ROCKSHOX

SUPER DELUXE

2023+
SUPER DELUXE

SERVICE MANUAL

SAFETY FIRST!

We care about YOU. Please, always wear your safety glasses and protective gloves when servicing RockShox products. Protect yourself! Wear your safety gear!

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RockShox Service

We recommend that you have your RockShox suspension serviced by a qualified bicycle mechanic. Servicing RockShox suspension requires knowledge of suspension components, as well as the use of specialized tools and lubricants/fluids. Failure to follow the procedures outlined in this service manual may cause damage to your component and void the warranty.

Visit www.sram.com/service for the latest *RockShox Spare Parts Catalog* and technical information. For order information, please contact your local SRAM distributor or dealer.

Information contained in this publication is subject to change at any time without prior notice.

Your product's appearance may differ from the pictures contained in this publication.

For recycling and environmental compliance information, please visit: www.sram.com/company/environment.

Part Preparation

Remove the component from the bicycle before service.

Disconnect and remove the remote cable or hydraulic hose from the fork or rear shock, if applicable. For additional information about RockShox remotes, user manuals are available at www.sram.com/service.

Clean the exterior of the product with mild soap and water to avoid contamination of internal sealing part surfaces.

Service Procedures

The following procedures should be performed throughout service, unless otherwise specified.

Clean the part with RockShox Suspension Cleaner or isopropyl alcohol and a clean, lint-free shop towel. For hard to reach places (e.g. upper tube, lower leg), wrap a clean, lint-free shop towel around a non-metallic dowel to clean the inside.

Clean the sealing surface on the part and inspect it for scratches.

⚠WARNING - CRASH HAZARD

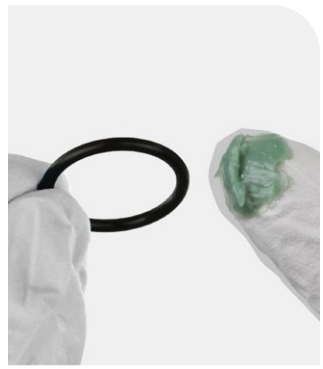
DO NOT use vinegar of any type to clean any part of a RockShox suspension product. Vinegar can cause permanent damage to parts which can, over time, result in product structural failure, serious injury, and possibly death.

Replace the o-ring or seal with a new one from the service kit. Use your fingers or a pick to pierce and remove the old seal or o-ring.

Apply grease to the new seal or o-ring.

NOTICE

Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the *RockShox Spare Parts Catalog* to replace the damaged part.



Use aluminum soft jaws when placing a part in a bench vise.

Tighten the part with a torque wrench to the torque value listed in the red bar. When using a crowfoot socket and torque wrench, install the crowfoot socket at 90 degrees to the torque wrench.

Specified torque value in N·m (in-lb)

Model Code Identification

Product model code and specification details can be identified with the serial number on the product. Model codes can be used to identify the product type, series name, model name, and product version associated with the production model year. Product details can be used to identify spare parts, service kit, and lubricant compatibility.

Model Code example: **RS-SDLX-SELP-C1**

RS = Product Type - **Rear Shock**
SDLX = Platform/Series - **Super Deluxe**
SELP = Model - **Select+**
C1 = Version - (**C** - third generation, **1** - first iteration)

To identify the model code, locate the serial number on the product and enter it into the **Search by Model Name or Serial Number** field at www.sram.com/service.

Warranty and Trademark

For SRAM Warranty information, visit: www.sram.com/warranty.

For SRAM Trademark information, visit: www.sram.com/website-terms-of-use.

Recommended Service Intervals

Regular service is required to keep your RockShox product working at peak performance. Follow this maintenance schedule and install the service parts included in each service kit that corresponds with the Service Hours Interval recommendation below. For spare part kit contents and details, refer to the *RockShox Spare Parts Catalog* at www.sram.com/service.

Service Hours Interval	Maintenance	Benefit
Every ride	Clean dirt from shock damper body and wiper seal	Extends wiper seal lifespan
		Minimizes damage to shock damper body
		Minimizes air can contamination
Every 50 Hours	Perform air can service	Reduces friction
		Restores small bump sensitivity
Every 200 Hours	Perform damper and spring service	Extends suspension lifespan
		Restores suspension performance

Record Your Settings

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

Service Hours Interval	Date of Service	Air Pressure	Rebound setting - Count the number of clicks while turning the rebound adjuster fully counterclockwise.	Compression setting - Count the number of clicks while turning the compression adjuster fully counterclockwise.	
				High Speed (HSC)	Low Speed (LSC)
50					
100					
150					
200					
400					

Torque Values

Part	Tool	Torque
Air can to shaft eyelet assembly	13 mm crowfoot (standard eyelet)	10 N•m (90 in-lb)
	29 mm crowfoot (bearing eyelet)	
	54 mm crowfoot (trunnion mount)	
Bleed screw - damper body	T10 TORX	0.8 N•m (7 in-lb)
Bleed screw - internal floating piston (IFP)	T10 TORX	Tighten until IFP spins
Bolt (x2) - bearing housing to damper body	3 mm bit socket	6.2 N•m (55 in-lb)
Piston bolt to damper shaft	12 mm socket	6.2 N•m (55 in-lb)
Sealhead / air piston to damper body	34 mm crowfoot	28 N•m (250 in-lb)

Parts, Tools, and Supplies - Comprehensive

Parts

- 2023+ (C1) Super Deluxe Service Kit - 50 or 200 Hour
- Rear Shock Eyelet Bushing Kit (standard eyelets)
- Rear Shock Eyelet Bearing Kit (bearing eyelets)
- Rear Shock Damper Body Bearing Eyelet Assembly Kit (includes bearings)

Safety and Protection Supplies

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

Lubricants and Fluids

- Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light
- Maxima PLUSH 7wt Suspension Oil
- RockShox Dynamic Seal Grease
- RockShox Suspension Cleaner or isopropyl alcohol

RockShox Tools

- RockShox 1/2" x 1/2" Rear Shock Bushing Tool
- RockShox Air Valve Adapter Tool - Rear Shock
- RockShox IFP Height Tool V2 - Super Deluxe/Super Deluxe Coil (00.4318.041.002)
- RockShox Rear Shock IFP Puller (00.4318.041.001)
- RockShox Rear Shock Vise Blocks 3-hole
- RockShox Shock Pump (600 psi max)

Bicycle Tools

- Shock pump (600 psi max)

Common Tools

- Adjustable open end wrench (54 mm)
- Bearing press tool: 22 mm (OD) x 10 mm (ID) (bearing eyelet only)
- Bearing punch:
  1/8" / 3 mm (OD) - eyelet bearing removal
- Bench vise with soft jaws
- Crowfoot socket wrench: 13, 29, 34, 54 mm
- Flat blade screwdriver
- Hammer / Mallet
- Hex bit sockets: 3 mm
- Hex wrenches: 3 mm
- Open end wrench: 13 (x2), 29, 34, 54 mm
- Pick (metallic and non-metallic)
- Ruler or caliper (metric)
- Schrader valve core tool
- Small diameter bearing punch (bearing eyelet only)
- Socket: 12 mm
- Socket wrench
- Rubber strap wrench
- Torque wrench
- TORX bit socket: T10
- TORX wrench: T10

Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

NOTICE

Use only 2023+ (C1) Super Deluxe spare parts and service kits with 2023+ (C1) Super Deluxe.

2018-2022 Super Deluxe spare parts and service kits are NOT compatible with 2023+ (C1) Super Deluxe.

⚠WARNING

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

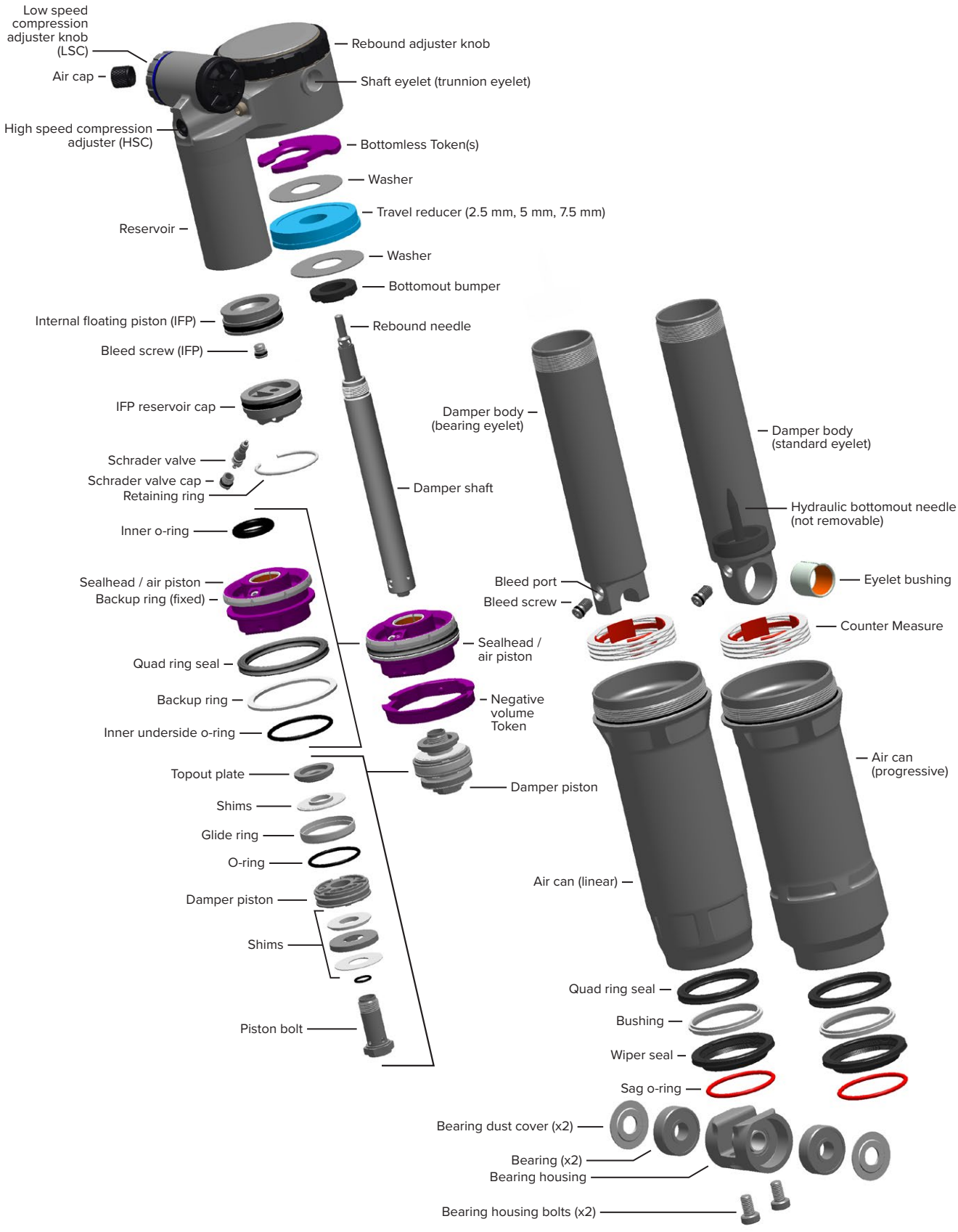
If your shock will not return to full extension, do not attempt to service or disassemble your shock. Attempting to service a shock that will not return to full extension can cause severe and/or fatal injuries.

