

ROCKSHOX

VIVID

2025+ Vivid Coil



SERVICE MANUAL



SAFETY FIRST!

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

Protect yourself! Wear your safety gear!

WARNING - PRESSURIZED DEVICE

Suspension products may contain pressurized air, nitrogen, springs, and oil. Always wear certified safety glasses (ANSI Z87.1, EN166 EU) when performing any service on a suspension product (suspension fork, rear shock, seatpost). Failure to wear proper safety glasses can result in SERIOUS INJURY OR DEATH.

RockShox Service

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

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

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

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



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

Suspension Safety Precautions and Warnings

SAFETY INSTRUCTIONS

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

⚠ WARNING - PRESSURIZED DEVICE

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

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

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

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

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

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

⚠ WARNING - CRASH HAZARD

Parts must be tightened to the specified torque.

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

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

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

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

⚠ WARNING

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

⚠ CAUTION

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

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

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

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

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Part Preparation and Service Procedures

Part Preparation

Remove the component from the bicycle before service.

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

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

Service Procedures

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

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

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

⚠ WARNING - CRASH HAZARD

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



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

Apply grease to the new seal or o-ring.

NOTICE

Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the RockShox Spare Parts Catalog to replace the damaged part.

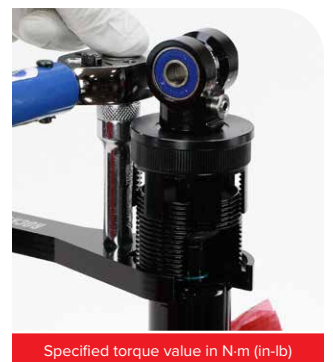


Use aluminum vise blocks when placing a part in a bench vise.

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

⚠ WARNING - CRASH HAZARD

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



Specified torque value in N·m (in·lb)

Model Code Identification

Product model code and specification details can be identified with the serial number on the product. Model codes can be used to identify the product type, series name, model name, and product version associated with the production model year. Product details can be used to identify spare parts, service kit, and lubricant compatibility.

Model Code example: **RS-VIVC-ULT-C1**

RS = Product Type - **Rear Shock**

VIVC = Platform/Series - **Vivid Coil**

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 and damper shaft wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper shaft
		Minimizes oil contamination
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	Rebound setting - Count the number of clicks while turning the rebound adjuster fully clockwise.	Compression setting - Count clicks clockwise or counterclockwise from the center 0 position.		
			High Speed (HSC)	Low Speed (LSC)	Hydraulic Bottom Out (HBO)
200					
200					
200					
200					

Torque Values

Part	Tool	Torque
Rear Shock Bearing Adapter	RockShox Bearing Adapter Socket (26 mm)	10 N•m (90 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)
Bottom post to shaft	12 mm socket / crowfoot	8.5 N•m (75 in-lb)
Piston nut to bottom post	8 mm socket / crowfoot	2.26 N•m (20 in-lb)
Cap screw (x2) - Rear Shock Module (Flight Attendant) to reservoir neck	3 mm bit socket	0.56 N•m (5 in-lb)
Reservoir neck to eyelet	4 mm bit socket	2.8 N•m (25 in-lb)
Sealhead to damper body	(30 mm) Vivid Counter Measure Wrench	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)

Vivid Coil - Service, Coil Spring Replacement, and Reservoir Upgrade

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

Reservoir Upgrade (optional - Base, Select, Select+, Ultimate DH): If a reservoir is replaced, shock disassembly is required. It is recommended to also complete 200 hour service and replace all service parts. The Ultimate RC2T reservoir is not compatible with Vivid Coil Ultimate Flight Attendant.

Parts, Tools, and Supplies

Parts

- 2025+ (Gen C) Vivid Coil Service Kit - 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 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)
- Rear Shock Bearing Adapter Upgrade Kit - 8x30 26mm OD (converts standard DU Bushings to Bearing on 8x30 frames)
- Rear Shock Bearing Adapter Upgrade Kit - 8x30 26mm OD (converts standard DU Bushings to Bearing on 8x30 frames) V2
- Rear Shock Travel Change Kit (optional)

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 Air Valve Adapter Tool (red) - Rear Shock
- RockShox IFP Height Tool V2 - Super Deluxe A1+ / Super Deluxe Coil A1+ / Vivid C1
- RockShox Rear Shock IFP Puller
- RockShox Rear Shock Bearing Adapter Socket Tool 26mm- (used for installing and removing bearing adapter kit, 8x30)
- RockShox Rear Shock DU Bushing Sizing Tool 1/2"x1/2" (for sizing bushings and installing hardware) - RockShox
- RockShox Rear Shock Spring Compressor Tool, Counter Measure
- RockShox Shock Pump (350 psi max)
- RockShox Schrader Valve Tool

Common Tools

- Adjustable or open end or pliers wrench: 8, 12 mm
- Bearing press tool: 22 mm (OD) x 10 mm (ID) (bearing eyelet only)
- Bearing punch / Gauge pin:
 - 5/64" / 1.98 mm (OD) - sealhead nylon compression ball removal
 - 3 mm (OD) - eyelet bearing removal
- Bench vise with soft jaws
- Digital Measurement Caliper
- Flat blade screwdriver
- Hammer / Mallet
- Hex bit sockets: 1.5, 2, 3, 4 mm
- Hex wrenches: 1.5, 2, 3, 4 mm
- Pick (metallic and non-metallic)
- Pick (Flat - non-metallic)
- Pick - Park Tool UP-3 (or equivalent)
- Ruler or caliper (metric)
- Socket: 8, 12 mm
- Socket 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 Vivid Coil (Gen C) spare parts and service kits with Vivid Coil (Gen C).

Vivid Coil (Gen A-B) spare parts and service kits are NOT compatible with Vivid Coil (Gen C).

⚠ WARNING

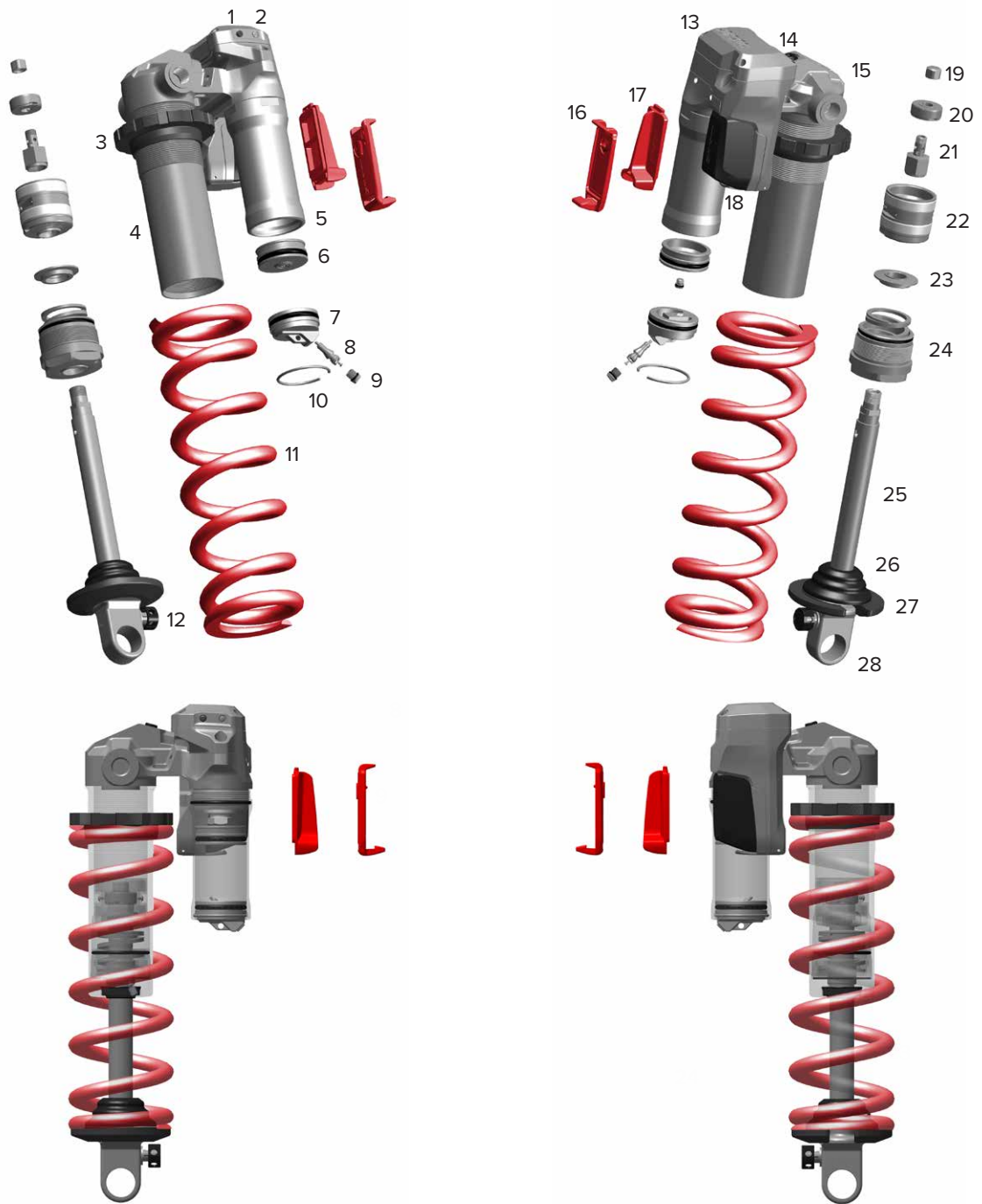
Before disassembly or service of any air system remove the air pressure from all air chambers and remove the air valve cores, unless otherwise instructed.

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.

