ROCK SHOX

2019 Lyrik™ & Yari™

service manual

SRAM®

GEN.0000000005684 Rev B
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SRAM® LLC WARRANTY

EXTENT OF LIMITED WARRANTY

Except as otherwise set forth herein, SRAM warrants its products to be free from defects in materials or workmanship for a period of two years after original purchase. This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made through the retailer where the bicycle or the SRAM component was purchased. Original proof of purchase is required. **Except as described herein, SRAM makes no other warranties, guaranties, or representations of any type (express or implied), and all warranties (including any implied warranties of reasonable care, merchantibility, or fitness for a particular purpose) are hereby disclaimed.**

LOCAL LAW

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

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

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

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

For Australian customers:

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

LIMITATIONS OF LIABILITY

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

LIMITATIONS OF WARRANTY

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

This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturers specifications of usage or any other circumstances in which the product has been subjected to forces or loads beyond its design.

This warranty does not apply when the product has been modified, including, but not limited to any attempt to open or repair any electronic and electronic related components, including the motor, controller, battery packs, wiring harnesses, switches, and chargers.

This warranty does not apply when the serial number or production code has been deliberately altered, defaced or removed.

This warranty does not apply to normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to SRAM recommendations and/or riding or installation in conditions or applications other than recommended.

Wear and tear parts are identified as:

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

Notwithstanding anything else set forth herein, the battery pack and charger warranty does not include damage from power surges, use of improper charger, improper maintenance, or such other misuse.

This warranty shall not cover damages caused by the use of parts of different manufacturers.

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

This warranty shall not cover damages resulting from commercial (rental) use.

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 rag. For hard to reach places (e.g. upper tube, lower leg), wrap a clean, lint-free rag around a non-metallic dowel to clean the inside.

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

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

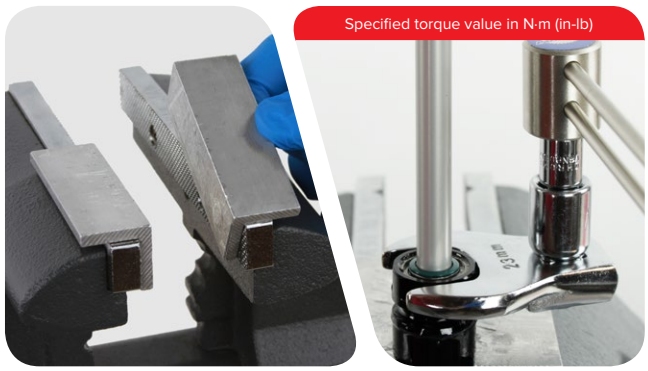
Apply grease to the new seal or o-ring.

NOTICE

Do not scratch any sealing surfaces when servicing the product. Scratches can cause leaks. Consult the 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.



Parts, Tools, and Supplies

Parts

- RockShox® Lyrik™ or Yari™ 200 Hour Service Kit

Safety and Protection Supplies

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

Lubricants and Fluids

- Loctite® Threadlocker Blue 242® (Motion Control™)
- Loctite 2760™ High Strength Threadlocker Red (2019 DebonAir™)
- RockShox 0w-30 Suspension Oil
- RockShox 3wt Suspension Oil (Charger Damper™ RC, Charger 2 Damper™)
- RockShox 5wt Suspension Oil (Motion Control)
- RockShox Suspension Cleaner or Isopropyl alcohol
- SRAM® Butter grease

RockShox Tools

- RockShox Bleed Syringe
- RockShox Dust Seal Installation tool (35 mm) or RockShox x Abbey Bike Tools™ 35 mm Flangeless Dust Seal Installation Tool
- RockShox Shock Pump
- RockShox Top Cap/Cassette tool (3/8" / 24 mm) or RockShox x Abbey Bike Tools Top Cap/Cassette Tool

Bicycle Tools

- Bicycle work stand
- Cassette tool
- Downhill tire lever
- Park Tool® AV-4 or AV-5 aluminum axle and spindle vise insert
- Shock pump

Common Tools

- Air compressor with air gun nozzle
- Bench vise and aluminum soft jaw inserts
- Crowfoot: 15, 23 mm
- Hex bit sockets: 2, 2.5, 5, 6 mm
- Hex wrenches: 2, 2.5, 5, 8 mm
- Internal retaining ring pliers - large
- Long plastic or wooden dowel
- Needle nose pliers
- Open end wrenches: 12, 15, 23 mm
- Pick
- Rubber or plastic mallet
- Rubber Strap Wrench
- Sockets: 10, 12, 13, 24 mm
- Socket wrench
- TORX® bit socket: T10
- TORX wrench: T10
- Torque wrench

SAFETY INSTRUCTIONS

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

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

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 upper tubes and wiper seals	Extends wiper seal lifespan
		Minimizes damage to upper tubes
		Minimizes lower leg contamination
Every 50 hours	Perform lower leg service	Restores small bump sensitivity
		Reduces friction
		Extends bushing lifespan
Every 200 hours	Perform damper and spring service	Extends suspension lifespan
		Restores small bump sensitivity
		Restores damping performance

Record Your Settings

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

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

Torque Values

Part	Tool	Torque
Air spring shaft nut	8 mm hex and 12 mm socket	3.0 - 3.6 N•m (26 - 31 in-lb)
Bleed screw - rebound damper seal head (Charger 2 Damper™ - Lyrik™)	T10 TORX® bit socket	1.1 - 2.3 N•m (10 - 20 in-lb)
Bottom bolts	5 mm hex bit socket	7.3 N•m (65 in-lb)
Bottomless Tokens™	8 mm hex and 24 mm or RockShox Top Cap/ Cassette Tool (or standard cassette tool)	3.4-4.5 N•m (30 - 40 in-lb)
Compression damper into cartridge tube (Charger Damper™ RC - Yari™)	24 mm socket or RockShox Top Cap/Cassette Tool (or standard cassette tool)	9 N•m (80 in-lb)
Rebound damper piston (Motion Control™ RC - Yari™)	15 mm crowfoot	2.4 - 4.0 N•m (21 - 35 in-lb)
Retaining screw - compression knob and remote spool (Charger 2 Damper - Lyrik)	2 mm hex bit socket	1.2 N•m (10 in-lb)
Retaining screw - compression knob and remote spool (Charger Damper RC - Yari)	2.5 mm hex bit socket	1.35 N•m (12 in-lb)
Retaining screw - compression knob and remote spool (Motion Control - Yari)	2.5 mm hex bit socket	1.2 N•m (10 in-lb)
Seal head - rebound damper (Charger 2 Damper - Lyrik)	23 mm crowfoot	5.1 N•m (45 in-lb)
Set screw - rebound adjuster knob	2.5 mm hex bit socket	0.85 N•m (7.5 in-lb)
Set screw - remote cable stop collar	2 mm hex bit socket	0.25 - 0.6 N•m (2.2 - 5.3 in-lb)
Top caps	24 mm socket or RockShox Top Cap/Cassette Tool (or standard cassette tool)	28 N•m (250 in-lb)

Oil Volume and Lubricant

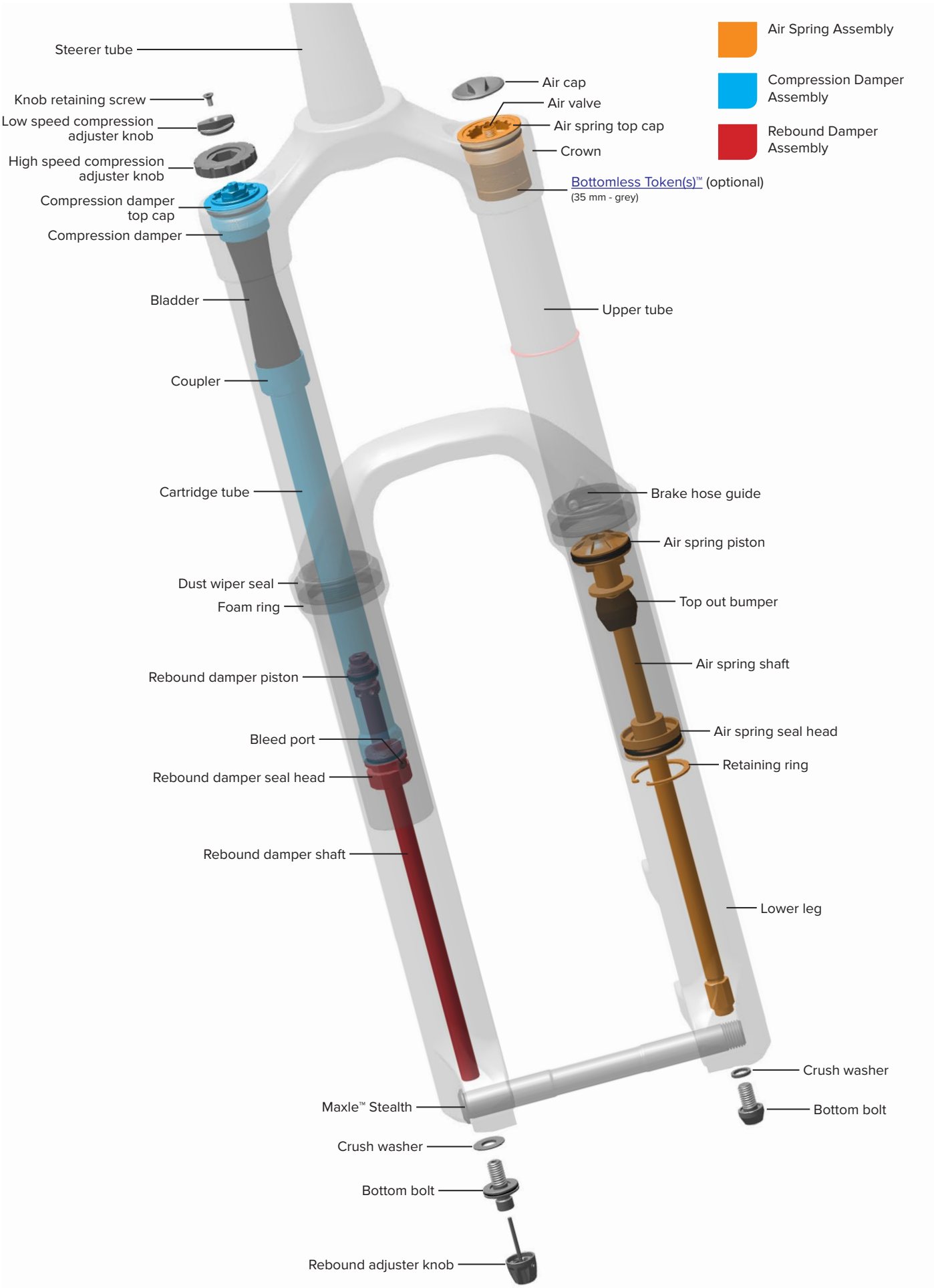
			Damper						Spring				
				Upper Tube			Lower Leg			Upper Tube		Lower Leg	
Model Year	**Fork**	**Model**	**Damper**	**Oil Weight**	**Oil Height* (mm)**	**Volume (mL)**	**Oil Weight**	**Volume (mL)**	**Spring**	**Oil Weight**	**Volume (mL)**	**Oil Weight**	**Volume (mL)**
2019	**Lyrik**	RC2 RCT3 RCT R RC RC R	Charger 2 Damper	3wt	-	Bleed	0w-30	10	DebonAir™	Grease Air Pistons		0w-30	10
	Yari	RC	Charger Damper RC										
			Motion Control	5wt	100-106	180							

*Oil Height - Measure from the top of the crown (above the upper tube) down to the oil.