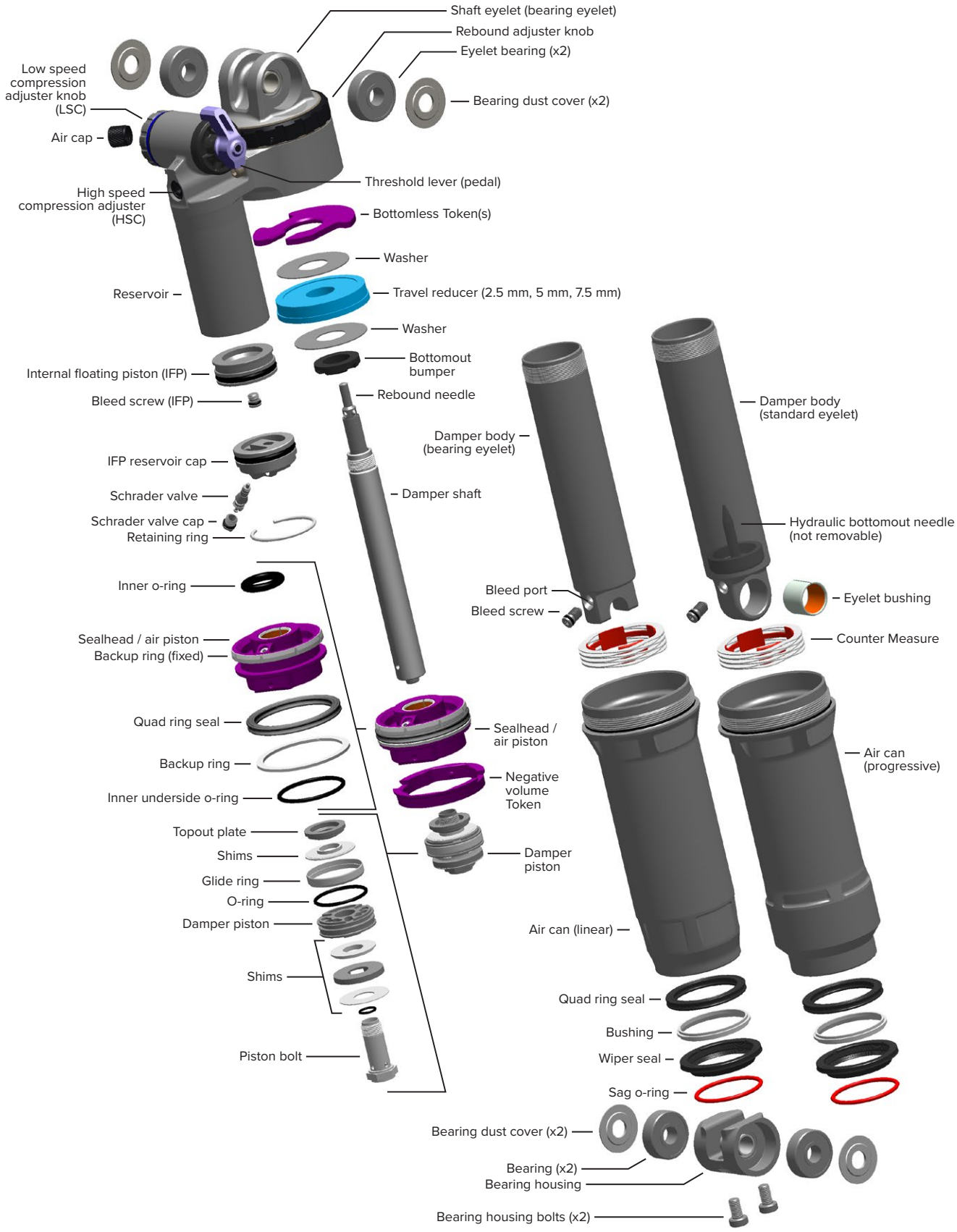
SAFETY INSTRUCTIONS

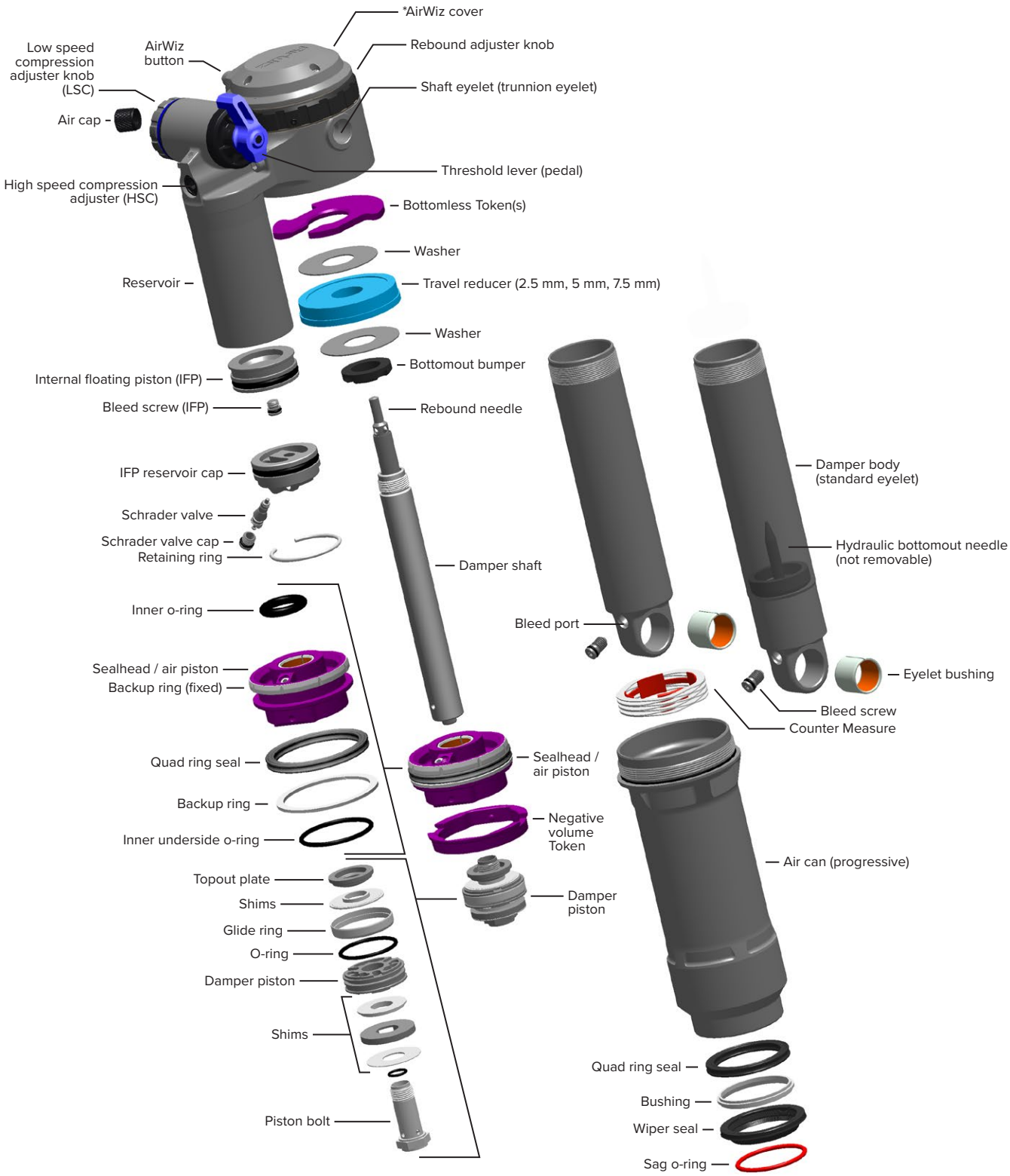
Always wear safety glasses and nitrile gloves when working with suspension grease and oil.