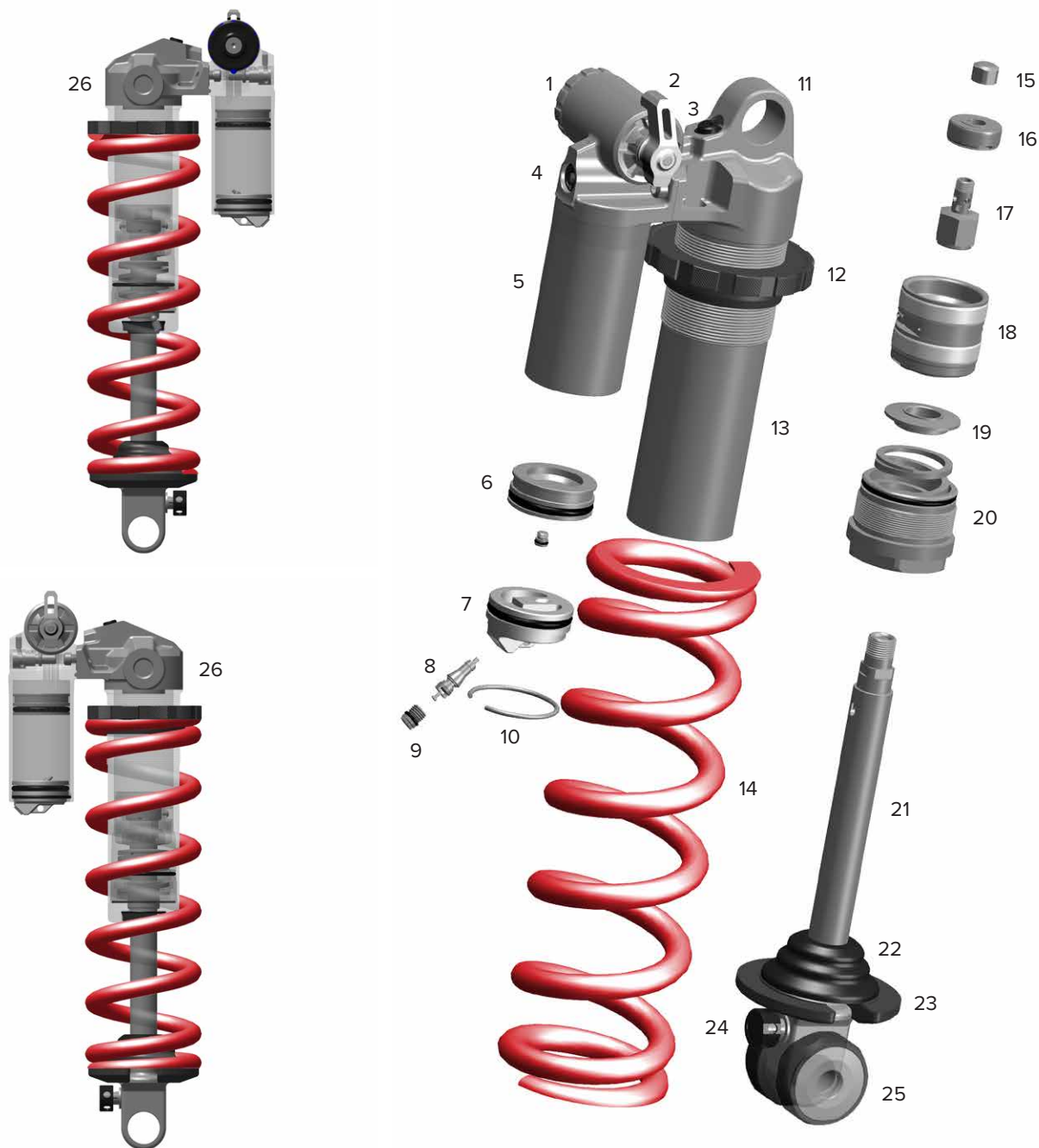
SAFETY INSTRUCTIONS

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

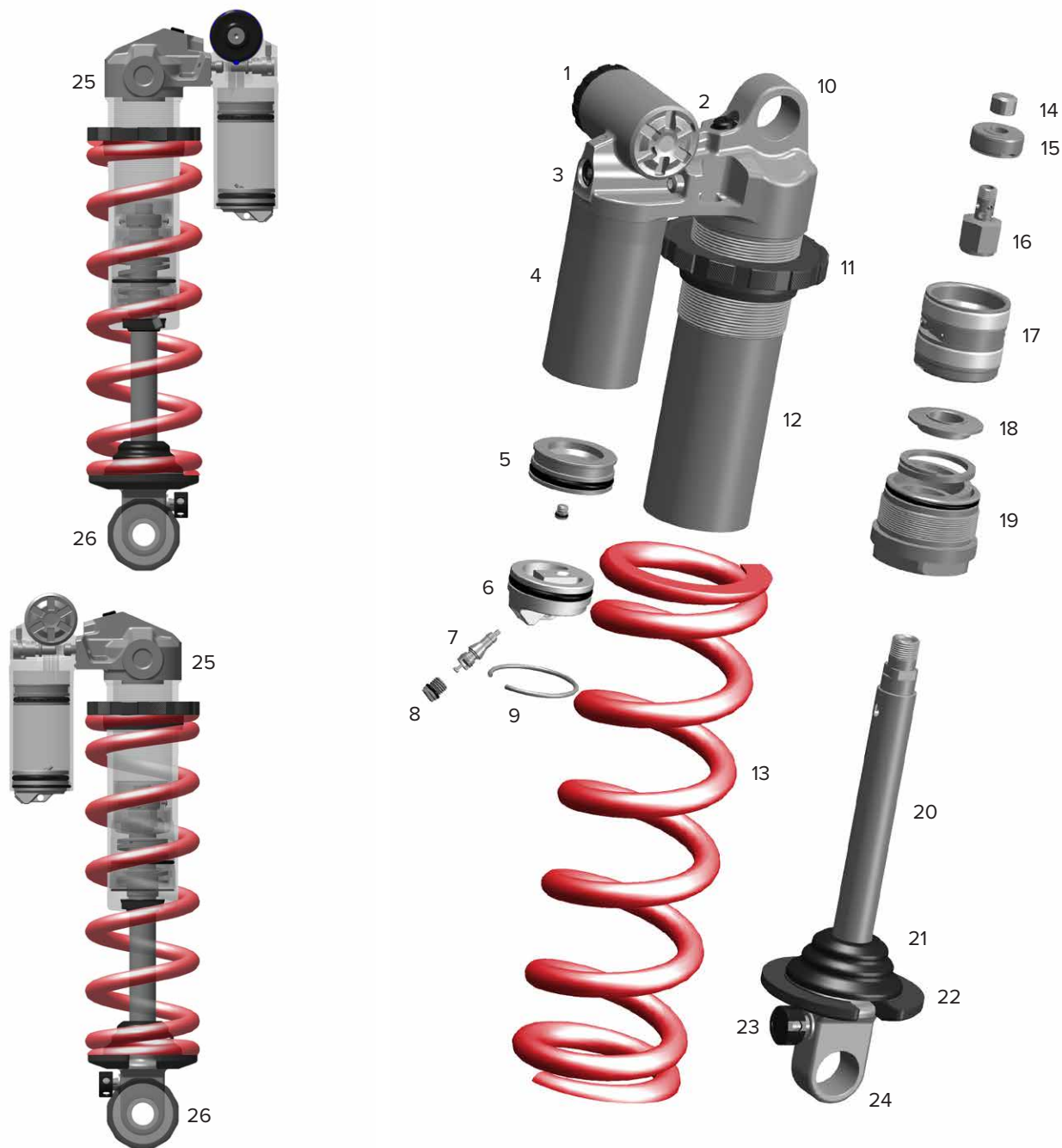
Place an oil pan on the floor underneath the area where you will be working on the shock.



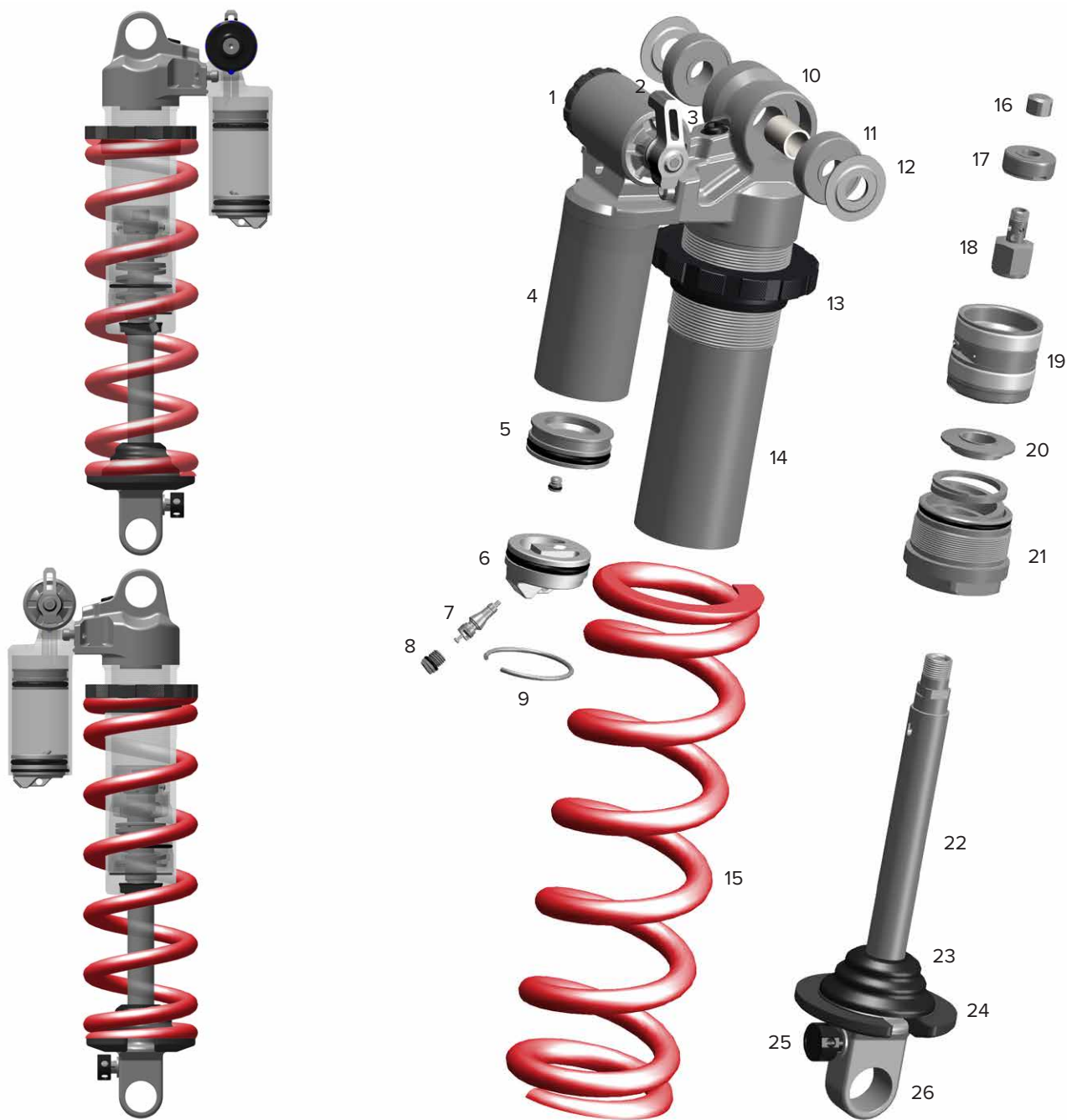
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|-----------------------------------|---|-----------------------------|
| 1. AXS button | 12. Adjuster - Rebound | 23. Topout plate |
| 2. LED | 13. Rear Shock Module | 24. Sealhead |
| 3. Spring preload adjuster | 14. Adjuster - Hydraulic Bottom Out (HBO) | 25. Damper shaft |
| 4. Damper body | 15. Trunnion eyelet / mount | 26. Bottomout bumper |
| 5. Reservoir can | 16. Battery cover | 27. Spring clip |
| 6. Internal Floating Piston (IFP) | 17. Battery block | 28. Standard eyelet / mount |
| 7. Cap - reservoir | 18. SRAM battery | |
| 8. Schrader valve - reservoir | 19. Piston Nut | |
| 9. Air cap - IFP Schrader valve | 20. Check piston | |
| 10. Retaining ring - IFP cap | 21. Bottom post | |
| 11. Coil spring | 22. Damper piston assembly | |



