



2017 Super Deluxe™ 50/200 Hour Service



Service Manual



SRAM LLC WARRANTY

EXTENT OF LIMITED WARRANTY

Except as otherwise set forth herein, SRAM warrants its products to be free from defects in materials or workmanship for a period of two years after original purchase. This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made through the retailer where the bicycle or the SRAM component was purchased. Original proof of purchase is required. **Except as described herein, SRAM makes no other warranties, guaranties, or representations of any type (express or implied), and all warranties (including any implied warranties of reasonable care, merchantability, or fitness for a particular purpose) are hereby disclaimed.**

LOCAL LAW

This warranty statement gives the customer specific legal rights. The customer may also have other rights which vary from state to state (USA), from province to province (Canada), and from country to country elsewhere in the world.

To the extent that this warranty statement is inconsistent with the local law, this warranty shall be deemed modified to be consistent with such law, under such local law, certain disclaimers and limitations of this warranty statement may apply to the customer. For example, some states in the United States of America, as well as some governments outside of the United States (including provinces in Canada) may:

- a. Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).
- b. Otherwise restrict the ability of a manufacturer to enforce such disclaimers or limitations.

For Australian customers:

This SRAM limited warranty is provided in Australia by SRAM LLC, 1000 W. Fulton Market, 4th Floor, Chicago, IL, 60607, USA. To make a warranty claim please contact the retailer from whom you purchased this SRAM product. Alternatively, you may make a claim by contacting SRAM Australia, 6 Marco Court, Rowville 3178, Australia. For valid claims SRAM will, at its option, either repair or replace your SRAM product. Any expenses incurred in making the warranty claim are your responsibility. The benefits given by this warranty are additional to other rights and remedies that you may have under laws relating to our products. Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

LIMITATIONS OF LIABILITY

To the extent allowed by local law, except for the obligations specifically set forth in this warranty statement, in no event shall SRAM or its third party suppliers be liable for direct, indirect, special, incidental, or consequential damages.

LIMITATIONS OF WARRANTY

This warranty does not apply to products that have been incorrectly installed and/or adjusted according to the respective SRAM user manual. The SRAM user manuals can be found online at sram.com, rockshox.com, avidbike.com, truvativ.com, or zipp.com.

This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturers specifications of usage or any other circumstances in which the product has been subjected to forces or loads beyond its design.

This warranty does not apply when the product has been modified, including, but not limited to any attempt to open or repair any electronic and electronic related components, including the motor, controller, battery packs, wiring harnesses, switches, and chargers.

This warranty does not apply when the serial number or production code has been deliberately altered, defaced or removed.

This warranty does not apply to normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to SRAM recommendations and/or riding or installation in conditions or applications other than recommended.

Wear and tear parts are identified as:

- | | | | |
|--------------------------------|-----------------------------------|--------------------------|----------------------|
| • Dust seals | • Stripped threads/bolts | • Handlebar grips | • Transmission gears |
| • Bushings | (aluminium, titanium, magnesium | • Shifter grips | • Spokes |
| • Air sealing o-rings | or steel) | • Jockey wheels | • Free hubs |
| • Glide rings | • Brake sleeves | • Disc brake rotors | • Aero bar pads |
| • Rubber moving parts | • Brake pads | • Wheel braking surfaces | • Corrosion |
| • Foam rings | • Chains | • Bottomout pads | • Tools |
| • Rear shock mounting hardware | • Sprockets | • Bearings | • Motors |
| and main seals | • Cassettes | • Bearing races | • Batteries |
| • Upper tubes (stanchions) | • Shifter and brake cables (inner | • Pawls | |
| | and outer) | | |

Notwithstanding anything else set forth herein, the battery pack and charger warranty does not include damage from power surges, use of improper charger, improper maintenance, or such other misuse.

This warranty shall not cover damages caused by the use of parts of different manufacturers.

This warranty shall not cover damages caused by the use of parts that are not compatible, suitable and/or authorised by SRAM for use with SRAM components.

This warranty shall not cover damages resulting from commercial (rental) use.



SAFETY FIRST!

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

Protect yourself! Wear your safety gear!

