SRAM LLC WARRANTY

EXTENT OF LIMITED WARRANTY
Except as otherwise set forth herein, SRAM warrants its products to be free from defects in materials or workmanship for a period of two years after original purchase. 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 component was purchased. Original proof of purchase is required. Except as described herein, 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.

LOCAL LAW
This warranty statement gives the customer specific legal rights. The customer may also have other rights which vary from state to state (USA), from province to province (Canada), and from country to country elsewhere in the world.

To the extent that this warranty statement is inconsistent with the local law, this warranty shall be deemed modified to be consistent with such law, under such local law, certain disclaimers and limitations of this warranty statement may apply to the customer. For example, some states in the United States of America, as well as some governments outside of the United States (including provinces in Canada) may:

a. Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).

b. Otherwise restrict the ability of a manufacturer to enforce such disclaimers or limitations.

For Australian customers:
This SRAM limited warranty is provided in Australia by SRAM LLC, 1000 W. Fulton Market, 4th Floor, Chicago, IL, 60607, USA. To make a warranty claim please contact the retailer from whom you purchased this SRAM product. Alternatively, you may make a claim by contacting SRAM Australia, 6 Marco Court, Rowville 3178, Australia. For valid claims SRAM will, at its option, either repair or replace your SRAM product. Any expenses incurred in making the warranty claim are your responsibility. The benefits given by this warranty are additional to other rights and remedies that you may have under laws relating to our products. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

LIMITATIONS OF LIABILITY
To the extent allowed by local law, except for the obligations specifically set forth in this warranty statement, in no event shall SRAM or its third party suppliers be liable for direct, indirect, special, incidental, or consequential damages.

LIMITATIONS OF WARRANTY
This warranty does not apply to products that have been incorrectly installed and/or adjusted according to the respective SRAM user manual. The SRAM user manuals can be found online at sram.com, rockshox.com, avidbike.com, truvativ.com, or zipp.com.

This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturers specifications of 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.

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 are identified as:

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

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.

This warranty shall not cover damages caused by the use of parts that are not compatible, suitable and/or authorised by SRAM for use with SRAM components.

This warranty shall not cover damages resulting from commercial (rental) use.
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exploded View - SID RLC</td>
<td>6</td>
</tr>
<tr>
<td>Exploded View - SID RL</td>
<td>7</td>
</tr>
<tr>
<td><strong>RockShox Suspension Service</strong></td>
<td>8</td>
</tr>
<tr>
<td>Parts, Tools, and Supplies Needed for Service</td>
<td>8</td>
</tr>
<tr>
<td>Recommended Service Intervals</td>
<td>9</td>
</tr>
<tr>
<td>Record Your Settings</td>
<td>9</td>
</tr>
<tr>
<td>Torque Values</td>
<td>9</td>
</tr>
<tr>
<td>Fluid Volume</td>
<td>9</td>
</tr>
<tr>
<td><strong>50/200 Hour Service</strong></td>
<td></td>
</tr>
<tr>
<td>Lower Leg Removal</td>
<td>10</td>
</tr>
<tr>
<td><strong>50 Hour Service</strong></td>
<td></td>
</tr>
<tr>
<td>Lower Leg Service</td>
<td>12</td>
</tr>
<tr>
<td><strong>200 Hour Service</strong></td>
<td></td>
</tr>
<tr>
<td>Lower Leg Seal Service</td>
<td>13</td>
</tr>
<tr>
<td><strong>Solo Air™ Spring Service</strong></td>
<td>15</td>
</tr>
<tr>
<td>Travel Change Adjustment - Optional</td>
<td>15</td>
</tr>
<tr>
<td>Bottomless Token™ - Optional Installation</td>
<td>15</td>
</tr>
<tr>
<td>Air Spring Service</td>
<td>16</td>
</tr>
<tr>
<td><strong>Motion Control™ Damper Service</strong></td>
<td>22</td>
</tr>
<tr>
<td>Compression Damper Removal</td>
<td>22</td>
</tr>
<tr>
<td>Dig Valve™ Rebound Damper Service</td>
<td>24</td>
</tr>
<tr>
<td>Compression Damper Installation</td>
<td>27</td>
</tr>
<tr>
<td><strong>Charger Damper™ Service</strong></td>
<td>29</td>
</tr>
<tr>
<td>Charger Damper Removal</td>
<td>29</td>
</tr>
<tr>
<td>Bleed Procedure</td>
<td>33</td>
</tr>
<tr>
<td>Test the Bleed</td>
<td>37</td>
</tr>
<tr>
<td>Charger Damper™ Installation - Crown</td>
<td>38</td>
</tr>
<tr>
<td>Charger Damper™ Installation - Remote</td>
<td>40</td>
</tr>
<tr>
<td><strong>50/200 Hour Service</strong></td>
<td></td>
</tr>
<tr>
<td>Lower Leg Assembly</td>
<td>42</td>
</tr>
<tr>
<td>Lower Leg Installation</td>
<td>42</td>
</tr>
</tbody>
</table>
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!
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.

