



For exploded diagram and part number information, refer to the Spare Parts Catalog available on our website at [www.rockshox.com](http://www.rockshox.com).

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## TOOLS NEEDED

- Safety Glasses
- Lint-free rag
- Mild cleanser, degreaser or isopropyl alcohol
- Bench mounted vice
- Vice blocks or contoured soft jaws
- 13mm crow's foot tool (fig. 12)
- Oil soluble grease
- Shock pump
- Valve core remover (11.4308.300.000)
- 9mm open end/box wrench
- SID U-Turn Rear Shock Air Can Wrench (11.4308.298.000)
- Dental Pick
- 6-8" crescent wrench
- Torque wrench
- Threadlock (Red Loctite)

## DISASSEMBLY

NOTE: THIS SERVICE MAY NOT BE PERFORMED WHILE THE SHOCK IS MOUNTED ON THE BICYCLE.

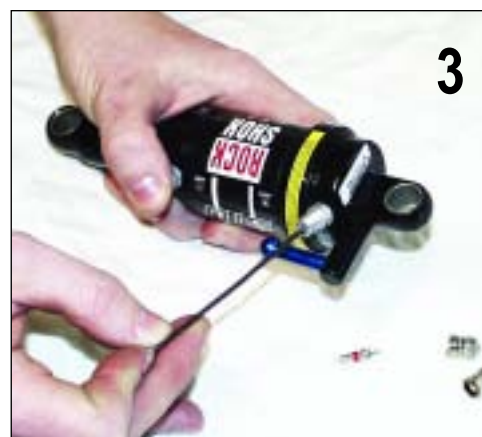
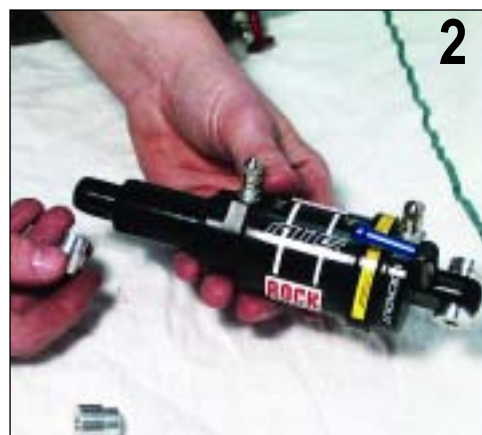
NOTE: ALL PARTS/KITS AND TOOLS ARE LISTED IN THE ROCKSHOX SPARE PARTS CATALOG AVAILABLE AT YOUR DEALER OR DISTRIBUTOR OR AT [WWW.ROCKSHOX.COM](http://WWW.ROCKSHOX.COM).

1. Remove shock from frame. Using a mild cleanser or degreaser, clean shock of all dirt and oil.
2. Note orientation of mounting hardware, and then remove by pulling firmly on each piece. If necessary, use a small thin flat screwdriver to wedge and gently pry hardware loose. Inspect mount hardware and eyelets for wear. Replace mounting hardware if worn (fig. 2).

IMPORTANT: LOOSE OR WORN MOUNTING HARDWARE CAN CAUSE SHOCK INTERNAL FAILURE LATER!

3. Remove air valve caps. Release negative air pressure first, then positive air pressure. Using a schrader valve core removal tool, remove, clean and inspect valve cores. (fig. 3).

4. Using a 9mm wrench, remove schrader air valve bodies from air can and larger eyelet. Remove any residual threadlock. Inspect and replace o-rings (fig. 4).
5. Clamp the shock eyelet end (end with the rebound adjuster knob or lockout lever) into a bench vice.



6. Using a RockShox spanner wrench (11.4308.298.000), completely loosen air can locking collar. (fig. 6)
7. Slide travel indicating o-ring off of the shock body and remove air can by firmly pulling it free from larger eyelet. Clean inside of air can with a mild degreaser or isopropyl alcohol.

TIP: IT HELPS TO TWIST WHILE PULLING WHEN REMOVING THE AIR CAN.

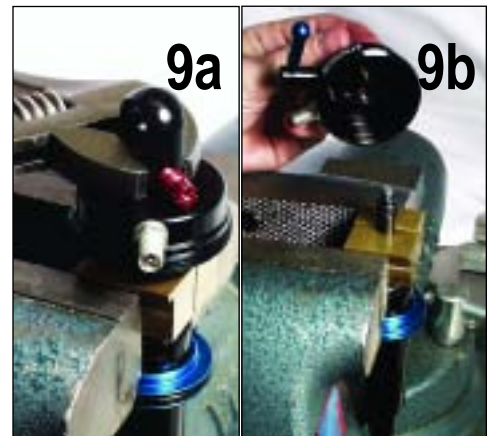


8. Inspect/replace o-rings on the air piston and the large eyelet. Apply a generous amount of oil-soluble grease or Judy Butter to all new o-rings before and after installing new o-rings.

IMPORTANT: O-RINGS AND GLIDE RINGS ARE CONSIDERED 'WEAR AND TEAR' PARTS. THESE PARTS DO WEAR OUT OVER TIME AS GREASE AND OIL BREAK DOWN. REGULAR GREASING PROLONGS THE LIFE OF THE O-RINGS, AND WILL MAINTAIN FUNCTION AND PERFORMANCE.



