

ROCKSHOX

VIVID

2024+ VIVID



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!

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RockShox Service

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

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

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

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



For recycling and environmental compliance information, please visit: www.sram.com/company/environment.

Part Preparation

Remove the component from the bicycle before service.

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

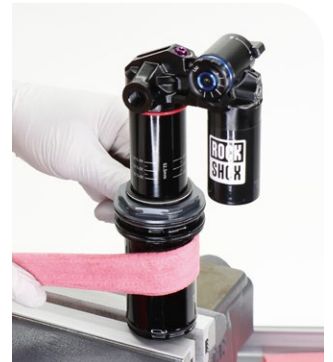
The following procedures should be performed throughout service, unless otherwise specified.

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.

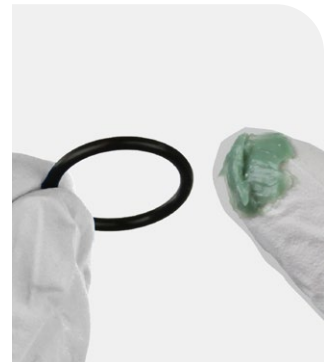


Replace the o-ring or seal with a new one from the service kit. Use your fingers or a pick to pierce and remove the old seal or o-ring.

Apply grease to the new seal or o-ring.

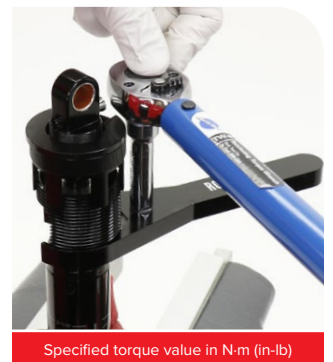
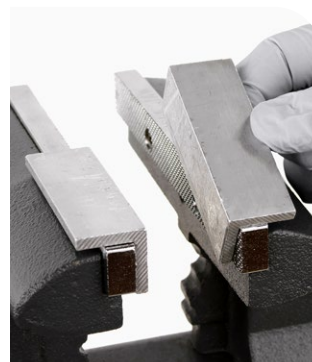
NOTICE

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.



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-VIVD-ULT-C1**

RS = Product Type - **Rear Shock**

VIVD = Platform/Series - **Vivid**

ULT = Model - **Ultimate**

C1 = Version - (**C** - third generation, **1** - first iteration)

To identify the model code, locate the serial number on the product and enter it into the **Search by Model Name or Serial Number** field at www.sram.com/service.

Warranty and Trademark

For SRAM Warranty information, visit: www.sram.com/warranty.

For SRAM Trademark information, visit: www.sram.com/website-terms-of-use.

Recommended Service Intervals

Regular service is required to keep your RockShox product working at peak performance. Follow this maintenance schedule and install the service parts included in each service kit that corresponds with the Service Hours Interval recommendation below. For spare part kit contents and details, refer to the *RockShox Spare Parts Catalog* at www.sram.com/service.

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from shock damper body and wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes air can contamination
Every 100 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.		
				High Speed (HSC)	Low Speed (LSC)	Hydraulic Bottom Out (HBO)
100						
200						
300						
400						

Torque Values

Part	Tool	Torque
Bearing Adapter Upgrade	Bearing Adapter Socket	10 N•m (88 in-lb)
Bleed screw - internal floating piston (IFP)	T10 TORX	Tighten until IFP spins
Bolt (x2) - bearing housing to damper body	3 mm bit socket	6.2 N•m (55 in-lb)
Piston nut to bottom post	8 mm socket	2.26 N•m (20 in-lb)
Bottom post to shaft	12 mm socket	8.5 N•m (75 in-lb)
Inner air can to damper shaft	Vivid Crowfoot Wrench 46 mm	10 N•m (90 in-lb)
Negative air sealhead to inner air can		
Positive air sealhead to damper body	Vivid Crowfoot Wrench 36 mm	17 N•m (150 in-lb)
Reservoir neck to eyelet	4 mm bit socket	2.8 N•m (25 in-lb)
Sealhead to damper body	Vivid Counter Measure Spanner	34 N•m (300 in-lb)
Set screw - Threshold Lever (Select RT)	1.5 mm bit socket	0.73 N•m (6.5 in-lb)
Set screw - Threshold Lever (Select+ RCT, Ultimate RC2T)	2 mm bit socket	1.13 N•m (10 in-lb)

Parts

- 2024+ (C1) Vivid Service Kit - 100 or 200 Hour
- Upgrade Kit (optional) - Vivid C1 Ultimate RC2T Reservoir
Note: If the reservoir is replaced, shock disassembly is required. It is recommended to also complete 200 hour service and replace all service parts.
- Rear Shock Eyelet Bushing Kit
(includes 2 standard eyelet bushings)
- Rear Shock Eyelet Bearing Kit
(includes 2 bearings, 2 dust bearing covers, 1 bearing spacer)
- Rear Shock Damper Body Bearing Eyelet Assembly Kit
(includes bearing housing, 2 bearings, 2 bearing dust covers, 1 bearing spacer)
- Upgrade Kit (optional) - Rear Shock Bearing Adapter Upgrade Kit
(converts standard eyelet to bearing mount)

Safety and Protection Supplies

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

Lubricants and Fluids

- 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 Shock Pump (350 psi max)
- RockShox Air Valve Adapter Tool (red) - Rear Shock
- RockShox Schrader Valve Core Tool
- RockShox IFP Height Tool V2 - Super Deluxe A1+ / Super Deluxe Coil A1+ / Vivid C1
- RockShox Rear Shock IFP Puller
- RockShox Vivid C1 Toolset

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.

Bicycle Tools

- Shock pump (350 psi max)

Common Tools

- Adjustable or open end or pliers wrench: 8, 36, 46 mm
- Bearing press tool: 22 mm (OD) x 10 mm (ID) (bearing eyelet only)
- Bearing punch / Gauge pin:
 - 3 mm (OD) - eyelet bearing removal
 - 2.4 mm (OD) - sealhead nylon compression ball removal
- Bench vise with flat aluminum soft jaws
- Flat blade screwdriver
- Hammer / Mallet
- Hex bit sockets: 3 mm
- Hex wrenches: 1.5, 2, 3 mm
- Pick (metallic and non-metallic)
- Pick (Flat - non-metallic)
- Ruler or caliper (metric)
- Socket: 8, 12 mm
- Socket wrench
- Rubber strap wrench
- Torque wrench
- TORX bit socket: T10
- TORX wrench: T10

NOTICE

Use only (C1) Vivid spare parts and service kits with (C1) Vivid.

2011-2020 (A1-B2) Vivid spare parts and service kits are NOT compatible with (C1) Vivid.

WARNING

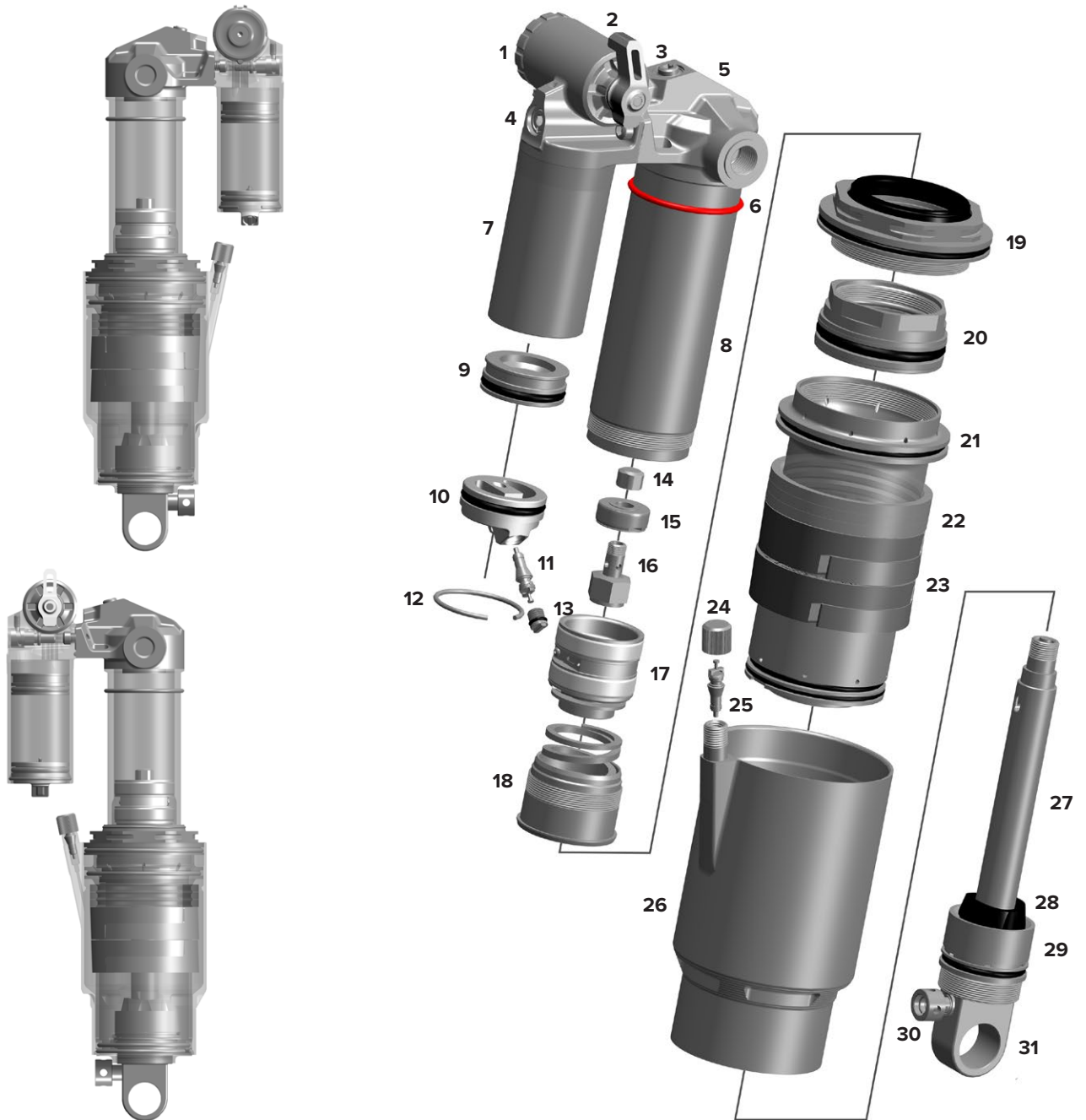
Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores, unless otherwise instructed.

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.

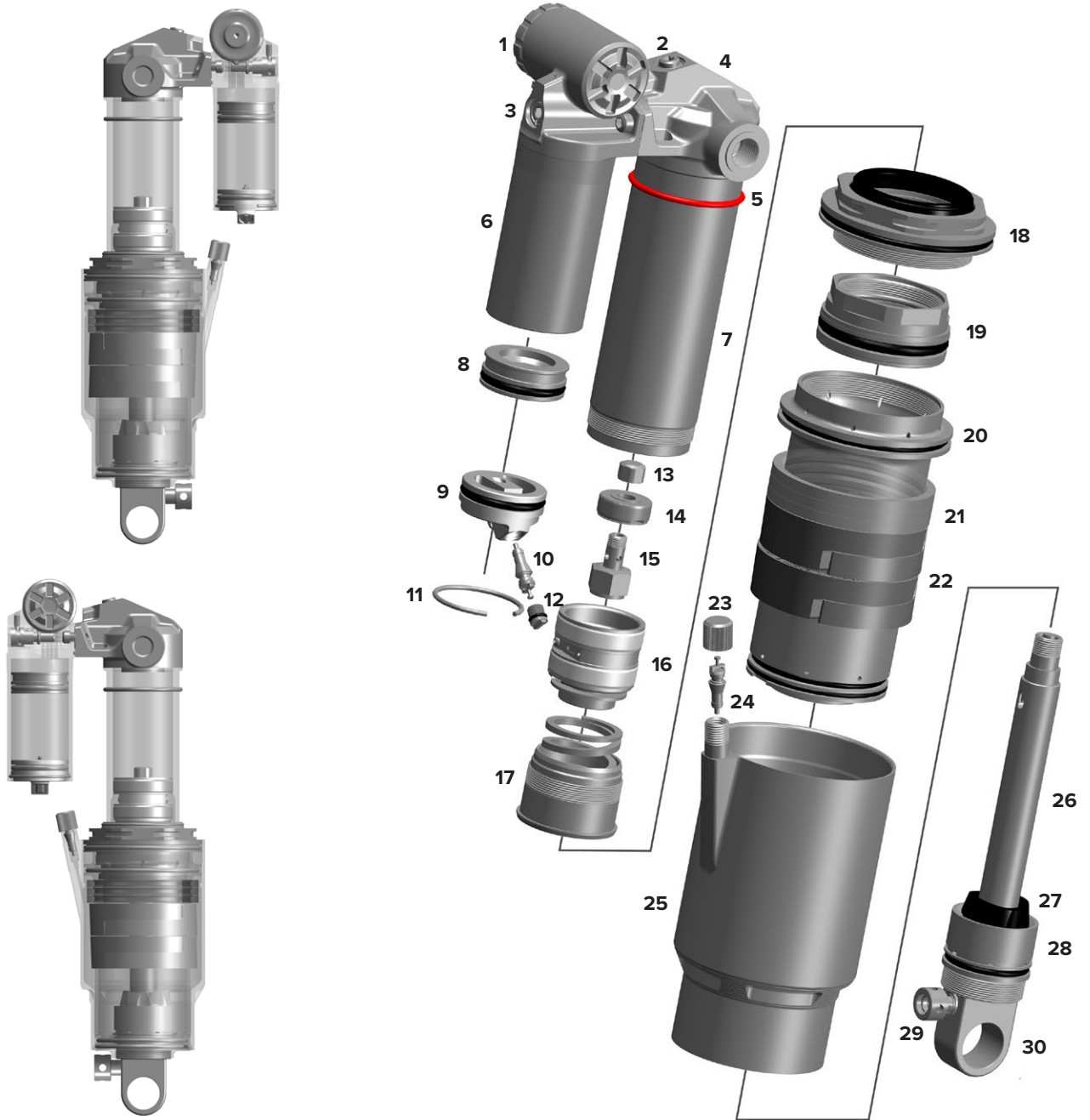
Place an oil pan on the floor underneath the area where you will be working on the shock.



- 1. Adjuster - Low Speed Compression (LSC)
- 2. Lever - Threshold (Pedal)
- 3. Adjuster - Hydraulic Bottom Out (HBO)
- 4. Adjuster - High Speed Compression (HSC)
- 5. Trunnion eyelet / shock mount
- 6. Sag o-ring
- 7. Reservoir can
- 8. Damper body
- 9. Internal Floating Piston (IFP)
- 10. Cap - reservoir
- 11. Schrader valve - reservoir

- 12. Retaining ring - IFP cap
- 13. Air cap - IFP Schrader valve
- 14. Piston Nut
- 15. Check piston
- 16. Bottom post
- 17. Damper piston assembly
- 18. Sealhead - damper body
- 19. Air can sealhead - negative
- 20. Air can sealhead - positive
- 21. Air can - inner
- 22. Travel Volume Reducer (0 - 3)

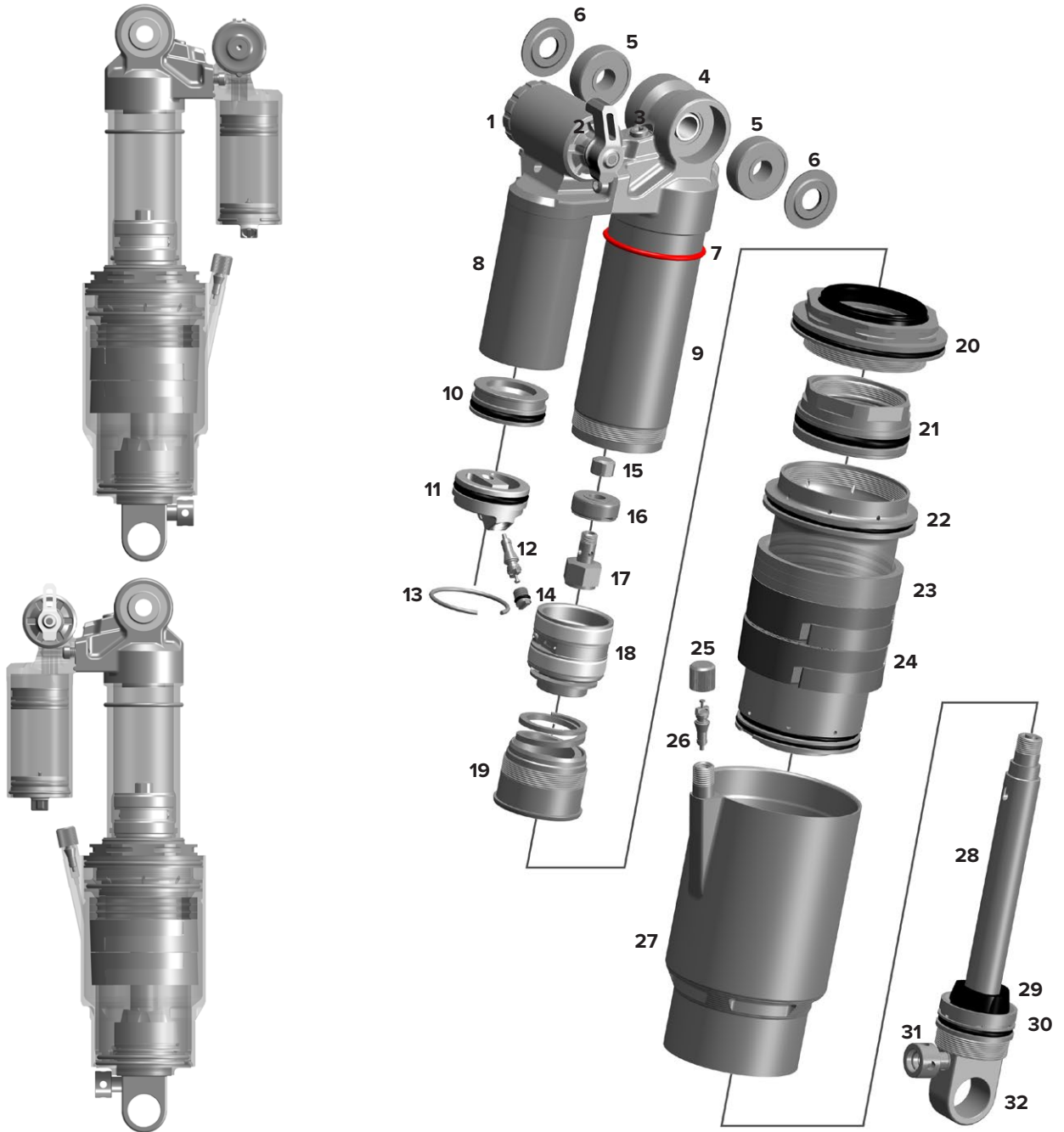
- 23. Bottomless Token (0 - 4)
- 24. Cap - air can air valve
- 25. Schrader valve - air can
- 26. Air can - outer
- 27. Damper shaft
- 28. Bottomout bumper
- 29. Travel Reducer (0 - 3)
- 30. Adjuster - Rebound
- 31. Eyelet / mount - standard



