



2018-2021 SUPER DELUXE COIL



SERVICE MANUAL

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.

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
- 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/company/environment.

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 shop towel.

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 RockShox Dynamic Seal Grease to the new seal or o-ring. If a brush is used to apply grease, confirm there are no loose bristles in the grease or on the part.



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.

To prevent damage to the shock, use aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws. For bearing mount shocks, wrap a shop towel around the eyelet, then clamp the eyelet flat into the 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.



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 shock damper body and wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes oil contamination
Every 200 Hours	Perform damper service	Extends suspension lifespan
		Restores damping performance

Record Your Settings

Use the charts below to record your shock settings to return your shock to its pre-service settings. Record your service date to track service intervals.

Service Hours Interval	Date of Service	Rebound setting - Count the number of clicks while turning the rebound adjuster fully counter-clockwise.
200		
200		
200		

Torque Values

Part	Tool	Torque
Main piston nut	12 mm socket	8.5 N•m (75 in-lb)
Cap screw	3 mm hex wrench	2.1-2.5 N•m (18-22 in-lb)
IFP reservoir	31 mm	8 N•m (70 in-lb)
Cable hanger screw	2 mm hex wrench	0.45 N•m (4 in-lb)
Remote screw	T10 TORX	1.4 N•m (12 in-lb)
Ferrule lock screw	2 mm hex wrench	0.8 N•m (7 in-lb)
Cable set screw	2 mm hex wrench	0.9 N•m (8 in-lb)
Cable spool cap	3 mm hex wrench	0.8 N•m (7 in-lb)

IFP Depth

Shock Stroke (mm)	IFP Depth (mm)
45 - 65	33
67.5 - 75	39

Comprehensive Parts, Tools, and Supplies List

Parts

- Super Deluxe Coil Service Kit - 200 hours
- Super Deluxe Coil Remote Service Kit - 200 hours
- Rear Shock Bearing Kit

Safety and Protection Supplies

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

Lubricants and Oils

- Isopropyl alcohol or RockShox Suspension Cleaner
- Maxima PLUSH 7wt or RockShox 7wt Suspension Oil
- RockShox Dynamic Seal Grease

RockShox Tools

- RockShox 1/2" x 1/2" rear shock bushing removal/installation tool
- RockShox Air Valve Adapter Tool - Rear Shock (red adapter)
- RockShox Counter Measure Spring Compressor Tool
- RockShox IFP Height Tool - Super Deluxe Coil
- RockShox Vivid/Vivid Air/Super Deluxe Coil 24 mm Spanner Wrench