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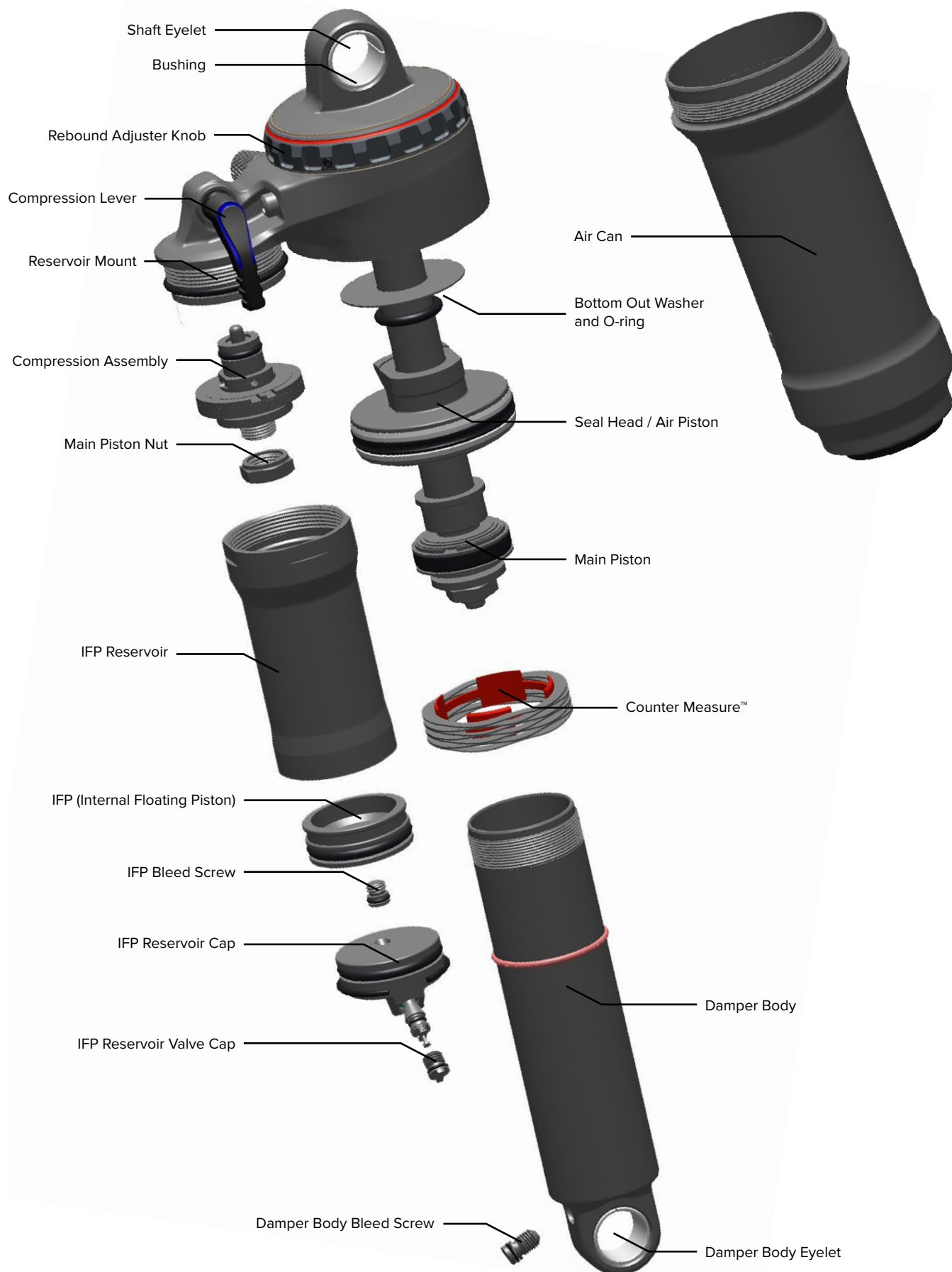
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Exploded View



Getting Started

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 sram.com/service.

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from shock damper body	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes air can contamination
Every 50 Hours	Perform air can service	Reduces friction
		Restores small bump sensitivity
Every 200 Hours	Perform damper and spring service	Extends suspension lifespan
		Restores 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	Air Pressure	Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise.
50			
100			
150			
200			

Torque Values

Part	Tool	Torque
Air can (shaft eyelet)	13 mm crowfoot and strap wrench	4.5 N•m (40 in-lb)
Piston nut	12 mm socket wrench	4.5 N•m (40 in-lb)
Seal head/air piston	19 mm crowfoot	28 N•m (248 in-lb)

RockShox® Suspension 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.

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



For recycling and environmental compliance information, please visit sram.com.

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.

Mounting Hardware and Bushing Service

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.

