ROCKSHOX

2021
SUPER DELUXE THRU SHAFT

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!

TABLE OF CONTENTS

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/company/environment.

Part Preparation

Remove the component from the bicycle before service.

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

Service Procedures

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

Clean the part with RockShox Suspension Cleaner or isopropyl alcohol and a clean, lint-free shop towel.

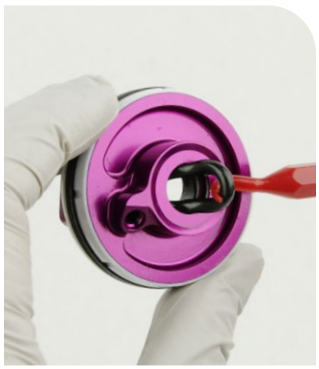
Clean the sealing surface on the part and inspect it for scratches.

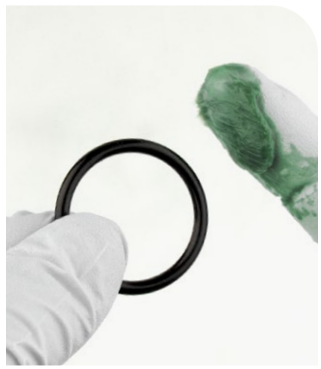
Replace the o-ring or seal with a new one from the service kit. Use your fingers or a pick to pierce and remove the old seal or o-ring.

Apply RockShox Dynamic Seal Grease to the new seal or o-ring. If a brush is used to apply grease, confirm there are no loose bristles in the grease or on the part.

NOTICE

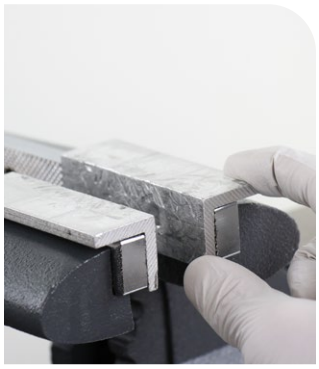
Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the spare parts catalog to replace the damaged part.





To prevent damage to the shock, use aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws. For bearing mount shocks, wrap a shop towel around the eyelet, then clamp the eyelet flat into the 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.



Specified torque value in N·m (in-lb)

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: **RS-SDLX-THRU-C1**

RS = Product Type - **Rear Shock**
SDLX = Platform/Series - **Super Deluxe**
THRU = Model - **Thru Shaft**
C1 = Version - (**C** - third generation, **1** - first 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.

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 shock damper body and wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes air can contamination
Every 50 Hours	Perform air can service	Reduces friction
		Restores small bump sensitivity
Every 200 Hours	Perform damper and spring service	Extends suspension lifespan
		Restores suspension lifespan

Record Your Settings

Use the charts below to record your shock settings to return your shock to its pre-service settings. Record your service date to track service intervals.

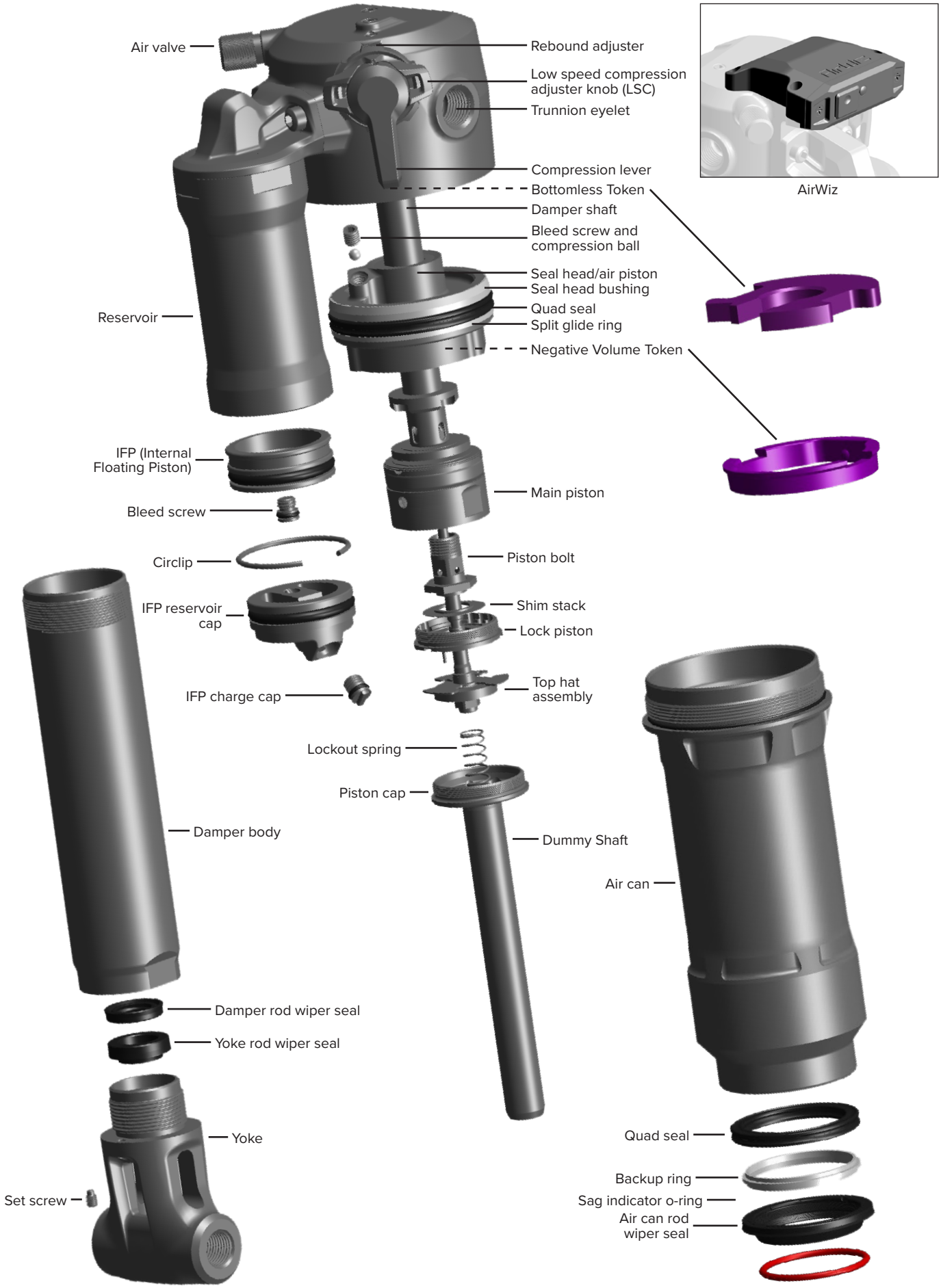
Service Hours Interval	Date of Service	Air Pressure	Rebound setting - Count the number of clicks while turning the rebound adjuster fully counter-clockwise.
50			
100			
150			
200			