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

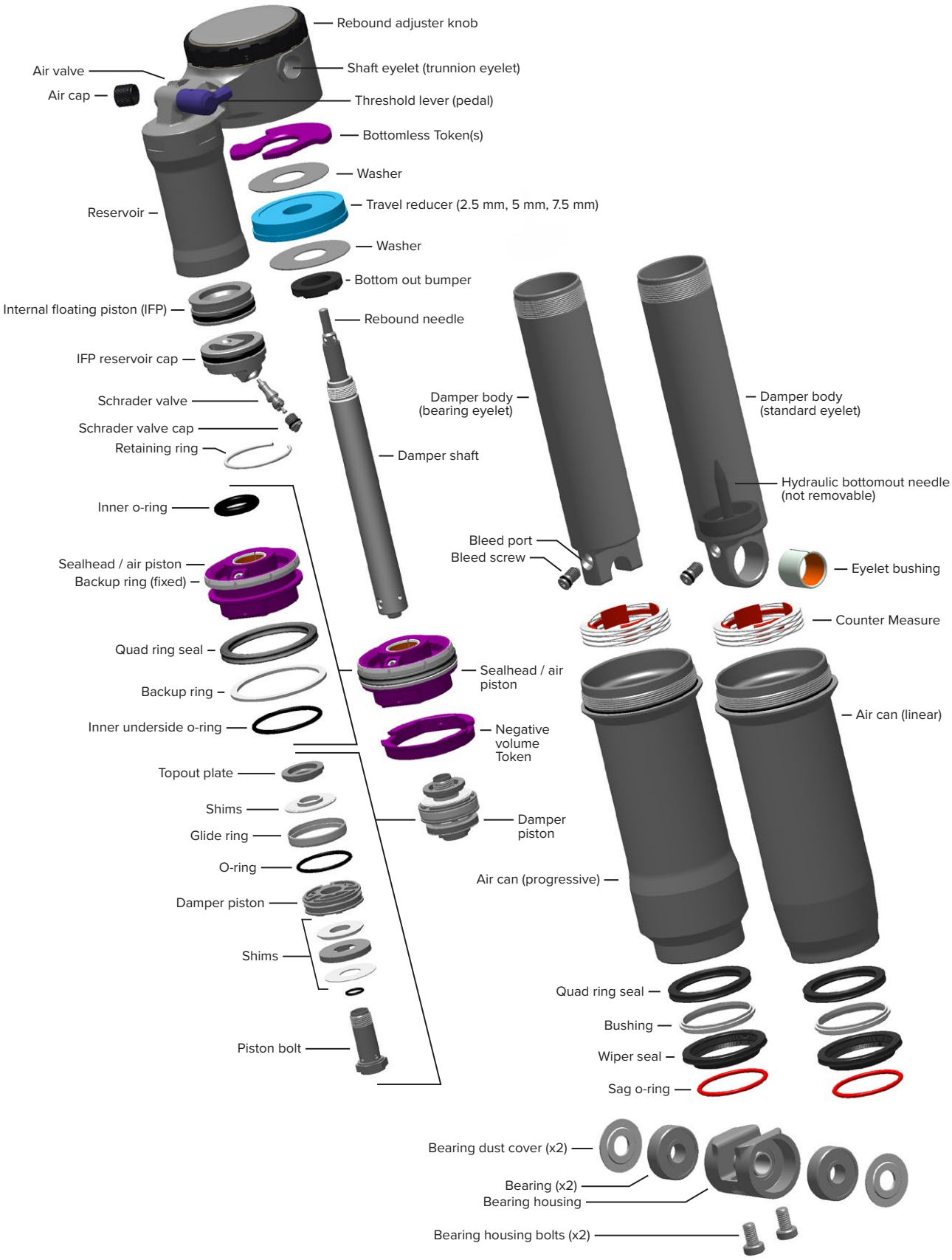
2023+ (C1) Super Deluxe Ultimate DH RC2

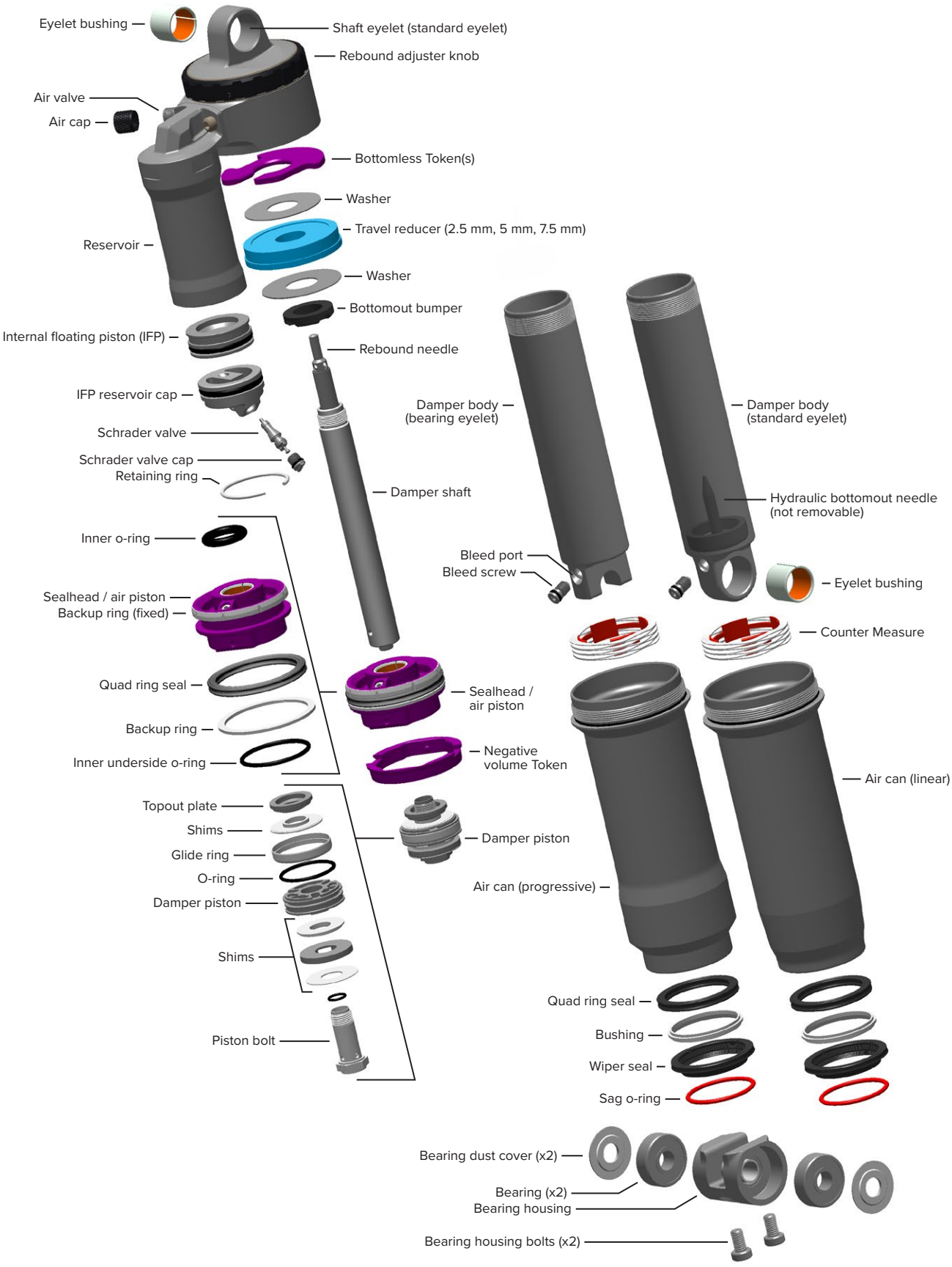



Shaft eyelet (bearing eyelet)
Rebound adjuster knob
Eyelet bearing (x2)
Bearing dust cover (x2)
Low speed compression adjuster knob (LSC)
Air cap
Threshold lever (pedal)
High speed compression adjuster (HSC)
Bottomless Token(s)
Washer
Reservoir
Travel reducer (2.5 mm, 5 mm, 7.5 mm)
Washer
Bottomout bumper
Internal floating piston (IFP)
Bleed screw (IFP)
Rebound needle
Damper body (standard eyelet)
Damper body (bearing eyelet)
IFP reservoir cap
Damper shaft
Schrader valve
Schrader valve cap
Retaining ring
Hydraulic bottomout needle (not removable)
Inner o-ring
Bleed port
Bleed screw
Eyelet bushing
Sealhead / air piston
Backup ring (fixed)
Counter Measure
Quad ring seal
Sealhead / air piston
Backup ring
Air can (progressive)
Negative volume Token
Inner underside o-ring
Topout plate
Damper piston
Shims
Glide ring
O-ring
Damper piston
Air can (linear)
Shims
Quad ring seal
Bushing
Wiper seal
Sag o-ring
Piston bolt
Bearing dust cover (x2)
Bearing (x2)
Bearing housing
Bearing housing bolts (x2)



*Do not remove the AirWiz electronics cover during service.
Removal during service can result in permanent damage to the internal electronic components.


Rebound adjuster knob
Air valve
Shaft eyelet (trunnion eyelet)
Air cap
Threshold lever (pedal)
Bottomless Token(s)
Washer
Reservoir
Travel reducer (2.5 mm, 5 mm, 7.5 mm)
Washer
Bottom out bumper
Internal floating piston (IFP)
Rebound needle
IFP reservoir cap
Schrader valve
Schrader valve cap
Retaining ring
Damper shaft
Damper body (bearing eyelet)
Damper body (standard eyelet)
Hydraulic bottomout needle (not removable)
Inner o-ring
Bleed port
Bleed screw
Eyelet bushing
Sealhead / air piston
Backup ring (fixed)
Counter Measure
Quad ring seal
Sealhead / air piston
Backup ring
Inner underside o-ring
Negative volume Token
Air can (linear)
Topout plate
Shims
Glide ring
Damper piston
O-ring
Damper piston
Air can (progressive)
Shims
Quad ring seal
Bushing
Wiper seal
Sag o-ring
Piston bolt
Bearing dust cover (x2)
Bearing (x2)
Bearing housing
Bearing housing bolts (x2)


Eyelet bushing
Shaft eyelet (standard eyelet)
Rebound adjuster knob
Air valve
Air cap
Bottomless Token(s)
Washer
Travel reducer (2.5 mm, 5 mm, 7.5 mm)
Reservoir
Washer
Bottomout bumper
Internal floating piston (IFP)
Rebound needle
IFP reservoir cap
Damper body (bearing eyelet)
Damper body (standard eyelet)
Schrader valve
Schrader valve cap
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Damper shaft
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Inner o-ring
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Quad ring seal
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Backup ring
Negative volume Token
Inner underside o-ring
Air can (linear)
Topout plate
Shims
Damper piston
Glide ring
O-ring
Air can (progressive)
Damper piston
Shims
Quad ring seal
Bushing
Wiper seal
Sag o-ring
Piston bolt
Bearing dust cover (x2)
Bearing (x2)
Bearing housing
Bearing housing bolts (x2)

Shock Eyelet Service - Standard Eyelet

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

Super Deluxe Ultimate RCT2 AirWiz: Do not clamp the AirWiz electronics cover in a vise.

Parts, Tools, and Supplies

Parts

- Rear Shock Eyelet Bushing Kit (standard eyelets)
- 2023+ (C1) Super Deluxe Service Kit - 200 Hour

Safety and Protection Supplies

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

Lubricants and Fluids

- RockShox Suspension Cleaner or isopropyl alcohol
- RockShox Dynamic Seal Grease

RockShox Tools

- RockShox 1/2" x 1/2" Rear Shock Bushing Tool

Common Tools

- Open end wrench 13 mm (x2) or adjustable open end wrench (2)
- Bench vise with soft jaws

Mounting Hardware Removal

Deluxe is pictured. Procedures are the same for Super Deluxe.

NOTICE

To prevent damage to the shock, use aluminium soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

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

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

RockShox 1/2" x 1/2" Rear Shock Bushing Tool

1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.

RockShox 1/2" x 1/2" Rear Shock Bushing Tool

2 Insert the threaded rod (A) through the shaft eyelet until the push pin (B) rests against the bushing pin.

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

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

NOTICE

Do not scratch the air can as you turn the wrench.

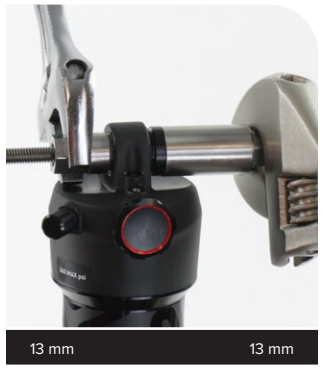
Use a second 13 mm wrench to thread the push pin into the bushing pin and eyelet until it stops against the end spacer, or when spacer is free from the pin.

Unthread the catcher and push pin from the threaded rod to remove the end spacer and the bushing pivot pin.

4 If the bushing pin does not remove easily, reinsert the threaded rod and push pin through the eyelet shaft.

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

Use a 13 mm wrench to thread the push pin along the rod until it pushes the pin completely out of the eyelet and stops against the eyelet.



5 Unthread the catcher from the threaded rod.

Remove the end spacer and bushing pin from the tool. Remove the spacer from the bushing pin.

Damper Body with Standard Eyelet: Repeat steps 2-4 for the damper eyelet.

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

Eyelet Bushing Removal

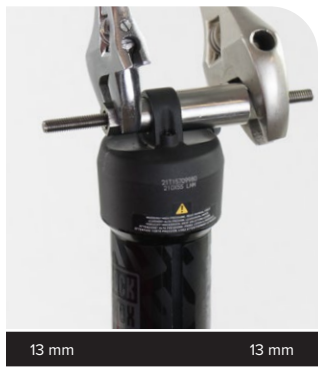
To replace damaged or worn out bushings, use the RockShox rear shock bushing removal/installation tool.

1 Insert the threaded rod (A) through the shaft eyelet until the base of the push pin (B) rests against the bushing.

Thread the large, open end of the catcher (C) onto the rod until it rests on the eyelet.

2 Hold the catcher secure with a 13 mm wrench.

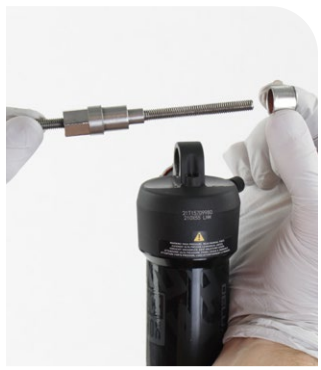
Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing out of the eyelet.



3 Unthread the catcher from the threaded rod. Remove the tool from the shaft eyelet and discard the old bushing.

Repeat steps 1-3 for the other eyelet (in applicable).

Set the bushings aside until you have finished servicing your shock.



4 Clean the eyelet.

Bushing Installation

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

Grease

2 The bushing installation procedure is the same for the standard shaft eyelet and damper body eyelets.

Position the new bushing onto the bushing installation push pin.

3 Insert the threaded rod through the shaft eyelet until the bushing rests against the eyelet.

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

4 Hold the catcher secure with a 13 mm wrench.

Use a second 13 mm wrench to thread the push pin along the rod until the push pin pushes the eyelet bushing into the eyelet. Stop when the bushing is centered in the eyelet.

13 mm

13 mm

5 Unthread and remove the catcher. Remove the threaded rod and push pin tool.

6 Wipe the grease from the eyelet and bushing.

To continue Standard Eyelet Service, go to Mounting Hardware Installation - Standard Eyelet.

Shock Eyelet Service - Bearing Eyelet

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

Super Deluxe Ultimate RCT2 AirWiz: Do not clamp the AirWiz electronics cover in a vise.

Parts, Tools, and Supplies

Parts

- Rear Shock Eyelet Bearing Kit (bearing eyelets)
- Rear Shock Damper Body Bearing Eyelet Assembly Kit (includes bearings)

Safety and Protection Supplies

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

Lubricants and Fluids

- RockShox Suspension Cleaner or isopropyl alcohol
- RockShox Dynamic Seal Grease

Common Tools

- Bearing press tool: 22 mm (OD) x 10 mm (ID) (bearing eyelet only)
- Bearing punch:
  1/8" / 3 mm (OD) - eyelet bearing removal
- Bench vise with soft jaws
- Hammer / Mallet
- Hex bit sockets: 3 mm
- Hex wrench: 3 mm
- Torque wrench

Bearing Removal - Shaft Eyelet

Deluxe is pictured. Procedures are the same for Super Deluxe.

NOTICE

To prevent damage to the shock, use aluminium soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

1 Remove the dust covers.

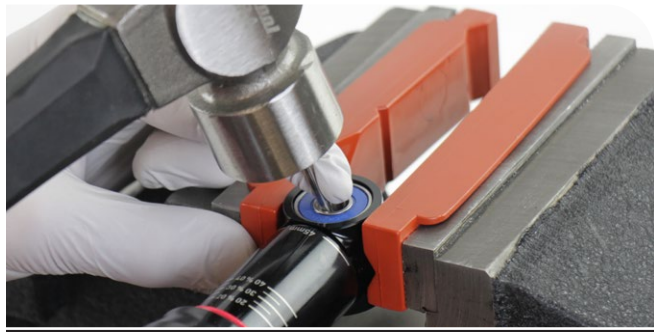
2 **Damper Body Eyelet:** Clamp the eyelet securely in aluminum or plastic vise blocks. Position the eyelet securely on a flat surface.

Shaft Eyelet: Position the eyelet securely on a flat surface. To prevent damage to the air valve, remove the bearing on the side opposite of the air valve first.

