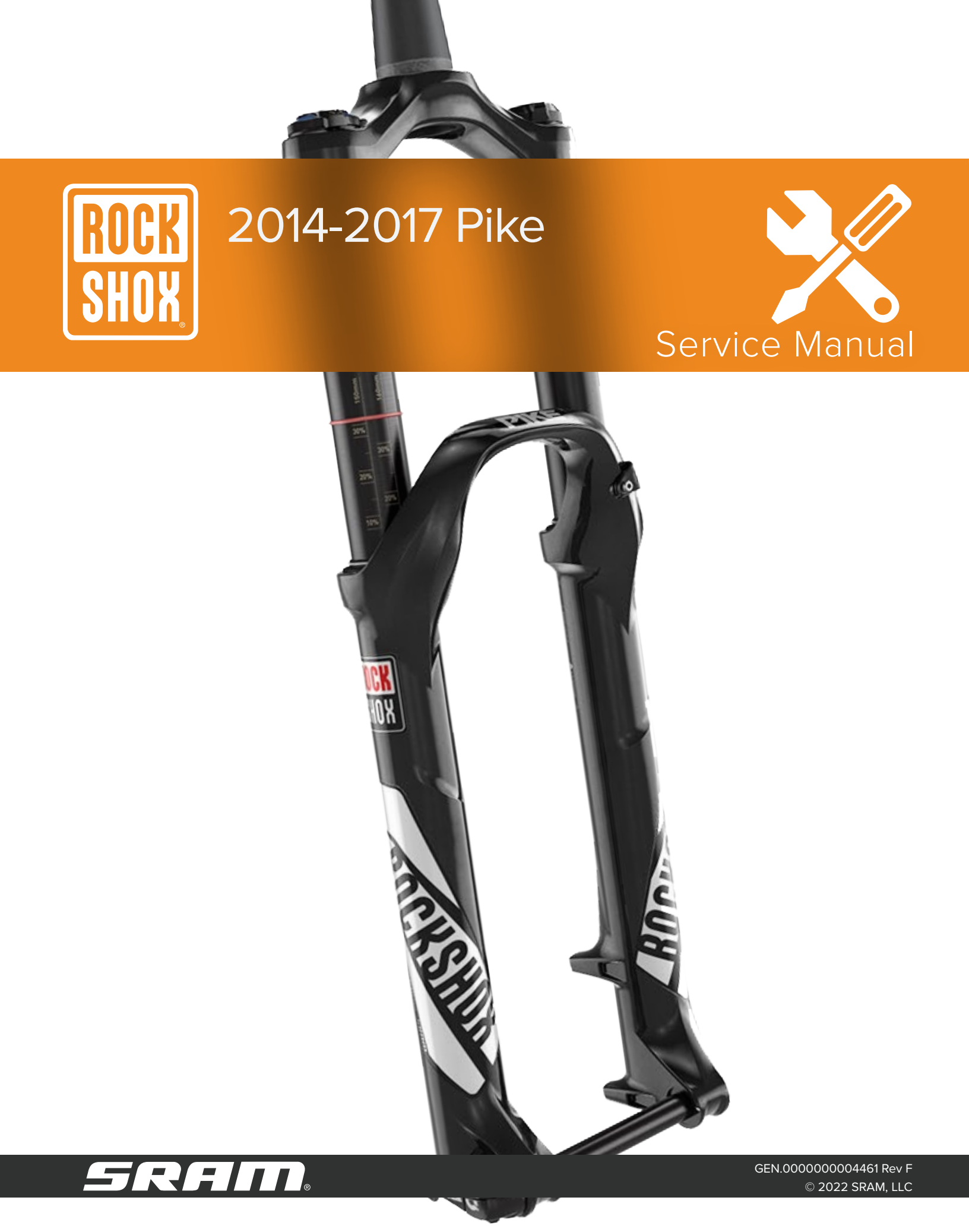
2014-2017 Pike

Service Manual



SRAM

GEN.0000000004461 Rev F
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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.

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

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 for more information.

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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!

Exploded View - (A1-A2) Pike RCT3/Dual Position Air

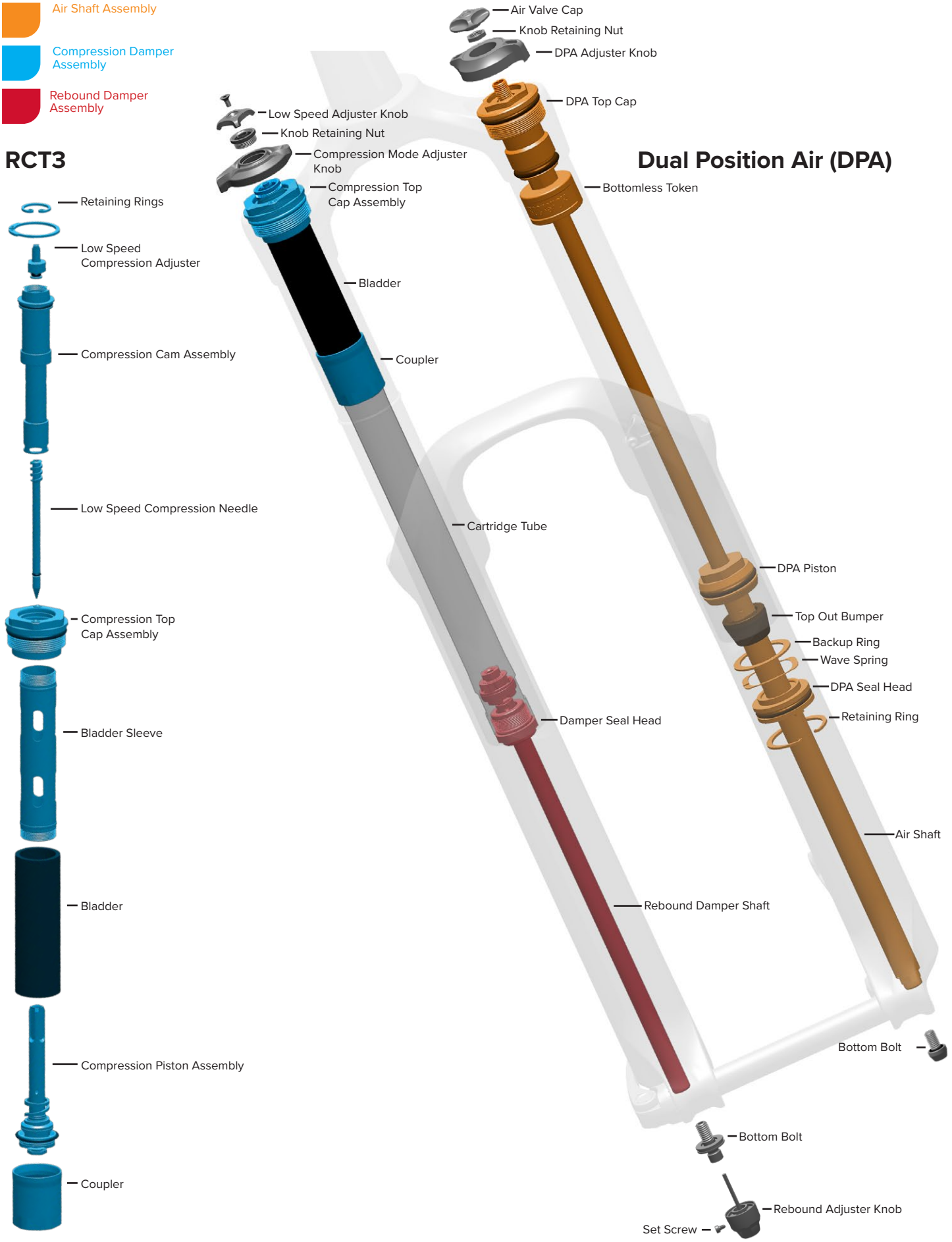
Air Shaft Assembly

Compression Damper Assembly

Rebound Damper Assembly

RCT3

Dual Position Air (DPA)

