



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

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- Perform service every 100 hours of riding (less depending on riding conditions and riding style).
- Regular maintenance ensures your fork performs as it should.
- For bushing removal and installation, please reference the Bushing Service Guide.
- **Right side equals rider's right; left side equals rider's left.**

GETTING STARTED

1. Remove fork from bicycle.
2. Spray entire fork with isopropyl alcohol and wipe all dirt and mud from fork. Clean around dust seals and upper tubes.
3. Lay tools out on work bench, and create a clean work area for internals service.
4. Place oil pan on floor, under fork.

TOOLS

- Safety Glasses
- Clean Rags
- Oil Pan or Bucket
- Bicycle Stand/Clean Work Table/Area
- 24mm 6-point Socket
- Plastic-Faced Mallet
- Snap Ring Pliers (internal and external)
- Shock Pump
- 5mm Hex Wrench
- Long and Short Plastic or Wood Dowel, 3/4" diameter (non-metallic)
- Torque Wrench
- Sharp Pick/Dental Pick
- Oil Mixing Syringe and Measuring cup
- Isopropyl Alcohol/Spray Bottle
- 5wt and 15wt Suspension Oil
- Isopropyl Alcohol (in Spray Bottle)



LOWER LEG / INTERNALS REMOVAL

1. Gently pull external rebound adjuster knob and remove from the right shaft bolt (fig 1a). Using a 5mm hex wrench, loosen right and left shaft bolts 3 to 4 turns (fig 1b). **(11.4308.846.000 05 External Rebound Adjuster Knob, Short)**
2. With hex wrench in shaft bolt, tap each shaft bolt free with plastic mallet. This frees the shaft ends from the lower leg shaft bore press-fit, and allows the lower leg to be removed from upper tubes (fig 2a). Using your fingers, remove shaft bolts from both threaded shaft ends (fig 2b).

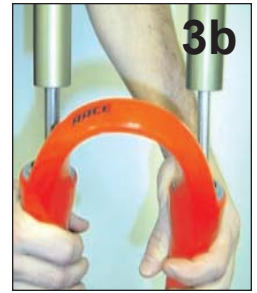


3. Firmly pull the lower leg assembly down by holding each leg or the brake arch. Spray isopropyl alcohol into lower legs. Wrap a rag around a dowel and wipe inside of lower legs clean.

IMPORTANT! Do NOT STRIKE OR TAP THE BRAKE ARCH WITH A Mallet. This damages the magnesium.

NOTE: See the Bushing Service Guide for Bushing Inspection and Replacement Procedures.

4. Spray isopropyl alcohol onto and into each upper tube; wipe clean.



U-TURN COIL SPRING

REMOVAL

5. Using a 2.5mm hex wrench, remove U-Turn knob screw (fig 5a). Remove U-Turn adjuster knob (fig 5b). Using a magnet, remove detent ball bearings and detent springs from top cap (fig 5c).



6. Using a 24mm socket wrench, loosen and remove U-Turn spring top cap (fig 6a). The spring is attached to the top cap and spring shaft. Pull and lift entire spring assembly from upper tube (fig 6b, 6c).

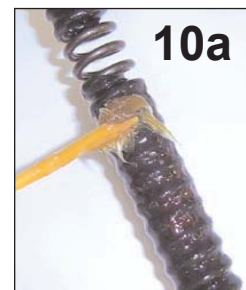
IMPORTANT! Press down square and firm when loosening top caps.



7. Spray entire spring assembly with isopropyl alcohol and wipe all grease and oil from top cap, spring and shaft.
8. Using snap ring pliers, remove U-Turn base plate assembly from bottom of upper tube. Check assembly for damage and clean with a rag.

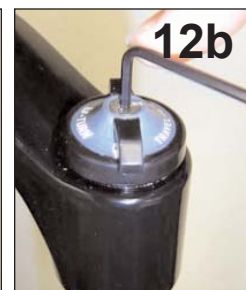


9. Insert U-Turn base plate assembly back into bottom of upper tube and secure with retaining ring. Make sure retaining ring is secure in bottom of upper tube groove.
10. Apply grease to outside of entire coil spring and spring isolators (fig 10a).



INSTALLATION

11. Insert spring assembly into left upper tube, through crown. Align and seat the spring shaft through shaft guide/base plate. Press down on U-Turn spring top cap and thread into upper tube/crown (fig 11a). Using a 24mm socket wrench, tighten to 60 in-lb. (fig 11b).
12. Insert each detent spring into the top cap detent holes, evenly spaced. Place each detent ball bearing on top of each detent spring (fig 12a). Place U-Turn adjuster knob on top of hex. Secure with the knob screw. Tighten the screw with 2.5mm hex wrench (fig 12b).

