

SRAM

GEN.0000000005294 Rev D
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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.



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 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.

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.

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 RockShox Suspension Cleaner or isopropyl alcohol and a clean, lint-free rag. For hard to reach places (e.g. upper tube, lower leg), wrap a clean, lint-free rag 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 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.



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-B1**

FS = Product Type - **Front Suspension**
PIKE = Platform/Series - **Pike**
RCT3 = Model - **RCT3**
B1 = Version - (**B** - second generation, **1** - first 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.

Parts, Tools, and Supplies

Parts

- RockShox Pike or Revelation 200 Hour Service Kit

Safety and Protection Supplies

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

Lubricants and Fluids

- Isopropyl alcohol or RockShox Suspension Cleaner
- Maxima PLUSH Dynamic Suspension Lube Heavy or RockShox 0w-30 Suspension Oil
- Maxima PLUSH Dynamic Suspension Lube Light or RockShox 0w-30 Suspension Oil
- Maxima PLUSH 3wt or RockShox 3wt Suspension Oil (Pike)
- RockShox 5wt Suspension Oil (Revelation)
- SRAM Butter grease

RockShox Tools

- RockShox Bleed Syringe
- RockShox Dust Seal Installation tool (35 mm)
- RockShox Shock Pump
- RockShox Top Cap/Cassette tool (3/8" / 24 mm)

Bicycle Tools

- Bicycle work stand
- Cassette tool
- Downhill tire lever
- Shock pump

Common Tools

- Air compressor with air gun nozzle
- Bench vise and aluminum soft jaw inserts
- Crowfoot: 23 mm
- Flat blade screwdriver
- Hex bit sockets: 2, 2.5, 5 mm
- Hex wrenches: 2, 2.5, 5, 8 mm
- Internal retaining ring pliers - large and small
- Long plastic or wooden dowel
- Needle nose pliers
- Open end wrenches: 23 mm
- Pick
- Rubber or plastic mallet
- Sockets: 10, 13, 24 mm
- Socket wrench
- T10 TORX wrench and bit socket
- 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 suspension fork.

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	Perform damper and spring service	Extends suspension lifespan
		Restores small bump sensitivity
		Restores damping performance

Record Your Settings

Use the table below to record your suspension settings to return your suspension to its pre-service settings. Record your service dates 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 low speed compression adjuster fully counter-clockwise.
50				
100				
150				
200				

Torque Values

Part	Tool	Torque
Top caps	24 mm socket or RockShox Top Cap/Cassette Tool (or standard cassette tool)	28 N•m (250 in-lb)
Bottom bolts	5 mm hex bit socket	7.3 N•m (65 in-lb)
Bottomless Tokens	8 mm hex and 24 mm socket or RockShox Top Cap/Cassette Tool (or standard cassette tool)	3.4 - 4.5 N•m (30 - 40 in-lb)
Retaining nut - Dual Position Air adjuster knob	10 mm socket	1.7 - 2.2 N•m (15 - 20 in-lb)
Seal head - Charger 2 rebound damper (Pike)	23 mm open end wrench	5.1 N•m (45 in-lb)
Bleed screw - Charger 2 rebound damper seal head (Pike)	T10 TORX bit socket	1.1 - 2.3 N•m (10 - 20 in-lb)
Set screw - remote cable stop collar (Pike / Revelation)	2 mm hex bit socket	0.25 - 0.6 N•m (2.2 - 5.3 in-lb)
Retaining screw - low speed compression adjuster knob and remote spool (Pike)	2 mm hex bit socket	1.2 N•m (10 in-lb)
Retaining screw - compression knob and remote spool (Pike)	2 mm hex bit socket	1.2 N•m (10 in-lb)
Retaining screw - compression knob and remote spool (Revelation)	2.5 mm hex bit socket	1.35 N•m (12 in-lb)
Set screw - rebound adjuster knob (Pike / Revelation)	2.5 mm hex bit socket	0.85 N•m (7.5 in-lb)

Oil Volume and Lubricant

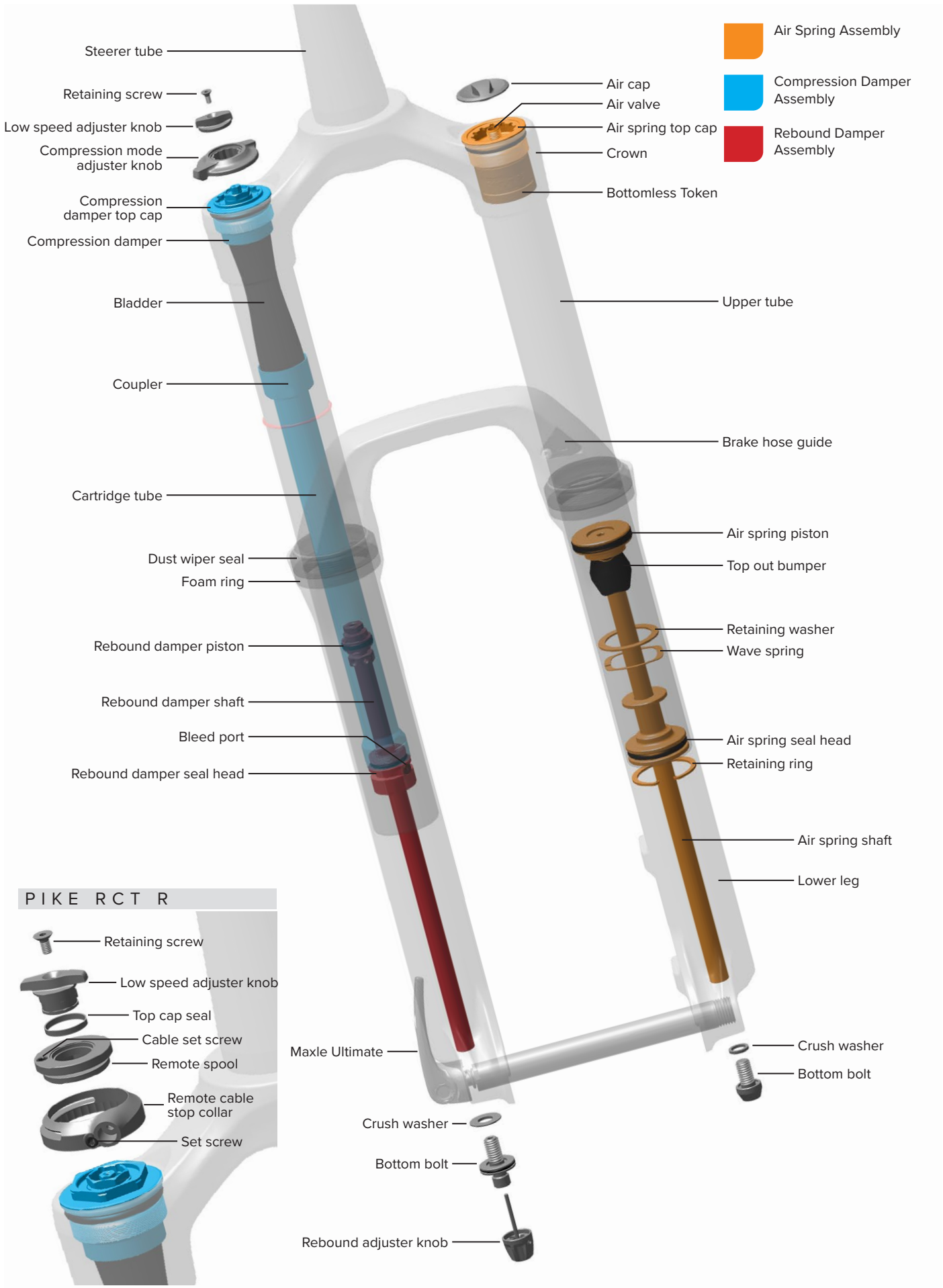
			Damper						Spring						
				Upper Tube			Lower Leg			Upper Tube			Lower Leg		
Model Year	Fork	Model	Damper	Oil Weight	Oil Height* (mm)	Volume (mL)	Oil**	Volume (mL)	Spring	Oil**	Volume (mL) (+)	Grease	Oil**	Volume (mL)
2018	**Pike**	RCT3	Charger 2	Maxima PLUSH 3wt	-	Bleed	Maxima PLUSH Dynamic Suspension Lube Light	10	DebonAir	Maxima PLUSH Dynamic Suspension Lube Heavy	3	SRAM Butter Grease Grease Air Piston	Maxima PLUSH Dynamic Suspension Lube Light	10
		RCT R†												
		RC							Dual Position Air	-	-			
		RC R†												
2018	**Revelation**	RC	Motion Control	RockShox 5wt	100-106	155			DebonAir	-	-			
		RC R†												

†Remote Adjust
*Oil Height - Measure from the top of the crown (above the upper tube) down to the oil.
**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.