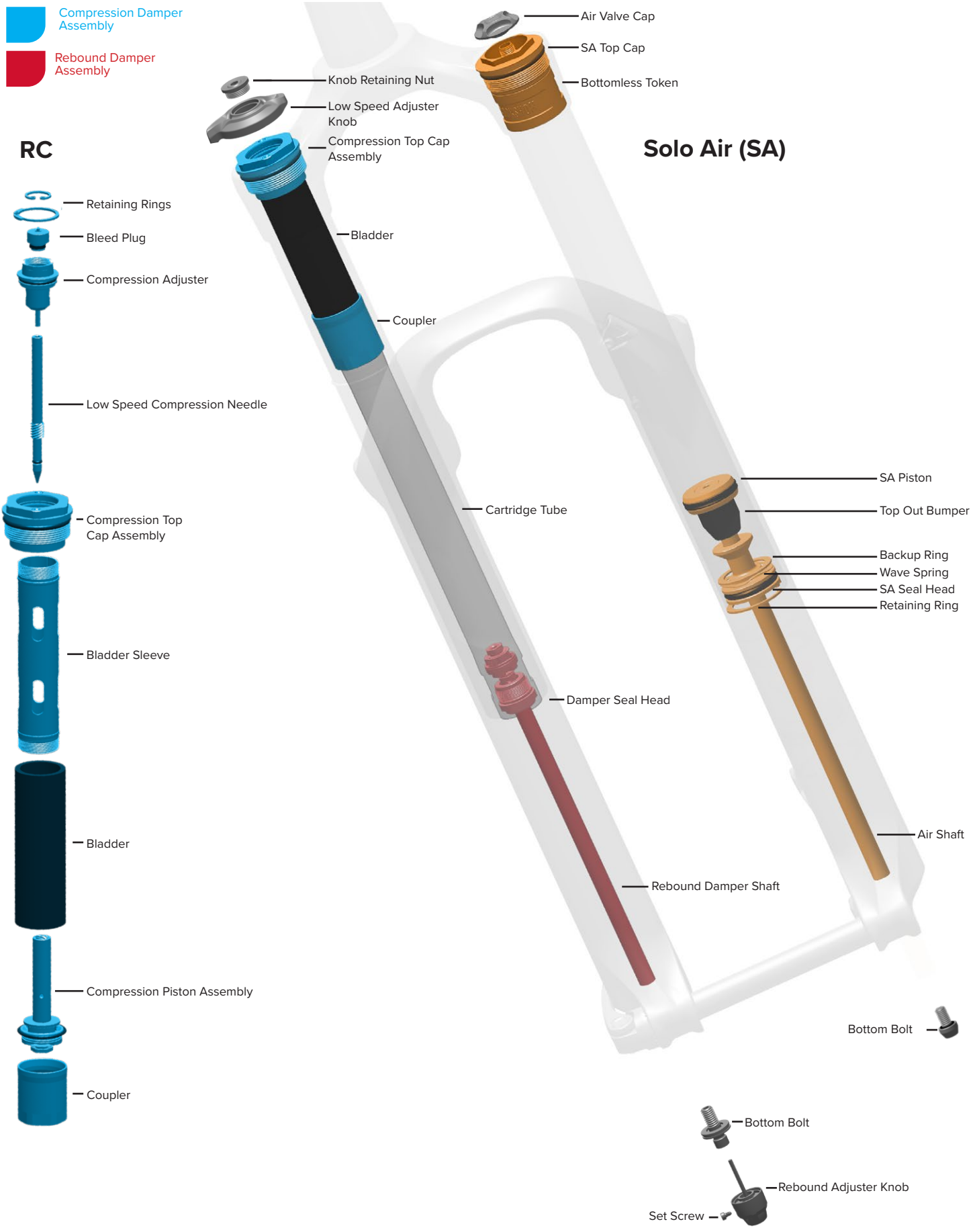


Exploded View - (A1-A2) Pike RC/Solo Air

Air Shaft Assembly

Compression Damper Assembly

Rebound Damper Assembly



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.

Visit 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.

For recycling and environmental compliance information, please visit www.sram.com/en/company/about/environmental-policy-and-recycling.

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.

Parts and Tools Needed for Service

Parts

- Pike Service Kit - 200 Hour

Safety and Protection Supplies

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

Lubricants and Fluids

- Isopropyl alcohol
- Maxima PLUSH Dynamic Suspension Lube Light or RockShox suspension oil 0W-30
- Maxima PLUSH 3wt or RockShox suspension oil 3wt
- SRAM Butter grease

RockShox Tools

- RockShox Charger Bleed kit
- RockShox rear shock vise blocks (3 hole)
- RockShox wiper seal installation tool (35 mm)

Bicycle Tools

- Bicycle stand
- Downhill bicycle tire lever
- Schrader valve removal tool
- Shock pump

Tools

- 2, 2.5, 4, 5, 8 mm hex wrenches
- 2, 2.5, 4, 5, 8 mm hex bit sockets
- 6, 10, 15, 24, 30 mm sockets
- 21 (x2), 23, 25 mm open end wrenches
- 23, 25 mm crowfoot wrenches
- Air compressor with air gun nozzle
- Bench vise
- Flat blade screwdriver
- Internal retaining ring pliers - large and small
- Long plastic or wooden dowel
- Needle-nose pliers
- Pick
- Rubber or plastic mallet
- Socket wrench
- Torque wrench

SAFETY INSTRUCTIONS

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

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

NOTICE

For the most effective access to the fork while servicing, clamp the fork steerer tube into a bicycle work stand.

Model Code Identification

Product model code and specification details can be identified with the serial number on the product. Model codes can be used to identify the product type, series name, model name, and product version associated with the production model year. Product details can be used to identify spare parts, service kit, and lubricant compatibility.

Model Code example: **FS-PIKE-RCT3-A2**

FS = Product Type - **Front Suspension**
PIKE = Platform/Series - **Pike**
RCT3 = Model - **RCT3**
A2 = Version - (**A** - first generation, **2** - second iteration)

To identify the model code, locate the serial number on the product and enter it into the **Search by Model Name or Serial Number** field at www.sram.com/service.

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.

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from upper tubes and wiper seals	Extends wiper seal lifespan
		Minimizes damage to upper tubes
		Minimizes lower leg contamination
Every 50 Hours	Perform lower leg service	Restores small bump sensitivity
		Reduces friction
		Extends bushing lifespan
Every 200 Hours or yearly	Perform damper and spring service	Extends suspension lifespan
		Restores small bump sensitivity
		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.	Low Speed Compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise.
50				
100				
150				
200				

Torque Values

Part	Tool	Torque
Bottom bolts	5 mm hex bit socket	7.3 N•m (65 in-lb)
Top caps	24 mm and 30 mm socket	28 N•m (250 in-lb)

Fluid Volume

		Damper Side					Spring Side			
			Upper Tube		Lower Leg			Upper Tube	Lower Leg	
Fork	Model	Damper Technology	Volume	Oil	Volume	Oil**	Spring Technology	Grease	Volume	Oil**
Pike	RCT3 RC DJ	Charger	Bleed	Maxima PLUSH 3wt	10 mL	Maxima PLUSH Dynamic Suspension Lube Light	Solo Air	SRAM Butter Grease	10 mL	Maxima PLUSH Dynamic Suspension Lube Light
							Dual Position Air	Grease Air Piston		

**Suspension oil/fluid - Maxima PLUSH Dynamic Suspension Lube and RockShox 0w-30 suspension oils/fluids are forward and backward compatible with RockShox Dynamic Seal Grease and SRAM Butter Grease.

Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

50/200 Hour Service — Lower Leg Removal

1 Remove the air valve cap from the top cap located on the non-drive side fork leg.



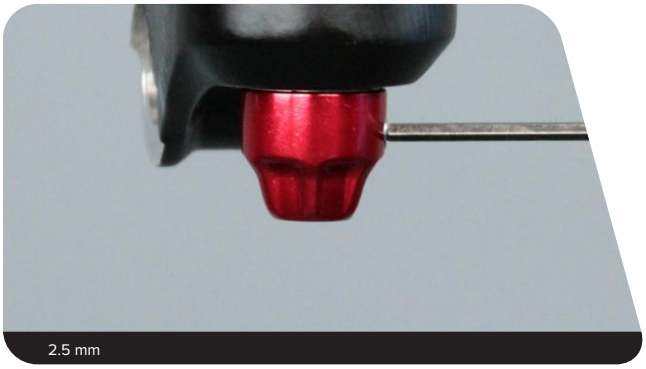
2 Use a small hex wrench to depress the Schrader valve and release all air pressure from the air chamber.

⚠CAUTION - EYE HAZARD

Verify all pressure is removed from the fork before proceeding. Failure to do so can result in injury and/or damage to the fork. Wear safety glasses.



3 Use a 2.5 mm hex wrench to loosen the set screw and remove the rebound adjuster knob located at the bottom of the drive side fork leg.



4 Use a 5 mm hex wrench to loosen both bottom bolts 3 to 4 turns.



5 Place an oil pan beneath the fork to catch any draining oil.

Use a rubber or plastic mallet to firmly strike each bottom bolt to dislodge the air and damper shafts from the lower leg.

Use a 5 mm hex wrench to remove the bottom bolts from the lower leg.



6 Firmly pull the lower leg downward until oil begins to drain. Continue pulling downward to remove the lower leg from the fork.

If the lower leg does not slide off of the upper tubes or if oil does not drain from either side, the press fit of the shaft(s) to the lower leg may still be engaged. Reinstall the bottom bolts 2 to 3 turns and repeat step 5.



NOTICE

Do not hit the fork arch with any tool when removing the lower leg as this could damage the fork.