Torque Values

Part	Tool	Torque
Air can to shaft eyelet assembly	54 mm crowfoot (trunnion mount)	10 N•m (90 in-lb)
Piston bolt	12 mm socket wrench	6.2 N•m (55 in-lb)
Lock piston	RCT/NUDE Lock Piston tool	4.5 N•m (40 in-lb)
Dummy shaft	23 mm and 24 mm flat wrenches	3.6 N•m (32 in-lb)
Seal head/air piston	34 mm crowfoot	28 N•m (250 in-lb)
Yoke	25 mm flat wrench	16.9 N•m (150 in-lb)

IFP Depth

Shock Stroke	IFP Depth
57.5 mm	33 mm
62.5 mm	


Air valve
Rebound adjuster
Low speed compression adjuster knob (LSC)
Trunnion eyelet
Compression lever
Bottomless Token
Damper shaft
Bleed screw and compression ball
Seal head/air piston
Seal head bushing
Quad seal
Split glide ring
Negative Volume Token
Reservoir
IFP (Internal Floating Piston)
Bleed screw
Main piston
Circlip
Piston bolt
IFP reservoir cap
Shim stack
Lock piston
IFP charge cap
Top hat assembly
Lockout spring
Piston cap
Dummy Shaft
Damper body
Air can
Damper rod wiper seal
Yoke rod wiper seal
Yoke
Set screw
Quad seal
Backup ring
Sag indicator o-ring
Air can rod wiper seal
AirWiz

Thru Shaft Service

Prior to servicing your rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions.

Parts, Tools and Supplies

Parts

- RockShox Thru Shaft 50 or 200 Hour Service Kit

Safety and Protection Supplies

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

Lubricants and Fluids

- Maxima PLUSH 7wt Suspension Oil
- Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light (included in service kit)
- RockShox Suspension Cleaner or Isopropyl alcohol
- RockShox Dynamic Seal Grease (included in service kit)

RockShox Tools

- RockShox Air Valve Adapter Tool - Rear Shock
- RockShox Clamp Tool and Adapter
- RockShox IFP Puller Tool
- RockShox RCT/NUDE Lock Piston Tool
- RockShox Rear Shock Vise Block
- RockShox Thru Shaft Bleed Plug

Bicycle Tools

- Schrader valve core tool
- High Pressure Shock Pump 600 psi

Common Tools

- Bench vise with aluminum soft jaws
- Crowfoot socket: 23 mm, 24 mm, 25 mm, 34 mm
- Flat wrench: 23 mm, 24 mm (x2), 25 mm, 34 mm
- Hex bit socket: 3 mm
- Hex wrenches: 1.5 mm, 2 mm, 3 mm
- Metric caliper or small metric ruler
- Open end wrench: 34 mm
- Pick (Plastic if available)
- Needle nose pliers
- Retaining ring pliers
- Socket wrench: 12 mm
- Strap wrench
- Torque wrench
- TORX wrenches: T10, T25

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.

⚠WARNING

Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores.

If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

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 shock.

NOTICE - AIRWIZ

For shocks equipped with AirWiz, make sure that the vise only contacts the shaft eyelet and not the AirWiz body.

Keep AirWiz free of grease and oils.

Do not allow water to enter the electronics compartment while the battery cover is removed.

Do not use a pressure washer to clean.

Do not use acidic or grease dissolving agents. Chemical cleaners and solvents can cause permanent damage to the electronics.

1 To record your adjustment settings, rotate the rebound adjuster knob counter-clockwise until it stops, while counting the number of detent clicks. This will assist you with post-service set up.

Rotate the compression knob to the minus position.

2 Loosen the set screw in the yoke, then clamp the yoke into a vise. Loosen and remove the damper assembly from the yoke.

1.5 mm

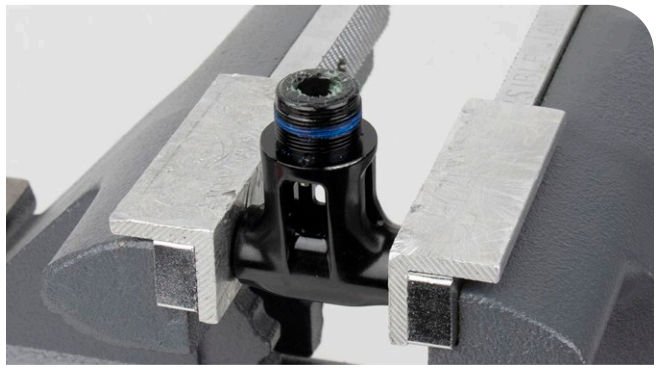
25 mm

3 Remove the rod wiper seal, then clean the yoke.

Apply grease to the new rod wiper seal and install it.

NOTICE

Do not pierce the rod wiper seal.