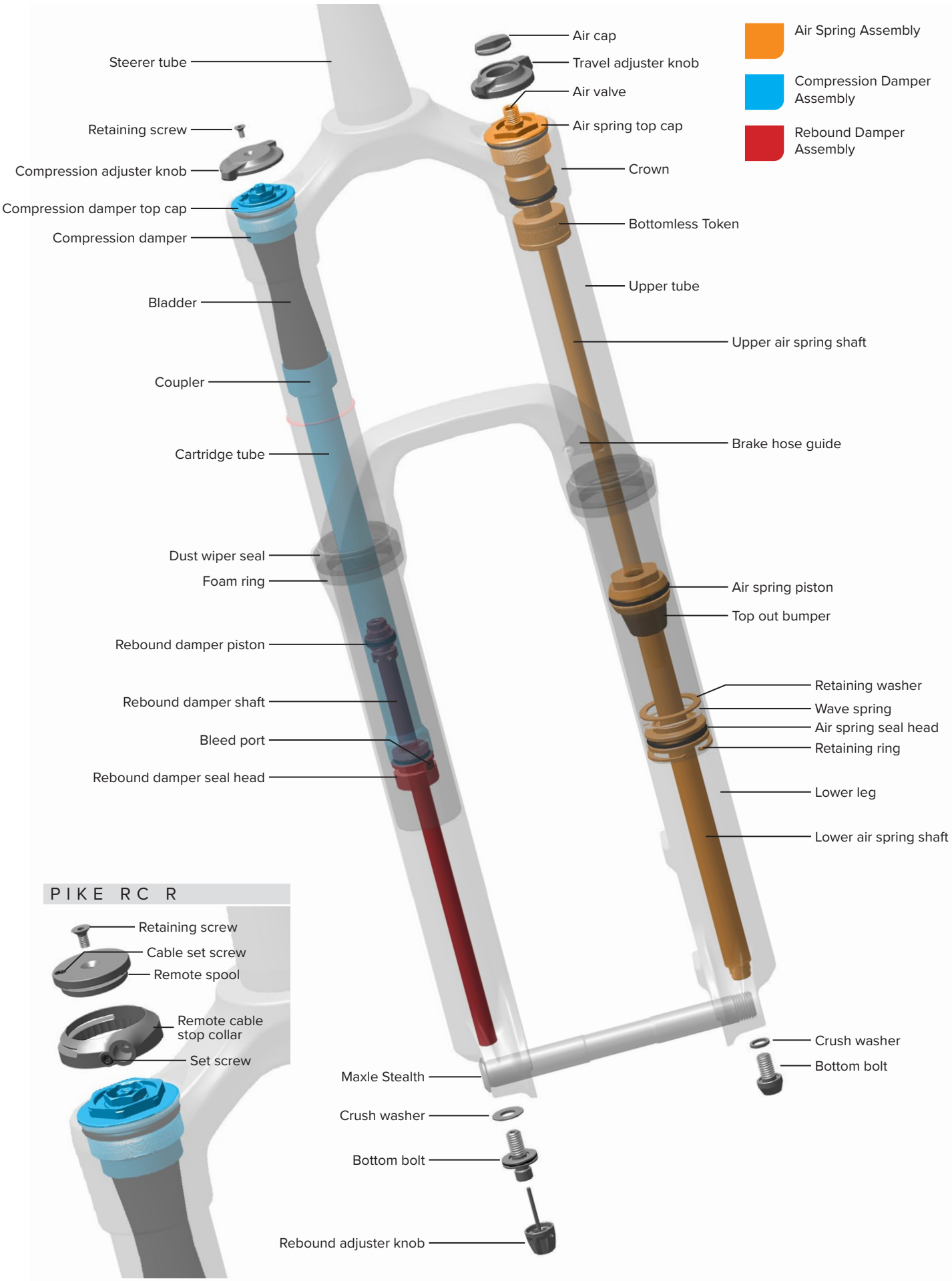
Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

Consult the 2014-2017 Pike Service Manual at www.sram.com/service for Charger Damper technical specifications.

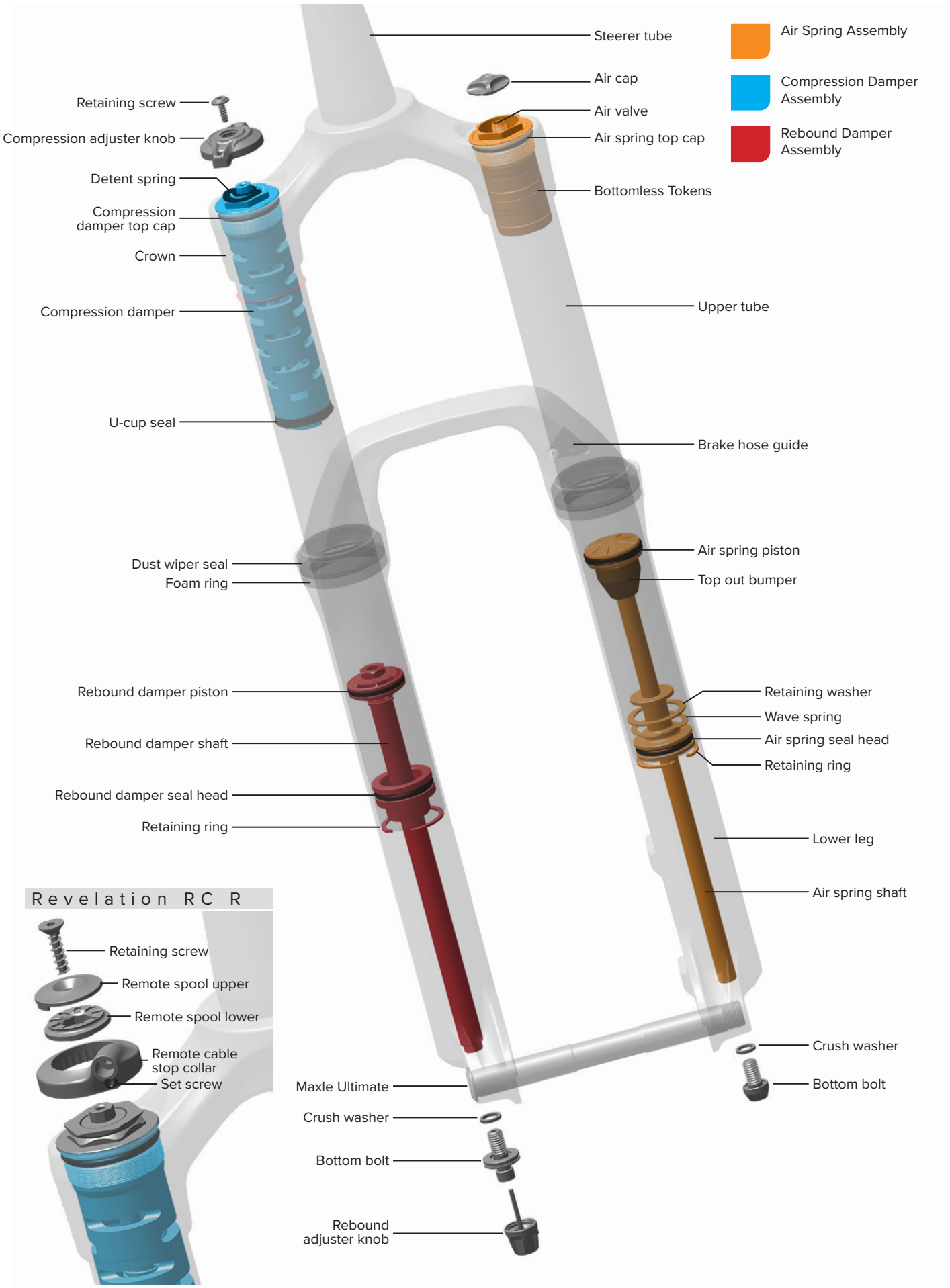
Exploded View - (A2) Pike RCT3 - DebonAir (DA)



Exploded View - (A2) Pike RC - Dual Position Air (DPA)



Exploded View - (A1) Revelation RC - DebonAir (DA)



50/200 Hour Service Lower Leg Removal

1 Remove the air valve cap.



2 Depress the Schrader valve and release all air pressure.

⚠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 Turn the rebound adjuster knob counter-clockwise until it stops. This is the full open/fast rebound setting.

Loosen the rebound adjuster knob screw and remove the rebound adjuster knob.





4 Place an oil pan beneath the fork to catch the draining oil.

Loosen both bottom bolts 3 to 4 turns.

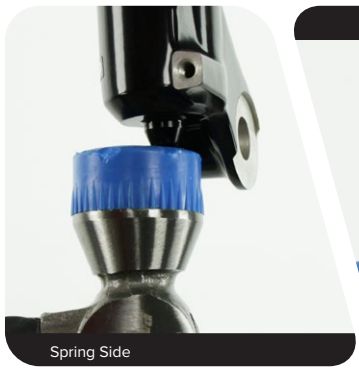




5 Strike each bottom bolt to dislodge the shafts from the lower leg on each side. The bolt head should contact the bottom of the lower leg.

29" Lower Legs: Insert a 5 mm hex wrench into the bolt head and strike the wrench.

Remove each bottom bolt. Clean each bolt and set them aside.









6 Firmly pull the lower leg downward until fluid begins to drain. Continue pulling downward to remove the lower leg.

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

NOTICE

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





50 Hour Service Continue the 50 Hour Service with Lower Leg Service.

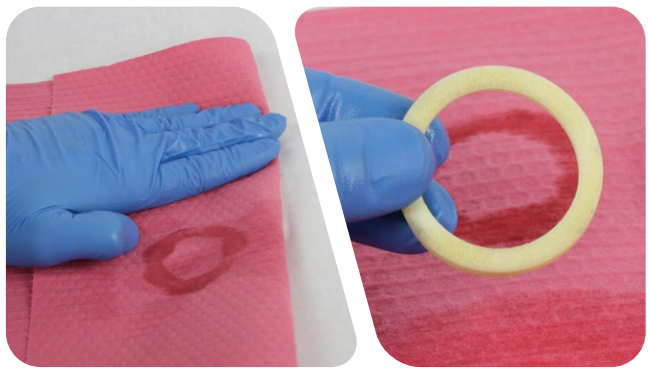
200 Hour Service Continue the 200 Hour Service with Lower Leg Seal Service.

1 Remove the foam rings.



2 Clean the foam rings.





3 Soak the foam rings in suspension oil.



4 Clean the inside and outside of the lower leg.

Clean the wiper seals.





5 Install the foam rings under the wiper seals.

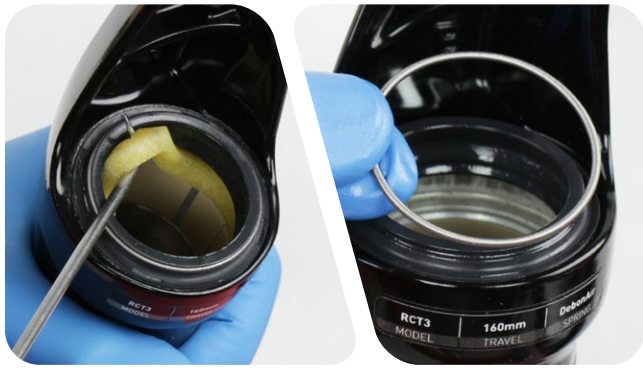
Confirm the foam rings are installed evenly in the space under the wiper seals and do not protrude over the bushings.



