

ROCKSHOX

DELUXE

2023+ Deluxe Coil Select



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.

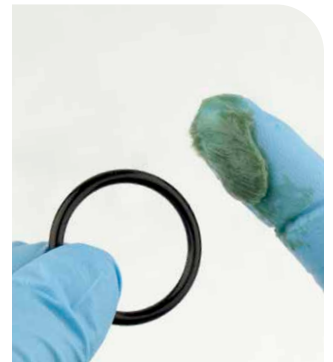


Replace the o-ring or seal with a new one from the service kit. Use your fingers or a pick to pierce and remove the old seal or o-ring.

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.

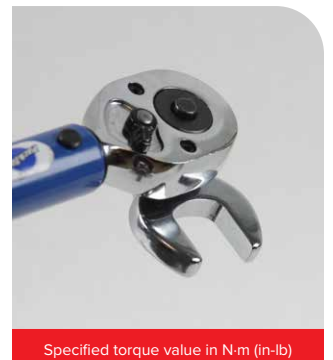


Use aluminum soft jaws when placing a part in a bench vise.

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

⚠ WARNING - CRASH HAZARD

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



Model Code Identification

Product model code and specification details can be identified with the serial number etched onto 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.

Model Code example: **RS-DLXC-SEL-B1**

RS = Product Type - Rear Suspension

DLXC = Series - Deluxe Coil

SEL = Model - Select

B1 = Version - (B - second generation, 1 - first iteration); the version of the product is important for part and lubricant compatibility.

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

Warranty and Trademark

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

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

Recommended Service Intervals

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

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from shock damper body and wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes oil contamination
Every 200 Hours	Perform damper service	Extends suspension lifespan
		Restores damping performance

Record Your Settings

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

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

Torque Values

Part	Tool	Torque
Check Nut	15 mm socket	8 N•m (75 in-lb)
Rear Shock Bearing Adapter	RockShox Bearing Adapter Socket (26 mm)	10 N•m (90 in-lb)
Sealhead	Counter Measure Wrench	34 N•m (300 in-lb)

IFP Depth

Shock Stroke (mm)	IFP Depth (mm)
37.5 - 45	71
47.5 - 55	79
57.5 - 65	87
67.5 - 75	95

Comprehensive Parts, Tools, and Supplies List

Parts

- Super Deluxe Coil / Deluxe Coil B1 Service Kit - 200 hours
- Rear Shock Eyelet Bearing Kit
- Rear Shock Bushing Kit
- 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

Safety and Protection Supplies

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

Lubricants and Oils

- Isopropyl alcohol or RockShox Suspension Cleaner
- Maxima PLUSH Suspension Oil 7wt
- RockShox Dynamic Seal Grease
- Loctite 2760 Threadlocker (Red) (or equivalent)

RockShox Tools

- RockShox 1/2" x 1/2" rear shock bushing removal/installation tool
- RockShox Air Valve Adapter Tool - Rear Shock (red adapter)
- RockShox Deluxe IFP Height Tool
- RockShox Rear Shock Bearing Adapter Socket Tool 26mm- (used for installing and removing bearing adapter kit, 8x30)
- RockShox Rear Shock Body Vise Blocks - 35 mm
- RockShox Rear Shock DU Bushing Sizing Tool 1/2"x1/2" (for sizing bushings and installing hardware) - RockShox
- RockShox Schrader Valve Tool
- RockShox Shock pump (350 psi max)
- RockShox Rear Shock Spring Compressor Tool, Counter Measure

Common Tools

- Bearing press tool: 22 mm (OD) x 10 mm (ID)
- Bench vise with soft jaws and grooved soft jaws
- Digital Measurement Caliper
- Guide Pin/Punch: 1.5 mm
- Hammer
- Hex wrenches: 2 mm, 2 additional small hex wrenches
- Open end wrenches: 13 mm (x2)
- Metal Pick
- Plastic Pick
- Socket wrench: 15 mm, 19 mm
- Torque wrench

Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

WARNING

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

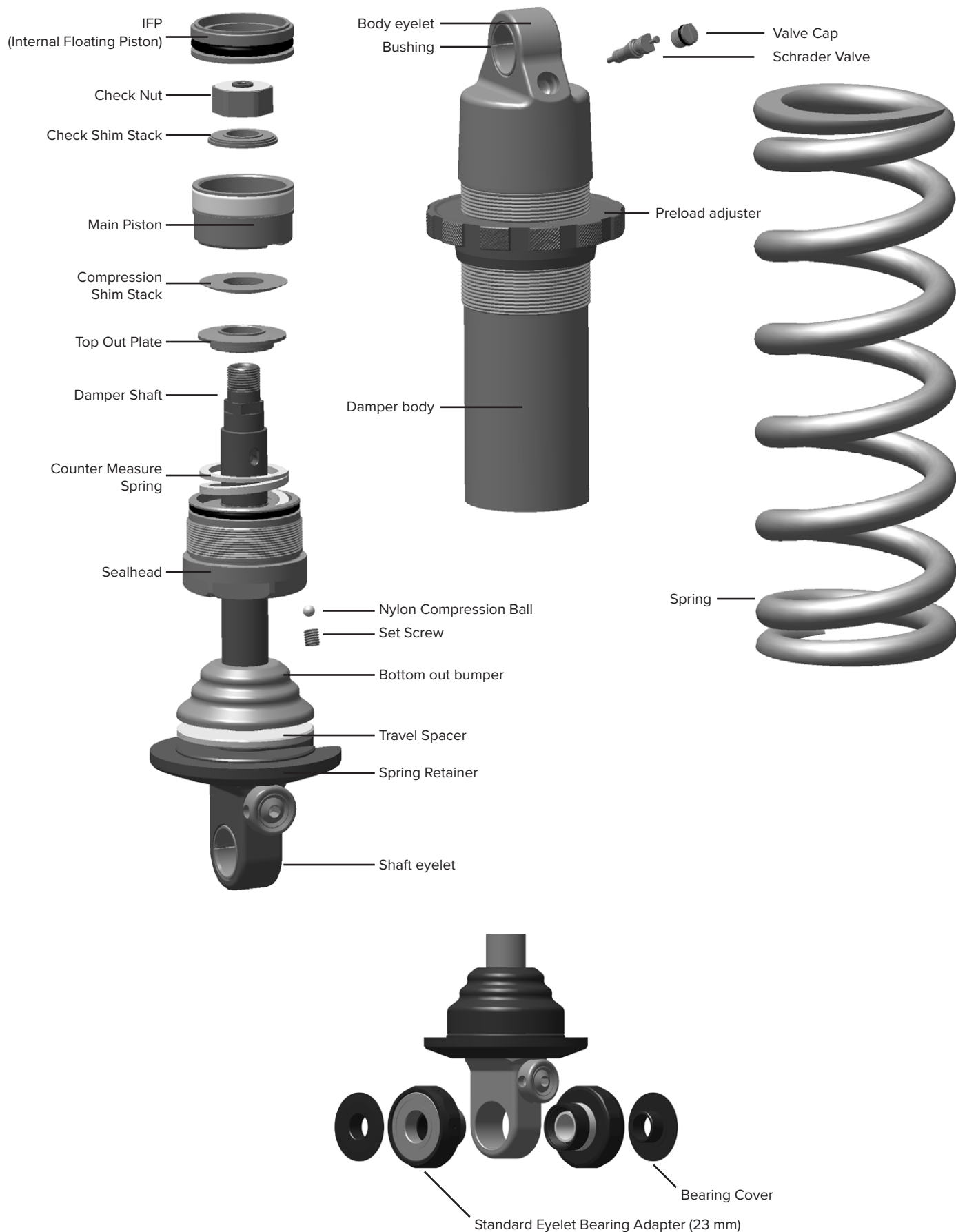
If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

SAFETY INSTRUCTIONS

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

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

Exploded View



Shock Eyelet Service - Standard Eyelet

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

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 Deluxe Coil with a standard shaft eyelet. The RockShox Bearing Adapter (26 mm) is NOT compatible with the Deluxe Coil damper body standard eyelet. If installed, remove the damper shaft eyelet mounting hardware and damper shaft eyelet bushing only.

Mounting Hardware Removal (Service and Optional Bearing Adapter Installation)

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

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.