Bicycle Tools

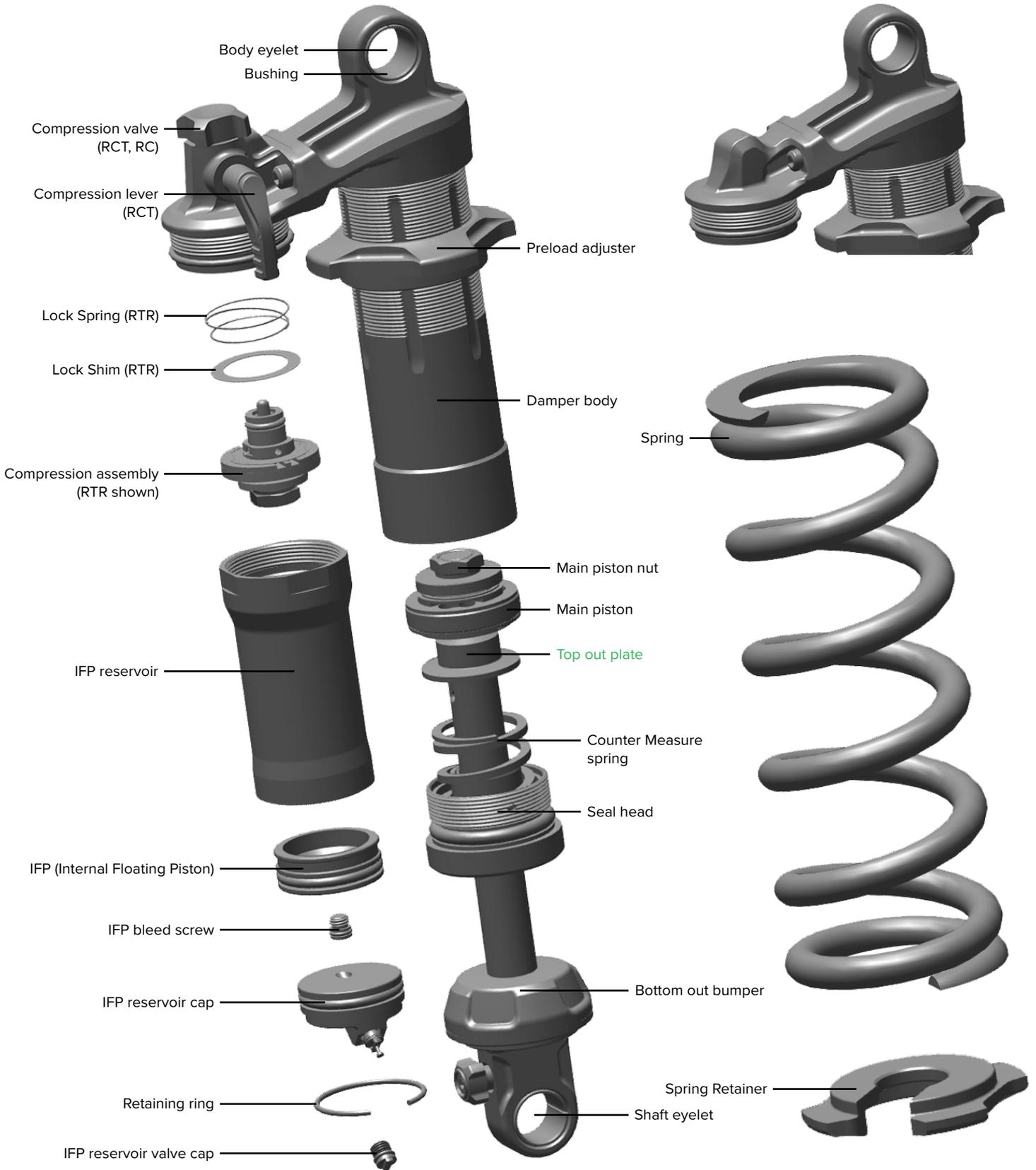
- Shock pump
- Schrader valve core tool

Common Tools

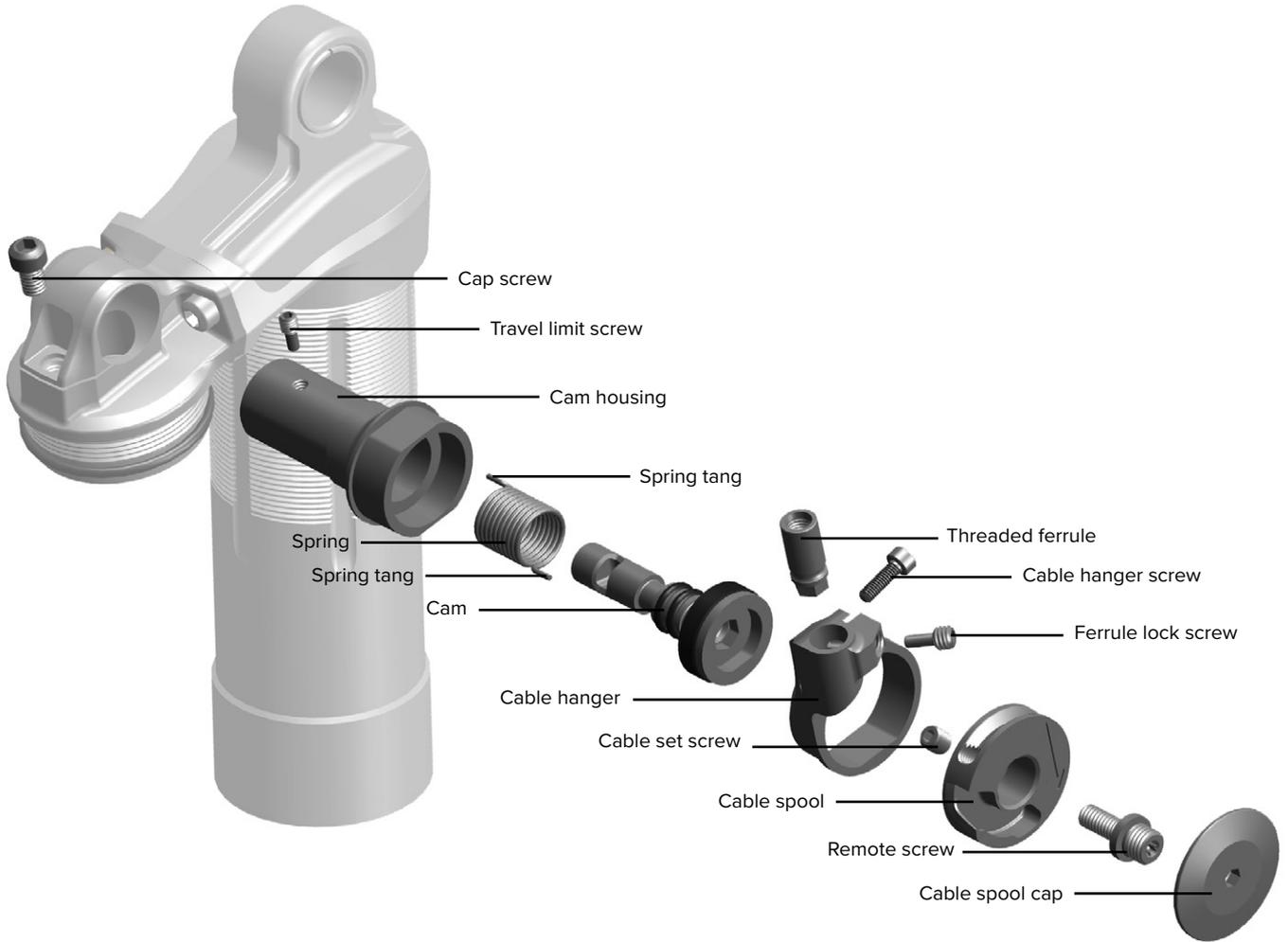
- Bearing press tool: 22 mm (OD) x 10 mm (ID)
- Bench vise with aluminum soft jaws and grooved soft jaws
- Cable and housing cutters
- Flat wrench: 31 mm **or** strap wrench
- Hammer
- Hex bit sockets: 2 mm, 3 mm
- Hex wrenches: 1.5 mm, 2 mm, 3 mm, 5 mm
- Metric caliper or small metric ruler
- Open end wrenches: 5 mm, 13 mm (x2)
- Pick
- Small diameter punch
- Socket wrench: 12 mm
- Torque wrench
- T10 TORX wrench and bit socket