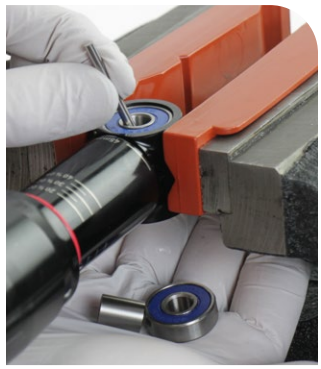
Position the punch through one bearing and against the back of the opposite bearing. Press the end down against the outside bearing to secure it.

Tap the bearing out with two to three taps, then rotate to a new position around the bearing. Repeat until the bearing is pushed out evenly on all sides.

The center spacer will also be removed.



Hammer / Mallet Bearing punch 1/8" / 3 mm (OD)



3 Turn the shock over and repeat the bearing removal process.

NOTICE

Eyelet bearing: Do not damage the air valve when tapping out the bearing.

Hammer / Mallet

Bearing punch 1/8" / 3 mm (OD)

4 Clean the bearing bores.

RockShox Suspension Cleaner

Bearing Installation - Shaft Eyelet

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

2 Loosen the vise, and align the bearing press tool centered on the bearing, then slowly tighten the vise. Check and confirm the bearing press tool is centered and is not overlapping the bearing edge.

Press the bearing into the bearing bore until it stops.

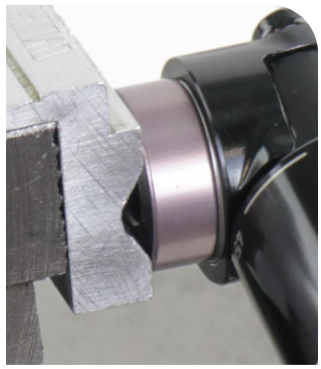
Remove the shock and bearing press tool from the vise.

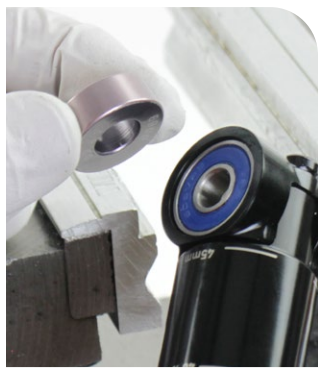
NOTICE

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

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

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





3 Insert a new spacer into the eyelet, then install a new bearing into the other bearing bore.

Clamp the eyelet and bearing into a vise with soft jaws, then press the bearing into the bearing bore until it is flush with the eyelet.

4 Loosen the vise, and align the bearing press tool centered on the bearing, then slowly tighten the vise. Check and confirm the bearing press tool is centered and is not overlapping the bearing edge.

Press the bearing into the bearing bore until it stops.

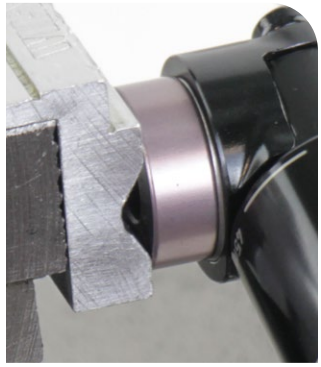
Remove the shock and bearing press tool from the vise.

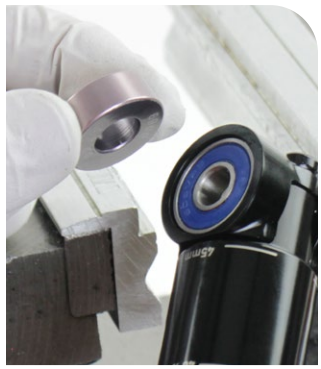
NOTICE

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

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

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





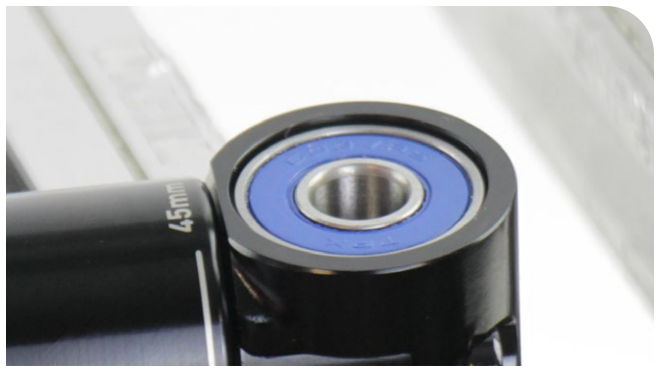
5 Remove the shock from the vise. The bearings should sit approximately 1 mm below the outer edge of the bearing bore.

Leave the dust covers off during shock service.

NOTICE

To avoid permanent damage to the dust covers, do not clamp the eyelet in a vise with the bearing dust covers installed.

Reinstall the dust covers before installing the shock on the bicycle.



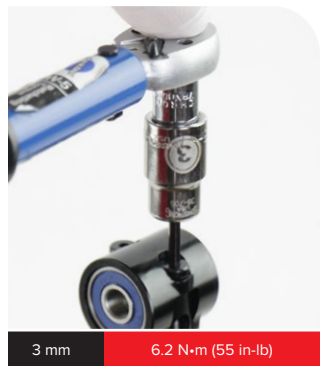
Damper Body Bearing Eyelet Assembly Replacement

1 Remove the bearing dust covers.

2 Loosen the bearing eyelet bolts and remove the damper body bearing eyelet assembly from the damper body.

3 Install the new damper body bearing eyelet assembly and bolts onto the shock.

Tighten the cap bolts.



Super Deluxe Service

Prior to servicing the rear shock, remove it from the bicycle frame according to the bicycle manufacturer's instructions. Remove the mounting hardware and the damper body bearing eyelet assembly before performing any service.

Super Deluxe Ultimate RC2T AirWiz: Super Deluxe Ultimate RC2T AirWiz is not pictured. All procedures are the same for Super Deluxe Ultimate RC2T and Super Deluxe Ultimate RC2T AirWiz unless otherwise described and/or pictured.

Do not remove the AirWiz electronics cover during service. Removal during service can result in permanent damage to the internal electronic components. Do not clamp the AirWiz electronics cover in a vise.

Parts, Tools, and Supplies

Parts

- 2023+ (C1) Super Deluxe Service Kit - 50 or 200 hour

Safety and Protection Supplies

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

Lubricants and Fluids

- Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light
- Maxima PLUSH 7wt Suspension Oil
- RockShox Dynamic Seal Grease
- RockShox Suspension Cleaner or isopropyl alcohol

RockShox Tools

- RockShox Air Valve Adapter Tool - Rear Shock
- RockShox IFP Height Tool V2 - Super Deluxe/Super Deluxe Coil (00.4318.041.002)
- RockShox Rear Shock IFP Puller (00.4318.041.001)
- RockShox Rear Shock Vise Blocks 3-hole
- RockShox Shock Pump (600 psi max)

Bicycle Tools

- Shock pump (600 psi max)

Common Tools

- Adjustable open end wrench (54 mm)
- Bench vise with soft jaws
- Crowfoot socket wrench: 13, 29, 34, 54 mm
- Flat blade screwdriver
- Hex bit sockets: 3 mm
- Hex wrenches: 3 mm
- Open end wrench: 13 (x2), 29, 34, 54 mm
- Pick (metallic and non-metallic)
- Ruler or caliper (metric)
- Schrader valve core tool
- Socket: 12 mm
- Socket wrench
- Rubber strap wrench
- Torque wrench
- TORX bit socket: T10
- TORX wrench: T10

Use ONLY RockShox, SRAM, and Maxima suspension oils/fluids and grease, unless otherwise specified. Use of any other lubricants can damage seals and decrease performance.

NOTICE

Use only 2023+ (C1) Super Deluxe spare parts and service kits with 2023+ (C1) Super Deluxe.

2018-2022 Super Deluxe spare parts and service kits are NOT compatible with 2023+ (C1) Super Deluxe.

⚠WARNING

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

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

SAFETY INSTRUCTIONS

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

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

NOTICE

When replacing seals and o-rings, use your fingers or a pick to remove the seal or o-ring. Spray RockShox Suspension Cleaner or isopropyl alcohol on each part and clean with a shop towel. Apply grease to the new seal or o-ring. Only use RockShox Dynamic Seal Grease when servicing RockShox shocks.

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

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

1 Adjust all damper settings to the open position.

Rotate the rebound adjuster knob counterclockwise until it stops, while counting the number of detent clicks. Record this number to assist you with post-service set up.

Select R, Select+ RT, Ultimate RC2T, Ultimate DH RC2 (Ultimate RC2T pictured)

Select+ RT, Ultimate RC2T: Rotate the Threshold (pedal) lever to the open position.

Select+ RT

Ultimate RC2T

Ultimate RC2T, Ultimate DH RC2: Rotate the low speed compression (LSC) adjuster knob counterclockwise to the full open position and count the number of detent clicks. Record this number to assist you with post-service set up.

Ultimate RC2T

Ultimate DH RC2

Ultimate RC2T, Ultimate DH RC2: Rotate the high speed compression (HSC) adjuster counterclockwise to the full open position and count the number of detent clicks. Record this number to assist you with post-service set up.

Ultimate RC2T 3 mm

Ultimate DH RC2 3 mm

2 Record your air pressure setting to assist with post-service set up.

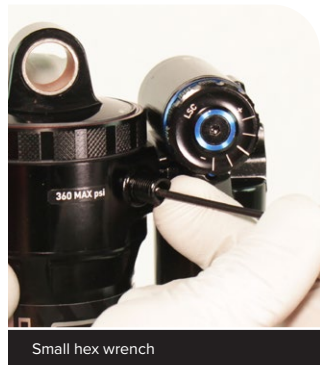
Remove the air valve cap by hand. Use a small hex wrench to depress the Schrader valve and slowly release all air pressure from the air can.

⚠CAUTION

Do not disassemble a pressurized shock, this can cause the air can, suspension fluid, or debris to forcefully eject from the shock. Wear safety glasses.

Slowly release the air from the air can to make sure the air is removed from both chambers. Quickly releasing the air can trap air in the negative chamber and cause the air can to forcefully eject from the shock upon disassembly.

Use a Schrader valve core tool to remove and reinstall the valve core from the valve body to make sure all air has been removed.



Small hex wrench

Schrader valve core tool

3 Clamp the shaft eyelet into a vise, with the shock positioned horizontally.

NOTICE

To prevent damage to the shock, use aluminum soft jaws and position the eyelet in the vise so that the adjustment knobs are clear of the vise jaws.

4 Remove the sag indicator o-ring.

5 **Standard Eyelet:** Insert a cloth shop towel through the damper body eyelet to prevent the air can from forcefully ejecting from the shock.

Bearing Eyelet: If previously removed, install the bearing eyelet assembly onto the damper body. Wrap a cloth towel around the bearing eyelet assembly to protect it.

Bearing eyelet 3 mm

Bearing eyelet

6 Use a rubber strap wrench to unthread the air can. Wrap the strap around the section of the air can furthest from the shaft eyelet. Firmly turn the wrench counterclockwise to unthread the air can.

Once it is completely unthreaded, firmly pull the air can toward the end of the damper body until there is a small gap between the air can and eyelet.

Standard Eyelet: Remove the shop towel from the damper body eyelet.

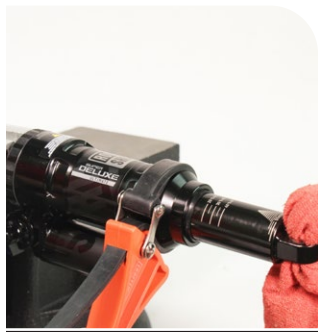
Bearing Eyelet: Remove the shop towel. Remove the bearing eyelet assembly from the damper body.

NOTICE

The air can must be clean and free of grease and oil. Clean the air can if necessary.

To avoid damage to the air can decal, do not place the strap wrench on the air can decal.

Rubber strap wrench



Rubber strap wrench

7 Firmly pull the air can until it clears the sealhead / air piston and remove it from the shock.

⚠CAUTION - EYE HAZARD

Vacuum pressure will increase as you pull the air can along the damper body, and will suddenly release when the air can is pulled off the air piston. Wear safety glasses.

Remove the Counter Measure assembly from the damper body.

Set the air can and Counter Measure assembly aside.

Counter Measure

Bottomless Tokens reduce air volume in the rear shock air can and increase progression, or spring ramp, at the end of the shock's travel. Add or remove Bottomless Tokens to tune spring ramp.

Negative volume Tokens reduce negative air spring volume. Negative air spring volume influences initial and mid-stroke feel of the shock.

