



USER MANUAL

POWERED BY SRAM™

BESCHRIFTUNGEN ZUR ABBILDUNG AUF SEITE 3:
A. Optionale Fernbedienung für PopLoc-Einstellung
B. Floodgate
C. Druckstufen-Einsteller
D. Baugruppe für Druckstufenregelung

E. Baugruppe für Zugstufenregelung
F. Maxle
G. U-Turn-Schraubenfeder
H. U-Turn-Einstellknopf

HINWEIS: DAS AUSSEHEN IHRER GABEL KANN VON DEN ZEICHNUNGEN ODER FOTOS IN DIESEM HANDBUCH ABWEICHEN.
AKTUELLE INFORMATIONEN ZU IHRER GABEL FINDEN SIE AUF UNSERER WEBSITE UNTER WWW.ROCKSHOX.COM.

LLAMADAS A LA ILUSTRACIÓN DE LA PÁGINA 3:

A. Mando a distancia de ajuste Poploc (opcional)
B. Compuerta Floodgate
C. Ajustador de la compresión
D. Conjunto de compresión Motion Control

E. Conjunto de rebote Motion Control
F. Maxle
G. Muelle helicoidal U-turn
H. Mando de ajuste del U-Turn

NOTA: EL ASPECTO DE SU HORQUILLA PUEDE DIFERIR DE LAS ILUSTRACIONES O FOTOGRAFÍAS DE ESTE MANUAL. PARA CONSULTAR LA INFORMACIÓN MÁS ACTUALIZADA SOBRE SU HORQUILLA, VISITE NUESTRO SITIO WEB EN WWW.ROCKSHOX.COM.

LÉGENDES DES ILLUSTRATIONS DE LA PAGE 3 :

A. Réglage distant Poploc en option
B. Vanne Floodgate
C. Régleur de compression
D. Assemblage de compression Motion Control

E. Assemblage de rebond Motion Control
F. Maxle
G. Ressort hélicoïdal U-Turn
H. Bouton U-Turn

REMARQUE : L'APPARENCE DE VOTRE FOURCHE PEUT ÊTRE DIFFÉRENTE DE CELLE DES FOURCHES REPRÉSENTÉES SUR LES ILLUSTRATIONS/PHOTOS DE CE MANUEL. VOUS TROUVEREZ LES DERNIÈRES INFORMATIONS TECHNIQUES CONCERNANT VOTRE FOURCHE EN VISITANT NOTRE SITE INTERNET À L'ADRESSE : WWW.ROCKSHOX.COM.

RIMANDI PER LA FIGURA DI PAGINA 3:

A. Regolazione PopLoc Remote opzionale
B. Saracinesca
C. Regolatore della compressione
D. Gruppo di compressione del controllo movimento

E. Gruppo di ritorno del controllo movimento
F. Maxle
G. Molla elicoidale U-turn
H. Pomello U-Turn

NOTA. L'ASPETTO EFFETTIVO DELLA FORCELLA POTRÀ ESSERE DIVERSO DALLE ILLUSTRAZIONI E DALLE FOTOGRAFIE CONTENUTE NEL PRESENTE MANUALE. PER AVERE INFORMAZIONI AGGIORNATE SULLA FORCELLA, VISITARE IL NOSTRO SITO WEB ALL'INDIRIZZO WWW.ROCKSHOX.COM.

BIJSCHRIFTEN BIJ ILLUSTRATIE OP BLZ. 3:

A. Optionele Poploc-afstelling op afstand
B. Overloopbescherming
C. Compressieknop
D. Bewegingscontrole compressiemontage