- 1. Adjuster - Low Speed Compression (LSC)
- 2. Adjuster - Hydraulic Bottom Out (HBO)
- 3. Adjuster - High Speed Compression (HSC)
- 4. Trunnion eyelet / shock mount
- 5. Sag o-ring
- 6. Reservoir can
- 7. Damper body
- 8. Internal Floating Piston (IFP)
- 9. Cap - reservoir
- 10. Schrader valve - reservoir
- 11. Retaining ring - IFP cap

- 12. Air cap - IFP Schrader valve
- 13. Piston Nut
- 14. Check piston
- 15. Bottom post
- 16. Damper piston assembly
- 17. Sealhead - damper body
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- 19. Air can sealhead - positive
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- 22. Bottomless Token (0 - 4)

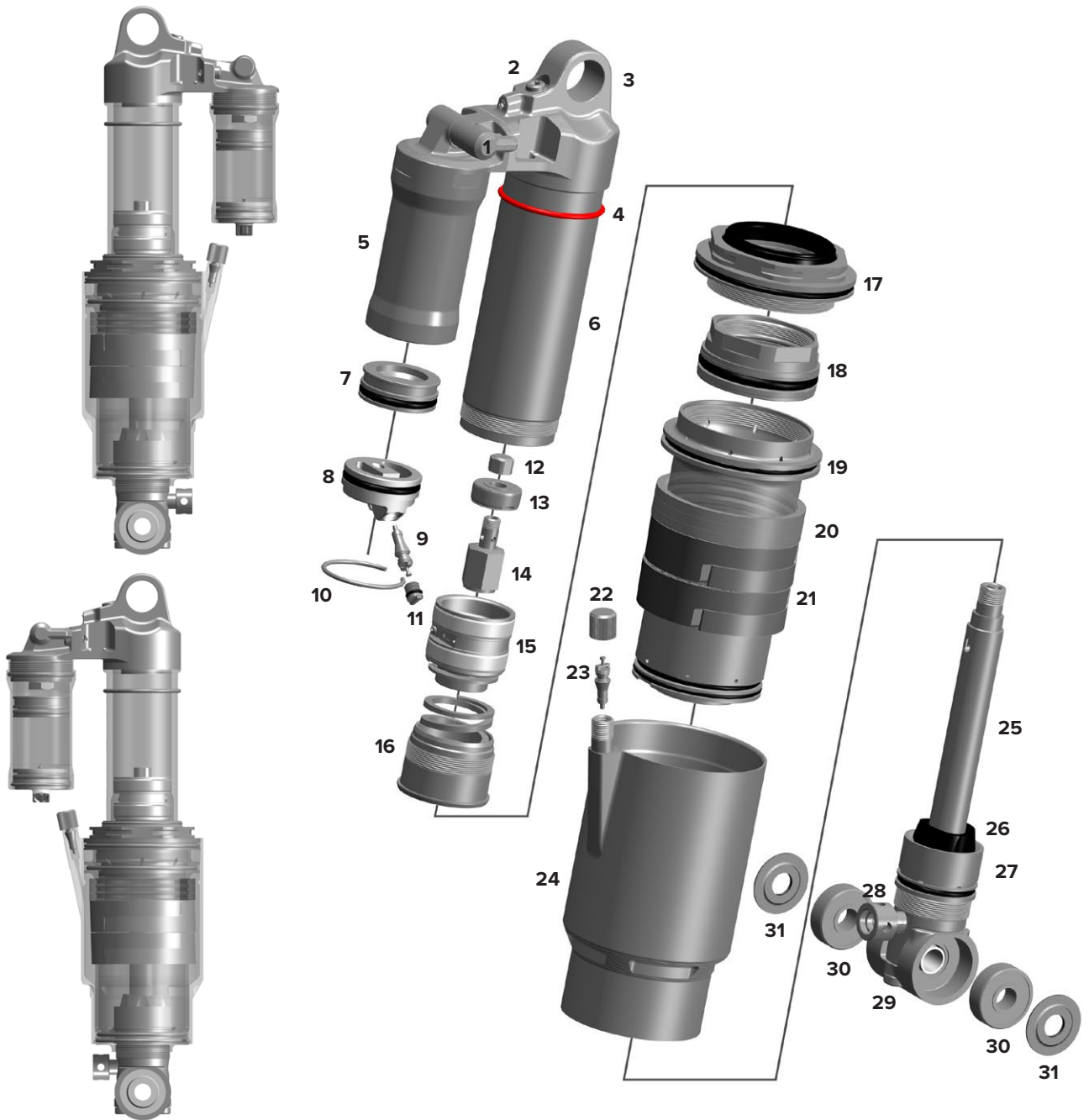
- 23. Cap - air can air valve
- 24. Schrader valve - air can
- 25. Air can - outer
- 26. Damper shaft
- 27. Bottomout bumper
- 28. Travel Reducer (0 - 3)
- 29. Adjuster - Rebound
- 30. Eyelet / mount - standard



- 1. Adjuster - Low Speed Compression (LSC)
- 2. Lever - Threshold (Pedal)
- 3. Adjuster - Hydraulic Bottom Out (HBO)
- 4. Bearing eyelet / shock mount
- 5. Eyelet bearing
- 6. Eyelet bearing cap
- 7. Sag o-ring
- 8. Reservoir can
- 9. Damper body
- 10. Internal Floating Piston (IFP)
- 11. Cap - reservoir

- 12. Schrader valve - reservoir
- 13. Retaining ring - IFP cap
- 14. Air cap - IFP Schrader valve
- 15. Piston Nut
- 16. Check piston
- 17. Bottom post
- 18. Damper piston assembly
- 19. Sealhead - damper body

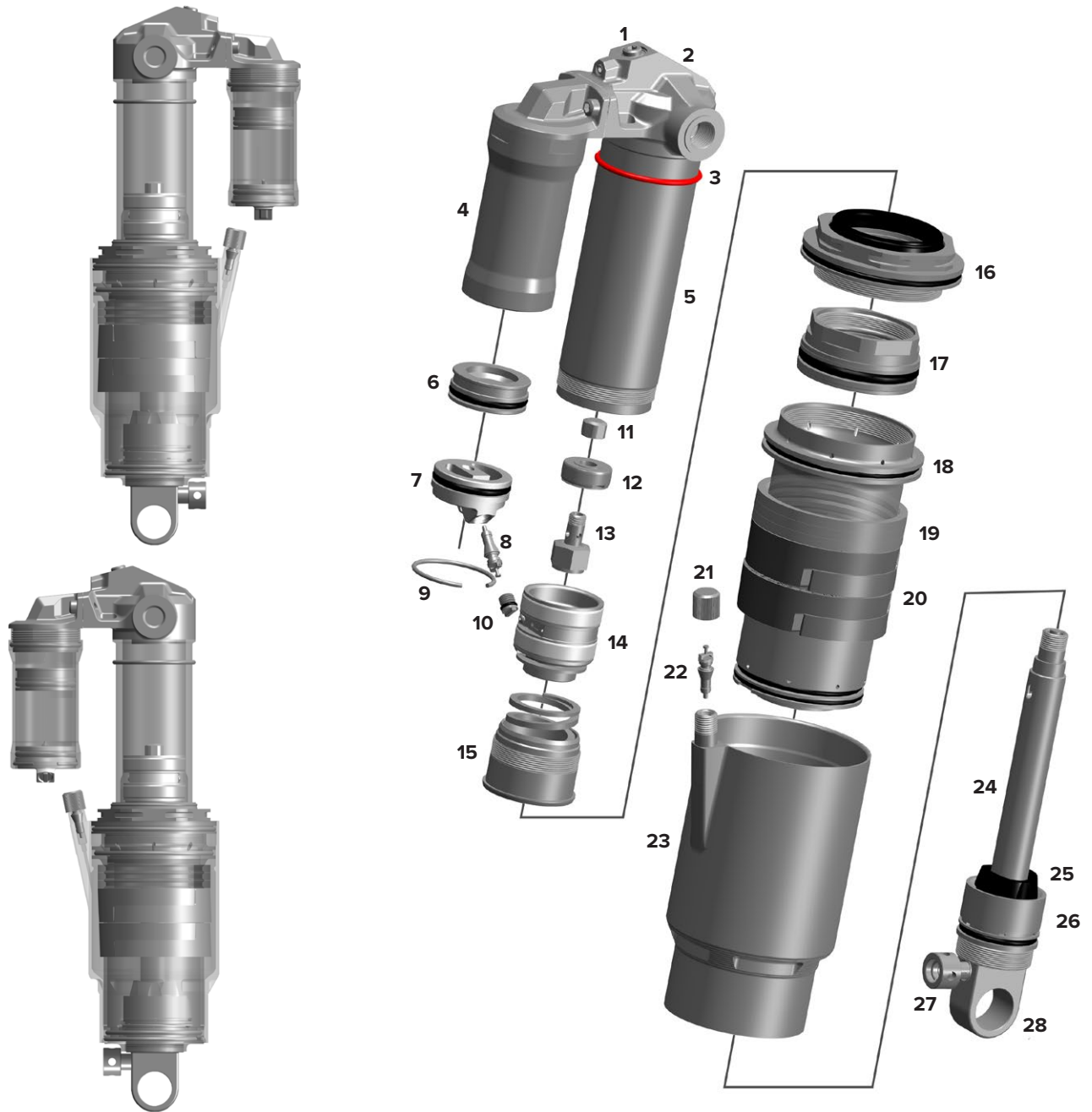
- 23. Travel Volume Reducer (0 - 3)
- 24. Bottomless Token (0- 4)
- 25. Cap - air can air valve
- 26. Schrader valve - air can
- 27. Air can - outer
- 28. Damper shaft
- 29. Bottomout bumper
- 30. Travel Reducer (0 - 3)
- 31. Adjuster - Rebound
- 32. Eyelet / mount - standard



- 1. Lever - Threshold (Pedal)
- 2. Adjuster - Hydraulic Bottom Out (HBO)
- 3. Standard eyelet / shock mount
- 4. Sag o-ring
- 5. Reservoir can
- 6. Damper body
- 7. Internal Floating Piston (IFP)
- 8. Cap - reservoir
- 9. Schrader valve - reservoir
- 10. Retaining ring - IFP cap
- 11. Air cap - IFP Schrader valve

- 12. Piston Nut
- 13. Check piston
- 14. Bottom post
- 15. Damper piston assembly
- 16. Sealhead - damper body
- 17. Air can sealhead - negative
- 18. Air can sealhead - positive
- 19. Air can - inner
- 20. Travel volume reducer (0 - 3)
- 21. Bottomless Tokens (0 - 4)
- 22. Cap - air can air valve

- 23. Schrader valve - air can
- 24. Air can - outer
- 25. Damper shaft
- 26. Bottomout bumper
- 27. Travel reducer (0 - 3)
- 28. Adjuster - Rebound
- 29. Bearing eyelet / shock mount
- 30. Eyelet bearing
- 31. Eyelet bearing cap



- 1. Adjuster - Hydraulic Bottom Out (HBO)
- 2. Trunnion eyelet / shock mount
- 3. Sag o-ring
- 4. Reservoir can
- 5. Damper body
- 6. Internal Floating Piston (IFP)
- 7. Cap - reservoir
- 8. Schrader valve - reservoir
- 9. Retaining ring - IFP cap
- 10. Air cap - IFP Schrader valve

- 11. Piston Nut
- 12. Check piston
- 13. Bottom post
- 14. Damper piston assembly
- 15. Sealhead - damper body
- 16. Air can sealhead - negative
- 17. Air can sealhead - positive
- 18. Air can - inner
- 19. Travel Volume Reducer (0 - 3)
- 20. Bottomless Token (0 - 4)

- 21. Cap - air can air valve
- 22. Schrader valve - air can
- 23. Air can - outer
- 24. Damper shaft
- 25. Bottomout bumper
- 26. Travel Reducer (0 - 3)
- 27. Adjuster - rebound
- 28. Eyelet / mount - standard

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.

Parts, Tools, and Supplies

Parts

- Rear Shock Eyelet Bushing Kit (includes 2 standard eyelet bushings)
- Rear Shock Eyelet Bearing Kit (includes 2 bearings, 2 dust bearing covers, 1 bearing spacer)
- Rear Shock Damper Body Bearing Eyelet Assembly Kit (includes bearing housing, 2 bearings, 2 bearing dust covers, 1 bearing spacer)
- Upgrade Kit (optional) - Rear Shock Bearing Adapter Upgrade Kit (converts standard eyelet to bearing mount)

Safety and Protection Supplies

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

Lubricants and Fluids

- RockShox Suspension Cleaner or isopropyl alcohol
- RockShox Dynamic Seal Grease

RockShox Tools

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

Common Tools

- Open end wrench 13 mm (x2) or adjustable open end wrench (x2)
- Bench vise with soft jaws
- Torque wrench (Bearing Adapter Upgrade only)

Mounting Hardware Removal

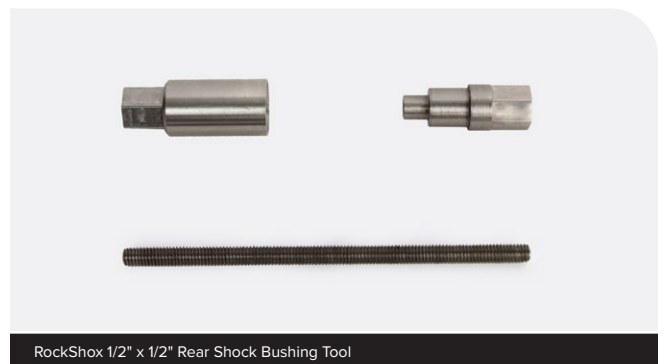
Deluxe is pictured. Procedures are the same for Vivid.

NOTICE

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

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.



- 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 threaded rod (A) through the shaft 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 Hold the pin catcher secure with a 13 mm open end or adjustable wrench.

NOTICE

Do not scratch the air can as you turn the wrench.

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.



13 mm

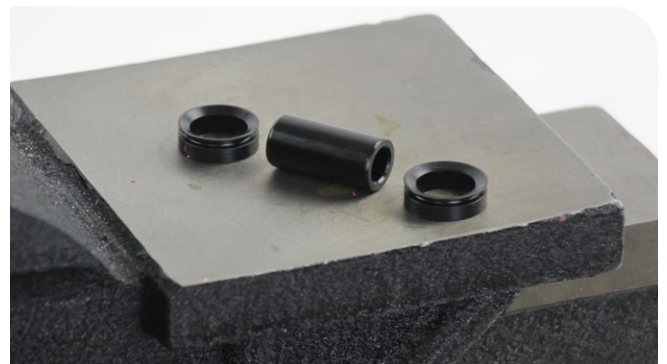
13 mm

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.

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

Set the mounting hardware aside until you have finished servicing the shock.

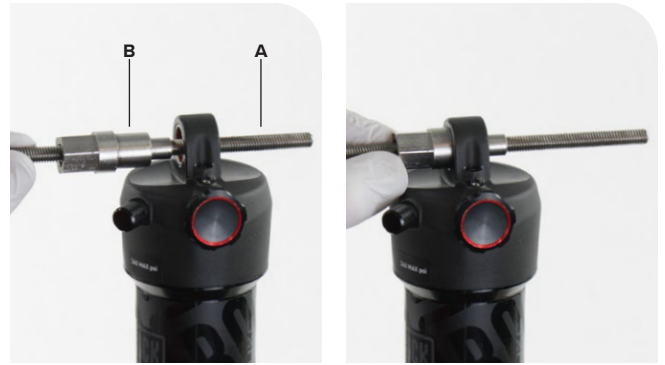


Eyelet Bushing Removal

To replace damaged or worn out bushings, use the RockShox rear shock bushing removal/installation tool.

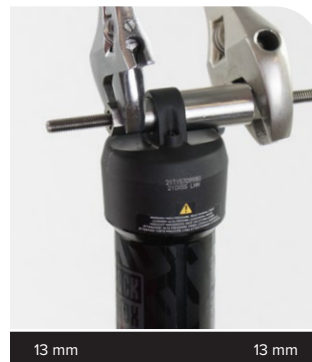
- 1 Insert the threaded rod (A) through the shaft eyelet until the base of the push pin (B) rests against the bushing.

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



- 2 Hold the catcher secure with a 13 mm wrench.

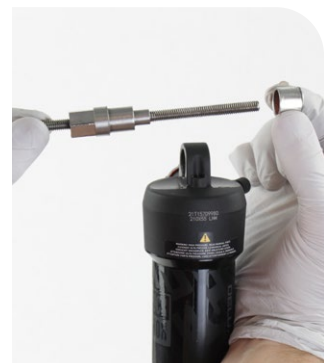
Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing out of the eyelet.



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

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

Set the bushings aside until you have finished servicing your shock.



4 Clean the eyelet.



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

Bushing Installation

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



- 2 The bushing installation procedure is the same for the standard shaft eyelet and damper body eyelets.
Position the new bushing onto the bushing installation push pin.



- 3 Insert the threaded rod through the shaft eyelet until the bushing rests against the eyelet.
Thread the large, open end of the catcher onto the rod until it rests on the eyelet.



- 4 Hold the catcher secure with a 13 mm wrench.
Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing into the eyelet. Stop when the bushing is centered in the eyelet.



- 5** Unthread and remove the catcher. Remove the threaded rod and push pin tool.



- 6** Wipe the grease from the eyelet and bushing.



 To continue Standard Eyelet Service, go to [Mounting Hardware Installation - Standard Eyelet](#).

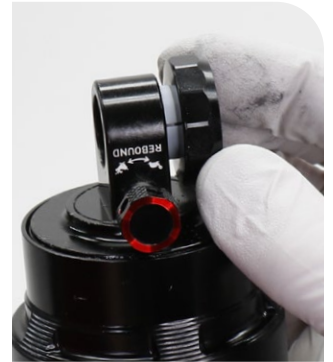
Upgrade (optional)- Standard Eyelet to Bearing Adapter Installation

The bearing mount upgrade adapter is only compatible with a bearing mounting frame. Confirm compatibility with the frame manufacturer before installation.

Shaft eyelet end is pictured. The procedure is the same for the damper body end.

The standard eyelet bushing must be removed before the Bearing Adapter can be installed.

- 1 Insert the internal threaded bearing adaptor into the eyelet and press it in squarely. Confirm the bushing is installed.



- 2 Install the external threaded bearing adaptor into the eyelet and thread it into the internal threaded bearing until it stops.

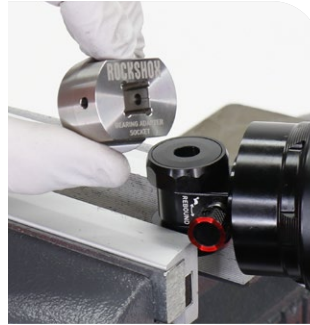


3 Clamp one side of the bearing into a vise.



Vise

4 Place the bearing adapter socket onto the bearing.



RockShox Bearing Adapter Socket



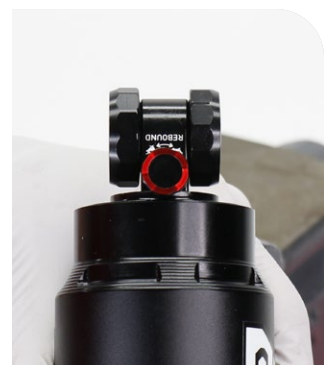
RockShox Bearing Adapter Socket

5 Tighten the bearing to the specified torque.



RockShox Bearing Adapter Socket

10 N·m (88 in·lb)



If a bearing mount adapter is installed, remove before performing shock service.