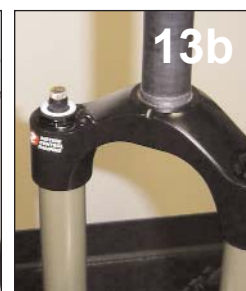


MOTION CONTROL DAMPER SERVICE (ALL PIKE FORKS)

REMOVAL

13. **Compression knob:** Using snap ring pliers, remove external compression adjuster knob (plastic or aluminum remote) retaining ring (figs 13a, 13d). Remove the compression adjuster knob (figs 13b, 13e) and top cap seal (figs 13c, 13e).

NOTE: THE CROWN-MOUNTED COMPRESSION ADJUSTER KNOB USES AN O-RING TOP CAP SEAL (FIG 13E).



14. Using a 24mm socket wrench, loosen compression damper top cap from upper tube (fig 14a). By hand, slowly pull compression damper from upper tube (fig 14b, 14c).

IMPORTANT! USE CARE WHEN REMOVING COMPRESSION DAMPER FROM UPPER TUBE. USE A SLOW TWISTING MOTION WHILE PULLING UP. THIS HELPS EASE THE O-RING PAST THE UPPER TUBE THREADS.

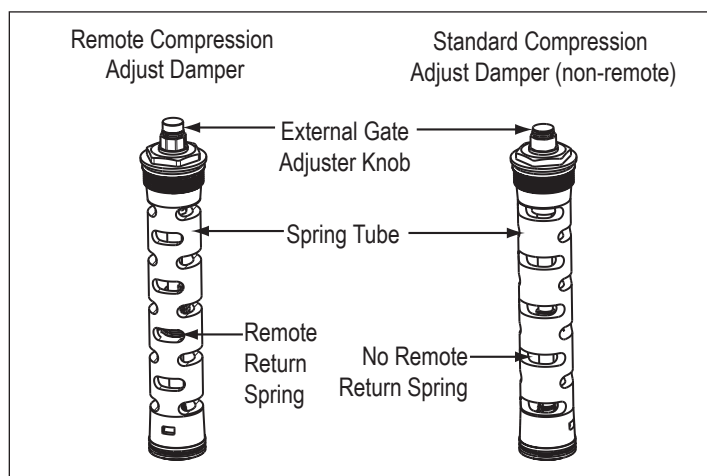


15. Inspect compression damper o-rings (located at top and bottom of damper) and replace if necessary. Apply oil to new o-rings.



UPGRADE: Non-Remote to Remote Adjust

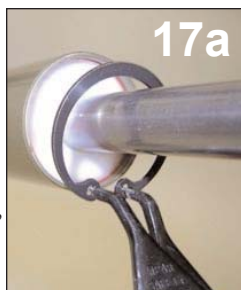
Upgrading a non-remote compression adjust fork (crown-mounted adjuster knob) to remote compression adjust (remote lever (PopLoc) adjuster), requires replacing the non-remote compression damper with a remote compression damper. The remote return spring is designed into the compression damper, and is required for use with the Pop-Loc remote lever assembly.



16. Remove fork from bicycle stand and pour damper oil into oil pan.



17. Use snap ring pliers to remove rebound damper / seal head retaining ring and base ring, located inside bottom of right upper tube (figs 17a, 17b). Pull to remove the rebound damper and seal head from upper tube (fig 17c, 17d).

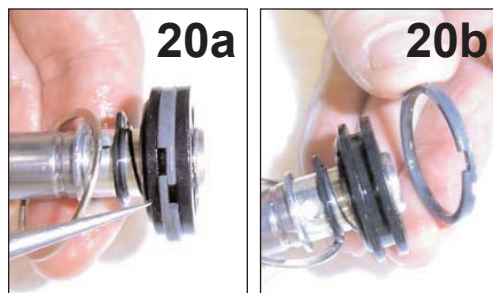


- 18.** Slide seal head off damper shaft. Remove and replace outer and inner seal head o-rings. Coat new o-rings with suspension oil (5, 10 or 15wt).



- 19.** Spray rebound damper shaft with isopropyl alcohol. Wipe shaft with a clean rag.

- 20.** If damaged, remove and replace rebound damper piston glide ring.

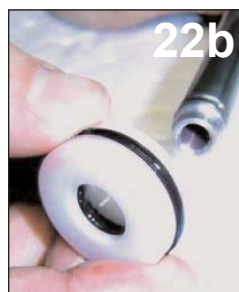


- 21.** Spray isopropyl alcohol into uppertube. Wrap a clean rag around a long dowel/rod. Insert rag into upper tube and clean inside of tube.

