S.I.D.
2000 SERVICE INFORMATION & DRAWINGS FOR 2000 PRODUCTS

BOXXER
ROCK SHOX
JETT
SID
SUPERLIGHT INTEGRATED DESIGN
JUDY
Deluxe
rubyl
1989 RS1
The original mountain bike suspension fork

1992 Mag30
1993 Quadra
1993 Mag10

1993 Mag21
Negative spring technology brought to mountain bike suspension

1994 Quadra Q10
1994 Quadra Q21
1994 Mag10
1994 Mag21 SL Ti
1995 Quadra Q5
1995 Quadra Q21
1995 Quadra Q21 R

1995 Mag Paris-Roubaix
Race-winning technology for the road riding crowd

1995 Mag21
1995 Judy XC

1995 Judy SL
The fork that changed the world! 28mm upper tubes, easy to service cartridge design

1995 Judy DH
1996 Quadra Q5
1996 Quadra Q21 R
1996 Mag Paris-Roubaix
1996 Mag21

1996 Super Deluxe
RockShox enters the rear shock market

1996 Judy XC
1996 Judy SL
1996 Judy DH
1996 Deluxe
1997 Indy C
1997 Quadra Q5
1997 Indy XC

1997 Indy SL
High-performance, lightweight, and affordable

1997 Judy SL
True one-piece monocoque lower leg design

1997 Deluxe
1997 Coupe Deluxe
1997 Super Deluxe
1997 Judy DHO
1998 Indy C
1998 Indy XC

1998 Indy SL
1998 Ruby S
1998 Ruby SL
1998 Judy XC
1998 Judy SL
1998 Judy XLC
1998 Judy XL
1998 SID
Air spring technology returns to take the racing world by storm

1998 Boxxer
World Cup winning HydraCoil technology released to the public

1998 Deluxe
1998 Coupe Deluxe
1998 Super Deluxe
1999 Jett C
1999 Jett T2

1999 Ruby Metro
1999 Ruby SL
1999 Judy C
1999 Judy XC
1999 Judy SL
1999 Judy XL
1999 Judy XLC

1999 SID XC
1999 SID XL
1999 SID SL
1999 Boxxer
1999 Deluxe
1999 Deluxe Adjust

1999 Coupe Deluxe
1999 Super Deluxe
1999 SID Rear Shock

1999 SID Adjust
Lightweight, Dual Air design lowers the weight of full suspension

2000 Jett Race
New lower leg design improves handling and aesthetics of the Jett

2000 Jett
2000 Jett XC
2000 Jett SL
2000 Ruby Metro
2000 Ruby SL
2000 Judy XC
2000 Judy SL
2000 Judy XL

2000 SID 100
The best of both HydraCoil damping and air worlds-HydraAir

2000 SID SL
2000 SID XL
2000 SID Race
2000 Boxxer
2000 Deluxe
2000 Deluxe Adjust
2000 SID
2000 SID Adjust

2000 Jett
2000 Jett XC
2000 Jett SL
2000 Ruby Metro
2000 Ruby SL
2000 Judy XC
2000 Judy SL
2000 Judy XL

2000 Judy Race
XXX seals take low maintenance to a new level

2000 SID XC

2000 Pro Deluxe
New remote reservoir design for even more reliability

Wait and see...
XXX "No Admittance" Sealing System
- Reduces friction
- Eliminates dirt
- Dramatically reduces maintenance

HydraAir
- Lightweight
- Super adjustable - no kits necessary
- Plush open-bath damping
- Low maintenance

Homer Valve
- Acts as a blow-off for big hits - no spiking
-Eliminates air build-up around the damper for fade-free damping

All Travel
- Choice for all popular travels - 63mm/80mm/100mm
- No kits needed to change travel, all parts included
- Simply change the position of spring spacers

Dual Air
- Super lightweight
- Exclusive adjustable negative air spring
- No spring kits necessary

HydraCoil
- External rebound damping adjuster
- Consistent, super-plush performance
- Low maintenance

Coil & Air Springs vs. MCUs
- Standard on all forks over JETT XC level
- Improved small and medium bump ride
- Consistent in all temperatures

Oil Bath
- On Boxxer, SID, JUDY, JETT Race•SI•XC and RUBY models
- Low maintenance
- Long-lasting ride quality
<table>
<thead>
<tr>
<th>2000 Model</th>
<th>99 Model</th>
<th>Changes</th>
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</thead>
<tbody>
<tr>
<td>Boxxer</td>
<td>Boxxer</td>
<td>7&quot; travel vs. 6&quot; travel</td>
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<tr>
<td>SID Race</td>
<td>SID SL</td>
<td>New lighter weight, 2.5 lbs. and XXX Sealing System</td>
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<tr>
<td>SID SL</td>
<td>SID XC</td>
<td>New XXX Sealing System and All Travel System (63mm/80mm travel options)</td>
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<td>New HydraAir technology, XXX Sealing System and All Travel System (63mm/80mm travel options), Homer Valve</td>
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<td>SID 100</td>
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<td>New HydraAir technology, 100mm travel, XXX Sealing System, Homer Valve</td>
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<td>New lighter weight, 3.5 lbs. and XXX Sealing System</td>
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<td>Judy Race</td>
<td>Judy SL</td>
<td>New HydraCoil Adjust w/Homer valve, Super light 100mm travel HydraCoil - 3.5 lbs., XXX Sealing System, All Travel System (63mm/80mm/100mm travel options)</td>
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<td>Judy SL</td>
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<td>New HydraCoil Adjust with Homer valve, external rebound adjustment, XXX Sealing System, and All Travel System (63mm/80mm/100mm travel options)</td>
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<td>Judy C</td>
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<td>Judy XL</td>
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<td>Jett Race</td>
<td>New</td>
<td>New leading-axle lowers, aluminum steerer, and HydraCoil</td>
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<td>Jett XC</td>
<td>New leading-axle lowers and HydraCoil</td>
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<tr>
<td>Jett XC</td>
<td>Jett C</td>
<td>New leading-axle lowers and high performance elastomer with 75mm travel</td>
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<td>Jett</td>
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<td>Entry-level RockShox performance, coil/MCU elastomer</td>
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<td>Ruby SL</td>
<td>Ruby SL</td>
<td>New competitive price</td>
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<td>Aluminum steerer option and HydraCoil</td>
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### Fork/Seatpost Tool List

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### Rear Shock Tool List

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</table>

* Rear shock tool kit contains all RockShox specific tools necessary to perform rear shock repairs except the Pro Deluxe Reservoir Clamp.
The following icons are used extensively throughout the S.I.D. manual. They notify you of a procedure that you should pay extra attention to or risk damaging yourself and your wonderful RockShox product. Or they inform you of a significant torque or air pressure value, or where to slap on some Judy Butter or Loctite®.

**Warning**: This icon will let you know that the procedure you are about to perform could possibly cause damage to you or the product if not performed correctly.

**Torque**: This icon denotes a procedure that requires a specific torque value (in/ lb | Nm).

**Lubrication**: This icon will remind you to use Judy Butter, RockShox Oil or RedRum.

**Pressurize**: This icon denotes a procedure that requires specific air pressure (psi).

**Loctite**: This icon denotes a procedure that requires the use of Loctite or other bolt and screw fixing agent.

### 2000 SPRING LENGTHS (IN MM)

<table>
<thead>
<tr>
<th>P/N Description</th>
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<td>410-003071-03 Spring Elastomer Lngth 8.07</td>
<td>205.0mm</td>
<td>184.5mm</td>
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<td>510-001190-00 Spring Top Out</td>
<td>25.4mm</td>
<td>22.9mm</td>
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<td>Jett Race/SL</td>
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<tr>
<td>510-001190-00 Spring Top Out</td>
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<td>Judy Race/XL/SL/XC</td>
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<td>510-001190-00 Spring, All Travel</td>
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### Spring Part Numbers

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<td>510-001188-04 Black (FRM)</td>
<td>110-004707-00 Red (FRM)</td>
<td>100-004476-00 Black (FRM)</td>
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</table>
Forks

O-rings
Check for any deformation as well as any nick or cut. Even the slightest damage can lead to possible air loss. Under normal circumstances, when rebuilding air forks, all o-rings should be replaced.

Resi-wipers
Check for any deformation as well as any nick or cut. Damage to resi-wipers will increase the amount of contamination allowed to penetrate into the system.

Bushings
As with any other moving part, bushings will wear over time. As the bushing material wears from the backing, it will darken in color. Uneven wear to the bushing is indicative of excessive side load or play.

Glide rings
Check for uneven wear to the ring. Also, examine the surface of the glide ring. If the ring has an abrasive feel to it, it should be replaced. If the oil removed from the system shows signs of contamination, it’s likely the glide ring will have worn and should be replaced.

Oil
With HydraCoil and HydraAir forks, examination of the oil will give the best indication of the conditions the rider is experiencing. Any dirt, debris, or moisture that breaches the seal system will be suspended in the oil. Check the color of the oil. An opaque or “milky” appearance indicates water contamination.

Springs
Measure the free length of the spring. If there is more than a 10% discrepancy between the existing length and the “new” length, the spring should be replaced. Excessive preload or repeated coil binding (as indicated by damage to the underside of each coil) will drastically reduce the life of the spring. Suggest a stiffer or higher rate spring.

Bolts
Check thread condition. With a scribe or wire brush, remove any residual Loc-tite. Replace any bolt that appears to have thread damage.

Upper Tubes
Check for wear, including scratches or discoloration. Exposed aluminum is prone to corrosion. Steel upper tubes can have the black nitrided coating wear away without any loss of performance.

Lower Leg
Externally, examine the condition of the powder coating. Deep scratches potentially expose the magnesium to the elements, which can shorten the life of the legs.
Rear Shocks

O-rings
Check for any deformation as well as any nick or cut. Even the slightest damage can lead to possible air loss. Under normal circumstances, when rebuilding rear shocks, all o-rings should be replaced.

Wipers
As the first line of defense against the elements, it’s imperative that the wiper be checked for any damage or wear. Inspect closely and look for deformation as well as any nick or cut. Uneven wear to the rear shock wiper can be an indicator of side load to the rear shock shaft. Damage to wipers will increase the amount of contamination allowed to penetrate into the system.

Bushings
As with any other moving part, bushings will wear over time. As the bushing material wears from the backing, it will darken in color. Uneven wear to the bushing is indicative of excessive side load or play.

Glide rings
Check for uneven wear to the ring. Also, examine the surface of the glide ring. If the ring has an abrasive feel to it, it should be replaced. Dirty or contaminated oil will shorten glide ring life.

Shafts
Examine shaft surface for scratches. As a guideline, if a scratch to the surface finish can be felt with your fingernail, the shaft should be replaced. Check for uneven or excessive wear, a key sign of side load. If uneven or excessive wear is found, thoroughly check the mounting hardware and frame alignment.

Mount Hardware
Rear shock mounting hardware is designed to prevent any side to side play in the shock, and prevent binding as the shock pivots in the frame. Install mount hardware in a vice and verify ability to pivot freely.

Springs
Excessive preload (more than 4-5 complete turns from zero preload) or repeated coil binding (as indicated by damage to the underside of each coil) will drastically reduce the life of the spring. Suggest a stiffer or higher rate spring.

