



# 2013-2018 Reverb™ A2 & B1



## SRAM® LLC WARRANTY

**THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS AGAINST SRAM, LLC. YOU MAY ALSO HAVE OTHER RIGHTS THAT VARY FROM STATE TO STATE, COUNTRY, OR PROVINCE. THIS WARRANTY DOES NOT AFFECT YOUR STATUTORY RIGHTS. TO THE EXTENT THIS WARRANTY IS INCONSISTENT WITH THE LOCAL LAW, THIS WARRANTY SHALL BE DEEMED MODIFIED TO BE CONSISTENT WITH SUCH LAW. FOR A FULL UNDERSTANDING OF YOUR RIGHTS, CONSULT THE LAWS OF YOUR COUNTRY, PROVINCE, OR STATE.**

**This warranty applies to SRAM products made under the SRAM, RockShox®, Truvativ®, Zipp®, Quarq®, Avid® and TIME® brand names.**

### EXTENT OF LIMITED WARRANTY

Except as otherwise set forth herein, SRAM warrants its bicycle components to be free from defects in materials or workmanship for a period of two (2) years after original purchase of the product.

SRAM warrants all Zipp MOTO Wheels and Rims to be free from defects in materials or workmanship for the lifetime of the product.

SRAM warrants all non-electronic Zipp branded bicycle components, Model Year 2021 or newer, to be free from defects in materials or workmanship for the lifetime of the product.

### GENERAL PROVISIONS

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 product was purchased or a SRAM authorized service location. Original proof of purchase is required. All SRAM warranty claims will be evaluated by a SRAM authorized service location whereupon acceptance of the claim the product will be repaired, replaced, or refunded at SRAM's discretion. To the extent allowed by local law claims under this warranty must be made during the warranty period and within one (1) year following the date on which any such claim arises.

### NO OTHER WARRANTIES

EXCEPT AS DESCRIBED HEREIN, AND TO THE EXTENT ALLOWED BY LOCAL LAW, 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.

### LIMITATIONS OF LIABILITY

EXCEPT AS DESCRIBED HEREIN, AND TO THE EXTENT PERMITTED BY LAW, IN NO EVENT SHALL SRAM OR ITS THIRD PARTY SUPPLIERS BE LIABLE FOR DIRECT, INDIRECT, SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES. SOME STATES (COUNTRIES AND PROVINCES) DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL DAMAGES, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU.

### LIMITATIONS OF WARRANTY

This warranty does not apply to products that have been incorrectly installed, adjusted, and/or maintained according to the respective SRAM user manual. The SRAM user manuals can be found online at [sram.com/service](http://sram.com/service).

This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturer's specifications of intended 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.

SRAM components are designed for use only on bicycles that are pedal powered or pedal assisted (e-Bike/Pedelec).

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 or parts that are not compatible or suitable for use with SRAM components.

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

### WEAR AND TEAR

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 INCLUDE:**

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

### ZIPP IMPACT REPLACEMENT POLICY

Zipp branded products, Model Year 2021 or newer, are covered under a lifetime impact-damage replacement policy. This policy can be used to obtain a replacement of a product in the event of non-warranty impact damage occurring while riding your bicycle. See [www.zipp.com/support](http://www.zipp.com/support) for more information.



# **SAFETY FIRST!**

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

Protect yourself! Wear your safety gear!

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## RockShox® Service

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

Visit [www.sram.com/service](http://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](http://www.sram.com/en/company/about/environmental-policy-and-recycling).

## 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](http://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 isopropyl alcohol or RockShox Suspension Cleaner 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.



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 **only** SRAM Butter grease to the new seal or o-ring.

### NOTICE

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



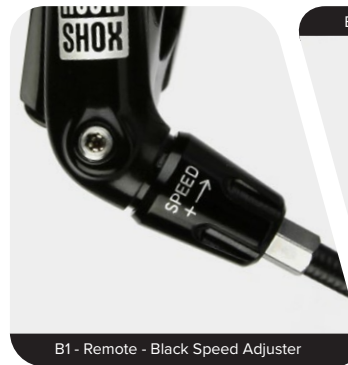
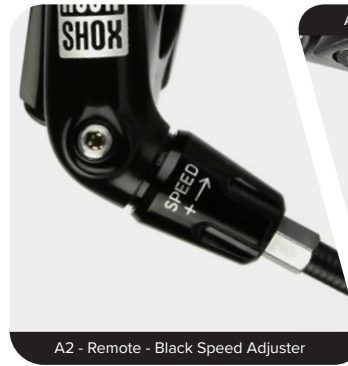
Use aluminum soft jaws when placing a part in a bench vise.

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



## Product Identification - Reverb™

Production versions of Reverb can be identified visually. Your Reverb can be identified by the color of the Speed adjuster and graphic on the upper post.



## 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](http://www.sram.com/service).

Reverb™ A2		
Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt and debris from seatpost	Extends wiper seal lifespan
		Minimizes damage to upper post
		Minimizes lower post contamination
	Inspect the upper post for scratches	Minimizes lower post contamination
Every 50 Hours	Check remote hydraulic pressure	Ensures proper remote actuation function
	Remove the lower post, clean, inspect and replace brass keys as needed, and apply new grease	Reduces friction
	Perform remote lever bleed	Ensures proper remote actuation function
Every 200 Hours	Replace all parts included in the <i>Reverb A2 Service Kit - 200 hours</i>	Restores hydraulic system and function
	Perform full hydraulic remote system bleed	Ensures proper remote actuation function

Reverb B1		
Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt and debris from seatpost	Extends wiper seal lifespan
		Minimizes damage to upper post
		Minimizes lower post contamination
	Inspect the upper post for scratches	Minimizes lower post contamination
Every 50 Hours	Check remote hydraulic pressure	Ensures proper remote actuation function
	Remove the lower post, clean, inspect and replace brass keys as needed, and apply new grease	Reduces friction
	Perform remote lever bleed	Ensures proper remote actuation function
Every 200 Hours	Replace all parts included in the <i>Reverb B1 Service Kit - 200 hours</i>	Reduces friction
	Perform full hydraulic remote system bleed	Ensures proper remote actuation function
Every 400 Hours	Replace all parts included in the <i>Reverb B1 Service Kit - 400 hours</i>	Restores hydraulic system and function
	Perform full hydraulic remote system bleed	Ensures proper remote actuation function

## Service History

Record each date of service to track service intervals.

	Service Hours Interval							
	50	100	150	200	250	300	350	400
Date of Service								

## Brass Key Size

**Size** = Record the number of etched lines on each key. Replace with the same [size keys](#).

## Torque Values

Part	Tool	Torque
Internal seal head	23 mm open end wrench	28 N•m (250 in-lb)
Top cap assembly	34 mm open end wrench	27-29 N•m (238-256 in-lb)
Air valve base plate	26 mm open end wrench	3.9-5.1 N•m (35-45 in-lb)
Post hose barb	7 mm open end wrench	3.4-4.5 N•m (30-40 in-lb)
Post bleed screw	T10 TORX® wrench	1.1-2.2 N•m (10-20 in-lb)
Remote bleed screw	T10 TORX wrench	1.1-2.2 N•m (10-20 in-lb)
Seatpost collar	Various	Do not exceed 6.7 N•m (59 in-lb)
Saddle clamp bolts	4 mm hex wrench	8-10 N•m (70-89 in-lb)
Remote lever hose barb	7 mm open end wrench	2.9-3.5 N•m (25-30 in-lb)
Remote lever clamp	T25 TORX wrench	2.8-3.4 N•m (25-30 in-lb)



### Parts

- Reverb™ B1 Service Kit - 200 Hour
- Reverb B1 Service Kit - 400 Hour
- Reverb A2 Service Kit - 200 Hour
- Reverb brass keys, quantity 3 (use correct size)
- Reverb hydraulic hose kit (optional)
- Reverb remote lever hose barb (optional)

### Safety and Protection Supplies

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

### Lubricants and Fluids

- Friction paste
- Isopropyl alcohol or RockShox® Suspension Cleaner
- RockShox Reverb hydraulic fluid (included with RockShox Bleed kit)
- SRAM® Butter (grease)

### RockShox Tools

- Reverb IFP Height tool
- Reverb Oil Height tool
- Reverb Post Bleed tool
- RockShox Bleed kit
- RockShox Vise Block Inserts

### Bicycle Tools

- Bicycle work stand
- Park Tool® AV-5 vise inserts
- Schrader valve core tool
- Shock pump (300 psi max)

### Tools

- Adjustable open end wrench ( $\leq 34$  mm) (optional)
- Air compressor with air gun nozzle
- Bench vise
- Crowfoot sockets: 7, 23, 26, 34 mm
- Flat soft jaw vise inserts (aluminum)
- Hex bit socket: 4 mm
- Hex wrenches: 1.5, 4 mm
- Internal retaining ring pliers (small)
- Metric tape measure or ruler
- Needle nose pliers
- Open end wrenches: 7, 23, 26, 34 mm
- Pick
- Plastic cable ties (quantity 7-9, 15-20 cm length)
- Socket wrench
- Torque wrench (see [Torque Values chart](#) for range)
- TORX® bit sockets: T10, T25
- TORX wrenches: T10, T25 (included with RockShox Bleed kit)

