

# ***Suggested Service on Suspension Mountain Bikes***

We are all familiar with automobile service requirements. Tire pressure checks, Fuel system maintenance, oil changes and the rest insure we get reliability, longevity and consistent performance from our trusty vehicles. Bicycles are machines, and as such require regular maintenance to perform from one ride to the next and one season to the next! Ascent Cycling wants your investment in your bike to last and perform it's best! Here is what the manufacturers say is ideal to make that machine the best it can be:

## **Rock Shox Suspension- Taken from SRAM Service Manuals**

### **Front Fork:**

<b>MAINTENANCE</b>	<b>INTERVAL (hours)</b>
Inspect carbon crown-steerer	Every ride
Clean dirt and debris from upper tubes	Every ride
Check air pressure (air forks only)	Every ride
Inspect upper tubes for scratches	Every ride
Lubricate dust seals and upper tubes	Every ride
Change Speed Lube oil bath	25
Check front suspension fasteners for proper torque	25
Clean and lubricate remote lockout cable and housing	25
Remove lowers, clean/inspect bushings and change oil bath (if applicable)	50
Clean and lubricate air spring assembly	50
Change oil in damping system (including hydraulic lockout)	100
Clean and lubricate coil spring assembly (coil forks only)	100

### **Rear Shock**

<b>MAINTENANCE</b>	<b>INTERVAL (hours)</b>
Refer to bicycle's owner's manual for correct mounting hardware torque values*	8
Clean your shock with mild soap and a toothbrush	8
Keep mounting hardware clean and lubricated	8
Remove, clean, and grease mounting hardware	20
Inspect eyelet bushings and mounting hardware for wear and play. Replace if necessary	100 or annually
Inspect shaft, reservoir, damper body and air can for scratches or damage (if applicable). Replace if necessary	100 or annually
Replace all seals	100 or annually
Replace damping fluid (if applicable)	100 or annually

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Fox Suspension- Taken from Fox Racing Shox Web page

To best maintain the performance and durability of your product under normal use, FOX recommends that you have regular fork and shock maintenance performed according to the service intervals listed below.

## Recommended Minimum Fork Maintenance

	Every Ride	Regularly	125 hours/ Yearly
Clean exterior with mild soap and water only, then wipe dry with a soft towel.	●		
Check sag and damper settings. Inspect your product for visual damage and function of all controls.		●	
Full fork service (Full internal/external inspection, damper rebuild, air spring rebuild, bath oil and wiper replacement)			●

## Recommended Minimum Shock Maintenance

	Every Ride	Regularly	125 Hours/Yearly
Clean exterior with mild soap and water only, then wipe dry with a soft towel. Inspect your product for visual damage and function of all controls.	●		
Check sag and damper settings. Inspect your product for visual damage and function of all controls.		●	
Full shock service (Full internal/external inspection, damper rebuild, air seal replacement for air shocks)			●

\*For those who ride lift-accessed DH, Park, or Extreme Freeride or in extremely wet/muddy or dry/dusty environmental conditions where trail debris is sprayed onto the fork or shock while on the trail, FOX encourages riders to perform maintenance earlier than recommended above as needed. If you hear, see, or feel something unusual, stop riding immediately and contact a FOX Authorized Service Center for proper servicing.

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## **Disc Brake Bleed Recommendations:**

**SRAM/Avid:** To maintain optimal braking performance, bleed hydraulic brakes at least once every 6 months.

## **Disc Brake Pad replacement/ Bed in Procedure:**

**Hope:** Checking the brake pads. The brake pads will need replacing when the friction material is worn down to 0.5mm. Do not wait until the friction material has worn through to the backing plate because the brake will not function and you will damage the disc rotor.

### **2.6. Break in period**

Before riding check the correct action of the brake and that braking effort is applied as the lever is pulled. To achieve the maximum braking effort the new brake pads need bedding in. Bed in the pads by riding a short distance with the brake applied, it also helps to pour clean water over the caliper and pads whilst bedding in. This procedure will achieve good braking performance but will reach its full potential after a few rides.

**Update:** To achieve maximum braking performance, new pads will need bedding in. Please note that sintered pads take longer to bed in than organic pads. To bed in the pads, ride a short distance whilst alternatively gently applying the brake on and off without trying to stop. This procedure will achieve good braking performance but will reach its full potential after a few rides.

Pistons should be lubricated using a silicon lubricant every time pads are changed.

**Shimano:** Shimano recommends not letting the pad's braking material wear thinner than 0.9 mm

Shimano recommends the brake pads being bedded in after replacement. Start by bringing the bicycle up to a moderate speed, decelerate the bicycle to a slow walking pace. Repeat this approximately 20 times, gradually increasing speeds to a faster speed each time and bringing the bicycle to that slow walking speed. Do not abruptly stop the bicycle during the bed-in process if possible.

**SRAM/Avid:** Disc brake pads should be inspected for wear every month. When the thickness is 2.5mm or less they are worn and need to be replaced with new disc brake pads.

To achieve optimal braking results, you should bed-in the brake pad material. For safety, remain seated on the bike during the bed-in procedure. Accelerate the bike to a moderate speed, then firmly apply the brakes until you are at walking speed. Repeat approximately twenty times. Next, accelerate the bike to a faster speed. Then very firmly apply the brakes until you are at walking speed. Repeat approximately ten times. Do not lock up the wheels at any point.

## **Disc Rotor Recommended Replacement Thickness- Courtesy Leonard Zinn on Velonews.com and Anthony Reiss @ SRAM**

**Magura :** Magura's minimum recommended rotor thickness is 1.7mm. At that thickness, Magura recommends replacing them for several reasons, one being reduced heat stability. Stefan Pahl, Magura's product manager for its bicycle division says, "In the past we had the rotor thickness limit at 1.7mm. With the Storm and Storm SL rotors we even have increased that limit to 1.8mm (which is also laser printed on the rotor, on one of its spokes)." So you can wear the rotors down by 0.2mm down from 2.0mm. The reason for the high recommended thickness is not only heat stability, but also structural stability and reduced squealing.

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**Hope:** Hope's 140mm diameter and 160mm diameter floating discs, the minimum recommended rotor thickness is 1.4mm (they are 1.60mm +0.05mm when new). For all the rest of Hope's discs, floating or plain, minimum thickness is 1.5mm (they are 1.80mm +0.05mm when new).

**Hayes:** Hayes rotors start out life at 1.75mm to 1.78mm thick, depending on rotor diameter. Hayes's minimum thickness call out is 1.52mm and is marked on all Hayes rotors.

**Shimano:** Shimano rotors are made 1.8mm thick and should be replaced when the thickness has been reduced to 1.5mm. Since 2010, the 1.5mm minimum recommended rotor thickness has been printed on Shimano rotors.

**SRAM/Avid:** SRAM/Avid rotors seem to begin life at 1.85mm thickness. SRAM/Avoid recommend changing the rotor when it measures 1.55mm

All manufacturers recommend changing rotors anytime the pad material is changed from what was previously used.