50 Hour Service Continue the 50 Hour Service with Lower Leg Installation.

1 Remove and discard the foam rings.

Remove the outer wire springs from the dust wiper seals.

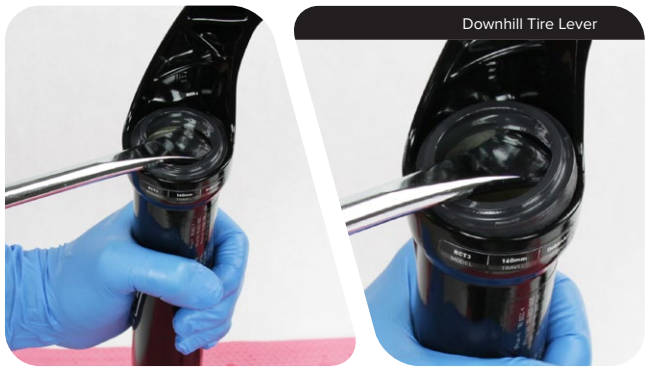


2 Stabilize the lower leg on a bench top. Place the tip of a downhill tire lever under the wiper seal. Press down on the downhill tire lever handle to remove the seal.

Repeat on the other side. Discard the wiper seals.

NOTICE

Keep the lower leg 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 Clean the inside and outside of the lower leg.



4 Soak the new foam rings in suspension oil.

Install the new foam rings into the lower leg.


Maxima PLUSH Dynamic Suspension Lube Light

5 Remove the outer wire spring from each new dust wiper seal and set them aside.



6 Insert the narrow end of a new wiper seal into the recessed end of the Dust Seal Installation tool.

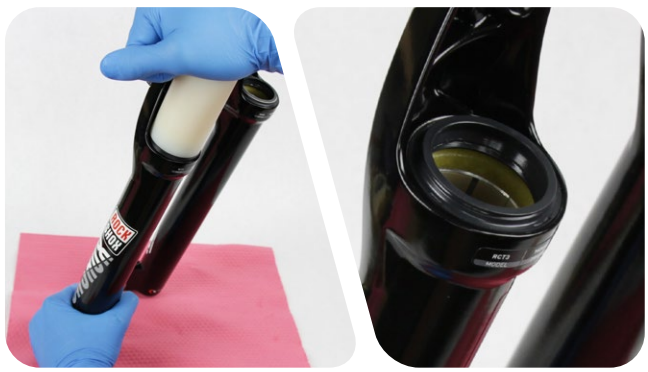

RockShox 35 mm Dust Seal Installation Tool

7 Stabilize the lower leg on a bench top. Hold the lower leg steady and press the wiper seal into the lower leg until the top of the seal is flush with the top of the lower leg.

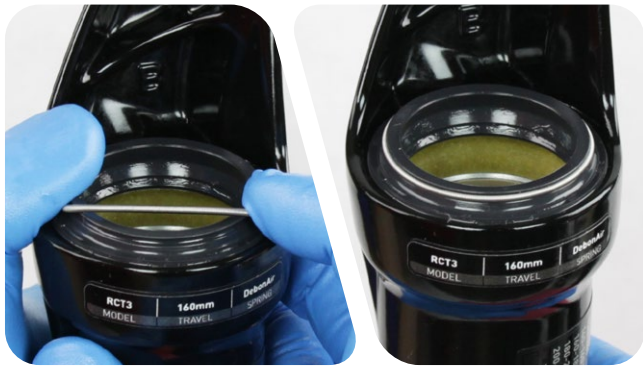
Repeat on the other side.

NOTICE

Only press the wiper seal into the lower leg until it is flush with the top surface of the lower leg. Pressing the wiper seal below the top surface of the lower leg will compress the foam ring.



8 Install the outer wire springs.



Air Spring Service

Consult the 2014-2017 Pike Service Manual at www.sram.com/service for Solo Air service procedures.

200 Hour Service Air Spring Removal

⚠WARNING- EYE HAZARD

Verify all pressure is removed from the fork before proceeding. Depress the Schrader valve again to remove any remaining air pressure. Failure to do so can result in injury and/or damage to the fork.

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 rag.

Apply SRAM Butter grease to the new seals and o-rings.



SRAM Butter

1 **Dual Position Air:** Remove the travel adjuster knob retaining nut.

Remove the travel adjuster knob.



10 mm



Dual Position Air



2 Remove the air spring top cap.
Clean the upper tube threads.



RockShox Top Cap / Cassette Tool





24 mm





24 mm



3 Remove the top cap o-ring and discard it. Apply grease to a new o-ring and install it.


DebonAir




Dual Position Air



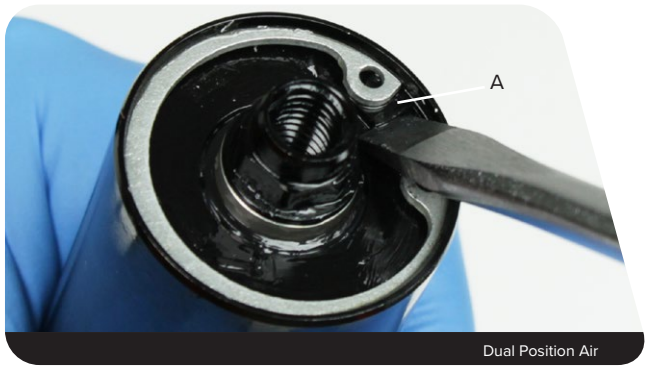
4 **Dual Position Air:** Push the air shaft into the upper tube to prevent it from getting scratched while removing the retaining ring.

Push the seal head tab (A) into the upper tube and under the retaining ring.

Remove the retaining ring.

NOTICE

Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.



Dual Position Air


Dual Position Air

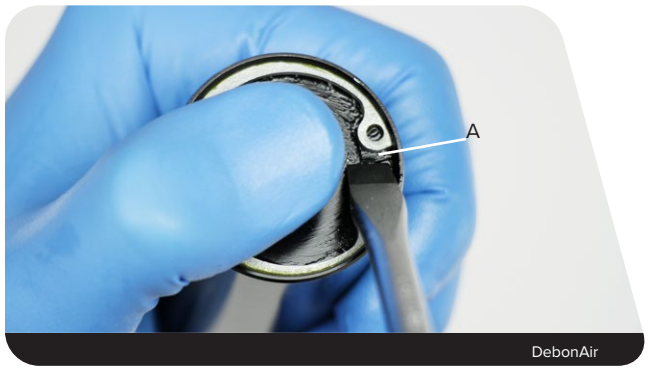
Dual Position Air

DebonAir: Firmly push the air shaft into the upper tube with your thumb. Push the seal head tab (A) into the upper tube and under the retaining ring.

Trapped negative air pressure creates increased resistance when pushing the shaft in. Wear a thicker glove to protect your thumb if needed.

NOTICE

Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.



DebonAir

Push the air shaft into the upper tube with your thumb. While holding the shaft in, remove the retaining ring. Slide the retaining ring onto your thumb and carefully release the air spring shaft.


DebonAir

DebonAir

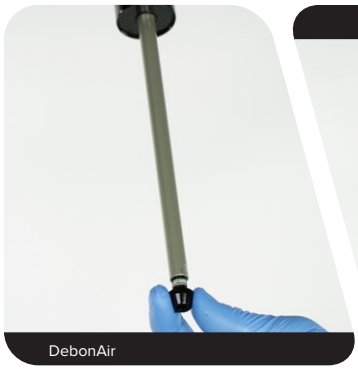
5 Thread the shaft bolt into the end of the air spring shaft for added grip.

Push the shaft half way into the upper tube, then quickly and firmly pull the shaft out to dislodge the seal head. Remove the air spring assembly from the upper tube.

Remove the bolt.









6 Remove the seal head, wave spring, retaining washer, and top out bumper from the air spring shaft.

Discard the seal head and wave spring.

Clean and inspect the shaft for damage.

Clean the top out bumper.

NOTICE

Scratches on the air spring shaft can cause air to leak. If a scratch is visible the air spring assembly may need to be replaced.









7 **Dual Position Air:** Remove the inner and outer air piston o-rings and discard them. Clean the air piston.

Apply grease to new o-rings and install them.

NOTICE

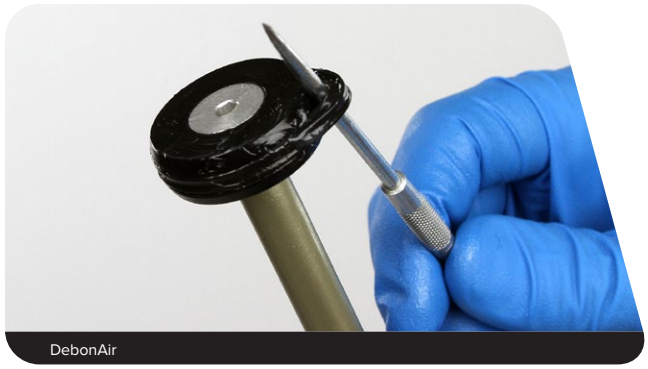
Do not scratch the air piston. Scratches will cause air to leak.



DebonAir: Remove the quad ring seal from the air piston and discard it.

Clean the air piston.

Apply grease to a new quad ring seal and install it.