200 Hour Service Go to Lower Leg Seal Service to continue with the 200 Hour Service.

1 Remove the foam rings and clean them with isopropyl alcohol and a rag.



2 Soak the foam rings in suspension oil.



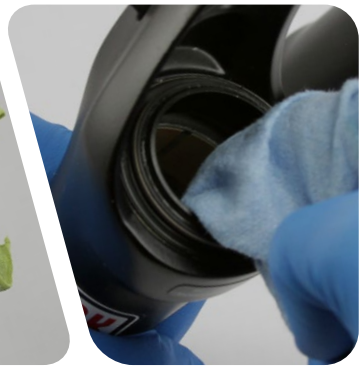
Maxima PLUSH Dynamic Suspension Lube Light

3 Spray isopropyl alcohol on the inside and outside of the lower leg and wiper seals.

Clean the wiper seals and outside of the lower leg with a rag.

Wrap a rag around a long dowel and insert it into each lower leg and clean the inside.



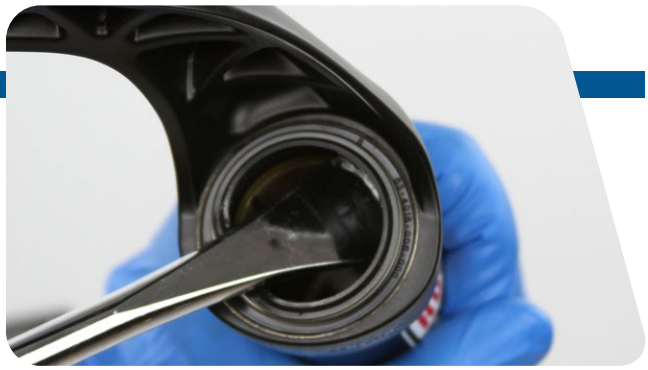


4 Install the foam rings back into the lower leg under the wiper seals.



50 Hour Service To continue with the 50 Hour Service, proceed to Lower Leg Installation.

1 Place the tip of a downhill tire lever underneath the lower lip of the dust wiper seal.



NOTICE

If using a flat blade screwdriver, make sure it has a round shaft. A screwdriver with a square shaft will damage the fork leg.

2 Stabilize the lower leg on a bench top or on the floor. Press down on the tire lever handle to remove the dust wiper seal. Discard the wiper seal.

Repeat on the other side.



NOTICE

Keep the lower leg assembly stable. Do not allow the lower leg to twist in opposite directions, compress toward each other, or be pulled apart. This will damage the lower leg.

3 Use your fingers to remove and discard the foam rings inside the lower leg.

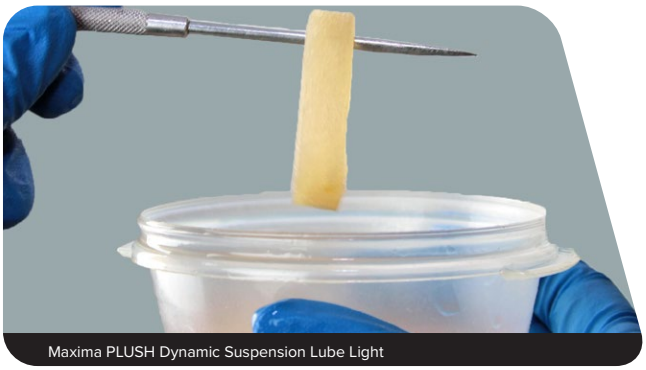


4 Spray isopropyl alcohol on the inside and outside of the lower leg. Clean the outside of the lower leg with a rag.

Wrap a rag around a long dowel and insert it into each lower leg to clean the inside of the lower leg.



5 Soak the new foam rings in suspension oil.


Maxima PLUSH Dynamic Suspension Lube Light

6 Install new foam rings on the top bushings in the lower leg.



7 Remove the wire spring from the new dust wiper seal and set it aside.



8 Insert the narrow end of a new dust wiper seal into the recessed end of the seal installation tool.



9 Hold the lower leg steady and use the seal installation tool to press the dust wiper seal evenly into the lower leg until the seal surface is flush with the top of the lower leg surface.

Reinstall the wire spring onto the dust wiper seal.

Repeat steps 7, 8, and 9 for the other side of the lower leg.



NOTICE

Only press the dust wiper seal into the lower leg until it is flush with the top surface of the lower leg. Pressing the dust wiper seal past the top surface of the lower leg can damage the foam rings.

Air Spring Travel Change and Bottomless Tokens

To increase or decrease the travel in your RockShox Pike fork, the air spring must be replaced with the correct length air spring shaft assembly. For example, to change a Pike with a maximum of 140 mm of travel to a maximum of 160 mm of travel, a 160 mm air spring shaft assembly must be installed. Fork travel can be identified at the bottom of the air spring shaft.

Bottomless Tokens can be added to, or removed from, the Solo Air (SA) top cap or the Dual Position Air (DPA) air spring assembly to fine-tune the bottom-out feel and spring curve. Use the chart below to help determine the number of Bottomless Tokens that can be used with each maximum fork travel option. If fork travel is changed from stock, it may be necessary to add or remove Bottomless Tokens. Red (DPA) and grey (SA) Bottomless Tokens are compatible with all 35 mm Pike forks.

Refer to the RockShox Spare Parts Catalog available on our website at www.sram.com/service for spare part kit details.



DPA air spring shaft identification

SA air spring shaft identification

Solo Air Travel Options and Bottomless Token Tuning

29"+ Wheel			27.5"+ / 29" Wheel			27.5" Wheel			26" Wheel		
Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens	Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens	Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens	Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens
-	-	-	PIKE 29-160mm	1	4	-	-	-	-	-	-
LYRIK/YARI 160	2	5	PIKE 29-150mm	1	4	-	-	-	-	-	-
LYRIK/YARI 150	2	5	PIKE 29-140mm	2	5	PIKE 27-160mm	0	4	-	-	-
LYRIK/YARI 140	3	6	PIKE 29-130mm	3	5	PIKE 27-150mm	0	4	PIKE 26-160mm	0	4
LYRIK/YARI 130	3	6	PIKE 29-120mm	4	6	PIKE 27-140mm	1	4	PIKE 26-150mm	0	4
LYRIK/YARI 120	4	6	-	-	-	PIKE 27-130mm	2	5	PIKE 26-140mm	1	4
LYRIK/YARI 110	5	6	-	-	-	PIKE 27-120mm	3	5	PIKE 26-130mm	2	5
LYRIK/YARI 100	5	6	-	-	-	-	-	-	PIKE 26-120mm	3	5
-	-	-	-	-	-	-	-	-	*26-140mm DJ	2	4
-	-	-	-	-	-	-	-	-	*26-110mm DJ	0	2
-	-	-	-	-	-	-	-	-	*26-100mm DJ	0	2

*Not etched on air shaft.

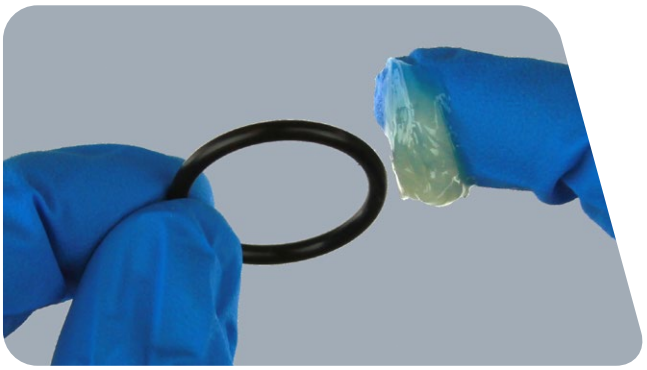
Dual Position Air Travel Options and Bottomless Token Tuning

29+ Wheel			27.5"+ / 29" Wheel			27.5" Wheel			26" Wheel		
Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens	Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens	Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens	Fork Travel (etched on air shaft)	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens
-	-	-	PIKE 29-160mm	1	4	-	-	-	-	-	-
-	-	-	PIKE 29-150mm	1	4	-	-	-	-	-	-
LYRIK/YARI 160	1	5	-	-	-	PIKE 650-160mm	0	4	-	-	-
LYRIK/YARI 150	1	6	-	-	-	PIKE 650-150mm	0	4	PIKE 26-160mm	0	4
-	-	-	-	-	-	-	-	-	PIKE 26-150mm	0	4

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 rag. Apply grease to the new seal or o-ring.



1 **Dual Position Air**: Use a 10 mm socket wrench to loosen and remove the DPA adjuster knob.



2 Use a 24 mm socket wrench to remove the top cap.

Spray isopropyl alcohol on the upper tube threads and clean the threads with a rag.







