

ROCKSHOX

DELUXE

2023+
DELUXE



SERVICE MANUAL



SAFETY FIRST!

We care about YOU. Please, always wear your safety glasses and protective gloves when servicing RockShox products.

Protect yourself! Wear your safety gear!

⚠️ WARNING - PRESSURIZED DEVICE

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

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

Failure to wear proper safety glasses can result in **SERIOUS INJURY OR DEATH**.

RockShox Service

We recommend that you have your RockShox suspension serviced by a qualified bicycle mechanic. Servicing RockShox suspension requires knowledge of suspension components, as well as the use of specialized tools and lubricants/fluids. Failure to follow the procedures outlined in this service manual may cause damage to your component and void the warranty.

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

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

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



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

Suspension Safety Precautions and Warnings

SAFETY INSTRUCTIONS

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

⚠ WARNING - PRESSURIZED DEVICE

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

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

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

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

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

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

⚠ WARNING - CRASH HAZARD

Parts must be tightened to the specified torque.

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

Retaining rings must be fully seated in the retaining ring groove. Confirm the retaining ring is fully seated in the retaining ring groove after installation.

Do not use vinegar of any type to clean any part of a RockShox suspension product. Vinegar can cause permanent damage to parts which can, over time, result in product structural failure.

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

⚠ WARNING

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

⚠ CAUTION

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

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

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

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

TABLE OF CONTENTS

ROCKSHOX SERVICE	3
SUSPENSION SAFETY PRECAUTIONS AND WARNINGS	3
PART PREPARATION AND SERVICE PROCEDURES	5
PART PREPARATION	5
SERVICE PROCEDURES	5
MODEL CODE IDENTIFICATION	6
WARRANTY AND TRADEMARK	6
RECOMMENDED SERVICE INTERVALS	7
RECORD YOUR SETTINGS	7
TORQUE VALUES	7
PARTS, TOOLS, AND SUPPLIES - COMPREHENSIVE	8
EXPLODED VIEW	10
2025+ (C2) DELUXE ULTIMATE RCT	10
2025+ (C2) DELUXE SELECT+ RT, DELUXE SELECT+ RL	11
2025+ (C2) DELUXE SELECT R	12
2023-2024 (C1) DELUXE ULTIMATE RCT	13
2023-2024 (C1) DELUXE SELECT+ RT, DELUXE SELECT+ RL	14
2023-2024 (C1) DELUXE SELECT R	15
LINEAR XL AIR CAN (OPTIONAL UPGRADE)	16
SHOCK EYELET SERVICE - STANDARD EYELET	17
MOUNTING HARDWARE REMOVAL (SERVICE AND OPTIONAL BEARING ADAPTER INSTALLATION)	17
EYELET BUSHING REMOVAL	20
EYELET BUSHING INSTALLATION	22
EYELET BUSHING SIZING	23
SHOCK EYELET SERVICE - BEARING ADAPTER (23 MM)	25
BEARING ADAPTER REMOVAL	25
SHOCK EYELET SERVICE - INTEGRATED BEARING	27
INTEGRATED BEARING REMOVAL	27
INTEGRATED BEARING INSTALLATION	30
SHOCK EYELET SERVICE - BEARING EYELET MOUNT	34
BEARING REMOVAL	34
BEARING INSTALLATION	36
BEARING EYELET MOUNT - REPLACEMENT	40
DELUXE SERVICE	41
50 / 200 HOUR SERVICE	
AIR CAN SERVICE - REMOVAL	42
BOTTOMLESS TOKENS AND TRAVEL REDUCER	46
AIR CAN SERVICE	49
LINEAR XL AIR CAN - OUTER SLEEVE SERVICE AND TUNING	53
50 HOUR SERVICE	
SEALHEAD / AIR PISTON SERVICE	58
200 HOUR SERVICE	
DAMPER BODY SERVICE	59
DAMPER PISTON SERVICE	63
IFP AND DAMPER BODY SERVICE	80
SHOCK ASSEMBLY AND BLEED	82
50 / 200 HOUR SERVICE	
AIR CAN INSTALLATION	87
MOUNTING HARDWARE - STANDARD EYELET	91
MOUNTING HARDWARE INSTALLATION	91
UPGRADE (OPTIONAL) - STANDARD EYELET TO BEARING ADAPTER (23 MM)	94
BEARING ADAPTER INSTALLATION	94
BEARING EYELET MOUNT	100
BEARING MOUNT INSTALLATION	100
SHOCK INSTALLATION AND SETUP	101

Part Preparation and Service Procedures

Part Preparation

Remove the component from the bicycle before service.

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

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

Service Procedures

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

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

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

⚠ WARNING - CRASH HAZARD

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



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

Apply grease to the new seal or o-ring.

NOTICE

Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the RockShox 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.



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-DLX-SEL-Gen C**

RS = Product Type - **Rear Shock**

DLX = Platform/Series - **Deluxe**

SEL = Model - **Select**

Gen C = 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 performance

Record Your Settings

Use the table 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 counterclockwise.	Compression setting - Count the number of clicks while turning the compression adjuster fully counterclockwise.
50				
100				
150				
200				
400				

Torque Values

Part	Tool	Torque
Air can to eyelet assembly	crowfoot (standard eyelet)	10 N•m (90 in-lb)
	29 mm crowfoot (bearing eyelet)	
	54 mm crowfoot (trunnion mount)	
Bolt (x2) - damper body bearing eyelet assembly to damper body	3 mm bit socket	6.2 N•m (55 in-lb)
Lock piston - Ultimate RCT	24 mm socket and Deluxe RCT / NUDE Lock Piston Tool	4.5 N•m (40 in-lb)
Piston bolt - Ultimate RCT	12 mm socket	
Piston nut - Select+ RT, Select+ RL, Select R		6.2 N•m (55 in-lb)
Rear Shock Bearing Adapter	22 mm crowfoot	10 N•m (90 in-lb)
Sealhead/air piston to damper body	34 mm crowfoot	28 N•m (250 in-lb)

Parts

- 50 Hour Service Kit (includes air can seals, piston seal, glide rings, grease/oil)
- ThruShaft (2021-2024), NUDE/BOLD 2022+, Deluxe /Super Deluxe (2023+) Generation-C
- 200 Hour/1 Year Service Kit (air can, piston seals, glide rings, ifp seals, grease/oil)
- NUDE/BOLD 2022+, ThruShaft (2021-2024), Deluxe /Super Deluxe (2023+) Generation-C
- Rear Shock Eyelet Bushing Kit (standard eyelets)
- Rear Shock Eyelet Bearing Kit (bearing eyelet) - for Rear Shock Damper Body Bearing Eyelet Mount Assembly
- Rear Shock Damper Body Bearing Eyelet Mount Assembly (includes bearings)
- Rear Shock Bearing Adapter Upgrade Kit - 8x30 23mm OD (convert standard DU Bushings to Bearings on 8x30 frames) uses 22mm wrench
- Deluxe, Super Deluxe B1+(2023+), SIDLux A1+(2021+)
- Rear Shock Eyelet Bearing Kit - (includes eyelet bearings, 17 and 22mm dust covers, and spacer for integrated bearing eyelets)
- Deluxe/Super Deluxe A1+ (2017+)
- Rear Shock Eyelet Bearing Dust Cover Kit - (includes 17 and 20mm dust covers for integrated bearing eyelets)
- Deluxe/Super Deluxe A1+ (2017+)
- Air Can Upgrade Kit - Linear XL (includes air can, volume spacers, seals, grease, oil, and decals)
- Deluxe Gen C+/Super Deluxe Select/Select+/Ultimate Gen C+ (Does not fit FA) - (37.5-45 mm, 47.5-55 mm, 57.5-65 mm)

Safety and Protection Supplies

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

Lubricants and Fluids

- Loctite Threadlocker 2760 (red) or equivalent
- Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light
- Maxima PLUSH 7wt Suspension Oil
- RockShox Dynamic Seal Grease
- RockShox Suspension Cleaner or isopropyl alcohol

RockShox Tools

- RockShox 1/2" x 1/2" Rear Shock Bushing Tool
- RockShox Rear Shock DU Bushing Sizing Tool 1/2"x1/2" (for sizing bushings and installing hardware) - RockShox
- RockShox x Abbey Tools - Trunnion Mount Crowfoot Tool
- RockShox Air Valve Adapter Tool - Rear Shock
- RockShox Deluxe IFP Height Tool
- RockShox Deluxe RCT / NUDE Lock Piston Tool
- RockShox Rear Shock Body Vise Block
- RockShox Rear Shock Vise Blocks 3-hole
- RockShox Schrader Valve Tool
- RockShox Shock Pump (600 psi max)

Common Tools

- Adjustable open end wrench (54 mm)
- Bearing press tool: 22 mm (OD) x 10 mm (ID) (bearing eyelet only)
- Bearing punch:
 - 1/16" / 1.5 mm (OD) - sealhead compression ball removal
 - 1/8" / 3 mm (OD) - eyelet bearing removal
- Bench vise with soft jaws
- Crowfoot socket wrench: 22, 24, 29, 34, 54 mm
- Digital Measurement Caliper
- Flat blade screwdriver
- Hex bit sockets: 2, 3 mm
- Hex wrenches: 2, 3 mm
- Hammer / Mallet
- Needle nose pliers
- Open end wrench: 13 (x2), 22, 24, 29, 34, 54 mm
- Pick (metallic)
- Pick (non-metallic)
- Socket: 12 mm
- Socket (outer diameter 14.5 mm - 16.25 mm) - (for integrated bearing removal)
- Socket wrench
- Rubber strap wrench
- Torque wrench

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.

NOTICE

Use only 2023+ (Gen C) Deluxe service kits with 2023+ (Gen C) Deluxe.

Use only 2023-2025 (Gen C1) Deluxe spare parts with 2023-2025 (Gen C1) Deluxe.

Use only 2026+ (Gen C2) Deluxe spare parts with 2026+ (Gen C2) Deluxe.

2018-2022 (Gen A-B) Deluxe spare parts and service kits are NOT compatible with 2023+ (Gen C) Deluxe.

⚠ WARNING

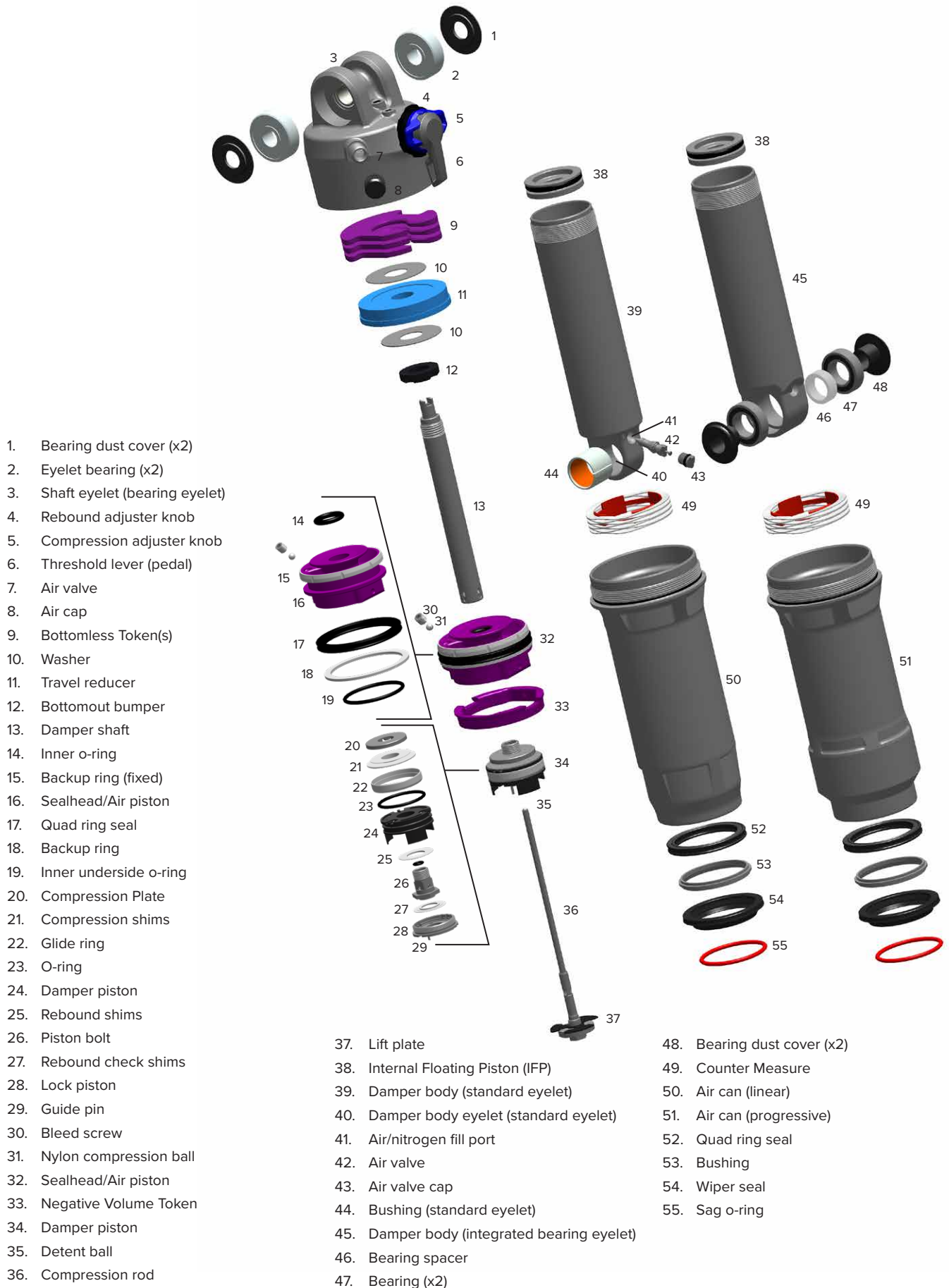
Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores, unless otherwise instructed.