Bolts
Check thread condition. With a scribe or wire brush, remove any residual Loc-tite. Replace any bolt that appears to have thread damage.
You Will Need
- Clean work area
- 24mm socket
- 4mm hex wrench
- 8mm hex wrench
- Socket extension
- Lint free cloth
- Judy butter
- Safety glasses
- Torque wrench (0-150 in/lb|0-15 Nm)

Remove Spring Stack
- ✔ Using a 24mm socket remove the top cap from each leg.
- ✔ Compress the fork, and remove the coil spring and spring spacer from each leg.

Remove Lower Tube Assembly
- ✔ Loosen and remove the 4mm hex bolt from the bottom of the lower tubes.
- ! If the 4mm hex bolt spins freely, an 8mm hex socket on an extension can be inserted into the upper tube to securely hold the plunger.
- ✔ Carefully slide lower tube assembly off the upper tubes.
## Remove Plunger Shafts

- Carefully push damper and plunger assemblies out through top of upper tube. Use a long (100mm), 10mm diameter dowel or equivalent.
- Inspect condition of Judy Butter on plunger assemblies. If contaminated, the lower tube assembly should be cleaned.
- To clean the lower tube assembly, carefully remove the Resi-wiper seal from both legs.
- Use a biodegradable solvent (Simple Green, Pedros or equivalent) and a 300mm (12") long, 30 mm (1 ¼") diameter soft bristle bottle brush to clean the lower tube internals. Dry thoroughly.

⚠️ The bushings on the Jett fork are not serviceable.

## Install Plunger Shafts

- Lubricate the plunger shafts with Judy Butter.
- Install the plunger shafts through the top of the upper tube.

## Install Lower Tube Assembly

- Carefully engage prepared lower tube (Resi-wipers and bushings lightly greased) onto upper tubes. Use extreme care not to damage Resi-wiper.
- Slide lower tube assembly completely onto the upper tubes.

⚠️ Reinstall shaft bolts and tighten to 60 in/lb (6.8 Nm).

⚠️ If plunger shaft spins while tightening the plunger bolts, it can be held in place by inserting the 8mm hex/extension into the upper tube.

## Install Springs

- Install coil springs, spring spacers, and top caps.

⚠️ Torque the top caps to 35 in/lb (4 Nm).
You Will Need

- Clean work area
- 24mm socket
- Long 6mm hex wrench
- Long flat blade screwdriver
- Socket extension
- Lint free cloth
- Judy butter
- Safety glasses
- RockShox 5 wt. oil
- Torque wrench (0-150 in/1b|0-15 Nm)

Remove Spring Stack

✔ Using a 24mm socket remove the top cap from each leg.
✔ Compress the fork, and remove the single elastomer and plunger cap from the left leg.

⚠ This fork has a single elastomer in the left leg.
Remove Lower Tube Assembly

✔ Insert the long 6mm hex wrench (attached to an extension) into the upper tubes and loosen the plunger bolts.
✔ Carefully slide lower tube assembly off upper tubes

Remove Damper and Plunger Shaft

✔ Carefully push plunger assemblies out through top of upper tube. Use a long (100mm) 10mm diameter dowel or equivalent.
✔ Inspect lower tube assembly. If the Resi-wiper and bushings are contaminated, follow the steps below for cleaning the lower tube.
✔ To clean the lower tube assembly, carefully remove the Resi-wiper seal from both legs.
✔ Use a biodegradable solvent (Simple Green, Pedros, or equivalent) and a 300mm (12") long, 30 mm (1 ¼") diameter soft bristle bottle brush to clean the lower tube intervals. Dry thoroughly.
✔ Lower tube bushings- typical rebuild does not require bushing service. The oil bath provides extended an service interval by keeping the system clean and lubricated.

Install Damper and Neutral Shaft

✔ Install plunger shaft assemblies through the top of the upper tube.
Install Lower Tube Assembly

- Carefully engage prepared (Resi wipers and bushings greased) onto upper tubes. Use extreme care not to damage Resi-wiper.
- Slide lower tube assembly completely onto the upper tubes.
- Re-insert the long 6mm hex with extension and torque the plunger bolts to 80 in/lb (9 Nm).

Refill Fluids

- Pour 10cc 5 wt. oil into both legs.
- Install elastomer, spring spacer, and top caps.
- Torque top caps to 35 in/lb (4 Nm).
<table>
<thead>
<tr>
<th>Problem</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Severe &quot;top out&quot;</td>
<td>1. Examine ETS spring. Check for compression set.</td>
</tr>
<tr>
<td>Dead spot in travel on compression</td>
<td>1. Measure elastomer and check for compression set</td>
</tr>
<tr>
<td></td>
<td>2. Check position of elastomer</td>
</tr>
<tr>
<td>Slow rebound</td>
<td>1. Check and clean bushings and internals</td>
</tr>
<tr>
<td></td>
<td>2. Measure elastomer and check for compression set</td>
</tr>
</tbody>
</table>
You Will Need

- Clean work area
- 24mm socket
- Long 6mm hex wrench
- Long flat blade screwdriver
- Socket extension
- Lint free cloth
- Judy butter
- Safety glasses
- RockShox oil (5 wt [std], 15 wt, 10 wt)
- Torque wrench (0-150 in/lb|0-15 Nm)

Remove Spring Stack

✔ Using a 24mm socket remove the top cap from each leg.
✔ Compress the fork, and remove the coil spring and spring spacer from each leg.
✔ Using a long flat blade screwdriver, dislodge the spring retainer from the piston.
✔ Using a suitable oil receptacle, pour the oil from the fork.

⚠ The spring retainers will now fall from the fork.
Remove Lower Tube Assembly

- Insert the long 6mm hex wrench (attached to an extension) into the upper tubes and loosen the plunger bolts.
- Carefully slide lower tube assembly off upper tubes.

Remove Damper and Plunger Shaft

- Carefully push damper and plunger assemblies out through top of upper tube. Use a long, (100mm) 10mm diameter dowel or equivalent.
- Inspect condition of removed oil; if opaque and/or milky (water contamination), the lower tube assembly should be cleaned.
- To clean the lower tube assembly, carefully remove the Resi-wiper seal from both legs.
- Use a biodegradable solvent (Simple Green, Pedros, or equivalent) and a 300mm (12") long, 30mm (1 ¼") diameter soft bristle bottle brush to clean the lower tube internals. Dry thoroughly.

Install Damper and Neutral Shaft

- Install damper shaft assembly (left leg) and plunger shaft assembly (right leg) through the top of the upper tube.
Install Lower Tube Assembly

- Carefully engage prepared (Resi-wipers greased, bushings lightly oiled) onto upper tubes.
- Use extreme care not to damage Resi-wiper.
- Slide lower tube assembly completely onto the upper tubes.
- Re-insert the long 6mm hex with extension and torque the plunger bolts to 80 in/lb (9 Nm).

Refill Fluids

- Pour 85cc 5 wt. (std) into both legs (10 & 15 wt. optional).
- Install spring retainers, coil springs, spring spacers, and top caps.
- Torque top cap to 35 in/lb (4 Nm).

Jett Performance Tuning Table

<table>
<thead>
<tr>
<th>Jett SL / Race</th>
<th>Weight</th>
<th>Spring</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>63mm</td>
<td>75mm</td>
</tr>
<tr>
<td>75-100 (35-45 kg)</td>
<td>75-100 (35-45 kg)</td>
<td>silver</td>
</tr>
<tr>
<td>100-125 (45-55 kg)</td>
<td>100-125 (45-55 kg)</td>
<td>silver</td>
</tr>
<tr>
<td>125-150 (55-70 kg)</td>
<td>125-150 (55-70 kg)</td>
<td>yellow</td>
</tr>
<tr>
<td>150-175 (70-80 kg)</td>
<td>150-175 (70-80 kg)</td>
<td>yellow</td>
</tr>
<tr>
<td>175-200 (80-90 kg)</td>
<td>175-200 (80-90 kg)</td>
<td>red</td>
</tr>
<tr>
<td>200-225 (90-105 kg)</td>
<td>200-225 (90-105 kg)</td>
<td>red</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*All Jett SL and Race forks use a 5 wt. Oil. To increase rebound damping, you can use a 10 or 15 weight oil.
<table>
<thead>
<tr>
<th>Problem</th>
<th>Solution</th>
</tr>
</thead>
</table>
| Loss of damping                 | 1. Check oil volume. Too little oil will result in a loss of rebound damping.  
                                 | 2. Check piston glide ring. Worn glide ring will allow too much free bleed of oil.                                                    |
|                                 | **Oil leaks from dust wiper**  
                                 | 1. Examine upper tube for nicks or scratches.  
                                 | 2. Verify oil volume  
                                 | 3. Check Resi-wiper for damage |
| "Clicking" sound on compression | 1. Examine spring for compression set.  
                                 | 2. Check spring's interface with spring spacer.                                                                                      |
| Severe "top out"                | 1. Examine ETS spring. Check for compression set.                                                                                      |
You Will Need

- Clean work area
- 24mm socket
- 5mm hex wrench
- Dead blow mallet
- Lint free cloth
- Judy butter
- Safety glasses
- RockShox oil (5 wt [std], 15 wt, 10 wt)
- Torque wrench (0-150 in/lb | 0-15 Nm)

Remove Spring Stack

✔ Using a 24mm socket, remove the top cap and coil springs from each leg.
✔ Using a small blade screwdriver, carefully push the Dust seal (gray) up from the lower tubes.
⚠ To prevent scratching the upper tubes, cover the screwdriver tip with a soft cloth.
✔ Carefully lift the foam lubrication ring. Ensure that the foam ring is clean and free of debris. Leave each on upper tube.

Remove Lower Tube Assembly

✔ Gently pull downward to remove adjuster knob
✔ Loosen shaft bolts 4 turns, tap firmly with dead blow mallet to separate the shafts
✔ Keep a bucket nearby to catch oil.
✔ Remove shaft bolts
✔ Carefully slide lower tube assembly off upper tubes
Remove Damper and Plunger Shaft

- ✔ Using internal circlip pliers, remove the retaining ring from the bottom of the upper tube.
- ✔ Slide the damper (right side) and the plunger (left side) out of the upper tube, noting the orientation of the All Travel Spacers and Homer Valve.

⚠ Use care not to damage the piston glide ring.

- ✔ Inspect condition of removed oil; if opaque and/or milky (water contamination), the lower tube assembly should be cleaned.
- ✔ To clean the lower tube assembly, carefully remove oil seal (black) from both legs. Using a small flat blade screwdriver, slowly pry at the oil seal every 20°. Cover lower tube casting edge with soft rag to protect finish.
- ✔ Use a biodegradable solvent (Simple Green, Pedros, or equivalent) and a 300mm (12") long, 30 mm (1¼") diameter soft bristle bottle brush to clean the lower tube intervals. Dry thoroughly.

⚠ Lightly lube and reinstall oil seal (2 black) into lower tube. Apply a thin film of RedRum to bushing (4), two in each leg.

Install Damper and Neutral Shaft

- ✔ Install damper shaft assembly (right leg) and plunger shaft assembly (left leg) through the bottom of the upper tube.
- ✔ Reinstall Homer Valve.
- ✔ Reinstall the retaining ring in the upper tube.
- ✔ Reinstall the springs, All Travel Spacers, and lightly tighten the top caps.

