



09 FOX RACING SHOX OWNER'S MANUAL FORKS AND SHOCKS



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Welcome to FOX Racing Shox & FOX-Help

Thank you for choosing FOX Racing Shox for your bicycle. By doing so, you have chosen the finest suspension product in the world. FOX products are designed, tested and manufactured in Santa Cruz County, California by the best people in the industry.

Warning! FOX bicycle products are not designed or manufactured for use on any motorized bicycle, motorized cycle or motorized vehicle, or for use on any vehicles carrying more than one operator/rider, such as tandem bicycles. Any such use constitutes misuse, which may result in property damage, serious injury or death, and will void all FOX warranties.

FOXHelp—the web browser-based help system and owner’s manual—provides you with in-depth information to help you set up, use, and maintain your FOX Racing Shox product.

Please read the following pages before using FOXHelp:

1. Welcome to FOX Racing Shox!
2. Using FOXHelp
3. Important Safety Information
4. Consumer Safety
5. Product Registration
6. Product Selector

You can also access FOXHelp directly from the [FOX Racing Shox website](#).

Note: The Web site gives you access to the latest service help information, but it requires a broadband connection to the Internet.

Please read this manual before setting up, using, maintaining, and servicing your FOX Racing Shox product. FOX Racing Shox recommends that you at least read the first six pages of FOX-Help.

Warnings

Warnings are highlighted in bold, black italicized text with a red *Warning!*, as shown below. The information displayed in a warning will aid you with avoiding serious or fatal injury.

Warning! Warnings are shown in this format.

Cautions

Cautions are highlighted in bold, black italicized text with a magenta *Caution*, as shown below. The information displayed in a caution will aid you with preventing damage to yourself or your equipment, or both.

Caution: Cautions are shown in this format.

Notes and Tips

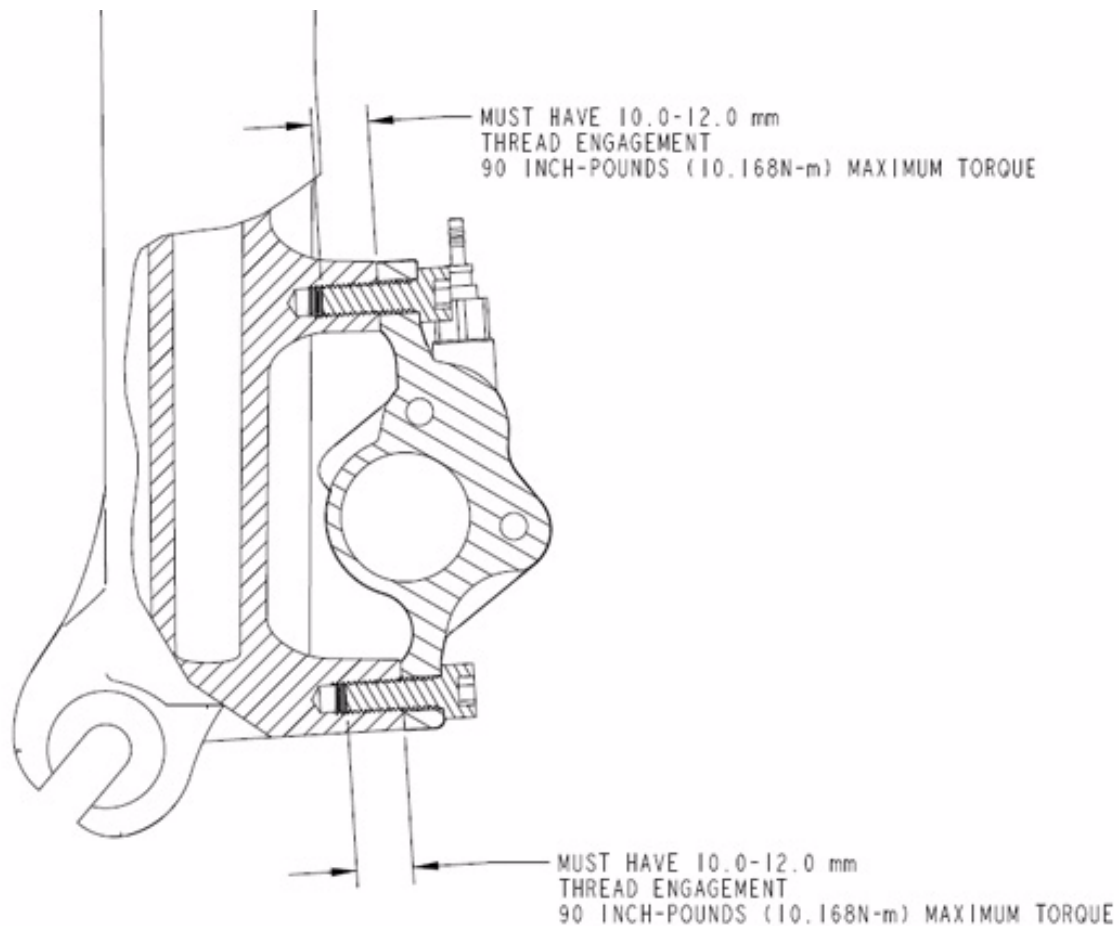
Notes and tips to assist you with various procedures are highlighted in bold, black italicized text with a blue *Note*, as shown below. The information displayed in a note or tip will offer you suggestions about a procedure that can be done differently, or that can possibly save you some time—but never in an unsafe manner.

Note: Notes and tips are shown in this format.

Forks

- Verify that the brakes on your bicycle 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 disc brakes designed by the manufacturer for use on your particular FOX product. For example, "V"-style brakes **cannot** be used on FOX 36 or FOX 40 forks. Do not route brake cables or housing through the stem.

Note: *IMPORTANT: the disc brake caliper mounting bolts must have 10-12 mm of thread engagement with the fork. Be sure these mounting bolts are torque wrench tightened to the manufacturer's specification. In any case, the disc brake caliper mounting bolt tightening torque level must never exceed 90 in-lb.*



- If your fork loses oil, tops out excessively or makes unusual noises, immediately stop riding and contact FOX Racing Shox or an Authorized Service Center for inspection; see ["Contact FOX" on page 321](#). Continued use of the fork can cause loss of control and serious or fatal injuries. Some noises such as spring rattle, oil flow and minor clicks are normal, however.

- Use FOX Racing Shox replacement parts only. Using aftermarket parts of another brand with your FOX product will void its warranty.

Warning! *Aftermarket replacement parts can also cause structural failure resulting in loss of control and serious or fatal injuries.*

- **32 mm Forks:** If mounting the bicycle in a carrier designed to hold a fork by its dropouts, use caution to not tilt the bicycle to either side. Tilting the bike with the dropouts 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, Authorized Service Center, or by FOX Racing Shox.

Warning! *A fork leg or dropout failure can cause loss of control and serious or fatal injuries.*

- **36 & 40 Forks:** If mounting the bicycle in a carrier designed to hold a fork by its dropouts, use caution to not tilt the bicycle to either side. Tilting the bike with the dropouts in the carrier can cause structural damage to the fork. Ensure that the fork is fastened securely with the **bike carrier's thru-axle mount**, and that the rear wheel is properly held.
 - **40:** The four axle pinch-bolts must be torqued to specification when mounting to the bike carrier (see cautionary note below).
 - **36:** Slide axle in through both dropouts and thread the axle until hand tight. Rotate axle levers to closed position and push until it has clicked in. If the bicycle ever tilts or falls from a bicycle carrier, do not ride it until it is examined by a qualified dealer, an Authorized Service Center or FOX Racing Shox. A fork leg or dropout failure can cause loss of control and serious or fatal injuries.

Caution: *Tighten the pinch bolts and axle on the FOX 40 to 19 in/lb. (215 N-cm) with a torque wrench.*

- FOX forks do not include reflectors for on-road use. FOX forks are designed for use 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.
- Except for the **FOX 40**, all FOX forks have a crown/steerer/upper tube assembly. These parts are pressed together (in the case of the **FOX 40**, the lower crown and steerer are pressed together) in a one-time, precision press-fit operation. Replacement of any of these parts requires a completely 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 the threadless steerers.**

Warning! *Modifying the crown/steerer/upper tube assembly as described here can cause the rider to lose control of the bicycle resulting in serious or fatal injuries.*

- The total height of spacers used on a FOX steerer tube should never exceed 30 mm.
- After riding in salt-abundant areas (e.g., ocean, salted roads in winter, etc.), completely rinse your bicycle off to prevent corrosion.

Rear Shocks

- If the shock ever loses oil or makes unusual noises, stop riding and have the shock inspected by a qualified technician.

Warning! *A broken or malfunctioning shock can result in loss of control and serious injury or death.*

- Do not modify your bike frame or shock. Use only genuine FOX Racing Shox parts.

Warning! *Modification, improper service or use of aftermarket replacement parts voids the warranty and could cause the shock to malfunction, and can result in loss of control and serious injury or death.*

- Follow schedule maintenance recommendations. Shock service should be performed by FOX Racing Shox in the USA or an Authorized Service Center outside the USA. The exception is air sleeve and mounting hardware service and maintenance, which can be performed by the consumer or a dealer.
- FOX Racing Shox contain a nitrogen charge. Do not pry out the white nylon (plastic) plug at the body eyelet end of the shock. The charged portion of the shock should only be opened by a FOX Racing Shox technician.

Warning! *Opening a nitrogen pressurized shock can be dangerous and can result in serious injury or death.*

- On air shocks, the portion of the shock charged with nitrogen does not need to be opened to perform air sleeve service.
- After riding in salt-abundant areas (e.g., ocean, salted roads in winter, etc.), FOX recommends completely rinsing off your bicycle to prevent corrosion.

Warning! *Do not attempt to pull apart, open, disassemble or service a shock if it is compressed or has not returned (will not return) to its original neutral length (no load on the shock). This can result in serious injury or death.*

Consumer Safety

As a consumer and supporter of FOX Racing Shox, please be aware of the importance of setting up your product correctly to ensure safe and trouble-free performance. It is a good idea to keep your receipts with the owner's manual booklet, and refer to it for service and warranty issues. FOX recommends that a qualified technician install your FOX product on your bicycle. To ensure your safety, FOX recommends the following:

- Keep your bicycle and suspension system in optimal working condition:
 - Assure bicycle readiness...is your bicycle properly adjusted?
 - Check the brakes before riding
 - Check your wheels..."quick release" wheels should be securely fastened
- Wear protective clothing, eye protection, and always fasten your helmet before you ride.
- Know and ride within your limits.

- Follow IMBA's Rules of the Trail. For more information, go to www.imba.com.
 - Ride on open trails only
 - Leave no trace
 - Control your bicycle
 - Always yield trail
 - Never scare animals
 - Plan ahead

Product Registration

Registering your FOX product provides you with benefits, which include:

- Important information regarding your product.
- E-mail newsletters regarding the latest events at FOX Racing Shox.
- Other cool benefits that we haven't yet dreamed of.

You can register your fork [online](#).

Installing a 32 mm Fork

Note: *This installation procedure also applies to FOX F29 forks.*

FOX Racing Shox highly recommends that a qualified bicycle technician install your FOX fork on your bicycle.

Warning! *Improperly installed forks are dangerous, and can cause loss of control and serious or fatal injuries.*

Read this section in its entirety before beginning the installation process of your FOX fork.

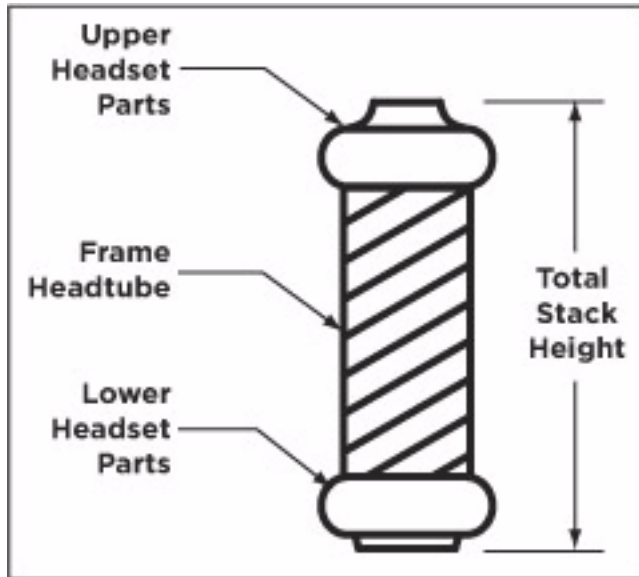
To install a FOX 32 mm fork on your bicycle:

1. Remove the old fork from the bicycle.
2. Remove the crown race from the old fork.
3. Measure the steerer tube length of the old fork. Transfer this measurement to your new FOX fork's steerer tube. If there is no old fork to measure by, cut the steerer to the proper length with the following procedure:
 - a. Install the new fork on the bicycle using all of the headset parts. Use a crown race setter to install the crown race firmly against the top of the crown.
 - b. Install the headset spacers (these might not be required) and stem on the steerer, and lightly tighten the stem clamp bolt(s).
 - c. Mark the steerer tube with a scribe at the top edge of the stem.
4. If it is necessary to cut the steerer tube, **measure twice and cut once!** It is recommended that a cutting guide be used when cutting the steerer tube. If the steerer has any nicks or gouges, the crown/steerer/upper tube assembly must be replaced.

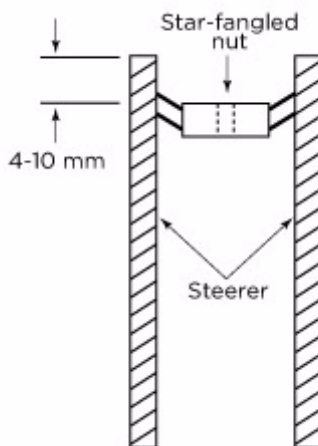
Warning! *A nick or gouge can cause the steerer to fail prematurely, and cause loss of control of the bicycle and serious or fatal injuries.*

5. Remove the new fork from the bicycle and cut the steerer tube ~4-10 mm below the scribed mark. This ~4-10 mm of clearance allows room for the stem cap to lightly tension the headset, to eliminate any free play. Refer to your stem manufacturer's instructions to be sure there will be enough clamping surface for the stem.
6. Use a flat file to de-burr the outer and inner top edges of the newly cut steerer tube.
7. **Install the star-fangled nut:** with a star-fangled nut installation tool, install the star-fangled nut into the steerer to the proper depth.

Note: *The total height of spacers used on a FOX steerer tube should never exceed 30 mm.*



8. Using a crown race setter to install the crown race firmly against the top of the crown.
9. Install all headset parts and stem spacers (if these spacers are required).
10. Torque the star-fangled nut to the stem manufacturer's specifications, and also torque the stem clamping bolt(s) to specification at this time.
11. The headset should be so well adjusted that it turns freely without drag or free play.
12. Re-install the brakes and adjust the brake pads according to the brake manufacturer's instructions.
13. If your fork is a disc brake-only model, route the front disc brake hose through the supplied disc brake hose guide. The disc brake hose guide is assembled as shown in the drawings below.
14. Tighten the M3 x 12 disc brake hose guide screw with a 2.5 mm-hex key wrench and torque to 8 in-lb (90 N-cm).



Brakes

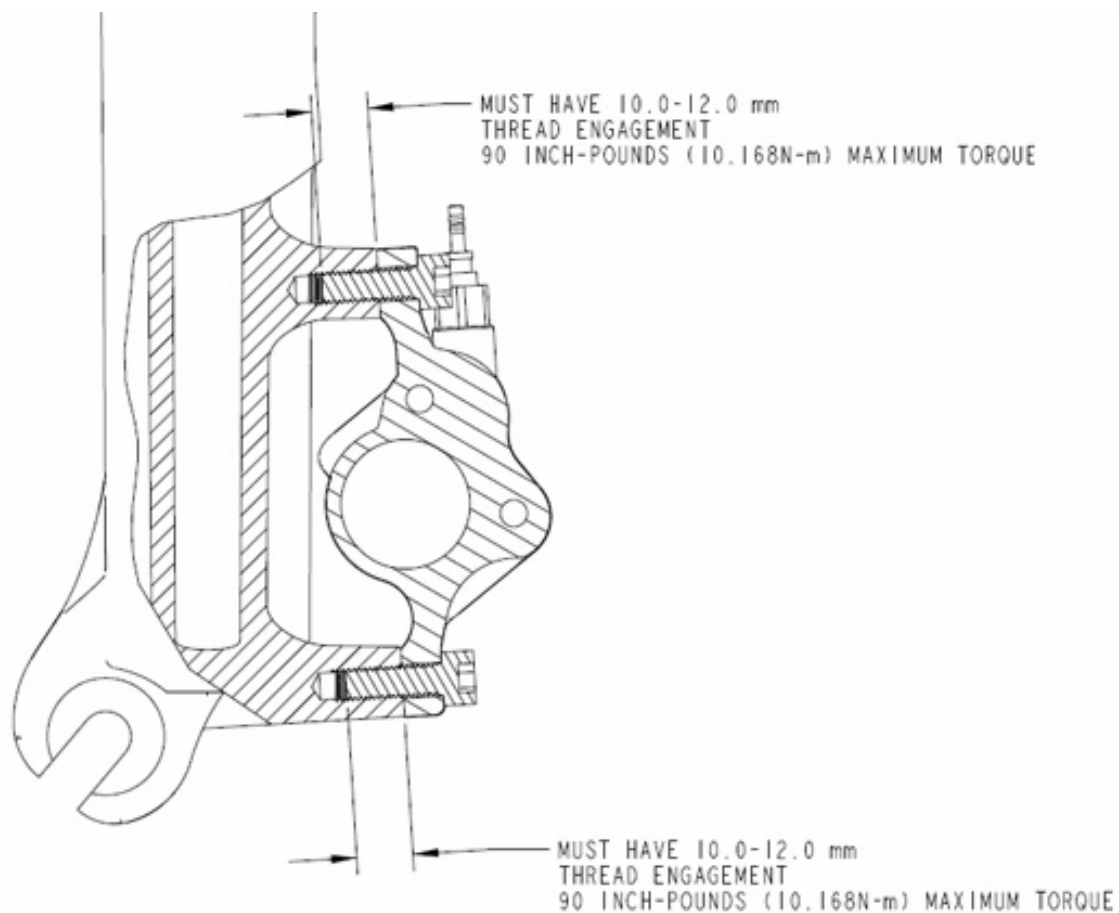
Linear-pull

Linear-pull brakes (i.e., V-brakes) can be used on FOX 32 mm forks equipped with brake posts. Install and adjust linear-pull brakes according to the manufacturer's instructions. Test brakes for proper operation on flat land. Since FOX 32 mm forks use a hangerless lower leg design, cantilever style brakes cannot be used.

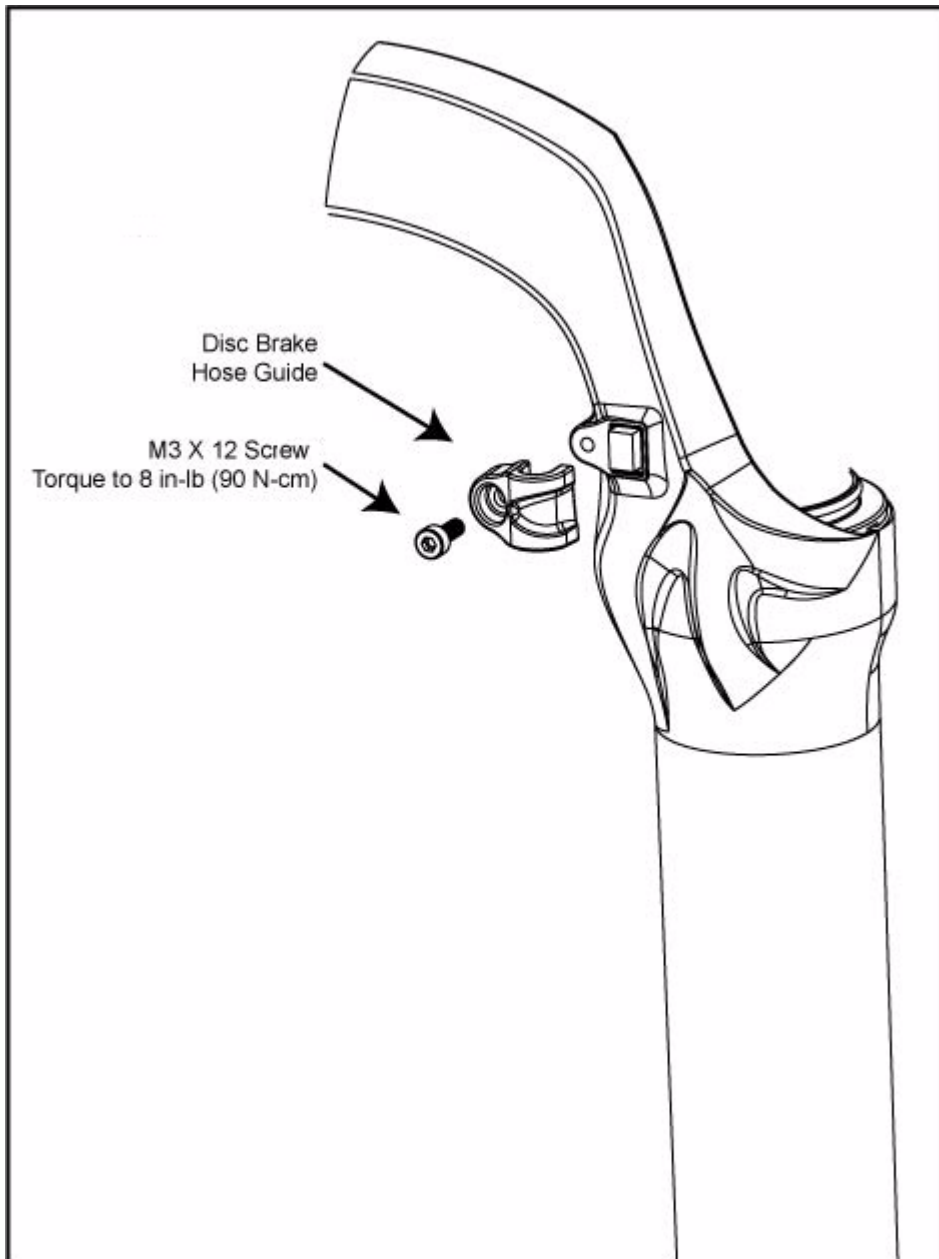
Disc

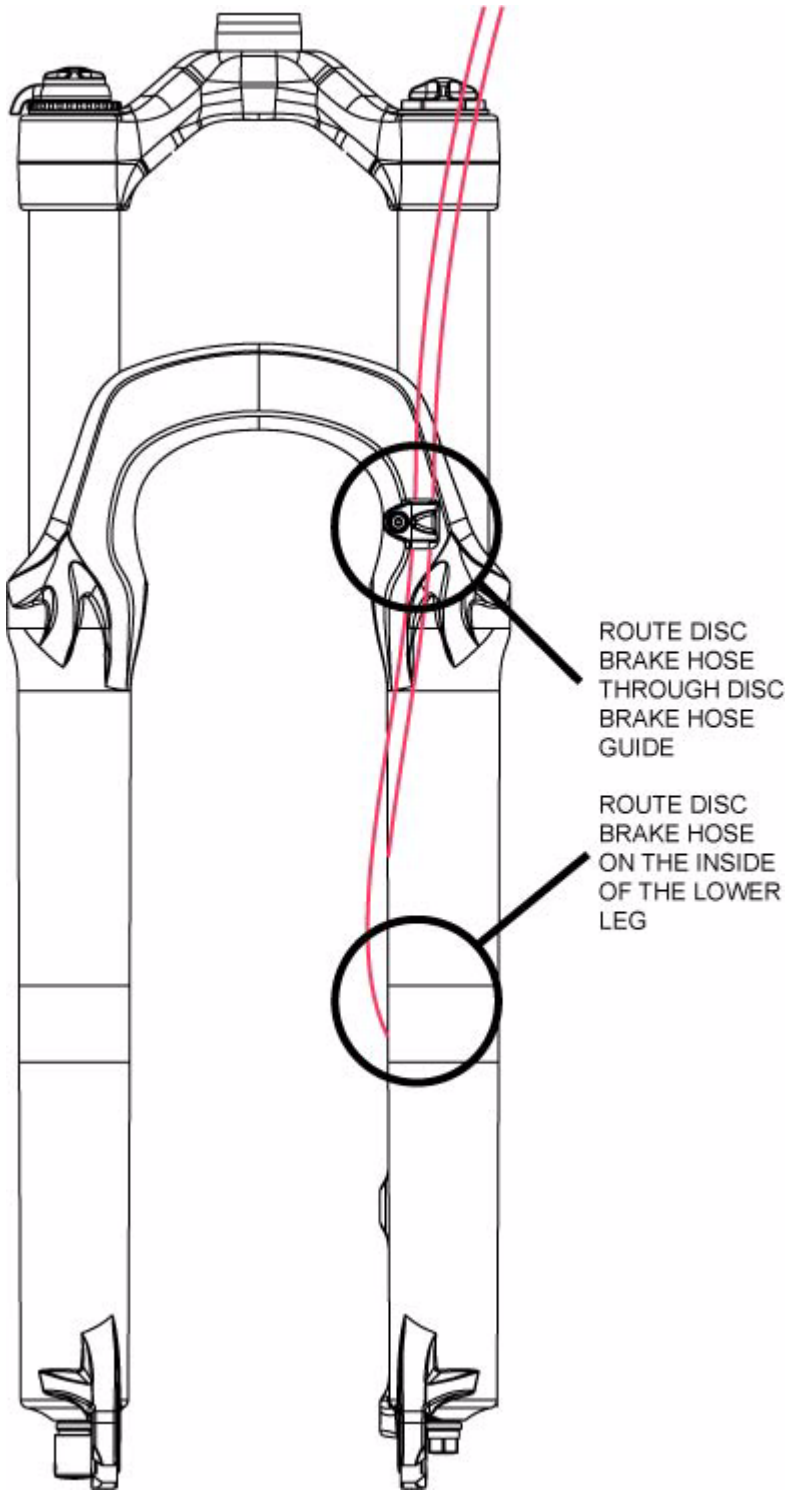
Disc brakes with 160 – 203 mm rotors can be used on FOX 32 mm forks. Do not use rotors larger than 203 mm. Install disc brakes and torque all fasteners according to manufacturer's specifications.