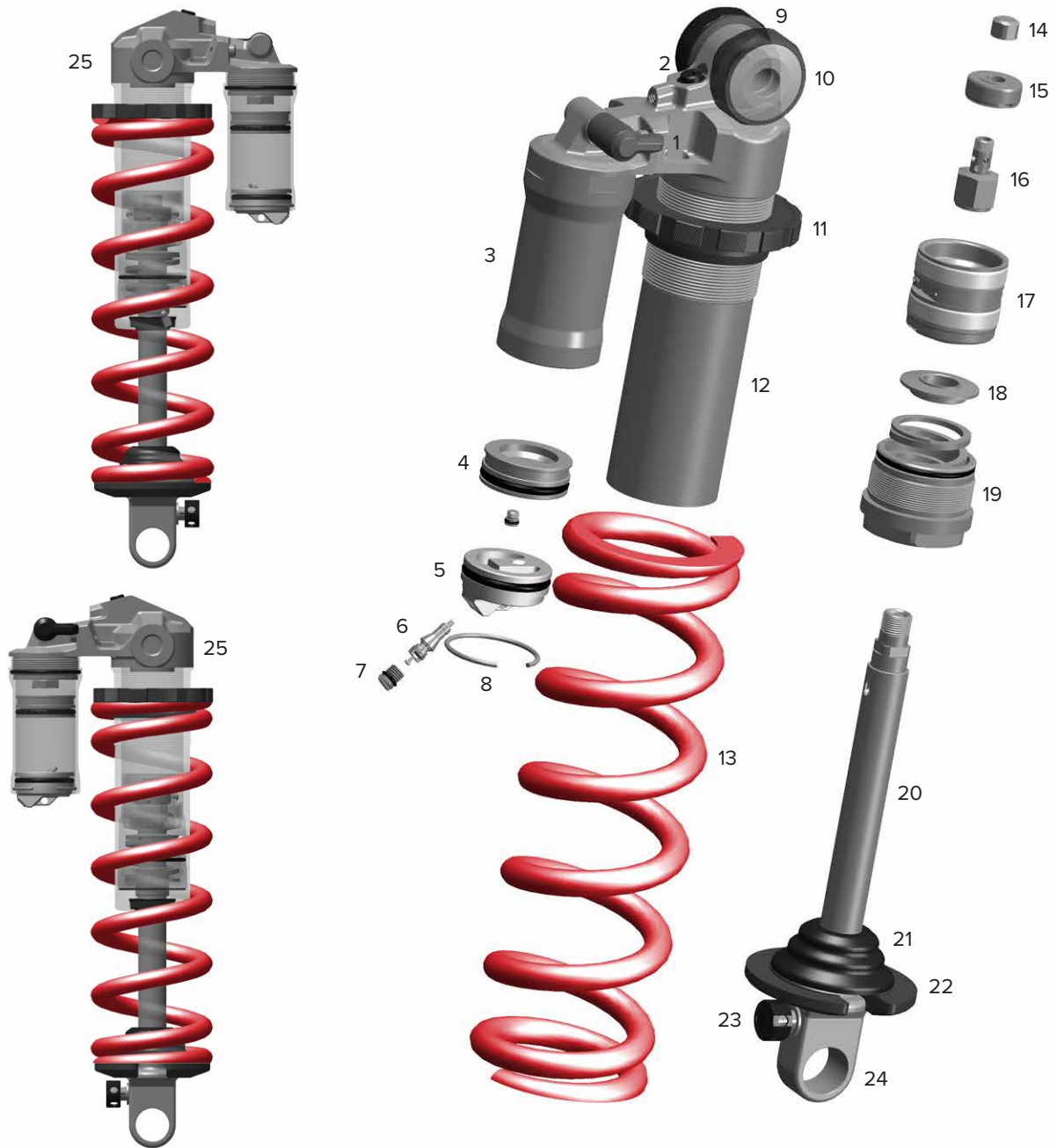
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|--|-----------------------------|---|
| 1. Adjuster - Low Speed Compression (LSC) | 12. Spring preload adjuster | 23. Spring clip |
| 2. Lever - Threshold (Pedal) | 13. Damper body | 24. Adjuster - Rebound |
| 3. Adjuster - Hydraulic Bottom Out (HBO) | 14. Coil spring | 25. Standard Eyelet Bearing Adapter (26 mm) - compatible with all Vivid Coil (Gen C) models |
| 4. Adjuster - High Speed Compression (HSC) | 15. Piston Nut | 26. Trunnion eyelet / mount |
| 5. Reservoir can | 16. Check piston | |
| 6. Internal Floating Piston (IFP) | 17. Bottom post | |
| 7. Cap - reservoir | 18. Damper piston assembly | |
| 8. Schrader valve - reservoir | 19. Topout plate | |
| 9. Air cap - IFP Schrader valve | 20. Sealhead | |
| 10. Retaining ring - IFP cap | 21. Damper shaft | |
| 11. Standard eyelet / mount | 22. Bottomout bumper | |



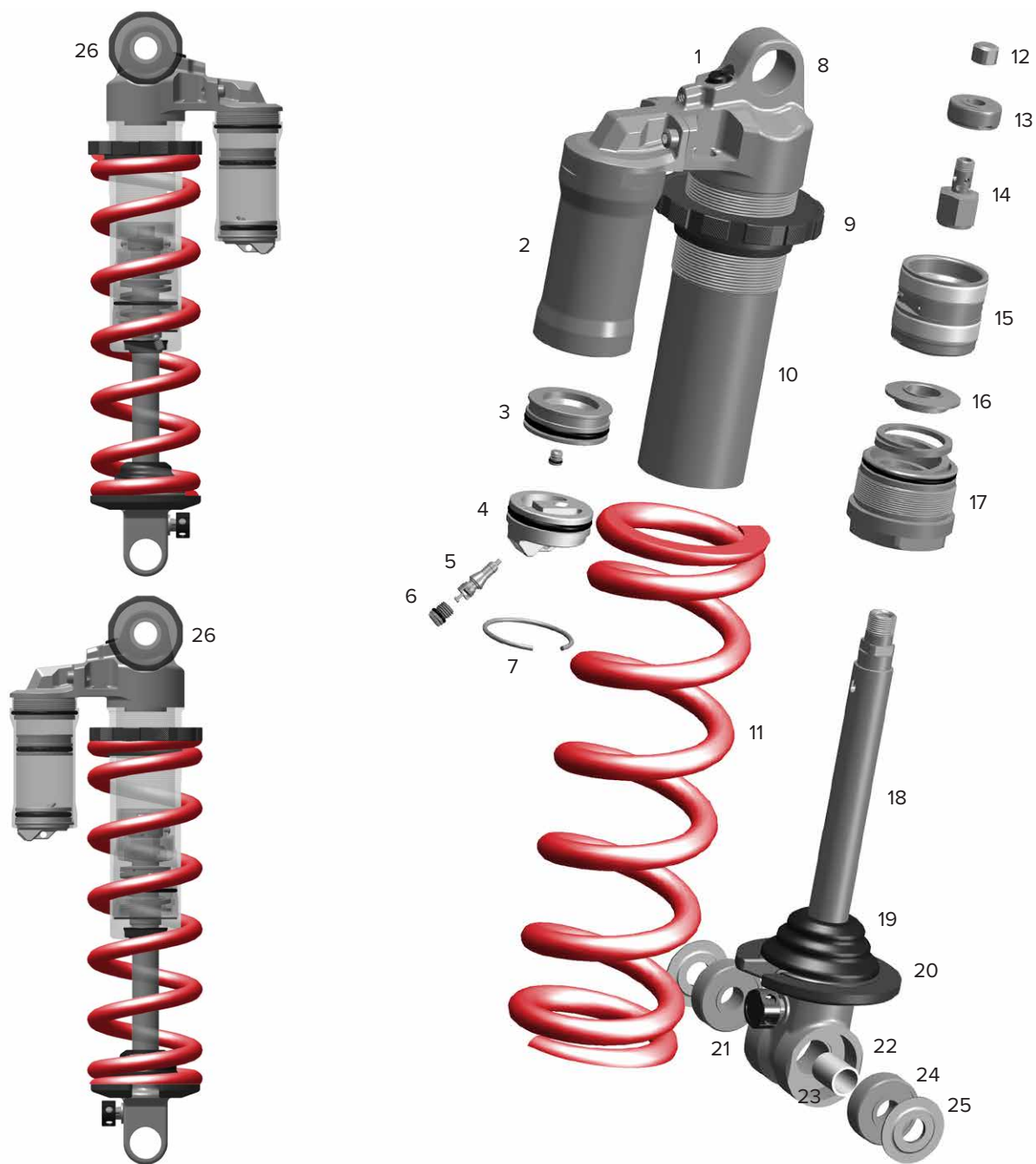
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|--|----------------------------|---|
| 1. Adjuster - Low Speed Compression (LSC) | 12. Damper body | 23. Adjuster - Rebound |
| 2. Adjuster - Hydraulic Bottom Out (HBO) | 13. Coil spring | 24. Standard eyelet / mount |
| 3. Adjuster - High Speed Compression (HSC) | 14. Piston Nut | 25. Trunnion eyelet / mount |
| 4. Reservoir can | 15. Check piston | 26. Standard Eyelet Bearing Adapter (26 mm) - compatible with all Vivid Coil (Gen C) models |
| 5. Internal Floating Piston (IFP) | 16. Bottom post | |
| 6. Cap - reservoir | 17. Damper piston assembly | |
| 7. Schrader valve - reservoir | 18. Topout plate | |
| 8. Air cap - IFP Schrader valve | 19. Sealhead | |
| 9. Retaining ring - IFP cap | 20. Damper shaft | |
| 10. Standard eyelet / mount | 21. Bottomout bumper | |
| 11. Spring preload adjuster | 22. Spring clip | |