Shock Eyelet Service - Bearing Eyelet

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

Parts, Tools, and Supplies

Parts

- Rear Shock Eyelet Bearing Kit (includes 2 bearings, 2 bearing dust covers, 1 bearing spacer)
- Rear Shock Damper Body Bearing Eyelet Assembly Kit (includes bearing housing, 2 bearings, 2 bearing dust covers, 1 bearing spacer)

Safety and Protection Supplies

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

Lubricants and Fluids

- RockShox Suspension Cleaner or isopropyl alcohol
- RockShox Dynamic Seal Grease

Common Tools

- Bearing press tool: 22 mm (OD) x 10 mm (ID) (bearing eyelet only)
- Bearing punch / Gauge pin:
 - 3 mm (OD) - eyelet bearing removal
- Bench vise with soft jaws
- Hammer / Mallet
- Hex bit sockets: 3 mm
- Hex wrench: 3 mm
- Torque wrench

Bearing Removal - Shaft Eyelet

Deluxe is pictured. Procedures are the same for Vivid.

NOTICE

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

- 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.

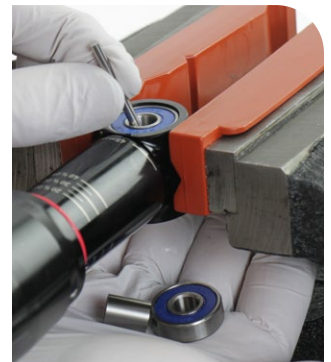
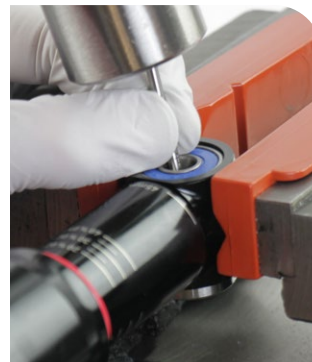
Tap the bearing out with two to three taps, then rotate to a new position around the bearing. Repeat until the bearing is pushed out evenly on all sides.

The center spacer will also be removed.



Hammer / Mallet

Bearing punch / Gauge pin - 3 mm (OD)



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

NOTICE

Eyelet bearing: Do not damage the air valve when tapping out the bearing.



4 Clean the bearing bores.



Bearing Installation - Shaft Eyelet

- 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.

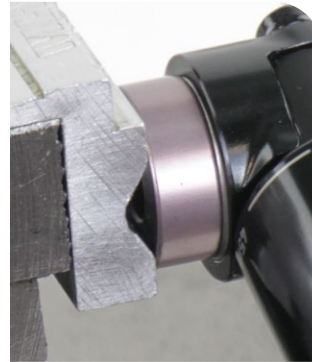
NOTICE

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.

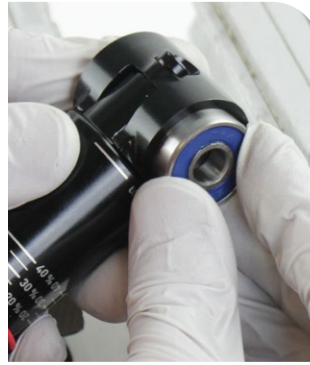


22 mm (OD) x 10 mm (ID)
bearing press tool



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.

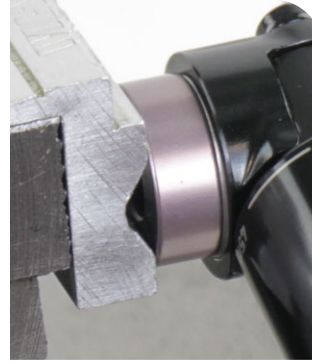
Press the bearing into the bearing bore until it stops.

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.



Damper Body Bearing Eyelet Assembly Replacement

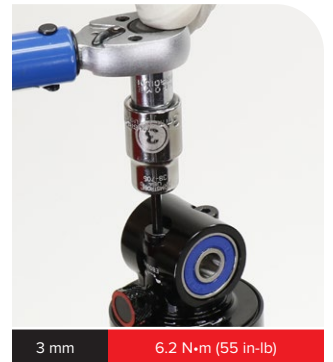
- 1 Remove the bearing dust covers.



- 2 Loosen the bearing eyelet bolts and remove the damper body bearing eyelet assembly from the damper body.



- 3 Install the new damper body bearing eyelet assembly and bolts onto the shock.
Tighten the cap bolts.



Vivid Service, Air Spring Tuning, and Reservoir Upgrade

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.

Parts, Tools, and Supplies

Parts

- 2024+ (C1) Vivid Service Kit - 100 or 200 hour
- Upgrade Kit (optional) - Vivid C1 Ultimate RC2T Reservoir
Note: If the reservoir is replaced, shock disassembly is required. It is recommended to also complete 200 hour service and replace all service parts.

Safety and Protection Supplies

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

Lubricants and Fluids

- Maxima PLUSH Dynamic Suspension Lube Light
- Maxima PLUSH 7wt Suspension Oil
- RockShox Dynamic Seal Grease
- RockShox Suspension Cleaner or isopropyl alcohol

RockShox Tools

- RockShox Shock Pump (350 psi max)
- RockShox Air Valve Adapter Tool (red) - Rear Shock
- RockShox Schrader Valve Core Tool
- RockShox IFP Height Tool V2 - Super Deluxe A1+ / Super Deluxe Coil A1+ / Vivid C1
- RockShox Rear Shock IFP Puller
- RockShox Vivid C1 Toolset

Bicycle Tools

- Shock pump (350 psi max)

Common Tools

- Adjustable or open end or pliers wrench: 8, 36, 46 mm
- Bearing punch / Gauge pin:
 - 2.4 mm (OD) - sealhead nylon compression ball removal
- Bench vise with flat aluminum soft jaws
- Flat blade screwdriver
- Hammer / Mallet
- Hex bit sockets: 3 mm
- Hex wrenches: 1.5, 2, 3 mm
- Pick (metallic and non-metallic)
- Pick (Flat - non-metallic)
- Ruler or caliper (metric)
- Socket: 8, 12 mm
- Socket wrench
- Rubber strap wrench
- Torque wrench
- TORX bit socket: T10
- TORX wrench: T10

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 2024+ (C1) Vivid spare parts and service kits with 2024+ (C1) Vivid.

2011-2020 (A1-B2) Vivid spare parts and service kits are NOT compatible with 2024+ (C1) Vivid.

⚠ 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.

NOTICE

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 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 aluminium soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws. For bearing mount shocks, wrap a shop towel around the eyelet, then clamp the eyelet flat into the vise.

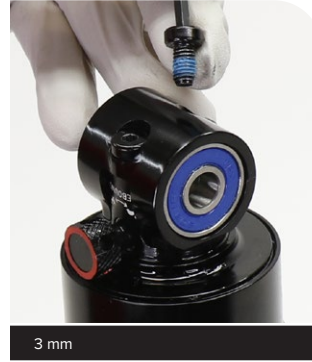
Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.



Reservoir Upgrade (optional): If a reservoir is replaced, shock disassembly is required. It is recommended to also complete 200 hour service and replace all service parts.

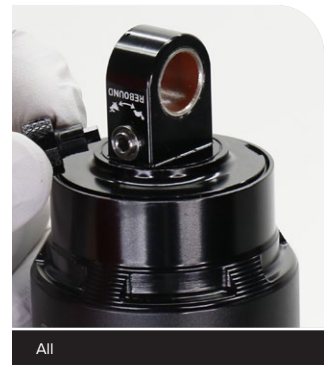
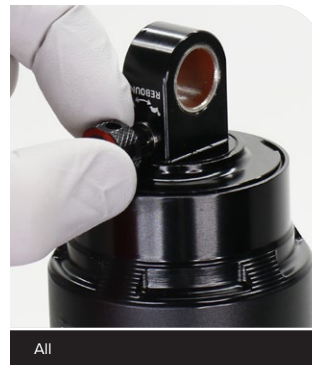
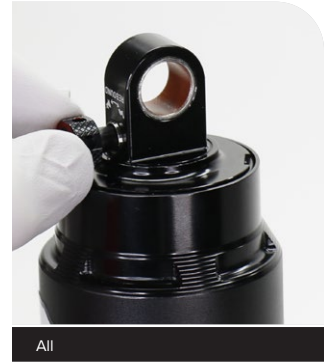
100 / 200 Hour Service Air Can Removal

Bearing Mount Shaft Eyelet: Remove the bearing eyelet assembly from the shaft eyelet before proceeding. The inner air can, and the positive and negative sealheads cannot be removed with the bearing eyelet assembly installed.

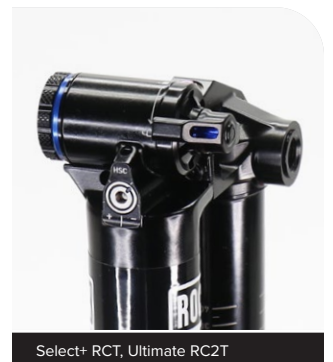


- 1 Rotate the rebound adjuster knob clockwise until it stops, while counting the number of detent clicks. [Record this number](#) to assist you with post-service set up.

The rebound adjuster must be removed before air spring tuning and/or service. Firmly pull the rebound adjuster knob from the shock and remove it.



Select RT, Select+ RCT, Ultimate RC2T: Rotate the Threshold (pedal) lever to the open position.



Select+ RCT, Ultimate RC2T, Ultimate DH RC2: Rotate the low speed compression (LSC) adjuster knob counterclockwise to the full open position and count the number of detent clicks. [Record this number](#) to assist you with post-service set up.



Ultimate DH RC2, Ultimate RC2T: Rotate the high speed compression (HSC) adjuster counterclockwise to the full open position and count the number of detent clicks. [Record this number](#) to assist you with post-service set up.



Base R, Select RT, Select+ RCT, Ultimate DH RC2, Ultimate RC2T: Rotate the Hydraulic Bottom Out (HBO) adjuster counterclockwise to the full open (-) position and count the number of detent clicks. [Record this number](#) to assist you with post-service set up.



2 Attach a shock pump to the air valve to check air pressure. [Record](#) your air pressure setting to assist with post-service set up.

Remove the air valve cap by hand.

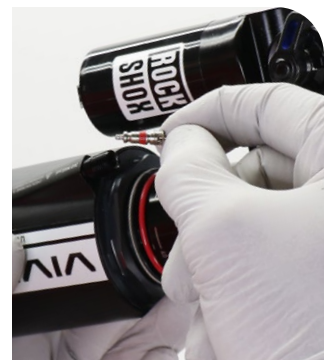
Use a small hex wrench to depress the Schrader valve and slowly release all air pressure from the air can.

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 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.



- 3 Clamp the shaft eyelet (standard or bearing; closest to air can) 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 Rotate the reservoir and position the reservoir away from the air valve.



- 5** Use a rubber strap on the strap wrench for grip and then pull/push the air can toward the damper body eyelet until the air can retaining ring is exposed.

NOTICE

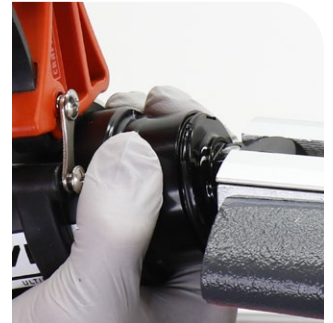
The air can must be clean and free of grease and oil. Clean the air can if necessary.



Rubber strap wrench



Rubber strap wrench



Rubber strap wrench



Rubber strap wrench

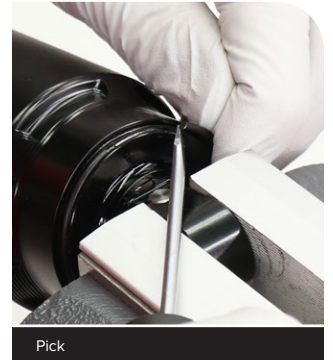


6 Use a small sharp flat blade screwdriver to position the end of the air can retaining ring in the groove so it is accessible.

Insert a small sharp flat blade screwdriver into the slot in the inner air can. Position the flat blade under the retaining ring and carefully lift the retaining ring from the groove.

Remove the retaining ring.

Remove the shock from the vise.



7 Clamp the shock back into the vise.

Rotate and carefully slide the outer air can toward the vise until the inner air can o-ring is exposed (closest to damper body).

Stop when the outer air can and inner air can o-ring seal is broken. Do not allow the outer air can to contact the vise.

⚠ CAUTION - EYE HAZARD

To avoid damage to the outer air can, do not allow the outer air can to contact or impact the vise.



8 Remove the shock from the vise.

Hold the shock over a shop towel; oil may drip from the air can when removed.

Remove the outer air can.



Bottomless Tokens and Travel Reducers

Bottomless Tokens: Depending on the specification, a Vivid C1 rear shock may include 0 - 4 Bottomless Tokens installed. Only Vivid C1 Bottomless Tokens are compatible with Vivid C1.

Bottomless Tokens can be installed or removed at any time without performing a complete service, however the outer air can assembly must be removed to access the Bottomless Tokens.

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.

Do not exceed the maximum number of Bottomless Tokens as indicated below.

Shock Length (mm)	Shock Stroke (mm)	MAX psi	Bottomless Tokens
165, 190	37.5 - 45	360	0 - 4
185, 210	47.5 - 55	360	0 - 4
		300	5 - 6
205, 230	57.5 - 65	360	0 - 4
		300	5 - 6
225, 250	67.5 - 75	300	0 - 4

Travel Reducers: Depending on shock length and stroke specification, some Vivid C1 rear shocks include shaft eyelet Travel Reducers and air can Travel Volume Reducers which limit the compression stroke, or travel, as required for a shock length and stroke.

If installed, do not remove shaft eyelet Travel Reducers and air can Travel Volume Reducers. Do not install additional shaft eyelet Travel Reducers and air can Travel Volume Reducers.

Shock Length (mm)	Shock Stroke (mm)	Eyelet Travel Reducer	Air Can Travel Volume Reducer
165, 190	37.5	3	3
	40	2	2
	42.5	1	1
	45	0	0
185, 210	47.5	3	3
	50	2	2
	52.5	1	1
	55	0	0
205, 230	57.5	3	3
	60	2	2
	62.5	1	1
	65	0	0
225, 250	67.5	3	3
	70	2	2
	72.5	1	1
	75	0	0

NOTICE

Do not remove Travel Reducers or Travel Volume Reducers. Frame size and design determine allowable shock travel, or stroke. Too much travel/stroke can cause damage to the shock or bicycle frame.



A. Bottomless Token



Bottomless Token (x2)



Bottomless Token (x4)



Bottomless Token (x6)



B. Travel Volume Reducer



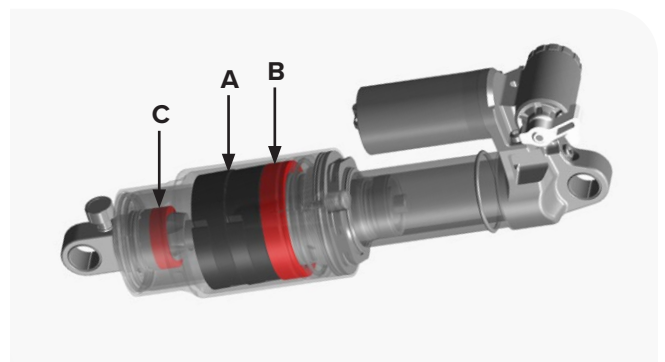
Travel Volume Reducer (x3)



C. Eyelet Travel Reducer



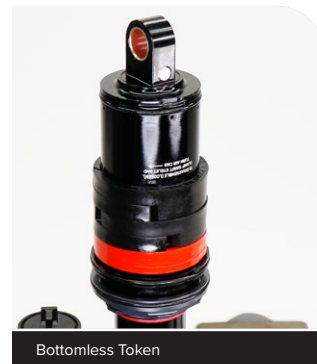
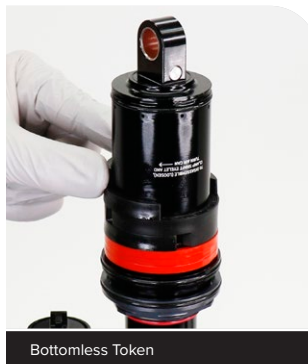
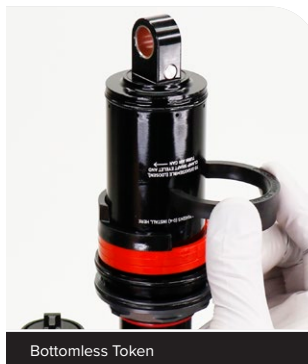
Eyelet Travel Reducer (x3)



9 Bottomless Token Installation: If Bottomless Tokens are installed for spring tuning, only the outer air can needs to be removed and Bottomless Tokens can be installed at this time.

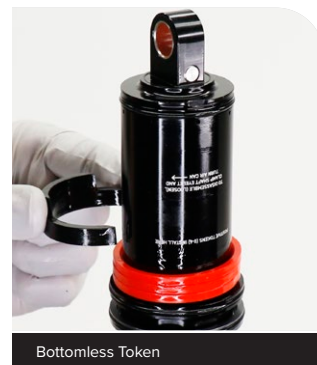
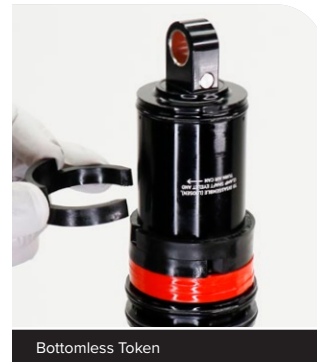
If air can (100 hour) or complete (200 hour) service is being performed, install Bottomless Tokens **after** either service is complete. Proceed to step 8 and remove any installed Bottomless Tokens.

Air Can Spring Tuning: Install each Bottomless Token onto the inner air can in the correct orientation(s), as pictured.



10 Removal: If installed, remove each Bottomless Token and Travel Reducer spacer from the inner air can.

Remove all Bottomless Tokens and Travel Reducers if air can (100 hour) or complete (200 hour) service is being performed.



Air Can/Spring Tuning Only: To continue with Air Can/Spring Tuning, proceed to [Air Can Spring Tuning and Installation - Spring Tuning](#) for air can installation.

- 11** Clamp the shock (shaft eyelet) into the vise oriented vertically.
Slide the sag o-ring up.



- 12** Remove all Bottomless Tokens if installed.



- 13** Remove the shock from the vise and remove all Travel Volume Reducers if installed.



- 14** Clean the inner air can surface so it is oil free.

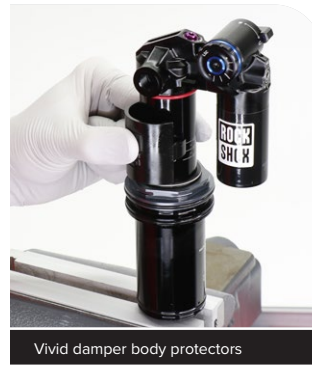


RockShox Suspension Cleaner

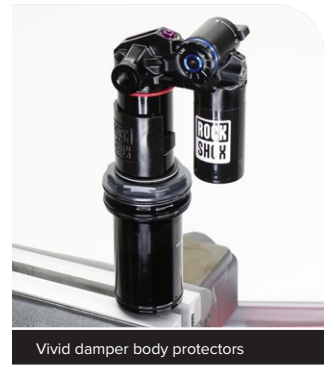
- 15** Install the Vivid damper body protectors onto the damper body. Two Vivid damper body protectors are included in the 100 and 200 Hour Service kits.

