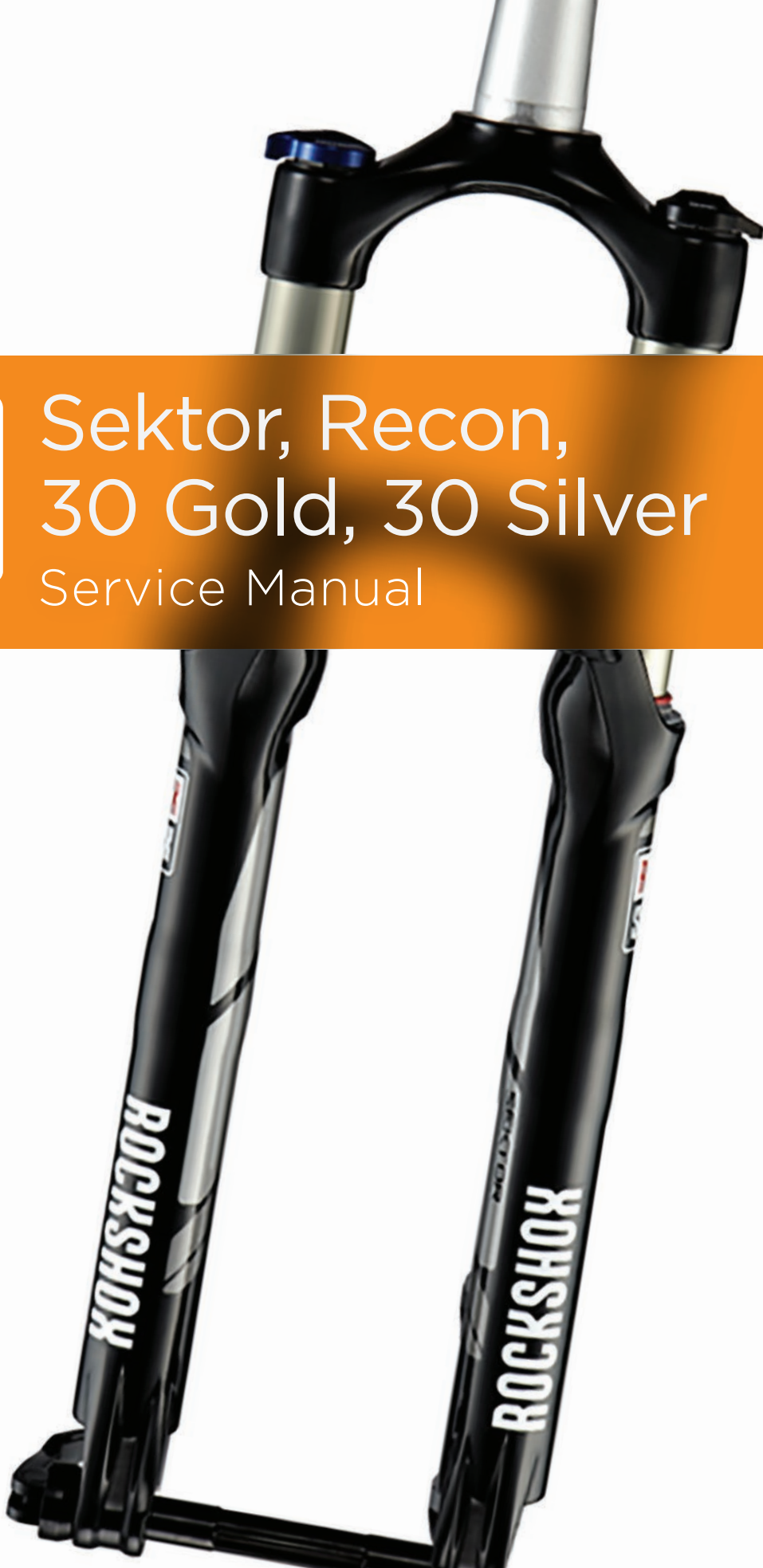




Sektor, Recon,  
30 Gold, 30 Silver  
Service Manual



# 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, merchantability, 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:

- a. Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).
- b. 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, 1333 North Kingsbury, 4th floor, Chicago, Illinois, 60642, 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](http://sram.com), [rockshox.com](http://rockshox.com), [avidbike.com](http://avidbike.com), [truvatv.com](http://truvatv.com), or [zipp.com](http://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                                  | • Stripped threads/bolts (aluminium, titanium, magnesium or steel) | • Handlebar grips        | • Transmission gears |
| • Bushings                                    | • Brake sleeves  | • Shifter grips          | • Spokes             |
| • Air sealing o-rings                         | • Brake pads   | • Jockey wheels          | • Free hubs          |
| • Glide rings                                 | • Chains   | • Disc brake rotors      | • Aero bar pads      |
| • Rubber moving parts                         | • Sprockets  | • Wheel braking surfaces | • Corrosion          |
| • Foam rings                                  | • Cassettes  | • Bottomout pads         | • Tools              |
| • Rear shock mounting hardware and main seals | • Shifter and brake cables (inner and outer)                       | • Bearings               | • Motors             |
| • Upper tubes (stanchions)                    |  | • Bearing races          | • Batteries          |
|   |  | • Pawls                  |                      |

**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.

# TABLE OF CONTENTS

|  |           |
|--|-----------|
| <b>RockShox Suspension Service .....</b>   | <b>4</b>  |
| Parts and Tools Needed for Service .....   | 4         |
| <b>Lower Leg Removal.....</b>  | <b>5</b>  |
| <b>Solo Air Spring Service (Sektor gold, Recon Gold, 30 Gold) .....</b>                            | <b>7</b>  |
| Solo Air Anatomy.....  | 7         |
| Solo Air Spring Removal/Service Instructions.....  | 8         |
| Optional - All Travel Configuration.....   | 11        |
| Solo Air Spring Installation .....   | 11        |
| <b>Solo Air spring service (Recon Silver, Sektor Silver, 30 Silver).....</b>                       | <b>14</b> |
| Solo Air Anatomy.....  | 14        |
| Solo Air Spring Removal.....   | 14        |
| Optional - All Travel Configuration.....   | 17        |
| Solo Air Spring Installation .....   | 17        |
| <b>Damper Service (Sektor Gold, Recon Gold, 30 Gold) .....</b>                                     | <b>20</b> |
| Damper Removal.....  | 20        |
| Damper Installation.....   | 23        |
| <b>Damper Service (Sektor Silver, Recon Silver, 30 Silver).....</b>                                | <b>25</b> |
| Damper Removal.....  | 25        |
| Damper Installation.....   | 28        |
| <b>Coil Spring Service (30 Silver, Recon Silver, Sektor Silver, Recon Gold, Sektor Gold) .....</b> | <b>31</b> |
| Coil SpringRemoval.....  | 31        |
| Coil Spring Installation Instructions.....   | 33        |
| <b>Lower Leg Installation .....</b>  | <b>34</b> |



## **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!

## RockShox Suspension 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 special tools and fluids used for service.

For exploded diagram and part number information, please refer to the Spare Parts Catalog available on our web site at [www.sram.com](http://www.sram.com).