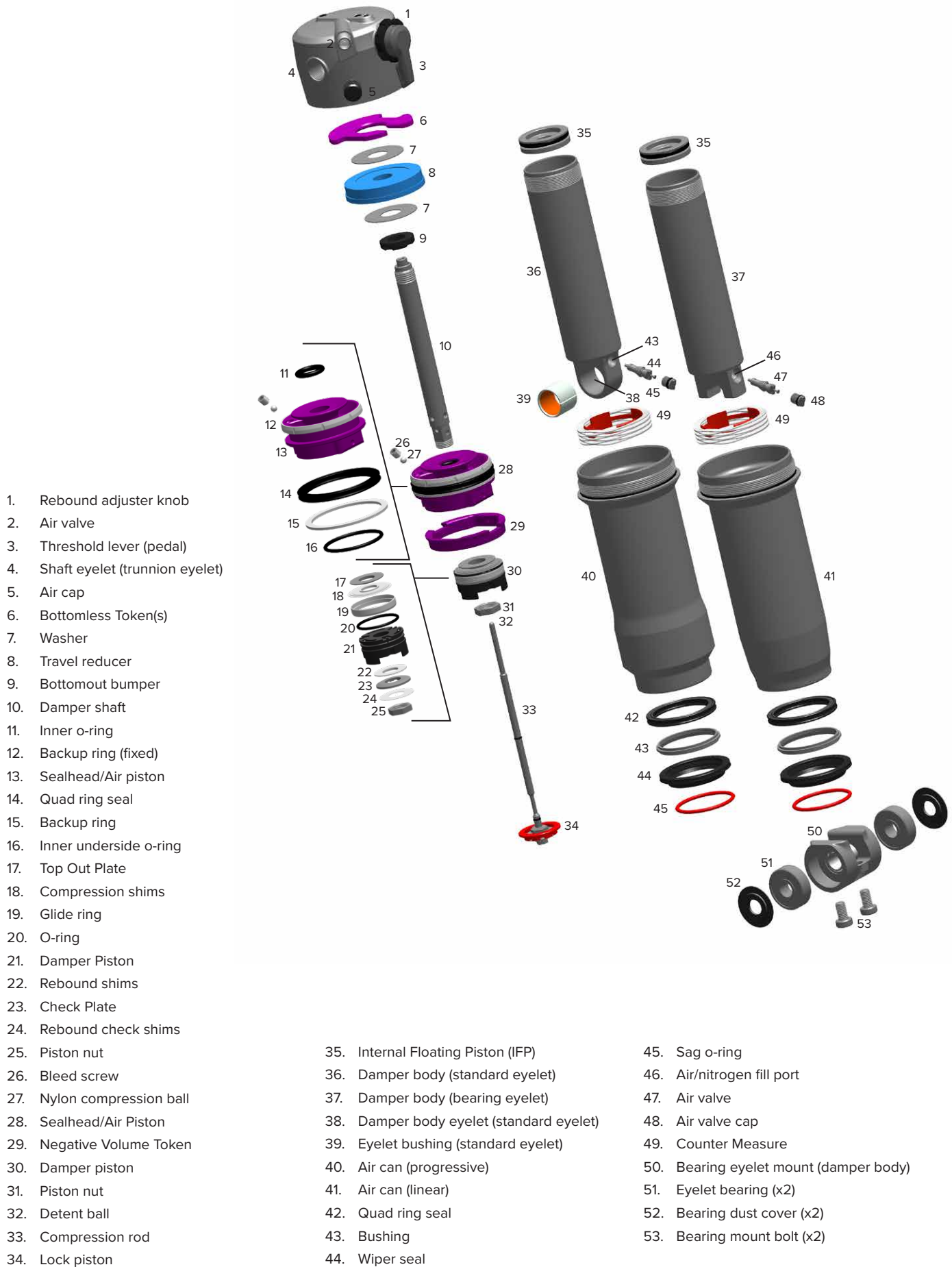
If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

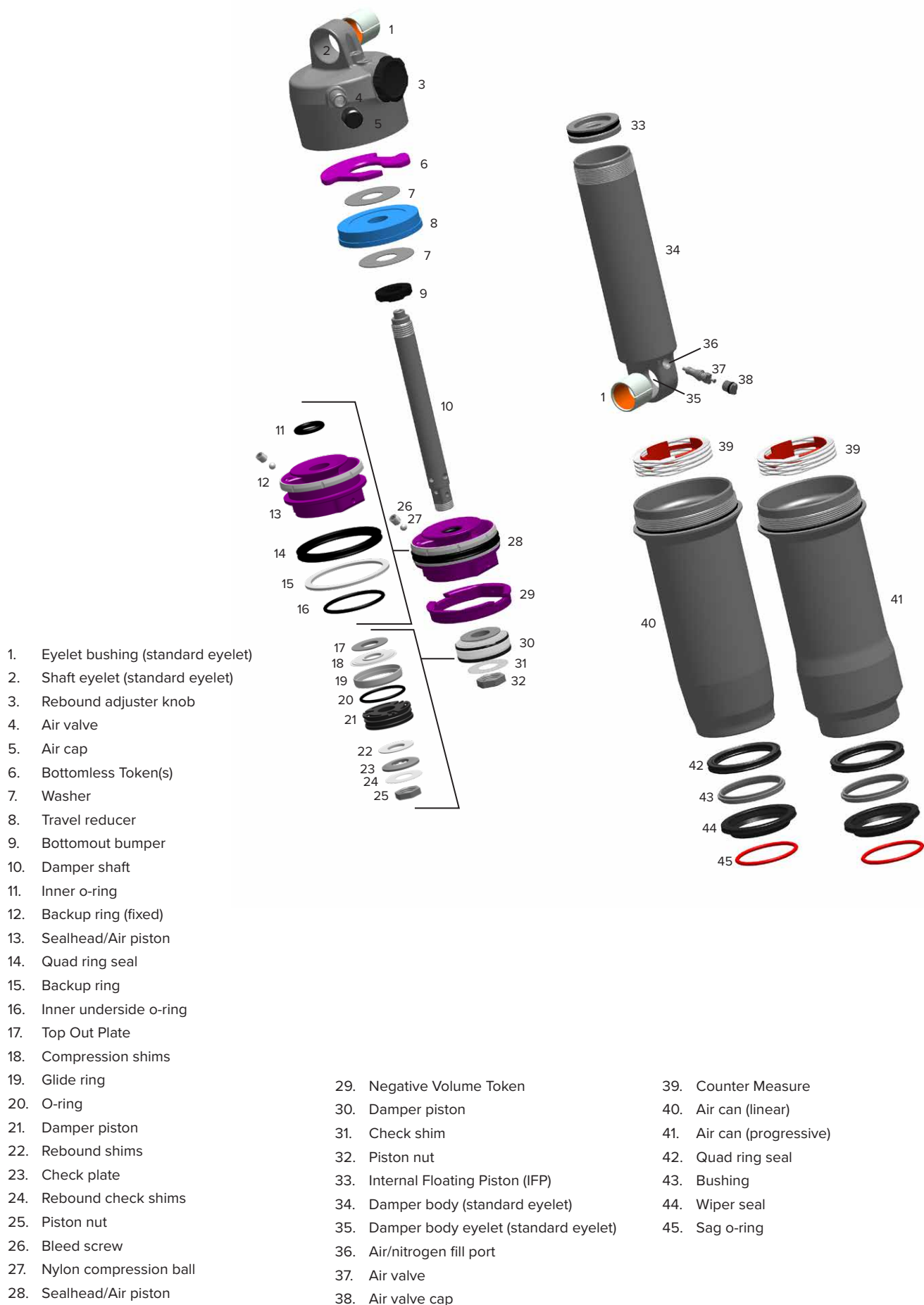
SAFETY INSTRUCTIONS

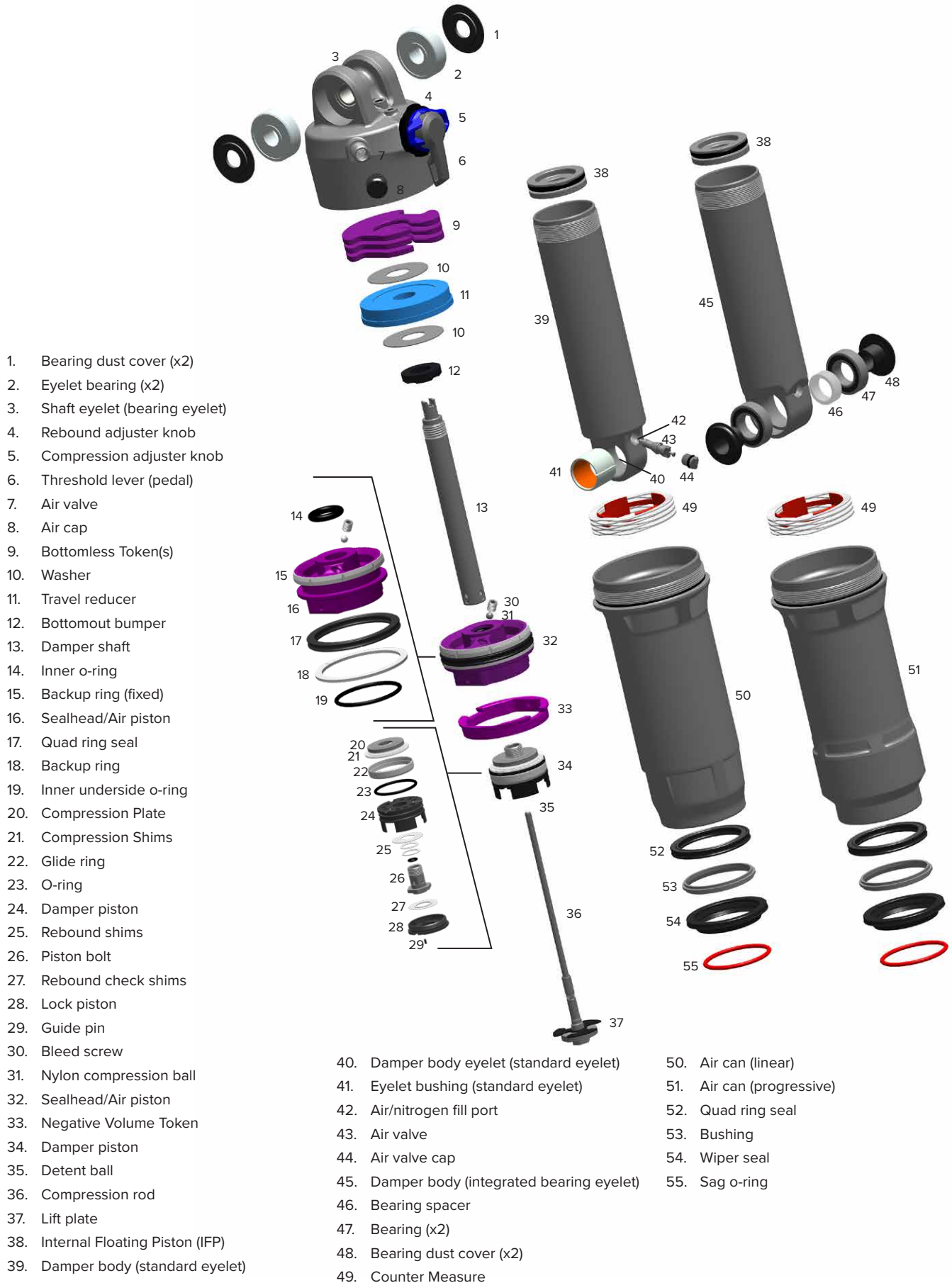
Always wear safety glasses and nitrile gloves when working with suspension grease and oil.

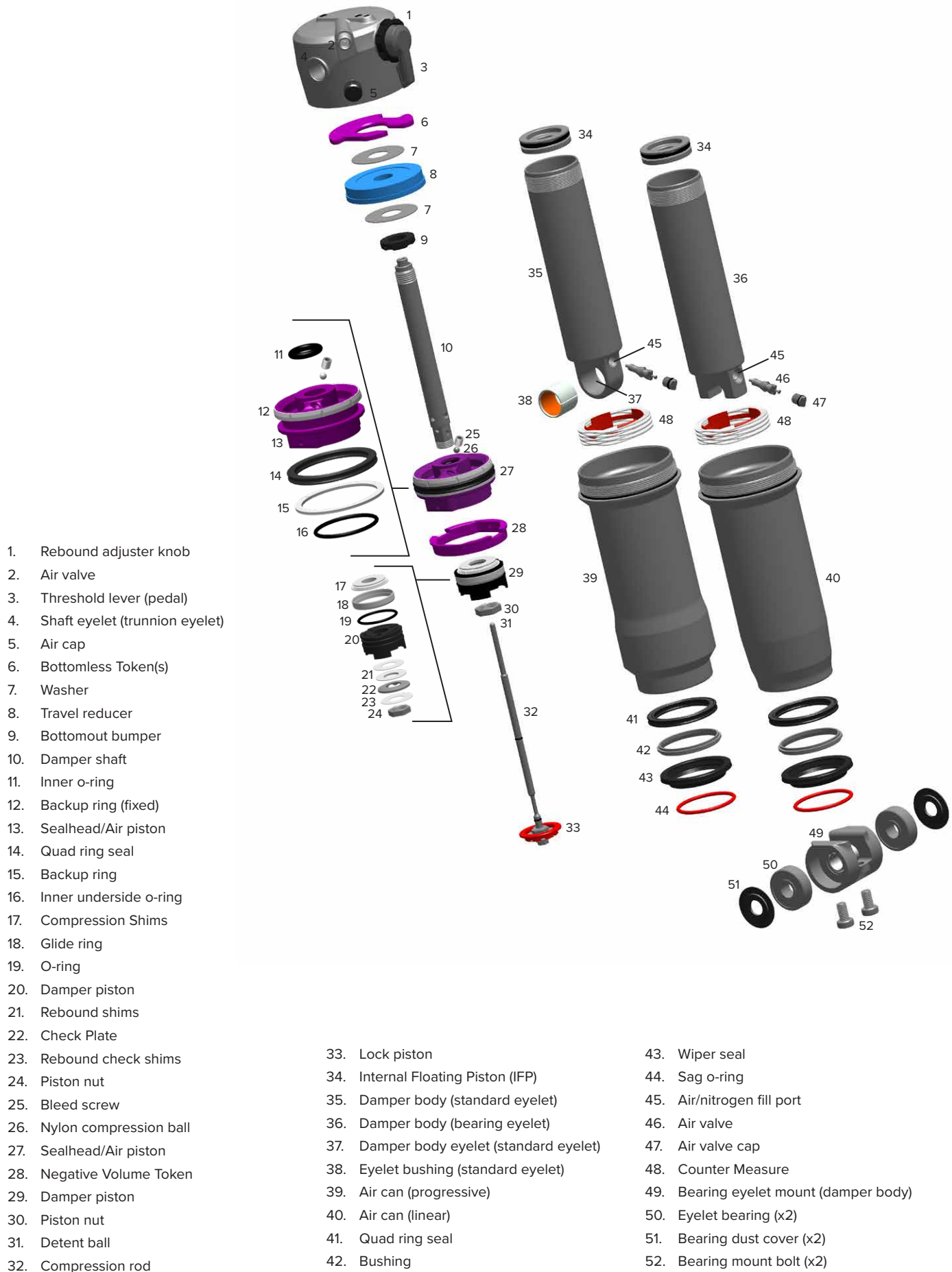
Place an oil pan on the floor underneath the area where you will be working on the shock.

