



2005 FOX FORX Owner's Manual

F80R - F80RL - F80RLT - F80X
F100R - F100RL - F100RLT - F100X
FLOAT 130R - FLOAT 130RL - FLOAT 130RLC
TALAS R - TALAS RL - TALAS RLC
Vanilla 100R - Vanilla 100RL - Vanilla 100RLC
Vanilla 130R - Vanilla 130RL - Vanilla 130RLC

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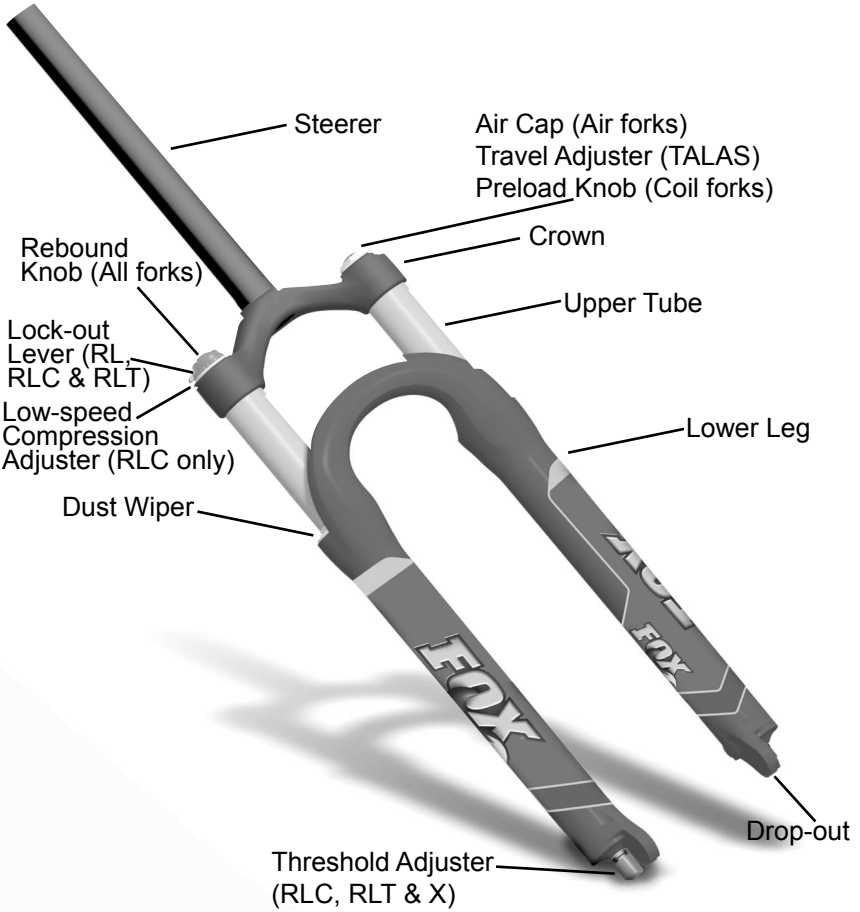


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Introduction

Thank you for choosing FOX FORX for your bicycle. In doing so, you have chosen the best suspension fork in the industry! All FOX Racing Shox products are designed, manufactured and assembled by the finest professionals in the industry. As a consumer and supporter of FOX Racing Shox products, you need to be aware of the importance of setting up your fork correctly to ensure maximum performance. This manual provides step-by-step instructions of how to set up and maintain your fork. It is a good idea to keep your receipts with this manual and refer to it for service and warranty issues.

Consult page 22 for further information about Service and Warranty issues.

Consumer Safety

RIDING A BICYCLE CAN BE DANGEROUS AND CAN RESULT IN DEATH OR SERIOUS INJURY. TAKE YOUR RESPONSIBILITY TO YOURSELF AND OTHERS SERIOUSLY.

- Maintain your bicycle and suspension.
- Wear protective clothing, eye protection and a helmet.
- Know and ride within your limits.
- Follow IMBA's Rules of the Trail - 1) Ride on open trails only 2) Leave no trace 3) Control your bicycle 4) Always yield trail 5) Never scare animals 6) Plan ahead.

Important Safety Information

1. Verify that the brakes are installed and adjusted properly before riding the bicycle. Improperly installed or adjusted brakes can cause loss of control and serious or fatal injuries to the rider. Use only "V"-style or hydraulic cantilever brakes or disc brakes designed by the manufacturer for use on FOX FORX. Do not use brace mounted cable leverage devices. Do not route brake cables or housing through the stem.
2. If your fork loses oil, tops out excessively or makes unusual noises, immediately stop riding and contact FOX Racing Shox or an Authorized FOX Racing Shox Service Center for inspection. Continued use of the fork could cause loss of control and serious or fatal injuries. Some noises such as spring rattle, oil flow and minor clicks are normal.
3. Use only FOX Racing Shox replacement parts. Using aftermarket parts on FOX FORX will void the warranty. Aftermarket replacement parts could also cause structural failure resulting in loss of control and serious or fatal injuries.
4. If mounting the bicycle in a carrier designed to hold a fork by its drop-outs, use caution to not tilt the bicycle to either side. Tilting the bike with the drop-outs in the carrier can cause structural damage to the fork. Ensure that the fork is fastened securely with the quick release and that the rear wheel is properly held. If the bicycle ever tilts or falls from a bicycle carrier, do not ride it until it is examined by a qualified dealer, Service Center or FOX Racing Shox. A fork leg or drop-out failure could cause loss of control and serious or fatal injuries.
5. FOX FORX do not include reflectors for on-road use. FOX FORX are designed to be used in competitive off-road riding and racing. Proper reflectors meeting the Consumer Product Safety Commission's (CPSC) requirements should be installed if the fork will be used on public roads.
- 6. FOX FORX have a crown / steerer / upper tube assembly. These parts are pressed together in a one-time, precision press-fit operation. Replacement of any of these parts requires a complete new assembly. Do not attempt to remove or replace the steerer or upper tubes independently of the crown. DO NOT ATTEMPT TO ADD THREADS TO THREADLESS STEERERS. Modifying the crown / steerer / upper tube assembly as described here could cause the rider to lose control of the bicycle resulting in serious or fatal injuries.**

Installation

1. FOX FORX should be installed by a qualified bicycle mechanic. Forks installed improperly are dangerous and can cause loss of control and serious or fatal injuries.
2. Remove existing fork from the bicycle. Remove the crown race from the fork. Measure the steerer tube length of the existing fork. Transfer this measurement to the FOX FORX steerer. Refer to stem manufacturer's instructions to be sure there will be enough clamping surface for the stem. If it is necessary to cut the steerer tube, measure twice and cut once. It is also recommended that a cutting guide be used while cutting the steerer tube.

Note: If the steerer has any nicks or gouges the crown/steerer/upper tube assembly must be replaced. A nick or gouge can cause the steerer to fail prematurely and cause loss of control with serious injury or death.

3. Use a crown race setter to install the crown race firmly against the top of the crown. Install the star fangled nut in the steerer tube with a star fangled nut installation tool.
4. Install the fork on the bicycle. The headset should be adjusted so it turns freely without drag or free play.
5. Re-install the brakes and adjust the brake pads according to the brake manufacturer's instructions.
6. Mount the front wheel. Check that the quick release nuts sit in the fork drop-out counter bores. The quick release should engage four (4) or more threads. Close the quick release with the lever in front of and parallel to the left fork leg.

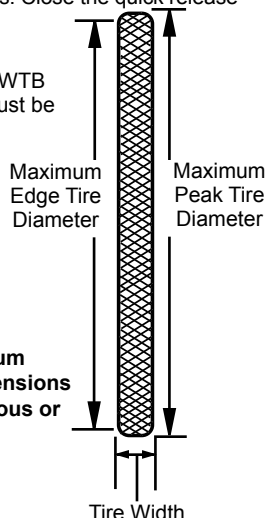
Tire Sizes

FOX FORX will accept tires sizes up to 2.40 inches wide (e.g. WTB MotoRaptor 55/60, 26 x 2.40). Any tire larger than 26 x 2.30 must be checked for clearance by the following method.

Determining Tire Size - With the tire installed and inflated on the rim, measure the following three dimensions.