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. For the latest technical information, please visit our website at [sram.com](http://sram.com).

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

### Parts and Tools Needed For Service

- Safety glasses
- Nitrile gloves
- Apron
- Clean, lint-free rags
- Fluid pan
- Isopropyl alcohol
- RockShox 15wt suspension fluid
- Liquid O-Ring® PM600 military grease or SRAM® butter
- Shock pump
- Bike stand
- Syringe
- Rubber mallet
- Schrader valve core tool
- 2.5 mm hex wrench
- 5 mm hex wrench
- 24 mm socket wrench
- Torque wrench
- 5 mm hex bit socket
- Large internal retaining ring pliers
- Pick
- Long plastic or wooden dowel
- Magnet

### SAFETY INSTRUCTIONS

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

Place a fluid pan on the floor underneath the area where you will be working on 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 rag. Apply grease to the new seal or o-ring.

Only use SRAM® Butter or Liquid O-Ring PM600 military grease when servicing RockShox Forks.



## Lower Leg Removal

- 1 Remove the air valve cap from the top cap located on the non-drive side fork leg.



- 2 Use a small hex wrench to depress the Schrader valve and release all of the air pressure from the air chamber.

### **⚠ 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.



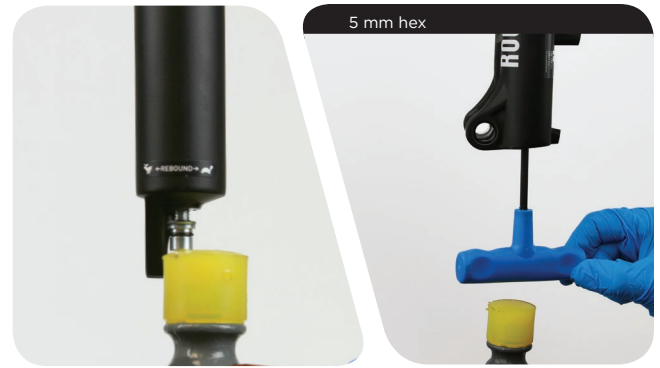
- 3 Remove the external rebound adjuster knob by pulling it from the bottom bolt at the bottom of the drive side fork leg.



- 4 Use a 5 mm hex wrench to loosen both bottom bolts 3 to 4 turns.



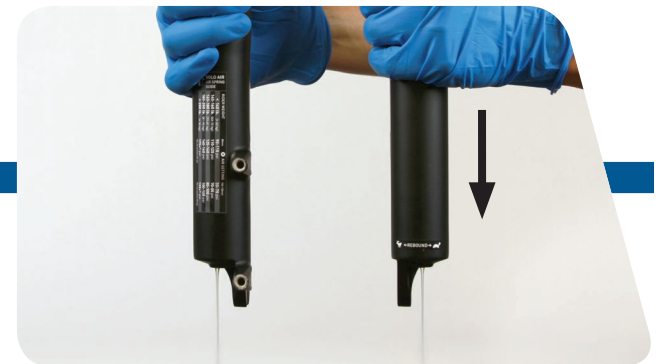
- 5** Place an oil pan beneath the fork to catch any draining fluid.  
**26" wheel versions:** Use a plastic mallet to firmly strike both bottom bolts to free the damper and spring shafts from their press-fit to the lower leg, then remove the bottom bolts.  
**27.5" and 29" wheel versions:** Insert a 5 mm hex wrench into either bottom bolt. Use a plastic mallet to firmly strike the head of the 5 mm hex wrench to free the damper and spring shafts from their press-fit to the lower leg, then remove the bottom bolts.



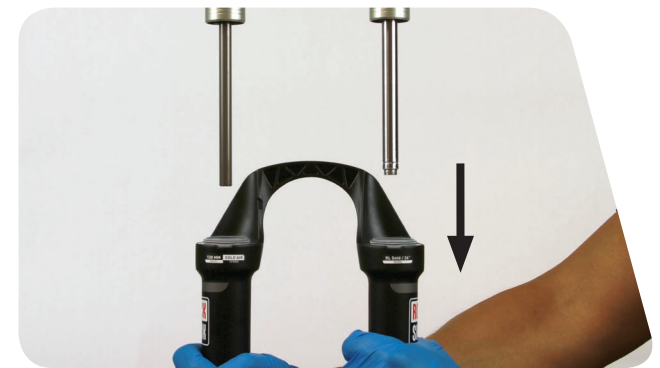
- 6** Firmly pull the lower leg downward until fluid begins to drain.  
*If the upper tubes do not slide out of the lower leg or if fluid doesn't drain from either side, the press-fit of the shaft(s) to the lower leg may still be engaged. Reinstall the bottom bolt(s) 2 to 3 turns and repeat the previous step.*

### NOTICE

Do not hit the fork arch with any tool.



- 7** Remove the lower leg from the fork by pulling it downward, holding onto both legs or the fork arch.



- 8** Spray isopropyl alcohol on and into the lower leg. Clean the lower leg, then wrap a clean rag around a dowel and clean the inside of each lower leg.



## LOWER LEG SEAL SERVICE

- 1 Stabilize the lower leg on a bench top or on the floor. Place the tip of a downhill tire lever under the dust wiper seal. Press down on the downhill tire lever handle to remove the seal. Repeat on the other side.

### 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.



- 2 Use your fingers to remove the foam rings on the top bushing inside the lower leg.



- 3 Spray isopropyl alcohol on the inside and outside of the lower leg and clean it with a rag.

Wrap a rag around a long dowel and insert it into each lower leg to clean the inside. Verify all debris is removed from the bushings inside the lower leg.



- 4 Soak the new foam rings in RockShox® 15wt suspension fluid. Install a new foam ring on each top bushing in the lower leg.



**5** Remove the wire spring from the new dust wiper seal and set the spring aside.

Insert the narrow end of the new dust wiper seal into the recessed end of the seal installation tool.



**6** Hold the lower leg firmly and use the seal installation tool to press the dust wiper seal evenly into the lower leg until the seal surface is flush with the top of the lower leg surface.

Reinstall the wire spring onto the dust wiper seal.

Repeat on the other side.

### **NOTICE**

Only press the dust wiper seal into the lower leg until it is flush with top surface of the lower leg. Pressing the dust wiper seal past the top surface of the lower leg can dislodge the foam ring and cause leaks.