Install Lower Tube Assembly

- ✔ Carefully engage prepared (oil seals installed, bushings lightly oiled) onto upper tubes containing remainder of sealing system- boot (optional), Shower Cap (optional), Dust seal (gray), cleaned and lubricated foam ring.

⚠ Use extreme care not to damage oil seal(s).
- ✔ Slide lower tube assembly completely onto the upper tubes.
- ✔ Install lower shaft bolts and torque to 60 in/lb (6.8 Nm).
Refill Fluids

✔ Remove the top caps and coil springs.

⚠️ Pour 120 cc (130 cc for Judy XC) of RockShox 5 wt. (std) oil into both legs (10 & 15 wt. optional).

✔ Install coil springs and top caps.

⚠️ Torque top caps to 35 in/lb (4 Nm) (50 in/lb [5.6 Nm] for aluminum top caps)

✔ Install damper adjuster knob.

✔ Install foam ring and dust seals (2mm gap). Use a cable tie inserted between upper tube and dust seal to prevent air buildup.

Judy Performance Tuning Table

<table>
<thead>
<tr>
<th>Judy Race/SL/XL/XC</th>
<th>Weight</th>
<th>63mm</th>
<th>80/100mm</th>
<th>Spring</th>
<th>left</th>
<th>right</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>75-100 (35-45 kg)</td>
<td>100-125 (45-55 kg)</td>
<td>silver</td>
<td>silver</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>100-125 (45-55 kg)</td>
<td>125-150 (55-70 kg)</td>
<td>silver</td>
<td>yellow</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>125-150 (55-70 kg)</td>
<td>150-175 (70-80 kg)</td>
<td>yellow</td>
<td>yellow</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>150-175 (70-80 kg)</td>
<td>175-200 (80-90 kg)</td>
<td>red</td>
<td>red</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>175-200 (80-90 kg)</td>
<td>200-225 (90-105 kg)</td>
<td>red</td>
<td>black</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>200-225 (90-105 kg)</td>
<td></td>
<td>black</td>
<td>black</td>
<td></td>
</tr>
</tbody>
</table>

*All Judy forks use a 5 wt. Oil. To increase rebound damping, you can use a 10 or 15 weight oil.
<table>
<thead>
<tr>
<th>Problem</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil leaks from shaft bolt</td>
<td>1. Check condition and torque of crush washer</td>
</tr>
<tr>
<td></td>
<td>2. Check damper assembly</td>
</tr>
<tr>
<td>Loss of damping</td>
<td>1. Check oil volume. Too little oil will result in a loss of rebound damping.</td>
</tr>
<tr>
<td></td>
<td>2. Check piston glide ring. Worn glide ring will allow too much free bleed of oil</td>
</tr>
<tr>
<td></td>
<td>3. Check Homer valve for contamination</td>
</tr>
<tr>
<td>Oil leaks from dust wiper</td>
<td>1. Examine upper tube for nicks or scratches.</td>
</tr>
<tr>
<td></td>
<td>2. Verify oil volume</td>
</tr>
<tr>
<td></td>
<td>3. Check dust wiper and oil seal.</td>
</tr>
<tr>
<td>Clicking sound on compression</td>
<td>1. Check coil spring for compression set.</td>
</tr>
<tr>
<td></td>
<td>2. Check for interference with the Homer valve and ETS spring</td>
</tr>
<tr>
<td></td>
<td>3. Check ATO spacers</td>
</tr>
<tr>
<td>Severe &quot;top out&quot;</td>
<td>1. Examine ETS spring. Check for compression set.</td>
</tr>
</tbody>
</table>
You Will Need

- Clean work area
- 22mm socket
- 5mm hex wrench
- Dead blow mallet
- Lint free cloth
- Judy butter
- SID pump and adapter
- Safety glasses
- RockShox oil (15 wt(std), 5 wt, 10 wt)
- Torque wrench (0-150 in/lb|0-15 Nm)

Release Air Pressure

✔ Note air pressure with gauge on pump.
✔ Remove top cap.
✔ Using a small blade screwdriver, carefully push the dust wiper seal (gray) up from the lower tubes

⚠ To prevent scratching the upper tubes, cover the screwdriver tip with a soft cloth.
✔ Carefully lift the foam lubrication ring. Ensure that the foam ring is clean and free of debris. Leave each on upper tube.

Remove Lower Tube Assembly

✔ Gently pull downward to remove adjuster knob.
✔ Loosen shaft bolts 4 turns, tap firmly with dead blow mallet to separate the shafts.
✔ Keep a bucket nearby to catch oil. (rt leg- HydraAir, damper = lots of oil, left leg oil bath – RedRum)
✔ Remove shaft bolts.
✔ Carefully slide lower tube assembly off upper tubes.
Remove Damper and Neutral Shaft

⚠️ Use of HydraAir retaining ring tool (PN 140-004910-00) can ease Homer Valve removal (A 15mm socket will also help.).
✔ Firmly push Homer Valve (base valve) into upper tube.
✔ Simultaneously pry retaining ring from groove in upper tube starting from notched end.
✔ Remove Homer Valve, steel spring wave washer (maybe 1 or 2 used) and aluminum flat washer.
✔ Carefully slide damper assembly and neutral shaft assembly from the bottom of the upper tube.

⚠️ Use care not to damage piston/o-ring assembly on retaining ring groove in upper tube.
✔ Inspect condition of removed oil/RedRum-if opaque and/or milky (water contamination), the lower tube assembly should be cleaned.
✔ To clean the lower tube assembly, carefully remove oil seal (black) from both legs. Using a small flat blade screwdriver, slowly pry at the oil seal every 20°. Cover lower tube casting edge with soft rag to protect finish.
✔ Use a biodegradable solvent (Simple Green, Pedros, or equivalent) and a 300mm (12”) long, 30 mm (1 ¼”) diameter soft bristle bottle brush to clean the lower tube intervals. Dry thoroughly.

⚠️ Lightly lube oil seal and re-install into lower tube. Apply a thin film of RedRum to bushing (4), two in each leg.
✔ Lower tube bushings- typical rebuild does not require bushing service. XXX seal system, HydraAir, and oil bath provide extended service interval by keeping XXX seal system clean and lubricated.

Configure All Travel Spacers

✔ For 63 mm of travel:
  -1 All Travel Spacer installed below ETS spring on damper
  -Negative spring installed on neutral shaft with circumference line oriented towards air piston
✔ For 80 mm of travel:
  -No All Travel Spacer installed on damper
  -Negative spring installed on neutral shaft with circumference line oriented towards shaft bolt
Install Damper and Neutral Shaft

✔ Install damper shaft assembly (right leg) and neutral shaft assembly (left leg) through bottom of upper tube. Lubricate air piston o-rings with RedRum.

⚠️ Use care not to damage o-ring on retaining ring groove.

✔ Install aluminum flat washer, steel spring wave washers, and Homer valve in same orientation as removed.

✔ Firmly depress the Homer valve and re-install the retaining ring firmly into the groove.

Install Lower Tube Assembly

✔ Carefully engage prepared (oil seals installed, bushings lightly oiled) onto upper tubes containing remainder of sealing system-boot (optional), Shower Cap (optional), dust seal (gray), cleaned and lubricated foam ring. Use extreme care not to damage oil seal(s).

⚠️ Pour 2 ml of RedRum on top of the air pistons.

⚠️ Install top cap assemblies, lubricate o-ring, and torque to 50 in/lb.

✔ Slide lower tube assembly until just before lower bushing engages with upper tube.

Refill Fluids

⚠️ Pour 100cc of RockShox 15 wt. (std) into right leg (5 & 10 wt. Optional).

⚠️ Pour 10cc of RedRum into left leg.

✔ Install shaft bolts (hollow shaft bolt into damper [right] leg). Torque to 60 in/lb (6.8 Nm).

✔ Install damper adjuster knob.

⚠️ Inflate according to the specifications in the table below.

✔ Install foam ring and dust seals (2mm gap). Use a cable tie inserted between upper tube and dust seal to prevent air buildup.

<table>
<thead>
<tr>
<th>Rider Weight</th>
<th>Positive spring psi (each leg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;120 lbs.</td>
<td>30-40</td>
</tr>
<tr>
<td>120-140 lbs.</td>
<td>40-50</td>
</tr>
<tr>
<td>140-160 lbs.</td>
<td>50-60</td>
</tr>
<tr>
<td>160-180 lbs.</td>
<td>55-65</td>
</tr>
<tr>
<td>&gt;180 lbs.</td>
<td>65-75</td>
</tr>
<tr>
<td>Problem</td>
<td>Solution</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Air loss                            | 1. Check top cap schrader valve. Verify its operation and ensure that it is properly installed in top cap. Replace Schrader valve if neccessary  
2. Check top cap o-ring and its fit with the crown/steer/upper tube.  
3. Check piston o-ring for damage                                                                                                      |
| Oil leaks from shaft bolt           | 1. Check condition and torque of crush washer  
2. Check damper assembly                                                                                                           |
| "Clicking" sound on compression     | 1. Examine ETS Spring and Homer valve. Spring may be deflecting and hitting spring washers or Homer valve. Ensure that ETS Spring guide is in place  
2. Examine Negative Spring. Ensure that spring guide is in place, and that the negative spring is deflecting and hitting wave washers or Homer valve. |
| Unable to achieve full travel       | 1. Check for excessive lubricant in the air chamber. Excessive lube will reduce the air volume, causing a sharp "ramp" in the spring curve. Verify proper All Travel orientation (SID XC only) |
| Loss of damping                     | 1. Check oil volume. Too little oil will result in a loss of rebound damping.  
2. Check piston glide ring. Worn glide ring will allow too much free bleed of oil.  
3. Ensure damper retaining ring in installed properly in the upper tube                                                                 |
| Oil leaks from dust wiper           | 1. Examine upper tube for nicks or scratches.  
2. Verify oil volume.  
3. Check dust wiper and oil seal.                                                                                                   |
| Severe "top out"                    | 1. Examine ETS spring. Check for compression set.                                                                                               |
| Extremely stiff in 63mm configuration| 1. Verify that the neutral shaft is set up for 63mm travel configuration. Neutral shaft in 80mm configuration will reduce negative spring preload, creating a fork that requires an extreme amount of force to initiate travel. |
| Extremely active in 80mm configuration| 1. Verify that the neutral shaft is set up for 80mm travel configuration. Neutral Shaft in 63mm configuration will increase negative spring preload, creating a very active fork |
You Will Need

- Clean work area
- 22mm socket
- 10mm hex wrench
- 8mm hex wrench
- Schrader valve core tool
- Dead blow mallet
- Lint free cloth
- Judy butter
- SID pump and adapter
- SID cartridge removal tool
- Safety glasses
- RockShox RedRum
- Torque wrench (0-150 in/lb.)

Release Air Pressure

- ✔ Note air pressure with gauge on pump (positive and negative chambers)
- ✔ Release air from negative chamber.
- ✔ Release air from positive chambers.
- ✔ Remove top cap
- ✔ Using a small blade screwdriver, carefully push the Dust seal (gray) up from the lower tubes

⚠ To prevent scratching the upper tubes, cover the screwdriver tip with a soft cloth.