Maximum Peak Tire Diameter = 343mm = 27.00 inch
Maximum Edge Tire Diameter = 326mm = 25.67 inch
Maximum Tire Width = 61mm = 2.40 inch

Do not use a tire if ANY measurement exceeds the maximum dimensions shown above. Using tires larger than the dimensions shown above is NOT RECOMMENDED and can cause serious or fatal injury.



Brakes

Linear-pull Brakes

Linear-pull brakes (i.e. V-brakes) can be used on FOX FORX. Use only the FOX brake posts supplied with the fork. Install and adjust linear-pull brakes according to the manufacturer's recommendations. Test brakes for proper operation on flat land. FOX FORX use a **hangerless lower leg** design and cannot use any cantilever style brakes.

Disc Brakes **Important - Torque calipers to brake manufacturer's specifications.**

Disc brakes with 160-203mm rotors can be used on FOX FORX. **Do not use rotors larger than 203mm.** Install disc brakes and torque all fasteners according to manufacturer's recommendations. Install, route and check that all cables or hydraulic hoses are securely fastened to the lower leg and will not move during compression of the fork. It is recommended that new disc brake pads be installed to ensure proper alignment and to minimize drag. Test brakes for proper operation on flat land.

Important - Check Before Every Ride

1. Check that quick release skewer is properly adjusted and tight.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the Seal/Uppertube junction. **DO NOT USE A HIGH PRESSURE WASHER ON YOUR FORK.**
3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Please contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. Adjust headset if loose according to manufacturer's recommendations.
5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

General Set-Up Instructions

Fork Terminology

Travel: The total amount the fork compresses.

Sag: The amount the fork compresses with the rider sitting on the bike in a normal riding position.

Compression Damping: This controls the rate at which the fork compresses

Rebound Damping: This controls the rate at which the fork extends.

Preload: The initial force placed on a spring.

Spring Rate: The amount of force required to compress a spring one inch.

FLOAT: FOX air spring technology. An acronym for FOX Load Optimum Air Technology.

Vanilla: FOX coil spring technology.

TALAS: An acronym for Travel Adjust Linear Air Spring.

Air Pump Instructions



Use a FOX High Pressure Air Pump to change pressure on FLOAT, TALAS, F80 and F100 forks.

1. Remove the air topcap from the top of the left fork leg and connect the pump by threading the chuck onto the tank valve until the pump gauge registers pressure. If the fork has no air pressure, the gauge will not register. This takes about 6 turns. Don't over-tighten as it can damage the pump chuck seal.

2. Increase the pressure by stroking the pump a few cycles. Pressure should increase slowly. If the pressure increases rapidly, check the pump is properly connected to the tank valve.

3. Decrease the pressure by depressing the black bleed-valve. Push the bleed valve halfway and hold to allow continuous pressure release. Depress the bleed-valve completely to release pressure incrementally (micro-adjust).

4. Disconnect the pump by unthreading the chuck. The sound of air loss is from the pump hose and not the fork.

5. Install the air topcap and go ride.

Note: When connecting the pump, the hose fills with air resulting in a 10-20PSI lower gauge reading. Normal pressure range is between 45 and 125PSI. DO NOT EXCEED 200PSI.

Sag and Spring Tuning on Vanilla Forx

Setting Sag on Vanilla Forx

For best performance, it is necessary to set and adjust sag. Sag is how much the fork compresses or "sags" when the rider sits on the bicycle. Generally, this is 15-25% of the total travel.

Measuring and adjusting sag

1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly. Being careful not to further compress the fork, dismount the bicycle.

Measure the distance between the seal and the zip tie. This distance is the sag.

2. Compare your sag measurement to the table:

If your sag is lower than on the table, turn the preload knob counter-clockwise one (1) full turn. Measure sag again and repeat adjustment if necessary.

If your sag is higher than on the table, turn the preload knob clockwise one (1) full turn. Measure sag again and repeat adjustment if necessary. If correct sag cannot be achieved by adjusting the preload knob, see the Spring Tuning Guide below.

Spring Tuning on Vanilla Forx

Read the Vanilla Spring Tuning Guide chart below to see if you need to change your spring rate. **Vanilla Forx are tuned by changing only the left side coil spring.** The coil spring has a painted color code stripe on one end of the spring. Refer to the chart to select the correct spring for your rider weight.

Vanilla Spring Tuning Guide

Vanilla Sag Table		
Travel	XC/Race Firm	Freeride Plush
100mm	15mm (9/16")	25mm (1")
130mm	20mm (13/16")	33mm (1 5/16")

Symptom	Do the following:
Too much sag and Preload Knob is adjusted fully counter-clockwise	Change to higher rate coil spring
Excessive bottoming during riding	Change to higher rate coil spring
Too little sag and Preload Knob is adjusted fully clockwise	Change to lower rate coil spring
Ride is harsh and never uses full travel	Change to lower rate coil spring

Vanilla Coil Spring Guidelines					
FOX Part #	Spring Rate	Color Code	Travel Range	Rider Weight Lbs. / Travel	Notes
039-05-010	10 lb/in	Black	100 - 130	<90-115 / 130 <90-110 / 100	
039-05-011	18 lb/in	Purple	100 - 130	115-155 / 130 110-130 / 100	
039-05-012	25 lb/in	Blue	100 - 130	150-180 / 130 130-150 / 100	Standard on Vanilla 130
039-05-013	35 lb/in	Green	100 - 130	175-210 / 130 150-180 / 100	Standard on Vanilla 100
039-05-014	45 lb/in	Yellow	100 - 130	205-240+ / 130 175-200 / 100	
039-05-015	60 lb/in	Orange	100	195-225 / 100	100mm Maximum
039-05-016	75 lb/in	Red	100	220-245+ / 100	100mm Maximum

Changing your Coil Spring

1. With a 26mm 6-point socket wrench, loosen and remove the preload topcap. Remove the black spring spacers (two spacers for 125mm travel, 1 for 100mm travel, none for 80mm travel). Compress the fork slightly and remove the coil spring. You may need to firmly pull up on the spring to disengage it from the plunger shaft. Wipe the spring dry with a rag and check the color code.
2. Install the new spring by dropping it into the upper tube. Install the spacer(s). Install and torque the topcap to 165 in-lbs (1864 N-cm).
3. Measure and adjust sag as described on page 10. Happy Trails!

Sag and Spring Tuning on F80, F100 & FLOAT 130

Setting Sag on FLOAT Fork

To get the best performance from your FOX FLOAT fork, it is necessary to set and adjust sag. Sag is how much the fork compresses or “sags” when the rider sits on the bicycle. Generally, this is 15-25% of the total travel.

Measuring and adjusting sag

1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly. For F80X and F100X forks it is necessary to sit on the bike for a minimum of 30 seconds. The bleed in the damper releases fluid and allows the fork to settle to its sag height. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is the sag.
2. Compare your sag measurement to the table.

If your sag is lower than on the table, remove the air topcap, screw on the FOX High Pressure Air Pump fitting, note the current air pressure setting and depress the black bleed-valve to reduce the gauge pressure by 5 psi. Measure sag again and repeat adjustment if necessary.

If your sag is higher than on the table, remove the air topcap, screw on the FOX High Pressure Air Pump fitting, note the current air pressure setting and pump to increase the gauge pressure by 5 psi. Measure sag again and repeat adjustment if necessary.

Air Spring Tuning on FLOAT Fork

Read the FLOAT Air Spring Tuning Guide chart below to see if you need to change your air pressure. FLOAT Fork are tuned by changing air pressure at the left topcap. (See page 8 for instructions for the FOX High Pressure Air Pump)

Air Spring Tuning Guide

FLOAT Air Pressure Guidelines	
Rider Weight	F80, F100, FLOAT130
Under 125 lbs.	45 psi
125 - 135 lbs.	50 psi
135 - 145 lbs.	55 psi
145 - 155 lbs.	65 psi
155 - 170 lbs.	75 psi
170 - 185 lbs.	85 psi
185 - 200 lbs.	95 psi
200 - 215 lbs.	105 psi
215 - 230 lbs.	115 psi
230 - 250 lbs.	125 psi

FLOAT & TALAS Sag Table		
Travel	XC / Race Firm	Freeride Plush
80mm (3 ")	12mm (1/2")	20mm (13/16")
100mm (4")	15mm (9/16")	25mm (1")
130mm (5")	20mm (13/16")	33mm (1 5/16")

Symptom	Do the following:
Too much sag	Increase air pressure in 5 psi increments
Excessive bottoming during riding	Increase air pressure in 5 psi increments
Too little sag	Decrease air pressure in 5 psi increments
Ride is harsh and never uses full travel	Decrease air pressure in 5 psi increments

Sag and Spring Tuning on TALAS Forx

TALAS is an acronym for Travel Adjustable Linear Air Spring. TALAS is a FOX air-spring system that allows on the fly travel adjustment and a linear air spring. The TALAS knob changes the travel 3mm per click which allows the rider to change the travel while riding from 90mm to 130mm. The TALAS air-spring system automatically changes the air pressure and spring rate when the travel is adjusted ensuring consistent ride performance for the bike in all settings. Travel can be changed on the fly at any time.