Caution: IMPORTANT: the disc brake caliper mounting bolts must have at least 10-12 mm of thread engagement with the fork. Be sure these mounting bolts are torque wrench tightened to the manufacturer's specification. In any case, the disc brake caliper mounting bolt tightening torque level must never exceed 90 in-lb.



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.





Caution: Torque calipers to brake manufacturer's specifications.

Mount the front wheel. Check that the quick-release nuts sit in the fork dropout counterbores. 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

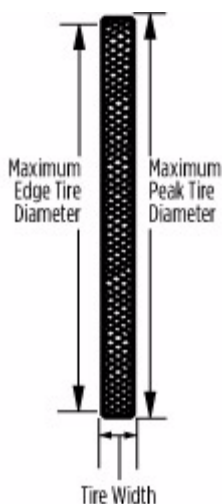
For 26" Wheels

FOX 32 mm forks will accept tire 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 using the following method.

Determining correct tire size

With the tire installed and inflated on the rim, measure the following three dimensions:

- Maximum Peak Tire Diameter = 686 mm = 27.00 inch
- Maximum Edge Tire Diameter = 652 mm = 25.67 inch
- Maximum Tire Width = 61 mm = 2.40 inch



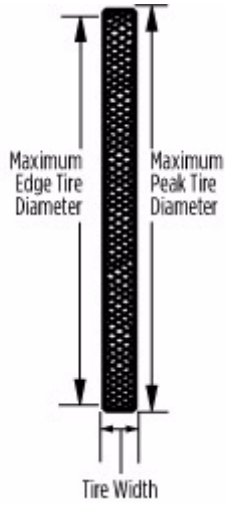
For 29" Wheels

FOX F29 forks will accept tire sizes up to 2.30 inches wide. Any tire larger than 29 x 2.30 must be checked for clearance using the following method.

Determining correct tire size

With the tire installed and inflated on the rim, measure the following three dimensions:

- Maximum Peak Tire Diameter = 744 mm = 29.29 inch
- Maximum Edge Tire Diameter = 713 mm = 28.07 inch
- Maximum Tire Width = 58.5 mm = 2.30 inch



Warning! Do not use a tire if any measurement exceeds the maximum dimensions shown above. Using larger tires is not recommended and can cause serious or fatal injuries.

WHEREVER YOU RIDE.



Installing the 32 mm 15QR Axle System



Warning! Some models of FOX forks are equipped with the 15QR axle system to help facilitate easy installation and removal of the bicycle front wheel assembly. Failure to properly install the 15QR axle and wheel onto your bicycle could cause the wheel to become detached from the bicycle while you are riding, and result in serious or fatal bodily injury. Before using, carefully read the 15QR instructions in your owner's manual. If you have any questions, ask your dealer for further instruction and training.



Caution: Use extra caution to keep your fingers away from the rotating disc brake rotor when installing or servicing the front wheel. The rotor is sharp enough to inflict severe injury to your fingers if caught in the openings of the moving rotor.



Caution: The calipers and rotor will become very hot when the brakes are normally operated. Do not touch them while riding or immediately after dismounting from the bicycle, or you may get burned. Ensure that the brake components have cooled down sufficiently, before attempting to adjust or service your disc brakes.

Installation Instructions

Before beginning the installation procedure, take note of the following points that would indicate a successfully installed 15QR Axle System.

Criteria for a Successful Installation

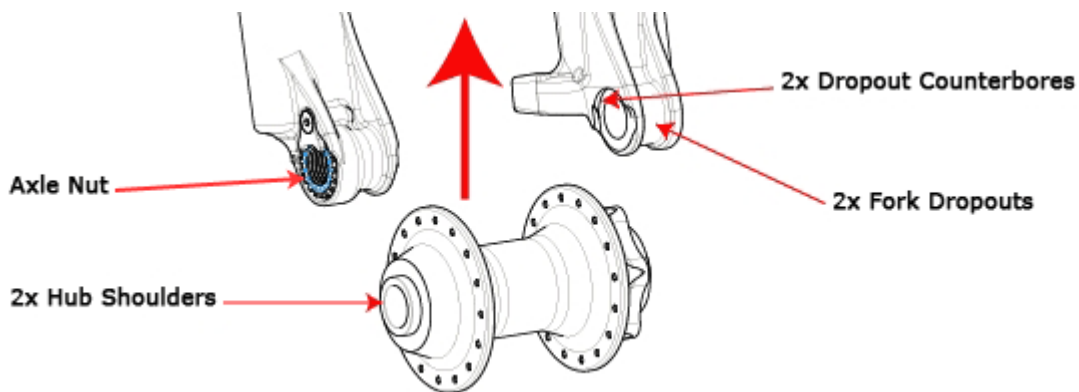
- The point of resistance when the 15QR lever cam starts to engage and tighten must be where the lever is parallel to the 15QR axle when closing the 15QR lever by hand; see [Figure 4: "15QR Lever Resistance Point" on page 26](#).
- The 15QR lever must be secured by the use of hand strength only. No hand tools should ever be used; see [Figure 5: "Closing the 15QR Lever" on page 26](#).
- The side of the lever with the inscription "CLOSED" must be facing outwards from the wheel, and the 15QR lever must be positioned between one (1) and twenty (20) mm forward of the fork leg; see [Figure 6: "Correct Orientation of the Closed 15QR Lever" on page 27](#).

1. Position your front wheel into the dropouts of the lower fork leg. As you are installing the front wheel, be sure to squarely position the brake rotor in between the brake pads of the disc caliper. The **hub shoulders** should seat squarely and firmly in the **dropout counterbores**.



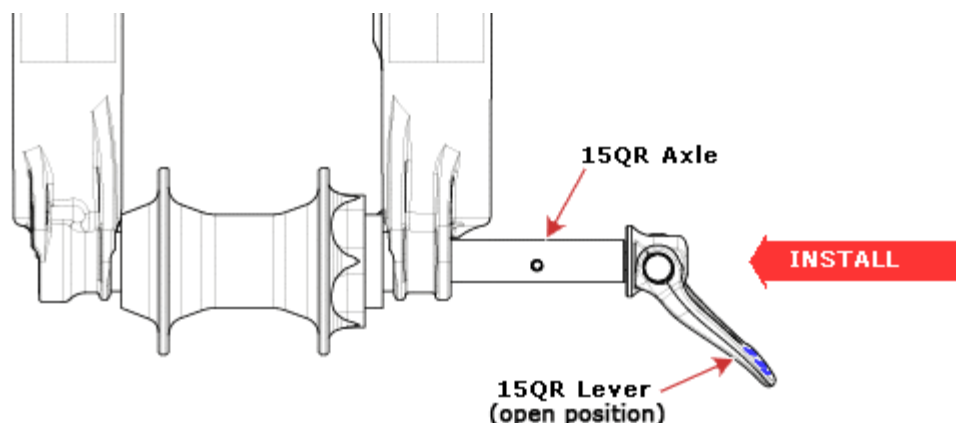
Warning! Dirt and debris can accumulate between the fork axle openings; always check and clean this area when installing the wheel. Dirt and debris can compromise the security of the axle system, potentially leading to serious or fatal bodily injury. Improper hub and axle installation can result with serious or fatal bodily injury.

Figure 1: Inserting the Wheel into the Fork Dropouts



2. Insert the 15QR axle into the right side of the fork dropout and slide it all the way through the hub, until you contact the **axle nut** on the other side (see [Figure 1: "Inserting the Wheel into the Fork Dropouts"](#) and [Figure 2: "Inserting the 15QR Axle"](#)). The term "right side" here means from the perspective of the rider looking at the front of the bicycle.

Figure 2: Inserting the 15QR Axle

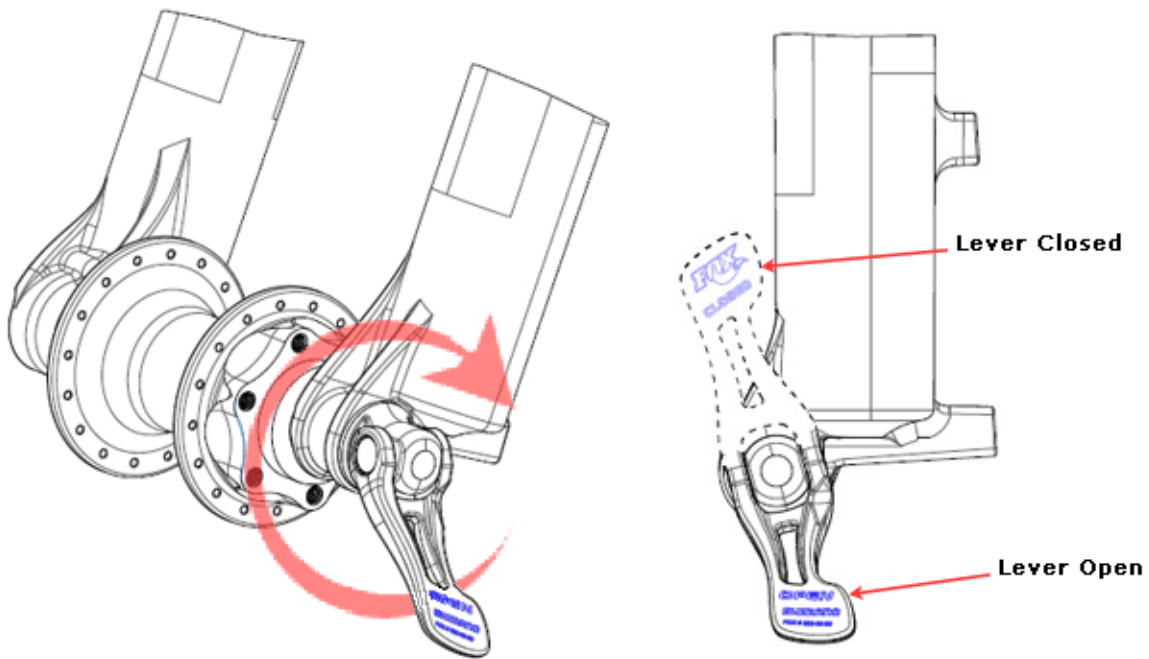


3. Thread the 15QR axle into the axle nut five to six (5-6) complete turns, orienting the axle such that the open 15QR lever arrives positioned below the fork leg, as shown in the image on the left in [Figure 3: "Tighten and Close the 15QR Lever" on page 25](#). This step will en-

sure that when the 15QR lever is closed, it will be positioned properly forward of the fork leg.

Note: Do not thread the 15QR axle into the axle nut beyond the five to six (5-6) complete turns, or it will begin to bind into the 15QR lever-side fork dropout.

Figure 3: Tighten and Close the 15QR Lever

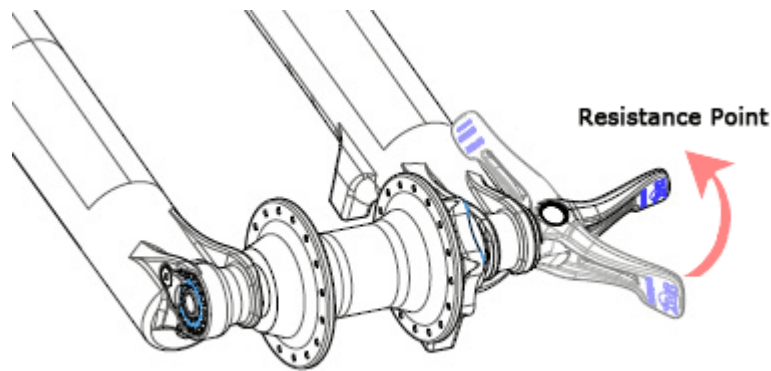


4. Move the 15QR lever from the open towards closed position, to test whether the cam resistance of the 15QR lever starts to be felt when the lever lines up parallel to the 15QR axle (see [Figure 4: "15QR Lever Resistance Point" on page 26](#)). If the resistance point is not felt where the 15QR lever is parallel to the axle, the axle nut orientation needs to be readjusted. For the instructions how to do this, see the ["15QR Axle Lever Cam Tension Adjustment"](#) section.



Warning! Improper adjustment of the axle nut can lead to serious or fatal bodily injury!

Figure 4: 15QR Lever Resistance Point



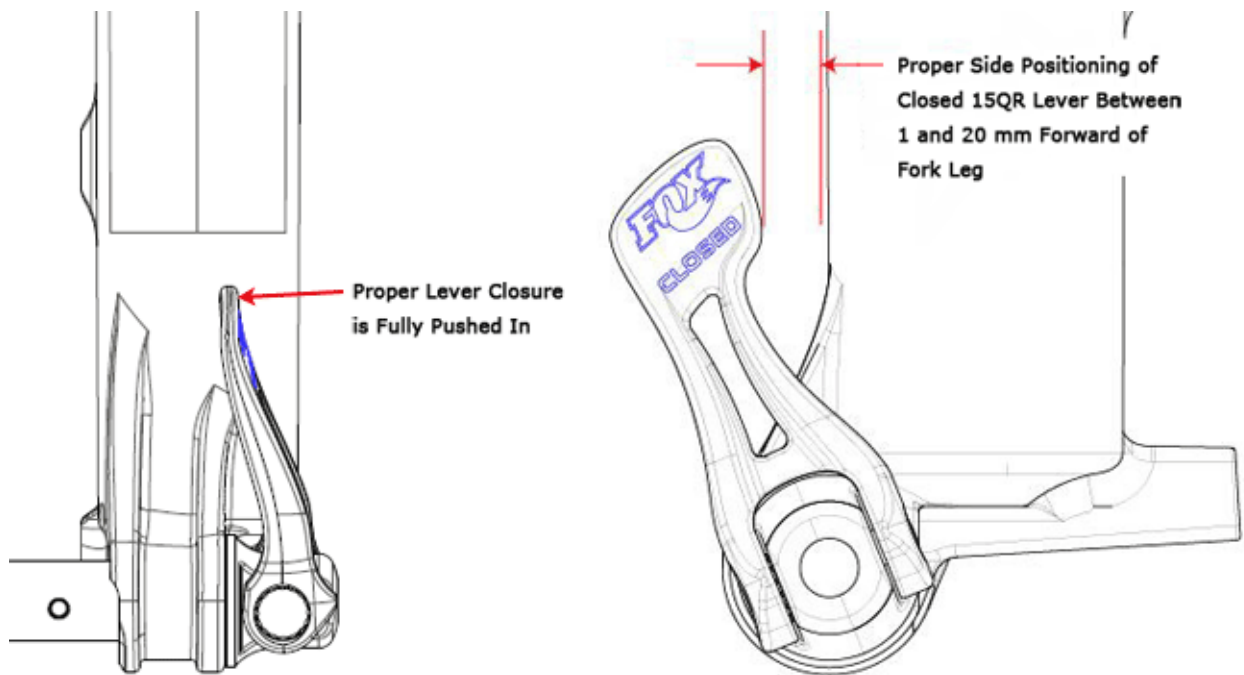
5. With **hand strength only**, push the 15QR lever to the fully closed position with the palm of your hand. Do not use any kind of hand tool to increase leverage; see [Figure 5: "Closing the 15QR Lever"](#). When closed, the lever must be in the **CLOSED** orientation, as shown in [Figure 6: "Correct Orientation of the Closed 15QR Lever" on page 27](#). The 15QR lever mechanism is an over-center cam system, which is very similar to quick release hub systems common in the bicycle industry.

Figure 5: Closing the 15QR Lever



Warning! Never use any other tool to tighten the 15QR lever onto the lower legs. Over-tightening the 15QR lever can damage the axle, axle nut or fork dropouts, potentially leading to sudden failure resulting with serious or fatal bodily injury.

Figure 6: Correct Orientation of the Closed 15QR Lever



The 15QR lever should be fully pushed in to close, the side of the lever with the engraved inscription **CLOSED** must be facing outwards from the wheel, and the lever must be positioned between one (1) and twenty (20) mm forward of the fork leg, as shown in [Figure 6: "Correct Orientation of the Closed 15QR Lever"](#).



Caution: Positioning the closed 15QR lever below the fork leg dropout may leave it vulnerable to hitting an object, posing a potential risk of quickly loosening the axle. If you position the closed 15QR lever in front of the fork leg, this potential hazard may be reduced.

15QR Axle Lever Cam Tension Adjustment

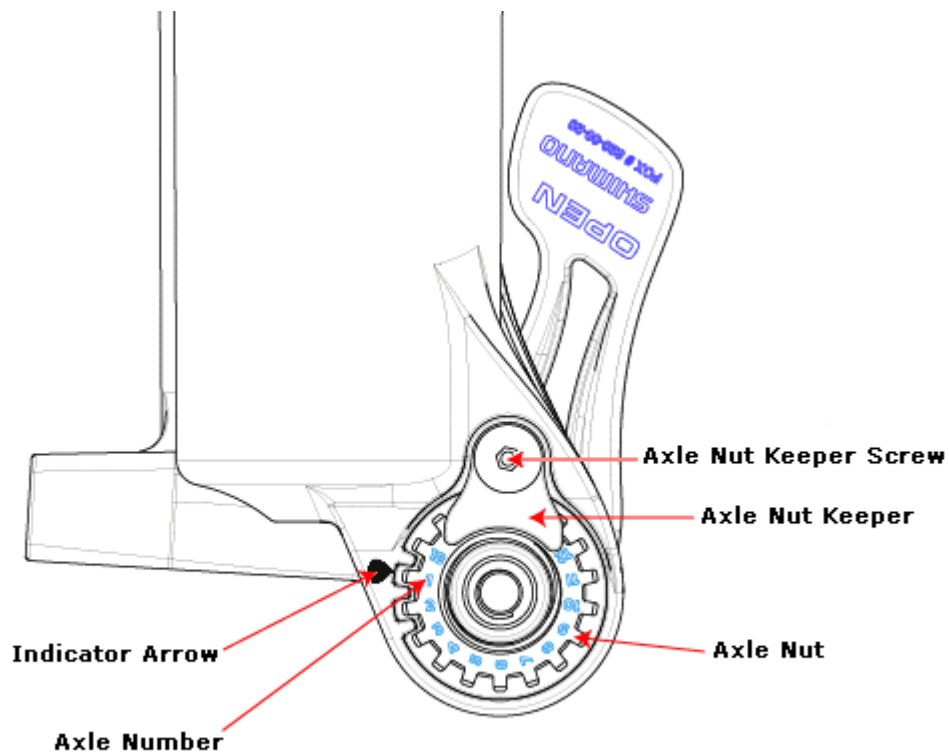


Warning! Improper adjustment of the axle nut can lead to serious or fatal bodily injury! Follow these instructions very carefully.

If the 15QR lever cam tension is either **too loose** or **too tight** when the 15QR lever is positioned between one (1) and twenty (20) mm forward of the fork leg when it's closed (as shown in [Figure 6: "Correct Orientation of the Closed 15QR Lever" on page 27](#)), use the following procedure to correct this misadjustment.

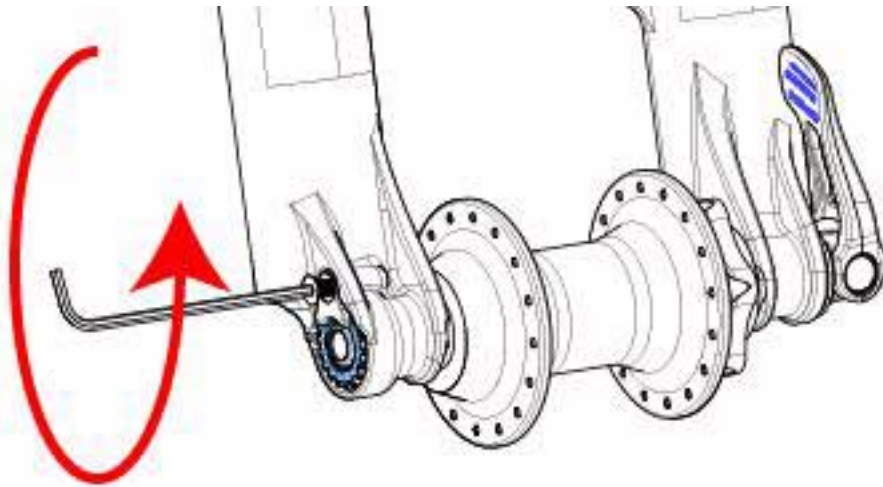
1. Write down the **axle number** engraved on the **axle nut**, which is pointed to by the **indicator arrow** on the fork leg; see [Figure 7: "Dropout Indicator Arrow and Axle Number" below](#).

Figure 7: Dropout Indicator Arrow and Axle Number



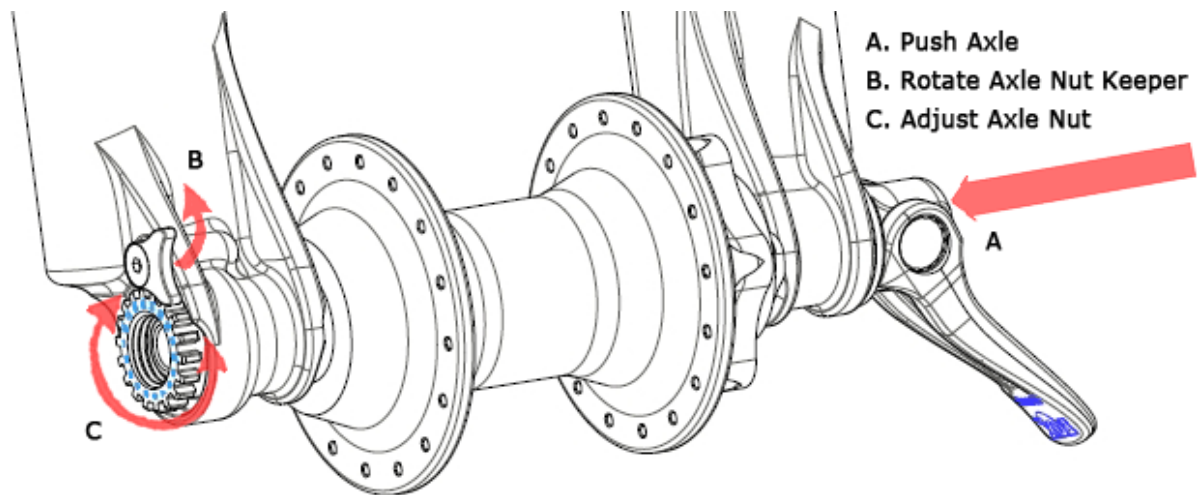
2. With a 2.5 mm hex key wrench, loosen the **axle nut keeper screw** approximately four (4) turns, but do not completely remove the screw; see [Figure 8: "Loosening the Axle Nut Keeper" on page 29](#).

Figure 8: Loosening the Axle Nut Keeper



3. Move the 15QR lever to the **OPEN** position and unscrew the 15QR axle approximately four (4) turns.
4. With the 15QR lever in the **OPEN** position, push the 15QR axle in from the lever side of the fork. With this action, the axle nut keeper will be pushed out of its splined recess. Rotate the nut keeper out of the way, while continuing to push on the 15QR axle (see [Figure 9: "Adjusting the Axle Nut"](#) below).

Figure 9: Adjusting the Axle Nut



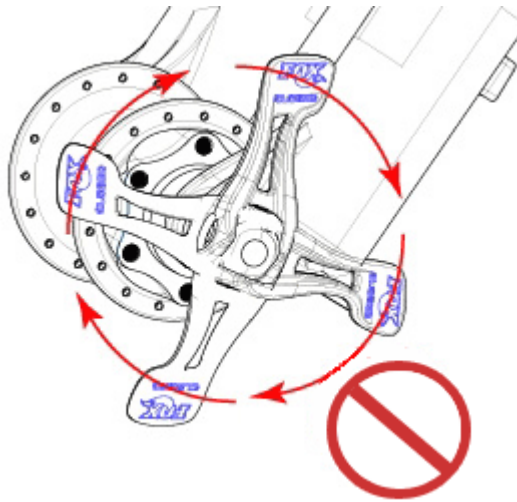
5. Turn the axle nut clockwise to a **higher number to increase** the 15QR lever cam tension when the 15QR lever is closed, or counter-clockwise to a **lower number to decrease** the 15QR lever cam tension when the 15QR lever is closed.
6. With the axle nut newly adjusted, push it back into the splined fork recess. Double-check your changed axle nut number, to ensure your intended 15QR lever tension adjustment.
7. Return the axle nut keeper into place and apply eight (8) in-lb (90 N-cm) of torque to tighten the axle nut keeper fixing screw.

8. To safely secure your front wheel into the fork, repeat the *"Installation Instructions"* for the 15QR Axle System until the result shown in *Figure 6: "Correct Orientation of the Closed 15QR Lever" on page 27* is achieved.



Caution: After closing the 15QR axle lever, do not attempt to re-position or spin the lever, as either of these actions can cause the axle to dangerously loosen.

Figure 10: 15QR Axle Lever Warning



Warning! Never attempt to install the 15QR axle system by only rotating the 15QR lever to tighten and fasten. This will not be sufficient means to safely attach the wheel, and can result in serious or fatal bodily injury.

Items To Inspect Before Every Ride

Always check your front 15QR and rear quick release levers before riding, to verify that you have installed your wheels correctly and safely. Before every ride, inspect the proper tension level of your 15QR lever by opening and closing the lever by hand. If you are not certain as to whether you have your 15QR lever adjusted and tightened correctly, repeat the 15QR Axle System installation instructions.

It is very important to be sure that you have pushed the 15QR lever fully to the **CLOSED** position. The side of the lever with the inscription **CLOSED** must be facing outwards from the wheel, and the axle lever must be positioned between one (1) and twenty (20) mm.