Parts, Tools, and Supplies for Mounting and Bushing Service

Parts

- Replacement bushings

Safety and Protection Supplies

- Safety glasses
- Nitrile gloves
- Apron
- Clean, lint-free rags

RockShox Tools

- RockShox 1/2" x 1/2" rear shock bushing removal/installation tool

Lubricants and Fluids

- RockShox Dynamic Seal Grease

Common Tools

- Bench vise with aluminum soft jaws
- 13 mm open end wrench
- Adjustable wrench

SAFETY INSTRUCTIONS

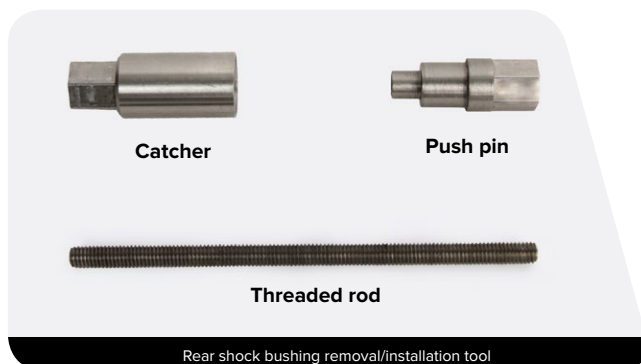
Always wear safety glasses and nitrile gloves when working with bicycle grease.

NOTICE

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

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



- 2 Insert the threaded rod through the shaft eyelet until the push pin rests against the bushing pin. Thread the large, open end of the catcher along the rod until it rests on the end spacer.



- 3** Hold the catcher secure with a 13 mm open end or adjustable wrench.

NOTICE

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

Use a second 13 mm wrench to thread the push pin along the rod until it stops against the end spacer.

Unthread the push pin from the threaded rod to remove the end spacer and the bushing pin if it slides out easily.



- 4** If the bushing pin did not remove easily, unthread the push pin from the threaded rod to remove the end spacer, then reinstall the push pin onto the threaded rod.

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

Use a 13 mm wrench to thread the push pin along the rod until it stops against the eyelet shaft.

Unthread the push pin from the threaded rod to remove the bushing pin.



- 5** Unthread the catcher from the threaded rod.

Remove the end spacer and bushing pin from the tool.

Repeat steps 2-5 for the damper eyelet.

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



Eyelet Bushing Replacement

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

- 1** Insert the threaded rod through the shaft eyelet until the base of the push pin rests against the bushing.
Thread the large, open end of the catcher onto the rod until it rests on the eyelet.



- 2** Hold the catcher 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.



- 3** Unthread the catcher from the threaded rod. Remove the tool from the shaft eyelet and discard the bushing.
Repeat steps 1-3 for the damper body eyelet.
Set the RockShox rear shock bushing removal/installation tool aside until you have finished servicing your shock.



Super Deluxe™ Service

Prior to servicing your rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Once the shock is removed from the bicycle, remove the mounting hardware before performing any service (see the [Mounting Hardware And Bushing Service](#) section).

Parts, Tools and Supplies for Service

Parts

- RockShox® Super Deluxe 50 or 200 Hour Service Kit

Safety and Protection Supplies

- Safety glasses
- Nitrile gloves
- Apron
- Clean, lint-free rags

Lubricants and Fluids

- Isopropyl alcohol
- RockShox Dynamic Seal Grease - Included in Service Kits
- Maxima® Maxum4 Extra 15w50 - Included in Service Kits
- RockShox 7wt suspension oil
- Loctite® Threadlocker Blue 242®

Bicycle Tools

- Schrader valve core tool
- High Pressure Shock Pump 600 psi

RockShox Tools

- RockShox Rear Shock Vise Block
- RockShox Air Valve Adapter Tool - Rear Shock

Common Tools

- Torque wrench
- 12 mm socket wrench
- Bench vise with aluminum soft jaws
- 13, 19, and 31 mm open end wrenches
- 13, 19, and 31 mm crowfoot sockets
- T10 TORX® wrench and bit socket
- Strap wrench
- Pick
- Pliers
- Metric caliper or small metric ruler
- Oil pan

WARNING

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

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

SAFETY INSTRUCTIONS

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

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

NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. 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 aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

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



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

RC3: Turn the compression lever to the unlocked position.



- 2** Record your air pressure setting to assist with post-service set up. Remove the air valve cap by hand. Use a small hex wrench to lightly depress the Schrader valve and slowly release all air pressure from the air can.