Travel Adjust Guidelines for TALAS Forx

Travel can be changed either on or off the bike.

Decreasing Travel

From 130mm (full extension) travel, turn the TALAS knob (Fig. 1) clockwise to shorten the travel. Each click represents 3mm of travel change. There are 15 positions in 3.5 rotations. Turn knob desired number of clicks, then compress and hold down the fork for a few seconds. Cycle the fork a few times and it will hold down at its new shorter travel.

Increasing Travel

From shorter travel turn the TALAS knob counter-clockwise to increase travel. Turn knob desired number of clicks and unweight the fork for a few seconds to allow the fork to extend.

It will be necessary to pop a wheelie a few times to sufficiently unweight the fork.

Maintenance Guidelines for TALAS Forx

TALAS Forx feature proprietary seals that make it virtually maintenance free. It is recommended that the TALAS system be rebuilt every eighteen (18) months. TALAS Forx Seal kit part number is 803-00-090.

Please note that the slot at the bottom of the left fork leg is NOT an adjustment. It is used when loosening the bottom nut from the TALAS Base Stud.

Warning: Do not remove the TALAS topcap unless you are an Authorized FOX Racing Shox Service Center with the appropriate pressurization tools.

Set-up Guidelines for TALAS Forx

Air pressure can be set at any travel. For simplicity the TALAS Air Spring Guide is for a 130mm travel setting. Use these air pressures as a starting point to set up your TALAS fork.

- 1) Turn the knob all the way counter-clockwise to achieve 130mm of travel.
- 2) Hold outer Travel Adjuster knob from spinning and unscrew counter-clockwise the center TALAS Air Top Cap Knob (Fig. 2) to access the schrader valve.
- 3) Attach a FOX Racing Shox high pressure pump to the schrader valve.
- 4) Pump to desired pressure (refer to chart at right for TALAS Air Spring Guidelines).
- 5) Remove pump. Check for proper sag before replacing air cap.
- 6) Check sag on TALAS Forx on page 11 and adjust air pressure as needed.

Sag and Spring Tuning on TALAS Forx Continued

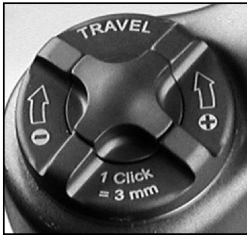


Fig. 1 TALAS Knob



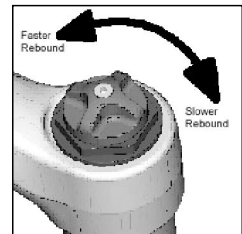
Fig. 2 TALAS Air Top Cap Knob & Schrader Valve

TALAS Air Spring Guidelines (with fork at 130mm)	
Rider Weight	Air Pressure
< 125 lbs.	50 psi
125 - 135 lbs.	55 psi
135 - 145 lbs.	60 psi
145 - 155 lbs.	65 psi
155 - 170 lbs.	70 psi
170 - 185 lbs.	80 psi
185 - 200 lbs.	90 psi
200 - 215 lbs.	100 psi
215 - 230 lbs.	115 psi
230 - 250 lbs.	125 psi

Damping Adjustment Guidelines

Rebound Adjustment (R, RL, RLC, RLT & X)

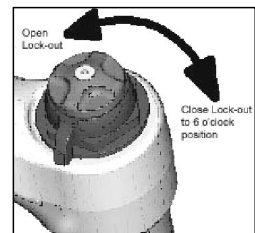
The Rebound Adjustment Knob is the red knob located on top of the right fork leg. Turn it clockwise for slower rebound and counter-clockwise for faster rebound. There are 12 clicks of adjustment. Rebound setting is a personal preference and varies depending upon spring preload, spring rate and riding style. Rebound should be as fast as possible without kicking back. If the rebound is too slow the suspension will not function properly and the wheel will not follow changing terrain. The proper rebound setting may take a few rides to fine tune. On those rides adjust the rebound and note the ride characteristics. Your rebound adjustment may change for different riding conditions. *As a starting point turn the rebound adjuster knob all the way clockwise until it stops, then turn counter-clockwise 6 clicks.* (For F80X and F100X forks it is necessary to firmly tap the front wheel on the ground before cycling the fork. This opens the inertia valve and allows the damper to function for 1-3 seconds.



Rebound Adjuster

Compression Lock-out Lever (RL, RLC & RLT)

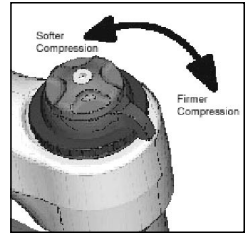
The blue compression lock-out lever is located below the rebound adjuster knob. It allows the rider to close the compression damping in the fork. This keeps the fork at the top of its travel and it will be hard to compress. The fork is said to be "locked-out" in this position. Rotate the lever clockwise to the six o'clock position to achieve lock-out. This position is useful in climbing and sprinting situations. The fork will "blow-off" in the event that a big hit is encountered with the fork locked-out. To unlock the fork, simply rotate the lever counter-clockwise to the three o'clock position. This puts the cartridge in "open" mode and you will have normal compression damping. The lock-out lever will rotate past the three o'clock position. This is normal and does not affect performance. **Note:** The fork may cycle a couple times after activating the lock-out. Once complete lock-out is achieved, the fork may continue to move 3-5mm. This is normal and does not affect performance.



Lock-out Lever

Compression Adjustment (RLC Only)

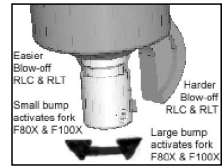
Low-speed compression damping is adjusted with the blue bezel ring below the blue lockout lever. Compression damping controls the quickness with which the fork moves through its travel. Rotate the bezel clockwise for slower (harder) compression and counter-clockwise for faster (easier) compression. There are 9 clicks of adjustment. The proper setting is a personal preference and varies depending on your weight and riding style. Determining the proper compression setting may take a few rides to fine tune. On those first few rides adjust the compression and note the different ride characteristics. Your compression damping setting may change with different riding conditions. *As a starting point for tuning your compression, turn the bezel clockwise until it stops, then back off 5 clicks.*



Low-speed
Compression
Adjuster

Blow-off Threshold Adjustment (RLC, RLT)

RLC and RLT forks feature Blow-off Threshold Adjustment capabilities. It is adjusted with the blue knob located at the bottom of the right fork leg. This gives the rider the ability to adjust the force required to cause the fork to blow-off when it is in the locked-out position. Turn the knob clockwise to make it harder to blow-off and counter-clockwise to make it easier. There are twelve (12) clicks of adjustment in the full range of motion. *As a starting point for tuning your blow-off threshold, turn the knob all the way clockwise until it stops, then back off one click.*



Blow-off / Bump
Threshold Adjuster

F80X and F100X Damper Operation

FOX FORX F80X & F100X with TerraLogic Technology represent the ultimate in cross country front suspension. The F80X and F100X feature a lock-out that is controlled by an inertia valve. The F80X and F100X remain locked out until there is input from the trail. The inertia valve then opens allowing the damper and subsequently the fork to function normally. When there is no longer input from the trail, the inertia valve closes and the fork again locks out. The lock-out featured on the F80X and F100X is firm but not "rock solid". This is an important design characteristic and is normal. Featured adjustments on the F80X and F100X are Rebound and Bump Threshold.