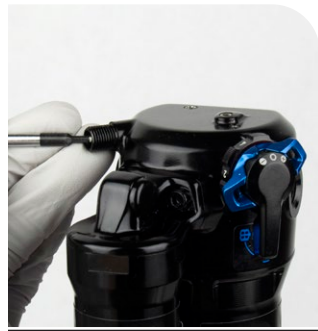
4 Record your air pressure setting to assist with post-service set up.

Remove the air valve cap by hand. Lightly depress the Schrader valve and slowly release all air pressure from the air can.

⚠CAUTION

Do not disassemble a pressurized shock, this can cause suspension fluid or debris to forcefully eject from the shock. Wear safety glasses.

Slowly release the air from the air can to make sure the air is removed from both chambers. Quickly releasing the air can trap air in the negative chamber and cause the air can to forcefully eject from the shock upon disassembly.



Small Hex Wrench

Use a Schrader valve tool to remove and reinstall the valve core from the valve body to make sure all air has been removed.

Schrader Valve Tool

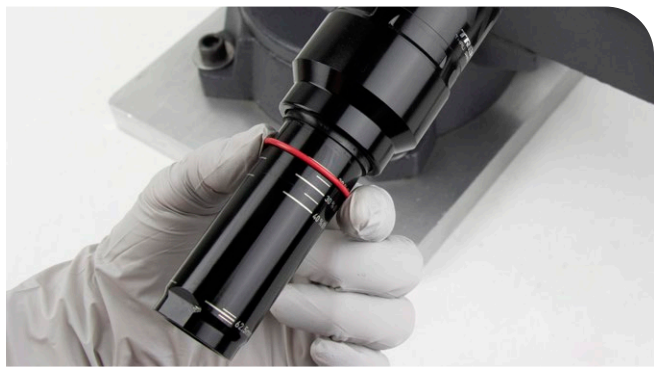
Schrader Valve Tool

5 Clamp the shaft eyelet into a vise, with the shock positioned horizontally.

NOTICE

To prevent damage to the shock, use aluminium soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

6 Remove the sag indicator.



7 Use a strap wrench to remove the air can. Wrap the strap around the section of the air can where there are no decals. Turn the wrench counter-clockwise to unthread the air can.

Vacuum pressure will increase as you pull the air can along the damper body, and will suddenly release when the air can is pulled over the air piston.

⚠CAUTION- EYE HAZARD

The air can may still have air pressure in the negative chamber, which may cause the air can to forcefully eject from the shock upon disassembly. Wear safety glasses.

Strap Wrench

Slowly pull the air can along the damper body to remove it and the Counter Measure spring.

NOTICE

Do not place the strap wrench on the air can decal.

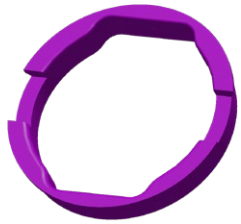
Bottomless Tokens reduce air volume in your rear shock and create greater progression at the end of the shock's travel. Add or remove tokens to tune your shock's bottomless feel.

Super Deluxe Thru Shaft is compatible with purple Tokens only.

Bottomless Tokens	3 Tokens Max
Negative Volume Token	1 Token Max

Negative Volume Tokens adjust the spring rate at the beginning of the stroke. Adding tokens to the negative spring increases the initial spring rate, while removing tokens creates a more linear feel at the beginning of the stroke.

Bottomless Tokens



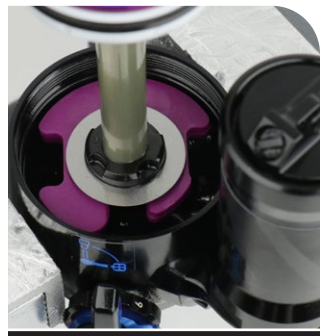
Negative Volume Token

Bottomless Tokens: Clamp the shaft eyelet into the vise.

Move the bottom out washer and o-ring away from the shaft eyelet, then snap the token onto the damper shaft with the with the opening facing the adjustment knobs. Slide the token down the damper shaft until it contacts the other tokens or the eyelet. Slide the bottom out washer and o-ring onto the tokens.

Install up to three Bottomless Tokens.

Bottomless Tokens



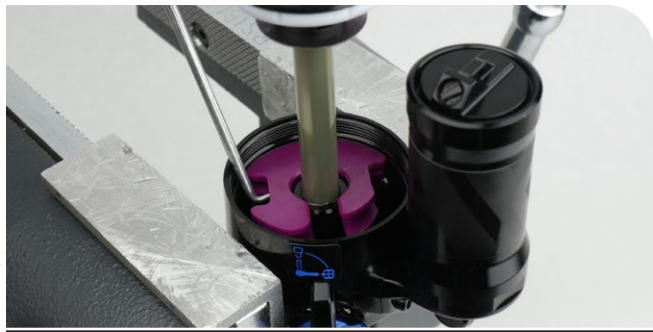
Bottomless Tokens

Bottomless Token Removal: Clamp the shaft eyelet into the vise.

Move the bottom out washer and o-ring away from the shaft eyelet. Use a pick to separate the token from the other tokens or the shaft eyelet, then remove the token from the shaft.

NOTICE

Do not scratch the damper shaft, shaft eyelet, or the eyelet o-ring. Scratches can cause leaks.



Pick

Negative Volume Token: Clamp the shaft eyelet into the vise.

Align the shape of the token with the seal head/air piston, so that the ledge is against the seal head/air piston. Snap the token onto the seal head/air piston.

Negative Volume Token

Negative Volume Token

Negative Volume Token Removal: Clamp the shaft eyelet into the vise.

Gently use a screwdriver to separate the token from the seal head/air piston, then remove the token from the shaft.

NOTICE

Do not scratch the damper shaft, shaft eyelet, or the eyelet o-ring.

Flat blade screwdriver

1 Remove the o-ring on the outside of the air can.

Clean the air can threads and eyelet body threads.

Apply a light layer of grease and install a new o-ring.