Super Deluxe Coil RCT, RC, RTR

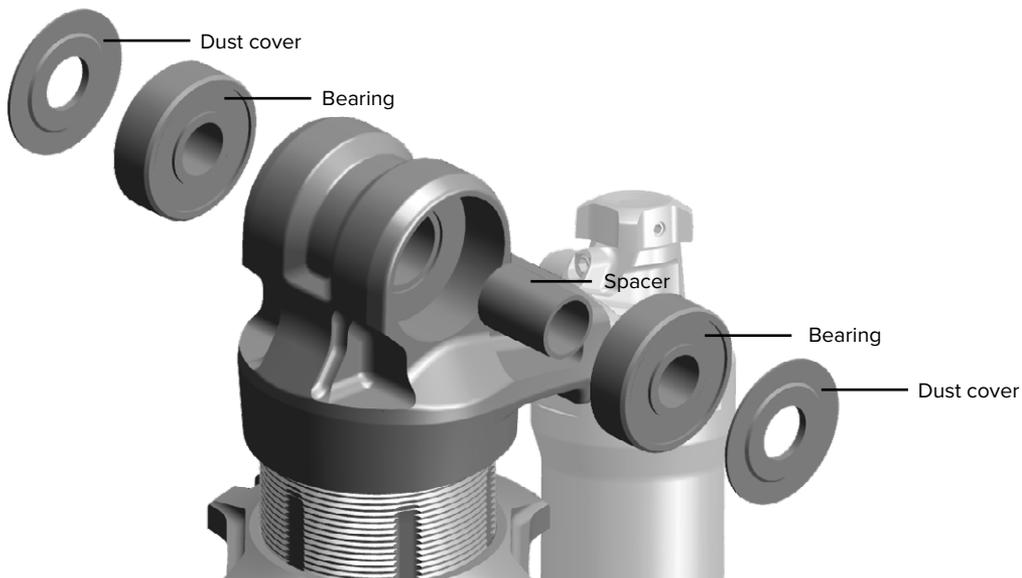
Super Deluxe Coil R



Exploded View - Remote



Exploded View - Bearing Mount



Remote Cable and Housing Removal - RTR Only

Prior to servicing the rear shock, remove the remote cable and housing from the shock, then remove the shock from the bicycle frame according to the bicycle manufacturer's instructions. Replace the cable and housing after performing shock service (see the [Remote Cable and Housing Installation - RLR Only](#) section).

Parts, Tools, and Supplies

Safety and Protection Supplies

- Safety glasses
- Nitrile gloves

Common Tools

- Hex wrenches: 2 and 3 mm
- Cable and housing cutters

1 Remove the cable spool cap.



2 Loosen the cable set screw, then cut the cable.
Loosen the ferrule lock screw. Remove the threaded ferrule, housing, and cable from the cable bracket.
Discard the threaded ferrule, cable, and housing.



Mounting Hardware and Bushing Service

Prior to servicing the rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Once the shock is removed from the bicycle, remove the mounting hardware before performing any service. Replace bushings as needed.

Parts, Tools, and Supplies

Parts

- Super Deluxe Coil Service Kit - 200 hours
- Super Deluxe Coil Remote Service Kit - 200 hours

Safety and Protection Supplies

- Apron
- Clean, lint-free shop towels
- Nitrile gloves
- Safety glasses

Lubricants and Oils

- RockShox Dynamic Seal Grease

RockShox Tools

- RockShox 1/2" x 1/2" rear shock bushing removal/installation tool

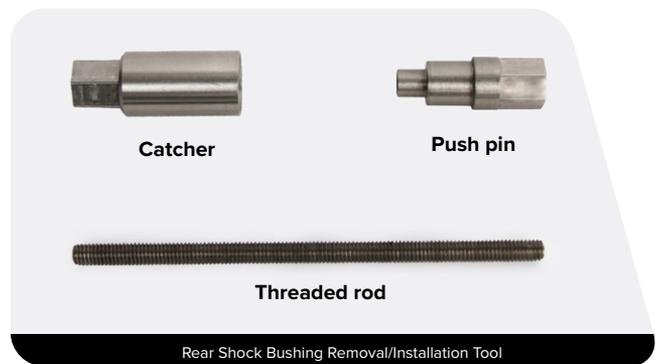
Common Tools

- Open end wrenches: 13 mm (x2) **or** an adjustable wrench
- Bench vise with aluminum soft jaws

Mounting Hardware Removal

Some mounting hardware is easily removed using only your fingers. Try to remove the end spacers with your fingernail or small screwdriver, then push the bushing pin out of the bushing. If this works, continue to the next section.

If you are unable to remove the mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.



- 1 Thread the small end of the push pin onto the threaded rod until the rod is flush or slightly protrudes from the hex-shaped end of the push pin.



2 Insert the threaded rod through the shaft eyelet until the push pin rests against the bushing pin.

Thread the large, open end of the catcher along the rod until it rests on the end spacer.



3 Hold the catcher secure with a 13 mm open end or adjustable wrench.

Use a second 13 mm or adjustable wrench to thread the push pin along the rod until it stops against the end spacer.

Unthread the push pin from the threaded rod to remove the end spacer and the bushing pin if it slides out easily.



4 If the bushing pin did not remove easily, unthread the push pin from the threaded rod to remove the end spacer, then reinstall the push pin onto the threaded rod.

Thread the large, open end of the catcher along the rod until it rests against the shaft eyelet.

Use a 13 mm wrench to thread the push pin along the rod until it stops against the eyelet shaft.

Unthread the push pin from the threaded rod to remove the bushing pin.



5 Unthread the catcher from the threaded rod.

Remove the end spacer and bushing pin from the tool.

Repeat steps 2-5 for the damper eyelet.

Set the mounting hardware aside until you have finished servicing the shock.



Eyelet Bushing Removal

To replace damaged or worn out bushings, use the RockShox rear shock bushing removal/installation tool.

- 1** Insert the threaded rod through the shaft eyelet until the base of the push pin rests against the bushing.
Thread the large, open end of the catcher onto the rod until it rests on the eyelet.



- 2** Hold the catcher secure with a 13 mm open end or adjustable wrench. Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing out of the eyelet.

