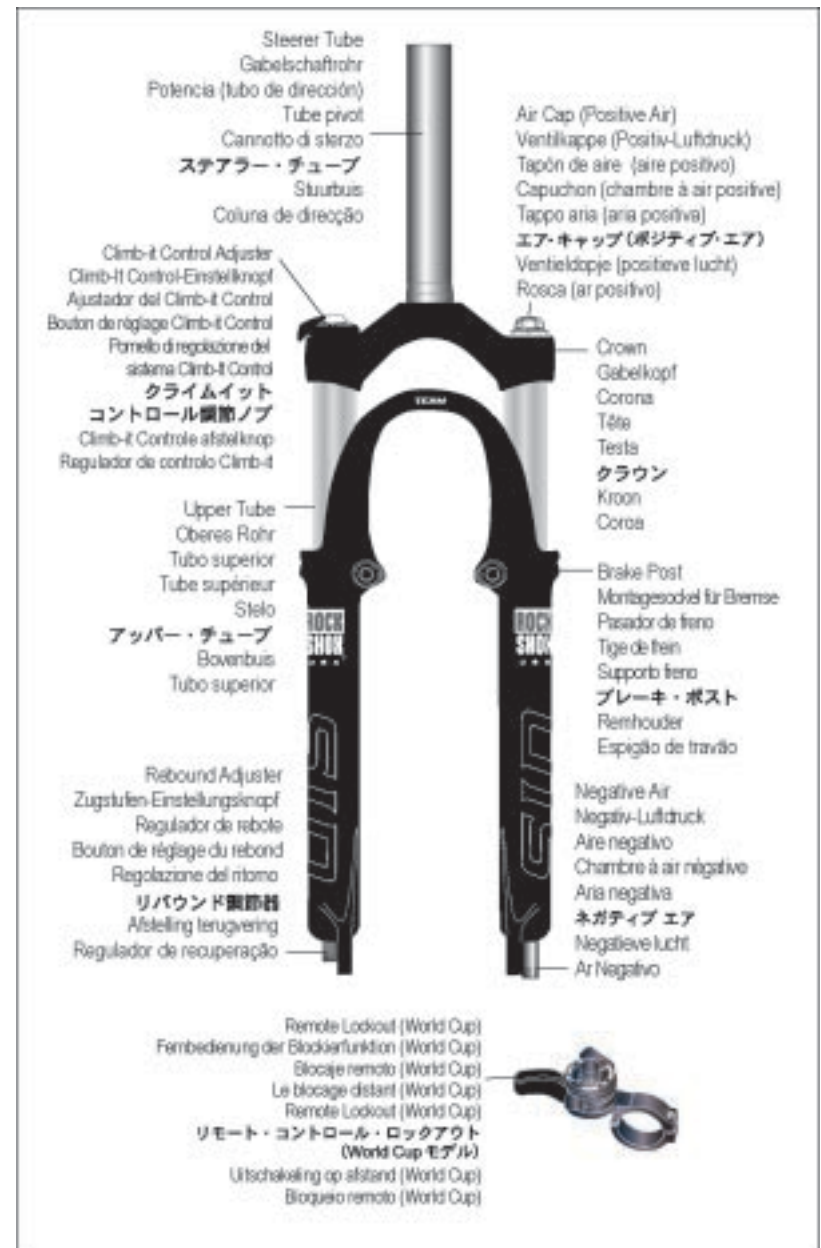




# SID

2004 USER MANUAL

 **POWERED BY SRAM™**



NOTE: YOUR FORK'S APPEARANCE MAY VARY FROM THE ILLUSTRATIONS/PHOTOS IN THIS MANUAL.  
FOR THE LATEST INFORMATION ABOUT YOUR FORK VISIT OUR WEBSITE AT [WWW.ROCKSHOX.COM](http://WWW.ROCKSHOX.COM).