NOTICE

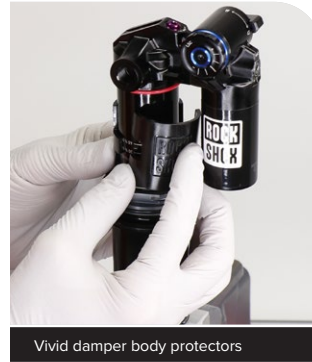
To avoid permanent damage to the damper body, do not attempt to unthread the sealhead without Vivid damper body protectors installed.



Vivid damper body protectors



Vivid damper body protectors



Vivid damper body protectors



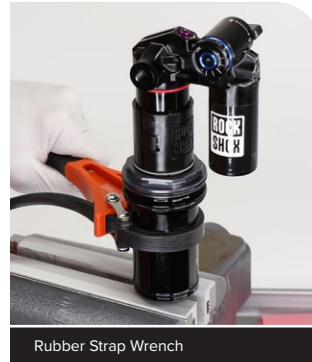
Vivid damper body protectors

- 16** Secure a strap wrench around the inner air can to prevent it from rotating with the grey negative sealhead when it is unthreaded. Unthread (counterclockwise) the grey negative sealhead while applying opposing rotational force on the inner air can with the strap wrench.

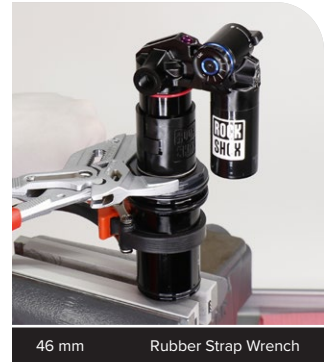
NOTICE

To avoid permanent damage to the damper body, do not attempt to unthread the sealhead without Vivid damper body protectors installed.

Unthread the grey sealhead completely by hand.
Remove the Vivid damper body protectors.



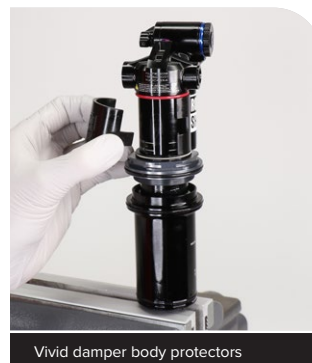
Rubber Strap Wrench



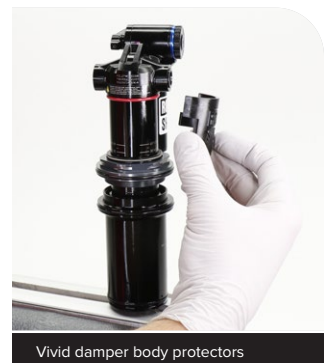
46 mm Rubber Strap Wrench



46 mm Rubber Strap Wrench



Vivid damper body protectors



Vivid damper body protectors

- 17** Clean the inner air can.
Remove all oil and grease before attempting to unthread the inner air can from the shaft eyelet.



- 18** Unthread the inner air can (counterclockwise) from the shaft eyelet.
Remove the rubber strap wrench.

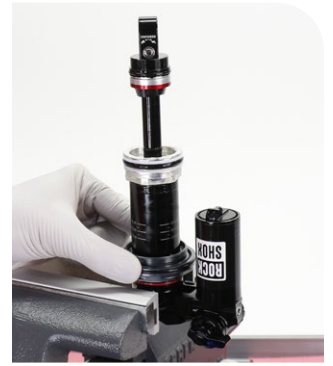


- 19** Remove the shock from the vise.
Remove the inner air can.



20 Clamp the shock, damper body eyelet/mount end, back into the vise oriented vertically.

Slide the grey negative sealhead up and away from the silver positive sealhead.



21 Install the damper body protectors.



Vivid damper body protectors

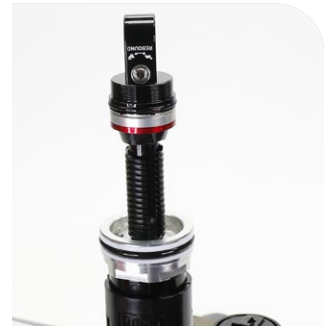


Vivid damper body protectors

Install a small section of split plastic tubing over the damper shaft to protect it.



Split plastic tube

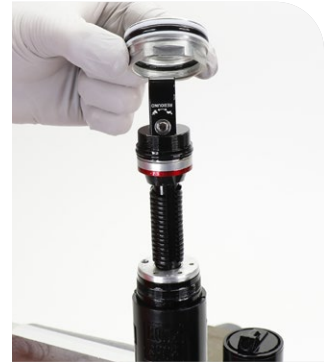
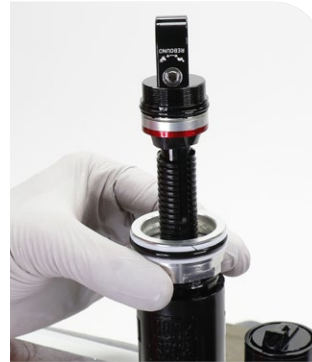
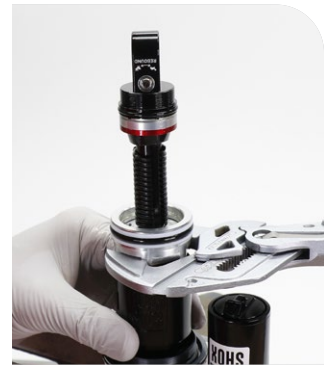
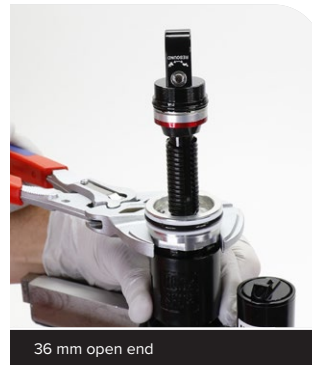


Split plastic tube

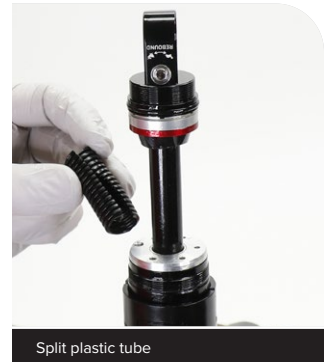
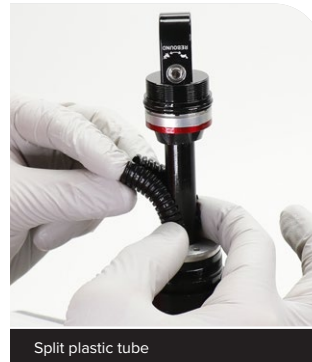
22 Unthread the silver positive sealhead (counterclockwise) from the damper body. Remove the silver positive sealhead.

NOTICE

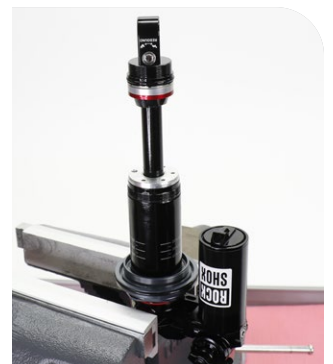
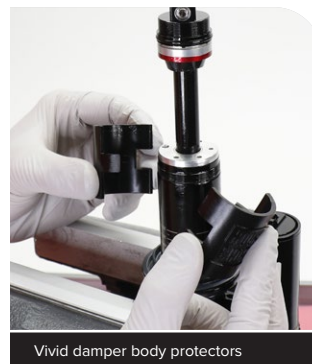
To avoid permanent damage to the damper body, do not attempt to unthread the sealhead without Vivid damper body protectors installed.



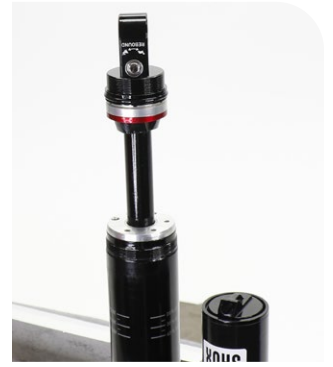
23 Remove the split plastic tubing.



Remove the damper body protectors.



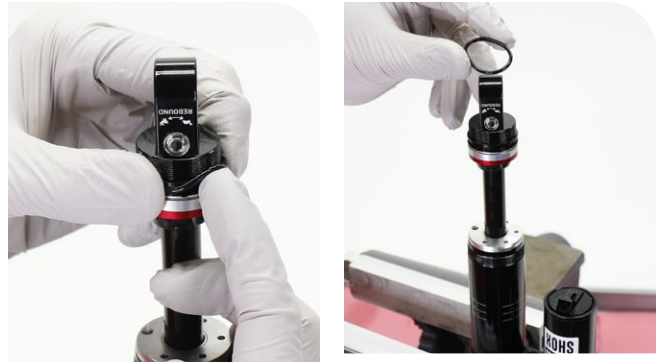
24 Remove the grey negative sealhead.



1 Remove the sag o-ring and discard it.



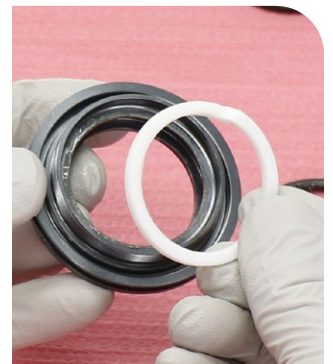
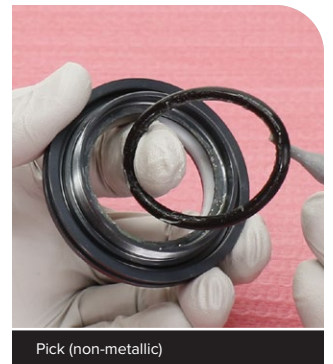
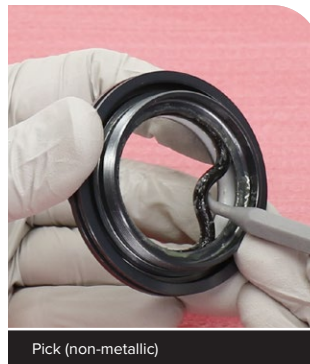
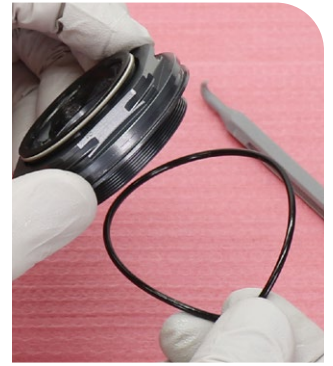
Remove the o-ring from the shaft eyelet and discard it.



Clean the o-ring groove.



- 2** Remove the outer o-ring, wiper seal, inner o-ring, and the white inner bushing from the grey negative sealhead and discard them.



3 Clean the sealhead.

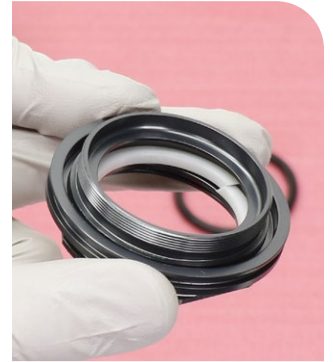


RockShox Suspension Cleaner



RockShox Suspension Cleaner

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



RockShox Dynamic Seal Grease



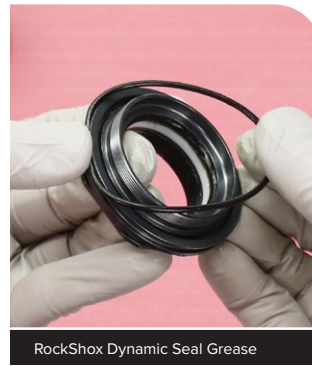
Apply grease to a new wiper seal and install it.



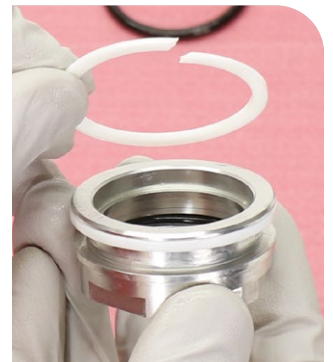
RockShox Dynamic Seal Grease



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



5 Remove the outer o-ring, thin backup ring, and the thick white bushing from the silver positive sealhead and discard them.



6 Clean the sealhead.



RockShox Suspension Cleaner

7 Remove the inner o-ring and discard it.



Pick (non-metallic)



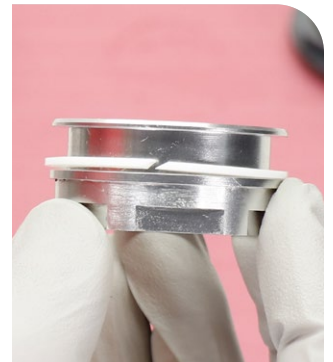
Pick (non-metallic)

8 Clean the sealhead.

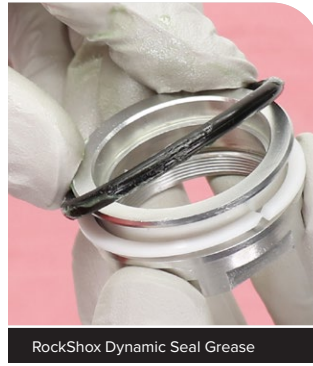


RockShox Suspension Cleaner

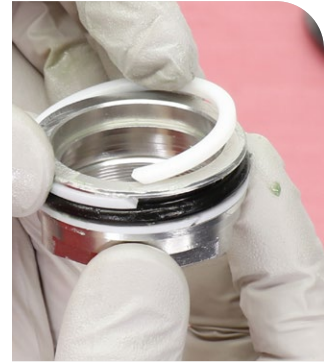
9 Install a thin backup ring.



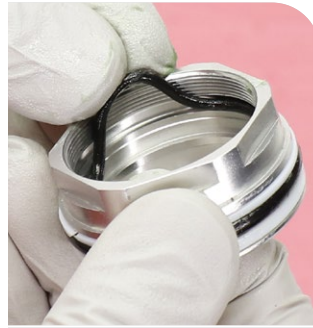
10 Apply grease to a new outer o-ring and install it.



11 Install a new thick bushing.



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

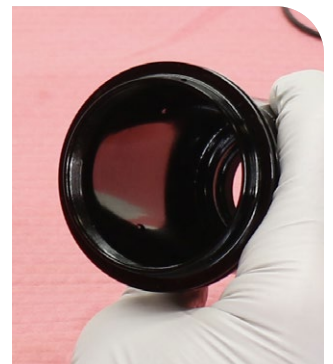
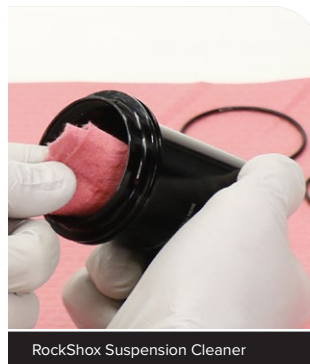
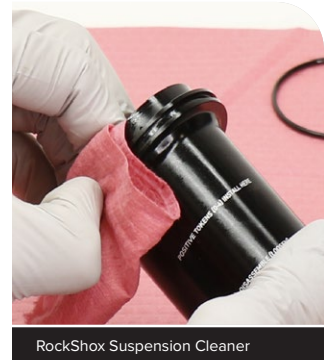
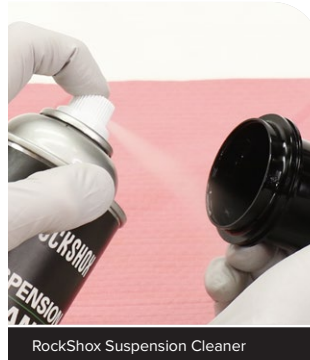
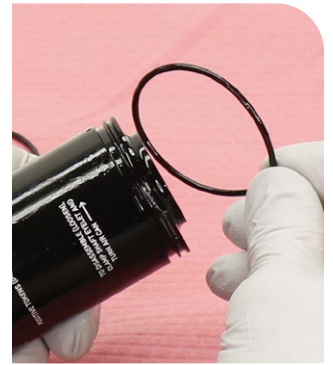


RockShox Dynamic Seal Grease

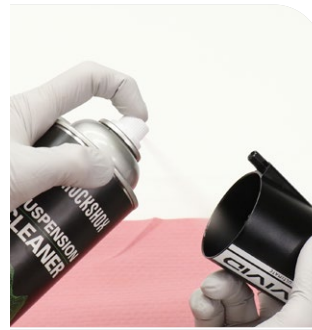


- 1 Remove the outer o-rings from the inner air can and discard them.

Clean the inner air can and inspect the inner surface for scratches. If the inside surface is scratched, the inner air can must be replaced.



2 Clean the outer air can and inspect the inner surface for scratches. If the inside surface is scratched, the outer air can must be replaced.



RockShox Suspension Cleaner



RockShox Suspension Cleaner



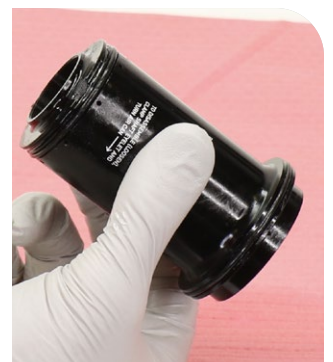
3 Apply grease to new inner air can o-rings and install them.



RockShox Dynamic Seal Grease



RockShox Dynamic Seal Grease



100 Hour Service To continue 100 Hour Service, proceed to [Air Can Spring Tuning and Installation](#).

200 Hour Service To continue 200 Hour Service, proceed to [Damper Service and Reservoir Upgrade](#).

Optional Reservoir Upgrade: Proceed to [Damper Service and Reservoir Upgrade](#)

- 1 Clamp the damper body eyelet/mount into the vise.
Remove the IFP reservoir valve cap. Depress the Schrader valve and release all air pressure from the IFP reservoir.
Once the pressure has been released, depress the Schrader valve a second time. If the Schrader valve is able to move, the shock has been completely depressurized.

⚠ CAUTION - EYE HAZARD

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



Schrader valve tool



Small hex wrench or pick

- 2 Remove the Schrader valve core.
Do not discard the Schrader valve core.



Schrader valve tool



- 3 Push the IFP reservoir cap into the reservoir until the retaining ring is visible and accessible.



4 Remove the retaining ring from the IFP reservoir.

⚠ CAUTION - EYE HAZARD

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

NOTICE

Do not scratch the inside of the IFP reservoir. Scratches will cause oil and air to leak.



5 Remove the IFP reservoir cap from the IFP reservoir.

NOTICE

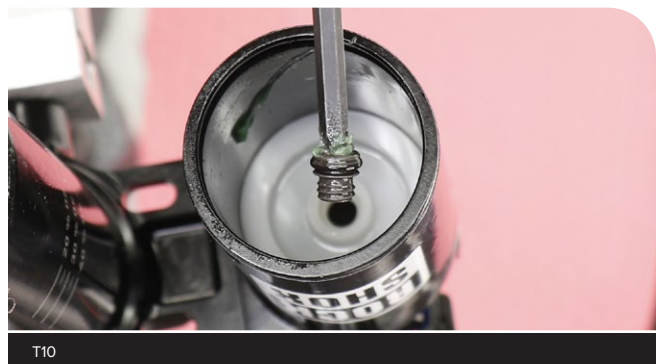
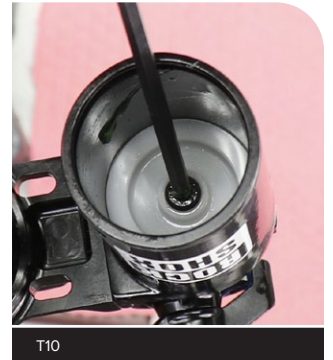
Do not scratch the inside of the IFP reservoir. Scratches will cause oil and air to leak.



