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boxxer rc service manual

Copy and paste the HTML code below Forks have been serviced. New seals, oil change and so on. When my damper was out of the fork, the knob markings are not lining up with what the fork is doing. Ill be riding and the fork will suddenly become solid as if I were to turn the knob all the way to the right. So I keep playing with it. To get it fully opened softest im about 45 clicks in turned to the right. I tried to explain this the best I can. Anyone else having this problem Have a good read of the SRAM service guide it really is quite good. Im about to start doing my own servicing, starting with the basic oil and seals. IM assuming the only oil I should see is the 10 and 40ml from the lowers, as the other 239 is contained in the mission control yes been a closed system I would recommend downloading the appropriate sram guide and follow that as well. Just trying to find one for the team so I dont come across anything surprising with the additional internals. Ill keep looking around. Cheers. Maybe when I get the hang of it ill do one myself. Ive checked three times everything and did not see any mistake, unless this all should be so though I doubt it. THANKS ! Just wondering if the oil volumes and the measuring from the top of the stanchion to the top of the oil bit is the same for both 32mm and 35mm Boxxers If you look on the SRAM website all the info is there.Hope this helps. The only hiccup I came across was when it said to fill the rebound stanchion up with 290mm of oil and then measure from the top of the stanchion to the top of the oil and it should measure 105mm. Mine measured around 125mm i think!!! so i just added more oil to make it 105mm.was this a good move Pff and the race season is only 4 weeks away. Thanks again! cheers Just my rebound doesnt work as before, its a bit slow. Any suggestions If so then insert an allen key into the bottom of the rebound damper and check its rotation if it is not turning then a strip down will be reqd.<http://ekinyalitim.com/depo/sayfaresim/dlink-dcs900w-manual.xml>

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As a rule of thumb I tend to do a full service once a year and a lower leg service every 5 uplift days and as a result fork and stanchions are as new and super smooth. Hope this is of some help. Cheers! For the oil I tend to use either Silkolene or Shell Gemini. Hope this helps. For an improved shopping experience, we recommend that you use the most recent versions of Google Chrome, Safari, or Firefox. This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made through the retailer where the bicycle or the SRAM component was purchased. Original proof of purchase is required. Except as described herein, SRAM makes no other warranties, guaranties, or representations of any type express or implied, and all warranties including any implied warranties of reasonable care, merchantibility, or fitness for a particular purpose are hereby disclaimed. LOCAL LAW This warranty statement gives the customer specific legal rights. The customer may also have other rights which vary from state to state USA, from province to province Canada, and from country to country elsewhere in the world. To the extent that this warranty statement is inconsistent with the local law, this warranty shall be deemed modified to be consistent with such law, under such local law, certain disclaimers and limitations of this warranty statement may apply to the customer. For example, some states in the United States of

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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 resulting from commercial rental use. Protect yourself! Wear your safety gear! Servicing RockShox suspension requires knowledge of suspension components as well as the special tools and fluids used for service. Information contained in this publication is subject to change at any time without prior notice. Place an oil pan on the floor underneath the area where you will be working on the fork. RockShox Suspension Service 6 Service date helps you keep track of service intervals. Dual Crown height measure the distance from the top of the upper tube to the top of the lower crown see figure in Step 1. Rebound setting count the number of clicks while turning the rebound adjuster fully counterclockwise. Compression setting count the number of clicks while turning the compression adjuster fully counterclockwise. Removing the fork from the bicycle provides easy access to internal components and is more convenient than working around a complete bicycle. 1 To assist you with postservice assembly, record the distance from the top of the upper tube to the top of the lower crown. 2 Use a 6 mm hex wrench to loosen the nondrive side bolt of the Maxle Lite DH until detent clicks are no longer felt. 6 mm 3 Use a 6 mm hex wrench to remove the Maxle Lite DH from the drive side of the fork. Remove the brake caliper according to the brake manufacturers instructions. Fork Removal 8 Do not loosen the steerer tube clamping bolt located on the upper crown. 4 mm Upper crown 4 mm Lower crown 6 Slide the upper tubes down so they clear the upper crown. Leave enough clearance between the upper tube and upper crown to remove the frame bumpers.