- | | | |
|---|-----------------------------|-----------------------------|
| 1. Adjuster - Low Speed Compression (LSC) | 12. Bearing cap (x2) | 23. Bottomout bumper |
| 2. Lever - Threshold (Pedal) | 13. Spring preload adjuster | 24. Spring clip |
| 3. Adjuster - Hydraulic Bottom Out (HBO) | 14. Damper body | 25. Adjuster - Rebound |
| 4. Reservoir can | 15. Coil spring | 26. Standard eyelet / mount |
| 5. Internal Floating Piston (IFP) | 16. Piston Nut | |
| 6. Cap - reservoir | 17. Check piston | |
| 7. Schrader valve - reservoir | 18. Bottom post | |
| 8. Air cap - IFP Schrader valve | 19. Damper piston assembly | |
| 9. Retaining ring - IFP cap | 20. Topout plate | |
| 10. Bearing eyelet / mount | 21. Sealhead | |
| 11. Bearing (x2) | 22. Damper shaft | |



- | | | |
|---|-----------------------------|-----------------------------|
| 1. Lever - Threshold (Pedal) | 11. Spring preload adjuster | 22. Spring clip |
| 2. Adjuster - Hydraulic Bottom Out (HBO) | 12. Damper body | 23. Adjuster - Rebound |
| 3. Reservoir can | 13. Coil spring | 24. Standard eyelet / mount |
| 4. Internal Floating Piston (IFP) | 14. Piston Nut | 25. Trunnion eyelet / mount |
| 5. Cap - reservoir | 15. Check piston | |
| 6. Schrader valve - reservoir | 16. Bottom post | |
| 7. Air cap - IFP Schrader valve | 17. Damper piston assembly | |
| 8. Retaining ring - IFP cap | 18. Topout plate | |
| 9. Standard eyelet / mount | 19. Sealhead | |
| 10. Standard Eyelet Bearing Adapter (26 mm) - compatible with all Vivid Coil (Gen C) models | 20. Damper shaft | |
| | 21. Bottomout bumper | |



1. Adjuster - Hydraulic Bottom Out (HBO)
2. Reservoir can
3. Internal Floating Piston (IFP)
4. Cap - reservoir
5. Schrader valve - reservoir
6. Air cap - IFP Schrader valve
7. Retaining ring - IFP cap
8. Standard eyelet / mount
9. Spring preload adjuster
10. Damper body
11. Coil spring

12. Piston Nut
13. Check piston
14. Bottom post
15. Damper piston assembly
16. Topout plate
17. Sealhead
18. Damper shaft
19. Bottomout bumper
20. Spring clip
21. Adjuster - Rebound
22. Bearing eyelet / mount

23. Bearing pin
24. Bearing (x2)
25. Bearing cap (x2)
26. Standard Eyelet Bearing Adapter (26 mm) - compatible with all Vivid Coil (Gen C) models

Shock Eyelet Service - Standard Eyelet

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

Bearing Adapter (optional): Follow the Mounting Hardware Removal and Eyelet Bushing Removal procedures if a RockShox Bearing Adapter (26 mm) will be installed into a damper shaft standard eyelet and/or damper body standard eyelet. If installed, remove the standard eyelet mounting hardware and standard eyelet bushing only. Procedures are the same for damper shaft and damper body standard eyelets.

Mounting Hardware Removal (Service and Optional Bearing Adapter Installation)

Deluxe is pictured. Procedures are the same for Vivid Coil (Gen C).

NOTICE

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

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

If you are unable to remove the mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.



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



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

NOTICE

Do not damage the shock with the wrenches.

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

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



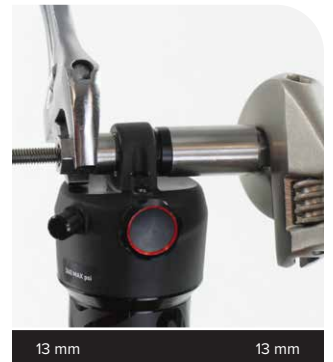
- 4** If the bushing pin does not remove easily, reinsert the threaded rod and push pin through the eyelet shaft.

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

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

NOTICE

Do not damage the shock with the wrenches.



5 Unthread the catcher from the threaded rod.

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

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

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



Eyelet Bushing Removal

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

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

Deluxe is pictured. Procedures are the same for Vivid Coil (Gen C).

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

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

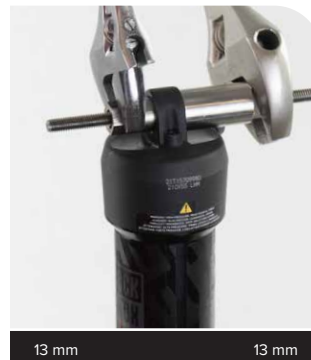


- 2 Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

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

NOTICE

Do not damage the shock with the wrenches.



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



4

Clean the eyelet.

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



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

Eyelet Bushing Installation

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

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



RockShox Dynamic Seal Grease

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

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

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



Eyelet Bushing Sizing

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

Deluxe is pictured. Procedures are the same for Vivid Coil (Gen C).

NOTICE

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

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



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



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



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



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher

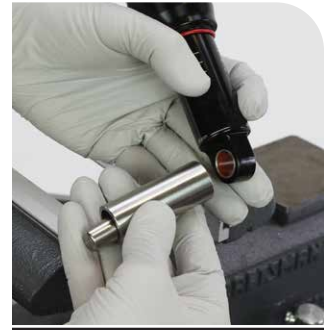


Bushing Sizer Pin and Pin Catcher

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



Bushing Sizer Pin and Pin Catcher



Bushing Sizer Pin and Pin Catcher



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

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

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

NOTICE

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

Bearing Adapter Removal

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



Bench Vise with Soft Jaws

- 2 Unthread and remove one bearing adapter.

NOTICE

Do NOT use a standard 26 mm socket to install or remove the RockShox Rear Shock Bearing Adapter. A standard socket may contact the shock and may cause permanent damage. Use ONLY the RockShox Bearing Adapter Socket (26 mm).

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



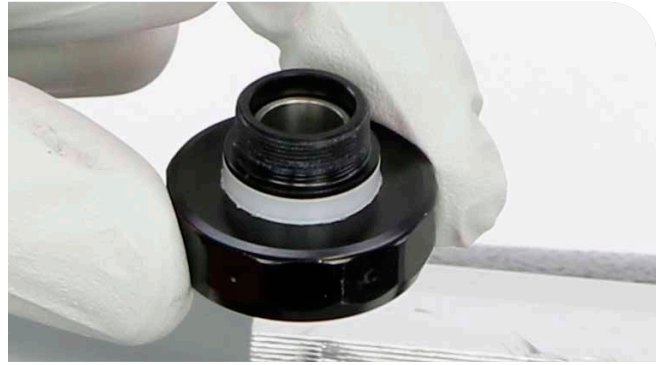
RockShox Bearing Adapter Socket (26 mm)



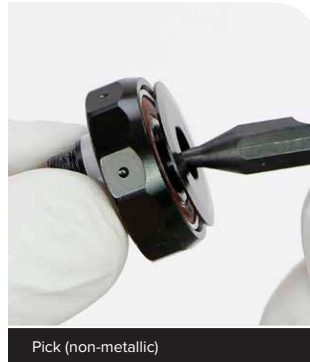
RockShox Bearing Adapter Socket (26 mm)



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



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



Shock Eyelet Service - Bearing Eyelet Mount

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

Bearing Removal

Deluxe is pictured. Procedures are the same for Vivid Coil (Gen C).

NOTICE

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

- 1 Remove the dust covers.



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

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

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

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



Hammer / Mallet

Bearing punch / Gauge pin - 3 mm (OD)

NOTICE

Do not damage the shock when tapping out the bearing.

The center spacer will also be removed.



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

NOTICE

Do not damage the shock when tapping out the bearing.



- 4 Clean the bearing bores.



Bearing Installation

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



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

Press the bearing into the bearing bore until it stops.

Remove the shock and bearing press tool from the vise.

NOTICE

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

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



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

Clamp the eyelet and bearing into a vise with vise blocks, 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.



Service, Coil Spring Replacement, 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, and/or Bearing Adapter, before performing any service.

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. The Ultimate RC2T reservoir is not compatible with Vivid Coil Ultimate Flight Attendant.

NOTICE

Use only Vivid Coil (Gen C) spare parts and service kits with Vivid Coil (Gen C).

Vivid Coil (Gen A-B) spare parts and service kits are NOT compatible with Vivid Coil (Gen C).

⚠ 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 vise blocks 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.



Prior to rear shock service, the Rear Shock Module must be removed.

Remove the rear shock according to the frame manufacturer's instructions. If the bicycle is in close proximity to the rear shock during service, remove the SRAM battery from the Flight Attendant fork Control Module to disconnect the rear shock from the fork.

- 1 Set the rear shock compression damper to the Open position before service.

Remove the SRAM battery from the Rear Shock Module, then reinstall it to initiate a power cycle. The compression damper will automatically adjust to the Open position.



Remove SRAM battery



Remove SRAM battery



Install SRAM battery



Install SRAM battery

- 2 With the compression damper in the Open Position, remove the SRAM battery from the Rear Shock Module.

Install the battery block onto the Rear Shock Module to protect the battery contact pins.

Install the battery cover onto the SRAM battery, or place the SRAM battery onto the SRAM battery charger.

NOTICE

The SRAM battery must be removed before service. If the battery is installed during service, the compression damper setting may change to the mid or closed position during service.

The battery block must be installed before service to protect the battery contact pins.



- 3** Loosen each Rear Shock Module cap screw, and remove the Rear Shock Module from the reservoir neck.



3 mm



3 mm



- 4** Clean the underside of the Rear Shock Module with a damp, clean shop towel.

Clean the rear shock reservoir assembly with a damp, clean shop towel.



RockShox Suspension Cleaner



RockShox Suspension Cleaner

- 5** Remove the inner o-ring from the Rear Shock Module and discard it.
Clean the o-ring groove.

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

Remove any excess grease.

Set the Rear Shock Module aside.



Pick (non-metallic)



Pick (non-metallic)



RockShox Suspension Cleaner



RockShox Suspension Cleaner



RockShox Dynamic Seal Grease

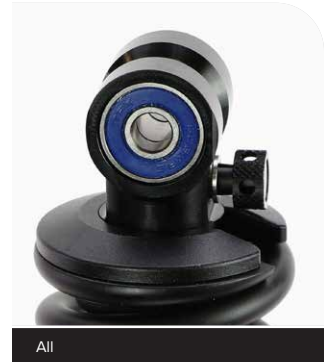


RockShox Dynamic Seal Grease

To remove the coil spring, the rebound adjuster knob must first be rotated to the full clockwise position and the adjuster knob must be removed. The coil spring cannot be removed with the rebound adjuster knob installed.

Spring Replacement: If the coil spring is replaced for spring sag and spring tuning, complete the spring removal procedures, then proceed to the Coil Spring Installation section.