## SAFETY INSTRUCTIONS

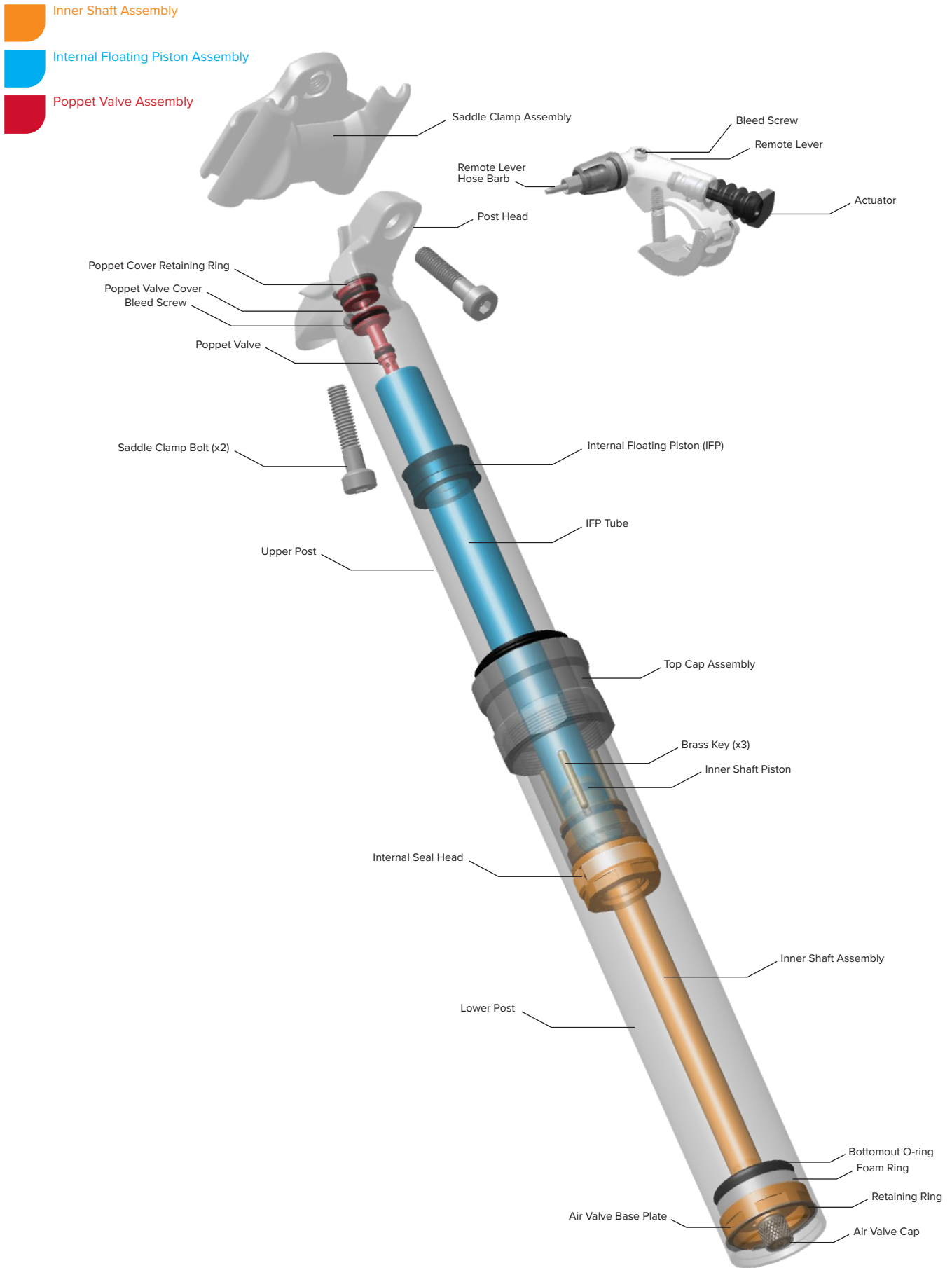
Always wear safety glasses and nitrile gloves when working with grease and Reverb hydraulic fluid.

Place an oil pan under the RockShox product during service.

### ⚠ WARNING

Do not allow Reverb hydraulic fluid to come into contact with disc brake levers, calipers, pads, rotors, or braking surfaces. If hydraulic fluid contacts brake pads, the brake pads must be replaced. Use isopropyl alcohol to remove hydraulic fluid from any brake or braking surface. Failure to remove hydraulic fluid from brakes and braking surfaces can damage components and reduce brake performance, and may result in serious injury and/or death to the rider. Remove brake components before performing hose replacement and hydraulic remote bleed procedures.

# Exploded View - Assembly



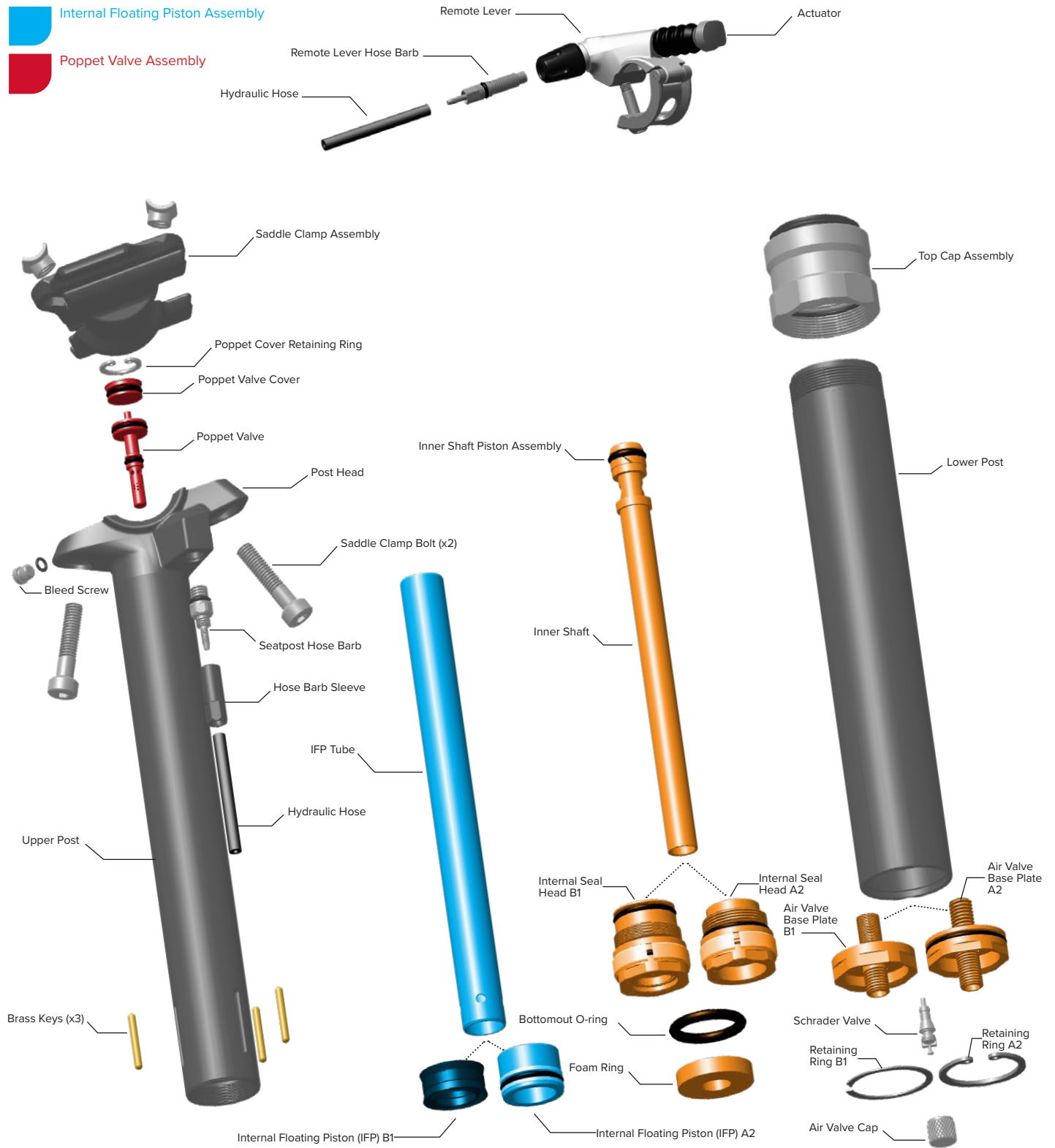
# Exploded View - Component



Inner Shaft Assembly

Internal Floating Piston Assembly

Poppet Valve Assembly



### Seatpost Removal

- 1 Secure the bicycle in an upright position.

#### NOTICE

The Reverb™ seatpost will be removed from the bicycle. Do not clamp the Reverb seatpost in a bicycle work stand before removal.



