ROCKSHOX

BOXXER

2019-2023 BOXXER

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.

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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.

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

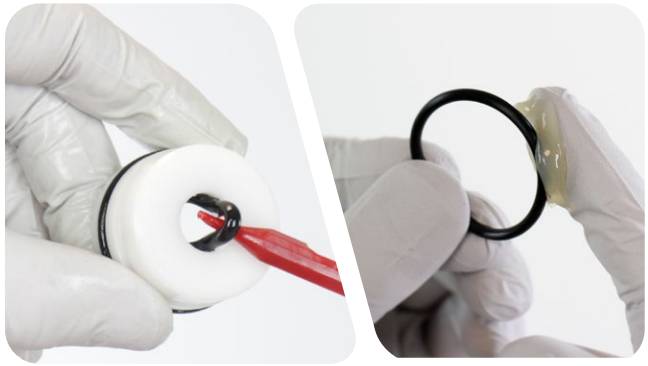
DO NOT use vinegar of any type to clean any part of a RockShox suspension product. Vinegar can cause permanent damage to parts which can, over time, result in product structural failure, serious injury, and possibly death.

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-BXR-ULT-C2**

FS = Product Type - **Front Shock/Suspension**
BXR = Platform/Series - **BoXXer**
ULT = Model - **Ultimate**
C2 = Version - (**C** - third generation, **2** - second 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

- 2019-2023 BoXXer 200 Hour Service Kit

Safety and Protection Supplies

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

Lubricants and Fluids

- 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
- RockShox Suspension Cleaner or Isopropyl alcohol
- SRAM Butter Grease or RockShox Dynamic Seal Grease

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

Bicycle Tools

- Bicycle work stand
- Cassette tool
- Downhill tire lever
- Shock pump

Common Tools

- Air compressor with air gun nozzle
- Bench vise and aluminum soft jaw inserts
- Crowfoot: 23 mm
- Hex bit sockets: 2, 2.5, 5, 6 mm
- Hex wrenches: 2, 2.5, 5, 6, 8 mm
- Internal retaining ring pliers - large
- Long plastic or wooden dowel
- Needle nose pliers
- Open end wrenches: 12, 23 mm
- Pick
- Rubber or plastic mallet
- Socket: 12 mm
- Socket wrench
- Torque wrench
- TORX bit socket: T10
- TORX wrench: T10

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)	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 RockShox Top Cap/Cassette Tool (or standard cassette tool)	4 N•m (35 in-lb)
Compression damper into cartridge tube (Charger Damper RC)	RockShox Top Cap/Cassette Tool (or standard cassette tool)	9 N•m (80 in-lb)
Crown (Upper) pinch bolts	4 mm	8 N•m (70 in-lb)
Crown (Lower) pinch bolts	4 mm	5 N•m (44 in-lb)
Maxle DH - damper side and spring side	6 mm	12.5-14.7 N•m (110-130 in-lb)
Retaining screw - compression knob (Charger 2 Damper and Charger 2.1 Damper)	2 mm hex bit socket	1.2 N•m (10 in-lb)
Retaining screw - compression knob (Charger Damper RC)	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)	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)
Top caps	RockShox Top Cap/Cassette Tool (or standard cassette tool)	7.3 N•m (65 in-lb)

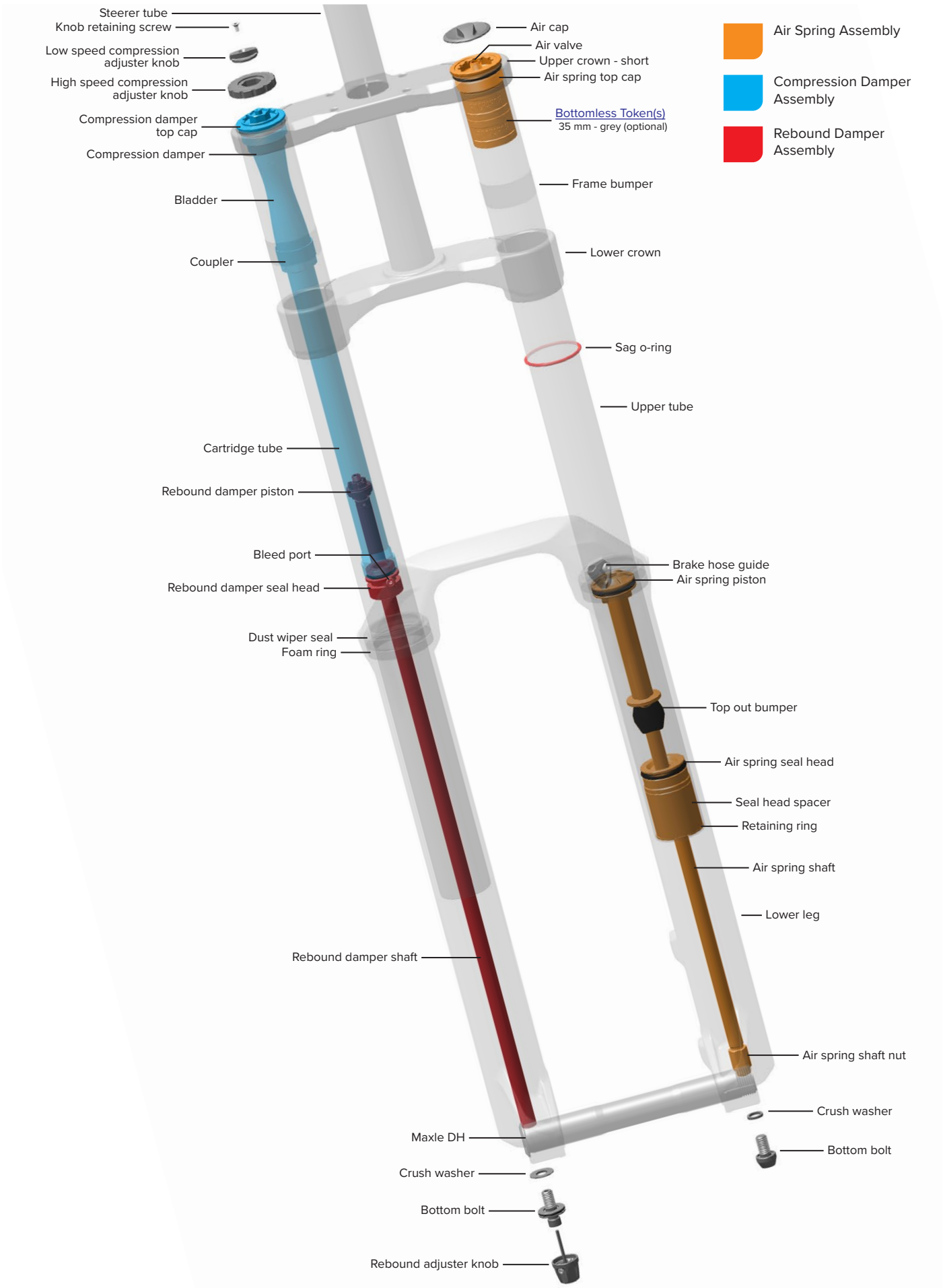
Oil Volume and Lubricant

		Damper					Spring						
			Upper Tube		Lower Leg			Upper Tube				Lower Leg	
Model Year	Fork	Damper	Oil Weight (wt)	Volume (mL)	Oil**	Volume (mL)	Spring	Oil**	Volume (mL) (+)	Volume (mL) (–)	Grease	Oil**	Volume (mL)
2019	BoXXer World Cup	Charger 2 RC2	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
	BoXXer	Charger RC											
2020-2023	BoXXer Ultimate World Cup	Charger 2.1 RC2											
	BoXXer Select	Charger RC											