E. Bewegingscontrole terugveringsmontage
F. Maxle
G. U-turn springveer
H. U-Turn afstelknop

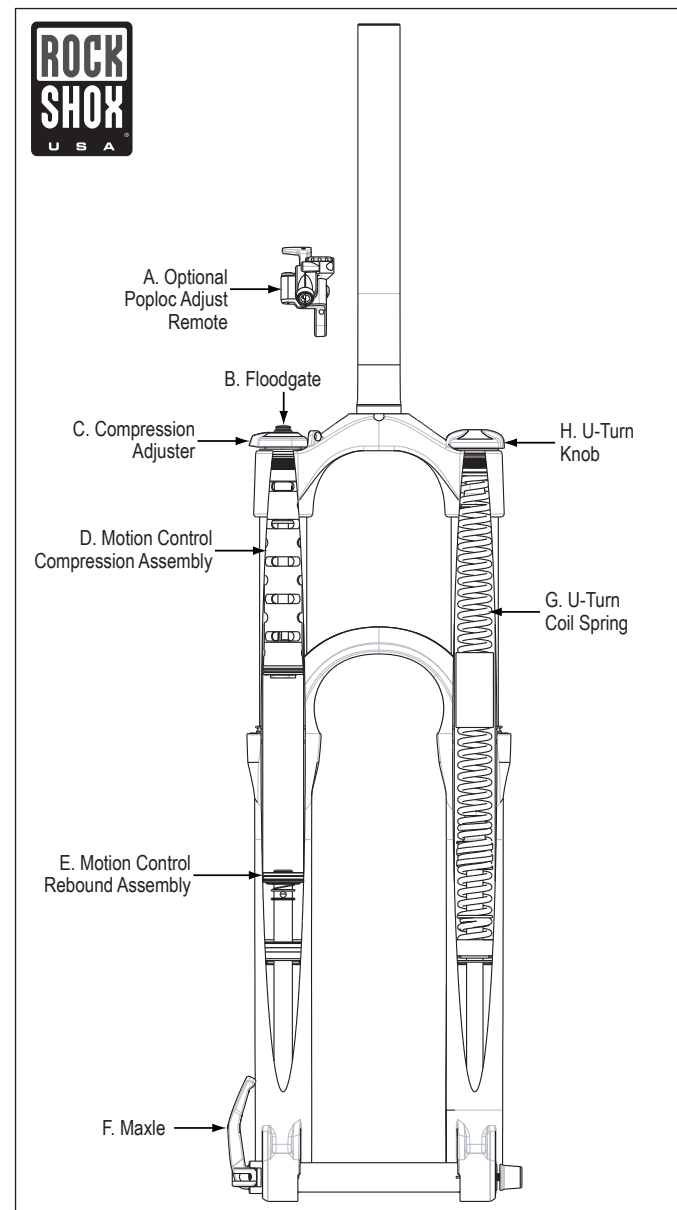
OPMERKING: UW VORK KAN ER IETS ANDERS UITZIEN DAN OP DE ILLUSTRATIES/FOTO'S IN DEZE HANDLEIDING.
BEZOEK VOOR DE MEEST RECENTE INFORMATIE OVER UW VORK ONZE WEBSITE OP WWW.ROCKSHOX.COM.

LEGENDAS DA ILUSTRAÇÃO DA PÁGINA 3:

A. Regulação remota PopLoc (opcional)
B. Regulação de Floodgate
C. Regulador de compressão
D. Unidade de compressão do controlo de movimento

E. Unidade de recuperação do controlo de movimento
F. Maxle
G. Amortecedor de mola de U-Turn
H. Botão de U-Turn

NOTA: O ASPECTO DA FORQUETA PODE NÃO SER EXACTAMENTE O DAS ILUSTRAÇÕES OU FOTOGRAFIAS DESTES MANUAIS.
PARA INFORMAÇÕES TÉCNICAS ACTUALIZADAS ACERCA DA FORQUETA, VISITE O WEBSITE WWW.ROCKSHOX.COM.



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NOTE: YOUR FORK'S APPEARANCE MAY VARY FROM THE ILLUSTRATIONS/PHOTOS IN THIS MANUAL.
FOR THE LATEST INFORMATION ABOUT YOUR FORK VISIT OUR WEBSITE AT WWW.ROCKSHOX.COM.

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

IMPORTANT Consumer Safety Information

1. [] The fork on your bicycle is designed for use by a single rider, on mountain trails, and similar off-road conditions.
2. [] Before riding the bicycle, be sure the brakes are properly installed and adjusted. Use your brakes carefully and learn your brakes' characteristics by practicing your braking technique in non-emergency circumstances. Hard braking or improper use of the front brake can cause you to fall. If the brakes are out of adjustment, improperly installed or are not used properly, the rider could suffer serious and/or fatal injuries.
3. [] Your fork may fail in certain circumstances, including, but not limited to, any condition that causes a loss of oil; collision or other activity bending or breaking the fork's components or parts; and extended periods of non-use. Fork failure may not be visible. Do not ride the bicycle if you notice bent or broken fork parts, loss of oil, sounds of excessive topping out, or other indications of a possible fork failure, such as loss of shock absorbing properties. Instead, take your bike to a qualified dealer for inspection and repair. In the event of a fork failure, damage to the bicycle or personal injury may result.
4. [] Always use genuine RockShox parts. Use of aftermarket replacement parts voids the warranty and could cause structural failure to the shock. Structural failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.
5. [] Use extreme caution not to tilt the bicycle to either side when mounting the bicycle to a carrier by the fork drop-outs (front wheel removed). The fork legs may suffer structural damage if the bicycle is tilted while the drop-outs are in the carrier. Make sure the fork is securely fastened down with a quick release. Make sure the rear wheel is fastened down when using ANY bike carrier that secures the fork's drop-outs. Not securing the rear can allow the bike's mass to side-load the drop-outs, causing them to break or crack. If the bicycle tilts or falls out of its carrier, do not ride the bicycle until the fork is properly examined for possible damage. Return the fork to your dealer for inspection or call RockShox if there is any question of possible damage (See the International Distributor List). A fork leg or drop-out failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.
6. [] **Forks designed for use with 'v'-style brakes:** only mount cantilever-type brakes to the existing brake posts. Forks with hangerless style braces are only designed for 'V'-style or hydraulic cantilever brakes. Do not use any cantilever brake other than those intended by the brake manufacturer to work with a hangerless brace. Do not route the front brake cable and/or cable housing through the stem or any other mounts or cable stops. Do not use a front brake cable leverage device mounted to the brace. **Forks designed for use with disc-style brakes:** follow the brake manufacturer's installation instruction for proper installation and mounting of the brake caliper.
7. [] Observe all owner's manual instructions for care and service of this product.