- 2 Record your saddle position setting.  
Remove the saddle and saddle clamps from the seatpost.



- 3 Disconnect the hydraulic hose from the bicycle frame.



- 4 Turn the Speed adjuster knob in the opposite direction of the arrow (counter-clockwise) until it stops.



- 5 Remove the remote lever assembly from the bicycle handlebar.



- 6 Wrap a shop towel around the upper post and hose barb.  
*The shop towel will absorb any Reverb™ hydraulic fluid that may drip.*  
Unthread and remove the hose barb and hose.  
Hydraulic fluid may drip from the hose barb. Cover the end of the hose barb with a shop towel if necessary

**⚠ WARNING**

Do not allow Reverb hydraulic fluid to come into contact with any brake components. Contaminated brake components can compromise brake performance, may cause brake failure, and can lead to serious injury and/or death.



- 7 Pull the hose barb and hose through the Reverb hose guide.



- 8 Remove the seatpost from the bicycle frame.





**NOTICE**

Use bench vise soft jaw inserts to prevent damage to the seatpost or any seatpost components when clamping it into a vise. Clamp each component only tight enough to prevent it from spinning in the soft jaws. Clean the vise soft jaws with isopropyl alcohol and a clean shop towel before use.

- 1** Clamp the seatpost into a bench vise with Park Tool® AV-5 vise inserts.



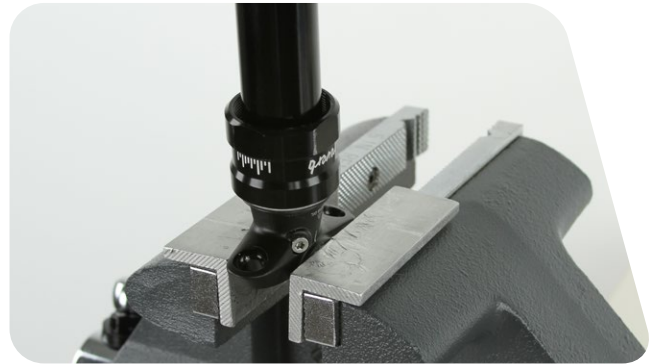
- 2** Unthread the top cap assembly.  
Slide the top cap up to the post head.  
Remove the seatpost and soft jaw inserts from the vise.



- 3** Insert flat soft jaw inserts into the vise.  
Clamp the post head into the vise.

**NOTICE**

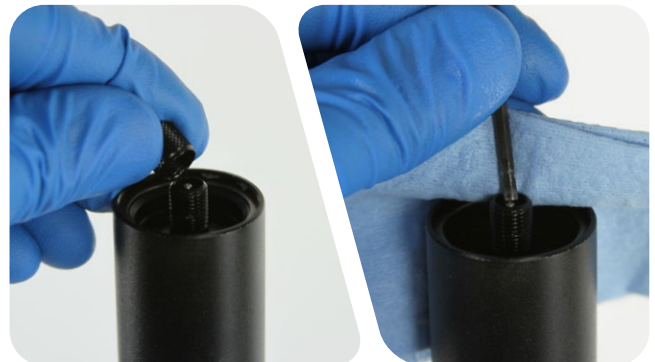
Clamp only the flat surfaces of the post head. Do not clamp over the bleed port or on the hose barb port.



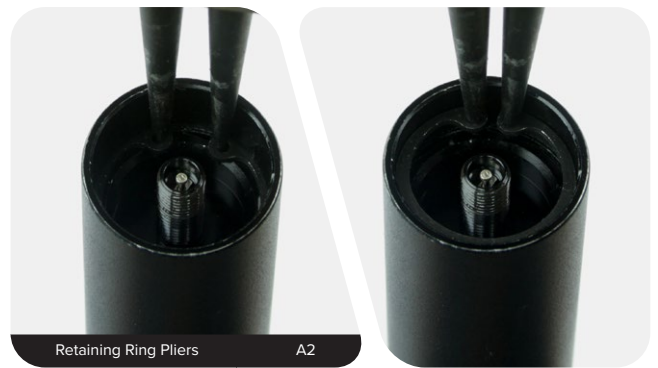
- 4** Remove the air cap.  
Wrap a shop towel around the air valve to absorb any hydraulic fluid that may escape when the Schrader valve is depressed.  
Depress the Schrader valve and release all air pressure from the air chamber.

**⚠ WARNING - EYE HAZARD**

Keep your face and eyes away from the air valve when deflating the seatpost. Verify all pressure is removed from the seatpost before proceeding. Failure to do so can cause the inner seal head and inner shaft to separate from the upper post assembly at high velocity during disassembly. Wear safety glasses.



**5** **A2:** Remove the retaining ring from the lower post.



**B1:** Lift the scalloped end of the retaining ring and remove the retaining ring from the post.

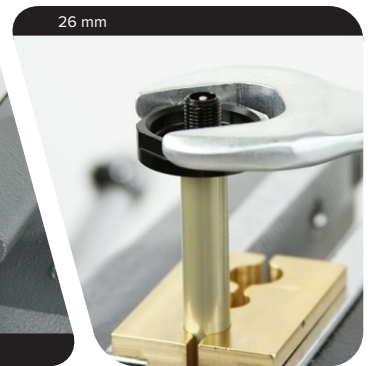


**6** Slide the lower post down to expose the air valve base plate. Remove the seatpost from the vise.



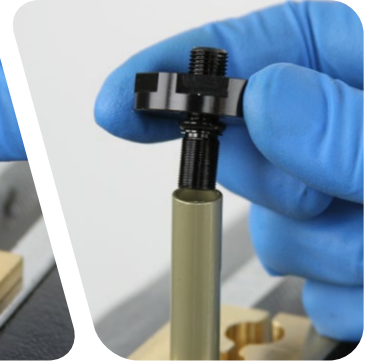
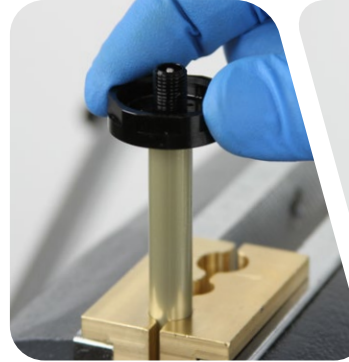
- 7** Spray the inner shaft and RockShox® Vise Blocks with isopropyl alcohol and wipe them with a clean shop towel. The clamping surfaces must be free of oil and grease.

Clamp the inner shaft into the 10 mm slot in the vise blocks.



Unthread and remove the air valve base plate from the inner shaft.

Remove the seatpost and vise blocks from the vise.



- 8** **A2:** Remove the air valve base plate o-ring.  
Clean the air valve base plate and o-ring.  
Apply grease to the o-ring and reinstall it.



- 9** Insert flat soft jaws into the vise.  
Clamp the post head into the vise.

#### **NOTICE**

Clamp only the flat surfaces of the post head. Do not clamp over the bleed port or on the hose barb port.





**10** Slide the lower post assembly up and remove it from the upper post.



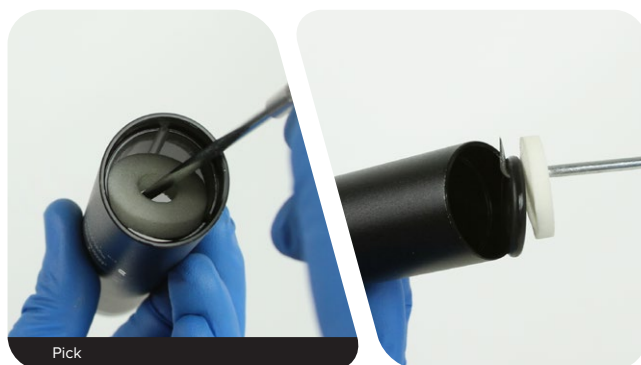
**11** Remove the foam ring and bottomout o-ring.

Clean the inside and outside of the lower post with isopropyl alcohol and a shop towel, then set it aside.

**50 Hour Service** Set the foam ring and o-ring aside on a clean shop towel.

**A2 - 200 Hour Service** Discard the foam ring and o-ring.

**B1 - 200 and 400 Hour Service** Discard the foam ring and o-ring.



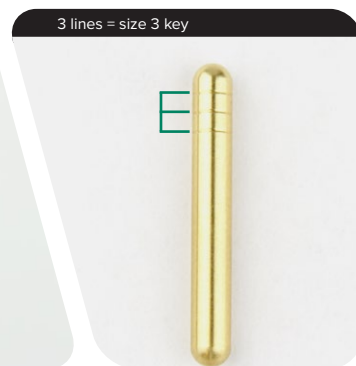
**12** **A2:** Push the volume spacer from the lower post with a dowel.



**13** Remove the three brass keys from the upper post.

On [page 7](#), record the number of lines, which indicate key size, marked on the brass keys for future reference. The brass keys should be replaced with new brass keys of the same size, if worn, during each service interval.

Clean the upper post and keys with isopropyl alcohol and a clean shop towel.



 To continue with the **50 Hour Service** proceed to [Brass Keys Installation](#).

