



For exploded diagram and part number information, refer to the Spare Parts Catalog available on our website at www.rockshox.com.

Contact your local distributor or visit the RockShox website at www.rockshox.com for ordering information.

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

For the latest technical information, visit our website at www.rockshox.com.

Names used in this manual may be trademarks or registered trademarks of others.

TOOLS NEEDED

- Clean work area
- 24mm and 10mm Socket Wrench
- 300 psi Shock Pump
- Lint-free rags
- Judy Butter, RockShox RedRum, or Oil-Soluble grease
- Isopropyl alcohol in a spray bottle
- Safety glasses
- Bicycle work stand
- 5mm hex wrench
- Plastic mallet
- Oil Pan
- RockShox 5wt and 15wt oil
- Torque wrench

NOTES:

Right side of the fork equals rider's right, if on the bike. Left side equals rider's left.

This service is best performed with fork removed from bike.

Thoroughly read this guide BEFORE performing service on your RockShox fork.

All spare parts needed, are listed in the Spare Parts Catalog. www.rockshox.com or www.sram.com

REMOVAL OF THE LOWER LEGS

DUAL AIR FORKS: SID, 02 DUKE RACE, 02 PSYLO RACE

1. Clamp fork steerer tube securely in bike stand clamp.
2. Place an oil pan directly below the fork.
3. Remove air-valve caps. Depress the schrader air valve to release air pressure from both Positive and Negative air chambers (top and bottom air valves). A small amount of oil may come out when releasing air pressure. This is normal.
4. Remove the rebound adjuster knob, located at the bottom of the right leg. Pull straight down by hand, to remove (fig. 4).
5. Using a 10mm socket tool, loosen the negative air shaft nut (left side) from the air-shaft. Loosen so nut extends just past the threaded shaft end (Fig. 5a and 5b).
6. Using a 5mm hex wrench, loosen the damper shaft bolt half way (right side).
7. Using a plastic mallet, lightly tap the shaft nut end, or socket tool, until shaft end breaks free from lower leg press-fit. You will feel the shaft release from the press-fit of the lower leg (fig. 7).



8. Repeat; shaft bolt side.
9. Using your fingers or a 5mm hex wrench remove the bolts completely.
10. Using your hand, firmly push down on the lower leg brake arch, and slide the lower legs about half way down the upper tubes.
11. Allow oil to drain.
12. Remove the lower legs completely, and set aside.
13. Spray isopropyl alcohol onto upper tubes and wipe clean with a clean rag.

INSPECT THE UPPER TUBES FOR WEAR AND TEAR. IF ANODIZED UPPER TUBE SURFACE (TEFLON, GOLD, OR SLIPPERY SILVER) IS WORN, IT IS TIME TO REPLACE THE CROWN STEERER UPPER TUBE ASSEMBLY (CSU).

CHECK BUSHINGS FOR WEAR, AND REPLACE AS WELL. SEE BUSHING INSTALLATION AND REMOVAL GUIDE FOR PROCEDURES.



HYDRAAIR AND COIL SPRUNG FORKS: JUDY, PILOT, DUKE AND PSYLO

NOTE: DUKE SL AIR PICTURED

1. Clamp fork steerer tube securely in bike stand clamp.
2. Place an oil pan directly below the fork.
3. **Air Forks:** Remove air-valve caps. Depress the schrader air valve to release air pressure from both Positive and Negative air chambers (top and bottom air valves). A small amount of oil may come out when releasing air pressure. This is normal.
4. Remove the rebound adjuster knob (if included), located at the bottom of the right leg. Pull straight down by hand, to remove (fig. 4).
5. Using a 5mm hex wrench, loosen both shaft bolts halfway (fig. 5). Do not remove all the way.
6. Using plastic mallet, firmly tap each bolt head until you feel the bolt break free from the lower leg internal shaft press-fit (fig. 6).
7. Using your fingers or a 5mm hex wrench remove the bolts completely.
8. Using your hand, firmly push down on the lower leg brake arch, and slide the lower legs about half way down the upper tubes (fig. 8).
9. Allow oil to drain.
10. Remove the lower legs completely, and set aside.
11. Spray isopropyl alcohol onto upper tubes and wipe clean with a clean rag.