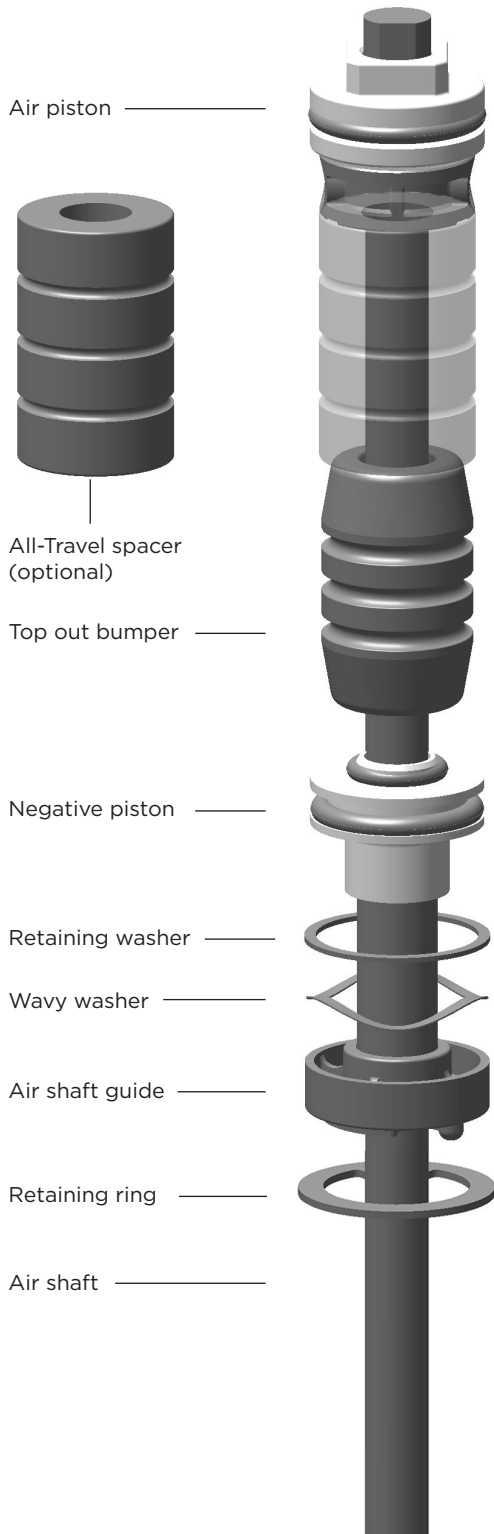


# Solo Air Spring Service (Sektor Gold, Recon Gold, 30 Gold)

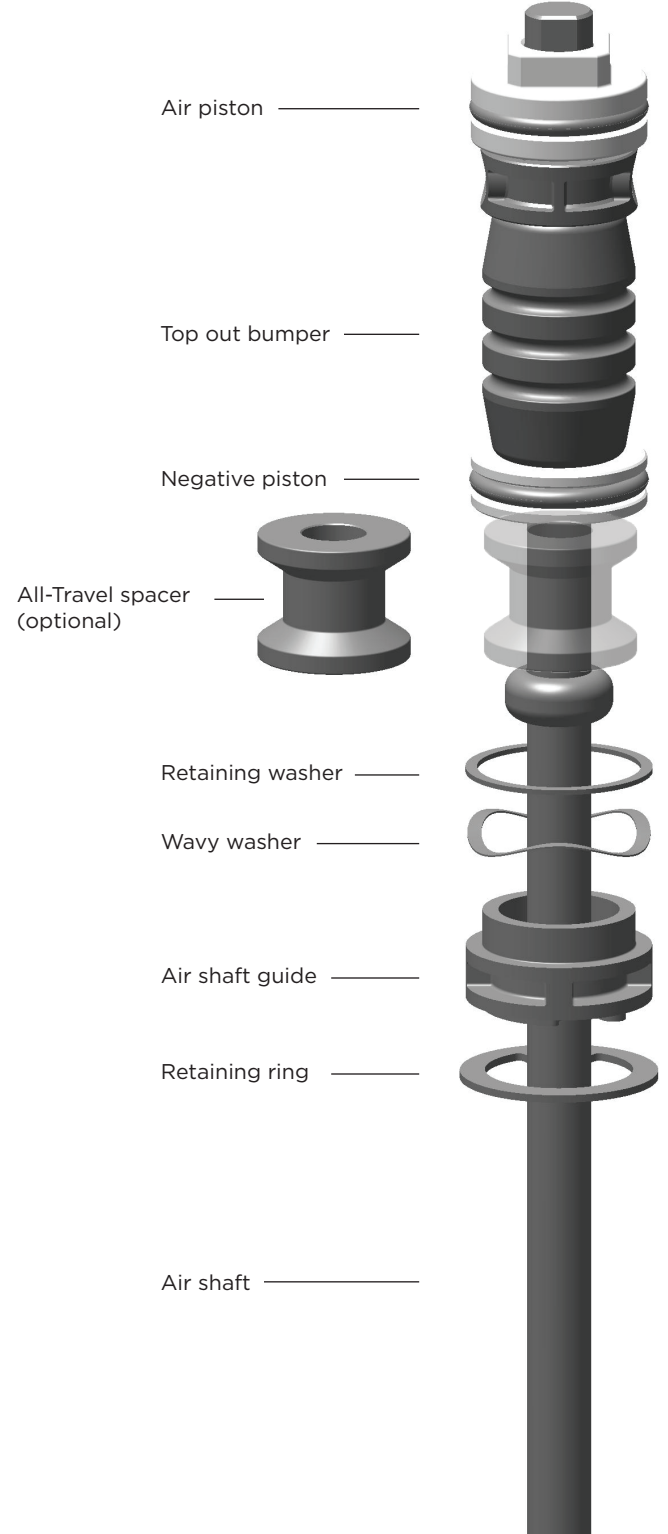
At this point you should already have the lower leg removed from your fork. If not, you will need to return to the Lower Leg Removal section of this manual and follow the instructions for removing your fork's lower leg.

## Solo Air Anatomy

### RECON GOLD, 30 GOLD



### SEKTOR GOLD



## Solo Air Spring Removal/Service Instructions

### ⚠ CAUTION- 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.

- 1 Use a 24 mm socket wrench to remove the air spring top cap from the upper tube. Clean the upper tube threads with a rag.



- 2 Push the air shaft into the upper tube to prevent it from getting scratched while installing the retaining ring.

### NOTICE

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

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

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

*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.*



**3** Firmly pull on the air shaft to remove the air spring assembly from the upper tube. Clean and inspect the assembly for damage.



**4** Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag. Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube.

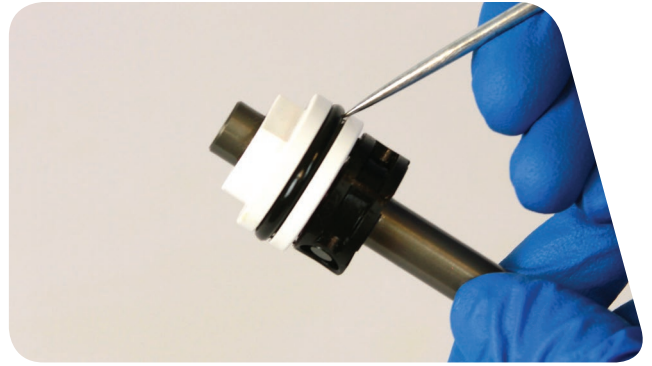


**5** Remove the top out bumper, negative piston, travel spacer (if applicable), washers, and air shaft guide from the air shaft. Spray isopropyl alcohol on the air shaft and clean it with a rag.