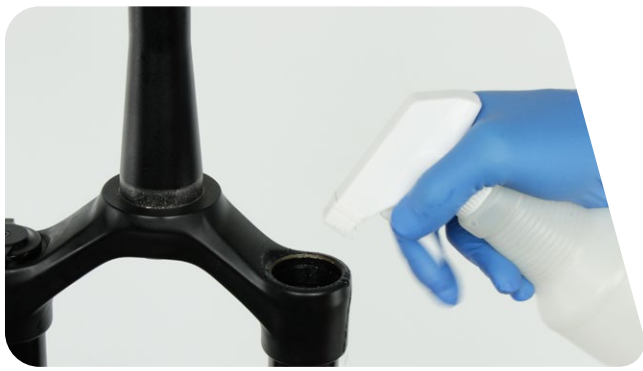


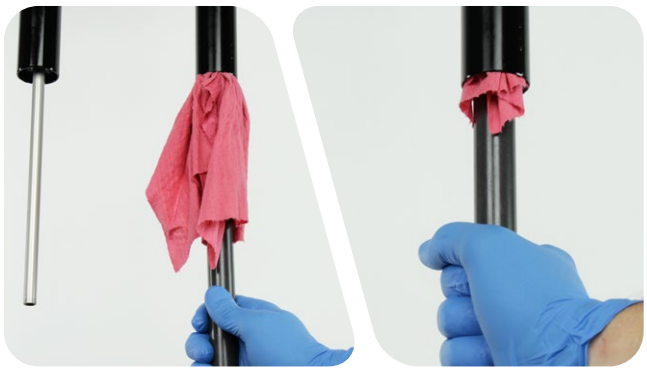
8 Clean the inside and outside of the upper tube.

Inspect the inside and outside of the upper tube for damage.

NOTICE

Scratches on the inside surface of the upper tube can cause air to leak. If an internal scratch is visible, the crown steerer upper tube assembly may need to be replaced.





Air Spring Travel Change and Bottomless Tokens (optional)

To increase or decrease the travel in your RockShox Pike or Revelation fork, the air spring must be replaced with the appropriate 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.

Bottomless Tokens can be added to, or removed from, the DebonAir (DA) 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.

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

For part ordering information, please contact your local SRAM distributor or dealer.

DebonAir - Travel and Bottomless Token Tuning - Pike

29" Boost			27.5" Boost		
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
-	-	-	160	0	4
-	-	-	150	1	4
140	2	5	140	2	5
130	3	5	130	3	5
120	4	6	120	4	6

DebonAir - Travel and Bottomless Token Tuning - Revelation

29" Boost			27.5" Boost		
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
160	0	4	160	0	4
150	1	4	150	1	4
140	2	5	140	2	5
130	3	5	130	3	5
120	4	6	120	4	6

Dual Position Air - Travel and Bottomless Token Tuning - Pike

29" Boost			27.5" Boost		
Fork Travel	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens	Fork Travel	Bottomless Tokens Factory Installed	Maximum Bottomless Tokens
-	-	-	160	0	4
-	-	-	150	0	4
140	1	5	-	-	-

Bottomless Tokens Installation (optional)

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

DebonAir: Thread a Bottomless Token into another Bottomless Token, or into the the bottom of the top cap, and tighten.





Dual Position Air: Install Bottomless Tokens onto the DPA air spring shaft, as desired.

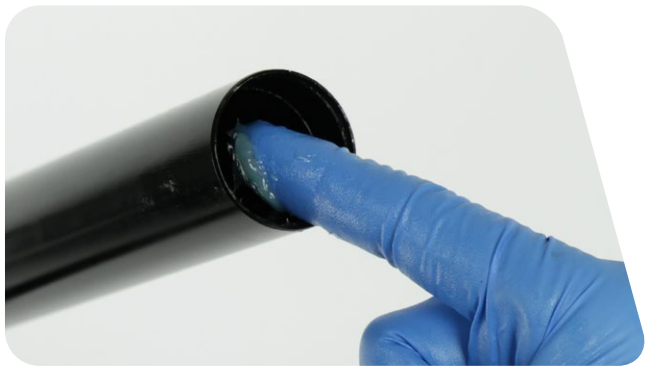




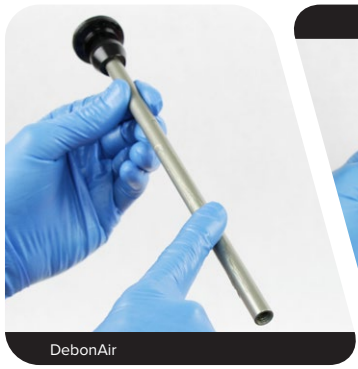
It is optional to change maximum fork travel by replacing the stock air spring shaft assembly with a shorter or longer air spring shaft assembly. If maximum travel is increased or reduced, use the new complete air spring shaft assembly in the following installation steps. It may also be necessary to add or remove Bottomless Tokens. Refer to Air Spring Travel Change and Bottomless Tokens for details.

Refer to the RockShox Spare Parts Catalog available at www.sram.com/service for the required spare part kits. For part ordering information, please contact your local SRAM distributor or dealer.

1 Apply a liberal amount of grease to the inside of the upper tube, from the end of the tube to approximately 60 mm into the tube.

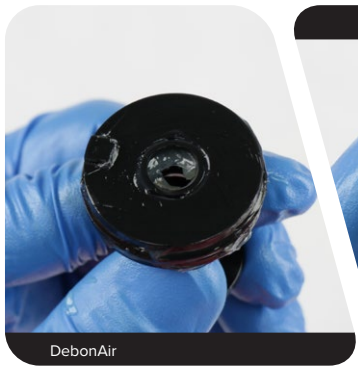


2 Apply a liberal amount of grease to the air spring shaft.





3 Apply grease to the new seal head inner o-ring and wiper seal.





4 Install the top out bumper onto the shaft.

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

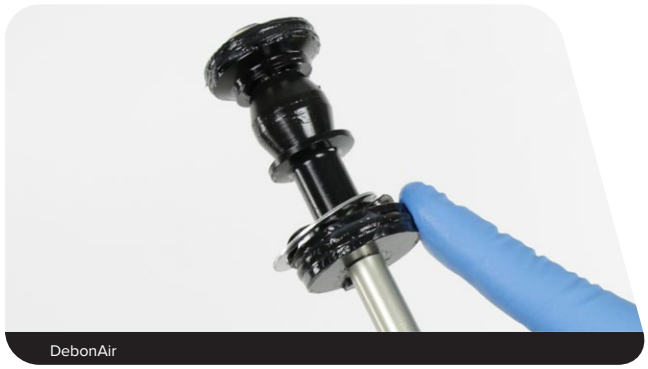

DebonAir


DebonAir


Dual Position Air


Dual Position Air

5 Apply grease to the air piston and seal head outer o-rings/seals.

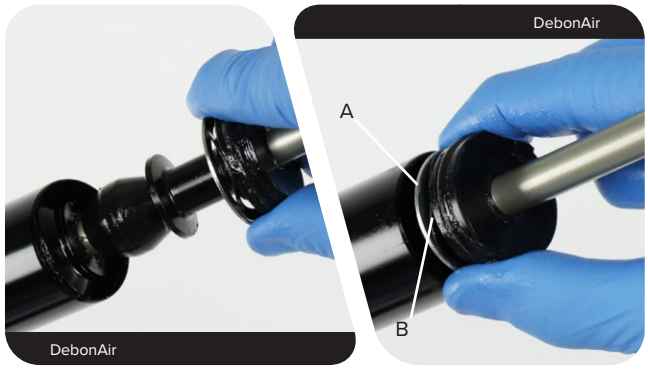

DebonAir


Dual Position Air

6 Insert the air spring assembly into the upper tube. Firmly push the air piston into the upper tube.

Position the flat retaining washer (A) into the upper tube, followed by the wavy washer (B).

Use your fingers to firmly press the seal head into the upper tube until it stops.









7 *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.*

DebonAir: Guide the retaining ring with your finger to prevent scratching the air shaft.

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

Place the tips of the 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.

Hold the retaining ring in place and seat the retaining ring eyelets on either side of the seal head tab (A). The seal head tab should be positioned between the retaining ring eyelets.

Confirm 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.

NOTICE

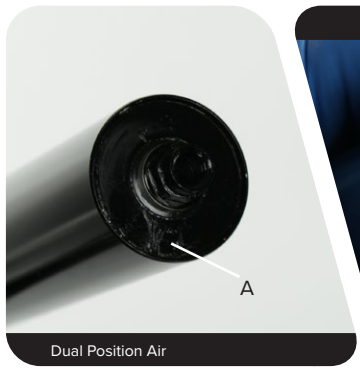
Do not scratch the air spring shaft. Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

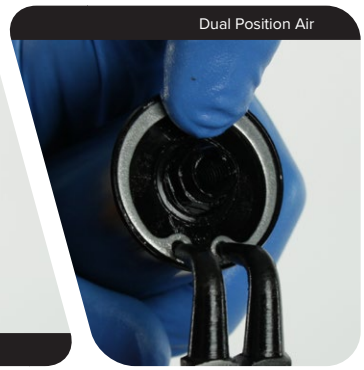














8 **Dual Position Air:** Thread a bottom bolt onto the shaft 2 to 3 turns and pull the shaft out until it stops.

Remove the bolt.



Dual Position Air

9 **Dual Position Air:** Apply a liberal amount of grease to the top cap upper air spring shaft.



Dual Position Air

10 **DebonAir:** Inject or pour Maxima PLUSH Dynamic Suspension Lube Heavy into the air spring upper tube.



Maxima PLUSH Dynamic Suspension Lube Heavy 3 mL

11 Install the air spring top cap into the upper tube and tighten it.









12 **Dual Position Air:** Place the adjuster knob onto the top cap with the long tab near the back of the crown. Turn the adjuster knob counter-clockwise until it engages the first detent space.

Thread the knob retaining nut onto the threaded air valve body and tighten the knob retaining nut.







200 Hour Service To continue with Pike damper service, go to Charger 2 Damper Service.

200 Hour Service To continue with Revelation damper service, go to Motion Control Damper Service.

Charger 2 Damper Service - Pike

Consult the 2014-2017 Pike Service Manual at www.sram.com/service for Charger Damper service procedures.

200 Hour Service Damper Removal

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

RCT3: Turn the compression adjuster knobs counter-clockwise, to the full open position, until they stop.



