ROCKSHOX

SIDLUXE

2024+ SIDLuxe

SERVICE MANUAL

SAFETY FIRST!

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

⚠WARNING - PRESSURIZED DEVICE

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

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

RockShox Service

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

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

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

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

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

Suspension Safety Precautions and Warnings

SAFETY INSTRUCTIONS

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

⚠WARNING - PRESSURIZED DEVICE

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

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

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

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

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

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

⚠WARNING - CRASH HAZARD

Parts must be tightened to the specified torque.

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

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

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

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

⚠WARNING

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

⚠CAUTION

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

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

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

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

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Part Preparation and Service Procedures

Part Preparation

Remove the component from the bicycle before service.

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

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

Service Procedures

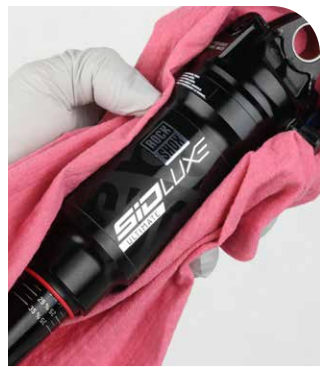
The following procedures should be performed throughout service, unless otherwise specified.

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

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

⚠WARNING - CRASH HAZARD

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



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

Apply grease to the new seal or o-ring.

NOTICE

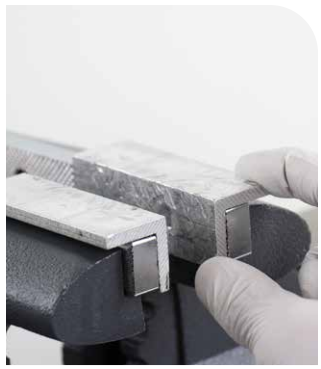
Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the spare parts catalog to replace the damaged part.

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

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

⚠WARNING - CRASH HAZARD

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



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-SIDL-SLP2-A2**

RS = Product Type - **Rear Suspension**
SIDL = Platform/Series - **SIDLuxe**
UFA = Model - **Ultimate Flight Attendant**
A2 = Version - (**A** - first generation, **2** - 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 counter-clockwise.
50			
100			
150			
200			

Torque Values

Part	Tool	Torque
Air can to eyelet	13 mm crowfoot or Trunnion crowfoot tool, strap wrench	10 N•m (90 in-lb)
Extension cord screws	2 mm hex	0.5 N•m (4.5 in-lb)
Mid-tune bolt to valve cup (3P only)	Piston tool and a 14 mm socket and a 5 mm hex	1.1 N•m (10 in-lb)
Piston bolt to shaft	Piston tool and a 14 mm socket	4.5 N•m (40 in-lb)
Rear Shock Bearing Adapter	22 mm crowfoot	10 N•m (90 in-lb)
Seal head to damper body	19 mm crowfoot (≤0.25 in. deep)	28 N•m (250 in-lb)
SIDLuxe Bottomless Token	2 mm hex	0.4 N•m (3.5 in-lb)
Valve cup to piston bolt	Piston tool and a 14 mm socket	2.3 N·m (20 in-lb)

Parts, Tools, and Supplies

Parts

- 2024 (A2) SIDLuxe 50 or 200 Hour Service Kit
- 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+), SIDLuxe A1+(2021+)
- Rear Shock Eyelet Bearing Kit - (includes eyelet bearings, 17 and 20mm 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+)

Safety and Protection Supplies

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

Lubricants and Fluids

- Maxima PLUSH 7wt Suspension Oil
- Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light
- RockShox Suspension Cleaner or Isopropyl alcohol
- RockShox Dynamic Seal Grease

RockShox Tools

- RockShox 1/2" x 1/2" Rear Shock Bushing Tool (removal/installation)
- RockShox X Abbey Bike Tools Trunnion Mount Crowfoot Tool
- Rear Shock DU Bushing Sizing Tool 1/2"x1/2" (for sizing bushings and installing hardware) - RockShox
- RockShox SIDLuxe Air Valve Adapter tool
- RockShox SIDLuxe A2 Piston tool
- SIDLuxe IFP Height tool
- SIDLuxe Body Vise Block
- RockShox Shock Pump (600 psi max)
- RockShox Schrader Valve Tool

Common Tools

- Adjustable wrench
- Bench vise with aluminium soft jaws
- Cable and housing cutters
- Crowfoot socket: 13 mm, 19 mm, 22 mm (≤0.25 inches thick)
- Digital measurement caliper
- Flat blade screwdriver
- Hex wrenches: 2 mm, 2.5 mm, 5 mm
- Hex bit sockets: 2 mm, 5 mm
- Open end wrenches: (2) 13 mm, 19 mm, 22 mm
- Pick (metallic and non-metallic)
- Socket (outer diameter 14.5 mm - 16.25 mm) - (for integrated bearing removal)
- Socket wrench: 14 mm
- 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.

⚠WARNING

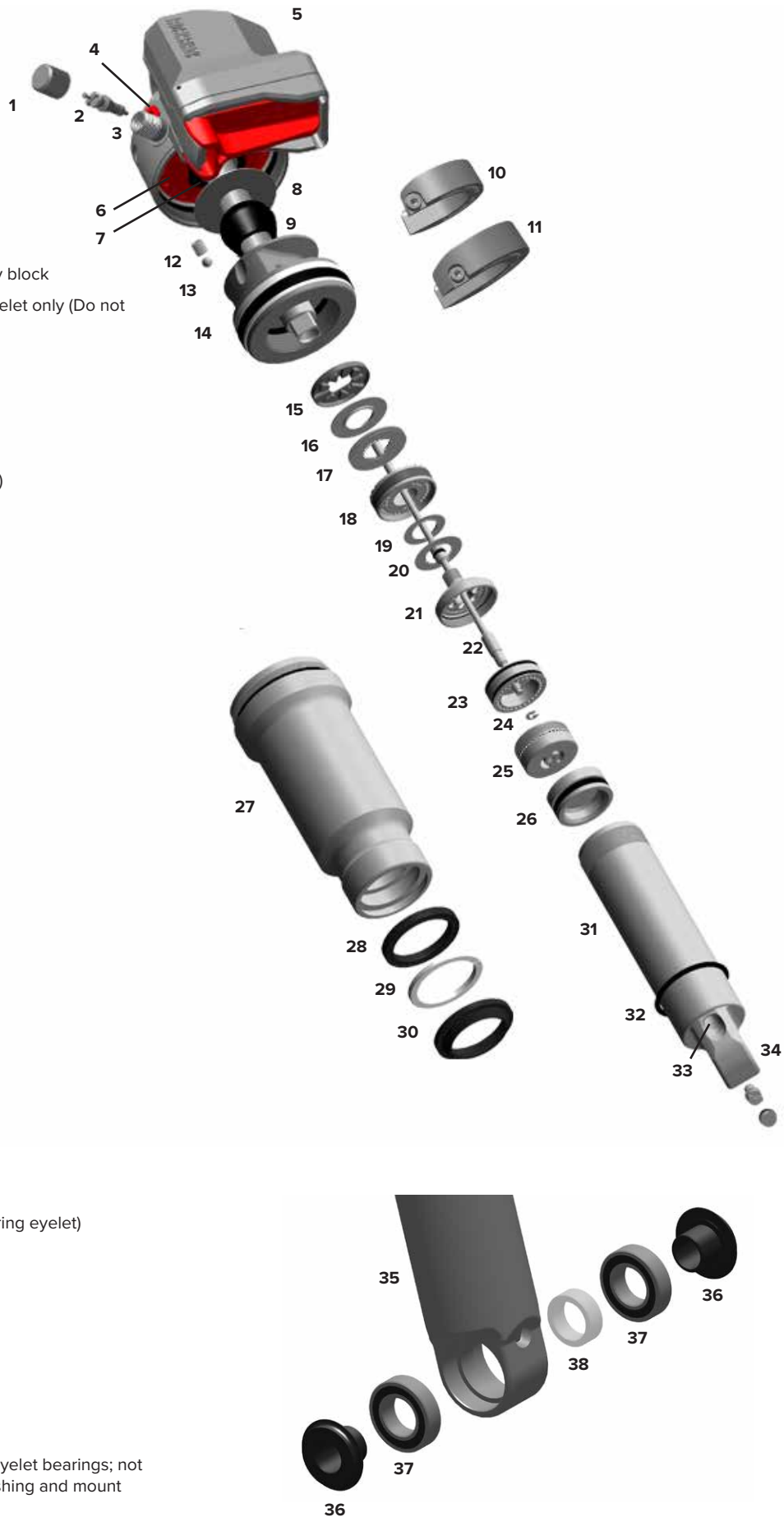
Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores, unless otherwise instructed.

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

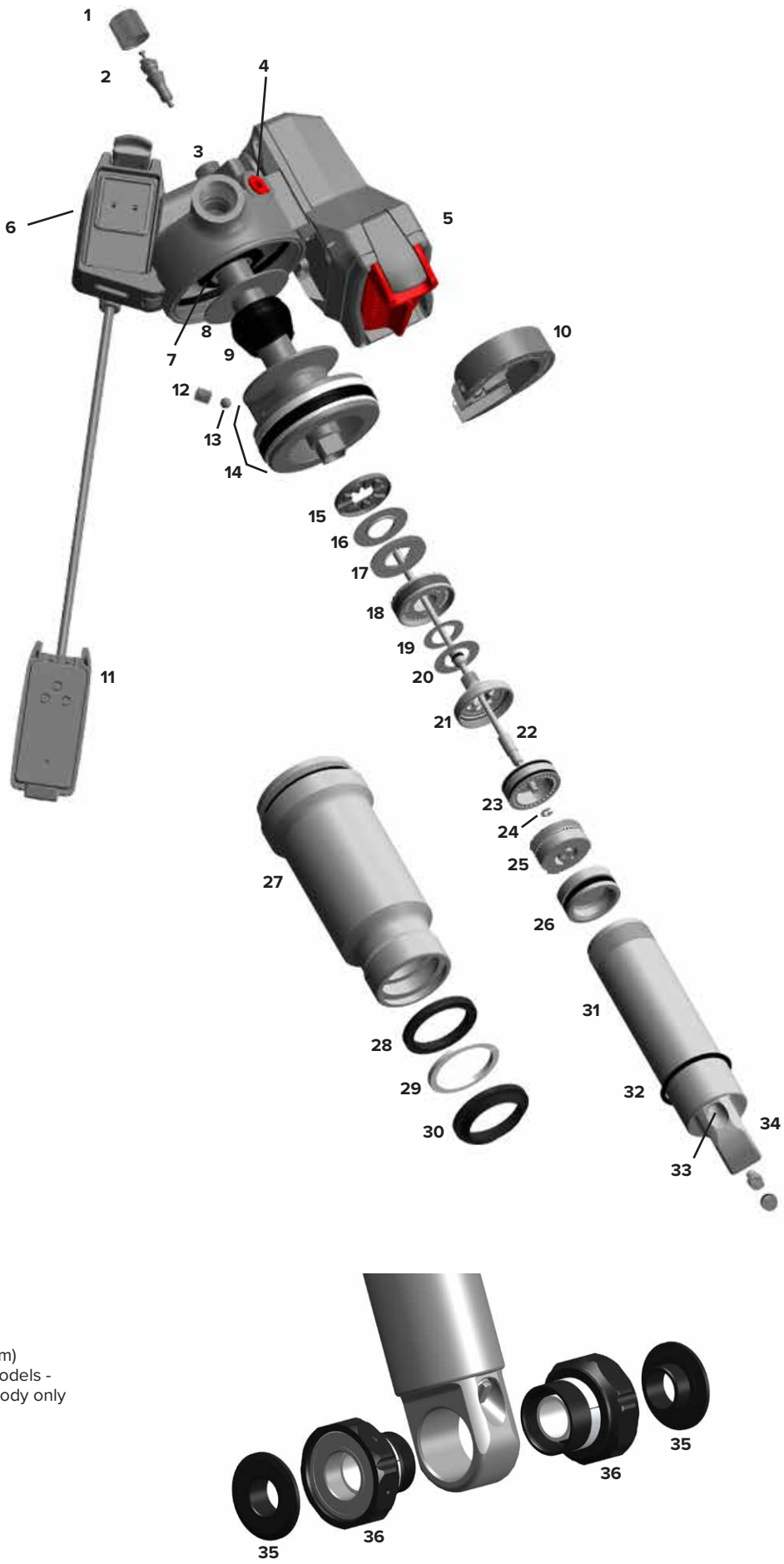
Always wear safety glasses and nitrile gloves when working with suspension grease and oil.