- 1 The rebound adjuster knob must be removed before the coil spring can be removed, and before the shock can be serviced.
 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.
 Firmly pull the rebound adjuster knob from the shock and remove it.



- 2 Rotate the preload adjuster counterclockwise until the spring clip is loose.



- 3 Remove the spring clip and spring.



Coil Spring Replacement: Proceed to [Coil Spring Installation](#).

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



Select RT



Select+ RCT



Ultimate RC2T

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.



Select+ RCT



Ultimate RC2T

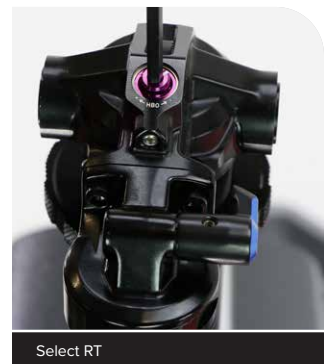
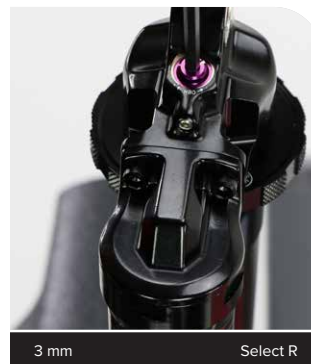


Ultimate DH RC2

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, Ultimate Flight Attendant: 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.



- 1** Clamp the shock, damper body eyelet/mount end, into the vise oriented vertically.



- 2** 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.

⚠ WARNING - PRESSURIZED DEVICE

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

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

⚠ CAUTION - EYE HAZARD

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



- 3** Remove the Schrader valve core.
Do not discard the Schrader valve core.

⚠ WARNING - PRESSURIZED DEVICE

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

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



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



- 5 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.



Pick (non-metallic)



- 6 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.



Pick (metallic)



Pick (metallic)

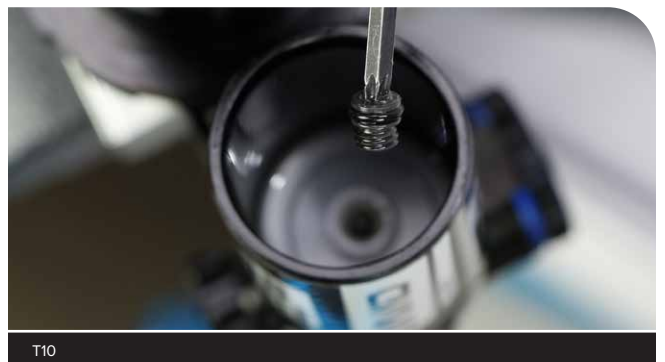


Pick (metallic)

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



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



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



Pick (non-metallic)



RockShox Dynamic Seal Grease

- 10** 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

11

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



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

- 1** Slide the bottomout bumper up.



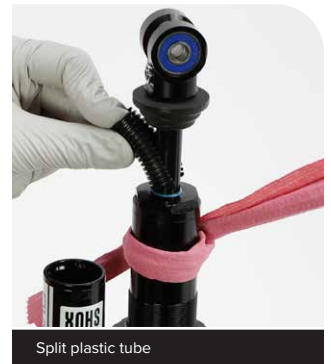
- 2** Secure a shop towel around the damper body to absorb oil.
Install a small section of split plastic tube over the damper shaft to protect it.

NOTICE

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



Shop towel



Split plastic tube

- 3** The rebound circuit must be opened for reassembly and bleed.
Insert the rebound adjuster into the rebound adjuster cam. Rotate the rebound adjuster knob counterclockwise 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).



- 4 Place the Vivid Counter Measure Wrench onto the sealhead.

NOTICE

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



Vivid Counter Measure Wrench



Vivid Counter Measure Wrench

- 5 Unthread the sealhead from the damper body.

⚠ WARNING - PRESSURIZED DEVICE

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

NOTICE

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



Vivid Counter Measure Wrench

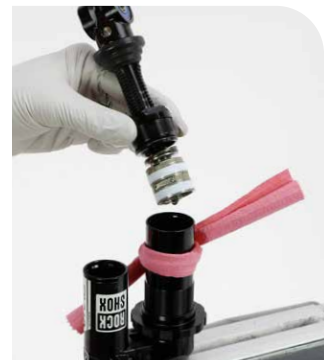


Vivid Counter Measure Wrench

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

⚠ WARNING - PRESSURIZED DEVICE

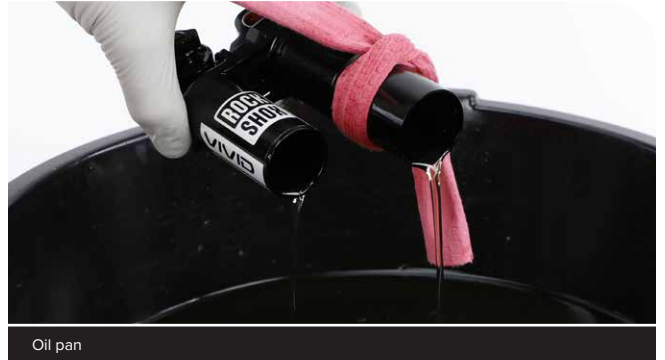
Always wear certified safety glasses (ANSI Z87.1, EN166 EU).



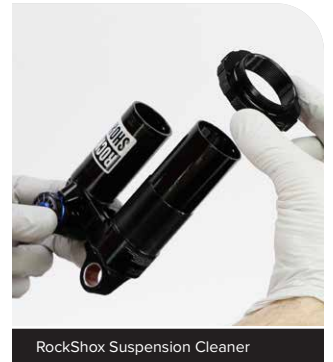
- 7** Remove the split plastic tube from the damper shaft.




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



- 9** Remove the shop towel.
Unthread and remove the spring preload adjuster from the damper body. Clean the spring preload adjuster.



RockShox Suspension Cleaner

 **Reservoir Upgrade (optional):** To continue with reservoir upgrade, proceed to [Upgrade \(optional\) - Ultimate RC2T Reservoir](#).
200 Hour Service To continue 200 Hour Service, proceed to [Sealhead Service](#).

Upgrade (optional) - Vivid Coil (Gen C) Ultimate RC2T Reservoir

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

The Ultimate RC2T reservoir is not compatible with Vivid Coil Ultimate Flight Attendant.

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.

Vivid Air (Gen C) is pictured. Procedures are the same for Vivid Coil (Gen C).

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



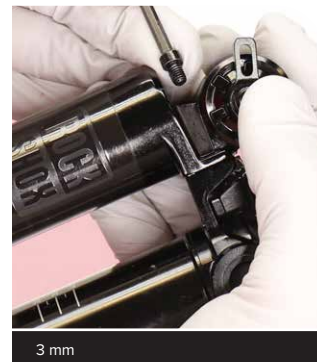
- 2 Base R, Select RT:** Remove each reservoir bolt.
Remove the reservoir assembly from the eyelet.



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



Unthread the right hidden reservoir bolt (3 mm).



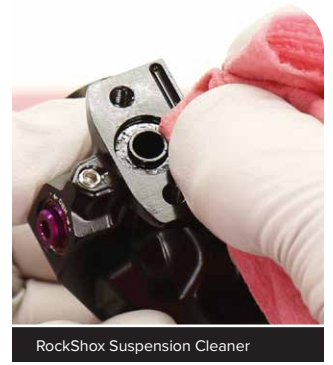
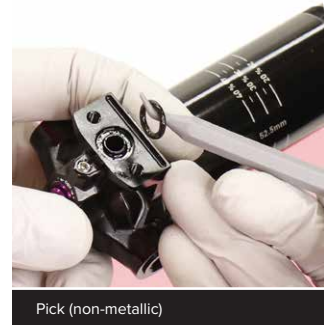
Lift the reservoir assembly away from the eyelet and slide it to the left until the slotted bolt groove in the neck clears the hidden reservoir bolt head.



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).



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.

⚠ WARNING - CRASH HAZARD

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

Adjust all compression settings to the open position before shock assembly.



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

Travel Change (optional): Travel within the shock stroke range is changeable by installing a Travel Reducer, the correct damper shaft Bottom Post, and correct Bottom Bumper included in the correct Travel Change kit. Refer to the tables within this section, at the appropriate step, for compatibility. Refer to the *RockShox Spare Parts Catalog* for available Vivid Coil (Gen C) Travel Change kits.

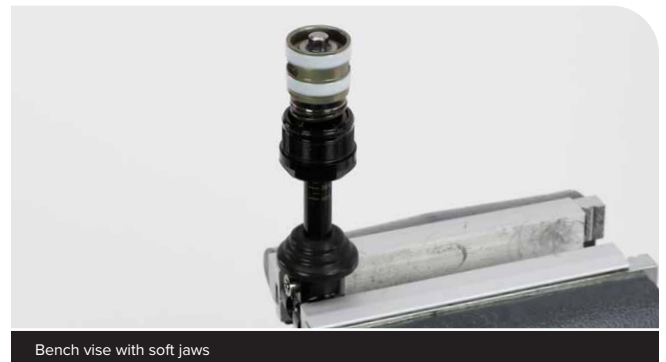
Shock Length	Shock Stroke (mm)	Damper Shaft Travel Reducer Height (mm)	Damper Shaft Bottom Post Height (mm)	Damper Shaft Bottom Post Laser Etch	Damper Shaft Bottom Bumper (mm)
165, 190	37.5	7.5	11	110	15
	40	5	9	090	15
	42.5	2.5	7	070	15
	45	no spacer	7	070	15
185, 210	47.5	7.5	13	130	15
	50	5	11	110	15
	52.5	2.5	9	090	15
	55	no spacer	7	070	15
205, 230	57.5	7.5	15	150	18
	60	5	13	130	18
	62.5	2.5	11	110	18
	65	no spacer	9	090	18
225, 250	67.5	7.5	15	150	21
	70	5	15	150	21
	72.5	2.5	13	130	21
	75	no spacer	11	110	21

If installed, do not remove or install damper shaft Travel Reducers without also replacing the damper shaft bottom post with the corresponding correct size. Confirm compatibility before changing travel.

NOTICE

Before increasing or reducing shock travel (stroke), consult your frame manufacturer. Frame size and design determine allowable shock travel (stroke). Too much travel (stroke) can cause damage to the shock or bicycle frame.

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



Bench vise with soft jaws

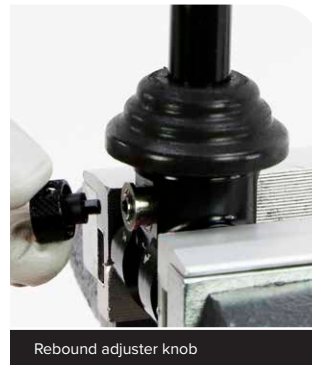
- 2** The rebound circuit must be opened for reassembly and bleed. Confirm the rebound adjuster is in the open position.