RCT3 Low Speed



RCT3 Compression Mode

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


RCT R Low Speed

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


RC

2 Remove the knob retaining screw.



2 mm RCT3 / RCT R


2 mm RC / RC R

3 **RCT R / RC R:** Loosen the remote cable stop collar set screw and remove the collar.









4 **RCT R:** Remove the low speed knob/remote spool assembly.

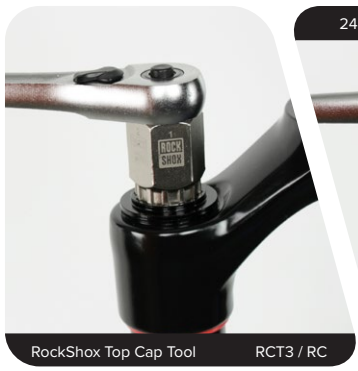
RC R: Remove the remote spool.





5 Unthread the damper top cap and remove the Charger 2 damper assembly.

Clean the upper tube threads.







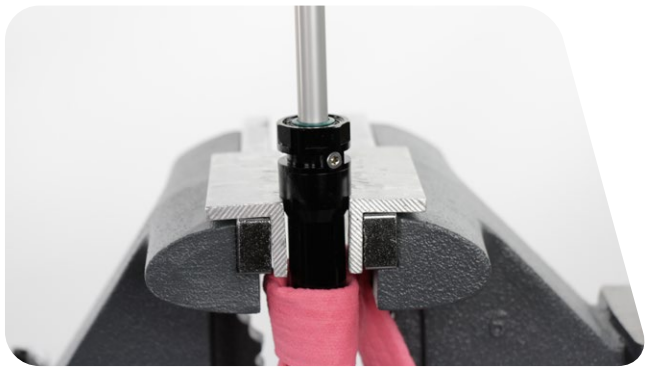


1 Remove the o-ring from the top cap. Clean the top cap threads and o-ring groove. Apply grease to a new o-ring and install it.

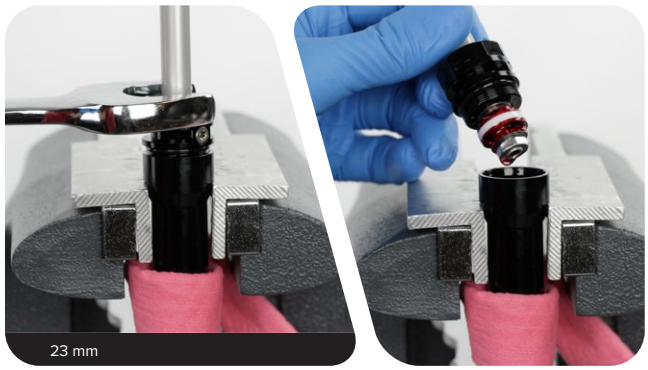


2 Clamp the cartridge tube wrench flats in a vise with flat soft jaw inserts, with the rebound damper oriented upwards.

Wrap a rag around the cartridge tube to absorb oil.



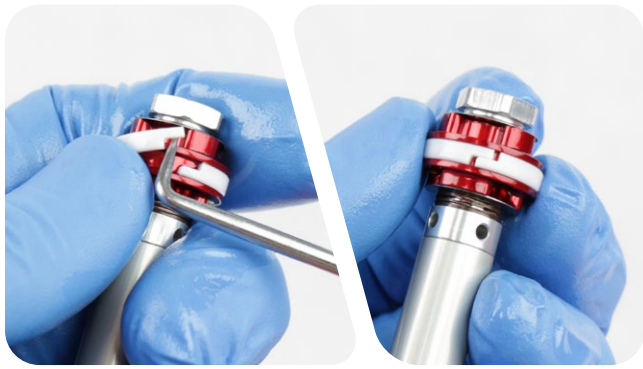
3 Unthread and slowly remove the rebound damper seal head assembly from the cartridge tube.



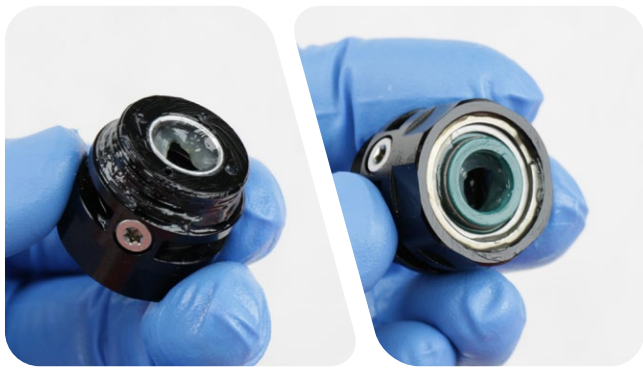
4 Remove the seal head from the rebound damper shaft and discard it.



5 Remove the glide ring from the rebound damper piston. Install a new glide ring.



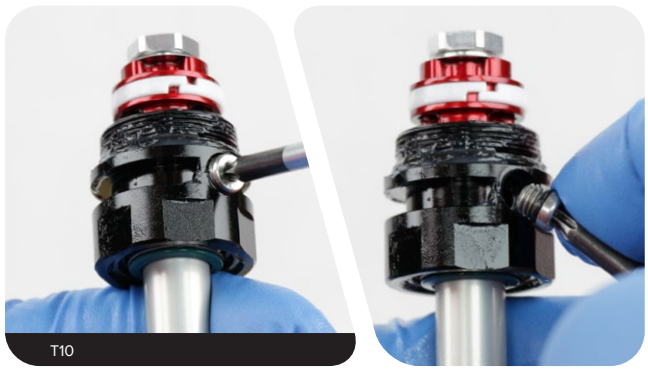
6 Apply grease to the new rebound damper seal head seals.



7 Install the new seal head onto the rebound damper shaft, threaded end first, and slide it towards the piston until it stops.



8 Remove the bleed screw from the seal head.



9 Remove the cartridge tube from the vise and pour the oil into an oil pan.

Squeeze the bladder to drain the oil from the compression damper assembly into an oil pan.



10 Clamp the cartridge tube, on the bladder coupler wrench flats, back into the vise.

Spray RockShox Suspension Cleaner or isopropyl alcohol into the cartridge tube.



Squeeze the bladder 5-6 times to circulate the cleaner into the damper.



11 Remove the tube from the vise. Orient the tube downward and squeeze the bladder until the cleaner and any remaining oil is drained into an oil pan.

Place the tube on a rag for a few minutes to allow any excess cleaner to drain.



12 Dry the cartridge tube and compression damper assembly with compressed air.

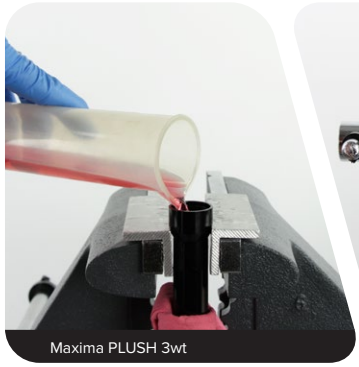


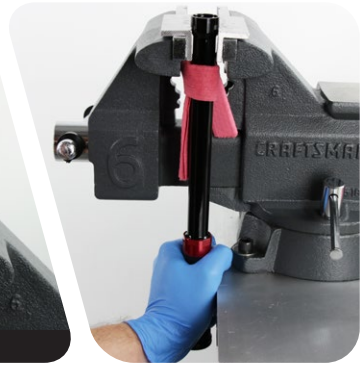
Air Compressor and Air Gun Nozzle

1 Clamp the cartridge tube wrench flats lightly into the vise and soft jaw inserts. Wrap a rag around the tube to absorb any oil.

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

Squeeze the bladder until trapped bubbles stop purging. Pour additional oil into the cartridge tube until full.







2 The rebound damper must be in the full open/fastest rebound setting before installation.

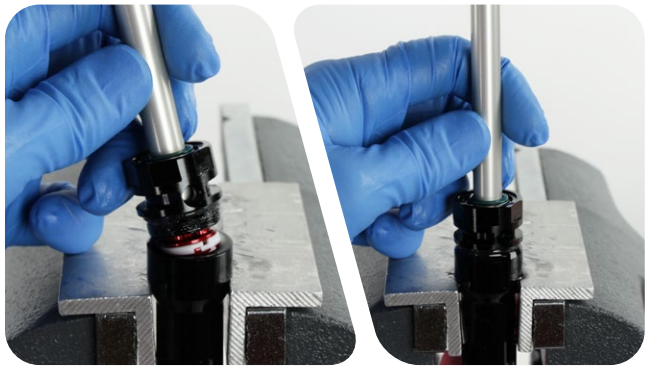
Insert the rebound adjuster knob into the rebound damper shaft until it contacts the rebound adjuster screw. Turn the knob counter-clockwise until it stops.

Remove the adjuster knob from the shaft.

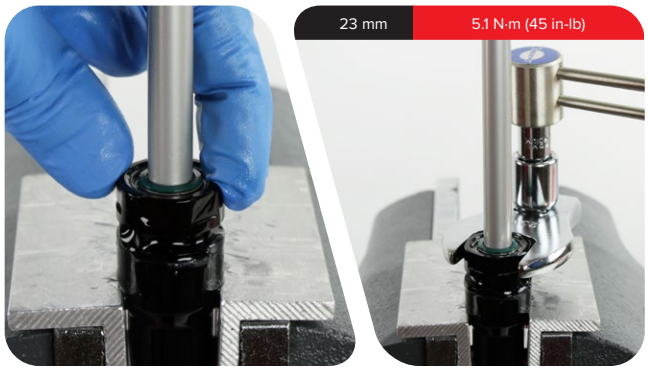




3 Insert the rebound damper piston slowly into the cartridge tube and thread the sealhead into the tube.



Tighten the seal head.



4 Thread the rebound bottom bolt into the shaft 3-4 turns.



1 Draw 3wt suspension oil into a RockShox Bleed syringe until it is half full.

Hold the syringe upright, cover the tip with a rag, and gently depress the plunger to purge any air bubbles from the syringe.

NOTICE

Only use a RockShox bleed syringe.

