



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

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

GETTING STARTED

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

TOOLS

- Safety Glasses
- Clean Rags
- Oil Pan or Bucket
- Bicycle Stand/Clean Work Table/Area
- 24mm and 10mm 6-point Socket
- Plastic-Faced Mallet
- Snap Ring Pliers (internal and external)
- Shock Pump
- 2, 2.5, 5mm Hex Wrench
- Long and Short Plastic or Wood Dowel, 3/4" diameter (non-metallic)
- Torque Wrench
- Sharp Pick/Dental Pick
- Oil Mixing Syringe and Measuring cup
- Isopropyl Alcohol/Spray Bottle
- 5wt and 15wt Suspension Oil



PROCEDURES FOR DUAL AIR 2005-2006 PIKE AND REBA AND 2006 REVELATION ARE THE SAME FOR EACH FORK.
PIKE DUAL AIR PICTURED HERE.

LOWER LEG / INTERNALS REMOVAL

1. Remove positive and negative air caps (figs 1a/1b).

Depress negative (lower) schrader valve; release air pressure (fig 1c).

Depress positive (upper) schrader valve; release air pressure (fig 1d).



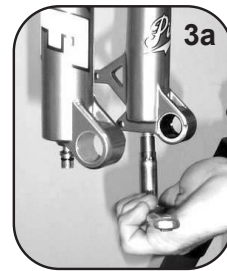
2. Gently pull external rebound adjuster knob and remove from the right shaft bolt (fig 2a).

Using a 5mm hex wrench, loosen right and left shaft bolts 3 to 4 turns (fig 2b).



3. Using a 10mm socket (or open end) wrench, loosen Dual Air shaft nut. Loosen so nut is unthreaded just past the threaded shaft end (fig 3a).

Using a plastic mallet, tap shaft nut to free shaft press-fit inside lower leg (fig 3b). This frees the shaft ends from the lower leg shaft bore press-fit and allows the lower leg to be removed from upper tubes.



4. Using your fingers, remove shaft bolt from both threaded shaft end (fig 4a).

Remove threaded shaft nut (fig 4b).



5. Firmly pull the lower leg assembly down by holding each leg or the brake arch (fig 5).

Spray isopropyl alcohol into lower legs. Wrap a rag around a dowel and wipe inside of lower legs clean.

IMPORTANT! DO NOT STRIKE OR TAP THE BRAKE ARCH WITH A Mallet. THIS DAMAGES THE MAGNESIUM.

NOTE: SEE THE BUSHING SERVICE GUIDE FOR BUSHING INSPECTION AND REPLACEMENT PROCEDURES.

6. Spray isopropyl alcohol onto each upper tube and wipe clean.



DUAL AIR SPRING SERVICE

REMOVAL

7. Using a 24mm socket wrench, press firm on top cap, turn counter clockwise, and remove (figs 7a/7b).

IMPORTANT! MAKE SURE ALL AIR PRESSURE IS REMOVED BEFORE REMOVING TOP CAP.



8. Remove fork from bicycle stand; pour any oil inside air chamber, into oil pan (fig 8).



9. Clamp fork back into bicycle stand, and wipe shaft and base plate with a rag (fig 9a).

Push negative air shaft up and into base plate, leaving only tip of threaded shaft end protruding base valve (fig 9b). You may need to press negative and positive schrader air valves to release air pressure while pushing shaft.

Slide a 15mm socket tool (or similar hollow tool) over air shaft end, and press firmly against base plate. While pressing the air base plate up and into upper tube, use internal snap ring pliers to remove retaining ring (fig 9c).



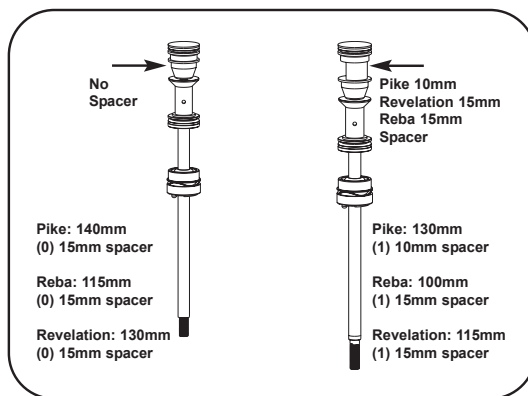
10. When retaining ring is removed, pull air shaft to remove air spring assembly and base plate assembly from upper tube (fig 10a).