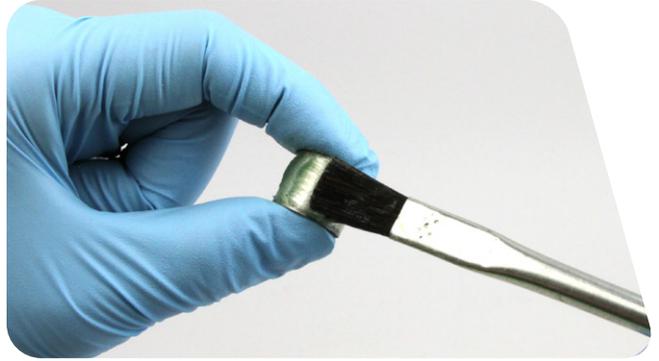


- 3** Unthread the catcher from the threaded rod. Remove the tool from the shaft eyelet and discard the bushing.
Repeat steps 1-3 for the damper body eyelet.



Eyelet Bushing Installation

1 Apply a light layer of grease to the outside of the new bushing.



2 Position the shaft eyelet and eyelet bushing between the soft jaws of a vise. Slowly turn the vise handle to begin pressing the eyelet bushing into the shaft eyelet.

Check the alignment of the bushing as it enters the eyelet. If the bushing starts to enter the eyelet at an angle, remove the bushing from the eyelet, regrease the bushing, and repeat this step until the bushing enters the eyelet straight.

Continue to press the eyelet bushing until it is seated in the shaft eyelet.

Remove the shock from the vise and repeat the installation process for the other bushing and eyelet.



Bearing Mount Service

Replace the bearings if they are not spinning freely, or if they are making a creaking noise.

Parts, Tools, and Supplies

Parts

- Rear Shock Bearing Kit

Safety and Protection Supplies

- Clean, lint-free shop towels
- Nitrile gloves
- Safety glasses

Lubricants and Oils

- Isopropyl alcohol or RockShox Suspension Cleaner

Common Tools

- Bearing press tool: 22 mm (OD) x 10 mm (ID)
- Bench vise with aluminum soft jaws
- Hammer
- Small diameter punch

Bearing Removal

- 1 Remove the dust cover.



- 2 Place a punch against the back of the opposite bearing, and tap out the bearing.



- 3** Turn the shock over and place the punch against the back of the other bearing, and tap out the bearing.



- 4** Clean the bearing bores.



Bearing Installation

- 1 Install a new bearing into one bearing bore, then clamp the eyelet and bearing into a vise with soft jaws. Press the bearing into the bearing bore until it is flush with the eyelet.

Loosen the vise, and align the bearing press tool with the bearing, then tighten the vise. Press the bearing into the bearing bore until it stops.

NOTICE

Do not overtighten the bearing. Overtightening can damage the bearing and cause it to malfunction.

To prevent damage to the bearing, make sure that the bearing press tool contacts both the inner and outer races of the bearing.



22 mm (OD) x 10 mm (ID) bearing press tool



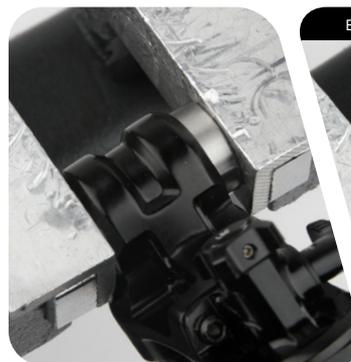
- 2 Insert a new spacer into the eyelet, then install a new bearing into the other bearing bore. Clamp the eyelet and bearing into a vise with soft jaws, then press the bearing into the bearing bore until it is flush with the eyelet.

Loosen the vise, and align the bearing press tool with the bearing, then tighten the vise. Press the bearing into the bearing bore until it stops.

NOTICE

Do not overtighten the bearing. Overtightening can damage the bearing and cause it to malfunction.

To prevent damage to the bearing, make sure that the bearing press tool contacts both the inner and outer races of the bearing.



Bearing Press Tool



- 3** Remove the shock from the vise. The bearings should sit approximately 1 mm below the outer edge of the bearing bore.
Install dust covers before installing the shock on the bicycle.



Parts, Tools and Supplies

Parts

- Super Deluxe Coil Service Kit - 200 hours
- Super Deluxe Coil Remote Service Kit - 200 hours

Safety and Protection Supplies

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

Lubricants and Oils

- Isopropyl alcohol or RockShox Suspension Cleaner
- Maxima PLUSH 7wt or RockShox 7wt Suspension Oil
- RockShox Dynamic Seal Grease

RockShox Tools

- RockShox Air Valve Adapter Tool - Rear Shock (red adapter)
- RockShox Counter Measure Spring Compressor Tool
- RockShox IFP Height Tool - Super Deluxe Coil
- RockShox Vivid/Vivid Air/Super Deluxe Coil 24 mm Spanner Wrench

Bicycle Tools

- Schrader valve core tool
- Shock pump

Common Tools

- Bench vise with aluminum soft jaws and grooved soft jaws
- Flat wrench: 31 mm **or** strap wrench
- Hex bit sockets: 2 mm, 3 mm
- Hex wrenches: 1.5 mm, 2 mm, 3 mm, 5 mm
- Metric caliper or small metric ruler
- Pick
- Socket wrench: 12 mm
- Torque wrench
- T10 TORX wrench and bit socket

WARNING

Before disassembly or service of any air system, remove the air pressure from all air chambers and remove the air valve cores.

If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

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 shock.

Spring Removal

1 To record your adjustment settings, turn the rebound knob counter-clockwise until it stops (full fast), while counting the number of detent clicks. This will assist you with post-service set up.

RCT: Turn the compression lever to the unlocked position, then turn the compression valve counter-clockwise until it stops.

RC: Turn the compression valve counter-clockwise until it stops.

RTR: The compression circuit is unlocked by default once the remote cable is removed.



2 Turn the preload adjuster counter-clockwise until there is a large gap between it and the spring.



3 Remove the spring retainer and spring.



Damper Service

- 1 Clamp the body eyelet into the vise.



- 2 Remove the IFP reservoir valve cap. Depress the Schrader valve and release all air pressure from the IFP reservoir.

Once the pressure has been released, depress the Schrader valve a second time. If the Schrader valve is able to move, the shock has been completely depressurized.