**Congratulations!** You have the best in suspension components on your bicycle! This manual contains important information about the safe operation and maintenance of your fork. To ensure that your RockShox fork performs properly, we recommend that you have your fork installed by a qualified bicycle mechanic. We also urge you to follow our recommendations to help make your riding experience more enjoyable and trouble-free.

## I M P O R T A N T Consumer Safety Information

1. The fork on your bicycle is designed for use by a single rider, on mountain trails, and similar off-road conditions.
2. Before riding the bicycle, be sure the brakes are properly installed and adjusted. If the brakes do not work properly, the rider could suffer serious and/or fatal injuries.
3. Your fork may fail in certain circumstances, including, but not limited to, any condition that causes a loss of oil; collision or other activity bending or breaking the fork's components or parts; and extended periods of non-use. Fork failure may not be visible. Do not ride the bicycle if you notice bent or broken fork parts, loss of oil, sounds of excessive topping out, or other indications of a possible fork failure, such as loss of shock absorbing properties. Instead, take your bike to a qualified dealer for inspection and repair. In the event of a fork failure, damage to the bicycle or personal injury may result.
4. Always use genuine RockShox parts. Use of aftermarket replacement parts voids the warranty and could cause structural failure to the shock. Structural failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.
5. Use extreme caution not to tilt the bicycle to either side when mounting the bicycle to a carrier by the fork drop-outs (front wheel removed). The fork legs may suffer structural damage if the bicycle is tilted while the drop-outs are in the carrier. Make sure the fork is securely fastened down with a quick release. Make sure the rear wheel is fastened down when using ANY bike carrier that secures the fork's drop-outs. Not securing the rear can allow the bike's mass to side-load the drop-outs, causing them to break or crack. If the bicycle tilts or falls out of its carrier, do not ride the bicycle until the fork is properly examined for possible damage. Return the fork to your dealer for inspection or call RockShox if there is any question of possible damage (See the International Distributor List). A fork leg or drop-out failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.
6. Only mount cantilever-type brakes to the existing brake posts. Forks with hangerless style braces are only designed for V-style or hydraulic cantilever brakes. Do not use any cantilever brake other than those intended by the brake manufacturer to work with a hangerless brace. Do not route the front brake cable and/or cable housing through the stem or any other mounts or cable stops. Do not use a front brake cable leverage device mounted to the brace.
7. Observe all owner's manual instructions for care and service of this product.

**ROCKSHOX FORKS ARE DESIGNED FOR COMPETITIVE OFF-ROAD RIDING AND DO NOT COME WITH THE PROPER REFLECTORS FOR ON-ROAD USE. YOUR DEALER SHOULD INSTALL PROPER REFLECTORS TO MEET THE CONSUMER PRODUCT SAFETY COMMISSION'S (CPSC) REQUIREMENTS FOR BICYCLE STANDARDS IF THE FORK IS GOING TO BE USED ON PUBLIC ROADS AT ANY TIME.**

## I N S T A L L A T I O N

It is extremely important that your RockShox fork is installed correctly by a qualified bicycle mechanic. Improperly installed forks are extremely **dangerous** and can result in **severe and/or fatal injuries**.

1. Remove the existing fork from the bicycle and the crown race from the fork. Measure the length of the fork steerer tube against the length of the RockShox steerer tube. The RockShox steerer tube may need cutting to the proper length. Make sure there is sufficient length to clamp the stem (refer to the stem manufacturer's instructions).