Remove base plate, base plate o-ring/bumper, and negative air piston from the Dual Air shaft (fig 10b).



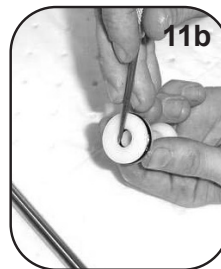
ALL-TRAVEL CONFIGURATIONS

PIKE, REBA AND REVELATION DUAL AIR ALL-TRAVEL SPACER(S) ARE LOCATED JUST ABOVE THE BOTTOM-OUT BUMPER WASHER. SNAP ALL-TRAVEL SPACER(S) ONTO DUAL AIR SHAFT TO DECREASE TRAVEL. ADD ADDITIONAL ALL-TRAVEL SPACERS TO FURTHER DECREASE TRAVEL.

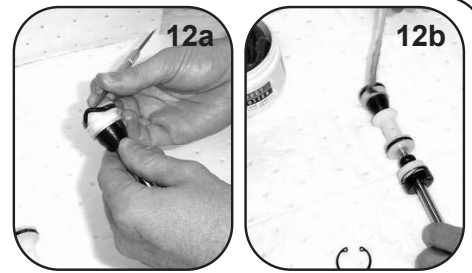


SERVICE

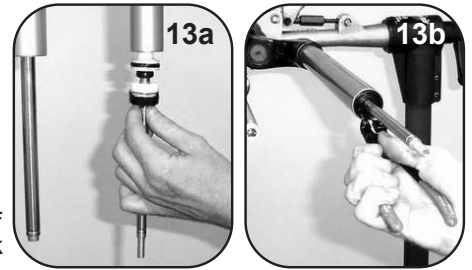
11. Remove both the outer and inner negative air piston o-rings (figs 11b/11c). Replace both orings, and apply 15wt suspension oil to each.



12. Remove positive air piston o-ring (fig 12a). Replace with new o-ring; apply suspension oil to new o-ring (fig 12b).



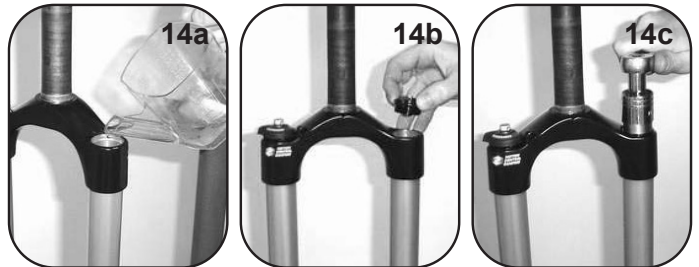
13. Insert positive air piston followed by negative air piston, into bottom of upper tube. Push up to insert (fig 13a). Insert base plate assembly into upper tube step, and press in firmly.



Using your thumb, press base plate into upper tube. While pressing base plate, install external retaining ring, sharp edge facing out, and check to make sure retaining ring is secure in upper tube groove. Note orientation of base plate / retaining ring groove, and align retaining ring accordingly (fig 13b).

NOTE: BEFORE INSTALLING DUAL AIR SPRING ASSEMBLY, ENSURE INSIDE OF UPPER TUBE IS CLEANED WITH ISOPROPYL ALCOHOL AND A CLEAN RAG. CHECK FOR SCRATCHES INSIDE UPPER. IF THERE ARE ANY SCRATCHES, REPLACE CROWN/STEERER/UPPER TUBE ASSEMBLY.

14. Pour 3 to 5cc/ml of 15 wt suspension oil into upper tube (air spring side) through crown (fig 14a). Oil inside the air chamber lubricates the air seal o-ring during use and maintains air seal.



Clean air top cap threads; hand threaded into upper tube (fig 14b). Using a 24mm socket, tighten to 60 in-lb (fig 14c).

MOTION CONTROL DAMPER SERVICE (ALL FORKS)

REMOVAL

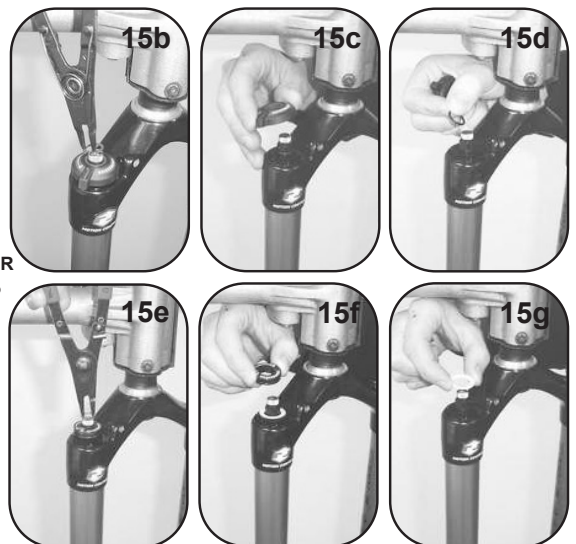
15. **Compression knob/remote spool:** Using external snap ring pliers, remove external compression adjuster knob/spool retaining ring (figs 15b/15e).