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

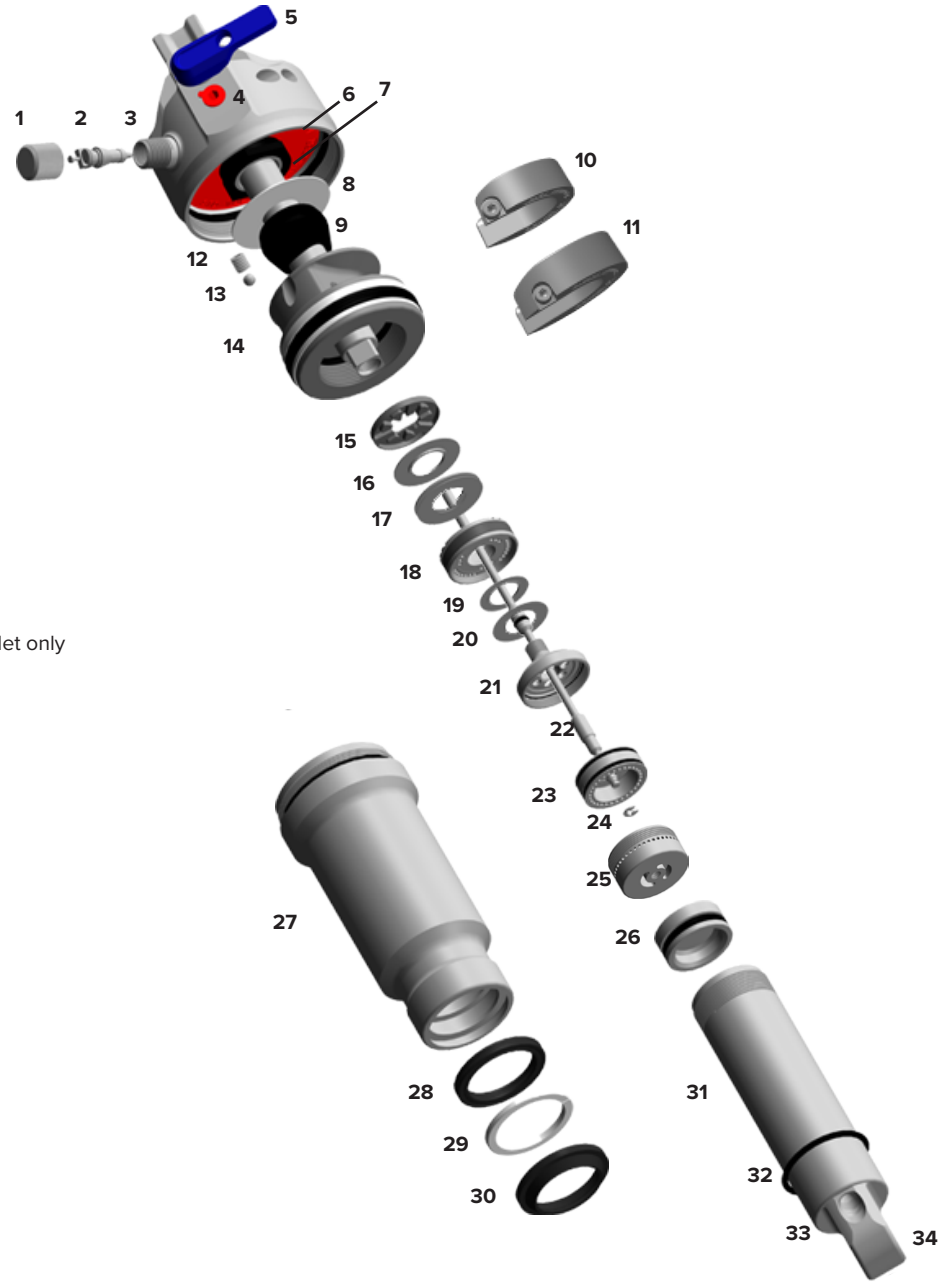


1. Air fill cap
2. High pressure valve core
3. Air valve
4. Rebound adjuster
5. Rear shock module and battery block
6. Volume equalizer- Standard eyelet only (Do not remove)
7. Bottom plate
8. Bottom out washer
9. Bottom out bumper
10. Bottomless token (1 token size)
11. Bottomless token (2 token size)
12. Bleed screw
13. Compression ball
14. Seal head / air piston
15. Open piston
16. Compression tune
17. Lock tune
18. Main piston
19. Rebound tune
20. Rebound check shim
21. Piston bolt
22. Compression poker
23. Valve slider
24. Circlip
25. Valve cup
26. IFP (Internal Floating Piston)
27. Air can
28. Quad seal
29. Backup ring
30. Wiper seal
31. Damper body
32. Sag ring indicator
33. Damper air/nitrogen fill port
34. Damper body eyelet
35. Damper body (*integrated bearing eyelet)
36. Dust Cap (x2)
37. Bearing (x2)
38. Spacer

*Compatible ONLY with integrated eyelet bearings; not compatible with standard eyelet bushing and mount hardware.



1. Air fill cap
2. High pressure valve core
3. Air valve
4. Rebound adjuster
5. Rear shock module and battery block
6. Extension cord battery mount
7. Bottom plate
8. Bottom out washer
9. Bottom out bumper
10. Bottomless token (1 token size)
11. Extension cord battery
12. Bleed screw
13. Compression ball
14. Seal head / air piston
15. Open piston
16. Compression tune
17. Lock tune
18. Main piston
19. Rebound tune
20. Rebound check shim
21. Piston bolt
22. Compression poker
23. Valve slider
24. Circlip
25. Valve cup
26. IFP (Internal Floating Piston)
27. Air can
28. Quad seal
29. Backup ring
30. Wiper seal
31. Damper body
32. Sag ring indicator
33. Damper air/nitrogen fill port
34. Damper body eyelet
35. Bearing Cover (x2)
36. Standard Eyelet Bearing Adapter (23 mm) - compatible with all SIDLuxe (Gen A) models - Standard Eyelet (no bushing) Damper Body only

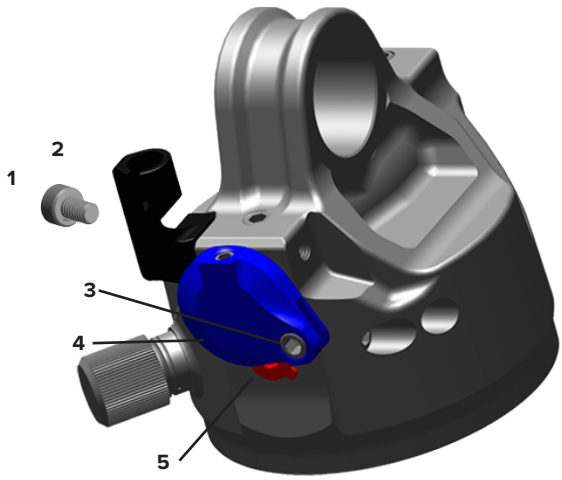


1. Air fill cap
2. High pressure valve core
3. Air valve
4. Rebound adjuster
5. Lockout lever
6. Volume equalizer- Standard eyelet only (Do not remove)
7. Bottom plate
8. Bottom out washer
9. Bottom out bumper
10. Bottomless token (1 token size)
11. Bottomless token (2 token size)
12. Bleed screw
13. Compression ball
14. Seal head / air piston
15. Open piston
16. Compression tune
17. Lock tune
18. Main piston
19. Rebound tune
20. Rebound check shim
21. Piston bolt
22. Compression poker
23. Valve slider
24. Circlip
25. Valve cup (2P and 3P options available)
26. IFP (Internal Floating Piston)
27. Air can
28. Quad seal
29. Backup ring
30. Wiper seal
31. Damper body
32. Sag ring indicator
33. Damper air/nitrogen fill port
34. Damper body eyelet

1. Cable hanger bolt
2. Cable hanger
3. Remote cable pulley stop
4. Remote cable pulley
5. Rebound adjuster
6. Limit screw

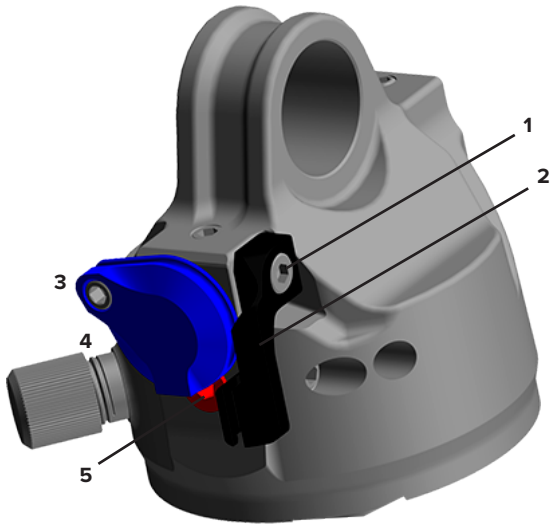
2P/3P Remote: Out

Shocks that route the cable away from the shock are called "out" shocks.