### W A R N I N G

**DO NOT ADD THREADS TO ROCKSHOX THREADLESS STEERERS. THE STEERER TUBE CROWN ASSEMBLY IS A ONE-TIME PRESS FIT. REPLACEMENT OF THE ASSEMBLY MUST BE DONE TO CHANGE THE LENGTH, DIAMETER OR HEADSET TYPE (THREADED OR THREADLESS).**

**DO NOT REMOVE OR REPLACE THE STEERER TUBE. THIS COULD RESULT IN THE LOSS OF CONTROL OF THE BICYCLE WITH POSSIBLE SERIOUS AND/OR FATAL INJURIES.**

2. Install the headset crown race (29.9mm for 1 1/8" steerers) firmly against the top of the fork crown. Install the fork assembly on the bike. Adjust the headset until you feel no play or drag.
3. Install the brakes according to the manufacturer's instructions and adjust brake pads properly. Use the fork only with V-type or hydraulic cantilever brakes mounted to the existing brake posts or disc style brakes mounted through the provided mounting holes. Do not use any cantilever brake other than those intended by the brake manufacturer to work with a hangerless brace.
4. Adjust the front wheel quick release to clear the dropout's counter bore. The quick release nut must be tightened after the wheel is properly seated into the dropout's counter bore. Make sure four or more threads are engaged in the quick release nut when it is closed. Orient the quick release lever in front of and parallel to the lower tube in the locked position.
5. Keep in mind tire clearance as you choose tires. Maximum tire size is 26 x 2.1" wide or 332 mm radius installed. Be sure to check this diameter whenever you change tires. To do this, remove the air pressure from the fork and compress the fork completely to make sure at least 5 mm of clearance exists between the top of the tire and the bottom of the crown. Exceeding maximum tire size will cause the tire to jam against the crown when the fork is fully compressed.

### C A R B O N C R O W N - S T E E R E R I N S T A L L A T I O N (W O R L D C U P O N L Y)

The SID World Cup is designed for cross-country riding and racing. The one piece carbon crown-steerer accounts for the unique loads and stresses of mountain bike riding, while providing vibration damping and ride control unmatched by traditional material technologies. **This fork is not designed for extreme applications, such as downhill style riding or jumping. We recommend using one of our other forks such as Boxxer or Psylo for this type of riding.**

It is extremely important that your fork is installed correctly by a qualified bicycle mechanic. **Improperly installed forks are extremely dangerous and can result in severe and/or fatal injuries.**

For installation, follow the instructions below as well as the instructions in your owner's manual.

1. The steerer tube must be cut flush with the top of the stem. Apply masking tape to the top of the steerer tube to help prevent carbon fraying during cutting. Use a minimum 28-tooth blade to cut the carbon steerer. For safe handling, smooth the cut surface area with 400 grit sand paper.
2. Install a 2mm spacer above the stem to allow for proper headset adjustment. Do not exceed the 30mm maximum stack height when installing spacers (Fig. 1).
3. Do not use star nuts. Use only expansion style plugs such as the one supplied with the fork. Do not exceed 100 in-lb of torque to the expansion plug bolt. Torque values may vary depending on headset design and condition.

4. To prevent damage to the carbon crown-steerer, a qualified technician should take care when installing or removing the crown race.
5. Remove any burrs from the stem stem clamp edges before installation on the carbon crown-steerer. Do not use a hammer to install your stem.
6. Follow the stem manufacturer's torque specifications when installing a stem. Exceeding the torque specifications may damage the carbon crown-steerer and reduce the strength of the fork. Cotter style stems are not recommended as the small surface area may cause damage, especially when overtorqued.
7. Do not let brake or derailleur cables rest on, or be attached to the crown. Abrasion over time may cause damage to the crown. If contact is unavoidable, use tape or similar protection to cover the surface.  
**IMPORTANT: CROWN ABRASION IS NOT COVERED UNDER WARRANTY.**
8. Take your bicycle to a qualified dealer for inspection and repair if there is any question of component integrity due to a crash or other direct impact.

