GEN.0000000005018 Rev A

SRAM LLC WARRANTY

EXTENT OF LIMITED WARRANTY

Except as otherwise set forth herein, SRAM warrants its products to be free from defects in materials or workmanship for a period of two years after original purchase. This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made through the retailer where the bicycle or the SRAM component was purchased. Original proof of purchase is required. **Except as described herein, SRAM makes no other warranties, guaranties, or representations of any type (express or implied), and all warranties (including any implied warranties of reasonable care, merchantibility, or fitness for a particular purpose) are hereby disclaimed.**

LOCAL LAW

This warranty statement gives the customer specific legal rights. The customer may also have other rights which vary from state to state (USA), from province to province (Canada), and from country to country elsewhere in the world.

To the extent that this warranty statement is inconsistent with the local law, this warranty shall be deemed modified to be consistent with such law, under such local law, certain disclaimers and limitations of this warranty statement may apply to the customer. For example, some states in the United States of America, as well as some governments outside of the United States (including provinces in Canada) may:

a. Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).

b. Otherwise restrict the ability of a manufacturer to enforce such disclaimers or limitations.

For Australian customers:
This SRAM limited warranty is provided in Australia by SRAM LLC, 1000 W. Fulton Market, 4th Floor, Chicago, IL, 60607, USA. To make a warranty claim please contact the retailer from whom you purchased this SRAM product. Alternatively, you may make a claim by contacting SRAM Australia, 6 Marco Court, Rowville 3178, Australia. For valid claims SRAM will, at its option, either repair or replace your SRAM product. Any expenses incurred in making the warranty claim are your responsibility. The benefits given by this warranty are additional to other rights and remedies that you may have under laws relating to our products. Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

LIMITATIONS OF LIABILITY

To the extent allowed by local law, except for the obligations specifically set forth in this warranty statement, in no event shall SRAM or its third party suppliers be liable for direct, indirect, special, incidental, or consequential damages.

LIMITATIONS OF WARRANTY

This warranty does not apply to products that have been incorrectly installed and/or adjusted according to the respective SRAM user manual. The SRAM user manuals can be found online at sram.com, rockshox.com, avidbike.com, truvativ.com, or zipp.com.

This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturers specifications of usage or any other circumstances in which the product has been subjected to forces or loads beyond its design.

This warranty does not apply when the product has been modified, including, but not limited to any attempt to open or repair any electronic and electronic related components, including the motor, controller, battery packs, wiring harnesses, switches, and chargers.

This warranty does not apply when the serial number or production code has been deliberately altered, defaced or removed.

This warranty does not apply to normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to SRAM recommendations and/or riding or installation in conditions or applications other than recommended.

Wear and tear parts are identified as:

- Dust seals
- Bushings
- Air sealing o-rings
- Glide rings
- Rubber moving parts
- Foam rings
- Rear shock mounting hardware and main seals
- Upper tubes (stanchions)
- Stripped threads/bolts (aluminium, titanium, magnesium or steel)
- Brake sleeves
- Brake pads
- Chains
- Sprockets
- Cassettes
- Shifter and brake cables (inner and outer)
- Handlebar grips
- Shifter grips
- Jockey wheels
- Disc brake rotors
- Wheel braking surfaces
- Bottomout pads
- Bearings
- Bearing races
- Pawls
- Transmission gears
- Spokes
- Free hubs
- Aero bar pads
- Corrosion
- Tools
- Motors
- Batteries

Notwithstanding anything else set forth herein, the battery pack and charger warranty does not include damage from power surges, use of improper charger, improper maintenance, or such other misuse.

This warranty shall not cover damages caused by the use of parts of different manufacturers.

This warranty shall not cover damages caused by the use of parts that are not compatible, suitable and/or authorised by SRAM for use with SRAM components.

This warranty shall not cover damages resulting from commercial (rental) use.

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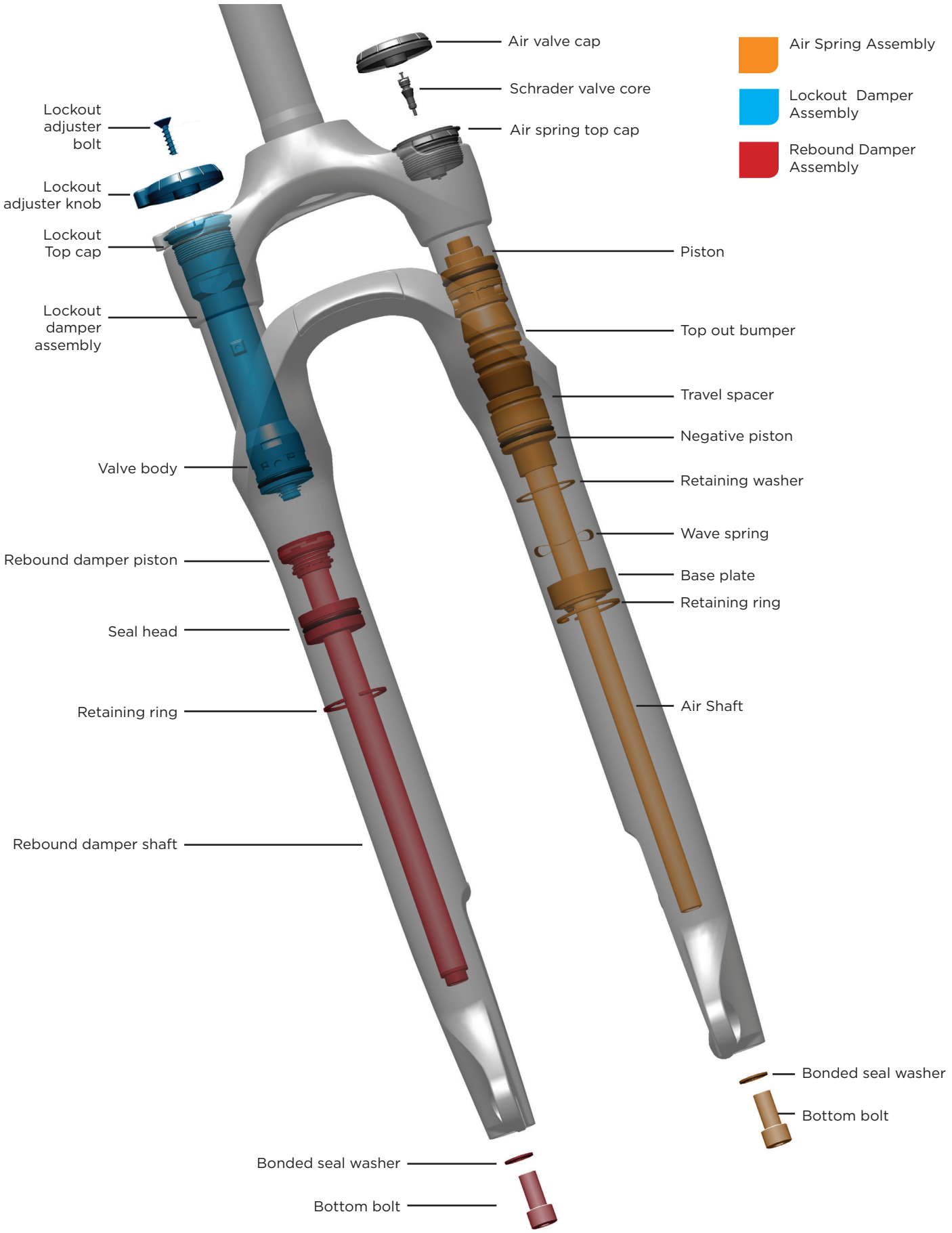
SAFETY FIRST!

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

Paragon Gold Exploded View



RockShox Suspension 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 special tools and fluids used for service.

For exploded diagram and part number information, please refer to the Spare Parts Catalog available on our website at sram.com/service. 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. For the latest technical information, please visit our website at sram.com/service.