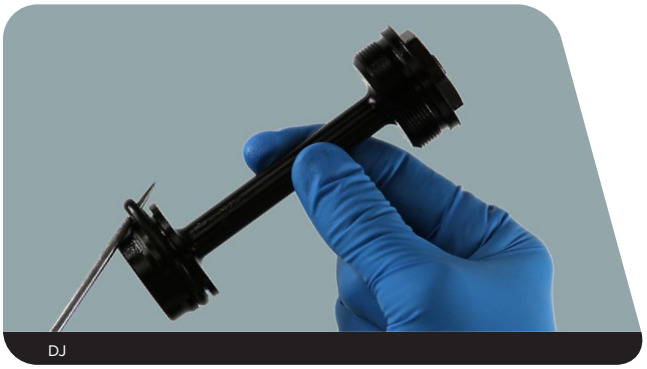
3 Use your fingers or a pick to remove the top cap o-ring.

Use your fingers to install a new o-ring.

Do not apply any grease to the top cap threads.


DPA


SA


DJ

4 **Dual Position Air:** Push the air shaft into the upper tube to prevent it from getting scratched while removing the retaining ring.

NOTICE

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

Use a flat blade screwdriver to push the DPA seal head tab under the retaining ring.

Place the tips of large retaining ring pliers into the eyelets of the retaining ring. Press firmly on the pliers to push the DPA seal head into the upper tube enough to compress and remove the retaining ring.

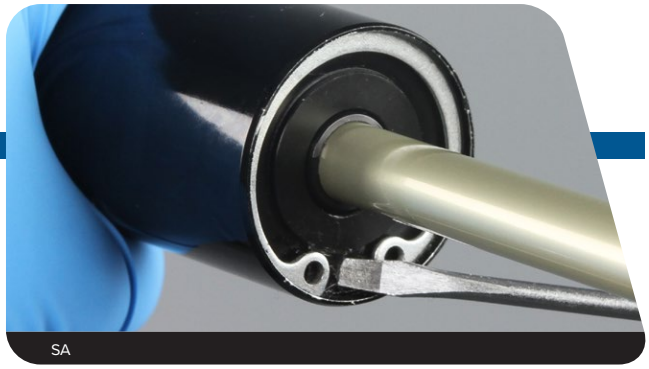

DPA


DPA


DPA

Solo Air: Use a flat blade screwdriver to push the SA seal head tab under the retaining ring.

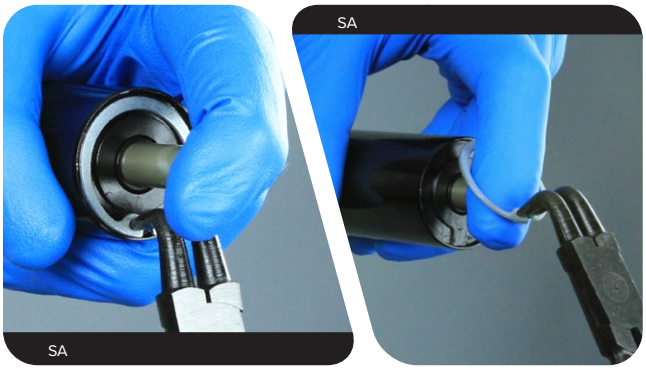
Place your finger over the end of the air spring shaft to prevent it from getting scratched while removing the retaining ring.



NOTICE

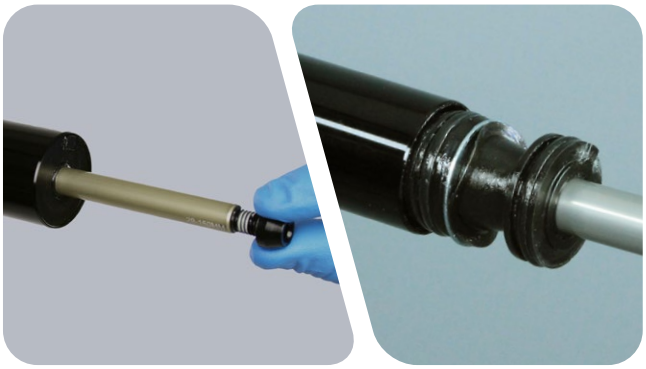
Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

Place the tips of large internal retaining ring pliers into the eyelets of the retaining ring. Press firmly on the pliers to push the SA seal head into the upper tube enough to compress and remove the retaining ring. Slide the retaining ring onto your finger and release the air spring shaft.



5 Use your fingers to install the bottom bolt into the air shaft.

Firmly pull on the bottom bolt to remove the air shaft assembly from the upper tube. Unthread and remove the bottom bolt from the air shaft. Clean and inspect the assembly for damage.



6 Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag.

Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube.



7 Remove the seal head assembly, backup ring, and wave spring from the air shaft. Discard the seal head assembly and wave spring.



NOTICE

Do not install a new seal head at this time. The seal head will be replaced in the Installation section.

8 **Dual Position Air:** Use your fingers or a pick to remove the outer o-ring. Use a pick to pierce and remove the inner o-ring. Discard the o-rings.

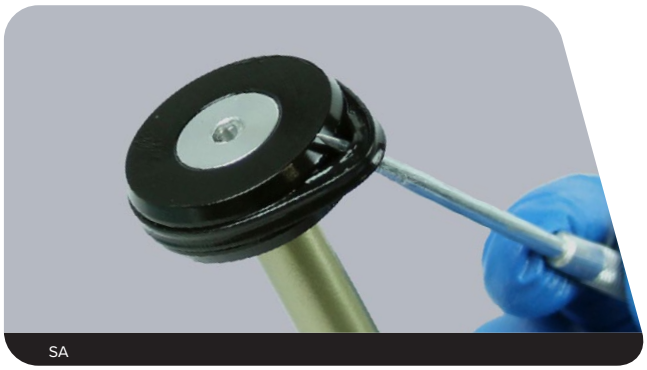
Use your fingers to install new o-rings.





Solo Air: Use your fingers or a pick to remove the air piston quad ring, and discard it.

Use your fingers to install a new quad ring.



Solo Air Bottomless Token Installation

Bottomless Tokens reduce the air volume in your fork to create greater ramp at the end of the fork travel. Add tokens to maintain your fork's bottomless feel. See Air Spring Travel Change and Bottomless Tokens for the maximum number of tokens for your fork.

1 Thread a Bottomless Token into another token or into the the bottom of the top cap. Use an 8 mm hex wrench and a torque wrench with a 24 mm socket to tighten the token to 3.4-4.5 N•m (30-40 in-lb).





Dual Position Air Bottomless Token Installation

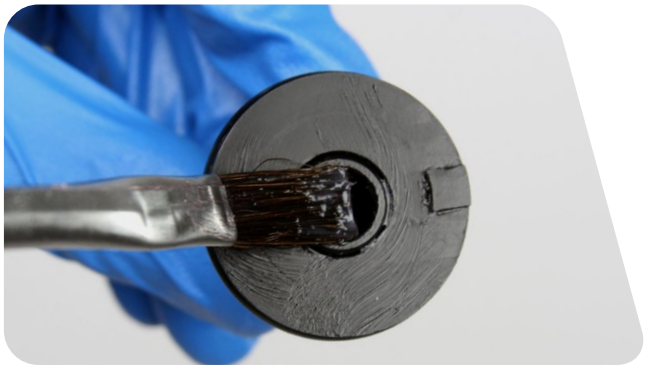
1 Install additional Bottomless Tokens onto the DPA air spring shaft, as desired.





1 Apply a liberal amount of SRAM Butter to the air piston and seal head seals.





2 Install the backup ring, a new wave spring, and a new seal head assembly, in that order, onto the air shaft.

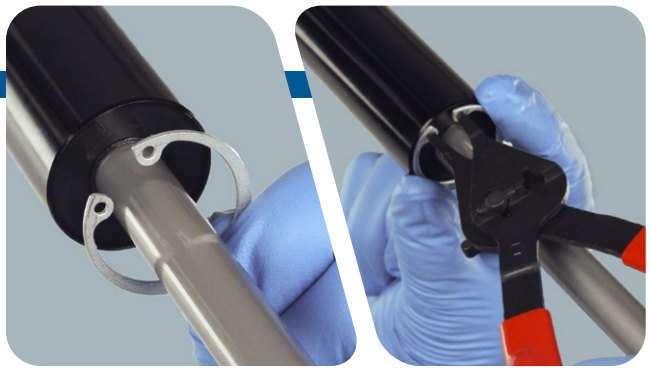


3 Firmly push the air shaft assembly into the bottom of the upper tube while gently rocking the air shaft side to side.

Make sure the shaft remains fully extended.



4 Use your fingers to slide the retaining ring onto the shaft. Do not scratch the air shaft.



NOTICE

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

Place the tips of large internal retaining ring pliers into the eyelets of the retaining ring, then use the pliers to push the seal head into the upper tube while installing the retaining ring into the groove. The tab of the seal head should be positioned between the retaining ring eyelets.

Use your thumb to hold the retaining ring in place while seating the eyelets on either side of the seal head tab.

Check that the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times, then firmly pull down on the air shaft.

Retaining rings have a sharper-edged side and a rounder-edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.