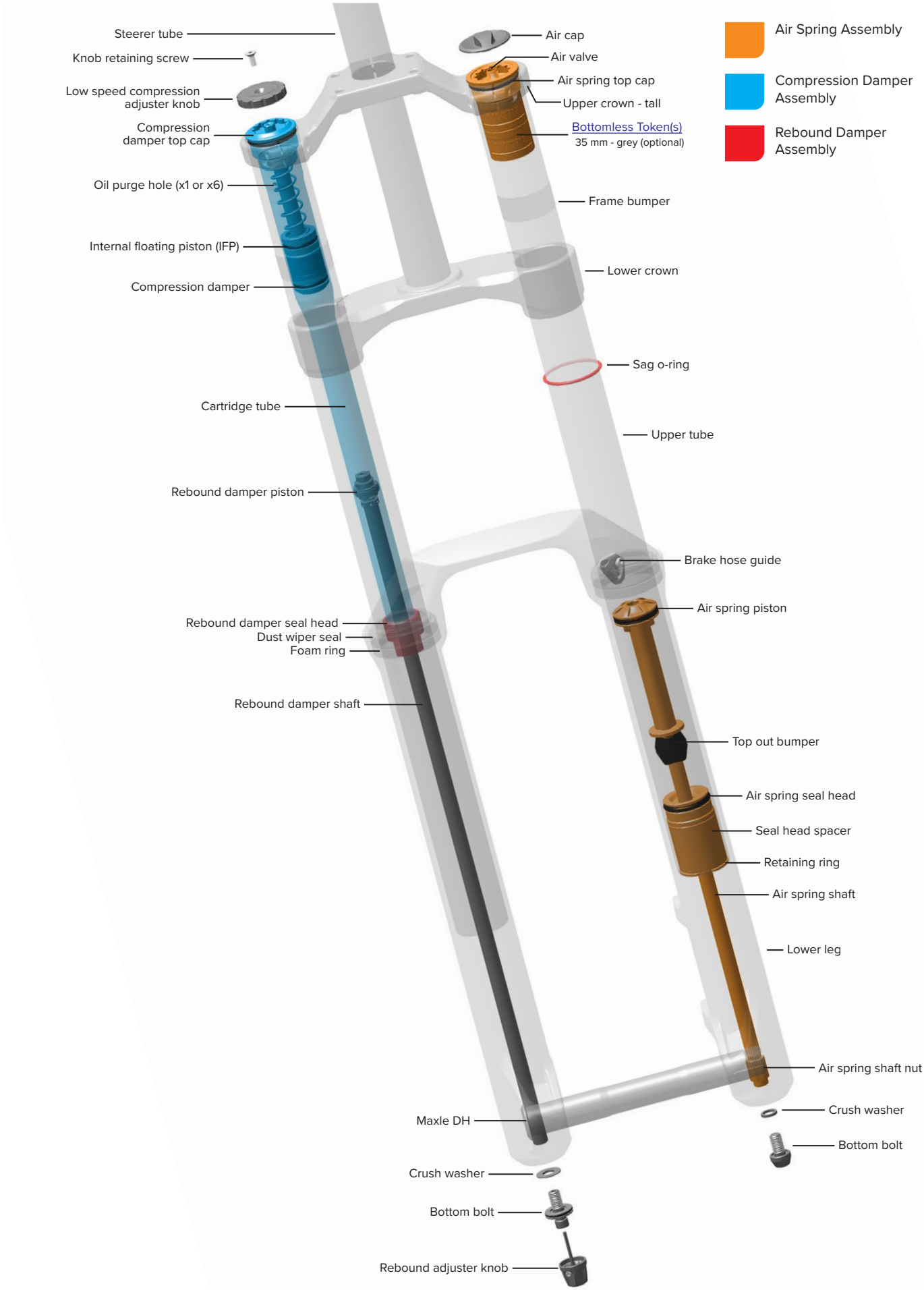
**Suspension oil/fluid - Maxima PLUSH Dynamic Suspension Lube and RockShox 0w-30 suspension oils/fluids are forward and backward compatible with RockShox Dynamic Seal Grease and SRAM Butter Grease.

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.

Exploded View - 2019 (C1) BoXXer World Cup RC2 / 2020-2023 (C2) BoXXer Ultimate World Cup RC2



Exploded View - 2019 (C1) BoXXer Charger Damper RC / 2020-2023 (C2) BoXXer Select RC



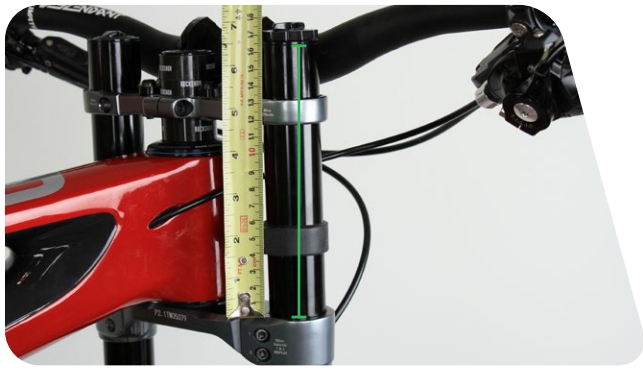
Fork Removal

We recommend the following steps to remove your BoXXer from the bicycle. Removing the fork from the bicycle provides easy access to internal components and is more convenient than working around a complete bicycle.

50/200 Hour Service Fork Removal

1 Secure the bicycle in a bicycle work stand.

2 To assist you with post-service assembly, record the distance from the top of the upper tube to the top of the lower crown.

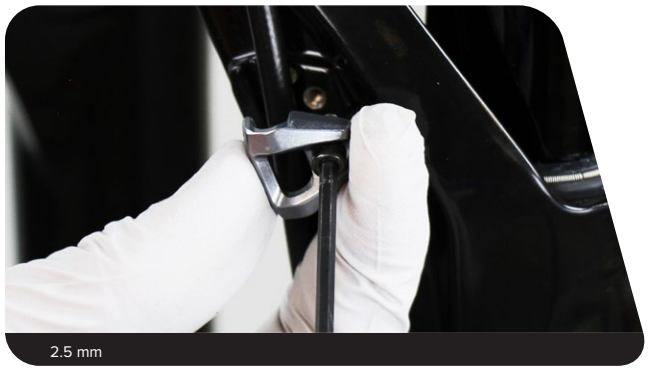


3 Loosen and unthread the spring side Maxle DH counter-clockwise three full turns.

4 On the damper side of the lower leg, unthread the Maxle DH counter-clockwise and remove it from lower leg.

Remove the wheel.

5 Remove the brake hose guide and set it aside.



6 Insert a brake pad spreader into the brake caliper.

Remove the brake caliper. Temporarily secure the brake caliper and brake hose to the bicycle, away from the fork.

7 Loosen the upper and lower crown upper tube pinch bolts.

Do not loosen the upper crown steerer tube pinch bolt.

8 Slide the upper tubes down so they clear the upper crown. Leave enough clearance between the upper tube and upper crown to remove the frame bumpers, if installed.

Some bicycle frames include integrated frame bumpers. Remove the RockShox bumpers as needed.

Tighten one of the lower crown bolts to temporarily hold the upper tubes in place while you remove the frame bumpers.

9 Use your thumb to pry the thickest section of each frame bumper away from the upper tubes. Spray isopropyl alcohol or water between each bumper and upper tube. Twist the frame bumpers back and forth until they are loose on the upper tube.

Remove the frame bumpers from the upper tubes.

10 Loosen the lower crown pinch bolt. Slide the upper tubes through the lower crown and remove the fork from the bicycle.

Clean the upper tubes and the inside surface of the upper and lower crowns.

Remove the bicycle from the bicycle work stand and set it aside.

1 Clamp the spring side upper tube into the bicycle work stand.

⚠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.


Spring Side

2 Remove the air valve cap.

3 **⚠ 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.

The positive and negative air chambers must be depressurized simultaneously.

While holding the lower leg arch and pushing the lower leg down, depress the Schrader valve and slowly release air pressure.

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.

Push the lower leg down to extend the fork until there is no resistance and the fork can be fully extended.