**6** Use your fingers or a pick to remove the outer o-ring from the air piston. Apply grease to the new o-ring and install it.

**Do not scratch the air piston. Scratches may cause air to leak.**



**7** Remove the top out bumper from the negative piston. Use a pick to remove the inner and outer o-rings from the negative piston.

Apply grease to the new o-rings and install them. Install the top out bumper onto the negative piston.

**Do not scratch the negative piston. Scratches may cause air to leak.**

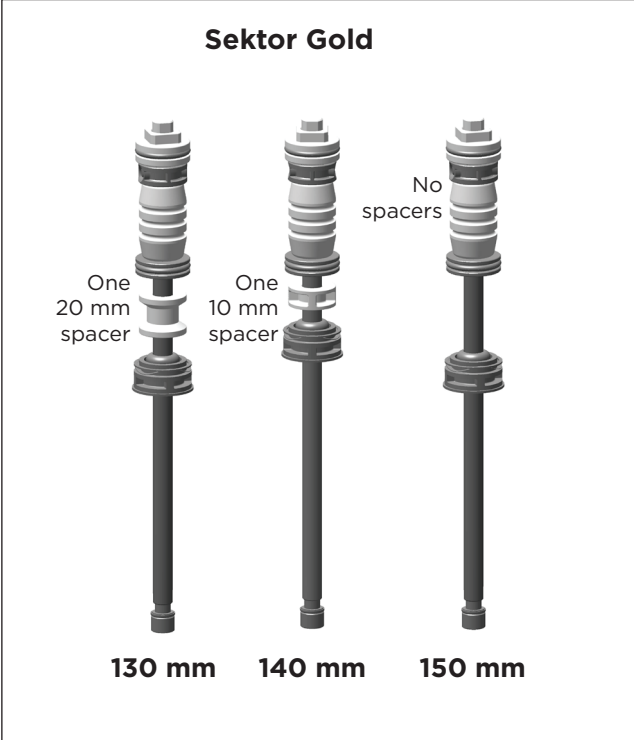
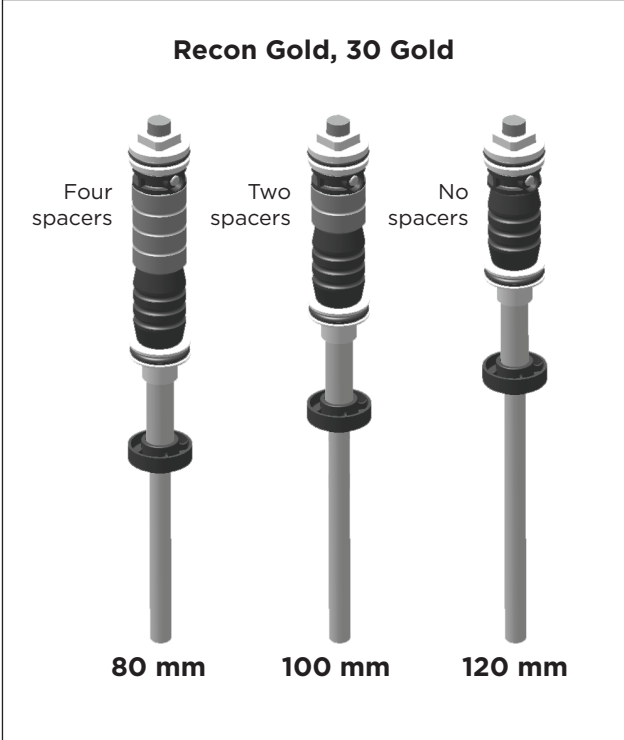


## Optional - All Travel Configuration

The All Travel spacers are located between the air piston and top out bumper. Install the travel spacer to decrease travel, or remove the spacer to increase travel.

### NOTICE

Installing more than the maximum number of spacers will cause damage to your fork.

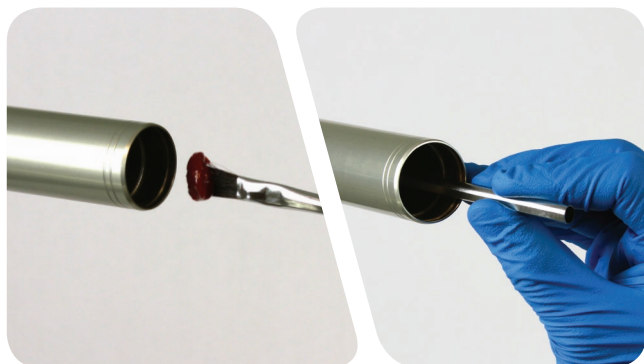


## Solo Air Spring Installation

- 1** Apply grease to the air shaft.  
Install the travel spacer (if applicable) and top out bumper and negative piston onto the air shaft with the top out bumper toward the air piston.



- 2** Apply grease to the inside of the upper tube, from the end of the tube (opposite the crown) to approximately 60 mm into the tube.

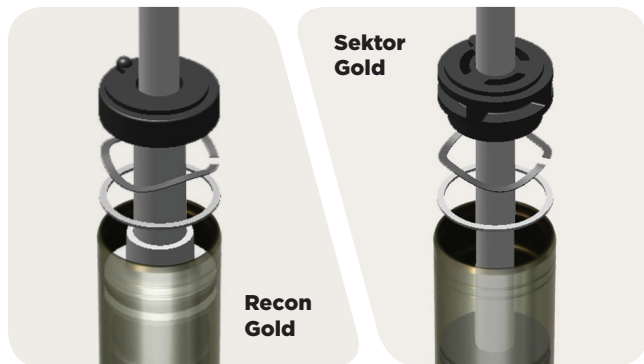


- 3** Apply grease to the outer o-rings of both the air piston and the negative piston.



- 4** Firmly push the air assembly into the bottom of the upper tube while gently rocking the air shaft side to side.

Orient the washers so that the steel support washer goes into the upper tube first, followed by the wavy washer.



- 5** Push the air shaft into the upper tube to prevent it from getting scratched while installing the retaining ring.

#### NOTICE

Scratches on the air shaft will allow air to bypass the seal head into the lower leg, resulting in reduced spring performance.

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

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

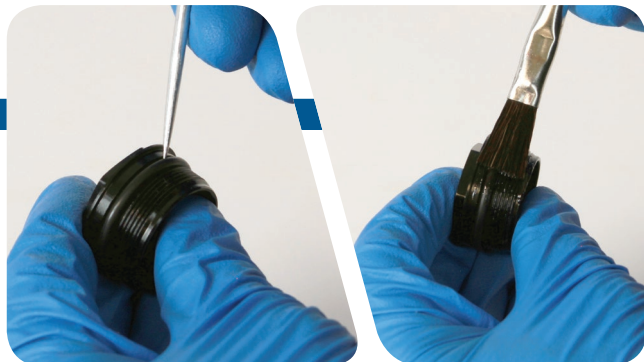
*Retaining rings have a sharper-edged side and a rounder-edged side. Installing retaining rings with the sharper-edged side facing the tool will allow for easier installation and removal.*



- 6** Use a pick to remove the top cap o-ring. Apply a small amount of grease to a new top cap o-ring and install it. Apply a small amount of grease to the top cap threads.