- 6** Remove the IFP reservoir cap o-ring and discard it.
Apply grease to a new o-ring and install it.
Set the reservoir cap aside.



- 7** Apply a dab of grease to the end of the TORX T10 wrench.
Unthread and remove the IFP bleed screw.



8 Remove the o-ring and discard it. Apply grease to a new o-ring and install it.



Pick (non-metallic)

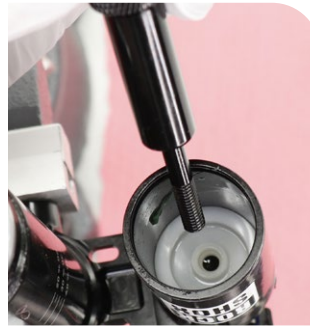


RockShox Dynamic Seal Grease

9 Thread the RockShox IFP Puller Tool into the IFP (internal floating piston).

Remove the IFP from the reservoir.

Unthread the RockShox IFP Puller Tool from the IFP.



RockShox IFP Puller Tool



RockShox IFP Puller Tool



RockShox IFP Puller Tool

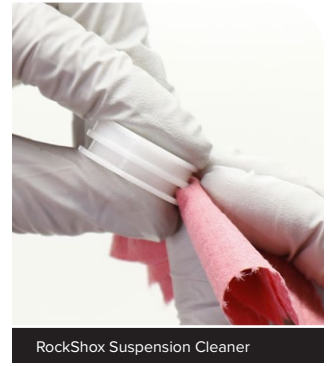
10 Remove the IFP o-ring and discard it.

Clean the IFP.

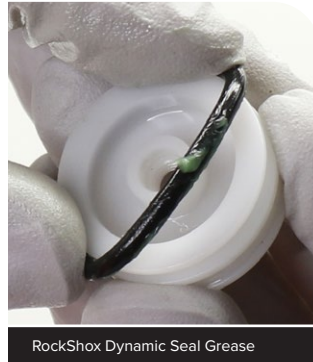
Apply grease to a new o-ring and install it onto the IFP.

Set the IFP aside.

Reservoir Upgrade: Apply grease to the new IFP o-ring and install it onto the new IFP.



RockShox Suspension Cleaner



RockShox Dynamic Seal Grease

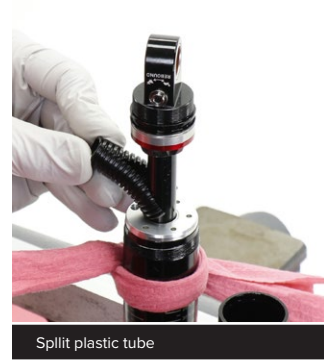


D a m p e r D i s a s s e m b l y

- 1 Secure a shop towel around the damper body to absorb oil.
Install a small section of split plastic tubing over the damper shaft to protect it.

NOTICE

Do not scratch the damper shaft. Scratches will cause oil to leak.



- 2 Place the Vivid Counter Measure Spanner onto the sealhead with the four pins inserted into four pin holes in the sealhead.

NOTICE

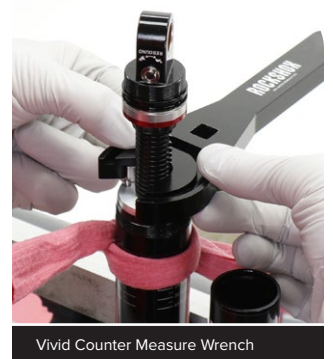
Do not scratch the damper shaft. Scratches will cause oil to leak.



- 3 Secure the Vivid Counter Measure Wrench onto the Vivid Counter Measure Spanner.

NOTICE

Do not scratch the damper shaft. Scratches will cause oil to leak.



- 4 Unthread the Counter Measure sealhead from the damper body.

NOTICE

Do not scratch the damper shaft. Scratches will cause oil to leak.



- 5** Remove the Vivid Counter Measure Wrench and Spanner from the sealhead.



Vivid Counter Measure Wrench



Vivid Counter Measure Spanner

Remove the split plastic tube from the damper shaft.

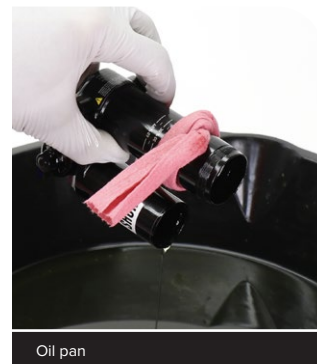


Split plastic tube

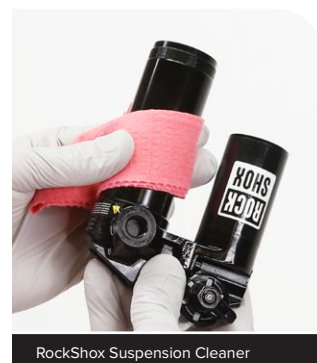
- 6** Remove the Counter Measure sealhead and damper piston/shaft/eyelet assembly from the damper body.



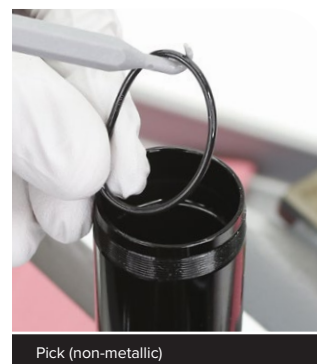
- 7** Remove the shock from the vise and pour the oil from the damper body and reservoir into an oil pan.



- 8** Remove the shop towel.
Clean the damper body and reservoir.



- 9** Clamp the damper body and reservoir into the vise.
Remove the inner damper body o-ring and discard it.



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



Reservoir Upgrade (optional): To continue with reservoir upgrade, proceed to [Upgrade \(optional\) - Vivid C1 Reservoir](#).

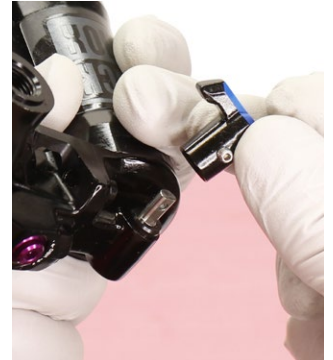
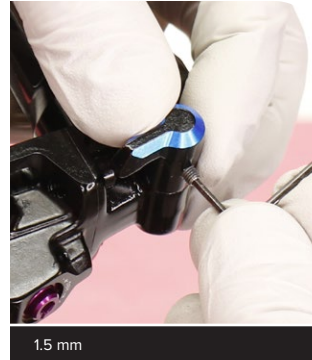
200 Hour Service To continue 200 Hour Service, proceed to [Damper Piston Service](#).

Upgrade (optional) Vivid C1 Ultimate RC2T Reservoir

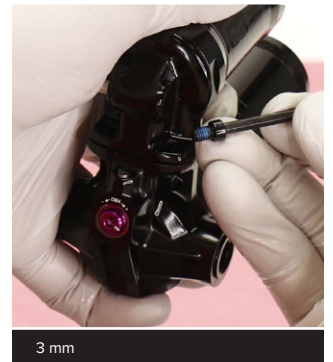
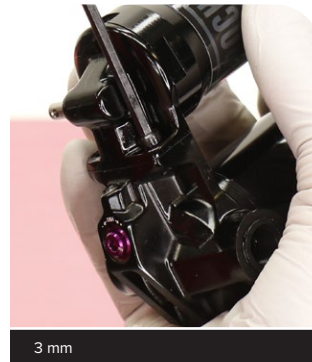
Vivid Base R (Rebound only), Vivid Select RT (Rebound and Threshold), Vivid Select+ RTC (Rebound, Threshold, Low Speed Compression), and Vivid Ultimate DH RC2 (Rebound and Low Speed Compression) shocks can be upgraded with the Ultimate RC2T Reservoir Upgrade kit, available separately.

Upgrade requires removal of the original reservoir assembly and installation of the upgrade (Ultimate RC2T) reservoir. If the reservoir assembly is upgraded, shock disassembly is required. It is recommended to also complete 200 hour service and replace all service parts while the shock is disassembled.

- 1 Select RT:** Loosen the lever set screw.
Remove the lever.

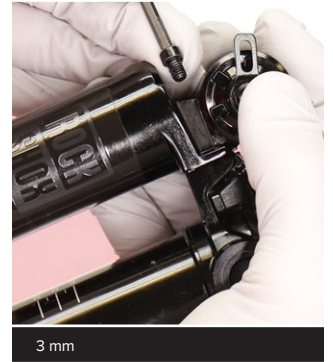
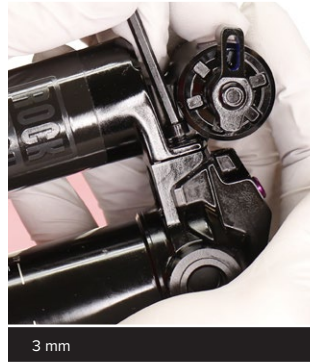
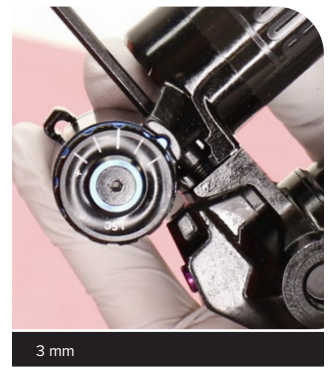


- 2 Select RT, Base R:** Remove each reservoir bolt.
Remove the reservoir assembly from the eyelet.



3 **Select+ RCT, Ultimate DH RC2, :** Unthread the (A) left exposed reservoir bolt (3 mm).

Unthread the (B) right hidden reservoir bolt (3 mm).



Lift the reservoir assembly away from the eyelet and slide it to the left until the slotted bolt groove in the neck clears the hidden reservoir bolt head.



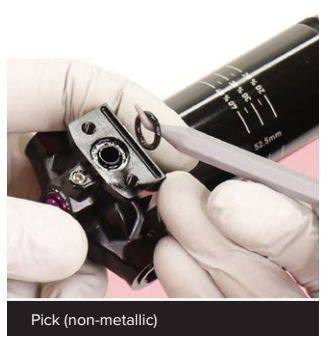
Remove the left reservoir bolt and reservoir assembly.

Remove the remaining (right) reservoir bolt.

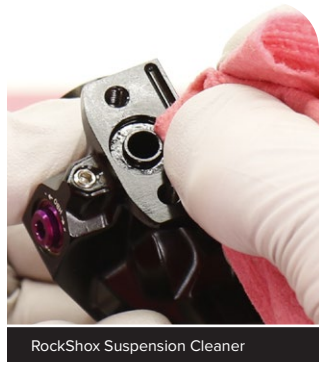
Remove the reservoir assembly from the eyelet.



- 4** Remove the alignment pin and reservoir o-ring.
Clean the pin and o-ring. Clean the pin and o-ring groove.
Reinstall the pin and o-ring back onto the eyelet (no grease).



Pick (non-metallic)



RockShox Suspension Cleaner



No grease

5 Ultimate RC2T Upgrade Installation: Thread the right side reservoir bolt into the eyelet until the bolt head is about 3 mm from contacting the damper body.

Position the slotted bolt groove in the Ultimate RC2T reservoir neck around the reservoir bolt head (partially threaded into damper body), slide the reservoir to the right, and align the reservoir neck, onto the eyelet, with the bolt hole on the Threshold lever side.

Insert the other reservoir bolt into the bolt hole and thread the bolt into the damper body until it contacts the reservoir neck. Thread the hidden bolt into the eyelet until it contacts the reservoir neck.

Tighten each bolt to the specified torque.



Reservoir Upgrade (optional): To continue with reservoir upgrade, proceed to [Damper Piston Service](#) for shock reassembly.

All procedures in this section are the same for Vivid Base R, Select RT, Select+ RCT, Ultimate DH RC2, and Ultimate RC2T, unless otherwise described and/or pictured.

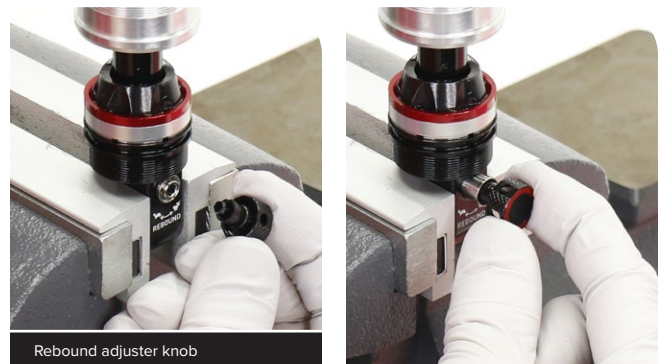
- 1 Clamp the damper shaft eyelet/mount into the vise.



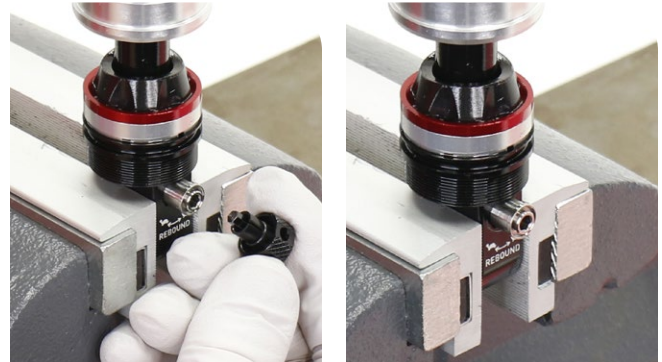
- 2 The rebound circuit must be opened for reassembly and bleed. Insert the rebound adjuster into the rebound adjuster cam. Rotate the rebound adjuster knob counter-clockwise 10-15 clicks. Remove the rebound adjuster knob.

NOTICE

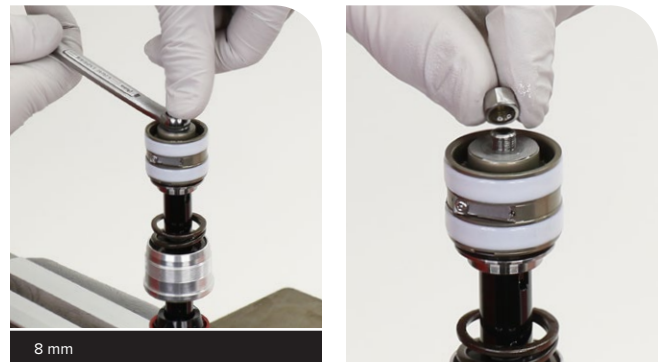
To prevent the rebound cam assembly from unthreading from the eyelet completely, do NOT rotate the rebound adjuster knob more than 15 clicks from full clockwise (closed).



Rebound adjuster knob



- 3 Unthread and remove the piston nut.



8 mm

4 Insert a pick or small hex wrench through the center of the piston bottom post.

Use two picks to lift the check piston and check shims from the bottom post.

Remove the check piston and check shims together on the pick or hex wrench to keep all parts together. Set the check piston assembly, on the pick, aside.



Pick or small hex wrench



Pick (non-metallic) x2



Pick (non-metallic) x2

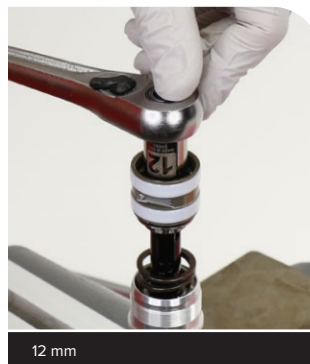


Pick or small hex wrench

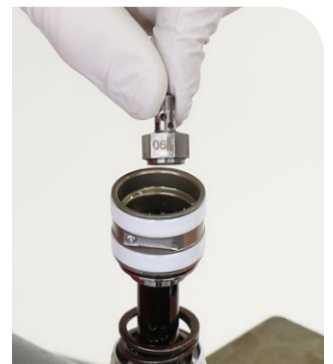


Pick or small hex wrench

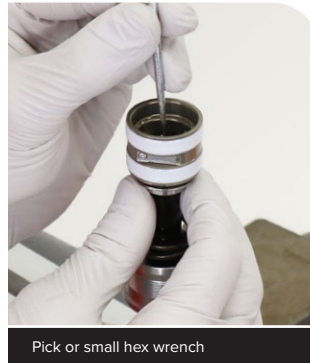
5 Unthread and remove the piston bottom post.



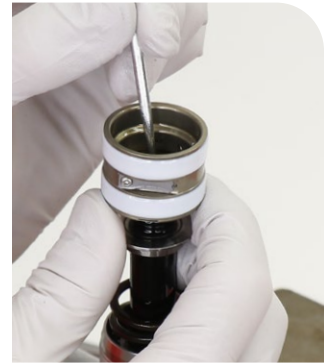
12 mm



- 6** Insert a pick or small hex wrench onto the center of the damper shaft. Remove the damper piston and shims together on the pick or hex wrench to keep all parts together. Set the damper piston assembly and shims, on the pick, aside.



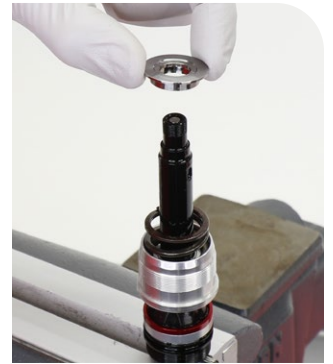
Pick or small hex wrench



- 7** Remove the top plate. If the top plate is difficult to remove, wrap a shop towel around the top plate and carefully remove it with an adjustable pliers wrench.

NOTICE

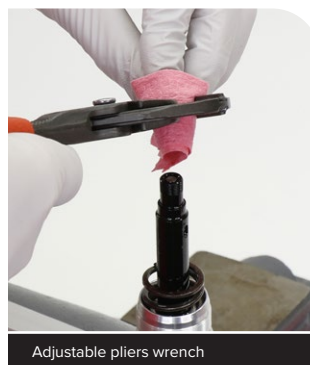
Do not damage the top plate.



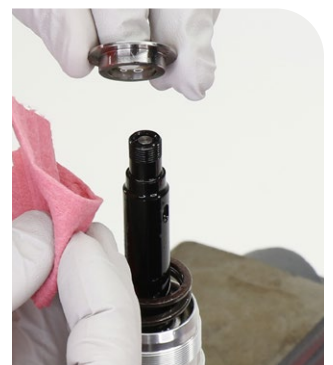
Shop towel



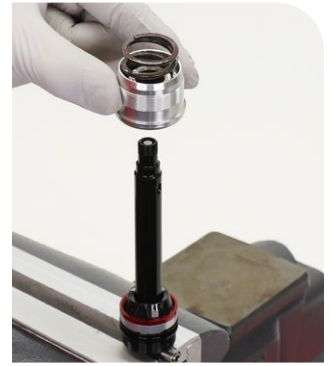
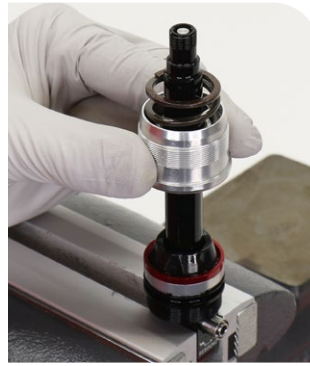
Adjustable pliers wrench



Adjustable pliers wrench



8 Remove the sealhead assembly.



9 Firmly pull the top out spring and remove it from the sealhead. Inspect the two inner sealhead bushings for excessive wear. If the bushings are worn or damaged, the Counter Measure sealhead assembly must be replaced. Discard the sealhead if the inner bushings are worn or damaged.