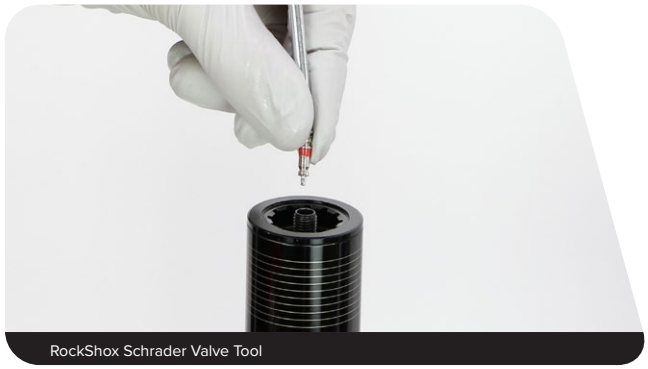
Release any remaining air pressure.

4 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.



RockShox Schrader Valve Tool

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

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

Loosen the spring side bottom bolt 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.

5 mm Spring Side

7 Strike the spring side bottom bolt to dislodge the shaft from the lower leg. The bolt head should contact the bottom of the lower leg.

Remove the bottom bolt. Clean the bolt and set it aside.

NOTICE

Do not strike the fork lower leg with mallet as this could damage the lower leg.

8 Push the lower leg downward until oil begins to drain. Continue pushing downward to remove the lower leg.

The air spring shaft should be nearly fully extended. If the spring is fully compressed and the shaft nut is inside the upper tube, pressurize the air spring, reinstall the lower leg, compress the fork a few times to pressurize the negative air chamber, and repeat the depressurization process (step 3).

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 air shaft into the lower leg may still be engaged. Reinstall the bottom bolt 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.

9 Remove the upper tube assembly from the bicycle work stand.

Remove the sag o-ring.

Set the upper tube aside.

10 Clamp the damper side upper tube into the bicycle work stand.

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

Loosen the rebound adjuster knob screw and remove the rebound adjuster knob.

12 Loosen the damper side bottom bolt 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.

13 Strike the damper side bottom bolt to dislodge the shaft from the lower leg. The bolt head should contact the bottom of the lower leg.

Remove the bottom bolt. Clean the bolt and set it aside.

14 Push the lower leg downward until oil begins to drain. Continue pushing downward to remove the lower leg.

Remove the upper tube from the bicycle work stand and set it aside.

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 damper shaft into the lower leg may still be engaged. Reinstall the bottom bolt 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.

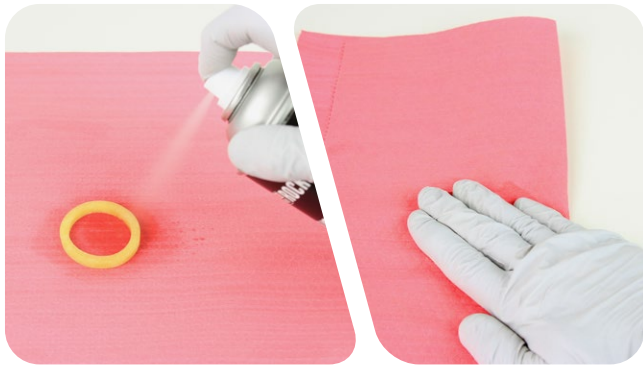
50 Hour Service Continue the 50 Hour Service with Lower Leg Service.

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.

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.

Do not damage the inner wiper seal groove with the DH tire lever when removing the dust wiper seal.

Downhill tire lever

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.

RockShox 35 mm Dust Seal Installation Tool

Abbey Bike Tools Dust Seal Installation Tool

8 Install the outer wire springs.

9 Apply a light coat of grease to the inside surface of each dust wiper seal.

SRAM Butter Grease

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 isopropyl alcohol on each part and clean with a clean lint-free shop towel.

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

RockShox Dynamic Seal Grease or SRAM Butter

1 Clamp the spring side upper tube into the bicycle work stand.

⚠WARNING - PRESSURIZED DEVICE

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

Spring side

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

⚠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.

RockShox Schrader Valve Tool

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.

Remove the air spring top cap. Press down firmly when loosening the top cap.

NOTICE

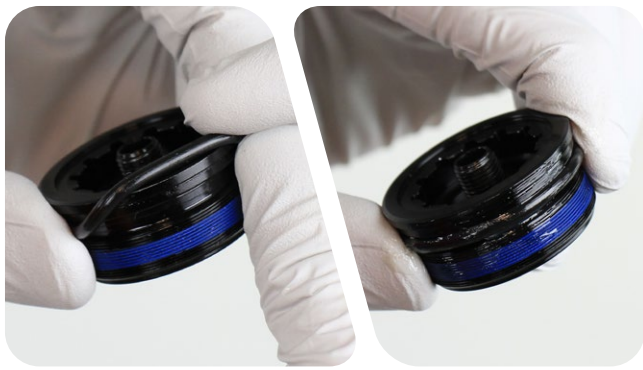
The fork top caps are tightened to a high torque value. Ensure the fork is held securely in the bicycle stand. To avoid damage to the top cap, press the top cap / cassette tool squarely and firmly down when loosening. Use a socket wrench with a long handle for extra leverage.

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 Remove the retaining ring. Use your finger to guide the retaining ring over the spring shaft.

⚠WARNING - PRESSURIZED DEVICE

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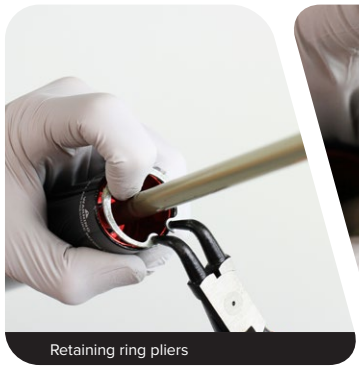
Verify all air pressure is removed from the suspension component. Failure to do so can result in SERIOUS INJURY OR DEATH. Refer to the Suspension Safety Precautions and Warnings section for detailed Pressurized Device warnings and instructions.

NOTICE

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



Retaining ring pliers

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.

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.

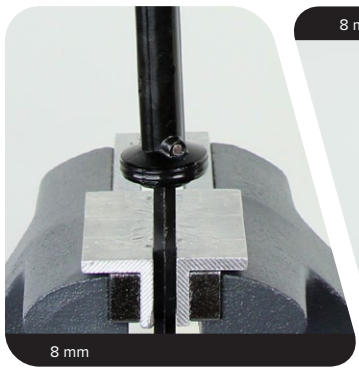
NOTICE

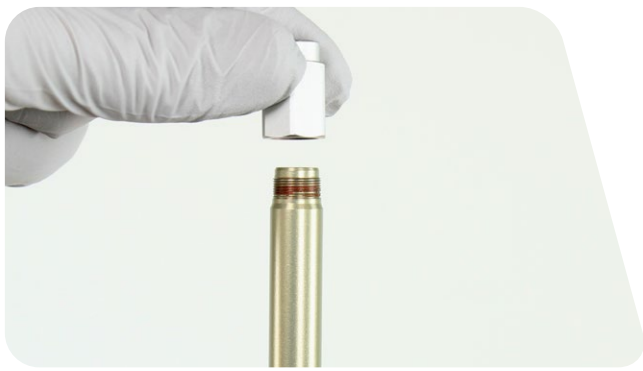
Do not scratch the inside of the upper tube. Scratches will allow air to bypass the seals resulting in reduced spring performance.

8 Remove the seal head spacer.

9 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.

Remove the air assembly from the vise.





10 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.

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.

11 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.

12 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 BoXXer fork, the air spring must be replaced with the appropriate length air spring shaft assembly. For example, to change a BoXXer fork with a maximum of 200 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 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

	27.5" and 29"	
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
200	0	6
190	1	6
180	2	6

Bottomless Tokens Installation (optional)

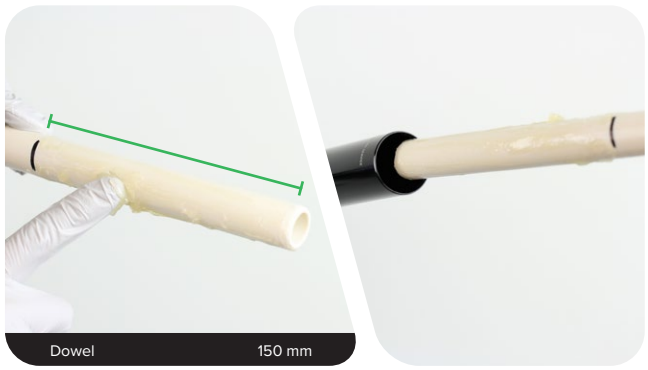
Bottomless Tokens reduce air volume in your fork and create greater ramp at the end of the fork travel. Add tokens to tune your fork's bottomless feel. See the table above for the maximum number of Tokens for your fork.