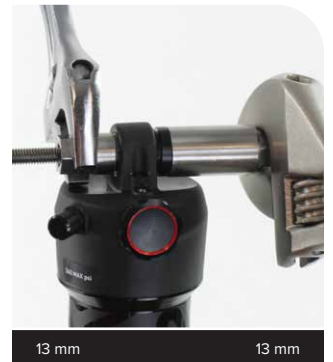
- 4** If the bushing pin does not remove easily, reinsert the threaded rod and push pin through the eyelet shaft.

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 only the damper shaft eyelet bushing.

Deluxe is pictured. Procedures are the same for Deluxe Coil.

- 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.

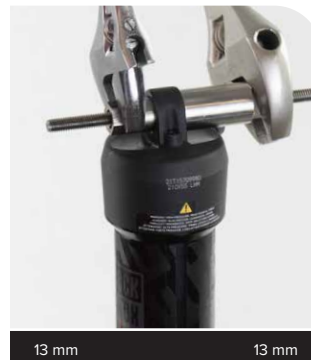


- 2 Clamp the catcher in a vise or hold it secure with a 13 mm open end or adjustable wrench.

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

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



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

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

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



Eyelet Bushing Sizing

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

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

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](#).

Shock Eyelet Service - Bearing Adapter (26 mm)

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

NOTICE

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

Bearing Adapter Removal

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



- 2 Unthread and remove one bearing adapter.

NOTICE

Do NOT use a standard 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).

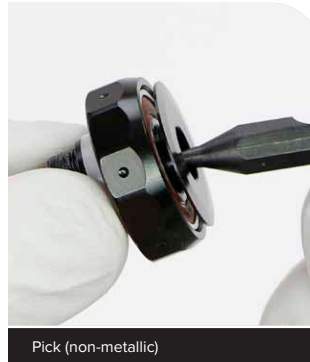
Do not damage the shock during bearing adapter removal and/or installation.



- 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

Super Deluxe Coil is pictured. Procedures are the same for Deluxe Coil (Gen B).

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 cover.



- 2 Place a punch against the back of the opposite bearing, and tap out the bearing.

NOTICE

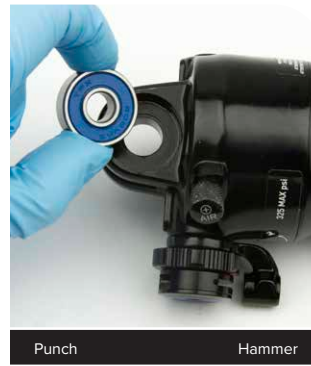
Do not damage the shock when tapping out the bearing.



- 3 Turn the shock over and place the punch against the back of the other bearing, and tap out the bearing.

NOTICE

Do not damage the shock when tapping out the bearing.



- 4 Clean the bearing bores.



Bearing Installation

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

Loosen the vise, and align the bearing press tool with the bearing, then tighten the vise. Press the bearing into the bearing bore until it stops.

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.



- 2 Insert a new spacer into the eyelet, then install a new bearing into the other bearing bore. Clamp the eyelet and bearing into a vise with soft jaws, then press the bearing into the bearing bore until it is flush with the eyelet.

Loosen the vise, and align the bearing press tool with the bearing, then tighten the vise. Press the bearing into the bearing bore until it stops.

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** Remove the shock from the vise. The bearings should sit approximately 1 mm below the outer edge of the bearing bore.
Install dust covers before installing the shock on the bicycle.



Deluxe Coil Service

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

⚠ WARNING

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

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

SAFETY INSTRUCTIONS

Always wear safety glasses and nitrile gloves when working with suspension 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 on each part and clean with a shop towel. Apply grease to the new seal or o-ring. Only use RockShox Dynamic Seal Grease when servicing RockShox shocks.

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

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



200 Hour Service

Coil Spring Removal

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



- 2 Turn the preload adjuster counter-clockwise until there is a large gap between it and the spring.



- 3 Remove the spring retainer and spring.



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 damper body valve cap.

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

Remove the Schrader valve core. Install the Schrader valve core back into the damper body and tighten it finger tight.

⚠ 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 pressurized oil to spray from the shock during disassembly. Wear safety glasses.



Schrader Valve Core Tool



Small Hex Wrench

2 Clamp the body eyelet into the vise.**3** Move the bottom out bumper away from the sealhead.

- 4 Loosen and slowly remove the shaft assembly from the damper body.

