

# ROCKSHOX REBA/PIKE DUALAIR O-RING AIR SEAL

## INSTALLATION INSTRUCTIONS

ROCKSHOX KIT PART#: 11.4309.004.000



This instruction sheet guides you through the removal and installation of the Reba/Pike DualAir positive and negative air seal o-rings. For complete service instructions, refer to the 2005 Reba DualAir and Pike DualAir Service Guides at [www.rockshox.com](http://www.rockshox.com).

### TOOLS NEEDED

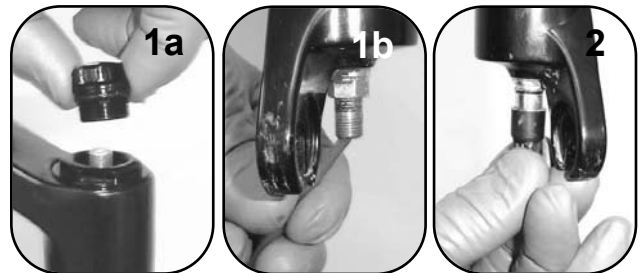
- 24mm socket wrench
- Hex wrench 5mm
- 10mm socket/open-end wrench
- Shock air pump
- Rubber or plastic mallet
- 15wt suspension oil (approximately 20ml/cc)
- Oil pan or bucket
- Clean rag
- Torque wrench
- Spray bottle/isopropyl alcohol
- Long wooden or plastic dowel, or 1" PVC tube.
- Oil mixing syringe

### PRIOR TO INSTALLATION

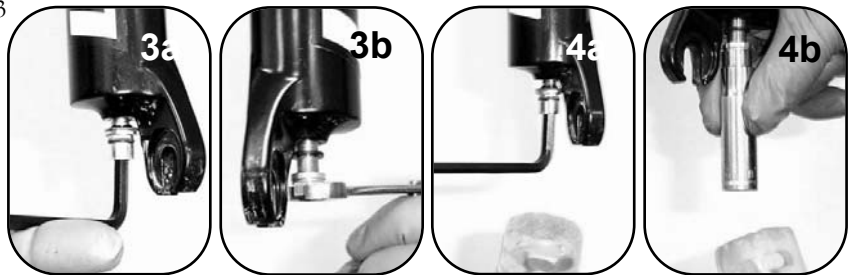
1. Thoroughly clean your fork around the compression damper top cap and crown.
2. Secure fork or bike in bicycle work stand. This procedure may be performed while fork is still mounted to bicycle.

### LOWER LEG / DUALAIR SPRING ASSEMBLY REMOVAL

1. Remove positive (upper) and negative (lower) air valve cover caps from the left side of the fork (fig. 1a). Depress positive schrader valve (upper) Remove all air from air spring chamber. Then depress negative schrader valve (lower) and remove all air pressure (fig.1b).
2. Gently pull external rebound adjuster knob down and out, and remove from right shaft bolt (fig.2).



3. Using a 5mm hex wrench, loosen rebound shaft bolt 3 to 4 turns (fig. 3a). Using a 10mm open-end wrench, loosen the DualAir shaft nut 3 to 4 turns (fig. 3b). Unthread bolt by hand just past the end of the threaded shaft end.
4. With hex wrench in shaft bolt, tap shaft bolt free with plastic mallet (fig. 4a). Using your fingers, remove shaft bolt completely.



**DualAir side:** Place 10mm socket tool onto DualAir nut; tap socket with plastic mallet until shaft breaks free from lower leg casting (fig. 4b). Using your fingers, remove shaft bolt and threaded shaft nut from both threaded shaft ends.

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

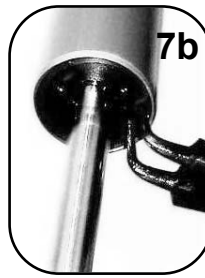
**IMPORTANT! Do NOT STRIKE OR TAP THE BRAKE ARCH WITH A Mallet. THIS DAMAGES THE MAGNESIUM.**



6. Using a 24mm socket wrench, loosen and remove the DualAir top cap assembly from upper tube/crown (fig. 6).



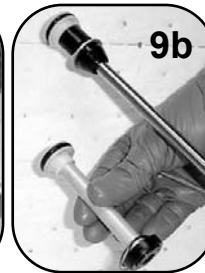
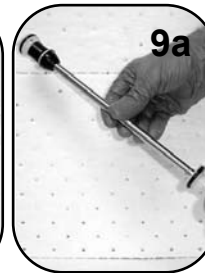
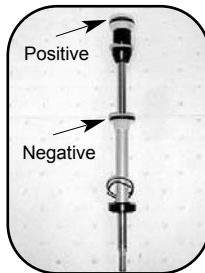
- Use your thumb to press black base plate firmly up and into upper tube to unlock retaining ring (Fig. 7a). Using snap ring pliers, remove air spring shaft guide retaining ring from bottom of upper tube (fig. 7b).