More negative air spring volume (negative volume Token removed) increases mid-stroke support and increases initial shock compression stroke sensitivity.

Less negative air spring volume (negative volume Token installed) reduces mid-stroke support and allows the bike to use more suspension travel on mid-sized bumps.

Bottomless Tokens can be added or removed at any time without performing a complete service.

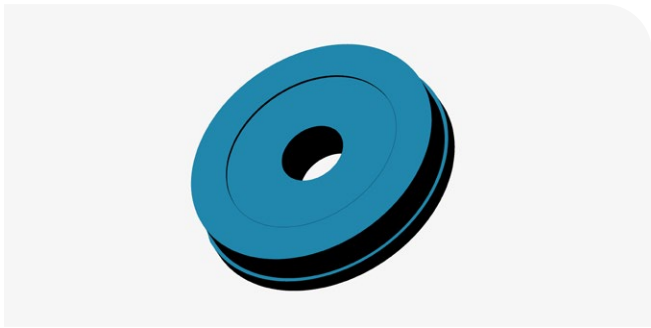
2023+ (C1) Super Deluxe Select R, Super Deluxe Select+ RT, Super Deluxe Ultimate RC2T, Super Deluxe Ultimate RC2T AirWiz, and Super Deluxe DH RC2 - only purple Bottomless Tokens are compatible.

Depending on the specification, a 2023+ (C1) Super Deluxe rear shock may include 0 - 4 Bottomless Tokens, 0 - 1 negative volume Tokens.

Some Super Deluxe rear shocks include a blue Travel Reducer which limits the compression stroke, or travel, as required for a particular bicycle frame.

Bottomless Token

Negative Volume Token



Travel Reducer (2.5 mm, 5 mm, 7.5 mm)

1 **Install Bottomless Tokens:**

Clamp the shaft eyelet into the vise.

Slide the bottomout washer and bumper up away from the shaft eyelet, then snap the Bottomless Token onto the damper shaft with the tabbed side facing the air valve.

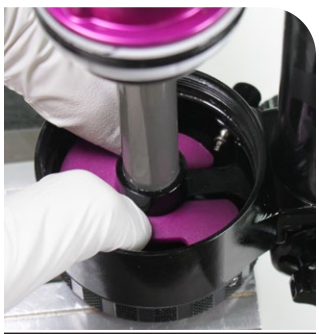
Slide the Bottomless Token down the damper shaft until it contacts the other Bottomless Tokens or the eyelet.

Slide the bottomout washer and bumper down onto the top Bottomless Token.

Install up to four Bottomless Tokens.

Bottomless Token

Bottomless Token



Bottomless Token

Bottomless Token

Remove Bottomless Tokens:

Clamp the shaft eyelet into the vise.

Move the bottomout washer and bumper up and away from the shaft eyelet. Use a pick to separate the Bottomless Token from the other Bottomless Tokens (if more then one are installed) or the shaft eyelet, then remove the Bottomless Token from the eyelet.

Slide the bottomout washer and bumper back down.

NOTICE

Do not scratch the damper shaft, shaft eyelet, or the eyelet o-ring. Scratches can cause leaks.

Pick

2 **Install Negative Volume Token:**

Align the flat inner sections of the negative volume Token with the flat outer sections of the sealhead / air piston. Snap the negative volume Token onto the sealhead / air piston.

Remove Negative Volume Token:

Carefully pry up and separate the negative volume Token from the sealhead / air piston. Remove the negative volume Token from the damper body.

NOTICE

Do not scratch the damper shaft. Scratches can cause leaks.

Flat blade screwdriver

NOTICE

1 Slide the bottomout washer and bumper up.

Remove the o-ring located below the shaft eyelet threads.

Pick (non-metallic)

NOTICE

Do not scratch the sealhead. Scratches will cause leaks.

Clean the inside of the eyelet.

Apply grease to a new o-ring and install it into the eyelet.

Push the bottomout washer and bumper back down.

2 Remove and discard the air can wiper seal.

Pick (non-metallic)

3 Pierce, remove, and discard the quad ring seal.

NOTICE

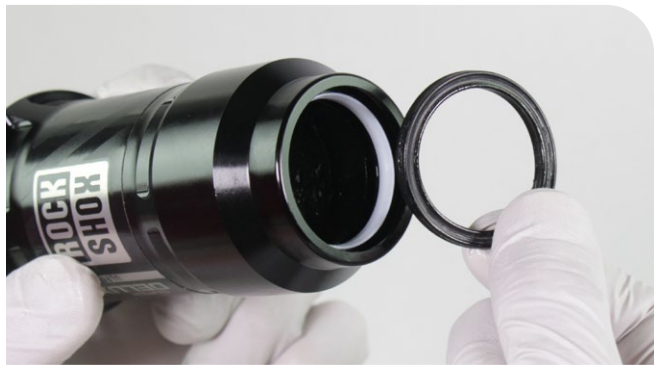
Do not scratch the quad ring seal groove. Scratches will cause air to leak.

Do not damage or remove the white bushing. The bushing is factory fitted and installed, and does not require service.

The air can must be replaced if the inside surface is scratched and/or if the white bushing is removed.

Pick (metallic)

Pick (metallic)

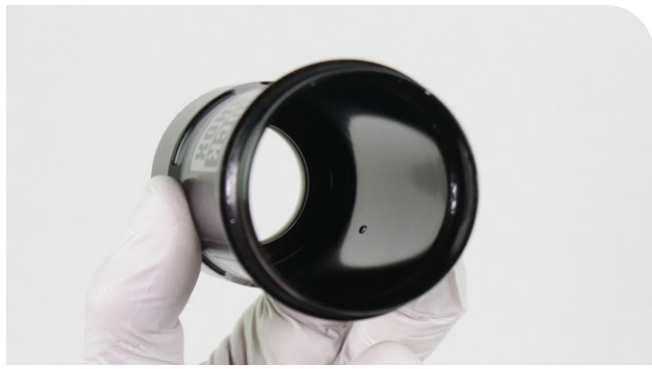


4 Clean the inside and outside of the air can.

Inspect the inside surface of the air can for scratches, dents, or deformations using a light. Replace the air can if it is scratched or damaged. Scatches will cause air to leak.

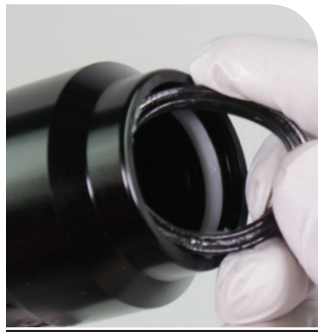
RockShox Suspension Cleaner

RockShox Suspension Cleaner

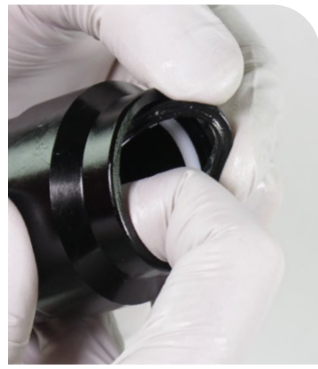


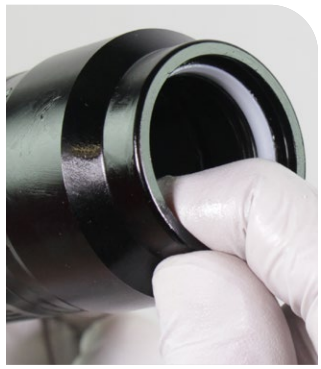
5 Apply grease to a new quad ring seal.

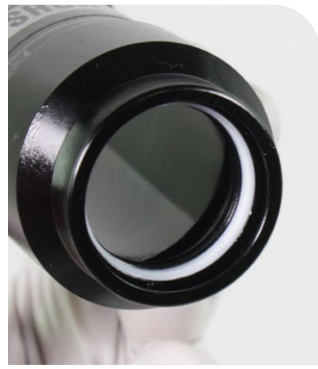
Install the new quad ring seal by inserting one end into the seal groove in the air can, then push the remainder of the quad ring seal into the groove.



Grease

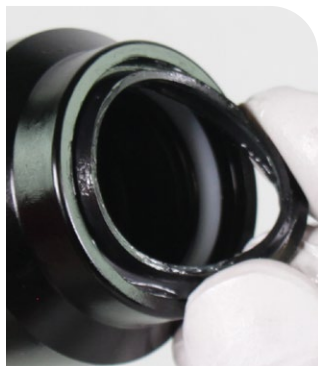


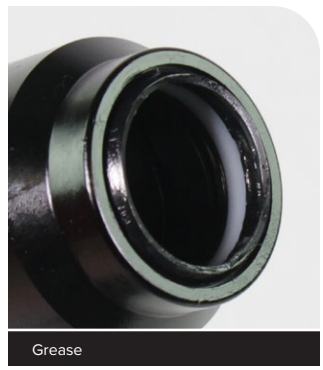




6 Install the new wiper seal into the air can.

Apply grease to the quad ring seal, bushing, and wiper seal.





Grease

7 Remove the o-ring on the outside of the air can.
Clean the air can and eyelet threads with a shop towel.
Apply grease to a new o-ring and install it onto the air can.
Set the air can aside.

Grease

1 Clamp the shaft eyelet (standard or bearing) in the vise.

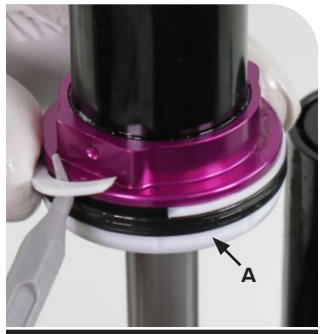
Remove the split backup ring and sealhead / air piston quad ring seal.

Clean the sealhead / air piston.

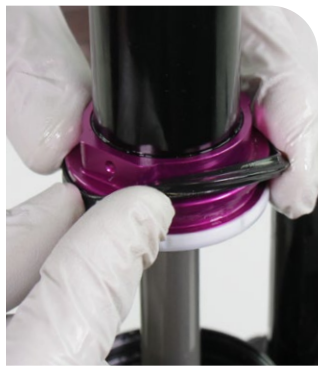
NOTICE

Do not remove or replace the (A) fixed sealhead backup ring. The fixed sealhead backup ring is sized at the factory and does not require service.

The sealhead must be replaced if the quad ring groove is scratched and/or if the (A) fixed backup ring is removed. If the sealhead must be replaced, follow 200 hour service procedures for removal and installation.



Pick (non-metallic)




RockShox Suspension Cleaner

2 Apply grease to a new quad ring seal and install it onto the piston.

Install a new split backup ring above the quad ring seal.


Grease

50 Hour Service To continue 50 Hour Service, go to Air Can Installation.

200 Hour Service To continue 200 Hour Service, go to IFP Reservoir Service.

1 Clamp the shaft eyelet into the vise.

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

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

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

⚠CAUTION - EYE HAZARD

Verify all pressure is removed from the shock before proceeding. Failure to do so can cause the damper body to separate from the shaft eyelet at a high velocity. Wear safety glasses.

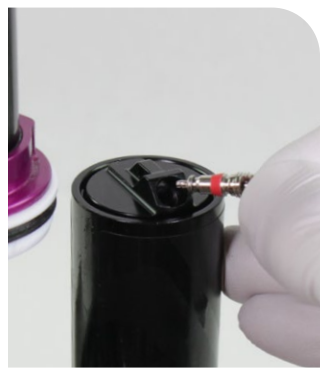
Schrader valve tool

Small hex wrench or pick

2 Remove the Schrader valve core from the IFP reservoir valve cap and set it aside.

Do not discard the Schrader valve core.

Schrader valve tool



3 Push the IFP reservoir cap into the reservoir until it stops.

4 Remove the retaining ring from the IFP reservoir.

⚠CAUTION - EYE HAZARD

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

NOTICE

Do not scratch the inside of the IFP reservoir. Scratches will cause oil and air to leak.

Pick (non-metallic)

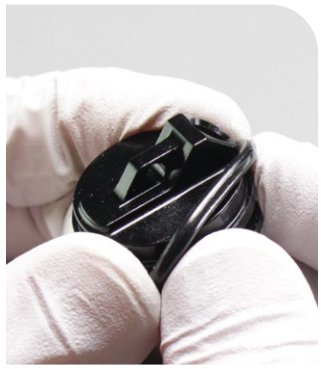
5 Remove the IFP reservoir cap from the IFP reservoir.