Bump Threshold Adjustment (F80X & F100X)

The blue knob on the lower right side is the Bump Threshold Adjustment. The F80X and F100X feature an adjustment for the size of bump required to overcome the lock-out of the fork. The bump threshold adjustment has 22 clicks of adjustment and the factory setting is fully out counter-clockwise, then in clockwise 6 clicks. This is close to the most sensitive tuning position. Turning the knob clockwise will make the inertia valve less sensitive thus requiring a larger bump to activate.

Note: Some bicycles have F80X and F100X forks as original equipment (O.E.) that may not have a Bump Threshold Adjustment.

Changing Travel - F80, F100 & FLOAT 130

FOX FORX travel can be changed by rearranging the travel spacers as shown in the drawings below. After changing travel check the fork for proper operation before riding. If there is free movement in the fork or if it makes strange noises disassemble the fork and check for complete number and correct orientation of spacers. **(Note: F80, F100 and FLOAT 130 forks can be reduced in travel as shown in the drawing. The forks cannot be increased in travel beyond their original travel.)**

The following tools and supplies will be needed: 26mm 6-sided socket, 10mm socket, torque wrench, 2mm hex key wrench, 1.5mm hex key wrench, plastic faced hammer, small screwdriver, oil drain pan.

Quantity	Part Number	Partname
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7.5 wt.)
1	025-03-002-A	5cc Pillow Pack of Fox FLOAT Fluid
2	241-01-002-C	crush washer
1	803-00-078	Float Forx Air Piston Seal Kit (optional)

Step 1 - Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Refer to Pump Instructions for details about letting the air out with a pump. Remove left top cap with a 26mm socket 6-point socket wrench.

Step 2 - Loosen the bottom nut 3-4 turns with a 10mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.

Step 3 - Compress the fork as much as possible. The air piston will be visible about one inch below the top of the upper tube. Push the bottom of the air shaft upwards to push the air piston out of the top of the upper tube. Using a long thin shaft screwdriver, push the bottom of the air shaft up through the hole in the bottom of the lower leg.

Step 4 - Pull the air-shaft assembly from the fork. Refer to the drawings below and add or remove the appropriate spacer(s) to achieve the desired travel. NOTE: Spacers snap on to the air shaft between the Negative Spring Guide and the Topout Plate.

Step 5 - Lubricate the U-cup seal on the air piston with FOX FLOAT Fluid and re-install the air shaft assembly into the upper tube. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.

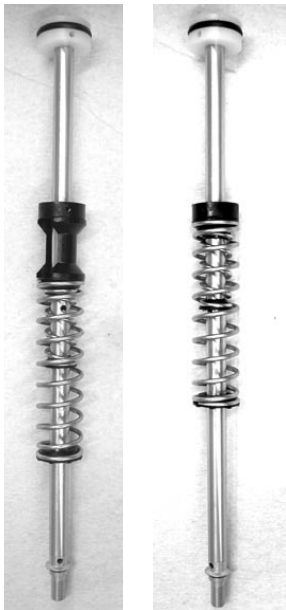
Step 6 - Turn the fork upside down. Pour 30cc of FOX Suspension Fluid through the bottom hole.

Step 7 - Push the air shaft assembly up until the shaft comes through the bottom hole. Install the crush washer and bottom nut. Torque to 50 in-lbs.

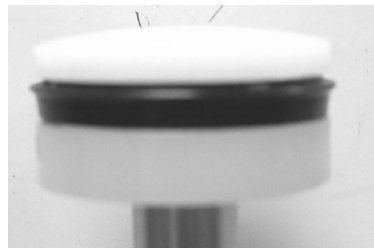
Step 8 - Turn the fork right side up. Pour 5cc of FOX FLOAT Fluid on top of the air piston.

Step 9 - Lubricate the o-ring on the air topcap with FOX FLOAT Fluid. Re-install the topcap and torque to 165 in-lbs.

Step 10 - Air up the fork to the desired pressure and cycle it several times to check for proper operation. Re-install the blue air cap.



100mm
130mm
FLOAT Forx Travel Configurations



Air Piston Seal Orientation

Changing Travel - Vanilla Forx

FOX FORX travel can be changed by rearranging the travel spacers as shown in the drawings below. After changing travel check the fork for proper operation before riding. If there is free movement in the fork or if it makes strange noises disassemble the fork and check for complete number and correct orientation of spacers.

The following tools and supplies will be needed: 26mm 6-sided socket, 10mm socket, torque wrench, 2mm hex key wrench, 1.5mm hex key wrench, plastic faced hammer, small screwdriver, oil drain pan.

Quantity	Part Number	Partname
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7.5 wt.)
2	241-01-002-C	crush washer

* Note: You may not need NEW oil for the fork if it has less than 100 hours on it.

Step 1 - Place the bicycle or fork in a bike stand . Using a 26mm socket wrench, remove the left side Preload Topcap. Remove the spacer(s) that are on top of the coil spring (1 on 130mm, 0 on 100mm).

Step 2 - Using a 10mm socket wrench, unscrew the left side bottom nut 6 turns. Place a clean dry oil pan underneath the left side of the fork. Tap on the bottom nut with a plastic faced hammer to disengage the plunger shaft from the lower leg. Unscrew and remove the bottom nut and washer. Push up on the shaft with a thin screwdriver and let the oil drain.

Step 3 - Turn the bike or fork over. Push down on the left side plunger shaft. The coil spring and plunger shaft assembly should drop out of the Uppertube. If necessary, use a long thin screwdriver to push out the plunger shaft. Turn the bike or fork right side up.

Step 4 - Removing the Damper Knobs:

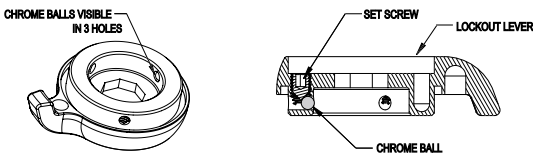
R models: Unscrew the right side Damper Topcap with a 26mm socket wrench.

RL, RLT & RLC models: You will need to remove all of the right side Damper topcap knobs before unscrewing the Damper Topcap.

a) Hold the red rebound knob firmly and remove the flathead screw with a 2mm hex key wrench. Lift off the red rebound knob.

b) With a 1.5mm hex key wrench, unscrew each of the 3 set screws on the blue lockout lever 1 ½ turns. Lift off the blue lockout lever.

Note about the 3 chrome balls in the lockout lever: *The 3 chrome balls are held in by a dab of grease. Do not go beyond 1 ½ turns on the set screws or the chrome balls may move outward in the side holes beyond the pointed set screws. If this happens, push with a 1.5mm hex key wrench thru the side holes to get the chrome ball back towards the center of and inside of the set screw.*



c) On RLC models, lift off the Low-speed compression knob. Check the bottom of the Low-speed knob. The 1/8" diameter chrome detent ball might be stuck to the bottom of the knob from grease. If so, grease the detent ball and put it back in the hole in the recess of the damper topcap. Press on the detent ball with a small screwdriver and it should spring back.

d) With a 26mm socket wrench, loosen and unscrew the damper topcap from the uppertube.

Step 5 - Compress the fork lower leg upward until the travel spacer on the right side damper shaft is exposed. Pull up on the damper topcap until it stops. Snap on or off the correct length spacers to match the orientation shown on the DAMPER side in the **Vanilla Forx Travel Spacer Diagram** on page 16. If removing the spacer from the damper, make sure to keep it in a safe place for future use.

Step 6 - Looking at the **Vanilla Forx Travel Spacer Diagram**, add or remove the Travel Spacers between the black negative spring guide and the Aluminum coil insert on the left side plunger shaft.

Step 7 - Reinstall the plunger shaft assembly into the left Uppertube. You may need to guide it through the bottom lower leg hole using a long thin screwdriver. Install the crush washer and bottom nut and torque to 50 in-lb.

Step 8 - On the Left Side: Pour into the left Uppertube 30cc of NEW FOX Suspension Fluid (7.5 wt.) or if clean reuse the oil from the clean drain pan. Install the Coil Spring. Install the Travel Spacers on top of the coil as shown in the Vanilla Forx Travel Spacer Diagram for your correct travel. Install the Preload topcap and torque to 165 in-lb.

Step 9 - Thread in the right side Damper topcap and torque to 165 in-lb.