If the Schrader valve does not move at all, the shock is still pressurized and will need to be sent to an authorized RockShox service center for further service.

⚠ CAUTION - EYE HAZARD

Verify all pressure is removed from the shock before proceeding. Failure to do so can cause the pressurized oil to spray from the shock during disassembly. Wear safety glasses.



- 3 Remove the Schrader valve core from the IFP reservoir valve.
Do not discard the Schrader valve core.



- 4 Push the IFP reservoir cap into the reservoir until it stops.



5 Remove the retaining ring from the IFP reservoir.

⚠ CAUTION - EYE HAZARD

The retaining ring can eject rapidly as it is removed. Wear safety glasses.

Do not scratch the inside of the IFP reservoir.



6 Remove the IFP reservoir cap from the IFP reservoir.



7 Remove the IFP reservoir cap o-ring.
Install a new o-ring. Apply grease to the o-ring and reservoir cap.



8 Remove and discard the IFP bleed screw.



- 9** Move the bottom out bumper away from the seal head.
Insert the spanner wrench into the pin holes of the seal head so that the arm of the wrench is away from the reservoir. Mark the holes that the wrench used. This will prevent any overlap between the tool and the reservoir during installation.



- 10** Loosen and slowly remove the shaft assembly from the damper body.

NOTICE

Hold the spanner wrench in place with your hand as you turn the seal head to prevent damage to the seal head pin holes.

Oil will spill from the damper body and the reservoir mount as the shaft assembly is removed. Wrap a shop towel around the damper body.



- 11** Remove the shock from the vise and pour the oil from the damper body into an oil pan.
Clean the damper body.



12 Clamp the shaft eyelet into the vise.



13 Remove the main piston nut. Clean the nut and the threads of the shaft assembly to remove all traces of Loctite.

NOTICE

Make sure all traces of Loctite have been removed from the shaft assembly before proceeding. Failure to remove Loctite can restrict movement in the main piston assembly and reduce functionality in the shock.



14 Slide the main piston assembly and top out plate off the shaft and onto a small hex wrench or pick.

NOTICE

Keep all the parts together and set them aside. If the main piston assembly is disassembled, it will need to be replaced.



15 Optional HotDog Piston Replacement

The HotDog Piston is optional. Skip to step 16 if you are not installing a HotDog Piston.

Remove the lower shim stack and top out plate and replace them on the shaft in the orientation they were removed.

Separate the piston from the upper shim stack, still on the hex wrench or pick, and remove it. Slide the HotDog Piston onto the hex wrench or pick, with the "HotDog" side of the piston facing the end of the hex wrench.

Slide the rest of the shim stack back onto the hex wrench and set aside.



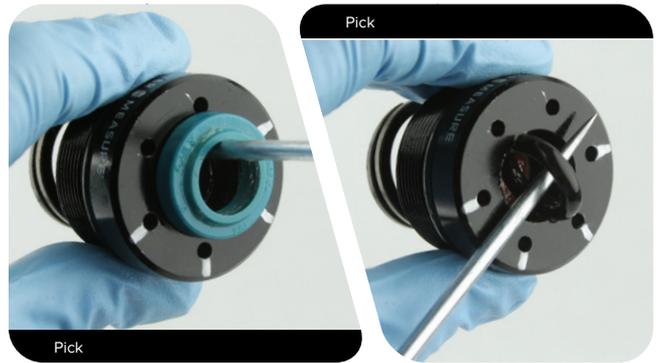
16 Remove the seal head.



- 17** Pierce and remove the rod wiper seal and the seal head o-ring. Install a new o-ring and wiper seal. Install the wiper seal with the stepped face away from the seal head.

NOTICE

Do not scratch the seal head with the pick.



- 18** Remove the bottom out bumper from the shaft. Clean and inspect the shaft for damage and replace if necessary. Reinstall the bottom out bumper on the shaft assembly.



- 19** Apply grease to the o-ring, bushing, and into the cavity of the wiper seal. Install the seal head onto the shaft assembly with the Counter Measure Spring oriented upward.

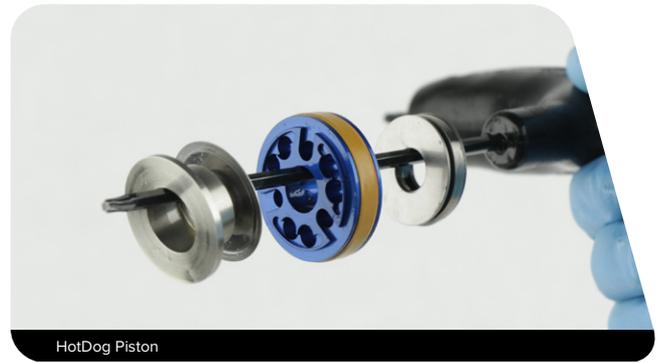


- 20** Install the main piston assembly onto the damper shaft, making sure the HotDog piston is facing the damper shaft, if installed. Squeeze the shims and center the shim stack on top of the main piston.

Be sure to keep the main piston assembly parts in the same order.

NOTICE

If the shims are not centered and in the correct order, the shock will not perform properly.



- 21** Thread the nut onto the damper shaft. Tighten the main piston nut. Remove the assembly from the vise.



IFP Reservoir Service

- 1 RTR:** Clamp the body eyelet into the vise and remove the remote screw and the cable spool.

Loosen the cable hanger screw and remove the cable hanger.



- 2** Loosen the IFP reservoir from the eyelet.

Remove the shock from the vise, hold it over an oil pan, and turn the shock over to remove the IFP reservoir by hand.

Oil will spill from the IFP reservoir when it is removed. Pour the oil into an oil pan.



- 3** Push the IFP out of the IFP reservoir.



- 4** Remove the IFP o-ring and clean the IFP.
Apply grease to the new o-ring and install it.