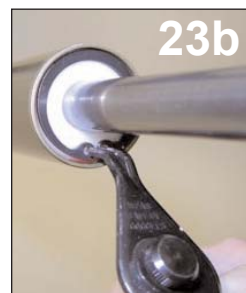


INSTALLATION

22. Insert rebound damper piston into bottom of upper tube. Insert at an angle, open ended side of glide ring out. This aids insertion of piston and glide ring. Angle and rotate until glide ring is inside upper tube (fig 22a). Slide seal head up into upper tube step (fig 22b). Position base ring/washer and seal head into the upper tube step (fig 22c).



23. Press seal head firmly into upper tube (fig 23a). Secure seal head into upper tube with retaining ring (fig 23b). Make sure retaining ring is secure in upper tube groove. Pull rebound damper shaft down (out) into the fully extended position.



24. With rebound damper shaft in the fully-extended position, measure and pour 120cc (+/-5cc) RockShox 5wt suspension oil into upper tube, through crown (fig 24a). Or, pour oil into upper tube through crown, and measure 5" (+/- 0.25") (127mm) oil-height level, measured from the top of crown, down to top of oil level (fig 24b).

IMPORTANT! OIL HEIGHT IS CRITICAL. TOO LITTLE OIL DECREASES DAMPING PERFORMANCE. TOO MUCH OIL REDUCES AVAILABLE FORK COMPRESSION/TRAVEL, AS WELL AS RISK DAMAGE TO FORK FROM COMPRESSION BOTTOM-OUT.



25. Insert compression damper into upper tube, through crown. Press firm and push damper into upper tube slowly. Use a slow twisting motion while firmly pressing compression damper into upper tube (fig 25a). Using a 24mm socket wrench, tighten to 60 in-lb (fig 25b).

NOTE: MAKE SURE COMPRESSION DAMPER IS IN THE FULL-OPEN POSITION (TURN ADJUSTER SHAFT COUNTERCLOCKWISE).



26. Insert compression damper top cap seal (o-ring) over top cap (fig 26a). Place compression knob onto top cap, with dial at the 3 o'clock position. Using snap ring pliers, secure compression knob with external retaining ring (fig 26b). Remote knob should be positioned with cable set screw at 3 o'clock.

NOTE: REMOTE KNOB TOP CAP SEAL PICTURED AT RIGHT (FIGS 26c). REMOTE COMPRESSION ADJUSTER KNOB USES A WHITE PLASTIC WASHER/TOP CAP SEAL.



27. Motion Control Remote Forks: Cable Installation

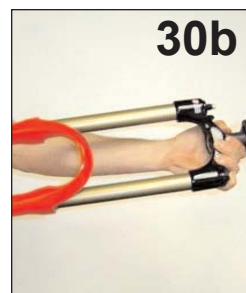
- 1) Thread remote cable through cable stop base.
- 2) Thread cable around compression knob, under cable set-screw, and tighten with 2mm hex wrench. Knob should be positioned in 3 o'clock position and full-open.
- 3) Test PopLoc remote lever function for proper lockout/compression adjust.
- 4) Adjust cable tension as needed.

LOWER LEG INSTALLATION

28. Invert fork in bicycle stand to 45-degree angle, upper tubes facing up. Spray upper tubes with isopropyl alcohol and wipe with a clean rag.
29. Pour, or inject, a small amount of 5, 10 or 15wt RockShox suspension oil onto new or clean foam rings, just under dust seal, inside lower leg; each side.



30. Slide lower leg assembly over and onto the ends of each upper tube. Ensure both dust seals slide onto the tubes correctly and do not fold under (fig 30a). Slide lower leg assembly onto upper tubes until you feel the lower bushings touch the end of the upper tubes (fig 30b). Stop.



31. Invert fork about 45-degrees in bicycle stand. Measure and pour (or inject...an oil syringe works best) 15cc of 5wt, 10wt, or 15wt (stock) RockShox suspension oil into both lower legs, through the shaft bolt holes. Wipe all excess oil from lower leg.



32. Inspect and clean damper shaft bolt (hollow/right side), spring shaft bolt (solid/left side), and black nylon crush washers. Replace crush washers and crush washer retainers if damaged. Damaged crush washers can cause oil to leak.



33. Slide lower leg assembly onto upper tubes until both shaft ends appear in lower leg shaft holes. You may need to guide damper threaded shaft end, with a hex tool, into each lower leg shaft hole (fig 33a). Insert damper shaft bolt into damper threaded shaft end (right side) and tighten with a 5mm hex wrench to 60 in-lb. Repeat for spring side. Wipe away excess oil (fig 33b).