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

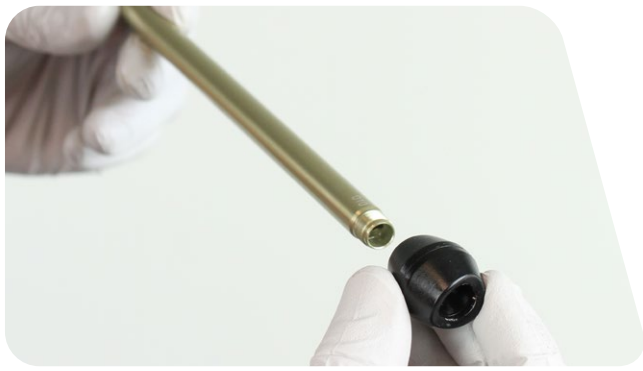
It is optional to change maximum fork travel by replacing the stock air spring shaft assembly with a shorter or longer air spring shaft assembly. If maximum travel is increased or reduced, use the new complete air spring shaft assembly in the following installation steps. It may also be necessary to 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.



2 Install the top out bumper onto the shaft.



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

4 Apply grease to the new seal head inner seal.

5 Install the new seal head assembly onto the air shaft.

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.

⚠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.

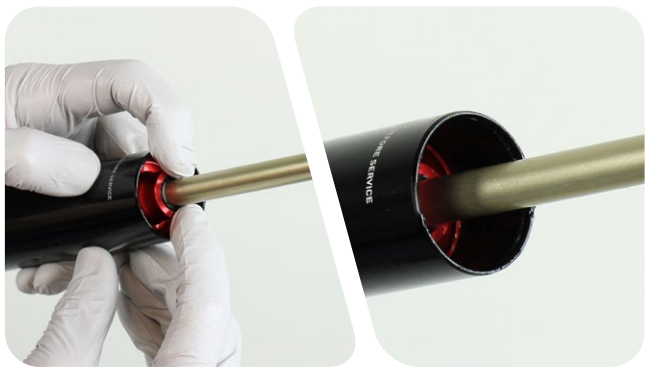
Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

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

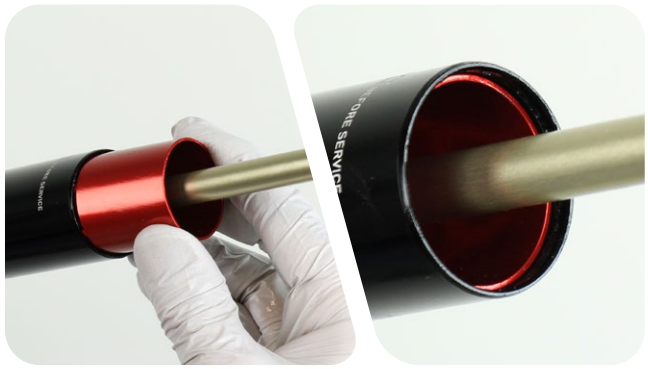
8 Inject 1 mL of Maxima PLUSH Dynamic Suspension Lube Heavy into the upper tube, on top of the air piston and into the negative air chamber.

9 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.



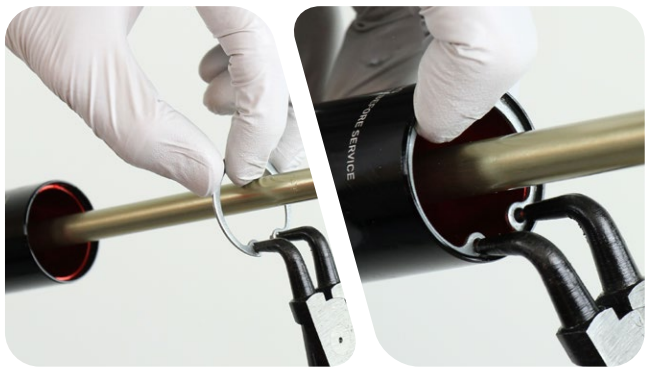
10 Install the seal head spacer.



11 *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.



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.

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.

⚠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.

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

13 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.

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

200 Hour Service To continue with Charger 2 Damper/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 Damper Removal

⚠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 RockShox Suspension Cleaner or isopropyl alcohol onto each part and clean with a clean lint-free shop towel.

Apply grease to the new seals and o-rings.

RockShox Dynamic Seal Grease or SRAM Butter

1 Clamp the damper side upper tube into the bicycle stand.

Damper side

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

Turn the compression adjuster knobs counter-clockwise, to the full open position, until they stop.

RC2 Low speed

RC2 High speed

3 Remove the knob retaining screw.

2 mm

4 Remove the low speed compression adjuster knob. Remove the high speed compression adjuster knob.

Low speed

High speed

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

Clean the upper tube threads.

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.

To prevent scratching the rebound damper shaft, use your fingers to protect and guide the shaft as you install or remove the Charger 2 Damper/Charger 2.1 Damper from the upper tube.

Top cap / Cassette tool

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.

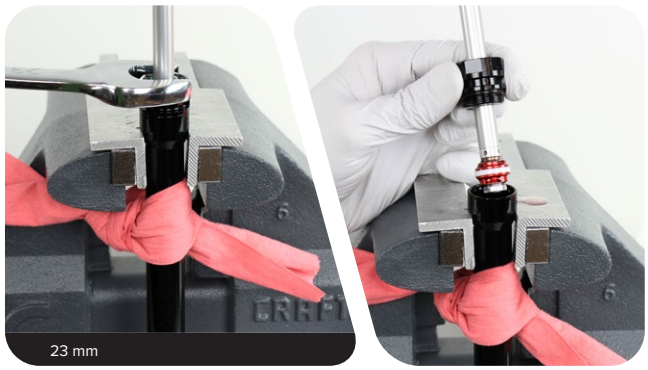
2 Clamp the cartridge tube wrench flats in a vise with flat soft jaw inserts, with the rebound damper oriented upwards.

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

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



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

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

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

6 Apply grease to the new rebound damper seal head seals.

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

8 Remove the bleed screw from the seal head.

9 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.

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

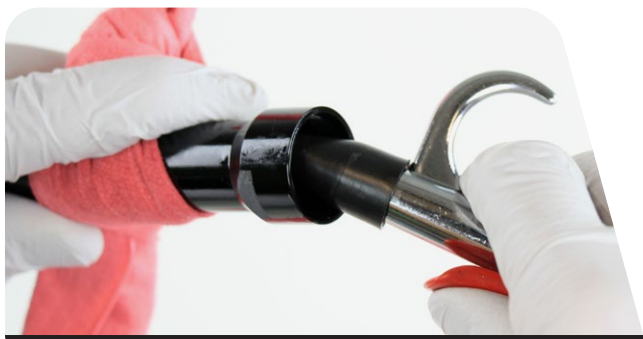
Spray RockShox Suspension Cleaner or isopropyl alcohol into the cartridge tube.

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

11 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.

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



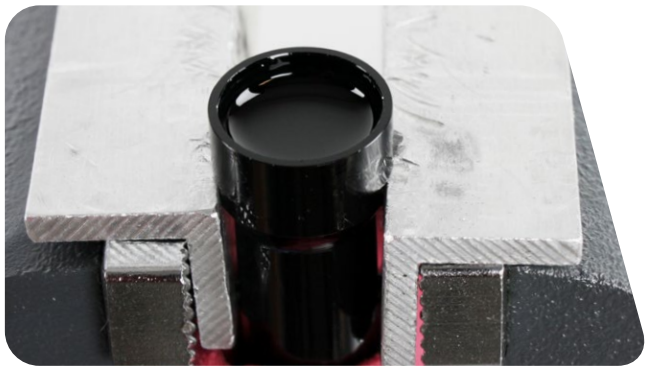
Air compressor and Air gun nozzle

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.