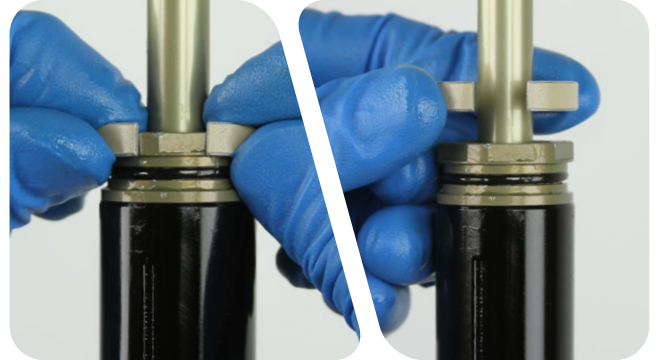
The following steps are to be completed during the B1 200 hour service interval and include replacing parts included in the **Reverb™ B1 Service Kit - 200 hour**. These steps do not require complete disassembly of the upper post assembly.

-  **B1** - To continue with the **400 Hour Service** proceed to [Inner Shaft and Seal Head Removal \(B1\)](#).  
**A2** - To continue with the **200 Hour Service** proceed to [Inner Shaft and Seal Head Removal \(A2\)](#).

- 1** Remove the seal head bushing and discard it.

#### NOTICE

The bushing may have sharp edges. Do not scratch the inner shaft with the bushing. Surface scratches can cause leaks and reduce performance.



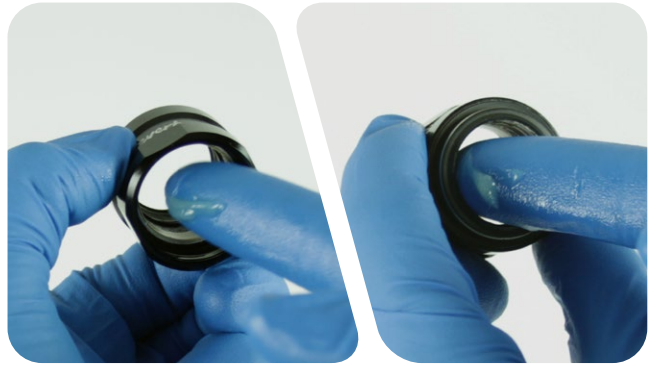
- 2** Remove the seal head o-ring and discard it.



- 3** Remove the top cap assembly from the upper post.  
Clean the upper post, inner shaft assembly, and the top cap assembly.



- 4** Apply a liberal amount of SRAM® Butter grease around the inside of the top cap assembly and onto the seals.



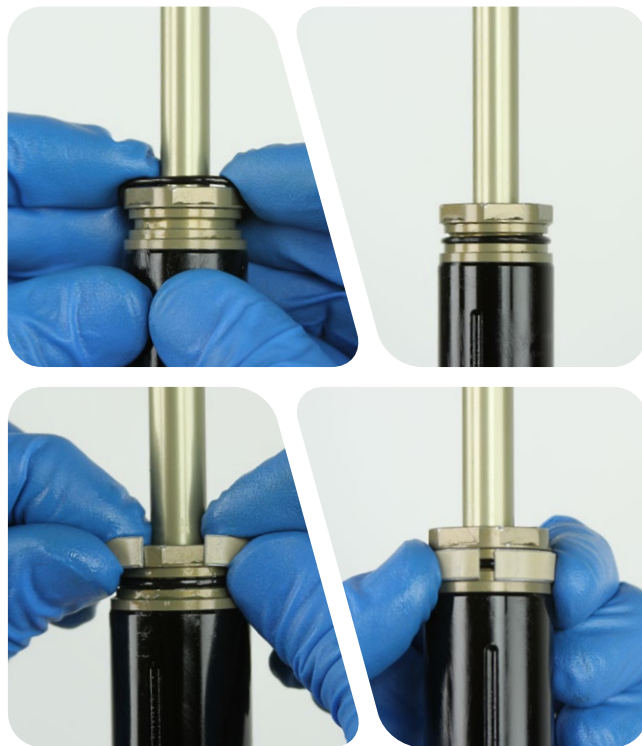
- 5** Carefully, install the top cap assembly, dust wiper seal end first, over the seal head and onto the upper post assembly. Slide the top cap assembly down until it is positioned below the upper post key slots.

**NOTICE**

Ensure the wiper seal slides over the seal head without folding the outer lip of the seal.



- 6** Install a new o-ring and bushing onto the seal head. Pinch the bushing to secure it around the seal head.

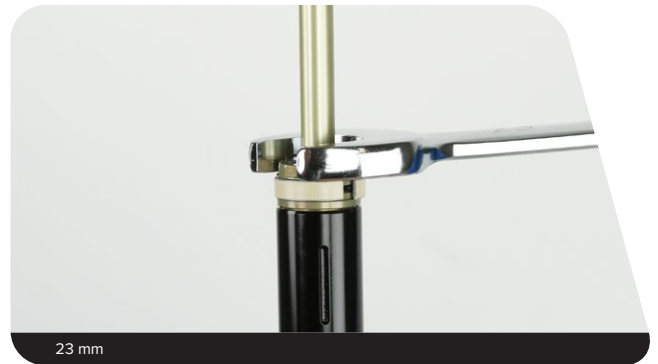


 To continue the **200 (B1) Hour Service**, proceed to [Brass Keys Installation](#).

**⚠ WARNING - EYE HAZARD**

There may be remaining air pressure inside the upper post assembly. Keep your eyes and face away from the seal head during disassembly.

- 1** Unthread the seal head three full turns. Do not remove the seal head.



- 2** Hold a shop towel over and around the seal head. Slowly unthread the seal head by hand while holding the shop towel **firmly** over the seal head.

*A small amount of air pressure may be released when the seal head is completely unthreaded. Do not remove the shop towel from over the seal head until the seal head is completely unthreaded.*

Carefully remove the seal head and inner shaft assembly from the upper post.

**⚠ WARNING - EYE HAZARD**

In the event there is any remaining air pressure inside the upper post assembly, the shop towel will prevent the internal seal head from dislodging from the upper post during removal. Failure to do so may allow the inner seal head and inner shaft to separate from the upper post assembly at high velocity during disassembly.

Keep your face and eyes away from the seal head while it is being unthreaded and removed. Wear safety glasses.



- 3** Remove the internal seal head assembly and discard it.



- 4** Remove the upper post from the vise and pour the hydraulic fluid into an oil pan or container.





- 1 Clamp the upper post into a bench vise and Park Tool® AV-5 vise inserts.

Remove the poppet cover retaining ring.



Internal Retaining Ring Pliers



- 2 Thread the RockShox® Bleed syringe fitting into the poppet cover. Pull the poppet cover out of the post head with the syringe fitting. Unthread the poppet cover from the syringe. Clean the poppet cover with isopropyl alcohol and set it aside.



RockShox Bleed Syringe





- 3** Remove the poppet valve from the housing and inner shaft. Set the poppet valve aside.



- 1 Clamp the upper post head into the vise with flat soft jaws.

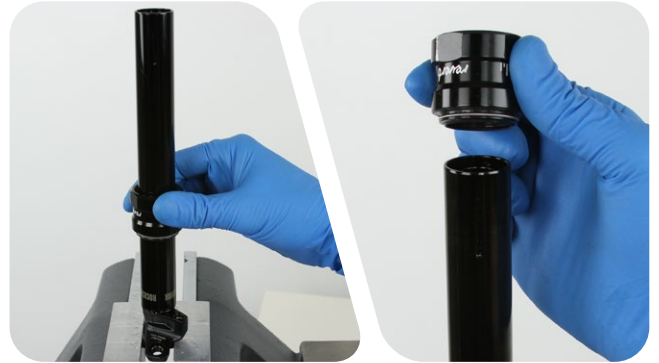
**NOTICE**

Clamp only the flat surfaces of the post head. Do not clamp over the bleed port or on the hose barb port.

Remove the top cap assembly.

**200 Hour (A2):** Clean the top cap assembly.

**400 Hour (B1):** Discard the top cap assembly.



- 2 Insert a 1.5 mm hex wrench into one of the cross holes in the IFP tube. Carefully pull the IFP tube up. Use your other hand to guide the IFP tube straight out of the upper post using care not to scratch the inside of the upper post with the hex wrench.

Wipe the outer surface of the IFP tube and set it aside on a clean shop towel.

**NOTICE**

Do not scratch the inner surface of the upper post, or the IFP tube. Surface scratches can cause leaks and reduce performance.