Remote Spring Service Replacement - RTR Only

- 1** Pull on the compression nut while rocking it from side-to-side to remove the compression assembly from the IFP reservoir mount.



- 2** Remove the lock spring and lock shim and set them aside.



- 3** Soak up excess oil in the IFP reservoir mount.



- 4** Loosen the cap screw from the reservoir and remove the remote subassembly from the reservoir.



5 Clean the remote subassembly.

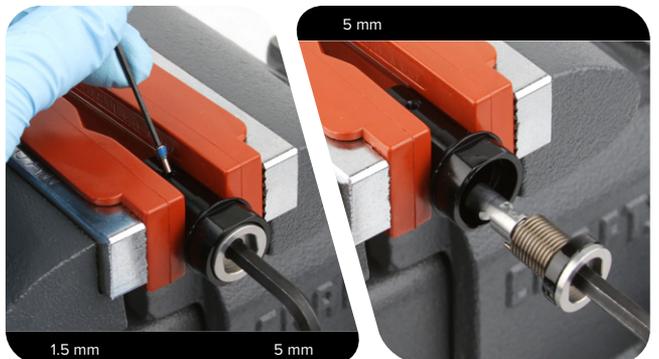


6 Remove the shock from the vise, and install grooved soft jaws into the vise. Gently clamp the cam into the groove in the soft jaws.

Preload the spring clockwise until it stops, then remove the travel limit screw. Carefully unload the spring and pull the cam from the cam housing.

⚠ WARNING

If not unloaded slowly, the spring can reset rapidly, causing the hex wrench to eject from the cam assembly.



7 Remove the spring from the cam and clean the cam.

NOTICE

Do not spray isopropyl alcohol on the cam when o-rings are installed. Isopropyl alcohol can cause the o-rings to become brittle and break.



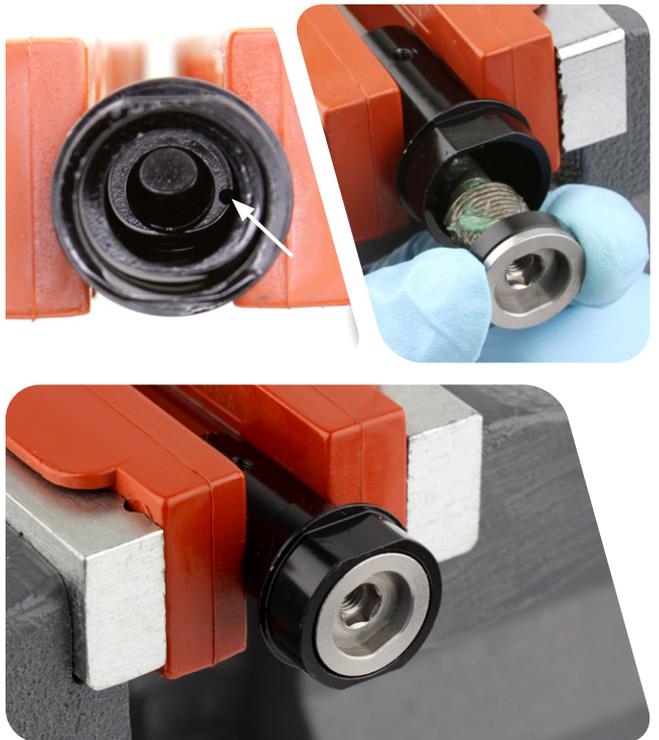
8 Apply a thick layer of grease to the cam.



9 Apply a thick layer of grease to the inside and outside of the new remote spring, then install the spring onto the cam with the spring tang in the spring tang hole.



10 Install the cam and spring into the cam housing, and rotate the cam until the spring tang falls into the tang hole. The cam should be flush with the end of the cam housing.

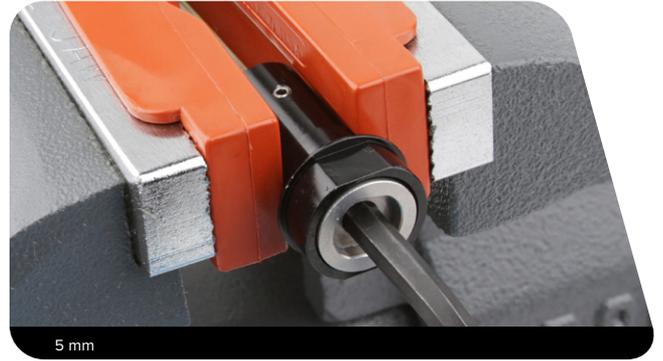
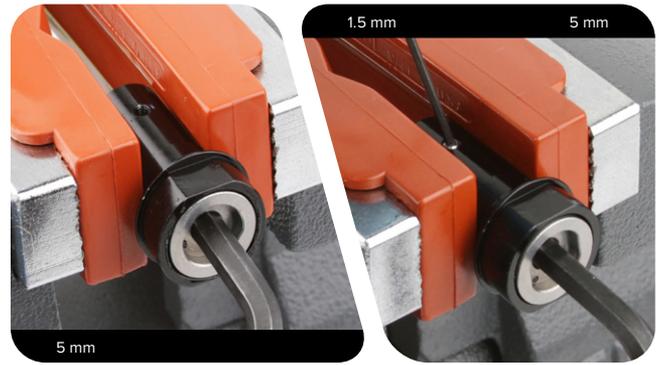


- 11** Preload the spring clockwise until the threaded hole in the cam aligns with the hole in the cam housing, then install a new travel limit screw and tighten until the screw is flush. Carefully unload the spring.

Place tension on the spring by preloading and unloading it to ensure it has been installed correctly.

⚠ CAUTION

If not unloaded slowly, the spring can reset rapidly, causing the hex wrench to eject from the cam assembly.



- 12** Clean the remote subassembly.



- 13** Clamp the body eyelet into the vise and install the remote subassembly into the reservoir mount. The machined flat will only allow the remote subassembly to be installed one way.

Tighten the cap screw.