Maxima PLUSH 3wt

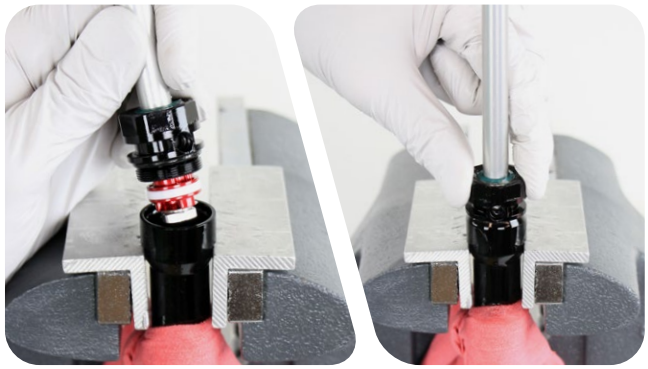


2 The rebound damper must be in the full open/fastest rebound setting before installation.

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.

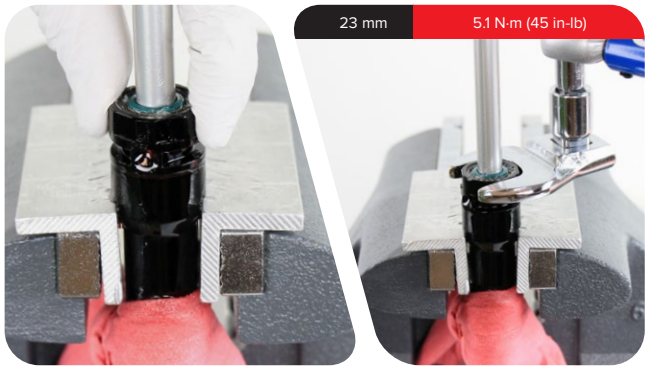
3 Insert the rebound damper piston slowly into the cartridge tube and thread the sealhead into the tube.



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.

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.

⚠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.

NOTICE

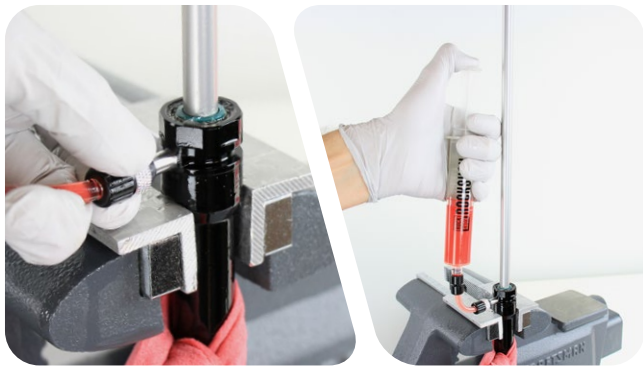
Only use a RockShox bleed syringe.

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.

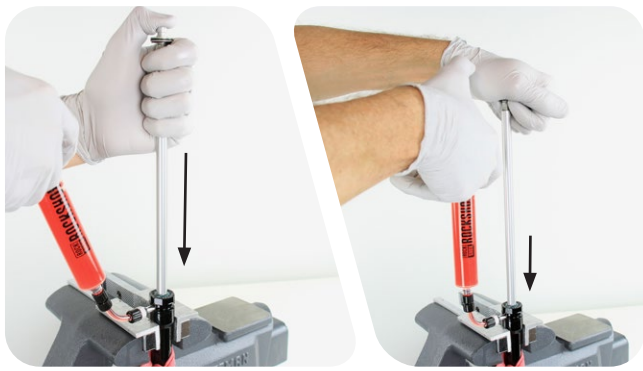
Maxima PLUSH 3wt RockShox Bleed Syringe

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

Depress the plunger to pressurize the damper assembly.

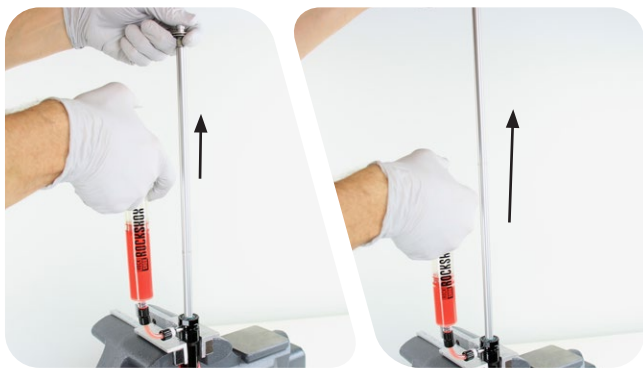


3 Push the rebound damper shaft into the cartridge tube while applying opposing pressure on the syringe plunger as the syringe fills with oil.



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.

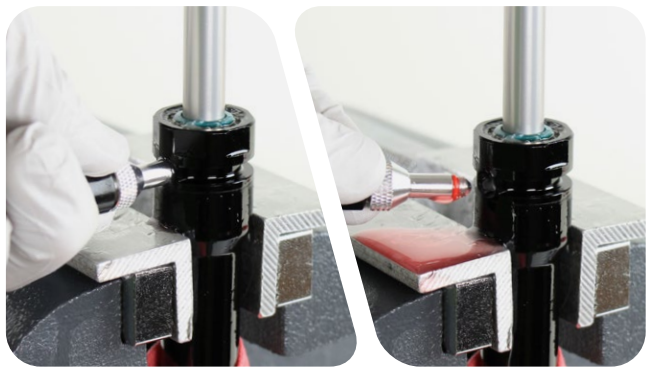


4 Fully extend the rebound damper shaft. Push the syringe plunger down, then release the plunger. Allow the bladder to expand and retract until it stops in a resting position.

5 Unthread the syringe bleed fitting from the bleed port.

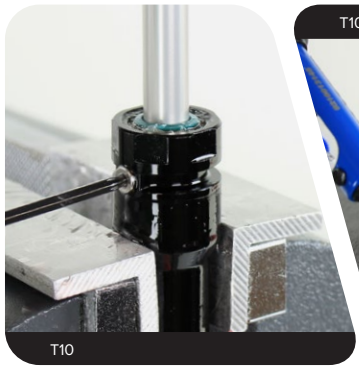
⚠CAUTION - EYE HAZARD

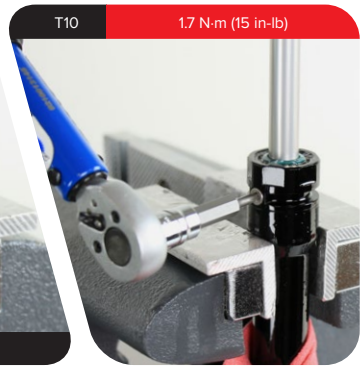
Oil may eject from the bleed port if the bladder is not in a resting position. Wear safety glasses.



6 Install the bleed screw and tighten it.

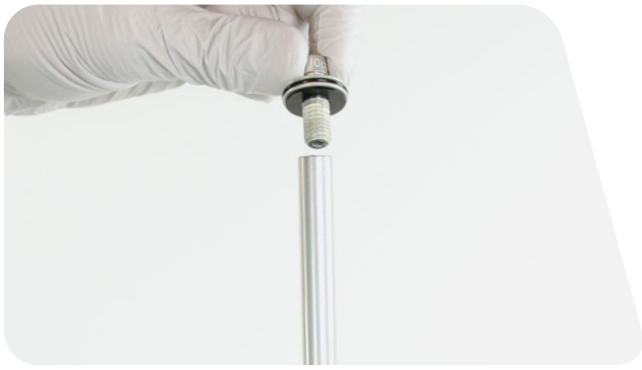
Wipe away any excess oil.





7 Cycle the rebound shaft a few times.

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



Test Compression

1 Rotate the compression cam with the compression adjuster knob clockwise, until it stops, to the firm position.

Push down on the damper assembly to test the bleed.

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.

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.