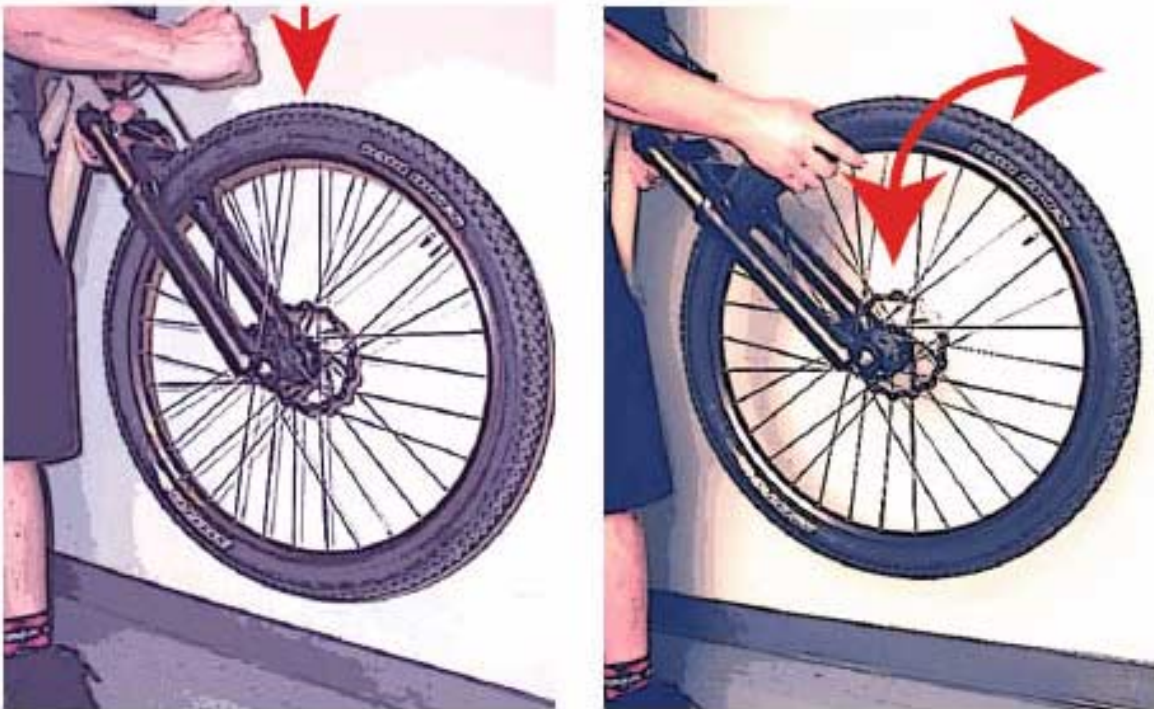
As shown in *Figure 4: "15QR Lever Resistance Point"* on page 26 and *Figure 5: "Closing the 15QR Lever"* on page 26, the 15QR lever must:

- always be closed by using **hand strength only**
- always engage tension at the correct resistance point, which is approximately when it's positioned parallel with the hub
- **never** be only rotated to secure the wheel

As you rotate and inspect your wheels, verify that your brake disc rotor, hub or rotor bolts do not interfere with any other component. If you are not familiar with adjusting your disc brakes, see the brake manufacturer's instructions.

Before every ride, lift up the front end of the bicycle to suspend the wheel off the ground to give the top of the tire a few sharp downward blows. The wheel should not be loose at all; wiggle the wheel side-to-side to confirm this.

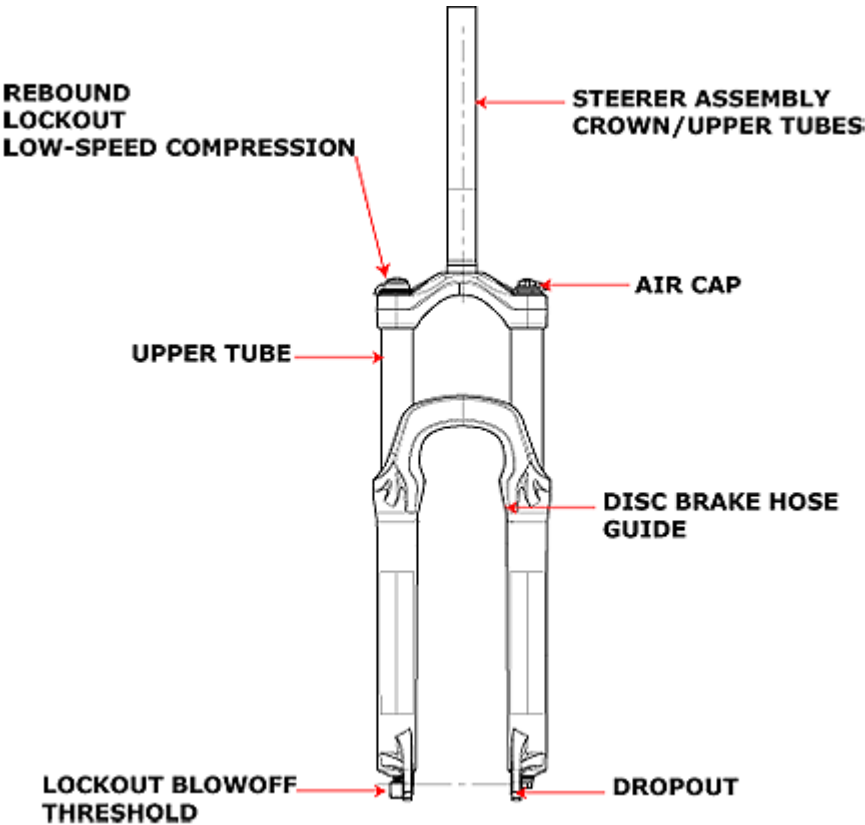
Figure 11: Testing the Front Wheel



WHEREVER YOU RIDE.



32 FLOAT RLC



weight	3.74 lbs. / 1.69 kg
travel	5.5 in. / 140 mm
features/adjustments	low-speed compression, lever-actuated lockout, lockout force adjust, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

Caution: *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. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.

6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

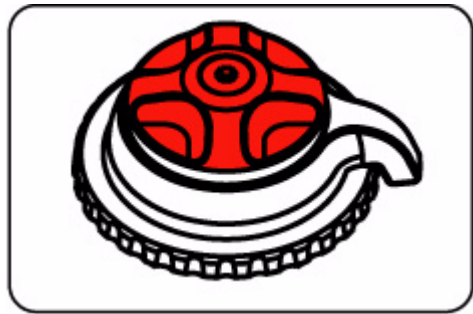
Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	50 PSI
135 - 145 lbs.	55 PSI
145 - 155 lbs.	65 PSI
155 - 170 lbs.	75 PSI
170 - 185 lbs.	85 PSI
185 - 200 lbs.	95 PSI
200 - 215 lbs.	105 PSI
215 - 230 lbs.	115 PSI
230 - 250 lbs.	125 PSI


Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
100 mm (4")	15 mm (5/8")	25 mm (1")
140 mm (5.5")	21 mm (7/8")	35 mm (1 3/8")


Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound

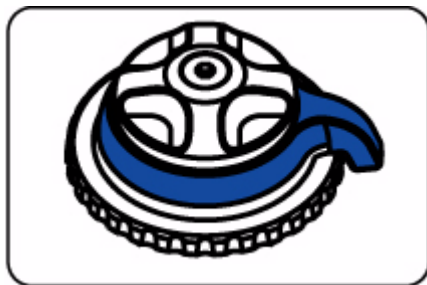
6 (Factory setting) 	Average Rebound		
	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: *The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 - 5 mm. This is normal and does not affect performance.*

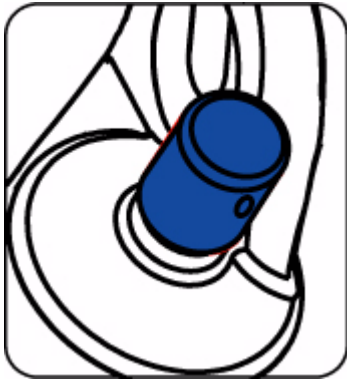
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.


There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.




Adjusting Low-Speed Compression

Low-speed compression damping is adjusted with the blue bezel ring (shown below) below the blue lockout lever, and has 8 clicks of adjustment. Compression damping controls the speed at which the fork compresses. Adjust low-speed compression with lockout disabled (lockout lever fully counterclockwise). As a starting point, turn the low-speed compression dial all the way counterclockwise (full out) until it stops, then turn clockwise (in) 5 clicks.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Soft Compression	Too soft and your fork will pack down and ride harshly.	Maximum wheel traction and bump compliance. Too soft and you may have excessive brake dive and wallowy feel.

5 (Factory setting) 	Average Compression		
	Firm Compression	Too firm and you will experience poor traction and wheel hop.	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Changing Travel

Travel on your FLOAT fork can be changed by rearranging the internal travel spacers. After changing travel, check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

Note: *FLOAT forks can be reduced in travel, but they cannot be increased in travel beyond 140 mm.*

Tools Required for Travel Change

- 26 mm 6-sided socket
- 10 mm socket
- Small screwdriver
- Torque wrench
- Oil drain pan
- Plastic-faced hammer
- Measuring container w/ cc or mL increments

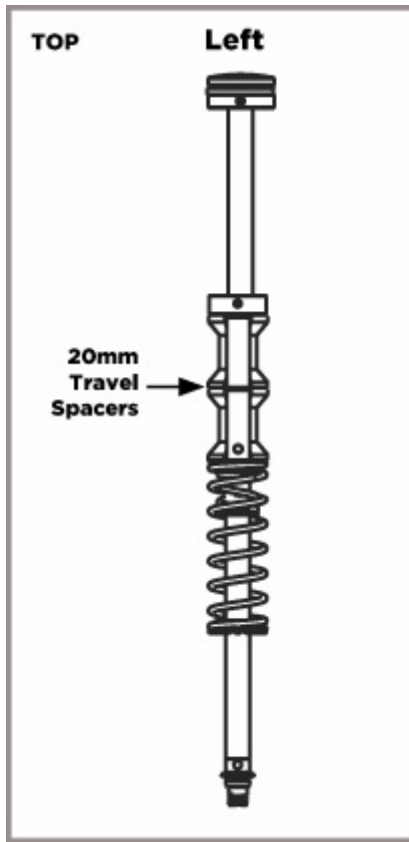
Supplies Required for Travel Change

Supplies Required		
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer

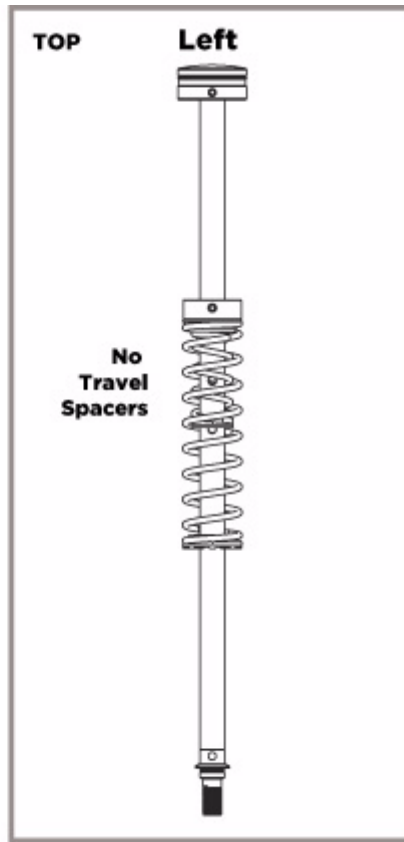
1	803-00-078	32 mm Cartridge Seal Kit (optional)
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1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Remove the left top cap with a 26 mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10 mm 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.
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. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings below and add or remove the appropriate number of 20 mm spacer(s) to achieve the desired travel. Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.
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. Be sure to orient the U-cup seal as shown in the Seal Orientation drawing below.
6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
7. Turn the fork upside down. Measure and pour 30 cc of FOX Suspension Fluid through the bottom hole.
8. 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.
9. Turn the fork right side up. Pour 5 cc of FOX FLOAT Fluid on top of the air piston.
10. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid.
11. Re-install the topcap and torque to 165 in-lbs.
12. Pump up the fork to the desired pressure and cycle it several times to check for proper operation.
13. Re-install the blue air cap.
14. You're done. Go ride.

Travel Spacer Orientation

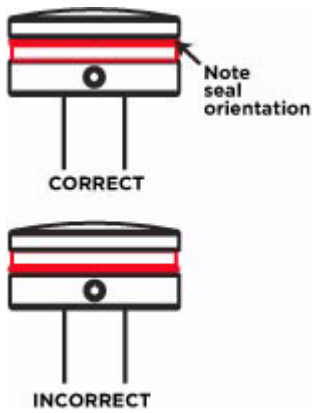


100mm Travel



140mm Travel

Seal Orientation

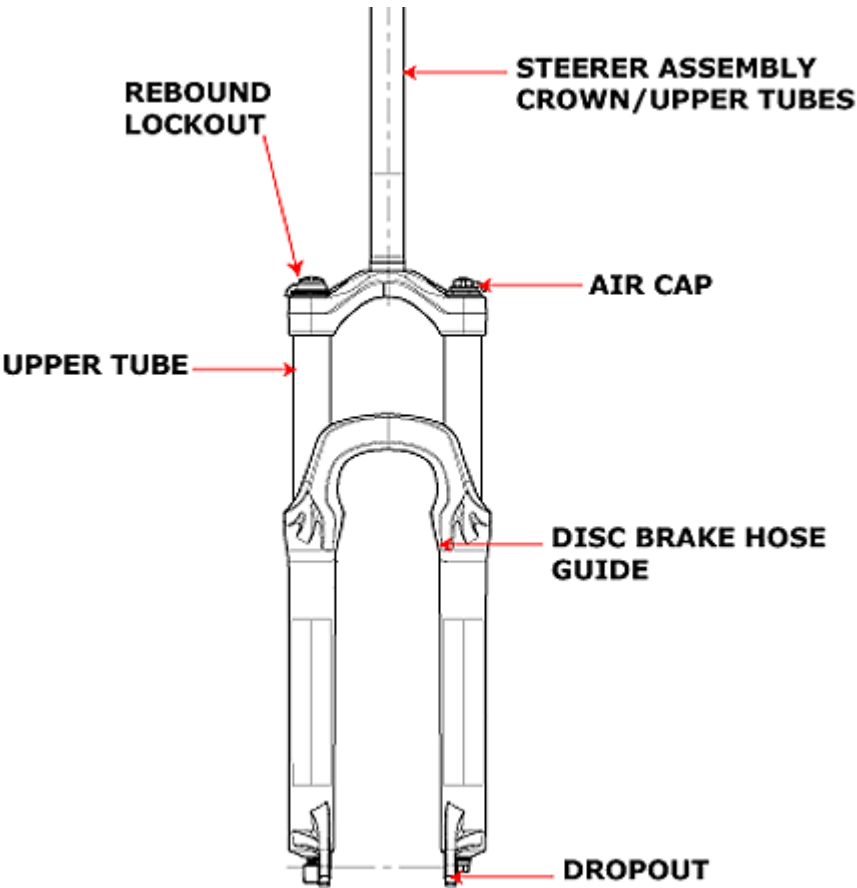


Be sure that the lip on the air piston seal is towards the top.

WHEREVER YOU RIDE.



32 FLOAT RL



weight	3.72 lbs. / 1.68 kg
travel	5.5 in. / 140 mm
features/adjustments	lever-actuated lockout, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

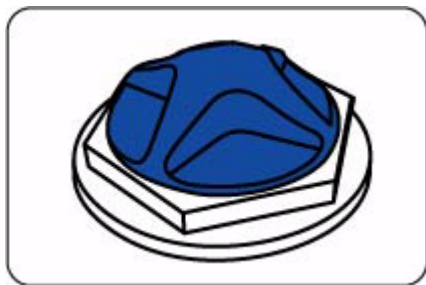
Caution: *Do not use a high pressure washer on your fork.*

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. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.

6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is **sag**.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

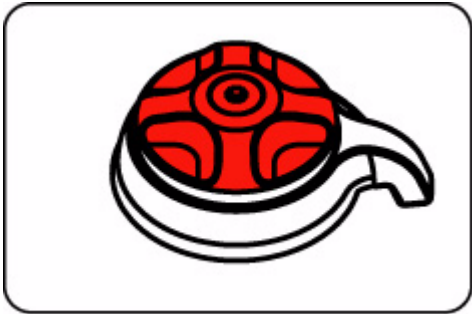
Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	50 PSI
135 - 145 lbs.	55 PSI
145 - 155 lbs.	65 PSI
155 - 170 lbs.	75 PSI
170 - 185 lbs.	85 PSI
185 - 200 lbs.	95 PSI
200 - 215 lbs.	105 PSI
215 - 230 lbs.	115 PSI
230 - 250 lbs.	125 PSI


Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
100 mm (4")	15 mm (5/8")	25 mm (1")
140 mm (5.5")	21 mm (7/8")	35 mm (1 3/8")


Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound

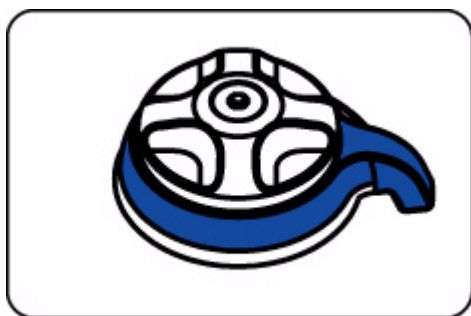
6 (Factory setting) 	Average Rebound		
	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Changing Travel

Travel on your FLOAT fork can be changed by rearranging the internal travel spacers. After changing travel, check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

Note: *FLOAT forks can be reduced in travel, but they cannot be increased in travel beyond 140 mm.*

Tools Required for Travel Change

- 26 mm 6-sided socket
- 10 mm socket
- Small screwdriver

- Torque wrench
- Oil drain pan
- Plastic-faced hammer
- Measuring container w/ cc or mL increments

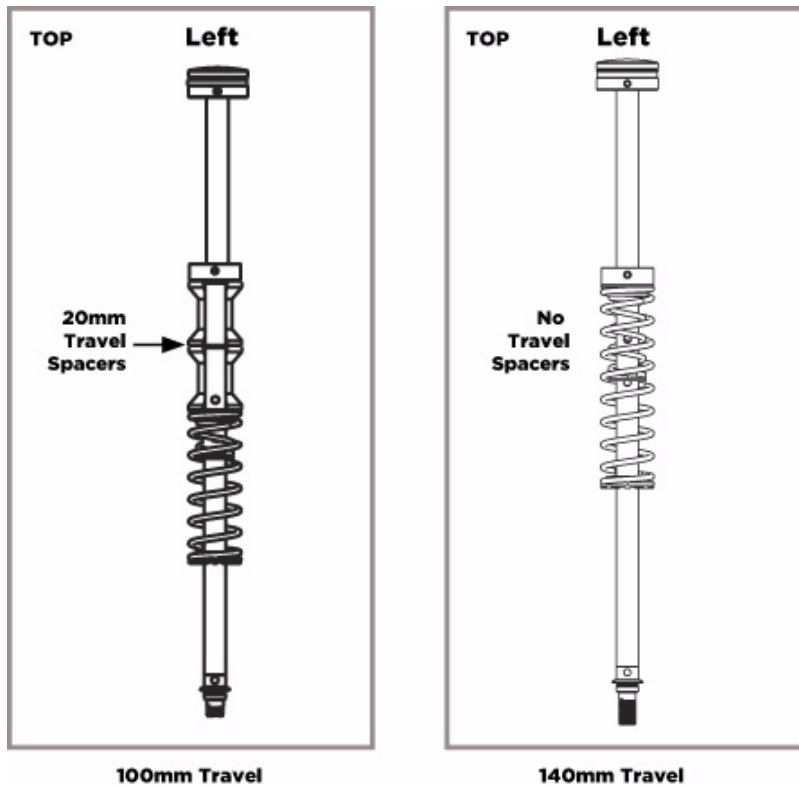
Supplies Required for Travel Change

Supplies Required		
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	32 mm Cartridge Seal Kit (optional)

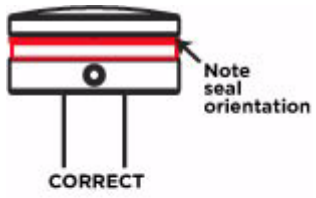
1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Remove the left top cap with a 26 mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10 mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.
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. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings below and add or remove the appropriate number of 20 mm spacer(s) to achieve the desired travel. Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.
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. Be sure to orient the U-cup seal as shown in the Seal Orientation drawing below.
6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
7. Turn the fork upside down. Measure and pour 30 cc of FOX Suspension Fluid through the bottom hole.
8. 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.
9. Turn the fork right side up. Pour 5 cc of FOX FLOAT Fluid on top of the air piston.

10. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid.
11. Re-install the topcap and torque to 165 in-lbs.
12. Pump up the fork to the desired pressure and cycle it several times to check for proper operation.
13. Re-install the blue air cap.
14. You're done. Go ride.

Travel Spacer Orientation



Seal Orientation

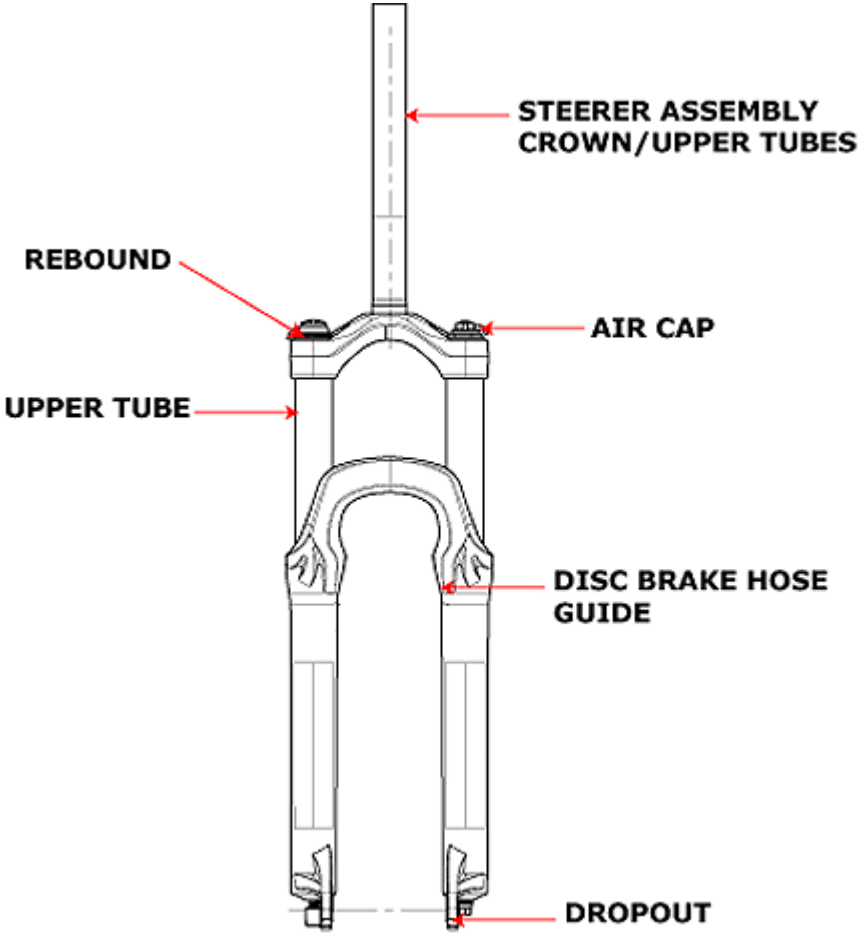


Be sure that the lip on the air piston seal is towards the top.

WHEREVER YOU RIDE.



32 FLOAT R (fork)



weight	3.61 lbs. / 1.63 kg
travel	5.5 in. / 140 mm
features/adjustments	air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

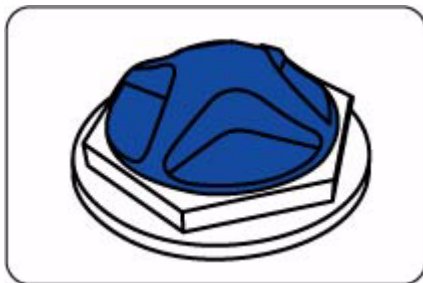
Caution: *Do not use a high pressure washer on your fork.*

3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.

6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is **sag**.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 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


Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
100 mm (4")	15 mm (5/8")	25 mm (1")
140 mm (5.5")	21 mm (7/8")	35 mm (1 3/8")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound

6
(Factory
setting)



12

Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Changing Travel

Travel on your FLOAT fork can be changed by rearranging the internal travel spacers. After changing travel, check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

Note: *FLOAT forks can be reduced in travel, but they cannot be increased in travel beyond 140 mm.*

Tools Required for Travel Change

- 26 mm 6-sided socket
- 10 mm socket
- Small screwdriver
- Torque wrench
- Oil drain pan
- Plastic-faced hammer
- Measuring container w/ cc or mL increments

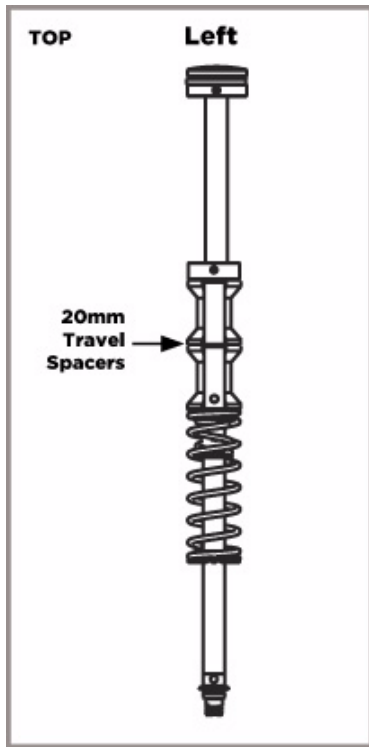
Supplies Required for Travel Change

Supplies Required		
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer

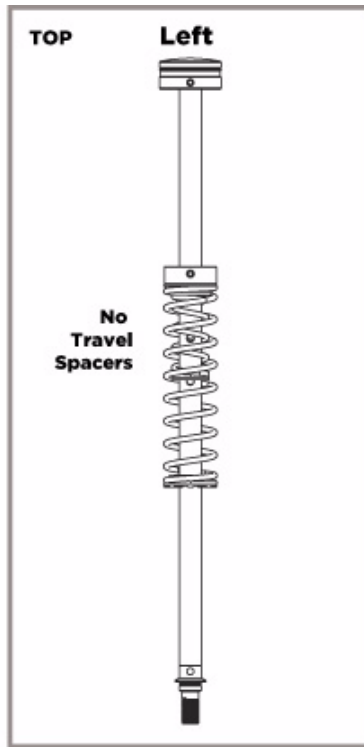
1	803-00-078	32 mm Cartridge Seal Kit (optional)
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1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Remove the left top cap with a 26 mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10 mm 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.
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. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings below and add or remove the appropriate number of 20 mm spacer(s) to achieve the desired travel. Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.
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. Be sure to orient the U-cup seal as shown in the Seal Orientation drawing below.
6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
7. Turn the fork upside down. Measure and pour 30 cc of FOX Suspension Fluid through the bottom hole.
8. 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.
9. Turn the fork right side up. Pour 5 cc of FOX FLOAT Fluid on top of the air piston.
10. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid.
11. Re-install the topcap and torque to 165 in-lbs.
12. Pump up the fork to the desired pressure and cycle it several times to check for proper operation.
13. Re-install the blue air cap.
14. You're done. Go ride.