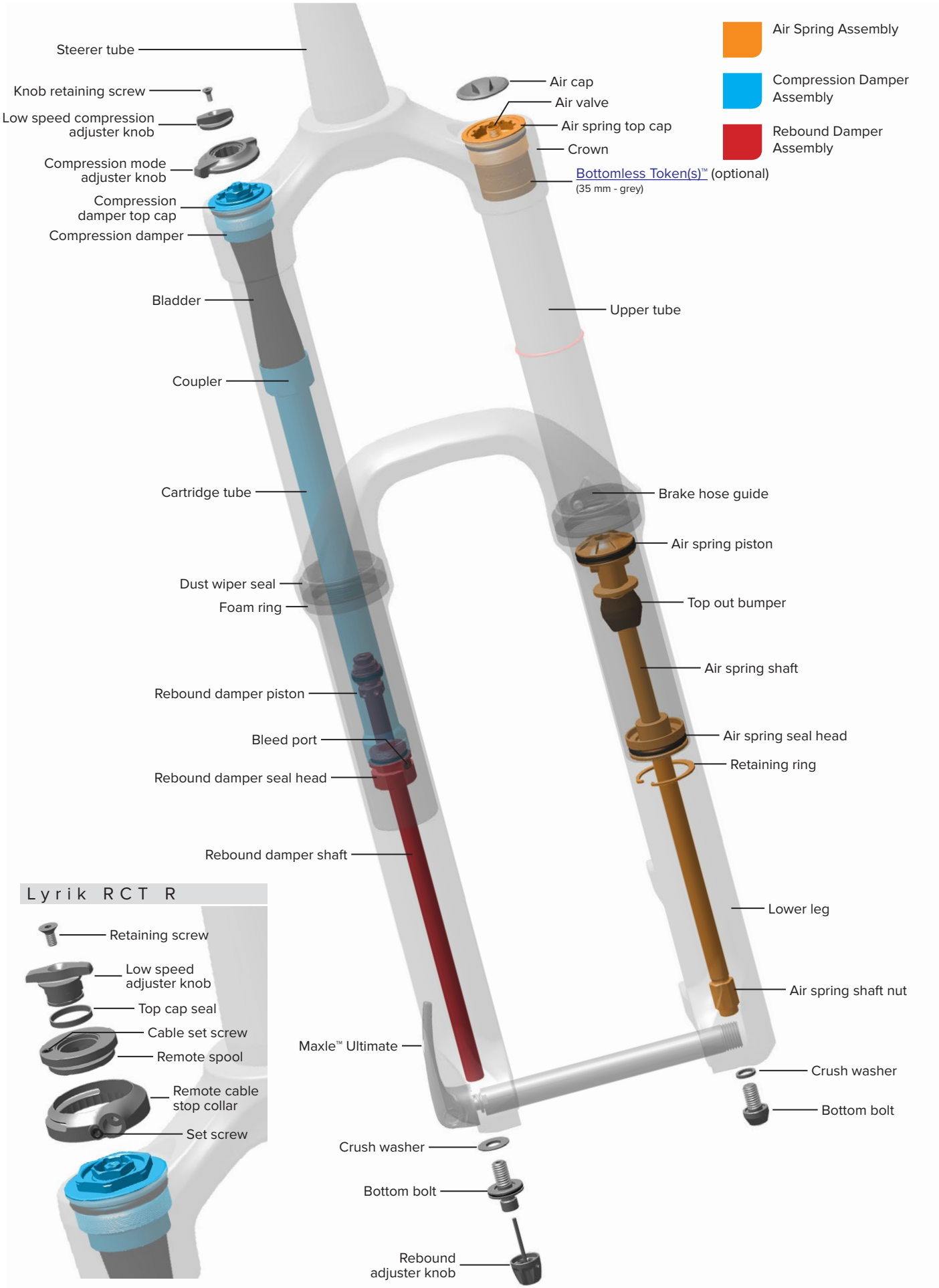
Non-Boost 2018 Lyrik models feature Solo Air™ and Charger Damper. Consult the *2016-2017 Lyrik Service Manual* at www.sram.com/service for Solo Air and Charger Damper technical specifications and service procedures.

2018 and 2019 29+ Yari models feature the 2018 version of the DebonAir spring and the Charger 2 Damper. Refer to the *2018 Lyrik and Yari Service Manual* for air spring service.

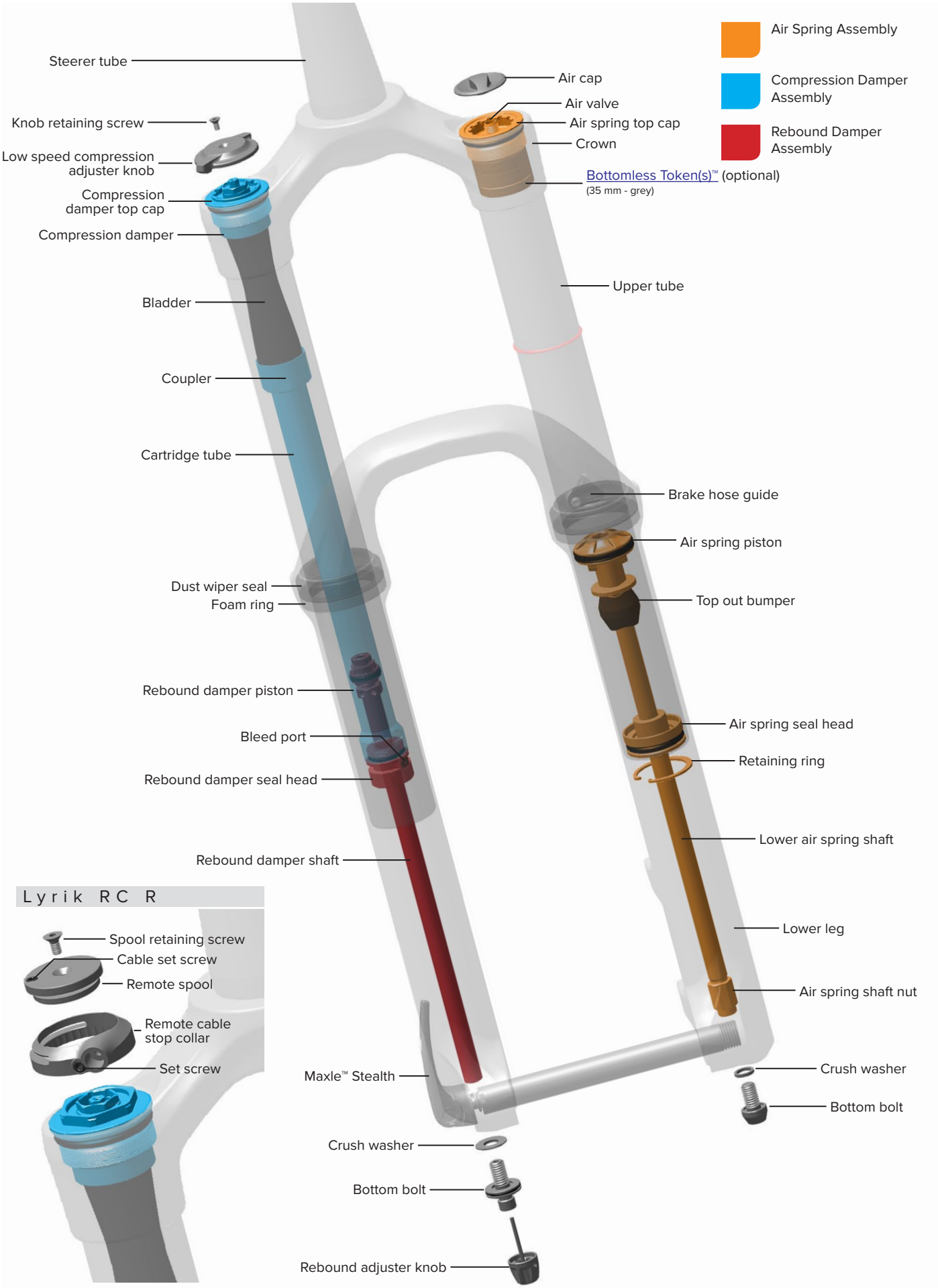
Exploded View - 2019 Lyrik™ RC2 - DebonAir™



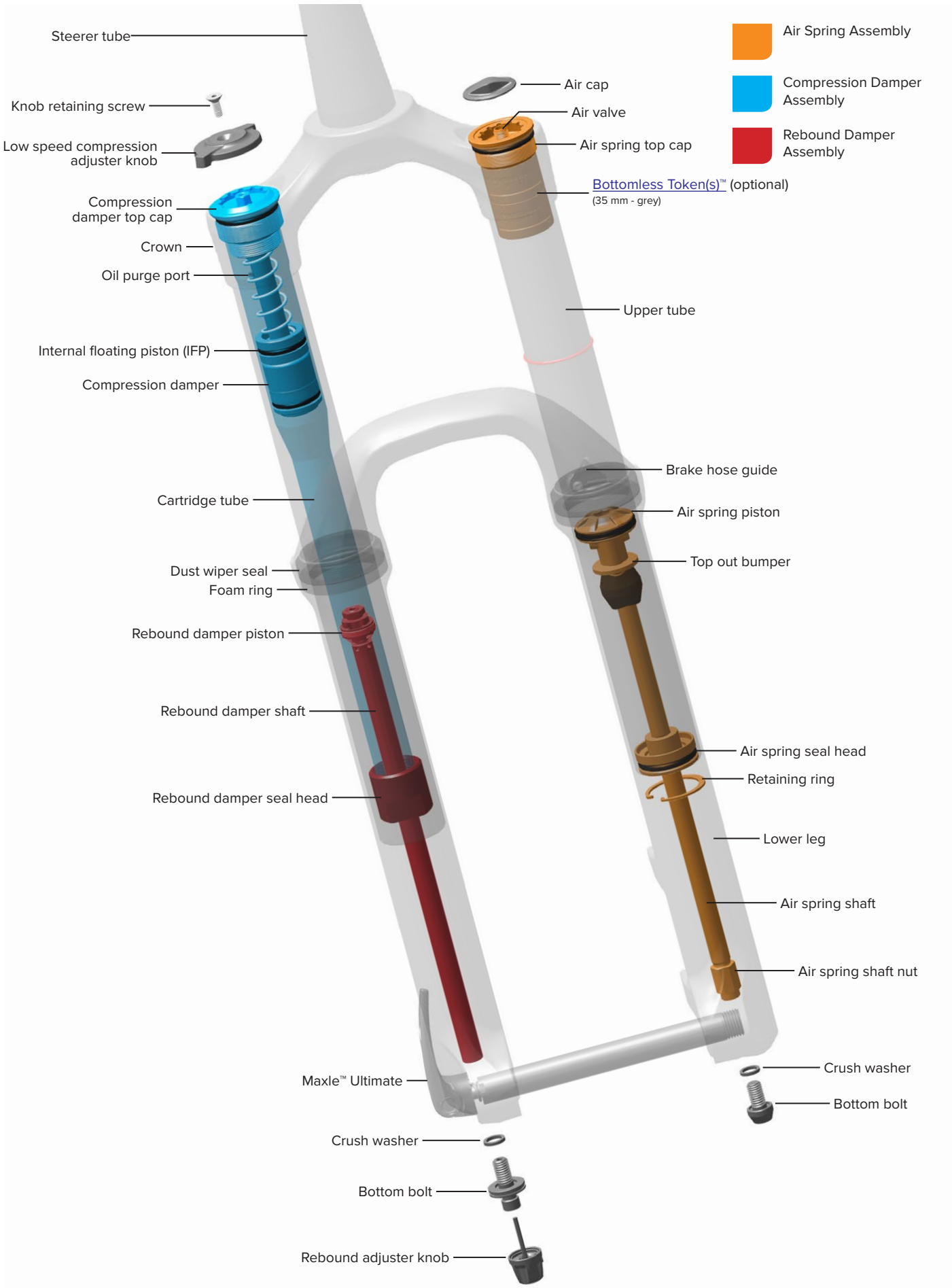
Exploded View - 2019 Lyrik™ RCT3 - DebonAir™