ROCKSHOX FORKS ARE DESIGNED FOR COMPETITIVE OFF-ROAD RIDING AND DO NOT COME WITH THE PROPER REFLECTORS FOR ON-ROAD USE. YOUR DEALER SHOULD INSTALL PROPER REFLECTORS TO MEET THE CONSUMER PRODUCT SAFETY COMMISSION'S (CPSC) REQUIREMENTS FOR BICYCLE STANDARDS IF THE FORK IS GOING TO BE USED ON PUBLIC ROADS AT ANY TIME.

FORK INSTALLATION

It is extremely important that your RockShox fork is installed correctly by a qualified bicycle mechanic. Improperly installed forks are extremely dangerous and can result in severe and/or fatal injuries.

1. Remove the existing fork from the bicycle and the crown race from the fork. Measure the length of the fork steerer tube against the length of the RockShox steerer tube. The RockShox steerer tube may need cutting to the proper length. Make sure there is sufficient length to clamp the stem (refer to the stem manufacturer's instructions).



WARNING

DO NOT ADD THREADS TO ROCKSHOX THREADLESS STEERERS. THE STEERER TUBE CROWN ASSEMBLY IS A ONE-TIME PRESS FIT. REPLACEMENT OF THE ASSEMBLY MUST BE DONE TO CHANGE THE LENGTH, DIAMETER OR HEADSET TYPE (THREADED OR THREADLESS).

DO NOT REMOVE OR REPLACE THE STEERER TUBE. THIS COULD RESULT IN THE LOSS OF CONTROL OF THE BICYCLE WITH POSSIBLE SERIOUS AND/OR FATAL INJURIES.

2. Install the headset crown race (29.9mm for 1 1/8" steerers) firmly against the top of the fork crown. Install the fork assembly on the bike. Adjust the headset until you feel no play or drag.
3. Install the brakes according to the manufacturer's instructions and adjust brake pads properly. Use the fork only with disc style brakes mounted through the provided mounting holes. Do not use any cantilever brake other than those intended by the brake manufacturer to work with a hangerless brace.
4. **Forks designed for standard quick releases:** adjust the front wheel quick release to clear the dropout's counter bore. The quick release nut must be tightened after the wheel is properly seated into the dropout's counter bore. Make sure four or more threads are engaged in the quick release nut when it is closed. Orient the quick release lever in front of and parallel to the lower tube in the locked position. **Forks designed for a thru-axle (not available for all forks):** follow the installation instructions that follow for the Maxle Quick Release system.
5. Keep in mind tire clearance as you choose tires. **Maximum size is 2.7" wide or 710 mm diameter installed.** Be sure to check this diameter whenever you change tires. To do this, remove air pressure and compress the fork completely to make sure at least 5 mm of clearance exists between the top of the tire and the bottom of the crown. Exceeding maximum tire size will cause the tire to jam against the crown when the fork is fully compressed.

POPLOC REMOTE INSTALLATION

The PopLoc Remote Lockout lever allows the rider to control the movement of their suspension fork without removing their hands from the handlebars.

If needed, remove the grip, brake lever, and shifter from the left side (rider's perspective) of the handlebar. If you are unfamiliar with the removal of these items, please consult the manufacturer's instructions.

1. Slide the Poploc onto the handlebar.
2. Re-install the shifter, brake lever, and grip on the handlebars. If you are unfamiliar with the installation of these items, please consult the manufacturer's instructions. Always adhere to the recommended torque specifications for these items.
3. Position the PopLoc as desired on the handlebar and tighten the clamp bolt to 20 in-lb (2.25 Nm)
4. Forks with PopLoc Adjust: Turn the blue compression adjustment dial counterclockwise until it stops.
5. Press the release button on the PopLoc.
6. Install the cable in the PopLoc.
7. Install the cable into the housing.