Remove compression adjust knob (fig 15c) or remote spool (fig 15f).

Remove top cap o-ring seal (fig 15d) or remote spool seal. (fig 15g).



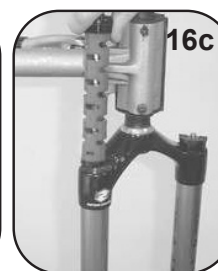
NOTE: REMOTE COMPRESSION ADJUSTER SPOOL USES A WHITE PLASTIC WASHER/TOP CAP SEAL. THE STANDARD COMPRESSION KNOB USES AN O-RING TOP CAP SEAL.



16. Using a 24mm socket wrench, loosen compression damper top cap from upper tube. (fig 16a)

By hand, slowly pull compression damper from upper tube (figs 16b/16c).

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

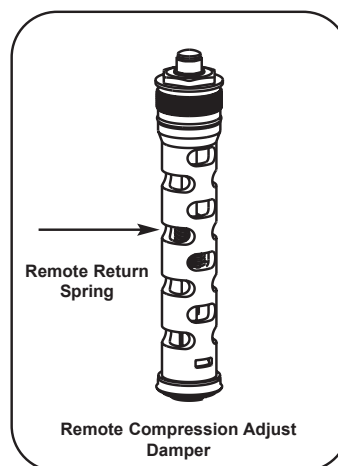
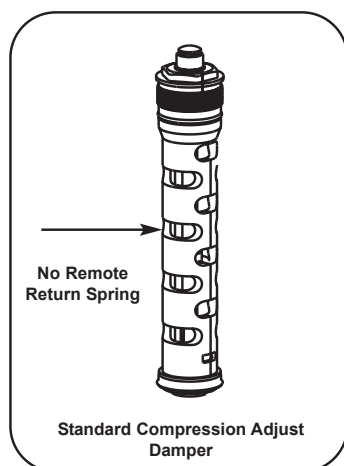


17. Inspect compression damper o-rings (located at top and bottom of damper) and replace if necessary (figs 17a/17b). Apply oil to new o-rings.



UPGRADE: NON-REMOTE TO REMOTE ADJUST

UPGRADING A NON-REMOTE COMPRESSION ADJUST FORK (CROWN-MOUNTED ADJUSTER KNOB) TO REMOTE COMPRESSION ADJUST (REMOTE POPLOC LEVER ADJUSTER), REQUIRES REPLACING THE NON-REMOTE COMPRESSION DAMPER WITH A REMOTE COMPRESSION DAMPER. THE REMOTE RETURN SPRING IS DESIGNED INTO THE COMPRESSION DAMPER, AND IS REQUIRED FOR USE WITH THE POP-LOC REMOTE LEVER ASSEMBLY.



18. Remove fork from bicycle stand and pour damper oil into oil pan (fig 18).



- 19.** Use snap ring pliers to remove rebound damper / seal head retaining ring, located inside bottom of right upper tube (fig 19a).

Pull to remove the rebound damper and seal head assemblies from upper tube (figs 19b/19c).



- 20.** Slide seal head off damper shaft. (fig 20a)

Remove and replace outer and inner seal head o-rings (fig 20b/20c).

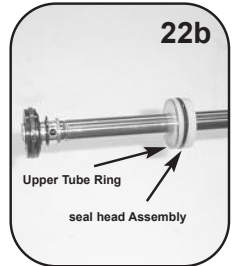
Coat new o-rings with 15wt suspension oil. (fig 20d).



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

- 22.** If damaged, remove and replace rebound damper piston glide ring (fig 22a).

Position upper tube base ring on top on seal head step. Slide lubricated rebound seal head assembly back onto rebound damper shaft (fig 22b).



- 23.** Spray isopropyl alcohol into upper tube (fig 23a).

Wrap a clean rag around a long dowel/rod. Insert rag into upper tube and clean inside of tube (fig 23b).