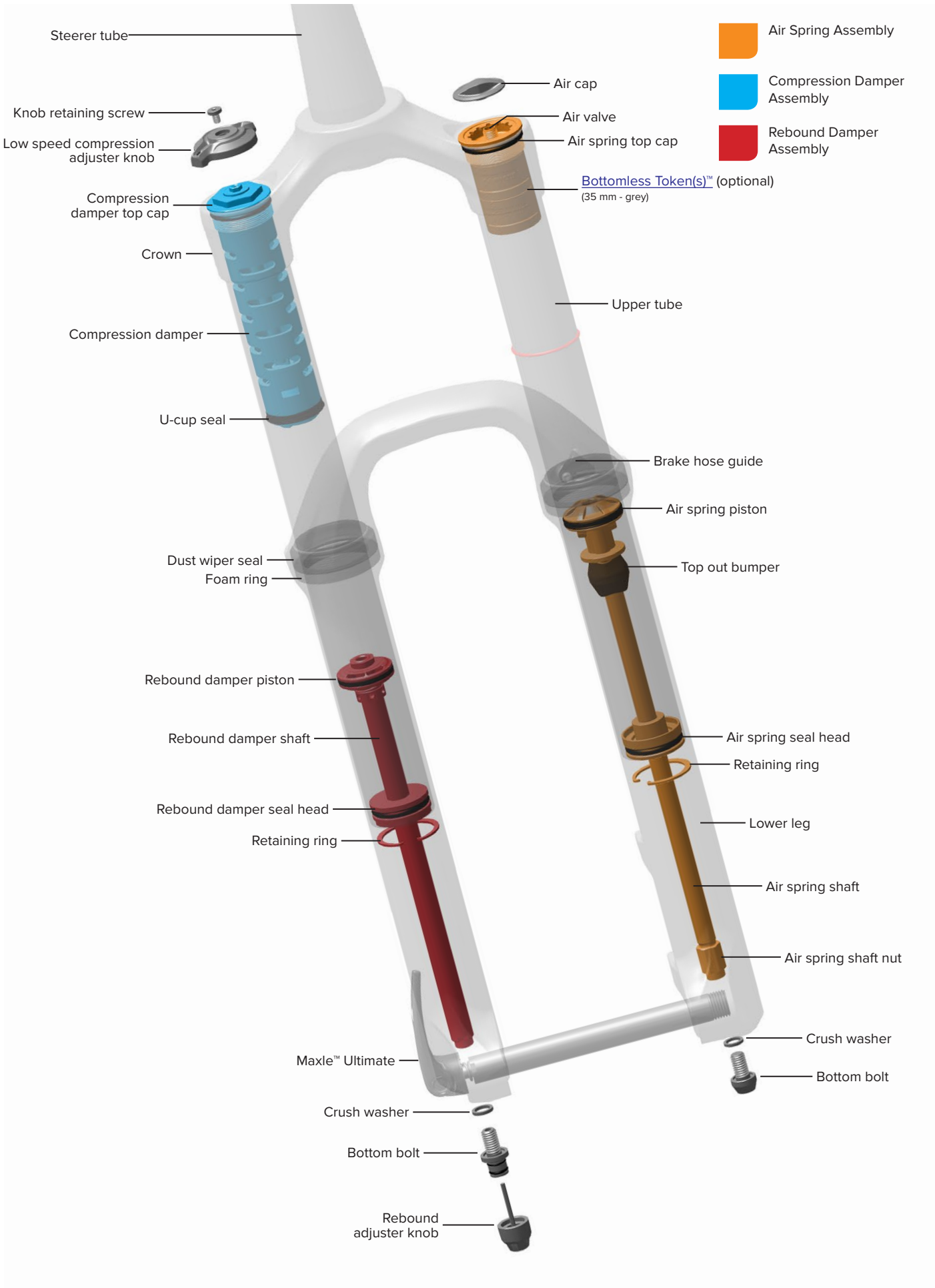
Exploded View - 2019 Lyrik™ RC - DebonAir™



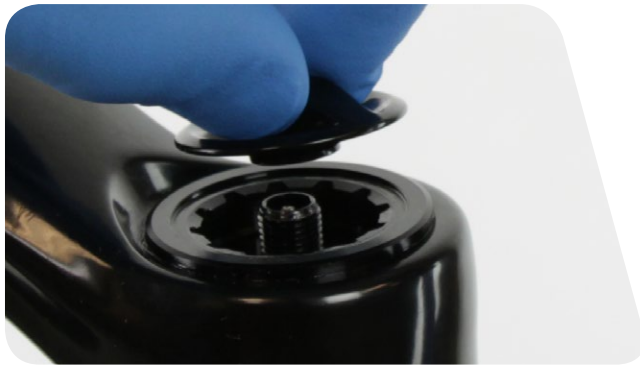
Exploded View - 2019 Yari™ Charger Damper™ RC - DebonAir™



Exploded View - 2019 Yari™ RC - DebonAir™



1 Remove the air valve cap.



2 Depress the Schrader valve and release all air pressure.

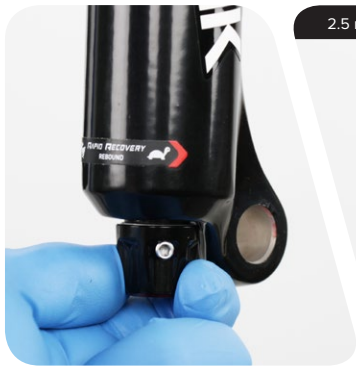
⚠CAUTION - EYE HAZARD

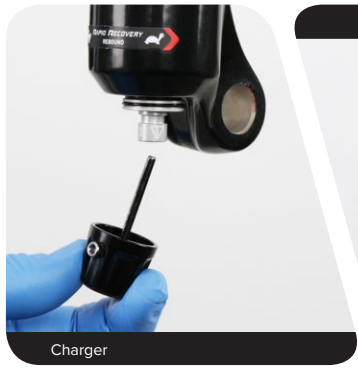
Verify all pressure is removed from the fork before proceeding. Failure to do so can result in injury and/or damage to the fork. Wear safety glasses.

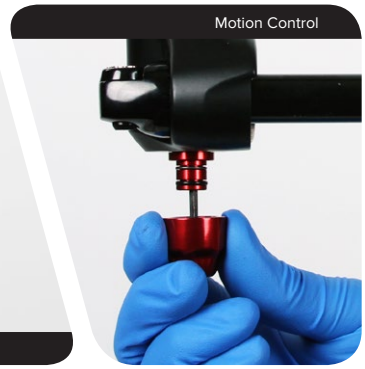
3 Turn the rebound adjuster knob counter-clockwise until it stops. This is the full open/fast rebound setting.

Charger 2 Damper™ and Charger Damper™ RC: Loosen the rebound adjuster knob screw and remove the rebound adjuster knob.

Motion Control™: Remove the rebound adjuster knob by pulling it from the bottom bolt.







4 Place an oil pan beneath the fork to catch the draining oil.

Loosen both bottom bolts 3 to 4 turns.

5 Strike each bottom bolt to dislodge the shafts from the lower leg on each side. The bolt head should contact the bottom of the lower leg.

Remove each bottom bolt. Clean each bolt and set them aside.

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

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

NOTICE

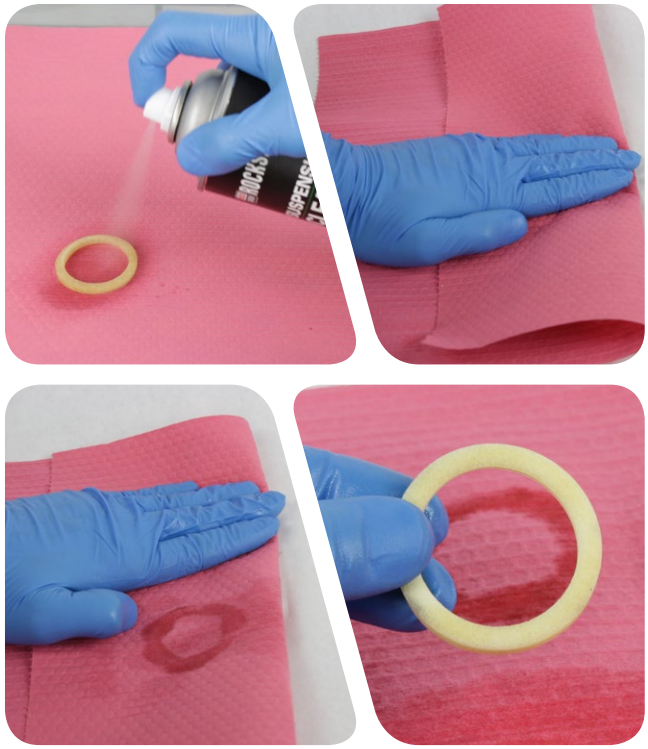
Do not strike the fork arch with any tool when removing the lower leg as this could damage the lower leg.

50 Hour Service Continue the 50 Hour Service with Lower Leg Service.

200 Hour Service Continue the 200 Hour Service with Lower Leg Seal Service.

1 Remove the foam rings.

2 Clean the foam rings.



3 Soak the foam rings in RockShox® suspension oil.

4 Clean the inside and outside of the lower leg.

Clean the wiper seals.

5 Install the foam rings under the wiper seals.

Confirm the foam rings are installed evenly in the space under the wiper seals and do not protrude over the bushings.