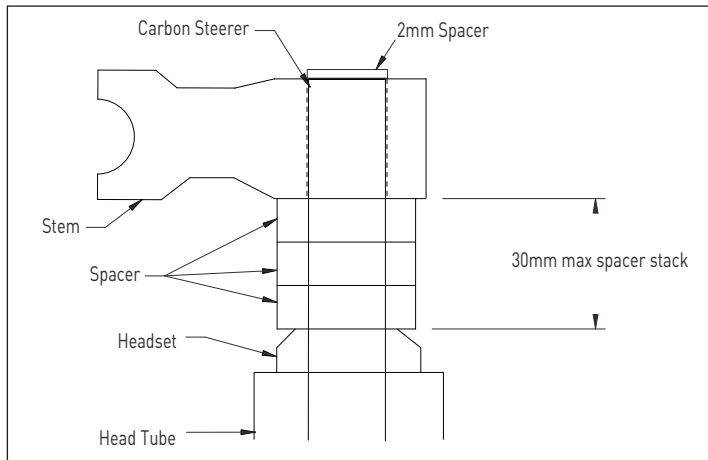


Fig. 1

## PERFORMANCE TUNING

RockShox SID forks can be tuned for your particular weight, riding style, and terrain.

### Setting Sag

SID forks are designed to sag when you are sitting on your bike. Sag is the compression of the fork caused by the rider's weight. Proper sag allows the front wheel to follow the contour of the terrain as you ride. Sag is adjusted by increasing or decreasing the positive air pressure of your fork. Increasing the pressure in your positive chambers will decrease sag. Decreasing the pressure in your positive air chambers will increase sag.

To measure sag, use the travel indicator on the upper tube of the fork and ensure it is flush against the wiper seal. Sit on the bike with normal riding apparel. Step off the bike, and measure the distance between the wiper seal and the travel indicator. This is your sag. The sag should be approximately 20 percent of maximum travel.

### Air Pressure Guidelines

The positive air chamber is the fork's spring. Always tune positive air pressure first, based on the desired sag. More positive air gives a firmer ride, while less positive air gives a softer/plusher ride. Use the tables below to assist with positive and negative air pressure.

Rider Weight	Positive Air Pressure (Left Top Cap)
>120lb (55 kg)	70-80 psi
120-140lb (55-65 kg)	80-100 psi
140-160lb (65-73 kg)	100-120 psi
160-180lb (73-82 kg)	120-140 psi
>180lb (82 kg)	140-160 psi

### ADDING POSITIVE AIR PRESSURE (LEFT TOP CAP, ALL FORKS)

Remove the air cap to expose the air valve (on the left fork leg). Using a RockShox Air Pump (with schrader valve), add the recommended air pressure (see "Air Pressure Guidelines").

**NOTE: RECOMMENDED MAXIMUM AIR PRESSURE IS 180 PSI.**

Adjusting your forks negative air pressure will change its ride characteristic. More negative air pressure will make the fork more active over small bumps. Less negative air pressure will reduce bobbing. Set the negative air between 50 and 90 percent of the positive air pressure depending on terrain and riding style. Always tune positive air pressure first, then adjust negative air pressure.

Rider Weight	XC (Plush Ride)	Racing (Stiff Ride)
>120lb (55 kg)	70-80 psi	40-60 psi
120-140lb (55-65 kg)	80-100 psi	60-80 psi
140-160lb (65-73 kg)	100-120 psi	80-100 psi
160-180lb (73-82 kg)	120-140 psi	100-120 psi
>180lb (82 kg)	140-160 psi	120-140 psi

### ADDING NEGATIVE AIR PRESSURE

Remove the schrader air cap from the bottom of the left shaft air valve. Using a RockShox air pump, add the recommended air pressure through the bottom of the left shaft air valve. A small amount of lubricant can escape while adjusting the negative air, use care to avoid contamination of the disc brake rotors.

**NOTE: RECOMMENDED MAXIMUM AIR PRESSURE IS 180 PSI. MORE NEGATIVE AIR THAN POSITIVE AIR WILL CAUSE THE FORK TO LOSE TRAVEL**

### External Rebound Adjustment

Rebound damping controls the speed at which a fork returns to its full extension following compression. Located at the bottom of the right fork leg is the rebound adjuster knob. Turning the adjuster in the direction indicated by the "rabbit" on the rebound speed decal decreases rebound damping, causing the fork to return to full extension faster. Turning the adjuster in the direction indicated by the "turtle" increases rebound damping, slowing the return of the fork to full extension.