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

Parts and Tools Needed for Service

- Safety glasses
- Nitrile gloves
- Apron
- Clean, lint-free rags
- Oil pan
- Isopropyl alcohol
- Shock pump
- Rubber mallet
- Downhill tire lever
- 2 mm, 2.5 mm and 5 mm hex wrench
- M8 bolt - 100 mm in length
- RockShox 5wt and 15wt suspension fluid
- SRAM® Butter
- Straight pin
- Schrader valve core removal tool
- 24 mm socket
- Socket wrench
- Cassette lockring tool
- Torque wrench
- 5 mm hex bit socket
- Socket extender
- Large internal snap ring pliers
- Pick
- Long plastic or wooden dowel
- Bicycle repair stand
- 30 mm seal installation tool
- Liquid O-Ring® PM600 military grease
- Vise and aluminum soft jaws

SAFETY INSTRUCTIONS

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

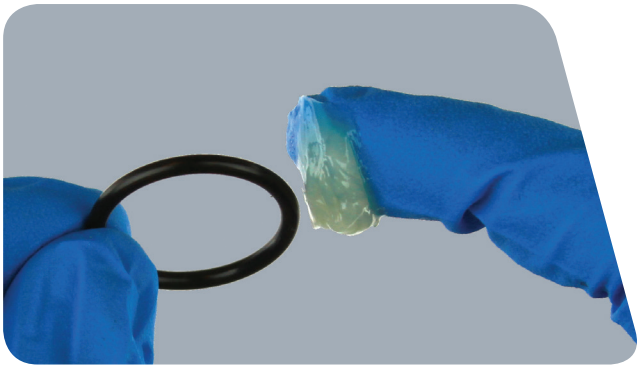
Place an oil pan on the floor underneath the area where you will be working on the fork.

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 rag. Apply grease to the new seal or o-ring.

Only use SRAM® Butter or LIquid O-Ring PM600 military grease when servicing RockShox Forks.



Record Your Settings

Use the charts below to record your fork settings to return your fork to pre-service settings.

Service date - helps you keep track of service intervals	
Air pressure - use a shock pump to determine how much air pressure is in your air spring	

Service Interval Information

Maintenance	**Interval**
Clean dirt and debris from upper tubes	Every ride
Check air pressure	Every ride
Inspect upper tubes for scratches	Every ride
Check front suspension fasteners for proper torque	25 hours
Remove lowers, clean/inspect bushings and change oil bath	50 hours
Clean and lubricate air shaft assembly	100 hours
Change oil in damping system	100 hours

Oil Volume and Height Chart

Damper Technology	**Upper Tube**			**Lower Leg**		**Spring Technology**	**Upper Tube**		**Lower Leg**	
	Volume	**Height * +/- 2 mm**	**Fluid**	**Volume**	**Fluid**		**Volume**	**Fluid**	**Volume**	**Fluid**
TurnKey	Paragon Gold 84-90 mL	87-97	5wt	9-15 mL	15wt	Solo Air	3-6 mL	5wt	9-15 mL	15wt
	Paragon Silver 100 mL	80-85		12 mL		Coil	-	-	12	

***** Fluid height measurements are taken from the top of the crown surface above the upper tube to the oil.

Paragon Gold Air Spring Pressure

<132 lb (<60 kg)	**132-155 lb (60-70 kg)**	**155-176 lb (70-80 kg)**	**176-198 lb (80-90 kg)**	**>198 lb (>90 kg)**
80-90 psi 5.5-6-2 bar	90-100 psi 6.2-6.8 bar	100-125 psi 6.8-8.6 bar	125-135 psi 8.6-9.3 bar	135+ psi 9.3 bar

Pressures based on rider weight.

Paragon Silver Coil Springs

<140 lb (<63 kg)	**140-160 lb (63-72 kg)**	**160-180 lb (72-81 kg)**	**180-200 lb (81-90 kg)**	**200-220 lb (90-99 kg)**
Silver X-Soft	Yellow Soft	Red Medium	Blue Firm	Black X-Firm

Springs based on rider weight.

Paragon Gold Lower Leg Removal

1 Clamp the steerer tube into the bicycle stand.

2 Unthread and remove the air valve cap from the air spring top cap by hand.

3 Use a Schrader valve core tool to depress the Schrader valve and release all of the air pressure from the air chamber.

⚠ CAUTION - EYE HAZARD

Verify all pressure is removed from the fork before proceeding. Failure to do so can cause the air spring top cap to eject forcefully from the upper tube, which may result in injury and/or damage to the fork.

Wear safety glasses.

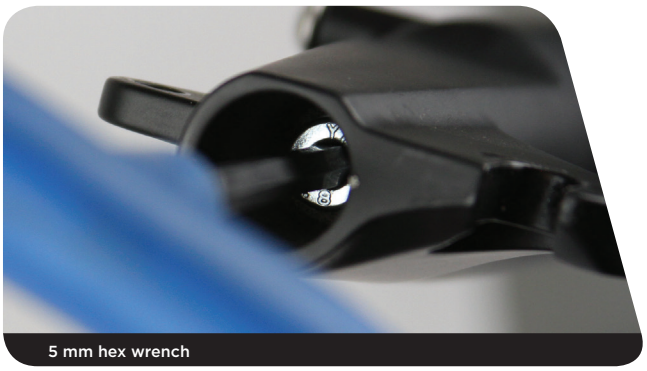
Schrader valve core tool

4 Use a Schrader valve core tool to unthread and remove the Schrader valve core.

Schrader valve core tool

5 Place an oil pan beneath the fork to catch any draining fluid.

Use a 5 mm hex wrench to loosen the drive side bottom bolt 3 to 4 turns, but do not remove the bolt from the fork leg.


5 mm hex wrench

6 Insert a 5 mm hex wrench into the drive side bottom bolt. Use a plastic mallet to firmly strike the wrench to dislodge the rebound damper shaft from the lower leg.

Use a 5 mm hex wrench to remove the bottom bolt from the lower leg. Repeat steps 5 and 6 for the non-drive side fork leg.


5 mm hex Rubber mallet

7 Firmly pull the lower leg downward until fluid begins to drain. Continue pulling downward to remove the lower leg from the fork.

If the lower leg does not slide off of the upper tube, the press fit of the shaft(s) to the lower leg may still be engaged.

Reinstall the bottom bolt 3 to 4 full turns and repeat step 6.

NOTICE

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

8 Spray isopropyl alcohol on the inside and outside of the lower leg. Clean the outside of the lower leg with a rag.

Wrap a rag around a long dowel and insert it into each lower leg to clean the inside of the lower leg.


Dowel

Air Spring Removal

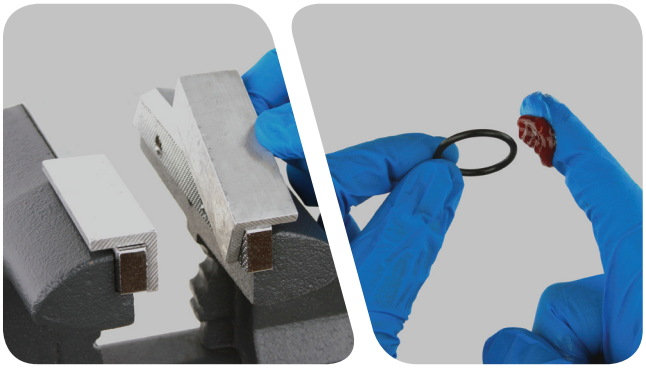
NOTICE

Use aluminum soft jaws to protect the components when using a vice.

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 rag.

Apply grease to the new seal or o-ring. Only use SRAM® Butter or Liquid O-Ring PM600 military grease when servicing RockShox® Forks.



⚠CAUTION - EYE HAZARD

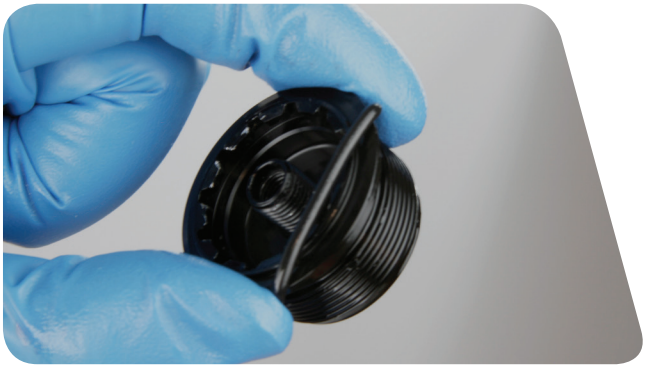
Verify all pressure is removed from the fork before proceeding. Failure to do so can cause the top cap to eject forcefully from the upper tube which can result in injury. Wear safety glasses.

