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. Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. 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 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
- Cassetttes
- 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.
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</tbody>
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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!
RockShox Suspension 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.

Visit [www.sram.com/service](http://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.

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

### Parts
- Lyrik™ Service Kit - 200 Hour

### Safety and Protection Supplies
- Apron
- Clean, lint-free rags
- Nitrile gloves
- Oil pan
- Safety glasses

### Lubricants and Fluids
- Isopropyl alcohol
- RockShox 0w-30 suspension oil
- RockShox 3wt suspension oil
- SRAM® Butter (grease)

### RockShox Tools
- RockShox Charger Bleed kit
- RockShox dust seal installation tool (35 mm)
- RockShox rear shock vise blocks (3 hole)

### Bicycle Tools
- Bicycle work stand
- Downhill tire lever
- Shock pump

### Common Tools
- 2, 2.5, 4, 5, 8 mm hex wrenches
- 2, 2.5, 4, 5, 8 mm hex bit sockets
- 6, 10, 15, 24, 30 mm socket wrenches
- 15, 23 mm open end wrench
- 23 mm crowfoot wrench
- Air compressor with air gun nozzle
- Bench vise
- Flat blade screwdriver
- Internal retaining ring pliers - large and small
- Long plastic or wooden dowel
- Needle nose pliers
- Pick
- Rubber or plastic mallet
- Socket wrench
- Torque wrench

### SAFETY INSTRUCTIONS

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

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

### NOTICE

For the most effective access to the fork while servicing, clamp the fork steerer tube into a bicycle work stand.
**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](http://www.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 or yearly | 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 shock settings to return your shock to its pre-service settings. Record your service date to track service intervals.

<table>
<thead>
<tr>
<th>Service Hours Interval</th>
<th>Date of Service</th>
<th>Air Pressure</th>
<th>Rebound setting - count the number of clicks while turning the rebound adjuster fully counter-clockwise.</th>
<th>Low speed compression setting - count the number of clicks while turning the compression adjuster fully counter-clockwise.</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>150</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>200</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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 and 30 mm socket</td>
<td>28 N•m (250 in-lb)</td>
</tr>
</tbody>
</table>

**Fluid Volume**

<table>
<thead>
<tr>
<th>Fork</th>
<th>Model</th>
<th>Damper Side</th>
<th>Cartridge Tube</th>
<th>Lower Leg</th>
<th>Spring Side</th>
<th>Upper Tube</th>
<th>Lower Leg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Damper Technology</td>
<td>Volume (mL)</td>
<td>Oil</td>
<td>Volume (mL)</td>
<td>Oil</td>
<td>Spring Technology</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Charger</td>
<td>Bleed</td>
<td>3wt</td>
<td>10 mL</td>
<td>0w-30</td>
<td>Solo Air</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fork</th>
<th>Model</th>
<th>Damper Side</th>
<th>Cartridge Tube</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Damper Technology</td>
<td>Volume (mL)</td>
<td>Oil</td>
<td>Volume (mL)</td>
<td>Oil</td>
<td>Spring Technology</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Charger</td>
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<td>3wt</td>
<td>10 mL</td>
<td>0w-30</td>
<td>Solo Air</td>
</tr>
</tbody>
</table>
1. Remove the air valve cap from the top cap located on the spring side fork leg.

2. Use a small hex wrench to depress the Schrader valve and release all air pressure from the air chamber.

⚠ **CAUTION- EYE HAZARD**

Verify all pressure is removed from the fork before proceeding. Failure to do so can result in injury and/or damage to the fork. Wear safety glasses.

3. Use a 2.5 mm hex wrench to loosen the set screw and remove the rebound adjuster knob located at the bottom of the damper side fork leg.

4. Use a 5 mm hex wrench to loosen both bottom bolts 3 to 4 turns.
5 Place an oil pan beneath the fork to catch any draining oil. Use a rubber or plastic mallet to firmly strike each bottom bolt to dislodge the air and damper shafts from the lower leg. Use a 5 mm hex wrench to remove the bottom bolts from the lower leg.

6 Firmly pull the lower leg downward until oil 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 tubes or if oil 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.

