ROCK SHOX USA

U-TURN

Rear Shock

2004 User Manual

POWERED BY SRAM

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

NOTE: YOUR SHOCK'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.

IMPORTANT
Consumer Safety Information

RIDING A BIKE IS DANGEROUS. NOT PROPERLY MAINTAINING OR INSPECTING YOUR BIKE IS EVEN MORE DANGEROUS. IT'S ALSO DANGEROUS NOT TO READ THESE INSTRUCTIONS.

1. Before riding the bicycle, be sure the brakes are properly installed and adjusted. If the brakes don't work properly, the rider could suffer serious and/or fatal injuries.
2. If the shock ever loses oil or if it makes sounds of excessive topping out, stop riding the bicycle immediately and have the shock inspected by a dealer or call RockShox. Continuing to ride with the shock in either of these conditions could result in loss of control of the bicycle with possible serious and/or fatal injuries.
3. Always use genuine RockShox parts. Use of after-market 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.

U-TURN REAR SHOCK

Based on the SID rear shock, the U-Turn rear shock allows you to choose the amount of rear wheel travel and bottom bracket height. Used in combination with the Duke U-Turn, Psylo U-Turn or adjustable travel front suspension, the U-Turn rear shock system allows the rider to choose exactly how much travel they need for the trail or terrain. The U-turn system enables the chassis to maintain consistent frame geometry regardless of travel adjustment. Like the front U-Turn, it automatically adjust the spring rate relative to the adjusted travel, firmer in the shorter travel setting and softer in the longer travel setting. Infinite adjustability allows the rider to turn the small bump ride from plush to firm. A twist of the U-Turn shock body changes the personality and feel of your bike without using a shock pump. The U-Turn shock gives your bike two personalities, from fast and efficient XC riding to free-ride and anywhere in between.

INSTALLATION

It is extremely important that your RockShox rear shock is installed correctly by a qualified bicycle mechanic with proper tools. Consult your bicycle manufacturer's instructions for proper installation of your rear shock.

⚠ WARNING

IMPROPERLY INSTALLED REAR SHOCKS CAN BE EXTREMELY DANGEROUS AND MAY RESULT IN SEVERE AND/OR FATAL INJURIES.

PERFORMANCE TUNING

RockShox rear shocks can be tuned for your particular weight, riding style, and terrain.

IMPORTANT: BE SURE YOU TAKE YOUR BIKE FOR A TEST RIDE TO SEE IF THE REAR SHOCK IS SET UP FOR YOU STRAIGHT OFF THE SHOWROOM FLOOR.

By adjusting the air pressure, travel and rebound, the U-Turn rear shock can be tuned for your particular weight, riding style, and terrain. You may benefit by making tuning adjustments to suit your specific needs. When tuning suspension, always make one change at a time and write it down. This allows you to understand how each change affects your ride.

Setting Sag

Sag is the amount of shock travel that is used as the rider sits stationary on the bike. Typically, sag is 15 to 30 percent of all available wheel travel. Check with your bicycle manufacturer to determine the rear wheel travel and recommended sag for your particular bike before setting sag. For the U-Turn rear shock you will be changing the air spring rate to set sag.

Adjusting positive air pressure determines the spring rate, or stiffness, of the shock. The more air you put in, the firmer your shock will be.

Initial Tuning Set-up

Ensure your shock is set-up with the following initial settings. Then start fine tuning your shock according to your weight, riding style and terrain.

- Travel adjustment - Full travel position (counterclockwise)
- Positive and negative air pressure - Body weight minus 10 psi
- Rebound - one complete turn counterclockwise from closed

Selecting Air Pressure (Spring Rate):

1. Depressurize the positive and negative air chamber by removing the air cap and depressing the valve core stems.
2. Because every bike is different, a good starting point is to pressurize the positive air chamber to an air pressure equaling your body weight minus 10 psi.

   NOTE: AS BICYCLE DESIGNS DIFFER SIGNIFICANTLY, YOUR BICYCLE MAY REQUIRE DIFFERENT PRESSURES OR SET UP TECHNIQUES. THESE INSTRUCTIONS ARE INTENDED AS A GUIDELINE ONLY.

3. After adding air to your shock based on your body weight, and without sitting on the bike, measure the distance from the floor to the seat (rear height). Write it down.
4. While you sit in a normal riding position, have a friend measure the same distance. The difference between the two measurements is sag. Determine what percentage of total wheel travel this sag represents.
5. If the sag is less than your bicycle manufacturer's recommendation, a lower air pressure should be used. If the sag is greater than your bike manufacturer's recommendation, a greater air pressure should be used.