Step 10 - Installing the damper knobs on RL, RLT and RLC:

a) Low-Speed Compression knob on RLC models only: Install the blue Low-speed compression knob so that the groove on the bottom of the knob is positioned over the Aluminum pin in the Damper Topcap.

b) Lockout Lever Installation: Using the blue Lockout Lever as a wrench, screw the Lockout Screw (octagon wrench flats) in the clockwise direction until you feel it stop. Put the Lockout Lever on lockout screw so that the lever faces approximately 6 o'clock position.

Installing Lockout Lever on RL and RLT models: Using a 1.5mm hex key wrench, lightly tighten each of the 3 set screws on the Lockout Lever. Loosen each set screw 1/4 turn.

Installing Lockout Lever on RLC models: The Lockout Lever and Low-speed compression knob are spring-loaded upward (this is normal). Push down on the lockout lever until you feel it stop. Using a 1.5mm hex key wrench, lightly tighten each of the 3 set screws on the Lockout Lever. Loosen each set screw 1/4 turn.

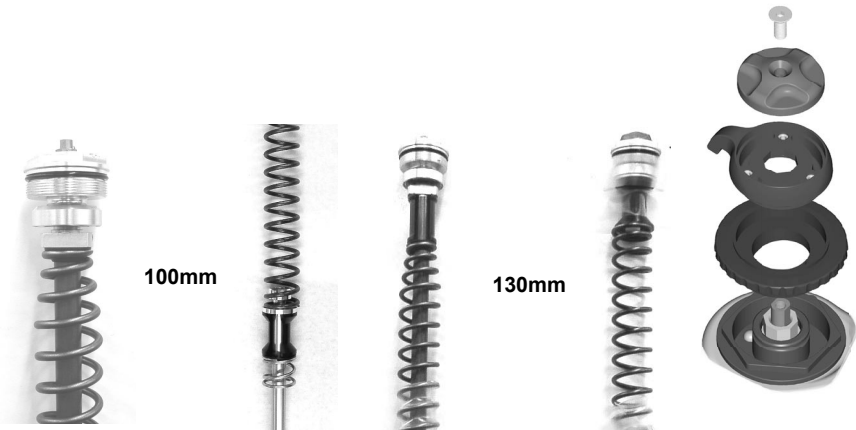
c) Rebound knob installation: Install the red rebound knob so that the slot feature on the bottom of the knob lines up with the flats on the rebound adjuster shaft. Put on one drop of Blue Loc-tite 242 to the flathead screw. Holding the rebound knob firmly, install and tighten the flathead screw with a 2mm hex key wrench.

WARNING: Damper internals will be damaged if the rebound knob is not held firmly when tightening the rebound knob screw.

Step 11- Adjusting Damper Knobs and cycling fork:

RL, RLT and RLC forks: Turn the Lockout Lever to the open position (3 o'clock position).

ALL forks: Check that your rebound setting is correct (factory setting is turn knob fully in clockwise, then 6 clicks out). Cycle the fork several times to check for proper operation before riding. If there is free movement in the fork during compressing or if it makes strange noises, disassemble the fork to check for complete number and orientation of spacers.



Vanilla Forx Travel Spacer Diagram

Adjuster Knobs

Changing Oil – Vanilla Forx:

The following tools and supplies will be needed: 26mm 6-sided socket, 10mm socket, torque wrench, 2mm hex key wrench, 1.5mm hex key wrench, plastic faced hammer, small screwdriver, oil drain pan.

Quantity	Part Number	Partname
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7.5 wt.)
2	241-01-002-C	crush washer

Step 1 - Place the bicycle or fork in a bike stand. Using a 26mm socket wrench, remove the left side Preload Topcap. Remove the spacer(s) that are on top of the coil spring (2 on 125mm, 1 on 100mm, 0 on 80mm).

Step 2 - Using a 10mm socket wrench, unscrew the LEFT side bottom nut 6 turns. Place a clean dry oil pan underneath the left side of the fork. Tap on the bottom nut with a plastic faced hammer to disengage the plunger shaft from the lower leg. Unscrew and remove the bottom nut and washer. Push up on the shaft with a thin screwdriver and let the oil drain.

Step 3 - Use a thin screwdriver to carefully guide the plunger shaft back down through the hole in the bottom of the lower leg. Install the NEW crush washer. Thread on the bottom nut and torque to 50 in-lb.

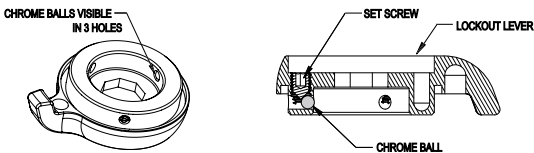
Step 4 - Removing the Damper Knobs:

R models: Unscrew the right side Damper Topcap with a 26mm socket wrench.

RL, RLT & RLC models: You will need to remove all of the right side Damper topcap knobs before you can unscrew the Damper Topcap.

- Hold the red rebound knob firmly and remove the flathead screw with a 2mm hex key wrench. Lift off the red rebound knob.
- With a 1.5mm hex key wrench, unscrew each of the 3 set screws on the blue lockout lever 1 ½ turns. Lift off the blue lockout lever.

***Note about the 3 chrome balls in the lockout lever:** The 3 chrome balls are held in by a dab of grease. Do not go beyond 1 ½ turns on the set screws or the chrome balls may move outward in the side holes beyond the pointed set screws. If this happens, push with a 1.5mm hex key wrench thru the side holes to get the chrome ball back towards the center of and inside of the set screw. DO NOT LOSE YOUR BALLS!!!*



- On RLC models, lift off the Low-speed compression knob. Look at the bottom of the Low-speed knob. The 1/8" diameter chrome detent ball might be stuck to the bottom of the knob from grease. If this happened, grease the detent ball and put it back in the hole in the recess of the damper topcap. Press on the detent ball with a small screwdriver and you should feel it spring back.

- With a 26mm socket wrench, loosen and unscrew the damper topcap from the uppertube.

Step 5 - On RLT and RLC models: Use a 2mm hex key wrench to loosen and remove the "Lockout Threshold Knob" on the lower right side of the lower leg.

All models: Use a 10mm socket wrench to unscrew the RIGHT side bottom nut 6 turns. Place a clean dry oil pan underneath the right side of the fork. Tap on the bottom nut with a plastic face hammer to loosen the plunger shaft from the lower leg. Loosening the bottom nut 6 turns will make the nut lower than the small Lockout Threshold shaft and protect it from damage while tapping out the damper out shaft. Unscrew and remove the bottom nut and washer. Push up on the shaft with a thin screwdriver and let the oil drain.

Step 6 - Remove the damper from the fork and place over a drain pan.

Step 7 - Holding the upper insert with a 12mm Cone Nut wrench, loosen the topcap with a 26mm socket wrench and unscrew one turn. Loosening the topcap unclamps the compression shims and allows the oil to drain during the next step.

Step 8 - Extend the damper over a drain pan, carefully push a 1.5mm hex wrench through 1 of the base valve ports in the bottom of the damper and cycle the damper for 1 minute to drain all of the oil. Holding the upper insert with a 12mm cone wrench, torque the damper topcap to 75 in-lb. **DO NOT OVERTORQUE. THIS WILL WARP THE SHIMS.** Inspect that the #1 compression shim is completely flat against the three raised surfaces of the compression piston.

Step 9 - Unscrew the damper topcap out of the Uppertube and compress the lower leg of the fork upward. Pour into the RIGHT Uppertube 155cc of FOX Suspension Fluid (7.5 wt). On Vanilla forks, pull the damper to the side slightly to pour in the oil past the spring.

Step 10 - Extend the fork. Pour into the LEFT Uppertube 30cc of NEW FOX Suspension Fluid (7.5 wt.). On the LEFT side of the fork, reinstall the Travel Spacers on top of the coil (2 on 125mm, 1 on 100mm, 0 on 80mm). Using a 26mm socket, install and torque the left side Preload Topcap to 165 in-lb.

Step 11 - Thread the RIGHT side Damper Topcap into the Uppertube. Using a 26mm socket, torque the Damper Topcap to 165 in-lb.