1 Insert a cassette lockring tool into the air spring top cap then place a 24 mm socket wrench over the top of the cassette lockring tool to unthread then remove the air spring top cap.

Spray isopropyl alcohol on the upper tube threads and clean the threads with a rag.

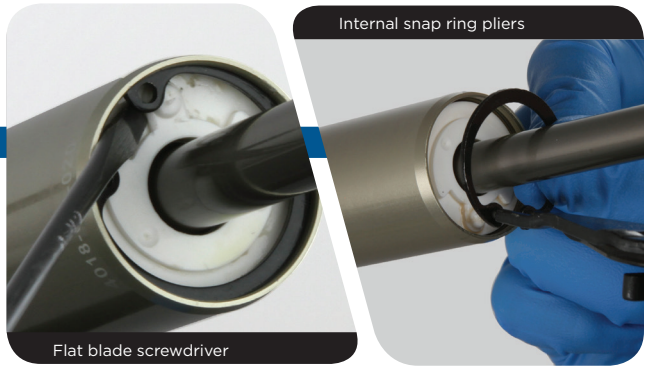
2 Use your fingers or a pick to remove the top cap o-ring then install a new o-ring.

Apply a small amount of grease to the top cap o-ring and top cap threads.



3 Use a flat blade screwdriver to push the seal head tab under the retaining ring.

Use snap ring pliers to remove the retaining ring.



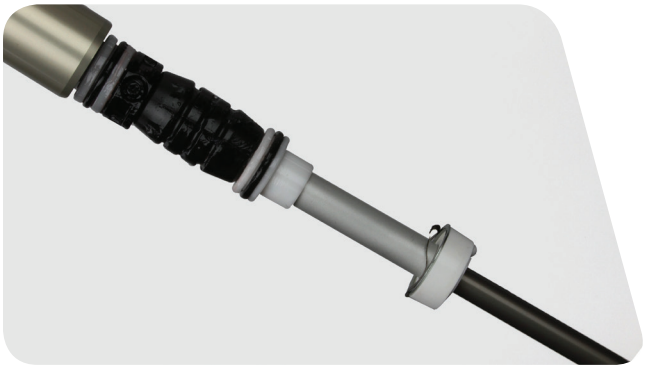
NOTICE

Do not scratch the air shaft.

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

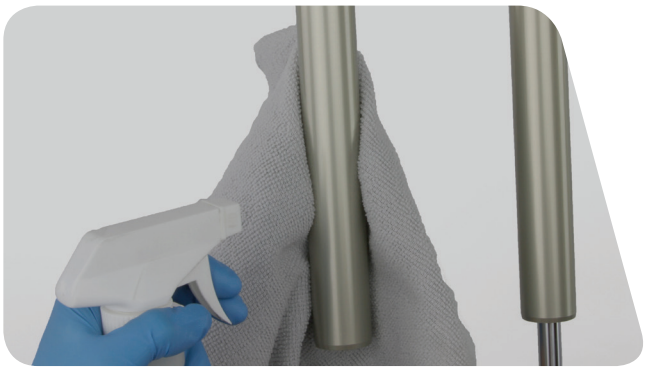
Place the tips of large internal snap ring pliers into the eyelets of the retaining ring. Press firmly on the pliers to push the seal head into the upper tube enough to compress and remove the retaining ring. Use your fingers to gently slide the retaining ring off of the air shaft.

4 Firmly pull on the air shaft to remove the air spring assembly from the upper tube. Clean and inspect the assembly for damage.



5 Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag.

Wrap a clean rag around a long dowel and insert it into the upper tube to clean inside the upper tube.



6 Remove the negative piston assembly from the air shaft.

Spray the air shaft with isopropyl alcohol and clean with a rag.

7 Use you r fingers to remove the air piston outer o-ring.

Use your fingers to grease and install a new o-ring.

8 Remove the top out bumper from the negative piston.

9 Use a pick to remove the inner o-ring and your fingers to remove the outer o-ring from the negative piston.

Use your fingers to grease and install the new inner and outer o-rings on to the negative piston.

NOTICE

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

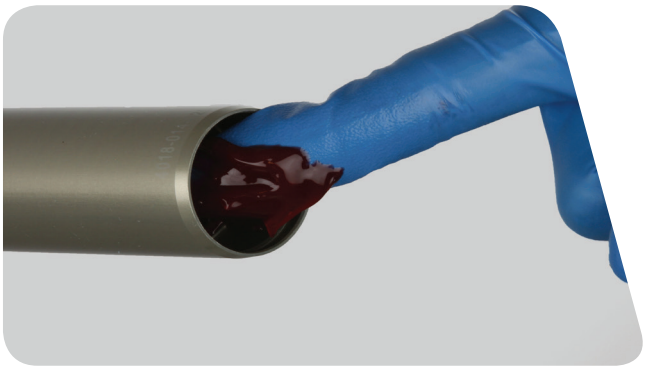
10 Install a new top out bumper onto the negative piston.

Air Spring Installation

1 Apply a liberal amount of Liquid O-Ring® PM600 military grease to the exterior of the air shaft.

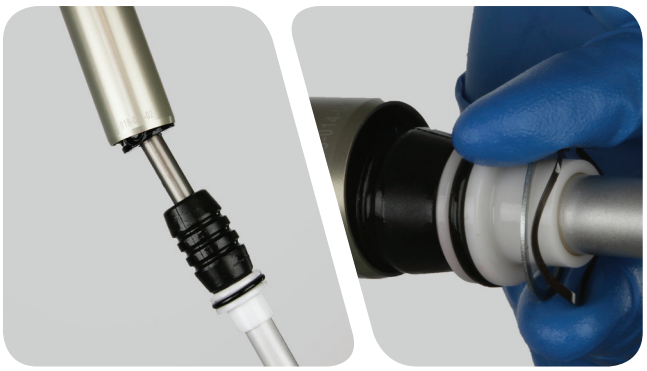
Install the travel spacer (optional) and the negative air piston assembly onto the air shaft with the top out bumper toward the air piston.

2 Apply a liberal amount of Liquid O-Ring PM600 military grease to the inside of the upper tube, from the end of the tube to approximately 60 mm into the tube.



3 Firmly push the air spring assembly into the bottom of the upper tube while gently rocking the air shaft side to side.

Orient the washers so that the aluminum retaining washer goes into the upper tube first, followed by the wave spring.



4 Use your fingers to gently glide the snap ring into position.

NOTICE

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

Place the tips of large internal snap ring pliers into the eyelets of the retaining ring and install the retaining ring into the groove. The tab of the seal head should be positioned between the retaining ring eyelets.

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

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.

Internal snap ring pliers

5 Insert a cassette lockring tool into the air spring top cap then place a 24 mm socket with a torque wrench over the top of the cassette lockring tool to tighten the top cap to 7.3 N·m (65 in-lb).

Cassette lockring tool

24 mm Socket wrench

Cassette tool lockring tool | 7.3 N•m (65 in-lb) | 24 mm

Lockout Damper Removal

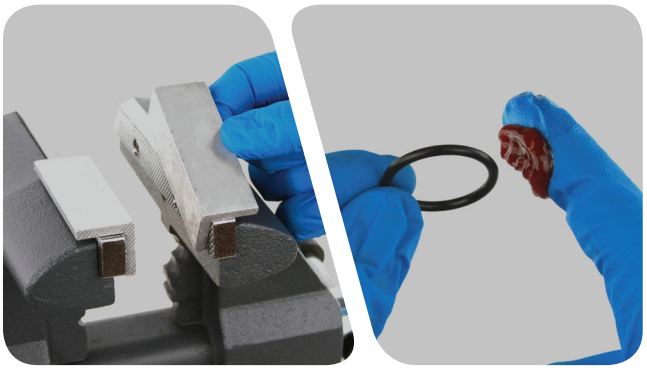
NOTICE

Use aluminum soft jaws to protect the components when using a vice.