   IMPORTANT: DO NOT USE AIR PRESSURE OUTSIDE THE 100 TO 250 PSI RANGE.

6. Once sag has been set, pressurize the negative air chamber to match the positive air chamber pressure.

   TIP: ADJUSTING THE NEGATIVE AIR CHAMBER DETERMINES THE EASE OF INITIAL COMPRESSION. THE HIGHER THE AIR PRESSURE YOU PUT IN, THE EASIER IT IS TO COMPRESS THE SHOCK.

7. Measure the sag once again to make sure it is the same. Write down the measurement and air pressure reading from the shock.
8. Install both air caps.

Example: If your bike has 4" of rear wheel travel and you want to set it up for cross-country riding, your sag should be 0.6 - 1.2 in. If you weigh 175 lb., pressurize the positive chamber to 175 psi and measure your sag. Then pressurize the negative air chamber to 175 psi and remeasure sag.

NOTE: IT IS IMPORTANT THAT THE SHOCK HAS THE AIR VALVE CAPS ON AT ALL TIMES OR THE SHOCK CAN PREMATURELY LOSE AIR.

Travel Adjustment

Turning the travel adjuster clockwise shortens the bike's travel, increases spring rate and lowers the bottom bracket. There are three full turns of adjustment for a 1/2-inch of shock travel. Depending on your bike's leverage ratio, this could be anywhere from 1 to 1-1/2 inches of rear travel.

When adjusting travel, keep in mind the type of riding and riding conditions. To adjust the travel, place your weight on the saddle to compress the shock. With the shock compressed, turn the adjuster either clockwise or counterclockwise.

NOTE: IT IS DIFFICULT TO TURN THE TRAVEL ADJUSTER IF YOU DO NOT COMPRESS THE SHOCK.

Rebound Damping Adjustment

The shock includes a red rebound damping adjustment knob. Rebound is the extension or return stroke of the shock. Rebound damping adjustment allows you to control the rate at which the shock extends after it is compressed. The shock's rebound is quickest when the adjustment knob is in the full counterclockwise position. Rebound is slowest when the adjustment knob is in the full clockwise position.

SETTING REBOUND

When you are setting rebound, a good starting point is the "curb" test. Be sure this is done after you set up your sag.

1. Set your rebound adjuster fully counterclockwise.
2. Ride the bike off the curb sitting in the saddle and count the number of times the shock bounces before returning to nominal sag. You want to achieve one bounce.
3. Turn the rebound adjuster a quarter turn clockwise and ride off the curb again. Continue to do this until one bounce is achieved.
4. Record the number of turns from the fully closed (full counterclockwise) position.

MAINTENANCE

After Every 8 hours of Riding

- Clean your shock with mild soap and a toothbrush.
- Keep the body threads clean and lubricated.
- Keep mounting hardware clean and lubricated.
- Refer to bicycle's owner's manual for correct mounting hardware torque values. Also be sure to verify that your shock's mounting hardware is properly torqued (60 in-lb).

IMPORTANT: OVER-TORQUED MOUNTING HARDWARE WILL CAUSE THE SHOCK TO BIND AND MALFUNCTION. UNDER-TORQUED MOUNTING HARDWARE WILL DAMAGE FRAME, HARDWARE, AND SHOCK.

After every 20 hours of riding

Remove, clean, and grease mounting hardware.

IMPORTANT: NEVER USE A HIGH-POWERED WASHER TO CLEAN THE SHOCK.

SERVICE

Your rear shock should be fully serviced every year by a qualified technician with proper tools. Contact your local RockShox dealer, RockShox Technical Services, or the nearest distributor (see International Distributors List).

Read the Warranty section for further warranty repair and contact information.

WARRANTY

RockShox, Inc. warrants its products for a period of two years from original date of purchase to be free from defects in materials or workmanship. RockShox USA, or an authorized RockShox Agent must inspect all RockShox products. If a product is found by RockShox or its authorized agent to be defective in materials or workmanship, replacement or repair is at the option of RockShox. This warranty is the sole and exclusive remedy. RockShox 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 RockShox at the time of warranty evaluation. Warranty repair or replacement is at the discretion of RockShox 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 RockShox 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 RockShox or its authorized agent, a replacement fork may be provided at a determined discount price.

Warranty Expenses Incurred

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

Warranty Repair

If for any reason it should be necessary to have warranty work done, return the product to a RockShox 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 RockShox Distributor.

For more technical information, visit our website at www.rockshox.com. For toll-free technical support in the USA, call 1.800.677.7177. Dealers outside the USA must contact their local dealer or distributor. For a complete list of Authorized Distributors outside the USA, visit www.rockshox.com.