Installing the damper knobs on RL, RLT and RLC:

a) Low-Speed Compression knob on RLC models only: Clean the blue Low-speed compression knob with degreaser and grease the bottom-side groove and detent bump surface. Install the blue Low-speed compression knob so that the groove on the bottom of the knob is positioned over the Aluminum pin in the Damper Topcap.

b) Lockout Lever Installation: Using the blue Lockout Lever as a wrench, screw the Lockout Screw (octagon flats) in the clockwise direction until it stops. Put the Lockout Lever on the lockout screw so that the lever faces approximately 6 o'clock position.

Installing Lockout Lever on RL and RLT models: Using a 1.5mm hex key wrench, lightly tighten each of the 3 set screws on the Lockout Lever. Loosen each set screw 1/4 turn.

Installing Lockout Lever on RLC models: The Lockout Lever and Low-speed compression knob are spring-loaded upward (this is normal). Push down on the lockout lever until you feel it stop. Using a 1.5mm hex key wrench, lightly tighten each of the 3 set screws on the Lockout Lever. Loosen each set screw 1/4 turn.

c) Rebound knob installation: Install the red rebound knob so that the slot feature on the bottom of the knob lines up with the flats on the rebound adjuster shaft. Put on one drop of Blue Loc-tite 242 to the flathead screw. Holding the rebound knob firmly, install and tighten the flathead screw with a 2mm hex key wrench.

WARNING: Damper internals will be damaged if the rebound knob is not held firmly when tightening the rebound knob screw.

Step 12 - Adjust all damper knobs as shown below and functionally test damper.

RL, RLT, RLC forks: Adjust the Lockout Lever to open (3 o'clock) position.

RLT & RLC forks: Adjust the Lockout Threshold knob to the fully turned in clockwise, then turn 1 click out counterclockwise.

RLC forks: Adjust the Low-speed compression knob to fully counterclockwise open position.

ALL forks: Adjust Rebound knob to the fully closed position (0 clicks out from full in clockwise). **Slowly compress fork for 10 deep cycles** to purge air out of damper. The fork should have slow rebound. Adjust Rebound knob to 6 clicks out counterclockwise from full in. Cycle fork again a few strokes. Fork should have faster controlled rebound speed (factory setting). If there is free movement in the fork during compression or if it makes strange noises, disassemble the fork to check for complete number and orientation of spacers.

On RL, RLT, RLC forks: Close the Lockout Lever to 6 o'clock position and feel the lockout firmness. Lockout lag should be between 2-6mm. Open Lockout Lever. HAPPY TRAILS!!!

Changing Oil – F80, F100 & FLOAT 130 Forx

The following tools and supplies will be needed: 26mm 6-sided socket, 10mm socket, torque wrench, 2mm hex key wrench, 1.5mm hex key wrench, plastic faced hammer, small screwdriver, oil drain pan.

Quantity	Part Number	Partname
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7.5 wt.)
1	025-03-002-A	5cc Pillow Pack of Fox FLOAT Fluid
2	241-01-002-C	crush washer
1	803-00-078	Float Forx Air Piston Seal Kit (optional).

Step 1 - Place the bicycle or fork in a bike stand. Remove the LEFT side Air Knob and depressurize the Main Air pressure by pressing on the air valve with a small screwdriver. Using a 26mm socket wrench, remove the left side Air Topcap.

Step 2 - Using a 10mm socket wrench, unscrew the LEFT side bottom nut 6 turns. Place a clean dry oil pan underneath the left side of the fork. Tap on the bottom nut with a plastic face hammer to disengage the air shaft from the lower leg. Unscrew and remove the bottom nut and washer. Carefully push the air shaft stud up into the lower leg with a thin screwdriver and let the oil drain. Compress the fork by pushing up on the lower leg. Carefully push with a long thin screwdriver through the left bottom hole of the lower leg to push the air shaft assembly out of the top of the Uppertube.

Step 3 - Clean, degrease and air off the Air Shaft Assembly.

On 2002 Fox Float Forx: Inspect the O-ring on the Air Piston for wear (i.e. flat spots on the peak outside diameter of the sealing surface). Replace the seal if worn. The Float Air Seal kit is #803-00-078

There are multiple seals in the Air Seal Kit. Replace the O-ring with the following **U-cup seal: #036-01-010** (the seal has the number stamped on the bottom surface). Install the Air Piston Seal with the "triangular shaped peak outside sealing edge" towards the top of the piston.

On 2003 & 2004 Fox Float Forx: The U-cup seal on the Air Piston has a triangular shaped peak outside sealing edge on the upper half of the seal. Inspect the U-cup on the Air Piston for wear. If the sealing edge on the upper half of the seal U-cup has rounded edges, replace the U-cup seal.

The Float Air Seal kit is #803-00-078

There are multiple seals in the Air Seal Kit. Replace the U-cup seal with the correct seal for your fork model (the seal has the number stamped on the bottom surface).

P/N	Fork Models
036-01-011	2003 F80 RLT
036-01-010	2003 Float 80, Float 100, F80X

Install the Air Piston Seal with the "triangular shaped peak outside sealing edge" towards the top of the piston.

On 2005 Fox Float Forx: The U-cup seal on the Air Piston has a triangular shaped peak outside sealing edge on the upper half of the seal. Inspect the U-cup on the Air Piston for wear. If the sealing edge on the upper half of the seal U-cup rounded edges, replace the U-cup seal. The Float Air Seal kit is #803-00-078

There are multiple seals in the Air Seal Kit. Replace the U-cup seal with the correct seal for your fork model (the seal has the number stamped on the bottom surface).

P/N	Fork Models
036-01-010	2004 F80RLT, F80X, F100X, Float 80 & Float 100
036-01-018	2005 FLOAT 130

Install the Air Piston Seal with the "triangular shaped peak outside sealing edge" towards the top of the piston.

Step 4 - Wipe out with a clean lint-free towel in the ID of the LEFT Uppertube. Open the 5cc "pillow pack" of Float Suspension Fluid. Put a thin film of Float Fluid around the outside of the Air Piston Seal. Install the Air Shaft Assembly into the LEFT Uppertube. Turn over the fork in the bike stand. Put in 30cc of NEW Fox Fully Synthetic Suspension Fluid (7.5 wt) into the bottom hole of the LEFT lower leg. With the fork still upside down, push up on the Air Piston with a NON-SHARP object to make the air-shaft stud protrude through the hole in the Lower Leg. Install the NEW crush washer. Thread on the bottom nut and torque to 50 in-lb. Turn the fork right side up.

Step 5 - Removing the Damper Knobs:

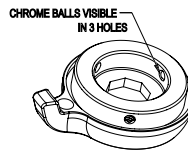
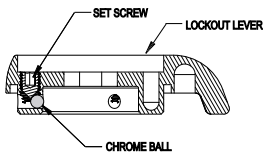
On R models: Unscrew the right side Damper Topcap with a 26mm socket wrench.

On RL, RLT & RLC models: You will need to remove all of the right side Damper topcap knobs before you can unscrew the Damper Topcap.

a) Hold the red rebound knob firmly and remove the flathead screw with a 2mm hex key wrench. Lift off the red rebound knob.

b) With a 1.5mm hex key wrench, unscrew each of the 3 set screws on the blue lockout lever 1 ½ turns. Lift off the blue lockout lever.

Note about the 3 chrome balls in the lockout lever: The 3 chrome balls are held in by a dab of grease. Do not go beyond 1 ½ turns on the set screws or the chrome balls may move outward in the side holes beyond the pointed set screws. If this happens, push with a 1.5mm hex key wrench thru the side holes to get the chrome ball back towards the center of and inside of the set screw.



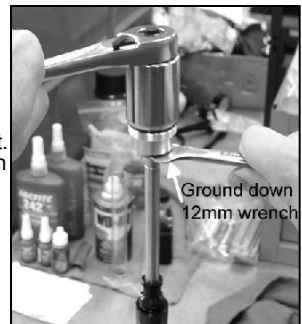
c) On RLC models, lift off the Low-speed compression knob. Look at the bottom of the Low-speed knob. The 1/8" diameter chrome detent ball might be stuck to the bottom of the knob from grease. If this happened, grease the detent ball and put it back in the hole in the recess of the damper topcap. Press on the detent ball with a small screwdriver and you should feel it spring back.

d) With a 26mm socket wrench, loosen and unscrew the damper topcap from the upper-tube.