#### NOTICE

Do not scratch the top cap. Scratches may cause air to leak.



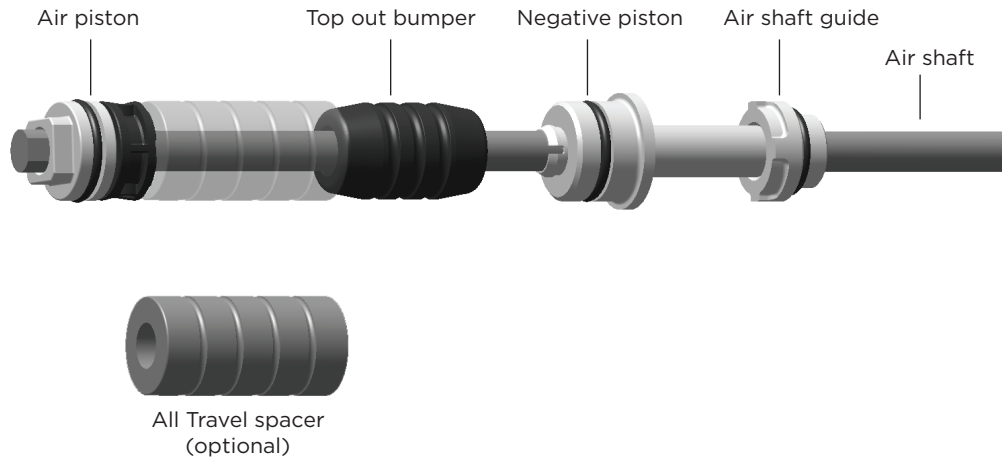
**7** Insert the top cap into the upper tube and thread it into the upper tube. Use a torque wrench and a 24 mm socket to tighten the top cap to 7.3 N·m (65 in-lb).



## Solo Air Spring Service (Recon Silver, Sektor Silver, 30 Silver)

At this point you should already have the lower leg removed from your fork. If not, you will need to return to the [Lower Leg Removal](#) section of this manual and follow the instructions for removing your fork lower leg.

### Solo Air Spring Anatomy



### Solo Air Spring Removal

#### ⚠ CAUTION - 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 rag. Apply SRAM® Butter to the new seal or o-ring.

- 1 Use a 24 mm socket wrench to remove the air spring top cap. The air spring assembly is attached to the top cap. Pull and lift the air spring assembly from the upper tube. Clean the upper tube threads with a rag.



- 2 Remove the top cap from the air tube assembly.



**3** Remove the air shaft/piston assembly from the bottom of the air tube by pulling the shaft down and rocking it from side to side.



**4** Spray isopropyl alcohol on the inside and outside of the air tube and clean it with a rag. Wrap a clean rag around a long dowel and insert it into the air tube to clean inside the air tube.

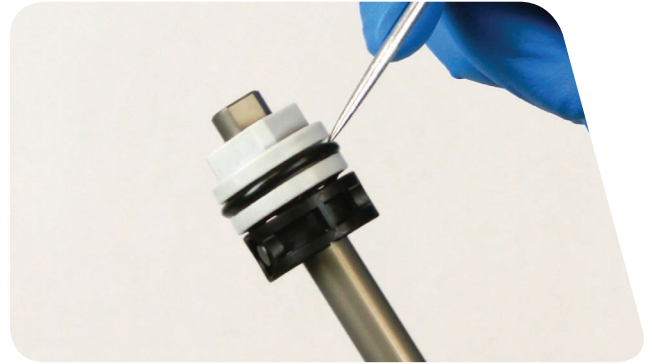


**5** Slide the negative piston assembly from the air shaft. Spray the air shaft with isopropyl alcohol and clean it with a rag.



**6** Use a pick to remove the outer o-ring from the air piston. Apply grease to the new o-ring and install it.

**Do not scratch the top cap. Scratches may cause air to leak.**



**7** Remove the top out bumper from the negative piston. Use a pick to remove the inner and outer o-rings from the negative piston. Apply grease to the new o-rings and install them.

Install the top out bumper onto the negative piston.

**When using a pick to remove o-rings, do not scratch the negative piston. Scratches may cause air to leak.**

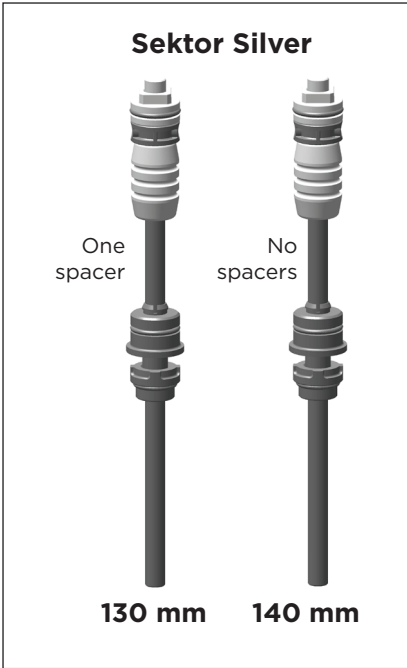
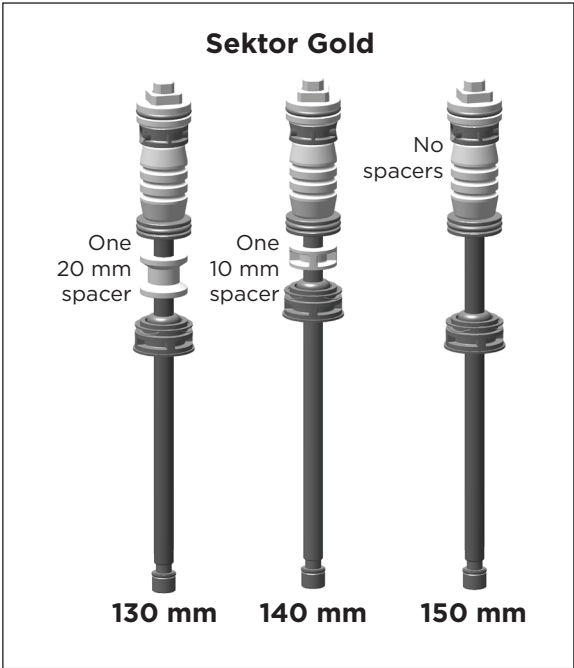


**Optional - All Travel Configuration**

The All Travel spacers are located between the air piston and top out bumper. Install the travel spacer to decrease travel, or remove the spacer to increase travel.

**CAUTION- EYE HAZARD**

Do not exceed the overall maximum specified travel of your fork.