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 rag. Apply grease to the new seal or o-ring.

Only use SRAM® Butter or Liquid O-Ring PM600 military grease when servicing RockShox forks.



1 **Remote lockout:** Use a 2 mm hex wrench to loosen the cable pinch bolt and remove the cable.

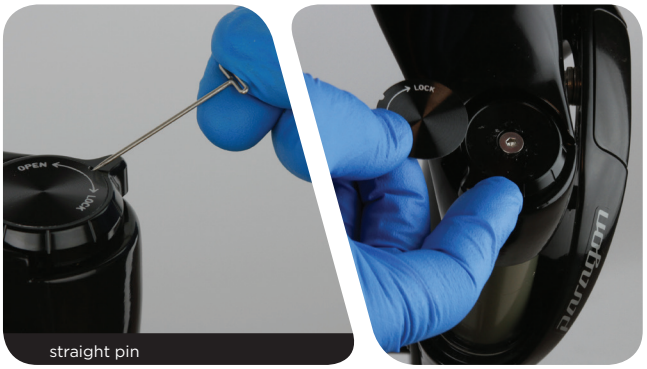
Use a 2.5 mm hex wrench to remove the lockout adjuster bolt, then remove the lockout adjuster knob.

Crown lockout: Set the lockout knob to the open position.

Use a straight pin or pick to gently remove the faceplate covering the lockout adjuster knob, then set it aside.

Spray isopropryl alcohol on the lockout adjuster knob and faceplate and clean them with a clean rag.

Use a 2.5 mm hex wrench to remove the lockout adjuster knob.



2 Insert a cassette lockring tool into the lockout top cap then place a 24 mm socket wrench over the top of the cassette lockring tool to unthread then remove the damper top cap.

3 Remove the lockout damper assembly by pulling it up and gently rocking it side to side.

Remove the cable stop collar with the damper. Clean the upper tube threads with a rag.

4 Use a pick or your fingers to remove the lockout damper top cap o-ring. Install a new lockout top cap o-ring.

5 Use your fingers or a pick to remove the lockout damper piston o-ring.

Apply suspension fluid to the new o-ring and install it.

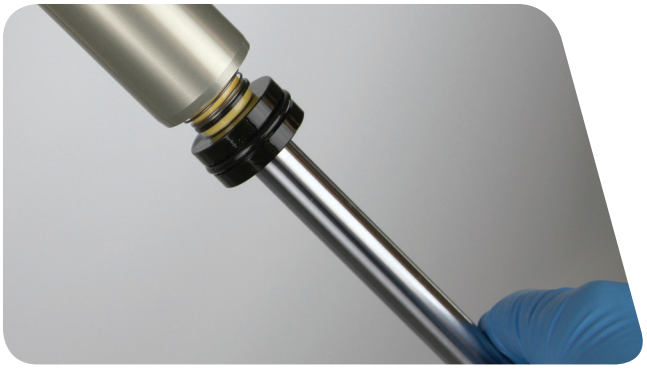
6 Pour the suspension fluid from the lockout damper into an oil pan.

Paragon Gold Rebound Damper Removal

1 Push the rebound damper shaft in until enough shaft is exposed to hold onto with your fingers. Use large internal snap ring pliers to remove the retaining ring from the bottom of the upper tube.


Internal snap ring pliers

2 Remove the rebound damper and seal head assembly from the upper tube.

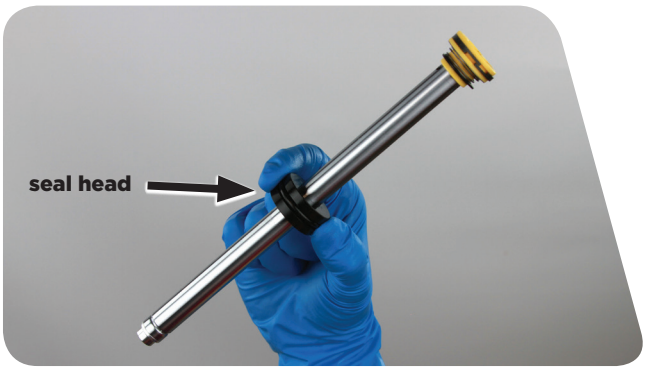


3 Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag.

Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube.

4 Remove the seal head from the rebound damper shaft.

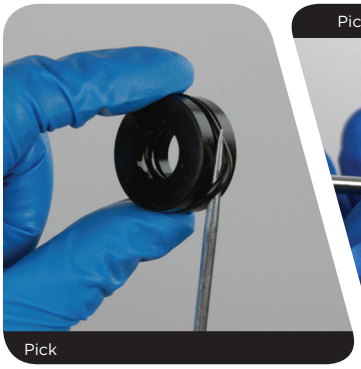
Spray isopropyl alcohol on the rebound damper shaft and clean it with a rag.



5 Use your fingers or a pick to remove the outer seal head o-ring.

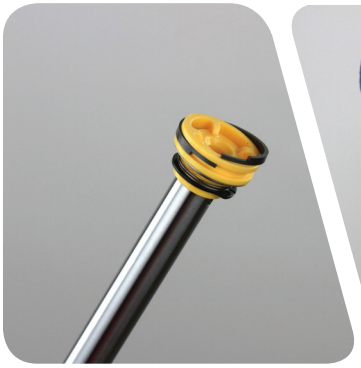
Use a pick to pierce and remove the inner o-ring.

Apply suspension fluid to the new o-rings and install them on the seal head.



6 Use your fingers to remove the glide ring from the rebound damper piston.

Use your fingers to gently squeeze the ends of the new glide ring together, then install the glide ring in the groove on the damper piston.



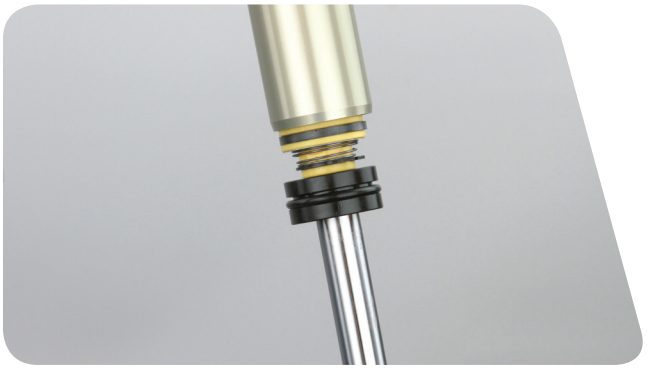
Paragon Gold Rebound Damper Installation

1 Install the seal head on the rebound damper shaft.

Use your finger to apply PM600 military grease to the rebound damper shaft.

2 Insert the seal head assembly into the bottom of the upper tube.

Use your fingers to push the seal head into the upper tube.



3 Use your fingers to gently guide the retaining ring into position.

NOTICE

Scratches on the damper shaft will allow air to bypass the air shaft guide into the lower leg, resulting in reduced spring performance.

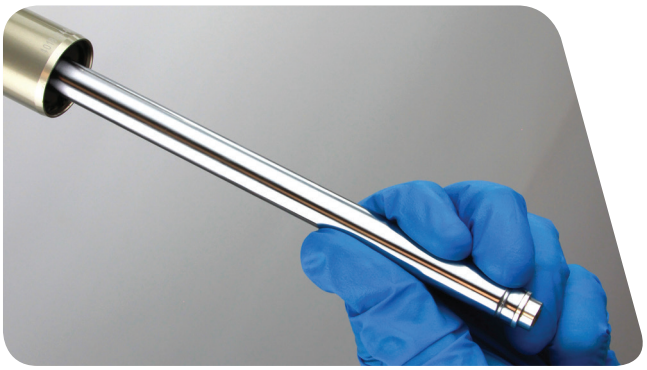
Place the tips of large internal snap ring pliers into the eyelets of the retaining ring and install the retaining ring into the groove. The tab of the air shaft guide should be positioned between the retaining ring eyelets.