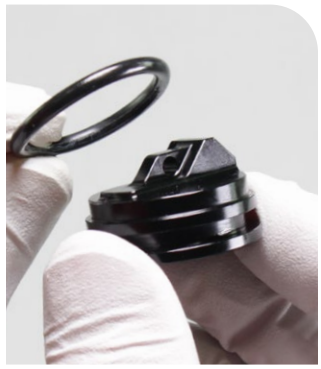
NOTICE

Do not scratch the inside of the IFP reservoir. Scratches will cause oil and air to leak.

Pick (metallic)

6 Remove the IFP reservoir cap o-ring and discard it.
Apply grease to a new o-ring and install it.





Grease

7 Unthread the IFP bleed screw.
Apply a dab of grease to the end of the TORX T10 wrench.
Remove the IFP bleed screw.

Grease

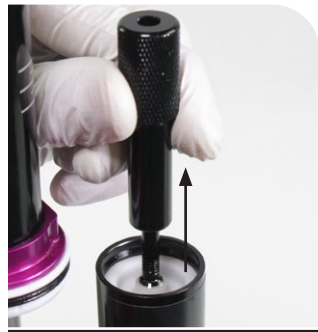
T10

T10

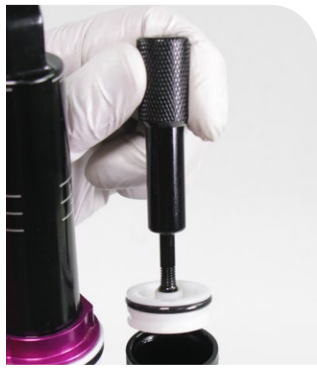
8 Thread the RockShox IFP Puller Tool into the IFP, then remove the IFP Puller Tool and IFP from the reservoir.

Unthread the RockShox IFP Puller Tool from the IFP.

RockShox IFP Puller Tool



RockShox IFP Puller Tool

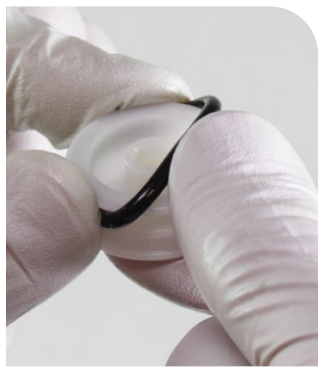


9 Remove the IFP o-ring and discard it.

Clean the IFP.

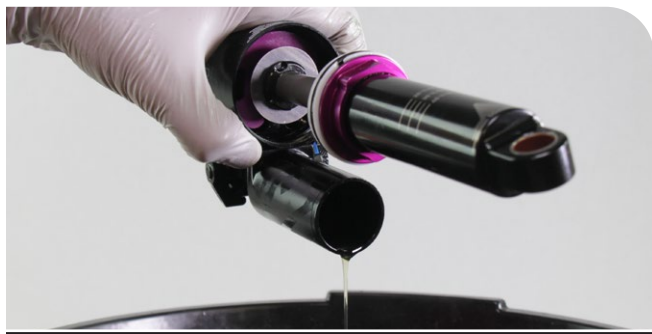
Apply grease a new o-ring and install it onto the IFP.

Set the IFP aside.



Grease

10 Remove the shock from the vise and pour the oil from the reservoir into an oil pan.



Oil pan

All procedures are the same for Select R, Select+ RT, Ultimate RC2T, Ultimate RC2T AirWiz, and Ultimate DH RC2 unless otherwise described and/or pictured.

Super Deluxe Ultimate RC2T AirWiz: Do not remove the AirWiz electronics cover during service. Removal during service can result in permanent damage to the internal electronic components. Do not clamp the AirWiz electronics cover in a vise.

1 Clamp the damper body eyelet (standard or bearing) into the vise.

Wrap a shop towel around the damper body below the sealhead / air piston assembly, and on the vise, to absorb oil.

Place an oil pan beneath the damper body.

2 Hold the damper body below the sealhead / air piston. Stabilize the wrench with your hand to prevent the wrench from slipping and scratching the damper shaft.

Unthread the sealhead / air piston assembly from the damper body.

By hand, remove the sealhead / air piston assembly from the damper body. Carefully remove the damper piston and damper assembly from the damper body and set it aside.

NOTICE

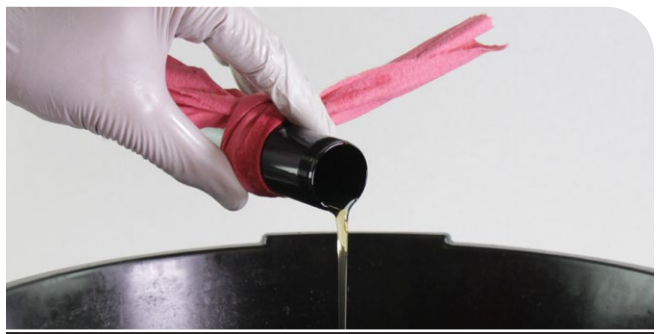
Do not scratch the damper body while removing the sealhead / air piston. Scratches can cause leaks.

To prevent damage to the damper body, do not allow the wrench to slip from the sealhead / air piston.

34 mm

34 mm

3 Remove the damper body from the vise and pour the oil into an oil pan.



Oil pan

4 Spray RockShox Suspension Cleaner inside the damper body.

Place the damper body vertically onto a shop towel and allow the excess oil and cleaner to drain.

Inspect the inside and outside surfaces of the damper body for scratches, dents, or other surface deformations with a light. If any deformations are found, the damper body will need to be replaced.

RockShox Suspension Cleaner


Light

5 Clean the damper shaft assembly and vise blocks to remove any oil or grease.

RockShox Suspension Cleaner

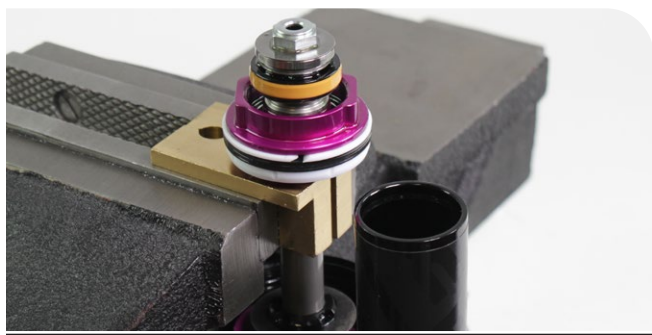

RockShox Suspension Cleaner

6 Position the sealhead / air piston assembly above the vise block.

Clamp the damper shaft into the 1/2 inch / 12.7 mm vise block slot, tight enough so it does not spin when the piston bolt is removed.

NOTICE

To prevent damage to the sealhead / air piston, position the sealhead / air piston below the damper piston and above the vise blocks.


RockShox Rear Shock Vise Blocks 3-hole - 1/2 inch / 12.7 mm slot

7 Loosen the damper piston bolt one full rotation.

Loosen only; do not remove the piston bolt.

12 mm

8 Remove the damper assembly from the RockShox vise blocks. Clamp the eyelet into the flat soft jaws.

Unthread the piston bolt completely by hand; do not remove.

Slide the sealhead / air piston down.

Insert a small hex wrench or pick through the center of the piston bolt.

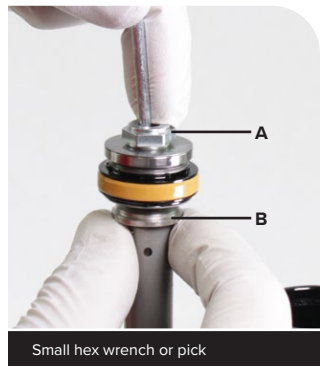
Press the piston bolt (A) down and the top out plate (B) up to keep all the piston assembly parts together during removal.

Remove the piston bolt and piston assembly together on the hex wrench or pick to keep all parts together. Set the piston assembly, on the pick, aside.

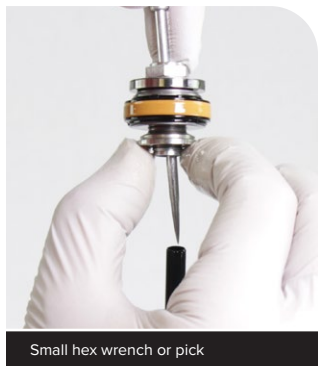
NOTICE

Keep the piston assembly parts in the order they were removed. Do not separate any parts from the piston assembly.

If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order to ensure proper function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack arrangements.

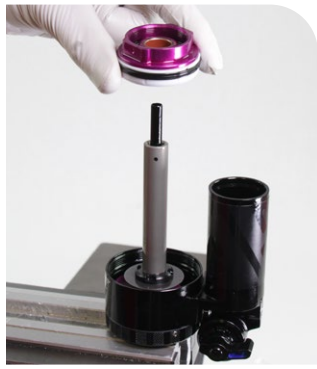


Small hex wrench or pick



Small hex wrench or pick

9 Remove the sealhead / air piston from the damper shaft. Clean the damper shaft.



10 Remove the bottom out bumper and discard it. Install a new bottom out bumper.

11 Remove the sealhead / air piston internal o-ring seal and discard it.

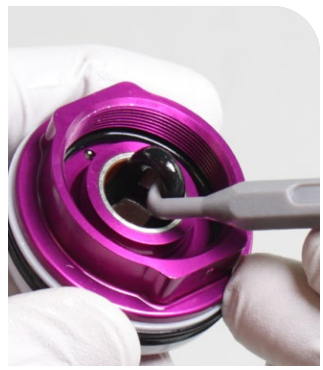
Clean the o-ring groove.

NOTICE

Do not scratch the sealhead. Scratches will cause leaks.

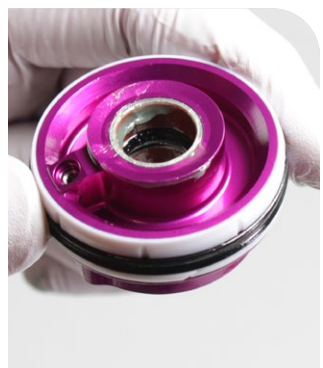
The sealhead must be replaced if the o-ring groove is scratched.

Pick (non-metallic)



Apply grease to a new internal o-ring and install it.

Grease



12 Remove the inner o-ring from the underside of the sealhead / air piston and discard it.

Clean the o-ring groove.

NOTICE

Do not scratch the sealhead. Scratches will cause leaks.

The sealhead must be replaced if the o-ring groove is scratched.

Pick (non-metallic)

Apply grease to a new a new inner o-ring and install it.

Grease

13 Remove the split backup ring and sealhead / air piston quad ring seal, and discard them.

Clean the sealhead / air piston.

NOTICE

Do not remove or replace the (A) fixed sealhead backup ring. The fixed sealhead backup ring is sized at the factory and does not require service.

The sealhead must be replaced if the quad ring groove is scratched and/or if the (A) fixed backup ring is removed.

Pick (non-metallic)

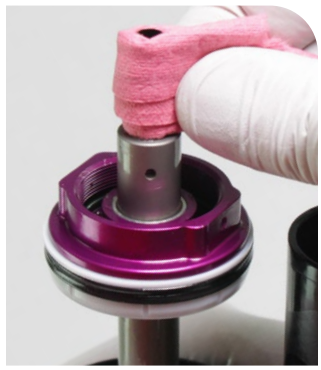
14 Apply grease to a new quad ring seal and install it.
Install a new split backup ring above the quad ring seal.


Grease

15 Slide the washer and bumper down.
Apply grease to the sealhead / air piston inner o-ring and bushing.
Install the sealhead / air piston assembly onto the damper shaft.

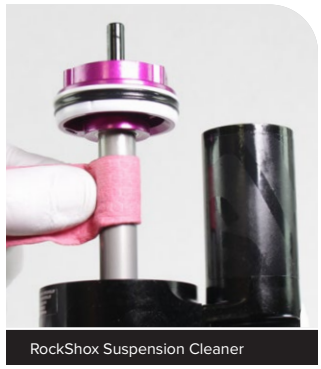

Grease

16 Remove the excess grease from the end of the damper shaft.



17 Position the sealhead / air piston just below the end of the end of the damper shaft.

Clean the damper shaft and remove any grease so the damper shaft does not spin in the vise blocks.