INSTALLATION

- 24.** Insert rebound damper piston into bottom of upper tube. Insert at an angle, open-ended side of glide ring out. This aids insertion of piston and glide ring. Angle and rotate until glide ring is inside upper tube (fig 24a). Position upper tube base ring and seal head into the upper tube step.

Slide seal head up into upper tube step and press into upper tube with your thumb (fig 24b).

Secure seal head into upper tube with retaining ring (fig 24c).

Make sure retaining ring is secure in upper tube groove (fig 24d).



- 26.** Pull rebound damper shaft down (out) into the fully extended position. With the rebound damper shaft in the fully-extended position, pour 5wt suspension oil into upper tube, through crown (fig 26).

PIKE - 120cc/ml (+/-5cc/ml)

REBA - 110cc/ml (+/-5cc/ml)

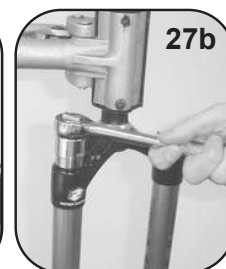
REVELATION - 115cc/ml (+/-5cc/ml)

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



- 27.** Insert compression damper into upper tube through crown. Press firm and push damper into upper tube slowly. Use a slow twisting motion while firmly pressing compression damper into upper tube (fig 27a).

Using a 24mm socket wrench, tighten to 60 in-lb. (fig 27b)



- 28.** Insert compression damper top cap seal (o-ring or plastic) over top cap (see figs 15d/15g).

Place compression knob (see fig 15c) or remote spool (see fig 15f) onto compression damper top cap, with knob dial or cable set screw at 3 o'clock position.

Using external snap ring pliers, secure compression knob or remote spool with external retaining ring (see figs 15b/15e).

29. Motion Control Remote Forks: Cable Installation

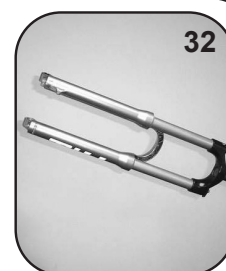
- 1) Thread remote cable through cable stop base.
- 2) Thread cable around compression knob, under cable set-screw, and tighten with 2mm hex wrench. Knob should be positioned in 3 o'clock position and full-open.
- 3) Test PopLoc remote lever function for proper lockout/compression adjust.
- 4) Adjust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

LOWER LEG INSTALLATION

- 30.** Invert fork in bicycle stand to 45-degree angle, upper tubes facing up. Spray upper tubes with isopropyl alcohol and wipe with a clean rag.
- 31.** Pour, or inject, a small amount of 15wt suspension oil onto new or clean foam rings, just under dust seal, inside lower leg; each side (fig 31).



- 32.** Slide lower leg assembly over and onto the ends of each upper tube. Ensure both dust seals slide onto the tubes correctly and do not fold under. Slide lower leg assembly onto upper tubes until you feel the lower bushings touch the end of the upper tubes. Stop (fig 32).



- 33.** Invert fork about 30 - 45 degrees in bicycle stand. Measure and pour (or inject...an oil syringe works best) 15cc of 15wt (stock) suspension oil into both lower legs, through the shaft bolt holes. (fig 33).



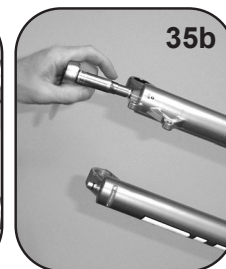
Wipe all excess oil from lower leg.

- 34.** Inspect and clean damper shaft bolt (hollow/right side), spring shaft bolt (solid/left side), and black nylon crush washers. Replace crush washers and crush washer retainers if damaged. Damaged crush washers can allow oil to leak.
- 35.** Slide lower leg assembly onto upper tubes until both shaft ends appear in lower leg shaft holes. You may need to guide damper threaded shaft end, with a hex tool, into each lower leg shaft hole.

Insert damper shaft (right side) bolt into damper threaded shaft end (right side) and tighten with a 5mm hex wrench to 60 in-lb (fig 35a),



Thread shaft nut/crush washer (right side) onto threaded shaft end tighten with a 10mm wrench (fig 35b).



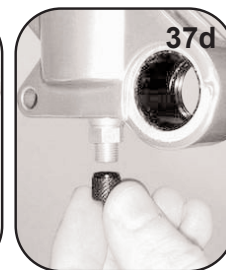
Wipe away excess oil.