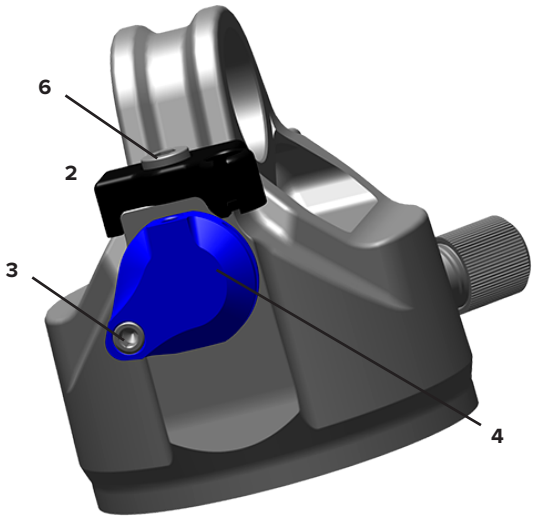
2P/3P Remote: In

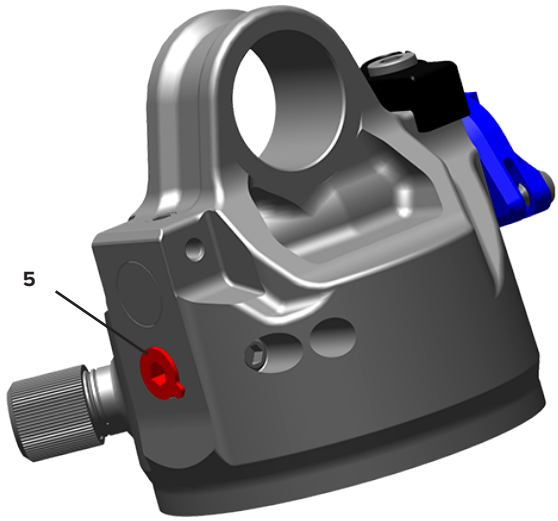
Shocks that route the cable toward the shock are called "in" shocks.



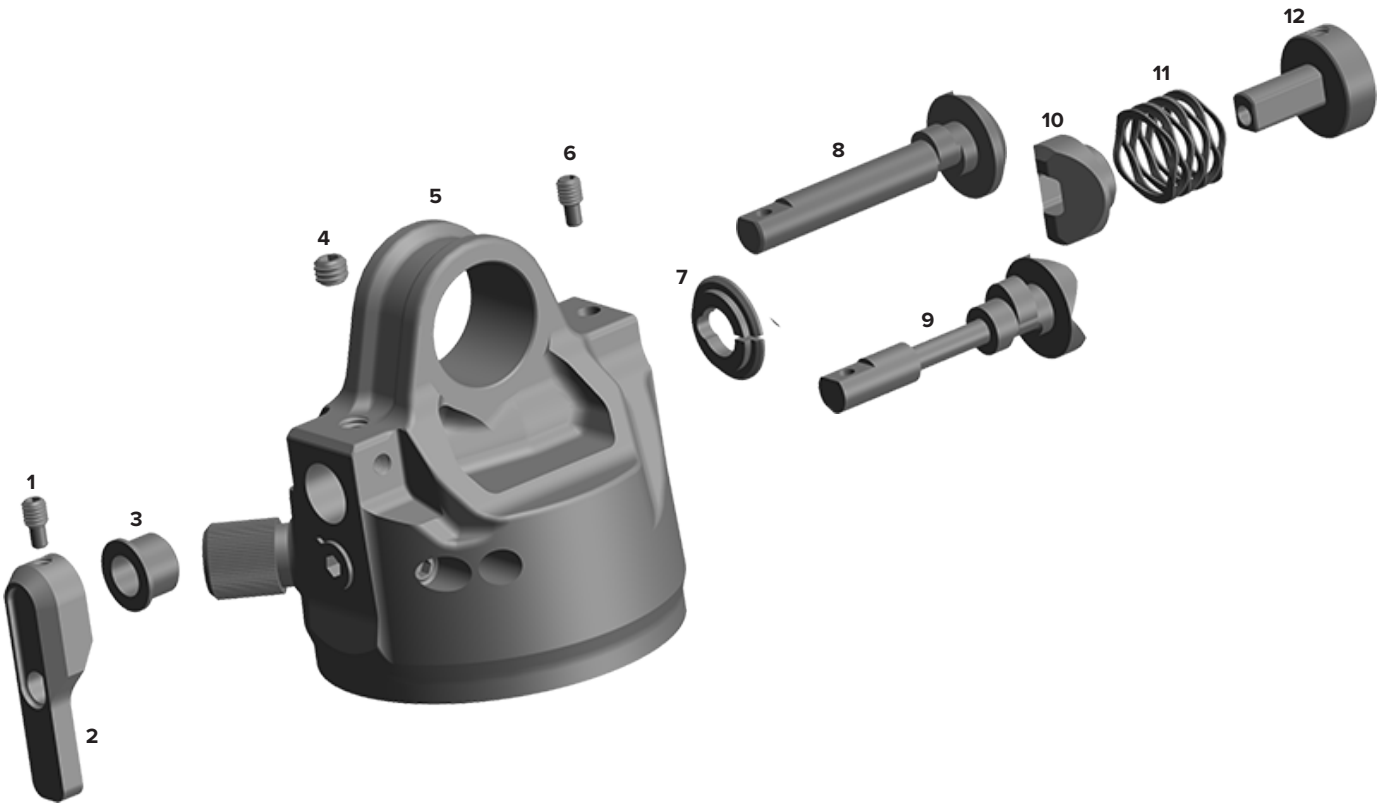
Remote: Backside

Shocks that route the cable through backside of the shock, opposite the rebound.



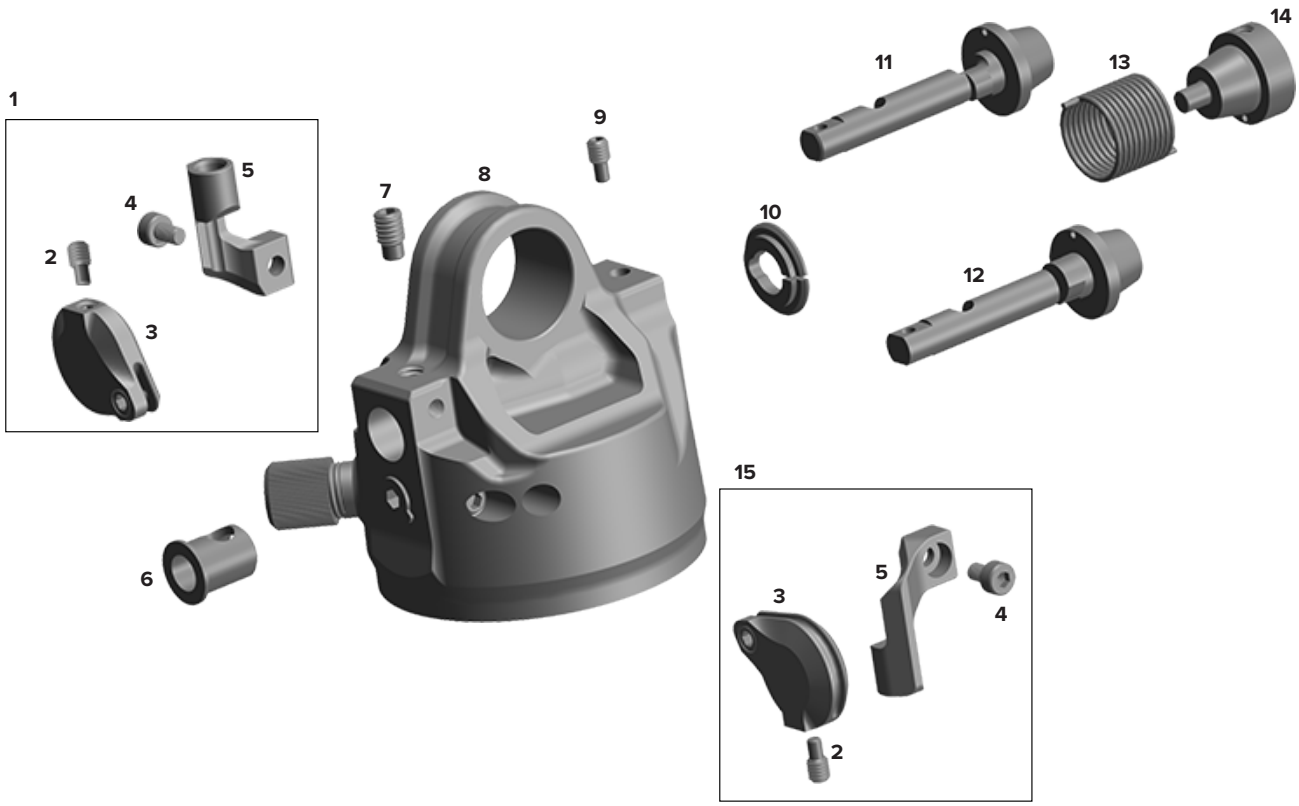


Exploded View - Lever Adjust



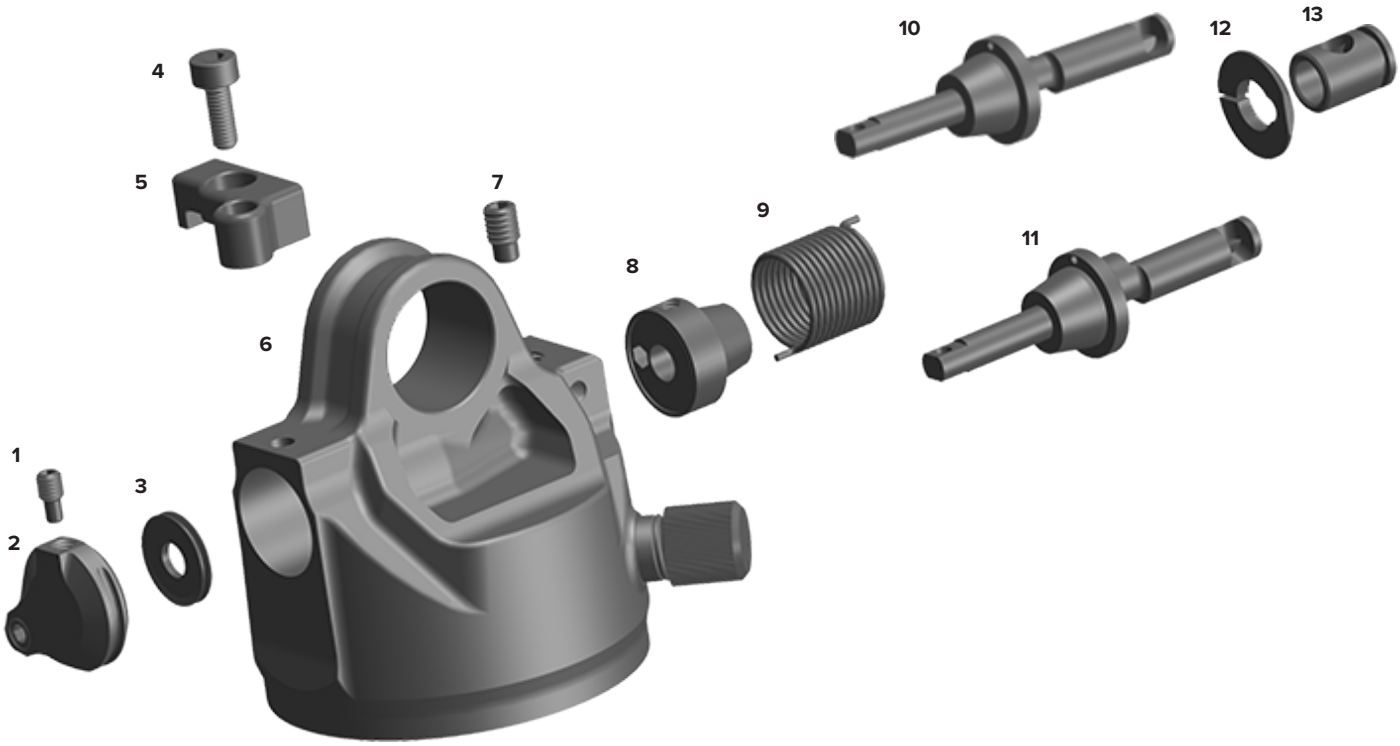
1. Limit screw
2. Lever
3. Outer cam bushing
4. Flat point screw
5. Eyelet (Ultimate shown)
6. Limit screw
7. Inner cam bushing
8. Lever lock cam (2p)
9. Lever lock cam (3p)
10. Detent slider
11. Detent spring
12. Detent post

Exploded View - In / Out Remote



1. Remote Out
2. Limit screw
3. Remote cable pulley
4. Cable hanger screw
5. Cable hanger
6. Outer cam bushing
7. Cam limit screw
8. Eyelet (Ultimate shown)
9. Limit screw
10. Inner cam bushing
11. Lock cam 2P
12. Lock cam 3P
13. Torsion spring
14. Rebound cam
15. Remote In

Exploded View - Backside Remote



1. Limit screw
2. Remote cable pulley
3. Cam bushing
4. Limit screw
5. Cable hanger backside
6. Eyelet (Ultimate shown)
7. Cam limit screw
8. Preloader
9. Torsion spring
10. Lock cam 2P
11. Lock cam 3P
12. Inner cam bushing
13. Cam bushing

Lever and Remote Damper Change

There are four damper options for the SIDLuxe: lever adjust, remote in, remote out, and backside remote. For spare part kit contents and details, consult the Rockshox Spare Parts Catalog at www.sram.com/service.