⚠ CAUTION - EYE HAZARD

Do not disassemble a pressurized shock, this can cause suspension fluid or debris to forcefully eject from the shock. Wear safety glasses.

Slowly release the air from the air can to make sure the air is removed from both chambers. Quickly releasing the air can trap air in the negative chamber and cause the air can to forcefully eject from the shock upon disassembly.

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



Schrader valve tool

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



- 4** Remove the sag indicator.



- 5** Insert a rag through the damper body eyelet to prevent the air can from forcefully ejecting from the shock.

⚠ CAUTION- EYE HAZARD

The air can may still have air pressure in the negative chamber, which may cause the air can to forcefully eject from the shock upon disassembly. Wear safety glasses.



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

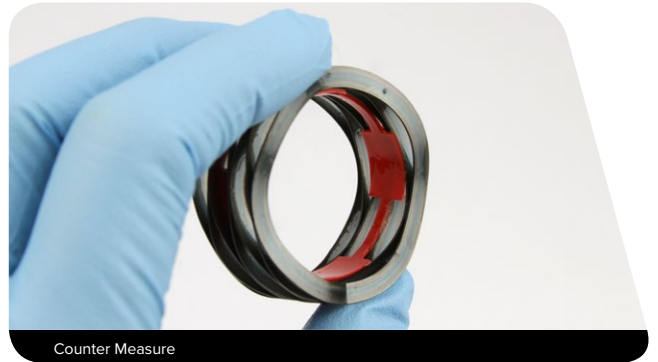
NOTICE

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

Once it is completely unthreaded, slowly pull the air can along the damper body to remove it and the Counter Measure™.

Remove the rag from the damper body eyelet.

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



NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. Apply grease to the new seal or o-ring. Only use RockShox® Dynamic Seal Grease when servicing RockShox Super Deluxe™ rear shocks.

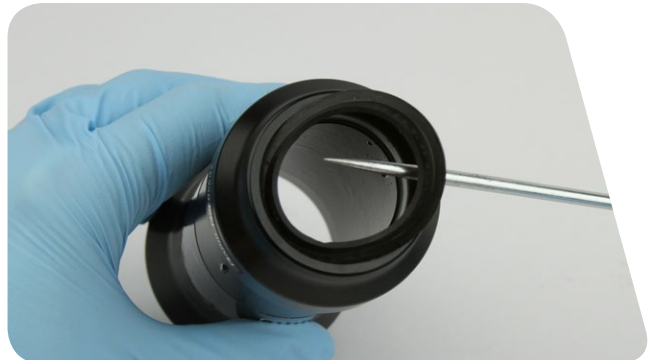
Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.



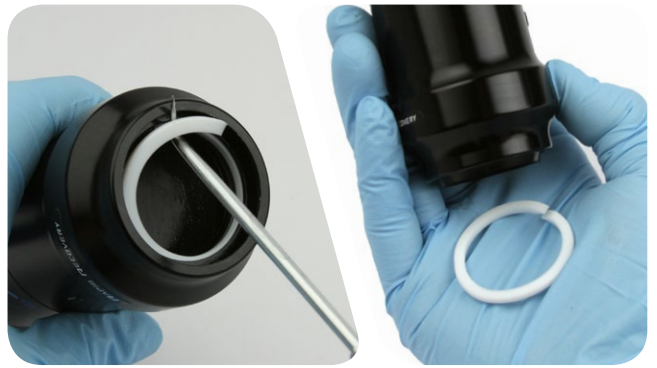
- 1** Remove the o-ring on the outside of the air can.
Spray isopropyl alcohol on the air can threads and eyelet body threads and clean them with a rag.
Install a new o-ring.



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



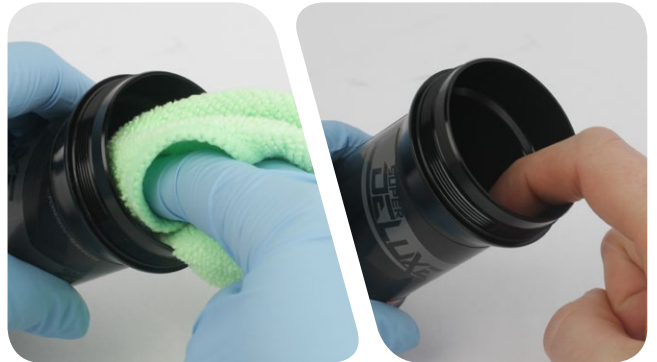
- 3** Remove the backup ring from the second groove inside the air can.