Use a 4 mm hex wrench to tighten one of the lower crown bolts to temporarily hold the tubes in place while you remove the frame bumpers. 4 mm 7 Use your thumb to pry the thickest section of each frame bumper away from the upper tube. Spray isopropyl alcohol or water between each bumper and upper tube. Twist the frame bumpers back and forth until they are loose on the upper tubes. Remove the frame bumpers from the upper tubes. 8 Use a 4 mm hex wrench to loosen the lower crown bolt. Slide the tubes through the lower crown and remove the fork from the bicycle. Spray isopropyl alcohol on the upper tubes and crown clamping surface and clean them with a rag. 4 mm Fork Removal 9 Nondrive side 2 Use a 5 mm hex wrench to loosen the nondrive side bottom bolt 3 to 4 turns. 5 mm Loosen 3 to 4 turns 3 Place an oil pan beneath the fork to catch any draining fluid. Use a plastic mallet to firmly strike the nondrive side bottom bolt to dislodge the air shaft from the lower leg. Use a 5 mm hex wrench to remove the bottom bolt from the lower leg. 5 mm Plastic mallet 4 Firmly pull the lower leg downward until fluid begins to drain. Continue pulling downward to remove the lower leg from the nondrive side upper tube. If the lower leg does not slide off of the upper tube, then the pressfit of the shaft to the lower leg may still be engaged. Reinstall the bottom bolt 2 to 3 turns and repeat steps 24. NOTICE Do not hit the fork arch with any tool when removing the lower leg as this could damage the lower leg. Lower Leg Removal 10 Drive side 6 Remove the rebound adjuster knob located at the bottom of the drive side lower leg. 7 Use a 5 mm hex wrench to loosen the drive side bottom bolt 3 to 4 turns. 5 mm Loosen 3 to 4 turns 8 Place an oil pan beneath the fork to catch any draining fluid. Use a plastic mallet to firmly strike the drive side bottom bolt to dislodge the rebound damper shaft from the lower leg. Use a 5 mm hex wrench to remove the bottom bolt from the lower leg.

Do not dislodge the silver casting plug from the drive side lower leg. 5 mm Lower Leg Removal 11 Continue pulling downward to remove the lower leg from the fork. Reinstall the bottom bolt 2 to 3 turns and repeat steps NOTICE Do not hit the fork arch with any tool when removing the lower leg as this could damage the fork. Lower Leg Removal 12 Insert the tip of a downhill tire lever underneath the lower lip of the lower black oil seal located above the upper bushing. NOTICE If using a flat head screwdriver, make sure it has a round shaft. A screwdriver with a square shaft will damage the lower leg. Downhill tire lever 2 Stabilize the lower leg on a bench top or on the floor. Press down on the downhill tire lever handle to remove both seals at the same time. Repeat on the other side. NOTICE Keep the lower leg assembly stable. Do not allow the lower leg to twist in opposite directions, compress toward each other, or be pulled apart. This will damage the lower leg. 3 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. 4 Position the new lower oil seal, with the grooved side visible, onto the stepped side of a 35 mm seal installation tool. 35 mm seal installation tool Lower Leg Seal Service 13 Insert the narrow end of the new dust wiper seal into the recessed end of the 35 mm seal installation tool. 35 mm seal installation tool 7 Hold the lower leg firmly and use the seal installation tool to push 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. 35 mm seal installation tool Lower Leg Seal Service 14 Do not scratch any sealing surfaces when servicing your suspension. Scratches can cause leaks. When replacing seals and orings, use your fingers or a pick to remove the seal or oring.

