2003

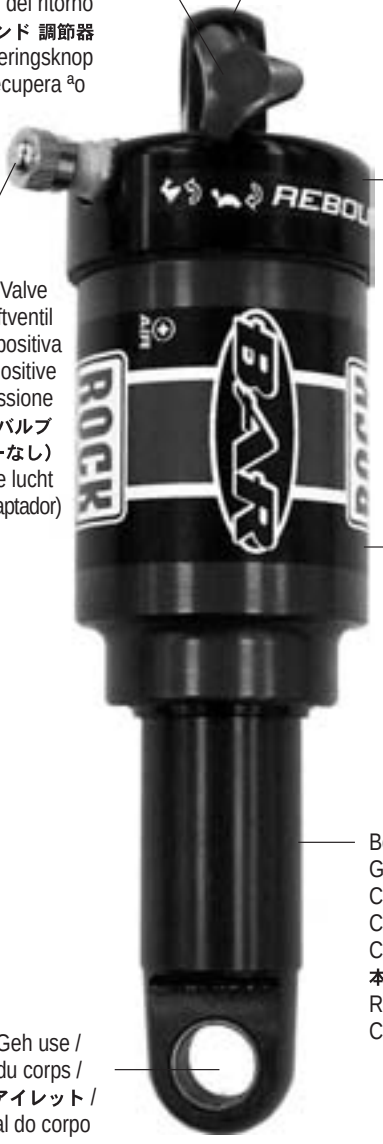
BAR

AND

deluxe

OWNER'S MANUAL

ROCK SHOX



Rebound Adjustment Knob
Au enliegender Einsteller f r Zugstufe
Adjustador externo de rebote
Bouton de rØglage externe du rebond
Regolatore del ritorno
Regolatore esterno del ritorno
外付けリバウンド 調節器
Externe terugveringsknop
Regulador externo de recupera ªo

Shaft Eyelet / se an der F hrungsstange /
Ojal del eje / illet de la tige /Occhiello
albero / **シャフト アイレット**/
Schacht-oogje / Olhal do pistªo

Threaded Collar / Ring
mit Gewinde /Casquillo
roscado / Collier taraudØ /
Collare filettato /
溝付きカラー / Stelring met
schroefdraad Anilha roscada

Positive Schrader Air Valve
Positiv-Luftventil
VÆlvula de aure positiva
VÆlve air positive
Valvola aria in pressione
ポジティブ エアバルブ
（アダプターなし）
Klep positieve lucht
VÆlvula de ar positivo (sem adaptador)

Air Can
Beh lter
CÆpsula
Bo tier
Contenitore
カン
Reservoir
Inv lucro

Body
Geh use
Carcasa
Corps
Corpo
本体
Romp
Corpo

Body Eyelet / se am Geh use /
Ojal de la carcasa / illet du corps /
Occhiello corpo /**ボディ アイレット** /
Romp-oogje / Olhal do corpo

Shaft Eyelet
se an der
F hrungsstange
Ojal del eje
illet de la tige
Occhiello albero
シャフト アイレット
Oogje van de schacht
Olhal do pistão

Shock Shaft
F hrungsstange
Eje del amortiguador
ButØede fond
Respigente fondo
tubo esterno
ショック シャフト
Schokdemperschacht
Pist°o do amortecedor

Coil Spring
Stahlfeder
Muelle helicoidal
Ressort helico Idal
Molla elicoidale
コイル スプリング
Springveer
Mola do

Bottom Out Bumper
Anschlag beim Durchschlagen
Tope que indica que se ha tocado fondo
illet de l amortisseur
Albero ammortizzatore
ボトムアウト バンパー
Doorslagbumper
Batente antifugas

Adjustable Spring Preload Collar
Ring zum Einstellen der Vorspannung
Casquillo ajustable de precarga del muelle
crou de rØglagede la prØchargedu ressort
Ghiera regolabile di precarico molla
調節用スプリング プレロード・カラー
Verstelbare stelring voor voorbelasting van de veer
Anilha regulÆvel de prØ-carga do amortecedor

Body Eyelet
se am Geh us e
Ojal de la carcasa
illet du corps)
Occhiello corpo
ボディ・アイレット
Rompoogje
Olhal do corpo

Congratulations! You have the best in suspension components on your bicycle! This manual contains important information about the safe operation and maintenance of your shock. To ensure that your RockShox shock performs properly, we recommend you have a qualified bicycle mechanic service your shock. We also urge you to follow our recommendations to help make your bicycling experience more enjoyable and trouble-free.