200 Hour Service Go to Lower Leg Seal Service to continue with the 200 Hour Service.
1. Remove the foam rings and clean them with isopropyl alcohol and a clean rag.

2. Soak the foam rings in RockShox® 0w-30 suspension oil.

3. Spray isopropyl alcohol on the inside and outside of the lower leg and wiper seals.

4. Install the foam rings back into the lower leg under the wiper seals.

50 Hour Service To continue with the 50 Hour Service, proceed to **Lower Leg Installation**.
Place the tip of a downhill tire lever underneath the lower lip of the dust wiper seal.

**NOTICE**
If using a flat blade screwdriver, make sure it has a round shaft. A screwdriver with a square shaft will damage the fork leg. Wrap a rag around the screwdriver to protect the lower leg.

Stabilize the lower leg on a bench top or on the floor. Press down on the tire lever handle to remove the dust wiper seal.
Repeat on the other side.
Discard the dust seals after they are removed.

**NOTICE**
Keep the lower leg assembly 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.

Use your fingers to remove and discard the foam rings inside the lower leg.

Soak the new foam rings in RockShox® 0w-30 suspension oil.
5. Spray isopropyl alcohol on the inside and outside of the lower leg. Clean the 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 of the lower leg.

6. Install the new foam rings in the lower leg.

7. Remove the wire spring from the new dust wiper seal and set it aside.

8. Insert the narrow end of a new dust wiper seal into the recessed end of the RockShox® 35 mm dust seal installation tool.
Hold the lower leg steady and use the RockShox® 35 mm dust seal installation tool to press the dust wiper seal evenly into the lower leg until the seal surface is flush with the top of the lower leg surface.

Reinstall the wire spring onto the dust wiper seal.

Repeat steps 7, 8, and 9 for the other side of the lower leg.

**NOTICE**

Only press the dust wiper seal into the lower leg until it is flush with the top surface of the lower leg. Pressing the dust wiper seal past the top surface of the lower leg can damage the foam rings.
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 SRAM® Butter grease to the new seals and o-rings.

1. **Dual Position Air™**: Use a 10 mm socket wrench to remove the DPA travel adjuster knob retaining nut. Remove the DPA travel adjuster knob.
2 Use a 24 mm socket wrench to remove the top cap from the upper tube.

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

3 Use your fingers or a pick to remove the top cap o-ring.
   Use your fingers to install a new o-ring.
   Do not apply grease to the top cap threads.
**Dual Position Air**: Push the air shaft into the upper tube to prevent it from getting scratched while removing 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, resulting 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.

**Solo Air**: Use a flat blade screwdriver to push the SA 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, resulting in reduced spring performance.

Place your finger over the end of the air spring shaft to prevent it from getting scratched while removing the retaining ring. Place the tips of large internal retaining ring pliers into the eyelets of the retaining ring. Press firmly on the pliers to push the SA 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 spring shaft.
5 Use your fingers to install the bottom bolt into the air shaft. 
Firmly pull on the air shaft and bottom bolt to remove the air shaft assembly from the upper tube.

Unthread and remove the bottom bolt from the air shaft. 
Clean and inspect the assembly for damage.

6 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.

7 Remove the seal head, wave spring, and backup ring from the air shaft. 
Discard the seal head assembly and wave spring.

**NOTICE**
Do not install a new seal head at this time. The seal head will be replaced in the Installation section.
8  **Dual Position Air™**: Use your fingers or a pick to remove the outer air piston o-ring. Use a pick to pierce and remove the inner o-ring. Install new o-rings.

**Solo Air™**: Use your fingers or a pick to remove the air piston quad ring. Install a new quad ring.
To increase or decrease the travel in your RockShox® Lyrik™ fork, the air spring must be replaced with the correct length air spring shaft assembly. For example, to change a Lyrik with a maximum of 140 mm of travel to a maximum of 160 mm of travel, a 160 mm air spring shaft assembly must be installed. Fork travel can be identified at the bottom of the air spring shaft.

Bottomless Tokens™ can be added to, or removed from, the Solo Air™ (SA) top cap or the Dual Position Air™ (DPA) air spring assembly to fine-tune the bottom-out feel and spring curve. Use the chart below to help determine the number of Bottomless Tokens that can be used with each maximum fork travel option. If fork travel is changed from stock, it may be necessary to add or remove Bottomless Tokens. Red (DPA) and grey (SA) Bottomless Tokens are compatible with all Lyrik forks.