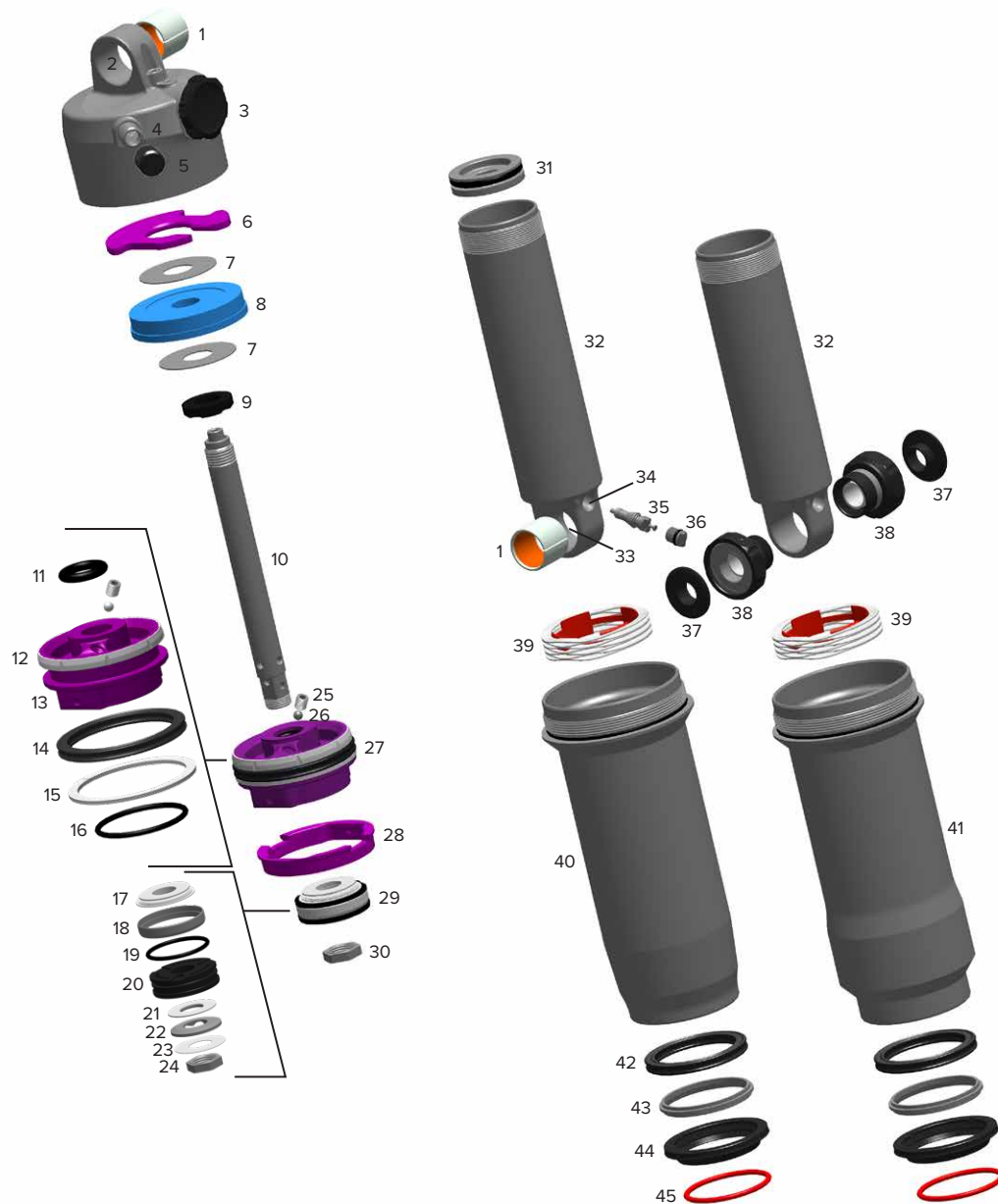




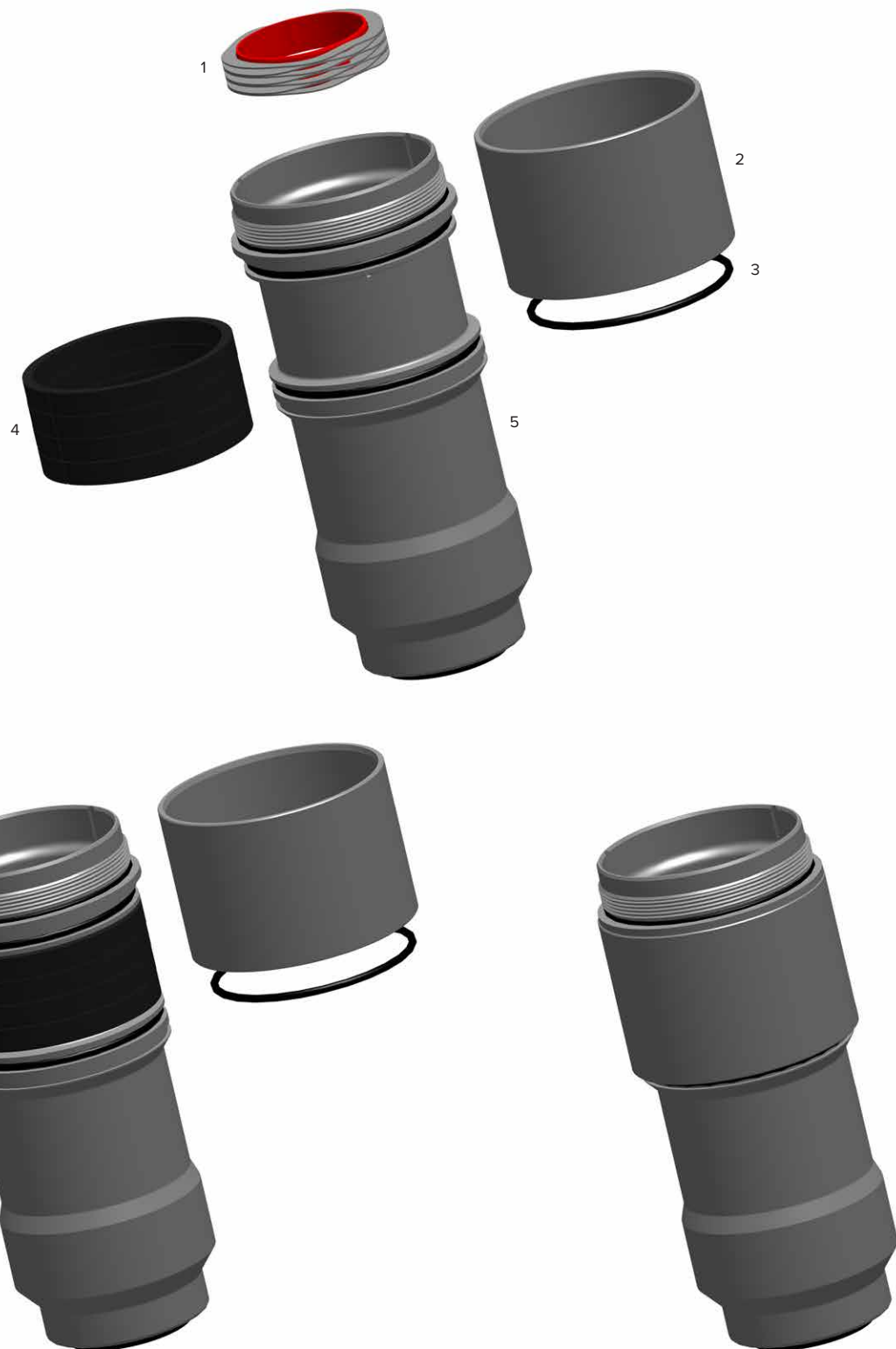








- | | | |
|-------------------------------------|------------------------------------|---|
| 1. Eyelet bushing (standard eyelet) | 17. Compression shims | 33. Damper body eyelet (standard eyelet) |
| 2. Shaft eyelet (standard eyelet) | 18. Glide ring | 34. Air/nitrogen fill port |
| 3. Rebound adjuster knob | 19. O-ring | 35. Air valve |
| 4. Air valve | 20. Damper piston | 36. Air valve cap |
| 5. Air cap | 21. Rebound shims | 37. Bearing Cover |
| 6. Bottomless Token(s) | 22. Check plate | 38. Standard Eyelet Bearing Adapter (23 mm) - compatible with all Deluxe (Gen C) models |
| 7. Washer | 23. Rebound check shims | 39. Counter Measure |
| 8. Travel reducer | 24. Piston nut | 40. Air can (linear) |
| 9. Bottomout bumper | 25. Bleed screw | 41. Air can (progressive) |
| 10. Damper shaft | 26. Nylon compression ball | 42. Quad ring seal |
| 11. Inner o-ring | 27. Sealhead/Air piston | 43. Bushing |
| 12. Backup ring (fixed) | 28. Negative Volume Token | 44. Wiper seal |
| 13. Sealhead/Air piston | 29. Damper piston | 45. Sag o-ring |
| 14. Quad ring seal | 30. Piston nut | |
| 15. Backup ring | 31. Internal Floating Piston (IFP) | |
| 16. Inner underside o-ring | 32. Damper body (standard eyelet) | |



1. Counter Measure
2. Air can sleeve
3. Air can sleeve o-ring
4. Bottomless Tokens (Linear XL) - do NOT install more than the maximum number of Bottomless Tokens as specified by air can size / shock stroke
5. Air can (37.5-45 mm, 47.5-55 mm, or 57.5-65 mm)

Shock Eyelet Service - Standard Eyelet

Prior to servicing the rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Once the shock is removed from the bicycle, remove the mounting hardware before performing any service.

Bearing Adapter (optional): Follow the Mounting Hardware Removal and Eyelet Bushing Removal procedures if a RockShox Bearing Adapter (23 mm) will be installed into a damper shaft standard eyelet or damper body standard eyelet. If installed, remove the standard eyelet mounting hardware and standard eyelet bushing only. Procedures are the same for damper shaft and damper body standard eyelets.

Mounting Hardware Removal (Service and Optional Bearing Adapter Installation)

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

Some mounting hardware is easily removed using only your fingers. Try to remove the end spacers with your fingernail or small screwdriver, then push the bushing pin out of the bushing. If this works, continue to the next section.

If you are unable to remove the mounting hardware using your fingers, use the RockShox Rear Shock Bushing Removal/Installation Tool.



RockShox 1/2" x 1/2" Rear Shock Bushing Tool

- 1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.



RockShox 1/2" x 1/2" Rear Shock Bushing Tool

- 2** Insert the threaded rod (A) through the eyelet until the push pin (B) rests against the bushing pin.
- Thread the large, open end of the catcher (C) along the rod until it rests on the end spacer.



- 3** Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

NOTICE

Do not damage the shock with the wrenches.

Use a second 13 mm wrench to thread the push pin into the bushing pin and eyelet until it stops against the end spacer, or when spacer is free from the pin.

Unthread the catcher and push pin from the threaded rod to remove the end spacer and the bushing pivot pin.

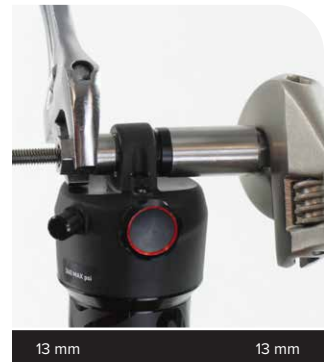


- 4** If the bushing pin does not remove easily, reinsert the threaded rod and push pin through the eyelet shaft.
- Thread the large, open end of the catcher along the rod until it rests against the shaft end spacer.

Use a 13 mm wrench to thread the push pin along the rod until it pushes the pin completely out of the eyelet and stops against the eyelet.

NOTICE

Do not damage the shock with the wrenches.

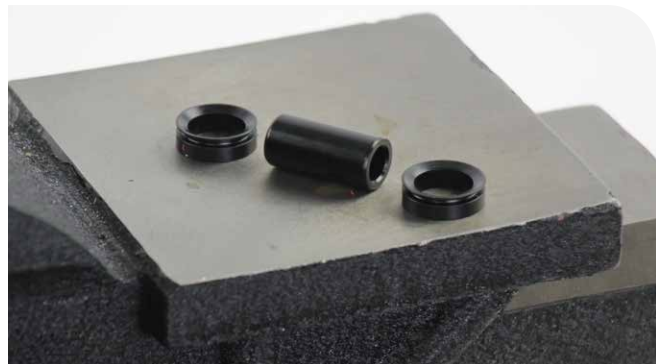


5 Unthread the catcher from the threaded rod.

Remove the end spacer and bushing pin from the tool. Remove the spacer from the bushing pin.

Damper Body with Standard Eyelet: Repeat steps 2-4 for the damper eyelet.

Eyelet Service: Clean the mounting hardware and set aside. Install the mounting hardware after shock service is complete.



Eyelet Bushing Removal

To remove the eyelet bushing, use the RockShox 1/2" x 1/2" Rear Shock Bushing Tool.

Bearing Adapter (optional): Remove the eyelet bushing from the eyelet that a RockShox Bearing Adapter will be installed into.

- 1 Insert the threaded rod (A) through the eyelet until the base of the push pin (B) rests against the bushing.

Thread the large, open end of the catcher (C) onto the rod until it rests on the eyelet.



- 2 Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing out of the eyelet.

NOTICE

Do not damage the shock with the wrenches.



- 3 Unthread the catcher from the threaded rod. Remove the tool from the eyelet and discard the bushing.



4

Clean the eyelet.

Repeat steps 1-3 for the other eyelet (if applicable).



Optional Upgrade (Bearing Mount Frame Only): Standard Eyelet to Bearing Adapter - Proceed to [Standard Eyelet to Bearing Adapter Installation](#).

Eyelet Bushing Installation

Bearing Adapter Installation: Do not install a new bushing into the standard eyelet (shaft eyelet and/or damper body eyelet) if a Bearing Adapter will be installed.

- 1 Apply a light layer of grease to the outside of the new bushing.



Grease

- 2 Position the shaft eyelet and eyelet bushing between the soft jaws of a vise. Slowly turn the vise handle to begin pressing the eyelet bushing into the shaft eyelet.

Check the alignment of the bushing as it enters the eyelet. If the bushing starts to enter the eyelet at an angle, remove the bushing from the eyelet, regrease the bushing, and repeat this step until the bushing enters the eyelet straight.

Continue to press the eyelet bushing until it is seated in the shaft eyelet.



Eyelet Bushing Sizing

A new standard eyelet bushing can be sized before the mount hardware pin is installed to ensure optimal fit and function.

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

- 1 Insert the Bushing Sizer Pin into the eyelet bushing.



Bushing Sizer Pin



Bushing Sizer Pin

- 2 On the opposite side of the eyelet, position and hold the Bushing Sizer Pin Catcher against the eyelet.



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher

- 3 Clamp the Bushing Sizer Pin and Pin Catcher in the vise.



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher

- 4** Hold the shock and Bushing Sizer steady and slowly close the vise to drive the Bushing Sizer Pin through the bushing and into the Pin Catcher.



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher

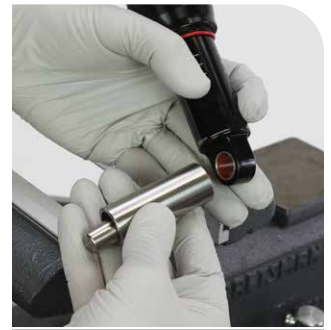


Bushing Sizer Pin and Pin Catcher

- 5** When the center of the Bushing Sizer Pin clears the bushing, the shock will no longer be supported by the vise. Hold the shock and Bushing Sizer Pin Catcher throughout the sizing procedure.



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher



- 6** To complete the full eyelet bushing sizing procedure, repeat this procedure by pressing the Bushing Sizer Pin through the bushing again in the opposite side/direction.

Optional: If only standard eyelet mounting hardware is being installed, and shock service will NOT be performed, proceed to [Mounting Hardware Installation - Standard Eyelet](#).