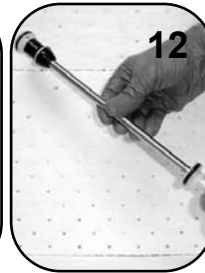
- To ease removal of the DualAir spring assembly, insert a dowel (1" PVC works best) into upper tube, through crown (fig. 8a). Push down while pulling DualAir spring assembly down and out of upper tube (fig. 8b). The air spring assembly fits very tight into upper tube. You can also wrap a dry rag around DualAir shaft and pull to remove. **PULL HARD!**

## AIR PISTON O-RING AIR SEAL REMOVAL AND INSTALLATION

- Slide negative air piston/seal head assembly off DualAir spring shaft (figs. 9a & 9b).



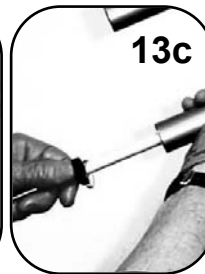
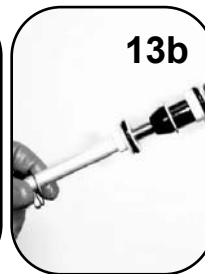
- Remove DualAir positive air piston o-ring and replace (fig. 10). Be careful not to scratch air piston o-ring groove.



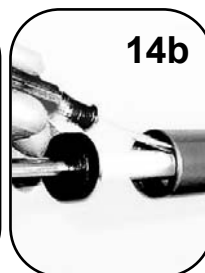
- Remove negative air piston outer o-ring and replace (fig. 11). Be careful not to scratch air piston o-ring groove. Coat both new o-rings, as well as inner negative air shaft o-ring, with suspension oil (5, 10 or 15wt or RedRum).

- Slide negative air piston/seal head assembly back onto DualAir spring shaft (fig. 12).

- Insert positive air piston/shaft assembly (piston first) into bottom of upper tube (fig. 13a). Push into upper tube (fig. 13b). Insert negative air piston into upper tube (fig. 13c). Push into upper tube completely. You may need to press negative schrader valve while pushing assembly to relieve pressure.



- Install flat retaining washer against upper tube step (fig. 14a). Insert wavy washer against retaining ring (fig. 14b).



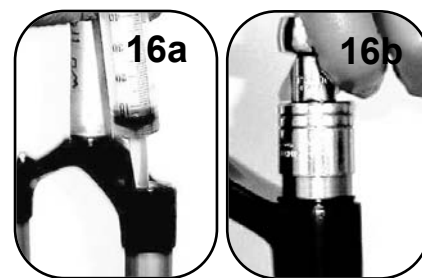
- Insert shaft base plate/guide into upper tube step. Press firmly on shaft base plate and insert into upper tube (fig. 15a). Secure base plate with retaining ring (fig. 15b).

**IMPORTANT! EXTERNAL RETAINING RING MUST FIT SECURE IN UPPER TUBE GROOVE. VERIFY BEFORE CONTINUING.**

16. Invert fork in bicycle stand 90 degrees. Measure and pour or inject, 3 to 5 cc/ml, 15wt suspension oil into air spring chamber (fig 16a). Oil will lubricate positive air spring o-ring/seal.

Wipe upper tube and top cap threads with a clean rag. Install DualAir top cap; tighten and torque to 60 in-lb using a 24mm socket wrench (fig 16b).

Using a shock pump, add approximately 100psi to the positive air chamber. This extends the DualAir spring shaft and allows you to install the lower leg assembly.



## LOWER LEG INSTALLATION

17. Invert fork in bicycle stand to about a 45-degree angle, upper tubes facing up. Spray upper tubes with isopropyl alcohol and wipe with a clean rag.

18. Pour, or inject, a small amount of 5, 10 or 15wt RockShox suspension oil onto foam rings, just under dust seal, inside lower leg; each side (fig. 18). This adds lubrication and reduces slide friction.