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

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

### Solo Air Travel Options and Bottomless Token Tuning

<table>
<thead>
<tr>
<th>Fork Travel (etched on air shaft)</th>
<th>Bottomless Tokens Factory Installed</th>
<th>Maximum Bottomless Tokens</th>
<th>Fork Travel (etched on air shaft)</th>
<th>Bottomless Tokens Factory Installed</th>
<th>Maximum Bottomless Tokens</th>
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<td>LYRIK/YARI 180</td>
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<td>4</td>
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<tr>
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<td>4</td>
<td>LYRIK/YARI 170</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
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<td>5</td>
<td>LYRIK/YARI 160</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>LYRIK/YARI 150</td>
<td>2</td>
<td>5</td>
<td>-</td>
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### Dual Position Air Travel Options and Bottomless Token Tuning

<table>
<thead>
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<th>Fork Travel (etched on air shaft)</th>
<th>Bottomless Tokens Factory Installed</th>
<th>Maximum Bottomless Tokens</th>
<th>Fork Travel (etched on air shaft)</th>
<th>Bottomless Tokens Factory Installed</th>
<th>Maximum Bottomless Tokens</th>
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<td>LYRIK/YARI 180</td>
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<td>LYRIK/YARI 160</td>
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<tr>
<td>LYRIK/YARI 150</td>
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<td>6</td>
<td>-</td>
<td>-</td>
<td>-</td>
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</tbody>
</table>
**Bottomless Token Installation (optional)**

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

1 **Solo Air™**: 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 24 mm socket to tighten the token to 3.4-4.5 N·m (30-40 in-lb).

![Solo Air™](image)

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

![Dual Position Air™](image)
It is optional to change maximum fork travel by replacing the stock air spring shaft assembly with a shorter or longer air spring shaft assembly. If maximum travel is increased or reduced, use the new complete air spring shaft assembly in the following installation steps. It may also be necessary to add or remove Bottomless Tokens™. Refer to page 20 for details.

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

1. Apply a liberal amount of SRAM Butter grease to the air piston and seal head seals.

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

3. Apply a liberal amount of SRAM Butter grease to the seal head.
Firmly push the air shaft assembly into the bottom of the upper tube while gently rocking the air shaft side to side. Make sure the shaft remains fully extended. Use your fingers to firmly press the seal head into the upper tube until it snaps into place.

Use your fingers to position the retaining ring into the bottom of the upper tube retaining ring groove. The seal head tab should be positioned between the retaining ring eyelets. Place the tips of large internal retaining ring pliers into the eyelets of the retaining ring, then use the pliers to push the seal head into the upper tube while installing the retaining ring into the groove. Use your finger or thumb to hold the retaining ring in place while seating the retaining ring eyelets on either side of the seal head tab.

**NOTICE**

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

**Confirm the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times, then firmly pull down on the air shaft.**

*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.*
6. Install the air spring top cap into the top of the upper tube. Use a torque wrench with a 24 mm socket to tighten the top cap to 28 N·m (250 in-lb).

7. **Dual Position Air**: Place the DPA adjuster knob and the knob retaining nut onto the top cap with the long tab near the front of the crown. Turn the DPA adjuster knob counter-clockwise until it engages the first detent space.

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

Use a torque wrench with a 10 mm socket to tighten the knob retaining nut to 1.7-2.2 N·m (15-20 in-lb).
**NOTICE**

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

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

1. **RCT3**: Turn the low speed compression and compression mode adjuster knobs counter-clockwise until they stop, to the full open positions.

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

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

   *The compression damper must be in the full open position in order to perform the bleed procedure.*
RCT3: Use a 2 mm hex wrench to remove the low speed adjuster knob screw. Remove the low speed compression adjuster knob. Use a 6 mm socket wrench to remove the knob retaining nut. Remove the compression mode adjuster knob.

RC: Use a 4 mm hex wrench to remove the knob retaining nut. Remove the low speed compression adjuster knob.