⚠ WARNING - PRESSURIZED DEVICE

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

NOTICE

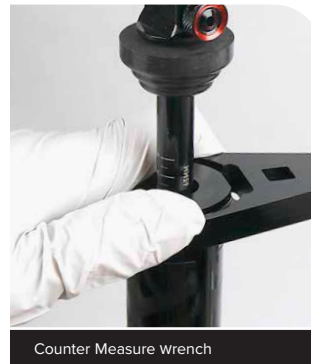
Hold the Counter Measure wrench in place with your hand as you turn the sealhead to prevent damage to the sealhead wrench flats.

Oil will spill from the damper body and the reservoir mount as the shaft assembly is removed. Wrap a shop towel around the damper body.

⚠ CAUTION - EYE HAZARD

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

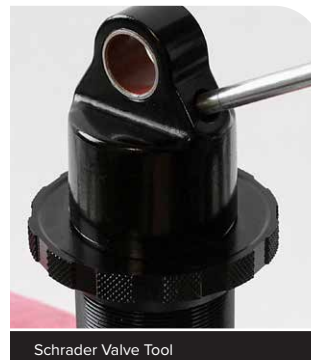
- 5 Remove the shock from the vise and pour the oil from the damper body into an oil pan.



Counter Measure Wrench



- 6 Remove the Schrader valve core from the damper body.



Schrader Valve Tool



- 7** Thread the rear shock air valve adapter tool into a shock pump. Thread the air valve adapter into the air fill port in the damper body.

Clamp the body eyelet in the vise or hold the damper body by hand.

Hold or secure a shop towel over the damper to catch the IFP when it is removed.



RockShox Air Valve Adapter Tool

RockShox Shock Pump

Slowly pressurize the damper body to dislodge the IFP. Continue adding air until the IFP comes to the top of the damper body. Remove the IFP.

⚠ WARNING - PRESSURIZED DEVICE

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

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.



- 8** Remove and discard the IFP o-ring. Install a new o-ring onto the IFP. Apply RockShox Dynamic Seal Grease to the o-ring.

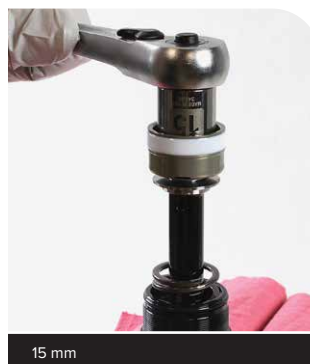


Pick

- 9** Clamp the shaft eyelet into the vise.



- 10** Remove the check nut.



- 11** Slide the shims and piston off the shaft and onto a hex wrench or pick.

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



- 12** Slide the compression shims and top out plate from the shaft and onto a hex wrench or pick.

NOTICE

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



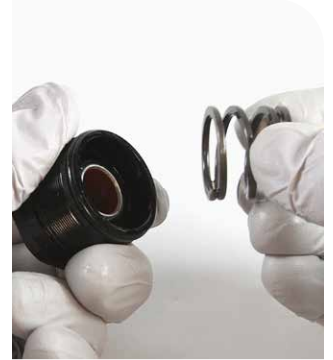
- 13** Remove the top out plate from the shaft.



- 14** Remove the sealhead from the damper shaft.



- 15** Pull the Counter Measure spring from the sealhead.



- 16** Use a 2 mm hex wrench to remove the bleed screw from the sealhead.



- 17** Use a 1.5 mm guide pin to push the nylon compression ball out of the back of the sealhead through the bleed port.

Discard the compression ball.

NOTICE

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



18 Pierce and remove the rod wiper seal.

Install a new wiper seal. Install the wiper seal with the stepped face away from the sealhead.

NOTICE

Do not scratch the sealhead with the pick.

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.



19 Remove and discard the o-ring from the sealhead, then install a new o-ring.

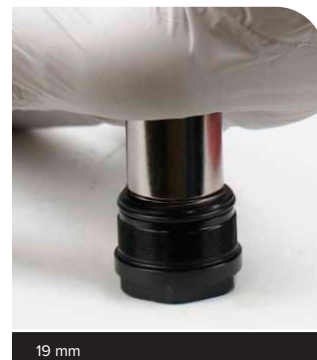


20 Apply grease to the o-ring, bushing, and into the cavity of the wiper seal.



21 Insert the Counter Measure spring into the sealhead.

Place a 19 mm socket over the spring. Press down on the socket until the spring snaps into the sealhead.