I M P O R T A N T

Consumer Safety Information

RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE IS EVEN MORE DANGEROUS. IT'S ALSO DANGEROUS NOT TO READ THESE INSTRUCTIONS.

1. Before riding the bicycle, be sure the brakes are properly installed and adjusted. If the brakes don't work properly, the rider could suffer serious and/or fatal injuries.
2. If the shock ever loses oil or if it makes sounds of excessive topping out, stop riding the bicycle immediately and have the shock inspected by a dealer or call RockShox. Continuing to ride with the shock in either of these conditions could result in loss of control of the bicycle with possible serious and/or fatal injuries.
3. Always use genuine RockShox parts. Use of after-market replacement parts voids the warranty and could cause structural failure to the shock. Structural failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.

INSTALLATION

It is extremely important that your RockShox rear shock is installed correctly by a qualified bicycle mechanic with proper tools. Consult your bicycle manufacturer's instructions for proper installation of your rear shock.

⚠ WARNING

IMPROPERLY INSTALLED REAR SHOCKS CAN BE EXTREMELY DANGEROUS AND MAY RESULT IN SEVERE AND/OR FATAL INJURIES.

PERFORMANCE TUNING

RockShox rear shocks can be tuned for your particular weight, riding style, and terrain.

IMPORTANT: BE SURE YOU TAKE YOUR BIKE FOR A TEST RIDE TO SEE IF THE REAR SHOCK IS SET UP FOR YOU STRAIGHT "OUT OF THE BOX."

These shocks are set up for the 140 to 180 lb (65 to 80 kg), all-around rider who spends time riding every off-road terrain imaginable. You may benefit by making tuning adjustments to suit your specific needs. When tuning suspension, always make one change at a time and write it down. This allows you to understand how each change affects your ride.

Setting Sag

Sag is the amount of shock travel that is used as the rider sits stationary on the bike. Typically, sag is 15 to 30 percent of all available wheel travel. Check with your bicycle manufacturer to determine the rear wheel travel and recommended sag for your particular bike before setting sag.

DELUXE

1. To adjust the sag, turn the spring preload collar away from the spring and stop turning just as the spring feels loose on the shock. This is zero pre-load.
2. Without sitting on the bike, measure the distance from the floor to the seat (rear height). Write it down.
3. While you sit in a normal riding position, have a friend measure the same distance. The difference between the two measurements is sag. Determine what percentage of total wheel travel this sag represents.
4. If the sag is less than your bike manufacturer's recommendation, you may need to install a spring with a lower spring rate. If the sag is greater than recommended, turn the threaded collar towards the spring to decrease sag until it is correct. Use a stiffer spring rate if you reach the 2.5 turn limit.

IMPORTANT: DO NOT EXCEED 2.5 FULL TURNS OF THE THREADED SPRING COLLAR FROM ZERO PRELOAD. TOO MUCH SPRING PRELOAD ON A SOFT SPRING WILL CAUSE THE SPRING TO FAIL.

BAR

1. Depressurize the air chamber by removing the air cap and depressing the valve core stem.
2. Because every bike is different, a good starting point is to pressurize the champer to air pressure equal to your body weight.
3. Without sitting on the bike, measure the distance from the floor to the seat (rear height). Write it down.
4. While you sit in normal riding position, have a frienc measure the same distance. The difference between the two measurements is sag. Determine what percentage of total wheel travel this sag represents.
5. If the sag is less than your bicycle manufacturer's recommendations, a lower air pressure should be used. If the sag is greater than your bike manufacturer's recommendation, a greater air pressure should be used.

IMPORTANT: DO NOT USE AIR PRESSURE OUTSIDE THE 100 TO 300 PSI RANGE.

6. Replace the air cap.

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 to 1.2 in. If you weigh 175 lbs., pressurize the air chamber to 175 psi and measure your sag.

Rebound Damping Adjustment (BAR Adjust and Deluxe Adjust Only)

The BAR Adjust includes a red rebound damping adjustment knob. Rebound is the extension or return stroke of the shock. Rebound damping adjustment allows you to control the rate at which the shock extends after it is compressed. The shock's rebound is quickest when the adjustment knob is in the full counterclockwise position. Rebound is slowest when the adjustment knob is in the full clockwise position.