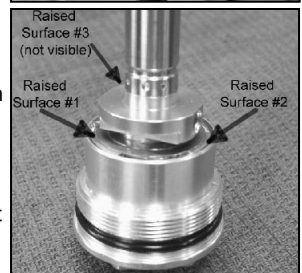
Step 6 - On RLT and RLC models: Use a 2mm hex key wrench to loosen and remove the "Lockout Threshold Knob" on the lower right side of the lower leg.

On all models: Use a 10mm socket wrench to unscrew the RIGHT side bottom nut 6 turns. Place a clean dry oil pan underneath the right side of the fork. Tap on the bottom nut with a plastic faced hammer to loosen the plunger shaft from the lower leg. Loosening the bottom nut 6 turns will make the nut lower than the small Lockout Threshold shaft and protect it from damage while tapping out the damper out shaft. Unscrew and remove the bottom nut and washer. Push up on the shaft with a thin screwdriver and let the oil drain.

Step 7 - Remove the damper from the fork and place over a drain pan. Holding the upper insert with a 12mm wrench, loosen the topcap with a 26mm socket wrench and unscrew one turn. Loosening the topcap unclamps the compression shims and allows the oil to drain during the next step.



Step 8 - Extend the damper over a drain pan, carefully push a 1.5mm hex wrench through 1 of the 5 base valve ports in the bottom of the damper and cycle the damper for 1 minute to drain all of the oil. Holding the upper insert with a 12mm cone wrench, torque the damper topcap to 75 in-lb. **DO NOT OVERTORQUE. THIS WILL WARP THE SHIMS.** Inspect that the #1 compression shim is completely flat against the three raised surfaces of the compression piston.



Step 9 - Extend the damper to full length and install the damper into the fork. Thread the damper topcap into the Uppertube for 1-2 turns. Install a NEW crush washer and thread on the bottom nut. Torque the bottom nut to 50 in-lb. On RLT & RLC forks, align the set screw of the Lockout Threshold Knob with the drilled feature on the Lockout Threshold Shaft and tighten with a 2 mm hex key wrench.

Step 10 - Unscrew the damper topcap out of the Uppertube and compress the lower leg of the fork upward. Pour into the RIGHT Uppertube 155cc of Fox Fully Synthetic Suspension Fluid (7.5 wt).

Step 11 - Extend the fork. Pour into the LEFT Uppertube 5cc of NEW FOX Float Fluid. Using a 26mm socket, install and torque the left side Air Topcap to 165 in-lb. Using a Fox High Pressure Air Pump, pump air into left side Schrader valve to the recommended air pressure for the rider weight. Install the Blue Air Knob.

Step 12 - Thread the RIGHT side Damper Topcap into the Uppertube. Using a 26mm socket, torque the Damper Topcap to 165 in-lb.

Installing the damper knobs on RL, RLT and RLC:

a) Low-Speed Compression knob on RLC models only: Clean the blue Low-speed compression knob with degreaser and grease the bottom-side groove and detent bump surface. Install the blue Low-speed compression knob so that the groove on the bottom of the knob is positioned over the Aluminum pin in the Damper Topcap.

b) Lockout Lever Installation: Using the blue Lockout Lever as a wrench, screw the Lockout Screw (octagon wrench flats) in the clockwise direction until you feel it stop. Put the Lockout Lever on the lockout screw so that the lever faces approximately 6 o'clock position.

Installing Lockout Lever on RL and RLT models: Using a 1.5mm hex key wrench, lightly tighten each of the 3 set screws on the Lockout Lever. Loosen each set screw 1/4 turn.

Installing Lockout Lever on RLC models: The Lockout Lever and Low-speed compression knob are spring-loaded upward (this is normal). Push down on the lockout lever until you feel it stop. Using a 1.5mm hex key wrench, lightly tighten each of the 3 set screws on the Lockout Lever. Loosen each set screw 1/4 turn.

c) Rebound knob installation: Install the red rebound knob so that the slot feature on the bottom of the knob lines up with the flats on the rebound adjuster shaft. Put on one drop of Blue Loc-tite 242 to the flathead screw. Holding the rebound knob firmly, install and tighten the flathead screw with a 2mm hex key wrench.

WARNING: *Damper internals will be damaged if the rebound knob is not held firmly when tightening the rebound knob screw.*

Step 13 - Adjust all damper knobs as shown below and functionally test damper.

On RL, RLT, RLC forks: Adjust the Lockout Lever to open (3 o'clock) position.

On RLT & RLC forks: Adjust the Lockout Threshold knob to the fully turned in clockwise, then turn 1 click out counterclockwise.

On RLC forks: Adjust the Low-speed compression knob to fully counterclockwise open position.

On ALL forks: Adjust Rebound knob to the fully closed position (0 clicks out from full in clockwise). **Slowly compress fork for 10 deep cycles** to purge air out of damper. The fork should have slow rebound. Adjust Rebound knob to 6 clicks out counterclockwise from full in. Cycle fork again a few strokes. Fork should have faster controlled rebound speed (factory setting). If there is free movement in the fork during compressing or if it makes strange noises, disassemble the fork to check for complete number and orientation of spacers.

On RL, RLT, RLC forks: Close the Lockout Lever to 6 o'clock position and feel the lockout firmness. Lockout lag should be between 2-6mm. Open Lockout Lever. **HAPPY TRAILS!!!**

Service Intervals

Performance, safety and the life-span of FOX FORX depend on maintenance. If you ride in extreme conditions, service and maintain your FOX FORX more frequently.

NOTE: In this manual, reference being made to the left and right side of the fork is from the seated rider's perspective.

Important - Check Before Every Ride

1. Check that quick release skewer is properly adjusted and tight.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the Seal/Uppertube junction. **DO NOT USE A HIGH PRESSURE WASHER ON YOUR FORK.**
3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Please contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. Adjust headset if loose according to manufacturer's recommendations.
5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

FOX FORX require service at the regular intervals shown below.

Item	Each Ride	25 Hours	100 Hours	Annually or 200 Hours	Instructions on Page
Wash and dry exterior	X				
Clean dust wipers & inspect / lube foam rings		X			
Inspect drop-out thickness			X		
Inspect bushings				X	
Change FLOAT Fluid in air chamber (FLOAT, F80 & F100)				X	
Change oil				X	

Required Tools & Supplies	Torque Setting	Needed for:
Safety Glasses	n/a	Eye protection
Bucket / Drain Pan	n/a	Changing oil and/or travel
Paper towels and/or rags	n/a	Absorbing oils & fluids
Plastic faced hammer/mallet	n/a	Tapping bottom shafts
Torque Wrench (Inch pound / Newton centimeter)	n/a	Torquing fasteners
FOX Suspension Fluid	n/a	Travel and/or oil change (all forks)
FLOAT Fluid	n/a	Travel and/or oil change (air forks)
FOX High Pressure Air Pump	n/a	Setting air pressure (air forks)
26mm 6 point socket	165 in-lb (1864 N-cm)	Topcaps
10mm open-end or socket wrench	50 in-lb (565 N-cm)	Bottom nuts
8mm Crowfoot wrench	80 in-lb (904 N-cm)	Brake posts
3/8" Deep socket wrench	45 in-lb (847 N-cm)	Air tank valve (air forks)
Schrader valve core wrench	4 in-lb (45 N-cm)	Valve core (air forks)
2mm Hex-key wrench	11 in-lb (124 N-cm) 4 in-lb (45 N-cm)	Rebound knob (R, RL, RLC, RLT & X) Threshold knob (RLC, RLT & X)
1.5mm Hex-key wrench	Seated, back-off 1/4 turn	Lock-out lever (RL, RLC & RLT)

Bushings Technology and Inspection

FOX FORX use hydrodynamic lubrication. In our system, oil is force fed into the tall slotted bushings during the compression stroke. When the fork cycles up and down the oil is trapped between bushings, upper tubes and seals.

Thermal expansion rates can cause the bushings to close in on the upper tubes causing high friction and binding during normal operation. Correct bushing clearance is critical to prevent binding of fork during normal operation.

Geometric dimensioning and tolerancing is a design practice used to insure parts will work / fit during the manufacturing process. Bushings are sized before installation and rechecked for size after installation. Correct bushing tolerance is a diametric clearance of .0015"-.0090".