- 22** Remove the bottom out bumper from the shaft. Clean and inspect the shaft for damage and replace if necessary.
Reinstall the bottom out bumper on the shaft assembly.



- 23** Clean the shaft and check nut threads and remove all traces of original threadlocker.

NOTICE

Make sure all traces of Loctite have been removed from the shaft assembly before proceeding. Failure to remove Loctite can restrict movement in the main piston assembly and reduce functionality in the shock.



- 24** Apply Loctite Threadlocker 2760 (red), or equivalent, to the first 3 threads of the damper shaft.

⚠ WARNING - CRASH HAZARD

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



Loctite 2760 Threadlocker (Red) (or equivalent)

- 25** Install the sealhead assembly onto the damper shaft.



26 Install the top out plate onto the damper shaft.



27 Slide the compression shim stack off the hex wrench and 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 for proper shock function. Refer to the *Rear Suspension Shim Tuning Guide* for piston assembly and shim stack configurations.



28 Install the main piston onto the damper shaft. Slide the check shim stack from the hex wrench onto the damper shaft.

Confirm all shims and the piston assembly are seated square and flush 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 for proper shock function. Refer to the *Rear Suspension Shim Tuning Guide* for piston assembly and shim stack configurations.



- 29 Thread the check nut onto the damper shaft and tighten to 8.4 Nm (75 in-lbs).

⚠ 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 shaft assembly from the vise.



- 1 Remove the damper body assembly from the vise.
Clean the interior of the damper body. Inspect for scratches.

NOTICE

Scratches in the damper body can cause leaks. If the damper body is scratched it must be replaced.



- 2 Clean the exterior of the damper body.



- 3 Install the IFP into the damper body with the flat side visible. Use the Deluxe IFP Height Tool to push the IFP to the depth specified in the table below.

⚠ CAUTION - EYE HAZARD

Do not look directly at the reservoir as you push on the IFP. Oil may be ejected from the IFP reservoir if you push the IFP down too fast. Wear safety glasses.

Shock Stroke (mm)	IFP Depth (mm)
37.5 - 45	71
47.5 - 55	79
57.5 - 65	87
67.5 - 75	95

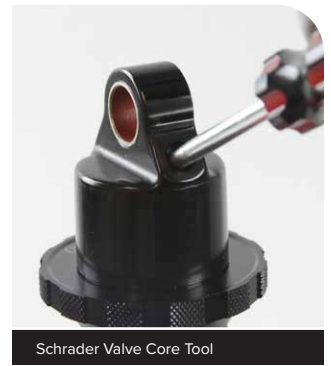


Deluxe IFP Height Tool



Deluxe IFP Height Tool

- 4 Install the Schrader valve into the damper body and hand tighten.



Schrader Valve Core Tool

- 5 Thread the outer compression tool onto the inner compression tool until the ends are flush.

Note: There are two lengths of inner compression tools. Use the tool that best fits your shock length when installed on the Counter Measure wrench.



Outer Compression Tool

Inner Compression Tool

Counter Measure Compression Tool

- 6 Install the Counter Measure wrench onto the the damper shaft sealhead. Make sure the wrench does not obstruct the bleed port in the sealhead.

Install the Counter Measure compression tool onto the damper assembly, with the tab on the compression tool inserted into the notch in the wrench.



Counter Measure Wrench



Counter Measure Compression Tool

- 7 Install the spring retainer between the compression tool and the shaft eyelet



Spring Retainer

- 8 Turn the Counter Measure compression tool counterclockwise until it stops and the damper is fully extended.



- 9 Clean the RockShox vise blocks, then install them around the damper body threads and clamp in the vise.

NOTICE

The clamp should be at the same level as the IFP, and will hold the IFP in place while the damper is bled. Adjust the preload adjuster as necessary to allow the vise blocks to clamp the IFP in the damper body.



RockShox Rear Shock Body Vise Blocks - 35 mm

- 10 Pour oil into the damper body until it is level with the top of the damper body.