- ✔ Carefully lift the foam lubrication ring. Ensure that the foam ring is clean and free of debris. Leave each on upper tube.
Remove Lower Tube Assembly

This fork has an oil bath. Place a suitable oil receptacle beneath the fork.

- ✔ Using a small Philips screwdriver, remove cartridge adjuster knob. (SID XL only)
- ✔ Using an 8mm wrench, remove, invert, and re-install the cartridge nut. (SID XL only)
- ✔ Tap firmly on the cartridge nut to separate the shaft
- ✔ Loosen air cartridge nuts 5 turns, tap firmly with dead blow mallet to separate the shafts
- ✔ Remove negative air shaft nut
- ✔ Carefully slide lower tube assembly off upper tubes

Remove Damping and Negative Air Cartridge

- ✔ Remove bottom out bumpers from cartridge shafts. Inspect for damage.
- ✔ Using the SID Cartridge removal tool, unthread the Damping and Negative Air cartridges from the upper tube.
- ✔ Cartridges are left hand thread. Use care not to damage piston/o-ring assembly on top cap threads in upper tube.
- ✔ When removing SID SL Negative Cartridge, note presence or absence of ATO spacer.
- ✔ Inspect condition of removed oil/RedRum-if opaque and/or milky (water contamination), the lower tube assembly should be cleaned.
- ✔ To clean the lower tube assembly, carefully remove Dust seal (gray), foam ring, and oil seal (black) from both legs. Using a small flat blade screwdriver, slow pry at the oil seal every 20°. Cover lower tube casting edge with soft rag to protect finish.
- ✔ Use a biodegradable solvent (Simple Green, Pedros, or equivalent) and a 300mm (12”) long, 30mm (1 ¼”) diameter soft bristle bottle brush to clean the lower tube intervals. Dry thoroughly.
- ✔ Re-install oil seal (2 black) into lower tube. Apply a thin film of RedRum to bushing (4), two in each leg.
- ✔ Lower tube bushings- typical rebuild does not require bushing service. XXX seal system and oil bath provide extended service interval.

Install Damping and Negative Air Cartridge

- ✔ Lubricate both damping and negative air cartridge piston and piston O-rings with RedRum.
- ✔ Carefully insert the damping cartridge into the upper tube. Use care not to damage O-ring on threads in upper tube. Tighten to 30 in/lb (3.4 Nm). Repeat this process with the negative air cartridge.
- ✔ Reinstall bottom out bumpers.
Install Lower Tube Assembly

- Carefully engage prepared (oil seals installed, bushings lightly oiled) onto upper tubes containing remainder of sealing system-boot (optional), Shower Cap (optional), dust seal (gray), cleaned and lubricated foam ring. Use extreme care not to damage oil seal(s).
- Pour 2 ml of RedRum on top of the air pistons.
- Install top cap assemblies, lubricate o-ring and torque to 50 in/lb (5.6 Nm).
- Slide lower tube assembly until just before lower bushing engages with upper tube.

Refill Fluids

- Pour 5-10cc of RedRum into each leg.
- Install negative air shaft nut and torque to 50 in/lb (5.6Nm). Install damping cartridge nut and torque to 50 in/lb (5.6 Nm).
- Install cartridge adjuster knob.
- Inflate according to the specifications in the table below.
- Install foam ring and dust seals (2mm gap). Use a cable tie inserted between upper tube and dust seal to prevent air buildup.

<table>
<thead>
<tr>
<th>Rider Weight</th>
<th>Positive spring psi (each leg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;120 lbs. (55 kg)</td>
<td>30-40</td>
</tr>
<tr>
<td>120-140 lbs. (55-65 kg)</td>
<td>40-50</td>
</tr>
<tr>
<td>140-160 lbs. (65-73 kg)</td>
<td>50-60</td>
</tr>
<tr>
<td>160-180 lbs. (73-82 kg)</td>
<td>55-65</td>
</tr>
<tr>
<td>&gt;180 lbs. (82 kg)</td>
<td>65-75</td>
</tr>
</tbody>
</table>

Always inflate the positive air chamber first.
<table>
<thead>
<tr>
<th>Problem</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air loss (main chamber)</td>
<td>1. Check top cap schrader valve. Verify its operation and ensure that it is properly installed in top cap. Replace Schrader valve if necessary.</td>
</tr>
<tr>
<td></td>
<td>2. Check top cap o-ring and its fit with the crown/steer/upper tube.</td>
</tr>
<tr>
<td></td>
<td>3. Check for excess lubricant in positive air chamber</td>
</tr>
<tr>
<td></td>
<td>4. Check piston o-ring for damage</td>
</tr>
<tr>
<td>Air loss (negative chamber)</td>
<td>1. Check negative air cartridge valve. Verify its operation and ensure that it is properly installed in the negative air cartridge shaft. Replace Schrader valve if necessary.</td>
</tr>
<tr>
<td></td>
<td>2. Evaluate condition of the negative air cartridge shaft. Replace assembly if the shaft has any deep scratches or wear.</td>
</tr>
<tr>
<td></td>
<td>3. Check negative air cartridge o-ring</td>
</tr>
<tr>
<td></td>
<td>4. Check piston o-ring for damage</td>
</tr>
<tr>
<td>Dual Adjust knob does not seat</td>
<td>1. Check condition of shaft nut o-ring.</td>
</tr>
<tr>
<td>Unable to achieve full travel</td>
<td>1. Check for excessive lubricant in the air chamber. Excessive lube will reduce the air volume, causing a sharp &quot;ramp&quot; in the spring curve.</td>
</tr>
<tr>
<td></td>
<td>2. Check orientation of All Travel spacer (SL and XL only)</td>
</tr>
<tr>
<td>Unable to Adjust Compression</td>
<td>1. Reduce Rebound damping one complete turn, adjust compression, then return rebound damping to desired setting</td>
</tr>
<tr>
<td>Oil leaks from dust wiper</td>
<td>1. Examine upper tube for nicks or scratches.</td>
</tr>
<tr>
<td></td>
<td>2. Verify oil volume.</td>
</tr>
<tr>
<td></td>
<td>3. Check dust wiper and oil seal.</td>
</tr>
</tbody>
</table>
You Will Need

- Clean work area
- 24mm socket
- 6mm hex wrench
- 3mm hex wrench
- Internal snap ring pliers
- Small screwdriver
- Lint free cloth
- Judy butter
- Safety glasses
- RockShox 5 wt. (std, compression), 10 wt., and 15 wt. (std, rebound) oil
- Torque wrench (0-150 in/lb|0-15 Nm)
- Oil receptacle

Remove Spring Stack

✔ Using a 24mm socket, remove the top caps and spring spacers.
✔ Compressing the fork slightly, remove the coil springs from the upper tube.
**Remove Lower Tube Assembly**

✔ Loosen shaft bolts 4 turns, tap firmly with dead blow mallet to separate the shafts.
✔ Keep a bucket nearby to catch oil.
✔ Remove shaft bolts.
✔ Carefully slide lower tube assembly off upper tubes.

**Remove Compression and Rebound Dampers**

✔ Using internal circlip pliers, remove the retaining ring from the bottom of the upper tube.
✔ Remove the check valve assembly and slide the damper from the upper tube.

⚠️ Use care not to damage the glide ring.
✔ Inspect condition of removed oil - if opaque and/or milky (water contamination), the lower tube assembly should be cleaned.
✔ To clean the lower tube assembly, carefully remove Dust seal (gray) and oil seal (black) from both legs. Using a small flat blade screwdriver, slow pry at the oil seal every 20°. Cover lower tube casting edge with soft rag to protect finish.
✔ Use a biodegradable solvent (Simple Green, Pedros, or equivalent) and a 300mm (12") long, 30 mm (1 ¼") diameter soft bristle bottle brush to clean the lower tube intervals. Dry thoroughly and install a new oil seal.
✔ Lower tube bushings - typical rebuild does not require bushing service. HydraCoil system provides extended service interval by keeping system clean and lubricated.
✔ Normal oil change/rebuild does not require rebuild of the rebound or compression dampers.
Install Compression and Rebound Dampers

✔ While compressing the glide ring, carefully insert the damper into the upper tube (rebound damper-right upper tube, compression damper-left upper tube).
✔ Install the check valve assembly into the upper tube.
✔ Install the retaining ring in the upper tube.
✔ Install the coil springs and preload spacers and lightly tighten the top caps.
✔ Install Lower Tube Assembly
✔ Carefully engage prepared lower tube assembly (Resi-wipers and oil seal lightly oiled) onto upper tubes.

⚠️ Use extreme care not to damage Resi-wipers or oil seal!
✔ Slide lower tube assembly completely onto the upper tubes.
⚠️ Install lower shaft bolts and crush washers. Torque to 60 in/lb (6.8 Nm).

Refill Fluids

✔ Remove top caps and springs. Compress the fork completely.
⚠️ Pour 200cc of 5 wt. Oil into the Compression (left) upper tube. Pour 185cc of 15 wt. Oil into the Rebound (right) upper tube. Cycle the fork with both the compression and rebound adjustments at the lowest damping adjustment.
⚠️ Install coil springs and spring spacers. Torque top cap to 50 in/lb (5.6 Nm).

Boxxer Performance Tuning Table

<table>
<thead>
<tr>
<th>Weight</th>
<th>Spring</th>
<th>Oil</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left</td>
<td>Right</td>
<td>Compression</td>
</tr>
<tr>
<td>100-120 (45-55 kg)</td>
<td>white</td>
<td>white</td>
<td>5wt</td>
</tr>
<tr>
<td>120-150 (55-70 kg)</td>
<td>white</td>
<td>silver</td>
<td>10wt</td>
</tr>
<tr>
<td>150-185 (70-85 kg)</td>
<td>silver</td>
<td>silver</td>
<td>10wt</td>
</tr>
<tr>
<td>185-220 (85-100 kg)</td>
<td>silver</td>
<td>yellow</td>
<td>10wt</td>
</tr>
<tr>
<td>220-250 (100-115 kg)</td>
<td>yellow</td>
<td>yellow</td>
<td>10wt</td>
</tr>
<tr>
<td>250+ (115 kg)</td>
<td>yellow</td>
<td>red</td>
<td>10wt</td>
</tr>
<tr>
<td>Problem</td>
<td>Solution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil leaks from dust wiper</td>
<td>1. Examine upper tube for nicks or scratches.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Verify oil volume</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Check dust wiper and oil seal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Clunk&quot; or other noise on compression</td>
<td>1. Measure spring length. Verify compression set has not occurred.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Check for bent spring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil leaks from shaft bolt area</td>
<td>1. Check and replace (if necessary) the shaft bolt crush washers and retainers</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Check internal o-rings of compression and rebound damper</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inconsistent Damping</td>
<td>1. Verify oil level</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Check piston and damper rod glide rings</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Check piston and damper rod o-rings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Binding feel in travel</td>
<td>1. Check Upper tubes for damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Check piston and damper rod glide rings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loss of detents on rebound adjustment</td>
<td>1. Check index ball, spring washer, and rebound adjuster rod assembly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Severe &quot;top out&quot;</td>
<td>1. Examine ETS spring. Check for compression set.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
You Will Need

- Clean work area
- 17mm socket
- 8mm hex wrench
- 2mm hex wrench
- Internal snap ring pliers
- Small screwdriver
- Dead blow mallet
- Lint free cloth
- Judy butter
- Safety glasses
- RockShox 5 wt. oil
- Torque wrench (0-150 in/lb|0-15 Nm)
- Long 6mm hex wrench
- Socket extension

Remove Spring Stack

✔ Using a small screwdriver, remove the top cap cosmetic cover from the top left upper tube.
✔ With a 2mm hex wrench, remove the lockout adjuster knob.
✔ Using a 17mm socket, remove the lockout cartridge assembly.
✔ Using an 8mm hex wrench, remove the left side top cap. Compress the fork and remove the coil spring and MCU, noting the preload setting.
Remove Lower Tube Assembly

✔ Insert the long 6mm hex wrench (attached to an extension) into the upper tubes and loosen the plunger bolts.
✔ Keep a bucket nearby to catch oil.
✔ Carefully slide lower tube assembly off upper tubes

Remove Plunger Shafts

✔ Using internal circlip pliers, remove the retaining ring from the bottom of the upper tube.
✔ Slide the plunger assemblies from the upper tube.