5 Insert the top cap into the top of the upper tube.

DJ: Use a small hex wrench to depress the Schrader valve for easier insertion.

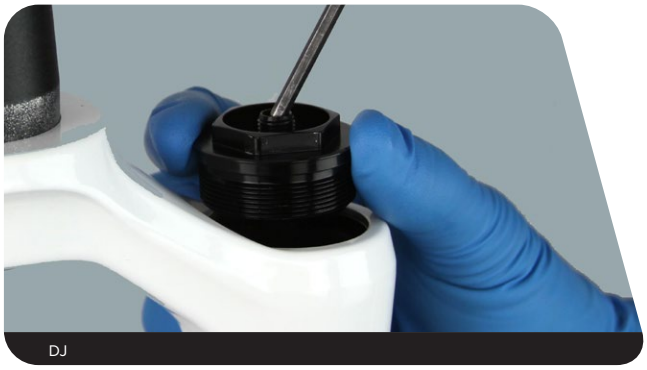
Use a torque wrench with a 24 mm socket to tighten the top cap to 28 N·m (250 in-lb).



DPA



SA



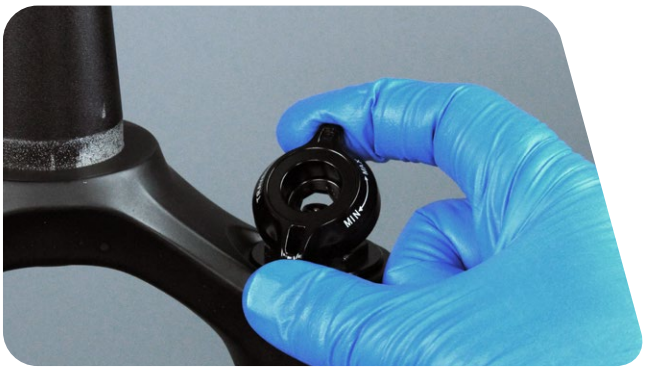
DJ



24 mm | 28 N•m (250 in-lb)

6 **Dual Position Air**: Place the DPA adjuster knob and the knob retaining nut onto the top cap with the long tab near the front of the crown. Turn the DPA adjuster knob counter-clockwise until it engages the first detent space.

Use a torque wrench with a 10 mm socket to tighten the knob retaining nut to 1.7-2.2 N•m (15-20 in-lb).

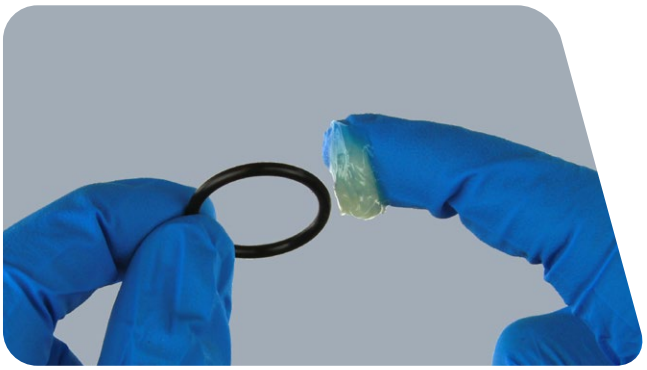




NOTICE

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 rag. Apply SRAM Butter grease to the new seal or o-ring.



1 **RCT3:** Turn the low speed compression and compression mode knobs counter clockwise until they stop, to the full open positions.

The compression damper must be in the full open position in order to perform the bleed procedure.





RC: Turn the low speed compression adjuster knob counter clockwise until it stops, to the full open position.

The compression damper must be in the full open position in order to perform the bleed procedure.



2 **RCT3:** Use a 2 mm hex wrench to remove the low speed adjuster knob screw. Remove the low speed compression adjuster knob.

Use a 6 mm socket wrench to remove the knob retaining nut. Remove the compression mode adjuster knob.



RC: Use a 4 mm hex wrench to remove the knob retaining nut.

Remove the low speed compression adjuster knob.



3 Use a 30 mm socket wrench to loosen the damper top cap.

Remove the Charger Damper assembly from the upper tube.

Clean the upper tube threads with a rag.

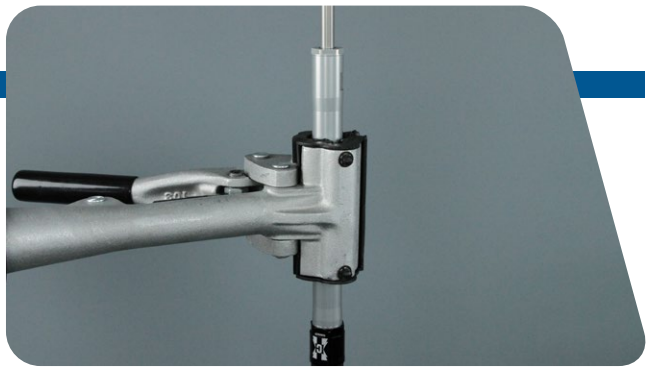


4 Use your fingers or a pick to remove the compression top cap o-ring. Discard the o-ring.

Use your fingers to install a new o-ring.



5 Lightly clamp the cartridge tube into a bicycle stand with the rebound damper shaft oriented upward.

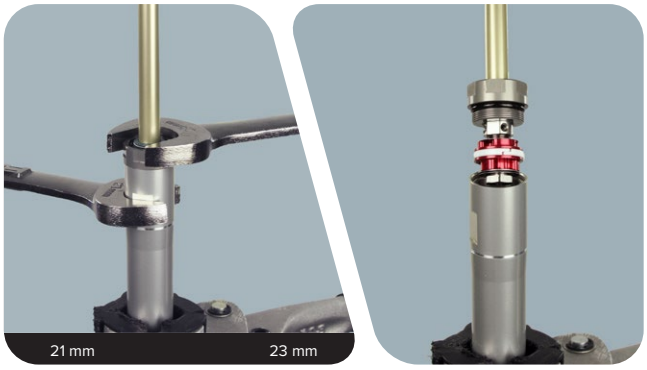


NOTICE

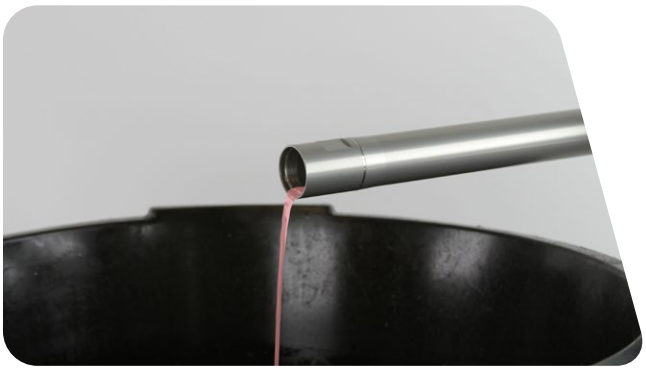
Clamp the cartridge tube into the bicycle just tighten enough so that it does not slip or spin. The tube can deform if clamped too tightly.

6 Place a 21 mm open end wrench on the wrench flats of the cartridge tube. Place a 23 mm open end wrench on the damper seal head.

Holding the cartridge tube in place, turn the damper seal head counter-clockwise to loosen and remove the rebound assembly.



7 Remove the cartridge tube from the bicycle stand and pour the suspension oil into an oil pan.



8 Use your fingers to remove the glide ring from the rebound damper piston.

Use your fingers to install a new glide ring.



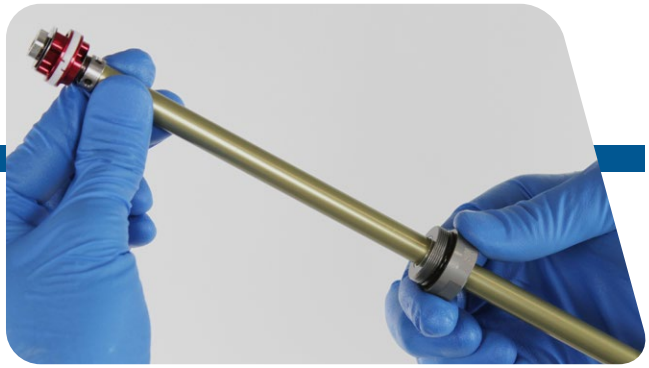
9 Remove the seal head assembly from the rebound damper shaft. Discard the damper seal head.



10 Apply SRAM Butter grease to the new rebound damper seal head seals.

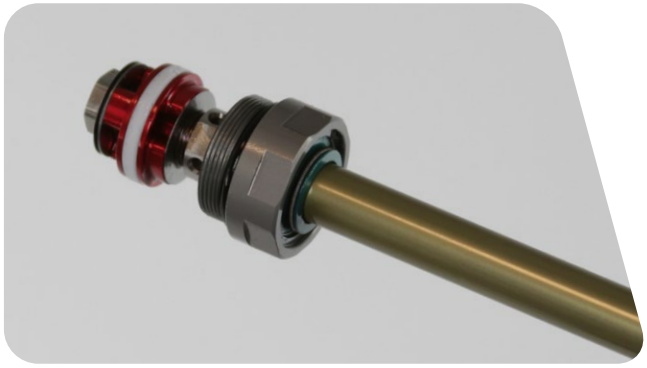
Install the new seal head assembly onto the rebound damper shaft with the threads oriented toward the piston.