Spray isopropyl alcohol on each part and clean with a rag. Apply grease to the new seal or oring 1 Clamp the nondrive side upper tube into a bicycle stand. Nondrive side 2 Use a 24 mm socket to remove the top cap. Spray isopropyl alcohol on the upper tube threads and clean the threads with a rag. 24 mm 3 Use your fingers or a pick to remove the top cap oring. Use your fingers to install a new oring. Coil Spring Service 15 Pull the coil spring from the upper tube. Spray isopropyl alcohol on the preload spacers, coil spring, and upper tube threads and clean them with a rag. 5 Verify the three isolators are evenly spaced along the coil spring with approximately 50 mm of exposed coil at each end. To reposition an isolator, thread it along the coil by hand. Use a heat gun or hair dryer to

shrink and secure the isolator in its position. Gradually heat the isolator until it emits a vapor. CAUTION BURN HAZARD Do not get the heat gun or hair dryer too close to the isolator. Failure to do so may result in a burn hole in the isolator. Allow the isolator to cool down before handling. Failure to do so may result in burns. 6 Place the tips of large internal snap ring pliers into the eyelets of the retaining ring. Press firmly on the pliers to push the base plate into the upper tube enough to compress and remove the retaining ring. Slide the retaining ring onto your finger and release the spring shaft. Snap ring pliers 7 Remove the spring shaft assembly from the upper tube. Coil Spring Removal 16 Wrap a rag around a long dowel and insert it into the upper tube to clean inside the upper tube. 9 Remove the base plate assembly, wavy washer and support washer from the spring shaft. Spray isopropyl alcohol on the spring shaft, spring perch and base plate assembly and clean them with a rag. Coil Spring Removal 17 Install the base plate assembly onto the spring shaft so that the small top out spring is oriented toward the spring perch.

2 Firmly push the spring shaft assembly into the bottom of the upper tube until the retaining ring groove is visible. 3 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, then firmly pull down on the spring shaft. Retaining rings have a sharperedged side and a rounder edged side. Installing retaining rings with the sharperedged side facing the tool will allow for easier installation and removal. Coil Spring Installation 18 Use a measuring device to Identify the end of the coil spring with a smaller diameter. Install the smaller end of the coil spring into the top of the upper tube. Small diameter first 5 Use a measuring device to measure the distance from the top of the coil spring to the top of the upper tube. The distance should be less than 16 mm. Add up to five preload spacers to achieve a distance of 16 mm or your desired preload setting. NOTICE Installing more than five preload spacers into the upper tube will cause damage to your fork. 5 max Do not scratch any sealing surfaces when servicing your suspension. Apply SRAM Butter to the new seal or oring. 1 Clamp the drive side upper tube into a bicycle stand. Drive side 2 Use a 2 mm hex wrench to remove the low speed compression adjuster knob retaining screw. Remove the low speed compression adjuster knob. 2 mm 3 Use a 24 mm socket to loosen the compression top cap. Remove the compression damper from the upper tube. Clean the upper tube threads with a rag. 24 mm Damper Service 20 Install a new compression top cap oring. 5 Use your fingers or a pick to remove the compression damper piston oring. Install a new oring. Compression Damper Removal 21 22 Rebound Damper Removal 1 Pour the suspension fluid into an oil pan.

Place your finger over the end of the rebound damper shaft to prevent it from getting scratched while removing 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. Use large internal snap ring pliers to remove the retaining ring from the bottom of the upper tube. 2 Remove the rebound damper shaft assembly from the upper tube. 3 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. 4 Remove the seal head from the rebound damper shaft. Spray isopropyl alcohol on the rebound damper shaft and clean it with a rag. Rebound Damper Removal 22 23 5 Use your fingers or a pick to remove the outer seal head orings. Use a pick to pierce and remove the inner oring. Use your fingers to install the new orings. 6 Use your fingers to remove the glide ring from the rebound damper piston. Use your fingers to install a new glide ring. Rebound Damper Removal 23 24 Rebound Damper Installation 1 Install the seal head on the rebound damper shaft with the narrow end facing the rebound damper piston. 2 Insert the rebound damper piston into the bottom of the upper tube at an angle with the side opposite the glide ring split entering first. Continue to angle and rotate the piston until the glide ring is in the upper tube. 3 Use your finger to push the rebound seal head into the upper tube until the retaining ring groove is