⚠ Use care not to damage the top out bumpers.
✔ Inspect lower tube assembly. If the Resi-wiper and bushings are contaminated, follow the steps below for cleaning the lower tube
✔ Use a biodegradable solvent (Simple Green, Pedros, or equivalent) and a 300mm (12") long, 30 mm (1 ¼") diameter soft bristle bottle brush to clean the lower tube intervals. Dry thoroughly.
✔ Lower tube bushings- typical rebuild does not require bushing service. Oil bath provides extended service interval by keeping system clean and lubricated
✔ Lockout cartridge-Typical rebuild does not require lock out cartridge service.
Install Plunger Shafts

- Apply a thin coat of Judy Butter to the plunger shafts and top out bumpers.
- ✔ Install plunger shaft assembly (right leg) and plunger shaft assembly (left leg) through the bottom of the upper tube.
- ✔ Re-install the retaining ring in the upper tube.

Install Lower Tube Assembly

- ✔ Carefully engage prepared lower tube assembly (Resi-wipers and bushings lightly greased with Judy Butter) onto upper tubes. Use extreme care not to damage Resi-wipers.
- ✔ Slide lower tube assembly completely onto the upper tubes.
- ! Insert the long 6mm hex wrench and extension into the upper tubes and tighten the plunger bolts to 80 in/lb (9 Nm).

Refill Fluids

- ! Pour 10cc of RockShox 5 wt. oil into both legs
- ✔ Install lockout cartridge assembly and torque to 50 in/lb (5.6 Nm).
- ! Install coil spring/MCU and top cap. Torque top cap to 50 in/lb (5.6 Nm).
- ✔ Install lock out adjuster knob and dust cover.
You Will Need

- Universal bushing removal tool
- Bushing installer tool:
  - Jett (PN 70098)
  - Judy/SID (PN 100-004911-00)
  - Boxxer (PN 140-000633-00)
- Dead blow mallet
- Bench mounted vice

Prepare lower legs

✔ Begin by removing the Resi-wiper or XXX seal system.
✔ Clean the lower leg thoroughly. Allow to dry.

Bushing Removal

✔ With the proper toggle switch installed, firmly mount the universal bushing removal tool in the vice.
✔ Slide lower leg assembly partially onto removal tool. Rotate leg until firm engagement of toggle switch is felt on the upper bushing.
✔ Firmly strike the top of the lower leg assembly with the dead blow mallet to remove upper bushing, taking care not to damage leg.
✔ Slide lower leg assembly completely onto removal tool. Rotate lower leg again until firm engagement of toggle switch is felt on the lower bushing.
✔ Firmly strike the top of the lower leg assembly with the dead blow mallet to remove the lower bushing, taking care not to damage leg.
**Bushing Installation**

- Secure installation tool into vice.
- Slide proper installation sleeve onto installer tool.
- Grease and place the lower bushing onto installer tool.
- Slide lower leg onto installer tool. With the drift securely in place in the shaft bolt hole, firmly strike the end to seat the lower bushing.
- Remove lower leg from tool. Remove sleeve from tool and place upper bushing at base of tool.
- Slide lower leg onto install tool. With drift securely in place in the lower shaft bolt hole, firmly strike the end to seat the upper bushing.

**Warning**

- Upper bushing should sit approximately 3 mm below oil seal ledge.
- Re-install oil seal and retaining ring (where applicable). Re-install Resi-wiper.
You Will Need

- Bench mounted Vice
- 2mm Hex key
- 5mm Hex key
- 22mm open end wrench
- 6-inch vernier calipers
- Safety glasses
- RockShox Spanner Wrench (P/N 140-001969-00)
- SID Rear Shock Bullet (P/N 200-002220-00)
- Rear Shock Pump
- Hypodermic needle
- Needle Adapter (P/N 56998)
- Needle Adapter Ring (P/N 56999)
- Needle Installation tool (P/N 680-002846-01)
- RockShox 5 wt. Oil
- Judy Butter

Release Air Pressure

✔ Remove mounting hardware.
✔ Note orientation of air valves
✔ Note air pressure on gauge with pump
✔ Release air in shock
✔ Remove Schrader valve cores
✔ Using RockShox Spanner wrench, loosen completely Lock can
✔ Remove can assembly from shock
Depressurize

Rear shocks contain pressure up to 400 psi. Improper service can lead to serious injury. Before attempting any service, always be sure to depressurize shock body.

✔ Using a 2mm hex key, remove air plug.
✔ Insert needle installation tool into air valve opening in shock body.
✔ Insert hypodermic needle (with needle adapter and ring installed, lubricated with Judy Butter) into hole in needle installation tool.

Air pressure will now be released. Do not point needle towards eyes or other individuals.

✔ Using a 22mm wrench, remove seal head.
✔ Pour oil into a suitable oil receptacle, noting condition of the oil.

Normal oil change does not require seal head rebuild. For seal head rebuild, see Seal Head Rebuild on page 54.

Check Floating Piston Height

✔ Using a small ruler or calipers, check the height of the internal floating piston. If floating piston height is too high, push the piston down until proper depth is achieved. If floating piston height is too low, slowly add air pressure through hypodermic needle until correct depth is achieved. Remove needle after correct height is obtained.

Internal Floating Piston Height Table

<table>
<thead>
<tr>
<th>Shaft Travel</th>
<th>Eye to Eye</th>
<th>Floating Piston Height (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.25&quot;</td>
<td>5.5&quot;</td>
<td>48</td>
</tr>
<tr>
<td>1.5&quot;</td>
<td>6.25&quot;</td>
<td>61</td>
</tr>
<tr>
<td>1.5&quot;</td>
<td>6.5&quot;</td>
<td>63.5</td>
</tr>
<tr>
<td>1.75&quot;</td>
<td>6.75&quot;</td>
<td>66</td>
</tr>
<tr>
<td>2.0&quot;</td>
<td>7.1&quot;</td>
<td>73</td>
</tr>
<tr>
<td>2.0&quot;</td>
<td>7.5&quot;</td>
<td>73</td>
</tr>
<tr>
<td>2.0&quot;</td>
<td>7.875&quot;</td>
<td>73</td>
</tr>
</tbody>
</table>
**Oil refill**

- Mount shock upright in bench mounted vice.
- Fill body completely with RockShox 5 wt. Oil, tapping gently on the side of the body to remove any air bubbles.
- Open rebound adjustment completely (by turning adjuster counterclockwise)
- Slide the seal head down to the piston; saturate the seal head assembly with 5 wt. Oil.
- Insert the seal head/shaft assembly into the body. Keeping the seal head at the piston, use a 22mm wrench to tighten the seal head to 100-110 in/lb (12.4 Nm).

**Repressurization**

- From the factory, RockShox rear shocks are pressurized with nitrogen. If nitrogen is unavailable, air can be used (a small performance loss will be incurred).
- Insert lubricated hypodermic needle (attached to either a high-pressure nitrogen tank or rear shock pump) into shock body through the air valve and installation tool.
- Pressurize shock to 175 psi and remove hypodermic needle.

**SID Can Service**

- Inspect closely the inside finish of the air can. Check for any nicks or scratches that could cause damage to the o-rings.
- Check the leading edge of the Can for any sharp burs that could damage the Can O-ring.
- Inspect (replacing as necessary) and lubricate the following items: Can O-ring, Fixed Piston O-ring, Fixed Piston Glide Ring, Rod Wiper, U-Cup Seal, and Bearing.
- Using the SID Bullet, slide the Air Can onto the SID Body.
- Use care not to damage the Fixed Piston O-ring and Fixed Piston Glide Ring.
- Orient the air valves properly and lightly snug the Lock Can.
- Inspect the Schrader valve cores and re-install in the air valves.
Reinflation

Thread rear shock pump onto air valve. Re-inflate positive air chamber, then adjust negative air pressure to suit desired ride characteristic.
You Will Need

- Bench mounted Vice
- 2mm Hex key
- 5mm Hex key
- 22mm open end wrench
- Soft faced mallet
- Safety glasses
- Rear Shock Pump
- Hypodermic needle
- Needle Adapter (P/N 56998)
- Needle Adapter Ring (P/N 56999)
- RockShox 5 wt. Oil
- Judy Butter
- *Shaft Bullet
- *Glide Ring expander
- *Glide Ring sizer
- *Bushing installer

Remove Coil Spring

✔ Remove mounting hardware.
✔ Fix compression eyelet in a vice.

⚠️ Use soft jaws to avoid shock damage.
✔ Using a 2mm hex key, remove red rebound adjuster knob
✔ Unthread spring preload collar, noting the number of turns of preload.

⚠️ Excessive preload will contribute to premature shock failure. If more than two complete turns of preload are used, a heavier weight spring should be installed.
✔ Remove slotted collar and coil spring
Depressurize

Rear shocks contain pressure up to 400 psi. Improper service can lead to serious injury. Before attempting any service, always be sure to depressurize shock body.

✔ With shock housing affixed in a vice, remove 2mm air plug.
✔ Insert Hypodermic needle (with Needle Adapter and Ring installed, lubricated with Judy Butter) into hole in reservoir body cap

Air pressure will now be released. Do not point needle towards eyes or other individuals.

Seal Head Removal

✔ Using a 22mm open end wrench, remove shaft, eyelet and seal head assembly.
✔ Pour oil into a suitable oil receptacle, noting condition of the oil.
✔ Depress reservoir body cap and remove circlip.
✔ Fix reservoir in RockShox reservoir clamp (PN 140-004914-00).
✔ Using a 14mm open end wrench or similar, unthread body assembly from reservoir.
✔ Using a nylon or wooden dowel, gently drive floating piston and body cap from non-threaded end of reservoir.

The condition of the inside wall of the reservoir must be flawless. If nicks or scratches are present, this part must be replaced.
Oil refill

✔ Mount shock upright in bench mounted vice.

⚠ Using blue Loctite or a similar thread fixing agent, tighten reservoir to housing hand tight

✔ Close compression adjustment completely.