Excessive rebound damping will cause the fork to "pack up" over successive bumps, reducing travel and causing the fork to bottom out. Set your fork to rebound as fast as possible without "topping out" or kicking back. This allows your fork to follow the contours of the trail, maximizing stability, traction and control.

### Changing Travel

To measure the amount of travel your fork has, measure the amount of exposed upper tube. To change the travel of your fork for 63 to 80 mm you must perform a full service on your fork. To obtain service information or instructions, visit our website at [www.rockshox.com](http://www.rockshox.com) or contact your local RockShox dealer or distributor.

## PURE SYSTEM (WORLD CUP AND TEAM)

Your fork uses the Pure Damping System. This system provides maximum ride control, allowing the rider to smooth out the bumps, with on-the-fly adjustable compression damping (including lockout for climbing).

### Climb-It Control Performance (Team Only)

To change the compression damping adjustment on your fork, locate the adjuster knob on the top of the right leg. A clockwise adjustment increases the compression damping. Turning the adjuster completely clockwise provides on-the-fly lockout to minimize movement while sprinting or climbing. Integrated into the lockout system is a big-hit blow-off feature, allowing fork movement in the event of an unexpected change in terrain.

To maintain lockout control and damping quality, the Pure Damping system should be rebuilt once a year. We recommend that a qualified bicycle mechanic with proper tools should rebuild the Pure Damping System. For more detailed service information, contact your local RockShox dealer or visit [www.rockshox.com](http://www.rockshox.com).

### Remote Lockout (World Cup/Optional Team)

The Remote Lockout lever allows incremental compression adjustment and lockout of your fork without removal of your hands from the handlebars. The lever offers approximately 130 degrees of adjustment from fully active to the lockout position. In the center of the Remote Lockout lever is the "go" button. Depress the "go" button to return your fork to the active position.



Fig. 1

### MOUNTING

The Remote Lockout is mounted on the left-hand side of the handlebar. With separate brake lever and shifter setups, mount the Remote Lockout between the brake lever and shifter (fig. 1). With integrated designs, mount the Remote Lockout outboard or inboard (fig. 2) of the brake lever-shifter setup.



Fig. 2

### SETUP

1. Clamp the Remote Lockout lever in the appropriate mounting orientation (see fig 1 and 2). Torque to 8 in-lb.
2. Depress the "go" button and rotate the lever to the open position.
3. Feed the housing into the remote clamp and route the cable.
4. Orient the Remote Cap 60 degrees counterclockwise from the timing mark (fig. 3). This is the default open position. For a stiffer feeling fork, rotate the remote cap less than 60 degrees from the default "open" position.
5. Tighten the remote clamp screw and torque to 8 in-lb (fig. 3).
6. Ensure proper function of the Remote Lockout by activating and deactivating the lockout



Fig. 3

NOTE: THE CABLE IS TEFLON COATED.

## PURE DELITE SYSTEM (RACE)

Pure DeLite offers a wide range of rebound damping adjustment. In addition, adjusting the air pressure in this chamber (right fork leg) helps fine-tune the small bump ride (threshold or break-away) of the fork. This chamber should be inflated to a **minimum of 10 psi and a maximum of 60 psi**. Less air pressure will make the fork feel softer and helps absorb smaller bumps, while more air pressure will make the fork feel stiffer.

We recommend adjusting the positive and negative air pressures before you adjust the air pressure in the Pure DeLite chamber (right side, rider's perspective).

**NOTE: AIR PRESSURE IN THE PURE DELITE SYSTEM SHOULD NOT BE USED TO TUNE THE SPRING RATE OR BOTTOM OUT FORCE REQUIRED FOR THE FORK.**

## MAINTENANCE

To maintain the high performance, safety, and long life of your fork, periodic maintenance is required. If you ride in extreme conditions, maintenance should be performed more frequently.