Insert the rebound adjuster into the rebound adjuster cam. Rotate the rebound adjuster knob counter-clockwise 10-15 clicks.

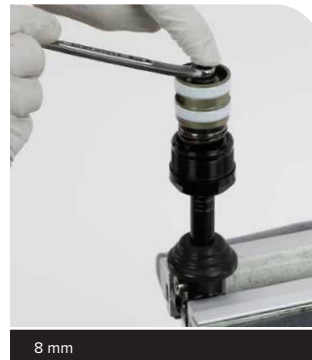
Remove the rebound adjuster knob.

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).



- 3** Unthread and remove the piston nut.



- 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



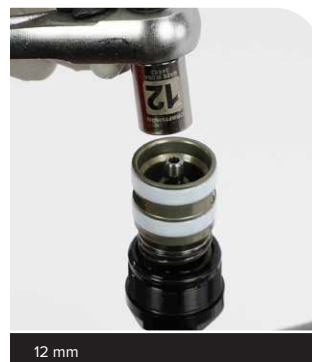
Pick (non-metallic)



Pick or small hex wrench

- 5** Unthread and remove the piston bottom post.

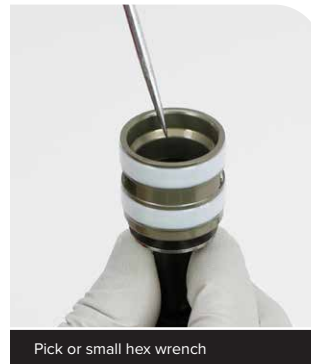
Travel Change (optional): If travel is changed, the original bottom post will not be reinstalled.



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.



- 7** Remove the sealhead assembly.



- 8** Firmly pull the top out spring and remove it from the sealhead. Inspect the inner sealhead bushing for excessive wear. If the bushing is worn or damaged, the sealhead assembly must be replaced. Discard the sealhead if the inner bushing is worn or damaged.



- 9** Remove the bottomout bumper and discard it.

Travel Change (optional): If travel is changed, install the correct bottomout bumper during reassembly.



- 10** Remove the travel reducer (if installed).

Travel Change (optional): If travel is changed, install the correct travel reducer during reassembly.



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

Travel Change (optional): If travel is changed, a damper shaft assembly with no sag gradients can be (not required) installed during reassembly. Refer to the *RockShox Spare Parts Catalog* for more available spare parts kits.



RockShox Suspension Cleaner



12 Install the travel reducer if originally installed.

Travel Change (optional): If travel is changed, install the correct travel reducer.

Shock Length	Shock Stroke (mm)	Travel Reducer Height (mm)
165, 190	37.5	7.5
	40	5
	42.5	2.5
	45	no spacer
185, 210	47.5	7.5
	50	5
	52.5	2.5
	55	no spacer
205, 230	57.5	7.5
	60	5
	62.5	2.5
	65	no spacer
225, 250	67.5	7.5
	70	5
	72.5	2.5
	75	no spacer



13 Apply grease to the inner surface of a new bottomout bumper and install it. Refer to the table below for bumper sizing.

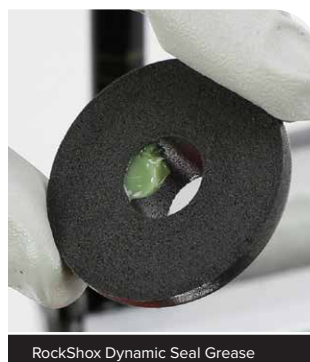
Travel Change (optional): If travel is changed, install the correct size bottomout bumper.

Shock Stroke (mm)	Bottomout Bumper Height (mm)
37 - 55	15
57.5 - 65	18
67.5 - 75	21

NOTICE

Bottomout bumper height is specific to shock stroke. To ensure proper function and avoid damage to the shock, install a new bottomout bumper that is the correct size for shock stroke.

Wipe away any excess grease from the damper shaft threads.

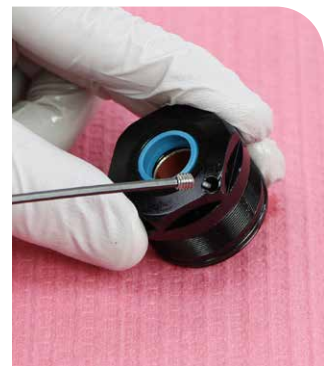
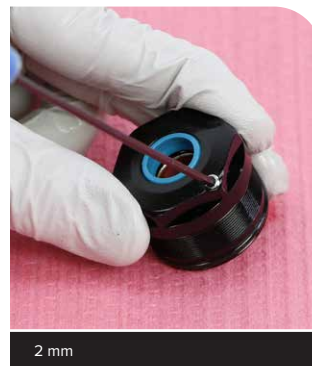


RockShox Dynamic Seal Grease



14

Remove the sealhead bleed screw.



15

Remove the nylon compression ball from the sealhead.

Place the sealhead on a flat surface.

Insert a bearing punch (5/64" / 1.98 mm OD) into the bleed hole at the correct angle, from the underside of the sealhead.

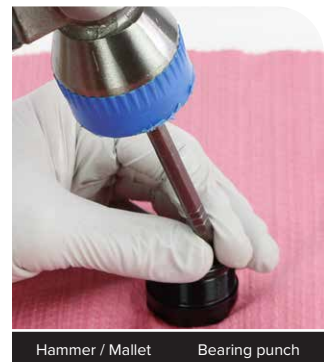
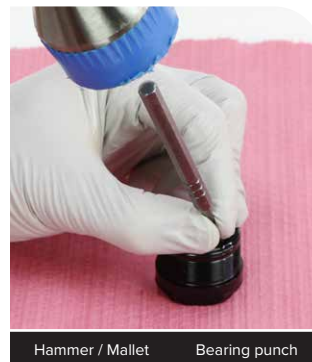
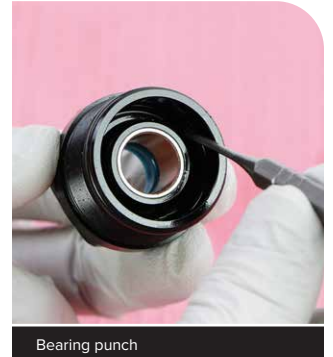
Gently tap the bearing punch and push the nylon compression ball out of the sealhead through the bleed port.

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.



16 Remove the inner sealhead wiper seal and discard it.

To remove the wiper seal, pierce the seal, pull it inward while pushing it straight down while taking care not to contact and scratch the sealhead and/or bushing.

Discard the wiper seal.

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.

CAUTION

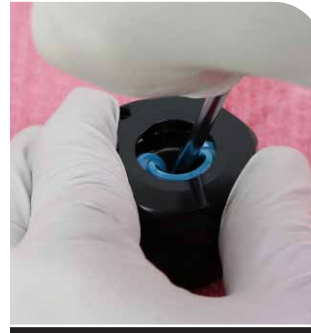
Use care when working with sharp tools and parts. Never use sharp tools coated with oil and/or grease. Clean and remove all oil and/or grease from your hands and gloves, and tools before working with any sharp tool or part. Failure to do so can result in personal injury.



Pick (Park Tool UP-3)



Pick (Park Tool UP-3)



Pick (Park Tool UP-3)



Pick (Park Tool UP-3)



Pick (Park Tool UP-3)

17 Clean the sealhead assembly.

Inspect the sealhead bushing for scratches. If the bushing is scratched, the sealhead must be replaced.



RockShox Suspension Cleaner



RockShox Suspension Cleaner



- 18** Apply grease to a new inner sealhead wiper and install it.
Apply grease to the bushings inside the center of the sealhead.



- 19** Remove the outer o-ring from sealhead and discard it. Apply grease to a new o-ring and install it.



RockShox Dynamic Seal Grease

RockShox Dynamic Seal Grease

- 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.



Socket - 19 mm



Socket - 19 mm



- 21** Install the sealhead onto the damper shaft.
Wipe away any excess grease from the damper shaft threads.



- 22** Push the rebound poker down into the damper shaft until it stops. This will open the rebound circuit and ensure the damper is properly bled during assembly.



Small hex wrench



Small hex wrench



Small hex wrench



23

Install the top out plate onto the damper shaft.

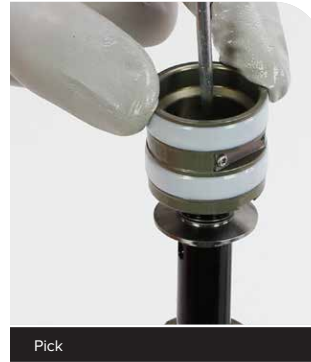
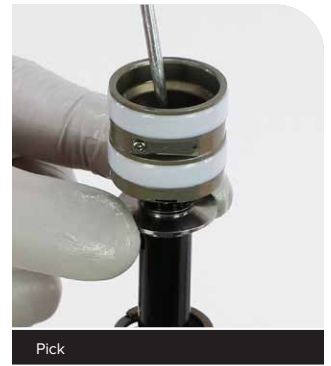
Install the piston assembly onto the end of the damper shaft and onto the top out plate.

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.



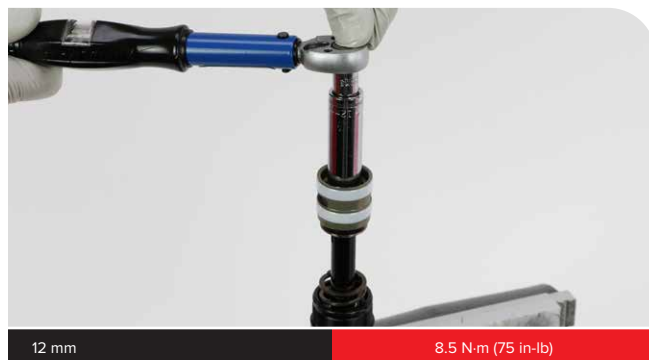
24 Install the bottom post and tighten it to the specified torque.

⚠ WARNING - CRASH HAZARD

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

Travel Change (optional): If travel is changed, install the correct size bottom post.

Shock Length	Shock Stroke (mm)	Bottom Post Height (mm)	Bottom Post Laser Etch
165, 190	37.5	11	110
	40	9	090
	42.5	7	070
	45	7	070
185, 210	47.5	13	130
	50	11	110
	52.5	9	090
	55	7	070
205, 230	57.5	15	150
	60	13	130
	62.5	11	110
	65	9	090
225, 250	67.5	15	150
	70	15	150
	72.5	13	130
	75	11	110



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

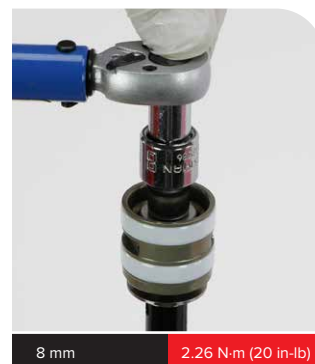


- 26** Install the piston nut onto the bottom post and tighten it to the specified torque.