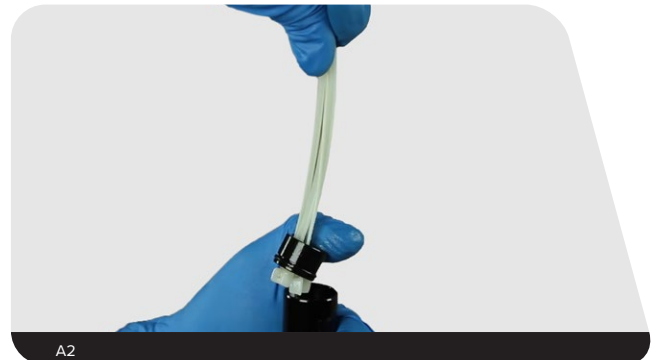
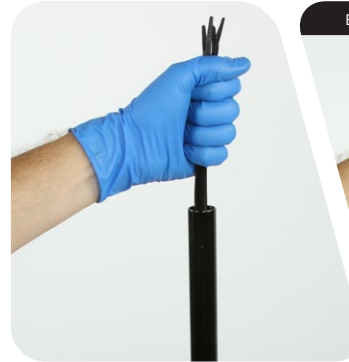
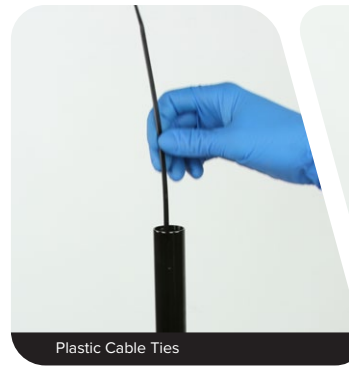
If the IFP tube is scratched, it must be replaced.



- 3** Remove the internal floating piston (IFP) from the upper post. Insert seven to nine plastic cable ties (cable tie size may vary), one at a time, into the upper post and through the center of the IFP.

Pull the cable ties out of the upper post and remove the IFP.

**Discard the IFP.**



- 1 Apply a liberal amount of SRAM® Butter grease around the inside of the top cap assembly and onto the seals.

**200 Hour (A2):** Original top cap assembly

**400 Hour (B1):** New top cap assembly



- 2 Carefully, install the top cap assembly, dust wiper seal end first, over the seal head and onto the upper post assembly. Slide the top cap assembly down until it is positioned below the upper post key slots.

#### NOTICE

Ensure the wiper seal slides over the upper post without folding the outer lip of the seal.

Remove the post from the vise and set it aside.



**NOTICE**

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

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

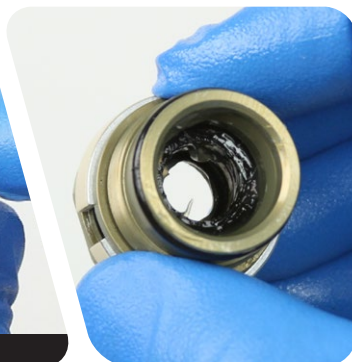
Apply **only** SRAM® Butter grease to all Reverb parts, seals, and o-rings.



- 1 Remove the inner shaft piston o-ring.  
Install a new piston o-ring.



- 2 Apply a liberal amount of SRAM Butter grease to the inside of the **new** internal seal head assembly.

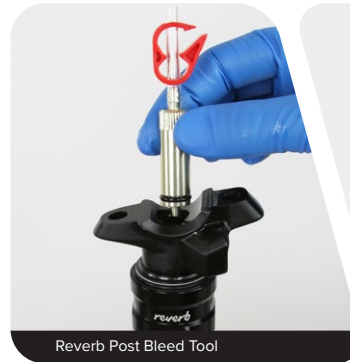


- 3 Install the internal seal head assembly onto the inner shaft, threaded end first, and slide it to the middle of the shaft.

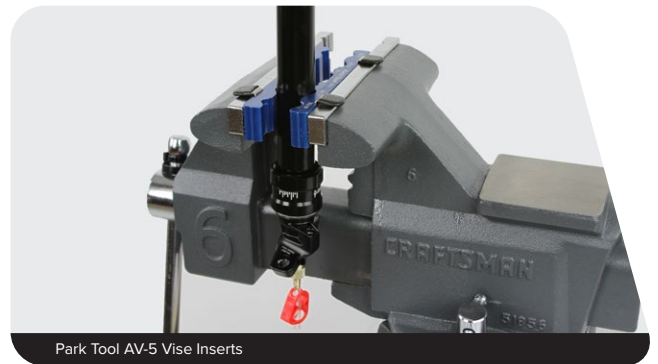


- 1 Place an oil pan under the Reverb™ seatpost.  
Insert the Reverb Post Bleed Tool firmly into the poppet valve port in the post head.

Close the bleed hose clamp.



- 2 Spray the upper post and Park Tool® AV-5 vise inserts with isopropyl alcohol and wipe them clean with a clean shop towel. The clamping surfaces must be free of oil and grease.  
Clamp the upper post into the vise inserts. Clamp only tight enough to prevent it from spinning in the vise inserts.

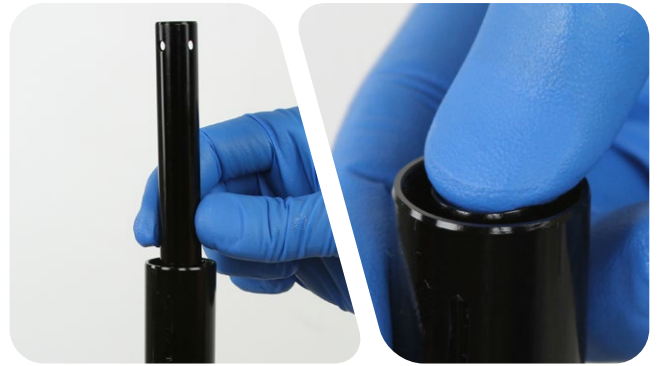




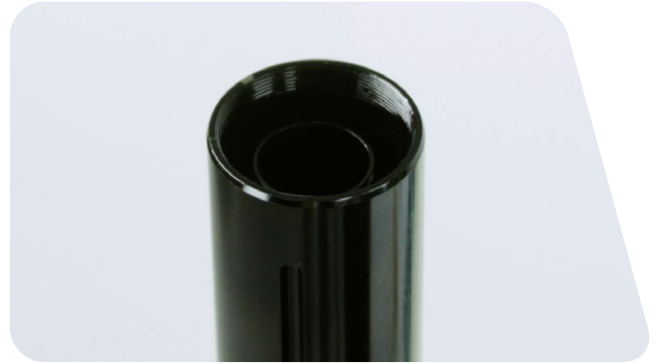
**3** Fully coat the inside and outside surfaces of the IFP tube with Reverb fluid.

Install the IFP tube with the cross holes facing up, into the upper post. Rotate the IFP tube in a circular motion while pressing down until the IFP tube seats itself onto the seal inside the bottom of the upper post.

When the IFP tube snaps securely into place, a click will be heard. Ensure the IFP tube is secured and centered.



The IFP tube should be below the top of the upper post when installed correctly.

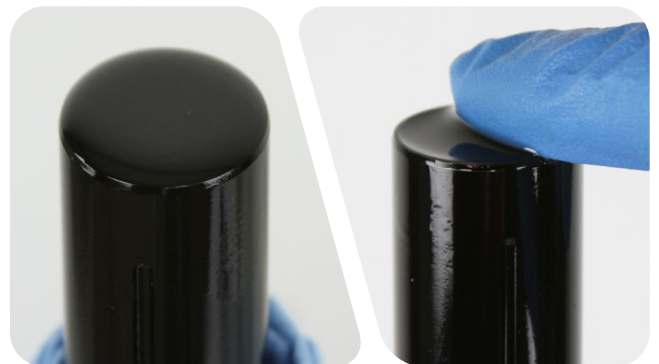


**4** Wrap a shop towel around the upper post.

Pour Reverb™ hydraulic fluid into the IFP tube until the fluid overflows and is level with the top of the upper post.



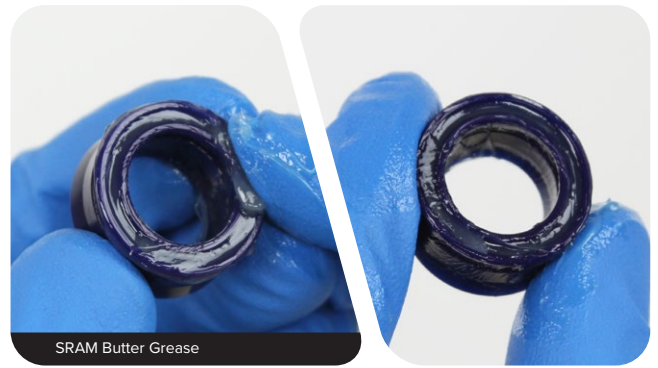
Use your finger to remove any bubbles from the surface of the fluid if bubbles are visible.



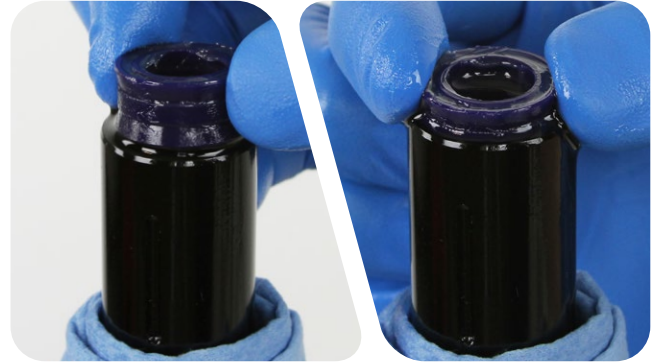
- 5** Apply a very liberal amount of SRAM® Butter grease to the **new B1 IFP**. Fill the groove on **both** sides of the IFP, and coat the outer and inner surfaces.