3 Use a 30 mm socket wrench to loosen the damper top cap. Remove the Charger Damper™ assembly from the upper tube. Clean the upper tube threads with a rag.
4. Use your fingers or a pick to remove the compression top cap o-ring. Use your fingers to install a new o-ring.

5. Lightly clamp the cartridge tube into a bicycle stand with the rebound damper shaft oriented upward.

**NOTICE**

Clamp the cartridge tube into the bicycle just tighten enough so that it does not slip or spin. The tube can deform if clamped too tightly.

Place a 21 mm open end wrench on the wrench flats of the cartridge tube. Place a 23 mm open end wrench on the damper seal head. Holding the cartridge tube in place, turn the damper seal head counter-clockwise to loosen and remove the rebound assembly.

6. Remove the cartridge tube from the bicycle stand and pour the suspension oil into an oil pan.

7. Remove the seal head assembly from the rebound damper shaft. Discard the damper seal head assembly.
Apply SRAM® Butter grease to the **new** rebound damper seal head seals.

Install the new seal head assembly onto the rebound damper shaft with the threads oriented toward the piston.

Slide the seal head towards the piston until it stops.

**NOTICE**

Failure to replace the old seal head with the new seal head may result in reduced fork performance.

---

Use your fingers to remove the glide ring from the rebound damper piston.

Use your fingers to install a new glide ring.
Charger Rebound Damper Re-tune (optional)

All Lyrik™ Charger rebound dampers are configured in a medium damper tune. The rebound piston shims can however be re-arranged for a soft or firm tune.

If your rebound setting is one or two clicks from open, we recommend changing to a soft rebound tune.

If your rebound setting is one or two clicks from closed, we recommend changing to a firm rebound tune.

1. Clamp the bottom of the rebound damper shaft into a RockShox® Rear Shock Vise Block.

   **NOTICE**
   
   To prevent damage to the rebound damper shaft, do not clamp the middle of the shaft in the vise.

2. Use a 10 mm socket to remove the piston nut. Use your hand to stabilize the rebound damper shaft.

3. Use a small wrench or pick to slide the shims off of the rebound damper piston. Set the shims on a rag in the order they came off of the piston.
Use the chart below to layout the shim stack for your desired tune on your rebound damper piston. Use a metric caliper to verify the shim outer diameter and shim thickness or print the page at 100% scale to arrange the shim stack using the outlines on the page.

All Charger Dampers™ in Lyrik™ ship with the Medium Damper Tune installed.

*Print this page at 100% scale and use the chart to layout your desired rebound tune.

---

**Soft Rebound Tune**

<table>
<thead>
<tr>
<th>1:1* Shim Size Outer Dimension (mm)</th>
<th>1:1* Shim Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>0.1</td>
</tr>
<tr>
<td>12</td>
<td>0.1</td>
</tr>
<tr>
<td>14</td>
<td>0.1</td>
</tr>
<tr>
<td>16</td>
<td>0.1</td>
</tr>
<tr>
<td>8</td>
<td>0.2</td>
</tr>
</tbody>
</table>

**Medium Rebound Tune (Stock Tune)**

<table>
<thead>
<tr>
<th>1:1* Shim Size Outer Dimension (mm)</th>
<th>1:1* Shim Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 Hoop</td>
<td>0.2</td>
</tr>
<tr>
<td>14</td>
<td>0.1</td>
</tr>
<tr>
<td>16</td>
<td>0.1</td>
</tr>
</tbody>
</table>

**Firm Rebound Tune**

<table>
<thead>
<tr>
<th>1:1* Shim Size Outer Dimension (mm)</th>
<th>1:1* Shim Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 Hoop</td>
<td>0.2</td>
</tr>
<tr>
<td>14</td>
<td>0.1</td>
</tr>
<tr>
<td>16</td>
<td>0.1</td>
</tr>
</tbody>
</table>

If using the soft tune, 16 x 6 x 0.1, 14 x 6 x 0.1, and 16 x 14 x 0.2 are not used. Save them so they can be reinstalled if you change your tune to Medium or Firm.
5 Install the shims on a small wrench or pick in the order of your desired tune. Slide the shim stack onto the piston face. Use your fingers to squeeze the stack and center the shims.

**NOTICE**

Ensure the hoop shim is centered on the shim stack.