8. Feed the cable and housing into the cable stop on the fork crown.
9. Gently pull on the cable and align it with the groove in the rotating cam of the Motion Control damper.
10. Tighten the cable fixing bolt on the rotating cam to 8 in-lb (9 Nm)

MAXLE QUICK RELEASE SYSTEM

IMPORTANT Consumer Safety Information

The Maxle Quick Release system allows the use of a standard 20 mm X 110 mm thru-axle hub for enhanced stiffness. The axle threads into the left fork leg, tightening the hub against the left drop out. The axle is fixed in place in the lower leg by the Maxle Quick Release lever.

Riding with an improperly installed wheel can allow the wheel to move or disengage from the bicycle, causing damage to the bicycle, and serious injury or death to the rider. It is essential that that you:

- Ensure that your axle, dropouts, and quick release mechanisms are clean and free of dirt or debris.
- Ask your dealer to help you understand how to properly secure your front wheel using the Maxle Quick Release System
- Apply the correct techniques when installing your front wheel
- Never ride your bicycle unless you are sure the front wheel is installed properly and secure

Installation

1. Position your wheel in the dropouts of the lower leg. The hub should seat firmly in the dropouts. Be sure to position the rotor in the caliper. Verify that neither the rotor, hub, nor rotor bolts interfere with the lower legs. If unfamiliar with adjusting your disc brake, see your brake manufacturer's instructions.

TIGHTEN

1. Place Maxle lever in the open position (Fig. A).
2. Slide the axle through the right side of the hub until it engages the threads of the left drop out.
3. To tighten the axle into the dropout, turn the axle lever clockwise until hand tight.

NOTE : NEVER USE ANY OTHER TOOL TO TIGHTEN THE AXLE INTO THE LOWER LEG. OVER-TIGHTENING OF THE AXLE CAN DAMAGE THE AXLE AND/OR THE LOWER LEG.

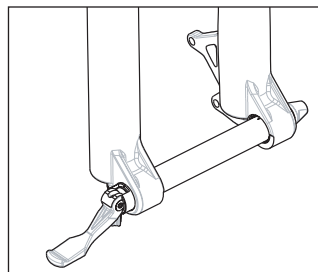


Fig. A

SECURE

1. To lock the axle into the lower leg close the Maxle quick release lever.
2. The quick release mechanism is an "over-center cam", similar to the quick release found on many bicycle wheels. When closing the lever, tension should be felt when the quick release lever is in the horizontal position (90 degrees to the lower leg), and the quick release lever should leave an imprint in the palm of your hand. If resistance is not felt at the 90 degree position and if the lever does not leave a clear imprint in the palm of your hand, tension is insufficient. To increase tension, open the quick release lever turn the quick release lock nut in small increments until proper tension is felt.
3. Verify that the axle is unable to spin or move in the dropout by grasping the axle lever and turning counter clockwise.

! WARNING

DIRT AND DEBRIS CAN ACCUMULATE BETWEEN THE DROPOUT OPENINGS. ALWAYS CHECK AND CLEAN THIS AREA WHEN REINSTALLING THE WHEEL. ACCUMULATED DIRT AND DEBRIS CAN COMPROMISE THE SECURITY OF THE AXLE, LEADING TO SERIOUS AND/OR FATAL INJURY.

PERFORMANCE TUNING

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

U-turn Travel Adjust

IMPORTANT: DO NOT ADJUST THE U-TURN SYSTEM WHEN THE FORK IS 'LOCK' POSITION. ADJUSTING THE U-TURN WHILE THE FORK IS IN THE 'LOCK' POSITION MAY CAUSE DAMAGE TO THE SYSTEM.

Pike forks can be adjusted from 95 to 140 mm of travel. To determine the travel on your fork, use the travel gradients on the upper tube. Compare this measurement to the chart below.

Changing Travel

Turning the U-turn adjuster knob counterclockwise increases travel. From minimum travel, there are approximately six turns to achieve maximum travel (140 mm). Each turn increases or decreases the travel by 7.5 mm (Fig. 1).

IMPORTANT: STOP TURNING THE U-TURN ADJUSTER KNOB AFTER YOU'VE REACH 140 MM OF TRAVEL (MAXIMUM TRAVEL). TURNING THE KNOB PAST THIS POINT MAY CAUSE DAMAGE TO THE U-TURN FEATURE.