⚠ Apply a small amount of grease to the inside wall of the reservoir. Fill reservoir completely with RockShox 5 wt. oil.

✔ Install the floating piston (o-ring greased) into reservoir and depress approximately half way to bottom.

✔ Open compression adjustment completely, and depress floating piston completely.

✔ Install the reservoir cap and replace circlip.

✔ Fill the shock body with RockShox 5 wt. oil to the top of the threads.

✔ Turn rebound adjuster counter clockwise to completely open rebound adjustment.

⚠ For ease of assembly, lightly apply grease to seal head o-ring.

✔ With the seal head slid down the shaft to the piston, insert seal head/shaft assembly into the body, slowly pushing to force air bubbles out.

⚠ Using a 22mm open end wrench, tighten the seal head to 110 in/lb (12. Nm).

Repressurization

⚠ From the factory, RockShox rear shocks are pressurized with nitrogen. If Nitrogen is unavailable, air can be used (a small performance loss will be incurred).

✔ Insert lubricated Hypodermic needle (attached to either a high-pressure nitrogen tank or rear shock pump) into reservoir body through the air valve.

⚠ Pressurize shock to 200 psi. Remove hypodermic needle.

✔ Re-install air cap screw

✔ Re-install coil spring and collar, adjusting preload as necessary.

✔ Re-install rebound adjuster.
You Will Need

- Clean work area
- Lint free cloth
- Judy butter
- Safety glasses
- 6mm hex wrench

Remove Seatpost

✔ Remove seatpost from bicycle.
✔ Clean the seatpost thoroughly.

Remove MCU

✔ Using a 6mm hex wrench, remove the preload adjuster plug located in the bottom of the outer tube.

⚠ Be sure to note the number of turns of preload used.
✔ Remove MCU and spacer, if used.
Remove Keys

- If increased side to side movement is found, key replacement is necessary. If minimal or no movement is found, skip to MCU installation.
- Loosen the retaining ring completely. Separate upper post from outer tube.
- Clamp key in a vice and pull upper post away. Repeat with the opposite side.
- Remove lower bushing, top-out ring, top-out bumpers, upper bushing, wiper, and retaining ring for inspection.

Install Keys

- Install retaining ring, upper bushing, top-out bumpers, top-out ring, and lower bushing.
- Using a soft-jawed vice (or your hands) carefully press the keys into the upper post. Be sure to orient the square edge towards the top of the upper post.
- Install lubricated upper post into outer tube.
- Hand tighten the retaining ring.

MCU Installation

- Lubricate MCU and spacer (if used) and install in outer tube.
- Lubricate preload adjuster plug and install in outer tube. Add preload as necessary.
To rebuild the seal head...

✔ Using the RockShox shaft vice blocks, affix the shaft with the piston up.
✔ Using a 5mm hex wrench, remove the piston bolt.
✔ Using a pick, scribe, or sharpened spoke, remove the shims and piston from the shaft.

⚠ Be sure not to change the orientation or placement of the shims.
✔ Remove seal head.
✔ Invert the assembly, and using a large adjustable end wrench, remove the shaft eyelet.
✔ Remove the adjuster rod.
✔ Install new seal head o-ring into seal head. Install top out pad into base of seal head.
✔ Install new wiper on seal head (Pro Deluxe only).
✔ Install seal head onto shaft.

⚠ Use of the RockShox shaft bullet will help eliminate o-ring or bushing damage on installation.
✔ Reinstall shims and piston in the same orientation as removed.

⚠ Carefully apply red Loctite to piston bolt threads.
⚠ Reinstall piston bolt and torque to 80 in/lb (9 Nm).
✔ Replace adjuster rod o-ring and reinstall adjuster rod into shaft.
⚠ Grease thoroughly exposed adjuster rod.
⚠ Apply green Loctite to shaft.
⚠ Install shaft eye and torque to 120 in/lb (13.5 Nm).
### New 2000 Kits
- Judy 100 Glide Ring Rebuild Kit 100-004195-00
- Judy/SID Shower Cap Kit 110-004540-00
- 99-2000 SID Fork O-ring Kit 110-002015-00
- SID Hydra Air Rebuild Kit 110-004909-00
- Judy Aluminum Top Cap Upgrade Kit 110-002512-00
- SID Pump (300 psi) 120-004873-00

### 1999 HydraCoil Spring Kits
- 63/75mm Jett XC and 63/80mm Judy C or XC
- Soft Spring Kit (Yellow) 110-002056-01
- Medium Spring Kit (Red) 110-002056-03
- Firm Spring Kit (Black) 110-002056-05
- Judy 100, 100mm Judy XL, 80/100mm Judy XLC
- Soft Spring Kit (Yellow) 110-002056-02
- Medium Spring Kit (Red) 110-002056-04
- Firm Spring Kit (Black) 110-002056-06
- 99 Judy 100 glide ring retainer kit 100-004195-00

### 1999 2000 Kits
- Judy 100 Glide Ring Rebuild Kit 100-004195-00
- Judy/SID Shower Cap Kit 110-004540-00
- 99-2000 SID Fork O-ring Kit 110-002015-00
- SID Hydra Air Rebuild Kit 110-004909-00
- Judy Aluminum Top Cap Upgrade Kit 110-002512-00
- SID Pump (300 psi) 120-004873-00

### Elastomer Kits

#### RockShox Seat Post
- Road and Mountain Spring Kit 110-001789-00
- (includes a 1/4mm bumper w/ instructions to cut the bumper to the desired length)
- Quadra, Indy C/ XC/ SL, Older Judy's, Judy T2
- Judy 5 Stock Replacement 110-000590-00
- Judy XC, 1997 Judy 80mm, Judy T2 MCU Kit 59128
- 1997 Judy 63mm MCU 59125
- Quadra/Indy C, Soft (Red) 56321
- Quadra/Indy C, Medium (Purple) 56325
- Quadra/Indy C, Hard (Green) 56323
- Quadra/Indy C, Cold Weather (Aqua) 56324

#### Cartridge Retro Fit Kits
- 63mm C3 Adjust, 97/98 Judy 110-002060-01
- 80mm C3 Adjust, 97/98 Judy 110-002060-02
- 100mm C3 Adjust, 97/98 Judy 110-002060-03

#### Boxer Kits
- Spring Rate Kit Extra Soft (Silver) 110-001979-00
- Spring Rate Kit Soft (Yellow) 110-001979-01
- Spring Rate Kit Med (Red) 110-001979-02
- Spring Rate Kit Firm (Blue) 110-001979-03
- Spring Rate Kit Extra Firm (Black) 110-001979-04

### Cartridge Retro Fit Kits
- 63mm C3 Adjust, 97/98 Judy 110-002060-01
- 80mm C3 Adjust, 97/98 Judy 110-002060-02
- 100mm C3 Adjust, 97/98 Judy 110-002060-03

#### 30mm Ruby Metro
- Soft Spring Kit (Yellow) 110-002052-02
- Medium Spring Kit (Red) 110-002052-03
- Firm Spring Kit (Black) 110-002052-04

### Type 3 Spring Kits
- '98 Judy XC/ SL/ XLC XL and '99 Judy SL
- 63/80mm (Extra Soft-Silver) 110-000332-00
- 63/80mm (Soft-Yellow) 110-000332-01
- 63/80mm (Medium -Red) 110-000332-02
- 63/80mm (Firm -Black) 110-000332-03
- 100mm (Soft - Silver) 110-000333-00
- 100mm (Medium - Yellow) 110-000333-01
- 100mm (Firm - Red) 110-000333-02
- 100mm (Extra Firm - Black) 110-000333-03
- Retrofit for 63mm travel 110-001005-01
- Retrofit for 80mm travel 110-001005-00

### Type 2 Spring Kits
- 1995-96 Judy's
- Type 2 Retrofit Kit 59129
- 1998 and 1999 Ruby SL
- Extra Soft Coil Springs (White) 110-000643-01
- Soft Coil Springs (Red) 110-000643-02
- Medium Coil Springs (Orange) 110-000643-03
- Firm Coil Springs (Purple) 110-000643-04

### Disc Brake Kits
- Metallic Brake Pad Kit 110-000837-00
- Judy Front Rotor Replacement Kit 110-000836-00
- Boxxer Front Rotor Replacement Kit 110-002074-00
- Rear Rotor Replacement Kit 110-000835-00

### Miscellaneous Kits and Lubricants
- Torco Oils

### Rebuild Kits
- RockShox Seat Post Rebuild Kit 110-001761-00
- Deluxe Seal O-ring Kit 110-000658-00
- Coupe Deluxe O-ring Kit 110-001650-R3
- Super Deluxe O-ring Kit 110-001650-R4
- Pull Shock O-ring Kit 110-001650-R7
- Strut Shock O-ring Kit 110-001650-R9
- SID Rear Shock O-ring Kit 110-001650-RC
- Pull Shock Seal Head Kit 110-001650-S6
- SID Seal Head Kit 110-001650-SC
- Mag 10/21, 93-97 59520
- (includes 2 dust wipers, 2 main seals, 2 main seal o-rings, 2 top out springs, 2 top out retaining rings, 2 top out washers, 2 bushing washers, 2 upper & 2 lower bushings)
- 1999 SID Fork Repair Kit 110-003015-00
- Seat Post Rebuild Kit 110-001761-00
- Backup Ring Kit 100-004195-00
**Judy Tools**
- Judy HydraCoil Bushing & seal Installer Slv. 100-004911-00
- Judy Scraper kit 110-004540-00
- Judy 100 backup ring kit 100-004195-00
- Universal Bushing Removal Tool 70096
  - (includes handle, Judy plate & Quadra/Indy plate)
- Judy Bushing Installer 70119
  - (to include ’99 Judy HydraCoil Sleeve)

**Boxxer Tools**
- Bushing Installer 140-000633-00
- Bushing Remover Plate 140-001687-00

**Indy Tools**
- Bushing Installer 70098
  - for Indy/Quadra/Ruby
- Bushing Installer Sleeve 140-000588-00
  - for 98 Indy

**Miscellaneous Tools**
- Bushing Installer Sleeve, Ruby 70194
- Ruby Lockout Service Tool Kit 110-002265-00
- Universal Bushing Puller 70096
  - for Judy/Indy/Quadra/Ruby
- Mag Series Tool Kit 70100
  - (includes 2 tube holders, seal installer, valve body holder, 2 drop out vice blocks & seal separator)

**Pump Needles**
- Mag ’98 SID 56991
- Tube Holder 70101
- Seal Installer 70103
- Snap Ring Pliers 70104
- Mag Valve Body Holder 70105
- Drop Out Vice Block 70107
- Seal Separator 70113
- Quadra Bushing/Comp. Ring Installer, ’93 70115
- Indy 6 long 6mm 3/8” Drive Socket 70093
- Seal Separator Kit 70113
- ’98 SID Pump 100 psi 59308
- ’99 SID Pump (XC, XL, SL) 110-002064-00
- ’99 SID Cartridge Siv Retainer Tool 140-001905-00

**Deluxe/ Super Deluxe Rear Shock Kits/ Tools**
- 97-99 Rear Shock Tool Kit 110-001650-TS
  - * included in kit
- 99 Tool Kit Supplemental 110-001650-TC
  - Additional 99 tools to add to the ’98 tool kit (#110-000548-00)