Show Room Testing - As you rock the fork back and forth while stopped with the front brake applied, the bushings have only a small amount of lubricant separating the bushing / upper tube. At this time you may notice a small amount of bushing play. Fork bushings must have clearance to perform correctly. Too little clearance will cause high friction, binding or bushing seizure when hot.

Real World Testing - During normal riding conditions, hydrodynamic lubrication occurs when there is a complete separation of the upper tube from the bushing by a thin film of oil. Hydrodynamic lubrication is characterized by very low friction and no wearing of the bushings or shaft since there is no metal to bushing contact. During hydrodynamic lubrication normal bushing clearance will not be noticeable.

Bushings should be checked annually for excessive wear. If excessive fore and aft movement is detected between the upper tubes and lower legs, contact an Authorized FOX Racing Shox Service Center or FOX Racing Shox for further instructions. Grasp the lower legs at the drop outs (axle). Push the fork straight back towards the rear wheel. Then pull it towards you. Next grasp the fork near the upper tube/seal junction and try the same thing. If excessive movement is noticed, refer to page 4 of this manual and contact FOX Racing Shox or an Authorized FOX Racing Shox Service Center.

Drop-out Thickness Inspection

Over time the knurled surfaces of the hub on the front wheel and quick-release skewer wear the drop-out region of the lower leg. (Fig.1)

Inspect and measure the thickness of the dropouts every 6 months or 100 hours that any point on the surface is above the minimum specification of 6.20mm. (Fig. 2)

Replace the lower leg assembly if the drop-out thickness is at the minimum specification or smaller.



Fig. 1 Drop-out



Fig. 2 Measure Drop-out

Seals and Foam Rings

FOX FORX feature a sealing system designed to keep your fork moving smoothly in all conditions. There are two parts to the system - the fork seal and the foam ring. The fork seal features a proprietary scraper lip geometry that keeps dirt out and oil in the fork. The foam ring sits just below the fork seal. It is saturated with oil and in turn applies oil to the upper tube as it passes by. This keeps the fork moving up and down smoothly. While FOX FORX are designed to require minimal maintenance, periodic inspection and cleaning of the fork sealing system is required. It is normal on FOX FORX for a small amount of oil and/or grease to accumulate on the upper tubes. This is necessary to keep the fork working smoothly and to keep out dirt. Further, fork seals are grease packed at the factory. This grease tends to migrate out of the seals during the break-in period.

Bitter Bear says: Store the bicycle upside down. Inverting the fork allows oil to run down to the foam rings and keeps them lubed and ready for your next ride.

Step 1 - Around the perimeter of the fork seals are small notches. Use a small flat blade screw driver in these slots to gently pry the seal from the lower legs of the fork. Once loose, raise them all the way up to the crown on the upper tubes. It is recommended that the tip of the screwdriver be covered with tape or a piece of material to protect the paint on the fork from being damaged.

Step 2 - Wrap a clean rag around the junction of the upper tubes and the lower legs. This will keep dirt out while the seals are being cleaned.

Step 3 - Use a rag to wipe around the outside diameter of the seal. Wipe until clean.

Step 4 - Remove the rags and check the foam rings which will be visible just inside the lower legs. They should be soaked with oil and should not contain any dirt or debris. If the foam rings are dry, use a few cc's of FOX Suspension Fluid to saturate them.

Step 5 - Wipe the upper tubes and slide the seals down into the lower legs. Carefully press the seals into place. A thin flat bladed screw driver can be used to press in between the upper tube and the fork brace. It is recommended that the blade of the screw driver be covered with tape or a rag to prevent damage to the seal. Inspect that seal is firmly seated against top surface of the lower leg.

Step 6 - Wipe off any excess oil and cycle the fork a few times to check for proper operation.

Service & Warranty Instructions

FOX Racing Shox is pleased to offer 48-hour* turnaround for product service, provided the following steps are taken.

1. In the U.S.A. contact FOX Racing Shox at 800.FOX.SHOX to obtain a Return Authorization (R.A.) Number and shipping address. Outside the U.S.A contact the appropriate International Service Center. Please refer to the list on the Back Cover of this manual, www.foxracingshox.com or contact FOX Racing Shox to determine the Service Center nearest you.
2. Satisfactory proof of purchase receipt is required for warranty consideration.
3. Mark the Return Authorization (R.A.) Number and the Return Address clearly on the outside of the package and send to FOX Racing Shox or your International Service Center with shipping charges pre-paid by sender.
4. Include a description of the problem, bicycle information (manufacturer, year and model), type of FOX product, spring rate and return address with daytime phone number.

Warranty Policy

The factory warranty period for your fork is one year (two years in countries in the EU) from the original date of purchase of the bicycle or fork. A copy of the original purchase receipt must accompany any fork being considered for warranty service. Warranty is at the full discretion of FOX Racing Shox and will cover only defective materials and workmanship. Warranty duration and laws may vary from state to state and/or country to country. Parts, components and assemblies subject to normal wear and tear are not covered under this warranty.

FOX Racing Shox reserves the right to all final warranty or non-warranty decisions.

General Exclusions from this warranty shall include but are not limited to any failures caused by:

Installation of parts or accessories that are not qualitatively equivalent to genuine FOX Racing Shox parts.

Abnormal strain, neglect, abuse and/or misuse.

Accident and/or collision damage.

Modification of original parts.

Lack of proper maintenance.

Shipping damages or loss (purchase of full value insurance is recommended).

Damage to interior or exterior caused by improper cable routing, rocks, crashes or improper installation.

Oil changes or service not performed by FOX Racing Shox or an Authorized Service Center.

Specific Exclusions from this warranty shall include:

Parts replaced due to normal wear and tear and/or routine maintenance.

Parts subject to normal wear and tear and/or routine maintenance:

Bushings

Seals

Suspension fluids

Drop-outs

Disc brake tabs

FOX Racing Shox makes no other warranty of any kind, expressed or implied. All implied warranties of merchantability and fitness for a particular purpose which exceed the obligations and time limits stated in this warranty are hereby disclaimed by FOX Racing Shox and excluded from this warranty.

Warranty Q & A

Q. What costs are my responsibility during the warranty period?

A. The customer is responsible for all costs of maintenance services, non-warranty repairs, accident and collision damages, oil, seals, bushings and reducers, and mounting hardware.

Q. What are some examples of "abnormal" strain, neglect or abuse?

A. These terms are general and overlap each other in areas. Specific examples are: Hucking, ghost riding, big drop, stunt / dare-devil riding, riding with broken parts, riding without oil in fork, wrong spring rate, etc.

Q. Does the warranty cover incidental costs such as shipping or transportation?

A. No. The warranty is limited to repair of materials and/or workmanship.

Q. May I perform any or all of the recommended maintenance shown in the owner's manual?

A. You may perform seal and suspension fluid maintenance as well as bushing and drop-out inspections. If bushings or drop-outs are worn, they should be replaced by FOX Racing Shox or an Authorized Service Center.

Q. May I perform service and repairs on my fork?

A. FOX FORX are mostly end user serviceable. Oil and travel changes and damper or spring replacement can be performed by the consumer. To ensure peak performance, extensive repairs and service to the fork should be performed by a qualified bicycle suspension mechanic, FOX Racing Shox or an Authorized Service Center. If in doubt as to whether or not you are capable of fixing your fork, contact FOX Racing Shox or an Authorized Service Center.

Disclaimer

FOX Racing Shox is not responsible for any damages to you or others arising from riding, transporting, or other use of your fork or bicycle. In the event that your fork breaks or malfunctions, FOX Racing Shox shall have no liability or obligation beyond the repair or replacement of your fork pursuant to the terms outlined in the warranty provisions of this manual.

Contact Information

FOX Racing Shox Phone: 831.274.6500
130 Hangar Way North America: 800.FOX.SHOX (369.7469)
Watsonville, CA 95076 Fax: 831.768.9312

E-mail: service@foxracingshox.com

Website: www.foxracingshox.com

Business Hours: Monday-Friday 8AM-5PM Pacific Time

Method of Payment

Visa, MasterCard and/or Cashier's Check

Method of Shipping

FOX Racing Shox uses UPS Ground service within the USA.

Tuning Notes: