remove the cable tie.



Test Compression

1 Use the adjuster knob to rotate the compression cam clockwise, until it stops, to the firm position.

The cable tie must be **23.5 mm** from the end of the shaft. **Do not compress the rebound damper further than this point.**

Cover the oil purge hole(s) with the secured towel.

⚠CAUTION

Oil may exit the cartridge tube purge hole(s). Wear safety glasses and keep your eyes and face away from the purge hole(s) when compressing the rebound damper.

Push down on the damper assembly slowly to test the firmest compression setting. Firm and consistent resistance should be felt with no gaps in movement.

Rotate the compression damper to open setting and repeat the compression test. Light consistent resistance should be felt with no gaps in movement.

If gaps are felt during compression, repeat the oil fill and purge process. If the assembly process was successful, set the compression damper to the open setting and remove the cable tie.

1 Install the damper assembly into the damper side upper tube. Thread the top cap into the upper tube and tighten it. Press down firmly when tightening the top cap.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

Top cap / Cassette tool	28 N·m (250 in-lb)

2 Install the adjuster knob with the tab in the 7-8 o'clock, unlocked, position.

Install and tighten the retaining screw.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

2.5 mm	1.4 N·m (12 in-lb)

1 Turn the compression adjuster knob counter-clockwise, to the full open position, until it stops.

Remove the retaining screw and remove the knob.

2 Unthread the compression damper top cap.

Remove the compression damper by pulling up firmly and slowly, while gently rotating the damper in a circular motion.

NOTICE

Do not force the damper out of the upper tube if there is resistance. This can cause separation of the piston from the damper tube.

3 Remove the fork from the work stand and pour the suspension oil into an oil pan.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

⚠CAUTION

Place an oil pan on the floor underneath the product during service to catch any drained or spilled fluids. To avoid a slip and fall, and possible injury or harm, immediately clean any oil, fluid, grease, or lubricant from the floor in your work area.

4 Clamp the fork into the work stand.

Push the shaft into the upper tube to avoid scratching the shaft while removing the retaining ring. Remove the retaining ring.

5 Thread the bottom bolt into the damper shaft 2-3 turns.

Remove the rebound damper and seal head.

6 Clean the inside and outside of the upper tube.

Inspect the inside and outside of the upper tube for scratches.

NOTICE

Scratches on the inside surface of the upper tube can cause oil to leak. If an internal scratch is visible, the crown steerer upper tube assembly may need to be replaced.

1 Remove the compression damper top cap o-ring and piston u-cup seal.

Apply grease to the new o-ring and seal, and install them.

2 *The Yari rebound damper seal head cannot be removed from the end of the damper shaft. The rebound piston must be removed first.*

Clamp the bottom of the rebound damper shaft into the 9/16" opening of a Park Tool AV-4 or AV-5 aluminum axle and spindle vise insert.

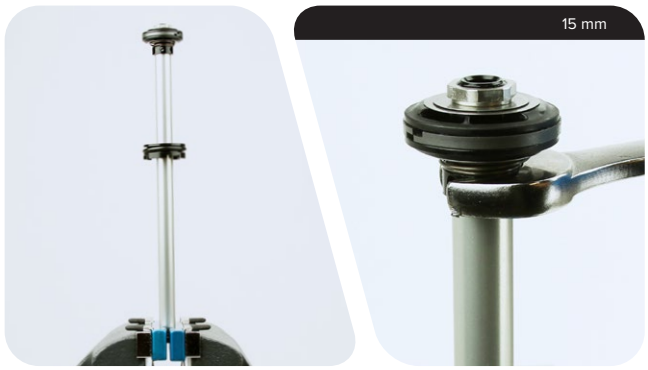
NOTICE

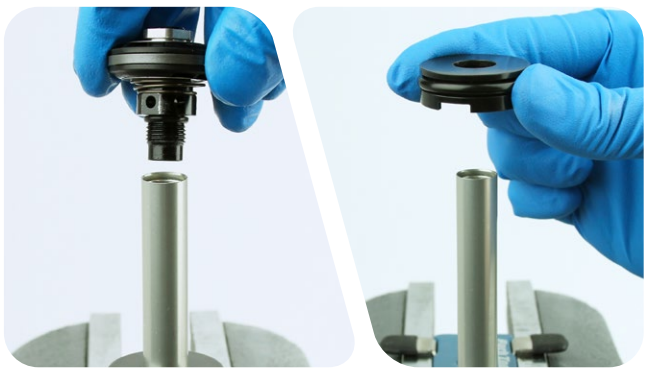
Clamp the damper at the bottom of the shaft, near the threaded shaft bolt insert to avoid scratching or damaging the shaft.

Use a 15 mm open end wrench and remove the rebound damper piston.

Remove the seal head.

Clean the rebound damper shaft and inspect it for scratches. If scratched, replace the rebound damper assembly.





3 Remove the outer seal head o-ring and inner shaft scraper seal and discard them.

Apply grease to the new o-rings and install them.

4 Remove the glide ring and discard it.

Install a new glide ring.

1 Install the seal head onto the rebound damper shaft with the flat end facing the rebound damper piston.

Add a small drop of Loctite Threadlocker Blue 242 to the rebound damper piston threads.

⚠WARNING - CRASH HAZARD

To avoid separation of parts, threadlocker must be applied as instructed. Failure to apply threadlocker could result in separation of the parts, and possible SERIOUS INJURY OR DEATH.

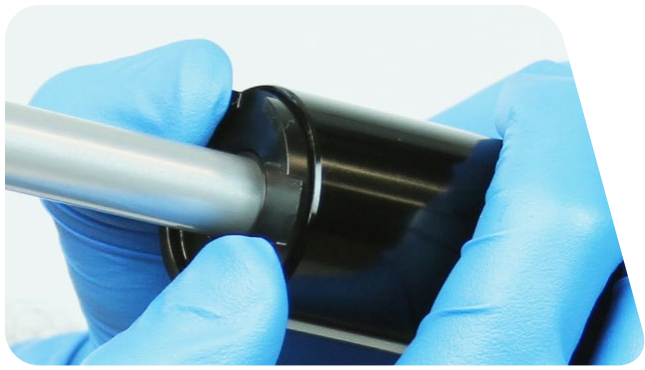
Thread the damper piston onto the shaft and tighten it.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

2 Insert the rebound damper and seal head into the upper tube.

Push the seal head into the upper tube until the retaining ring groove is visible.



3 Push the rebound damper shaft into the upper tube to prevent it from getting scratched while installing the retaining ring.

Retaining rings have a sharper-edged side and rounder-edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.

Place the tips of the internal retaining ring pliers into the eyelets of the retaining ring and install the retaining ring into the groove.

NOTICE

Do not scratch the rebound damper shaft. Scratches will allow oil to bypass the seal head into the lower leg resulting in reduced spring performance.

Confirm the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times.

4 Pull the rebound damper shaft out to the fully extended position.

1 Pour 5wt suspension oil into the upper tube.

NOTICE

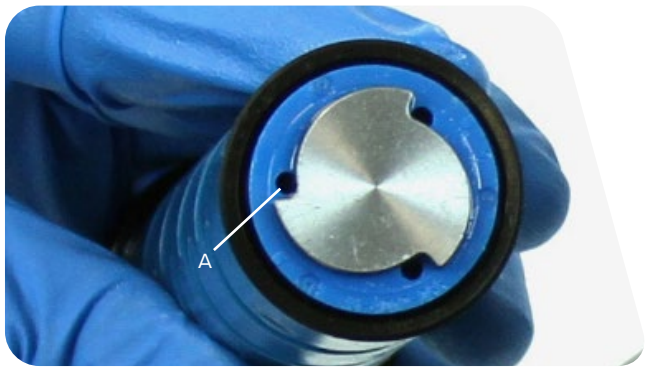
Suspension oil volume is critical. Too much oil reduces available travel and can damage the fork. Too little suspension oil decreases damping performance.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

2 Use the compression adjuster knob to open the valve (A).

A closed compression valve will restrict oil flow during installation.



3 Insert the compression damper into the upper tube. Press down slowly and rotate in a circular motion until the damper is installed.

Thread the top cap into the upper tube.

4 Tighten the top cap. Press down firmly when tightening the top cap.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

5 Install the adjuster knob with the tab in the 7-8 o'clock, unlocked position.

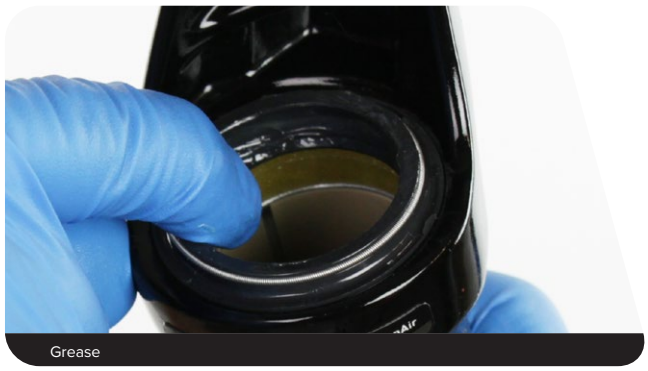
Install and tighten the retaining screw.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

1 Clean the upper tubes.

2 Apply grease to the inner surfaces of the dust wiper seals.



3 Install the lower leg assembly onto the upper tubes and slide it just enough to engage the upper bushings with the upper tubes.