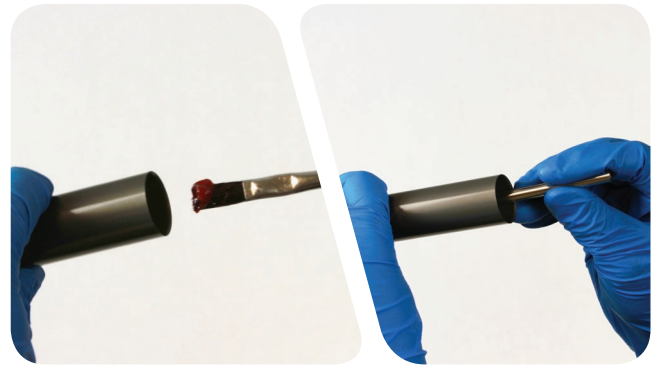


## Solo Air Spring Installation

- 1 Install the top out bumper back onto the negative piston. Reinstall the negative piston assembly onto the air shaft, with the top out bumper toward the air piston.

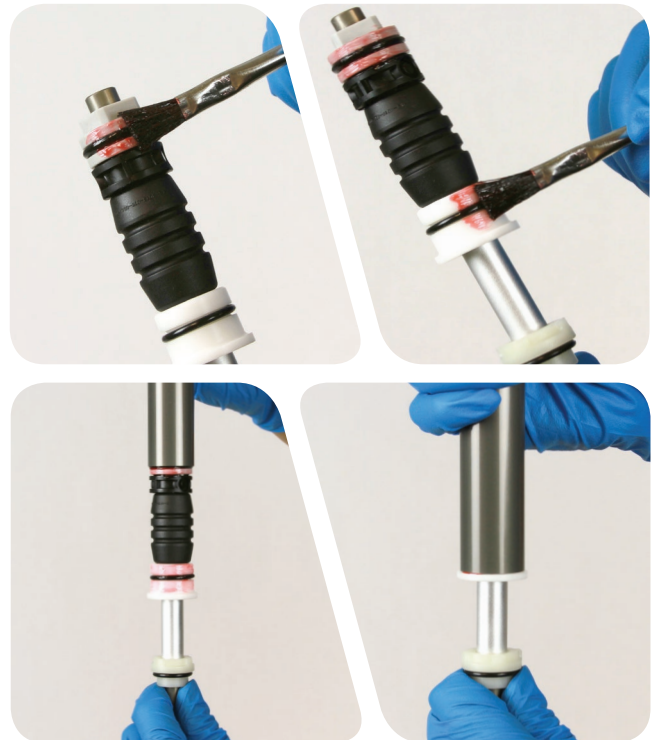


- 2 Apply grease to the inside of the air tube, from the bottom end of the tube to approximately 60 mm into the tube.



- 3 Apply grease to the outer o-rings of both the air piston and the negative piston.

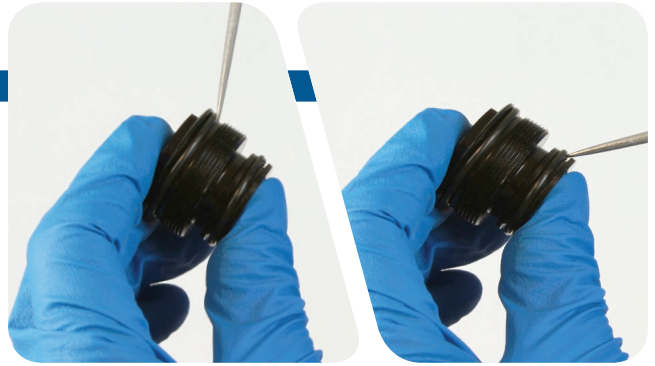
Insert the air assembly into the greased end of the air tube. Push the negative piston into the air tube until it is firmly seated on the shoulder of the piston.



- 4** Use a pick to remove the top cap o-rings. Apply a small amount of grease to a new top cap o-rings and install them.

**NOTICE**

When using a pick to remove o-rings, do not scratch the top cap. Scratches may cause air to leak.



- 5** Press the air top cap into the air tube. Apply a small amount of grease to the top cap threads.



- 6** Insert the air assembly, shaft first, into the top of the upper tube. Guide the air shaft through the shaft guide in the bottom of the upper tube. Check the bottom of the upper tube to make sure the air shaft guide is seated into the upper tube shaft guide.



- 7** Thread the top cap into the upper tube.



8 Use a torque wrench and a 24 mm socket to tighten the top cap to 7.3 N·m (65 in-lb).



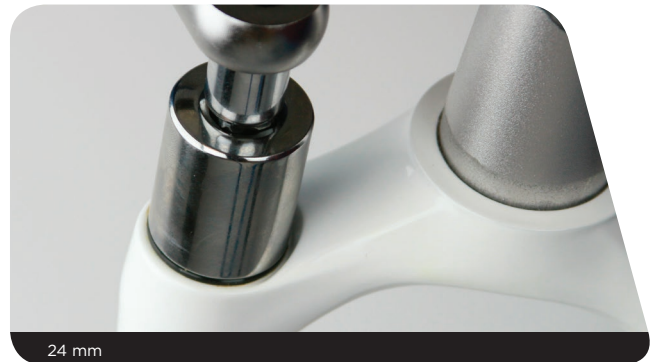
## Damper Service (Sektor Gold, Recon Gold, 30 Gold)

### Damper Removal

- 1 Use a 2.5 mm hex wrench to remove the knob retaining screw.  
Remove the compression knob.



- 2 Use a 24 mm socket to remove the compression damper.



- 3 Remove the compression damper assembly from the upper tube.



- 4** Use your fingers to remove the compression top cap o-rings. Install new compression top cap o-rings.



- 5** Pour the fluid into an oil pan. Push in the rebound damper until there's 25 mm of the damper showing to remove excess fluid.



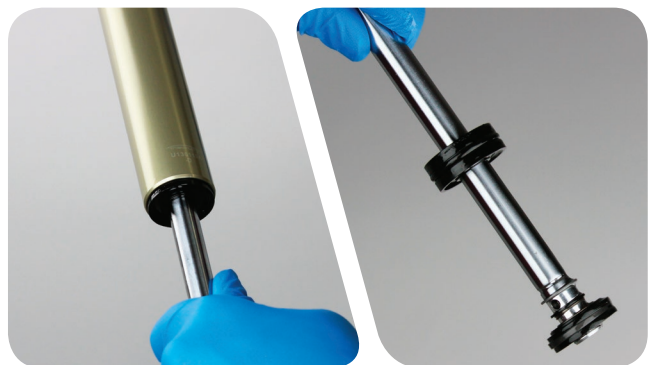
- 6** Turn the fork into the horizontal position in the bicycle stand. Use internal snap ring pliers to remove the retaining ring from the bottom of the upper tube.

**NOTICE**

Scratches on the rebound damper shaft will allow fluid to bypass the seal head into the lower leg, resulting in reduced spring performance.



- 6** Remove the rebound damper and seal head assembly from the upper tube.



- 7 Spray isopropyl alcohol on the inside and outside of the upper tube and clean it with a rag. Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube.