50 Hour Service Continue the 50 Hour Service with Lower Leg Installation.

1 Remove and discard the foam rings.

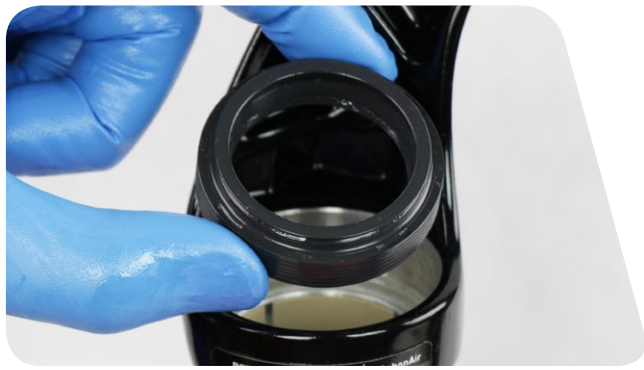
Remove the outer wire springs from the dust wiper seals.

2 Stabilize the lower leg on a bench top. Place the tip of a downhill tire lever under the wiper seal. Press down on the downhill tire lever handle to remove the seal.

Repeat on the other side. Discard the wiper seals.

NOTICE

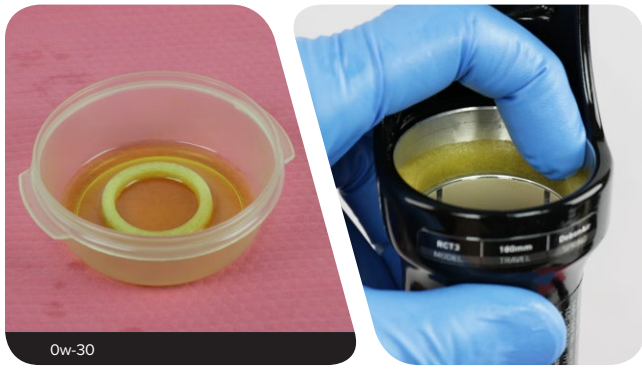
Keep the lower leg stable. Do not allow the lower leg to twist in opposite directions, compress toward each other, or be pulled apart. This will damage the lower leg.



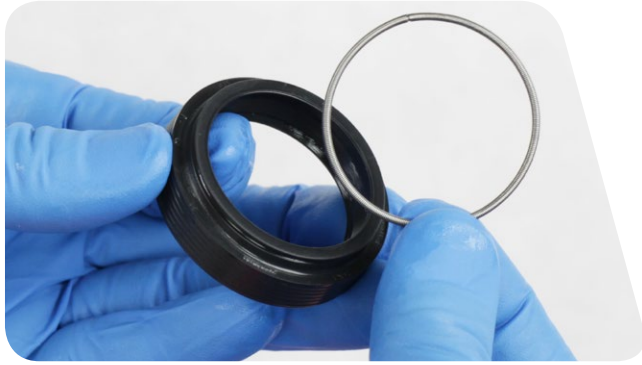
3 Clean the inside and outside of the lower leg.

4 Soak the new foam rings in RockShox® suspension oil.

Install the new foam rings into the lower leg.



5 Remove the outer wire spring from each new dust wiper seal and set them aside.



6 Insert the narrow end of a new wiper seal into the recessed end of the 35 mm Dust Seal Installation tool.

NOTICE

If the RockShox® x Abbey Bike Tools™ installation tool is used, confirm the 35 mm installation puck is tightened hand tight on the installation tool handle to avoid damage to the installation puck during use.

7 Stabilize the lower leg on a bench top. Hold the lower leg steady and press the wiper seal into the lower leg until the top of the seal is flush with the top of the lower leg.

Optional: If the Abbey Bike Tools™ installation tool is used, use a mallet to seat the seal.

Repeat on the other side.

NOTICE

Only press the wiper seal into the lower leg until it is flush with the top surface of the lower leg. Pressing the wiper seal below the top surface of the lower leg will compress the foam ring.

8 Install the outer wire springs.

200 Hour Service Air Spring Removal

⚠WARNING- EYE HAZARD

Verify all pressure is removed from the fork before proceeding. Depress the Schrader valve again to remove any remaining air pressure. Failure to do so can result in injury and/or damage to the fork.

NOTICE

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

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

Apply SRAM® Butter grease to the new seals and o-rings

SRAM Butter

1 Remove the air spring top cap.

Clean the upper tube threads.

Top Cap / Cassette Tool

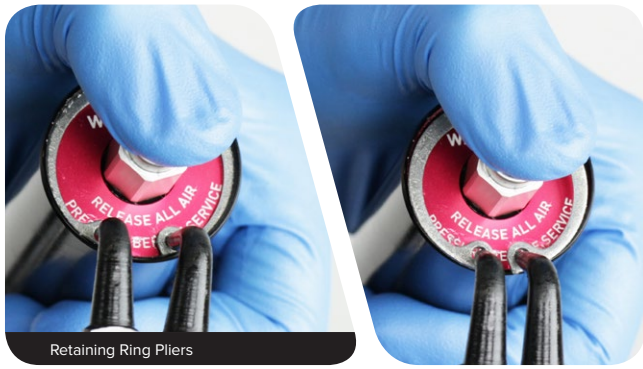
2 Remove the top cap o-ring and discard it. Apply grease to a new o-ring and install it.

3 Push the air shaft into the upper tube with your thumb. While holding the shaft in, remove the retaining ring. Slide the retaining ring onto your thumb and carefully release the air spring shaft.

Trapped negative air pressure creates increased resistance when pushing the shaft in. Wear a thicker glove to protect your thumb if needed.

NOTICE

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



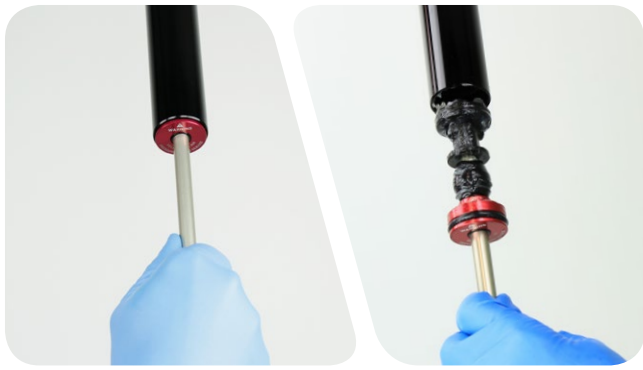
Retaining Ring Pliers

4 Wrap a shop towel around the end of the air shaft for extra grip. Push the shaft half way into the upper tube, then quickly and firmly pull the shaft out to dislodge the seal head. Remove the air spring assembly from the upper tube.

A build up of negative air pressure may prevent the air spring from being pulled out of the upper tube. If the air spring is difficult to remove, use a clean plastic dowel to push the air spring piston down while pulling the air shaft out.

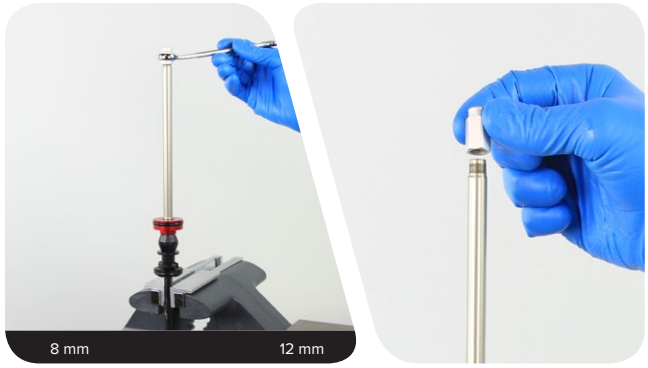
NOTICE

Do not scratch the inside of the upper tube. Scratches will allow air to bypass the seals resulting in reduced spring performance.



5 Clamp an 8 mm hex wrench into a vise. Position the air piston onto the hex wrench. While holding the air shaft, unthread and remove the air shaft nut from the air spring shaft.

Remove the air assembly from the vise.



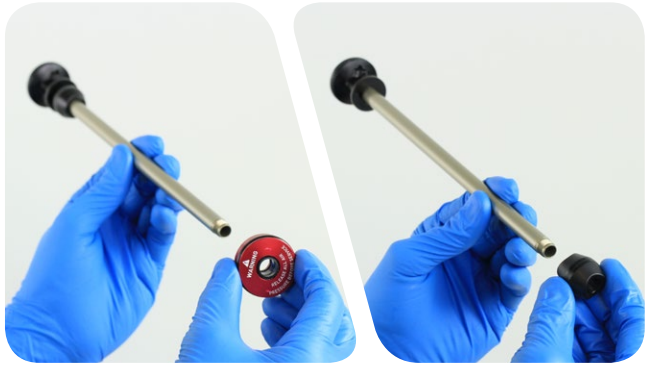
6 Remove the seal head and top out bumper from the air spring shaft. Discard the seal head.

Clean and inspect the shaft for damage.

Clean the top out bumper.

NOTICE

Scratches on the air spring shaft can cause air to leak. If a scratch is visible the air spring assembly may need to be replaced.



7 Remove the quad ring seal from the air piston and discard it.

Clean the air piston.

Apply grease to a new quad ring seal and install it.

NOTICE

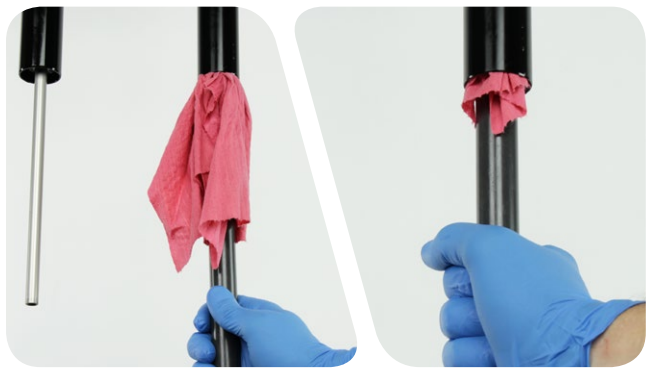
Do not scratch the air piston. Scratches will cause air to leak.

8 Clean the inside and outside of the upper tube.

Inspect the inside and outside of the upper tube for damage.

NOTICE

Scratches on the inside surface of the upper tube can cause air to leak. If an internal scratch is visible, the crown steerer upper tube assembly may need to be replaced.



Air Spring Travel Change and Bottomless Tokens™ (optional)

To increase or decrease the travel in your RockShox® Lyrik™ or Yari™ fork, the air spring must be replaced with the appropriate length air spring shaft assembly. For example, to change a Lyrik with a maximum of 160 mm of travel to a maximum of 180 mm of travel, a 180 mm air spring shaft assembly must be installed.

Bottomless Tokens can be added to, or removed from the DebonAir™ (DA) top cap to fine-tune the bottom-out feel and spring curve. Use the chart below to help determine the number of Bottomless Tokens that can be used with each maximum fork travel option. If fork travel is changed from stock, it may be necessary to add or remove Bottomless Tokens.

Refer to the RockShox Spare Parts Catalog at www.sram.com/service for available air spring and Bottomless Token kits.

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

DebonAir - Travel and Bottomless Token Tuning - Lyrik

	27.5" Boost™		29" Boost	
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
180	0	4	0	4
170	1	4	1	4
160	2	5	2	5
150	2	5	2	5

DebonAir - Travel and Bottomless Token Tuning - Yari

	27.5" Boost		29" Boost	
Fork Travel	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum	Bottomless Tokens Factory Installed	Bottomless Tokens Maximum
180	0	4	0	4
170	1	4	1	4
160	2	5	2	5
150	2	5	2	5

Bottomless Tokens™ Installation (optional)

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

DebonAir™: Thread a Bottomless Token into another Bottomless Token, or into the the bottom of the top cap, and tighten.