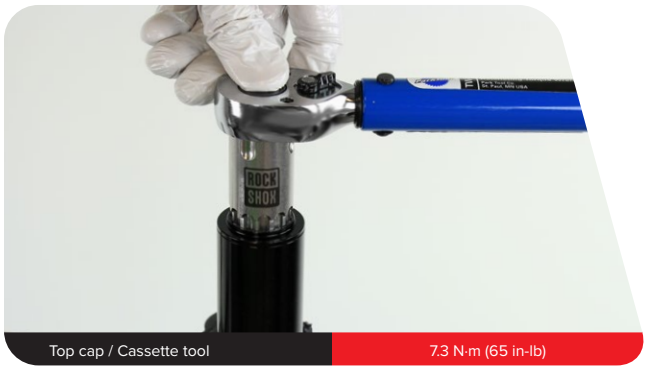
NOTICE

To prevent scratching the rebound damper shaft, use your fingers to protect and guide the shaft as you install or remove the Charger 2 Damper/Charger 2.1 Damper Damper from 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.



3 Install the high speed compression adjuster knob.

Install the low speed compression adjuster knob onto the hex adjuster rod.

Install and tighten the retaining screw.

Remove the upper tube from the bicycle work stand and set it aside.

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

1 Clamp the damper side upper tube into the bicycle stand.


Damper side

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

3 Remove the retaining screw and remove the knob.

2.5 mm

4 Unthread the damper top cap and remove the Charger Damper RC assembly.

Clean the upper tube threads.

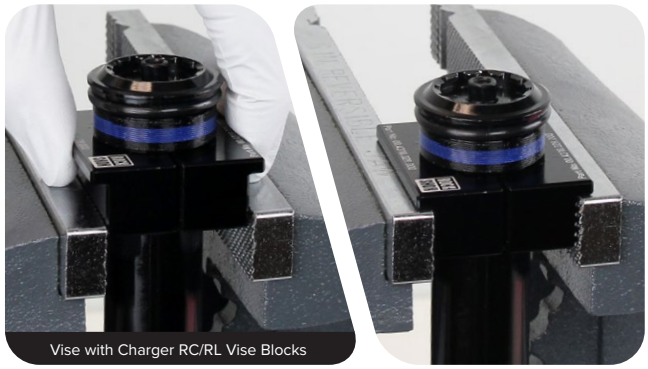
NOTICE

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.

To prevent scratching the rebound damper shaft, use your fingers to protect and guide the shaft as you remove the Charger Damper RC from the upper tube.

Top cap / Cassette tool

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



Vise with Charger RC/RL Vise Blocks

2 Unthread the top cap from the tube.

NOTICE

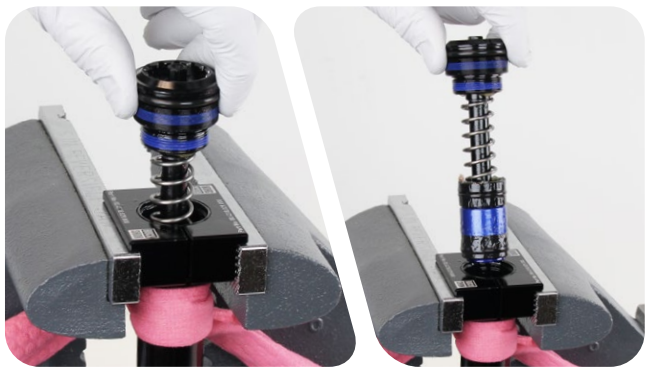
The fork top caps are tightened to a high torque value. Ensure the fork is held securely in the bicycle stand. To avoid damage to the top cap, press the top cap / cassette tool squarely and firmly down when loosening. Use a socket wrench with a long handle for extra leverage.

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

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.

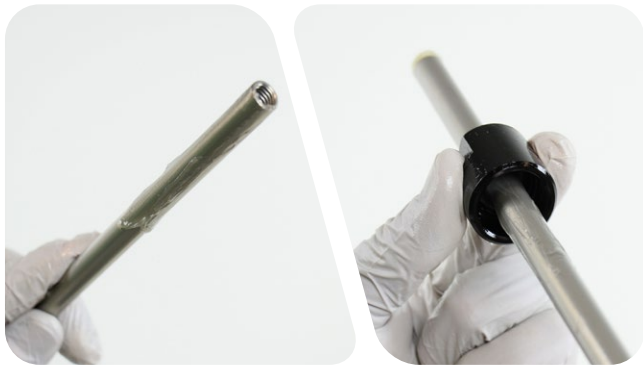
Solid Band Glide Ring: The solid band glide ring is not removable and only requires cleaning. Do not remove.

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

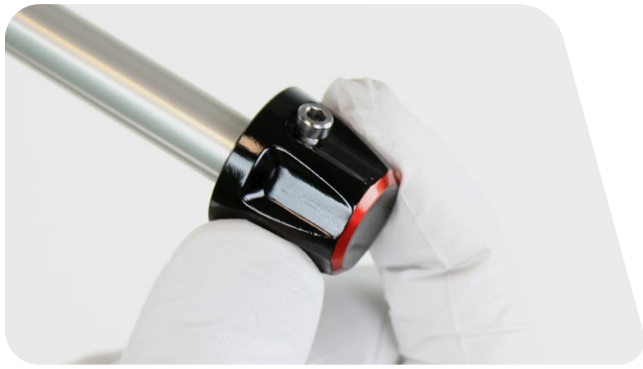
Apply grease to the end of the rebound damper shaft.

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.

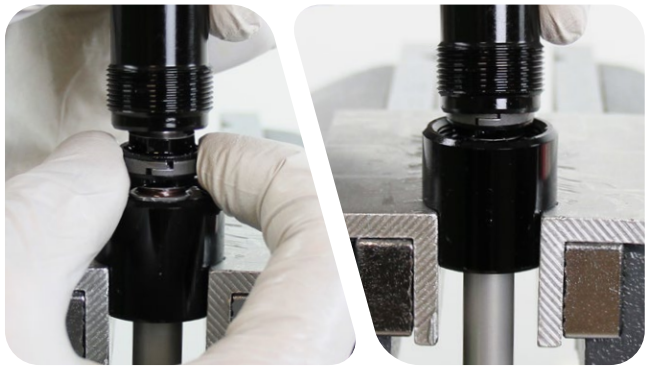


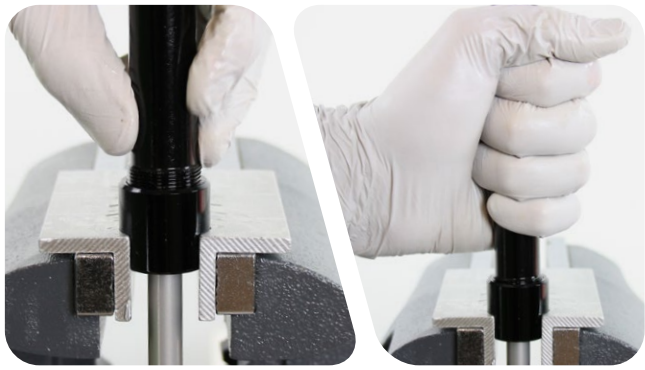
3 Clamp the seal head into the vise.

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.





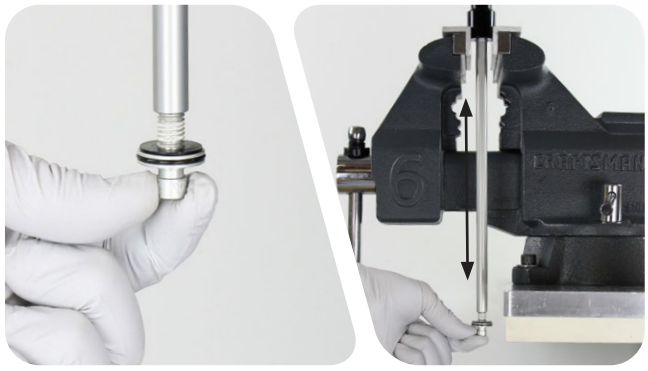
4 Secure a shop towel around the cartridge tube to absorb oil.