#### NOTICE

The outer and inner surfaces must be coated with grease to prevent stiction. The groove on **both** sides of the IFP must be completely filled with grease to prevent air pockets from developing under the IFP. Stiction and air pockets will negatively affect seatpost function.



- 6** Insert the IFP into the upper post and onto the IFP tube.  
*The IFP is symmetrical. Orientation of the IFP is not critical to installation.*



- 7** With one hand, hold the Reverb™ Post Bleed tool in place. With the other hand slowly press the IFP into the upper post with your thumb and finger; press only the edges of the IFP.

When the IFP is inside the upper post, level with the top of the tube, use both thumbs to press the opposing edges of the IFP down into the upper post. Stop when it is level with the top of the IFP tube.

#### NOTICE

Do not cover the center of the IFP and IFP tube during installation. Fluid will be forced through the IFP tube and will push the Reverb Post Bleed tool out of the upper post head, causing fluid to leak. If this occurs the IFP tube and IFP must be [removed](#) and [reinstalled](#).

#### ⚠ WARNING - EYE HAZARD

When the IFP is pressed into the upper post fluid will be displaced and may be ejected outward. Keep your eyes and face away from the end of the upper post during installation. Wear safety glasses.





## 8 Set the internal floating piston (IFP) height.

Use the chart below to determine the IFP depth for your Reverb™ seatpost.

**B1:** Use a marker to mark the Reverb IFP tool with the IFP height (H) measurement.

(T) Reverb B1 Travel (mm)	Lower Post Length (mm)	(H) IFP Height (mm)
100	181	115
125	206	140

(T) Reverb A2 Travel (mm)	Lower Post Length (mm)	(H) IFP Height (mm)
100	221.6	100
	261.6	
125	196.6	125
	236.6	

**IFP height is critical for proper function. The graphics and measurements on your Reverb IFP Height tool may vary. Always measure from the bottom of the tool and mark the tool with the measurement for your Reverb seatpost.**

## 9 Hold a shop towel over the end of the IFP height tool.

Hold the Reverb Post Bleed tool securely in the post head to prevent it from dislodging. With your other hand, push the IFP into the upper post with the IFP height tool, slowly and carefully, to the correct height. Stop when the measurement mark on the IFP tool is level with the top of the upper post.

### NOTICE

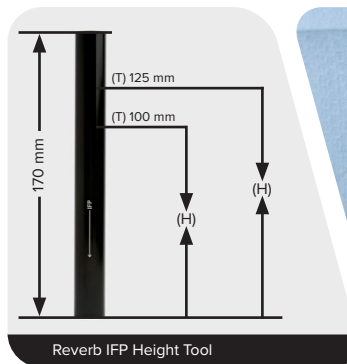
Do not push the IFP beyond the appropriate IFP height mark on the IFP tool. If the IFP is pushed in too far, the IFP tube and IFP must be [removed](#) and [reinstalled](#).

### ⚠ WARNING - EYE HAZARD

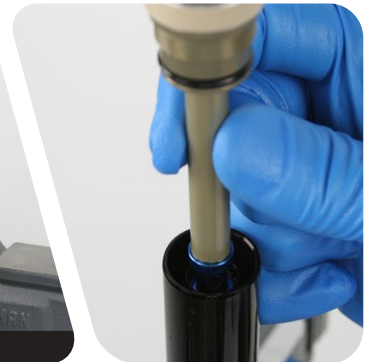
When the IFP is pressed into the upper post fluid will be displaced through the IFP Height tool and may be forced outward. Cover the top of the IFP Height tool with a shop towel to contain the fluid. Keep your eyes and face away from the end of the IFP tool during installation. Wear safety glasses.

## 10 Slowly remove the IFP Height tool from the upper post.

Fluid must be level with the port holes in the top of the IFP tube.



- 1 Hold the Reverb™ Post Bleed tool securely in the post head to prevent it from dislodging. With your other hand insert the inner shaft piston into the IFP tube and stop when you feel hydraulic resistance. Do not push the inner shaft piston into the IFP tube any further.



- 2 Remove the seatpost from the vise. Hold the piston shaft securely and pour the excess hydraulic fluid out of the upper post into an oil pan.

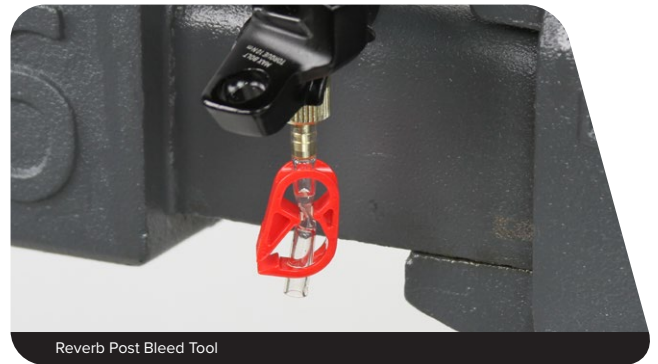


- 3 Clamp the seatpost back into the vise.  
Apply SRAM® Butter grease onto the seal head o-ring.



- 4 Open the bleed tool hose clamp. Hydraulic fluid should not drain out of the hose.

If hydraulic fluid drains from the hose, air has entered the IFP tube during IFP installation, and the IFP [removal](#) and [installation](#) processes must be repeated.



- 5 Hold the shaft in place and carefully slide the seal head down the shaft into the upper post. Thread the seal head into the upper post by hand until it stops.

#### NOTICE

Do not push the inner shaft into the upper post. Fluid will be forced out of the IFP tube through Reverb™ bleed tool hose. If fluid drains out of the hose, the IFP [removal](#) and [installation](#) processes must be repeated.

*A small amount of fluid may drip from the bleed tool as the seal head is threaded into the upper post. This is normal.*



- 6 Tighten the seal head to 28 N•m (250 in-lb).  
Use a shop towel to wipe away any excess fluid.

#### NOTICE

Do not scratch the inner shaft with the wrench as this is a critical sealing surface. Surface scratches can cause leaks and reduce performance.



- 7** Pull the inner shaft up.  
If any gap or movement is felt, fluid volume is insufficient and the IFP [removal](#) and [installation](#) processes must be repeated.  
If no gap is felt, remove the seatpost from the vise.



- 8** Clamp the seatpost back into the vise.



- 9** Remove the Reverb™ Post Bleed tool.



- 10** Excess fluid must be removed from the upper post.  
Install the Reverb™ Oil Height tool hose fitting onto a RockShox® Bleed syringe.

Insert the Reverb Oil Height tool into the post head and draw the excess fluid from the upper post with the syringe.

Discard the excess fluid into an oil pan. Repeat this step one additional time to remove any remaining excess fluid.

### NOTICE

Only use the syringe included with the RockShox Bleed kit.

**Do not use a syringe that has been in contact with DOT brake fluid. DOT brake fluid will permanently damage the seals and cause the seatpost to malfunction.**

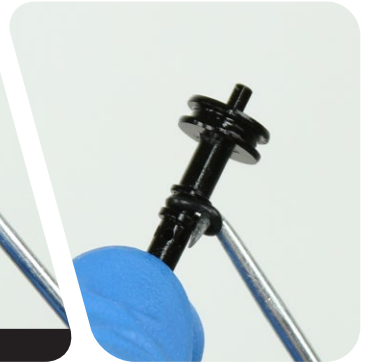
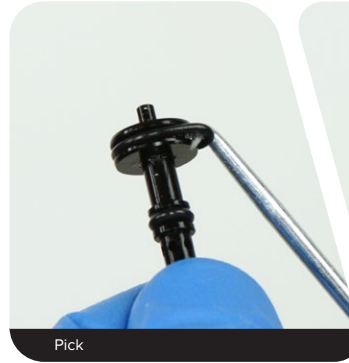


- 1 Remove the poppet valve o-rings.  
Install new o-rings and apply SRAM® Butter grease.

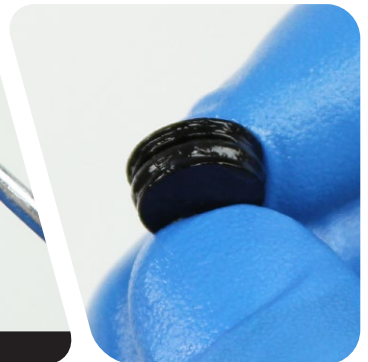
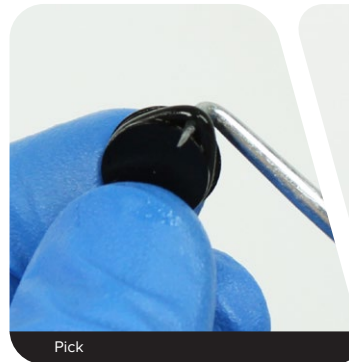
**NOTICE**

Do not apply grease to the area between the upper poppet piston and the o-ring just below it. Grease under the large poppet piston o-ring will limit function when the remote actuator is pressed.