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



- 5** Spray isopropyl alcohol inside the air can and clean it with a rag. Remove a glove and use your finger to inspect the inside and outside of the air can for scratches, dents, or other surface deformations. Replace the air can if it is scratched or damaged.



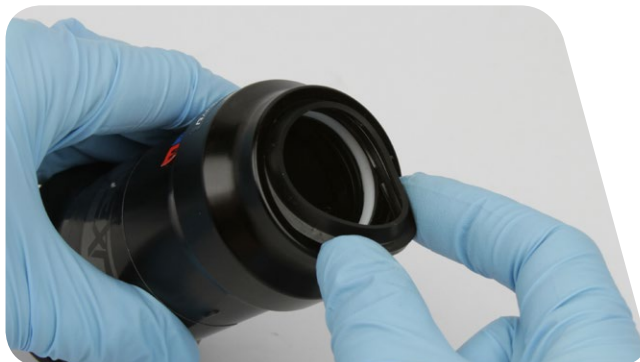
- 6** Install the quad seal by inserting one end into the deepest groove in the air can, then push the remainder of the ring into the groove.



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



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



- 9** Apply a thin layer of RockShox® Dynamic Seal Grease to the quad seal, backup ring, and wiper seal.
Set the air can aside.



- 10** Remove the seal head/air piston seal and glide rings.
Spray isopropyl alcohol on the seal head/air piston and clean it with a rag.
Install the thicker glide ring below the seal head/air piston seal, and the thinner glide ring above.



-  To continue with the **50 Hour Service** go to [Air Can Installation](#).
To continue with the **200 Hour Service** go to [IFP Reservoir Service](#).

NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. 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 aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

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



1 Clamp the shaft eyelet into the vise.

Use a Schrader valve tool to remove the IFP reservoir valve cap. Use a small hex wrench or pick to 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.

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

⚠ CAUTION - EYE HAZARD

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

Do **not** remove the damper body bleed screw from the damper body eyelet until instructed to do so. Removing the damper body bleed screw while the shock is pressurized will result in fluid being forcefully ejected from the bleed port. Wear safety glasses.



2 Use a Schrader valve tool to remove the Schrader valve core from the IFP reservoir valve.

Do not discard the Schrader valve core.



- 3** Clamp the eyelet into the vise. Push the IFP reservoir cap into the reservoir until it stops.



- 4** Remove the retaining ring from the IFP reservoir.

⚠ CAUTION - EYE HAZARD

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

Do not scratch the inside of the IFP reservoir.



- 5** Remove the IFP reservoir cap from the IFP reservoir.



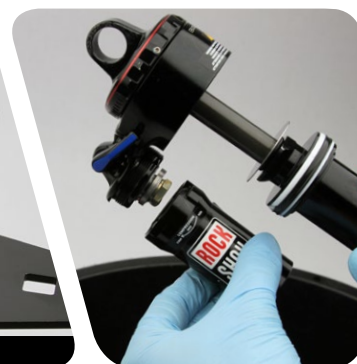
- 6** Remove the IFP reservoir cap o-ring.
Install a new o-ring.



7 Loosen the IFP reservoir from the eyelet.

Remove the shock from the vise, hold it over an oil pan, and turn the shock over to remove the IFP reservoir by hand.

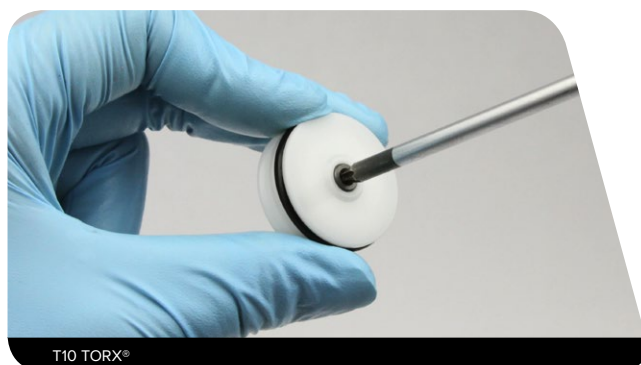
Fluid will spill from the IFP reservoir when it is removed. Pour the fluid into an oil pan.



8 Push the IFP out of the IFP reservoir.



9 Remove the IFP bleed screw.



10 Remove the IFP o-ring.
Install a new o-ring.



- 11 Super Deluxe™ RC3 Only:** Pull on the piston nut while rocking it from side-to-side to remove the compression assembly from the IFP reservoir mount.



- 12 Super Deluxe RC3 Only:** Remove the compression assembly o-rings. Install new o-rings.



NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. 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 aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

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



- 1 Clamp the damper body eyelet into a vise.

Wrap a rag around the damper body.

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

⚠ CAUTION - EYE HAZARD

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

Fluid will spill from the damper body.



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



NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. 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 aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

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



- 1** Spray isopropyl alcohol on the shaft assembly and clean it with a rag.



- 2** Clamp the damper shaft into the 1/2 inch slot on the RockShox Rear Shock Vise Block.

Do not remove the damper shaft from the eyelet.

NOTICE

To prevent damage to the seal head/air piston, position the shaft in the vise so that the piston and IFP reservoir are clear of the vise jaws.



- 3** Remove the main piston nut.



- 4** Slide the main piston assembly off the shaft and onto a small hex wrench or pick.

NOTICE

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

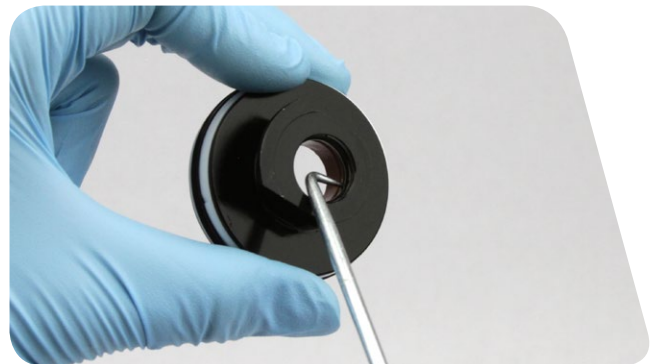


- 5** Remove the seal head/air piston from the damper shaft.



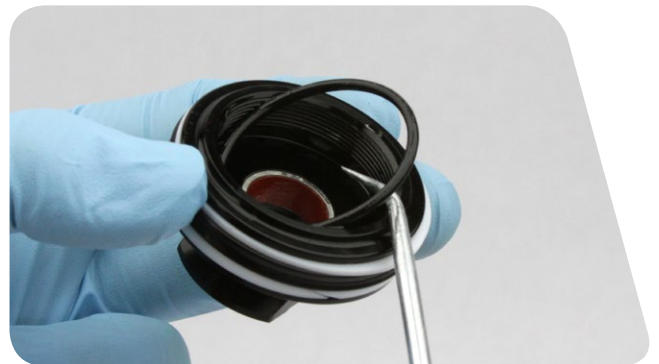
- 6** Pierce and remove the internal seal o-ring located in the internal seal gland.

Install a new o-ring.



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

Install a new o-ring.



- 8** Install the seal head/air piston onto the damper shaft.



- 9** Clamp the damper shaft into the RockShox® Rear Shock Vise Block.

NOTICE

To prevent damage to the seal head/air piston, position the shaft in the vise so that the piston and IFP reservoir are clear of the vise jaws.



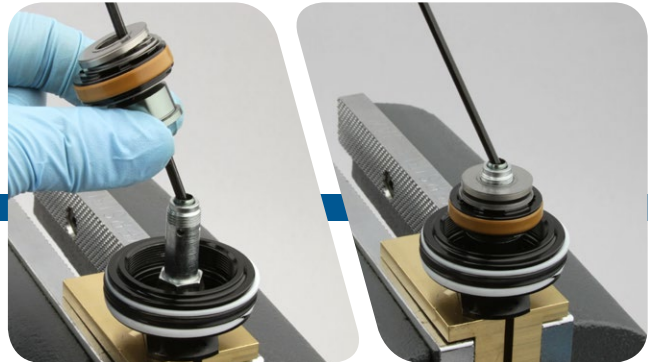
- 10** Install the main piston assembly that was removed in step 5 onto the damper shaft. Squeeze the shims and center the shim stack on top of the main piston.

If desired, install a new piston tune. Refer to the RockShox spare parts catalog on www.sram.com.

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

NOTICE

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



- 11** Thread the nut onto the damper shaft. Tighten the main piston nut to 6.8 N·m (60 in-lb).

Remove the assembly from the vise.



NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. 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 aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

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



- 1** Install the IFP, flat side up, into the IFP reservoir. Use a metric caliper or ruler to push the IFP into the reservoir to a depth of 33 mm.



- 2** **Super Deluxe™ RC3 Only:** Install the compression assembly into the reservoir mount. Push the compression assembly into the reservoir until it stops.