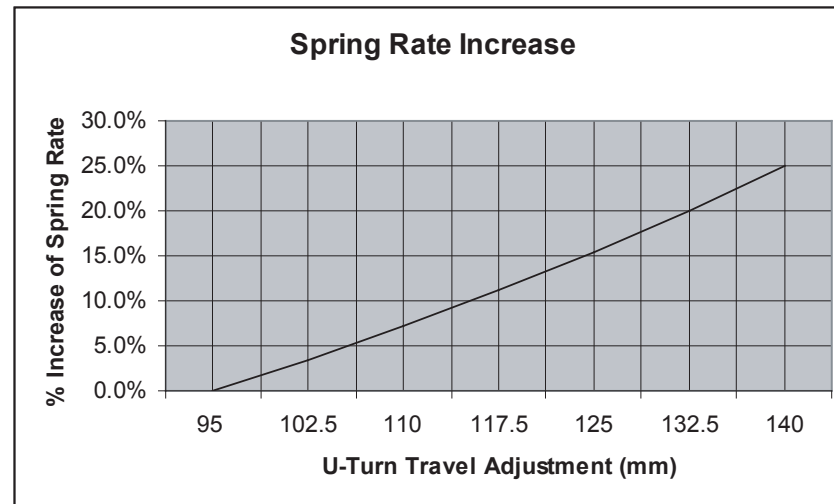


Fig. 1

Motion Control Damping System

IMPORTANT NOTE: WHEN STORING A BICYCLE OR FORK UPSIDE-DOWN OR ON ITS SIDE, OIL SEALED IN THE UPPER TUBE CAN COLLECT ABOVE THE MOTION CONTROL DAMPER ASSEMBLY. UPON RETURNING THE BICYCLE/FORK TO A NORMAL RIDING POSITION, INITIAL PERFORMANCE OF THE MOTION CONTROL SYSTEM MAY BE LESS THAN OPTIMAL. TO QUICKLY RETURN THE FORK TO PROPER PERFORMANCE, RETURN THE FORK TO 'OPEN' POSITION AND CYCLE THE FORK THROUGH ITS TRAVEL 10-20 TIMES. FOR INFORMATION ON RETURNING YOUR FORK TO 'OPEN' POSITION, KEEP READING!

The Motion Control Damping system allows riders to quickly adjust the feel and performance of their suspension to match riding conditions without requiring pumps or tools. This system provides for wide-ranging control of compression and rebound damping as well as 'Lock' threshold sensitivity.

Proper setup of the Motion Control Damping system provides a range of options for efficient yet comfortable performance. The instructions below describe setup and operation for both crown and remote activated forks.

'OPEN' COMPRESSION (FIG. 1)

In the 'Open' position, the Motion Control Damping system allows for maximum compliance and fork movement. The 'Open' position provides ultimate control and comfort on even the roughest terrain.

To return your fork to the 'Open' position:

- For forks with the crown-mounted blue compression adjuster, rotate the adjuster fully counterclockwise.
- For PopLoc equipped forks, press the "unlock" release button on the remote (as indicated by the open padlock icon on the button).

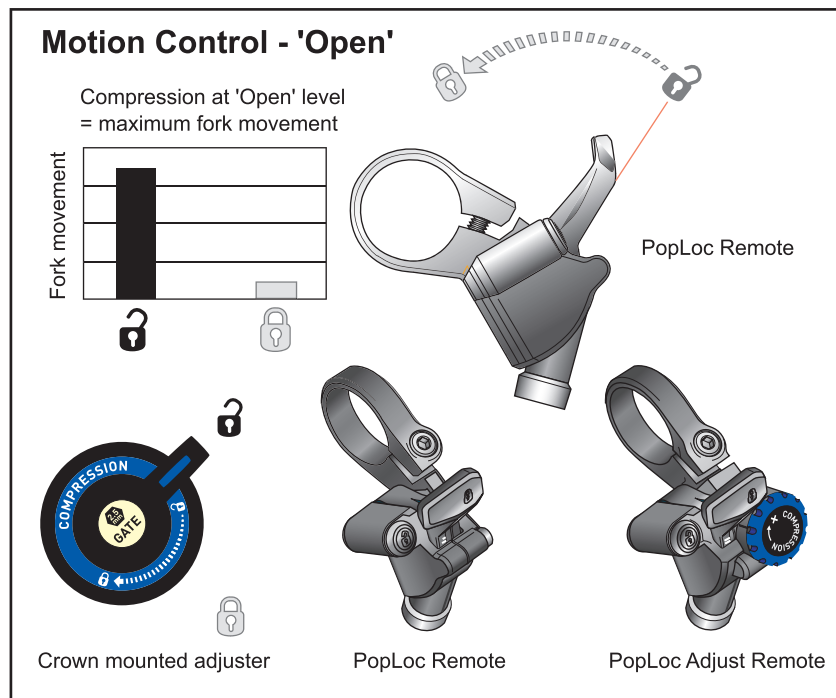


Fig. 1

'LOCK' COMPRESSION (FIG. 2)

In the 'Lock' position, the Motion Control system allows for a small amount of controlled fork movement. This movement enables the front tire to track the terrain without deflecting off obstacles, allowing for better traction and steering control when compared to a complete lockout system. To activate the 'Lock', turn the crown-mounted blue compression adjuster full clockwise or press forward on the PopLoc Remote lever located on the handlebar.