Travel Spacer Orientation

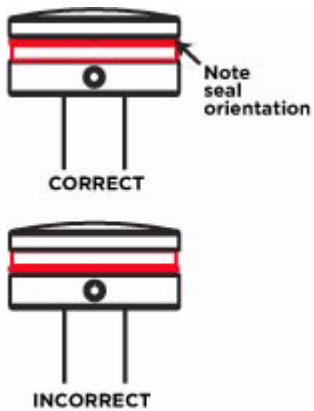


100mm Travel



140mm Travel

Seal Orientation

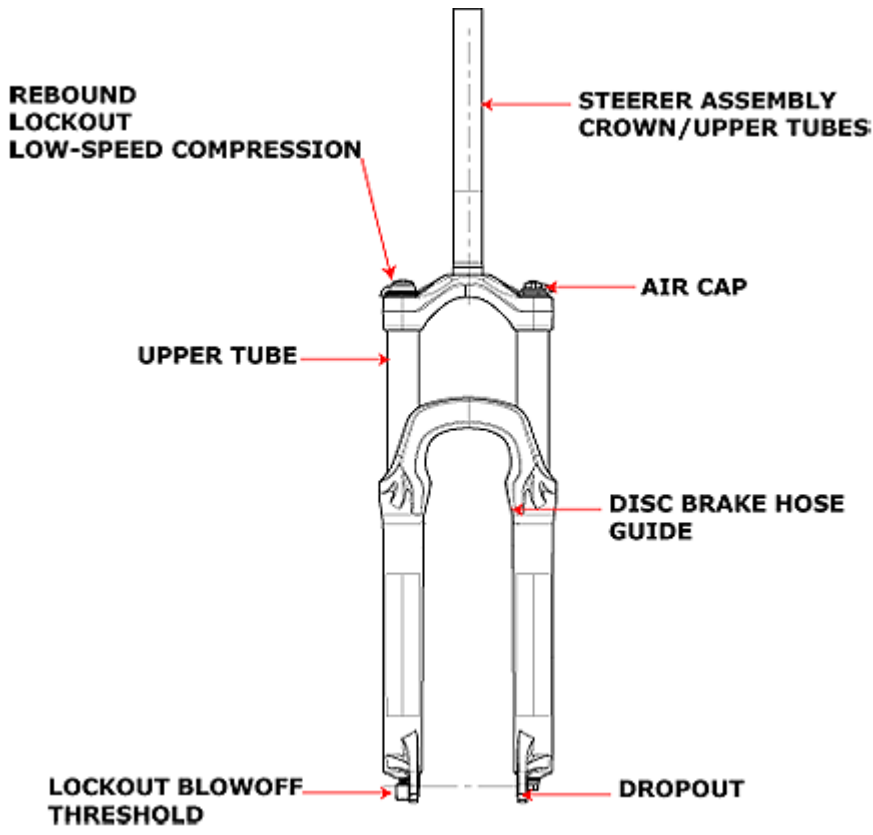


Be sure that the lip on the air piston seal is towards the top.

WHEREVER YOU RIDE.



F29 120 RLC, F29 100 RLC, F29 80 RLC



weight	F120: 3.87 lb / 1.75 kg F100: 3.78 lb / 1.71 kg F80: 3.78 lb / 1.71 kg
travel	F120: 4.7 inches / 120 mm F100: 3.9 inches / 100 mm F80: 3.1 inches / 80 mm
features/adjustments	low-speed compression, lever-actuated lockout, lockout force adjust, air spring pressure, rebound, uses 700 cc/29-inch wheels
spring/damper type	air/open bath
intended use	cross-country

Caution: Do not remove travel spacers, or increase the travel in the F-Series forks. Damage to the fork and/or serious injury may result!

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

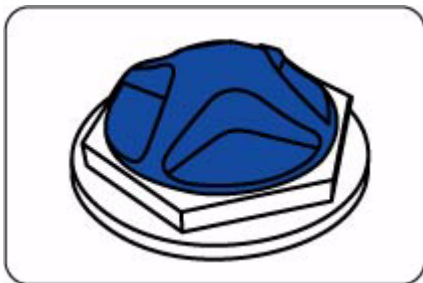
Caution: Do not use a high pressure washer on your fork.

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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust according to manufacturers recommendations.
5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15-25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.

5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is **sag**.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

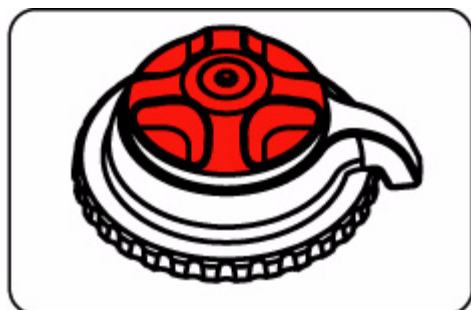
Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	50 PSI
135 - 145 lbs.	55 PSI
145 - 155 lbs.	65 PSI
155 - 170 lbs.	75 PSI
170 - 185 lbs.	85 PSI
185 - 200 lbs.	95 PSI
200 - 215 lbs.	105 PSI
215 - 230 lbs	115 PSI
230 - 250 lbs.	125 PSI



Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



Knob Setting (CLICKS OUT FROM FULL IN)	Setting Description	Tuning Tips	Setup Tips
 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		
 12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the riders weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 - 5 mm. This is normal and does not affect performance.

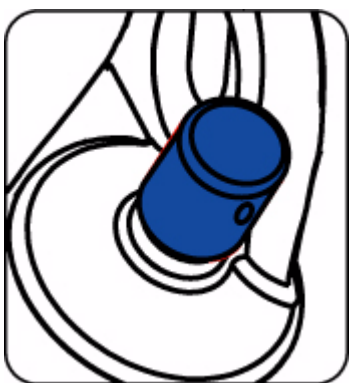
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

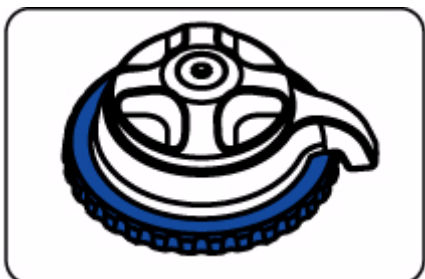
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.



There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



Adjusting Low-Speed Compression

Low-speed compression damping is adjusted with the blue bezel ring (shown below) below the blue lockout lever, and has 8 clicks of adjustment. Compression damping controls the speed at which the fork compresses. Adjust low-speed compression with lockout disabled (lockout lever fully counterclockwise). As a starting point, turn the low-speed compression dial all the way counterclockwise (full out) until it stops, then turn clockwise (in) 5 clicks.

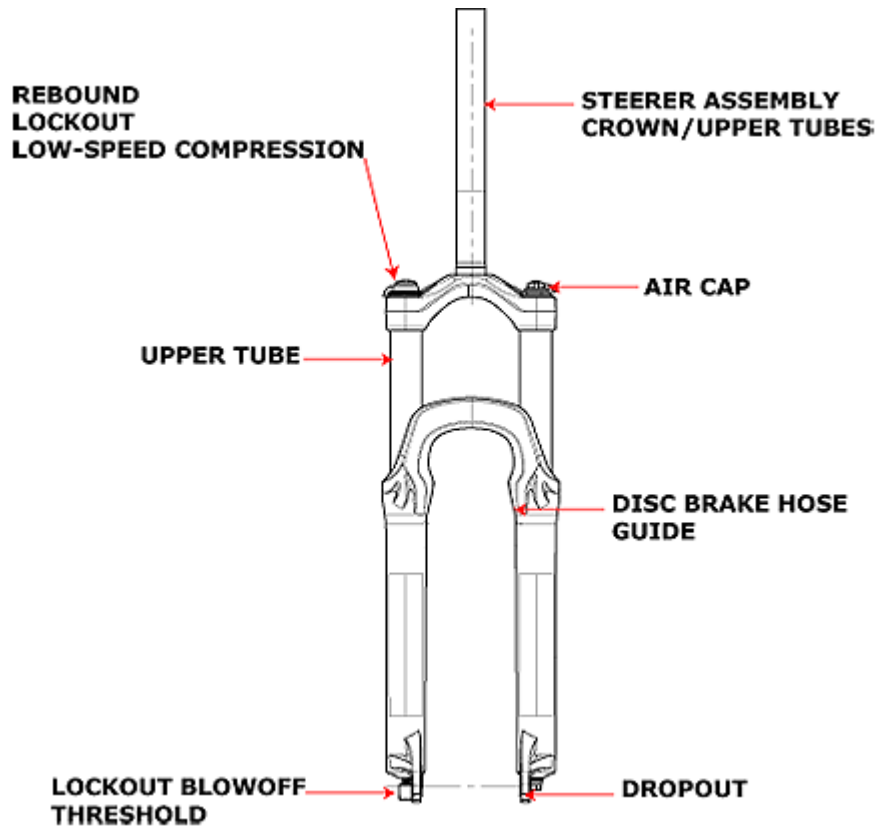


Knob Setting (CLICKS IN FROM FULL OUT)	Setting Description	Tuning Tips	Setup Tips
 1	Soft Compression	Too soft and your fork will pack down and ride harsh.	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.
5 (Factory setting)	Average Compression		
 9	Firm Compression	Too firm and you will experience poor traction and wheel hop.	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

WHEREVER YOU RIDE.



32 F120 RLC, F100RLC, F80RLC



weight	F120: 3.47 lb. / 1.57 kg F100: 3.34 lbs. / 1.51 kg F80: 3.34 lbs. / 1.51 kg
travel	F120: 4.7 inches / 120 mm F100: 3.9 inches / 100 mm F80: 3.1 inches / 80 mm
features/adjustments	low-speed compression, lever-actuated lockout, lockout force adjust, air spring pressure, rebound
spring/damper type	air/open bath
intended use	cross-country

Caution: Do not remove travel spacers, or increase the travel in the F-Series forks. Damage to the fork or serious injury may result!

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

Caution: *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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.

6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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.

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8. Screw the blue aircap back on, and go ride.

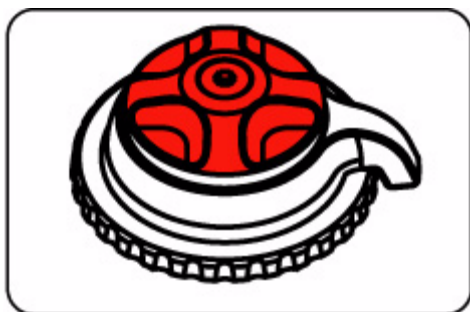
Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	50 PSI
135 - 145 lbs.	55 PSI
145 - 155 lbs.	65 PSI
155 - 170 lbs.	75 PSI
170 - 185 lbs.	85 PSI
185 - 200 lbs.	95 PSI
200 - 215 lbs.	105 PSI
215 - 230 lbs.	115 PSI
230 - 250 lbs.	125 PSI


Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
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Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
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Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound

6
(Factory setting)



Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: *The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 - 5 mm. This is normal and does not affect performance.*

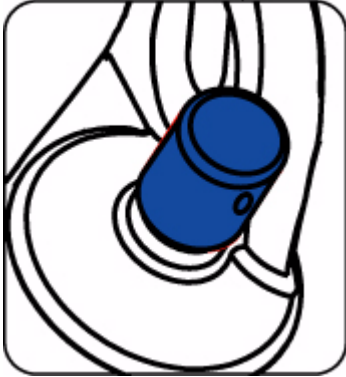
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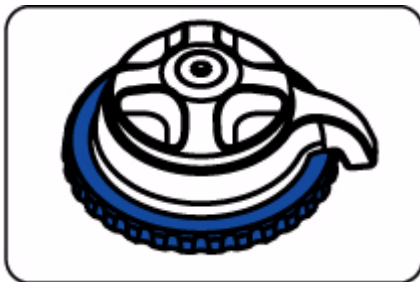
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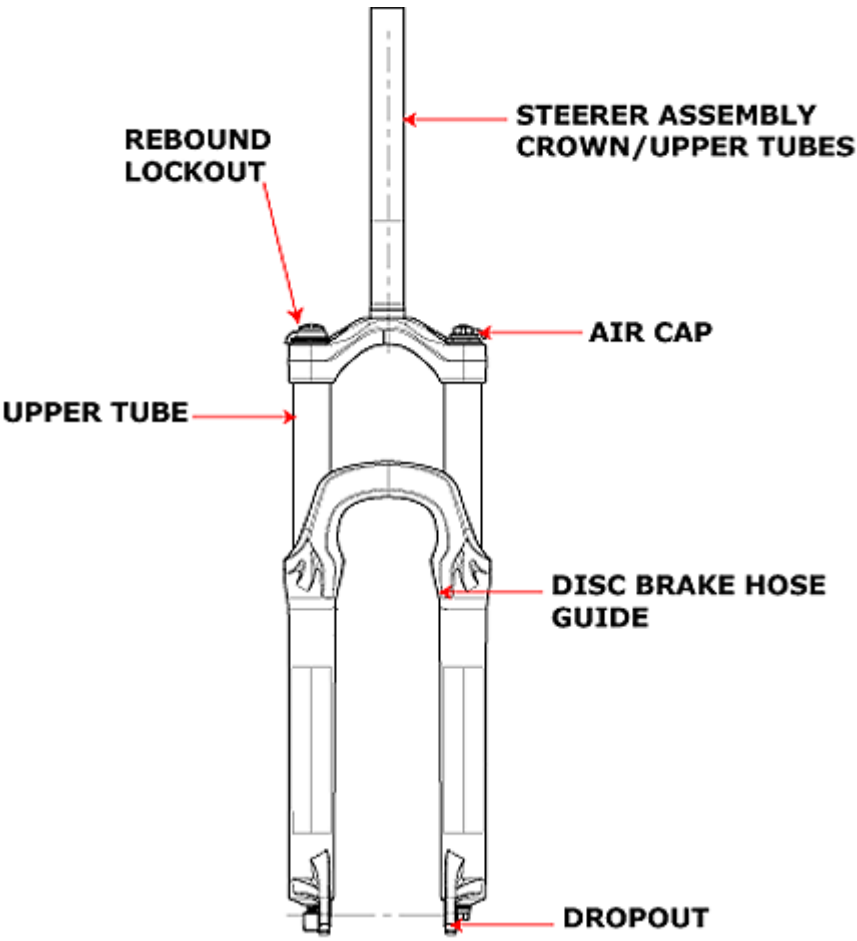


KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Soft Compression	Too soft and your fork will pack down and ride harshly.	Maximum wheel traction and bump compliance. Too soft and you may have excessive brake dive and wallowy feel.
5 (Factory setting)	Average Compression		
 9	Firm Compression	Too firm and you will experience poor traction and wheel hop.	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

WHEREVER YOU RIDE.



32 F120 RL, F100RL, F80RL



weight	F120: 3.42 lbs. / 1.55 kg F100: 3.29 lbs. / 1.49 kg F80: 3.29 lbs. / 1.49 kg
travel	F120: 4.7 inches / 120 mm F100: 3.9 inches / 100 mm F80: 3.1 inches / 80 mm
features/adjustments	lever-actuated lockout, air spring pressure, rebound
spring/damper type	air/open bath
intended use	cross-country

Caution: Do not remove travel spacers, or increase the travel in the F-Series forks. Damage to the fork or serious injury may result!

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

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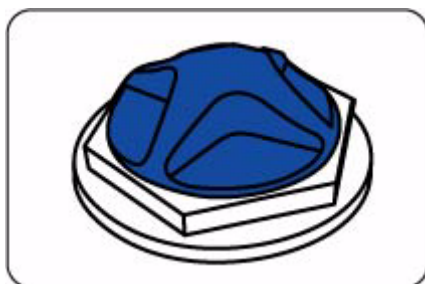
Caution: Do not use a high pressure washer to clean your fork.

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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust according to manufacturers recommendations.
5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15-25% of total fork travel.

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2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.

5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is **sag**.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 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


Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound

6
(Factory setting)



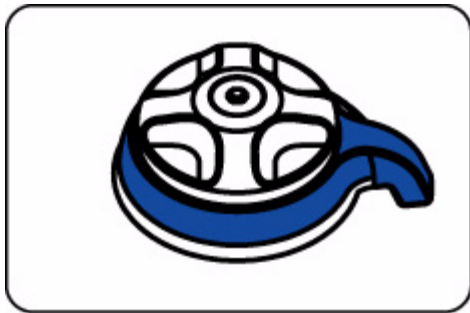
Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the riders weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

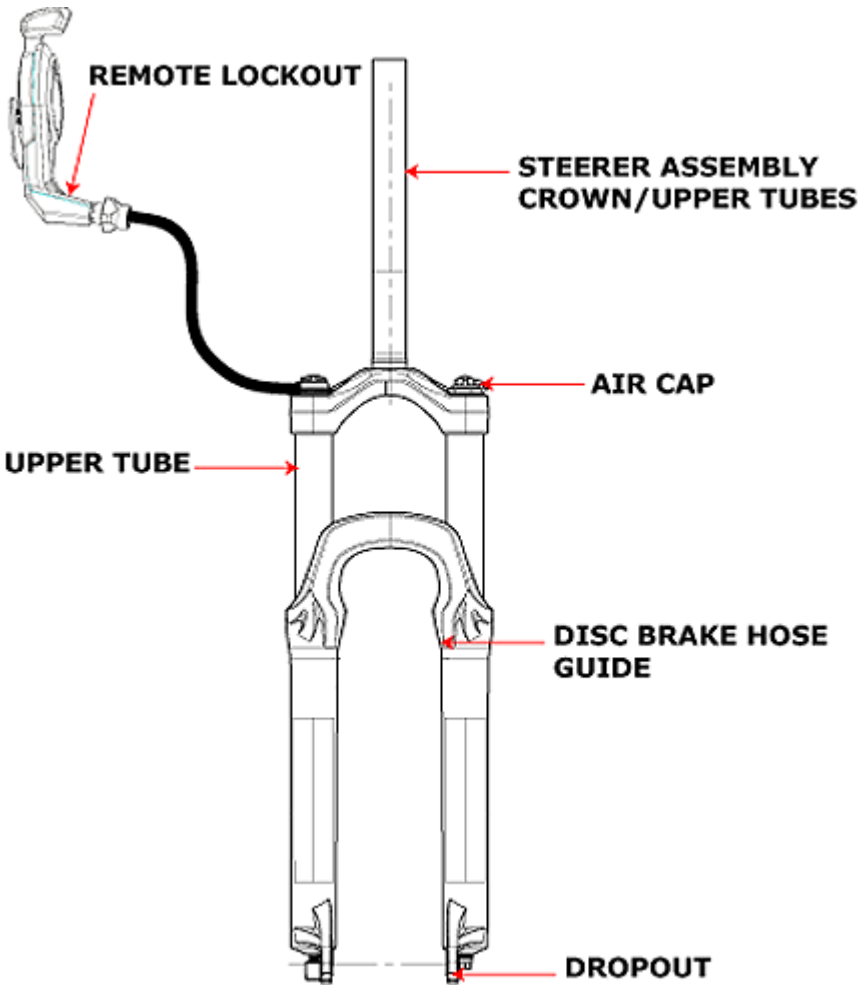
To unlock the fork, simply rotate the lever fully counterclockwise.



WHEREVER YOU RIDE.



32 F-RL Remote



weight	F120: 3.47 lbs. / 1.57 kg F100: 3.50 lbs. / 1.58 kg F80: 3.50 lbs. / 1.58 kg
travel	F120: 4.7 inches / 120 mm F100: 3.9 inches / 100 mm F80: 3.1 inches / 80 mm
features/adjustments	remote (handlebar-actuated) lockout, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

(See ["32 Remote RL Fork Setup Guide" on page 82](#))

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

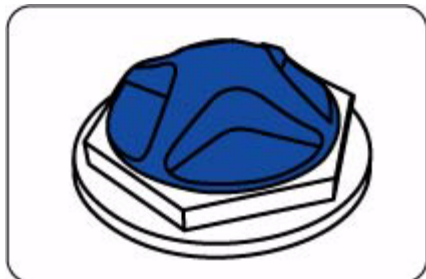
Caution: *Do not use a high pressure washer on your fork.*

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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.

6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is **sag**.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is **lower** than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

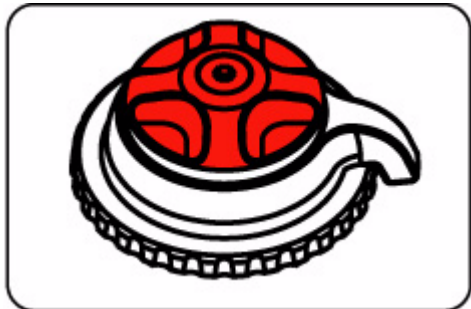
Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	50 PSI
135 - 145 lbs.	55 PSI
145 - 155 lbs.	65 PSI
155 - 170 lbs.	75 PSI
170 - 185 lbs.	85 PSI
185 - 200 lbs.	95 PSI
200 - 215 lbs.	105 PSI
215 - 230 lbs.	115 PSI
230 - 250 lbs.	125 PSI


Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
100 mm (4")	15 mm (5/8")	25 mm (1")
140 mm (5.5")	21 mm (7/8")	35 mm (1 3/8")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound

6
(Factory setting)



12

Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Changing Travel

Travel on your FLOAT fork can be changed by rearranging the internal travel spacers. After changing travel, check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

Note: *FLOAT forks can be reduced in travel, but they cannot be increased in travel beyond 140 mm.*

Tools Required for Travel Change

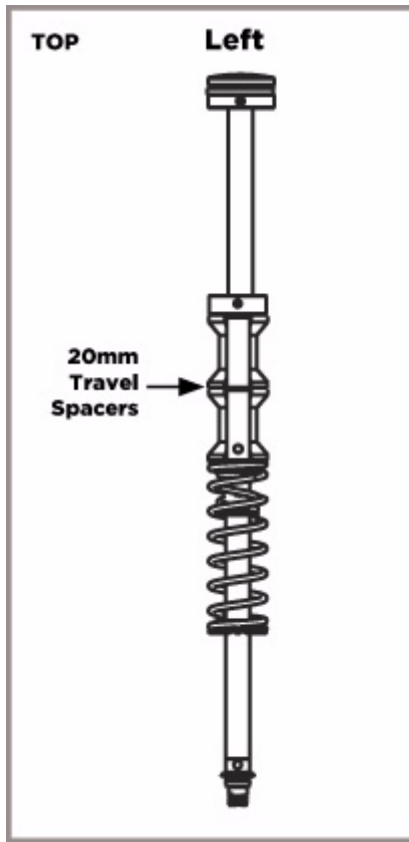
- 26 mm 6-sided socket
- 10 mm socket
- Small screwdriver
- Torque wrench
- Oil drain pan
- Plastic-faced hammer
- Measuring container w/ cc or mL increments

Supplies Required for Travel Change

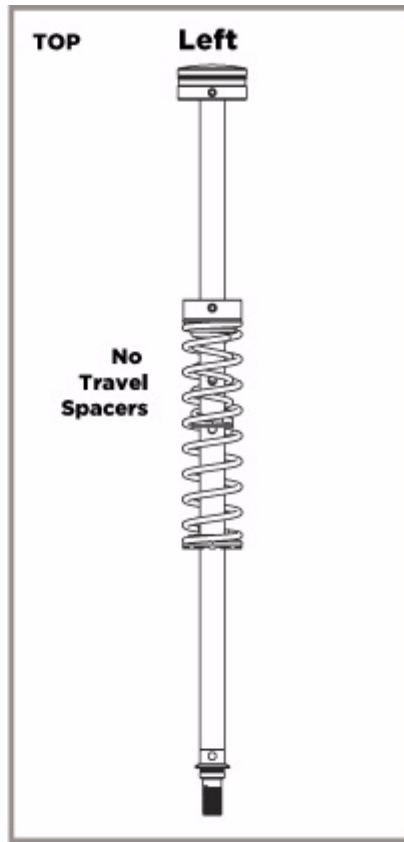
Supplies Required		
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer

1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Remove the left top cap with a 26 mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10 mm 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.
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. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings below and add or remove the appropriate number of 20 mm spacer(s) to achieve the desired travel. Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.
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. Be sure to orient the U-cup seal as shown in the Seal Orientation drawing below.
6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
7. Turn the fork upside down. Measure and pour 30 cc of FOX Suspension Fluid through the bottom hole.
8. 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.
9. Turn the fork right side up. Pour 5 cc of FOX FLOAT Fluid on top of the air piston.
10. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid.
11. Re-install the topcap and torque to 165 in-lbs.
12. Pump up the fork to the desired pressure and cycle it several times to check for proper operation.
13. Re-install the blue air cap.
14. You're done. Go ride.

Travel Spacer Orientation

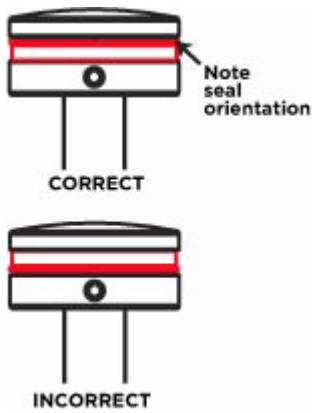


100mm Travel



140mm Travel

Seal Orientation



Be sure that the lip on the air piston seal is towards the top.

WHEREVER YOU RIDE.