SETTING REBOUND

When you are setting rebound, a good starting point is the "curb" test. Be sure this is done after you set up your sag.

1. Set your rebound adjuster fully counterclockwise.
2. Ride the bike off the curb sitting in the saddle and count the number of times the shock bounces before returning to nominal sag. You want to achieve one bounce.
3. Turn the rebound adjuster a quarter turn clockwise and ride off the curb again. Continue to do this until one bounce is achieved.
4. Record the number of turns from the fully closed (full counterclockwise) position.

MAINTENANCE

After Every 8 hours of Riding

- Clean your shock with mild soap and a toothbrush.
- Keep the shaft and body threads clean and lubricated.
- Keep mounting hardware clean and lubricated.
- Refer to bicycle's owner's manual for correct mounting hardware torque values. Also be sure to verify that your

shock's mounting hardware is properly torqued (60 in-lb).

IMPORTANT: OVER-TORQUED MOUNTING HARDWARE WILL CAUSE THE SHOCK TO BIND AND MALFUNCTION. UNDER-TORQUED MOUNTING HARDWARE WILL DAMAGE FRAME,HARDWARE,AND SHOCK.

After every 20 hours of riding

- Remove, clean, and grease mounting hardware.

  IMPORTANT: NEVER USE A HIGH-POWERED WASHER TO CLEAN THE SHOCK.

- Lube internal air seal:

  1. Remove the air cap and depress the vavle core stem to release the air pressure.
  2. Remove the valve core from the schrader valve. and add 3 to 4 cc's of 5 wt oil through the air valve hole.
  3. Replace the vavle core and add the appropriate amount of air pressure to the shock.
  4. Install the air cap.

SERVICE

These shocks contain no user-serviceable parts. If repair is necessary, please contact RockShox Technical Services or the nearest dealer according to the International Distributor List. Read the Warranty section for further warranty repair and contact information.

WARRANTY

RockShox, Inc. warrants its products for a period of two years from original date of purchase to be free from defects in materials or workmanship. RockShox USA, or an authorized RockShox Agent must inspect all RockShox products. If a product is found by RockShox or its authorized agent to be defective in materials or workmanship, replacement or repair is at the option of RockShox. This warranty is the sole and exclusive remedy. RockShox shall not be held liable for any indirect, special, or consequential damages.

Exclusions of Warranty

This warranty does not apply to products which have not been properly installed and adjusted according to RockShox installation instructions. The warranty does not cover any product that has been subject to misuse or whose serial number has been altered, defaced or removed. 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, or any other circumstances in which the product has been subjected to forces or loads beyond its design. This warranty does not cover paint damage or modifications to the product.

Original proof of purchase is required. Warranty repair/replacement is only valid upon presentation of proof of purchase, directly submitted to RockShox at the time of warranty evaluation. Warranty repair or replacement is at the discretion of RockShox or its authorized agent, upon physical product evaluation and proof of purchase.

This warranty does not include or cover common 'wear and tear' parts which are subject to damage as a result of normal use, failure to service product according to RockShox recommendations, wet conditions, racing, use of disc brakes, rider weight, riding or installation in conditions or applications other than recommended.

'Wear and Tear' parts are identified as: External dust seals, bushings, foam rings, rubber moving parts (such as air sealing o-rings and glide rings), stripped threaded shafts or bolts, upper tubes (stanchions), rear shock mounting hardware and springs, and fork drop outs.

Pioneer Support Program

In the event parts are unavailable at the time of your repair, at the option of RockShox or its authorized agent, a replacement fork may be provided at a determined discount price.

Warranty Expenses Incurred

The RockShox warranty policy excludes expenses incurred as a result of transportation of product from a RockShox dealer to RockShox USA, or its authorized distributor, labor performed by a RockShox dealer for removal of RockShox product, or warranty repair work performed by a RockShox dealer. Warranty work performed by a RockShox dealer is voluntary.

Warranty Repair

If for any reason it should be necessary to have warranty work done, return the product to a RockShox dealer. In the USA, dealers are required to call for a Return Authorization number (RA#) prior to returning product. Outside the USA, dealers are required to call an authorized RockShox Distributor.

For more technical information, visit our website at www.rockshox.com. For toll-free technical support in the USA, call 1.800.677.7177. Dealers outside the USA must contact their local dealer or distributor.
For a complete list of Authorized Distributors outside the USA, visit www.rockshox.com.