Consult your frame manufacturer for remote routing and orientation of your rear shock. For remote cable and housing installation consult the *Remotes User Manual* at www.sram.com/service

NOTICE

To change from a 2P to a 3P damper system, or vice versa, requires a different valve cup and new lever or remote cams. See the Lever and Remote Damper Change and Mid-Tune Valve Cup Change.

Parts, Tools, and Supplies

Parts
- AM UPGRADE KIT 2P LEVER SIDLUXE A2
- AM UPGRADE KIT 2P REMOTE SIDLUXE A2
- AM UPGRADE KIT 3P LEVER SIDLUXE A2
- AM UPGRADE KIT 3P REMOTE SIDLUXE A2

Common Tools
- 1.5, 2, 2.5 mm hex wrench
- 1.5, 2, 2.5 mm hex bit socket
- Torque wrench

Safety and Protection Supplies
- Safety glasses
- Nitrile gloves

1

⚠WARNING - PRESSURIZED DEVICE

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

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

Remove the damper air/nitrogen fill port 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.

NOTICE

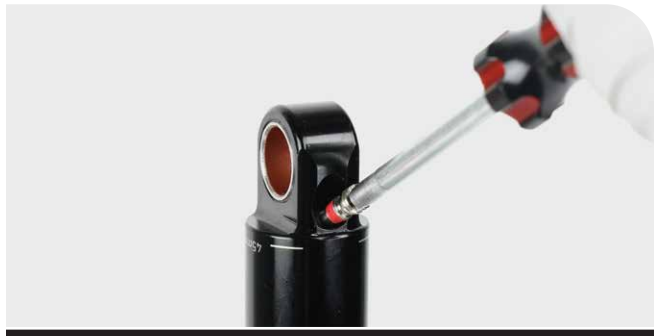
The IFP pressure must be released before proceeding to release the compression poker. The cam/lever assembly will not remove from the eyelet if the IFP is pressurized.

RockShox Schrader Valve Tool

Small Hex

2

Remove the Schrader valve core from the damper air/nitrogen fill port.



RockShox Schrader Valve Tool

3 Rotate the lever 360° and rotate the remote pulley until it stops (~120°).

NOTICE

Failure to rotate the lever or remote pulley before dissassembly may result in the compression poker obstructing the cam removal.

Lever 360°


Remote pulley ~120°

Continue with the eyelet controls/damper removal for your shock:

Lever Removal

Remote Removal

Lever Removal

1 Loosen the lever limit screw. Remove the lever.

1.5 mm

2 Remove the flat point screw from the frontside of the eyelet.

Remove the limit screw from the backside of the eyelet.

2 mm


1.5 mm

3 Remove the detent spring and preloader from the backside of the eyelet.

Remove the outer cam bushing from the frontside of the eyelet.

4 Push the lock cam and inner cam bushing out of the eyelet.

Remote Removal - Backside, In, and Out

1 Remove the remote cable pulley limit screw.
Remove the remote cable pulley.

In 1.5 mm

Out 1.5 mm

Backside 1.5 mm

All

2 Remove the cable hanger bolt. Remove the cable hanger.
For Backside, the cable hanger bolt is also the cam limit screw.

In 2 mm

Out 2 mm

Backside 2.5 mm

All

3 Remove the limit screw from the frontside of the eyelet.

In / Out 2 mm


Backside 2 mm

4 **In and Out:** Remove the limit screw from the backside of the eyelet.

Backside: Remove the cam bushing from the backside of the eyelet.
For Backside, the cable hanger bolt is also the cam limit screw.


In / Out 1.5 mm


Backside

5 Remove the outer cam bushing from the frontside of the eyelet.


In / Out


Backside

6 Remove the cam assembly from the backside of the eyelet.


In / Out


Backside

7 Clean the eyelet. Verify the compression poker is not visible through the eyelet opening.

If the compression poker is visible, release the air in the damper according to step 1 and push the poker down with a pick if still visible.

Continue with the desired eyelet controls/damper installation for your shock:

Lever Installation

In/Out Remote Installation

Backside Remote Installation

Lever Installation

The procedure for 2P and 3P lever installation are the same. The 2P and 3P lever lock cams and valve cups are not interechangeable and require unique parts. Consult the RockShox Spare Parts Catalog at www.sram.com/service for parts.

NOTICE

To change from a 2P to a 3P control/damper system, or vice versa, requires a different valve cup and new lever or remote cams. See the Lever and Remote Damper Change and Mid-Tune Valve Cup Change.

1 Install the inner cam bushing onto the lever lock cam.

Install the detent spring onto the detent slider and detent post.

Install the detent slider/spring/detent post assembly onto the lever lock cam.

Apply grease to the spring. Install the assembly into the backside of the eyelet.

Grease

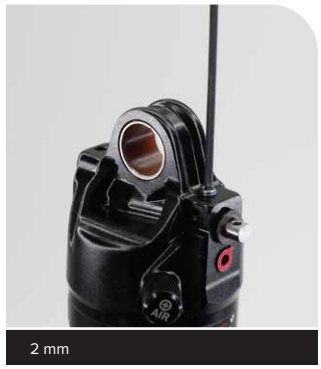
2 Press and hold the detent post in the eyelet so the eyelet hole and detent post hole align.

Install the limit screw and tighten until flush with the eyelet.

1.5 mm

3 Install the outer cam bushing onto the frontside of the eyelet.

4 Install the flat point screw onto the top of the frontside of the eyelet until it is flush with the eyelet.



2 mm

5 Install the lever. Install the lever limit screw until it bottoms out.

1.5 mm

6 Install the Schrader valve core into the damper air/nitrogen fill port.

RockShox Schrader Valve Tool

7 Pressurize the damper body.

If you have the proper fill equipment, you may substitute air with nitrogen.

Once you have pressurized the shock, remove the air valve adapter tool from the air fill port before removing it from the shock pump. Separating the pump from the adapter first will cause all of the air to escape from the shock.

Shock Pump | 500 psi | SIDLuxe Adapter Tool

8 Install the damper air/nitrogen fill port cap.

RockShox Schrader Valve Tool

This concludes the eyelet controls/damper change for SIDLuxe.

In/Out Remote Installation

The procedure for 2P and 3P remote installation are the same. The 2P and 3P lock cams and valve cups are not interechangeable and require unique parts. Consult the RockShox Spare Parts Catalog at www.sram.com/service for parts.

NOTICE

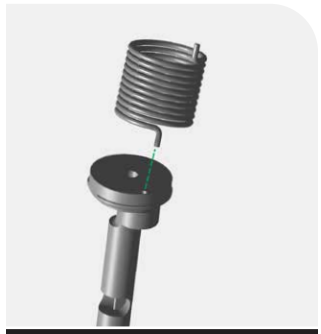
To change from a 2P to a 3P damper system, or vice versa, requires a different valve cup and new lever or remote cams. See the Lever and Remote Damper Change and Mid-Tune Valve Cup Change.

1. Install the inner cam bushing onto the lever lock cam.

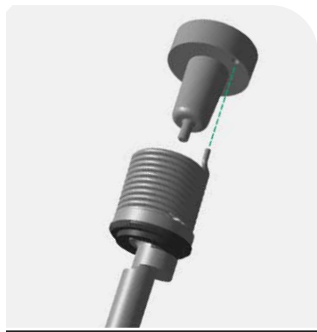
   Install one end of the torsion spring into the small hole on the lock cam. Install the other end of the torsion spring into the small hole on the preloader.

   Apply a liberal amount of grease to the spring and cam assembly.

In / Out



In / Out



In / Out

Grease

2. Install the cam/spring/preloader assembly into the backside of the eyelet.

   Align the preloader hole with the eyelet hole on the backside of the eyelet.

3. Install the outer bushing cam onto the frontside of the eyelet so the bushing cam and eyelet hole align. Install the limit screw and tighten until flush with the eyelet.

2 mm

4 Rotate the preloader 360° clockwise until the hole is aligned with the hole in the eyelet again. Hold in place and install the limit screw until it is flush with the eyelet.

3 mm 360 °

3 mm 1.5 mm

5 Install the cable hanger. Tighten the cable hanger bolt.

In: 2 mm 1 N·m (8 in-lb)

Out: 2 mm 1 N·m (8 in-lb)

6 Install the remote cable pulley. Install the pulley limit screw until it bottoms out.

In 1.5 mm

Out 1.5 mm

7 Install the Schrader valve core into the damper air/nitrogen fill port.

RockShox Schrader Valve Tool

8 Pressurize the damper body.

If you have the proper fill equipment, you may substitute air with nitrogen.

Once you have pressurized the shock, remove the air valve adapter tool from the air fill port before removing it from the shock pump. Separating the pump from the adapter first will cause all of the air to escape from the shock.

Shock Pump | 500 psi | SIDLuxe Adapter Tool

9 Install the damper air/nitrogen fill port cap.

RockShox Schrader Valve Tool

This concludes the eyelet controls/damper change for SIDLuxe.

Backside Remote Installation

The procedure for 2P and 3P remote installation is the same. The 2P and 3P lock cams and valve cups are not interechangeable and require unique parts. Consult the RockShox Spare Parts Catalog at www.sram.com/service for parts.

NOTICE

To change from a 2P to a 3P control/damper system, or vice versa, requires a different valve cup and new lever or remote cams. See the Lever and Remote Damper Change and Mid-Tune Valve Cup Change.

1. Install the inner cam bushing onto the lever lock cam.

   Install one end of the torsion spring into the small hole on the lock cam. Install the other end of the torsion spring into the small hole on preloader.

   Apply a liberal amount of grease to the spring and cam assembly.