Do not use syringes that have been in contact with DOT brake fluid. DOT brake fluid will permanently damage the seals and will cause the fork to malfunction.



Maxima PLUSH 3wt RockShox Bleed Syringe

2 Thread the syringe bleed fitting into the seal head bleed port.

Depress the plunger to pressurize the damper assembly.



3 Push the rebound damper shaft into the cartridge tube while applying opposing pressure on the syringe plunger as the syringe fills with oil.



Pull the rebound damper shaft slowly out of the cartridge tube while applying opposing pressure on the syringe plunger as oil fills the damper.

Repeat this process until bubbles are no longer pulled from the damper into the syringe.



4 Fully extend the rebound damper shaft. Push the syringe plunger down, then release the plunger. Allow the bladder to expand and retract until it stops in a resting position.

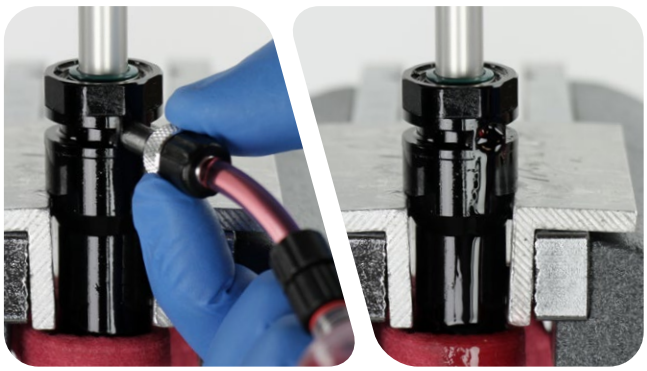




5 Unthread the syringe bleed fitting from the bleed port.

⚠CAUTION - EYE HAZARD

Oil may eject from the bleed port if the bladder is not in a resting position. Wear safety glasses.



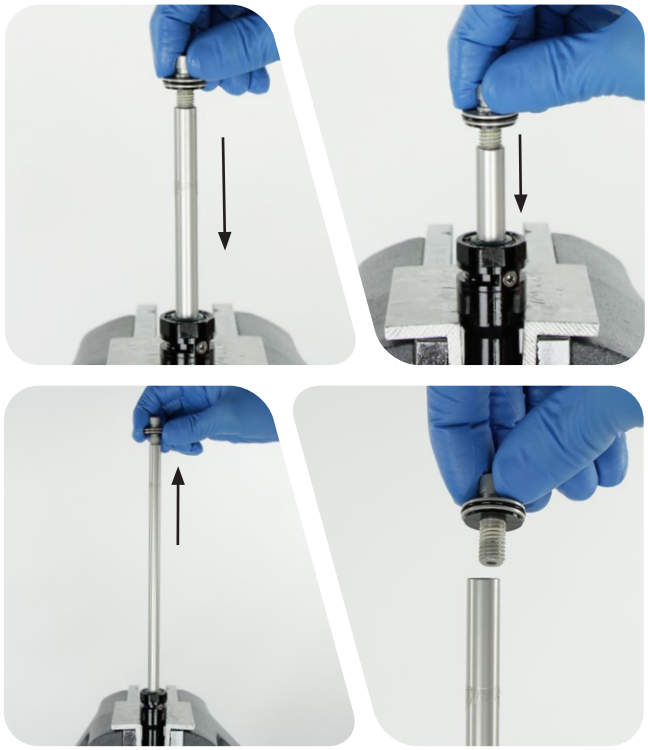
6 Install the bleed screw and tighten it.

Wipe away any excess oil.



7 Cycle the rebound shaft a few times.

Remove the bottom bolt and clean the Charger 2 damper assembly.



Test Lockout

1 **RCT3 / RCT R:** Rotate the compression cam clockwise until it stops, to the locked out position.

RCT R / RC R: Use the 13 mm wrench to hold the cam locked out while compressing the damper.

Push down on the damper assembly to test the bleed.

RCT3 / RCT R: The rebound damper shaft should not move more than 2 mm. If the shaft moves more than 2 mm while locked out, repeat the bleed process. If the bleed was successful, rotate the compression cam counter-clockwise until it stops, to the unlocked position.

RC / RC R: Consistent resistance should be felt with no gaps in movement.







1 Install the Charger 2 damper assembly into the damper side upper tube. Thread the top cap into the upper tube.









2 Tighten the top cap.





3a **RCT3:** Install the compression mode adjuster knob onto the top cap with the tab in the forward, unlocked position.



RCT3

Install the low speed compression adjuster knob onto the hex adjuster rod.

Install and tighten the retaining screw.



RC: Install the compression adjuster knob onto the top cap with the tab in the forward, unlocked, position.



RC

Install and tighten the retaining screw.



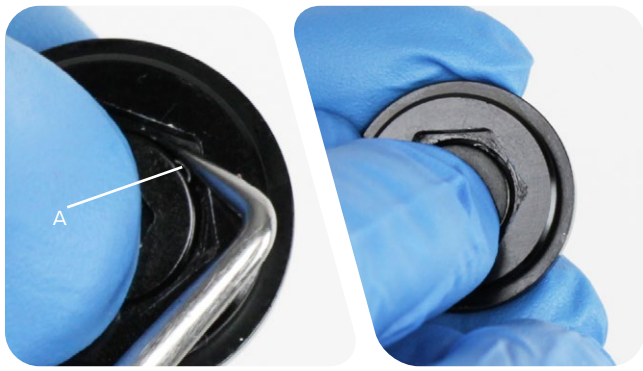
3b **RCT R:** Install the cable stop collar with the housing guide in the 6 o'clock forward position, angled ≈20 degrees from center.



Push the low speed adjuster knob spring retainer (A) in and push the knob out of the remote spool.

Remove the top cap seal.

Clean each part.





Install the remote spool onto the hex adjuster with the spool cable set screw oriented within the 87° range zone.

Install the knob seal.



Install the low speed adjuster knob onto the hex adjuster. Install and tighten the knob retaining screw.



RC R: Install the cable stop collar with the housing guide in the 6 o'clock forward position, angled ≈20° degrees from center.



Install the remote spool onto the hex adjuster with the spool cable set screw oriented within the 87° range zone.

Tighten the spool retaining screw.



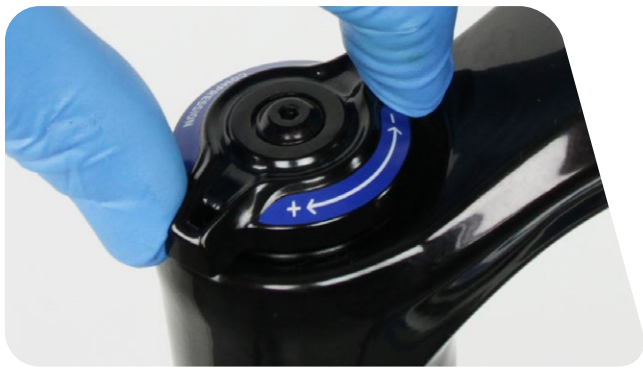
4 **RCT R / RC R:** Tighten the cable stop collar set screw.

Consult the OneLoc user manual at www.sram.com/en/rockshox/models/rm-1loc-a1 for cable and remote installation instructions.



200 Hour Service Continue the 200 Hour Service with Lower Leg Installation.

1 **RC:** Turn the compression adjuster knob counter-clockwise, to the full open position, until it stops.



2 Remove the retaining screw and remove the knob (RC) or upper remote spool (RC R).





3 **RC:** Remove the detent spring.



4 **RC R:** Loosen the set screw and remove the cable stop clamp.





Remove the lower remote spool.





5 Unthread the compression damper top cap.

Remove the compression damper by pulling up firmly and slowly, while gently rotating the damper in a circular motion.

NOTICE

Do not force the damper out of the upper tube if there is resistance. This can cause separation of the piston from the damper tube.









6 Remove the fork from the work stand and pour the suspension oil into an oil pan.



7 Clamp the fork into the work stand.

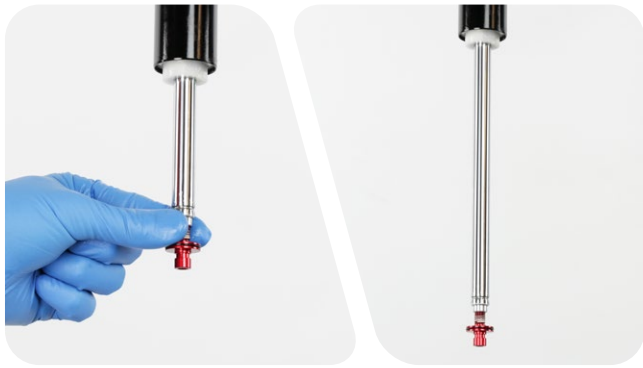
Thread the bottom bolt onto the rebound damper shaft and push the shaft into the upper tube.



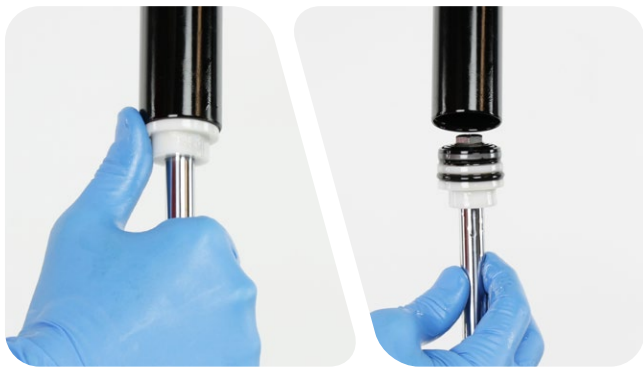
8 Use a sharp pick to pry the curved end of the retaining ring out of the groove. Carefully slide the pick around the rim of the upper tube to pry the retaining ring from the upper tube, and remove the retaining ring.



9 Pull the rebound shaft to full extension.



10 Remove the rebound damper and seal head.



11 Clean the inside and outside of the upper tube.

Inspect the inside and outside of the upper tube for scratches.