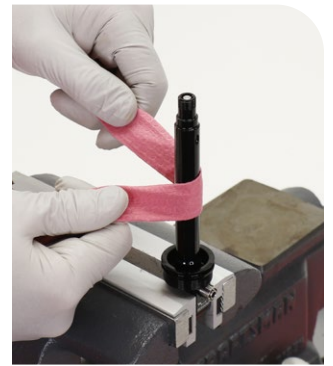
10 Remove the bottom out bumper and clean it.



11 Remove the bottom plate and red travel reducer(s) (if installed).



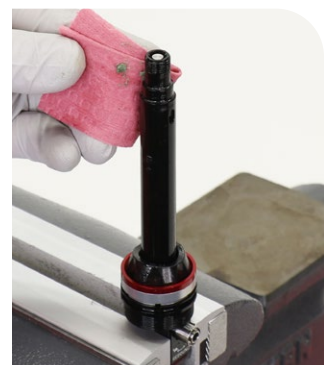
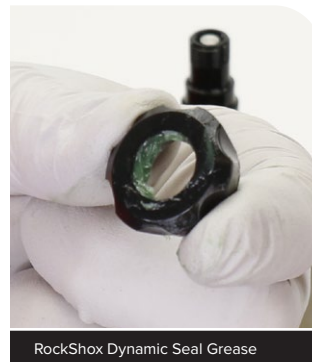
- 12** Clean the damper shaft and inspect it for damage. If the damper shaft is damaged or worn, it must be replaced.



- 13** Install the bottom plate and red travel reducer(s) (if originally installed).



- 14** Apply grease to the inner surface of the bottom out bumper and install it.
Wipe away any excess grease from the damper shaft threads.



15 Apply grease to a new eyelet o-ring and install it onto the eyelet.



16 Remove the Counter Measure sealhead bleed screw.



17 Remove the nylon compression ball from the sealhead.

Place the sealhead on a flat surface.

Insert a bearing punch 2.4 mm (OD) into the bleed hole at the correct angle, from the underside of the sealhead.

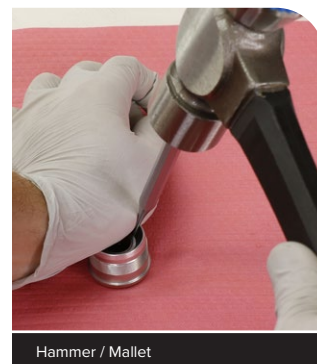
Gently tap the bearing punch and push the nylon compression ball out of the sealhead through the bleed port.

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

NOTICE

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

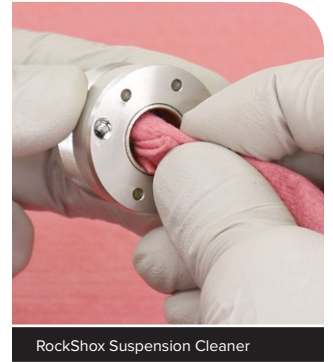
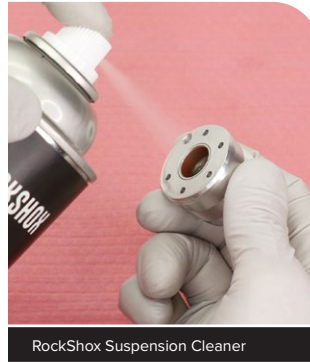
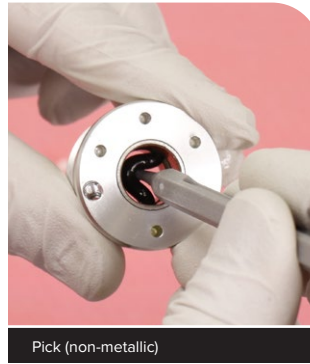
Remove bearing punch / gauge pin from the sealhead.



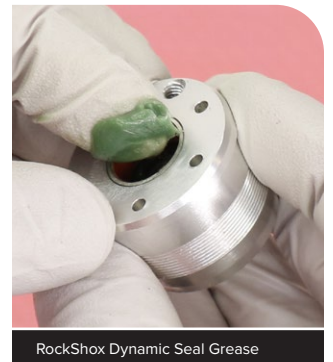
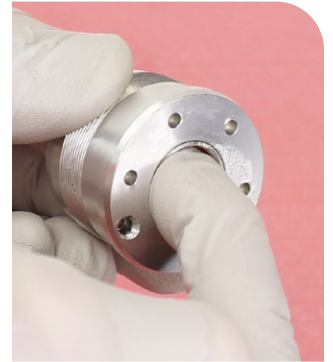
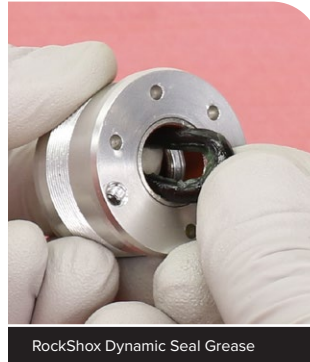
- 18** Remove the inner sealhead o-ring and discard it.
Clean the sealhead assembly.

NOTICE

Do not scratch the sealhead or the sealhead bushings with the pick. Scratches will cause a leak. If the sealhead or bushing(s) are scratched, the sealhead must be replaced.



- 19** Apply grease to a new inner sealhead o-ring and install it.
Apply grease to the bushings inside the center of the sealhead.



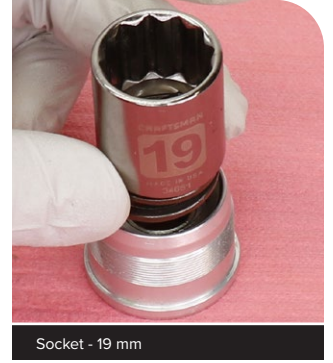
20 Original and New Sealhead: Align the edge of the spring, and the gap in the spring flat and coil, with the bleed hole to allow for maximum oil flow.

Install the top out spring.

Place the top out spring into the sealhead spring groove.

Place the sealhead on a flat surface. Position a large socket (19 mm) onto the spring and firmly press the spring (fully compress the spring) down to seat the spring into the sealhead. The spring will snap into the sealhead when seated.

Confirm the spring is fully seated in the sealhead.



21 Install the sealhead onto the damper shaft.

Wipe away any excess grease from the damper shaft threads.

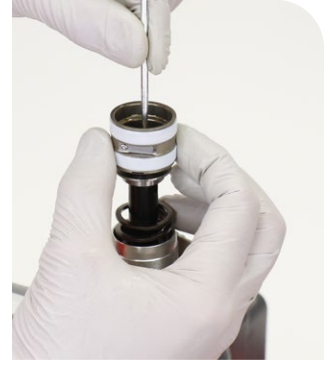
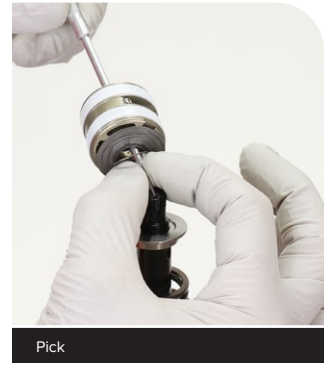


- 22** Install the top out plate onto the damper shaft.
Install the piston assembly onto the end of the damper shaft and onto the top out plate.
Confirm the piston and shims are installed flat and square onto the damper shaft.

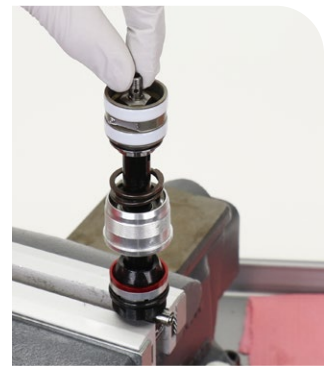
NOTICE

Keep the piston assembly parts in the order they were removed. Do not separate any parts from the piston assembly.

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 to ensure proper function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack arrangements.



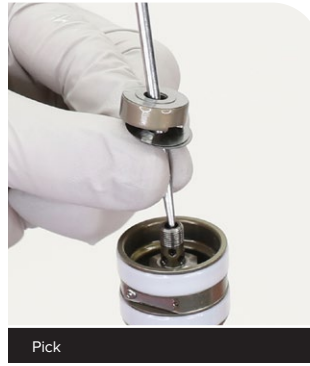
- 23** Install the bottom post and tighten it to the specified torque.



12 mm

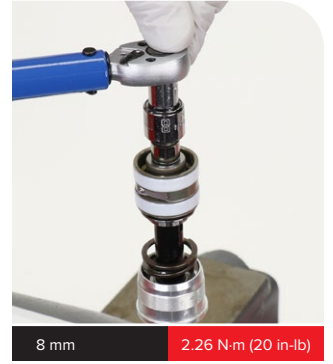
8.5 N·m (75 in·lb)

24 With the check piston valve holes oriented toward the piston, install the check piston and check shims.



25 Install the piston nut onto the bottom post and tighten it to the specified torque.

Remove the damper assembly from the vise and set it aside.



Oil Fill and IFP Installation

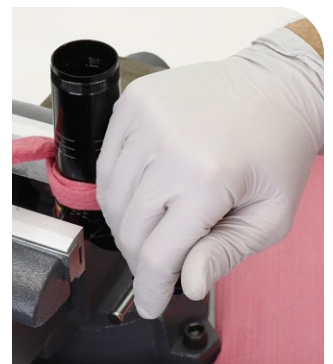
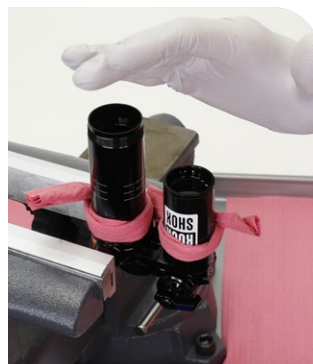
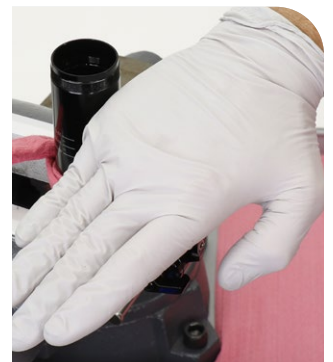
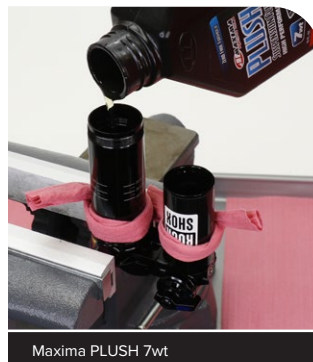
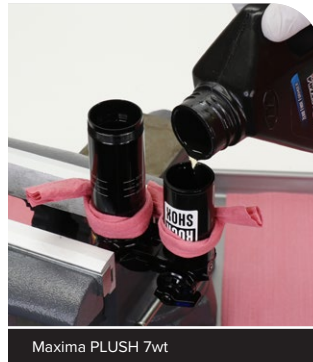
- 1** Clamp the damper body eyelet into the vise.
Secure a shop towel around the damper body and reservoir to absorb oil.



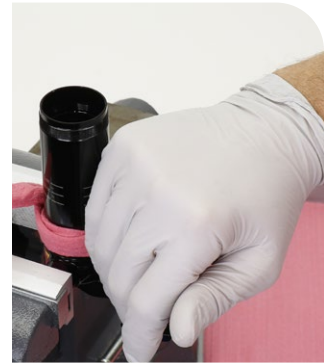
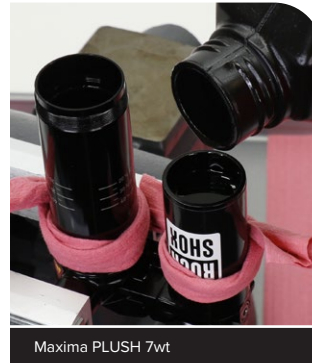
- 2** Pour suspension oil into the IFP reservoir until it is near the top of the IFP reservoir. Oil will begin to bleed into the damper body.

Pour a small amount of oil into the damper body.

Allow about half of the oil to bleed into the damper body, then use the palm of your hand to tap down on the top of the reservoir repeatedly to move oil into the damper body. This will assist in purging air bubbles from the damper body, eyelet, and reservoir.



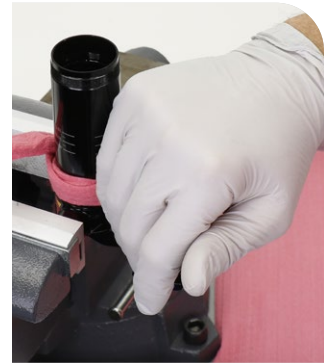
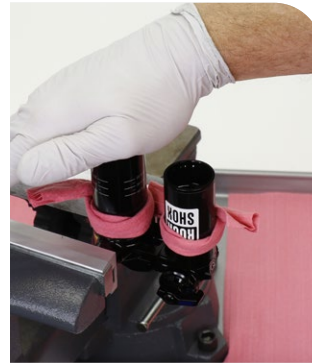
- 3** Fill the reservoir with more oil, then continue to tap on the top of the reservoir until no more bubbles emerge from the damper body.



- 4** After most of the oil from the IFP reservoir has moved to the damper body, use the palm of your hand to tap down on the top of the damper body repeatedly to move oil back into the reservoir. This will further assist in purging air bubbles from the system.

Do not allow the oil level in the damper body or IFP reservoir to become low; this will allow air into the system.

Continue this process of tapping the top of the damper body and the reservoir until no more bubbles emerge from either side, and oil is in both.



- 5** Place the palm of your hand over the top of the damper body to prevent oil from ejecting out when the IFP is installed.



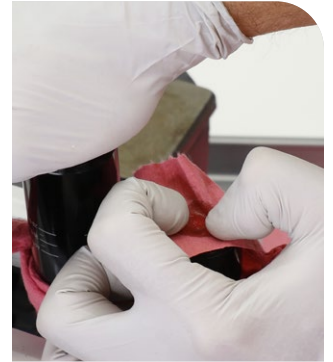
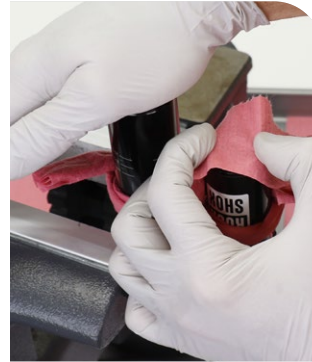
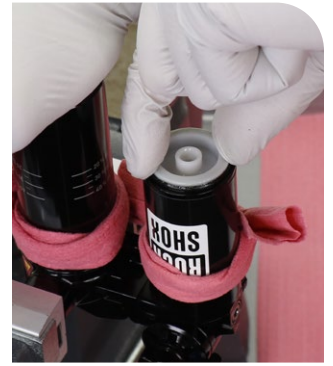
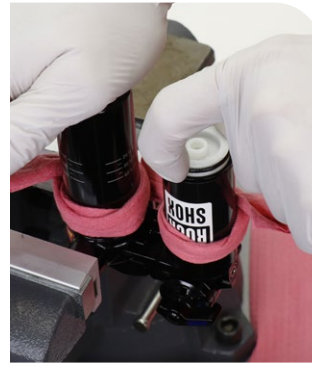
- 6** With your hand still firmly on the damper body (do not remove your hand from the damper body), place the IFP, greased o-ring end outward/up, into the IFP reservoir evenly.

Place a shop towel over the IFP to absorb oil that may purge from the IFP bleed hole when the IFP is pressed into the reservoir.

Do not completely cover the IFP bleed hole in the center of the IFP with your finger or thumb when installing the IFP. Oil will purge through the IFP bleed hole when the IFP is installed.

With your finger and thumb, slowly push the IFP into the reservoir just enough for the o-ring to clear the end of the reservoir can. Stop when you feel the o-ring clear the edge of the reservoir can. Remove the shop towel.

Do not remove your hand from the damper body.



- 7** With your hand still over the top of the damper body, place the RockShox IFP Height Tool onto the IFP.

Slowly and carefully, push down on the IFP Height Tool to push the IFP into the reservoir to a depth of approximately 20 mm (use a ruler or the 39 mm or 41 mm mark on the tool for scale).

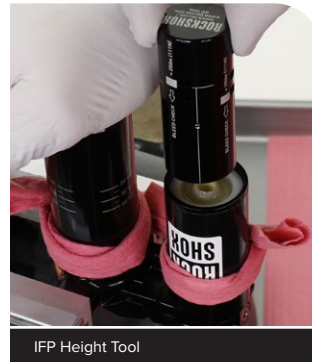
Oil will purge from the bleed holes in the IFP tool.

Remove the IFP Height Tool. Do not remove your hand from the damper body.

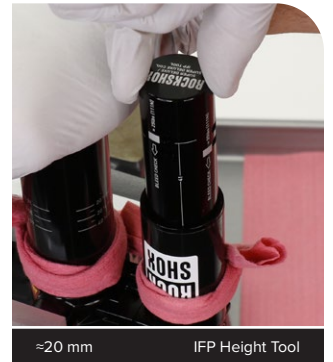
The IFP should be submerged in oil, at a depth of approximately 20 mm in the reservoir.

⚠ CAUTION- EYE HAZARD

Oil may eject from the IFP into the tool if you push the IFP too quickly. Do not look directly into the reservoir or IFP Height Tool as you push the IFP down. Wear safety glasses.

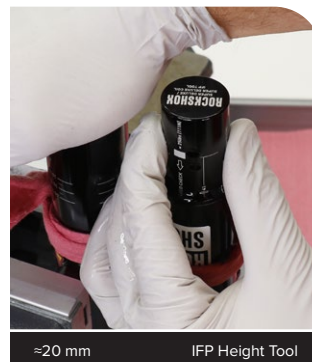


IFP Height Tool



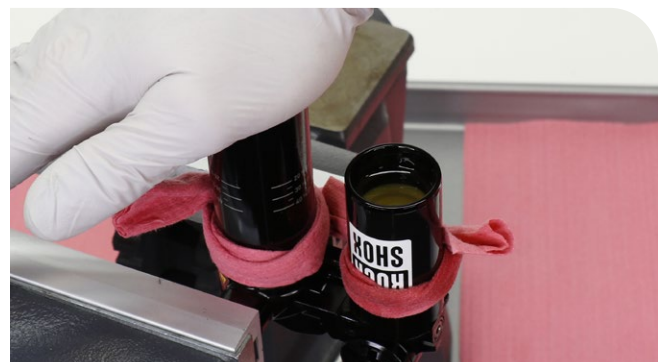
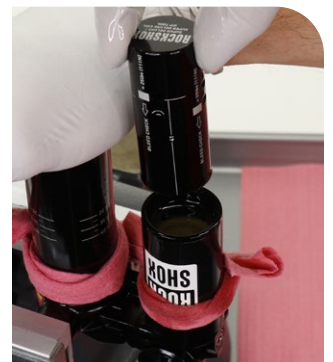
≈20 mm

IFP Height Tool

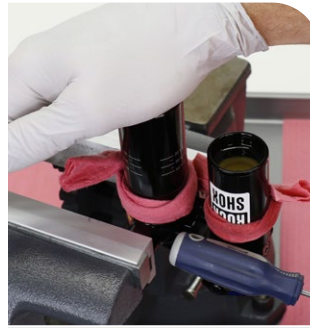


≈20 mm

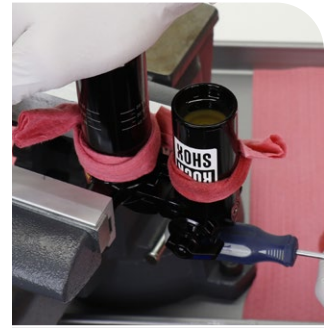
IFP Height Tool



- 8 With your hand still covering the damper body, lightly tap the end of the damper body eyelet and the reservoir with a plastic wrench handle to purge any remaining air bubbles.