**Rear Shock Spring Kits**
- (’96-’99 Standard)
  - Red, 500 Lbs/In x 1.25 59001
  - Red, 550 Lbs/In x 1.25 59002
  - Red, 600 Lbs/In x 1.25 59003
  - Red, 650 Lbs/In x 1.25 59004
  - Red, 700 Lbs/In x 1.25 59005
  - Red, 750 Lbs/In x 1.25 59006
  - Red, 800 Lbs/In x 1.25 59007
  - Red, 900 Lbs/In x 1.25 59008
  - Red, 350 Lbs/In x 1.50 59011
  - Red, 400 Lbs/In x 1.50 59012
  - Red, 450 Lbs/In x 1.50 59013
  - Red, 500 Lbs/In x 1.50 59014
  - Red, 550 Lbs/In x 1.50 59015
  - Red, 600 Lbs/In x 1.50 59016
  - Red, 650 Lbs/In x 1.50 59017
  - Red, 700 Lbs/In x 1.50 59018
  - Red, 750 Lbs/In x 1.50 59019
  - Red, 800 Lbs/In x 1.50 59021
  - Red, 850 Lbs/In x 1.50 59022
  - Red, 200 Lbs/In x 2.00 59443
  - Red, 250 Lbs/In x 2.00 59023
  - Red, 300 Lbs/In x 2.00 59024
  - Red, 350 Lbs/In x 2.00 59029
  - Red, 400 Lbs/In x 2.00 59046
  - Red, 450 Lbs/In x 2.00 59047
  - Red, 500 Lbs/In x 2.00 59048
  - Red, 550 Lbs/In x 2.00 59049
  - Red, 600 Lbs/In x 2.00 59437
  - Red, 650 Lbs/In x 2.00 59438
  - Red, 700 Lbs/In x 2.00 59439
  - Red, 750 Lbs/In x 2.00 59440
  - Red, 800 Lbs/In x 2.00 59441
  - Red, 850 Lbs/In x 2.00 59442
  - Red, 650 Lbs/In x 1.40 59444
  - Red, 700 Lbs/In x 1.40 59445
  - Red, 750 Lbs/In x 1.40 59446
  - Red, 800 Lbs/In x 1.40 59447
  - Red, 550 Lbs/In x 1.65 59448
  - Red, 600 Lbs/In x 1.65 59449
  - Red, 650 Lbs/In x 1.65 59450
  - Red, 700 Lbs/In x 1.65 59451

**Bushing Installer Sleeves**
- Silver 1995-96 155 mm 70146
- Red 1997 127 mm 70179
- Blue DHO 140 mm 70197
- Purple 1998-99 135 mm 140-000791-00
## Deluxe Rear Shock Accessories and Garb

### Deluxe Mount Kits
- GT 5.3 x 1.25 Std., LTS-3
- Gary Trek/Fisher Joshua X, Y, Z
- Kona
- Mongoose VRS 1.0/3.0
- Raleigh M700, M8000
- Schwinn Homegrown
- Scott
- Specialized Strut Deluxe/Coupe Strut Deluxe
- VooDoo Canzo
- Schwinn Strut Deluxe/Coupe Strut Deluxe
- Cycles Da Vinci URT
- Centurion No Pogo

### Coupe Deluxe Mount Kits
- GT Trunion 1.4, LTS-2, LTS-1, DH
- DiamondBack
- Giant ATX 990
- Giant MCM 990/980
- Schwinn Coupe Deluxe Strut
- Ellsworth FS-2 XC

### Coupe Deluxe, Pull Style Mount Parts
- Schwinn, Pull Style, Lawill DH

### Super Deluxe Mount Kits
- Haro Ex-1, Ex-2
- Rocky Mountain
- Santa Cruz Heckler
- Scapin
- Bianchi Super G
- Scott Vertigo Pro
- Hot Chili DH

### Rear Shock Hardware
- Pivot Mount M8 X 50
- Pivot Mount M6 X 40
- Pivot Mount M8 X 20
- Spacer w/ Stop Mount 50MM
- Spacer w/ Stop Mount 56MM
- Spacer w/ Stop Mount 31.75MM
- Bushing Pivot, Rear
- Mount STD-M6X22.2
- Mount STD-M6X25.4
- Mount STD-M6X31.75
- Mount STD-M6X40.0
- Mount STD-M6X21.84
- Mount STD-M6 X 35.00
- Mount STD-M6 X 28.60
- Mount STD-M8X22.2
- Mount STD-M8X25.4
- Mount STD-M8X31.75
- Mount STD-M8X37.00

### Garb
#### New 2000 Garb
- Sweatshirt
- New Socks
- New T-shirt(s)
- New Baseball Hat(s)
- New Giro T<br>Decal Sheet
- Pint glass

#### RockShox T-shirts
- Black Logo Shirt
- White Logo Shirt
- Made in USA Shirt

#### Race Garb
- Classic Jersey
- Classic Long Sleeve
- Classic Windbreaker
- Jersey(s)

#### Shorts
- Script Logo Cycling Shorts

#### Hats
- Logo Hat Black
- Logo Hat Khaki
- Knit Beanie
- Boxer Corduroy Cap

#### Other Stuff
- RockShox Aireator Socks
- RockShox Tall Water Bottle
- S/D Water Bottle
- RockShox Lapel Pin
- RockShox Patch

#### Messenger Bags
- S/D, Blue
- RS Logo, Yellow/Black
- Banner

#### Service Manuals
- Deluxe
- Bushing Addendum

#### Service Video
- 1999 VHS
- 1999 PAL

#### Catalogs
- Small Parts Catalog, '99
- RockShox Banner, Tyvek
- Tread The Movie

#### Decals
- RockShox Logo, 3 x 4
- RockShox Logo, 8 x 12
- Boxer Logo
- World’s Finest Wings

#### 2000 Owner’s Manuals
- Boxer
- Pro Deluxe
- Deluxe
- Jett Race, SL, XC
- Jett
- Judy Race, SL, XC, XL
- Ruby SL
- Ruby Metro
- S/D Rear Shock
- S/D Race, SL, XC, 100, XL
- Seat Post

#### Service Video
- 1999 VHS
- 1999 PAL
GENERAL INFORMATION
Due to the complexity and technical construction of our products, only full-service bicycle establishments with on-site maintenance and repair departments are eligible to purchase product.

Orders may be faxed to 408.428.9757, Attention: Dealer Sales or e-mailed to dealersales@rockshox.com. Please include shop name, shipping address, telephone number, and contact name. Orders will be confirmed within 24 hours.

All orders are shipped UPS or FedEx from our San Jose, California facility unless otherwise specified.

All dealers are initially set up with COD terms. Open terms are available to those who qualify. Please call your dealer sales representative for an application.

Return/warranty items must have return authorization and a copy of their original invoice before being sent to RockShox for inspection. Please call your dealer sales or warranty representative for a return authorization (RA) number. Customer is responsible for return freight charges.

All returned product will be subject to a 15% restocking fee.

Specifications and prices are subject to change without notice.

Warranty

**RockShox, Inc. warrants its products for a period of one year from original date of purchase to be free from defects in materials or workmanship. Any RockShox product that is returned to the factory and is found by RockShox to be defective in materials or workmanship will be repaired or replaced at the option of RockShox, Inc. This warranty is the sole and exclusive remedy. RockShox shall not be held liable for any indirect, special, or consequential damages.**

The warranty does not apply to products which have not been properly installed and adjusted according to RockShox installation instructions. The warranty does not cover any product that has been subject to misuse or whose serial number has been altered, defaced or removed. This warranty does not cover paint damage or modifications to the product. Proof of purchase is required.

**Warranty Repair**

If for any reason it should be necessary to have warranty work done, return the product to the place of purchase. In the USA, dealers should call for a Return Authorization (RA) number prior to returning product.

Products returned for inspection must be sent freight prepaid and with proof of purchase to:

**RockShox, Inc.**  
**401 Charcot Ave.**  
**San Jose, CA 95131**

For more technical information, visit our website at www.rockshox.com

Toll-free Technical Support in the USA, call 1.800.677.7177

Customers in countries other than the USA should contact their local dealer or distributor. Consult the International Distributors list on page 58 for a list of dealers and distributors outside the USA.
Argentina
Broni S.A.
Phone: 54 11 4292 3000
FAX: 54 11 4292 4453
J.J.: PASO 1260, (1832) LOMAS DE ZAMORA, BUENOS AIRES

Australia
Steve Cramer Products
Phone: 61 3 9587 1466
FAX: 61 3 9587 2018
39 INDUSTRIAL DRIVE BRAESIDE, VICTORIA 3192

Austria
Barisitz-Austria
Phone: 43 512 39 22 87
FAX: 43 512 39 45 19
BERNHARD-HOEFELSTRASSE 14, A-6020, INNSBRUCK

Belgium
Vertex Cycle Systems BV
Phone: 31 23 57 18184
FAX: 31 23 57 18606
FLEMINGSTRAAT 100A, 2041 VL ZANDVOORT, HOLLAND

Brazil
Pacific Bicycle Company
Phone: 55 11 816 2249
FAX: 55 11 816 0544
RUA ALVARENGA 1511, BUTANTA CEP 05509-003, SAO PAULO, SP

Canada
Bell Sports Canada
Phone: 1-800-661-1662 Sales
Phone: 1-800-991-7890 Tech
FAX: 1-800-465-4018
Bay 147, 2760 45th Ave. SE Calgary, Alberta, T2B 3M1, Canada

Chile
Bicicletas Belda Limitada
Phone: 56 32 881799
FAX: 56 32 978799
14 NORTE 1001, VINA DEL MAR

Colombia
Disandina Ltda.
Phone: 574-288-8322
FAX: 574-288-6211
CIUDADELA I INDUSTRIAL, SIERRA MORENA
BODEGA No. 207, CRA. 43 A No. 61 S I R 152, SABANETA

Costa Rica
Alpha Costa Rica
Phone: 506 296 3383 FAX: 506 289 7013
P.O. BOX 4805-1000, SAN JOSE

Czech Republic
Vanek Praha
Phone: 42 0 312 698 1889
FAX: 42 0 312 698 025
CERENRY UJ EZD 185, UNHOST, 27351

Denmark
Duell A/S
Phone: 45 86 36 7800
FAX: 45 86 36 7377
MOLLERPUPVEJ 3, TAASTRUP, 8410 RONDE

Ecuador
Bici Sport
Phone: 5932 248737
FAX: 5932 253691
AV DE DECIEMBRE 6327, ENTRE LOUVRE Y TOMAS DE, BERLANGA LOCAL #3, QUITO

Estonia
Hawaii Express
Phone: 372 6 398 508
FAX: 372 6 398 566
REGATI 1, 5K-102, TALLINN, 11911, Estonia

Finland
Mr. Cool OY
Phone: 358 9 3250817
FAX: 358 9 3250609
LINNAVUORENTEE 28, HELSINKI, 00950

France
Philamy S.A.
Phone: 33 492 70 9700
FAX: 33 492 72 6070
1384 PARC INDUSTRIEL, ST-MAURICE, 04100 MANOSQUE