Backside

Backside

Backside

Grease

2. Install the cam/spring/preloader assembly into the backside of the eyelet.

3. Install the limit screw into the front side of the eyelet.

2 mm

4 Rotate the preloader 360 degrees clockwise until the hole is aligned with the hole in the eyelet and cable hanger. Hold in place and install the cable hanger and cable hanger bolt limit screw.

2 mm 360°

2 mm / 2.5 mm 1 N·m (8 in-lb)

5 Install the cam bushing.

6 Install the remote cable pulley and remote cable limit screw.

Backside 1.5 mm

7 Install the Schrader valve core into the damper air/nitrogen fill port.

RockShox Schrader Valve Tool

8 Pressurize the damper body.

If you have the proper fill equipment, you may substitute air with nitrogen.

Once you have pressurized the shock, remove the air valve adapter tool from the air fill port before removing it from the shock pump. Separating the pump from the adapter first will cause all of the air to escape from the shock.

Shock Pump | 500 psi | SIDLuxe Adapter Tool

9 Install the damper air/nitrogen fill port cap.

RockShox Schrader Valve Tool

This concludes the eyelet controls/damper change for SIDLuxe.

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 SIDLuxe with a damper body standard eyelet. The RockShox Bearing Adapter is NOT compatible with the SIDLuxe damper shaft standard eyelet. If installed, remove the damper body standard eyelet mounting hardware and standard eyelet bushing only.

Procedures for SIDLuxe Ultimate Flight Attendant are the same as SIDLuxe, unless otherwise described and/or pictured.

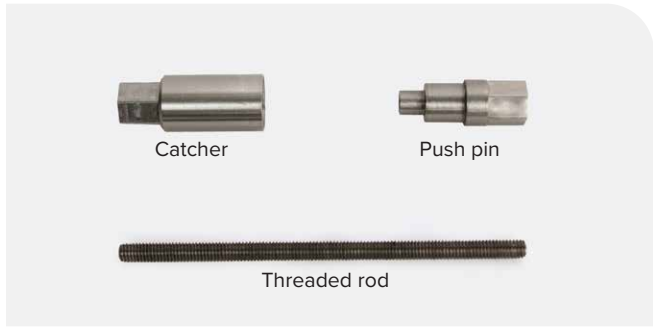
Mounting Hardware Removal (Service and Optional Bearing Adapter Installation)

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.

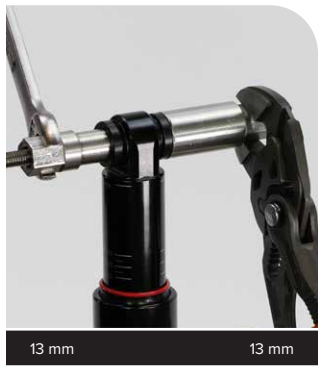
3 Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

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.



13 mm 13 mm

13 mm 13 mm

13 mm 13 mm

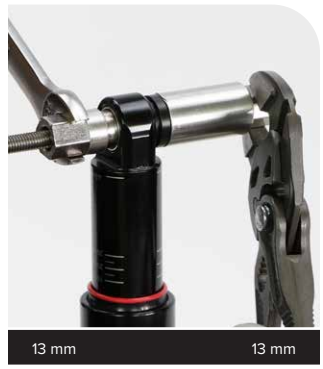
4 If the bushing pin does not remove easily, reinsert the threaded rod and push pin back through the eyelet.

Thread the large, open end of the catcher along the rod until it rests against the eyelet.

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.



13 mm 13 mm

13 mm 13 mm

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.

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

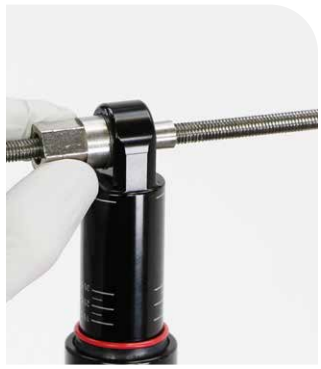
Eyelet Bushing Removal

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

Bearing Adapter (optional): Remove only the damper body standard eyelet bushing (pictured).

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.

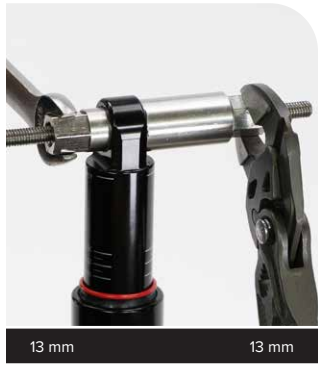


2 Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

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.



13 mm 13 mm

13 mm 13 mm

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

Bearing Adapter (optional): Remove only the damper body standard eyelet bushing (pictured).





4 Clean the eyelet.


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 damper body standard eyelet if a Bearing Adapter will be installed.

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

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.

Deluxe is pictured. Procedures are the same for SIDLuxe unless otherwise pictured and/or described.

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 Catcher

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

Bearing Adapter Removal

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

Bench Vise with Soft Jaws

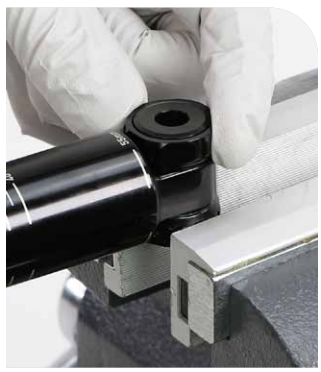
2 Unthread and remove one bearing adapter.

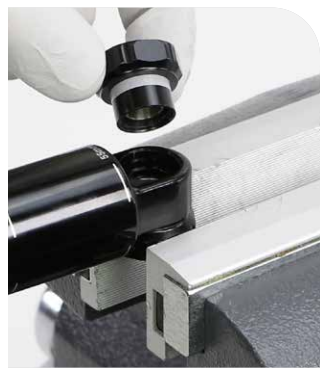
NOTICE

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.

22 mm - Open End Wrench or Adjustable Wrench





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.

SIDLuxe 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.

SIDLuxe 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

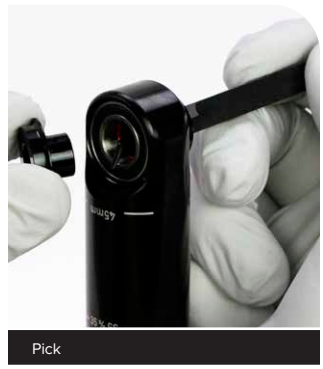
To prevent damage to the shock, clamp the shock with vise soft jaws in a vise. Do NOT clamp any part of the shock against steel vise jaws. Before clamping the shock in place in the vise with vise soft jaws, confirm no part of the shock interferes with, or could be damaged by, the vise or the vise soft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

1 Remove the dust covers.

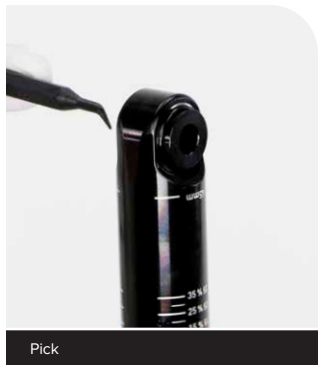
Push one dust cover out of the bearing with a pick.

Push the other dust cover out of the bearing with a pick.

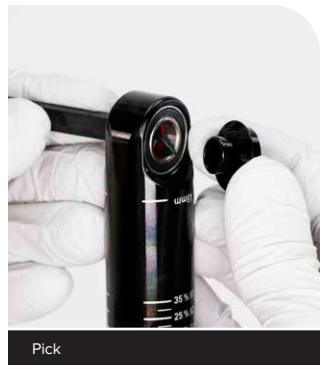
Pick



Pick



Pick



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)

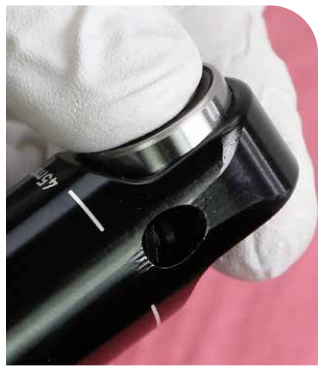
Socket and Hammer

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.

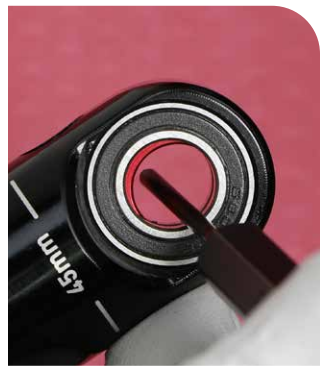
To prevent damage to the bearing, confirm the socket contacts the outer race of the bearing.

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.



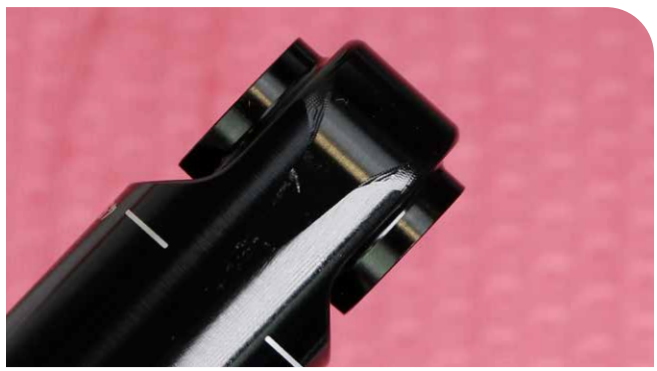
8 Install new dust covers if the original dust covers are worn or damaged.

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 the be the same width on each side.



SIDLuxe Service

Prior to servicing your 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 (see the Shock Eyelet Service section).

Do not remove the RockShox Rear Shock Module prior to servicing the Flight Attendant rear shock, including removing or installing tokens.

50/200 Hour Service Air Can Removal

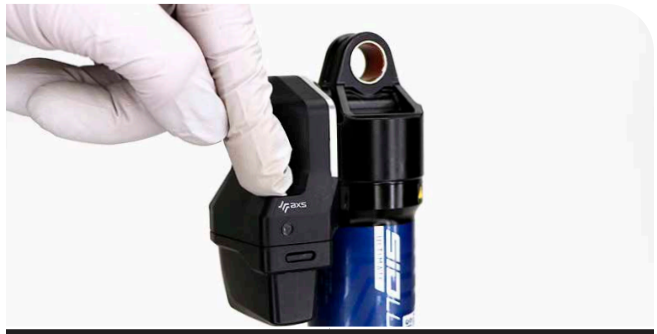
1 **Ultimate Flight Attendant (FA) only:** Remove the SRAM battery from the Flight Attendant fork control module to disconnect (unpair) the rear shock from the fork.

For SIDLuxe Ultimate Flight Attendant with Extension Cord proceed to Step 3.

2 **Ultimate Flight Attendant (FA) only:** Put the rear shock in the Open Position before removing the battery. For a FA rear shock **not** paired to a FA fork (or the battery is removed from the fork), double press the AXS button on the rear shock module to move the rear shock to Open position. It is in Open position when a double click results in no sound from the module.

NOTICE

You must perform the 200 hour service with the FA rear shock in Open Position to ensure a proper bleed. For a 50 hour Air Can Service, the position is not critical.