32 Remote RL Fork Setup Guide

Figure 1: FOX F-RL Remote Fork



Installing Your Fork

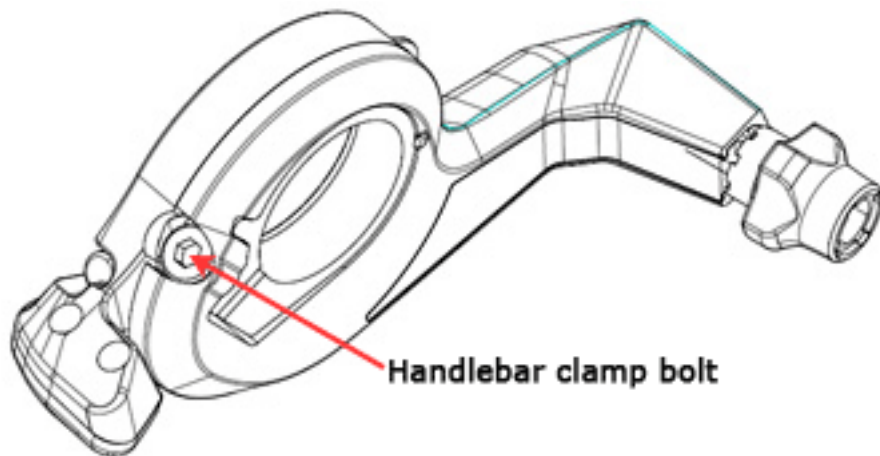
(See ["32 F-RL Remote" on page 75](#))

1. Remove the fork from all packaging. Be careful not to kink the control cable.
2. See ["Installing a 32 mm Fork" on page 16](#) for the instruction procedures for installing a 32 mm fork. Proceed to install the fork steerer into the head tube of the bicycle.

Install and Orient the Shimano Actuation Lever

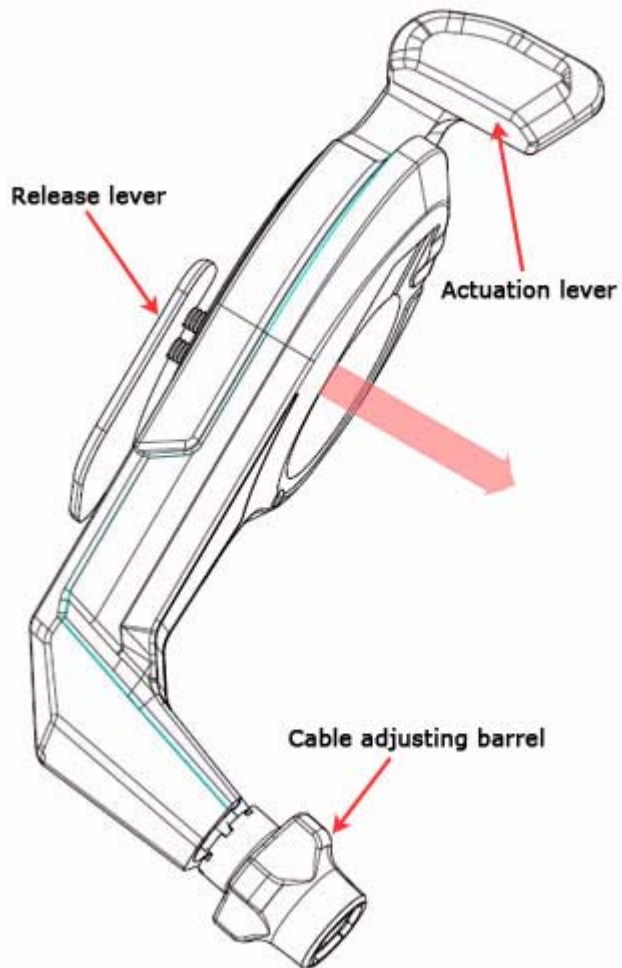
1. With a 3 mm hex key socket, loosen the handlebar clamp bolt on the underside of the Shimano Lockout Lever Assembly (LLA).

Figure 2: Location of Handlebar Clamp Bolt



2. Remove the right-hand grip from the handlebar.
3. Slide the Shimano LLA onto the handlebar, in the direction shown in [Figure 3: "Positioning the Shimano LLA" on page 84](#). The LLA orientation should be so that the release lever is facing towards the end of the handlebar, and the cable adjusting barrel is pointed towards the front of the bike, above the hand brake lever assembly. Re-install the handlebar grip into its original position.

Figure 3: Positioning the Shimano LLA



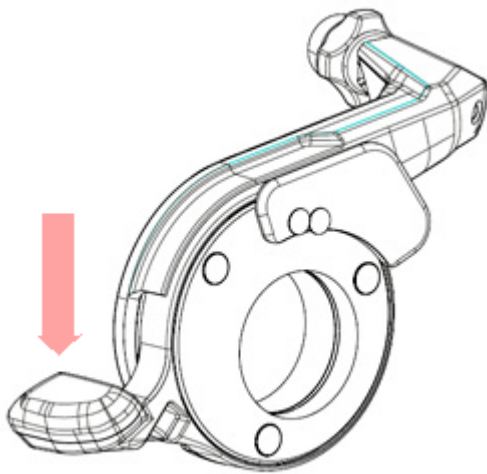
4. Position the Shimano LLA so that it abuts the inner end of the grip, however be sure the grip does not interfere with the normal operation of the lockout release lever.

Figure 4: Shimano LLA Installed on the Handlebar



5. Push the actuation lever down to its locked-out position, as shown in [Figure 5: "Pressing Down the Actuation Lever"](#).

Figure 5: Pressing Down the Actuation Lever



6. Rotate the Shimano LLA so the actuation lever in its locked out position does not interfere with normal thumb operation of the rear derailleur shifter; see [Figure 6: "Actuation Lever and Thumb Shifter Clearance" on page 86](#).

Figure 6: Actuation Lever and Thumb Shifter Clearance

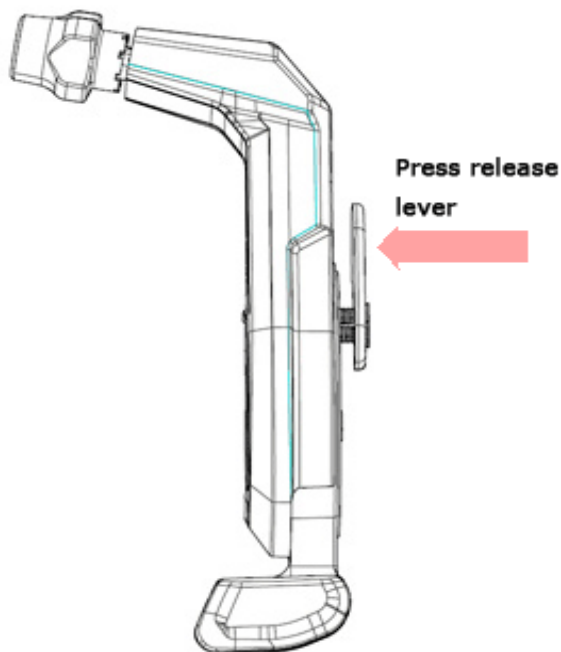


7. With a 3 mm hex key socket, torque the handlebar clamp bolt to seven (7) in-lb; see [Figure 2: "Location of Handlebar Clamp Bolt"](#) on page 83.

Caution: For carbon handlebars, it may be necessary to slightly decrease the tightening torque, to avoid causing any damage to this type of handlebar. Consult the bicycle or handlebar manufacturer documentation regarding the appropriate level of tightening torque for carbon handlebars.

8. Press the release button to return the Shimano LLA to the unlocked state, as shown in [Figure 7: "Shimano LLA Release Lever"](#).

Figure 7: Shimano LLA Release Lever



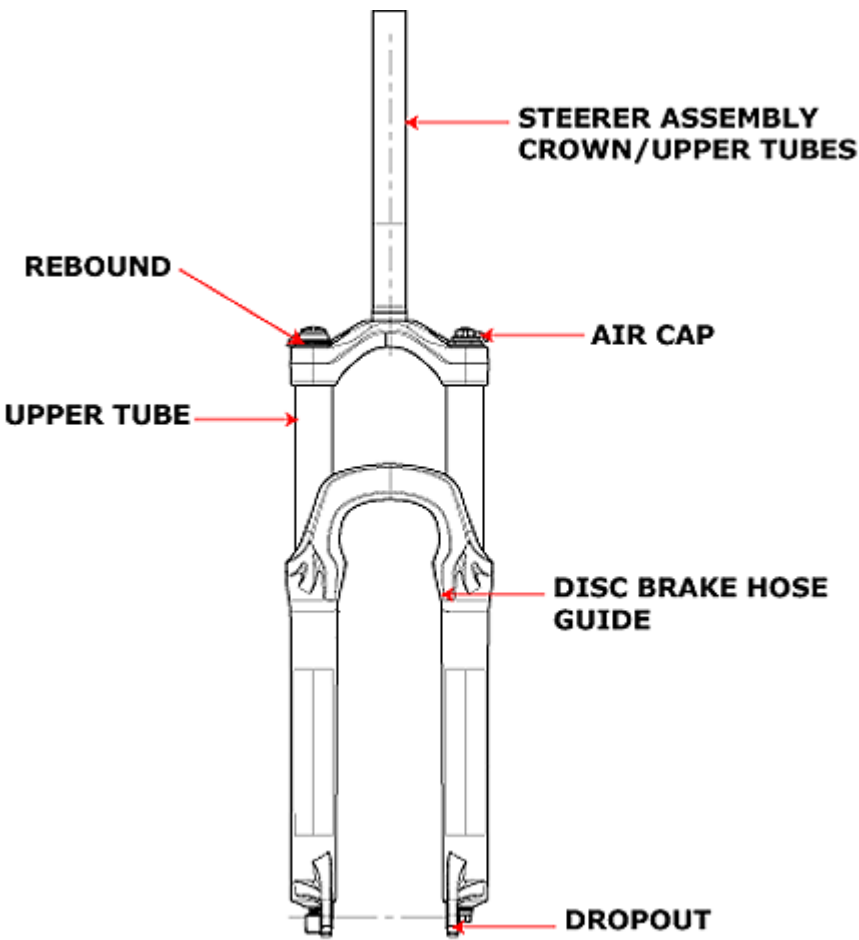
Test the Proper Functioning of the Remote Lockout

1. Install the wheel into the fork, per the manufacturer's assembly instructions.
2. With the Shimano LLA in unlocked position, compress the fork two inches into the travel and release ten times to ensure the open-bath lockout damper is full of oil.
3. Press the lockout lever down, until you feel it click to engage the lockout position.
4. Push down on the handlebars and release, to check whether the fork is locked out.
5. If the fork is **not** locked out, rotate the cable adjusting barrel on the Shimano LLA counter-clockwise $\frac{1}{4}$ turn. Push down on the handlebars to compress the fork, to test the lockout function. Repeat this step as necessary, until optimum lockout is achieved.

WHEREVER YOU RIDE.



32 F120 R, F100R, F80R



weight	F120: 3.37 lbs. / 1.53 kg F100: 3.24 lbs. / 1.47 kg F80: 3.24 lbs. / 1.47 kg
travel	F120: 4.7 inches / 120 mm F100: 3.9 inches / 100 mm F80: 3.1 inches / 80 mm
features/adjustments	air spring pressure, rebound
spring/damper type	air/open bath
intended use	cross-country

Caution: Do not remove travel spacers, or increase the travel in the F-Series forks. Damage to the fork or serious injury may result!

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

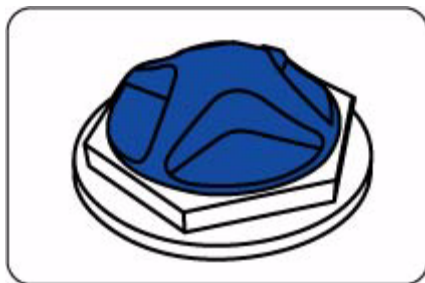
Caution: Do not use a high pressure washer on your fork.

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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust according to manufacturers recommendations.
5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15-25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.

5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 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


Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound

6
(Factory setting)



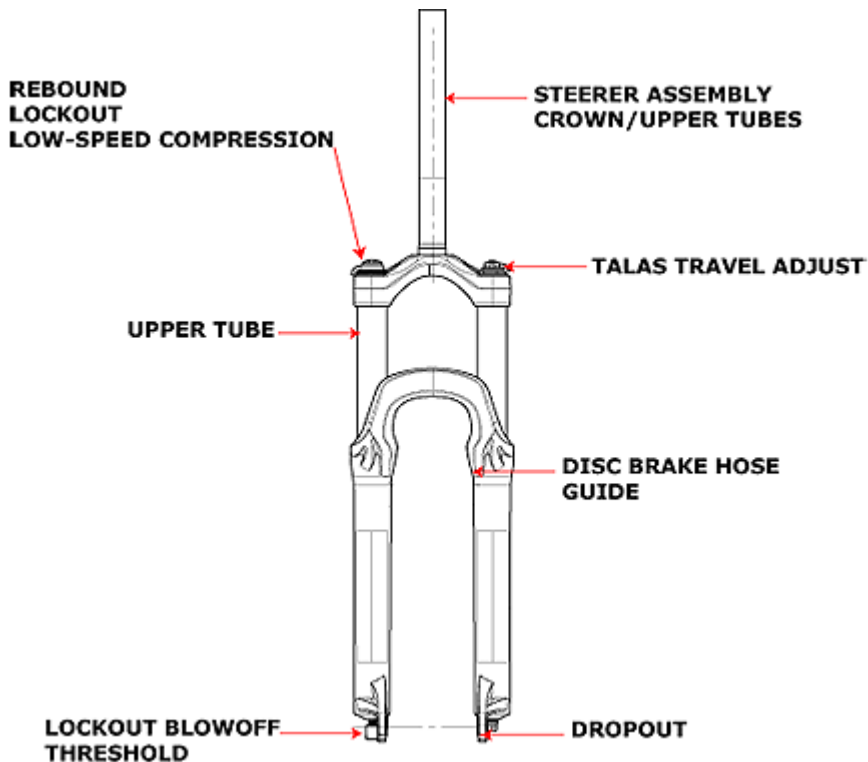
12

Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

WHEREVER YOU RIDE.



32 TALAS RLC



weight	3.90 lbs. / 1.76 kg
travel	5.9 in. / 150 mm TALAS 150+130+110 mm
features/adjustments	TALAS travel adjust system, low-speed compression, lever-actuated lockout, lockout force adjust, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

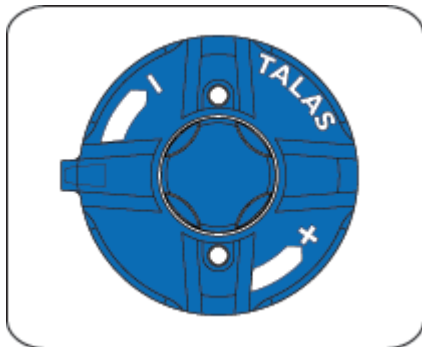
Caution: *Do not use a high pressure washer on your fork.*

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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust according to manufacturers recommendations.
5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15-25% of total fork travel.

1. Unscrew the center blue aircap in the middle of the TALAS travel adjusting topcap on top of the left fork leg (shown below), to expose the Schrader valve. Hold the TALAS lever steady with one hand while unscrewing the aircap with the other. This will facilitate removal of the aircap and also protect the TALAS lever from being forced past its stops.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.

5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
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

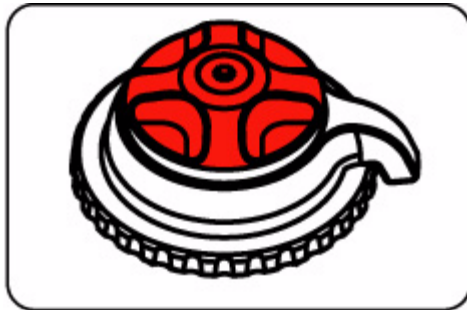
Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
100 mm (4")	15 mm (1/2")	20 mm (3/4")
120 mm (4.75")	18 mm (3/4")	30 mm (1 1/8")
140 mm (5.5")	21 mm (7/8")	35 mm (1 3/8")


Note: Sag and spring rate will self-adjust to the proper setting and rate, as TALAS is adjusted to shorter travel positions.

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound.

6
(Factory
setting)



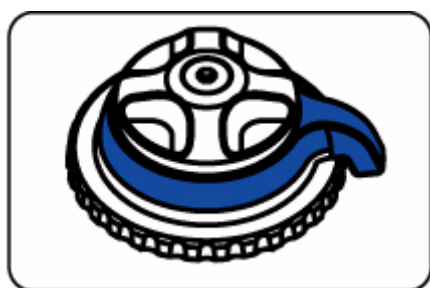
Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the riders weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: *The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 - 5 mm. This is normal and does not affect performance.*

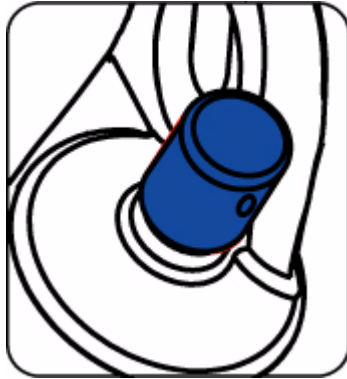
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

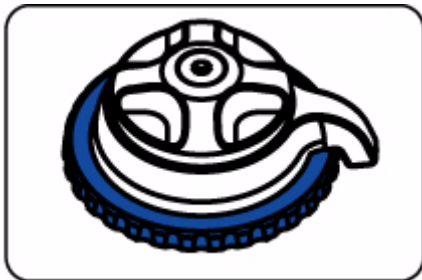
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.


There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



Adjusting Low-Speed Compression

Low-speed compression damping is adjusted with the blue bezel ring (shown below) below the blue lockout lever, and has 8 clicks of adjustment. Compression damping controls the speed at which the fork compresses. Adjust low-speed compression with lockout disabled (lockout lever fully counterclockwise). As a starting point, turn the low-speed compression dial all the way counterclockwise (full out) until it stops, then turn clockwise (in) 5 clicks.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Soft Compression	Too soft and your fork will pack down and ride harshly.	Maximum wheel traction and bump compliance. Too soft and you may have excessive brake dive and wallowy feel.

5
(Factory
setting)

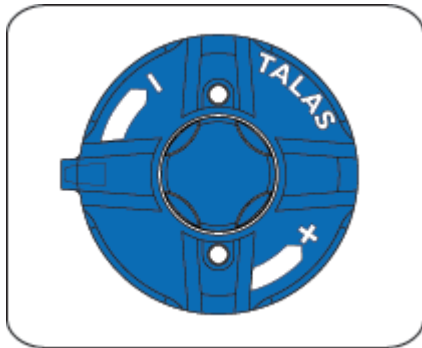


Average Compression		
Firm Compression	Too firm and you will experience poor traction and wheel hop.	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Changing Travel

32 mm TALAS forks feature three externally adjustable travel choices from 5.5 (140 mm) to 4.75" (120 mm) to 4 (100 mm), which are easily selected using the TALAS travel adjusting topcap on top of the left fork leg, shown below. Travel options and direction settings are printed directly on the topcap.

When changing travel, the TALAS system automatically adjusts to provide you with the appropriate linear air spring rate for each travel setting. There is no need to change the air pressure in the TALAS air chamber after adjusting travel.

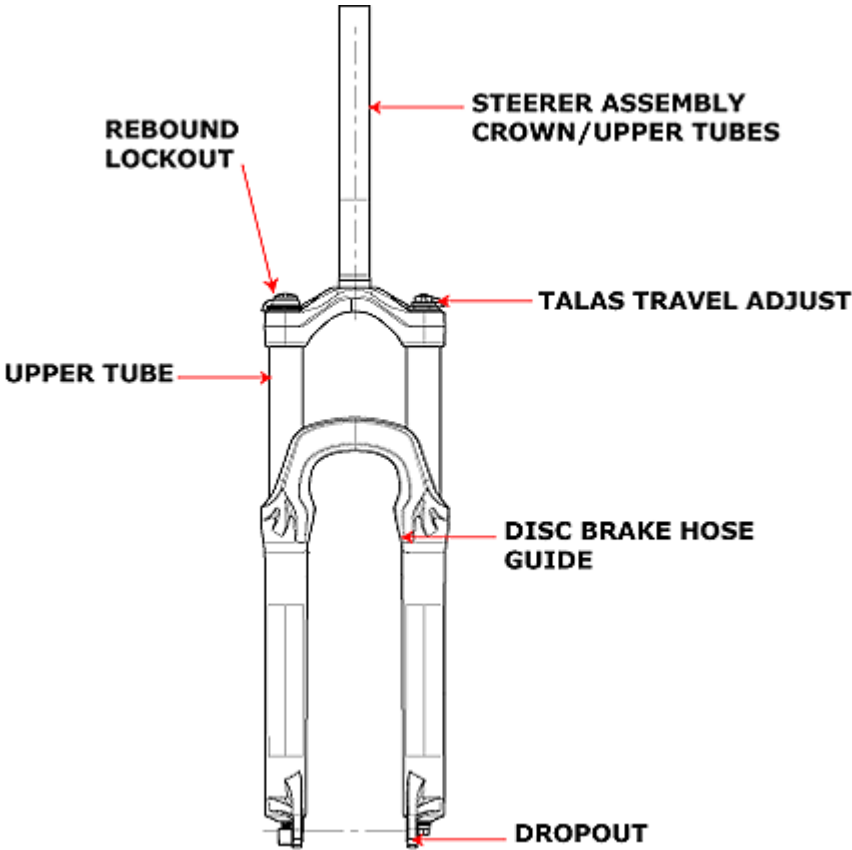


For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

WHEREVER YOU RIDE.



32 TALAS RL



weight	3.84 lbs. / 1.74 kg
travel	5.9 in. / 150 mm TALAS 150+130+110 mm
features/adjustments	TALAS travel adjust system, lever-actuated lockout, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

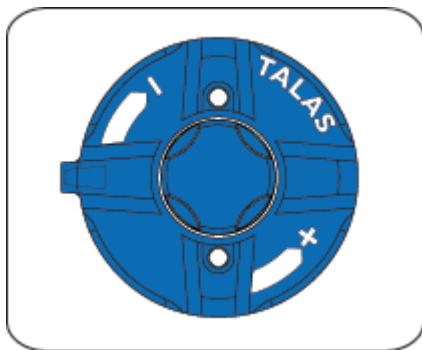
Caution: *Do not use a high pressure washer on your fork.*

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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the center blue aircap in the middle of the TALAS travel adjusting topcap on top of the left fork leg (shown below), to expose the Schrader valve. Hold the TALAS lever steady with one hand while unscrewing the aircap with the other. This will facilitate removal of the aircap and also protect the TALAS lever from being forced past its stops.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.

4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
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

SAG SETUP		
Travel	XC/Race FIRM	All-Mountain PLUSH
100 mm (4")	15 mm (1/2")	20 mm (3/4")
120 mm (4.75")	18 mm (3/4")	30 mm (1 1/8")

140 mm (5.5")

21 mm (7/8")

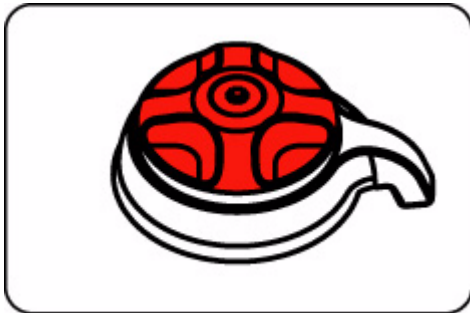
35 mm (1 3/8")



Note: Sag and spring rate will self-adjust to the proper setting and rate, as TALAS is adjusted to shorter travel positions.

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound.
6 (Factory setting)	Average Rebound		
 12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

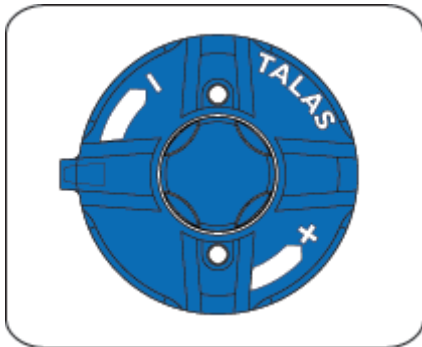
To unlock the fork, simply rotate the lever fully counterclockwise.



Changing Travel

32 mm TALAS forks feature three externally adjustable travel choices from 5.5 (140 mm) to 4.75" (120 mm) to 4 (100 mm), which are easily selected using the TALAS travel adjusting topcap on top of the left fork leg, shown below. Travel options and direction settings are printed directly on the lever.

When changing travel, the TALAS system automatically adjusts to provide you with the appropriate linear air spring rate for each travel setting. There is no need to change the air pressure in the TALAS air chamber after adjusting travel.

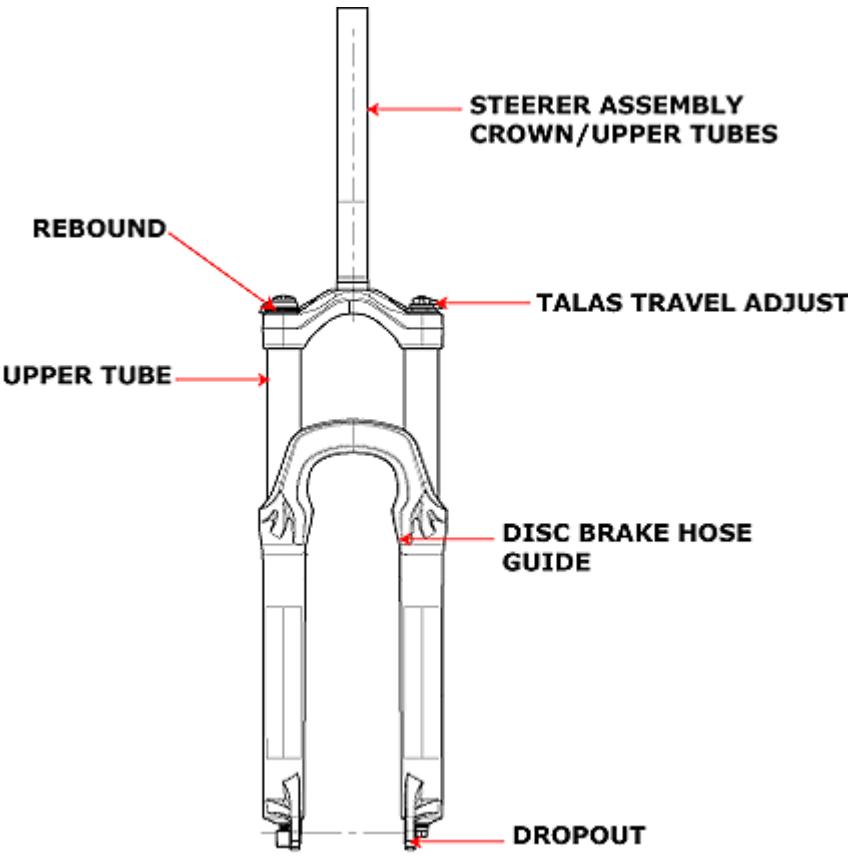


For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

WHEREVER YOU RIDE.