8 mm	3.4-4.5 N•m (30-40 in-lb)	Top Cap / Cassette Tool

8 mm	3.4-4.5 N•m (30-40 in-lb)	Top Cap / Cassette Tool

It is optional to change maximum fork travel by replacing the stock air spring shaft assembly with a shorter or longer air spring shaft assembly. If maximum travel is increased or reduced, use the new complete air spring shaft assembly in the following installation steps. It may also be necessary to add or remove Bottomless Tokens™. Refer to Air Spring Travel Change and Bottomless Tokens for details.

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

1 Apply a liberal amount of grease evenly around the end of a clean plastic dowel, approximately 150 mm from one end. Use the dowel to apply the grease to the inside surface of the upper tube, approximately 150 mm into the tube.

2 Install the top out bumper onto the shaft.

3 Apply a liberal amount of grease to the air spring shaft.

4 Apply grease to the new seal head inner seal.

5 Install the new seal head assembly onto the air shaft.

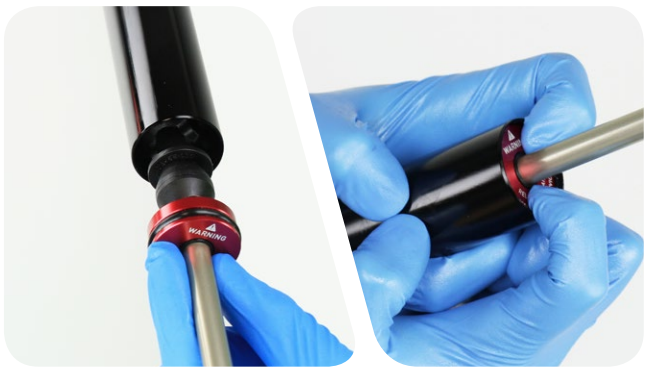
6 Apply red Loctite® 2760™ to the first two to three full threads on the end of the air shaft.

Clamp an 8 mm hex wrench into a vise. Insert the air piston onto the wrench to secure it. Install the air shaft nut onto the air shaft and tighten it.

7 Apply grease to the air piston and seal head outer o-rings/seals.

8 Insert the air spring assembly into the upper tube. Firmly push the air piston into the upper tube.

Insert the seal head into the upper tube and firmly press it into the upper tube until it stops.



9 *Retaining rings have a sharper-edged side and a rounder edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.*

Place the tips of the retaining ring pliers into the eyelets of the retaining ring. Guide the retaining ring with your finger to prevent the shaft from from getting scratched while installing the retaining ring.

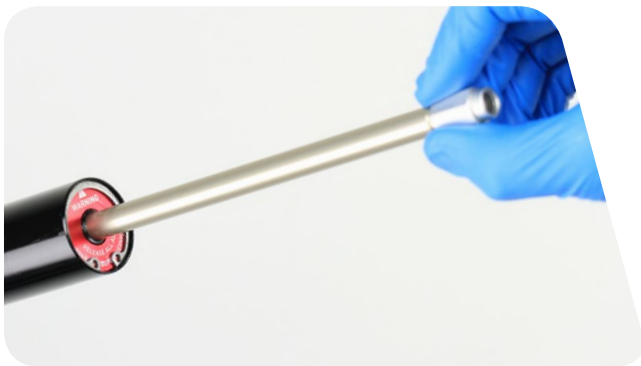
Use the pliers to push the seal head into the upper tube while installing the retaining ring into the groove. Release the retaining ring pliers when the ring is fully seated in the groove.

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

NOTICE

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

10 Pull the shaft out until it stops.



11 Install the air spring top cap into the upper tube and tighten it.

200 Hour Service To continue with Lyrik™ damper service, go to Charger 2™ Damper Service - Lyrik.

200 Hour Service To continue with Yari™ Charger Damper™ RC damper service, go to Charger Damper RC Service - Yari.

200 Hour Service To continue with Yari Motion Control™ damper service, go to Motion Control Damper Service - Yari.

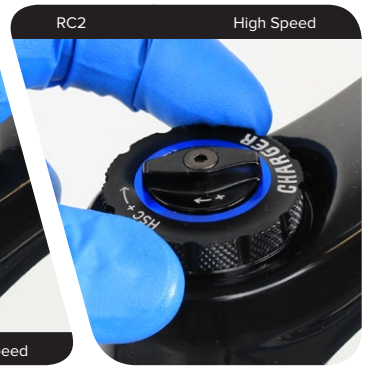
Consult the 2016-2017 Lyrik Service Manual at www.sram.com/service for Charger Damper™ service procedures.

200 Hour Service Damper Removal

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

RC2 / RCT3 / RCT R / RC: Turn the compression adjuster knobs counter-clockwise, to the full open position, until they stop.

RC2 Low Speed



RC2 High Speed

RCT3 Low Speed

RCT3 Compression Mode

RCT R Low Speed

RC

2 Remove the knob retaining screw.

3 **RC2 / RCT3 / RC:** Remove the low speed compression adjuster knob.

RC2: Remove the high speed compression adjuster knob.

RCT3: Remove the compression mode adjuster knob.

4 **RCT R / RC R:** Loosen the remote cable stop collar set screw and remove the collar.

5 **RCT R:** Remove the low speed knob/remote spool assembly.

RC R: Remove the remote spool.

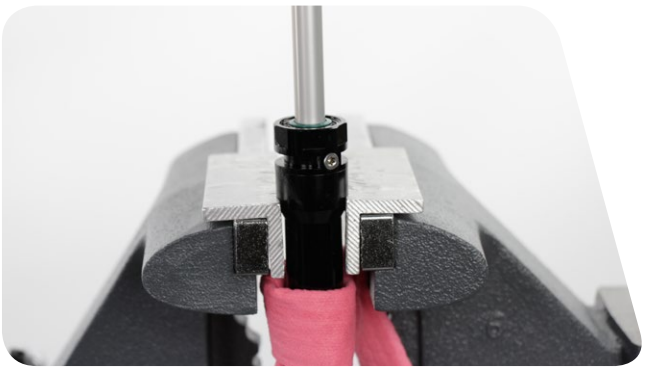
6 Unthread the damper top cap and remove the Charger 2 Damper™ assembly.

Clean the upper tube threads.

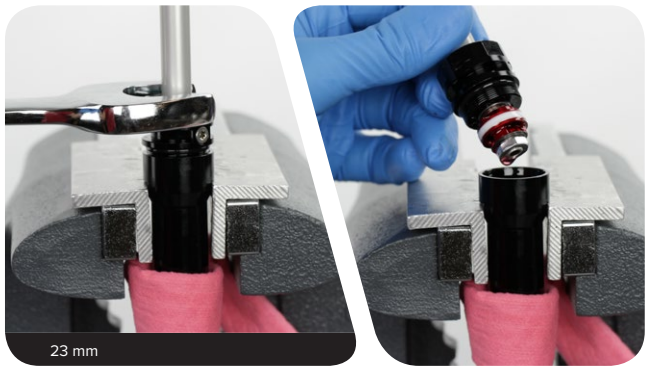
1 Remove the o-ring from the top cap. Clean the top cap threads and o-ring groove. Apply grease to a new o-ring and install it.

2 Clamp the cartridge tube wrench flats in a vise with flat soft jaw inserts, with the rebound damper oriented upwards.

Wrap a rag around the cartridge tube to absorb oil.

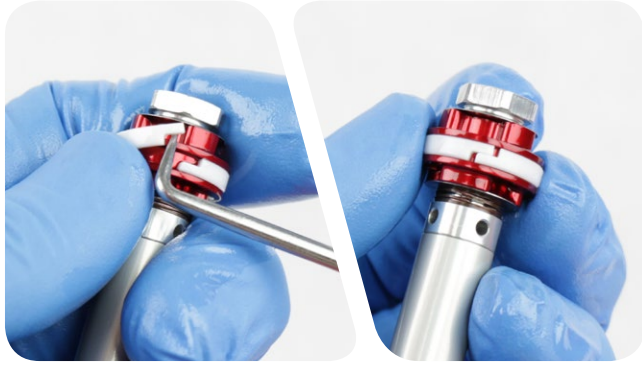


3 Unthread and slowly remove the rebound damper seal head assembly from the cartridge tube.



4 Remove the seal head from the rebound damper shaft and discard it.

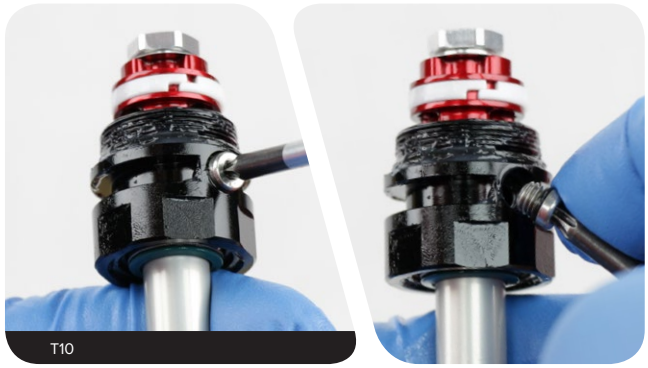
5 Remove the glide ring from the rebound damper piston. Install a new glide ring.



6 Apply grease to the new rebound damper seal head seals.

7 Install the new seal head onto the rebound damper shaft, threaded end first, and slide it towards the piston until it stops.

8 Remove the bleed screw from the seal head.



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

Squeeze the bladder to drain the oil from the compression damper assembly into an oil pan.

10 Clamp the cartridge tube, on the bladder coupler wrench flats, back into the vise.

Spray RockShox® Suspension Cleaner or isopropyl alcohol into the cartridge tube.

Squeeze the bladder 5-6 times to circulate the cleaner into the damper.

11 Remove the tube from the vise. Orient the tube downward and squeeze the bladder until the cleaner and any remaining oil is drained into an oil pan.

Place the tube on a rag for a few minutes to allow any excess cleaner to drain.

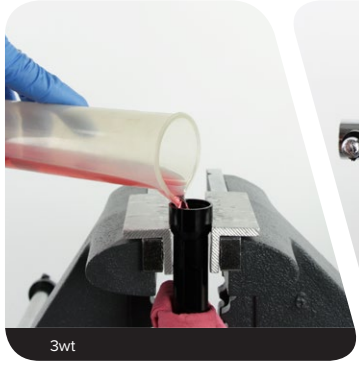
12 Dry the cartridge tube and compression damper assembly with compressed air.

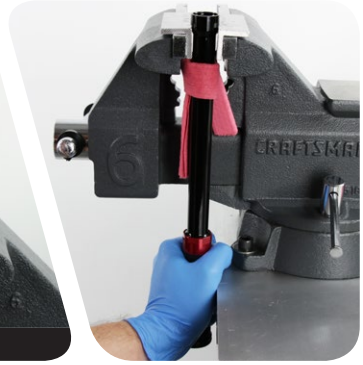
Air Compressor and Air Gun Nozzle

1 Clamp the cartridge tube wrench flats lightly into the vise and soft jaw inserts. Wrap a rag around the tube to absorb any oil.