- 36.** Insert external rebound damper adjuster knob into damper shaft bolt. Push in to secure (fig 36).



- 37.** Using a shock pump, inflate positive air pressure first. Refer to either the air chart in this guide or the air pressure decal on the back of the fork lower leg for air pressure settings (fig 37a/37b).

Install the air valve cover caps, top and bottom (fig 37c/37d).



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

OIL

RIGHT LEG				
	RIGHT LEG TOP (VOLUME)	OIL WEIGHT	RIGHT LEG BOTTOM (VOLUME)	OIL WEIGHT
PIKE	120cc/ml	5wt	15cc/ml	15wt (stock)
REBA	110cc/ml	5wt	15cc/ml	15wt (stock)
REVELATION	115cc/ml	5wt	15cc/ml	15wt (stock)
LEFT LEG				
	LEFT LEG TOP (VOLUME)	OIL WEIGHT	LEFT LEG BOTTOM (VOLUME)	OIL WEIGHT
PIKE	3 - 5 cc/ml	15wt	15cc/ml	15wt (stock)
REBA	3 - 5 cc/ml	15wt	15cc/ml	15wt (stock)
REVELATION	3 - 5 cc/ml	15wt	15cc/ml	15wt (stock)

AIR PRESSURE SETTINGS

Air Spring Tuning

With independently adjustable positive (top) and negative (bottom) air chambers, the air spring system of your Pike Air fork can be easily tuned for your weight and riding style. Use the following instructions as a starting point. If further fine tuning is desired, follow the hints at the end of this section.

Step 1 - Selecting Positive Air Pressure

Positive air pressure determines the amount of force required to compress your fork. More positive air pressure results in less suspension sag and higher bottom out forces. Less positive air pressure results in more suspension sag and lower bottom out forces. Using the chart below as a guide, inflate the positive air chamber to the desired pressure.

RIDER WEIGHT	DUAL AIR POSITIVE AIR PRESSURE
< 140 (63kg)	70-90 psi
140 - 160 (63-72 kg)	90-105 psi
160 - 180 (72-81 kg)	105-120 psi
180 - 200 (81-90 kg)	120-135 psi
>220 (99 kg)	135+ psi

Step 2 - Selecting Negative Air Pressure

Negative air pressure effects the amount of force required to initiate suspension travel. Negative air pressure works with bump input AGAINST the force of the positive air chamber. More negative air pressure results in a suspension set-up that is more active, especially to small bump input. Less negative air pressure results in a suspension set-up does not move or "bob" under rider input or small bumps. Start with pressure equal to positive pressure, and decrease or increase as desired. More negative pressure = more active initial compression stroke. Adjust as needed to achieve the desired compression stroke.

TROUBLE-SHOOTING

AIR LOSS

- Inspect air piston o-rings. Replace if necessary.
- To avoid air loss, remove Dual Air top cap and check oil level inside air chamber, every 25 to 50 riding hours. If there is little or no oil on top of air piston o-ring, pour 3 to 5cc RockShox 15wt suspension oil into air spring chamber. Oil will keep air seal lubricated.
- Inspect schrader valve assembly. Replace if damaged or malfunctioning. Clean if clogged.

LOSS OF, OR VARIANCE IN DAMPING

- Inspect all damper o-rings. Replace and lubricate.
- Inspect damper oil volume. Remove damper top cap/compression damper assembly. Add or remove oil as needed.
- Remote: Inspect remote cable tension. Cable may stretch, or become loose. Loosen cable screw, tension cable and tighten. Test. Adjust as needed.

COMPRESSION STROKE NOT SMOOTH

- Remove both shaft bolts. Pull lowers down about an inch. Allow oil to drain. Inject or pour 15cc of fresh suspension oil into lower leg through shaft bolt holes.
- Lubricate upper tubes near dust seals. Press down on fork a few times. Wipe away excess lubricant.

BUSHING PLAY

- Inspect and replace worn bushings. Bushings are a wear and tear item, and need to be replaced after approximately 100 to 200 riding hours, depending your riding style, condition, riding time and body weight. If you ride a lot, check those bushings!
- See the 'Bushing Installation' guide at www.rockshox.com for procedures.

OIL LOSS

- Inspect the air piston o-ring for air bypass. If there is a repeated loss of air pressure, air may be the cause of oil loss at the left dust seal.
- Inspect your shaft bolt crush washers. Replace if worn or damaged.
- Inspect your top cap o-rings. Replace if torn or knicked.