32 TALAS R



weight	3.79 lbs. / 1.72 kg
travel	5.9 in. / 150 mm TALAS 150+130+110 mm
features/adjustments	TALAS travel adjust system, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

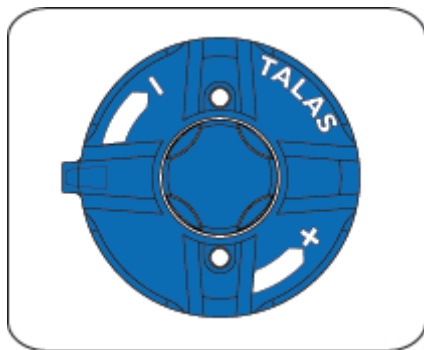
Caution: *Do not use a high pressure washer on your fork.*

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; see ["Using the FOX High Pressure Pump" on page 316](#).
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the center blue aircap in the middle of the TALAS travel adjusting topcap on top of the left fork leg (shown below), to expose the Schrader valve. Hold the TALAS lever steady with one hand while unscrewing the aircap with the other. This will facilitate removal of the aircap and also protect the TALAS lever from being forced past its stops.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.

4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
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

Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
100 mm (4")	15 mm (1/2")	20 mm (3/4")
120 mm (4.75")	18 mm (3/4")	30 mm (1 1/8")

140 mm (5.5")

21 mm (7/8")

35 mm (1 3/8")



Note: Sag and spring rate will self-adjust to the proper setting and rate, as TALAS is adjusted to shorter travel positions.

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.

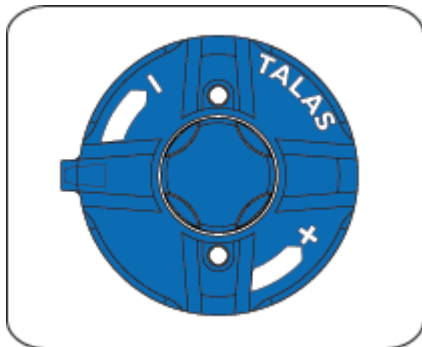


KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound.
6 (Factory setting)	Average Rebound		
 12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Changing Travel

32 mm TALAS forks feature three externally adjustable travel choices from 5.5 (140 mm) to 4.75" (120 mm) to 4 (100 mm), which are easily selected using the TALAS travel adjusting topcap on top of the left fork leg, shown below. Travel options and direction settings are printed directly on the lever.

When changing travel, the TALAS system automatically adjusts to provide you with the appropriate linear air spring rate for each travel setting. There is no need to change the air pressure in the TALAS air chamber after adjusting travel.

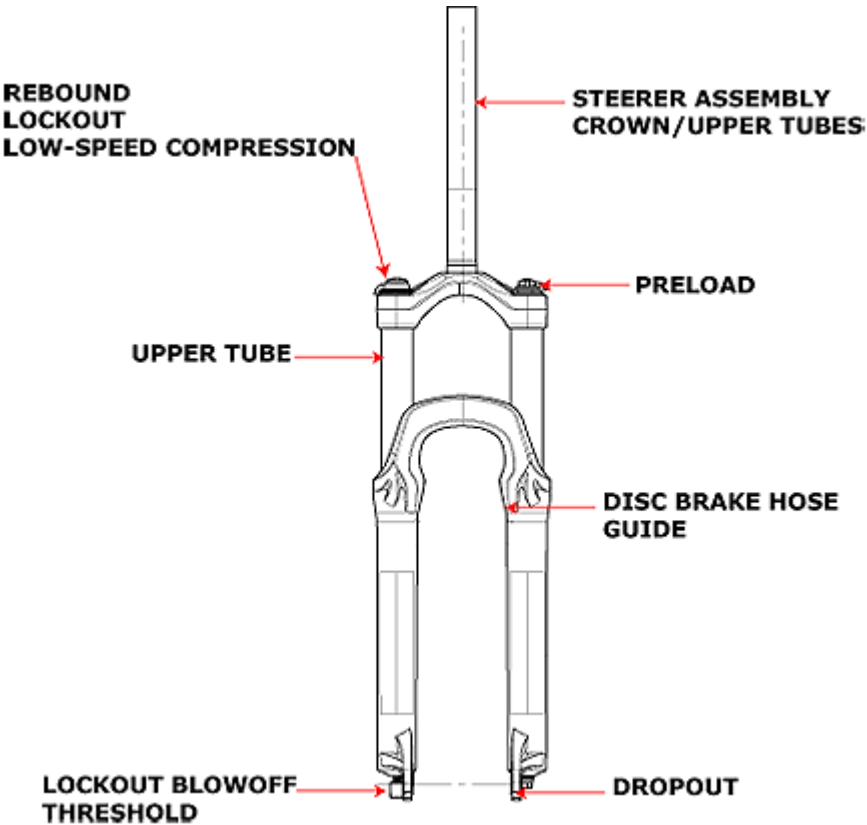


For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

WHEREVER YOU RIDE.



32 Vanilla RLC



weight	4.23 lbs. / 1.91 kg
travel	5.5 in. / 140 mm
features/adjustments	low-speed compression, lever-actuated lockout, lockout force adjust, coil spring preload, rebound
spring/damper type	steel spring/open bath
intended use	all-mountain, freeride

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

Caution: *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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

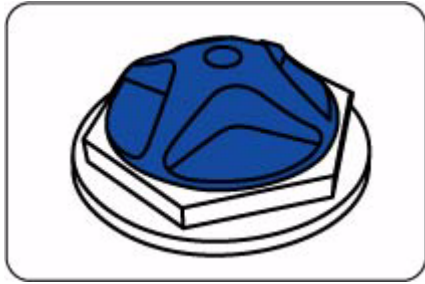
Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
2. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
3. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
4. Compare your sag measurement to the Sag Setup table below.

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

If sag is **higher** than in 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 Vanilla Coil Spring Setting Guidelines table below. You may need to change to a coil spring with a different spring rate.



Vanilla Coil Spring Setting Guidelines

FOX Part #	Approximate Spring Rate	Color Code	Travel (mm)	Rider Weight lbs. (kg)
039-05-080	40.6 lb/in	Black	140	< 90–115 (40.8–52.2)
039-05-081	48.5 lb/in	Purple	140	115–150 (52.2–68.0)
039-05-082	56.4 lb/in	Blue	140	150–180 (68.0–81.6)
039-05-083	60.9 lb/in	Green	140	180–210 (81.6–95.3)

Sag Setup

Travel	XC/Race FIRM	Freeride/ All-Mountain PLUSH
140 mm (5.5")	20 mm (3/4")	30 mm (1.25")

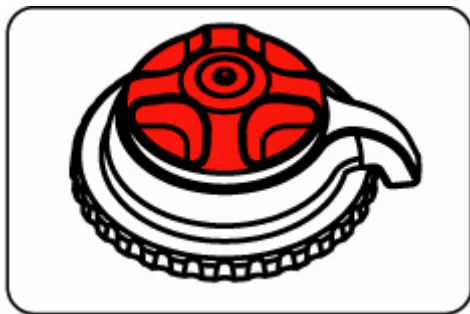
Sag Troubleshooting



Symptom	Remedy
Too much sag	Change to higher rate coil spring
Too little sag	Change to lower rate coil spring

Excessive bottoming	Change to higher rate coil spring
Harsh ride; full travel not utilized	Change to lower rate coil spring

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound.
6 (Factory setting)	Average Rebound		
 12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: *The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 to 5 mm. This is normal and does not affect performance.*

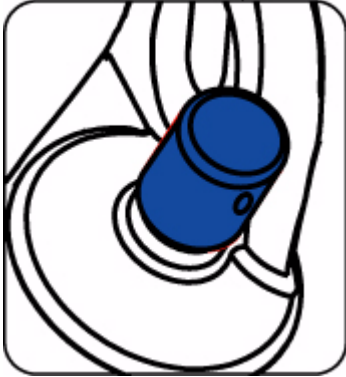
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

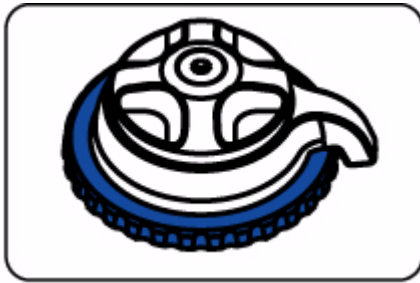
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.


There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



Adjusting Low-Speed Compression

Low-speed compression damping is adjusted with the blue bezel ring (shown below) below the blue lockout lever, and has 8 clicks of adjustment. Compression damping controls the speed at which the fork compresses. Adjust low-speed compression with lockout disabled (lockout lever fully counterclockwise). As a starting point, turn the low-speed compression dial all the way counterclockwise (full out) until it stops, then turn clockwise (in) 5 clicks.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Soft Compression	Too soft and your fork will pack down and ride harshly.	Maximum wheel traction and bump compliance. Too soft and you may have excessive brake dive and wallowy feel.
5 (Factory setting)	Average Compression		



Firm Compression

Too firm and you will experience poor traction and wheel hop.

Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Changing the Coil Spring

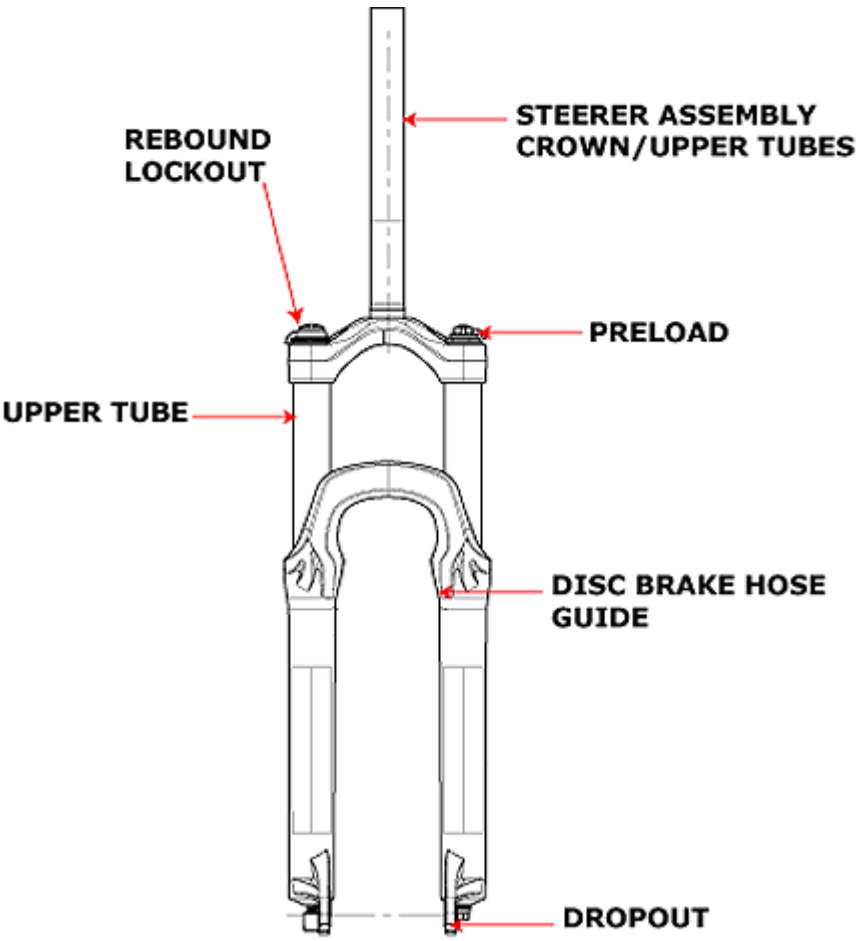
Note: 32 mm Vanilla forks cannot be reduced in travel.

1. With a 26 mm 6-point socket wrench, loosen and remove the preload topcap (top of left leg).
2. 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.
3. Wipe the spring dry with a rag and check the color code.
4. Install the new spring by dropping it into the upper tube.
5. Torque the topcap to 165 in-lb. (1864 N-cm).
6. Rotate the fork to a horizontal position and shake it to move the oil inside the fork over the spring. This lubricates it before its first travel push.
7. Measure and set sag.

WHEREVER YOU RIDE.



32 Vanilla RL



weight	4.20 lbs. / 1.90 kg
travel	5.5 in. / 140 mm
features/adjustments	lever-actuated lockout, coil spring preload, rebound
spring/damper type	steel spring/open bath
intended use	all-mountain, freeride

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

Caution: *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. If loose, adjust 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.

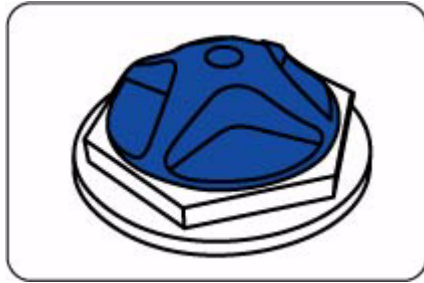
Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
2. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
3. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
4. Compare your sag measurement to the Sag Setup table below.

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

If sag is **higher** than in 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 Vanilla Coil Spring Setting Guidelines table below. You may need to change to a coil spring with a different spring rate.



Vanilla Coil Spring Setting Guidelines

FOX Part #	Approximate Spring Rate	Color Code	Travel (mm)	Rider Weight lbs. (kg)
039-05-080	40.6 lb/in	Black	140	<90–115 (40.8-52.2)
039-05-081	48.5 lb/in	Purple	140	115–150 (52.2-68.0)
039-05-082	56.4 lb/in	Blue	140	150–180 (68.0-81.6)
039-05-083	60.9 lb/in	Green	140	180–210 (81.6-95.3)

SAG SETUP

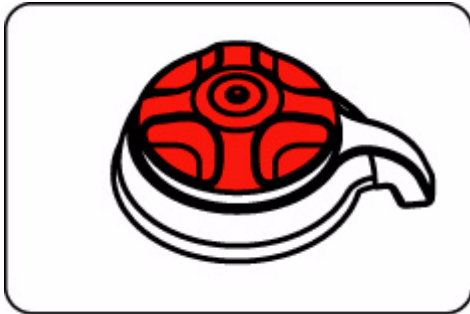
Travel	XC/Race FIRM	Freeride/ All-Mountain PLUSH
140 mm (5.5")	20 mm (3/4")	30 mm (1.25")



Sag Troubleshooting

Symptom	Remedy
Too much sag	Change to higher rate coil spring
Too little sag	Change to lower rate coil spring
Excessive bottoming	Change to higher rate coil spring
Harsh ride; full travel not utilized	Change to lower rate coil spring

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



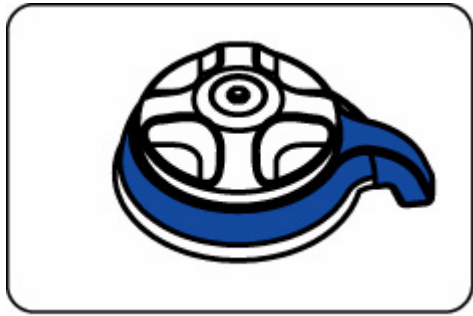
KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		
 12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Changing the Coil Spring

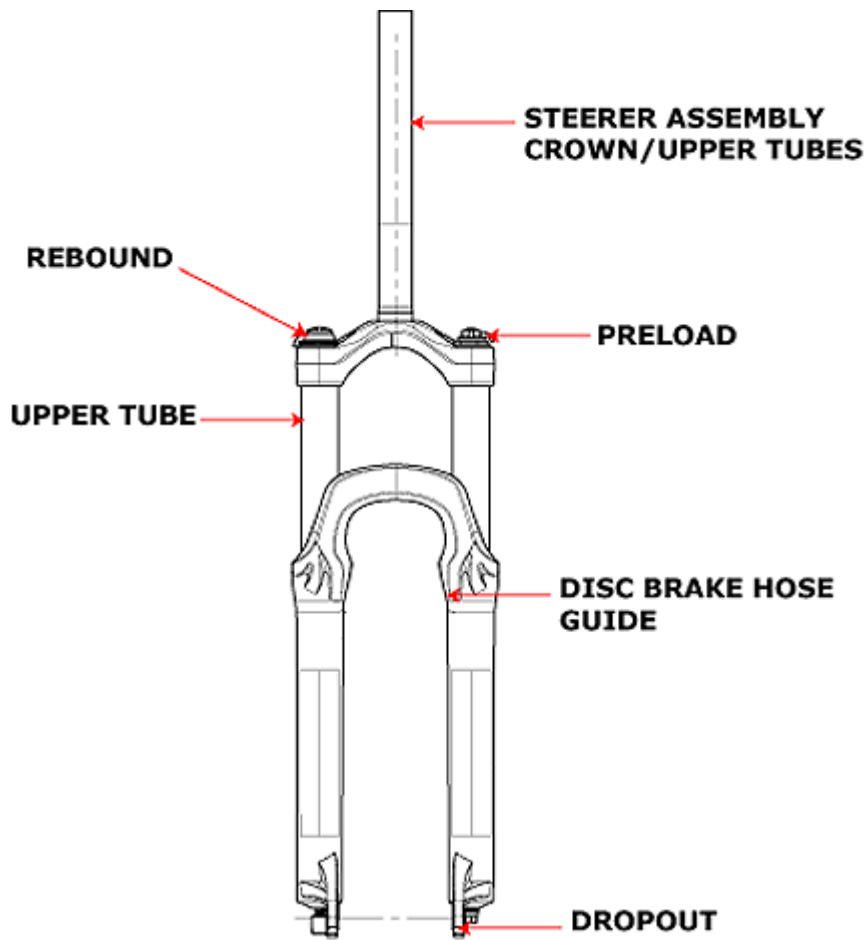
Note: 32 mm Vanilla forks cannot be reduced in travel.

1. With a 26 mm 6-point socket wrench, loosen and remove the preload topcap (top of left leg).
2. 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.
3. Wipe the spring dry with a rag and check the color code.
4. Install the new spring by dropping it into the upper tube.
5. Torque the topcap to 165 in-lb. (1864 N-cm).
6. Rotate the fork to a horizontal position and shake it to move the oil inside the fork over the spring. This lubricates it before its first travel push.
7. Measure and set sag.

WHEREVER YOU RIDE.



32 Vanilla R



weight	4.16 lbs. / 1.88 kg
travel	5.5 in. / 140 mm
features/adjustments	coil spring preload, rebound
spring/damper type	steel spring/open bath
intended use	all-mountain, freeride

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see *"Installing a 32 mm Fork" on page 16*.

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

Caution: *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; see *"Using the FOX High Pressure Pump" on page 316*.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
2. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
3. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
4. Compare your sag measurement to the Sag Setup table below.

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

If sag is **higher** than in 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 Vanilla Coil Spring Setting Guidelines table below. You may need to change to a coil spring with a different spring rate.



Vanilla Coil Spring Setting Guidelines

FOX Part #	Approximate Spring Rate	Color Code	Travel (mm)	Rider Weight lbs. (kg)
039-05-080	40.6 lb/in	Black	140	<90–115 (40.8-52.2)
039-05-081	48.5 lb/in	Purple	140	115–150 (52.2-68.0)
039-05-082	56.4 lb/in	Blue	140	150–180 (68.0-81.6)
039-05-083	60.9 lb/in	Green	140	180–210 (81.6-95.3)

Sag Setup

Travel	XC/Race FIRM	Freeride/ All-Mountain PLUSH
140 mm (5.5")	20 mm (3/4")	30 mm (1.25")



Sag Troubleshooting

Symptom	Remedy
Too much sag	Change to higher rate coil spring
Too little sag	Change to lower rate coil spring
Excessive bottoming	Change to higher rate coil spring
Harsh ride; full travel not utilized	Change to lower rate coil spring

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		
 12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Changing the Coil Spring

Note: 32 mm Vanilla forks cannot be reduced in travel.

1. With a 26 mm 6-point socket wrench, loosen and remove the preload topcap (top of left leg).
2. 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.

3. Wipe the spring dry with a rag and check the color code.
4. Install the new spring by dropping it into the upper tube.
5. Torque the topcap to 165 in-lb. (1864 N-cm).
6. Rotate the fork to a horizontal position and shake it to move the oil inside the fork over the spring. This lubricates it before its first travel push.
7. Measure and set sag.

WHEREVER YOU RIDE.



Installing a 36 mm Fork

Caution: *FOX Racing Shox highly recommends that a qualified bicycle technician install the 36 mm fork on your bicycle. Improperly installed forks are dangerous, and can cause loss of control and serious or fatal injuries. Read this section in its entirety before beginning the installation of your FOX 36 mm fork.*

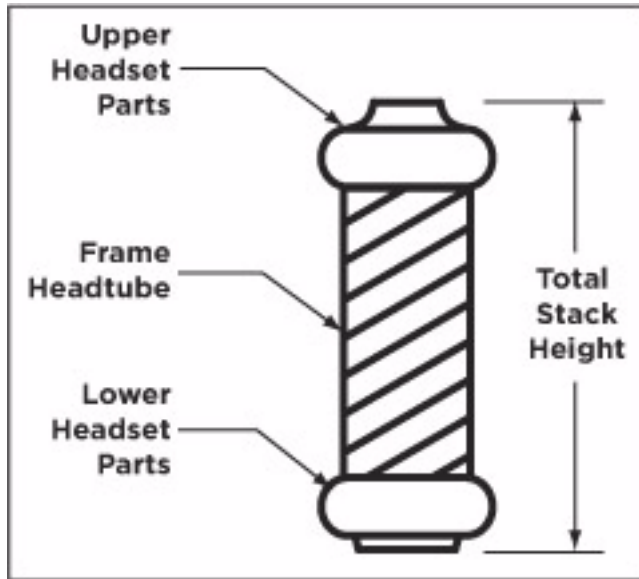
To install the FOX 36 mm fork on your bicycle:

1. Remove the old fork from the bicycle.
2. Remove the crown race from the old fork.
3. Measure the steerer tube length of the old fork. Transfer this measurement to your new FOX fork's steerer tube. If there is no old fork to measure by, cut the steerer to the proper length with the following procedure:
4. Install the new fork on the bicycle using all of the headset parts. Use a crown race setter to install the crown race firmly against the top of the crown.
5. Install the headset spacers (these might not be required) and stem on the steerer, and lightly tighten the stem clamp bolt(s).
6. Mark the steerer tube with a scribe at the top edge of the stem.
7. If it is necessary to cut the steerer tube, **measure twice and cut once!** It is recommended that a cutting guide be used when cutting the steerer tube. If the steerer has any nicks or gouges, the crown/steerer/upper tube assembly must be replaced.

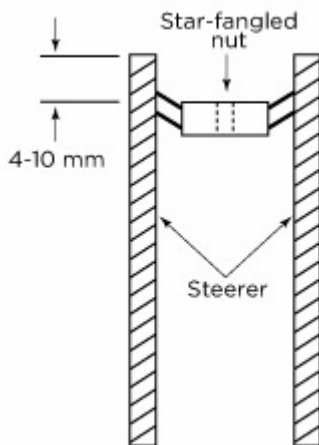
Warning! *A nick or gouge can cause the steerer to fail prematurely, and cause loss of control of the bicycle and serious or fatal injuries.*

8. Remove the new fork from the bicycle and cut the steerer tube ~4-10 mm below the scribed mark. This ~4-10 mm of clearance allows room for the stem cap to lightly tension the headset, to eliminate any free play. Refer to your stem manufacturer's instructions to be sure there will be enough clamping surface for the stem.
9. Use a flat file to de-burr the outer and inner top edges of the newly cut steerer tube.
10. Install the star-fangled nut: with a star-fangled nut installation tool, install the star-fangled nut into the steerer to the proper depth (see the star-fangled nut installation depth drawing below).

Note: *The total height of spacers used on a FOX steerer tube should never exceed 30 mm.*



11. Using a crown race setter to install the crown race firmly against the top of the crown.
12. Install all headset parts and stem spacers (if these spacers are required).
13. Torque the star-fangled nut to the stem manufacturer's specifications, and also torque the stem clamping bolt(s) to specification at this time.
14. The headset should be so well adjusted that it turns freely without drag or free play.



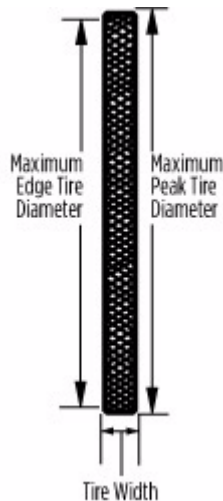
Tire Sizes

The 36 will accept tire sizes up to 2.80 inches wide. Any tire larger than 26 x 2.60 must be checked for clearance using the following method.

Determining correct tire size

With the tire installed and inflated on the rim, measure the following three dimensions:

- Maximum Peak Tire Diameter = 694 mm = 27.3 inch
- Maximum Edge Tire Diameter = 670 mm = 26.41 inch
- Maximum Tire Width = 71 mm = 2.80 inch

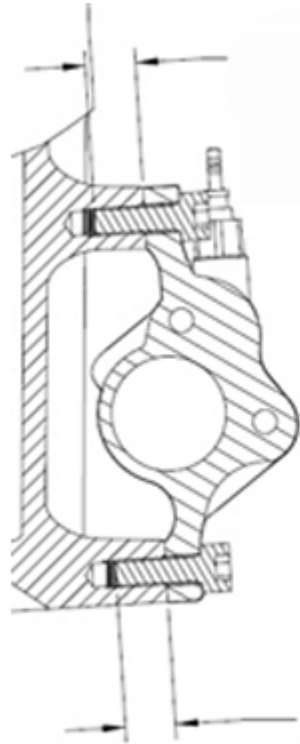


Warning! Do not use a tire if any measurement exceeds the maximum dimensions shown above. Using larger tires is not recommended and can cause serious or fatal injuries.