- 8 Remove the seal head from the rebound damper shaft. Spray isopropyl alcohol on the rebound damper shaft and clean it with a rag.

- 9 Use your fingers or a pick to remove the outer seal head o-ring. Use a pick to pierce and remove the inner o-ring.

#### **NOTICE**

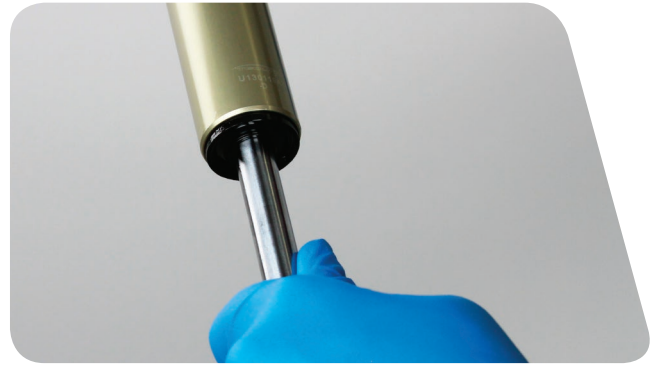
When using a pick to remove o-rings, do not scratch the seal head. Scratches may cause air to leak.



- 10 Install the seal head on the rebound damper shaft.

## Damper Installation

- 1 Insert the rebound damper assembly and seal head into the bottom of the upper tube.



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

### NOTICE

Scratches on the rebound damper shaft will allow oil to bypass the seal head into the lower leg, resulting in reduced spring performance.

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

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

*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.*



- 3 Pour RockShox 5wt suspension fluid in the drive side upper tube. Refer to the RockShox Oil Volume Chart on [sram.com](http://sram.com) for the exact amount of fluid.

*Suspension fluid volume is critical. Too much suspension fluid reduces available travel, too little suspension fluid decreases damping performance.*



- 4 Install the compression damper into the upper tube.

### NOTICE

Damaging the o-ring during the installation of the compression damper will allow air to leak and cause poor performance.



**5** Use a torque wrench with a 24 mm socket to tighten the compression damper to 7.3 N•m (65 in-lb).



**6** Install the compression knob and retaining screw. Use a torque wrench with a 2.5 mm hex bit socket to tighten the knob retaining screw to 1-.25 N•m (11.9-2.2 in-lb).



## Damper Service (Sektor Silver, Recon Silver, 30 Silver)

### Damper Removal

#### 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 rag. Apply SRAM® Butter to the new seal or o-ring.

- 1 Use a 2.5 mm hex wrench to remove the knob retaining screw.  
Remove the compression knob.



- 2 Use a 24 mm socket to remove the compression damper.



- 3 Remove the compression damper assembly from the upper tube.



**4** Use your fingers to remove the compression top cap o-rings. Install new compression top cap o-rings.



**5** Pour the fluid into an oil pan. Push in the rebound damper until there's 25 mm of the damper showing to remove excess fluid.



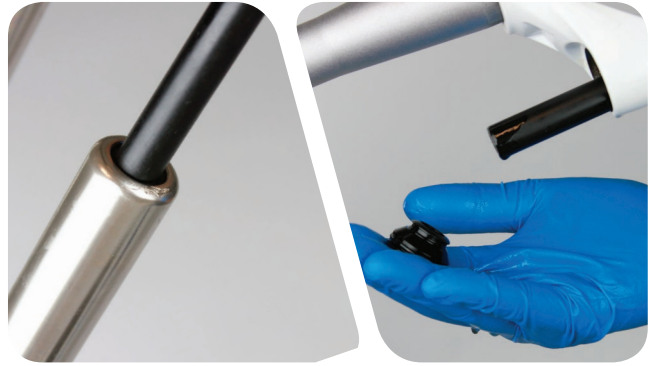
**6** With your finger, push down on the rebound damper. It will slide down the upper tube into your other hand.



**7** Use a flat blade screwdriver to remove the seal head retaining ring.



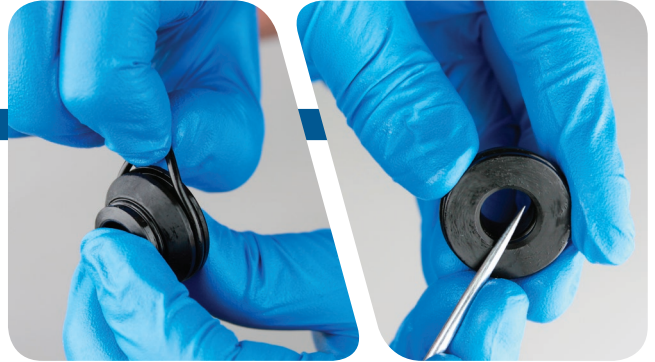
**8** Use a long dowel to push the seal head down the upper tube into your other hand.



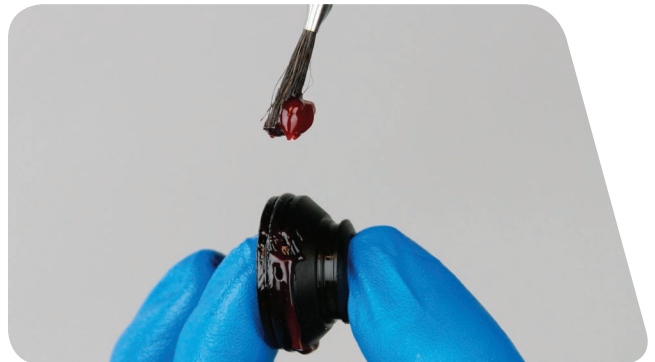
**9** Use your fingers to remove the outer seal head o-rings. Use a pick to pierce and remove the inner o-ring. Use your fingers to install the new o-rings.

**NOTICE**

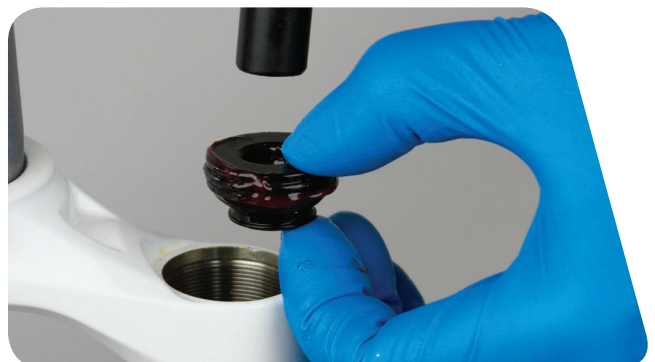
Do not scratch the sealing surfaces. Scratches cause air to leak.