9. Using shock shaft vice-blocks (included in complete Rear Shock Tool Kit, 11.4307.500.000) and a crescent wrench, unthread large eyelet from shaft. (figs. 9a and 9b)

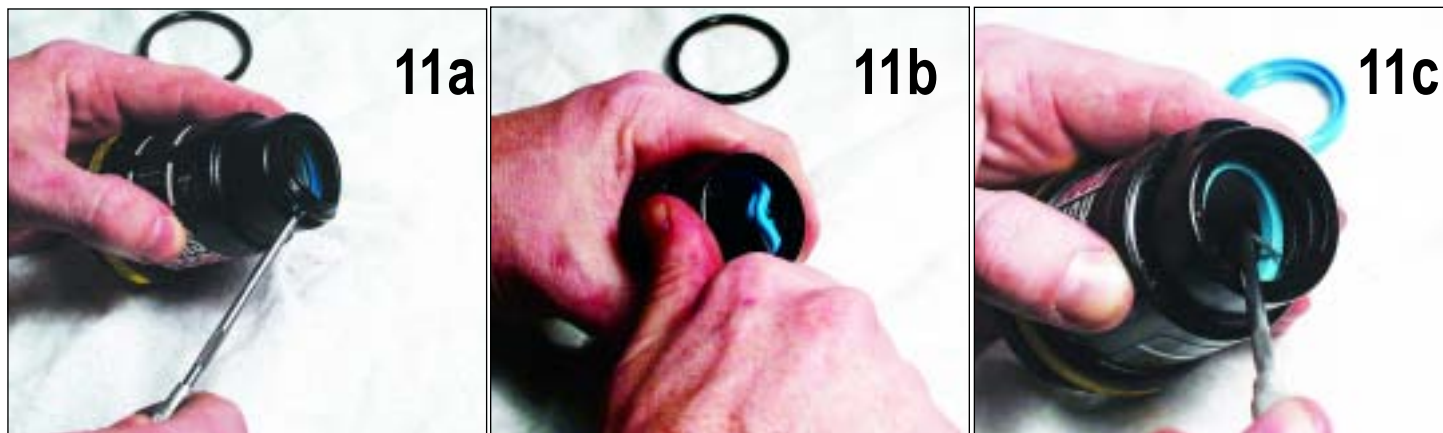


10. Clean any residual threadlock from threads, apply a small amount of grease or Judy Butter to the tip of the adjuster needle (seated in the shaft). Apply fresh **red** threadlock to the shaft threads (fig. 10).

IMPORTANT: USE RED LOCTITE TO ENSURE TIGHT FIT OF SHOCK EYELET TO SHOCK SHAFT.



11. Using a sharp dental pick or similar tool, remove dust seal, u-cup seal and glide ring from air can. Note orientation of each part as you remove them. Replace all three parts. Apply a generous amount of oil-soluble grease or Judy Butter to new glide ring and u-cup seal (figs. 11a, 11b, 11c).



## REASSEMBLY

12. Reassemble large eyelet and shaft, being careful not to allow grease on adjuster rod tip to touch the eyelet threads. Using a 13mm crow's foot tool attached to a torque wrench, tighten eyelet onto shock shaft end. Torque to 105 in-lb (fig. 12).
13. Apply a generous amount of oil soluble grease to: a) the fixed piston o-ring, b) shock shaft o-ring, c) eyelet inner o-ring, d) air can glide ring, u-cup seal and dust seal.





14. Slide air can (apply grease to outer can/body dust seal) over the shock body eyelet, and onto shock body (figs 14a and 14b).
15. Slide and press air can flush into large eyelet groove. Rotating the can as you insert it into the eyelet makes seating easier and will reduce the risk of damage to the eyelet o-ring (fig. 14b)



16. Reinstall and tighten air can locking collar (fig. 16).
17. Apply threadlock to the air valve threads and grease to air valve o-rings. Reinstall the air valves and valve cores. Hand-thread them in and tighten with a 9mm open-faced wrench (fig. 4). Pressurize shock to desired setting. Always pressurize positive air (large eyelet air valve) first to 20 percent of sag when seated (sag equals total shaft travel, when seated on the bike). Reinstall air caps.



**Example:** If your bike has 4" of rear wheel travel and you want to set it up for cross-country riding, your sag should be 0.6 - 1.2 in. If you weigh 175 lb., pressurize the positive chamber to 175 psi and measure your sag. Then pressurize the negative air chamber to 175 psi and remeasure sag. Decrease negative air pressure for less small bump sensitivity.

**IMPORTANT:** MAXIMUM AIR PRESSURE IS 250 PSI.

18. Reinstall mounting hardware (fig. 3)
19. Check bicycle frame alignment, and condition of any pivots, to ensure proper function and to eliminate risk of damage to the frame and shock.  
**IMPORTANT!** FRAME ALIGNMENT AND TIGHT FRAME BUSHING PIVOT BOLTS ARE CRITICAL TO PROPER FUNCTION OF ANY REAR SHOCK! (FIG. 19)
20. Reinstall the shock onto bicycle frame. Torque mounting bolts to 60 in-lb.
21. Spray a light coat of isopropyl alcohol onto shock body and wipe clean.