1. See ["Using the 36 Quick-Release Lever"](#) on page 135.
2. Setting handlebars straight and torquing stem bolts:
 - Set the bike on the ground and sit on your bike to set the handlebars straight relative to the front wheel.
 - Tighten the stem pinch bolts and torque fasteners according to the stem manufacturer's specifications.
 - Check that the handlebar pinch bolts are tightened to the stem manufacturer's torque specifications.

Post Mount Disc Brake Installation

Caution: VERY IMPORTANT! The disc brake caliper mounting bolts must have 10-12 mm of thread engagement with the fork. Be sure these mounting bolts are torque wrench-tightened to the manufacturer's specification. In any case, the disc brake caliper mounting bolt tightening torque level must never exceed 90 in-lb.



**2X 10-12 mm
✂ 90 Inch-pounds
(10.168 N-M)**

The 36 is designed for use with disc brakes with disc rotor sizes of 160 – 205 mm only. The 36 can use XC or DH mechanical or hydraulic brake systems.

Caution: *Never modify the lower leg, or use cantilever rim brakes.*

The 36 disc bolt pattern uses:

For use with XC size rotor (160 – 180 mm outside diameter):

- XC caliper
- XC caliper mount for international XC mount pattern

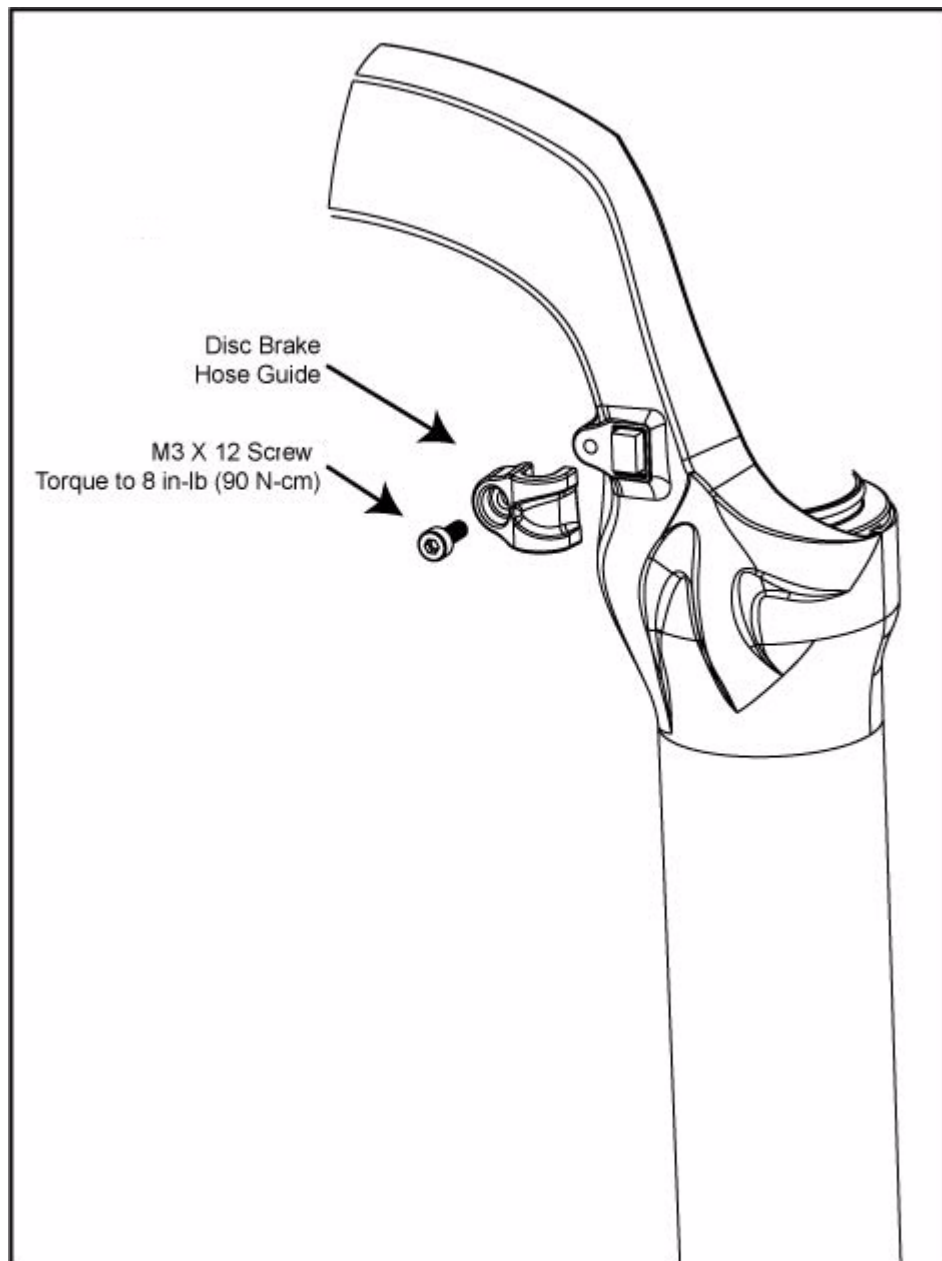
OR

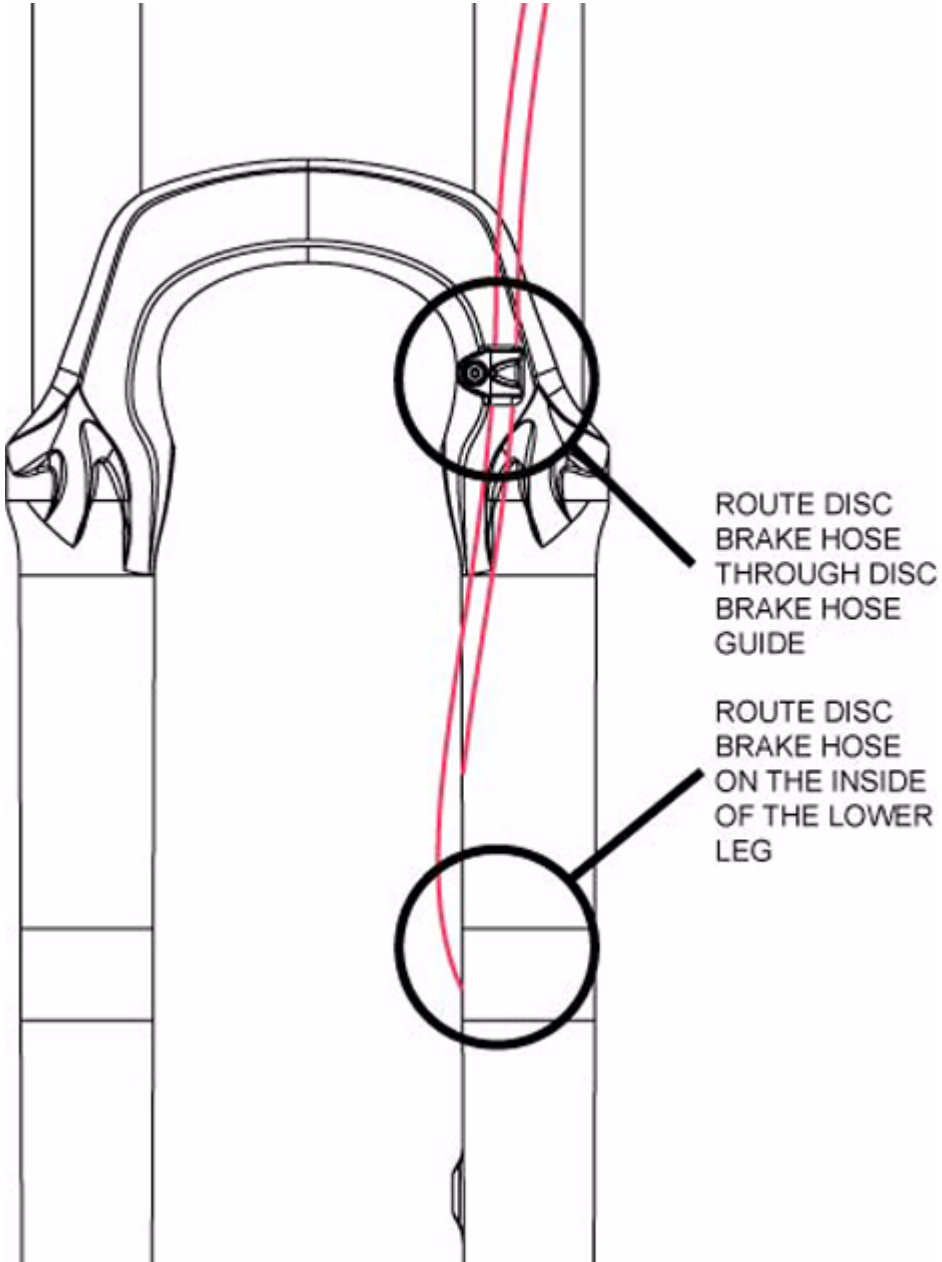
For use with DH size rotor (200 – 205 mm outside diameter):

- XC caliper

1. Install DH disc brake system according to disc brake manufacturer's specifications. Be sure to torque all fasteners and bolts to manufacturer's recommendations.
2. Consult the manual that came with your disc brakes for proper installation procedures. It is recommended that NEW disc brake pads be installed to ensure proper alignment and to minimize drag.
3. Test brakes for proper operation on flat land before hitting the trails.
4. Route the disc brake hose (for hydraulic disc brakes) or brake cable housing (for mechanical disc brakes) from the caliper to the inside of the lower leg and through the supplied disc brake hose guide, and assemble the FOX disc brake hose guide parts as shown in the figures below.

5. Cut your Brake hose or brake cable housing to the correct length and assemble according to disc brake manufacturer's specifications.
6. Tighten the disc brake hose guide screw with a 2.5 mm hex key wrench and torque to 8 in-lb (90 N-cm).



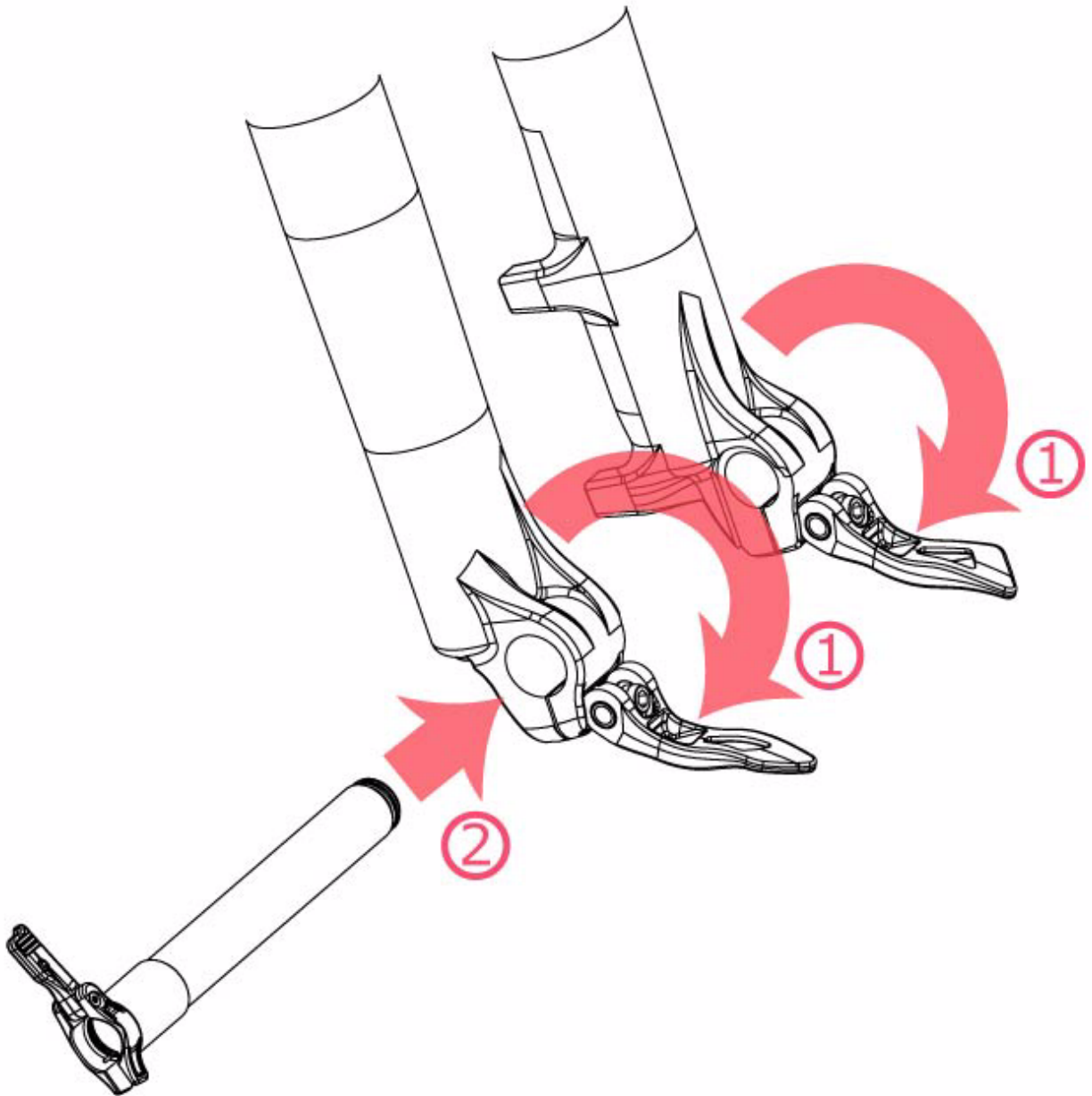


WHEREVER YOU RIDE.

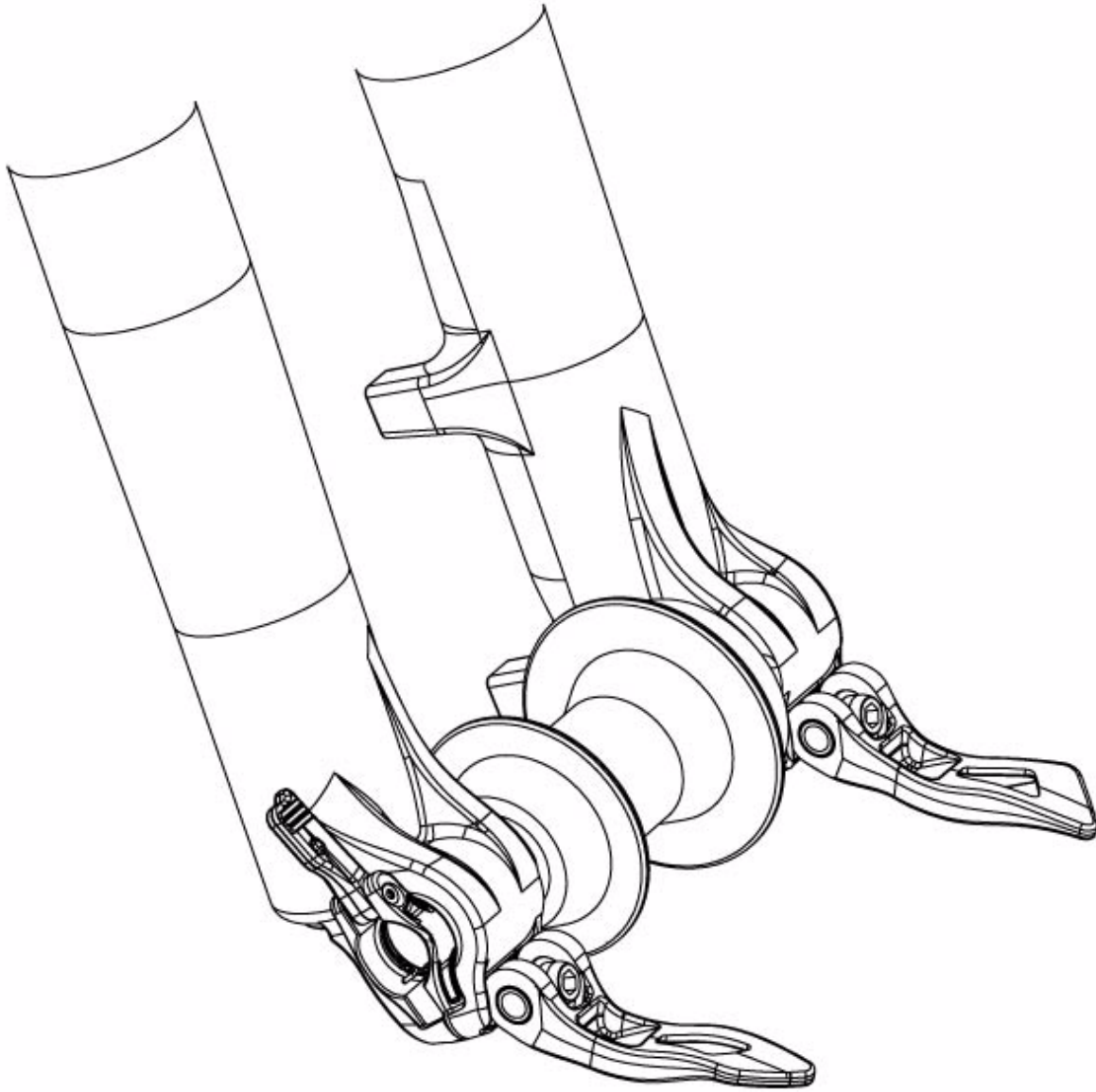


Using the 36 Quick-Release Lever

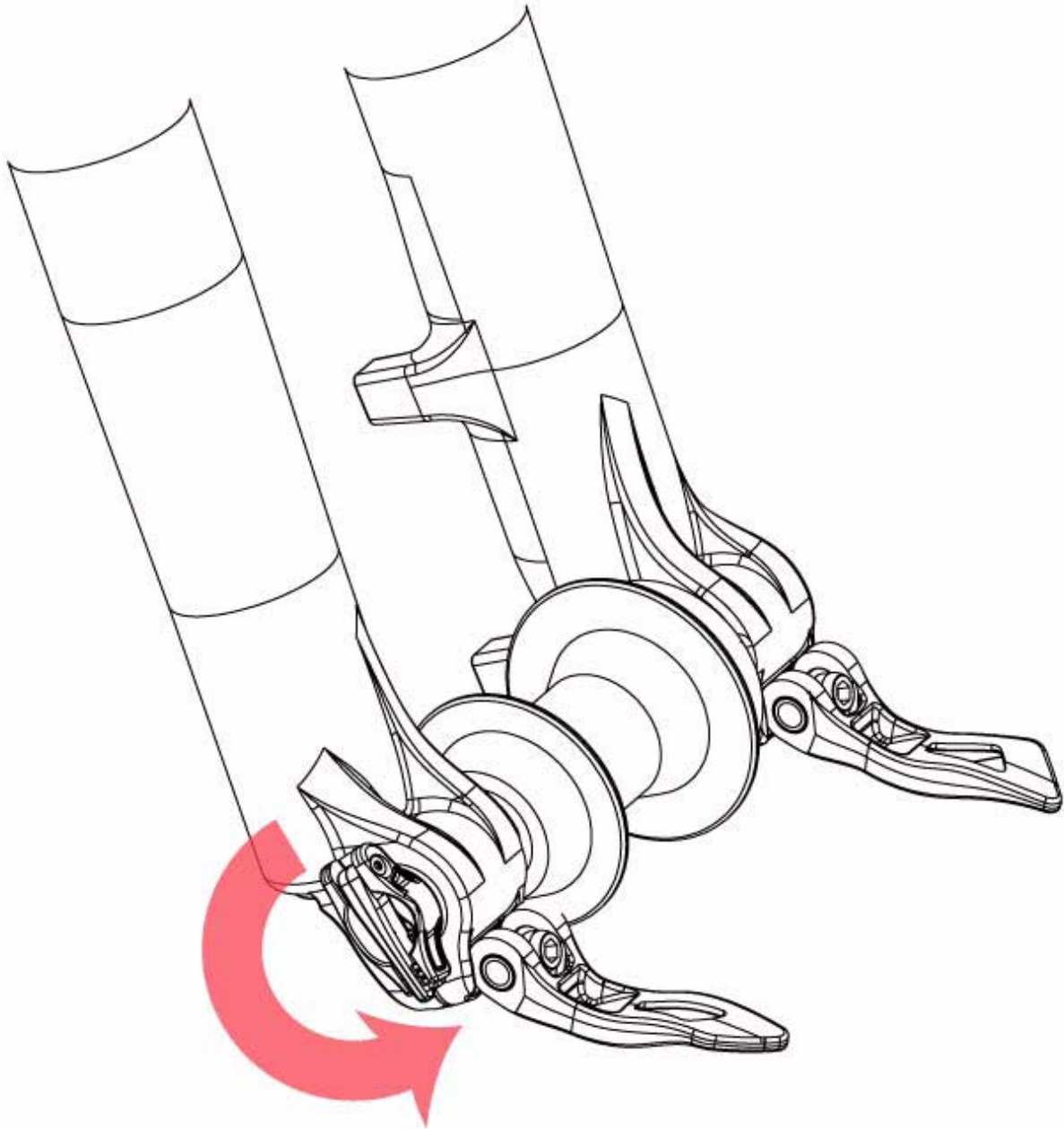
1. Before installing wheel, check that quick-release levers are in the open position (step 1 in the drawing below). Place the wheel into the dropouts of the fork, and slide the axle in through the fork and through the hub (step 2).



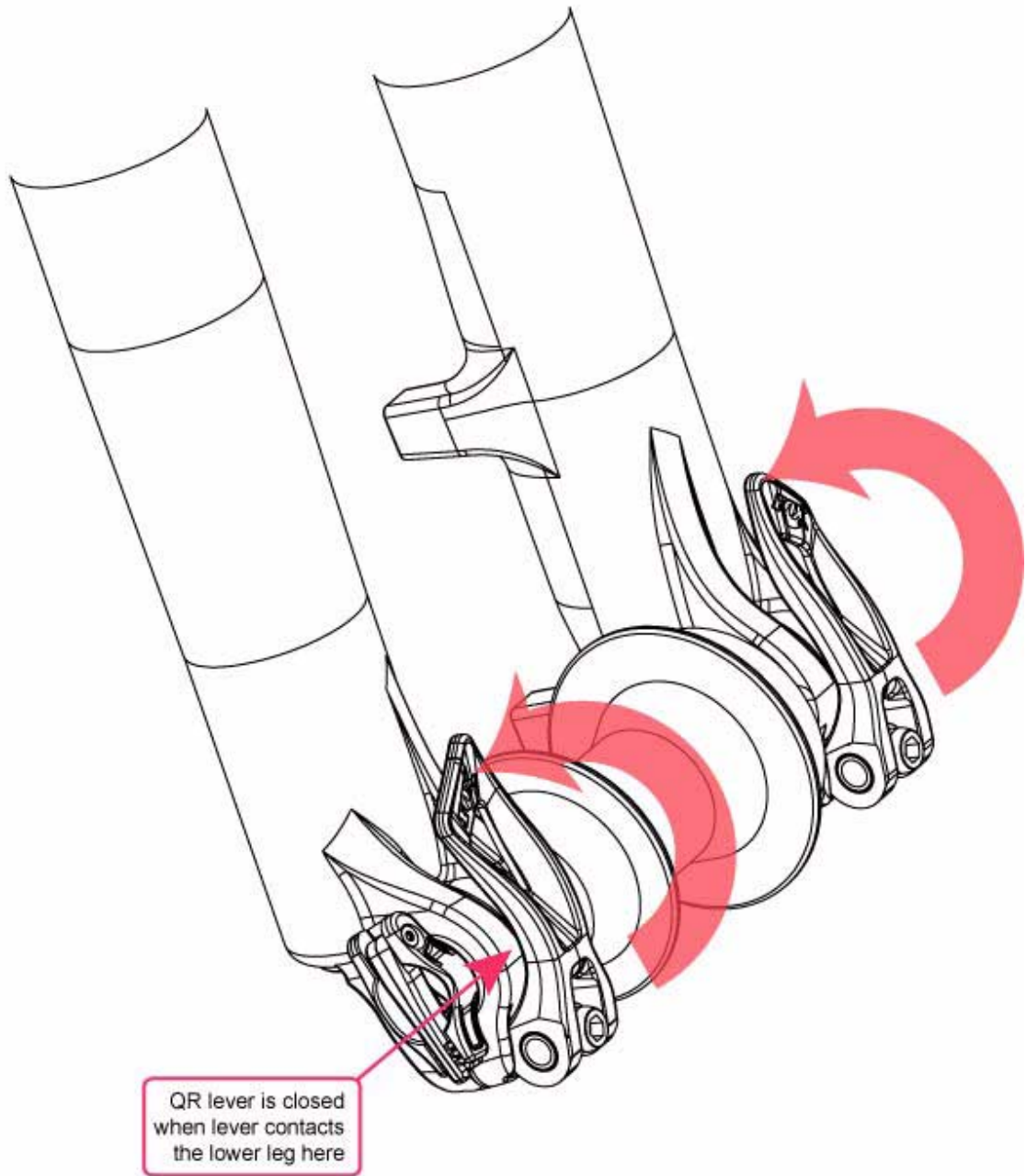
2. Thread the axle in until hand tight.