6 Thread the main piston nut onto the rebound damper piston. Use a torque wrench with a 10 mm socket to tighten the nut to 3.7 N•m (33 in-lb).

**NOTICE**

Ensure the check shim is centered, and not pinched under the piston. Remove the assembly from the vise.
Spray isopropyl alcohol inside the cartridge tube and compression damper. Pour the alcohol and remaining oil into an oil pan.

Wrap a rag around a long dowel and insert it into the cartridge tube to clean inside of the tube.

Use an air gun nozzle and compressed air to thoroughly dry the cartridge tube and compression damper assembly.

**NOTICE**

The cartridge tube, compression damper, and bladder must be completely dry before reassembling the Charger damper. Moisture may cause the bladder to crack.

Lightly clamp the cartridge tube assembly in the bicycle stand with the compression damper oriented downward.
5 Wrap a rag around the cartridge tube. Pour RockShox® 3wt suspension oil into the cartridge tube until it is full.

6 Insert a 2.5 mm hex wrench into the rebound damper shaft until it contacts the rebound adjuster screw. Turn the hex wrench counter-clockwise until it stops. The rebound adjuster is now in the open position.

7 Insert the rebound damper piston into the tube and thread the seal head into the tube by hand.

8 Place a torque wrench with a 23 mm crowfoot open end wrench on the wrench flats on the damper seal head. Place a 21 mm open wrench on the wrench flats of the cartridge tube.

While holding the cartridge tube in place, turn the seal head clockwise to tighten 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.

Remove the cartridge tube from the bicycle stand.
Lightly clamp the cartridge tube assembly into the bicycle stand with the compression damper oriented upward.
1. **RCT3:** Use small retaining ring pliers to remove the retaining ring from the low speed compression adjuster.

**RC:** Use small retaining ring pliers to remove the retaining ring from the bleed plug.

2. **RCT3:** Use needle-nose pliers to remove the low speed compression adjuster from the compression top cap.

**RC:** Use needle-nose pliers to remove the bleed plug from the compression adjuster.
3. Use your fingers to install the bottom bolt into the rebound damper shaft, then pull down on the bottom bolt.

4. Cover the top cap with a rag and cycle the rebound damper shaft a few times to pre-bleed air from the damper. Pull the rebound damper shaft down until it stops.

⚠️ **CAUTION - EYE HAZARD**
Cycle the rebound damper shaft very slowly. Failure to do so can result in oil ejecting from the top cap. Wear safety glasses.

5. Fill the RockShox® Charger bleed syringe half full with 3wt suspension oil and thread the syringe and Charger hose fitting into the compression top cap assembly.

**NOTICE**
Only use the syringe included with the RockShox Charger Bleed kit.
Do not use a syringe that has been in contact with DOT brake fluid. DOT brake fluid will permanently damage the seals and cause the damper to malfunction.
Create a vacuum in the damper assembly by pulling up on the syringe handle and simultaneously pushing up on the rebound damper shaft. This will force bubbles out of the damper assembly.

Pressurize the damper assembly by pushing down on the syringe handle and simultaneously pulling down on the rebound damper shaft. Continue to hold down on the syringe handle and simultaneously cycle the rebound damper shaft a few times to purge bubbles. *The bladder will expand and contract. This is normal.*

Repeat pulling a vacuum and pressurizing the damper assembly until only very small bubbles emerge from the damper assembly.

Make sure the rebound damper shaft is fully extended.

Push the syringe handle down and release it. Allow the bladder to come to its 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**

Oil may eject from the bladder assembly if the bladder is not in its resting position. Wear safety glasses.
8. **RCT3**: Insert the low speed compression adjuster into the compression cam assembly. Push down and turn the low speed compression adjuster clockwise until it clicks into place.

**RC**: Use needle-nose pliers to insert the bleed plug into the compression adjuster until it clicks into place.

9. Use retaining ring pliers to install the inner retaining ring into the retaining ring groove.

**Check that the retaining ring is properly seated in the retaining ring groove by using the retaining ring pliers to rotate the retaining ring and seal head back and forth a few times.**

**RCT3**: The low speed compression adjuster must be installed properly for the retaining ring to be seated in its groove.