AXS Button

With the FA rear shock in Open Position, remove the SRAM battery and install the battery block.

Install the battery cover onto the SRAM battery and set it aside.

Optional: Insert the SRAM battery onto the battery charger.

NOTICE

Remove the SRAM battery before service. Leaving the battery installed may cause the compression damper setting to change during the service. Install the battery block to protect the contact pins from oil and grease.

3 **Ultimate Flight Attendant (FA) with Extension Cord:** For a FA rear shock **not** paired to a FA fork (or the battery is removed from the fork), double press the AXS button on the rear shock module to move the rear shock to Open position. It is in Open position when a double click results in no sound from the module.

NOTICE

You must perform the 200 hour service with the FA rear shock in Open Position to ensure a proper bleed. For a 50 hour Air Can Service, the position is not critical.

AXS Button

With the FA rear shock in Open Position, remove the SRAM battery from the Extension Cord Battery Mount. Remove the Extension Cord Battery from the Control Module.

Optional: Insert the SRAM battery onto the battery charger.

NOTICE

Remove the SRAM battery before service. Leaving the battery installed may cause the compression damper setting to change during the service. Install the battery block to protect the contact pins from oil and grease.

Install a battery block into the Extension Cord Battery Mount. Install a battery block into the Control Module.

Install the battery cover onto the Extension Cord battery.

Remove the two screws on the Extension Cord assembly. Set the screws aside.

2 mm

2 mm

Remove the Extension Cord assembly from the eyelet. Set the assembly aside.

NOTICE

The Extension Cord assembly must be removed from the eyelet to allow the RockShox Trunnion mount crowfoot tool to fit on the eyelet for air can torque.

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

Remote: The blue compression circuit is unlocked by default once the remote cable is removed.

RL: Rotate the blue compression lever to the unlocked position.

FA 2.5 mm

RL 2.5 mm

RL

5

⚠WARNING - PRESSURIZED DEVICE

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

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

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

Remove the air valve cap by hand. Lightly depress the Schrader valve and slowly release all air pressure from the air can. 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 to forcefully eject from the shock upon disassembly.

Small Hex

6 Use a RockShox Schrader valve tool to remove the valve core from the valve body to make sure all air has been removed. Set the valve core aside.


RockShox Schrader Valve Tool

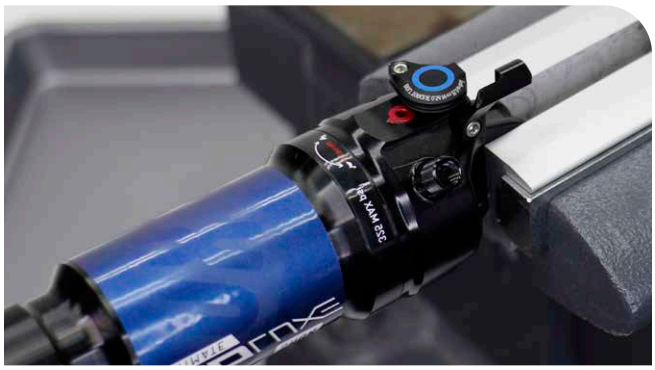

RockShox Schrader Valve Tool


RockShox Schrader Valve Tool

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

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.



8 Remove the sag indicator.

9 Insert a shop towel through the damper body eyelet to prevent the air can from forcefully ejecting from the shock.

⚠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.

10 Use a strap wrench to remove the air can. Wrap the strap around the section of the air can furthest from the shaft eyelet. Turn the wrench counter-clockwise to unthread the air can.

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

Slowly pull the air can along the damper body, remove the shop towel, and remove the air can.

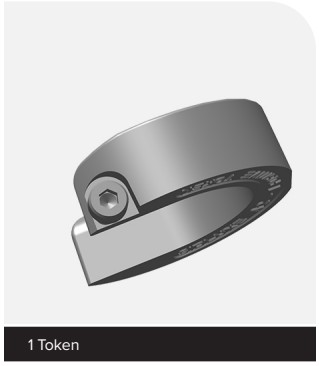
NOTICE

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

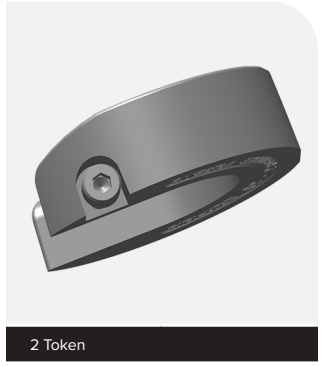
Strap Wrench

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

Bottomless Tokens	(1) 1 Token or (1) 2 Token max



1 Token



2 Token

Bottomless Token Installation: Clamp the damper body eyelet into the vise.

Align the set screw openings on the Token and the seal head/air piston, then slide the Token onto the seal head/air piston. Install the set screw and tighten.

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.

Bottomless Token

2 mm | 0.4 N·m (3.5 in-lb)

Token Removal: Clamp the damper body eyelet into the vise.

Loosen and remove the Token set screw, then remove the Token from the shaft.

2 mm

Bottomless Token

NOTICE

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

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

Apply RockShox Dynamic Seal Grease to the new seals and o-rings.

RockShox Dynamic Seal Grease

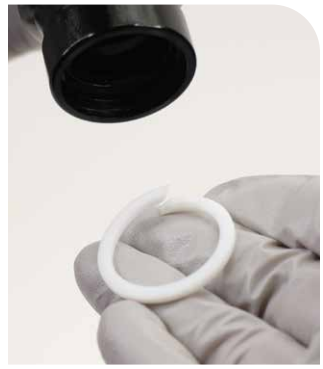
1 Remove the o-ring on the outside of the air can.

Clean the air can threads and eyelet body threads.

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

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

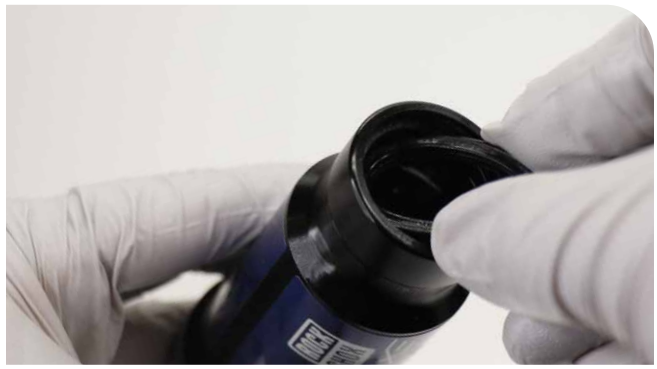
3 Remove the backup ring from the second groove inside the air can.



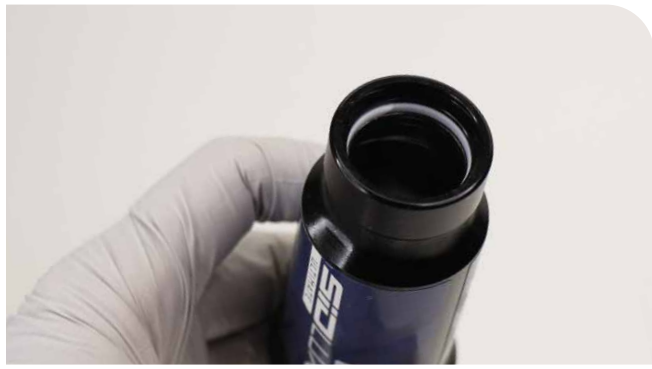
4 Pierce and remove the quad seal from the bottom of the second groove in the air can.

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

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



7 Install a new backup ring by inserting one end into the air can, then push the remainder of the ring into the can so that it rests on top of the quad seal.



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

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

Set the air can aside.

10 Clamp the shaft eyelet vertically in the vise.

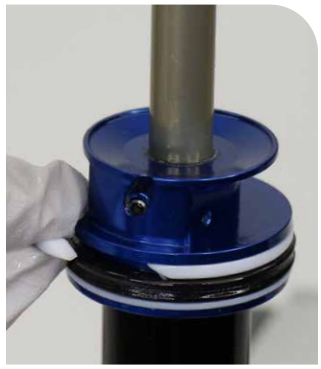
Remove the seal head/air piston quad ring seal and glide rings.

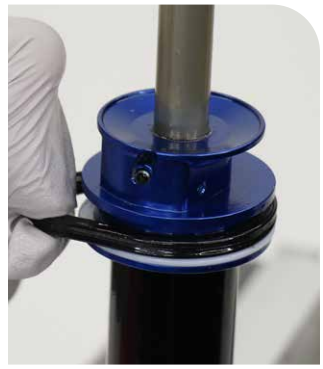
Clean the seal head/air piston.

Install a new quad ring seal and glide rings in the following orientation: the thick glide ring closest to the shaft eyelet, the seal head/air piston quad ring seal in the middle, and the thin glide ring closest to the damper body eyelet.

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.





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

To continue with the **200 Hour Service** go to Damper Body Service.

Procedures for SIDLuxe Ultimate Flight Attendant are the same as SIDLuxe, unless otherwise described and/or pictured.

⚠CAUTION

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

NOTICE

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

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

Apply RockShox Dynamic Seal Grease to the new seals and o-rings.

RockShox Dynamic Seal Grease

1

⚠WARNING - PRESSURIZED DEVICE

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

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

Remove the damper air/nitrogen fill port 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.

RockShox Schrader Valve Tool

Small Hex

2

Remove the Schrader valve core from the damper air/nitrogen fill port.

RockShox Schrader Valve Tool

3 Remove the Bottomless Token, if installed.

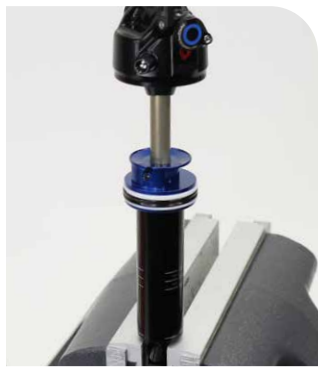
2 mm

Bottomless Token

4 Clamp the damper eyelet into the vise.

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.



5 Remove the bleed screw, located in the seal head/air piston.

2 mm

6

⚠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.

Wrap a shop towel around the damper body.

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

If fluid is foaming from the damper body when the seal head/air piston is loosened, the IFP seal has failed and the fluid inside the damper is pressurized. This can cause the seal head/air piston assembly and damper fluid to forcefully eject from the damper body. Cover the seal head/air piston assembly with a shop towel and slowly loosen the assembly to allow the pressurized fluid to leak out between the damper body and seal head/air piston assembly.

Fluid will spill from the damper body.

⚠CAUTION

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

19 mm (≤0.25 inches thick)

7

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

Procedures for SIDLuxe Ultimate Flight Attendant are the same as SIDLuxe, unless otherwise described and/or pictured.

⚠CAUTION

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

NOTICE

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

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

Apply RockShox Dynamic Seal Grease to the new seals and o-rings.

RockShox Dynamic Seal Grease

1 Clamp the shaft eyelet into the vise.

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.

2 Move the seal head/air piston assembly down.

Use the piston tool and a 14 mm socket to remove the valve cup. Set the valve cup aside.