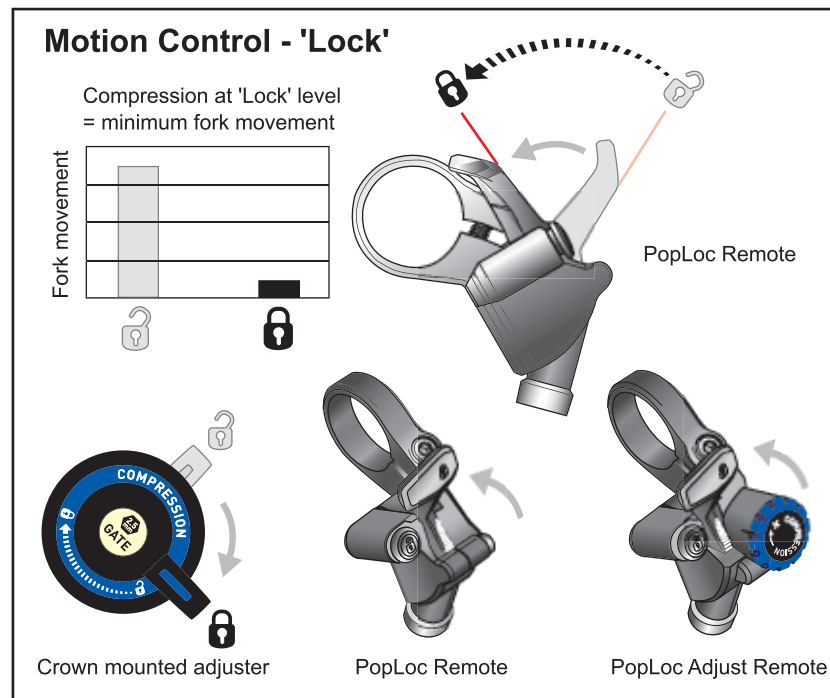


Fig. 2

FLOODGATE ADJUSTMENT (FIG. 3)

All forks with Motion Control Damping allow for fine-tuning of the 'Lock' setting. The rider can choose the point at which the 'Lock' setting can 'blow-off' and become active to force inputs such as bumps or rocks. This adjustment is made using the Floodgate. Depending upon fork model, the Floodgate is adjusted either internally (requires a 2.5mm hex wrench) or externally with the gold 'Gate' adjuster.

For crown mounted adjusters, hold the adjuster in the 'Lock' position while adjusting the internal Floodgate.

NOTE: THE FLOODGATE IS INTENDED TO ADJUST THRESHOLD OF 'LOCK' BLOW-OFF IN THE 'LOCK' MODE ONLY. WHEN PERFORMING FLOODGATE ADJUSTMENTS, ENSURE THAT THE MOTION CONTROL SYSTEM IS ADJUSTED TO 'LOCK.'

Under 'Lock', the maximum Floodgate setting results in a fork with minimal movement while the minimum Floodgate setting results in increased fork movement.

NOTE: FOR MAXIMUM FORK SENSITIVITY AND MOVEMENT, RETURN THE FORK TO THE 'OPEN' POSITION. Floodgate settings should be used to adjust suspension compliance to medium sized bumps and resistance to rider induced suspension movement (referred to as "bob") in the 'Lock' mode. When properly tuned, the Motion Control System will resist "bob," but provide controlled suspension action in rough or aggressive terrain.

Under 'Lock', heavier riders may find better performance with maximum Floodgate settings, while lighter riders may find minimum Floodgate settings work best. Experiment with higher or lower Floodgate settings while on the trail to optimize your fork for your riding style and performance preferences.

Use the charts below to establish an initial Floodgate setting.

All settings from Maximum Floodgate (or full clockwise)

EXTERNAL FLOODGATE (RACE AND TEAM MODELS)

Rider weight lb (kg)	Full Turns Counterclockwise
< 120 (< 54 kg)	4 - 5
120 - 150 (54 - 68 kg)	3 - 4
150 - 180 (68 - 82 kg)	2 - 3
180 - 210 (82 - 95 kg)	1 - 2
210 < (95 kg <)	0 - 1

INTERNAL FLOODGATE (SL MODEL)

Rider weight lb (kg)	Full Turns Counterclockwise
< 120 (< 54 kg)	2.0 +
120 - 150 (54 - 68 kg)	1.5 - 2.0
150 - 180 (68 - 82 kg)	1.0 - 1.5
180 - 210 (82 - 95 kg)	0.5 - 1.0
210 < (95 kg <)	0.0 - 0.5

TIP: THE REBOUND ADJUSTER ON THE BOTTOM RIGHT FORK LEG CAN BE USED TO ADJUST INTERNAL FLOODGATE MODELS. GENTLY PULL DOWNWARD ON THE REBOUND ADJUSTER FOR REMOVAL. REMOVE THE GOLD 'GATE' DUST CAP AND INSERT THE 2.5MM HEX END OF THE REBOUND ADJUSTER INTO THE FLOODGATE. DON'T FORGET TO RE-INSTALL THE ADJUSTER AFTER USE!