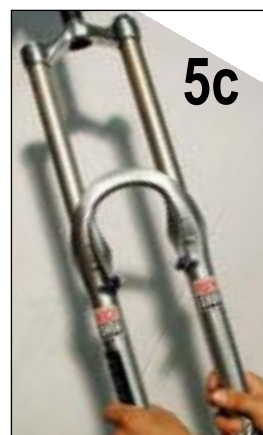


INSPECT THE UPPER TUBES FOR WEAR AND TEAR. IF ANODIZED UPPER TUBE SURFACE (TEFLON, GOLD, OR SLIPPERY SILVER) IS WORN, IT IS TIME TO REPLACE THE CROWN STEERER UPPER TUBE ASSEMBLY (CSU).

CHECK BUSHINGS FOR WEAR, AND REPLACE AS WELL. SEE BUSHING INSTALLATION AND REMOVAL GUIDE FOR PROCEDURES.

LOWER LEG INSTALLATION

1. With the fork securely clamped into the bike workstand, spray the exposed lower legs with isopropyl alcohol and wipe all excess oil and debris with a clean rag.
2. Spray the entire lower leg assembly with isopropyl alcohol, and wipe with a clean rag.
3. Clean and inspect the dust seals and foam wipers. Replace if necessary. **Refer to the Bushing Installation Guide for information on how to remove and install foam wipers and dust seals. (www.rockshox.com).
4. Saturate the foam wipers with RockShox fork oil (5, 10, or 15wt). Oil-soaked foam wipers provide lubrication to the upper tubes and bushings, when fork is in use. Apply oil with an oil-mixing syringe or oil squirt bottle (fig. 4)
5. Carefully slide the lower legs over and onto the upper tubes. Make sure the dust seals do not fold over when installing (fig. 5a, 5b and 5c).
6. Pull the lower leg assembly up the lower legs, just until you feel the lower bushing touch the bottom of each upper tube. The shaft rods should not be visible through the shaft bolt-holes at the bottom of the lower leg assembly.
7. Invert the fork in the bicycle stand to about a 45 degrees angle, fork drop-outs facing up.
8. Pour or inject suspension fork oil into the bottom of each lower leg side, through the shaft holes (fig. 8a and 8b).



PURE Damper Models

SID
DUKE
PSYLO

Air Spring Side

10cc, 5wt
10cc, 5wt
10cc, 5wt (02 Race only)

U-Turn Spring Side

n/a
30cc, 5wt
30cc, 5wt

Damper Side

10cc, 5wt
10cc, 5wt
10cc, 5wt

HYDRACOIL FORKS: FILL THE LEFT (SPRING SIDE) THROUGH THE BOTTOM SHAFT HOLE OF THE LOWER LEG ONLY. INSTALL BOTH SHAFT BOLTS. THEN FILL THE HYDRACOIL DAMPER SIDE FROM THE TOP OF THE UPPER TUBE/CROWN TO THE REQUIRED OIL LEVELS BASED ON FORK MODEL AND YEAR. REFERENCE THE OIL VOLUME CHART AT WWW.ROCKSHOX.COM OR WWW.SRAM.COM. INSTALL THE NON-ADJUST OIL TOP CAP WITH A 24MM SOCKET TOOL TO 50 IN-LB. SEE FIG. 8B



9. With the fork inverted, slide the lower legs up on the upper tubes until both the rebound and air spring, or U-Turn, spring assembly shaft ends slide into the bolt holes. Wipe the lower leg and shafts with a clean rag to remove any excess oil or debris.

10. Insert a 2.5mm hex wrench or external rebound adjuster knob hex into the rebound damper, and turn to the full-closed/clockwise position. This will protect the internal damper rod from the bolt when installing the shaft bolt (fig. 10).

11. Clean each black nylon crush washer, inspect for wear and replace if necessary.

12. Insert and hand-thread the clean hollow rebound damper bolt and spring side fastener (bolt or shaft nut):

DUKE/PSYLO: INSERT AND HAND-THREAD SOLID SPRING SHAFT BOLT. TIGHTEN BOLTS WITH A 5MM HEX TO 60 IN-LB (FIG. 12A AND 12B).

DUALAIR: HAND-THREAD THE DUALAIR SHAFT NUT ONTO THE DUALAIR THREADED SHAFT END. TIGHTEN SHAFT NUT WITH A 10MM SOCKET OR OPEN-END WRENCH TO 60 IN-LB (FIG. 12C)

13. Insert the rebound adjuster knob. It should press/snap into place. Turn counter-clockwise to the half-open position, and adjusted as desired (fig. 13)

14. SID/Duke Air forks: Inflate to desired air pressures. Refer to the decal Air Chart, on the back of the fork, or the Air Volume Chart in the Spare Parts Catalog. (www.rockshox.com or www.sram.com)

15. Spray a light coating of isopropyl alcohol onto the entire fork, and wipe down with a clean rag.