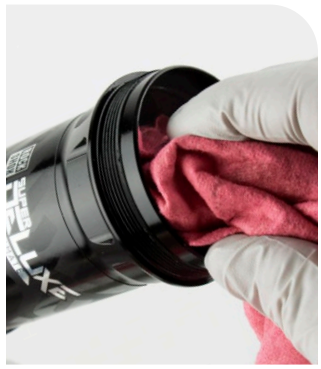
2 Remove and discard the air can wiper seal located in the top groove.

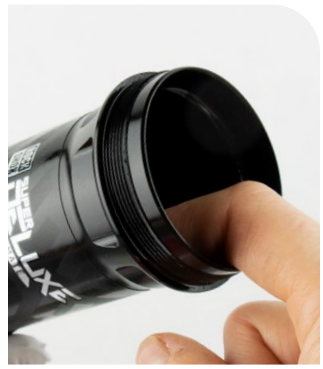
3 Remove and discard the quad seal from the bottom of the second groove in the air can.

NOTICE

Do not remove the white backup ring. The backup is factory installed and does not require service.

4 Clean the inside of the air can. Remove a glove and use your finger to inspect the inside and outside of the air can for scratches, dents, or other surface deformations. Replace the air can if it is scratched or damaged.





5 Install a new quad seal by inserting one end into the deepest groove in the air can, then push the remainder of the ring into the groove.

6 Orient the new wiper seal step side up. Install it into the wiper seal groove at the top of the air can.

7 Apply a small amount of RockShox Dynamic Seal Grease to the quad seal, backup ring, and wiper seal.

Set the air can aside.

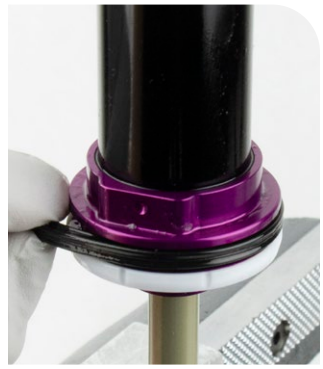
8 Clamp the shaft eyelet vertically in the vise.

Remove the split glide ring and the seal head/air piston seal.

Clean the seal head/air piston, then install a new glide ring and seal.

NOTICE

Do not remove or replace the seal head bushing. The seal head bushing ring is sized at the factory and does not require service.



To continue with the **50 Hour Service** go to Air Can Installation.

To continue with the **200 Hour Service** go to IFP Reservoir Service.

1 Clamp the shaft eyelet horizontally into the vise.

Remove the IFP reservoir valve cap. Depress the Schrader valve and release all air pressure from the IFP reservoir.

Once the pressure has been released, depress the Schrader valve a second time. If the Schrader valve is able to move, the shock has been completely depressurized.

If the Schrader valve does not move at all, the shock is still pressurized and will need to be sent to an authorized RockShox service center for further service.

⚠CAUTION - EYE HAZARD

Verify all pressure is removed from the shock before proceeding. Failure to do so can cause the damper body to separate from the shaft eyelet at a high velocity. Wear safety glasses.

Schrader Valve Tool

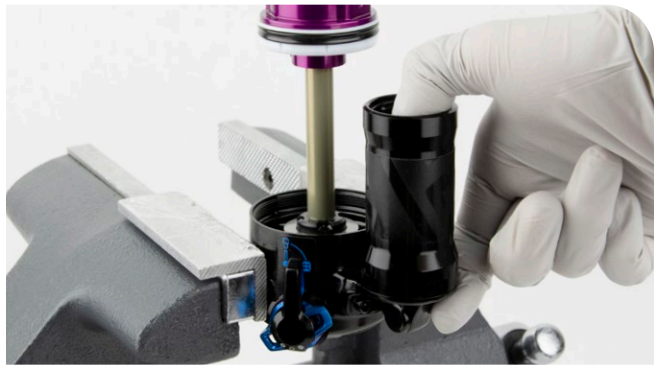
Small Hex Wrench

2 Use a Schrader valve tool to remove the Schrader valve core from the IFP reservoir valve.

Do not discard the Schrader valve core.

Schrader Valve Tool

3 Clamp the eyelet vertically into the vise. Push the IFP reservoir cap into the reservoir until it stops.



4 Remove the retaining ring from the IFP reservoir.

⚠CAUTION - EYE HAZARD

The retaining ring can eject rapidly as it is removed. Wear safety glasses.

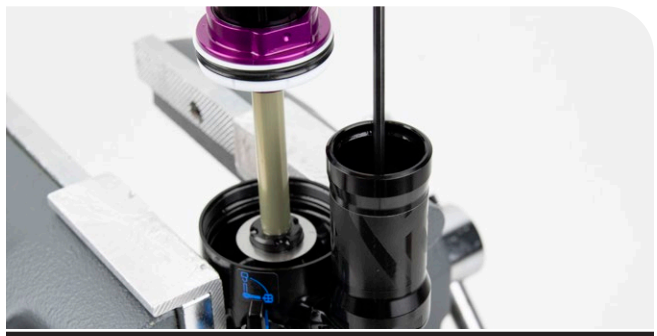
Do not scratch the inside of the IFP reservoir.

5 Remove the IFP reservoir cap from the IFP reservoir.

6 Remove the IFP reservoir cap o-ring.

Install a new o-ring.

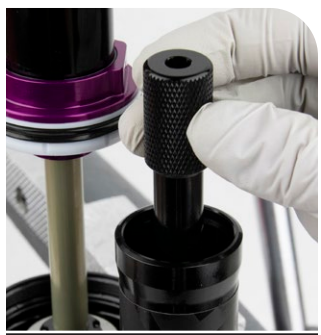
7 Remove the bleed screw.