Floodgate Adjustment

('Lock' blowoff force when the fork is in 'Lock' mode)

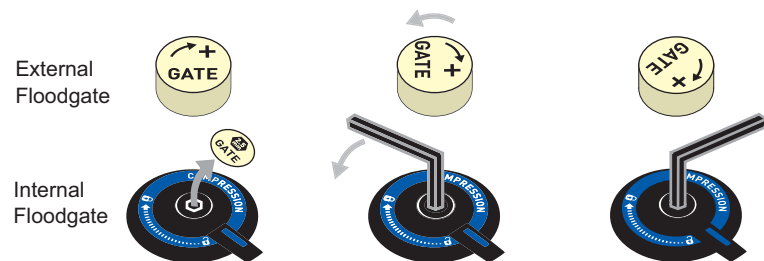
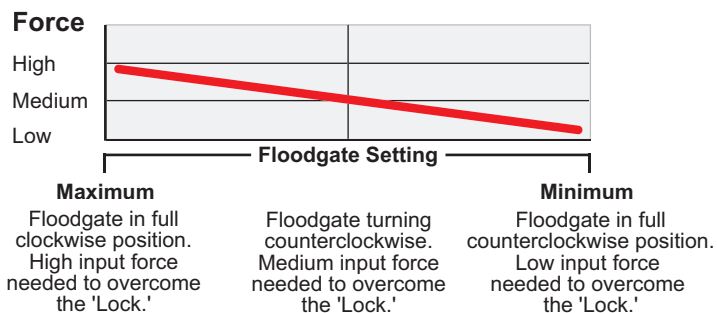


Fig. 3

COMPRESSION ADJUSTMENT (FIG. 4)

Some fork models also feature adjustable compression damping. Increased compression decreases fork movement in the 'Open' position. Compression adjustment can be used to help combat brake dive and "squatting" under hard cornering.

For crown activated forks, compression damping increases to 'Lock' as the crown-mounted actuator rotates 90 degrees clockwise. Position the actuator anywhere within the range from 'Open' to 'Lock' to suit the desired level of compression damping.

Forks equipped with the PopLoc Adjust provide compression damping adjustment for the 'Open' position. Turning the blue adjuster on the PopLoc adjust clockwise increases compression damping for the 'Open' position. The PopLoc lever features gradients to help illustrate the current level of compression. Eight complete turns of adjustment are provided.

TIP: ADJUSTING COMPRESSION ON FORKS EQUIPPED WITH POPLOC ADJUST IS BEST DONE WITH THE FORK IN 'LOCK' POSITION.

NOTE: THE COMPRESSION SETTING DOES NOT ADVERSELY EFFECT YOUR FORK'S PERFORMANCE OVER HIGH SPEED IMPACTS.

Compression Range

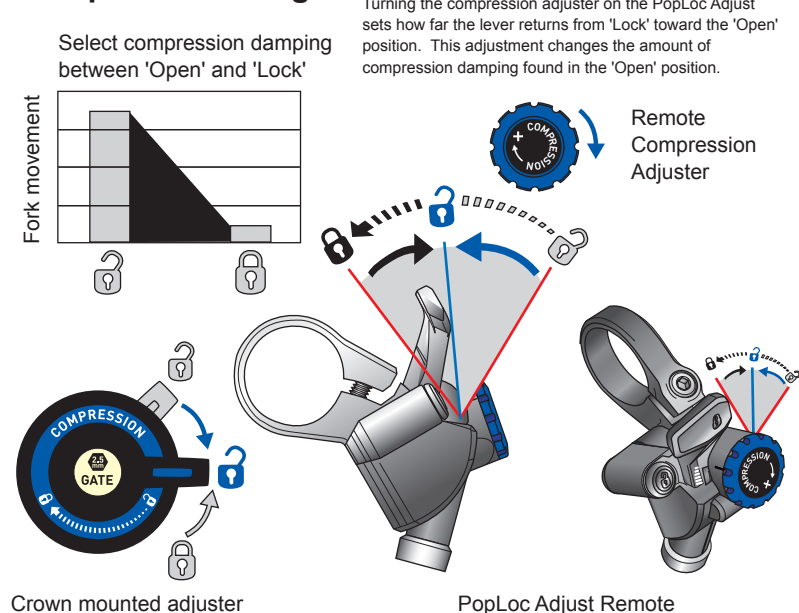


Fig. 4

External Rebound Adjustment

Rebound damping controls the speed at which a fork returns to its full extension following compression. Located at the bottom of the right fork leg is the rebound adjuster knob. Turning the adjuster in the direction indicated by the "rabbit" on the rebound speed decal decreases rebound damping, causing the fork to return to full extension faster. Turning the adjuster in the direction indicated by the "turtle" increases rebound damping, slowing the return of the fork to full extension.