Germany
Sport Import GmbH
Phone: 49 44 05 9280 0
FAX: 49 44 05 9280 49
INDUSTRIESTRASSE 41 B, EDEWECHT, 26188

Greece
Gatsoulis Stefanos Imports
Phone: 30 12512 779
FAX: 30 12533 960
8 THESSALONI KIS STREET, NEW FI LADELFIA, ATHENS, T.T. 14342

Guatemala
BYS Importaciones S.A.
Phone: 502 366 7709
FAX: 502 363 3918
18 CALLE 7-48, ZONA 10, GUATEMALA

Holland
Vertex Cycle Systems BV
Phone: 31 23 57 18184
FAX: 31 23 57 18606
FLEMINGSTRAAT 100A, 2041 VL ZANDVOORT, HOLLAND

Hong Kong
Flying Ball Bicycle Company
Phone: 852 23813661
FAX: 852 23974406
201 TUNG CHOI ST. G/F, MONGOK KOWLOON

Iceland
Orinn Hjol Ltd
Phone: 354 588 9892
FAX: 354 588 9896
SKEIFAN 11, P.O. BOX 8036, REYKJAVIK

Ireland
Madison
Phone: 44 181 385 3385
Fax: 44 1908 577507
BUCKINGHAM HOUSE EAST, THE BROADWAY STANMORE, MI DDE LEHA 4EA UNITED KINGDOM

Israel
S.I. Noam
Phone: 972 3659 7928
FAX: 972 3659 7928
4 HAATZMAUT AVE, BAT-YAM, ISRAEL 59441

Italy
Motorquality
Phone: 39 02 249511
FAX: 39 02 24 951 228
20099 SESTO S. GIOVANNI, (MI) I VIA VENEZIA, (ANG. VIA CARDUCCI), MILANO

Japan
Yoshigai Corporation
Phone: 81 729 88 5461
FAX: 81 729 88 5463
5-19, 1-CHOME, SHIMOROKUMANGI-CHO, HIGASHI-OSAKA JAPAN 579

Korea
KS Sports
Phone: 822 548 5408
FAX: 822 512 3230
SHIN SEUNG BLDG 4TH FLR, 115-4 NONHYUN-DONG, KANGNAM-KU, SEOUL

Latvia
Velo serviss
Phone: 371 750 1292
Fax: 371 750 1298
1/1 HAPSALAS ST., RIGA, LV-1005
Luxembourg  
Vertex Cycle Systems BV  
Phone: 31 23 57 18184  
FAX: 31 23 57 18066  
FLEMINGSTRAAT 100A, 2041 VL ZANDVOORT  
HOLLAND  

Mexico  
Tekno Bike  
Phone: 52 8 336 5602  
FAX: 52 8 338 5663  
HUMBERTO LOBO #780, COL. DEL VALLE, GARZA GARZA, MEXICO, CP, 66220, Mexico  

New Zealand  
W.H. Whorrall & Co. Ltd.  
Phone: 64 9 6303901  
FAX: 64 9 6303839  
P.O.BOX 8381  
SYMONDS ST, AUCKLAND  

Norway  
Foss Sykler  
Phone: 47 22382636  
FAX: 47 22382644  
GOTEBORGT 8C, N-0566 OSLO  

Panama  
Distribuidora Rali S.A.  
Phone: 507 220-3844  

Peru  
Rojo Sports  
Phone: 511 447 0838  
FAX: 511 447 0838  
AV. REPUBLICA DE, PANAMA 6513, LIMA 33  

Poland  
Giant Polska S.P. ZOO  
Phone: 48 22 645 14 34  
FAX: 48 22 645 14 36AL NI EPODLEGLOSCI 221-4, 02-087 WARSZAWA  

Portugal  
Bicimax  
Phone: 351 44 553276  
FAX: 351 44 553187  
APARTADO 34, 2431 MARINHA GRANDE  

Russia  
Sportex  
Phone: 7095 288 4524  
FAX: 7095 288 6888  
KUDRINSKAYA PL., 1., P.O.BOX 33, MOSCOW, 123242  

St. Maarten  
Tri-Sport International  
Phone: 5995 43462  
FAX: 5995 43928  
8 AIRPORT BOULEVARD, SIMPSON BAY, NAMIBIA  

Singapore  
Trekology Bikes 3  
Phone: 65 466 2673  
FAX: 65 466 7610  
24 HOLLAND GROVE ROAD, SINGAPORE, 1545  

Slovak Republic  
Paul Lange Osłany  
Phone: 42 1 862 5492 344  
FAX: 42 1 862 5492 350  
MIERova 854/37 OSLANY, 97247 SLOVAKIA  

Slovenia  
Proloco Trade  
Phone: 386 64 380 200  
FAX: 386 64 380 2022  
ENOTA KRANJ, BRITOF 96A, 4000 KRANJ  

South Africa  
Coolheat (SA) (PTY) Ltd.  
Phone: 27 11 807 5282  
FAX: 27 11 8072998  
3 RUARGH STREET, PARK CENTRAL, P O BOX 740, JOHANNESBURG 2001  

Spain  
K. Motor Dealer S.L.  
Phone: 34 9 1 637 70 97  
FAX: 34 9 1 637 72 64  
PARQUE INDUSTRIAL, EUROPOLIS EDIFICO BRUSELA, BLOQUE 4, NAVE 1, LAS ROZAS (MADRID), N/A, 28230  

Sweden  
Hallman Sports  
Phone: 46 18 56 16 00  
FAX: 46 18 50 03 22  
HALLNASGATAN 8, S-75228 UPPSALA  

Switzerland  
Cilo Bike Service SA  
Phone: 41 21 641 63 30  
FAX: 41 21 641 63 82  
CH. DE L’ORIO 30 A, CASE POSTALE 64, CH-1032 ROMANELS S. LAUSANNE  

Taiwan  
Prolite Co. Ltd.  
Phone: 662 254 1077  
FAX: 662 254 1078  
237/2 SARASIN ROAD, LUMPINNE, PATUMWAN, BANGKOK, 10330  

Turkey  
EBSAT  
Phone: 90 212 514 0525  
FAX: 90 212 519 4846  
EBSAT EMEK BISIKLET, EBUSBUEUD CAD NO.67, 34410 SIRKECI, ISTANBUL, 34410  

United Kingdom  
MadisonPhone: 44 181 385 3385  
Fax: 44 1908 577507  
BUCKINGHAM HOUSE EAST, THE BROADWAY STANMORE, MIDDESEX HA7 4EA  
UNITED KINGDOM  

Uruguay  
International SportsPhone: 5982 782498  
FAX: 5982 622532  
AVDA. BRASIL 2567, 11800 MONTEVIDEO  

Venezuela  
Bike SportsPhone 582 751 9709FAX: 582 753 5071  
CENTRO COMERCIAL IBARRA, PLANTA BAJA A, LOCAL 3-A CALLE GARCILAZO, COLINAS DE BELLO, 0, CARACAS
### 2000 Lube • Torque Tables

#### SID XC/100

<table>
<thead>
<tr>
<th>Torque</th>
<th>Judy XC/SL/XL Race</th>
<th>Ruby SL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaft bolts</td>
<td>50 in/lbs (5.6 Nm)</td>
<td>Top caps 60 in/lbs (6.8 Nm)</td>
</tr>
<tr>
<td>Top caps</td>
<td>60 in/lbs (6.8 Nm)</td>
<td>Plunger bolts 80 in/lbs (9 Nm)</td>
</tr>
<tr>
<td>Schrader Valve</td>
<td>3-5 in/lbs (.3-.6 Nm)</td>
<td>Upper bushing Judy Butter</td>
</tr>
<tr>
<td>Brake post bolt</td>
<td>80 in/lbs (9 Nm)</td>
<td>Elastomer Judy Butter</td>
</tr>
</tbody>
</table>

#### Lubricants

- Orings RedRum
- Negative spring 10cc RedRum
- Damper Judy XC, each leg 130cc 5 wt.
- Air piston 3cc RedRum
- Upper bushing RedRum

#### SID SL/XL/ Race

<table>
<thead>
<tr>
<th>Torque</th>
<th>Jett, Jett XC/SL/Race, Ruby Metro</th>
<th>Boxer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cartridge shaft nut</td>
<td>50 in/lbs (5.6 Nm)</td>
<td>Shaft bolts 55 in/lbs (6.2 Nm)</td>
</tr>
<tr>
<td>Negative air nut</td>
<td>50 in/lbs (5.6 Nm)</td>
<td>Crown bolts 60 in/lbs 6.8 Nm</td>
</tr>
<tr>
<td>Top caps</td>
<td>60 in/lbs (6.8 Nm)</td>
<td>Top caps 60 in/lbs 6.8 Nm</td>
</tr>
<tr>
<td>Schrader Valve</td>
<td>3-5 in/lbs (.3-.6 Nm)</td>
<td>Brake post bolt 60 in/lbs 6.8 Nm</td>
</tr>
<tr>
<td>Crown bolts*</td>
<td>90 in/lbs (10.2 Nm)</td>
<td>Air clamp bolts 60 in/lbs 6.8 Nm</td>
</tr>
<tr>
<td>Brake post bolt</td>
<td>20 in/lbs (2.3 Nm)</td>
<td>Axle bolt 25 in/lbs (2.8 Nm)</td>
</tr>
<tr>
<td>*SID X only</td>
<td>Bushing*</td>
<td>Judy Butter</td>
</tr>
<tr>
<td>Lubricants</td>
<td>Resi-Wiper</td>
<td>Judy Butter</td>
</tr>
<tr>
<td>O-rings RedRum</td>
<td>Upper bushing Jett only</td>
<td>Rebound* 185cc 15wt.</td>
</tr>
<tr>
<td>Oil bath 5cc RedRum</td>
<td></td>
<td>Compression* 200cc 5 wt.</td>
</tr>
<tr>
<td>Foam filter RedRum or 15 wt.</td>
<td>Ruby Metro, each leg 76cc 5wt.</td>
<td>*Both of these volumes will yield an oil height of 125 mm from the top of the upper tube when fork is compressed without springs or spacers</td>
</tr>
<tr>
<td>Upper bushing RedRum</td>
<td>*Jett only</td>
<td>**Jett X Only</td>
</tr>
<tr>
<td>Air piston 3cc RedRum</td>
<td>**Jett X Only</td>
<td>**Jett X Only</td>
</tr>
<tr>
<td>25 Hour Service Interval</td>
<td>S-ID</td>
<td>Judy</td>
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<tr>
<td>-------------------------</td>
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<td>------</td>
</tr>
<tr>
<td>Change Oil</td>
<td>R</td>
<td></td>
</tr>
<tr>
<td>Air Piston O-ring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Piston Glide Ring</td>
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<tr>
<td>Schrader Valve</td>
<td></td>
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<tr>
<td>Top Cap O-ring</td>
<td></td>
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<tr>
<td>Damper Piston Glide Ring</td>
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<tr>
<td>ETS Spring</td>
<td></td>
<td></td>
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<tr>
<td>Negative Spring</td>
<td></td>
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</tr>
<tr>
<td>XXX Dust Wiper</td>
<td>C</td>
<td>I</td>
</tr>
<tr>
<td>XXX Foam Filter</td>
<td>L</td>
<td>L</td>
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