Check that the compression lever is still in the unlocked (min) position and the compression needle is sticking up.



- 3** Thread the IFP reservoir onto the eyelet. Tighten the IFP reservoir to 8 N·m (70 in-lb).

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



- 4** Clamp the damper body eyelet into the vise. Wrap a clean rag around the damper body.



- 5** Pour new RockShox® 7wt suspension oil into the damper body until it is level with the top.



- 6** Slide the seal head/air piston until it stops at the end of the damper shaft.



- 7** Install the seal head/air piston onto the damper body.
Do not hold on to the shaft eyelet or damper shaft while inserting the seal head. It will move the piston/shaft assembly, causing too much fluid to displace out of the damper body.



- 8** Tighten the seal head/air piston to 28 N·m (248 in-lb).
Install the crowfoot onto the torque wrench at a 90° angle to the handle to ensure an accurate torque reading.



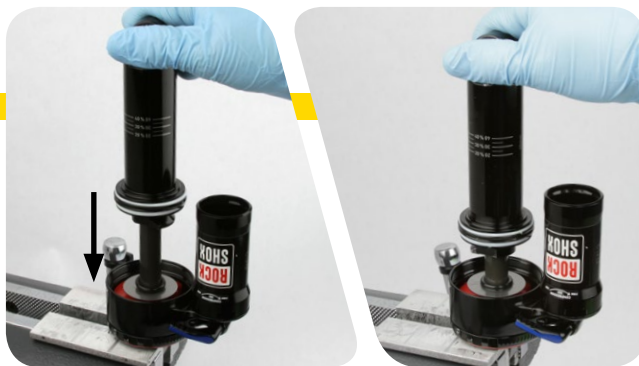
- 9** Remove the shock from the vise. Turn the shock over and clamp the shaft eyelet into the vise.



- 10** Slowly push the damper body downward. Fluid will begin to fill the reservoir through the IFP bleed port. Stop when the damper body is 3/4 of the way through the travel.

⚠ CAUTION- EYE HAZARD

Do not look directly into the reservoir as you push on the damper body. Fluid may be ejected from the IFP reservoir if you push the damper down too fast. Wear safety glasses.



- 11** Pour RockShox® 7wt suspension oil into the IFP reservoir until it is level with the top of the reservoir.



- 12** Slowly pull up on the damper body until it stops. This will cycle fluid from the reservoir back into the damper body and purge air bubbles from the system.

Continue to pull up and push down on the damper body until no more air bubbles emerge from the IFP bleed port.



- 13** Install the IFP bleed screw into the IFP. The bleed screw should be submerged in fluid.



- 14** Remove the damper body bleed screw from the damper body eyelet.



- 15** Wrap a clean rag around the damper body. Slowly push down on the damper body to purge the air bubbles from the bleed port in the damper body eyelet.
- Stop pushing on the damper body when there are no more air bubbles.



16 If the damper body is all the way down and air bubbles are still present, then reinstall the damper bleed screw, remove the IFP bleed screw, and repeat steps 11-15 until air bubbles are no longer present.

17 Install a new damper body bleed screw into the damper body eyelet. Tighten the bleed screw to 1.1 N·m (10 in-lb).

To ensure a good bleed, fluid should be displaced out of the bleed port.

Spray isopropyl alcohol on the damper body and clean it with a rag.



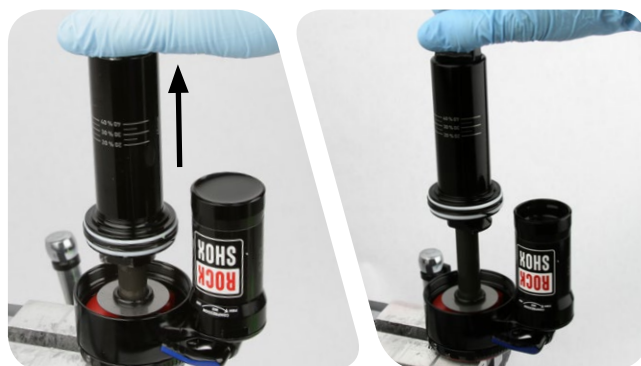
18 Remove the IFP bleed screw from the IFP.



19 Pour additional RockShox 7wt suspension oil into the IFP reservoir until it is level with the top of the reservoir.



20 Slowly pull up on the damper body until it stops.



- 21** Install the IFP bleed screw into the IFP. The bleed screw should be submerged in fluid.