Visit [sram.com/service](https://sram.com/service) for the latest RockShox Spare Parts catalog and technical information. For order information, please contact your local SRAM distributor or dealer.

For recycling and environmental compliance information, please visit [sram.com](https://sram.com).

Information contained in this publication is subject to change at any time without prior notice. Your product's appearance may differ from the pictures contained in this publication.

### Parts, Tools, and Supplies Needed for Service

<table>
<thead>
<tr>
<th>Parts</th>
<th>Common Tools</th>
</tr>
</thead>
<tbody>
<tr>
<td>• RockShox SID 50 or 200 hour Service Kit</td>
<td>• 1.5, 2, 2.5, 5, 8 mm hex wrench</td>
</tr>
<tr>
<td>• Optional travel change Solo Air™ spring assembly</td>
<td>• 1.5, 2, 2.5, and 5 mm hex bit socket</td>
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</tbody>
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### Safety and Protection Supplies

<table>
<thead>
<tr>
<th>Safety and Protection Supplies</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Safety glasses</td>
<td>• 15 mm crowfoot</td>
</tr>
<tr>
<td>• Nitrile gloves</td>
<td>• 15 mm open end wrench</td>
</tr>
<tr>
<td>• Apron</td>
<td>• 24 mm open end wrench (XX™)</td>
</tr>
<tr>
<td>• Clean, lint-free rags</td>
<td>• 10 and 24 mm socket</td>
</tr>
<tr>
<td>• Oil pan</td>
<td>• T10 TORX®</td>
</tr>
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</table>

### RockShox Tools

<table>
<thead>
<tr>
<th>RockShox Tools</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• RockShox Charger Bleed kit</td>
<td>• Flat blade screwdriver</td>
</tr>
<tr>
<td>• RockShox top cap/cassette tool</td>
<td>• Socket wrench</td>
</tr>
<tr>
<td>• RockShox 32 mm wiper seal installation tool</td>
<td>• Socket extension</td>
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</table>

### Lubricants and Fluids

<table>
<thead>
<tr>
<th>Lubricants and Fluids</th>
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<tbody>
<tr>
<td>• Isopropyl alcohol</td>
<td>• Torque wrench</td>
</tr>
<tr>
<td>• RockShox 15wt suspension oil</td>
<td>• Pick</td>
</tr>
<tr>
<td>• RockShox 5wt suspension oil (Motion Control™)</td>
<td>• Plastic mallet</td>
</tr>
<tr>
<td>• RockShox 3wt suspension oil (Charger Damper™)</td>
<td>• Bench vise and aluminum soft jaws</td>
</tr>
<tr>
<td>• Liquid-O-Ring® PM600 military grease</td>
<td>• Large internal retaining ring pliers</td>
</tr>
<tr>
<td>• SRAM Butter grease</td>
<td>• Long plastic or wooden dowel</td>
</tr>
<tr>
<td></td>
<td>• Schrader valve tool</td>
</tr>
<tr>
<td></td>
<td>• Air compressor and nozzle</td>
</tr>
</tbody>
</table>