**10** Use Liquid O-Ring® PM600 military grease to grease the inner and outer seal head o-rings.



**11** Use Liquid O-Ring® PM600 military grease to grease the seal head threads.

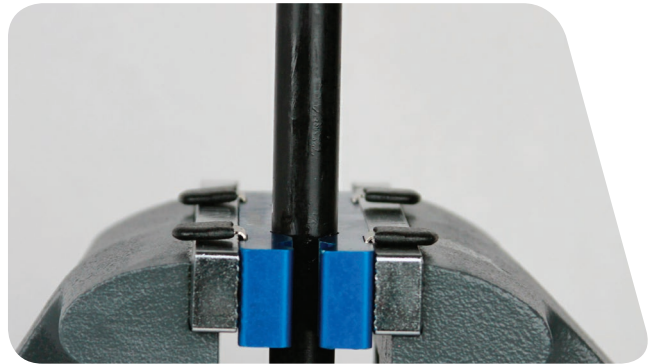


## Damper Installation

**1** Turn the fork to a vertical position in the bicycle stand. Use a long dowel to press the seal head into the upper tube.



**2** Take the dowel out of the upper tube and clamp the dowel into a vise.



**3** Take the fork out of the bicycle stand. Lower the upper tube onto the dowel so it pushes the seal head into place.



**4** Use your fingers to install the retaining ring onto the upper tube.



**5** With your fingers, install the rebound damper into the upper tube.



**6** Pour RockShox 5wt suspension fluid in the drive side upper tube. Refer to the RockShox Oil Volume Chart on sram.com for the exact amount of fluid.

*Suspension fluid volume is critical. Too much suspension fluid reduces available travel, too little suspension fluid decreases damping performance.*



**7** Grease the o-rings and threads of the compression damper. Insert the compression damper into the upper tube.



**8** Use a torque wrench with a 24 mm socket to tighten the compression damper top cap to 7.3 N•m (65 in-lb).



- 9 Install the compression knob and retaining screw. Use a torque wrench with a 2.5 mm hex bit socket to tighten the knob retaining screw to 1-.25 N•m (11.9-2.2 in-lb).



# Coil Spring Service (30 Silver, Recon Silver, Sektor Silver, Recon Gold, Sektor Gold)

## Coil Spring Removal

### NOTICE

At this point you should already have the lower leg removed from your fork. If not, you will need to return to the lower leg removal and follow the instructions for removing your fork lower leg.

- 1 Use a 2.5 mm hex wrench to remove the preload adjuster knob screw. Remove the preload adjuster knob.



- 2 **Recon Gold:** Use a magnet to remove the detent balls and springs from underneath the top cap.



- 3 Unthread and remove the spring top cap with a 24 mm socket wrench.

### NOTICE

Press down firmly when loosening the top cap.



- 4** Push the spring shaft upward, from the bottom of the upper tube. Remove the coil spring and spring shaft from the upper tube.



- 5** Spray isopropyl alcohol on the spring and the spring shaft and clean with a rag. Spray the inside and outside of the upper tube. With a clean wrag, clean the tube's exterior.

Wrap a clean rag around a long dowel and insert it into the upper tube to clean inside the upper tube.



- 6** Use a pick to remove the o-ring from the top cap. Apply grease to the new o-ring and install it.



## Coil Spring Installation Instructions

- 1 Use a brush to apply a liberal amount of grease to the coil spring.



- 2 Insert the shaft end of the coil spring assembly into the top of the non-drive side upper tube.

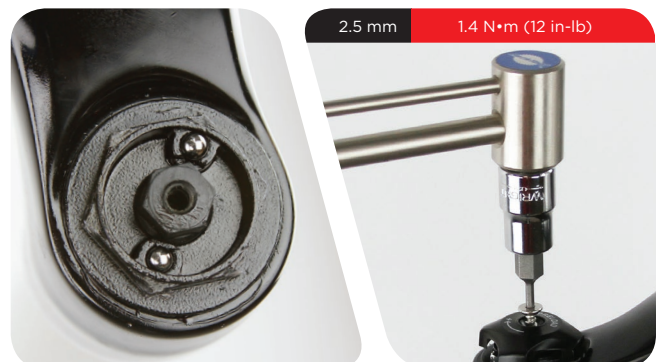


- 3 Clean the top cap. Apply a small amount of grease to the top cap threads. Insert and hand thread the top cap into the upper tube. Use a torque wrench with a 24 mm socket to tighten it to 7.3 N•m (65 in-lb).



- 4 **Recon Gold:** Reinstall the detent springs first, followed by the detent balls, into the top cap.

Reinstall the preload adjuster knob and knob screw. Use a torque wrench with a 2.5 mm bit socket to tighten the preload adjuster knob screw to 1.4 N•m (12 in-lb).

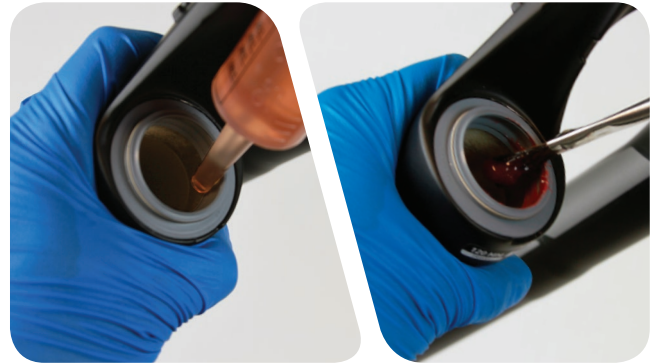


## Lower Leg Installation

- 1 Spray isopropyl alcohol on the upper tubes and clean them with a rag.



- 2 Using a syringe, saturate the foam rings with RockShox 15wt suspension fluid. Apply a small amount of grease to the inner surfaces of the dust wipers.



- 3 Slide the lower leg assembly onto the upper tube assembly just enough to engage the upper bushing with the upper tubes. Make sure both springs are seated in their respective grooves.

### NOTICE

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



- 4 Rotate the fork in the bike stand at a slight angle with the bottom bolt holes oriented upward, then pour or inject 6 mL of RockShox15 wt suspension fluid into each lower leg through the bottom bolt hole.



**5** Slide the lower leg assembly along the upper tubes until it stops and the spring and damper shafts are visible through the bottom bolt holes. Clean all excess fluid from the outer surface of the lower leg.



**6** Clean the bottom bolts, crush washers, and crush washer retainers. Inspect the crush washers and retainers. If the crush washers or retainers are flattened or deformed, replace them with new ones.

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



**7** Insert the bottom bolts into the bottom bolt holes. Use a torque wrench with a 5 mm hex bit socket to tighten the bolts to 7.3 N·m (65 in-lb).



**8** Insert the external rebound damper knob into the rebound damper bottom bolt until it is secure. Adjust rebound as desired.



**9** Use a shock pump to pressurize the air spring. Refer to the air chart on the fork lower leg and pressurize the air spring to the appropriate pressure for your rider weight.

*You may see a drop in indicated air pressure on the pump gage while filling the air spring, this is normal. Continue to fill the air spring to the suggested air pressure.*



**10** Spray isopropyl alcohol on entire fork and wipe it with a clean rag.

**This concludes the service for Solo Air and coil springs for RockShox Sektor Gold, Sektor Silver, Recon Gold, Recon Silver, 30 Gold, and 30 Silver**

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