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

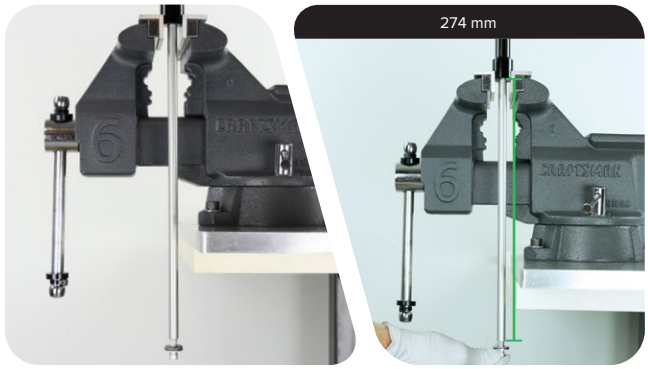
5 Thread a bottom bolt into the rebound damper shaft.

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 **274 mm** (length) of shaft extended. Do not push the damper into the tube any further.



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.

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.

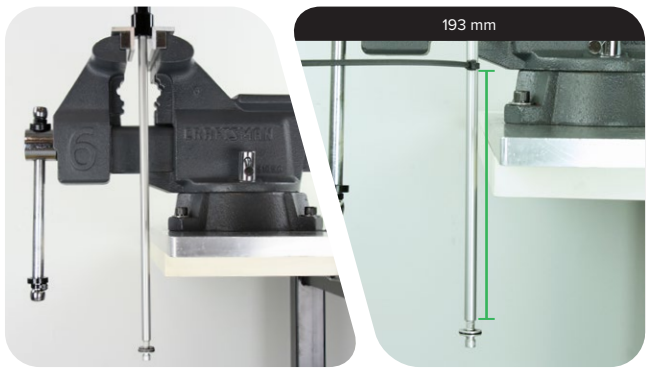
9 Tighten the top cap to the specified torque. Press down firmly when tightening the top cap. The rebound damper seal head will be tightened onto the other end of the cartridge tube simultaneously.

⚠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 **193 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.

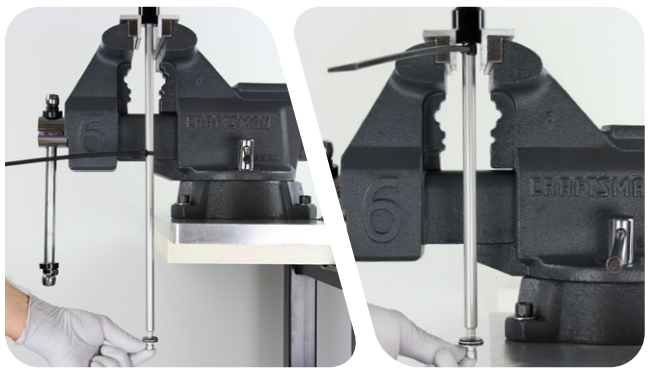
12 Slowly push the rebound damper shaft into the tube until the cable tie contacts the seal head, then stop. **Do not push the damper in any further.**

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 **193 mm** from the end of the shaft. **Do not compress the rebound damper further than this point.**

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.

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.

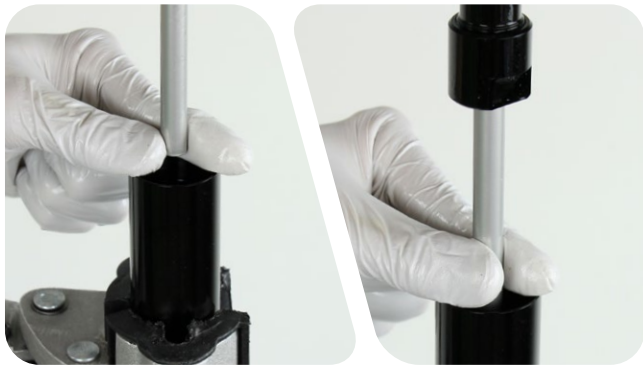
Rotate the compression damper to the open setting and repeat the compression test. Light consistent resistence should be felt with no gaps in movement.

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 Charger Damper RC assembly into the damper side upper tube. Thread the top cap into the upper tube.

NOTICE

To prevent scratching the rebound damper shaft, use your fingers to protect and guide the shaft as you install or remove the Charger Damper RC from 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.

3 Install the adjuster knob.

Install and tighten the retaining screw.

Remove the upper tube from the bicycle work stand and set it aside.

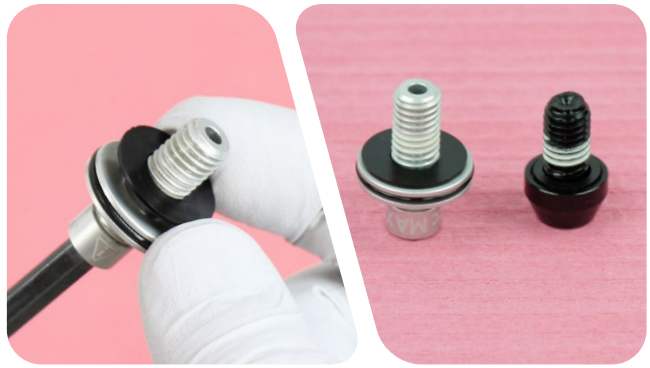
1 **200 Hour Service** Remove the old crush washers from each bottom bolt.

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

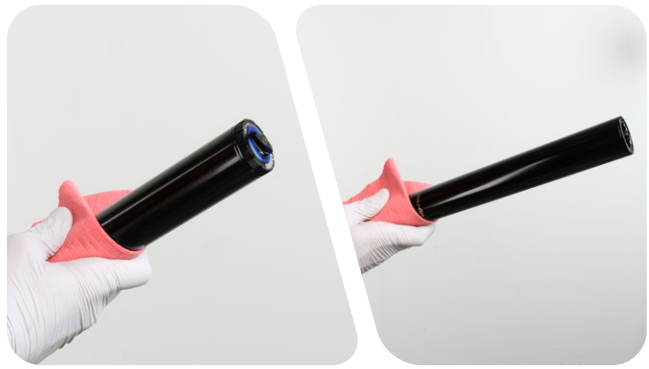
Clean the bolts and install new crush washers.

NOTICE

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



2 Clean the upper tubes.



3 Clamp the damper side upper tube, near the top cap, into the bicycle stand. Angle the upper tube slightly upward.

Damper side

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

5 Install the damper side lower leg onto the upper tube and slide it just enough to engage the upper bushing.

NOTICE

Make sure the wiper seal slides onto the tube without folding the outer lip of the seal.

The inside bottom of the lower leg should not contact the damper shaft. A gap between the shaft end and the lower leg bolt hole should be visible.

6 Inject suspension oil into the lower leg through the bottom bolt hole.

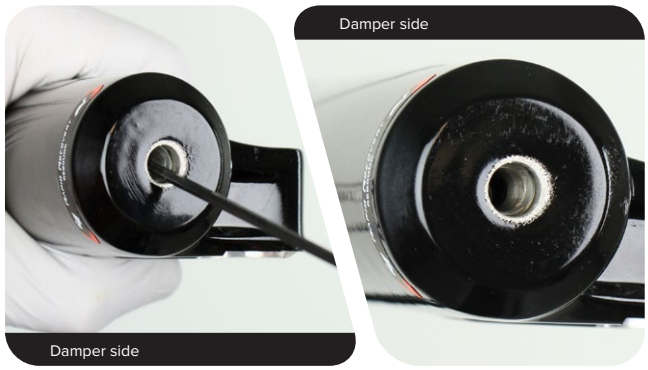
NOTICE

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

7 Slide the lower leg assembly onto the upper tube until it stops. Use a small hex wrench or pick to align the shaft into the bolt hole.

The damper shaft should be visible and centered in the bottom bolt hole.

Verify the 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.



8 Install the silver bottom bolt into the shaft and tighten it to the specified torque.

⚠WARNING - CRASH HAZARD

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

9 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.

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

10 Remove the damper side upper tube from the bicycle work stand.

Clamp the spring side upper tube into the work stand angled slightly upward.