Pour RockShox® 3wt suspension oil into the cartridge tube until it is full.

Squeeze the bladder until trapped bubbles stop purging. Pour additional oil into the cartridge tube until full.



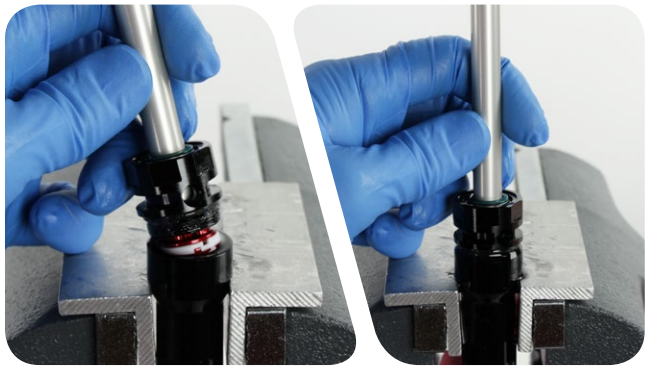


2 The rebound damper must be in the full open/fastest rebound setting before installation.

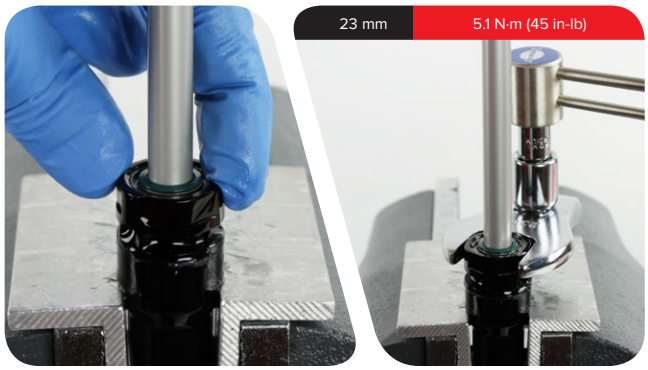
Insert the rebound adjuster knob into the rebound damper shaft until it contacts the rebound adjuster screw. Turn the knob counter-clockwise until it stops.

Remove the adjuster knob from the shaft.

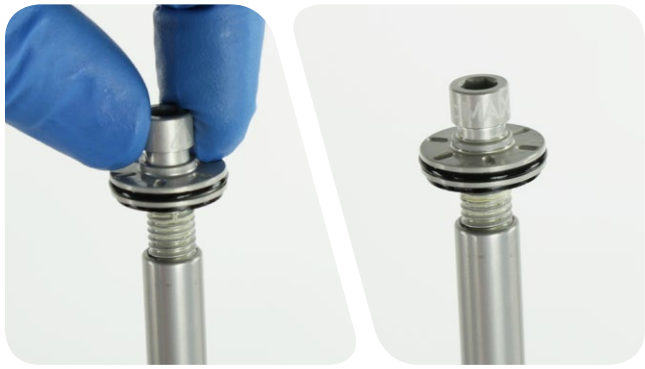
3 Insert the rebound damper piston slowly into the cartridge tube and thread the sealhead into the tube.



Tighten the seal head.



4 Thread the rebound bottom bolt into the shaft 3-4 turns.



1 Draw 3wt RockShox® suspension oil into a RockShox Bleed syringe until it is half full.

Hold the syringe upright, cover the tip with a rag, and gently depress the plunger to purge any air bubbles from the syringe.

NOTICE

Only use a RockShox bleed syringe.

Do not use syringes that have been in contact with DOT brake fluid. DOT brake fluid will permanently damage the seals and will cause the fork to malfunction.

3wt RockShox Bleed Syringe

2 Thread the syringe bleed fitting into the seal head bleed port.

Depress the plunger to pressurize the damper assembly.

3 Push the rebound damper shaft into the cartridge tube while applying opposing pressure on the syringe plunger as the syringe fills with oil.

Pull the rebound damper shaft slowly out of the cartridge tube while applying opposing pressure on the syringe plunger as oil fills the damper.

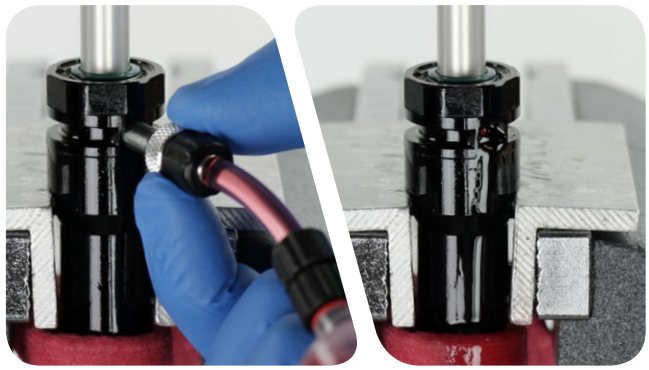
Repeat this process until bubbles are no longer pulled from the damper into the syringe.

4 Fully extend the rebound damper shaft. Push the syringe plunger down, then release the plunger. Allow the bladder to expand and retract until it stops in a resting position.

5 Unthread the syringe bleed fitting from the bleed port.

⚠CAUTION - EYE HAZARD

Oil may eject from the bleed port if the bladder is not in a resting position. Wear safety glasses.

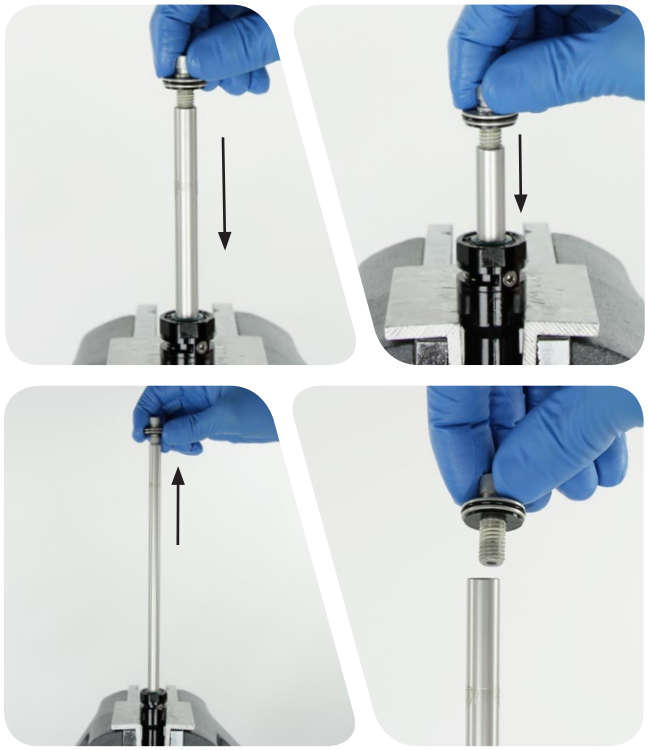


6 Install the bleed screw and tighten it.

Wipe away any excess oil.

7 Cycle the rebound shaft a few times.

Remove the bottom bolt and clean the Charger 2 Damper™ assembly.



Test Lockout or Compression

1 **RC2 / RCT3 / RCT R:** Rotate the compression cam clockwise, until it stops, to the locked out or firm position.

RCT R / RC R: Use a 13 mm socket to hold the cam locked out, full clockwise until it stops, while compressing the damper.

RC2 / RCT3 / RC

13 mm RCT R / RC R

Push down on the damper assembly to test the bleed.

RCT3 / RCT R: The rebound damper shaft should not move more than 2 mm. If the shaft moves more than 2 mm while locked out, repeat the bleed process.

RC2 / RC / RC R: Consistent resistance should be felt with no gaps in movement. If gaps are felt during compression, repeat the bleed process.

If the bleed was successful, rotate the compression cam counter-clockwise until it stops, to the unlocked position.

RC2 / RCT3 / RC

13 mm RCT R / RC R

1 Install the Charger 2 Damper™ assembly into the damper side upper tube. Thread the top cap into the upper tube.

2 Tighten the top cap.

3a **RCT3:** Install the compression mode adjuster knob onto the top cap with the tab in the forward, unlocked position.

RCT3

RC2: Install the high speed compression adjuster knob.

RC2

RC2 / RCT 3: Install the low speed compression adjuster knob onto the hex adjuster rod

Install and tighten the retaining screw.

RCT 3

RC2

RC: Install the compression adjuster knob onto the top cap with the tab in the forward, unlocked, position.

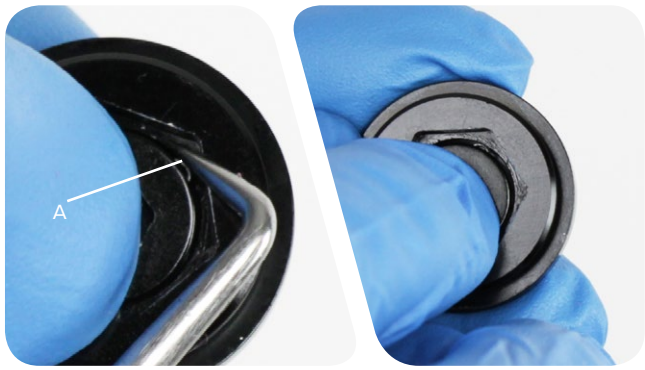
Install and tighten the retaining screw.

3b **RCT R:** Install the cable stop collar with the housing guide in the 6 o'clock forward position, angled ≈20° degrees from center.

Push the low speed adjuster knob spring retainer (A) in and push the knob out of the remote spool.

Remove the top cap seal.

Clean each part.



Install the remote spool onto the hex adjuster with the spool cable set screw oriented within the 87° range zone.

Install the knob seal.

Install the low speed adjuster knob onto the hex adjuster. Install and tighten the knob retaining screw.

RC R: Install the cable stop collar with the housing guide in the 6 o'clock forward position, angled ≈20° degrees from center.

Install the remote spool onto the hex adjuster with the spool cable set screw oriented within the 87° range zone.

Tighten the spool retaining screw.

4 **RCT R / RC R:** Tighten the cable stop collar set screw.

Consult the applicable remote user manual at www.sram.com/rockshox/components/remotes for cable and remote installation instructions.

200 Hour Service Continue the 200 Hour Service with Lower Leg Installation.

1 Turn the compression adjuster knob counter-clockwise, to the full open position, until it stops.

2 Remove the retaining screw and remove the knob (RC).

3 Unthread the damper top cap and remove the damper assembly.

Clean the upper tube threads.

1 Clamp the rebound seal head into a vise with flat aluminum soft jaw inserts.

Wrap a shop towel around the cartridge tube under the top cap to absorb oil.

Vise with Flat Aluminum Soft Jaws

2 Wrap the rebound strap from a strap wrench around the cartridge tube below the shop towel.

Apply opposing pressure with the strap wrench and unthread the top cap from the tube.

⚠IMPORTANT

The cartridge tube and rubber strap must be dry and free of oil to provide enough grip to unthread the top cap. If the rubber strap slips, clean and dry the tube and strap.

Strap Wrench

Top Cap / Cassette Tool

Top Cap / Cassette Tool

3 Carefully remove the compression damper.

4 Remove the cartridge tube and rebound damper assembly from the vise and pour the oil into an oil pan.

Clean the exterior of the cartridge tube.