Check that the retaining ring is properly seated in the retaining ring groove by pushing on the retaining ring to be sure it is seated.

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.

Internal snap ring pliers

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

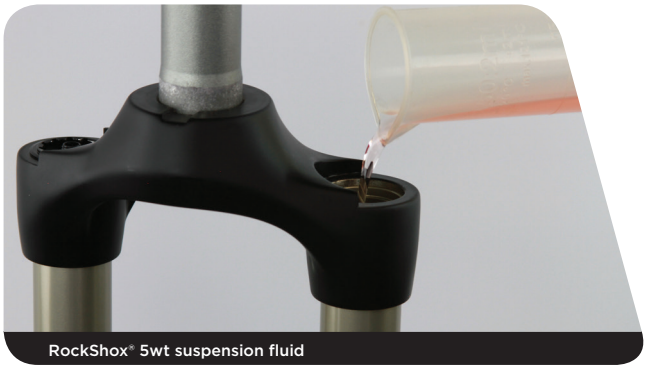


5 Use the chart to determine the amount of RockShox® 5wt suspension fluid to pour in the drive side upper tube.

Fluid volume	Fluid height +/- 2 mm
84-90 mL	87-97 mm

Oil height measurements are taken from the top of the crown surface above the upper tube to the oil.

Suspension fluid volume is critical. Too much suspension fluid reduces available travel, too little suspension fluid decreases damping performance.



RockShox® 5wt suspension fluid

Paragon Gold Lockout Damper Installation

1 **Sli**de the cable stop collar onto the lockout damper assembly so that it is flush against the lockout top cap.

Insert the lockout damper into the upper tube.

Remote: Slide the cable stop collar onto the lockout damper assembly so that it is flush against the lockout top cap.

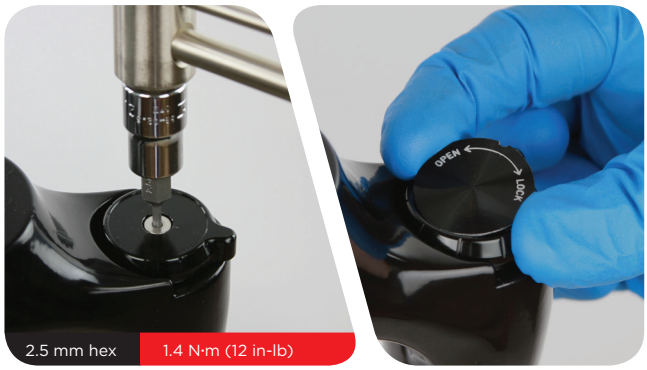
2 Insert a cassette lockring tool into the air spring top cap then place a 24 mm socket with a torque wrench over the top of the cassette lockring tool to tighten the top cap to 7.3 N·m (65 in-lb).

3 **Remote:** Place the remote spool onto the damper so that the retaining bolt is located at an approximate 3 o'clock position relative to the cable stop collar.

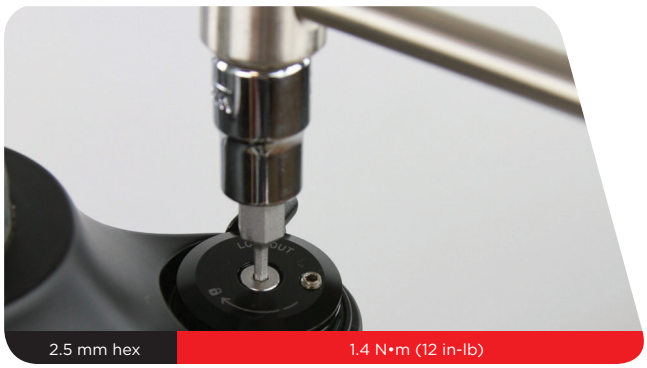
Crown adjuster: Place the lockout adjuster knob onto the lockout top cap with the long tab near the front of the crown.

Use a torque wrench with a 2.5 mm hex bit socket to tighten the lockout adjuster bolt to 1.4 N·m (12 in-lb).

Locate the small notch on the faceplate decal, and orient the notch to the middle of the tab on the adjuster, then press firmly down to adhere the faceplate to the lockout adjuster knob.



4 **Remote:** Use a 2.5 mm hex bit socket and a torque wrench to tighten the lockout adjuster knob retention screw to 1.4 N·m (12 in-lb).

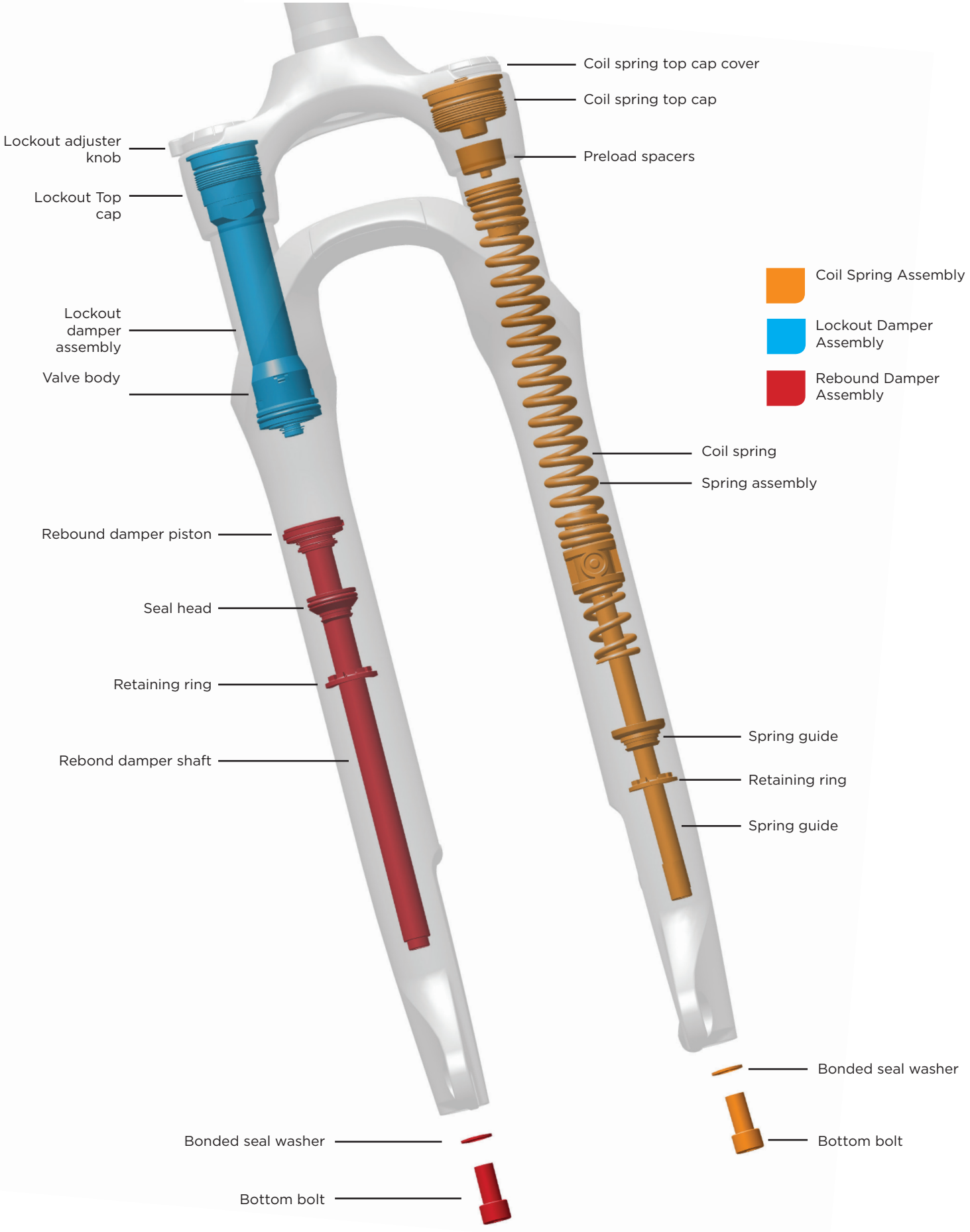


5 **Remote:** Install the ferrule end of the housing into the cable stop collar port. Wrap the cable around the spool and thread it through the cable fixing port.