Maintenance					
	Every Ride	25 Hours	50 Hours	100 Hours	200 hours
Clean dirt and debris from upper tubes	✓				
Check upper tubes for scratches	✓				
Check top caps, brake posts and shaft bolts for proper torque		✓			
Lubricate foam ring		✓			
Remove lower casting, clean bushings and change oil bath			✓*		
Change oil in Pure System				✓*	
Clean and lubricate Remote Lockout assembly				✓*	
Clean and lubricate Dual Air system				✓*	
Rebuild Pure System					✓*

\* WE RECOMMEND THIS SERVICE BE PERFORMED BY A QUALIFIED BICYCLE MECHANIC. TO OBTAIN SERVICE INFORMATION OR INSTRUCTIONS, VISIT OUR WEBSITE AT [WWW.ROCKSHOX.COM](http://WWW.ROCKSHOX.COM) OR CONTACT YOUR LOCAL ROCKSHOX DEALER OR DISTRIBUTOR.

### Torque Tightening Values

Top Caps	65 in-lb
Brake Posts	80 in-lb
Cartridge Sleeve Retainer	60 in-lb
Air Shaft Nut	45 in-lb
Damper Shaft Bolt	60 in-lb
Remote Lockout clamp bolt	8 in-lb
Pure top cap clamp screw	12 in-lb
Climb-It knob screw	12 in-lb

## WARRANTY

SRAM Corporation warrants its products for a period of two years from original date of purchase to be free from defects in materials or workmanship. SRAM, or an authorized SRAM Agent must inspect all SRAM products. If a product is found by SRAM or its authorized agent to be defective in materials or workmanship, replacement or repair is at the option of SRAM. This warranty is the sole and exclusive remedy. SRAM shall not be held liable for any indirect, special, or consequential damages.

### Exclusions of Warranty

This 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 apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturer's specifications, or any other circumstances in which the product has been subjected to forces or loads beyond its design. This warranty does not cover paint damage or modifications to the product.

Original proof of purchase is required. Warranty repair/replacement is only valid upon presentation of proof of purchase, directly submitted to SRAM at the time of warranty evaluation. Warranty repair or replacement is at the discretion of SRAM or its authorized agent, upon physical product evaluation and proof of purchase.

This warranty does not include or cover common 'wear and tear' parts which are subject to damage as a result of normal use, failure to service product according to SRAM recommendations, wet conditions, racing, use of disc brakes, rider weight, riding or installation in conditions or applications other than recommended.

**'Wear and Tear' parts are identified as:** External dust seals, bushings, foam rings, rubber moving parts (such as air sealing o-rings and glide rings), stripped threaded shafts or bolts, upper tubes (stanchions), rear shock mounting hardware and springs, and fork drop outs.

### Pioneer Support Program

In the event parts are unavailable at the time of your repair, at the option of SRAM or its authorized agent, a replacement fork may be provided at a determined discount price.

### Warranty Expenses Incurred

The SRAM warranty policy excludes expenses incurred as a result of transportation of product from a SRAM dealer to SRAM, or its authorized distributor, labor performed by a SRAM dealer for removal of RockShox product, or warranty repair work performed by a SRAM dealer. Warranty work performed by a SRAM dealer is voluntary.

### Warranty Repair

If for any reason it should be necessary to have warranty work done, return the product to a SRAM dealer. In the USA, dealers are required to call for a Return Authorization number (RA#) prior to returning product. Outside the USA, dealers are required to call an authorized SRAM Distributor.

For more technical information, visit our website at [www.rockshox.com](http://www.rockshox.com). Dealers outside the USA must contact their local distributor. For a complete list of Authorized Distributors outside the USA, visit [www.rockshox.com](http://www.rockshox.com).