5 Clamp the rebound seal head back into the vise.

Wrap the rubber strap from a strap wrench around the cartridge tube above the rebound damper seal head.

Unthread and remove the tube from the seal head.

Strap Wrench

6 Remove the seal head and rebound damper from the vise.

Remove the seal head from the rebound damper shaft.

Discard the seal head.

7 Spray RockShox® Suspension Cleaner or isopropyl alcohol into the cartridge tube and clean the inside of the tube with a clean shop towel and a thin dowel (≤16 mm diameter).

Inspect the inside of the cartridge tube for scratches.

NOTICE

Scratches on the inside surface of the tube can cause oil to leak. If an internal scratch is visible, the cartridge tube may need to be replaced.

8 Remove the o-rings from the compression damper and discard them.

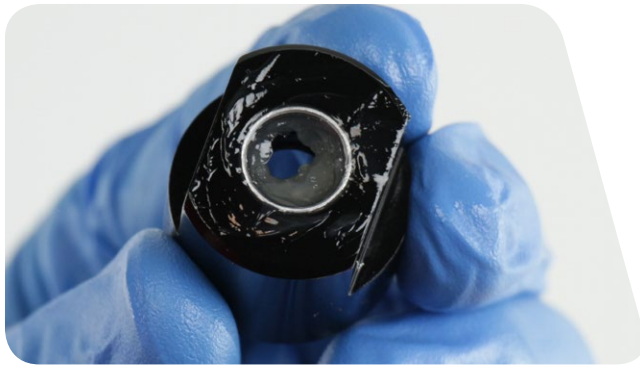
Apply grease to new o-rings and install them.

9 Remove the glide ring from the rebound damper piston and discard it.

Install a new glide ring.

10 Apply grease to the inner seal and bushing in the new rebound damper seal head.

Apply grease to the end of the rebound damper shaft.



1 Apply grease to the end of the rebound damper shaft. Insert the rebound damper shaft into the recessed end of the seal head.

Slide the seal head toward the piston.

2 Insert the rebound adjuster knob into the rebound damper and rotate it counter clockwise until it stops. This is the full open position.

3 Clamp the seal head into the vise.

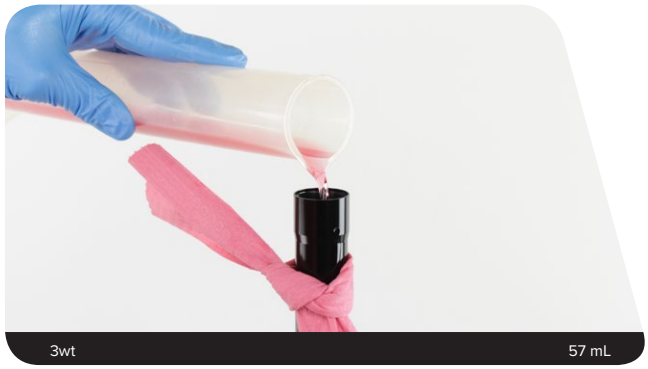
Pinch the glide ring while installing the cartridge tube over the piston and glide ring.

Thread the tube into the seal head hand tight.

Pull the damper shaft to full extension.

4 Secure a shop towel around the cartridge tube to absorb oil.

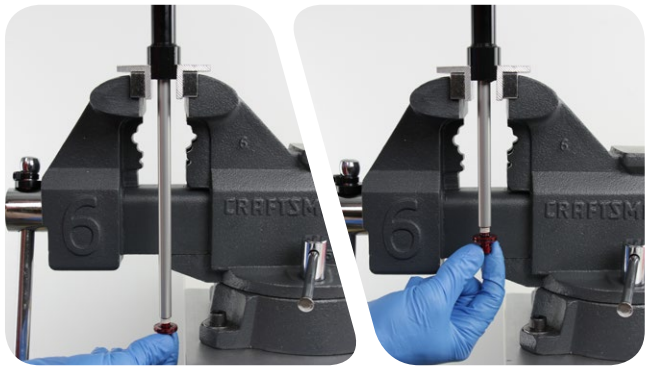
Pour **57 mL** RockShox® 3wt suspension oil into the tube.



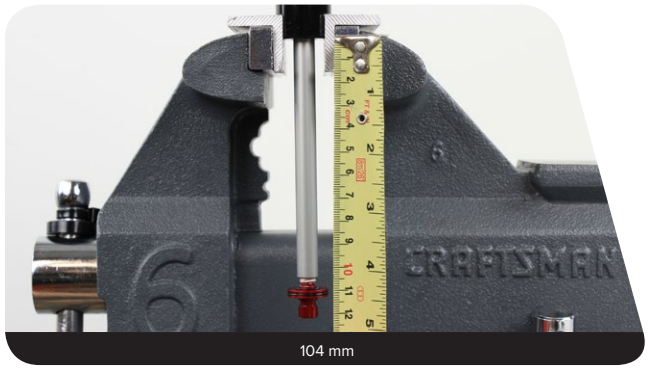
5 Thread a bottom bolt into the rebound damper shaft.

Slowly cycle the rebound damper in and out half way to remove air bubbles trapped under the rebound damper piston.

Stop when no bubbles are visible in the oil.



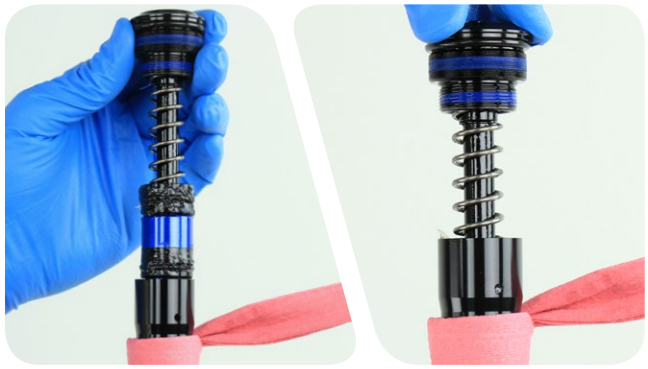
6 Push the rebound damper into the cartridge tube until there is **104 mm** (length) of shaft extended. Do not push the damper into the tube any further.



104 mm

7 Insert the compression damper into the cartridge tube and slowly push it into the tube. The rebound damper will slowly extend as the compression damper is installed; this is normal.

Firmly push down and thread the top cap into the tube.



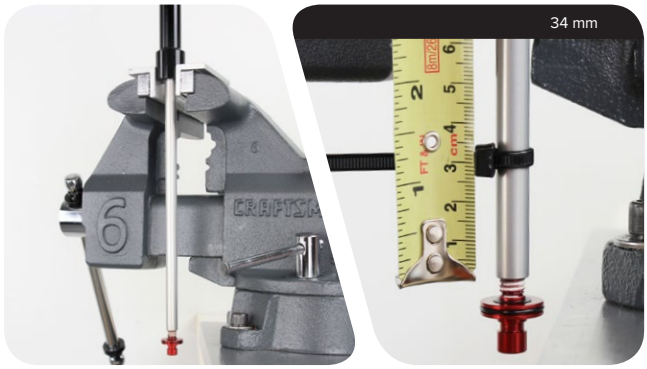
Top Cap / Cassette Tool

8 Tighten the top cap to the specified torque. The rebound damper seal head will be tightened onto the other end of the cartridge tube simultaneously.

Top Cap / Cassette Tool | 9 N·m (80 in-lb)

9 Pull the rebound damper to full extension.

Secure a plastic cable tie around the shaft **34 mm** from the end of the shaft.



10 Cover the purge hole with the secured towel.

⚠CAUTION

Oil may exit the cartridge tube purge hole. Wear saftey glasses and keep your eyes and face away from the purge hole when compressing the rebound damper.

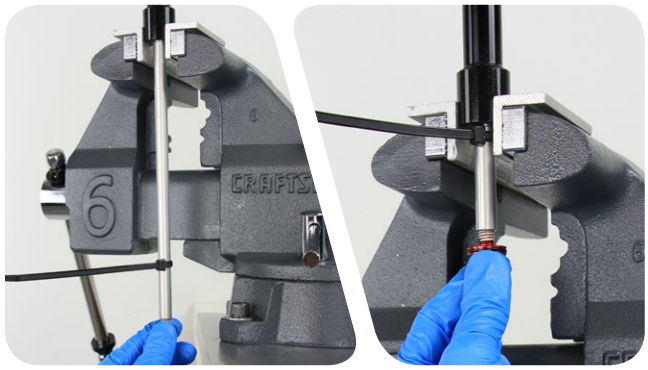
11 Slowly push the rebound damper shaft into the tube until the cable tie contacts the seal head, then stop. **Do not push the damper in any further.**

Slowly, pull the shaft out to full extension.

Repeat 3-5 more times. This will allow any excess oil and air to escape from system.

Remove the bottom bolt. Remove the damper assembly from the vise and clean it with a shop towel.

Do not remove the cable tie.



Test Compression

1. Use the adjuster knob to rotate the compression cam clockwise, until it stops, to the firm position.

   The cable tie must be **34 mm** from the end of the shaft. **Do not compress the rebound damper further than this point.**

   Cover the purge hole with a shop towel.

⚠CAUTION

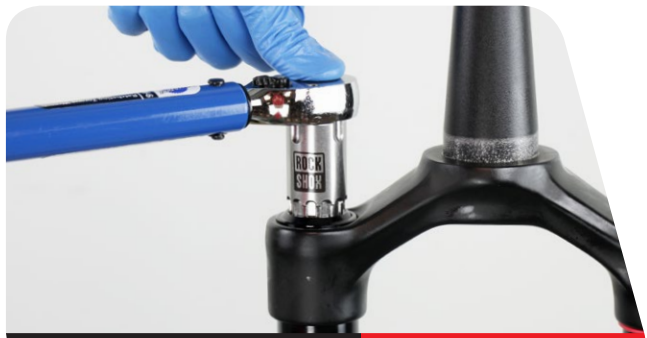
Oil may exit the cartridge tube purge hole. Wear saftey glasses and keep your eyes and face away from the purge hole when compressing the rebound damper.

Push down on the damper assembly slowly to test the firmest compression setting. Firm and consistent resistance should be felt with no gaps in movement.

Rotate the compression damper to open setting and repeat the compression test. Light consistent resistence should be felt with no gaps in movement.

If gaps are felt during compression, repeat the oil fill and purge process. If the assembly process was successful, set the compression damper to the open setting and remove the cable tie.

1 Install the damper assembly into the damper side upper tube. Thread the top cap into the upper tube and tighten it



Top Cap / Cassette Tool	28 N·m (250 in-lb)

2 Install the adjuster knob with the tab in the 7-8 o'clock, unlocked, position.

Install and tighten the retaining screw.

2.5 mm	1.35 N·m (12 in-lb)

1 Turn the compression adjuster knob counter-clockwise, to the full open position, until it stops.

Remove the retaining screw and remove the knob.

2 Unthread the compression damper top cap.

Remove the compression damper by pulling up firmly and slowly, while gently rotating the damper in a circular motion.

NOTICE

Do not force the damper out of the upper tube if there is resistance. This can cause separation of the piston from the damper tube.