### Common Tools

<table>
<thead>
<tr>
<th>Common Tools</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• 1.5, 2, 2.5, 5, 8 mm hex wrench</td>
<td>• Bicycle stand</td>
</tr>
<tr>
<td>• 1.5, 2, 2.5, and 5 mm hex bit socket</td>
<td>• Downhill tire lever</td>
</tr>
<tr>
<td></td>
<td>• Shock pump</td>
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</table>

### Bicycle Tools

<table>
<thead>
<tr>
<th>Bicycle Tools</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Bicycle stand</td>
</tr>
<tr>
<td></td>
<td>• Downhill tire lever</td>
</tr>
<tr>
<td></td>
<td>• Shock pump</td>
</tr>
</tbody>
</table>

### SAFETY INSTRUCTIONS

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

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

### NOTICE

Before you begin service, clean the exterior of the product to avoid contamination of internal parts.

Do not scratch parts when you remove o-rings or seals that form a seal. Inspect each part for scratches before you complete service. Scratches can cause leaks which can reduce product performance.

Spray isopropyl alcohol on each part and clean with a rag. Apply grease to the new seal or o-ring.

Install crowfoot sockets at 90 degrees to the torque wrench to ensure an accurate torque value.
**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 sram.com/service.

<table>
<thead>
<tr>
<th>Service Hours Interval</th>
<th>Maintenance</th>
<th>Benefit</th>
</tr>
</thead>
</table>
| 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 charts below to record your settings to return your fork to its pre-service settings. Record your service date to track service intervals.

| Service Hours Interval | Date of Service | Air Pressure | Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise. | Charger Damper Only  
Low-speed Compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise. |
|------------------------|-----------------|--------------|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
|                        | 50              | Air Pressure | Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise. | Charger Damper Only  
Low-speed Compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise. |
|                        | 100             | Air Pressure | Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise. | Charger Damper Only  
Low-speed Compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise. |
|                        | 150             | Air Pressure | Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise. | Charger Damper Only  
Low-speed Compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise. |
|                        | 200             | Air Pressure | Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise. | Charger Damper Only  
Low-speed Compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise. |

**Torque Values**

<table>
<thead>
<tr>
<th>Part</th>
<th>Tool</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bottom bolts</td>
<td>5 mm hex bit socket</td>
<td>7.3 N·m (65 in-lb)</td>
</tr>
<tr>
<td>Top caps</td>
<td>24 mm socket and top cap cassette tool</td>
<td>12.4 N·m (110 in-lb)</td>
</tr>
<tr>
<td>Bottomless Tokens™</td>
<td>8 mm hex wrench and 24 mm socket and/or top cap tool</td>
<td>3.4-4.5 N·m (30-40 in-lb)</td>
</tr>
</tbody>
</table>

**Fluid Volume**

<table>
<thead>
<tr>
<th>Fork</th>
<th>Model</th>
<th>Damper Technology</th>
<th>Damper Side</th>
<th>Lower Leg</th>
<th>Spring Side</th>
<th>Spring Side</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Volume</td>
<td>Fluid</td>
<td>Volume</td>
<td>Fluid</td>
<td>Volume</td>
</tr>
<tr>
<td>SID</td>
<td>RLC</td>
<td>Charger Damper™</td>
<td>Bleed</td>
<td>3wt</td>
<td>Solo Air</td>
<td>Grease</td>
</tr>
<tr>
<td></td>
<td>RLXXWC</td>
<td>Motion Control™</td>
<td>106 mL</td>
<td>5wt</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[Recommended Service Intervals](#)
1. Remove the air valve cap from the spring side fork leg.

2. Depress the Schrader valve and release all air pressure from the air chamber.

3. Pull the rebound adjuster knob down to remove it from the bottom bolt on the damper side of the fork leg.

4. Loosen both bottom bolts 3 to 4 turns.
Place an oil pan beneath the fork to catch any draining fluid.

Insert a wrench into the damper side bottom bolt. Use a plastic mallet to firmly strike the wrench to dislodge the damper shaft from the lower leg.

Repeat on the spring side lower leg.