RockShox Suspension Cleaner

18 With the sealhead / air piston positioned above the vise blocks, clamp the damper shaft into the 1/2" / 12.7 mm vise block slot, tight enough so it does not spin.

RockShox Rear Shock Vise Blocks 3-hole - 1/2" / 12.7 mm slot

19 Compress all of the piston assembly parts together on the piston bolt with the small hex wrench or pick through the piston bolt.

Keep the damper piston assembly parts in the same order.

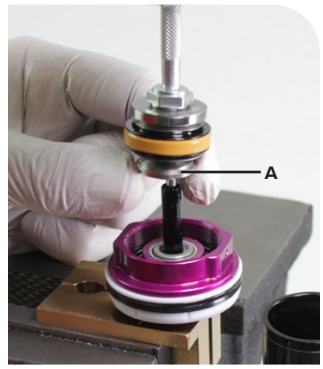
While holding the top out plate (A), guide the piston assembly centered onto the damper shaft. When the piston assembly parts are all centered on the damper shaft, thread the piston bolt into the damper shaft until finger tight.

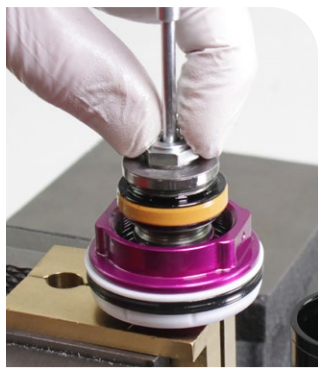
Remove the pick when the piston bolt is finger tight.

NOTICE

If the shims are not centered and in the correct order, the shock will not perform properly. If any piston assembly parts are installed in the incorrect order, the piston assembly, including the tune shim stacks, must be reassembled in the correct order to ensure proper function. Refer to the Rear Suspension Shim Tuning Guide for piston assembly and shim stack arrangements.

Small hex wrench or pick





20 Tighten the piston bolt.

Remove the assembly from the vise.

12 mm | 6.2 N·m (55 in-lb)

1 Secure a shop towel around the reservoir to absorb oil.

2 Pour Maxima PLUSH 7wt Suspension Oil into the IFP reservoir until it is approximately 5 mm below the top of the IFP reservoir.

Maxima PLUSH 7wt Suspension Oil

5 mm

3 Tap down on the top of the reservoir with your hand a few times to move oil through the damper shaft. This will assist in purging air bubbles from the system.

Continue to tap on the top of the reservoir until no more bubbles purge from the damper shaft.

Once the system is purged of bubbles, cover the damper shaft / piston bolt hole with your thumb to temporarily seal the system.

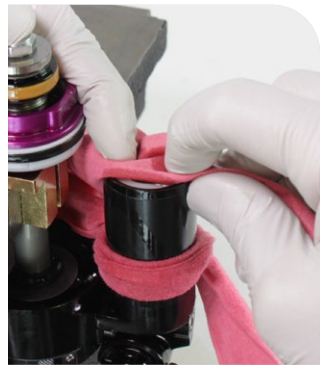
4 With your thumb still on the damper shaft / piston bolt hole, place the IFP, o-ring end outward/up, into the IFP reservoir evenly.

Maxima PLUSH 7wt Suspension Oil

Place a shop towel over the IFP to absorb oil that may purge from the IFP bleed hole.

Do not completely cover the IFP bleed hole in the center of the IFP with your finger or thumb when installing the IFP. Oil will purge through the IFP bleed hole when it is installed.

With your finger and thumb, slowly push the IFP into the reservoir just enough for the o-ring to clear the end of the reservoir can. Stop when you feel the o-ring clear the edge of the reservoir can. Remove the shop towel.



Place the RockShox IFP Height Tool V2 (Super Deluxe) onto the IFP. Slowly and carefully, push down on the IFP tool to push the IFP into the reservoir to a depth of approximately 20 mm (use a ruler or the 39 mm or 41 mm mark for scale). Oil may purge from the bleed holes in the IFP tool.

Remove the IFP Height Tool V2. Do not remove your thumb from the damper shaft / piston bolt hole.

The IFP should be submerged in oil.

⚠CAUTION- EYE HAZARD

Oil may eject from the IFP if you push the damper too fast. Do not look directly into the reservoir or IFP Height Tool V2 as you push the IFP down. Wear safety glasses.

20 mm IFP Height Tool V2

≈20 mm IFP Height Tool V2

5 With your thumb still covering the damper shaft / piston bolt hole, lightly tap the end of the eyelet and the end of the reservoir with a (A) plastic wrench handle to purge any remaining air bubbles.

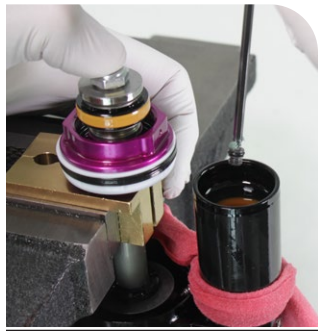
T10 - plastic handle

T10 - plastic handle

6 Apply a dab of grease on the end of the TORX T10 wrench to hold the bleed screw on the wrench, and carefully install the IFP bleed screw into the IFP.

Tighten the bleed screw and stop when the IFP starts to spin. Resistance will be felt just before the IFP starts to spin.


T10 Grease


T10


T10 Grease

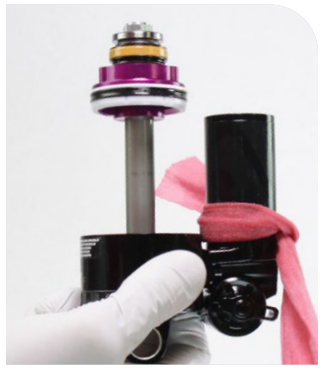

T10

7 Remove the shock from the vise, cover the damper shaft / piston bolt hole, and pour out the excess oil from the reservoir into an oil pan.


Oil pan


Oil pan

8 Slide the sealhead / air piston to the damper piston until it stops.
Set the eyelet / damper assembly aside, oriented vertically.



9 Clamp the damper body eyelet into the vise.
Secure a shop towel around the damper body to absorb oil.

10 Pour Maxima PLUSH 7wt Suspension Oil into the damper body until it is level wth the top.

Maxima PLUSH 7wt Suspension Oil

11 Place your thumb in the reservoir against the IFP to prevent it from moving.

While holding the sealhead / air piston down and against the damper piston, slowly install the damper piston into the damper body, and the sealhead / air piston onto the damper body.

By hand, thread the sealhead / air piston assembly onto to the damper body.

Oil pressure will increase against the IFP as the sealhead / air piston assembly is threaded onto the damper body. Keep your thumb against the IFP, applying opposing pressure, to ensure the IFP does not move during installation. This ensures a proper bleed.

Remove your thumb only after the sealhead / air piston assembly has been threaded onto the damper body, by hand, until it stops.

12 Hold the damper body below the sealhead / air piston. Stabilize the wrench with your hand to prevent the wrench from slipping and scratching the damper shaft.

Tighten the sealhead / air piston.

Clean the damper body and wipe away any excess oil.

NOTICE

Do not scratch the damper shaft while tightening the sealhead / air piston. Scratches can cause leaks.

To prevent damage to the damper body, do not allow the wrench to slip from the sealhead / air piston.

34 mm

34 mm | 28 N·m (250 in-lb)

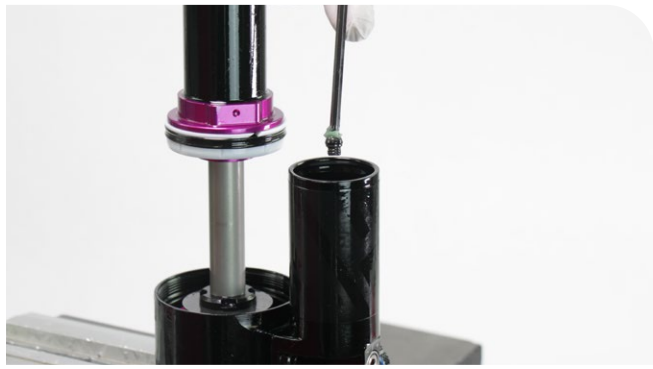
13 Remove the shock from the vise. Remove the shop towel.

Turn the shock over and clamp the shaft eyelet into the vise.

14 Apply a dab of grease to the end of the TORX T10 wrench.

Carefully, and without pushing down on the IFP, remove the IFP bleed screw from the IFP.


T10 Grease



15 Place the RockShox IFP Height Tool V2 (Super Deluxe) into the reservoir and onto the IFP.

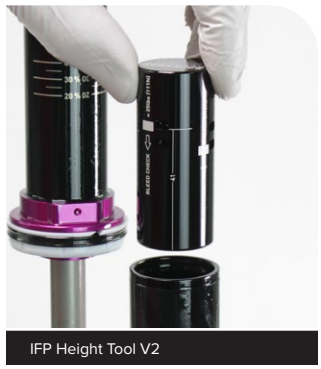
Slowly and carefully, push down on the tool to push the IFP into the reservoir, back down to a depth of approximately 20 mm (use a ruler or the 39 mm or 41 mm mark for scale). Oil may purge from the bleed holes in the IFP tool.

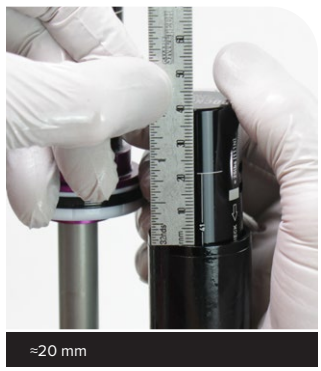
Remove the IFP tool.

The IFP should be submerged in oil.

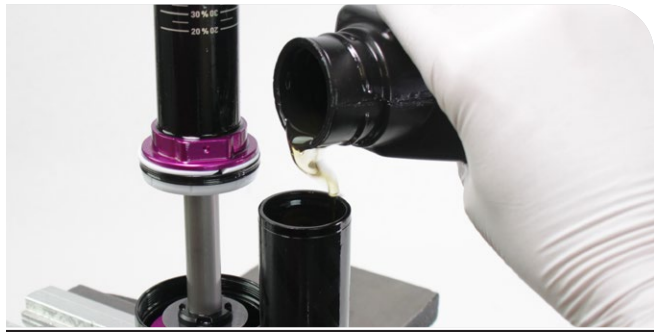
⚠CAUTION- EYE HAZARD

Oil may eject from the IFP if you push the damper too fast. Do not look directly into the reservoir or IFP Height Tool V2 as you push the IFP down. Wear safety glasses.


IFP Height Tool V2


≈20 mm

16 If the IFP is not submerged in oil, pour Maxima PLUSH 7wt Suspension Oil into the damper body until the IFP is submerged.



Maxima PLUSH 7wt Suspension Oil

17 Hold a shop towel over the reservoir.

Slowly push the damper body downward. Oil will begin to fill the reservoir through the IFP bleed port. Stop when the damper body is 3/4 of the way through the travel.

⚠CAUTION - EYE HAZARD

Do not look directly into the reservoir as the damper body is pushed down. Oil may eject from the IFP reservoir if you push the damper too fast. Wear safety glasses.

18 Slowly pull up on the damper body until it stops, making sure the IFP stays submerged in oil. This will cycle oil from the reservoir back into the damper body and purge air bubbles from the system.

Continue to slowly pull up and push down on the damper body until no more air bubbles emerge from the IFP bleed port.

⚠CAUTION- EYE HAZARD

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

19 Apply a dab of grease to the end of the TORX T10 wrench to secure the IFP bleed screw.

Carefully install the IFP bleed screw into the IFP. Tighten the bleed screw and stop when the IFP starts to spin.

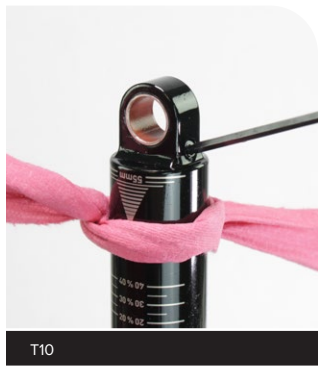
The bleed screw should be submerged in oil.

T10 Grease

20 Secure a shop towel around the damper body to absorb oil.

Remove the damper body bleed screw from the damper body eyelet.

Secure the shop towel over the bleed port after the bleed screw is removed. Secure a shop towel around the reservoir to absorb oil.