NOTICE

Scratches on the inside surface of the upper tube can cause oil to leak. If an internal scratch is visible, the crown steerer upper tube assembly may need to be replaced.





1 Remove the compression damper top cap o-ring and piston u-cup seal.

Apply grease to the new o-ring and seal, and install them.



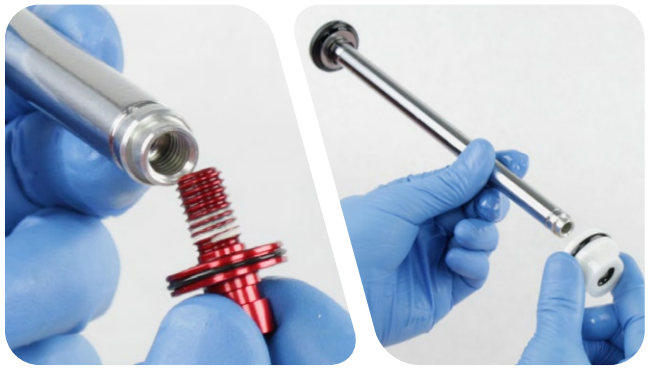
2 Remove the bottom bolt.

Remove the seal head.

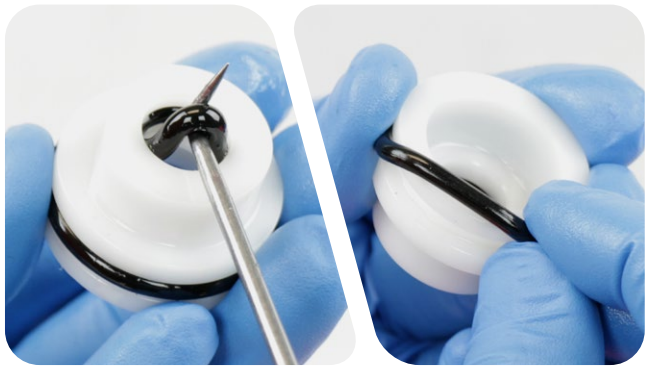
Clean the damper shaft and inspect the shaft for scratches.

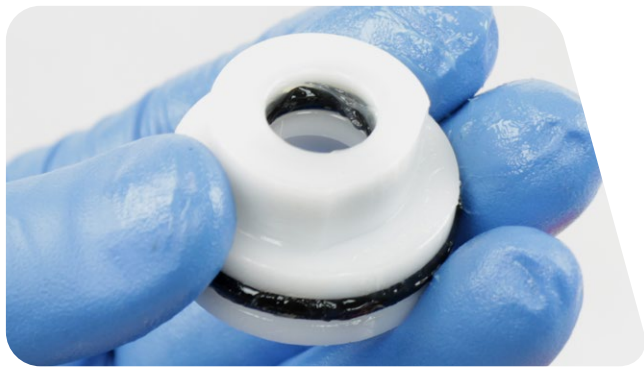
NOTICE

Scratches on the shaft can cause oil to leak. If a scratch is visible, the rebound damper may need to be replaced.

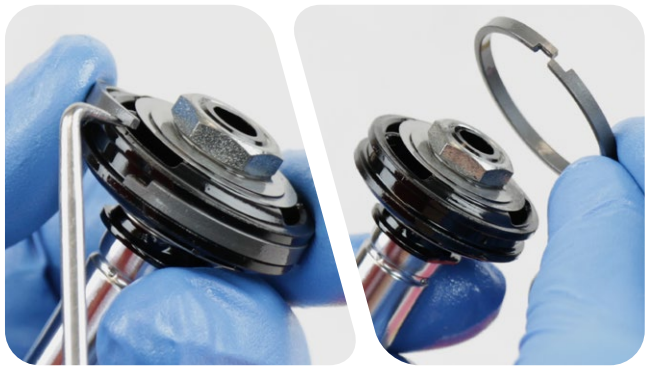


3 Remove the inner and outer seal head o-rings and discard them.
Apply grease to the new o-rings and install them.



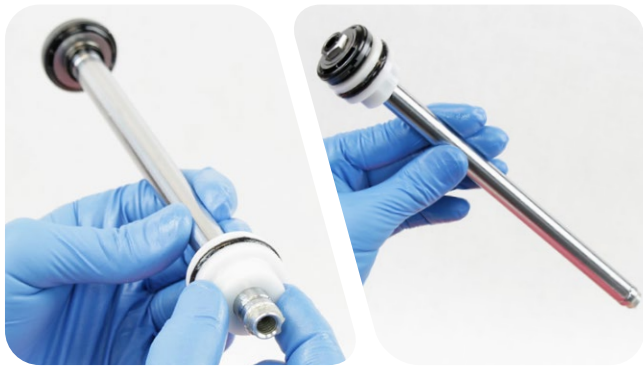


4 Remove the glide ring and discard it.
Install a new glide ring.



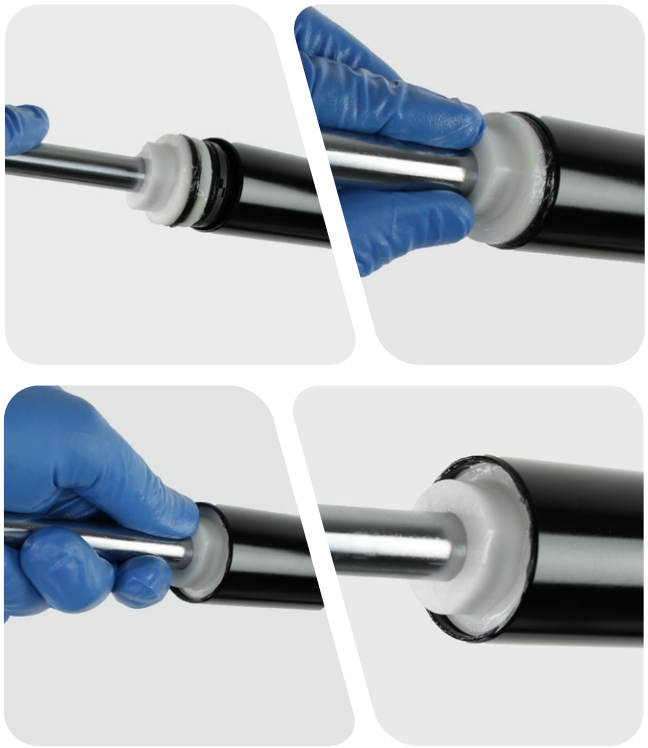


5 Install the seal head onto the rebound damper shaft.



1 Insert the rebound damper and seal head into the upper tube.

Push the seal head into the upper tube until the retaining ring groove is visible.



2 Push the rebound damper into the upper tube and thread a bottom bolt into the shaft.



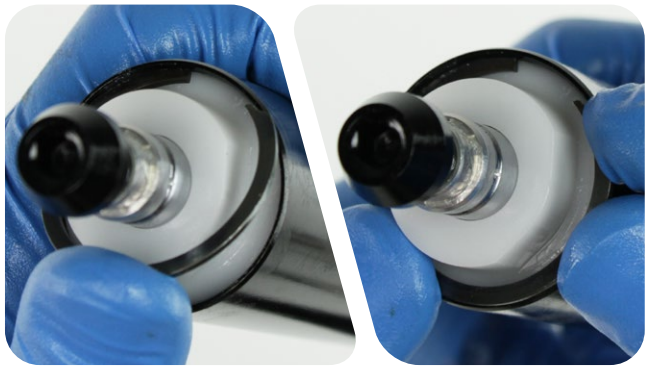
3 Insert the flat end of the retaining ring into the upper tube groove. Use your finger to push the retaining ring into the groove while guiding it around the upper tube until the entire ring is fully seated into the groove.

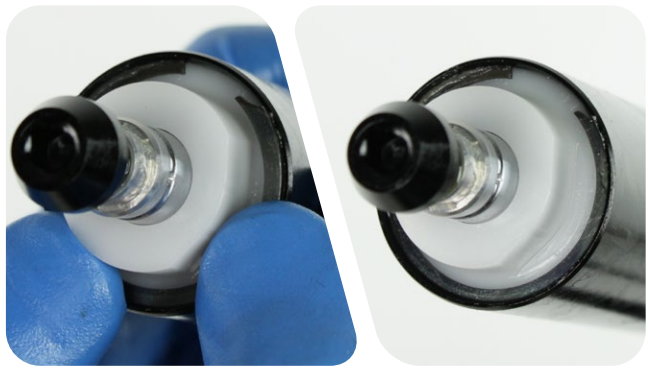
⚠CAUTION

Verify the retaining ring is securely in place with a pick before continuing. Failure to properly secure the retaining ring may result in separation of the seal head, rebound damper, and upper tube.

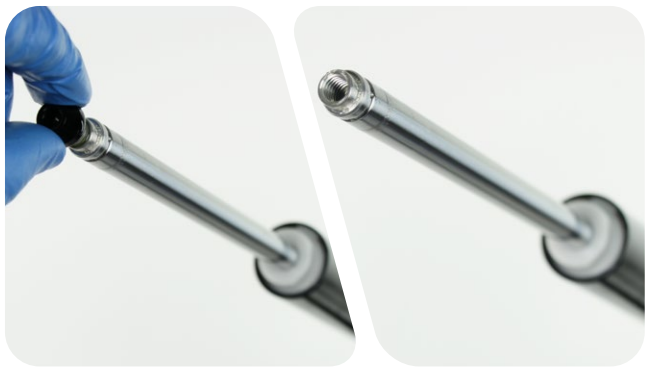
NOTICE

Do not scratch the rebound damper shaft. Scratches will allow oil to leak into the lower leg, resulting in reduced damping performance.





4 Pull the rebound damper shaft out to the fully extended position and remove the bottom bolt.



1 Pour 5wt suspension oil into the upper tube.

NOTICE

Suspension oil volume is critical. Too much oil reduces available travel and can damage the fork. Too little suspension oil decreases damping performance.