⚠ WARNING - CRASH HAZARD

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

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



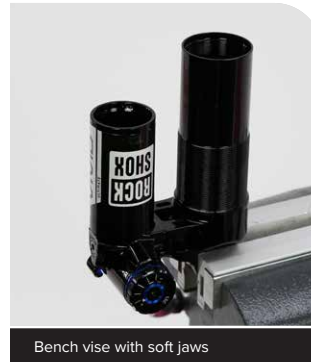
Procedures for Vivid Coil Ultimate Flight Attendant are the same, unless otherwise described and/or pictured.

- 1 All Vivid Coil Models:** The compression damper MUST be in the open position before oil fill and assembly. Confirm all compression adjusters are in the open position.

Ultimate Flight Attendant: Confirm the drive shaft key is rotated to the full counterclockwise position.



- 2** Clamp the damper body eyelet into the vise.
Install the coil spring preload ring.



- 3** Secure a shop towel around the damper body and reservoir to absorb oil.

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.

⚠ CAUTION

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



- 4** 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.



- 5** After oil in 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.



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



- 7** 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.

Confirm the IFP is oriented in the correct position, as pictured.

⚠ CAUTION

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



Base, Select, Select+, Ultimate



Base, Select, Select+, Ultimate



Ultimate Flight Attendant



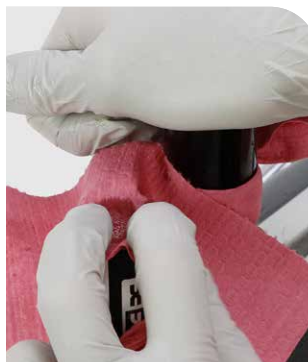
Ultimate Flight Attendant

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.



Ultimate Flight Attendant



Ultimate Flight Attendant

- 8 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.

20 mm depth is NOT the final IFP depth. Final IFP depth will be set after the piston/shaft assembly has been installed.

⚠ 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



- 9 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

- 10** 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.



- 11** 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.



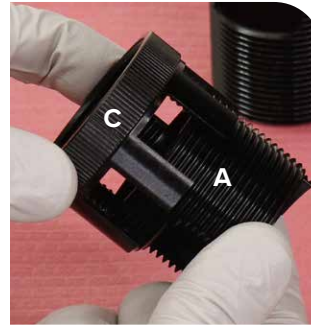
Procedures for Vivid Coil Ultimate Flight Attendant are the same, unless otherwise described and/or pictured.

- 1** The Sealhead Spring Compressor Tool consists of two threaded sections, which when the outer section is rotated, expand to compress the sealhead spring before the piston and sealhead are installed into the damper body. Full compression of the sealhead spring ensures the piston as at full top out during assembly.

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.

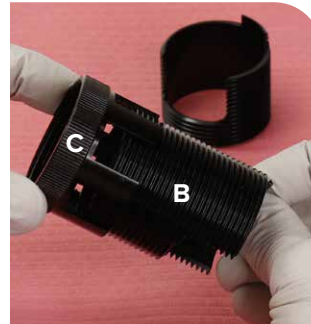
Shock Length (mm)	Shock Stroke (mm)	Inner Sealhead Spring Compressor Tool
165, 190	37.5 - 45	Short
185, 210	47.5 - 55	
205, 230	57.5 - 65	Tall
225, 250	67.5 - 75	



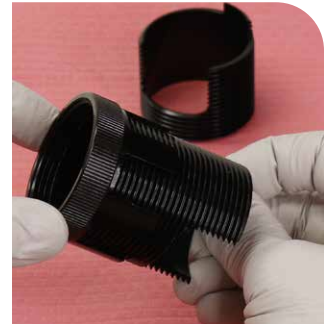
Inner Compressor Tool - Short



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 Counter Measure wrench, onto the sealhead. Do not cover the bleed hole with the wrench.

NOTICE

Do not scratch the damper shaft.



Vivid Counter Measure Wrench



Vivid Counter Measure Wrench

- 4** Slide the bumper and travel spacer (if installed) down to the wrench.

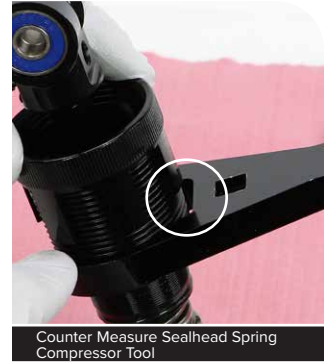


- 5** Install the Counter Measure Sealhead Spring Compressor Tool over the eyelet and damper shaft and insert the tab on the compressor tool into the notch in the wrench.

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



Counter Measure Sealhead Spring Compressor Tool

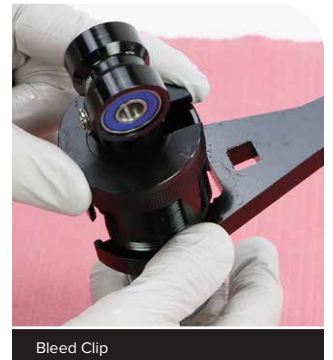


Counter Measure Sealhead Spring Compressor Tool

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



Bleed Clip



Bleed Clip



Bleed Clip and Counter Measure Sealhead Spring Compressor Tool

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

When the tool stops rotating the 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.



Counter Measure Sealhead Spring Compressor Tool



Counter Measure Sealhead Spring Compressor Tool



Counter Measure Sealhead Spring Compressor Tool



Counter Measure Sealhead Spring Compressor Tool

- 8** 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

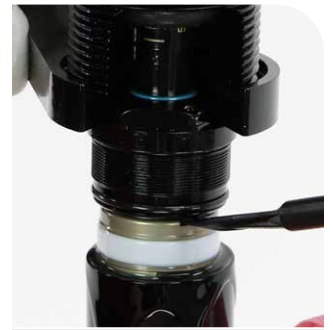


Flat plastic pick

- 9** 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.



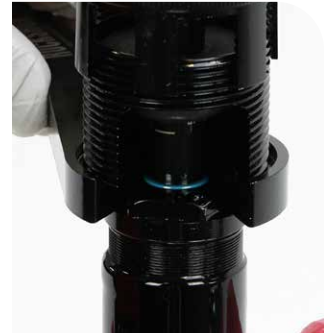
Flat plastic pick



Flat plastic pick



Flat plastic pick



- 10** Thread the sealhead into the damper body and engage the threads.



Vivid Counter Measure Wrench

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



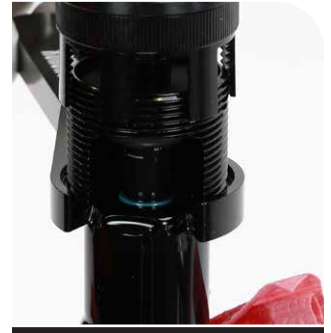
Vivid Counter Measure Wrench



Vivid Counter Measure Wrench



Vivid Counter Measure Wrench



Vivid Counter Measure Wrench

- 12 Tighten the sealhead to the specified torque.

⚠ WARNING - CRASH HAZARD

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



Vivid Counter Measure Wrench

34 N·m (300 in-lb)

- 13** Insert a 3 mm hex wrench through the correct slot (33 mm, 35 mm, 39 mm, or 41 mm) in the RockShox IFP Height Tool.

Reservoir Upgrade: If the shock reservoir was upgraded with an Ultimate RC2T reservoir, set the IFP depth to 41 mm.

Model	Stroke / Length	IFP Depth (mm)
Base	All	35
Select		
Select+		41
Ultimate DH		
Ultimate		
Ultimate Flight Attendant	37.5 - 65	33
	67.5 - 75	39

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

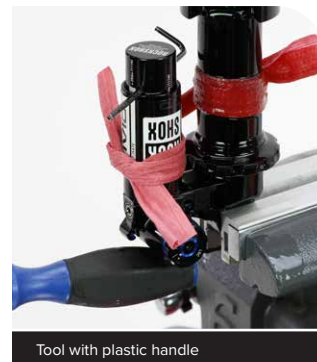
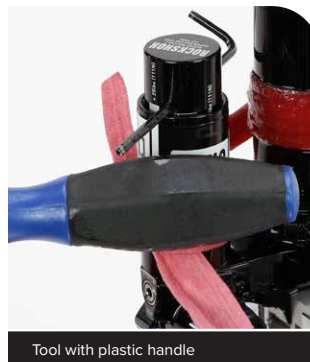
The IFP must be set to the specified depth. Failure to set the IFP to the specified depth will result in separation of the reservoir cap from the reservoir when the shock is compressed, which will cause permanent damage to the shock and possible injury to the rider.

⚠ 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.



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



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

NOTICE

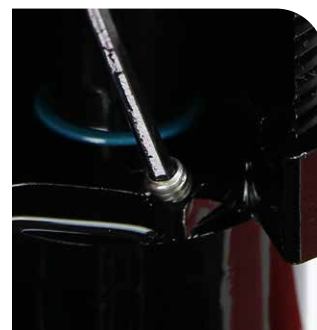
To ensure proper function, do NOT reuse the original compression ball.



- 16** 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



- 17** 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

18

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 (33 mm, 35 mm, 39 mm, or 41 mm IFP height) on the tool is compressed beneath the edge of the reservoir, the system will need to be re-bled.

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.

Reservoir Upgrade: If the shock reservoir was upgraded with an Ultimate RC2T reservoir, the IFP depth should be set to 41 mm and the 41 mm bleed check window should be referenced to check bleed quality.

Model	Stroke / Length	IFP Depth (mm)
Base	All	35
Select		
Select+		
Ultimate DH		41
Ultimate		
Ultimate Flight Attendant	37.5 - 65	33
	67.5 - 75	39



IFP Height Tool



Bleed check window
(33 mm, 35 mm, 39 mm, or 41 mm)



Bleed check window
(33 mm, 35 mm, 39 mm, or 41 mm)



Bleed check window
(33 mm, 35 mm, 39 mm, or 41 mm)



IFP Height Tool

19

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

- 20** 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.

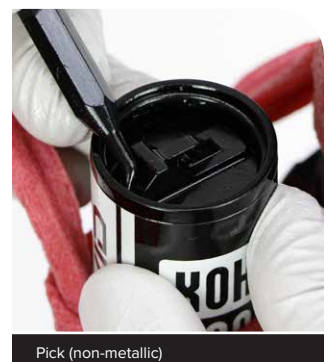


- 21** Insert one end of the retaining ring into the groove.
Push the retaining ring around the reservoir and into the retaining ring groove until it is completely seated.
Push the retaining ring in the groove with a pick and confirm the retaining ring is completely seated in the retaining ring groove.