Use a torque wrench with a 2 mm hex bit to tighten the cable pinch bolt to 0.9 N·m (8 in-lb).

Cut the excess cable, leaving 30 mm protruding from the cable fixing port. Install a cable end fitting.

Paragon Silver Exploded View



NOTICE

If using a flat head screwdriver, make sure it has a round shaft. A screwdriver with a square shaft will damage the lower leg.

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

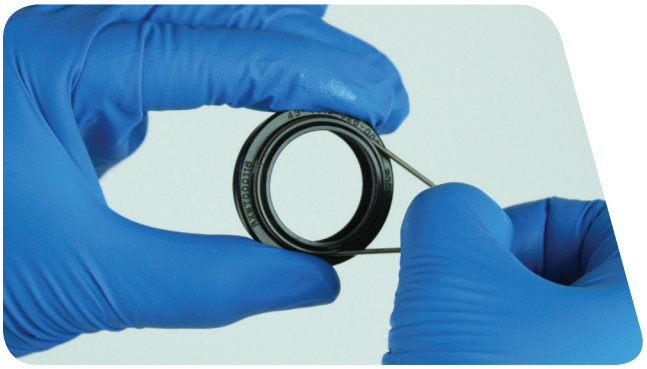
Repeat on the other side. Discard the old wiper seals.

Downhill tire lever

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.

2 Use your fingers to remove the wire spring from the new dust wiper seal and set the spring aside.



3 Use your fingers to remove the foam rings on the top bushing inside the lower leg and discard the foam rings.

4 Spray isopropyl alcohol on the inside and outside of the lower leg and clean it with a rag.

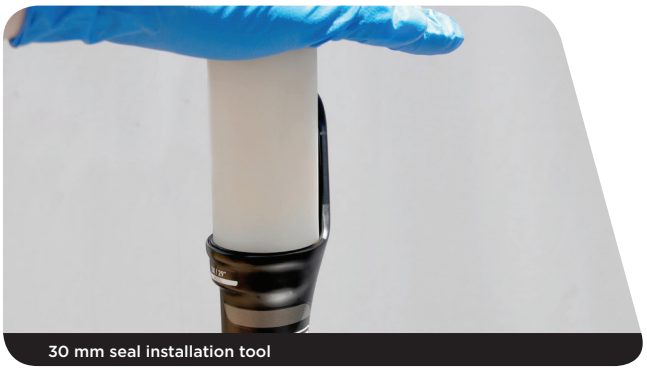
Wrap a rag around a long dowel and insert it into each lower leg to clean the inside. Verify that all debris has been removed from the bushings inside the lower leg.

5 Install a new wire spring on the outside of each seal.

6 Insert the narrow end of the new dust wiper seal into the recessed end of a 30 mm seal installation tool.


30 mm seal installation tool

7 Hold the lower leg firmly and use the seal installation tool to push the dust wiper seal evenly into the lower leg until the seal surface is flush with the top of the lower leg surface.


30 mm seal installation tool

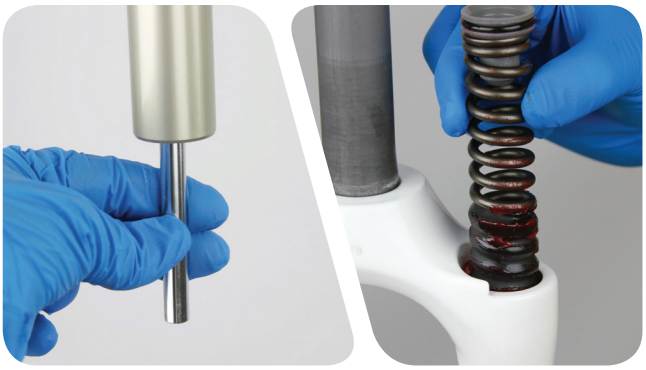
Coil Spring Removal/Installation

1 Unthread and remove the top cap cover from the non-drive side top cap.

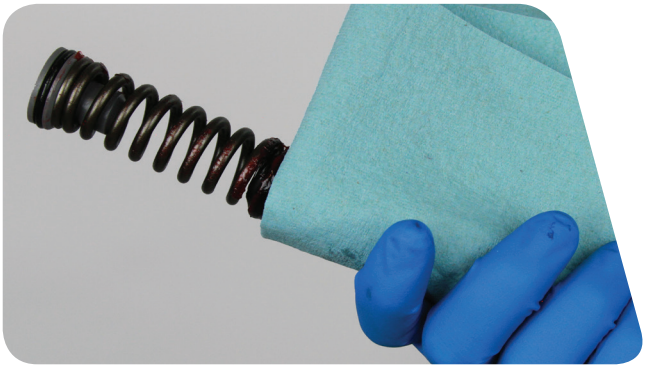
2 Insert a cassette lockring tool into the coil spring top cap then place a 24 mm socket over the top of the cassette lockring tool to unthread the coil spring top cap.

3 Remove the preload spacer, you may push up on the coil spring shaft in order to remove the preload spacer. Set the spacer aside in the orientation in which it was removed.

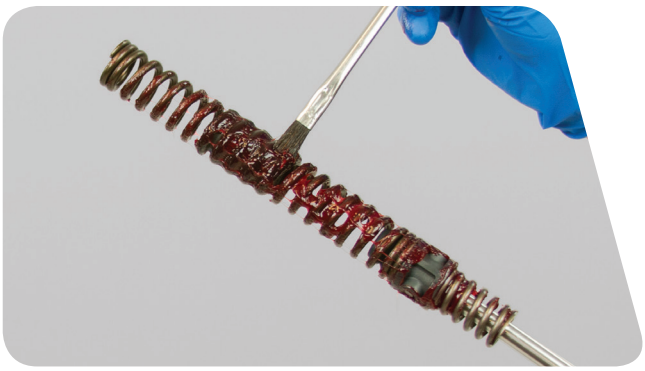
4 Push the spring shaft upward to remove the coil spring assembly from the upper tube.



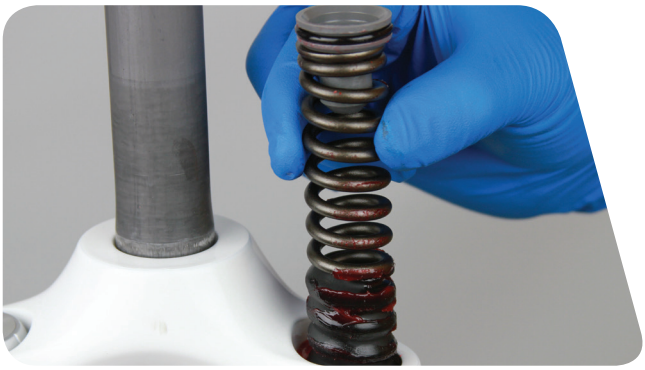
5 Spray isopropyl alcohol on the coil spring assembly and the inside and outside of the upper tube and clean them with a rag.



6 Use a brush to apply a liberal amount of Liquid O-Ring® PM600 military grease to the coil spring assembly.



7 Insert the coil spring assembly into the top of the non-drive side upper tube.



8 Install the preload spacer as it was removed.

9 Insert a cassette lockring tool into the coil spring top cap then place a 24 mm socket with a torque wrench over the top of the cassette lockring tool to tighten the top cap to 7.3 N·m (65 in-lb).

10 Thread the coil spring top cap cover onto the top cap until it is hand tight.

Damper Removal

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 rag. Apply SRAM® Butter to the new seal or o-ring.

1 Use a straight pin or a pick to remove the lockout decal.

Pick

2 Use a 2.5 mm hex wrench to remove the lockout knob.


2.5 mm hex wrench

3 Insert a cassette lockring tool into the damper top cap then place a 24 mm socket wrench over the top of the cassette lockring tool to unthread then remove the damper top cap.