**RC**: The bleed plug must be installed properly for the retaining ring to be seated in its groove.

10. **Test the Bleed**: Rotate the compression adjuster cam clockwise until it stops. This is the locked position.
Push the rebound damper shaft into the cartridge tube. The shaft should not move more than 2 mm if the bleed was successful. If the shaft moves while in the locked position, repeat the bleed procedure.
1. Remove the bolt from the rebound damper shaft.

2. Spray isopropyl alcohol on the damper assembly and clean it with a rag.

3. Insert and thread the damper into the upper tube. Use a torque wrench with a 30 mm socket to tighten the compression top cap to 28 N·m (250 in-lb).
4 **RCT3:** Turn the compression cam assembly **counter-clockwise** until it stops. This is the open position.

**RC:** Turn the low speed compression adjuster **clockwise** until it stops. This is the closed position.

5 **RCT3:** Place the compression mode adjuster knob onto the compression top cap with the long tab near the **front** of the crown. Turn the knob **clockwise** until it engages the first detent space.

**RC:** Place the low speed compression adjuster knob onto the compression top cap with the long tab near the **back** of the crown. Turn the knob **counter-clockwise** until it engages the first detent space.

6 **RCT3:** Thread the knob retaining nut into the compression cam assembly.

While holding down the compression mode adjuster knob, tighten the knob retaining nut. Turn the knob clockwise through both clicks until it stops, and use a torque wrench with a 6 mm socket to tighten the knob retaining nut to 3.5-4.0 N-m (30-35 in-lb).

**NOTICE**

Make sure the knob retaining nut is not cross-threaded as it can move the adjuster knob beneath it.
**RC**: Install the knob retaining nut. While holding down the compression knob, use a torque wrench with a 4 mm hex bit socket to tighten the nut to 4.0-5.5 N•m (40-50 in-lb).

**RCT3**: Install the low speed adjuster knob and knob retaining screw. Use a torque wrench with a 2 mm hex bit socket to tighten the nut to 1.0-1.5 N•m (8-13 in-lb).
1 Spray isopropyl alcohol on the upper tubes and clean them with a rag.

2 Apply a liberal amount of SRAM® Butter grease to the inner surfaces of the dust wiper seals.

3 Slide the lower leg assembly onto the upper tube assembly just enough to engage the upper bushing with the upper tubes. The lower leg bottom should not contact the spring or damper shaft.

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

4 Position the fork at a slight angle with the bottom bolt holes oriented upward. Angle the RockShox® Charger syringe fitting in each lower leg bolt hole so as not to fill the shaft. Inject 10 mL of RockShox 0w-30 suspension oil into the drive side leg, and 10 mL of RockShox 0w-30 suspension oil into the non-drive side leg.

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

<table>
<thead>
<tr>
<th>Lower Leg Oil Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring Side</td>
</tr>
<tr>
<td>10 mL</td>
</tr>
<tr>
<td>Damper Side</td>
</tr>
<tr>
<td>10 mL</td>
</tr>
</tbody>
</table>
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. Use a rag to clean all excess oil from the outer surface of the lower leg.

6. Using a pick and needle nose pliers, remove the old crush washers from each bottom bolt. Holding the crush washer with needle nose pliers, unthread the crush washer from the bolt by turning the bolt counter-clockwise with a 5 mm hex wrench.

**NOTICE**

Dirty or damaged crush washers can cause leaks.

Install a new crush washer on each bottom bolt.

7. Thread the black bottom bolt into the spring side lower leg. Thread the silver bottom bolt into the damper side lower leg. Use a torque wrench with a 5 mm hex bit socket to tighten the bolts to 7.3 N·m (65 in-lb).
Install the rebound adjuster knob onto the rebound damper bottom bolt.

Use a torque wrench with a 2.5 mm hex bit socket to tighten the set screw to 1.1 N·m (10 in-lb).

**NOTICE**

Hold the rebound adjuster knob in place during installation to prevent damage to the bottom bolt.

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Refer to the air chart on the fork 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.

Pressure in the positive and negative air chambers must be equalized after inflation to get an accurate pressure reading. Cycle the fork three to five times and re-check the pressure. Add air pressure as needed.

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 for RockShox® Lyrik™ front suspension forks.