- 22** Remove the shock from the vise. Pour the fluid out of the IFP reservoir. Spray isopropyl alcohol in the IFP reservoir and clean it with a rag. Clamp the shaft eyelet into the vise so the shock is vertical.



- 23** Apply a thin layer of grease to the IFP reservoir cap o-ring. Push the IFP reservoir cap into the IFP reservoir until the retaining ring groove is visible.



- 24** Push the new retaining ring into the groove until it is seated.

⚠ CAUTION- EYE HAZARD

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



- 25** Pull up on the IFP reservoir cap to seat it against the retaining ring.



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



Schrader valve core tool

- 27** Install the RockShox® air valve adaptor tool onto the shock pump and thread the adaptor tool into the reservoir air valve. Inflate the reservoir to 250 psi.

Remove the adaptor tool and pump from the reservoir.

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

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



RockShox Air Valve Adapter Tool and shock pump

250 psi

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



- 29** Spray isopropyl alcohol on the shock and clean it with a rag.



NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. 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 aluminum soft jaws and position the shock in the vise jaws.

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



- 1** Install the Counter Measure™ onto the damper body. Apply RockShox Dynamic Seal Grease to the seal head/air piston seals.



- 2** Remove the shock from the vise, turn it over and clamp the damper body eyelet in the soft jaws.

Inject 1 mL of Maxima® Maxum4 Extra 15w50, or half a pillow pack, along the internal wall of the air can before installing the air can onto the damper. Firmly press the air can up until the sealhead/air piston is inserted into the air can.

⚠ CAUTION- EYE HAZARD

Fluid will eject out of the openings as you install the air can onto the damper. Wear safety glasses.



- 3** Inject another 1 mL of Maxima® Maxum4 Extra 15w50, or the rest of the pillow pack, into the air can.



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

Spray isopropyl alcohol on the outside of the air can and clean it with a rag.



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

Stabilize the air can with a strap wrench to prevent it from rotating. Tighten the air can to 4.5 N·m (40 in-lb).



- 6** Remove the shock from the vise. Spray isopropyl alcohol on the shock and clean it with a rag.



- 7** Install the sag indicator o-ring.

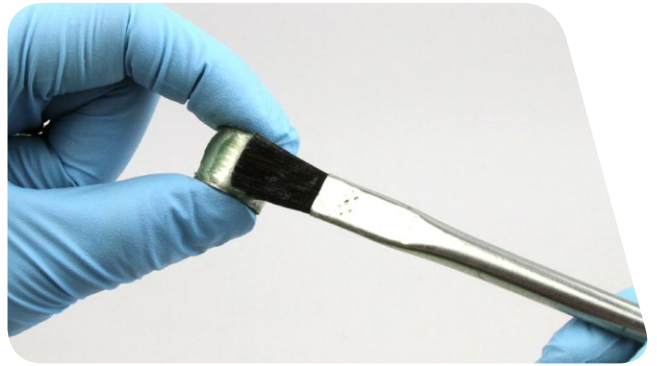


- 8 Use a shock pump to pressurize the shock to the desired air pressure, then install the valve cap.



Eyelet Bushing Installation

- 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.

Remove the shock from the vise and repeat the installation process for the other bushing and eyelet.



NOTICE

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

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

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



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



- 2 Insert the threaded rod through the shaft eyelet until the push pin rests against the bushing pin.



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



- 4** Clamp the catcher in a vise or hold it secure with a 13 mm wrench.
Use a second 13 mm wrench to thread the push pin along the rod until it pushes the bushing pin into the shock eyelet bushing.
Continue to thread the push pin until the bushing pin protrudes from both sides of the eyelet an equal amount.
You may need to unthread the catcher slightly to check the bushing pin spacing.



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



- 6** Reinstall the shock to your bicycle frame according to the bicycle manufacturer's instructions.

- 7** Use a shock pump to pressurize the shock to the desired air pressure. After adding air to the shock, the pressure will need to be equalized between the shock chambers.
Record the air pressure value on the pump, then unthread it from the shock. Slowly but firmly press or sit on the saddle to compress the shock until there is a hissing sound.
This sound indicates air transfer between chambers. Record the air pressure, then unthread it from the shock. Repeat this process until you reach the desired amount of sag.

NOTICE

When pressurizing the shock, do not exceed 275 psi.

The pump must be removed from the shock prior to checking sag to avoid damage to the pump.

This concludes the service for the Super Deluxe™ rear shock.

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-SRAM TechCom Vision Statement



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