Slide the seal head towards the piston until it stops.



NOTICE

Failure to replace the old seal head with the new seal head may result in reduced fork performance.



Optional Rebound Re-tune

The Charger Damper in Pike comes with additional shims installed on the piston to allow the rider to modify the rebound tune.

If your rebound setting is one or two clicks from open, we recommend changing to a soft tune on the rebound. If your rebound setting is one or two clicks from closed, we recommend changing to a firm tune on the rebound.

All Charger Dampers in Pike ship with the Medium Damper Tune installed.

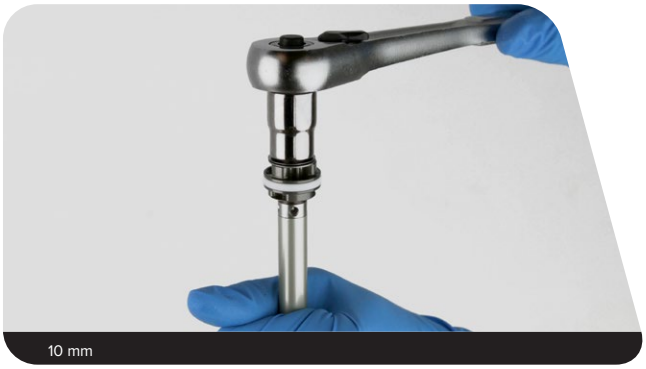
1 Clamp the bottom of the rebound damper shaft into a RockShox Rear Shock Vise Block.



NOTICE

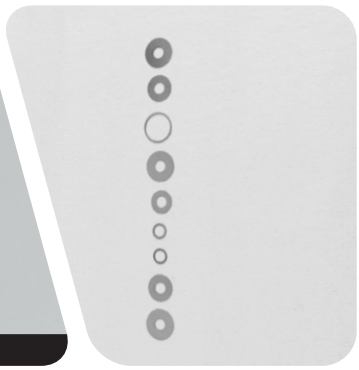
To prevent damage to the rebound damper shaft, do not clamp the middle of the shaft in the vise.

2 Use a 10 mm socket to remove the piston nut. Use your hand to stabilize the rebound damper shaft.



3 Use a small wrench or pick to slide the shims off of the rebound damper piston. Set the shims on a rag in the order they came off of the piston.

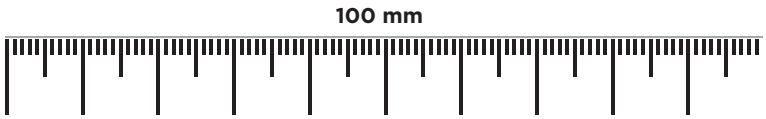




4 Use the chart below to layout the shim stack for your desired tune on your rebound damper piston. Use a metric caliper to verify the shim outer diameter and shim thickness or print the page at 100% scale to arrange the shim stack using the outlines on the page.

All Charger Dampers in Pike ship with the Medium Damper Tune installed.

100 mm



*Print this page at 100% scale and use the chart to layout your desired rebound tune.





Soft Rebound Tune

1:1* Shim Size Outer Dimension (mm)	1:1* Shim Thickness (mm)
8	0.3
12	0.1
14	0.1
16	0.1
8	0.2
16	0.1

Piston Face
Bottom of stack

16	0.1
14	0.1
16 Hoop	0.2

If using the soft tune, 16 x 6 x 0.1, 14 x 6 x 0.1, and 16 x 14 x 0.2 are not used. Save them so they can be reinstalled if you change your tune to Medium or Firm.

Medium Rebound Tune (Stock Tune)

1:1* Shim Size Outer Dimension (mm)	1:1* Shim Thickness (mm)
16	0.1
14	0.1
8	0.2
8	0.3
12	0.1
16	0.1
16 Hoop	0.2
14	0.1
16	0.1

Piston Face
Bottom of stack

Firm Rebound Tune

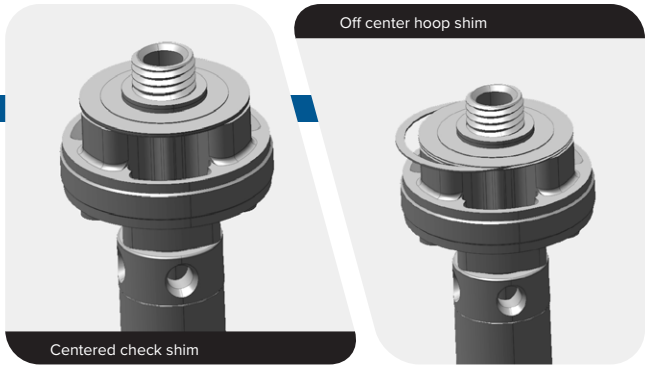
1:1* Shim Size Outer Dimension (mm)	1:1* Shim Thickness (mm)
8	0.3
14	0.1
16	0.1
8	0.2
12	0.1
16	0.1
16 Hoop	0.2
14	0.1
16	0.1

Piston Face
Bottom of stack

5 Install the shims on a small wrench or pick in the order of your desired tune. Slide the shim stack onto the piston face. Use your fingers to squeeze the stack and center the shims.

NOTICE

Ensure the hoop shim is centered on the shim stack.



6 Thread the main piston nut onto the rebound damper piston. Use a torque wrench with a 10 mm socket to tighten the nut to 3.7 N•m (33 in-lb).

NOTICE

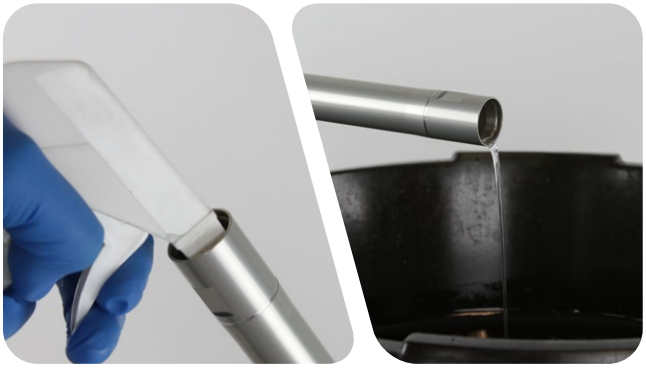
Ensure the check shim is centered, and not pinched under the piston.

Remove the assembly from the vise.

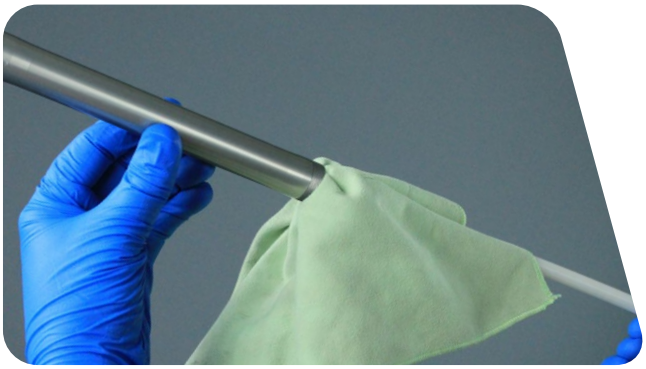


1 Spray isopropyl alcohol inside the cartridge tube and compression damper.

Pour the alcohol and remaining oil into an oil pan.



2 Wrap a rag around a long dowel and insert it into the cartridge tube to clean inside of the tube.



3 Use an air nozzle and compressed air to thoroughly dry the cartridge tube and compression damper assembly.

NOTICE

The cartridge tube, compression damper, and bladder must be completely dry before reassembling the Charger damper. Moisture may cause the bladder to crack.