visible. 4 Push the rebound damper shaft into the upper tube to prevent it from getting scratched while installing the retaining ring. NOTICE Scratches on the rebound damper shaft will allow oil to bypass the seal head into the lower leg, resulting in reduced 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. Rebound Damper Installation 24 25 5 Pull the rebound damper shaft down to the fully extended position. Rebound Damper Installation 25 26 Compression Damper Installation 1 Pour 290 ml RockShox 5wt suspension fluid in the drive side upper tube. Suspension fluid volume is critical. Too much suspension fluid reduces available travel, too little suspension fluid decreases damping performance. 5wt 2 Use your fingers to turn the compression valve at the bottom of the compression damper to the open position. 3 Insert the compression damper into the upper tube. Press down and rock side to side until the damper is installed. 4 Use a torque wrench with a 24 mm socket to tighten the compression top cap to 7.3 N m 65 inlb. 24 mm 7.3 N m 65 inlb Compression Damper Installation 26 27 5 Install the low speed compression adjuster knob and low speed compression adjuster knob retaining screw. Use a torque wrench with a 2 mm hex bit socket to tighten the low compression adjuster knob retaining screw to N m 813 inlb. 2 mm N m 813 inlb Compression Damper Installation 27 28 Lower Leg Assembly 1 Spray isopropyl alcohol on the upper tubes and clean them with a rag. 2 Apply a liberal amount of SRAM Butter to the inner surfaces of the lower oil seals and dust wiper seals. 3 Slide the upper tube with the damper into the drive side lower leg just enough to engage the upper bushing with the upper tube. Slide the upper tube with the coil spring into the nondrive side lower leg just enough to engage the upper bushing with the upper tube. NOTICE Make sure both dust wiper seals slide onto the tubes without folding the outer lip of either seal. 4 Clamp the upper tube into a bicycle stand. Position the fork at a slight angle with the lower leg bolt holes oriented upward.

Angle a syringe fitting in each lower leg bolt hole so the fluid will only contact the inside of the lower leg. Inject 10 ml of RockShox 0w30 suspension fluid into the drive side lower leg, and 20 ml of RockShox 0w30 suspension fluid into the nondrive side lower leg. NOTICE Do not exceed the recommended fluid volume per leg as this can damage the fork. Do not let fluid fill the rebound shaft. DS 10 ml NDS 20 ml RockShox 0w30 suspension fluid Lower Leg Assembly 28 29 5 Slide the lower leg assembly along the upper tubes until it stops and the spring and damper shafts are visible through the lower leg bolt holes. Use a rag to clean the outer surface of the lower leg. 6 Install a new crush washer retainer and crush washer on the nondrive side and drive side bottom bolts. NOTICE Dirty or damaged crush washers can cause leaks. Drive side Nondrive side 7 Thread the black bottom bolt into the nondrive side shaft of the lower leg. Thread the bottom bolt with the large washer, crush washer retainer and crush washer into the drive side shaft of the lower leg. Use a torque wrench with a 5 mm hex bit socket to tighten the bolts to 7.3 N m 65 inlb. 5 mm 7.3 N m 65 inlb 5 mm 7.3 N m 65 inlb 8 Install the rebound adjuster knob onto the drive side bottom bolt. 9 Spray isopropyl alcohol on the entire fork and clean it with a rag. Lower Leg Assembly 29 30 Fork Installation 101 Slide each upper tube through the lower crown. Leave enough clearance between the upper tube and the upper crown to install the frame bumpers. Use a 4 mm hex wrench to tighten one of the lower crown bolts to temporarily hold the tubes in place while you install the bumper. 4 mm 2 Spray isopropyl alcohol or water on the inner surfaces of each frame bumper and upper tube. Reinstall the frame bumpers onto the upper tubes. 3 Push and twist the upper tubes through the upper crown until both upper tubes extend past the top of the upper crown by an equal amount and at least 2 mm.

