



EnduroForkSeals.com

# PICTORIAL SERVICE INSTRUCTIONS

for the 2000 and 2001

## **ROCKSHOX SID XC®**

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THESE INSTRUCTIONS ARE OPTIMIZED FOR



### **RECOMMENDED TOOLS AND SUPPLIES** FOR SERVICING THE **ROCKSHOX SID XC®**

- Plastic bucket/drain pan
- 5mm Allen wrench
- Pedro's DH tire lever
- RWC 28mm Seal Press Tool
- Plastic-faced hammer
- Rubber mallet
- Pocket screwdriver
- 24mm (15/16") socket
- Ratchet wrench
- Torque wrench
- Clean "lint-free" rags
- 5 wt. fork fluid
- "Super-Slick" or "Slickoleum" grease
- Oil syringe
- Shock pump
- 5w30wt synthetic motor oil
- 15wt motocross fork suspension fluid
- RWC Air Piston Lube or Fox Float Fluid





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1) Adjust the rebound knob to approximately the center of the range. Then, remove the external rebound adjuster by pulling straight down.



2) PLACE A LARGE BUCKET UNDER THE FORK TO CATCH THE OIL THAT WILL DRAIN OUT. Use a 5mm hex wrench to back out the screws in the bottom of the lowers. Back the screws out until about 1/4" of threads is visible (do not remove them completely).



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3) Remove both air caps from the upper tubes.



4) BEING PREPARED FOR POSSIBLE OIL SPRAY, use a small screw driver to depress the air valves and release air pressure.

(The 2000 model year SID XC has recessed style air valves that look different, but are depressed in similar fashion)

NOTE: While this seal changing procedure may be performed without venting the air, it is recommended for safety purposes.



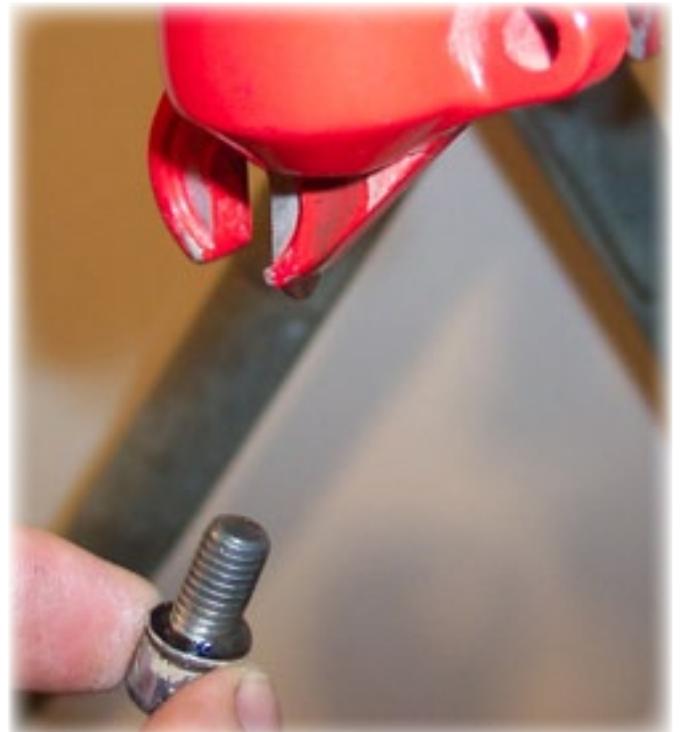
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5) Use a plastic-faced mallet or other means to protect the screws as you give each side a sharp upward blow to release the rods from the bottom of the lowers. If done correctly, the threads visible in step #2 will have been driven up into the slider assembly, as in pictured at left. **BE PREPARED FOR OIL AT THIS POINT.**

6) Once you have properly released the rods, remove the screws. You can pull the lower leg assembly down slightly as you wait for the oil to drain.





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7) If the lower assembly is reluctant to slide off the upper tubes, put one hand on the fork crown and the other on the arch of the lowers to leverage them off. Once they begin to slide, pull them all the way off.

NOTE: The factory seals should consist of a separate oil seal below a dedicated wiper. However, it is possible that your fork will only contain a one-piece combination “wiper-seal.” If so, adapt the following instructions accordingly.



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At left we see that for this model year, RockShox used a separate oil seal (black ring above the bushing), followed by a thin foam ring (yellow ring above the oil seal), and finally, a gray dust wiper. We will use a Pedro's DH tire lever to remove these parts. This will provide us with maximum leverage, while the rounded end will keep us from scratching the inside of the seal head.

8) Place rounded end of DH tire lever firmly under the inside edge of the wiper. Pry firmly upwards to remove the wiper.





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At right we see the removed dust seal/wiper and a thin foam ring that RockShox used between the wiper and the oil seal (the oil seal is still inside the seal head).



9) Our next step will be to remove the factory oil seal, which remains in the seal head.



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10) Insert the fork seal removal tool firmly between the top of the bushing and the bottom of the oil seal.



11) Push down on the handle to pry the oil seal out.

(Repeat for the other seal head so that all previous seals, wipers, foam rings are removed)





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12) If the inside of the lower legs are not particularly dirty, you can use a clean, lint-free towel to wipe them out. To get to the bottoms, you may need to use a non-sharp object like a wooden dowel to push the cloth down (you don't want to scratch the lower bushings).

If the inside of the legs is very dirty, you can use soap and water and a bristle brush to clean them out. Use hot water to break up the grease. Also rinse with hot water so it will evaporate quickly. Dry with a lint free towel if necessary.





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13) Open the seal kit and remove the oil seals.

NOTE: Proper oil seal orientation is critical. The side of the seal with the deep groove in it is the bottom. This needs to face downwards, toward the oil. When you place the oil seal on the press tool, you should be able to see this groove when you look at the bottom of the press tool.

This is the top of the seal. The numbers and letters face upwards, away from the oil.





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14) Slide a new oil seal onto the seal press tool. The oil seal end of the tool is the non-flared end. When seated on the tool, the oil seal will have the “number” side covered up and the “groove” side exposed.



15) Use some Super-Slick Grease®, Slickoleum® or other suspension compatible grease to lubricate the outside edge of the oil seal and the seal-insertion area of the lowers.





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16) Insert the pilot of the press tool through the seal head bushing and attempt to seat the oil seal using hand pressure.



If necessary, use a rubber mallet or rubber-faced weighted hammer to set the oil seal.



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This is how the properly seated oil seal should look.

17) Place the blue dust wiper onto the flared end of the seal press tool. The extended wiper lip will slide up under the flared opening.





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18) Apply some Super-Slick Grease®, Slickoleum® or other suspension compatible grease to the outside press-in surface of the dust wiper.

19) Insert the pilot of the press tool through the seal head bushing and seat the dust wiper using hand pressure and, as required, a rubber mallet.





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LEFT: When only the wiper flange is exposed, the dust wiper has been fully seated.

BELOW: This is the inside view of the properly installed oil seal and dust wiper.

20) REPEAT THE OIL SEAL AND DUST WIPER INSTALLATION FOR THE OTHER SEAL HEAD.





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21) Apply a light coating of suspension grease on the inside surfaces of the oil seals and dust wipers in preparation for installing the upper assembly.



22) Apply a light coating of grease to the ends of the stanchion tubes as well.



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NOTE: As you prepare to re-assemble the upper and lower assemblies of the fork, REMEMBER THAT THE LOWERS AND UPPERS MUST BE PROPERLY ALIGNED. Please see the picture at left for proper orientation of the lower arch to upper crown.

23) Carefully feed the extended damper rods through the wipers and seals. Start one stanchion tube past a wiper lip, and then, while holding it in place, start the other tube into its respective wiper.





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24) Once both wiper edges have been cleared, align the upper and lower assemblies with each other and CAREFULLY guide the stanchion tubes past the oil seals and bushings. *Don't push the lower assembly all the way on yet.*



25) Using an oil syringe, inject 10cc of synthetic motor oil around 5w-30wt into the non-damping side/brake side of the fork.



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26) Slowly add 100cc of 15wt fork oil through the screw hole on the damping/rebound side of the fork (to the rider's right).

It is helpful to add some of the oil and then put a rag over the hole and move the sliders up and down on the stanchions a couple of inches to help the full volume of oil to enter the fork. Once the full 100ccs of oil has been added, you are ready to slide the lowers into their proper position.

**CAUTION:** Cover the bolt holes with a clean rag as you slide the lower assembly onto the upper tubes very SLOWLY and carefully or you will get an oil "geyser" out of the screw hole of the damper leg!



27) Slide the lowers all the way down, covering the holes to prevent oil spouting out. Do this slowly and carefully, so as to properly guide the upper tubes past the lower bushings in the fork legs.



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28) Verify that the damper rod is fully seated and aligned with the hole in the lower leg. If the threads are centered, use a small screwdriver or Allen wrench to nudge the rod into position to accept the fixing bolt. Repeat this procedure for the other leg.

NOTE: If the rods don't extend down far enough, you can add a little air to the upper tubes.



29) Feed the fixing bolts through the lowers and into the rods. REMEMBER: *The hollow bolt with the o-ring on the outside goes into the damping/rebond side (to the rider's right).*

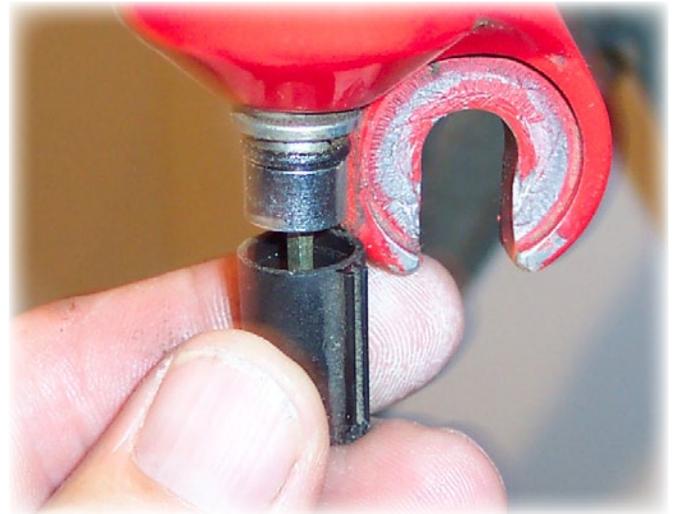
Torque the bolts to 60 **inch** pounds. RockShox uses nylon "crush washers" inside a metal "cup" to seal these bolts. They can usually be removed and re-installed a couple of times and still seal correctly. If signs of oil leakage occur around the screws, you may need to replace the crush washers.



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30) Align the extended hex wrench of the rebound damping adjusting knob with the female hex inside the rod.



31) Push the adjuster knob the rest of the way on. You will feel it “snap” onto the o-ring retainer.



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Now that the seals have been changed and the lower leg fluids have been replaced, it is recommended that you go a step further and replenish the air piston lube.

32) Verify that all air has been released from both air chambers.



33) Use a 24mm socket to remove the top caps.



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34) Pour out previous air piston lube.



35) Put 5cc of air piston lube on top of each air piston. RWC APL or Fox Float Fluid are recommended.



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35) Lube the top cap threads and o-ring lightly and start the top caps into the crown by hand.



36) Torque the top caps to 60 inch pounds. Unless you are particularly ham-fisted, you can just firmly tighten with a normal ratchet wrench (if you don't have a torque wrench).



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37) Pressurize the air chambers based on your riding weight and personal preferences.

If you have the model year 2000 SID top caps, you will need to use the adapter.



These are the original pressure recommendations from RockShox:

Rider Weight

Air Pressure

>120lb (55 kg)

30-40 psi

120-140lb (55-65 kg)

40-50 psi

140-160lb (65-73 kg)

50-60 psi

160-180lb (73-82 kg)

55-65 psi

>180lb (82 kg)

65-75 psi