Piston Tool

Piston Tool and 14 mm Socket

Valve Cup

3 Remove the valve slider and compression poker assembly from the piston assembly.

4 Loosen the piston bolt, then remove the piston assembly.

Piston Tool

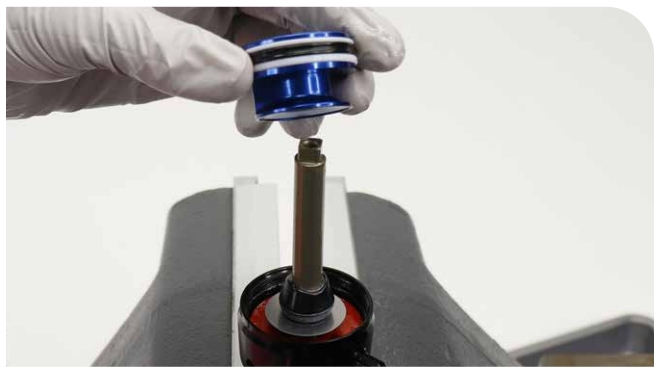
Piston Tool and 14 mm Socket

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

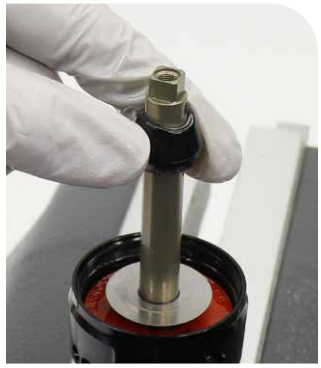
NOTICE

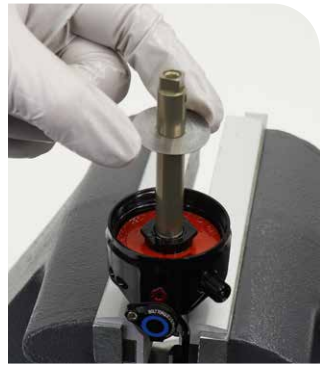
Keep all the parts together and set them aside. If changing the main piston tune, consult the *RockShox Rear Shock Piston Tuning Guide* at www.sram.com/service.

5 Remove the seal head/air piston.



6 Remove the bottom out bumper and the bottom out washer from the damper shaft.





7 Use a flat blade screwdriver to release the tabs on the green travel spacer, if installed. Do not remove the red volume equalizer, if installed.

Not all shocks have travel spacers or volume equalizers installed.

NOTICE

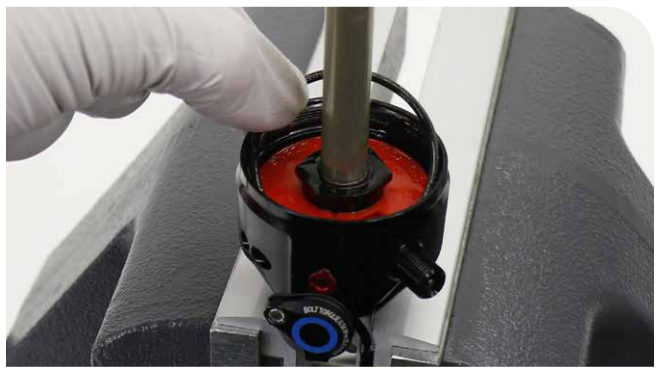
Do not scratch the damper shaft or eyelet threads when removing the travel spacer. Scratches can cause leaks.

Flat Blade Screwdriver

Flat Blade Screwdriver

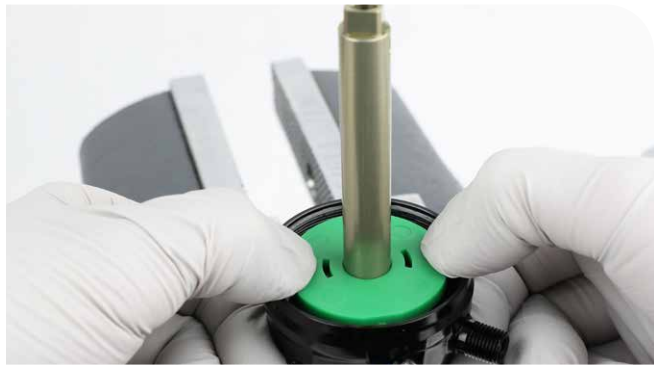
8 Remove the o-ring located inside the shaft eyelet threads.

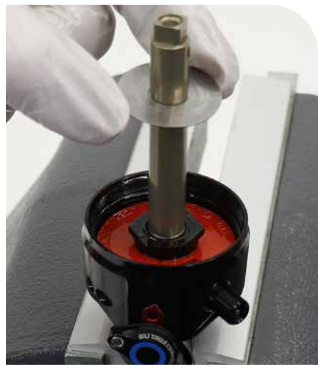
Apply a light layer of grease and install a new o-ring inside the shaft eyelet threads.

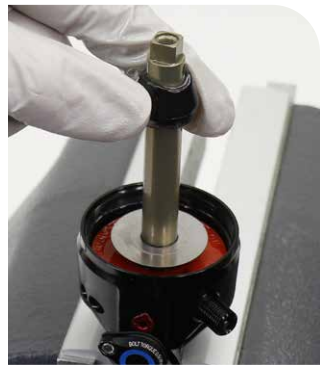


9 Install the travel spacer, if included, then install the bottom out washer and bottom out bumper.

Remove the shock from the vise.







10 Pierce and remove the internal seal o-ring located in the internal seal gland of the seal head/air piston.

Apply grease and install a new internal seal o-ring into the seal gland.

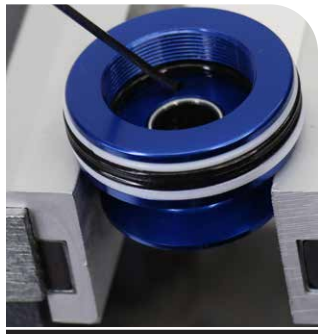
11 Remove the inner o-ring, located at the base of the threads in the seal head/air piston.

Apply grease and install a new inner o-ring into the seal head/air piston.

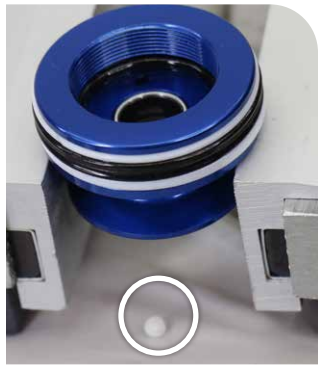
12 Gently clamp the seal head into the vise. Push the compression ball out of the backside of the seal head through the bleed port.

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

Do not reuse the compression ball.



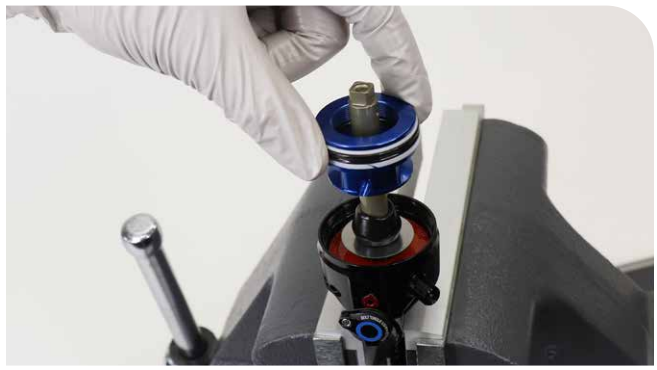
1.5 mm



13 Clamp the shaft eyelet into a vise and install the seal head/air piston onto the damper shaft.

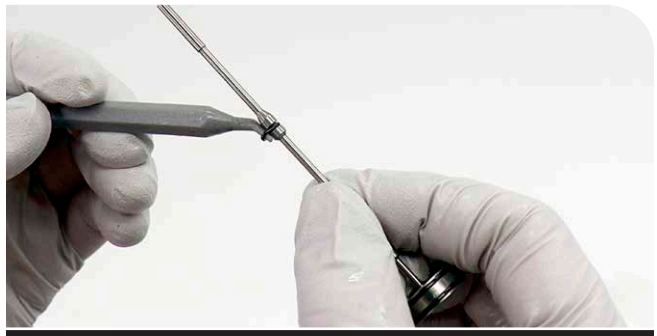
NOTICE

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.



14 Remove the o-ring from the middle of the compression poker. Remove the o-rings on the valve slider.

Apply grease and install new o-rings.



RockShox Dynamic Seal Grease

RockShox Dynamic Seal Grease

RockShox Dynamic Seal Grease

15 Install the main piston assembly into the damper shaft.

The open piston can only be installed one way; rotate the open piston until it settles into place on the shaft. Use your fingers to squeeze the shims and center the shim stack until the rest of the piston assembly settles into place.

Tighten the piston bolt.

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

NOTICE

If the shims are not centered and in the correct order, the shock will not perform properly.

⚠WARNING - CRASH HAZARD

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

Piston Tool

Piston Tool / 14 mm Socket | 4.5 N·m (40 in-lb)

16 Install the valve slider and compression poker. Rotate the compression poker as the o-ring engages until it is seated.

17 To change the mid-tune or from a two-position to a three-position damping system, consult the mid-tune valve cup change. Install the valve cup for your tune.

NOTICE

To change from a 2P to a 3P damping system, or vice versa, requires a different valve cup and new lever or remote cams. See the Lever and Remote Damper Change and Mid-tune Valve Cup Change.

⚠WARNING - CRASH HAZARD

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

Valve Cup with Piston Tool

Piston Tool

14 mm	2.3 N·m (20 in-lb)	Piston Tool

Mid-Tune Valve Cup Change (Optional)

To change from a 2P (two-position) to a 3P (three-position) damper system, you must install a new valve cup and new lever or remote cams.

The 2P valve cup does not have any holes or shims. The 3P valve cup has holes, shim(s), and a bolt. The 3P valve cup has an optional tune change. Consult the RockShox Spare Parts Catalog at www.sram.com/service for part numbers.

2P Valve Cup

3P Valve Cup

NOTICE

To change from a 2P to a 3P damper system, or vice versa, requires a different valve cup and new lever or remote cams. See the Lever and Remote Damper Change section for installation.

Flight Attendant rear shocks cannot change to a 2P damper system.

1 **3P Only:** Loosen the Mid-Tune valve cup bolt. Remove the shim(s). Install the appropriate number of shims for your desired tune. Install the valve cup bolt and tighten.

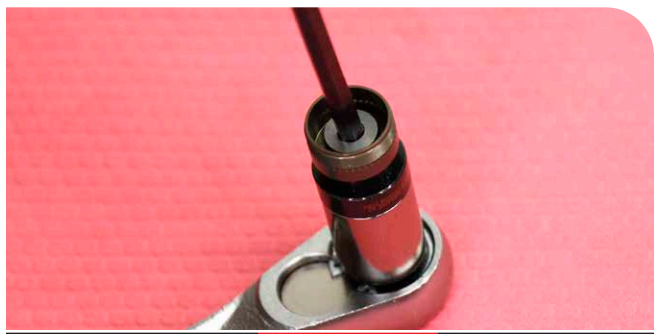
Tune	Shim Size
3P M8	3 x 11 x 0.15 / 3 x 11 x 0.15
3P M5	3 x 11 x 0.15 / 3 x 6 x 0.15
3P M2	3 x 11 x 0.15

14 mm Socket / Piston Tool / 5 mm

M8 Tune

M5 Tune

M2 Tune



14 mm Socket / Piston Tool | 1.1 N·m (10 in-lb) | 5 mm

Procedures for SIDLuxe Ultimate Flight Attendant are the same as SIDLuxe, unless otherwise described and/or pictured.