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

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

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

**NOTICE**

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

---

**50 Hour Service** Continue the 50 Hour Service with [Lower Leg Service](#) on page 12.

**200 Hour Service** Continue the 200 Hour Service with [Lower Leg Seal Service](#) on page 13.
1. Remove the foam rings. Spray the foam rings with isopropyl alcohol and clean them with a rag.

2. Soak the foam rings in RockShox 15wt suspension oil.

3. Spray isopropyl alcohol on the inside and outside of the lower leg and wiper seals. Clean the wiper seals and outside of the lower leg with a rag. Wrap a rag around a long dowel and insert it into each lower leg to clean the inside.

4. Install the foam rings under the wiper seals.

For the 50 Hour Service, continue with Lower Leg Installation on page 42.

For the 200 Hour Service, continue with Lower Leg Seal Service on page 13.
Lower Leg Seal Service

200 Hour Service Lower Leg Seal Service

1. Stabilize the lower leg on a bench top or on the floor. 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.

2. Remove and discard the foam rings.

3. Spray isopropyl alcohol on the inside and outside of the lower leg and clean it with a rag. Wrap a rag around a long dowel and insert it into each lower leg to clean the inside.

4. Soak the new foam rings in RockShox 15wt suspension oil. Install the foam rings into the top bushings of the lower leg.

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.
5 Remove the external wire spring from the new wiper seal and set the spring aside. Insert the narrow end of a wiper seal into the recessed end of the seal installation tool.

6 Hold the lower leg firmly and use the seal installation tool to press the wiper seal evenly into the lower leg until the seal surface is flush with the top of the lower leg surface. Install the wire spring onto the wiper seal. Repeat on the other side of the lower leg.

**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 past the top surface of the lower leg can damage the foam rings.
Solo Air™ Spring Service

Travel Change Adjustment - Optional

To increase or decrease the travel in your SID fork, the air spring must be replaced with the correct length air spring shaft assembly.

Bottomless Tokens™ can be added to, or removed from, the air top cap to fine-tune the bottomout 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 to the spring top cap assembly.

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

<table>
<thead>
<tr>
<th>Desired Travel</th>
<th>Bottomless Tokens</th>
<th>Air Spring Shaft Length</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Factory Installed</td>
<td>Maximum</td>
</tr>
<tr>
<td>80 mm</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>90 mm</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>100 mm</td>
<td>0</td>
<td>3</td>
</tr>
</tbody>
</table>

Bottomless Token™ - Optional Installation

Thread a Bottomless Token into another token or into the the bottom of the top cap.

Use an 8 mm hex wrench and a torque wrench with a RockShox top cap/cassette tool to tighten the token to 3.4-4.5 N•m (30-40 in-lb).
Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. Apply grease to the new seal or o-ring.

1. Remove the top cap from the spring side upper tube.

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

3. Remove the top cap o-ring. Install a new o-ring.
   Do not apply grease to the top cap threads.
4. Remove the jounce bottom out bumper from the air shaft.

5. Push the air shaft in to prevent it from getting scratched by the retaining ring. Use a flat blade screwdriver to push the seal head tab under the retaining ring.

   **NOTICE**

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

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

6. Firmly pull on the air shaft to remove the air shaft assembly from the upper tube.

   Clean and inspect the assembly for damage.
7. Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag. Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube.

8. Remove the seal head assembly from the air shaft.

9. Remove the air piston outer o-ring. Use your fingers to install a new o-ring.

10. Remove the top out bumper cone from the air shaft. Spray isopropyl alcohol on the air shaft and air piston and clean them with a rag.
11 Install the top out bumper cone onto the air shaft.

12 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.

13 Apply a liberal amount of grease to the air piston and top out bumper cone.
Apply a liberal amount of grease 40-60 mm wide around the air shaft. Install the new floating seal head, floating seal head top out bumper, aluminum support washer, wavy washer, and air shaft guide, in that order, onto the air shaft.

Install the air shaft and seal head assembly into the bottom of the upper tube.

Orient the washers so that the aluminum support washer goes into the upper tube first, followed by the wavy washer. Use your fingers to firmly press the seal head into the upper tube until it snaps into place.