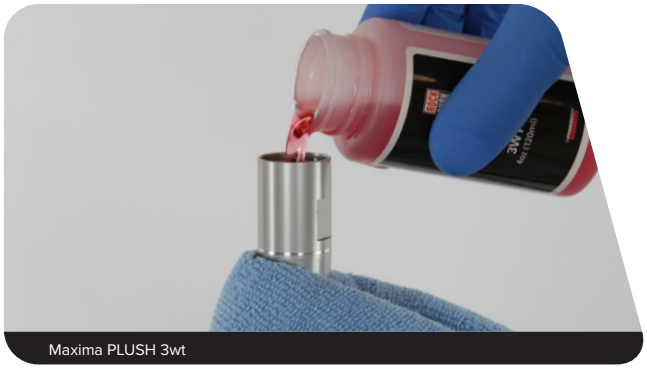


4 Lightly clamp the cartridge tube assembly in the bicycle stand with the compression damper oriented downward.

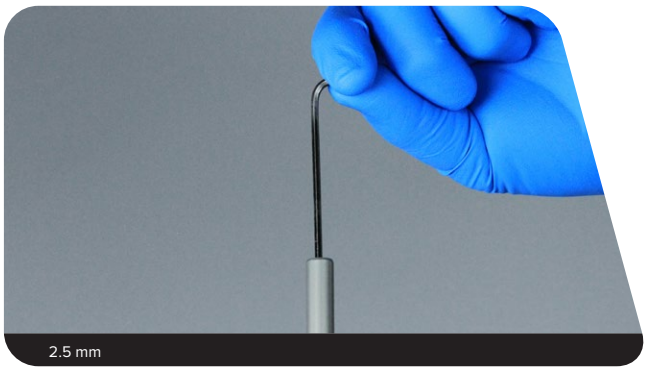


5 Wrap a rag around the cartridge tube.

Pour 3wt suspension oil into the cartridge tube until it is full.

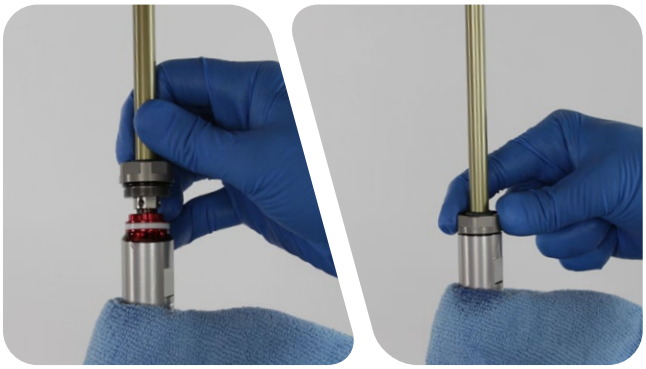


6 Insert a 2.5 mm hex wrench into the rebound damper shaft until it contacts the rebound adjuster screw. Turn the hex wrench counter-clockwise until it stops. The rebound adjuster is now in the open position.



7 Wrap a rag around the cartridge tube.

Insert the rebound damper piston into the tube and thread the seal head into the tube by hand.



8 Place a torque wrench with a 23 mm crowfoot open end wrench on the wrench flats on the damper seal head. Place a 21 mm open wrench on the wrench flats of the cartridge tube.

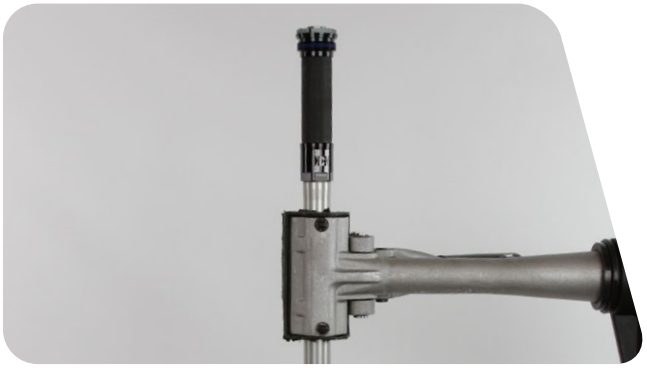
While holding the cartridge tube in place, turn the seal head clockwise to tighten to 9-10 N•m (80-90 in-lb).

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

Remove the cartridge tube from the bicycle stand.



9 Lightly clamp the cartridge tube assembly into the bicycle stand with the compression damper oriented upward.



1 **RCT3:** Use small retaining ring pliers to remove the retaining ring from the low speed compression adjuster.


RCT3

RC: Use small retaining ring pliers to remove the retaining ring from the bleed plug.


RC

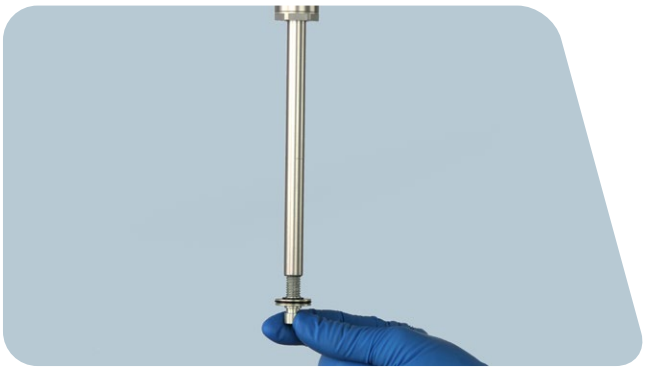
2 **RCT3:** Use needle-nose pliers to remove the low speed compression adjuster from the compression top cap.


RCT3

RC: Use needle-nose pliers to remove the bleed plug from the compression adjuster.


RC

3 Use your fingers to install the bottom bolt into the rebound damper shaft, then pull down on the bottom bolt.

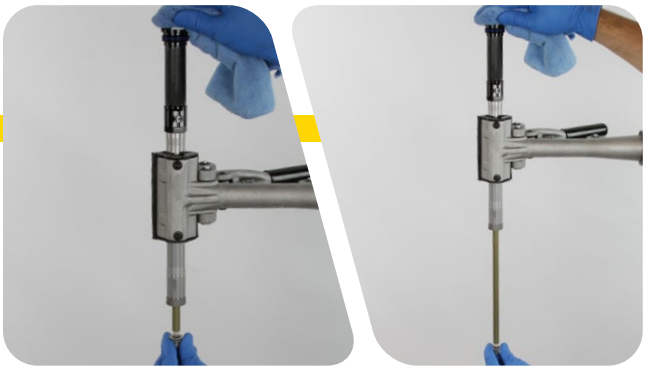


4 Cover the top cap with a rag and cycle the rebound damper shaft a few times to pre-bleed air from the damper.

Pull the rebound damper shaft down until it stops.

⚠CAUTION - HAZARD

Cycle the rebound damper shaft very slowly. Failure to do so can result in oil ejecting from the top cap. Wear safety glasses.



5 Fill the RockShox Charger bleed syringe half full with 3wt suspension oil and thread the syringe and Charger hose fitting into the compression top cap assembly.

NOTICE

Only use the syringe included with the RockShox Charger 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 damper to malfunction.



Maxima PLUSH 3wt RockShox Charger bleed syringe

6 Create a vacuum in the damper assembly by pulling up on the syringe handle and simultaneously pushing up on the rebound damper shaft. This will force bubbles out of the damper assembly.

Pressurize the damper assembly by pushing down on the syringe handle and simultaneously pulling down on the rebound damper shaft.

Continue to hold down on the syringe handle and simultaneously cycle the rebound damper shaft a few times to purge bubbles.

The bladder will expand and contract. This is normal.

Repeat pulling a vacuum and pressurizing the damper assembly until only very small bubbles emerge from the damper assembly.



7 Make sure the rebound damper shaft is fully extended.

Push the syringe handle down and release it. Allow the bladder to come to its natural resting position by waiting a few moments until the syringe stops filling.

Use a rag to cover the bleed tip and Charger bleed port, then unthread and remove the syringe.

⚠CAUTION - EYE HAZARD

Oil may eject from the bladder assembly if the bladder is not in its resting position. Wear safety glasses.



8 **RCT3:** Insert the low speed compression adjuster into the compression cam assembly. Push down and turn the low speed compression adjuster clockwise until it clicks into place.


RCT3

RC: Use needle-nose pliers to insert the bleed plug into the compression adjuster until it clicks into place.


RC

9 Use retaining ring pliers to install the inner retaining ring into the retaining ring groove.

Check that the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times.

RCT3: The low speed compression adjuster must be installed properly for the retaining ring to be seated in its grove.

RC: The bleed plug must be installed properly for the retaining ring to be seated in its grove.



10 **Test the Bleed:** Rotate the compression adjuster cam **clockwise** until it stops. This is the locked position.



15 mm

11 Push the rebound damper shaft into the cartridge tube. The shaft should not move more than 2 mm if the bleed was successful.

If the shaft moves while in the locked position, repeat the bleed procedure.

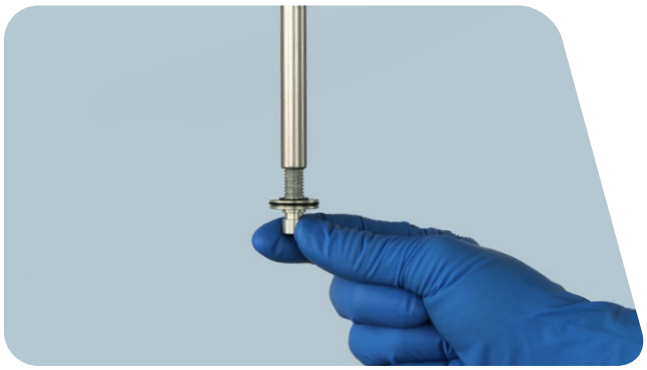


12 **RCT3:** Rotate the compression mode adjuster cam **counter-clockwise** until it stops. This is the open position.