Shock Eyelet Service - Bearing Adapter (23 mm)

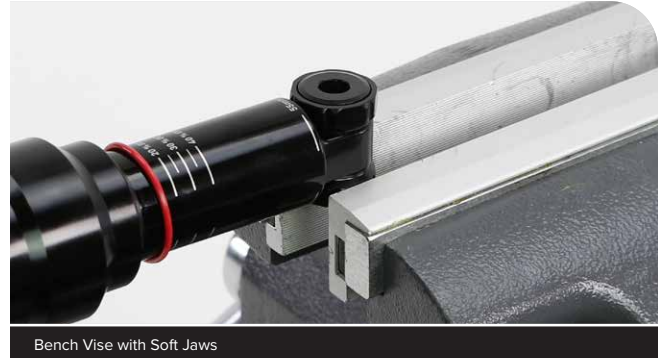
If installed, the RockShox Rear Shock Bearing Adapter must be removed before service.

NOTICE

A Deluxe (Gen C) with a standard eyelet (damper body eyelet and/or shaft eyelet) is compatible with the 23 mm RockShox Rear Shock Bearing Adapter only. To avoid permanent damage to a Deluxe (Gen C) rear shock, do NOT install a 26 mm RockShox Rear Shock Bearing Adapter into the damper body and/or damper shaft standard eyelet.

Bearing Adapter Removal

- 1 Clamp one side of the bearing adapter into a vise with soft jaws.

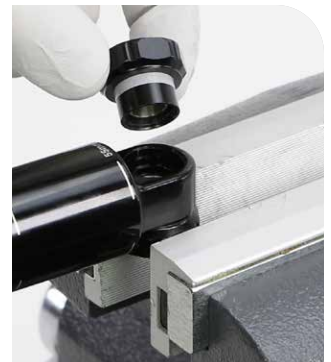
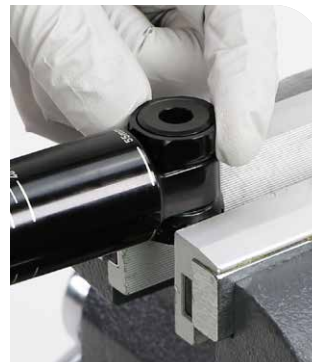
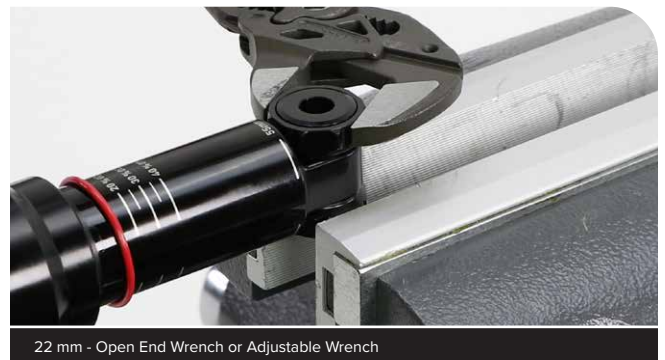


- 2 Unthread and remove one bearing adapter.

NOTICE

Do NOT use a standard 22 mm socket to remove the RockShox Rear Shock Bearing Adapter. A standard socket may not be compatible. Use ONLY an open end wrench or adjustable wrench.

Do not damage the shock during bearing adapter removal and/or installation.



- 3** Pull the shock upward to remove the remaining bearing adapter.
Remove the remaining bearing adapter from the vise.



- 4** Remove the bearing covers from the bearing adapters.
Clean the shock eyelet and both bearing adapters.



Pick (non-metallic)



Shock Eyelet Service - Integrated Bearing

Replace the bearings if they are not spinning freely, or if they are making a creaking noise.

NOTICE

Integrated eyelet bearings are **ONLY** compatible with a damper body with an integrated bearing eyelet. Refer to the RockShox Spare Parts Catalog for available damper body kits.

Deluxe Integrated Eyelet Bearing Dust Covers are available in 17 mm and 20 mm width only, and are only compatible with frames with 17 mm and 20 mm shock mounts. Confirm frame compatibility with your frame manufacture before installation.

Deluxe Integrated Eyelet Bearing Dust Covers are **NOT** compatible with additional mount hardware spacers. Do **NOT** install additional spacers.

NOTICE

Integrated Bearings: To avoid permanent damage, prior to rear shock disassembly and service, remove the integrated bearing dust covers.

Integrated Bearing Removal

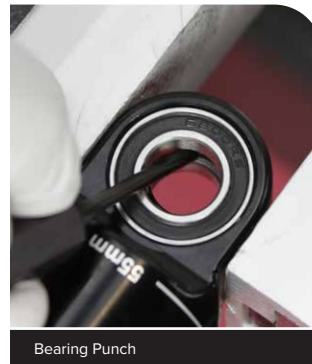
NOTICE

To prevent damage to the shock, use aluminium soft jaws.

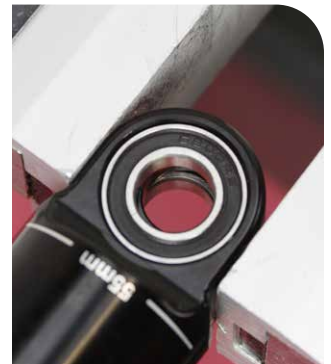
- 1 Remove the dust covers.
Push one dust cover out of the bearing with a pick.
Push the other dust cover out of the bearing with a pick.



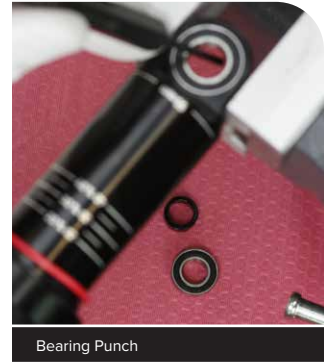
- 2** Position the eyelet flat in the vise.
Use a bearing punch to push the spacer to one side.
Place a punch against the back of the opposite bearing, and tap out the bearing.
Discard the bearing and spacer.



Bearing Punch

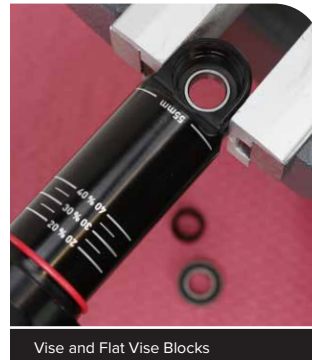


Bearing Punch and Hammer



Bearing Punch

- 3** Turn the shock over, place a socket (outer diameter 14.5 mm - 16.25 mm) against the back of the other bearing, and tap out the bearing.
Discard the bearing.



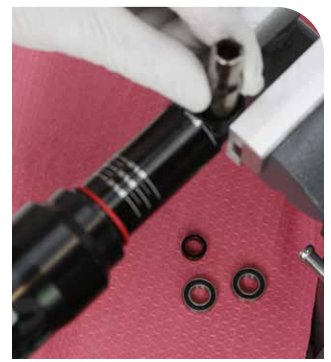
Vise and Flat Vise Blocks



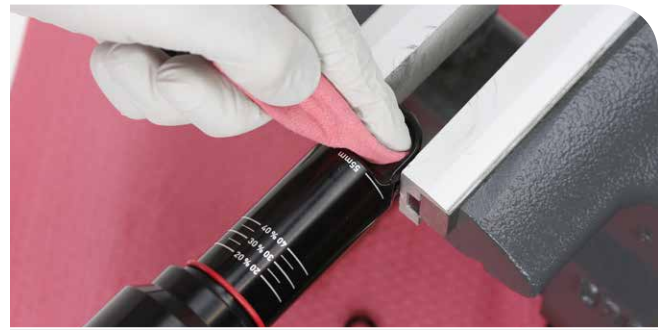
Socket (OD: 14.5 mm - 16.25 mm)



Socket and Hammer



- 4 Clean the bearing bores with a shop towel.



RockShox Suspension Cleaner

Integrated Bearing Installation

- 1 Install a new bearing flat into one bearing bore, then clamp the eyelet and bearing into a vise with soft jaws. Press the bearing into the bearing bore until it is flush with the eyelet.



- 2 Loosen the vise, and align a socket (outer diameter: 17.5 mm - 18.4 mm) with the outer bearing race, then tighten the vise. Press the bearing into the bearing bore until it stops against the inner eyelet step.

NOTICE

Do not continue to press the bearing in after the stop point is felt. Continuing to press after the stop point is felt can permanently damage the eyelet integrated bearing step and the bearing. If the eyelet bearing step is damaged, the damper body must be replaced.

To prevent damage to the bearing, confirm the socket contacts the outer race of the bearing.



Socket (OD: 17.5 mm - 18.4 mm)



Socket (OD: 17.5 mm - 18.4 mm)

- 3 Remove the shock from the vise. The bearing should sit approximately 1 mm below the outer edge of the bearing bore.



- 4** Insert a new spacer into the eyelet, onto the bearing, then install a new bearing into the other bearing bore.

Clamp the eyelet and bearing into a vise with soft jaws, then press the bearing into the bearing bore until it is flush with the eyelet.



- 5** Loosen the vise, align a socket (outer diameter: 17.5 mm - 18.4 mm) with the outer bearing race, then tighten the vise. Press the bearing into the bearing bore until it stops against the inner eyelet step.

NOTICE

Do not continue to press the bearing in after the stop point is felt. Continuing to press after the stop point is felt can permanently damage the eyelet integrated bearing step and the bearing. If the eyelet bearing step is damaged, the damper body must be replaced.

To prevent damage to the bearing, confirm the socket contacts the outer race of the bearing.

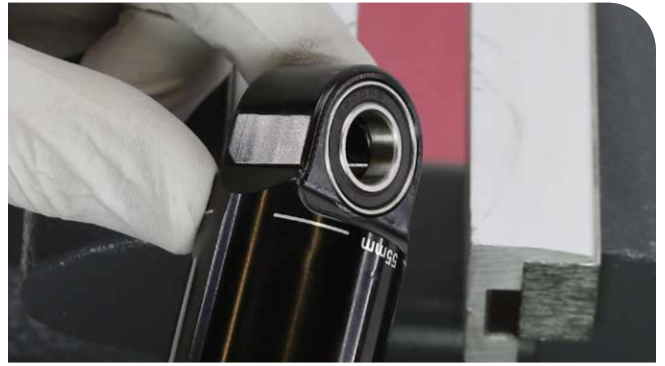


Socket (OD: 17.5 mm - 18.4 mm)

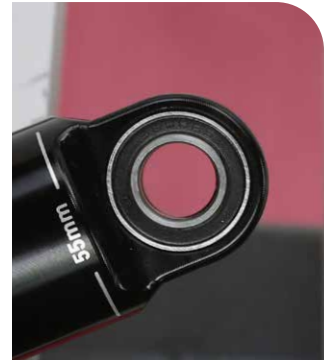
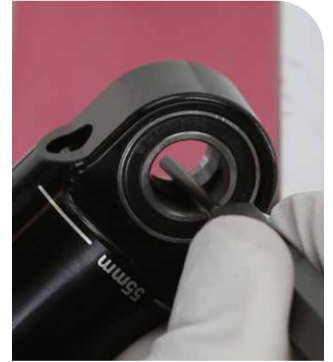


Socket (OD: 17.5 mm - 18.4 mm)

- 6** Remove the shock from the vise. The bearing should sit approximately 1 mm below the outer edge of the bearing bore.



- 7** The spacer may be off-center. Push the spacer until it is centered in between both bearings.



- 8 Install new dust covers if the original dust covers are worn or damaged.

NOTICE

Before shock disassembly and service, the bearing dust covers MUST be removed.

Install the dust covers only AFTER shock service is complete, and before installing the shock on the bicycle.

Only install two dust covers with the same width. Installed dust covers must be the same width on each side.



Replace the bearings if they are not spinning freely, or if they are making a creaking noise.

Bearing Removal

NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

- 1 Remove the dust covers.

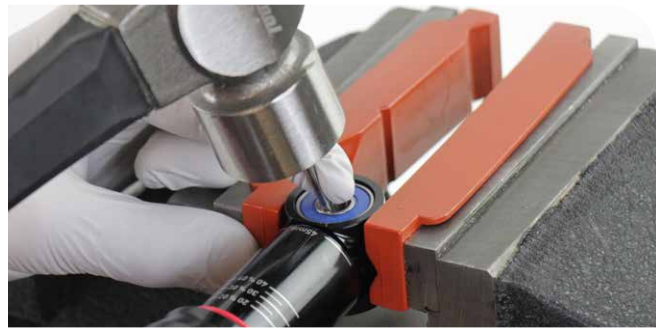


- 2 **Damper Body Eyelet:** Clamp the eyelet securely in aluminum or plastic vise blocks. Position the eyelet securely on a flat surface.

Shaft Eyelet: Position the eyelet securely on a flat surface. To prevent damage to the air valve, remove the bearing on the side opposite of the air valve first.

Position the punch through one bearing and against the back of the opposite bearing. Press the end down against the outside bearing to secure it.

Tap the bearing out with two to three taps, then rotate to a new position around the bearing. Repeat until the bearing is pushed out evenly on all sides.



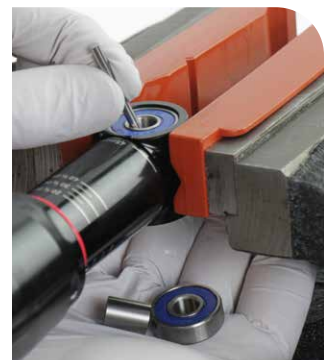
Hammer / Mallet

Bearing Punch 1/8" / 3 mm (OD)

NOTICE

Do not damage the shock when tapping out the bearing.

The center spacer will also be removed.



- 3 Turn the shock over and repeat the bearing removal process.

NOTICE

Do not damage the shock when tapping out the bearing.



- 4 Clean the bearing bores.



Bearing Installation

- 1 Install a new bearing into one bearing bore, then clamp the eyelet and bearing into a vise with soft jaws. Press the bearing into the bearing bore until it is flush with the eyelet.



- 2** Loosen the vise, and align the bearing press tool centered on the bearing, then slowly tighten the vise. Check and confirm the bearing press tool is centered and is not overlapping the bearing edge.

Press the bearing into the bearing bore until it stops.

Remove the shock and bearing press tool from the vise.

NOTICE

Do not overtighten the bearing. Overtightening can damage the bearing and cause it to malfunction.

To prevent damage to the bearing, make sure that the bearing press tool contacts both the inner and outer races of the bearing.



- 3** Insert a new spacer into the eyelet, then install a new bearing into the other bearing bore.

Clamp the eyelet and bearing into a vise with soft jaws, then press the bearing into the bearing bore until it is flush with the eyelet.



- 4** Loosen the vise, and align the bearing press tool centered on the bearing, then slowly tighten the vise. Check and confirm the bearing press tool is centered and is not overlapping the bearing edge.

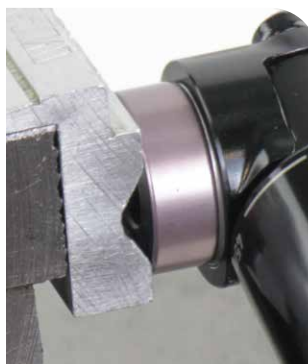
Press the bearing into the bearing bore until it stops.