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

**NOTICE**

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

Install the retaining ring into the groove. The tab of the air shaft guide should be positioned between the retaining ring eyelets. Confirm the retaining ring is properly seated in the retaining ring groove. Firmly pull down on the air shaft.

Retaining rings have a sharper-edged side and a rounder-edged side. Install retaining rings with the sharper-edged side facing the tool to allow for easier installation and removal.
Install the jounce bottom out bumper on the air shaft.

**RLC and RL:** Use a RockShox cassette/top cap tool and torque wrench to tighten the top cap to 12.4 N·m (110 in-lb).

**World Cup:** Use a RockShop cassette/top cap tool and a torque wrench to tighten the top cap to 7.3 N·m (65 in-lb).

**200 Hour Service**
- Continue the 200 Hour Service for a Charger Damper™ on page 29.
- Continue the 200 Hour Service for a Motion Control™ Damper on page 22.
1. Rotate the lockout adjuster knob to the open position.  
   **RL:** Remove the lockout adjuster screw and knob from the top cap.

   **XX™:** Press the XLoc™ remote button to the compressed (open) position. Remove the top cap.

   **RL Remote:** Press the remote lever to the open position. Remove the cable, cable spool screw, and spool from the top cap. Remove the cable stop collar from the top cap.

2. Use a 24 mm socket to loosen the compression damper top cap. Remove the compression damper by pulling up and gently rocking side to side. Clean the upper tube threads with a rag.
3 Remove the compression top cap o-ring. Install a new compression top cap o-ring.

4 Remove the compression damper piston o-ring. Apply suspension oil to the new o-ring and install it.

5 Pour the suspension oil into an oil pan.
1. Push the rebound damper shaft in until enough shaft is exposed to hold onto with your fingers. Remove the retaining ring from the bottom of the upper tube.

2. Remove the rebound damper and seal head assembly from the upper tube.

3. Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag.
   Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube.

4. Remove the seal head from the rebound damper shaft. Discard the seal head.
   Spray isopropyl alcohol on the rebound damper shaft and clean it with a rag.
Remove the glide ring from the Dig Valve™ piston. Spray isopropyl alcohol on the piston and clean it with a rag. Install a new glide ring onto the piston.

Install the new seal head on the damper shaft.

Install the Dig Valve™ piston into the bottom of the upper tube at an angle with the side opposite the glide ring split entering first. Continue to angle and rotate the piston until the glide ring is in the upper tube.

Use your finger to push the seal head into the upper tube until the retaining ring groove is visible.
Push the rebound damper shaft into the upper tube to prevent it from getting scratched while installing the retaining ring.

**NOTICE**

Scratches on the rebound damper shaft will allow oil to bypass the seal head into the lower leg, resulting in reduced performance.

Install the retaining ring into the groove. Confirm the retaining ring is properly seated in the retaining ring groove.

Pull the rebound damper shaft down to the fully extending position.

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.

Pour 106 mL of 5wt oil into the drive side upper tube.

Suspension fluid volume is critical. Too much suspension fluid reduces available travel, too little suspension fluid decreases damping performance.
1. Install the compression damper into the upper tube.

2. Tighten the compression top cap to 12.4 N•m (110 in-lb).

3. **RL**: Install the lockout adjuster knob on the compression top cap so the knob dial is against the hard stop. Tighten the screw to 1.4 N•m (12 in-lb).
RL Remote: Install the cable stop collar on the compression top cap so the cable stop faces the front of the fork, perpendicular to the crown. Tighten the collar clamp bolt to 1.4 N·m (12 in-lb). Install the bottom spool with the grooves up.

Install the spool so the indicator dot is oriented within the bracket printed on the cable stop collar. Tighten the screw to 2 N·m (18 in-lb). Consult the remote user manual for cable installation instructions.

200 Hour Service | Continue the 200 Hour Service with Lower Leg Installation on page 42.
NOTICE

Use aluminum soft jaws to protect the Charger Damper assembly when using a vise.

Inspect each part for scratches. Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks.

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray isopropyl alcohol on each part and clean with a rag. Apply grease to the new seal or o-ring.