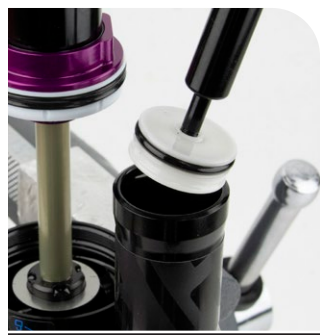
T10

Thread the RockShox IFP Puller Tool into the IFP, then remove the IFP Puller Tool and IFP from the reservoir.

Unthread the RockShox IFP Puller Tool from the IFP.



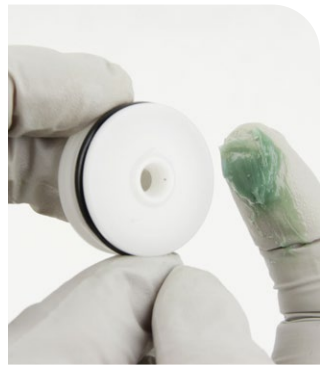
RockShox IFP Removal Tool



RockShox IFP Removal Tool

8 Remove the IFP o-ring.

Install a new o-ring. Apply grease to the o-ring and IFP.



9 Remove the shock from the vise and hold it over an oil pan to drain the oil from the IFP reservoir.

1 Clamp the damper body wrench flats into the vise.

2 Remove the seal head/air piston bleed screw.

3 Place an oil pan beneath the damper body.

Loosen the seal head/air piston assembly from the damper body.

NOTICE

Do not scratch the damper shaft while removing the seal head/air piston. Scratches can cause leaks.

Wrap a shop towel around the damper body, and remove the seal head/air piston assembly.

Oil will drain from the Thru Shaft port in the bottom of the damper body.

4 Remove the damper body from the vise.

Pierce and remove the rod wiper seal from the damper.

Apply grease to the new rod wiper seal.

Pick

Thru Shaft Bleed Plug

Use the bleed plug to block the port, and install the new rod wiper seal with the flat side facing out of the damper body.

1 Clean the shaft assembly.

2 Clamp the damper shaft into the vise.

Do not remove the shaft from the eyelet.

NOTICE

To prevent damage to the seal head/air piston, position the shaft in the vise so that the piston is clear of the vise jaws.

RockShox Rear Shock Vise Block 10 mm

3 **Slowly** remove the dummy shaft and spring.

NOTICE

To prevent the spring from rapidly ejecting from the dummy shaft, remove the dummy shaft slowly.

24 mm 23 mm

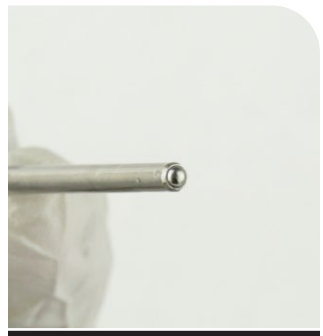
4 Use needle nose pliers to remove the compression rod and top cap assembly.

NOTICE

Do not remove the top cap assembly by pulling up on the propellers as this can damage the propellers.

Do not allow the detent ball to separate from the compression rod.

Needle Nose Pliers



Detent Ball

5 **RCT/NUDE:** Align the guide pin on the piston with the guide hole in the RCT/NUDE Lock Piston Tool, then remove the lock piston from the piston assembly.

NOTICE

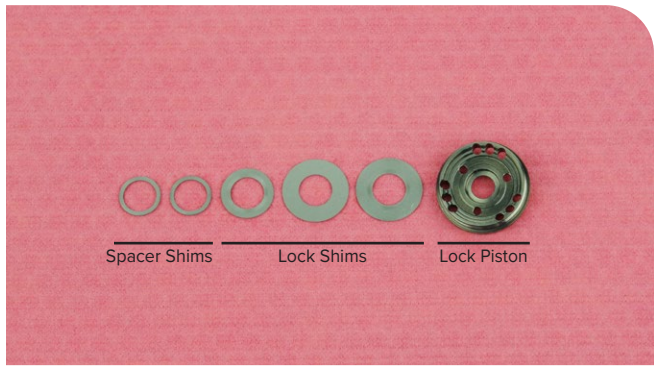
Apply pressure to the RCT/NUDE Lock Piston Tool when removing the lock piston to prevent the tool from slipping on the piston and damaging the guide pin.

Lock Piston Tool

Lock Piston Tool 24 mm

6 Remove the spacer shims from the piston nut, then set the lock piston, lock shim(s), and spacer shims aside in the order they were removed from the piston.

The lock shim may stick to the underside of the lock piston. This is normal.

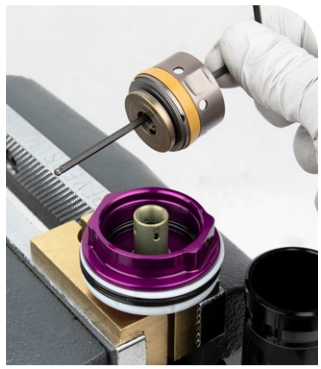


7 Loosen the piston bolt, then slide the piston bolt and main piston assembly off the shaft and onto a small hex wrench or pick.

NOTICE

Keep all the parts together and set them aside. If the main piston assembly is disassembled, it will need to be replaced.

24 mm 12 mm



8 Remove the seal head/air piston from the damper shaft.

9 Remove the internal seal o-ring located in the internal seal gland.

Install a new internal seal o-ring into the seal gland.

10 Remove the inner o-ring, located at the base of the threads in the seal head/air piston.

Install a new inner o-ring into the seal head/air piston.

11 Push the compression ball out of the backside of the seal head through the bleed port.

Do not replace the compression ball at this time; you will replace it later.

Do not reuse the compression ball.

12 Remove the o-ring located inside the eyelet threads.

Apply grease to the new o-ring and install it.

13 Install the seal head/air piston onto the damper shaft.

14 Clamp the damper shaft into the vise.

NOTICE

To prevent damage to the seal head/air piston, position the shaft in the vise so that the piston is clear of the vise jaws.