Cassette lockring tool

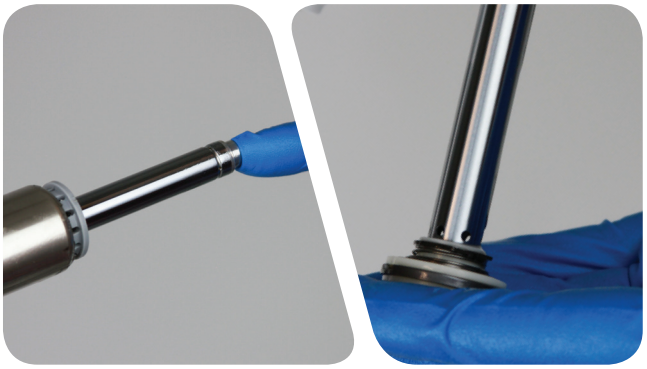
24 mm Socket wrench

4 Remove the lockout damper assembly from the upper tube.

5 Use your fingers to remove the damper o-rings.
Install new damper o-rings.

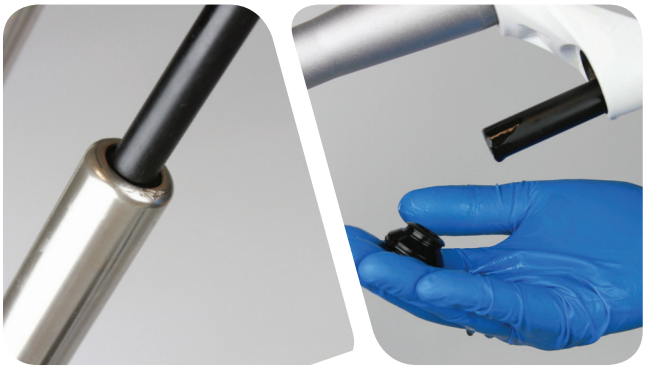
6 Pour the fluid into an oil pan.

7 Push the rebound damper into the upper tube so that the rebound damper will slide out the other end of the upper tube.

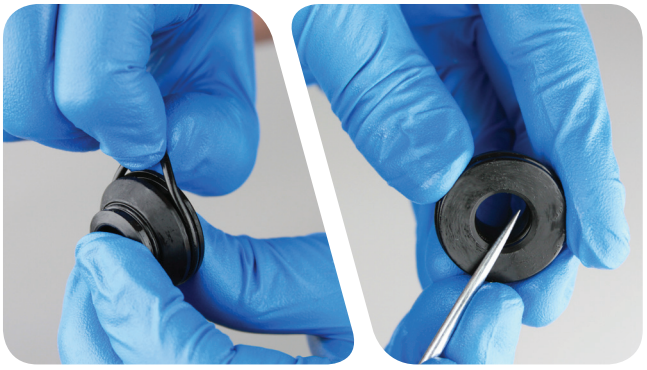


8 Use a flat blade screwdriver to remove the seal head retaining ring.

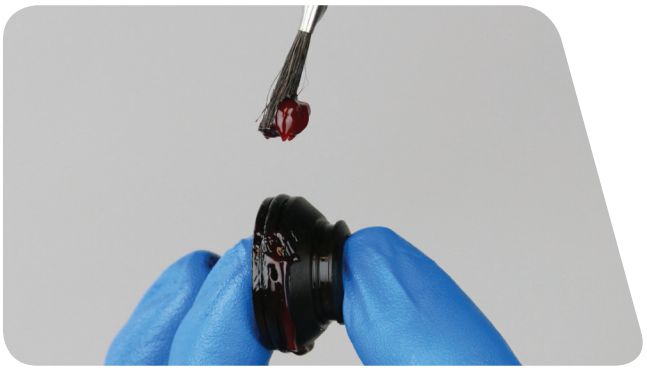
9 Insert a long dowel into the bottom of the upper tube and push on the seal head to dislodge it out of the other end of the upper tube.



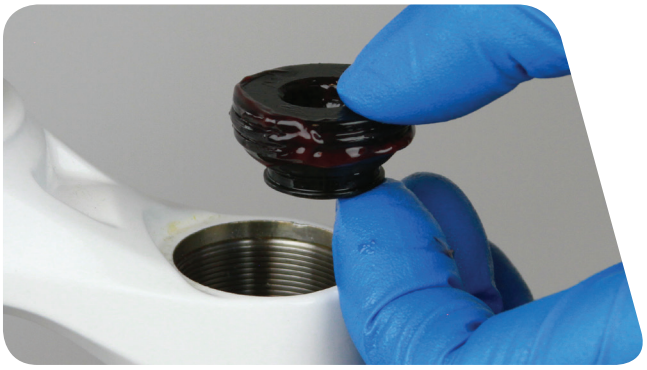
10 Use your fingers to remove the outer seal head o-rings. Use a pick to pierce and remove the inner o-ring. Use your fingers to install the new o-rings.



11 Use Liquid O-Ring® PM600 military grease to grease the inner and outer seal head o-rings.



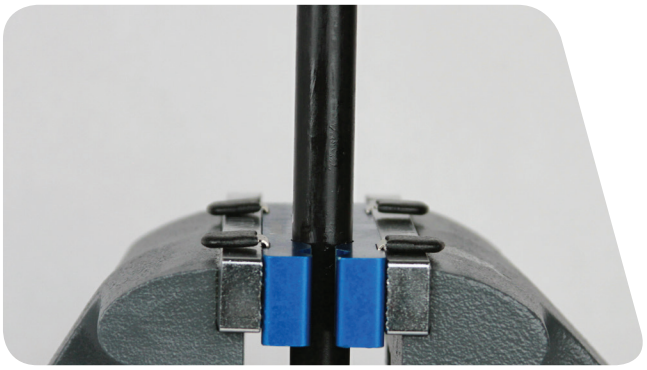
12 Use Liquid O-Ring® PM600 military grease to grease the seal head threads. Insert the seal head into the top of the upper tube.



Paragon Silver Damper Installation

1 Turn the fork to a vertical position in the bicycle stand. Use a long dowel to press the seal head into position at the bottom of the upper tube.

2 Remove the dowel from the upper tube then clamp it into a vise with two soft jaws.



3 Take the fork out of the bicycle stand.

Invert the fork then lower the damper side upper tube onto the dowel and push down to install the seal head.

4 Install the retaining ring onto the seal head.

5 Use your fingers to remove the glide ring from the rebound damper piston.

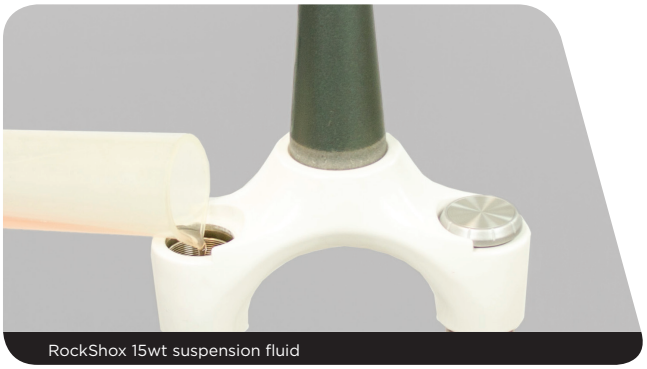
Use your fingers to gently squeeze the ends of the new glide ring together, then install the glide ring in the groove on the damper piston.

6 Install the rebound damper into the upper tube.

7 Pour RockShox™ 5wt suspension fluid in the drive side upper tube.

Upper Tube			Lower Leg	
Paragon Silver 100 mL	Height ± 2 mm	Volume	Volume	Fluid
	80-85	5wt	12 mL	15wt

Suspension fluid volume is critical. Too much suspension fluid reduces available travel; too little suspension fluid decreases damping performance.