3 Remove the fork from the work stand and pour the suspension oil into an oil pan.

4 Clamp the fork into the work stand.

Push the shaft into the upper tube to avoid scratching the shaft while removing the retaining ring. Remove the retaining ring.

5 Thread the bottom bolt into the damper shaft 2-3 turns.

Remove the rebound damper and seal head.

6 Clean the inside and outside of the upper tube.

Inspect the inside and outside of the upper tube for scratches.

NOTICE

Scratches on the inside surface of the upper tube can cause oil to leak. If an internal scratch is visible, the crown steerer upper tube assembly may need to be replaced.

1 Remove the compression damper top cap o-ring and piston u-cup seal.

Apply grease to the new o-ring and seal, and install them.

2 *The Yari™ rebound damper seal head cannot be removed from the end of the damper shaft. The rebound piston must be removed first.*

Clamp the bottom of the rebound damper shaft into the 9/16" opening of a Park Tool® AV-4 or AV-5 aluminum axle and spindle vise insert.

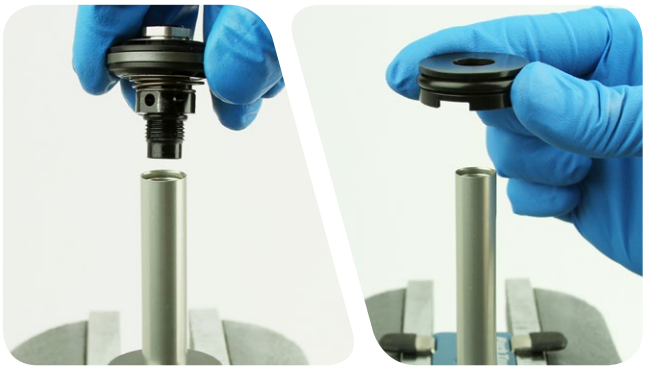
NOTICE

Clamp the damper at the bottom of the shaft, near the threaded shaft bolt insert to avoid scratching or damaging the shaft.

Use a 15 mm open end wrench and remove the rebound damper piston.

Remove the seal head.

Clean the rebound damper shaft and inspect it for scratches. If scratched, replace the rebound damper assembly.

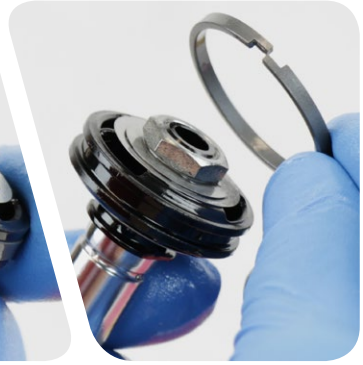


3 Remove the outer seal head o-ring and inner shaft scraper seal and discard them.

Apply grease to the new o-rings and install them.

4 Remove the glide ring and discard it.

Install a new glide ring.



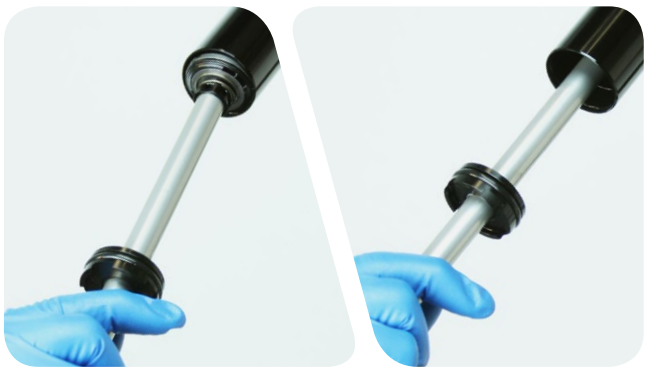
1 Install the seal head onto the rebound damper shaft with the flat end facing the rebound damper piston.

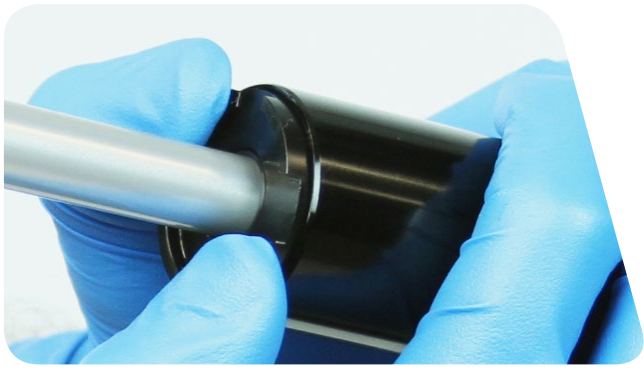
Add a small drop of Loctite® Threadlocker Blue 242® to the rebound damper piston threads.

Thread the damper piston onto the shaft and tighten it.

2 Insert the rebound damper and seal head into the upper tube.

Push the seal head into the upper tube until the retaining ring groove is visible.





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

Retaining rings have a sharper-edged side and rounder-edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.

Place the tips of the internal retaining ring pliers into the eyelets of the retaining ring and install the retaining ring into the groove.

NOTICE

Do not scratch the rebound damper shaft. Scratches will allow oil to bypass the seal head into the lower leg resulting in reduced spring performance.

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

6 Pull the rebound damper shaft out to the fully extended position.

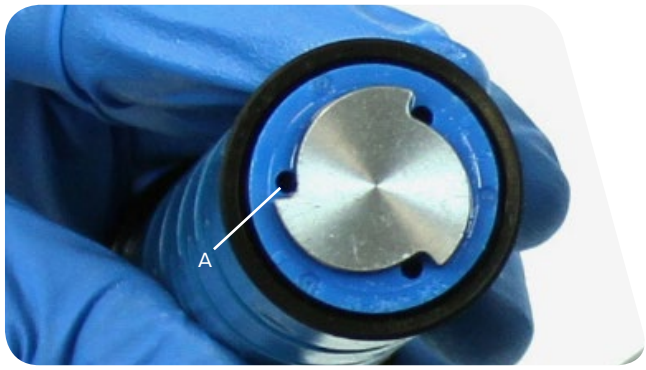
1 Pour RockShox® 5wt suspension oil into the upper tube.

NOTICE

Suspension oil volume is critical. Too much oil reduces available travel and can damage the fork. Too little suspension oil decreases damping performance.

2 Use the compression adjuster knob to open the valve (A).

A closed compression valve will restrict oil flow during installation.



3 Insert the compression damper into the upper tube. Press down slowly and rotate in a circular motion until the damper is installed.

Thread the top cap into the upper tube.

4 Tighten the top cap.

5 Install the adjuster knob with the tab in the 7-8 o'clock, unlocked position.

Install and tighten the retaining screw.

1 Clean the upper tubes.

2 Apply grease to the inner surfaces of the dust wiper seals.

3 Install the lower leg assembly onto the upper tubes and slide it just enough to engage the upper bushings with the upper tubes.

NOTICE

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

The inside bottom of the lower leg should not contact the spring or damper shafts. A gap between the shaft ends and the lower leg bolt holes should be visible.

4 Position the fork at an angle with the bolt holes oriented upward.

Inject RockShox® 0w-30 suspension oil into each lower leg through the bottom bolt holes.

NOTICE

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

0w-30	RockShox Bleed Syringe	10 mL

5 Slide the lower leg assembly toward the crown until it stops.

The spring and damper shafts should be visible through the bottom bolt holes.

Verify each shaft is centered and seated in the lower leg shaft/bolt hole and no gap is visible between the lower leg and the shaft end.

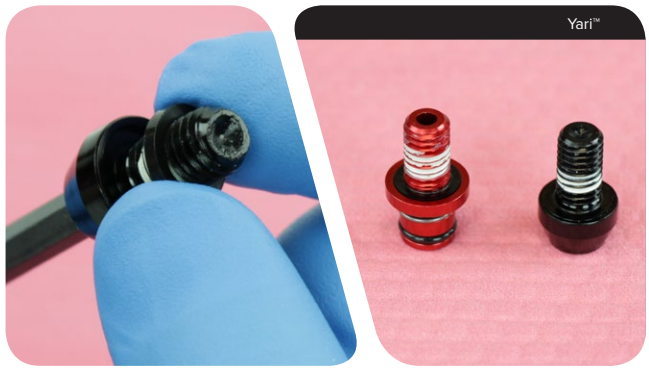
6 **200 Hour Service** Remove the old crush washers from each bottom bolt.

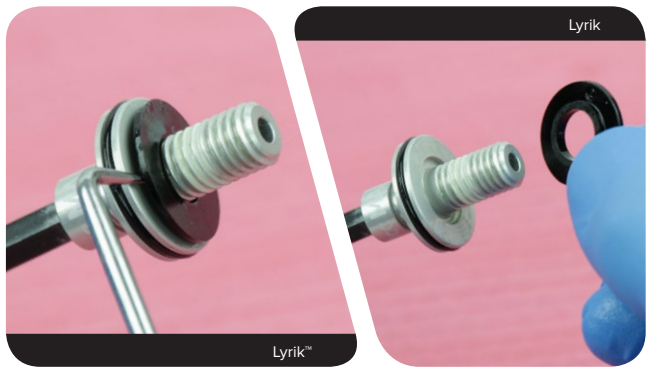
Hold the crush washer with needle nose pliers and unthread it from the bolt by turning the bolt counter-clockwise. Discard the crush washers.

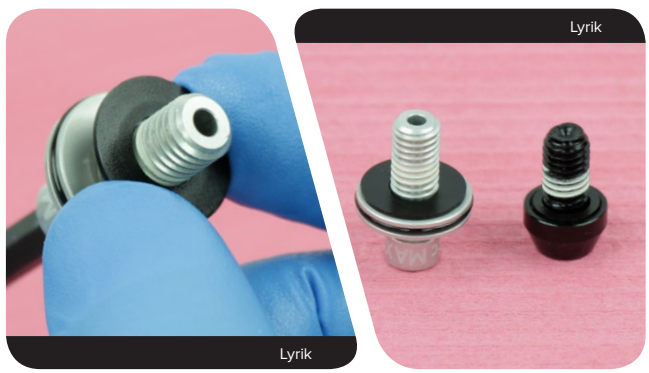
Clean the bolts and install new crush washers.

NOTICE

Dirty or damaged crush washers can cause oil to leak from the fork.







7 Install the black bottom bolt into the spring side shaft.

Install the silver or red bottom bolt into the damper side shaft.

8 **Lyrik™:** Install the rebound damper knob and tighten the set screw.

Do not over-tighten the set screw. Over-tightening will seize the adjuster knob and it will not turn.

Yari™: Install the rebound adjuster knob and press it firmly onto the bolt.

Refer to your pre-service recorded rebound setting to adjust the rebound damping.

9 Refer to your pre-service recorded settings, or use the air chart on the fork's lower leg, and pressurize the air spring.

You may see a drop in the indicated air pressure on the pump gauge while filling the air spring; this is normal. Continue to fill the air spring to the recommended air pressure.

Cycling the fork will equalize the positive and negative air chambers. After the fork is cycled 3-4 times, check the pressure and add air as needed.

Install the air valve cap.

10 Clean the entire fork.

This concludes the service of your RockShox® Lyrik™ or Yari™ suspension fork.

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