RockShox Rear Shock Vise Block 10 mm

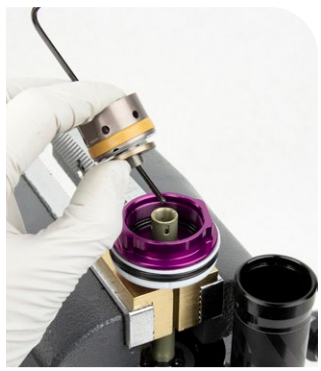
15 Install the main piston assembly that was removed in step 7 onto the damper shaft. Center the shim stack under the main piston.

Press the piston bolt through the piston assembly to keep the shims together and make piston installation easier.

Be sure to keep the main piston assembly parts in the same order.

NOTICE

If the shims are not centered and in the correct order, the shock will not perform properly. Contact an authorized RockShox dealer if the assembly becomes disassembled.

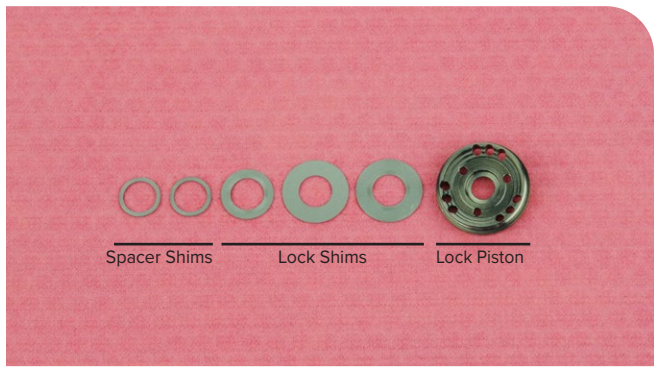


16 Tighten the piston bolt.

17 Install the spacer shims, lock shim(s), and lock piston, in that order, onto the piston assembly, making sure each item is centered on the piston bolt.

NOTICE

If the shims are not centered, they can be damaged during installation, requiring new shims.



18 Align the guide pin on the piston with the guide hole in the RCT/NUDE Lock Piston Tool. Use your hand to start threading the lock piston on, then use a 24 mm open end wrench on the RCT/NUDE Lock Piston Tool to tighten the lock piston to 4.5 N·m (40 in-lb).

Apply pressure to the RCT/NUDE Lock Piston Tool when installing the lock piston to prevent the tool from slipping on the piston and damaging the guide pin.

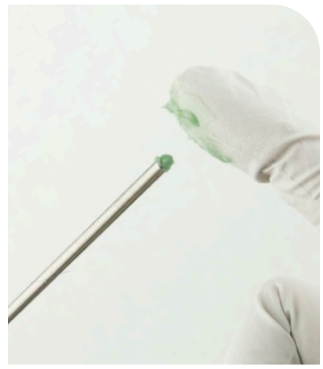
NOTICE

Do not bend the guide pin. Bending or breaking the guide pin will damage the piston assembly.

Lock Piston Tool

24 mm
4.5 N·m (40 in-lb)

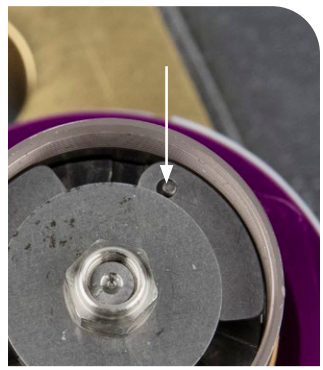
19 Apply a thin layer of grease to the compression rod and detent ball.



20 Press on the top hat assembly nut to install the compression rod and top hat into the main piston assembly, then align the guide pin in the piston assembly with the guide pin hole in the top hat assembly, and press the top hat assembly down fully.

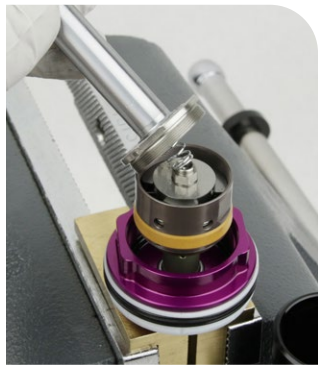
NOTICE

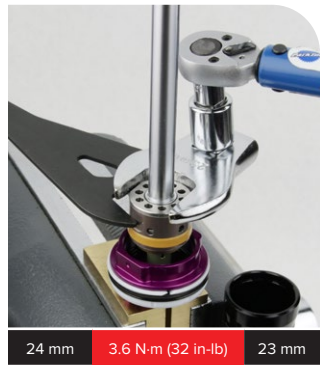
Do not press the top hat assembly into the main piston assembly by the propellers as that can damage the propellers.



21 Install the lockout spring and dummy shaft onto the main piston assembly. Press down on the dummy shaft to compress the spring and start the threads on the dummy shaft. Hold the main piston in place, and tighten the dummy shaft.

Remove the damper shaft from the vise and set aside.





1 Clamp the eyelet into the vise.

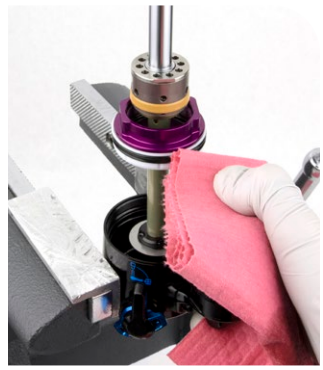
2 Pour Maxima PLUSH 7wt Suspension Oil into the IFP reservoir until it is level with the top of the IFP reservoir.

Maxima PLUSH 7wt Suspension Oil

3 Place an oil pan beneath the shock. Install the IFP into the IFP reservoir with the flat side up. Cover the IFP with a shop towel, and slowly push the IFP into the reservoir until oil starts to emerge from the bleed hole.

⚠CAUTION

Oil can eject from the IFP bleed port. Wear safety glasses.