RockShox 15wt suspension fluid

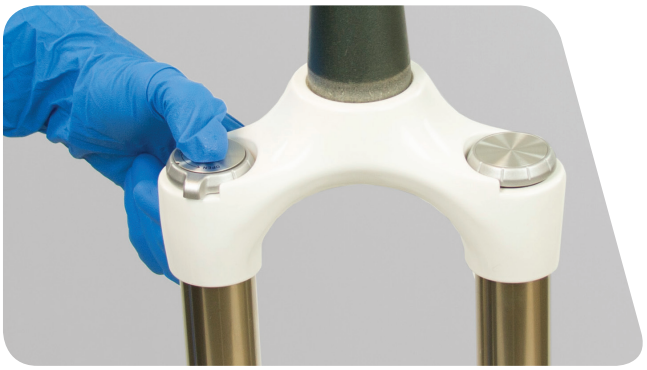
8 Insert the lockout damper into the upper tube.

9 Insert a cassette lockring tool into the damper top cap then place a 24 mm socket with a torque wrench over the top of the cassette lockring tool to tighten the top cap to 7.3 N·m (65 in-lb).

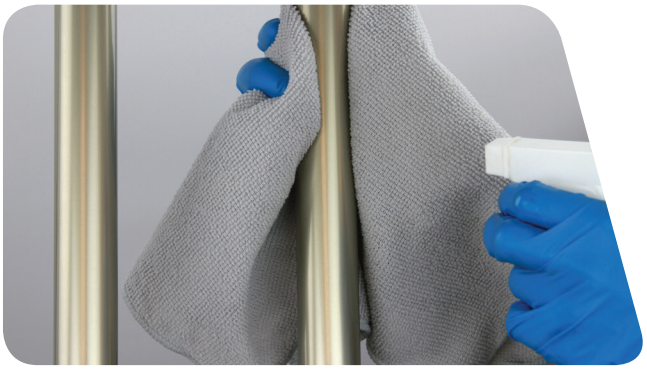
10 Install the lockout knob and retaining screw.

Use a torque wrench with a 2.5 mm hex bit socket to tighten the knob retaining screw to 1-.25 N·m (11.9-2.2 in-lb).

11 Locate the small notch on the faceplate decal, and orient the notch to the middle of the tab on the adjuster, then press firmly down to adhere the faceplate to the lockout adjuster knob.



1 Spray the upper tubes with isopropyl alcohol and clean them with a rag.



2 Apply a liberal amount of SRAM Butter to the inner surfaces of the dust wiper seals.

3 Slide the lower leg onto the upper tube enough to engage the upper bushing with the upper tubes.

NOTICE

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

4 Position the fork at a slight angle with the lower leg bolt holes oriented upward. Angle a syringe fitting in each lower leg bolt hole so the fluid will only contact the inside of the lower leg.

Inject 5 mL of RockShox® 15wt suspension fluid into the drive side lower leg, and 5 mL of RockShox 15wt suspension fluid into the non-drive side lower leg.

NOTICE

Do not exceed the recommended fluid volume per leg as this can damage the fork and reduce performance.

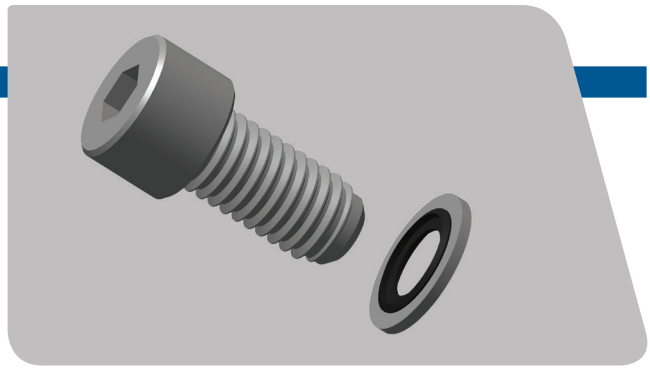
RockShox® 15wt suspension fluid

5 Slide the lower leg assembly onto the upper tubes until it stops.

6 Install a new bonded seal washer on the non-drive side and drive side bottom bolts.

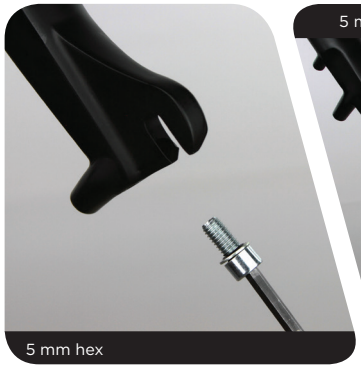
NOTICE

Dirty or damaged bonded seal washers can cause oil to leak.



7 Use a 5 mm hex wrench to thread the bottom bolt into the shaft of each the lower leg.

Use a torque wrench with a 5 mm hex bit socket inserted into a socket extender to tighten the bolts to 7.3 N·m (65 in-lb).



8 **Paragon Gold**: Use a Schrader valve core tool to thread a new Schrader air valve core into the air valve. Tighten the valve core until it is hand tight.

Use a shock pump to pressurize the air spring. Refer to the Paragon Air Spring chart, located at the beginning of this document, for the appropriate pressure for your rider weight.

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

9 **Paragon Gold**: Thread the air valve cap onto the air spring top cap of the non-drive side fork leg until it stops.

10 Spray isopropyl alcohol on the entire fork and clean it with a rag.

Remote: Check the function of the remote lockout by activating the PopLoc on the handlebar.

This concludes the service for RockShox Paragon Gold and Paragon Silver suspension forks.

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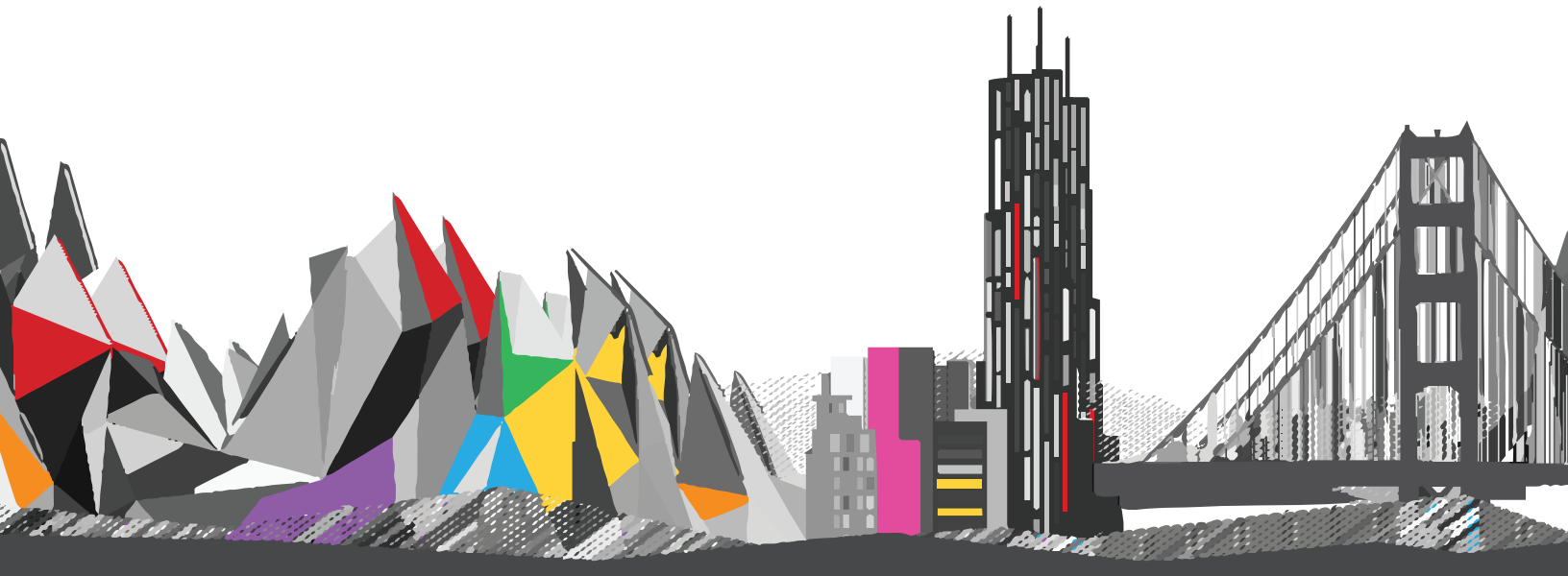
-SRAM TechCom Vision Statement



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