19. Slide lower leg assembly over and onto the ends of each upper tube (fig. 19a). Make sure both dust seals slide onto the tubes correctly and do not fold under (fig. 19b).

20. Slide Lower Leg assembly onto upper tubes until you feel the lower bushings touch the end of the upper tubes. Stop (fig 20a).

Measure and pour (or inject...an oil syringe works best) 15cc of 15wt RockShox suspension oil into both lower legs, through both (left and right) shaft bolt holes (fig 20b).

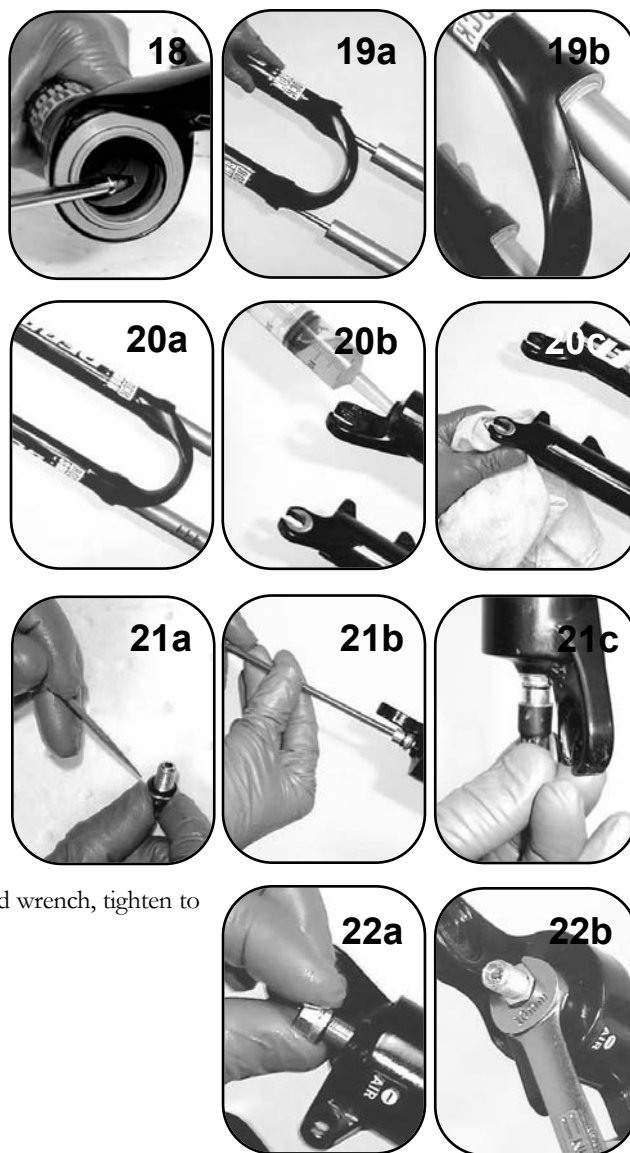
Wipe all excess oil from lower legs (fig 20c).

21. Inspect and clean damper shaft bolt and black nylon crush washer with a clean, dry rag (fig 21a).

Insert damper shaft bolt into threaded shaft end and tighten with a 5mm hex wrench to 60 in-lb (fig 21b).

Insert external rebound damper knob into damper shaft bolt. Push in to secure (fig 21c).

22. Thread nut onto DualAir threaded shaft (fig 22a). Using a 10mm open-end wrench, tighten to 60 in-lb (fig 22b). Wipe away excess oil.



23. Spray a light coating of isopropyl alcohol onto entire fork. Then wipe with a clean rag.

24. Inflate positive air chamber first, with shock pump, to desired air pressure. See chart, or decal on back of fork lower leg, for reference. Thread air valve cover cap onto threaded valve shaft.

25. Inflate negative air chamber second, with shock pump, to desired air pressure. See chart, or decal on back of fork lower leg, for reference. Thread air valve cover cap onto threaded valve shaft.

**NOTE: INCREASED NEGATIVE AIR PRESSURE DECREASES INITIAL COMPRESSION BREAK-AWAY FORCE REQUIRED, MAKING FORK MORE ACTIVE OVER SMALL BUMPS. EXPERIMENT WITH NEGATIVE AIR PRESSURE TO FIND DESIRED RIDE CHARACTERISTICS.**