4 Remove the shock from the vise, and gently tap the shock on the bench a few times to purge any excess bubbles. Install the IFP bleed screw into the IFP. The IFP and bleed screw should be submerged in oil.

A small amount of grease on the tip of the TORX wrench will keep the bleed screw in place while installing it.

T25

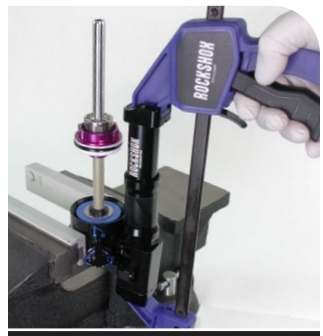
5 Squeeze the trigger on the RockShox Clamp Tool to release the clamp and open it fully.

RockShox Clamp Tool and Adapter — Super Deluxe Thru Shaft A1-B2

RockShox Clamp Tool and Adapter — Super Deluxe Thru Shaft AirWiz C1

Place the clamp on the shock, with the RockShox IFP portion of the clamp tool inserted gently into the reservoir. Squeeze the large black lever until the base of the tool is clamped beneath the reservoir.

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft A1-B2

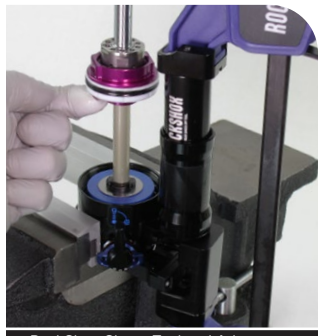


RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft AirWiz C1

6 Use a finger to block the bleed port in the seal head, then squeeze the large lever on the clamp to slowly compress the IFP and purge the system of excess air. Stop when oil begins to bubble out of the main piston. Remove your finger from the bleed port.

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft A1-B2

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft A1-B2



RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft AirWiz C1

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft AirWiz C1

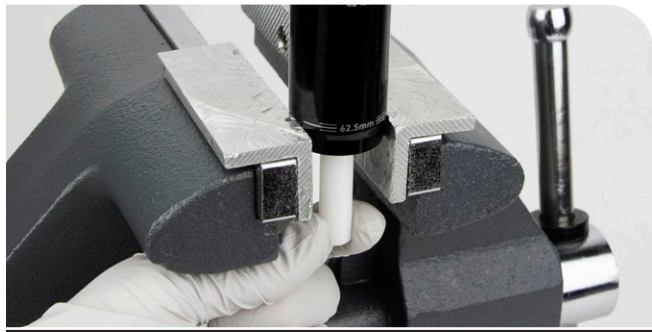
Squeeze the trigger on the RockShox Clamp Tool to release and remove the clamp.

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft A1-B2

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft AirWiz C1

7 Clamp the damper body wrench flats into a vise.

8 Install the Thru Shaft bleed plug into the bottom of the damper body so that the seal holds the plug in place.



Thru Shaft Bleed Plug

9 Pour Maxima PLUSH 7wt Suspension Oil into the damper body until it is level with the top.

Maxima PLUSH 7wt Suspension Oil

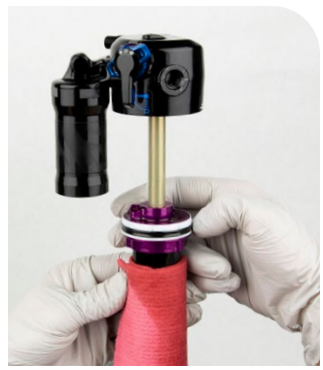
10 **Check that the compression ball is removed from the seal head/air piston.**

Wrap a shop towel around the damper body and place an oil pan beneath the shock.

Install the seal head/air piston onto the damper body, and smoothly push the bleed plug out with the dummy shaft.

Oil will be displaced out of the damper body and bleed port.

Do not hold on to the eyelet or damper shaft while inserting the seal head. It will move the piston/shaft assembly, causing too much oil to displace out of the damper body.



11 Tighten the seal head/air piston.

NOTICE

To prevent damage to the damper body, do not allow the wrench to slip from the seal head/air piston.

34 mm | 28 N·m (250 in-lb)

12

NOTICE

Make sure the shock stays fully extended throughout the bleed process.

Squeeze the trigger on the RockShox Clamp Tool to release the clamp and open it fully.

RockShox Clamp Tool and Adapter — Super Deluxe Thru Shaft A1-B2

RockShox Clamp Tool and Adapter — Super Deluxe Thru Shaft AirWiz C1

Place the clamp on the shock, with the RockShox IFP portion of the clamp tool inserted gently into the reservoir. Squeeze the large black lever until the base of the tool is clamped on top of the reservoir.

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft A1-B2

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft A1-B2

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft AirWiz C1

RockShox Clamp Tool and Adapter - Super Deluxe Thru Shaft AirWiz C1

13 Squeeze the large lever until the IFP Bleed Tool pushes the IFP to 33 mm.

NOTICE

Apply upward pressure to the QuickGrip/Bleed clamp when setting the IFP to prevent putting pressure on the eyelet.

Oil will bubble out of the bleed port as the IFP is set. This means the system is bled.

33 mm

14 Allow air bubbles to escape from the bleed port in the seal head.

Insert the new compression ball into the bleed port.

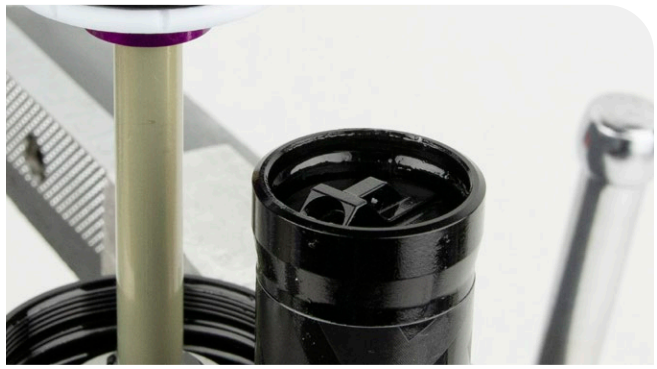
15 Thread the bleed screw into the bleed port until you feel it touch the compression ball, then tighten the bleed screw an additional ½ turn.