Remove the shock and bearing press tool from the vise.

NOTICE

Do not overtighten the bearing. Overtightening can damage the bearing and cause it to malfunction.

To prevent damage to the bearing, make sure that the bearing press tool contacts both the inner and outer races of the bearing.



- 5** Remove the shock from the vise. The bearings should sit approximately 1 mm below the outer edge of the bearing bore.

Leave the dust covers off during shock service.

NOTICE

To avoid permanent damage to the dust covers, do not clamp the eyelet in a vise with the bearing dust covers installed.

Reinstall the dust covers before installing the shock on the bicycle.



Bearing Eyelet Mount - Replacement

- 1 Remove the bearing dust covers.



- 2 Remove the bearing eyelet mount bolts and remove the bearing eyelet mount assembly.



3 mm

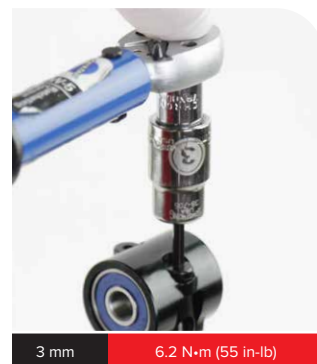


- 3 Install the new bearing eyelet mount assembly and bolts onto the shock.

Tighten the bolts.

⚠ WARNING - CRASH HAZARD

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



3 mm

6.2 N·m (55 in-lb)

Prior to servicing the rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Remove the mounting hardware and the damper body bearing eyelet assembly before performing any service.

NOTICE

Use only 2023+ (Gen C) Deluxe service kits with 2023+ (Gen C) Deluxe.

Use only 2023-2025 (Gen C1) Deluxe spare parts with 2023-2025 (Gen C1) Deluxe.

Use only 2026+ (Gen C2) Deluxe spare parts with 2026+ (Gen C2) Deluxe.

2018-2022 (Gen A-B) Deluxe spare parts and service kits are NOT compatible with 2023+ (Gen C) Deluxe.

⚠ 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

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray RockShox Suspension Cleaner on each part and clean with a shop towel. Apply grease to the new seal or o-ring. Only use RockShox Dynamic Seal Grease when servicing RockShox shocks.

To prevent damage to the shock use 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 shaft eyelet, then clamp the eyelet flat into the vise.

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



1 Adjust all damper settings to the open position.

Rotate the rebound adjuster knob counterclockwise until it stops, while counting the number of detent clicks. [Record this number](#) to assist you with post-service set up.



Ultimate RCT, Select+ RT, Select+ RL, Select R (Select R pictured)

Ultimate RCT, Select+ RT, Select+ RL: Rotate the Threshold (pedal) lever to the open position.



Ultimate RCT, Select+ RT, Select+ RL (Select+ RT/RL pictured)

Ultimate RCT: Pull the compression knob outward and rotate counterclockwise to the open position.



Ultimate RCT



Ultimate RCT

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

Remove the air valve cap by hand. Use a small hex wrench to depress the Schrader valve and slowly release all air pressure from the air can.

⚠ 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.

⚠ CAUTION

Do not disassemble a pressurized shock, this can cause the air can, 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.

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



Small Hex Wrench



RockShox Schrader Valve Tool

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

NOTICE

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.



4 **Standard Eyelet:** Remove the sag indicator o-ring.



- 5 Standard Eyelet:** Insert a cloth shop towel through the damper body eyelet to prevent the air can from forcefully ejecting from the shock.



Bearing Eyelet: If previously removed, temporarily install the bearing eyelet assembly onto the damper body. Wrap a cloth towel around the bearing eyelet assembly to protect it.

⚠ CAUTION

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.



3 mm Hex



- 6** Use a rubber strap wrench to unthread the air can. Firmly turn the wrench counterclockwise to unthread the air can.

Once it is completely unthreaded, firmly pull the air can toward the end of the damper body until there is a gap between the air can and eyelet.

Standard Eyelet: Remove the shop towel from the damper body eyelet.

Bearing Eyelet: Remove the shop towel. Remove the bearing eyelet assembly from the damper body.

⚠ WARNING - PRESSURIZED DEVICE

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

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

NOTICE

The air can must be clean and free of grease and oil. Clean the air can if necessary.

To avoid damage to the air can decal, do not place the strap wrench on the air can decal.



Rubber Strap Wrench



Rubber Strap Wrench



- 7** Firmly pull the air can until it clears the sealhead / air piston and remove it from the shock.

⚠ CAUTION - EYE HAZARD

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

Remove the Counter Measure assembly from the damper body.

Set the air can and Counter Measure assembly aside.



Counter Measure

Bottomless Tokens reduce air volume in the rear shock air can and increase progression, or spring ramp, at the end of the shock's travel. Add or remove Bottomless Tokens to tune spring ramp.

Negative volume Tokens reduce negative air spring volume. Negative air spring volume influences initial and mid-stroke feel of the shock.

More negative air spring volume (negative volume Token removed) increases mid-stroke support and increases initial shock compression stroke sensitivity.

Less negative air spring volume (negative volume Token installed) reduces mid-stroke support and allows the bike to use more suspension travel on mid-sized bumps.

Bottomless Tokens can be added or removed at any time without performing a complete service.

2023+ (Gen C) Deluxe Ultimate RCT, Deluxe Select+ RT, Deluxe Select+ RL, Deluxe Select R - only purple Bottomless Tokens are compatible.

Depending on the specification, a 2023+ (Gen C) Deluxe rear shock may include 0 - 4 Bottomless Tokens, 0 - 1 negative volume Tokens.



Bottomless Token



Negative Volume Token

Deluxe Linear XL Air Can: A Deluxe Linear XL air can may include the maximum number of installed Linear XL air can Bottomless Tokens. Add or remove Bottomless Tokens to adjust spring feel.

It is recommended to install Linear XL air can Bottomless Tokens ONLY if 4 purple eyelet Bottomless Tokens are installed.

Upgrade Kit (optional) - Air Can Upgrade Kit - Linear XL (37.5-45 mm, 47.5-55 mm, 57.5-65 mm)

The Linear XL Air Can Upgrade Kit is NOT available for 67.5 mm, 70 mm, 72.5 mm, and 75 mm stroke shock sizes.

NOTICE

To avoid permanent damage, do NOT install more than the maximum number of Bottomless Tokens as specified by air can size and shock stroke.

Linear XL Air Can: Shock Stroke (mm)	Eyelet: Recommended BottomLess Tokens Installed	Linear XL Air Can: Minimum and Maximum Bottomless Tokens Installed
27.5 - 35	4	0 - 4
37.5 - 45	4	0 - 4
47.5 - 55	4	0 - 4
67.5 - 60	4	0 - 4
62.5 - 65	4	0 - 3



Bottomless Token - Linear XL Air Can



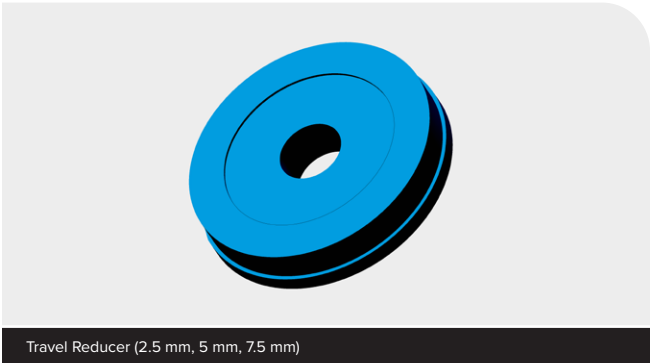
Linear XL Air Can

Some Deluxe rear shocks include a blue Travel Reducer which limits the compression stroke, or travel, as required for a particular bicycle frame.

NOTICE

Before removing or installing Travel Reducers, consult your frame manufacturer. Frame size and design determine allowable shock travel, or stroke. Too much travel/stroke can cause damage to the shock or bicycle frame.

Shock Length (mm)	Shock Stroke (mm)	Travel Reducer (mm) (and travel reducer washer)
165, 190	37.5	7.5
	40	5
	42.5	2.5
	45	0
185, 210	47.5	7.5
	50	5
	52.5	2.5
	55	0
205, 230	57.5	7.5
	60	5
	62.5	2.5
	65	0
225, 250	67.5	7.5
	70	5
	72.5	2.5
	75	0



1 Install Bottomless Tokens:

Clamp the shaft eyelet into the vise.

Slide the bottom out washer and bumper up. Install the Bottomless Token around the damper shaft with the open end facing the adjusters.

Slide the Bottomless Token down the damper shaft until it contacts the other Bottomless Tokens or the eyelet.

Slide the bottom out washer and bumper down onto the top Bottomless Token.

Install up to four Bottomless Tokens.



Bottomless Token



Bottomless Token

Remove Bottomless Tokens:

Clamp the shaft eyelet into the vise.

Slide the bottom out washer and o-ring up. Use a pick to separate the Bottomless Token from the other Bottomless Token(s) (if more than one are installed) or the shaft eyelet, then remove the Bottomless Token from the eyelet.

NOTICE

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



Pick



2 Install Negative Volume Token:

Align the flat inner sections of the negative volume Token with the flat outer sections of the sealhead / air piston. Snap the negative volume Token onto the sealhead / air piston.



Remove Negative Volume Token:

Carefully pry up both sides of the negative volume Token, and remove it from the sealhead / air piston. Remove the negative volume Token from the damper body.

NOTICE

Do not scratch the shock body. Scratches can cause leaks.



Flat Blade Screwdriver



- 1 Remove the o-ring located below the shaft eyelet threads.
Clean the inside of the eyelet.
Apply grease to a new o-ring and install it into the eyelet.



- 2 Remove and discard the air can wiper seal.



- 3 Pierce, remove, and discard the quad ring seal.

NOTICE

Do not scratch the quad ring seal groove. Scratches will cause air to leak.

Do not damage or remove the white bushing. The bushing is factory fitted and installed, and does not require service.

The air can must be replaced if the inside surface is scratched and/or if the white bushing is removed.



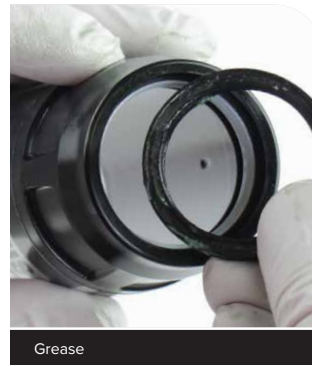
- 4 Clean the inside and outside of the air can.

Inspect the inside surface of the air can for scratches, dents, or deformations using a light. Replace the air can if it is scratched or damaged. Scratches will cause air to leak.



5 Apply grease to a new quad ring seal.

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



6 Install the new wiper seal into the air can.



7 Apply grease to the quad ring seal, bushing, and wiper seal.



8

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

Clean the air can and eyelet threads with a shop towel.

Apply grease to a new o-ring and install it onto the air can.

Set the air can aside.



50 Hour Service To continue 50 Hour Service, go to [Air Sealhead / Air Piston Service](#).

200 Hour Service To continue 200 Hour Service, go to [Damper Body Service](#).

In addition to requiring service, the Linear XL air can spring tune can be adjusted by removing or installing Linear XL air can Bottomless Tokens from and to the outer air can air chamber. The air can sleeve must be removed for Bottomless Token removal and installation, and to replace the two air can sleeve o-rings.

Upgrade (optional): If an Upgrade Linear XL Air Can is installed onto the shock, Bottomless Tokens can be installed before installation.

The Linear XL Air Can Upgrade Kit is NOT available for 67.5 mm, 70 mm, 72.5 mm, and 75 mm stroke shock sizes.

- 1 **Linear XL Air Can:** To remove the air can sleeve, push the air can sleeve o-ring from the o-ring groove with a non-metallic pick.



Pick (non-metallic)



Pick (non-metallic)

- 2 Secure a rubber strap wrench around the air can sleeve oriented in one direction. Secure a second rubber strap wrench to the air can oriented in the opposite direction.

Rotate each strap wrench in opposite directions to loosen the internal o-ring seal between the air can sleeve and the air can. After the seal has been loosened, rotate and push the air can sleeve away from the air can to remove it. Remove the air can sleeve.



Rubber Strap Wrench (x2)



Rubber Strap Wrench (x2)



Rubber Strap Wrench (x2)



Rubber Strap Wrench (x2)



- 3** Remove each sleeve o-ring and discard them.



- 4** Remove all installed Bottomless Tokens.



Rubber Strap Wrench (x2)



Rubber Strap Wrench (x2)

- 5** Clean the air can.
Clean the air can sleeve.



RockShox Suspension Cleaner



RockShox Suspension Cleaner



RockShox Suspension Cleaner

- 6** Install up to the maximum number of Bottomless Tokens as specified by air can size. Refer to the table below.
It is recommended to install Linear XL air can Bottomless Tokens ONLY if 4 purple eyelet Bottomless Tokens are installed.

NOTICE

To avoid permanent damage, do NOT install more than the maximum number of Bottomless Tokens as specified by air can size and shock stroke.

Linear XL Air Can: Shock Stroke (mm)	Eyelet: Recommended BottomLess Tokens Installed	Linear XL Air Can: Minimum and Maximum Bottomless Tokens Installed
27.5 - 35	4	0 - 4
37.5 - 45	4	0 - 4
47.5 - 55	4	0 - 4
67.5 - 60	4	0 - 4
62.5 - 65	4	0 - 3



Bottomless Token



Bottomless Token

- 7** Apply grease to new air can sleeve o-rings and install them.



RockShox Dynamic Seal Grease



- 8** Apply a thin layer of Maxima PLUSH Light Suspension Lube to the inside of the sleeve.



Maxima PLUSH Light



Maxima PLUSH Light

- 9 Install the sleeve onto the air can. Wrap a clean shop towel around the sleeve, place the air can on a flat surface, and press the sleeve onto the air can until it is fully seated.



Shop Towel



- 10 Install the outer air can o-ring.

NOTICE

The air can sleeve o-ring secures the sleeve onto the air can, and prevents air pressure loss. Confirm the o-ring is fully seated.



- 1 Clamp the shaft eyelet (standard or bearing) in the vise.
Remove the split backup ring and sealhead / air piston quad ring seal.
Clean the sealhead / air piston.

NOTICE

Do not remove or replace the (A) fixed sealhead backup ring. The fixed sealhead backup ring is sized at the factory and does not require service.

The sealhead must be replaced if the quad ring groove is scratched and/or if the (A) fixed backup ring is removed. If the sealhead must be removed, follow 200 hour service procedures for removal and installation.



Pick (non-metallic)



RockShox Suspension Cleaner



- 2 Apply grease to a new quad ring seal and install it onto the piston.
Install a new split backup ring above the quad ring seal.



Grease



50 Hour Service To continue 50 Hour Service, go to [Air Can Installation](#).

1 Remove the damper body air valve cap.

Depress the Schrader valve and release all air pressure from the damper.

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.

