



Making suspension better for everyone.

**Models Included:  
Rockshox Pike 26, 27.5 and 29er**

Thank You for purchasing an Avalanche Advantage Cartridge Kit. The following instructions are intended for those experienced with the mechanics of suspension service. Please follow the instructions carefully and thoroughly. If there are any questions please contact Avalanche Down Hill Racing for further assistance.

**Do not dispose of waste oil inappropriately! Contact your local recycling center for information on proper disposal.**

**Disclaimer**

Avalanche Suspension Inc. is not responsible for any damages to you or others from riding, transporting or other use of your Avalanche Advantage Cartridge or mountain bike. User fully understands that mountain bike riding and/or racing is dangerous and hard on equipment. In the event your Avalanche Advantage cartridge kit fork breaks or malfunctions, Avalanche Suspension Inc. will assume no liability or obligation beyond the repair or replacement of your fork.

Before getting started you will need to locate the following tools and consumables

**Tools, fluid and lubricants required to service and rebuild your Pike for the Avalanche Advantage Cartridge upgrade kit**

**Tools:**

**6 point sockets: 30mm, 15mm**

**Open end wrench : ½ in**

Hex Keys : 2mm , 2.5mm, 5mm  
Small Flat blade Screw driver  
Soft face hammer  
In-Lbs Torque wrench  
Graduated Cylinder (Optional) Small tape measure or ruler

**Consumables:**

Rubber Gloves  
[Spectro oil 85/150](#)  
Shop rags  
Isopropyl alcohol or  
Contact Cleaner)  
Assembly Lube or light  
Grease



**Preparing your Pike for the Avalanche Advantage Cartridge upgrade kit**

First remove pressure in air side. Remove your Charger Damper from the damper side stanchion per Rockshox service manual.

The following steps will help guide you through the disassembly process and show you how to install the new cartridge:



Remove the 6 mm socket head cap screw and washer from bottom end of cartridge and set aside.



Remove the fork cap and set aside.



Make sure the adaptor has the 6 x 1.5 mm o-ring installed, an extra was supplied in the cartridge if damaged or needed for future reassembly.



Insert the cartridge into the lowers.  
The bottom out rubber bumper need not be removed.



The oil will seat and the adaptor will sit in the step hole as shown.



Tighten the cap screw and washer by hand snugly making sure the cartridge seats centered in the lowers. Torque to 2-3 foot-lbs.



Remove air side fork cap and try to equalize the negative air chamber by pulling up and holding until the negative spring pressure is released, generally this is difficult to do, so we will step you through the air shaft equalizing method. The fork needs to be fully compressed to install the cartridge, this is also a good thing to do regularly to keep the negative spring pressure from building up.



Remove the air side bottom bolt. Leave the bolt and air cap off until the damper side is set. Plug the bottom hole and fork cap with a balled up wad of paper towel to prevent dripping oil from making a mess as you install the damper.



Tap the loosened bolt to relieve the lower press fit.



The bolt is a M8 x 1.25, one of the two methods uses a longer version of this bolt to help equalize the negative spring. You will need to purchase a 100 mm long M8 x 1.25.



Use either the 100 mm bolt or a t-handle Allen to press the air shaft past the lower seal to relieve the negative spring pressure. The 100 mm bolt makes it easier to pull the air shaft back out, if you do not have this bolt use a Philips screw driver to center the air shaft as you pull it back out.



The stanchions should compress all the way down now that the pressure has been equalized. Now you are ready to add the oil, we recommend Spectro 85/150 cartridge fork fluid. Alternate oils are listed at the end of this manual, keep in mind 5 wt traditional fork oils will not work as well as the modern cartridge fork fluids.



Pour in oil to fill the damper side to the top and start bleeding the air bubbles out by pulling up on the cartridge rod until the level drops, it maybe easier to temporarily attach the fork cap to create a better suction on the rod and make it easier to pull.



Continue filling and pumping the rod and cycling the stanchions up and down until the level stops dropping.



Cup your hand over the top and use it to pressurize the leg as you compress the stanchions to help remove the air bubbles, if needed assemble the fork cap temporarily to help this process.