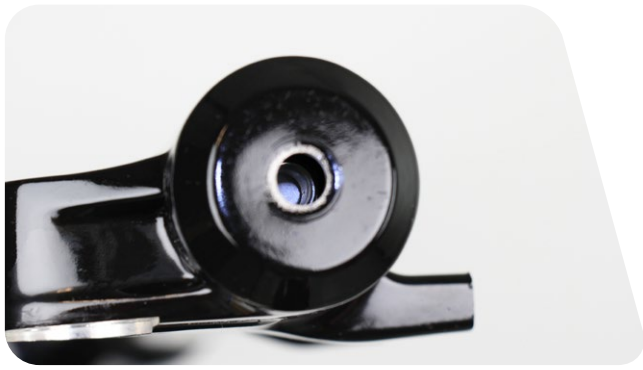
Spring side

11 Install the spring side lower leg onto the upper tube and slide it just enough to engage the upper bushing.

NOTICE

Make sure the wiper seal slides onto the tube without folding the outer lip of the seal.

The inside bottom of the lower leg should not contact the spring shaft. A gap between the shaft end and the lower leg bolt hole should be visible.



12 Inject suspension oil into the lower leg through the bottom bolt hole.

⚠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.

NOTICE

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

Maxima PLUSH Dynamic Suspension Lube Light 10 mL

13 Slide the lower leg assembly onto the upper tube until it stops.

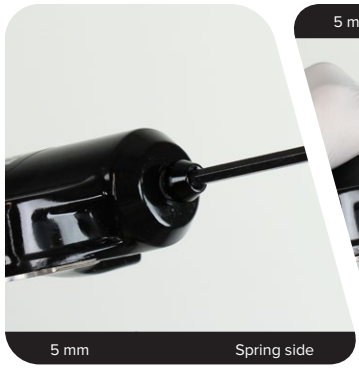
The spring shaft should be visible and centered in the bottom bolt hole.

Verify the 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.

14 Install the black bottom bolt into the shaft and tighten it to the specified torque.

⚠WARNING - CRASH HAZARD

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



15 Clean the entire fork.

Remove the fork from the bicycle work stand and set it aside.

1 Secure the bicycle in a bicycle work stand.

2 Reinstall the sag o-ring onto the spring side upper tube.

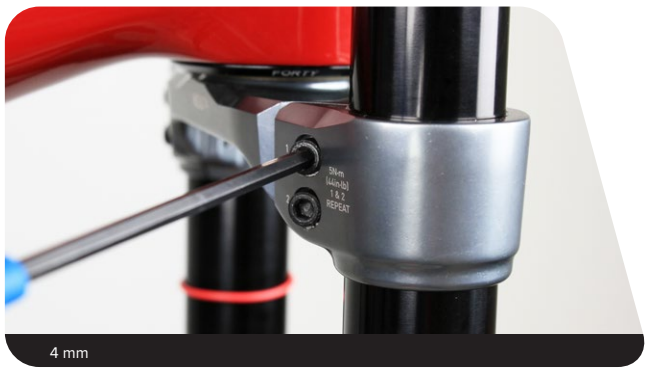
3 Slide each upper tube through the lower crown. Leave enough clearance between the upper tube and upper crown to install the frame bumpers.

Some bicycle frames include integrated frame bumpers. Install the RockShox bumpers as needed.

Tighten one of the lower crown bolts to temporarily hold the tubes in place while you install the bumpers.

4 Spray isopropyl alcohol or water on the inner surface of each frame bumper and the upper tubes. Reinstall the frame bumpers onto the upper tubes.

Loosen the lower crown pinch bolt.

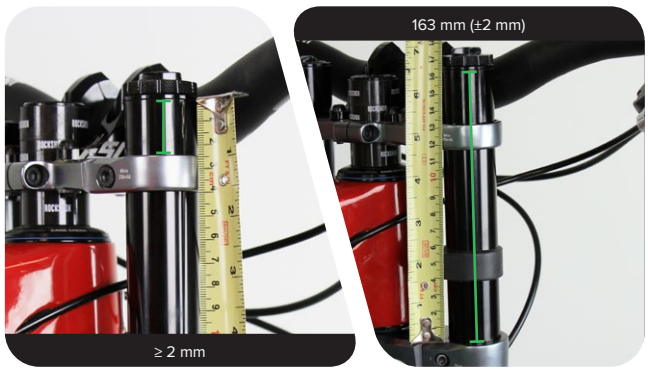


5 Push and twist the upper tubes through the upper crown until both upper tubes extend past the top of the upper crown by an equal amount and at least 2 mm.

Measure the distance from the top of the upper tube to the top of the lower crown. This distance must be 163 mm (±2 mm).

⚠CAUTION

The length of the upper tubes measured from the top of the upper tube to the top of the lower crown must be **not less than 161 mm** and **not greater than 165 mm**. Tire contact with the lower crown and/or damage to the fork while riding may result in loss of control and serious injury to the rider.



6 On one side of the fork, tighten the top bolt on the lower crown to the specified torque, then tighten the lower bolt on the lower crown to the specified torque.

Tighten the top bolt to torque once more, then tighten the bottom bolt to torque again.

Repeat this tightening procedure for the bolts on the other side of the lower crown.

⚠WARNING - CRASH HAZARD

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

7 Tighten each upper crown pinch bolt to the specified torque.

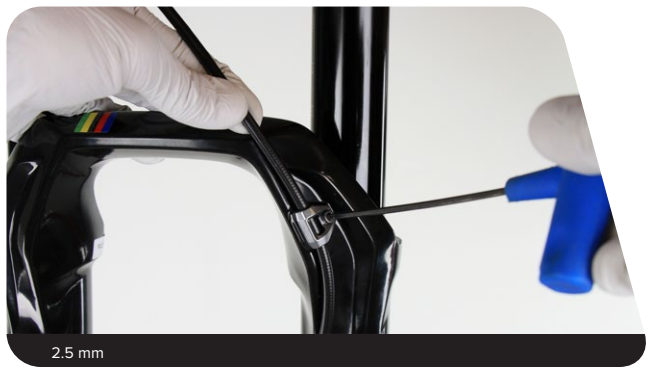
⚠WARNING - CRASH HAZARD

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

8 Position and hold the brake hose on the lower leg brake hose guide, reinstall the clamp, and tighten the bolt finger tight.

NOTICE

To avoid damage to the hose guide and lower leg, do not over tighten the hose guide bolt.



9 Reinstall the brake caliper according to the brake manufacturer's instructions.

10 Position the front wheel in the lower leg dropouts so the hub is seated in the dropouts and hold it in place.

NOTICE

Verify no parts interfere with the lower leg. Consult your brake manufacturer's instructions for brake caliper adjustment procedures.

11 Install the threaded end of the Maxle DH through the damper side of the lower leg, and through the hub until it engages the threads in the spring side lower leg dropout.

Tighten the Maxle DH to the specified torque.

⚠WARNING - CRASH HAZARD

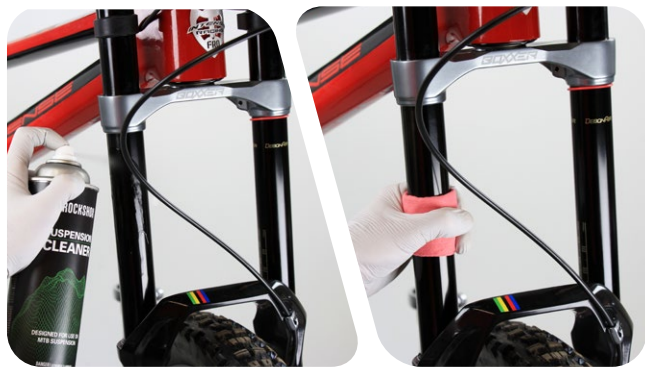
Parts must be tightened to the specified torque. Failure to do so can result in SERIOUS INJURY OR DEATH.

12 Tighten the Maxle DH bolt on the spring side to the specified torque.

⚠WARNING - CRASH HAZARD

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

13 Clean the entire fork.



14 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.

15 Refer to your pre-service recorded settings to adjust the rebound and compression settings on the fork. Adjust as needed after air pressure is set.

16 Make any final brake hose and brake caliper adjustments as needed.

This concludes the service of your RockShox BoXXer suspension fork.

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