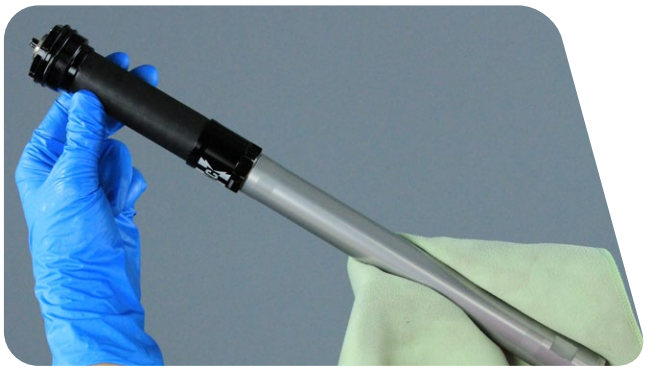
RC: The compression damper cam must remain in the full clockwise closed position. Do not rotate the cam to the open position.



1 Remove the rebound bolt from the rebound damper shaft.



2 Spray isopropyl alcohol on the Charger Damper assembly and clean it with a rag.



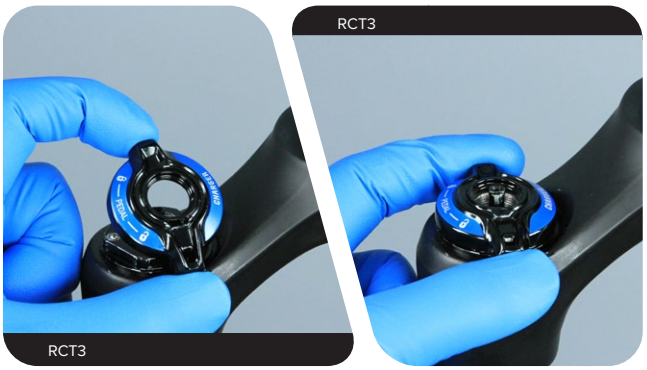
3 Insert and thread the Charger Damper into the top of the drive side upper tube.

Use a torque wrench with a 30 mm socket to tighten the compression top cap to 28 N•m (250 in-lb).

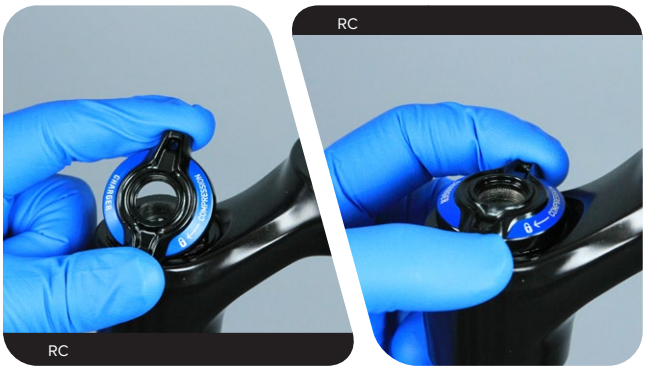




4 **RCT3:** Place the compression mode adjuster knob onto the compression top cap with the long tab near the **front** of the crown. Turn the knob **clockwise** until it engages the first detent space.



RC: Place the low speed compression adjuster knob onto the compression top cap with the long tab near the **back** of the crown. Turn the knob **counter-clockwise** until it engages the first detent space.



5 **RCT3:** Thread the knob retaining nut into the compression cam assembly.

While holding down the compression mode adjuster knob, tighten the knob retaining nut. Turn the knob clockwise through both clicks until it stops, and use a torque wrench with a 6 mm socket to tighten the knob retaining nut to 3.5-4.0 N•m (30-35 in-lb).

Make sure the knob retaining nut is not cross-threaded as it can move the adjuster knob beneath it.



6 **RC:** Install the knob retaining nut. While holding down the compression knob, use a torque wrench with a 4 mm hex bit socket to tighten the nut to 4.0-5.5 N•m (40-50 in-lb).



7 **RCT3:** Install the low speed adjuster knob and knob retaining screw. Use a torque wrench with a 2 mm hex bit socket to tighten the nut to 1.0-1.5 N•m (8-13 in-lb).



50/200 Hour Service | Lower Leg Installation

1 Spray isopropyl alcohol on the upper tubes and clean them with a rag.



2 Apply a liberal amount of SRAM Butter to the inner surfaces of the dust wiper seals.



3 Slide the lower leg assembly onto the upper tube assembly just enough to engage the upper bushing with the upper tubes.

Make sure both dust wiper seals slide onto the tubes without folding the outer lip of either seal.



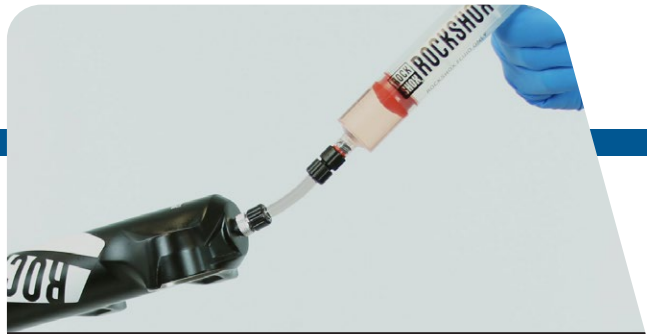


4 Position the fork at a slight angle with the bottom bolt holes oriented upward. Angle the RockShox syringe fitting in each lower leg bolt hole so as not to fill the shaft. Inject 10 mL of suspension oil into the drive side leg, and 10 mL of suspension oil into the non-drive side leg.

NOTICE

Do not exceed the recommended oil volume per leg as this can damage the fork.

Lower Leg Oil Volume	
Spring Side	10 mL
Damper Side	10 mL



Maxima PLUSH Dynamic Suspension Lube Light RockShox bleed syringe

5 Slide the lower leg assembly along the upper tubes until it stops and the spring and damper shafts are visible through the lower leg bolt holes.

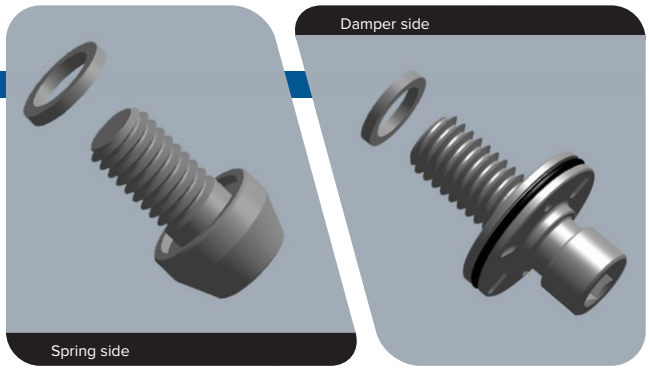
Use a rag to clean all excess oil from the outer surface of the lower leg.



6 Install a new crush washer on the non-drive side and drive side bottom bolts.

NOTICE

Dirty or damaged crush washers can cause leaks.



7 Thread the black bottom bolt into the non-drive side lower leg. Thread the silver bottom bolt into the drive side shaft of the lower leg.

Use a torque wrench with a 5 mm hex bit socket to tighten the bolts to 7.3 N·m (65 in-lb).

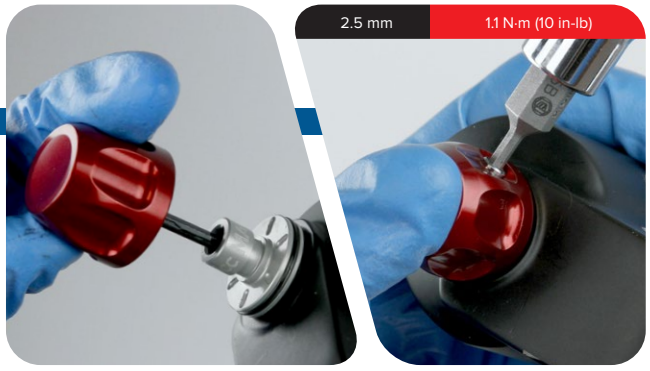


8 Install the rebound adjuster knob onto the rebound damper bottom bolt.

Use a torque wrench with a 2.5 mm hex bit socket to tighten the set screw to 1.1 N·m (10 in-lb).

NOTICE

Hold the rebound adjuster knob in place during installation to prevent damage to the bottom bolt.



9 Refer to the air chart on the fork lower leg and pressurize the air spring to the appropriate pressure for your rider weight.

You may see a drop in the indicated air pressure on the pump gauge while filling the air spring; this is normal. Continue to fill the air spring to the recommended air pressure.



10 Thread the air valve cap onto the top cap of the non-drive side fork leg until it stops.



11 Spray isopropyl alcohol on the entire fork and clean it with a rag.



This concludes the service for RockShox Pike front suspension forks.

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