Excessive rebound damping will cause the fork to "pack up" over successive bumps, reducing travel and causing the fork to bottom out. Set your fork to rebound as fast as possible without "topping out" or kicking back. This allows your fork to follow the contours of the trail, maximizing stability, traction and control.

FURTHER TUNING HINTS

Setting Sag

RockShox forks are designed to sag when you are sitting on your bike. Sag is the compression of the fork caused by the rider's weight. Proper sag allows the front wheel to follow the contour of the terrain as you ride.

To measure sag, set the fork to maximum travel (140 mm). Install a zip tie on the upper tube of the fork flush against the wiper seal. Sit on the bike with normal riding apparel. Step off the bike, and measure the distance between the wiper seal and the zip tie. This is your sag. The sag should be between 15 and 25 percent of maximum travel. If you're unable to achieve optimum sag you may need to change the fork's spring.

Changing the Spring Rate

Spring rate is the amount of force needed to compress a spring one inch. Changing your fork's coil spring for a spring of a higher or lower rate will alter the overall feel of your fork. Higher spring rates make the fork feel more "stiff", while lower spring rates make the fork more "supple". Contact your local RockShox dealer to order replacement springs.

NOTE: WHEN DECREASING TRAVEL (SEE "U-TURN TRAVEL ADJUST"), YOU INCREASE THE SPRING RATE.

MAINTENANCE

To maintain the high performance, safety, and long life of your fork, periodic maintenance is required. If you ride in extreme conditions, maintenance should be performed more frequently.

NOTE: WE RECOMMEND THIS SERVICE BE PERFORMED BY A QUALIFIED BICYCLE MECHANIC. TO OBTAIN SERVICE INFORMATION OR INSTRUCTIONS, VISIT OUR WEBSITE AT WWW.ROCKSHOX.COM OR CONTACT YOUR LOCAL ROCKSHOX DEALER OR DISTRIBUTOR.

Torque Tightening Values

Top Caps	65 in-lb
Brake Posts	80 in-lb
Shaft Bolts	60 in-lb
PopLoc Remote handlebar clamp bolt	20 in-lb
PopLoc Remote cable fixing bolt	8 in-lb
U-Turn knob and screw	12 in-lb

SERVICE INTERVALS	GPS Metro	Judy TT/C	Judy XC / Pilot C	Judy SL	Pilot XC/SL
Clean dirt and debris from upper tubes	E	E	E	E	E
Inspect upper tubes for scratches	E	E	E	E	E
Lubricate dust seals/tubes	10	10	10	10	10
Check top caps, brake posts and shaft bolts for proper torque	25	25	25	25	25
Check air pressure	*	*	*	*	E
Remove lowers, clean/inspect bushings and change oil bath	*	*	50	50	50
Change oil in Pure system	*	*	*	*	*
Change oil in Motion Control System	*	*	*	*	100
Clean and lubricate Air U-Turn/Dual Air/Air Assist assembly	*	*	*	*	50
Clean and lubricate coil spring or coil U-Turn spring assembly	100	100	100	100	*
Clean and lubricate PopLoc cable and housing	*	*	*	*	50
	Reba SL, Race & Team	SID Race, SL & World Cup	Pike SL, Race & Team	Boxxer Ride. Race, Team & World Cup	
Clean dirt and debris from upper tubes	E	E	E	E	
Inspect upper tubes for scratches	E	E	E	E	
Lubricate dust seals/tubes	10	10	10	E	
Check top caps, brake posts and shaft bolts for proper torque	25	25	25	25	
Check air pressure	E	E	*	*	
Remove lowers, clean/inspect bushings and change oil bath	50	50	50	25	
Change oil in Pure system	*	100	*	*	
Change oil in Motion Control System	100	*	100	*	
Clean and lubricate Air U-Turn/Dual Air/Air Assist assembly	50	50	*	*	
Clean and lubricate coil spring or coil U-Turn spring assembly	*	*	100	*	
Clean and lubricate PopLoc cable and housing	50	50	50	*	

Notes:

E = Every ride

Numeric values represent hours of riding time.

Increase service intervals based on rider weight, aggressive riding style/conditions, inclement weather and racing