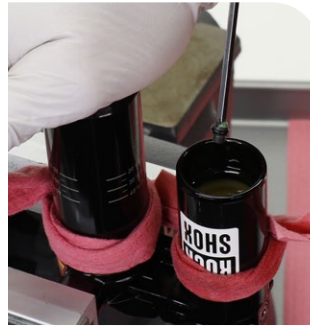


Tool with plastic handle



Tool with plastic handle

- 9 With your hand still covering the damper body, apply a dab of grease on the end of the TORX T10 wrench to hold the bleed screw on the wrench, and carefully install the IFP bleed screw into the IFP. Tighten the bleed screw and stop when the IFP starts to spin. Resistance will be felt just before the IFP starts to spin.



T10

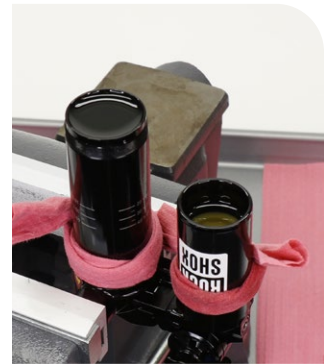
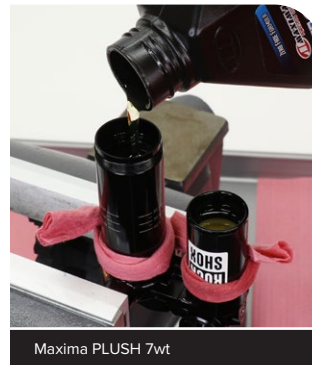
Grease



T10



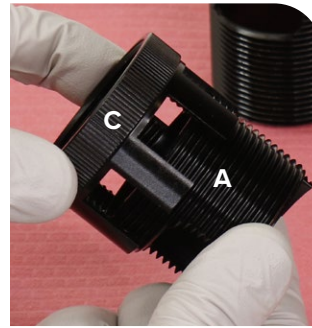
- 10** Remove your hand from the damper body.
Pour Maxima PLUSH 7wt Suspension Oil into the damper body until it is level with the top.
Remove visible bubbles.



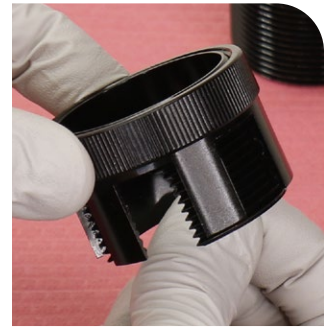
1 Thread the short (A) or tall (B) inner Sealhead Spring Compressor Tool into the (C) outer Sealhead Spring Compressor Tool until the ends are flush.

Note: There are two lengths of the inner Sealhead Spring Compressor Tool. Use the inner tool that is compatible with the shock length.

Shock Length (mm)	Shock Stroke (mm)	Inner Sealhead Spring Compressor Tool
165, 190	37.5 - 45	Short
185, 210	47.5 - 55	
205, 230	57.5 - 65	Tall
225, 250	67.5 - 75	



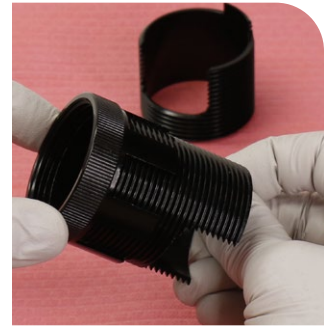
Inner Compressor Tool - Short



Inner Compressor Tool - Short



Inner Compressor Tool - Tall



Inner Compressor Tool - Tall

2 Slide the sealhead and spring toward the piston until it stops.



3 Place the Vivid Counter Measure Spanner onto the sealhead. DO NOT cover the (A) bleed hole with the spanner tool. The nylon compression ball and bleed screw cannot be installed if the bleed hole is covered.

NOTICE
Do not scratch the damper shaft.



Vivid Counter Measure Spanner



Vivid Counter Measure Spanner

- 4 Place the Counter Measure wrench, onto the Counter Measure spanner.

NOTICE

Do not scratch the damper shaft.

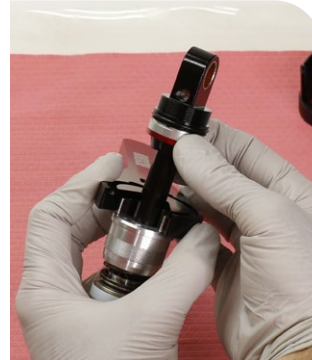


Vivid Counter Measure Wrench



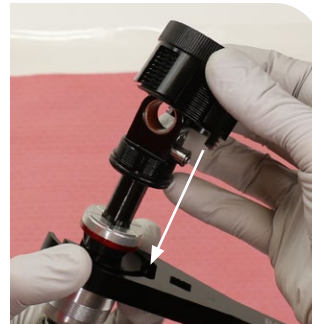
Vivid Counter Measure Wrench

- 5 Slide the bumper, travel spacer, and plate down to the wrench.



- 6 Install the Counter Measure Sealhead Spring Compressor Tool over the eyelet and damper shaft and insert the tab on the compressor tool into the notch in the wrench.

The notch in the wrench prevents the inner sealhead spring compressor tool from rotating when the outer sealhead spring compressor tool is rotated.



Sealhead Spring Compressor Tool

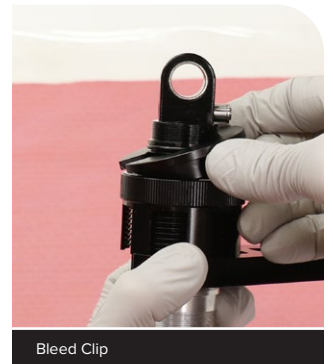
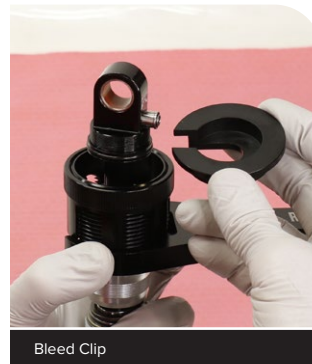


Sealhead Spring Compressor Tool



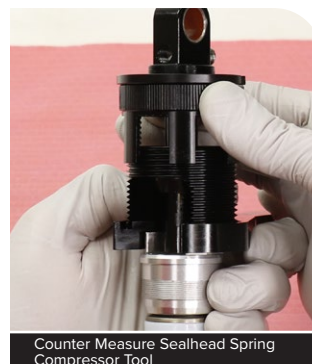
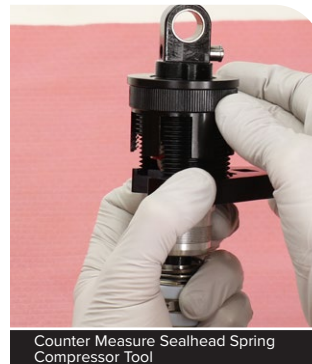
Counter Measure Sealhead Spring Compressor Tool and Vivid Counter Measure Wrench

- 7** Install the eyelet Bleed Clip under the eyelet and onto the Counter Measure Sealhead Spring Compressor Tool.



- 8** Rotate the outer Counter Measure Sealhead Spring Compressor Tool counterclockwise by hand until it stops.

When the tool stops rotating the Counter Measure sealhead spring will be fully compressed against the piston. The piston/sealhead/damper shaft assembly cannot be installed if the sealhead spring is not fully compressed.



- 9** Insert a flat plastic pick in the check piston groove under the lowest shim and gently pry the shim upward to allow any trapped air bubbles to escape during piston and sealhead installation. Lifting the shim creates a relief path for oil and oil pressure to exit, reducing pressure on the IFP, during installation.



Flat plastic pick



Flat plastic pick

- 10** While holding the shim with the flat pick, slowly insert the damper piston into the damper body. Oil will displace through the piston and shims as the piston is installed. Remove the flat plastic pick when oil is above the check piston and shim. Push the sealhead into the damper body until the sealhead threads contact the damper body.



Flat plastic pick



Flat plastic pick



Flat plastic pick



- 11** Thread the sealhead into the damper body to engage the threads.



Vivid Counter Measure Wrench

- 12** Thread the sealhead into the damper body until it stops.
Oil will purge through the sealhead bleed hole.



Vivid Counter Measure Wrench



Vivid Counter Measure Wrench



Counter Measure Wrench



Counter Measure Wrench

- 13** Tighten the sealhead to the specified torque.



Vivid Counter Measure Wrench

34 N·m (300 in-lb)

14 Insert a 3 mm hex wrench through the 35 mm or 41 mm slot in the RockShox IFP Height Tool.

Model	Stroke / Length	IFP Depth (mm)
Base	All	35
Select		
Select+		
Ultimate DH	41	
Ultimate		

Slowly push the RockShox IFP Height Tool down into the reservoir to push the IFP down to the appropriate depth.

The IFP Height Tool will stop when the hex wrench contacts the reservoir.

Do not remove the RockShox IFP Height Tool.

⚠ CAUTION - EYE HAZARD

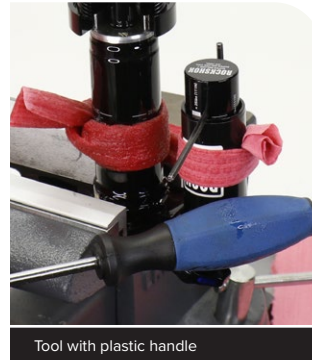
Do not look directly into the reservoir or damper body bleed port as you push the IFP Height Tool down into the reservoir. Oil may eject from the damper body bleed port and/or RockShox IFP Height Tool if the IFP Height Tool is pushed down too fast. Wear safety glasses.



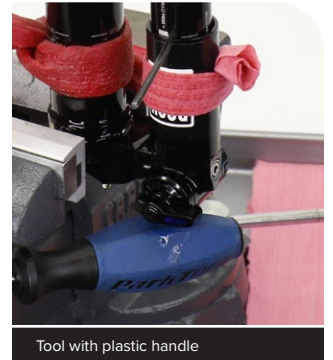
IFP Height Tool 3 mm



15 Gently tap the reservoir and the bottom of the shock with a plastic tool handle to remove any trapped air from the shock.



Tool with plastic handle

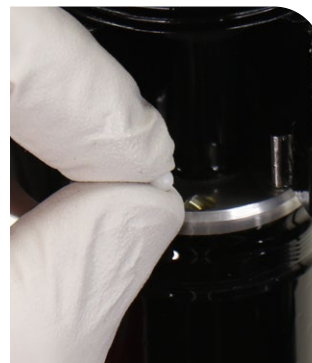


Tool with plastic handle

16 Insert a NEW nylon compression ball into the sealhead bleed port. The nylon ball should be submerged in oil.

NOTICE

To ensure proper function, do NOT reuse the original compression ball.



- 17** 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.



T10



T10



- 18** Remove the IFP Height Tool from the reservoir.
Remove the 3 mm hex wrench from the tool.
The IFP is now set to the correct position.



IFP Height Tool



IFP Height Tool



19 To check the bleed quality, insert the RockShox IFP Height Tool back into the IFP reservoir and press down on the IFP with the IFP Height Tool, applying approximately 25 lbs / 111 N of force.

NOTICE

Do not push the tool in with more than 25 lbs / 111 N of force. Excess pressure can cause oil to bypass the IFP seal.

The IFP should feel firm and should not compress. If the bleed check window (35 mm or 41 mm height) on the tool is compressed beneath the edge of the reservoir, the system will need to be re-bleed.

Remove the RockShox IFP Height Tool.

To re-bleed the system, the shock must be disassembled and reassembled beginning with [IFP removal](#). Complete all disassembly, reassembly, and bleed procedures before continuing.

Model	Stroke / Length	IFP Depth (mm)
Base	All	35
Select		
Select+		
Ultimate DH	41	
Ultimate		



IFP Height Tool



Bleed check window (35 mm or 41 mm)



Bleed check window (35 mm or 41 mm)



Bleed check window (35 mm or 41 mm)



IFP Height Tool

20 Remove the shock from the vise.

Pour any excess oil out of the IFP reservoir.

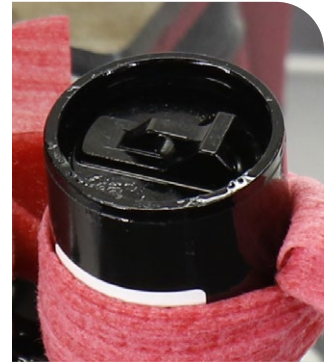
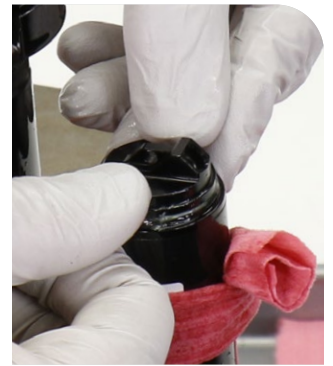
Clamp the shock back into the vise.

Wipe away any oil from the damper body and reservoir with a clean shop towel.



Oil pan

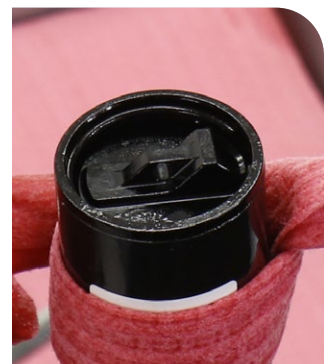
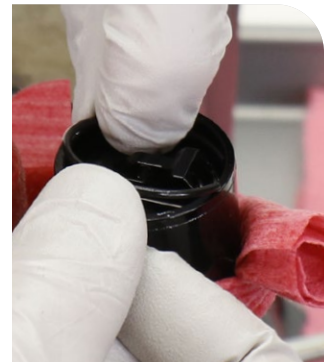
- 21** Apply a thin layer of grease to the IFP reservoir cap o-ring.
Install the IFP reservoir cap into the reservoir and push it into the reservoir until the retaining ring groove is visible.



- 22** Insert one end of the retaining ring into the groove.
Push the retaining ring around the reservoir and into the retaining ring groove until it is completely seated.

⚠ CAUTION- EYE HAZARD

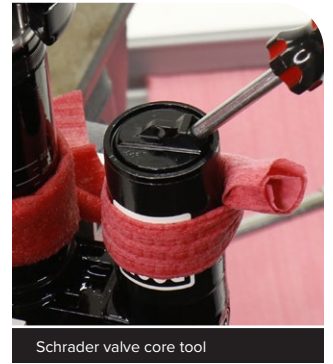
The retention ring can eject rapidly as it is installed. Wear safety glasses.



- 23** Use a pick to pull up on the IFP reservoir cap to seat it against the retaining ring.



- 24** Reinstall the Schrader valve into the IFP reservoir cap.



- 25** Install the red RockShox rear shock air valve adaptor tool onto the shock pump.
- Thread the adaptor tool into the reservoir cap/air valve. Pressurize the reservoir to 200 psi / 13.8 bar.
- Unthread the red adaptor tool from the reservoir cap/air valve with the shock pump still attached.

NOTICE

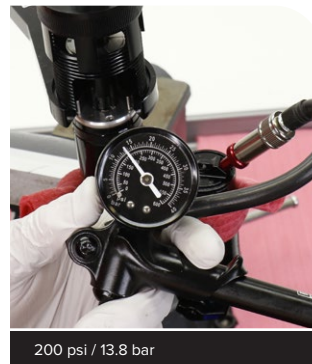
Do not separate the shock pump from the air valve adapter tool. Separating the pump from the adapter first will allow all of the air to escape from the reservoir.

Nitrogen can be substituted if the proper fill equipment is available.



Rear Shock Air Valve Adapter Tool

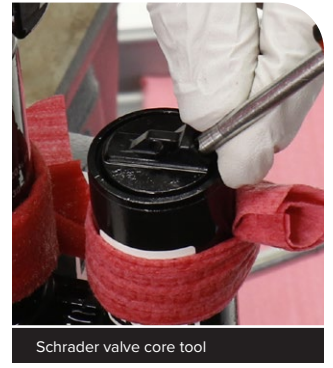
Shock pump



200 psi / 13.8 bar



- 26** Install a new o-ring onto the reservoir air valve cap.
Install the air valve cap into the reservoir cap.



Schrader valve core tool

Remove Sealhead Compressor Tool

- 1 Rotate the outer sealhead spring compressor tool clockwise to release pressure from the sealhead and eyelet Bleed Clip.

Remove the eyelet Bleed Clip, the compressor tools, and the Counter Measure wrench and Vivid spanner insert from the shock.

NOTICE

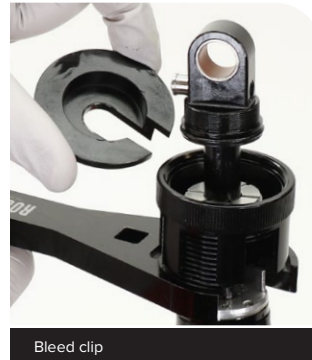
Do not scratch the damper shaft.