34. Insert external rebound damper knob into damper shaft bolt. Push in to secure.

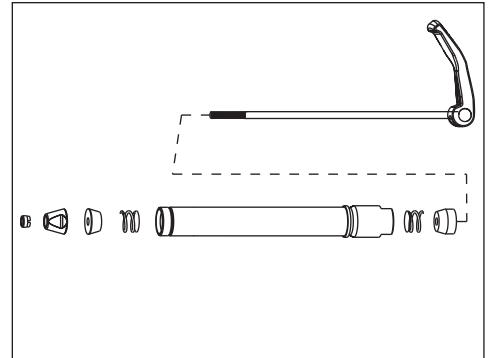


35. Spray a light coating of isopropyl alcohol onto entire fork, and wipe with a clean rag.

MAXLE: DISASSEMBLY / SERVICE / ASSEMBLY

36. Remove Maxle from Pike dropouts and clean with a rag. Remove Maxle end nut. Remove small axle wedge (cone-shaped), and wedge spring.
37. Slide axle from Maxle body. Remove wedge spring, and large wedge (cone-shaped). Clean all parts with isopropyl alcohol and a rag, including Maxle QR axle and lever assembly.
38. Reassemble in the same order as removal.

NOTE: DEPENDING ON YOUR HUB WIDTH, THE MAXLE LEVER MAY NOT CLOSE IN THE DESIRED POSITION (UP OR DOWN) WHEN THREADED INTO LOWER LEG. LOOSEN THE AXLE NUT, SLIDE THE AXLE OUT OF THE MAXLE BODY AND ROTATE THE LEVER TO THE OPPOSITE POSITION IN THE BODY. TIGHTEN END NUT, CLOSE, AND CHECK FOR THE DESIRED CLOSED LEVER POSITION.



OIL

RIGHT LEG			
Right Leg Top (Volume)	Oil Weight	Right Leg Bottom (Volume)	Oil Weight
120cc/ml	5wt	15cc/ml	5, 10 or 15wt (stock)
LEFT LEG			
Left Leg Top (Volume)	Oil Weight	Left Leg Bottom (volume)	Oil Weight
X	X	15cc/ml	5, 10 or 15wt (stock)

TUNING COIL SPRINGS

Rider Weight (approximate)	PART #
<140lb (63kg)	11.4309.043.000 (Soft) Yellow
140-160lb (63-72kg)	11.4309.044.000 (Standard) Red
160-180lb (72-81kg)	11.4309.045.000 (Firm) Blue
>180 lbs (80 kg)	11.4309.046.000 (X-Firm) Black

TROUBLE-SHOOTING

AIR LOSS

- Inspect air piston o-ring and replace if necessary.
- To avoid air loss, remove air top cap every month and pour 3 to 5cc RockShox 15wt suspension oil into air spring chamber. This keeps air seal lubricated.
- Maximum air pressure may have been exceeded. Do not exceed 20psi in AirAssist spring chamber!

LOSS OF/OR VARIANCE IN DAMPING

- Inspect all damper o-rings. Replace and grease.
- Inspect damper oil volume. Remove damper top cap/compression damper assembly. Using a thin ruler, measure the oil height. Correct height is five inches from the top of the upper tube (when fork is set at 115mm travel). Add or remove oil as needed.

REMOTE: INSPECT REMOTE CABLE TENSION. CABLE MAY STRETCH OR BECOME LOOSE. LOOSEN CABLE SCREW, TENSION CABLE, AND TIGHTEN. TEST. ADJUST AS NEEDED.

COMPRESSION STROKE NOT SMOOTH

- Remove both shaft bolts. Pull lowers down about an inch. Allow oil to drain. Inject or pour 10cc of fresh suspension oil into lower leg through shaft bolt holes.
- Lubricate upper tubes near dust seals. Press down on fork a few times. Wipe away excess lubricant.

BUSHING PLAY

- Inspect and replace worn bushings. Bushings are a wear and tear item, and need to be replaced after approximately 100-200 riding hours, depending your riding style, condition, riding time and body weight. If you ride a lot, check those bushings!

SEE THE 'BUSHING INSTALLATION' GUIDE AT WWW.ROCKSHOX.COM FOR PROCEDURES.

OIL LOSS

- Inspect the air piston o-ring for air bypass. Air pressure can force oil out of the left dust seal.
- Inspect your shaft bolt crush washers. Replace if worn or damaged.
- Inspect your top cap o-rings. Replace if torn or knicked.