T10

21 Insert a 3 mm hex wrench through the slot in the RockShox IFP Height Tool V2 (Super Deluxe) at the appropriate depth measurement for the corresponding shock model.

Model	IFP Depth (mm)
Select R	35
Select+	
Ultimate (example pictured)	41
Ultimate DH	

Slowly push the RockShox IFP Height Tool V2 (Super Deluxe) down into the reservoir to push the IFP down to the appropriate depth. Oil will purge from the damper body bleed port as the IFP Height Tool V2 is pushed down into the reservoir.

The IFP Height Tool V2 will stop when the hex wrench contacts the reservoir.

Remove the RockShox IFP Height Tool V2 (Super Deluxe).

⚠CAUTION - EYE HAZARD

Do not look directly into the reservoir or damper body bleed port as you push the IFP Height Tool V2 down into the reservoir. Oil may eject from the damper body bleed port and/or RockShox IFP Height Tool V2 (Super Deluxe) if the IFP Height Tool V2 is pushed down too fast. Wear safety glasses.

IFP Height Tool V2 3 mm

22 Remove the shop towel.

Install and tighten the damper body bleed screw into the damper body eyelet.

T10

T10 0.8 N·m (7 in-lb)

23 Remove the shock from the vise.

Pour the excess oil out of the IFP reservoir.

Clamp the shock back into the vise.

Wipe away any oil from the damper body and reservoir with a clean shop towel.

Oil pan

24 To check the bleed quality, insert the RockShox IFP Height Tool V2 (Super Deluxe) back into the IFP reservoir and press down on the IFP applying approximately 25 lbs / 111 N of force.

Remove the RockShox IFP Height Tool V2 (Super Deluxe).

NOTICE

Do not push the tool in with more than 25 lbs / 111 N of force. Excess pressure can cause oil to bypass the IFP seal.

The IFP should feel firm and should not compress. If the bleed check window on the tool is compressed beneath the edge of the reservoir, the system will need to be re-bled.

To re-bleed the system, the shock must be disassembled and reassembled beginning with IFP removal. Complete all disassembly, reassembly, and bleed procedures before continuing.

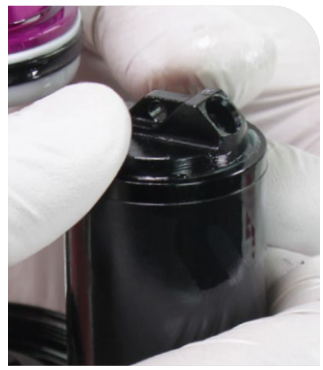
IFP Height Tool V2

Bleed check window

25 Apply a thin layer of grease to the IFP reservoir cap o-ring.

Install the IFP reservoir cap into the reservoir and push it into the reservoir until the retaining ring groove is visible.


Grease



26 Insert one end of the retaining ring into the groove.

Push the retaining ring around the reservoir and into the retaining ring groove until it is completely seated.

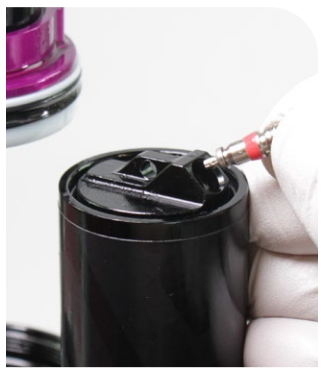
⚠CAUTION- EYE HAZARD

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

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

Pick (metallic)

28 Reinstall the Schrader valve into the IFP reservoir cap.



Schrader valve core tool

29 Install the RockShox rear shock air valve adaptor tool onto the shock pump.

Thread the adaptor tool into the reservoir cap/air valve. Pressurize the reservoir to 200 psi / 13.8 bar.

Unthread adaptor tool from the reservoir cap/air valve with the shock pump still attached.

NOTICE

Do not separate the shock pump from the air valve adapter tool. Separating the pump from the adapter first will allow all of the air to escape from the reservoir.

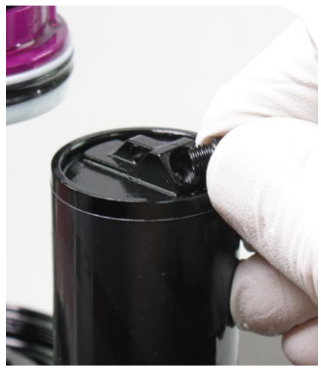
Nitrogen can be substituted if the proper fill equipment is available.

Rear Shock Air Valve Adapter Tool — Shock pump

200 psi / 13.8 bar

30 Install a new o-ring onto the reservoir air valve cap.

Install the air valve cap into the reservoir cap.



Schrader valve core tool

Ultimate RC2T is pictured throughout. All procedures are the same for Select R, Select+ RT, Ultimate RC2T AirWiz, and Ultimate DH RC2 unless otherwise described and/or pictured.

Do not remove the AirWiz electronics cover during service. Removal during service can result in permanent damage to the internal electronic components.

NOTICE

The MegNeg air can is NOT compatible with 2023+ Super Deluxe (RS-SDLX-SEL-C1, RS-SDLX-SELP-C1, RS-SDLX-ULT-C1, RS-SDLX-ULDH-C1).

1 If removed during disassemby, install the negative volume Token.

Align the flat inner sections of the negative volume Token with the flat outer sections of the sealhead / air piston. Snap the negative volume Token onto the sealhead / air piston.

2 Clamp the shaft eyelet into a vise, with the shock positioned horizontally, and slightly downward.

Bench vise and vise block inserts

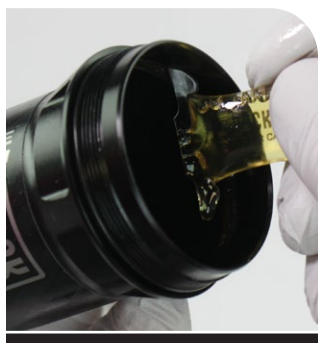
3 Install the Counter Measure onto the damper body.

Apply grease to the sealhead / air piston seal.

RockShox Dynamic Seal Grease

4 Tilt the air can and inject 1 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light (half the included pillow pack) into the air can (negative air spring chamber).

Rotate the air can and allow the oil to spread evenly around the inner surface of the air can. The oil should pool at the narrow end of the air can at the inner seals and dust wiper seal.



15w50 or PLUSH Light 1 mL

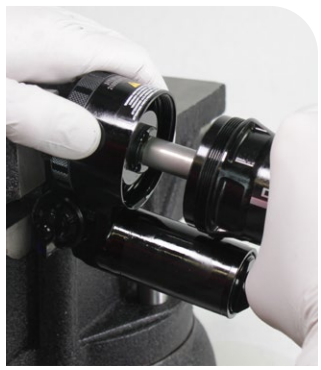
5 Install the air can onto the shock over the sealhead / air piston. Engage the seals into the air can and firmly push the air can over the sealhead / air piston toward the eyelet assembly.

6 Continue to push the air can toward the eyelet until the end of the damper body protrudes through the air can wiper seal. Stop when there is a gap between the air can and the shaft eyelet assembly.

7 Inject another 1 mL of Maxima Extra 15w50 Suspension Oil or Maxima PLUSH Dynamic Suspension Lube Light (remainder of included pillow pack) into the air can (main air spring chamber).

15w50 or PLUSH Light 1 mL

8 Firmly push the air can onto the damper until it contacts the eyelet assembly threads. Thread the air can onto the eyelet until it is hand tight.



9 Remove the shock from the vise.

Clamp the damper body eyelet (standard eyelet and bearing eyelet) into the vise with the shock oriented upward.

Spray RockShox Suspension Cleaner onto the shock. Wipe the shock clean and remove any oil and grease.

RockShox Suspension Cleaner

10 Secure a rubber strap wrench around the air can.

NOTICE

The air can must be clean and free of grease and oil. Clean the air can if necessary.

To avoid damage to the air can decal, do not place the strap wrench on the air can decal.

While holding the strap wrench firmly to stabilize the shock, tighten the eyelet assembly into the air can. Use the appropriately sized crowfoot for the shock eyelet type.

Eyelet Type	Width (mm)
Standard	13
Bearing	29
Trunnion	54

Rubber strap wrench

See table 10 N·m (90 in-lb)

11 Install a new sag indicator o-ring.

12 Pressurize the shock enough to extend the damper body to full top out, around 50 psi / 3.5 bar.


RockShox shock pump 50 psi / 3.5 bar

For shocks with a Standard Eyelet damper body, go to Mounting Hardware Installation - Standard Eyelet.

For shocks with a Bearing Eyelet damper body, go to Damper Body Bearing Eyelet - Installation.

Shock Eyelet Service - Standard Eyelet

Parts, Tools, and Supplies

Safety and Protection Supplies

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

RockShox Tools

- RockShox 1/2" x 1/2" Rear Shock Bushing Tool

Common Tools

- Open end wrench 13 mm (x2) or adjustable open end wrench (2)
- Bench vise with soft jaws

Mounting Hardware Installation - Standard Eyelet

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

If you are unable to install your standard eyelet mounting hardware using your fingers, use the RockShox Rear Shock 1/2" x 1/2" Bushing Tool.

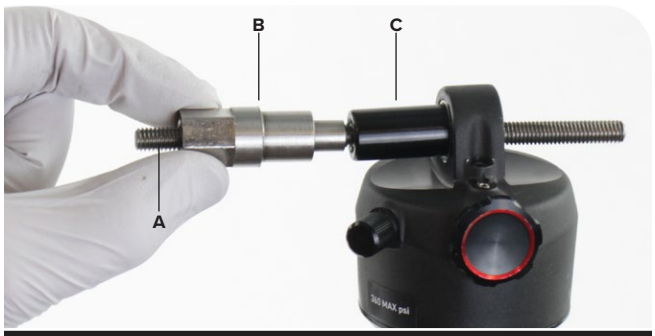
Deluxe is pictured. Procedures are the same for Super Deluxe.

1 Thread the small end of the push pin (A) onto the threaded rod (B) until the rod protrudes from the hex-shaped end of the push pin.

RockShox 1/2" x 1/2" Rear Shock Bushing Tool

2 Insert the pin into the eyelet bushing.

3 Insert the threaded rod (A) through the bushing pin, then through the shaft eyelet so that the bushing pin (B) is positioned between the push pin (C) and the eyelet.



RockShox 1/2" x 1/2" Rear Shock Bushing Tool

4 Thread the large, open end of the catcher (A) onto the threaded rod (B) until the catcher rests on the eyelet.

RockShox 1/2" x 1/2" Rear Shock Bushing Tool

5 Hold the catcher secure with a 13 mm wrench.

Use a second 13 mm wrench to thread the push pin along the rod until it pushes the bushing pin into the shock eyelet bushing.

Use one spacer to check the pin position. The pin should be centered in the eyelet.

Continue to thread the push pin until the bushing pin protrudes from both sides of the eyelet an equal amount.

You may need to unthread the catcher slightly to check the bushing pin spacing.

Remove the bushing tool.


13 mm - clockwise


13 mm

6 Press an end spacer, tapered side first, onto each end of the bushing pin.

The bushing pin should be centered in the eyelet and no portion of either end should protrude from either end spacer. Re-center the bushing pin if necessary.




Shock Eyelet Service - Bearing Eyelet

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

Deluxe is pictured. Procedures are the same for Super Deluxe.

Parts, Tools, and Supplies

Parts

- Rear Shock Damper Body Bearing Eyelet Assembly Kit (includes bearings)

Safety and Protection Supplies

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

Common Tools

- Bench vise with soft jaws
- Hex bit sockets: 3 mm
- Hex wrench: 3 mm
- Torque wrench

Damper Body Bearing Eyelet - Installation

Install the Bearing Eyelet Mount Assembly back onto the damper body after service is complete.

Deluxe is pictured. Procedures are the same for Super Deluxe.

1 Install the damper body bearing eyelet assembly and bolts onto the damper body. Tighten the bolts evenly to the specified torque.

3 mm | 6.2 N•m (55 in-lb)

Install the bearing dust covers when the shock is installed back onto the bicycle.

Shock Installation and Setup

1. Reinstall the rear shock as instructed by your frame manufacturer.

2. Pressurize the rear shock to the pre-service air pressure written down in the Record Your Settings table. Refer to the *RockShox Suspension Tuning Guide* for procedures on setting rear shock air pressure and spring sag.

3. Adjust the rebound and compression settings to the pre-service settings written down in the Record Your Settings table.

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

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