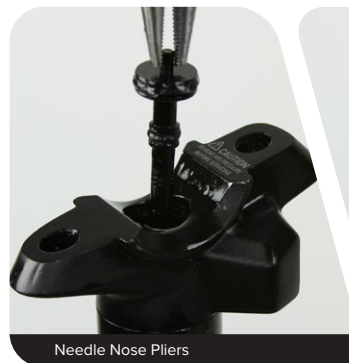
Use a clean shop towel to wipe away any excess grease from under the large poppet piston.



- 2 Remove the poppet valve cover o-ring.  
Install a new o-ring and apply SRAM Butter grease.



- 3 Insert the poppet valve, narrow end first, into the post head and press it down until it snaps into place.





- 4 Loosely thread the RockShox® Bleed syringe fitting into the poppet cover. Insert the poppet cover into the post head and push it into the post head until it snaps firmly into place.

#### NOTICE

Do not thread the syringe fitting into the poppet cover tightly. It will be difficult to unthread from the poppet cover.

Unthread the syringe fitting from the poppet cover.



RockShox Bleed Syringe



- 5 Install the poppet valve cover retaining ring into the post head groove.

#### NOTICE

Confirm the retaining ring is properly seated by using the retaining ring pliers to rotate the ring back and forth inside the groove.

*Retaining rings have a sharp-edged side and a rounded-edge side. Installing the retaining ring with the sharp-edged side facing the tool will allow for easier installation and removal.*

Remove the seatpost from the vise.



Internal Retaining Ring Pliers

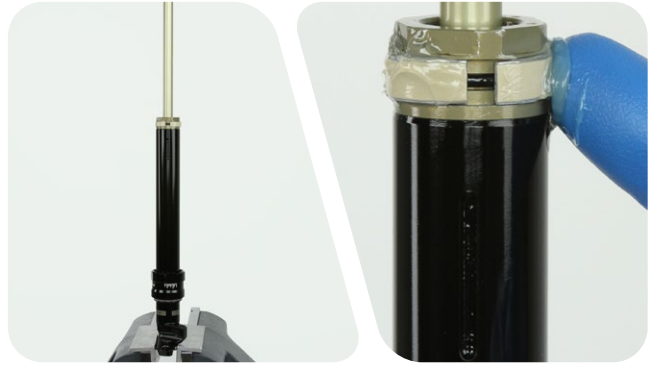


- 1** Clamp the upper post head into the vise with flat soft jaws.

Rotate the bushing and align the split seam toward the back of the seatpost, inline with the rear facing brass key slot. Apply a liberal amount of SRAM® Butter grease to the seal head bushing.

#### NOTICE

Clamp only the flat surfaces of the post head. Do not clamp over the bleed port or on the hose barb port.



- 2** Apply a liberal amount of SRAM Butter grease to the inside of the lower post tube.



- 3** Install the lower post onto the upper post.

Squeeze the inner seal head bushing and slide the lower post down over the seal head bushing.





**NOTICE**

Side-to-side movement between the inner and outer posts is an indication that the brass keys are worn and need to be replaced. Vertical lines on the key are an indication that the key is worn.

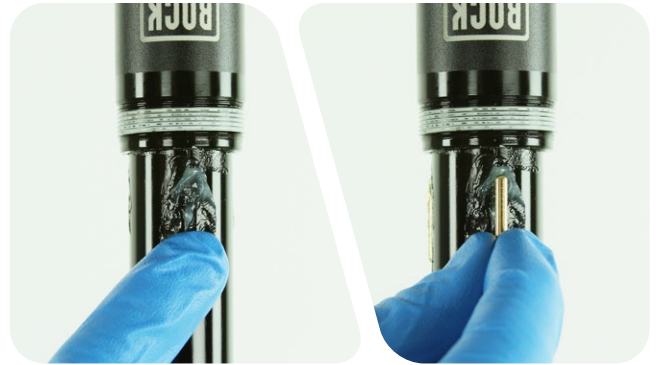
New brass keys must be of the same size and have the same number of [etched lines](#) as the original brass keys for proper function.

Refer to the RockShox® Spare Parts Catalog at [www.sram.com/service](http://www.sram.com/service) for a list of brass key kits available.



- 1 Apply a liberal amount of SRAM® Butter grease onto each key slot and onto the upper post.

Install the brass keys into the key slots. The orientation of the brass keys is not critical.



- 2 Apply a liberal amount of SRAM Butter grease onto the brass keys and upper post.



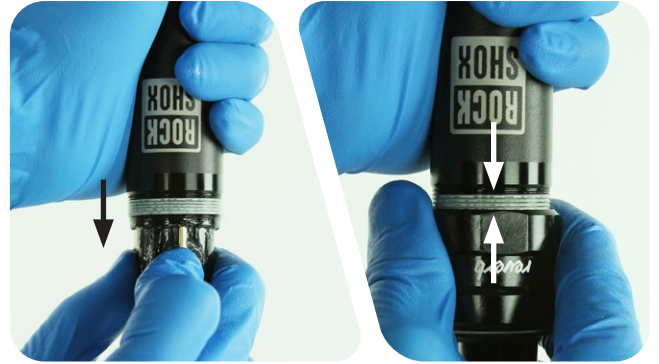
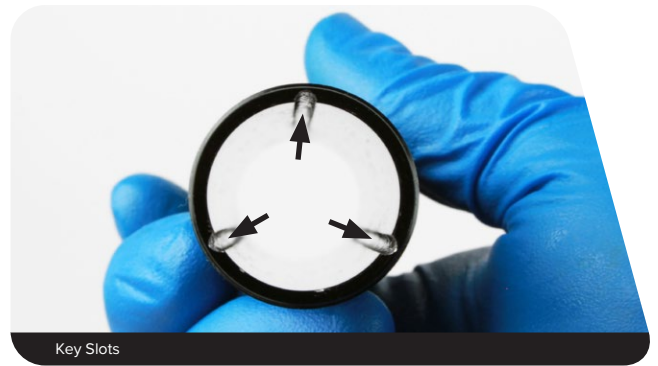
Slide the top cap up and down to lubricate the top cap seal.



- 3** Align the lower post key slots with the brass keys and ensure the laser etched RockShox® logo is aligned with the **back** of the seatpost head.

Hold each brass key in place and slide the lower post down until it engages the keys. Continue to slide the lower post down over the brass keys.

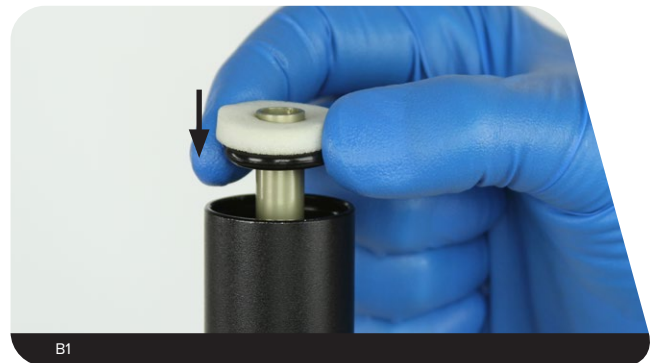
Slide the top cap up until it contacts the lower post threads. Thread the top cap onto the lower post by hand.



- 4** **B1 (all lengths) and A2 (380 mm):**

**50 Hour Service** Install the original bottomout o-ring and foam ring, in that order, onto the inner shaft.

**200 and 400 Hour Service** Install a **new** bottomout o-ring and foam ring, in that order, onto the inner shaft.

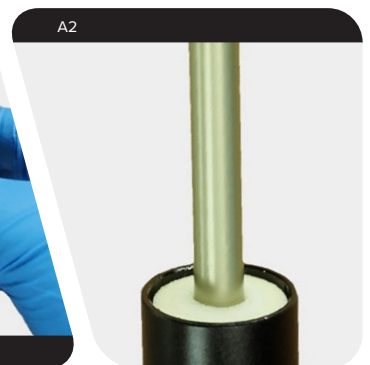
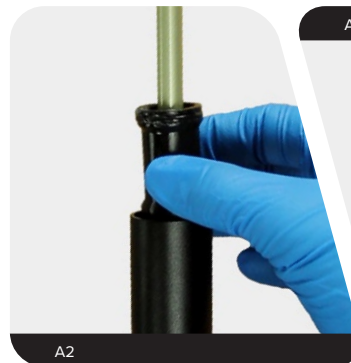


**A2 (355 mm and 420 mm):**

Apply SRAM® Butter grease to the volume spacer o-ring.

**50 Hour Service** Install the original bottomout o-ring, the volume spacer, and the original foam ring, in that order, onto the inner shaft.

**200 Hour Service** Install a **new** bottomout o-ring, the volume spacer, and the **new** foam ring, in that order, onto the inner shaft.