⚠CAUTION

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

NOTICE

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

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

Apply RockShox Dynamic Seal Grease to the new seals and o-rings.

RockShox Dynamic Seal Grease

1 Install the Schrader valve core into the damper air/nitrogen fill port.

RockShox Schrader Valve Tool

2 Wrap a shop towel around the end of the damper body. Thread the SIDLuxe air valve adapter tool into a shock pump. Thread the pump and adapter into the air fill port.

Pump air into the damper body to force the IFP out of the damper body and into the shop towel.

⚠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

Position the damper body into a shop towel to prevent injury when the IFP ejects from the damper body.

RockShox SIDLuxe Air Valve Adapter Tool and Shock Pump

3 Clean the inside and outside of the damper body.

Remove a glove and use your finger to inspect the inside and outside of the damper body for scratches, dents, or other surface deformations. If any deformations are found, the damper body will need to be replaced.

4 Remove and replace the IFP o-ring.

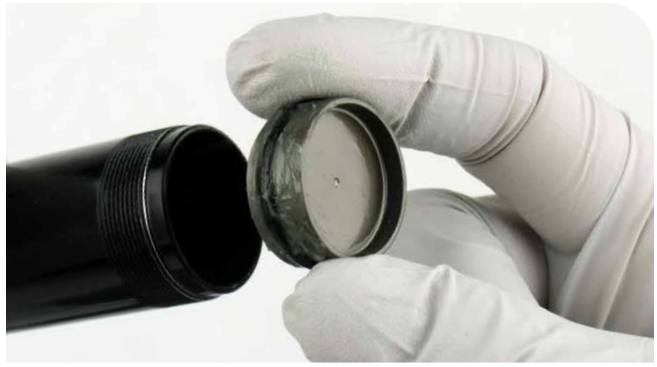
Apply grease and install the IFP o-ring.

5 Install the IFP into the damper body with the stepped side visible. Use the SIDLuxe IFP Height Tool to push the IFP to the depth specified in the table below.

Make sure the damper Schrader valve core is removed from the damper body. This will help with setting the IFP height.

Measure the IFP depth from the lowest part of the IFP.

Shock Stroke	IFP Insertion Depth
27.5-35 mm	46 mm
37.5-45 mm	55 mm
47.5-50 mm	61 mm



Shock Stroke

SIDLuxe IFP Height Tool

SIDLuxe IFP Height Tool

Procedures for SIDLuxe Ultimate Flight Attendant are the same as SIDLuxe, unless otherwise described and/or pictured.

⚠CAUTION

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

NOTICE

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

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

Apply RockShox Dynamic Seal Grease to the new seals and o-rings.

RockShox Dynamic Seal Grease

1 Clamp the damper body into the SIDLuxe Body Vise Block.

Tighten the vise firmly enough so that the IFP cannot move in the damper body. Check this by using your finger to push on the IFP.

If the IFP does move, use a shock pump to push out the IFP, and then reset it to the depth specified in the table.

Do not over tighten the vise so that the damper body gets crushed.

NOTICE

The SIDLuxe 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.

SIDLuxe Body Vise Block

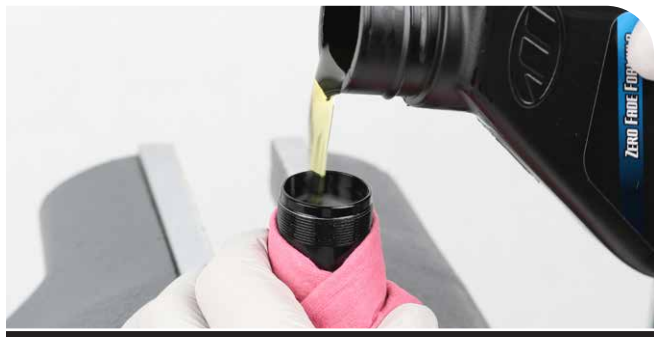
2 Wrap a clean shop towel around the damper body.

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

Maxima PLUSH 7wt Suspension Oil is backwards compatible with RockShox 7wt suspension oil.

⚠CAUTION

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



Maxima PLUSH 7wt Suspension Oil

3 **Make sure that the compression ball is removed from the seal head/air piston.**

With the seal head/air piston positioned at the end of the damper shaft, install the seal head/air piston onto the damper body.

Do not press down on the shaft eyelet or damper shaft while installing the seal head; this can move the piston/shaft assembly, causing too much fluid to displace out of the damper body.

Fluid will be displaced out of the bleed port.

⚠CAUTION

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

Flight Attendant: If the piston assembly is difficult to install because fluid is not moving through the valve, then the module may not be in Open mode. To verify the module is in Open mode, reinstall the battery and follow the procedure in Air Can Removal, step 1.

4 Tighten the seal head/air piston.

Install the crowfoot onto the torque wrench at a 90° angle to the handle to ensure an accurate torque reading.

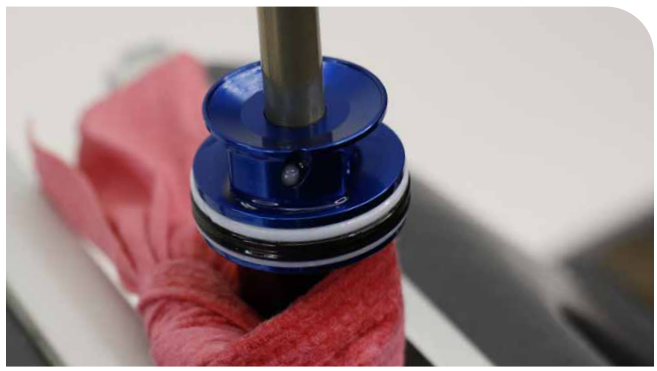
⚠WARNING - CRASH HAZARD

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

19 mm (≤0.25 inches thick) | 28 N·m (250 in-lb)

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

Insert the new compression ball into the bleed port.



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

NOTICE

Overtightening the bleed screw can damage the compression ball.

Remove the damper body from the SIDLuxe Body Vise Block.

2 mm

7 Pressurize the damper body.

If you have the proper fill equipment, you may substitute air with nitrogen.

Once you have pressurized the shock, remove the air valve adapter tool from the air fill port before removing it from the shock pump. Separating the pump from the adapter first will cause all of the air to escape from the shock.

Shock Pump | 500 psi | SIDLuxe Adapter Tool

8 Install the damper air/nitrogen fill port cap.

RockShox Schrader Valve Tool

9 Remove the shock from the vise.

Spray the damper assembly with isopropyl alcohol and clean it with a shop towel.

Procedures for SIDLuxe Ultimate Flight Attendant are the same as SIDLuxe, unless otherwise described and/or pictured.

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

Grease the seal head/air piston seals.

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.

2 Inject 0.5 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light, approximately 1/4 the pillow pack (1 pillow pack = 2 mL), into the air can before installing the air can onto the damper. Firmly press the air can down until the sealhead/air piston is inserted into the air can.

3 Inject another 0.5 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light, or another 1/4 of the pillow pack (1 pillow pack = 2 mL), into the air can.

NOTICE

Do not use the entire pillow pack. If the air can is lubricated properly, the pillow pack should be half full.

15w50 or PLUSH Light 0.5 mL

15w50 or PLUSH Light 0.5 mL

4 Press the air can onto the damper then thread it onto the shaft eyelet until it is hand tight.

Clean the outside of the air can.

5 Remove the shock from the vise. Turn it over and clamp the damper body eyelet in the vise.

Stabilize the air can with a strap wrench to prevent it from rotating. Tighten the air can.

⚠WARNING - CRASH HAZARD

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

Trunnion Mount Crowfoot Tool and Strap Wrench	10 N·m (90 in-lb)

Trunnion Mount Crowfoot Tool and Strap Wrench	10 N·m (90 in-lb)

13 mm and Strap Wrench	10 N·m (90 in-lb)

6 Remove the shock from the vise. Spray isopropyl alcohol on the shock and clean it with a shop towel.

7 Install the sag indicator o-ring.

8 Install the Schrader valve core.

RockShox Schrader Valve Tool

RockShox Schrader Valve Tool

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

Install the air valve cap by hand.

For SIDLuxe Ultimate Flight Attendant Extension Cord, proceed to step 11.

RockShox Shock Pump

10 **Ultimate Flight Attendant (FA):** Remove the battery block.

Install the SRAM battery.

11 **SIDLuxe Ultimate Flight Attendant with Extension Cord only:** Install the Extension Cord assembly to the eyelet.

2 mm | 0.5 N·m (4.5 in-lb)

2 mm | 0.5 N·m (4.5 in-lb)

Remove the battery block from the Extension Cord Battery Mount.
Remove the battery block from the Control Module.

Install the Extension Cord Battery into the Control Module.

Install the SRAM Battery into the Extension Cord Battery Mount.

Mounting Hardware - Standard Eyelet

Procedures for SIDLuxe Ultimate Flight Attendant are the same as SIDLuxe, unless otherwise described and/or pictured.

Mounting Hardware Installation

Some mounting hardware is easily installed using only your fingers. Press the bushing pin into the shock eyelet bushing until the pin protrudes from both sides of the eyelet an equal amount. Next, press an end spacer, large 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 mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.

1 Thread the small end of the push pin onto the threaded rod until the push pin is flush or slightly protrudes from the hex-shaped end of the push pin.

2 Insert the threaded rod through the bushing pin then through the shaft eyelet so that the bushing pin is positioned between the push pin and the eyelet.

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

4 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 it pushes the bushing pin into the shock eyelet bushing.

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

NOTICE

Do not damage the shock with the wrenches.

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

5 Press an end spacer, large diameter side first, onto each end of the bushing pin.

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 SIDLuxe (Gen A) damper body standard eyelet, and is NOT compatible with the 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

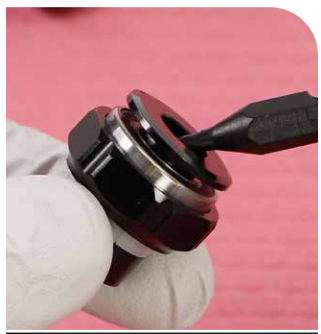
A SIDLuxe (Gen A) with a standard eyelet (damper body only) is compatible with a 23 mm RockShox Rear Shock Bearing Adapter only. To avoid permanent damage to a SIDLuxe (Gen A) rear shock, do NOT install a 23 mm RockShox Rear Shock Bearing Adapter into the damper shaft standard eyelet, and do NOT install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

Bearing Adapter Installation

Deluxe is pictured. Procedures are the same for SIDLuxe unless otherwise pictured and/or described.

1 Remove both bearing covers and set them aside.

Pick (non-metallic)



Pick (non-metallic)

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 adatper 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.

22 mm - Crowfoot	10 N·m (90 in-lb)

Remove the shock from the vise.

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.

Digital Caliper	29.75 mm ±0.15 mm

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

Shock Installation and Setup

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.

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