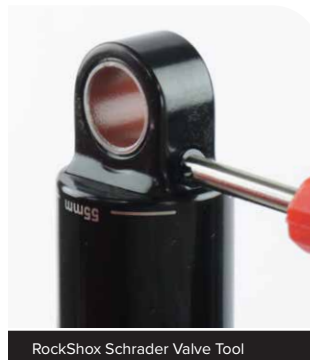
If the Schrader valve does not move at all, the shock is still pressurized and will need to be sent to an authorized RockShox dealer for further service.

⚠ WARNING - PRESSURIZED DEVICE

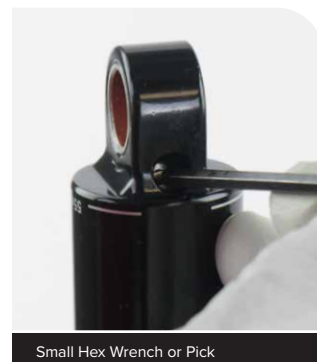
Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

⚠ 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.



RockShox Schrader Valve Tool



Small Hex Wrench or Pick

2 Remove and reinstall the Schrader valve core from the damper body air/nitrogen fill port to make sure all air has been removed.

RockShox Schrader Valve Tool

**3** Remove Negative Volume Token if installed.

Clamp the shaft eyelet into the vise.

Carefully pry up both sides of the negative volume Token, and remove it from the sealhead / air piston. Remove the negative volume Token from the damper body.

NOTICE

Do not scratch the shock body. Scratches can cause leaks.



Flat Blade Screwdriver



- 4** Remove the shock from the vise.
Clamp the damper body eyelet (standard or bearing) into the vise.



- 5** Remove the sealhead / air piston bleed screw.



2 mm Deluxe C1



2 mm Deluxe C1



2 mm Deluxe C2



2 mm Deluxe C2

- 6** Wrap a shop towel around the damper body.
Place an oil pan beneath the damper body.

⚠ WARNING - PRESSURIZED DEVICE

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

NOTICE

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

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

Hold the damper body below the sealhead / air piston. Stabilize the wrench with your hand to prevent the wrench from slipping and scratching the damper body. Unthread the sealhead / air piston one full turn.

⚠ CAUTION - EYE HAZARD

If fluid is foaming from the damper body when the sealhead / air piston is loosened, the IFP seal has failed and the fluid inside the damper is pressurized. If this occurs, stop and allow the pressure to gradually release before continuing.

- 7** Slowly unthread and remove the sealhead / air piston assembly from the damper body. Remove the damper piston and damper assembly from the damper body and set it aside.

⚠ CAUTION - EYE HAZARD

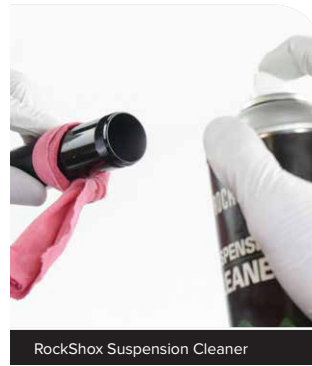
If the sealhead / air piston is removed before it depressurizes, the sealhead / air piston assembly and damper fluid can forcefully eject from the damper body. Allow the pressure to gradually release before continuing.



- 8** Remove the damper body from the vise and pour the damper fluid into an oil pan.



- 9** Spray RockShox Suspension Cleaner into the damper body.
Place the damper body vertically onto a shop towel and allow the excess oil and cleaner to drain.



- 10** Inspect the inside and outside surfaces of the damper body for scratches, dents, or other surface deformations with a light. If any deformations are found, the damper body will need to be replaced.



- 1 Clean the damper shaft assembly and vise blocks to remove any oil or grease.



RockShox Suspension Cleaner



RockShox Suspension Cleaner

- 2 Position the sealhead / air piston assembly above the vise block.
Clamp the damper shaft into the 10 mm vise block slot, tight enough so it does not spin when the shaft nut is removed.

NOTICE

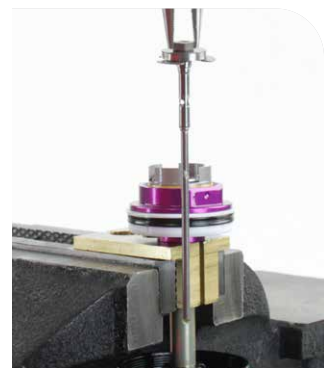
To prevent damage to the sealhead / air piston, position the sealhead / air piston below the damper piston and above the vise blocks.



RockShox Vise Blocks (3-hole) - 10 mm slot

- 3 Ultimate RCT:** Pull the compression needle and lift plate assembly from the damper piston and damper shaft.

Set the compression needle assembly aside.



NOTICE

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

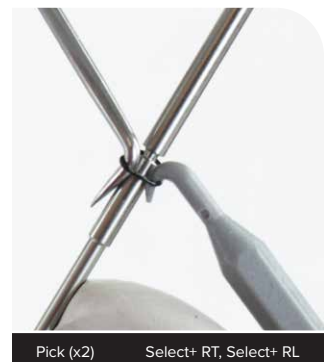


Select+ RT, Select+ RL: Pull the compression needle and lock piston assembly from the damper piston and damper shaft. Set the compression needle assembly aside.

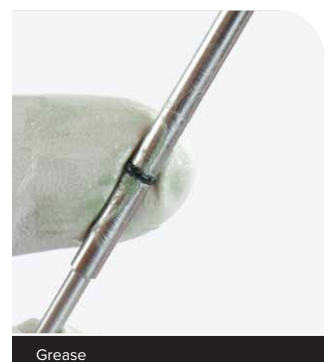


- 4 Select+ RT, Select+ RL:** Remove the compression needle o-rings and discard them.

Clean the compression needle.



Apply grease to new compression needle o-rings and install them.

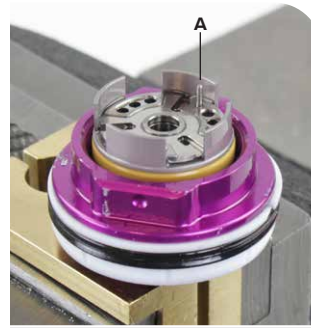


- 5 Ultimate RCT:** Align the guide pin (A) on the piston with the guide hole (B) in the Lock Piston Tool and position it onto the damper piston.

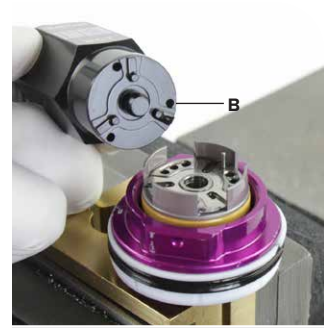
Unthread and remove the lock piston from the damper piston. The lock shims may stick to the underside of the lock piston. This is normal.

NOTICE

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



Guide Pin



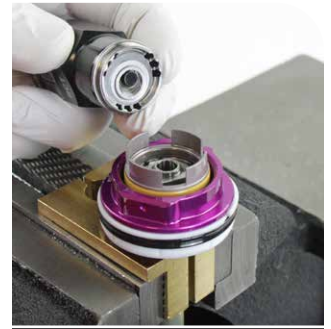
Piston Tool

Ultimate RCT



Piston Tool

24 mm



Piston Tool

- 6 Ultimate RCT:** 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.



Pick

Ultimate RCT



Pick

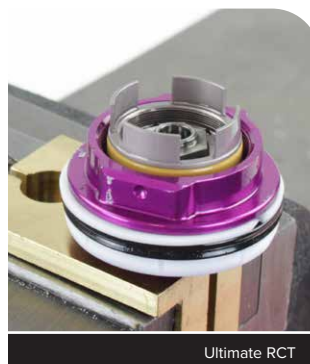
Ultimate RCT



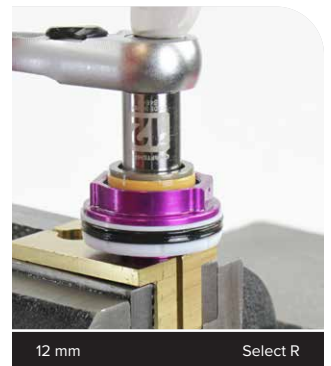
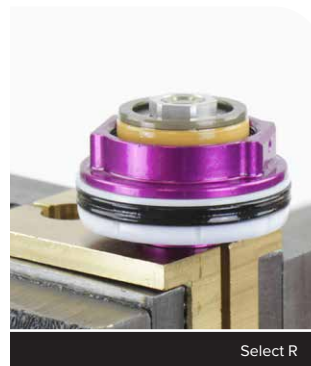
Pick

Ultimate RCT

- 7 Ultimate RCT, Select+ RT, Select+ RL:** Loosen the piston nut. Do not remove it completely from the piston assembly to avoid separating the parts.



Select R: Unthread and remove the piston nut.



8

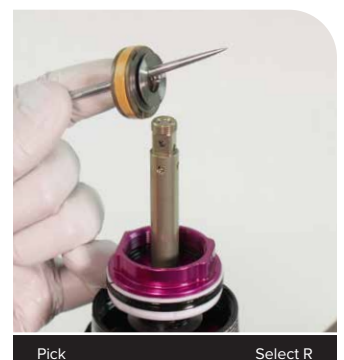
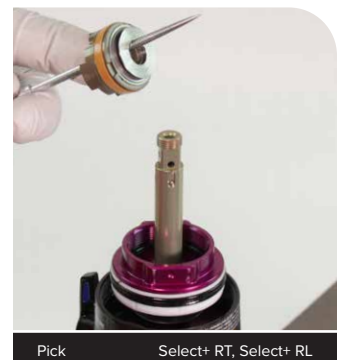
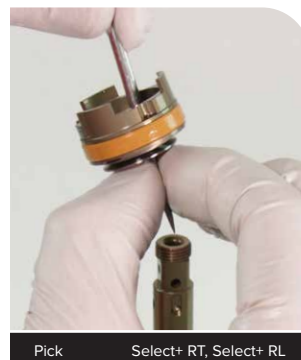
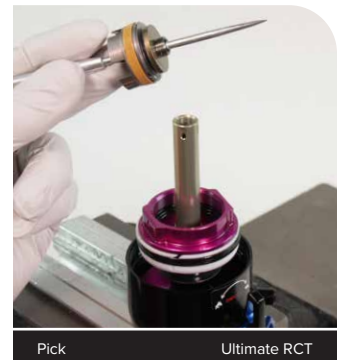
Remove the damper from the vise. Clamp the shaft eyelet in the vise and slide the sealhead/air piston down so it is easier to remove the piston assembly.

Insert a pick through the piston assembly. Remove the piston and shim stacks from the damper shaft, and slide the piston and shim stacks onto the pick to keep them all together in the correct order.

NOTICE

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

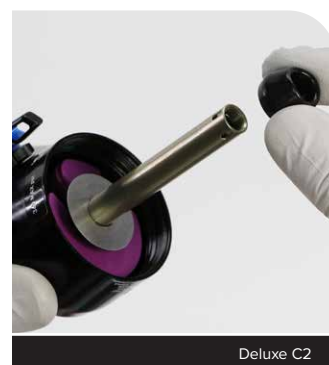
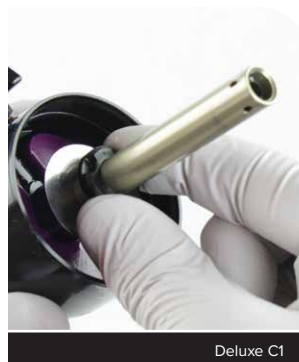
If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order for proper shock function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack configurations.



- 9 Remove the sealhead / air piston assembly from the damper shaft.



- 10 Remove the bottom out bumper and discard it.



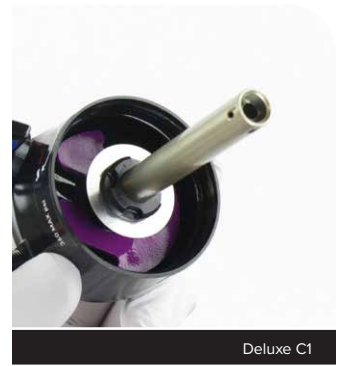
11

Clean the damper shaft.

Install a new bottom out bumper.



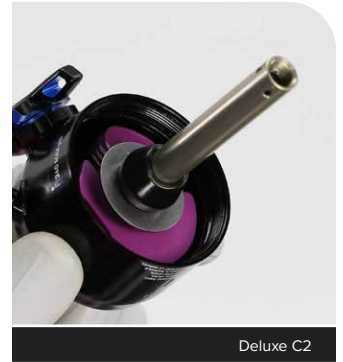
Deluxe C1



Deluxe C1



Deluxe C2



Deluxe C2

12

Remove the sealhead / air piston internal o-ring seal and discard it.
Clean the o-ring groove.

NOTICE

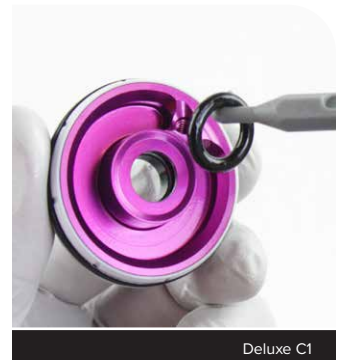
Do not scratch the sealhead. Scratches will cause leaks.

The sealhead must be replaced if the o-ring groove is scratched.

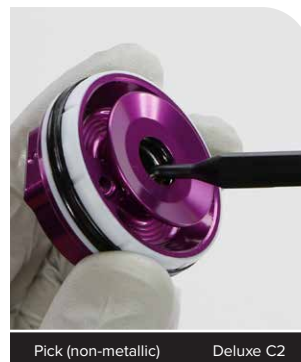


Pick (non-metallic)

Deluxe C1



Deluxe C1



Pick (non-metallic)

Deluxe C2



Deluxe C2

- 13** Apply grease to a new internal o-ring and install it.



Grease

Deluxe C1



Deluxe C1



Grease

Deluxe C2



Deluxe C2

- 14** Remove the inner o-ring from the underside of the sealhead / air piston and discard it.

Clean the o-ring groove.

NOTICE

Do not scratch the sealhead. Scratches will cause leaks.

The sealhead must be replaced if the o-ring groove is scratched.



Pick (non-metallic)



Apply grease to a new a new inner o-ring and install it.



Grease

- 15** Remove the nylon compression ball from the sealhead / air piston.
Clamp the sealhead flat in a vise with soft jaws.

NOTICE

To avoid permanent damage to the sealhead, clamp the sealhead enough to hold it secure but not tight enough to deform the sealhead.

Insert a bearing punch 1/16" / 1.5 mm (OD) into the bleed hole at the correct angle.

Gently tap the bearing punch and remove the nylon compression ball out of the sealhead through the bleed port.

The nylon compression ball will be deformed and cannot be reused. Discard the compression ball.

Remove the sealhead / air piston from the vise.

NOTICE

To ensure proper function, do not reuse the nylon compression ball.



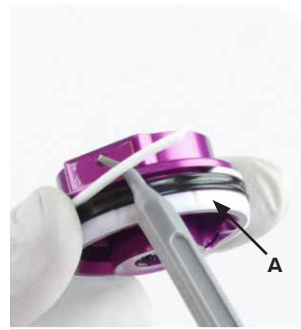
- 16** Remove the split backup ring and sealhead / air piston quad ring seal, and discard them.

Clean the sealhead / air piston.