1. Turn the compression damper to the open, unlocked position.

2. Remove the low speed compression and lockout knob from the top cap. Keep the parts together and set aside.

Remote: Remove the low speed compression adjuster knob and spool assembly. Remove the cable stop collar. Keep the parts together and set aside.
3 Remove the Charger Damper™ assembly.

4 Remove top cap o-ring. Install a new o-ring on the top cap.

5 Clamp the wrench flats of the Charger Damper in a vise with the rebound shaft oriented upward.
Place a 15 mm open end wrench on the seal head wrench flats and remove the rebound damper assembly. Wrap a rag around the cartridge tube to absorb oil.

Remove and discard the seal head on the rebound damper shaft.

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

Squeeze the bladder to drain the oil from the top cap assembly into an oil pan.
Clamp the wrench flats of the cartridge tube into a vise. With the cartridge tube facing upward, spray isopropyl alcohol into it. Squeeze the bladder 2-3 times to ingest alcohol into the bladder.

Remove the assembly from the vise. With the cartridge tube downward, squeeze the bladder until all of the isopropyl alcohol is drained into an oil pan. Use an air compressor nozzle to dry the assembly.
200 Hour Service

Bleed Procedure

1. Clamp the wrench flats of the cartridge tube into a vise. Wrap a rag around the cartridge tube to absorb fluid.

2. Pour 3wt suspension oil into the cartridge tube.

3. Squeeze the bladder until trapped air bubbles stop purging. Pour additional oil into the cartridge tube to top it off.

4. Replace the glide ring on the Dig Valve™ on the rebound damper.
5. Apply SRAM Butter to a new inner seal head o-ring. Install the seal head on the rebound damper shaft.

6. Remove the bleed screw from the rebound damper seal head.

7. Insert the rebound adjuster knob into the rebound damper shaft until it contacts the rebound adjuster screw. Rotate the knob counterclockwise until it stops to open the rebound. Remove the rebound adjuster knob from the shaft.

8. Wrap a rag around the cartridge tube to absorb oil. Install the rebound assembly into the cartridge tube. Tighten the rebound seal head to 9-10 N·m (80-90 in-lb).
   
   Install the crowfoot onto the torque wrench at a 90° angle to the handle to ensure an accurate torque reading.
Reposition the Charger Damper™ in the vise at an angle with the bleed port angled as upward as possible. Install the bottom bolt into the rebound damper shaft 3-4 turns.

Fill a bleed syringe half full with 3wt suspension oil. Slowly depress the plunger to remove any air bubbles from the syringe.

**NOTICE**

Only use the syringe included with the RockShox Standard or Charger Bleed kit. Do not use syringes that have been in contact with DOT brake fluid. DOT brake fluid will permanently damage the damper.

Thread the syringe into the sealhead bleed port. Depress the plunger to pressurize the damper assembly.
Push the rebound damper shaft down. Keep pressure on the plunger as the syringe fills with oil. Pull up slowly on the rebound damper shaft. Keep pressure on the syringe as oil fills the system.

Repeat pushing and pulling the rebound damper shaft, keeping pressure on the plunger, until only small bubbles emerge from the damper.

Fully extend the rebound damper shaft. Push the syringe handle down, then release the plunger. Allow the bladder to come to a natural resting position by waiting a few moments until the syringe stops filling.

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

⚠️ **CAUTION - EYE HAZARD**
Fluid may eject from the bladder assembly if the bladder is not in its resting position. Wear safety glasses.

Install the bleed screw.

Cycle the rebound damper shaft a few times.

Remove the bottom bolt from rebound damper shaft.

Spray isopropyl alcohol on the Charger Damper™ and clean it with a rag.
Test the Bleed

1. Use a 13 mm socket to manually lock out the damper. Push down on the damper assembly to test the bleed. The shaft should not move more than 2 mm if the bleed was successful.
   If the shaft moves while locked out, repeat the bleed section.

200 Hour Service | Continue the 200 Hour Service with Charger Damper - Crown Installation on page 38.
200 Hour Service | Continue the 200 Hour Service with Charger Damper - Remote Installation on page 40.
1. Install the Charger Damper into the damper side upper tube.