NOTICE

Make sure both wiper seals slide onto the tubes without folding the outer lip of either seal.

The inside bottom of the lower leg should not contact the spring or damper shafts. A gap between the shaft ends and the lower leg bolt holes should be visible.

4 Position the fork at an angle with the bolt holes oriented upward.

Inject suspension oil into each lower leg through the bottom bolt holes.

NOTICE

Do not exceed the recommended oil volume per leg as this can damage the fork.

⚠CAUTION

Always wear safety glasses. Do not allow oil, fluid, grease, lubricant, or cleaner to contact your eyes or face. Seek immediate medical attention if irritation occurs.

5 Slide the lower leg assembly toward the crown until it stops.

The spring and damper shafts should be visible through the bottom bolt holes.

Verify each shaft is centered and seated in the lower leg shaft/bolt hole and no gap is visible between the lower leg and the shaft end.

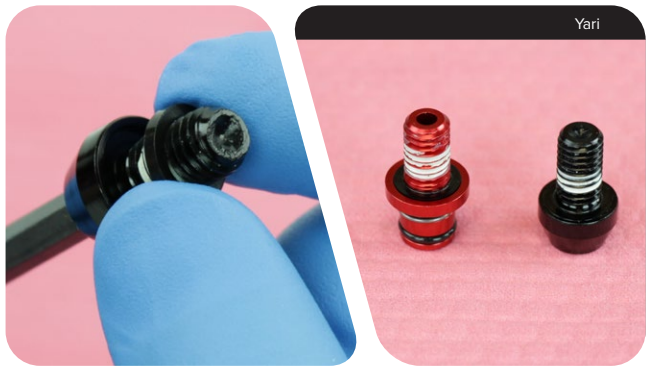
6 **200 Hour Service** Remove the old crush washers from each bottom bolt.

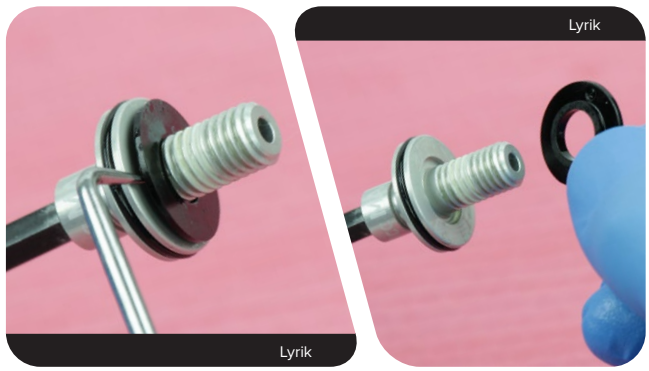
Hold the crush washer with needle nose pliers and unthread it from the bolt by turning the bolt counter-clockwise. Discard the crush washers.

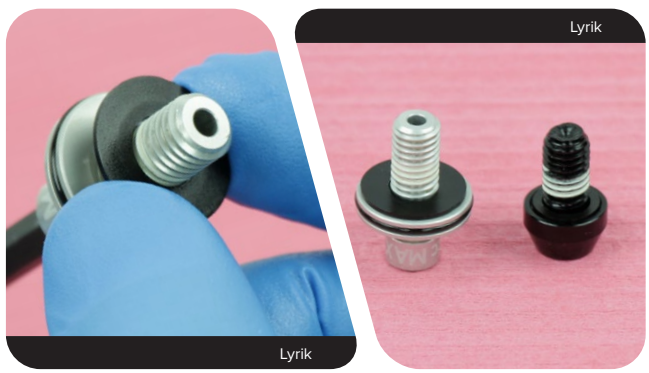
Clean the bolts and install new crush washers.

NOTICE

Dirty or damaged crush washers can cause oil to leak from the fork.







7 Install the black bottom bolt into the spring side shaft.

Install the silver or red bottom bolt into the damper side shaft.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

8 **Lyrik:** Install the rebound damper knob and tighten the set screw.

Do not over-tighten the set screw. Over-tightening will seize the adjuster knob and it will not turn.

Yari: Install the rebound adjuster knob and press it firmly onto the bolt.

Refer to your pre-service recorded rebound setting to adjust the rebound damping.

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

9 Refer to your pre-service recorded settings, or use the air chart on the fork's lower leg, and pressurize the air spring.

You may see a drop in the indicated air pressure on the pump gauge while filling the air spring; this is normal. Continue to fill the air spring to the recommended air pressure.

Cycling the fork will equalize the positive and negative air chambers. After the fork is cycled 3-4 times, check the pressure and add air as needed.

Install the air valve cap.

10 Clean the entire fork.

This concludes the service of your RockShox Lyrik or Yari suspension fork.

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