NOTICE

Do not remove or replace the (A) fixed sealhead backup ring. The fixed sealhead backup ring is sized at the factory and does not require service.

The sealhead must be replaced if the quad ring groove is scratched and/or if the (A) fixed backup ring is removed.

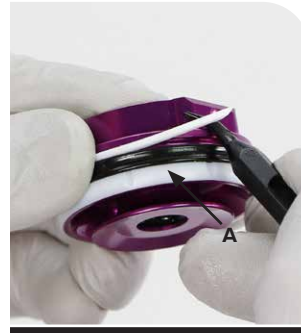


Pick (non-metallic)

Deluxe C1



Deluxe C1



Pick (non-metallic)

Deluxe C2



Deluxe C2



Deluxe C1



Deluxe C1

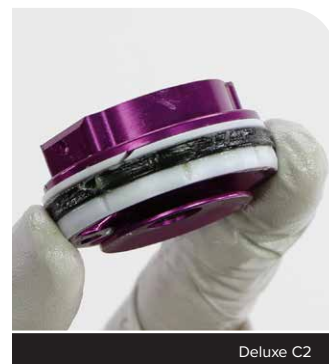


Deluxe C2



Deluxe C2

- 17** Apply grease to a new quad ring seal and install it.
Install a new split backup ring above the quad ring seal.



- 18** Clamp the shaft eyelet into the vise.
Remove the o-ring located below the shaft eyelet threads.
Clean the inside of the eyelet.
Apply grease to a new o-ring and install it into the eyelet.



- 19** Apply grease to the inner sealhead o-ring and bushing.
Install the sealhead / air piston assembly onto the damper shaft.

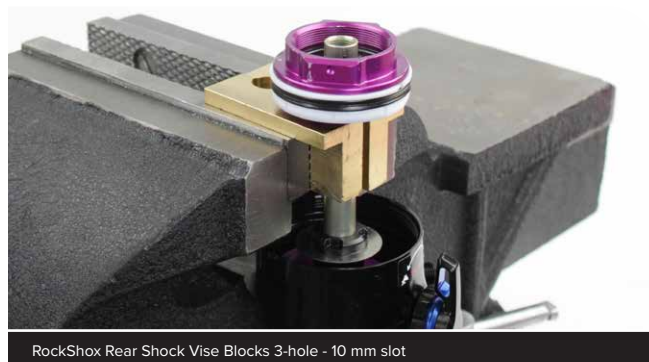


- 20** Position the sealhead / air piston just below the end of the damper shaft.

Clean the damper shaft threads and damper shaft, and remove any grease so the damper shaft does not spin in the vise blocks.



- 21** Clamp the damper shaft in the vise blocks with the sealhead / air piston above the vise blocks. Clamp the damper shaft into the 10 mm vise block slot, tight enough so it does not spin.



- 22** **Ultimate RCT:** Install the damper piston assembly (compression check plate, compression shim stack, piston, rebound shim stack, piston bolt) onto the damper shaft.

Insert the pick into the damper shaft and install the piston assembly onto the damper shaft.

Insert the piston bolt into the damper shaft threads and align all the shims.

Thread the piston by hand when all shims are aligned with the damper shaft and piston. Tighten the piston bolt finger tight only when all parts are aligned and centered on the damper shaft.

Be sure to keep the damper 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.

If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order for proper shock function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack configurations.



- 23** **Select+ RT, Select+ RL:** Install the damper piston assembly (top out plate, compression shims, piston, rebound shims, rebound check plate, check plate shim) onto the damper shaft.

Insert the pick into the damper shaft and install the piston assembly onto the damper shaft.

Seat the piston onto the damper shaft and align all the shims.

Be sure to keep the damper 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.

If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order for proper shock function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack configurations.



- 24** **Select R:** Install the damper piston assembly (top out plate, compression shims, piston, rebound shims, rebound check plate, check plate shim) onto the damper shaft. Center the shim stack under the damper piston. Use the small pick to center the shim stack along the inside edge of the damper piston.

Be sure to keep the damper 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.

If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order for proper shock function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack configurations.



Pick

Select R



Pick

Select R

- 25** **Select+ RT, Select+ RL, Select R:** Clean the piston nut.

Apply a dab of Loctite Threadlocker 2760 (red), or equivalent, to the inner threads.

⚠ WARNING - CRASH HAZARD

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



Loctite Threadlocker 2760 (red)

Step Side Down

Select+ RT, Select+ RL, Select R: Thread the nut onto the damper shaft with the stepped side down, facing the shims and piston.

Thread the nut onto the damper shaft by hand when all shims are aligned with the damper shaft and piston.

Tighten the piston bolt finger tight only when all parts are aligned and centered on the damper shaft.



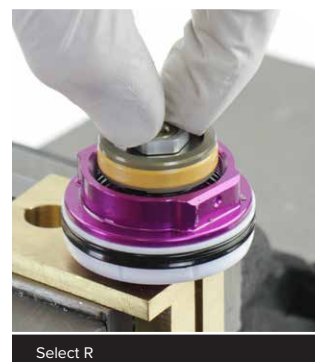
Select+ RT, Select+ RL



Select+ RT, Select+ RL



Select R

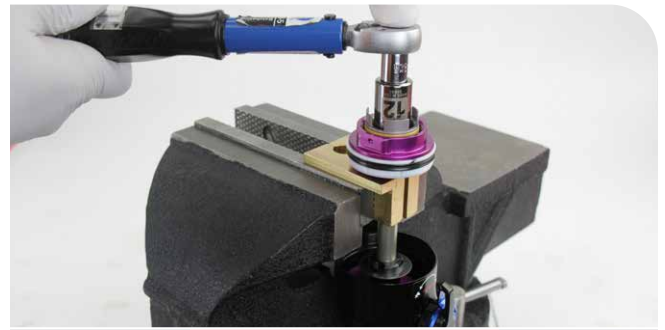


Select R

- 26** Tighten the piston bolt (Ultimate RCT) or piston nut (Select+ RT, Select+ RL, Select R) 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 mm

4.5 N·m (40 in-lb)

RCT



12 mm

6.2 N·m (55 in-lb)

RT, RL



12 mm

6.2 N·m (55 in-lb)

R

- 27** **Ultimate RCT:** In the same order as removed, install the lock shim stack onto the piston bolt. Use a second pick to guide the shims onto the piston bolt, as needed.



Pick

Ultimate RCT



Pick

Ultimate RCT



Pick

Ultimate RCT

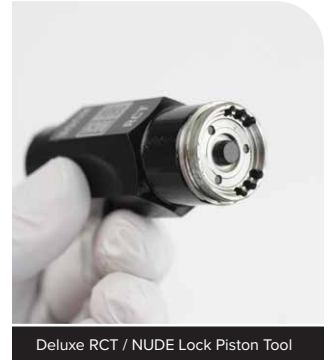


Ultimate RCT

28 **Ultimate RCT:** Apply grease to the lock piston threads.



29 **Ultimate RCT:** Align the lock piston guide pin with the guide pin hole on the Deluxe RCT / NUDE Lock Piston Tool and insert the lock piston onto the tool.



30 Thread the lock piston onto the piston by hand.
Apply even downward pressure to the Deluxe RCT / NUDE Lock Piston Tool when installing the lock piston to prevent the tool from slipping on the piston and damaging the guide pin.
Tighten the lock piston 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**.

NOTICE

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



31 Ultimate RCT: Apply a small amount of grease to the end of the compression rod.

Insert the compression rod into the piston bolt.

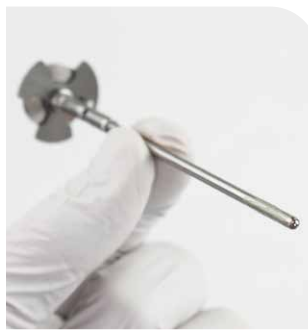
Align the guide pin and lift plate.

Press the nut down and push the compression rod assembly down into the damper shaft until it is approximately 10 mm above the piston.

Align the guide pin with the hole in the lift plate, then press the nut down to lock the compression rod assembly into place.

NOTICE

Do not press the lock plate assembly into the damper piston assembly by the propellers as that can damage the propellers.



Ultimate RCT

Grease



Ultimate RCT



Ultimate RCT



Ultimate RCT

Select+ RT, Select+ RL: Apply a small amount of grease to the o-rings and to the end of the compression rod.

Install the compression rod and lock piston into the damper piston assembly and damper shaft.



Select+ RT, Select+ RL

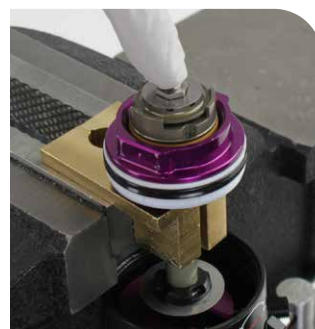
Grease



Select+ RT, Select+ RL



Select+ RT, Select+ RL



Select+ RT, Select+ RL

- 1 Wrap a shop towel around the end of the damper body.
Thread the rear shock air valve adapter tool into a shock pump. Thread the air valve adapter into the air fill port in the damper body.
Pump air into the damper body until the IFP is forced out of the damper body, and into the shop towel.

⚠ WARNING - PRESSURIZED DEVICE

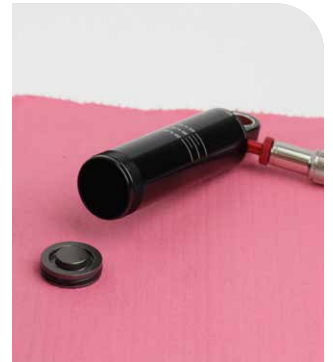
Always wear certified safety glasses (ANSI Z87.1, EN166 EU).

Unthread the air valve adapter and pump from the damper body.



Shock Pump

Air Valve Adapter



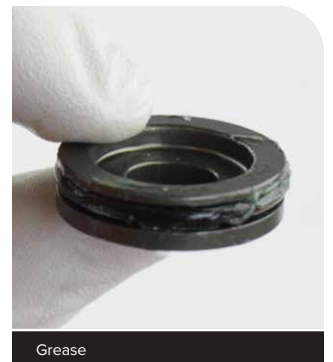
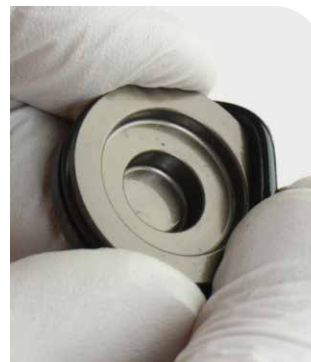
- 2 Spray RockShox Suspension Cleaner inside and outside of the damper body.
Place the damper body vertically onto a shop towel and allow the excess oil and cleaner to drain.



RockShox Suspension Cleaner



- 3 Remove and discard the IFP o-ring.
Clean the IFP.
Apply grease to a new IFP o-ring and install it onto the IFP.



Grease

- 4 Loosen the air valve core in the damper body to allow air pressure to escape when the IFP is installed. Do not remove the air valve.



RockShox Schrader Valve Tool

5 Clamp the damper body in the vise.

Install the IFP into the damper body, tabbed side inside the damper first, indented side out.

Insert the Deluxe IFP Height Tool into the damper body, flat on top of the IFP.

Slowly and carefully push the IFP to the depth for the shock stroke (A) printed on the damper body, as specified in the table below.

Do not push the IFP in too far. If it is pushed into the damper body beyond the specified depth, the IFP must be removed and reinstalled.

Eye-to-Eye Length (mm)	Shock Stroke (mm)	IFP Insertion Depth (mm)
170 (Standard or Bearing Eyelet) 145 (Trunnion Eyelet)	27.5 - 35	49.5
190 (Standard or Bearing Eyelet) 165 (Trunnion Eyelet)	37.5 - 45	58
210 (Standard or Bearing Eyelet) 185 (Trunnion Eyelet)	47.5 - 55	66.5
230 (Standard or Bearing Eyelet) 205 (Trunnion Eyelet)	57.5 - 75	75



Deluxe IFP Height Tool



Deluxe IFP Height Tool



IFP Depth

6 Tighten the air valve core in the damper body.



RockShox Schrader Valve Tool

1

Clamp the damper body into the RockShox Rear Shock Body Vise Block.

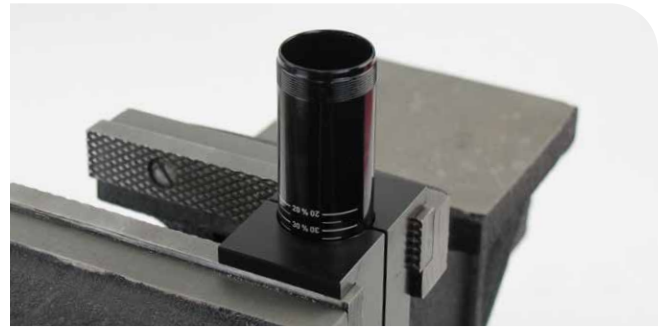
Tighten the vise tight enough so the IFP cannot move in the damper body. The vise blocks squeeze the damper body enough to prevent the IFP from moving to the set depth.

Check this by using your finger to push on the IFP.

If the IFP does move, [use a shock pump to remove the IFP, reinstall the IFP, and reset it to the correct depth.](#)

NOTICE

Do not overtighten the vise tight enough to crush the damper body. The RockShox Rear Shock Body Vise Block holds the IFP in place. Failure to use the vise block when clamping the damper body into the vise may result in improper IFP height. Improper IFP height can cause the damper to fail.



RockShox Rear Shock Body Vise Block

2

Secure a shop towel around the damper body to absorb oil.

Pour suspension oil into the damper body until it is level with the top.



Maxima PLUSH 7wt Suspension Oil



Maxima PLUSH 7wt Suspension Oil



Maxima PLUSH 7wt Suspension Oil

3

Confirm the rebound adjuster knob is rotated counterclockwise until it stops, to the full open (fastest) rebound setting.

Slide the sealhead / air piston toward the piston until it stops against the damper piston assembly.



- 4** Confirm the nylon compression ball is removed from the sealhead / air piston. Fluid should be able to purge out of the sealhead / air piston bleed port during installation.

While holding the sealhead / air piston assembly down against the piston, insert the damper piston into the damper body, and the sealhead / air piston onto the damper body simultaneously. Thread the sealhead / air piston onto the damper body until it stops.

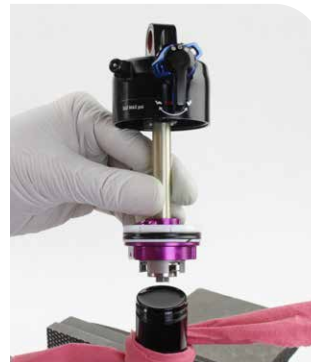
Do not hold the eyelet while installing the sealhead / air piston and damper piston. The sealhead / air piston may move and cause too much fluid to displace out of the damper body.



Deluxe C1



Deluxe C2



- 5** Hold the damper body below the sealhead / air piston. Stabilize the wrench with your hand to prevent the wrench from slipping and scratching the damper shaft.

Tighten the sealhead / air piston.

⚠ WARNING - CRASH HAZARD

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

Clean the damper body and wipe away any excess oil.