7wt

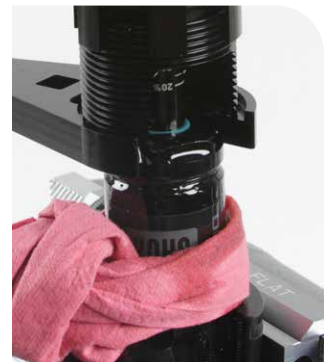
Maxima PLUSH Suspension Oil

- 11 Slowly install the shaft assembly into the damper body until the threads of the sealhead contact the damper body.

Oil will overflow from the damper body. Wrap a shop towel around the shock.

⚠ CAUTION - EYE HAZARD

Oil can eject from the damper body. Wear safety glasses.



- 12** Thread the sealhead into the damper body until resistance is felt.



- 13** Remove the shock and vise blocks from the vise. Install soft jaws in the vise and clamp the shaft eyelet.



- 14** Tighten the sealhead to 34 N•m (300 in-lb).

⚠ WARNING - CRASH HAZARD

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



Counter Measure Wrench

34 N•m (300 in-lb)

- 15** Insert a new nylon compression ball into the bleed port.
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.

NOTICE

Overtightening the bleed screw can damage the nylon compression ball.



2 mm

- 16** Install the RockShox air valve adapter tool onto the shock pump and thread the adapter into the reservoir air valve. Inflate the damper body to 200 psi.

Remove the adapter and pump from the damper body.

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

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



RockShox Air Valve Adapter Tool and Shock Pump

200 psi

- 17** Install a new IFP reservoir fill cap o-ring, and install the fill cap into the damper body.



Schrader Valve Core Tool

- 18** Turn the outer compression tool clockwise to remove pressure on the system. Remove the spring retainer, both compression tools, and the Counter Measure wrench from the damper body.



- 19** Clean the shock.



1 Install the coil spring and spring retainer.

Adjust the spring preload adjuster until the coil spring contacts the spring retainer. Ensure that there is no vertical play between the coil spring and the retainer by holding the spring and trying to pull on the shock body.

NOTICE

Do not exceed 5 mm (or five full turns of rotation) on the spring preload adjuster as this will damage the shock. If more than 5 turns are necessary to achieve proper sag, use a higher weight spring.

**2** Refer to the rebound settings recorded for the shock at the beginning of the service. Set each adjuster to the recorded number of clicks/turns.

Mounting Hardware - Standard Eyelet

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

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.



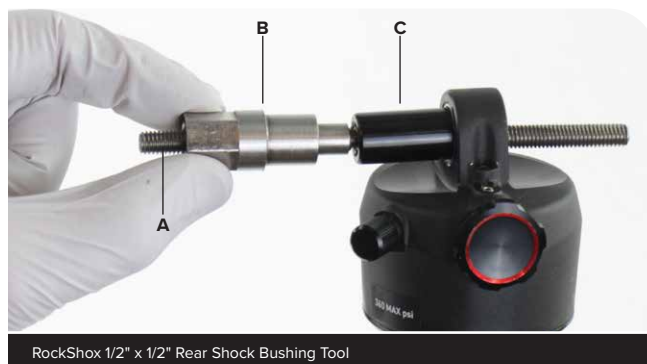
- 1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.



- 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 only compatible with the Deluxe Coil (Gen B) damper shaft eyelet (pictured).

The RockShox Rear Shock Bearing Adapter (26 mm V1 and V2) is NOT compatible with the Deluxe Coil (Gen B) 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 Deuxe Coil (Gen B) with a standard eyelet (damper shaft only) is compatible with a 26 mm RockShox Rear Shock Bearing Adapter only. To avoid permanent damage to a Deluxe Coil (Gen B) rear shock, do NOT install a 26 mm RockShox Rear Shock Bearing Adapter into the damper body standard eyelet, and do NOT install a 23 mm RockShox Rear Shock Bearing Adapter into the damper body 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 interfere with the shock eyelet 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.

- 1 Reinstall the rear shock as instructed by your frame manufacturer.
- 2 Adjust the rebound damper setting to the pre-service setting written down in the [Record Your Settings](#) table.

This concludes the service for your RockShox rear shock.



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