Measure the distance from the top of the upper tube to the top of the lower crown. Fork Installation

30 31 5 Use a torque wrench with a 4 mm hex bit socket to tighten the top bolt on the lower crown to 5 N m 44 inlb. Use a 4 mm hex bit socket to tighten the bottom bolt on the lower crown to 5 N m 44lb. Tighten the top bolt to torque once more, and then tighten the bottom to torque again. Install the brake caliper according to the brake manufacturers instructions. 7 Position the front wheel in the lower leg dropouts so the hub is seated in the dropouts. NOTICE Verify no parts interfere with the lower leg. Consult your brake manufacturers instructions if you need to adjust your disc brakes. Fork Installation 31 32 8 Install the threaded end of the Maxle Lite DH through the drive side of the hub until it engages the threads of the lower leg dropout. Use a torque wrench with a 6 mm hex bit socket to tighten the drive side axle bolt to 5.7 N m 50 inlb. 6 mm 5.7 N m 50 inlb 9 Use a torque wrench with a 6 mm hex bit socket to tighten the nondrive side axle bolt until you hear or feel 8 clicks or reach a torque value of 3.4 N m 30 inlb. 6 mm 8 clicks or 3.4 N m 30 inlb 10 Refer to your preservice recorded settings to adjust the rebound and compression settings on the fork. 11 Spray isopropyl alcohol on the entire fork and clean it with a rag. This concludes the service for RockShox BoXXer front suspension forks. Fork Installation 32 33 GEN Rev A 2014 SRAM, LLC This warranty only applies to the This warranty only applies to the This warranty only applies to the Developed to perform at a high level, it is important that you follow the operation and maintenance instructions It is a document to be used in conjunction This warranty only applies to the This warranty only applies to the This warranty only applies to the This warranty only applies to the This warranty only applies to the Failure to do so can result in serious injury.

Technical description The legs are made from 6061 aluminium, mounted with CNC machined fittings, the stanchions are from After replacing brake pads and before moving vehicle, depress brake pedal several times firmly to properly Keep them with the trailer for future This requires the following tasks 1. Remove the seismometer Fork Height. Visit our website at INSTALLATION INSTRUCTIONS Portal Gear Hubs Polaris RZR 800. installation performed on 60 Model Right Left Patents World Wide It may not always be required to completely teardown the post to do the work needed INSTALLATION INSTRUCTIONS PART NUMBER 21754DS. 20122015 BMW 335i 3.0L INSTALLATION INSTRUCTIONS PART NUMBER 21754DS 20122015 BMW 335i 3.0L 1 ITEM NO. PART NUMBER DESCRIPTION QTY. 1 212057DK AIR FILTER 1 2 90442 TUBE; L20084E040 In accordance with Nexen s established policy of constant product improvement, the specifications Installation and Operation Manual If shipping damage is noted, DO NOT use. This is a premium product. Accurate super hot spark INSTALLATION INSTRUCTIONS Portal Gear Hubs Polaris RZR XP 900 Crew. Right Left Proper service and repair procedures are vital to the safe, reliable operation of We work around the clock and around the globe to ensure that our products maintain Vehicles without drive axle must not be moved, Repair Information. 10 000 Series. October, 1997 This can crack Important Safety Instructions Assembly Instructions Parts and Hardware Identification Performance Mfg. strives to provide you with the very best chassis and components on the market today. Your satisfaction In addition to these instructions, Any attempt to copy or resell is a direct violation of our copyright. All violators will be prosecuted To use this website, you must agree to our Privacy Policy, including cookie policy. Lowerleg service. Includes Vector Air RC and HLR. Includes he XFusion O2 R, RL, RLR, RLX,. Lowerleg service. Heres the typical model with air spring, reb. This how to shows how easy it is to d.

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