NOTICE

Overtightening the bleed screw can damage the compression ball.


2 mm

16 Apply a thin layer of grease to the IFP reservoir cap o-ring. Push the IFP reservoir cap into the IFP reservoir until the retaining ring groove is visible.



17 Push the new retaining ring into the groove until it is seated.

⚠CAUTION- EYE HAZARD

The retention ring can eject rapidly as it is installed. Wear safety glasses.

18 Pull up on the IFP reservoir cap to seat it against the retaining ring.

19 Reinstall the Schrader valve into the IFP reservoir cap.

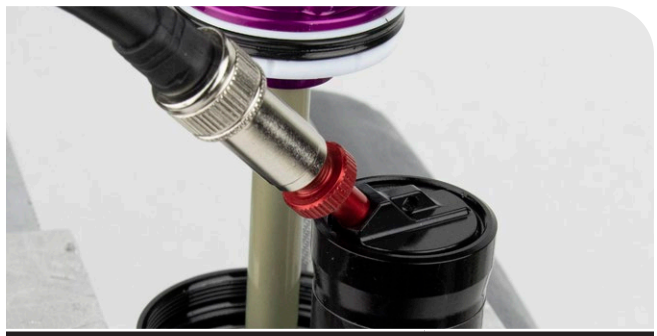
Schrader valve core tool

20 Install the RockShox air valve adaptor tool onto the shock pump and thread the adaptor tool into the reservoir air valve. Inflate the reservoir to 250 psi.

Remove the adaptor tool and pump from the reservoir.

Separating the pump from the adapter first will allow all of the air to escape from the reservoir.

You may substitute nitrogen if you have the proper fill equipment.



RockShox Air Valve Adapter Tool and shock pump 250 psi

21 Install a new IFP reservoir fill cap o-ring, and install the fill cap into the IFP reservoir cap.

Schrader valve core tool

NOTICE

The MegNeg air can is not compatible with Super Deluxe Thru Shaft rear shocks (RS-SDLX-THRU-C1).

1 Clamp the shaft eyelet into a vise, with the shock positioned horizontally.

2 Install the Counter Measure onto the damper body. Apply RockShox Dynamic Seal Grease to the seal head/air piston seals.

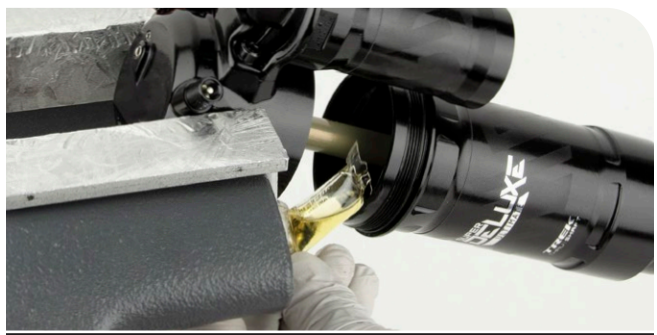
3 Inject 1 mL, or half of the pillow pack, of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light into the air can before installing the air can onto the damper. Firmly press the air can down until the sealhead/air piston is inserted into the air can.

⚠CAUTION- EYE HAZARD

Fluid will eject out of the holes as you install the air can onto the damper. Wear safety glasses.

15w50 or PLUSH Light 1 mL

4 Inject another 1 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light, or the rest of the pillow pack, into the air can.



15w50 or PLUSH Light 1 mL

5 Press the air can onto the damper then thread it onto the shaft eyelet and tighten.

Strap Wrench | 10 N•m (90 in-lb)

6 Remove the shock from the vise. Clean the shock.

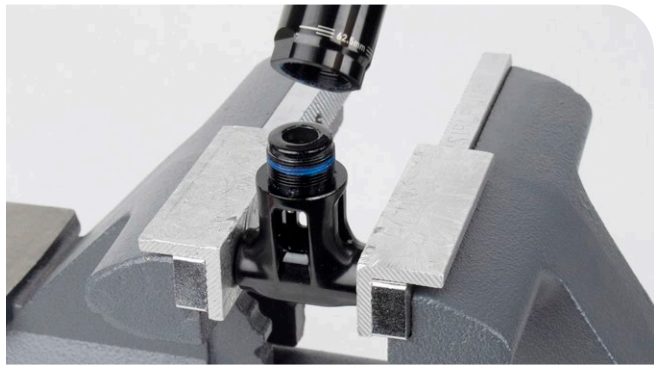
7 Install the sag indicator o-ring.

8 Pressurize the shock enough to extend the damper body to the full length, around 50 PSI / 3.5 bar.

Shock pump | 50 PSI / 3.5 bar

9 Clamp the yoke into a vise. Thread the damper assembly into the yoke and tighten.

Tighten the set screw hand tight.



25 mm | 16.9 N·m (150 in-lb)

1.5 mm

10 Install the shock onto your bicycle frame according to the bicycle manufacturer's instructions.

11 Pressurize the shock to the desired air pressure. After adding air to the shock, the pressure will need to be equalized between the shock chambers.

Record the air pressure value on the pump, then unthread it from the shock. Slowly but firmly press or sit on the saddle to compress the shock until there is a hissing sound. This sound indicates air transfer between chambers. Reinstall the pump and pressurize the shock to the desired air pressure. Record the air pressure, then unthread it from the shock. Repeat this process until you reach the desired amount of sag, then install the valve cap.

NOTICE

When pressurizing the shock, do not exceed 360 psi.

The pump must be removed from the shock prior to checking sag to avoid damage to the pump or frame.

This concludes the service for the Super Deluxe Thru Shaft rear shock.

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