⚠ CAUTION- EYE HAZARD

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

To avoid shock failure and possible injury, confirm the retaining ring is completely seated in the retaining ring groove before pressurizing the reservoir.



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



- 23** Reinstall the Schrader valve into the IFP reservoir cap.
Optional: Pull up on the reservoir cap to prevent it from moving.

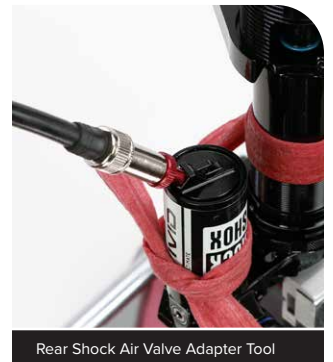


- 24** Install the red RockShox rear shock air valve adaptor tool onto the shock pump.
Thread the adaptor tool into the reservoir cap/air valve. Pressurize the reservoir to 200 psi / 13.8 bar.
Unthread the red adaptor tool from the reservoir cap/air valve with the shock pump still attached.

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.



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



- 1** Rotate the outer Counter Measure Sealhead Spring Compressor Tool clockwise to release pressure from the sealhead and eyelet spring clip.

Remove the eyelet spring clip, the compressor tools, and the Vivid 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



Spring clip



Counter Measure Sealhead Spring Compressor Tool



Counter Measure Sealhead Spring Compressor Tool

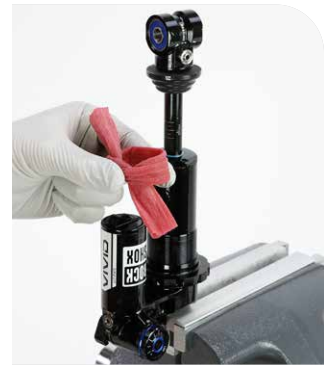


Vivid Counter Measure Wrench

- 2** Slide the bumper and travel spacer (if installed) 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 coil spring installation.
Remove the rebound adjuster knob.



- 2 Install the coil spring. Slide the bottomout bump down, level with the spring.



- 3** Rotate the eyelet to the original position.



- 4** Install the spring clip.
Rotate the spring clip and spring so the gap in the spring clip does not overlap the sharp end of the spring coil.



- 5** Hold the spring clip in place so it does not rotate. Rotate the spring preload adjuster until the coil spring contacts the spring clip. Ensure there is no vertical play between the coil spring, the spring clip, and the spring preload adjuster.
Grip the coil spring and check for play or movement. Rotate the spring preload adjuster until spring play is eliminated.



- 6** Install the rebound adjuster and rotate it to the original setting.



Mounting Hardware - Standard Eyelet

Deluxe is pictured. Procedures are the same for Vivid Coil (Gen C).

NOTICE

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

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.



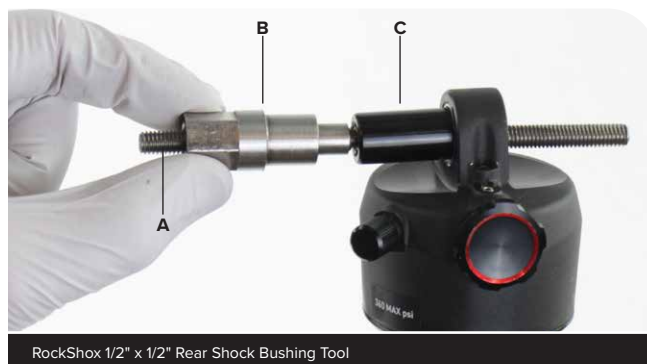
- 1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.



- 2 Insert the pin into the eyelet bushing.



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



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



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

NOTICE

Do not damage the shock with the wrenches.

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

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

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

Remove the bushing tool.



6

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

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



Upgrade (optional) - Standard Eyelet to Bearing Adapter (26 mm V1 and V2)

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

The RockShox Rear Shock Bearing Adapter (26 mm V1 and V2) is compatible with the Vivid Coil (Gen C) damper shaft eyelet and damper body eyelet. The damper shaft eyelet is pictured. Procedures are the same for the damper body eyelet.

A new RockShox Rear Shock Bearing Adapter (26 mm V2) is pictured. A new RockShox Bearing Adapter (26 mm V2) includes one bearing in the non-dimpled adapter that is not completely seated and must be pressed and seated into the adapter before the shock can be installed onto a bicycle. Procedures are the same for an original, previously installed, V1 or V2 bearing adapter unless otherwise pictured and/or described.

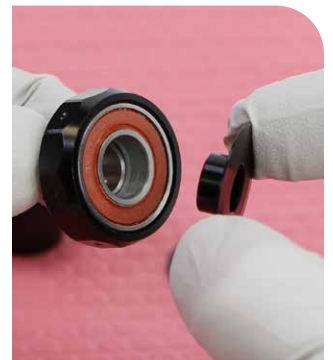
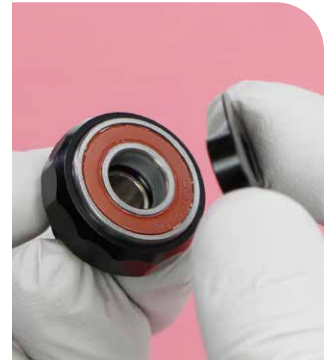
The [standard eyelet bushing must be removed](#) before the Bearing Adapter can be installed.

NOTICE

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

Bearing Adapter Installation

- 1 Remove both bearing covers and set them aside.



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

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

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

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



3 Install the external threaded bearing adapter (**note:** V2 includes a dimple on each hex flat) into the eyelet and thread it into the internal threaded bearing.

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

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

Continue to thread the bearing adapter sides together by hand.



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



Bench vise with soft jaws

- 5 Place the 26 mm bearing adapter socket onto the bearing adapter.

NOTICE

Do NOT use a standard 26 mm socket to install or remove the RockShox Rear Shock Bearing Adapter. A standard socket may contact the shock and may cause permanent damage. Use ONLY the RockShox Bearing Adapter Socket (26 mm).

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



RockShox Bearing Adapter Socket (26 mm)



RockShox Bearing Adapter Socket (26 mm)

- 6 Tighten the bearing adapter to the specified torque.

NOTICE

Do NOT use a standard 26 mm socket to install or remove the RockShox Rear Shock Bearing Adapter. A standard socket may contact the shock and may cause permanent damage. Use ONLY the RockShox Bearing Adapter Socket (26 mm).

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

⚠ WARNING - CRASH HAZARD

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

Remove the shock from the vise.



RockShox Bearing Adapter Socket (26 mm)

10 N·m (90 in-lb)



- 7** V1 New and Original Bearing Adapter, and V2 Original Bearing Adapter (if removed before service): Install both bearing covers.



- 8 V2 New Bearing Adapter:** Install both bearing covers and position the bearing adapter in the vise.



A new RockShox Bearing Adapter (26 mm V2) includes one bearing in the non-dimpled adapter that is not completely seated and must be pressed and seated into the adapter before the shock can be installed onto a bicycle.

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

NOTICE

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



Bench Vise with Soft Jaws



Bench Vise with Soft Jaws



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



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

Ultimate Flight Attendant - Rear Shock Module Installation and Check Function

Install the Flight Attendant Rear Shock Module after service is complete.

- 1 Apply a light layer of grease to the Rear Shock Module o-ring.



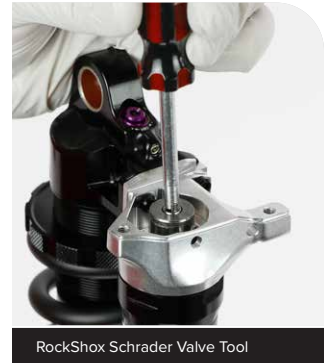
RockShox Dynamic Suspension Grease



RockShox Dynamic Suspension Grease

- 2 The keyed ends of the Rear Shock Module and the compression damper adjuster must be aligned before installation. Check for alignment before installation.

If the keys are not aligned, rotate the compression adjuster key until it is aligned with the internal key in the Rear Shock Module.



RockShox Schrader Valve Tool

- 3 Install the Rear Shock Module onto the shock and evenly tighten each cap screw to the specified torque.

NOTICE

Confirm the Rear Shock Module sits flush against the reservoir neck before tightening the module screws.

Do not over-tighten the Rear Shock Module screws, as this can damage the module housing.



3 mm



3 mm



3 mm

0.56 N·m (5 in-lb)



3 mm

0.56 N·m (5 in-lb)

- 4 Remove the battery block and install the SRAM battery.

Rear Shock Module Homing/Power Cycle Process: When the battery is installed, the system should smoothly complete the homing/power cycle process (compression damper reset), which adjusts the compression damper to the Open Position. If the internal motor hesitates, exhibits repeated efforts to initiate the homing/power cycle process, or produces clicking noises, the Rear Shock Module may be installed incorrectly.

Loosen each Rear Shock Module cap screw, then remove and reinstall the SRAM battery. Verify the homing/power cycle process executes smoothly. When confirmed, evenly tighten each cap screw (5 Nm / 0.56 in-lb).



5 To confirm the rear shock module functions properly, install the SRAM battery. The rear shock module motor should complete a power cycle which adjusts the compression damper toward the Open Position.

Single press the AXS button and listen for the adjuster motor to actuate. If the motor does not actuate, there may be a problem and the shock will need to be disassembled and reassembled.

Note: One double press of the AXS button will adjust the compression damper toward the Open position. One single press of the AXS button will adjust the compression damper toward the Lock position.

If the internal motor hesitates, exhibits repeated efforts to initiate the homing/power cycle process, or produces clicking noises, the Rear Shock Module may be installed incorrectly.

Loosen each Rear Shock Module cap screw, then remove and reinstall the SRAM battery. Verify the homing/power cycle process executes smoothly. When confirmed, evenly tighten each cap screw (5 Nm / 0.56 in-lb).

Test with rear shock installed on bicycle: When the rear shock is installed back into the bicycle frame, test function again.

Adjust the rear shock to the Lock position, and compress the frame suspension to confirm the shock locks properly.



Shock Installation and Setup

- 1** Reinstall the rear shock as instructed by your frame manufacturer.
- 2** Set coil spring sag. Refer to the *RockShox Suspension Tuning and Setup Guide* for setting coil spring sag procedures.
- 3** Adjust the rebound and compression settings to the pre-service settings written down in the [Record Your Settings](#) table.
Ultimate Flight Attendant: Refer to the Flight Attendant User Manual for procedures to set Low Speed Compression damping.
- 4** **Test with rear shock installed on bicycle:** When the rear shock is installed back into the bicycle, test function again. Adjust damper settings, and compress the frame suspension to confirm the shock functions properly.

This concludes the service for your RockShox rear shock.



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