14 Install the lock spring and lock shim into the reservoir mount.



15 Install the compression assembly into the reservoir mount. Push the compression assembly into the reservoir until it stops.



Super Deluxe Coil Assembly and Bleed

- 1 Move the bottom out bumper away from the seal head and insert the spanner wrench into the pin holes of the seal head that you marked earlier.



2 Assemble the Counter Measure Compressor so that stop 1 is at the end of the shaft, then tighten stop bolt 1.

Position the Counter Measure Compressor onto the shaft assembly so that stop 1 is beneath the spanner wrench, and stop 2 is beneath the bottom out bumper.

Clamp the compressor shaft into a vise, with the rebound knob clear of the vise jaws. Use your palm to press down on the main piston until the Counter Measure Spring is completely compressed. Slide stop 2 down toward the eyelet, then tighten stop bolt 2.

Remove the shaft assembly from the vise and set aside.

The Counter Measure spring must be completely compressed during installation into the damper body.



Counter Measure Compressor



Counter Measure Compressor

Spanner wrench



3 mm



3 mm



3 Clamp the body eyelet into the vise.



4 Thread the IFP reservoir onto the eyelet. Tighten the IFP reservoir.

There will be a small, visible gap between the IFP reservoir and the body eyelet. This is OK.



5 Pour suspension oil into the IFP reservoir until it is level with the top of the IFP reservoir. Oil will begin to bleed into the damper body.

Allow about half of the oil to bleed into the reservoir, then use the palm of your hand to tap down on the top of the reservoir repeatedly to move oil into the damper body. This will assist in purging air bubbles from the system.

Fill the reservoir with more oil, then continue to tap on the top of the reservoir until no more bubbles emerge from the damper body.



6 Once most of the oil from the IFP reservoir has moved to the damper body, use the palm of your hand to tap down on the top of the damper body repeatedly to move oil back into the reservoir. This will further assist in purging air bubbles from the system.

Do not allow the oil level in the damper body or IFP reservoir to become low; this will allow air into the system.

Continue this process of tapping the damper body and the reservoir until no more bubbles emerge from either side.

Once the air is purged from the system, remove your hand and the oil levels will equalize on both sides.



7 Install the IFP into the damper body with the flat side visible. Use a metric caliper or ruler to push the IFP into the reservoir to a depth of 20 mm.

Tap the top of the damper body a few more times to push any trapped air through the IFP bleed port. When no more air bubbles emerge from the bleed port, immediately cover the damper body with your hand.



8 Continue to cover the damper body with your hand and install a new bleed screw into the bleed port. Tighten the bleed screw until the IFP begins to spin.

A small amount of grease on the tip of the TORX wrench will keep the bleed screw in place while installing it.

Remove your hand from the damper body.



9 Pour additional oil into the damper body until the oil is level with the top of the threads.



10 Hold the shaft assembly at a 45 degree angle and rotate it as you insert the damper piston into the damper body oil.

Oil will overflow from the damper body. Place a shop towel below the shock.

Place your thumb on the IFP to prevent it from moving, then slowly install the shaft assembly into the damper body and tighten.

Pressure will continue to build against the IFP as the shaft assembly is tightened. Keep your thumb on the IFP to ensure the best bleed. Remove your thumb once the shaft assembly has been tightened.

⚠ CAUTION - EYE HAZARD

Oil can eject from the damper body. Wear safety glasses.



11 Remove the IFP bleed screw.



12 Place a shop towel around the IFP reservoir to catch oil overflow. Insert a small hex wrench through the slot next to the 33 or 39 mm mark on the IFP Height Tool, depending on your shock stroke.

Use the IFP bleed tool to slowly push the IFP into the reservoir to the appropriate depth for your shock stroke.

⚠ CAUTION - EYE HAZARD

Do not look directly at the reservoir as you push on the IFP. Oil may be ejected from the IFP reservoir if you push the IFP down too fast. Wear safety glasses.

Shock Stroke (mm)	IFP Depth (mm)
45 - 65	33
67.5 - 75	39



13 Remove the shock from the vise and gently tap the shock on a bench to remove any excess bubbles from the system.

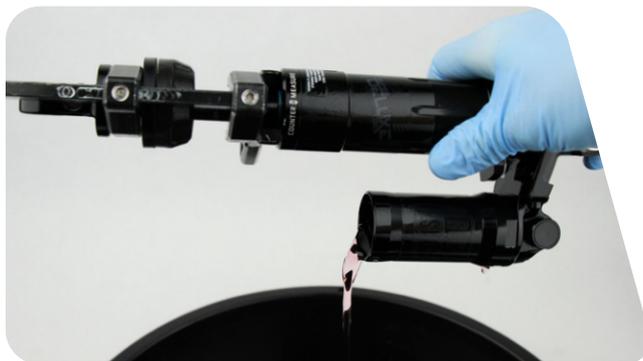
14 Clamp the body eyelet into the vise.
Install the bleed screw into the bleed port and tighten until the IFP begins to spin.



- 15** Remove the shock from the vise and pour any excess oil that may be above the IFP into an oil pan. Wipe the inside of the IFP reservoir with a shop towel.

NOTICE

Do not spray RockShox Suspension Cleaner or isopropyl alcohol into the reservoir. Isopropyl alcohol can cause o-rings to become brittle and crack.



- 16** To check the bleed quality, install the IFP Height Tool into the IFP reservoir and apply force to the IFP Height Tool (approximately 25 lbs). The IFP should feel firm and should not compress. If the bleed check window is compressed beneath the edge of the reservoir, the system will need to be re-bled. To re-bleed the system, remove the IFP reservoir and the IFP, and return to step 4.



- 17** Clamp the body eyelet into the vise.



18 Push the reservoir cap into the IFP reservoir until the retaining ring groove is visible.



19 Push the new retaining ring into the groove until it is seated.

⚠ CAUTION- EYE HAZARD

The retention ring can eject rapidly as it is installed.
Wear safety glasses.