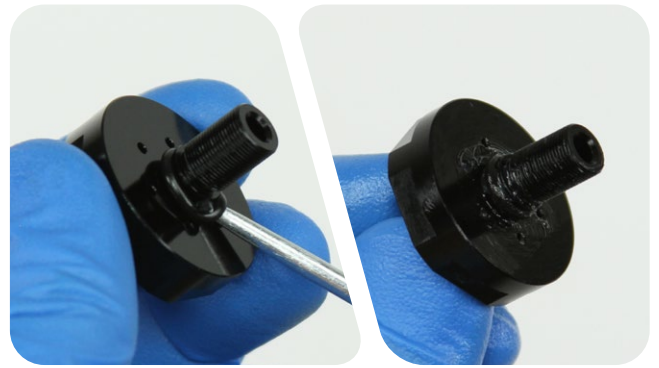


- 5** Remove the o-ring from the air valve base plate and clean the base plate.

**50 and 200 (B1) Hour Service** Clean the o-ring with isopropyl alcohol and a shop towel. Install the o-ring back onto the base plate.

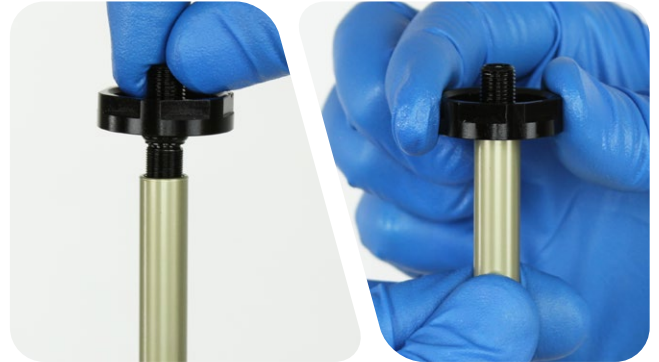
**400 (B1) Hour Service** and **200 (A2) Hour Service** Install a new o-ring onto the base plate.

Apply SRAM® Butter grease to the o-ring.



- 6** Slide the lower post down and install the base plate onto the inner shaft, hand tight.

Remove the seatpost from the vise.

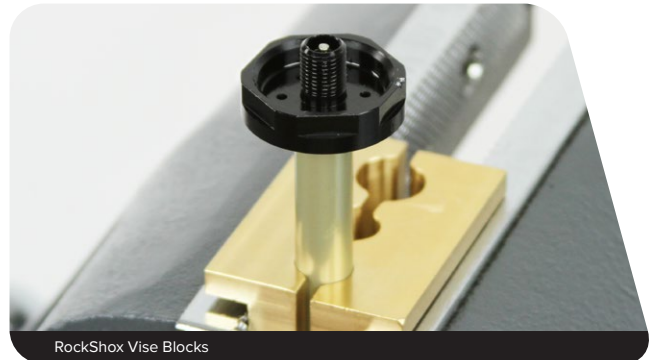


- 7** Spray the inner shaft and RockShox® vise blocks with isopropyl alcohol and wipe them with a clean shop towel. The clamping surfaces must be free of oil and grease.

Position the vise blocks onto the shaft in the 10 mm slot, and clamp the vise blocks into the vise tight enough to prevent the shaft from spinning.

#### NOTICE

Do not scratch the inner shaft when clamping it into the RockShox vise blocks. Surface scratches can cause leaks and reduce performance.



RockShox Vise Blocks

- 8** Tighten the air valve base plate to 3.9-5.1 N•m (35-45 in-lb).



26 mm

3.9-5.1 N•m (35-45 in-lb)

- 9** Remove the seatpost and vise blocks from the vise.  
Slide the lower post to full extension.



- 10** Clamp the lower post into the vise and Park Tool® AV-5 vise inserts.

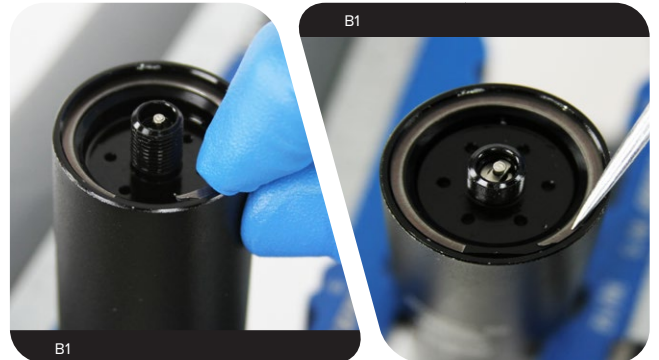
**A2:** Install the retaining ring into the lower tube.

**B1:** Install the retaining ring into the lower tube. Insert the flat end into the groove first and use your finger to guide the retaining ring around the end of the lower tube until it snaps completely into the groove.

Remove the seatpost from the vise.

**CAUTION**

Verify the retaining ring is securely in place with a pick before continuing. Failure to properly secure the retaining ring will result in collapse of the upper post when weight is applied.



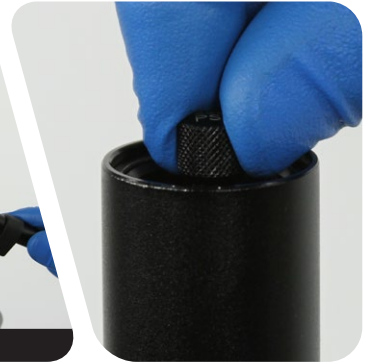
- 11** Clamp the lower post into the vise with the post head oriented upward.  
Tighten the top cap to 27-29 N•m (238-256 in-lb).

**NOTICE**

Do not scratch the upper post with the wrench. Scratches can allow contaminants to enter the lower tube, damage the upper post outer surface, and degrade performance.



- 1 Pressurize the seatpost to 250 psi (17.2 bar).  
Reinstall the air cap and tighten until hand tight.





## Remote Lever

### Hose Barb Replacement (OPTIONAL)

If the remote hose barb is damaged from impact, it should be replaced.

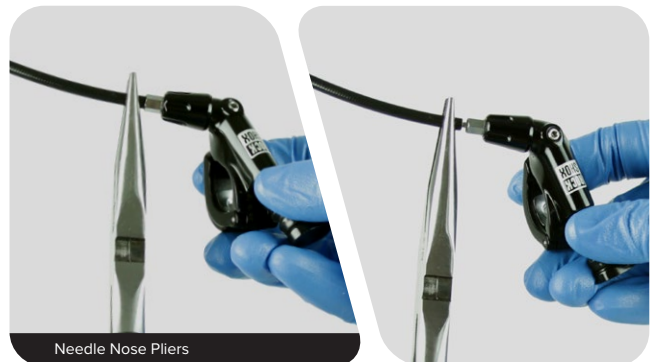
#### NOTICE

If Reverb™ hydraulic fluid leaks from the remote lever while under pressure, or in use, the remote lever assembly must be replaced.

- 1 Remove the remote lever assembly from the bicycle handlebar.



- 2 Rotate the Reverb remote lever counter-clockwise and unthread the hose from the remote hose barb.



- 3 Remove the hose barb from the remote lever.  
Install a **new** hose barb into the lever and tighten to 2.9-3.5 N·m (25-30 in-lb).



- 4 Thread the remote lever hose barb into the hydraulic hose. Hold the end of the hose at the hose barb and rotate the remote lever clockwise while pushing the remote lever barb into the hose. Stop when the hose bottoms-out against the flat hose barb inner surface.

#### NOTICE

Do not over-tighten and strip the threads inside the hydraulic hose. If the hose is over or under tightened, hydraulic fluid can leak.

*The Reverb remote hydraulic system must be bled after the hose is installed onto the remote lever and into the seatpost. Refer to the 'Reverb Stealth and Reverb Hydraulic Hose Replacement and Remote System Bleed' manual, available at [www.sram.com/service](http://www.sram.com/service), for hydraulic remote system bleed and seatpost installation procedures.*





- 1 Secure the bicycle in an upright position.  
Apply a light amount of friction paste to the outside of the seatpost.  
Install the seatpost and tighten the seatpost collar.

### **WARNING**

Failure to use friction paste could allow your seatpost to slip during use, which could lead to serious injury and/or death.



- 1** Insert the hose barb and hose through the Reverb™ hose guide.



- 2** Wrap a shop towel around the upper post.  
Thread the hose barb into the hose port and tighten to 3.4-4.5 N•m (30-40 in-lb).  
Use a shop towel to wipe away any excess fluid.

### ⚠ WARNING

Do not allow Reverb hydraulic fluid to come into contact with brake levers and calipers, brake pads, disc brake rotors, or braking surfaces.



- 3** Secure the hose to the frame.



- 4** Install the remote in the desired position and tighten the clamp bolt to 2.8-3.4 N•m (25-30 in-lb).



This concludes service for the RockShox® Reverb adjustable height seatpost.

The Reverb hydraulic remote system must be bled before use. Refer to the 'Reverb Stealth and Reverb Hydraulic Hose Replacement and Remote System Bleed' manual, available at [www.sram.com/service](http://www.sram.com/service), for bleed procedures.

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