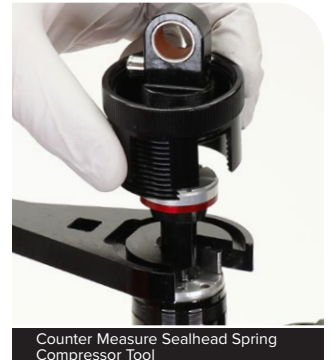
Counter Measure Sealhead Spring Compressor Tool



Counter Measure Sealhead Spring Compressor Tool



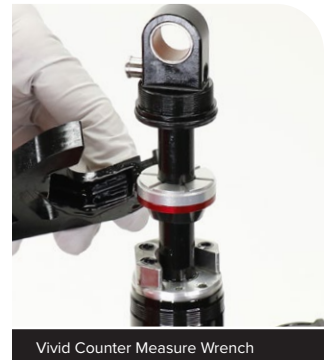
Bleed clip



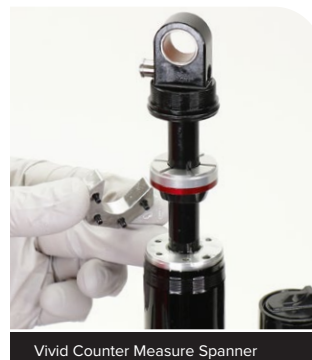
Counter Measure Sealhead Spring Compressor Tool



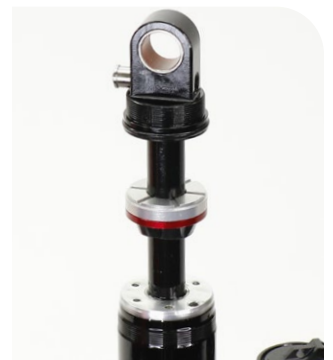
Counter Measure Sealhead Spring Compressor Tool



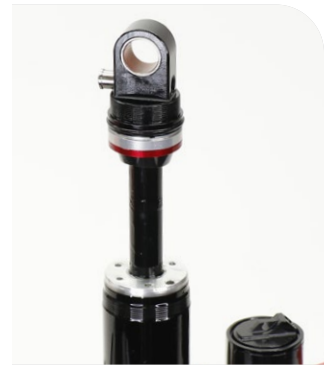
Vivid Counter Measure Wrench



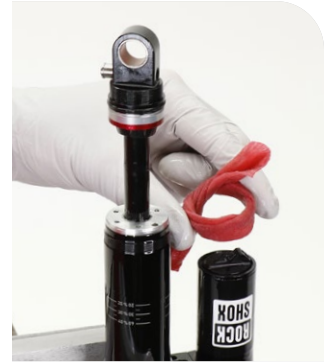
Vivid Counter Measure Spanner



2 Slide the bumper, travel spacer, and plate upward to the eyelet.



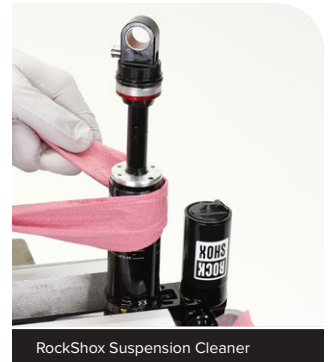
3 Remove the shop towels.



4 Clean the shock.

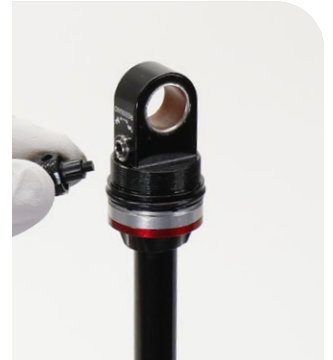
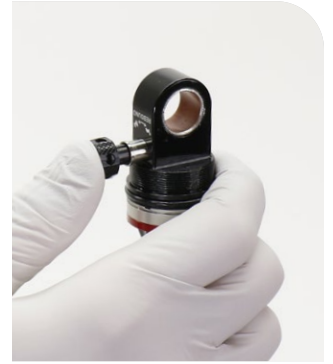


RockShox Suspension Cleaner

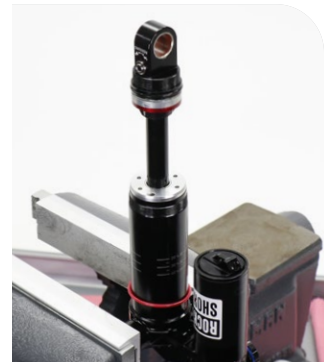


RockShox Suspension Cleaner

- 1 Insert the rebound adjuster knob into the rebound adjuster cam.
 Rotate the rebound adjuster cam fully clockwise until it stops.
 The rebound adjuster cam must be rotated full clockwise to allow clearance for positive and negative sealhead installation.
 Remove the rebound adjuster knob.



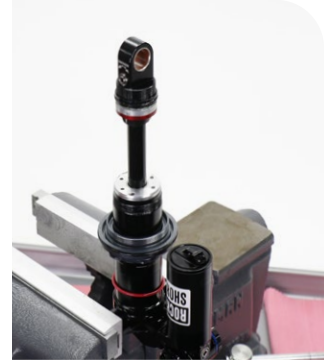
- 2 Install a new sag o-ring.



- 3** Apply grease to the inside surface of the grey negative sealhead.
Install the grey negative sealhead onto the damper body, wiper seal first.



RockShox Dynamic Seal Grease



- 4** Install the silver positive sealhead assembly onto the damper body, hex end first. Thread (clockwise) the sealhead onto the damper body by hand until it stops.



5 Install the Vivid Damper Body Protectors.

Insert the Vivid Sealhead Crowfoot Tool onto the silver sealhead, above the damper body protectors. Slide the protectors up to the tool to secure the crowfoot tool in place.

NOTICE

Do not scratch the damper body.



Vivid Damper Body Protectors



Vivid Damper Body Protectors



Vivid Sealhead Crowfoot Tool



Vivid Sealhead Crowfoot Tool



Vivid Sealhead Crowfoot Tool

Vivid Damper Body Protectors

6 Tighten the silver positive sealhead to the specified torque.

NOTICE

Do not scratch the damper body.



Vivid Sealhead Crowfoot Tool

17 N-m (150 in-lb)

- 7** Remove the Vivid Sealhead Crowfoot Tool and the Vivid Damper Body Protectors.



Vivid Sealhead Crowfoot Tool



Vivid Damper Body Protectors

- 8** Slide the grey sealhead up.



- 9** **Air Can/Spring Tuning Only:** Continue here.

Inject 3 mL (3 drops) Maxima PLUSH Suspension Lube Light onto the silver positive sealhead.

Inject 1 mL (1 drop) Maxima PLUSH Suspension Lube Light onto the grey negative sealhead.



3 mL Positive



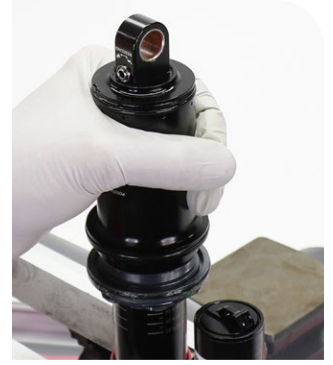
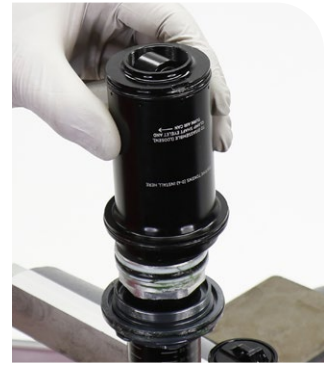
1 mL Negative

- 10** Apply grease to the outer sealhead o-rings and the eyelet o-ring.

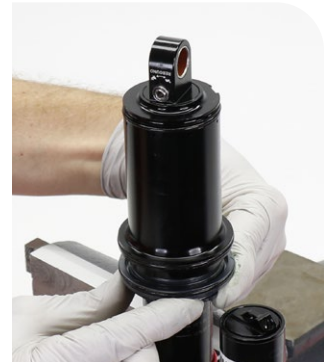


RockShox Dynamic Seal Grease

- 11** Install the inner air can.
Thread the inner air can (counterclockwise, reverse thread) onto the shaft eyelet hand tight until it stops.



- 12** Slide the grey negative sealhead up and thread it counterclockwise into the inner air can until it stops.



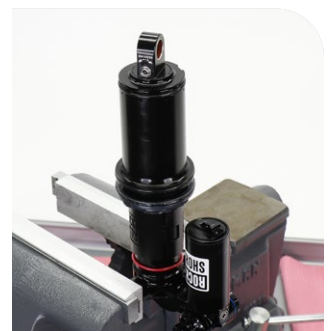
- 13** Install the Vivid Damper Body Protectors onto the damper body.
Two Vivid damper body protectors are included in the 100 and 200 Hour Service kits.

NOTICE

To avoid permanent damage to the damper body, do not attempt to tighten the grey negative sealhead without Vivid Damper Body Protectors installed.



Vivid Damper Body Protectors



Vivid Damper Body Protectors

- 14** Remove the shock from the vise. Clamp the shaft eyelet in the vise. Slide the Vivid Damper Body Protectors toward the grey sealhead until they stop.



- 15** Use the Vivid Sealhead Crowfoot Tool to tighten the grey negative sealhead hand tight.

NOTICE

Do not scratch the damper body.



- 16** Tighten the grey negative sealhead, counterclockwise, to the specified torque.

When the grey negative sealhead is tightened to the inner air can, the inner air can will also be tightened to the eyelet to the specified torque.

NOTICE

Do not scratch the damper body.



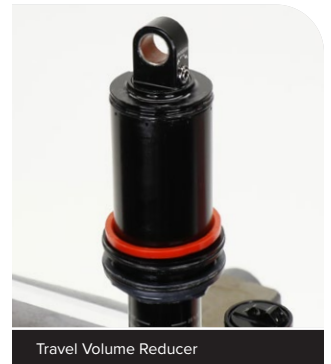
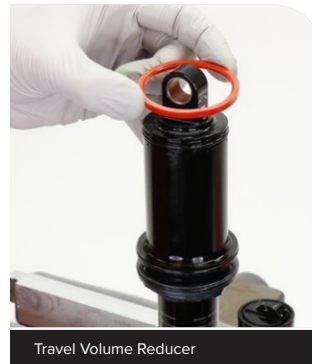
- 17** Remove the Vivid Damper Body Protectors.



18 Remove the shock from the vise. Clamp the shock back in the vise with the shaft eyelet oriented upward.

Install the red Travel Volume Reducer(s) that was removed originally.

Only install the original number of red travel volume reducers included with the shock. Do not install additional red travel reducers. For more information about Travel Volume Reducers and Eyelet Travel Reducers, refer to [Bottomless Tokens and Travel Reducers](#).



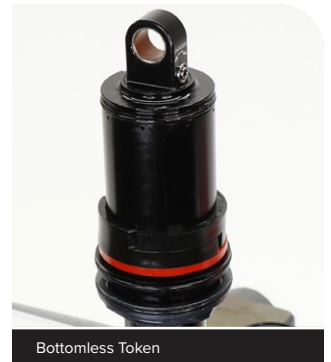
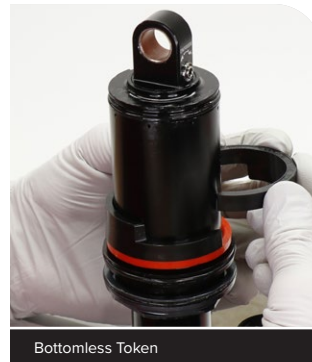
19 Spring Tuning - Bottomless Tokens Installation:

If air can (100 hour) or complete (200 hour) service is being performed, install Bottomless Tokens **only after** either service is complete.

Install each Bottomless Token (4 Max) onto the inner air can in the correct orientation(s), as pictured.

Install Bottomless Token(s) (0-4) above the Travel Reducer spacer(s).

For more information about Bottomless Tokens, refer to [Bottomless Tokens and Travel Reducers](#).



20 Apply grease to the upper and lower inner air can o-rings, and the grey negative sealhead outer o-ring.



21 Spring Tuning Only - Bottomless Tokens Installation:

Inject 1 mL Maxima PLUSH Suspension Lube Light onto the grey negative sealhead.



22 Install the outer air can over the inner air can and o-ring seal.

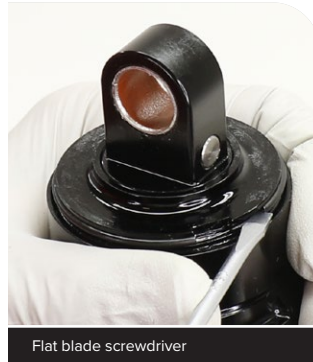
Slide the outer air can over the inner air can o-ring until it clears the retaining ring groove at end of inner.



23 To secure the outer air can, install the retaining ring into the groove on the inner air can by hand. Confirm the retaining ring is completely in the groove before proceeding.



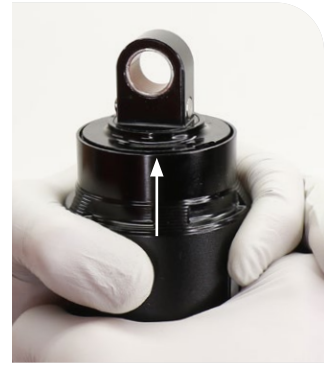
24 Push retaining ring to rotate it and position the ends of the ring away from the groove.



Flat blade screwdriver



25 Slide the outer air can towards the retaining ring until it stops and the retaining ring is hidden from view.

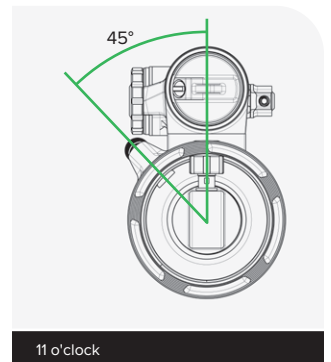
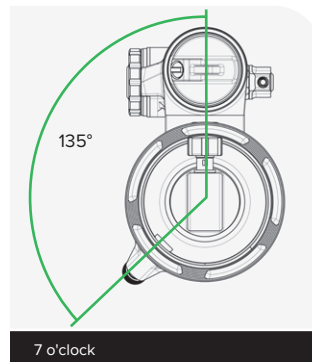
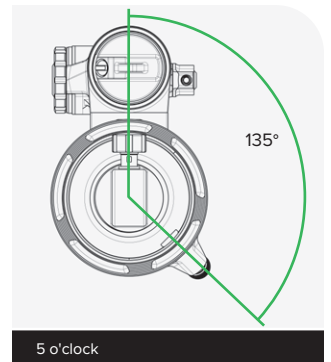
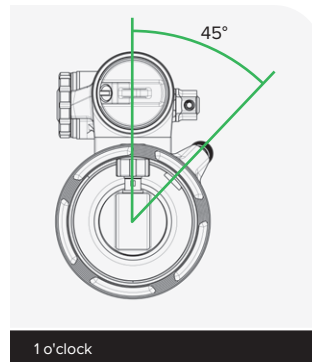
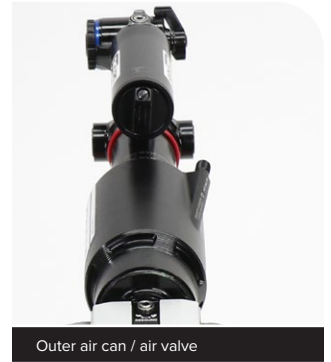
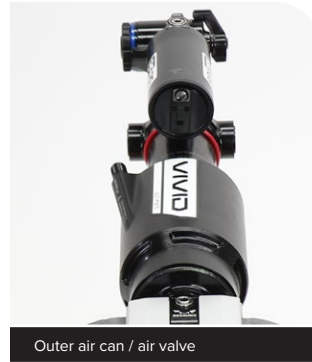
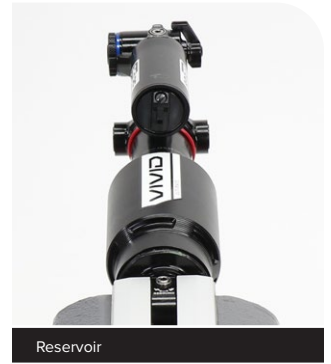
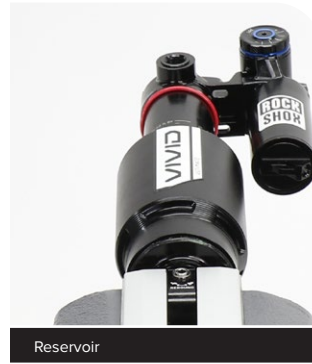


26 Rotate the reservoir and orient it to the original position, if required - (in-line with or perpendicular to shaft eyelet).

Rotate the outer air can and orient the air valve to the original position - (1 o'clock, 5 o'clock, 7 o'clock, or 11 o'clock - see specification).

NOTICE

The reservoir and the air can air valve must be rotated to the original orientation before the shock is installed onto the bicycle to prevent damage to the shock and the bicycle.



27 Install the Schrader valve core.



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



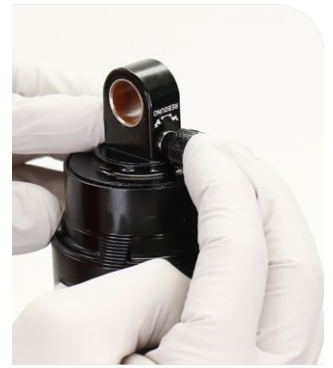
29 Install the air valve cap.



30 Clean the shock.



31 Install the rebound adjuster and rotate it to the original setting.



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

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

Shock Eyelet Service - Standard Eyelet

Parts, Tools, and Supplies

Safety and Protection Supplies

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

RockShox Tools

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

Common Tools

- Open end wrench 13 mm (x2) or adjustable open end wrench (x2)
- Bench vise with soft jaws

Mounting Hardware Installation - Standard Eyelet

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.

Deluxe is pictured. Procedures are the same for Vivid.

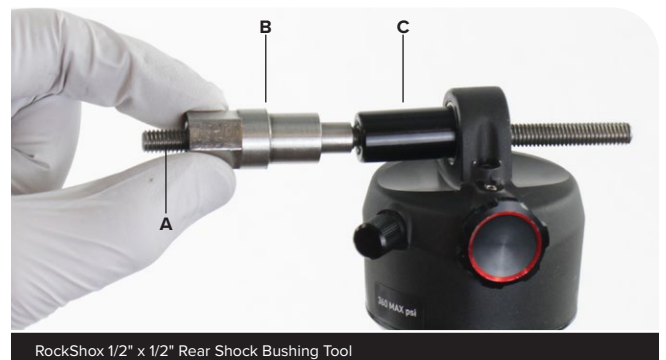
- 1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.



- 2 Insert the pin into the eyelet bushing.



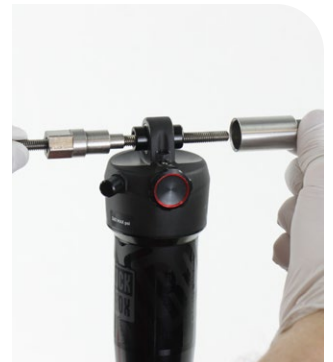
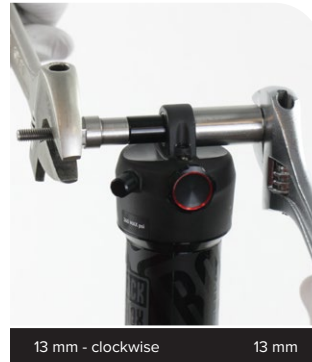
- 3 Insert the threaded rod (A) through the bushing pin, then through the shaft eyelet so that the bushing pin (B) is positioned between the push pin (C) and the eyelet.



- 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.
- 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.



Shock Eyelet Service - Bearing Eyelet

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

Deluxe is pictured. Procedures are the same for Vivid.

Parts, Tools, and Supplies

Parts

- Rear Shock Damper Body Bearing Eyelet Assembly Kit (includes bearings)

Safety and Protection Supplies

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

Common Tools

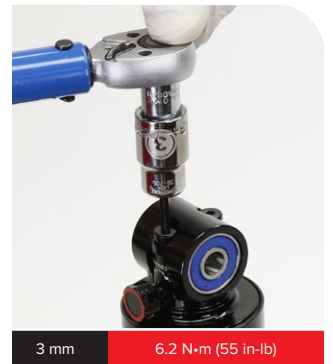
- Bench vise with soft jaws
- Hex bit sockets: 3 mm
- Hex wrench: 3 mm
- Torque wrench

Damper Body Bearing Eyelet - Installation

Install the Bearing Eyelet Mount Assembly back onto the damper body after service is complete.

Deluxe is pictured. Procedures are the same for Vivid.

- 1 Install the damper body bearing eyelet assembly and bolts onto the damper body. Tighten the bolts evenly to the specified torque.



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



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 *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 service for the RockShox rear shock.



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