20 Pull up on the IFP reservoir cap to seat it against the retaining ring.



Pick

21 Install the Schrader valve into the IFP reservoir cap.



Schrader Valve Core Tool

- 22** Install the RockShox air valve adaptor tool onto the shock pump and thread the adaptor tool into the reservoir air valve. Inflate the reservoir to 250 psi.

Remove the adaptor tool and pump from the reservoir.

Separating the pump from the adapter first will allow all of the air to escape from the reservoir.

You may substitute nitrogen if you have the proper fill equipment.



RockShox Air Valve Adapter Tool and Shock Pump

250 psi

- 23** Install a new IFP reservoir fill cap o-ring, and install the fill cap into the IFP reservoir cap.



Schrader Valve Core Tool

- 24** Loosen a stop bolt on the Counter Measure Compressor to remove it and the spanner wrench from the shaft assembly.



3 mm



Spanner Wrench

25 **RTR:** Install the cable hanger onto the remote subassembly, then tighten the cable hanger screw.



26 **RTR:** Install the cable spool onto the cable hanger with the arrow pointing at the cable hanger, then tighten the remote screw.



27 Clean the shock.



28 Install the coil spring and spring retainer.

Adjust the spring preload adjuster until the coil spring contacts the spring retainer. Ensure that there is no vertical play between the coil spring and the retainer by holding the spring and trying to pull on the shock body.

NOTICE

Do not exceed 5 mm (or five full turns of rotation) on the spring preload adjuster as this will damage the shock. If more than 5 turns are necessary to achieve proper sag, use a higher weight spring.



29 Refer to the rebound and compression settings that you wrote down for your shock at the beginning of the service. Set each adjuster to the recorded number of clicks/turns.



Mounting Hardware Installation

Some mounting hardware is easily installed using only your fingers. Press the bushing pin into the shock eyelet bushing until the pin protrudes from both sides of the eyelet an equal amount. Next, press an end spacer, large diameter side first, onto each end of the bushing pin. If this works, you have completed mounting hardware and bushing service.

If you are unable to install your mounting hardware using your fingers, use the RockShox rear shock bushing removal/installation tool.



- 1 Thread the small end of the push pin onto the threaded rod until the push pin is flush or slightly protrudes from the hex-shaped end of the push pin.



- 2 Insert the threaded rod through the shaft eyelet until the push pin rests against the bushing pin.



- 3 Thread the large, open end of the catcher onto the rod until it rests on the eyelet.



- 4** Clamp the catcher in a vise or hold it secure with a 13 mm wrench.
Use a second 13 mm wrench to thread the push pin along the rod until it pushes the bushing pin into the shock eyelet bushing.
Continue to thread the push pin until the bushing pin protrudes from both sides of the eyelet an equal amount.
You may need to unthread the catcher slightly to check the bushing pin spacing.



- 5** Press an end spacer, large diameter side first, onto each end of the bushing pin.



- 6** Reinstall the shock to your bicycle frame according to the bicycle manufacturer's instructions.

This concludes the service for the RockShox Super Deluxe Coil rear shock.

Remote Cable and Housing Installation - RTR Only

To install new cable and housing into the OneLoc remote, consult the OneLoc Remote User Manual on www.sram.com/service.

Parts, Tools, and Supplies

Parts

- Shift cable and housing
- Super Deluxe Coil Remote Service Kit - 200 hours

Safety and Protection Supplies

- Nitrile gloves
- Safety glasses

Common Tools

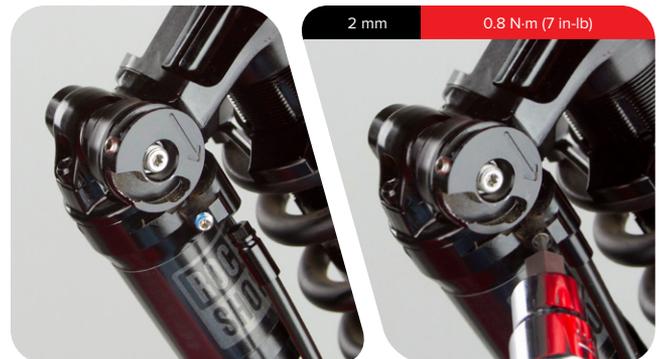
- Cable and housing cutters
- Hex bit sockets: 2 and 3 mm
- Hex wrenches: 2 and 3 mm
- Open end wrench: 5 mm
- Torque wrench

- 1 After the housing has been routed and installed on the bicycle, thread a new threaded ferrule onto the housing.

Do not push the housing into the threaded ferrule.



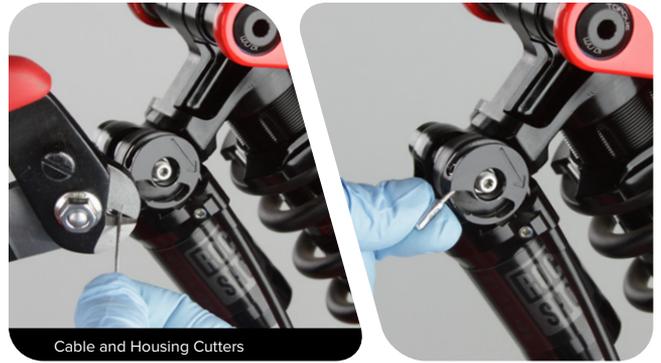
- 2 Install the threaded ferrule and housing into the cable hanger, then tighten the ferrule lock screw until it is flush with the cable hanger.



- 3 Thread the cable through the housing, spool, and under the cable spool bolt. Pull the cable tight and tighten the cable set screw.



4 Trim the cable, install an end cap, and tuck the cable into the pocket.



5 Install the cable spool cap and tighten.

*The cable spool will rotate with the spool cap when tightening.
Continue to rotate the spool cap clockwise until it stops, then tighten.*



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