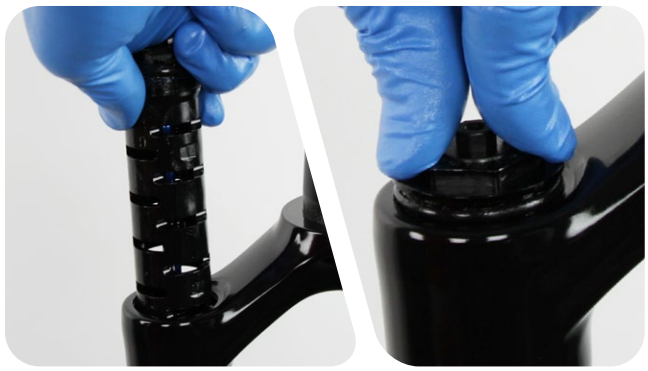
2 **RC:** Use the compression adjuster knob to open the valve (A).

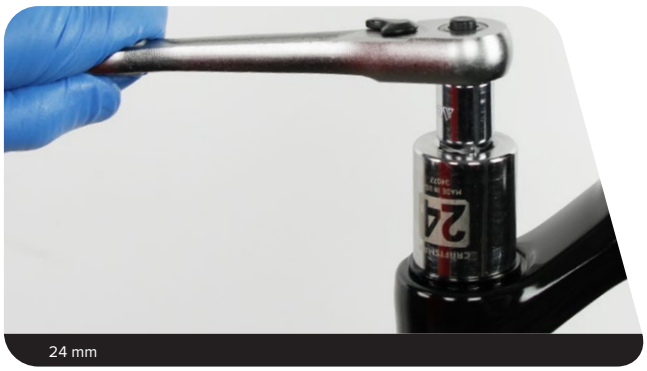
A closed compression valve will restrict oil flow during installation.



3 Insert the compression damper into the upper tube. Press down slowly and rotate in a circular motion until the damper is installed.

Thread the top cap into the upper tube.





4 Tighten the top cap.



5 **RC:** Apply grease to the top cap detents.

Install the detent spring.



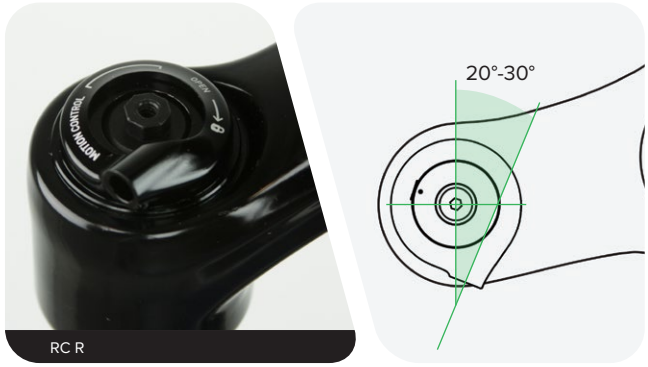
6a **RC:** Install the adjuster knob with the tab in the 7-8 o'clock, unlocked, position.



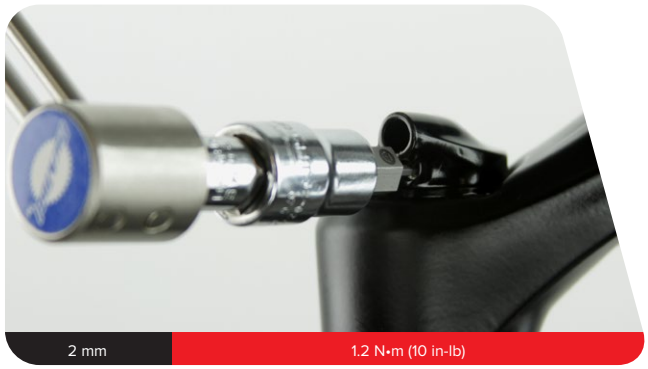
Install and tighten the retaining screw.



6b **RC R:** Install the cable stop collar with the housing guide in the 6 o'clock forward position, ≈20°-30° degrees from center.



Tighten the set screw.



Install the lower remote spool (A) onto the hex adjuster. Install the upper spool with the alignment indicator dot (B) positioned within the range bracket (C).



Install the spool retaining screw, thread it in and stop when it contacts the upper spool. Do not tighten the screw.

Consult the OneLoc User Manual at www.sram.com/en/rockshox/models/rm-1loc-a1 for cable and remote installation instructions.

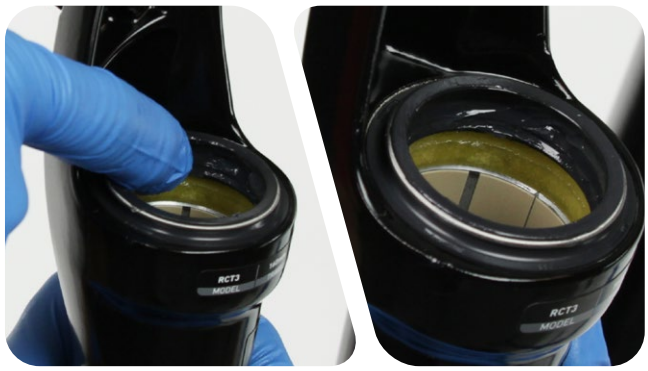


200 Hour Service Continue the 200 Hour Service with Lower Leg Installation.

1 Clean the upper tubes.



2 Apply grease to the inner surfaces of the dust wiper seals.



3 Install the lower leg assembly onto the upper tubes and slide it just enough to engage the upper bushings with the upper tubes.

NOTICE

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



The inside bottom of the lower leg should not contact the spring or damper shafts. A gap between the shaft ends and the lower leg bolt holes should be visible.



4 Position the fork at an angle with the bolt holes oriented upward.

Inject Maxima PLUSH Dynamic Suspension Lube Light suspension oil into each lower leg through the bottom bolt holes.

NOTICE

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



10 mL RockShox Bleed Syringe

5 Slide the lower leg assembly toward the crown until it stops.



The spring and damper shafts should be visible through the bottom bolt holes.

Verify each shaft is centered and seated in the lower leg shaft/bolt hole and no gap is visible between the lower leg and the shaft end.



6 **200 Hour Service** Remove the old crush washers from each bottom bolt.

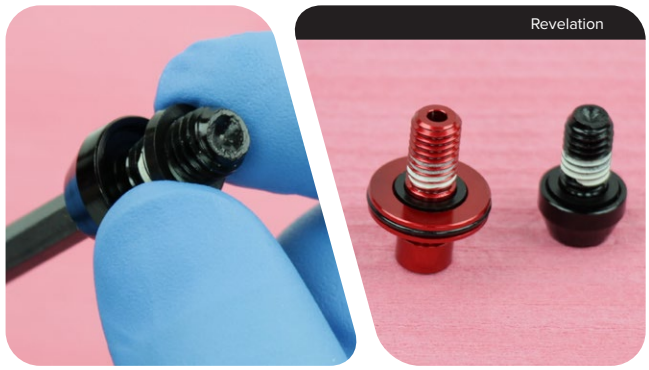
Hold the crush washer with needle nose pliers and unthread it from the bolt by turning the bolt counter-clockwise. Discard the crush washers.

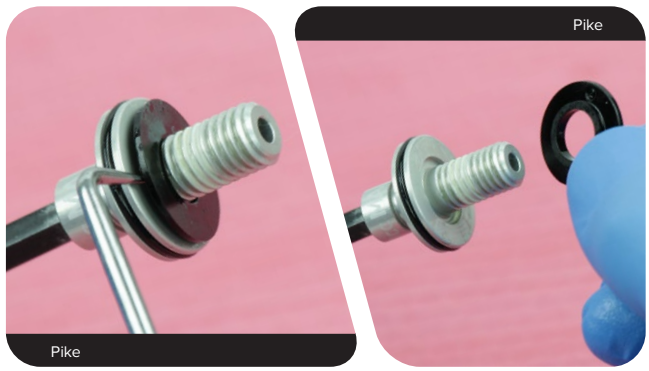
Clean the bolts and install new crush washers.

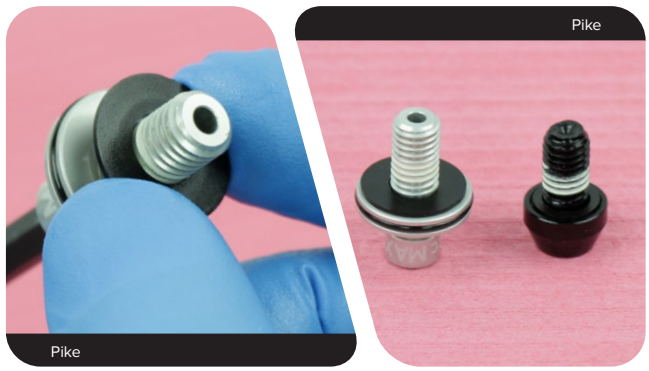
NOTICE

Dirty or damaged crush washers can cause oil to leak from the fork.









7 Install the black bottom bolt into the spring side shaft.

Install the silver or red bottom bolt into the damper side shaft.









8 Install the rebound damper knob and tighten the set screw.

Do not over-tighten the set screw. Over-tightening will seize the adjuster knob and it will not turn.

Refer to your pre-service recorded rebound setting to adjust the rebound damping.





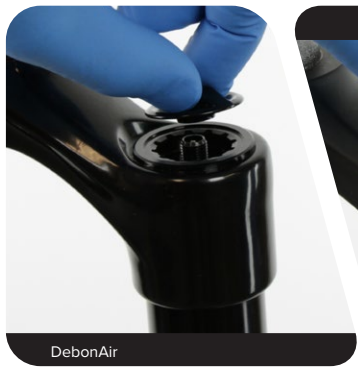
9 Refer to your pre-service recorded settings, or use the air chart on the fork's lower leg, and pressurize the air spring.

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.

Cycling the fork will equalize the positive and negative air chambers. After the fork is cycled 3-4 times, check the pressure and add air as needed.



Install the air valve cap.


DebonAir


Dual Position Air

10 Clean the entire fork.





This concludes the service of your RockShox Pike or Revelation suspension fork.

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