2. **RLC**: Tighten the top cap to 12.4 N·m (110 in-lb).
   
   **World Cup**: Tighten the top cap to 7.3 N·m (65 in-lb).

3. Install the lockout knob onto the damper top cap. Rotate it to the locked and unlocked position to verify the knob does not interfere with the crown.

4. Use a pick to remove the glide ring, springs, and detent balls from the underside of the low speed compression knob. Spray isopropyl alcohol on the knob and clean it with a rag.
5. Install a spring into each hole on the underside of the low speed compression knob. Install a detent ball on top of each spring. Install a new glide ring into the groove. Apply grease to the underside of the low speed compression knob to hold the springs and balls in place.

6. Install the low speed compression knob onto the lockout knob. Tighten the knob to 0.8-1.1 N·m (7-10 in-lb).

200 Hour Service | Continue the 200 Hour Service with Lower Leg Installation on page 42.
1. Install the Charger Damper into the damper side upper tube.

2. Press down on the detent ring bulge to remove the low speed compression adjuster knob from the spool.
   Spray isopropyl alcohol on the knob and spool and clean them with a rag.

3. Remove the glide ring on the spool. Install a new glide ring.

4. Apply grease to the low speed compression adjuster knob. Press down on the detent ring bulge to install the low speed compression knob into the spool. Turn the knob counter-clockwise until it stops.
5. Install the cable stop collar so the cable port is at the front of the fork.

6. Install the low speed compression adjuster knob and spool assembly onto the damper top cap. Rotate the low speed compression adjuster knob as you push down on the assembly until the spool is seated. Tighten the low speed compression knob screw to 0.8-1.1 N·m (7-10 in-lb).

Hand tighten the cable stop collar bolt, and then tighten to 0.25-0.50 N·m (2-4 in-lb).

Consult the remote user manual for cable installation instructions.

**NOTICE**

Do not overtighten the cable stop collar bolt. Overtightening the bolt may result in damage to the remote top cap and cause the cable to rub.
1. Spray isopropyl alcohol on the upper tubes and clean them with a rag.

2. Apply a liberal amount of SRAM® Butter to the inner surfaces of the wiper seals.  
   *Wiper seals may already be greased from the factory. Do not apply extra grease to seals that already have grease on them.*

3. Slide the lower leg onto the upper tube enough to engage the upper bushing with the upper tube.  
   **NOTICE**  
   Make sure both wiper seals slide onto the tubes without folding the outer lip of either seal.

4. Position the fork at a slight angle with the lower leg bolt holes oriented upward. Angle a RockShox syringe fitting into each lower leg bolt hole so the oil will only contact the inside of the lower leg.  
   Inject 5 mL of 15wt suspension oil into the damper side lower leg, and 5 mL of 15wt suspension oil into the spring side lower leg.  
   **NOTICE**  
   Do not exceed the recommended oil volume per leg as this can damage the fork. Only use the syringe included with the RockShox Standard or Charger Bleed kit. Do not use syringes that have been in contact with DOT brake fluid. DOT brake fluid will permanently damage the fork.
5 Slide the lower leg assembly along the upper tubes until it stops and the spring and damper shafts are visible through the lower leg bolt holes.

6 Thread the black bottom bolt into the spring side shaft of the lower leg. Thread the red bottom bolt into the damper side shaft of the lower leg. Tighten the bolts to 7.3 N·m (65 in-lb).

7 Install the rebound damper knob into the drive side rebound damper bottom bolt until it is secure. Refer to your pre-service recorded rebound setting to adjust the rebound.

8 Refer to your pre-service recorded settings to pressurize your air spring, or use the air chart on the fork’s lower leg and pressurize the air spring to the appropriate pressure for your rider weight. You may see a drop in the indicated air pressure on the pump gauge while filling the air spring; this is normal. Continue to fill the air spring to the recommended air pressure.
Thread the air valve cap onto the top cap of the spring side fork leg until it stops.

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

This concludes the service of your RockShox SID suspension fork.
For remote service, please visit sram.com/service.
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-SRAM TechCom Vision Statement