NOTICE

Do not scratch the damper shaft while tightening the sealhead / air piston. Scratches can cause leaks.

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



34 mm

28 N-m (250 in-lb)

6 Allow oil and air bubbles to escape from the bleed port in the sealhead / air piston.

Insert a NEW nylon compression ball into the bleed port. Allow it to settle into place below the threads.



2 mm

Deluxe C1



2 mm

Deluxe C1



2 mm

Deluxe C2



2 mm

Deluxe C2

- 7** Install the bleed screw into the bleed port and thread it in until you feel it contact the nylon compression ball, then tighten the bleed screw an additional ½ turn.

Clean the oil from the sealhead.

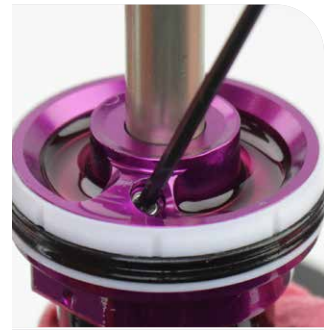
NOTICE

Overtightening the bleed screw can damage the nylon compression ball. If the nylon compression ball is damaged, it must be replaced.



2 mm

Deluxe C1



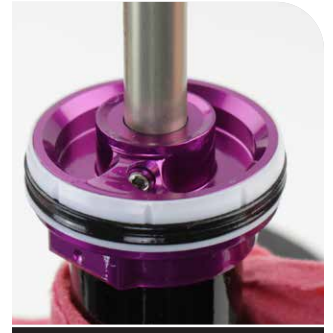
2 mm

Deluxe C1



2 mm

Deluxe C1



2 mm

Deluxe C1



2 mm

Deluxe C2



2 mm

Deluxe C2



2 mm

Deluxe C2



2 mm

Deluxe C2

- 8** Thread the RockShox Rear Shock Air Valve Adapter Tool onto a shock pump and thread the other end into the damper body air/nitrogen fill port.

Pressurize the damper body to 400 psi / 27.6 bar.

If the proper fill equipment is available, nitrogen can be substituted for air.

Once the shock body has been pressurized, remove the air valve adapter tool from the air valve port before removing it from the shock pump.

NOTICE

Separating the pump from the adapter first will cause the shock body to depressurize.



Rear Shock Air Valve Adapter Tool



Shock Pump (600 psi max) 400 psi / 27.6 bar



Rear Shock Air Valve Adapter Tool

Shock Pump (600 psi max)

- 9** Install the damper body air valve cap.



RockShox Schrader Valve Tool



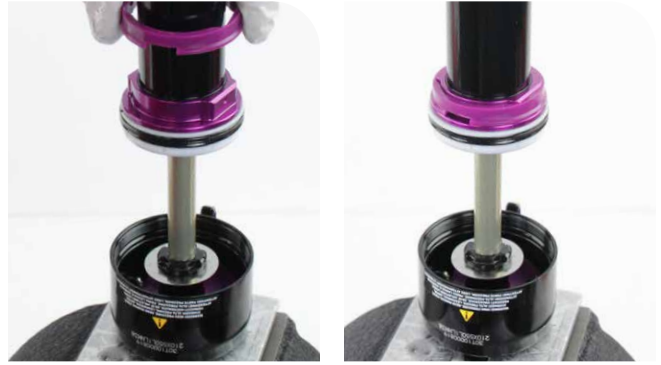
RockShox Schrader Valve Tool

- 10** Clean the shock assembly.
Remove the shock from the vise.



RockShox Suspension Cleaner

- 1** If removed during disassembly, install the negative volume Token.
Align the flat inner sections of the negative volume Token with the flat outer sections of the sealhead / air piston. Snap the negative volume Token onto the sealhead / air piston.



- 2** Clamp the shaft eyelet into a vise, with the shock positioned horizontally, and slightly downward.



- 3** Install the Counter Measure assembly onto the damper body. Slide it to the sealhead / air piston.
Apply grease to the sealhead / air piston seals.



- 4** Tilt the air can and inject 1 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light (or half of included pillow pack; 1 pillow pack = 2 mL) into the air can (negative air spring chamber).

Rotate the air can and allow the oil to spread evenly around the inner surface of the air can. The oil should pool at the narrow end of the air can at the inner seals and dust wiper seal.



- 5** Install the air can onto the shock over the sealhead / air piston. Engage the seals into the air can and firmly push the air can over the sealhead / air piston toward the eyelet assembly.



- 6** Continue to push the air can toward the eyelet until the end of the damper body protrudes through the air can wiper seal. Stop when there is a gap between the air can and the shaft eyelet assembly.



- 7** Inject another 1 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light (or remainder of included pillow pack; 1 pillow pack = 2 mL) into the air can (main air spring chamber).



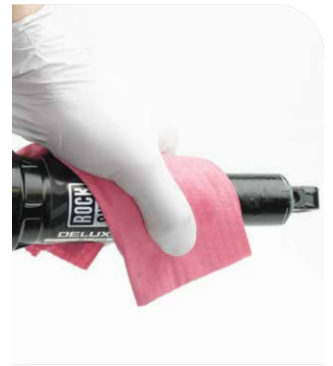
15w50 or PLUSH Light

1 mL

- 8** Push the air can onto the damper until it contacts the eyelet assembly threads. Carefully thread the air can onto the eyelet until it is hand tight.



- 9 Spray RockShox Suspension Cleaner onto the shock. Wipe the shock clean and remove any oil and grease.



- 10 Remove the shock from the vise. Clamp the damper body eyelet (standard eyelet and bearing eyelet) into the vise with the shock oriented upward.

Secure a rubber strap wrench around the air can.

NOTICE

The air can must be clean and free of grease and oil. Clean the air can if necessary.

To avoid damage to the air can decal, do not place the strap wrench on the air can decal.

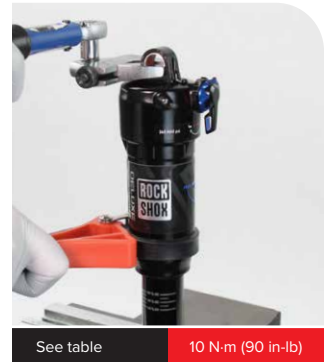
While holding the strap wrench firmly to stabilize the shock, tighten the eyelet assembly into the air can. Use the appropriately sized crowfoot for the shock eyelet type.

Eyelet Type	Width (mm)
Standard	13
Bearing	29
Trunnion	54

⚠ WARNING - CRASH HAZARD

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

- 11 Pressurize the shock enough to extend the damper body to full top out, around 50 psi / 3.5 bar.



12 Install a new sag indicator o-ring.



For shocks with a Standard Eyelet damper body, go to [Mounting Hardware - Standard Eyelet - Installation](#).

For shocks with a Bearing Eyelet damper body, go to [Damper Body Bearing Eyelet - Installation](#).

NOTICE

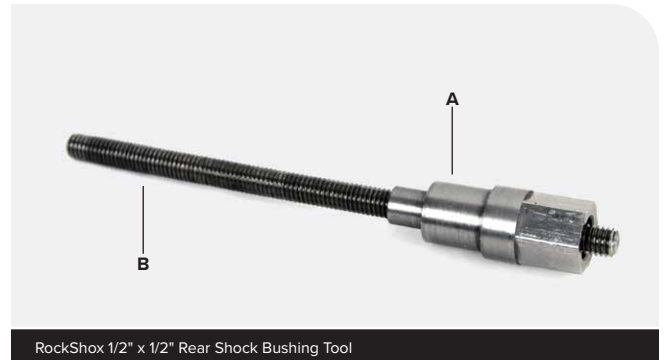
To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

Some mounting hardware is easily installed using only your fingers. Press the bushing pin into the standard shock eyelet bushing until the pin protrudes from both sides of the eyelet an equal amount. Next, press an end spacer, large outer diameter side first, onto each end of the bushing pin. If this works, you have completed mounting hardware and bushing service.

If you are unable to install your standard eyelet mounting hardware using your fingers, use the RockShox Rear Shock 1/2" x 1/2" Bushing Tool.



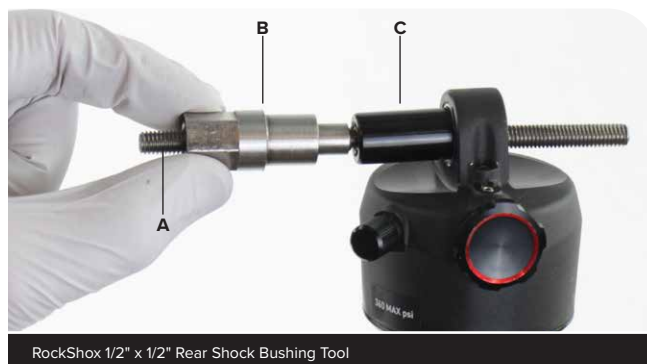
- 1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.



- 2 Insert the pin into the eyelet bushing.



- 3** Insert the threaded rod (A) through the bushing pin, then through the eyelet so that the bushing pin (B) is positioned between the push pin (C) and the eyelet.



- 4** Thread the large, open end of the catcher (A) onto the threaded rod (B) until the catcher rests on the eyelet.



- 5** Hold the catcher secure with a 13 mm wrench. Use a second 13 mm wrench to thread the push pin along the rod until it pushes the bushing pin into the shock eyelet bushing.

NOTICE

Do not damage the shock with the wrenches.

Use one spacer to check the pin position. The pin should be centered in the eyelet.

Continue to thread the push pin until the bushing pin protrudes from both sides of the eyelet an equal amount.

You may need to unthread the catcher slightly to check the bushing pin spacing.

Remove the bushing tool.



- 6** Press an end spacer, tapered side first, onto each end of the bushing pin.

The bushing pin should be centered in the eyelet and no portion of either end should protrude from either end spacer. Re-center the bushing pin if necessary.



Upgrade (optional) - Standard Eyelet to Bearing Adapter (23 mm)

The RockShox Rear Shock Bearing Adapter is only compatible with a bearing mount frame (30 mm mount width). Confirm compatibility with the frame manufacturer before installation.

The RockShox Rear Shock Bearing Adapter (23 mm) is compatible with the Deluxe (Gen C) damper shaft eyelet and damper body eyelet.

The damper body eyelet is pictured. Procedures are the same for the damper shaft eyelet.

A new RockShox Rear Shock Bearing Adapter is pictured. Procedures are the same for an original, previously installed, bearing adapter unless otherwise pictured and/or described.

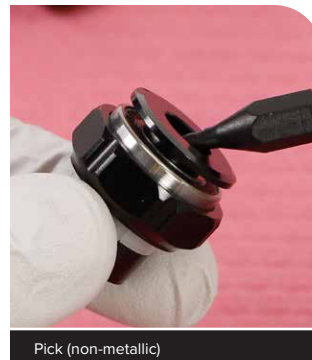
The [standard eyelet bushing must be removed](#) before the Bearing Adapter can be installed.

NOTICE

A Deluxe (Gen C) with a standard eyelet (damper body eyelet and/or shaft eyelet) is compatible with the 23 mm RockShox Rear Shock Bearing Adapter only. To avoid permanent damage to a Deluxe (Gen C) rear shock, do NOT install a 26 mm RockShox Rear Shock Bearing Adapter into the damper body and/or damper shaft standard eyelet.

Bearing Adapter Installation

- 1 Remove both bearing covers and set them aside.



2 Confirm the crush ring is seated in the groove on the adapter.

Insert the internal threaded bearing adapter (does not include a dimple on each hex flat) into the eyelet and gently press it into the eyelet squarely.

Verify the crush ring is installed in the groove and not pinched between the bearing adapter and the eyelet.

Stop when the crush ring is approximately halfway installed into the eyelet.



3 Install the external threaded bearing adapter (includes a dimple on each hex flat) into the eyelet and thread it into the internal threaded bearing.

Stop when both crush rings are approximately halfway installed into the eyelet.

Rotate both bearing adapters and confirm the crush rings are in the adapter grooves and the eyelet, and are not pinched between the bearing adapter and the eyelet.

Continue to thread the bearing adapter sides together by hand.



- 4 Clamp one side of the bearing adapter into a vise with soft jaws.



Bench Vise with Soft Jaws

- 5 Tighten the bearing adapter to the specified torque.

NOTICE

Do NOT use a standard 22 mm socket to install the RockShox Rear Shock Bearing Adapter. A standard socket may not be compatible. Use ONLY an open end crowfoot or adjustable crowfoot socket.

Do not damage the shock during bearing adapter removal and/or installation.

⚠ WARNING - CRASH HAZARD

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

Remove the shock from the vise.



22 mm - Crowfoot

10 N·m (90 in-lb)



- 6** **Original Bearing Adapter (if removed before service):** Install both bearing covers.



- 7 New Bearing Adapter:** Install both bearing covers and position the bearing adapter in the vise.



A new Bearing Adapter (23 mm) includes one bearing in the non-dimpled adapter that is not completely seated and must be pressed and seated into the adapter before the shock can be installed onto a bicycle.

Gently close the vise and press the raised bearing into the bearing housing until it stops and the bearing is fully seated into the bearing housing. The bearing cover should also be fully seated in the bearing housing.

NOTICE

Do not overtighten the vise. Overtightening the vise can cause permanent damage to the bearings.



Bench Vise with Soft Jaws



Bench Vise with Soft Jaws



- 8 Measure the total width of the installed RockShox Rear Shock Bearing Adapter, with both bearing covers installed, and confirm the total width is within specification.



If a Bearing Adapter is installed, remove before performing shock service.

Bearing Eyelet Mount

Replace the bearings if they are not spinning freely, or if they are making a creaking noise.

Bearing Mount Installation

Install the Bearing Eyelet Mount Assembly after service is complete.

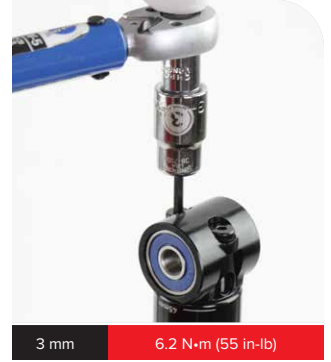
NOTICE

To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft jaws.

- 1 Install the bearing eyelet mount assembly and bolts. Tighten the bolts evenly 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.



Install the bearing dust covers when the shock is installed back onto the bicycle.



- 1** Reinstall the rear shock as instructed by your frame manufacturer.
- 2** Pressurize the rear shock to the pre-service air pressure written down in the [Record Your Settings](#) table. Refer to the appropriate suspension user manual or the *RockShox Suspension Tuning Guide* for procedures on setting rear shock air pressure and spring sag.
- 3** Adjust the rebound and compression settings to the pre-service settings written down in the [Record Your Settings](#) table.

This concludes the service for your RockShox rear shock.



ASIAN HEADQUARTERS

SRAM Taiwan
No. 1598-8 Chung Shan Road
Shen Kang Hsiang, Taichung City
Taiwan

WORLD HEADQUARTERS

SRAM, LLC
1000 W. Fulton Market, 4th Floor
Chicago, Illinois 60607
U.S.A.

EUROPEAN HEADQUARTERS

SRAM Europe
Paasbosweg 14-16
3862ZS Nijkerk
Niederlande