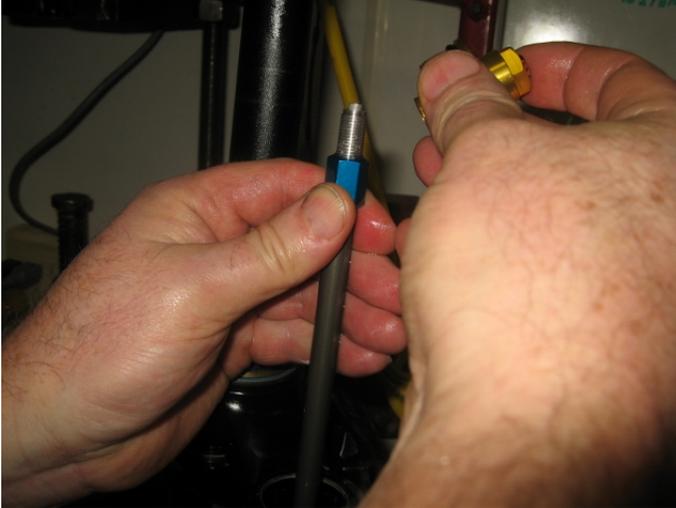


Measure from top of stanchion down to oil with the fork fully compressed and the cartridge rod pressed all the way down. The height of oil needs to be 35 for extended fork cap and 55 mm for the new flush fork cap from the top. Over fill will cause fork seal damage, under filling will cause the cartridge to suck air and have erratic damping.



level to 35 mm from the top.

Dump or suck out the oil to set the



Attach the fork cap by screwing cap on until it bottoms on the cartridge rod, then bring the blue jam nut up to secure it to the rod.



Thread the fork cap on fully to the grey shaft until the threads bottom out. **Then tighten the blue jam nut up to the gold cap.**



Using a  $\frac{1}{2}$  inch wrench and a 15mm, 6 point socket tighten the jam nut. **Be very careful these parts are delicate. Use a paper towel on the fork cap hex to avoid scratching the finish.**



Hand thread the cap on with the fork fully extended.



Tighten the fork cap with a 15 mm socket to 25 ft-lbs.



Reinstall the air side fork cap. Torque per Rockshox specs.



Add a small amount of air by hand to the air cap until the air shaft extend into the lowers and aligns with the hole.



Reinstall the lower bolt, torque to Rockshox specifications. replace the gasket on bolt if necessary.



Reset your air pressure to approximately the value you used to get 22% sag.



Use the small fat bladed tool to adjust the compression, 22 click full clockwise is the firmest setting, softest is all the way counterclockwise. Standard is 11 clicks out. from full hard. Diameter is .132 inches and the blade is .060 thick.

## **Set-up and Adjustment Options**

The fork cap adjuster is the low speed rebound and the standard setting is 11 clicks out (counterclockwise) from full hard. The bottom 10 mm adaptor bolt contains the low speed compression adjuster and the standard setting is 11 clicks out (counterclockwise) from full hard. It can be turn by inserting a small (3.4 mm wide max) flat blade screwdriver up into the lower leg gold adaptor bolt.

### **Set-up Options:**

#### **Oil Type:**

Recommended oil:

[Golden Spectro 85/150 Cartridge Fork Fluid 5wt or equivalent](#)

Pro Honda HP Fork Oil 5wt

Pro Circuit Fork Fluid PC-01

Yamalube 01 Suspension Oil / KYB 01

Bel-Ray Fork Fluid 5wt

There are many others that we have not tested but as long as they say for Cartridge Forks and or 85/150 rating they will work fine, all 5 wt fork oils are not the same so beware of lesser quality oils that may foam up easily

**Oil level (outer): Dry assembly:**

Standard height: 35 mm from top fully compressed extended fork cap

Standard height: 55 mm from top fully compressed new flush fork cap(2015 and newer)

**Compression and Rebound Settings:**

*These are rough starting points, adjustments will vary from rider to rider*

**Standard:**

Rebound (fork top) 11 clicks out from full clockwise

Compression (fork bottom) 11 clicks out from full clockwise

**Downhill roots/rocky conditions:**

Rebound 15 clicks out from full clockwise

Compression 17 clicks out from full clockwise

**All Mountain smooth/drops conditions:**

Rebound 10 clicks out from full clockwise

Compression 8 clicks out from full clockwise

**Urban large drops to flat conditions:**

Rebound 8 clicks out from full clockwise

Compression 5 clicks out from full clockwise

**[Revalving the Cartridge Kit:](#)**

**For more details see above link to 20 mm Cartridge Revalving Procedure:**

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