3. Rotate the axle lever to the closed position and push until it has clicked in.



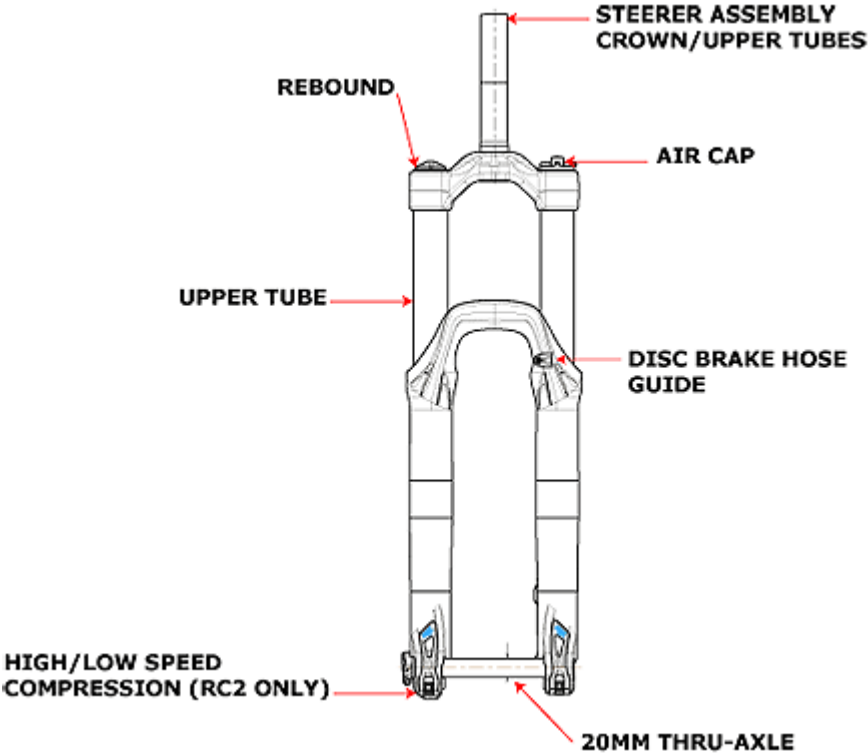
4. Close both QR Levers by rotating until the backside of lever contacts the lower leg.



WHEREVER YOU RIDE.



36 FLOAT RC2 & R



weight	RC2: 4.78 lbs. / 2.16 kg R: 4.69 lbs. / 2.12 kg
travel	6.3 in. / 160 mm
features/adjustments RC2	low-speed compression, high-speed compression, internal bottom-out resistance, air spring pressure, rebound
features/adjustments R	internal bottom-out resistance, air spring pressure, rebound
spring/damper type	air/RC2 FIT damper
intended use	downhill, all-mountain, freeride

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 36 mm Fork" on page 129](#).

Before You Ride

1. Check that the 20 mm axle pinch bolts and crown pinch bolts are properly adjusted and tightened.
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/upper tube junction.

Caution: *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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the center blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).
3. Using the 36 FLOAT Air Spring Setting Guidelines table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.

5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is **sag**.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

36 FLOAT Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	48 PSI
135 - 145 lbs.	50 PSI
145 - 155 lbs.	53 PSI
155 - 170 lbs.	55 PSI
170 - 185 lbs.	62 PSI
185 - 200 lbs.	69 PSI
200 - 215 lbs.	76 PSI
215 - 230 lbs.	83 PSI
230 - 250 lbs.	90 PSI


Sag Setup		
Travel	XC/Race FIRM	Freeride PLUSH
100 mm (4")	15 mm (1/2")	20 mm (3/4")
130 mm (5")	20 mm (3/4")	32 mm (1.25")
160 mm (6.3")	20 mm (3/4")	40 mm (1.5")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 8 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
8 (Factory setting)	Average Rebound		



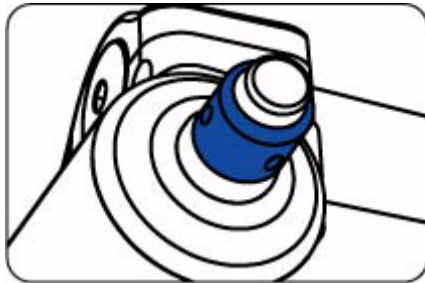
Fast Rebound

Too fast and you will experience poor traction and wheel hop.

If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Adjusting High-Speed Compression (RC2 only)

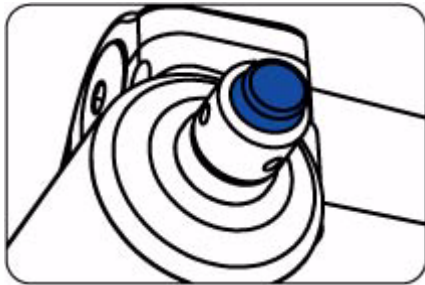
High-speed compression damping controls the force it takes to move the fork through its travel and how the wheel reacts to a bump. This adjuster rotates to stops at each end and has 15 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 36 without the black protective cap.





KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS
	Soft Compression	Maximum wheel traction and bump compliance. If setting is too soft, you may bottom often on square-edged hits and G-outs.
8 (Factory setting)	Average Compression	
	Firm Compression	Reduces bottom-out and provides maximum bump absorption. If setting is too firm, you may experience a harsh ride with bad traction and use too little available travel.

Adjusting Low-Speed Compression (RC2 only)

Low-speed compression damping controls the influence of the rider's weight shifts and bike attitude under braking. This adjuster rotates to stops at each end and has 17 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 36 without the black protective cap.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS
 1	Soft Compression	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallow feel.
8 (Factory setting)	Average Compression	
 17	Firm Compression	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Hydraulic Bottom-Out System

The 36 VAN is equipped with a patent-pending Internally Adjustable Hydraulic Bottom-Out Control System. This feature can be adjusted inside the cartridge by FOX Racing Shox or an Authorized Service Center. It comes preset from the factory at the FIRM setting.

Changing Travel

Travel on your 36 FLOAT fork can be changed by rearranging the internal travel spacers. After changing travel check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

Note: 36 FLOAT forks can be reduced in travel, but they cannot be increased beyond 160 mm.

Tools Required for Travel Change

- 32 mm 6-sided socket
- 10 mm socket
- Small screwdriver
- Torque wrench
- 2 mm hex key wrench
- Oil drain pan
- 1.5 mm hex key wrench
- Plastic-faced hammer
- Measuring container w/ cc or mL increments

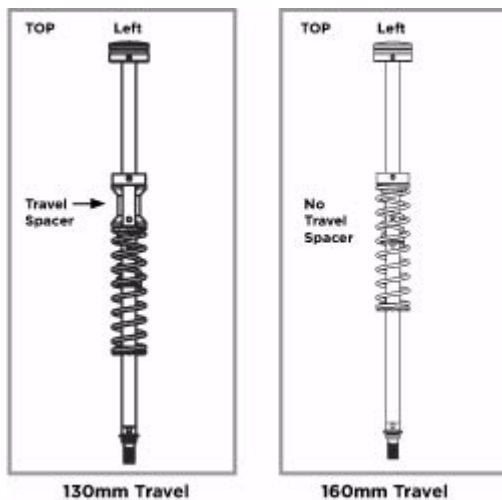
Supplies Required for Travel Change

Supplies Required		
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	FLOAT Forx Air Piston Seal Kit (optional)

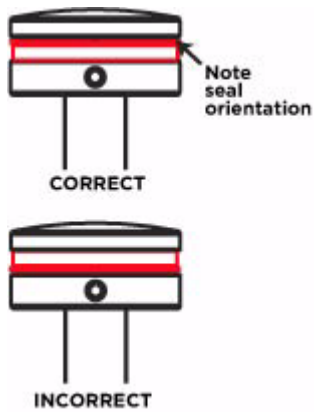
1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Remove the left top cap with a 32 mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10 mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.
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. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.

4. Pull the air-shaft assembly from the fork. Refer to the drawings below and add or remove the appropriate number of 30 mm spacer(s) to achieve the desired travel. To achieve 130 mm travel, use one 30 mm spacer; 100 mm travel, use both 30 mm spacers. Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.
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. Be sure to orient the U-cup seal as shown in the Seal Orientation drawing below.
6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
7. Turn the fork upside down. Measure and pour 30 cc of FOX Suspension Fluid through the bottom hole.
8. 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.
9. Turn the fork right side up. Pour 5 cc of FOX FLOAT Fluid on top of the air piston.
10. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid.
11. Re-install the topcap and torque to 165 in-lbs.
12. Pump up the fork to the desired pressure and cycle it several times to check for proper operation.
13. Re-install the blue air cap.
14. You're done. Go ride.

Travel Spacer Orientation



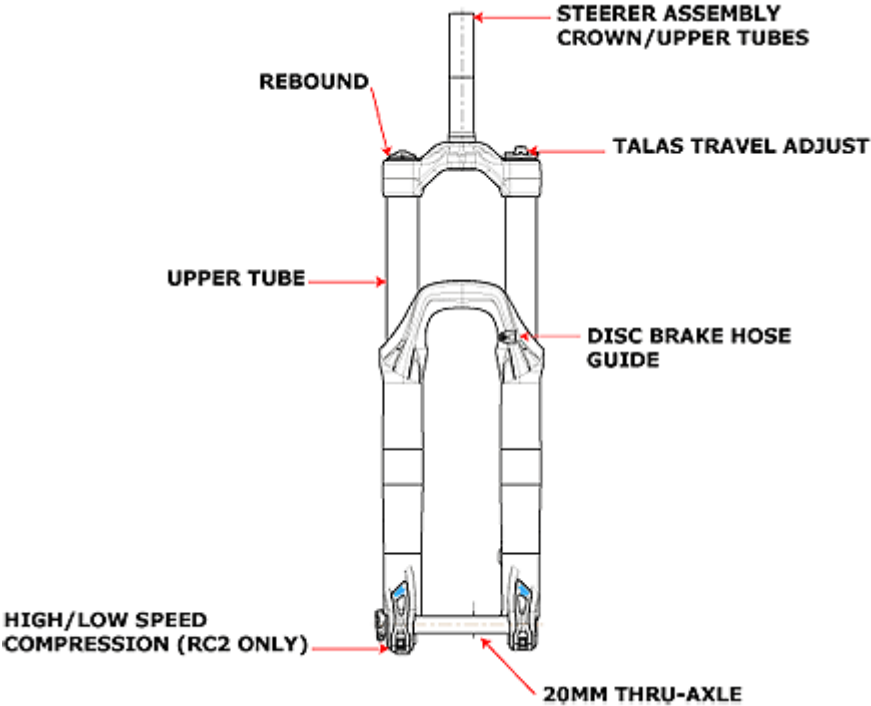
Seal Orientation



WHEREVER YOU RIDE.



36 TALAS RC2 & R



weight	RC2: 5.08 lbs. / 2.30 kg R: 4.99 lbs. / 2.26 kg
travel	TALAS 160+130+100 mm
features/adjustments RC2	TALAS travel adjust, low-speed compression, high-speed compression, hydraulic bottom-out in damper, air spring pressure, rebound
features/adjustments R	TALAS travel adjust, hydraulic bottom-out in damper, air spring pressure, rebound
spring/damper type	air/RC2 FIT damper
intended use	downhill, all-mountain, freeride

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 36 mm Fork" on page 129](#).

Before You Ride

1. Check that the 20 mm axle pinch bolts and crown pinch bolts are properly adjusted and tightened.
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/upper tube junction.

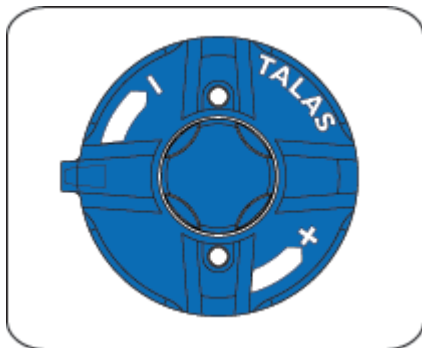
Caution: *Do not use a high pressure washer on your fork.*

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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the center blue aircap in the middle of the TALAS travel adjusting topcap on top of the left fork leg (shown below), to expose the Schrader valve. Hold the TALAS lever steady with one hand while unscrewing the aircap with the other. This will facilitate removal of the aircap and also protect the TALAS lever from being forced past its stops.



2. Set the lever in the long travel position and cycle the fork a few times.
3. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve; see ["Using the FOX High Pressure Pump" on page 316](#).

4. Using the 36 TALAS Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
5. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
6. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
7. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
8. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

9. Screw the blue aircap back on, and go ride.

36 TALAS Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	48 PSI
135 - 145 lbs.	50 PSI
145 - 155 lbs.	53 PSI
155 - 170 lbs.	55 PSI
170 - 185 lbs.	62 PSI
185 - 200 lbs.	69 PSI
200 - 215 lbs.	76 PSI
215 - 230 lbs.	83 PSI
230 - 250 lbs.	90 PSI

Sag Setup		
Travel	XC/Race FIRM	Freeride PLUSH
100 mm (4")	15 mm (1/2")	20 mm (3/4")
130 mm (5")	20 mm (3/4")	32 mm (1.25")

160 mm (6.3")

20 mm (3/4")

40 mm (1.5")

Note: Sag and spring rate will self-adjust to the proper setting and rate, as TALAS is adjusted to shorter travel positions.



Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 8 clicks.

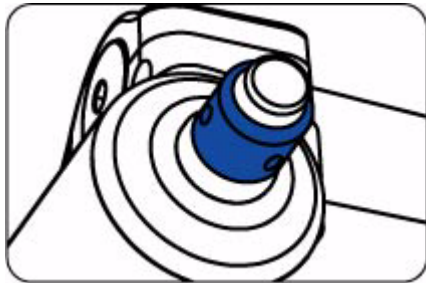



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS

 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
8 (Factory setting)	Average Rebound		
 15	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Adjusting High-Speed Compression (RC2 only)

High-speed compression damping controls the force it takes to move the fork through its travel and how the wheel reacts to a bump. This adjuster rotates to stops at each end and has 15 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 36 without the black protective cap.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS
 1	Soft Compression	Maximum wheel traction and bump compliance. If setting is too soft, you may bottom often on square-edged hits and G-outs.

8
(Factory setting)



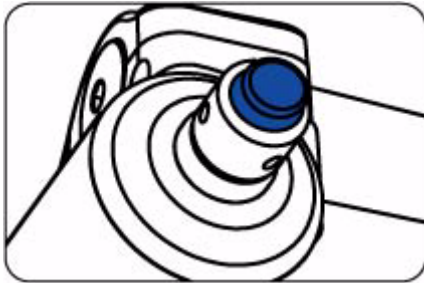
Average Compression

Firm Compression

Reduces bottom-out and provides maximum bump absorption. If setting is too firm, you may experience a harsh ride with bad traction and use too little available travel.

Adjusting Low-Speed Compression (RC2 only)

Low-speed compression damping controls the influence of the rider's weight shifts and bike attitude under braking. This adjuster rotates to stops at each end and has 17 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 36 without the black protective cap.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS
 1	Soft Compression	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.
8 (Factory setting)	Average Compression	
 17	Firm Compression	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

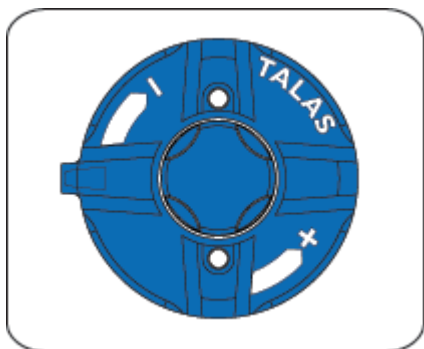
Hydraulic Bottom-Out System

The 36 VAN is equipped with a patent-pending internally adjustable Hydraulic Bottom-Out Control System. This feature can be adjusted inside the cartridge by FOX Racing Shox or an Authorized Service Center. It comes preset from the factory at the FIRM setting.

Changing Travel

36 TALAS forks feature three externally adjustable travel choices from 6.3 (160 mm) to 5" (130 mm) to 4 (100 mm), which are easily selected using the TALAS travel adjusting topcap on top of the left fork leg, shown below. Travel options and direction settings are printed directly on the topcap.

When changing travel, the TALAS system automatically adjusts to provide you with the appropriate linear air spring rate for each travel setting. There is no need to change the air pressure in the TALAS air chamber after adjusting travel.

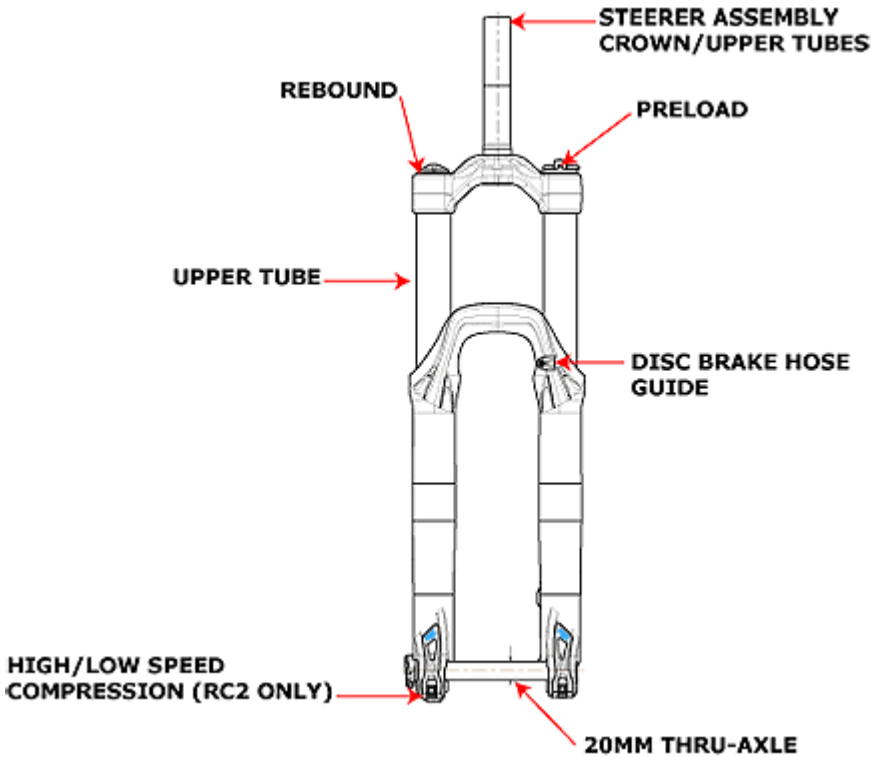


For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

WHEREVER YOU RIDE.



36 VAN RC2 & R



weight	RC2: 5.21 lbs. / 2.36 kg R: 5.12 lbs. / 2.32 kg
travel	6.3 in. / 160 mm
features/adjustments RC2	low-speed compression, high-speed compression, hydraulic bottom-out in damper, coil spring preload, rebound
features/adjustments	hydraulic bottom-out in damper, coil spring preload, rebound
spring/damper type	steel spring/RC2 FIT damper
intended use	downhill, all-mountain, freeride

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 36 mm Fork" on page 129](#).

Before You Ride

1. Check that the 20 mm axle pinch bolts and crown pinch bolts are properly adjusted and tightened.
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/upper tube junction.

Caution: *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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
2. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
3. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
4. Compare your sag measurement to the Sag Setup table below.

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

If sag is higher than in 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 36 Van Coil Spring Setting Guidelines table below. You may need to change to a coil spring with a different spring rate.



36 Van Coil Spring Setting Guidelines

FOX Part #	Spring Rate	Color Code	Travel Range	Rider Weight Lbs.
039-05-050	35 lb/in	Black	160	< 90–115
039-05-051	40 lb/in	Purple	160	115–155
039-05-052	45 lb/in	Blue	160	150–180
039-05-053	50 lb/in	Green	160	175–210
039-05-054	55 lb/in	Yellow	160	205–240+

Sag Setup

Travel	Race FIRM	Freeride PLUSH
160 mm (6.3")	24 mm (15/16")	40 mm (1.5")

Sag Troubleshooting

Symptom	Remedy
Too much sag	Change to higher rate coil spring
Too little sag	Change to lower rate coil spring
Excessive bottoming	Change to higher rate coil spring



Harsh ride; full travel not utilized

Change to lower rate coil spring

Adjusting Rebound

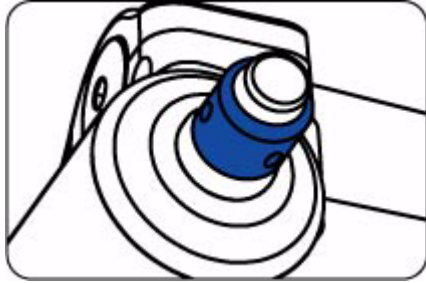
The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 8 clicks.





KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
8 (Factory setting)	Average Rebound		
	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Adjusting High-Speed Compression (RC2 only)

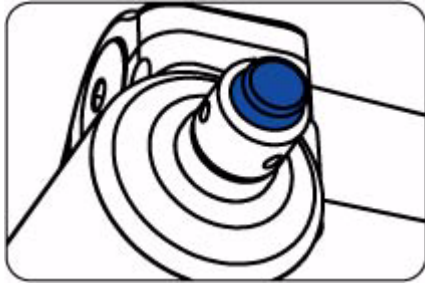
High-speed compression damping controls the force it takes to move the fork through its travel and how the wheel reacts to a bump. This adjuster rotates to stops at each end and has 15 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 36 without the black protective cap.





KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS
 1	Soft Compression	Maximum wheel traction and bump compliance. If setting is too soft, you may bottom often on square-edged hits and G-outs.
8 (Factory setting)	Average Compression	
 15	Firm Compression	Reduces bottom-out and provides maximum bump absorption. If setting is too firm, you may experience a harsh ride with bad traction and use too little available travel.

Adjusting Low-Speed Compression (RC2 only)

Low-speed compression damping controls the influence of the rider's weight shifts and bike attitude under braking. This adjuster rotates to stops at each end and has 17 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 36 without the black protective cap.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS
 1	Soft Compression	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.
8 (Factory setting)	Average Compression	
 17	Firm Compression	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Hydraulic Bottom-Out System

The 36 VAN is equipped with a patent-pending Internally Adjustable Hydraulic Bottom-Out Control System. This feature can be adjusted inside the cartridge by FOX Racing Shox or an Authorized Service Center. It comes preset from the factory at the FIRM setting.

Changing the Coil Spring

Note: 36 VAN forks cannot be reduced in travel.

1. With a 32 mm 6-point socket wrench, loosen and remove the preload topcap (top of left leg).
2. 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.
3. Wipe the spring dry with a rag and check its color code.
4. Install the new spring by dropping it into the upper tube, then torque the top cap to 165 in-lbs (1864 N-cm).
5. Rotate the fork to a horizontal position and shake it. This lubricates the spring before its first push into travel.
6. Measure and set sag.

WHEREVER YOU RIDE.



Installing a 40 mm Fork

1. Verifying the Total Stack Height:

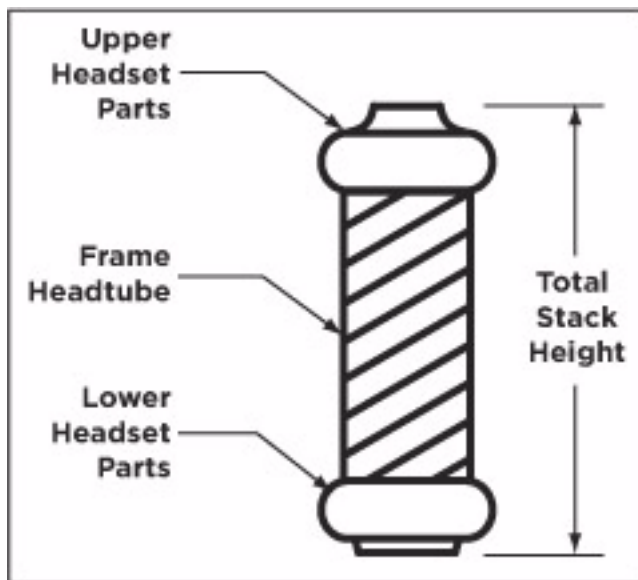
Note: The 40 direct mount crown requires a total stack height range from 105 mm to 166.8 mm.

See [Figure 1: "40 Headset Stack Height"](#) to understand what defines **total stack height**. Measure to verify whether your total stack height falls within this height range specification.

- If your total stack height is less than 105.0 mm, add a headset spacer between the upper headset parts and the upper crown, to arrive within this total headset stack height specification.
- If your total stack height is greater than 166.8 mm, consider installing a shorter stack headset.

Note: If you're installing a steerer tube-mounted stem, the total height of spacers used on a FOX steerer tube should never exceed 30 mm.

Figure 1: 40 Headset Stack Height

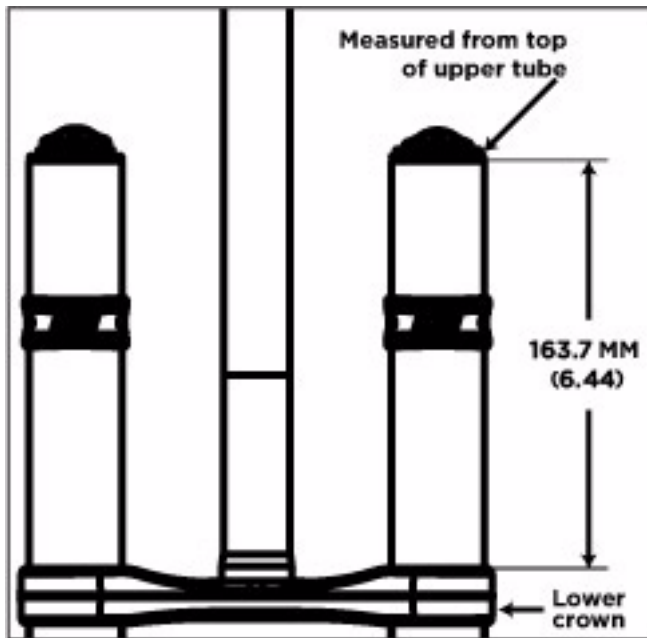


Warning! Have a qualified bicycle mechanic install the 40. Improperly installed forks are dangerous, which can cause loss of steering control that can lead to serious or fatal injuries.

The 40 with a direct mount upper crown is assembled with the lower crown set to 163.7 mm below the top of the upper tubes (see [Figure 2: "40 Crown Height" on page 163](#)). The lower

crown position is set to allow 6 mm clearance between the bottom of the crown and the top of a 2.80" tire when bottomed out. Do not change the position of the lower crown.

Figure 2: 40 Crown Height



2. Remove the fork and install the crown race:

- a. Place the bicycle in a repair stand.
- b. Remove the new 40 fork from its packaging.
- c. Remove the original fork from the bicycle, if this is the case.
- d. Remove the crown race from the original fork with a crown race removal tool, and install it with a crown race setter tool onto the new 40. The crown race must be firmly seated against the top surface of the lower crown.



Warning! *If the steerer has any nicks or gouges, the crown/steerer assembly must be replaced. A nick or gouge can cause the steerer to fail prematurely, which can cause loss of control of the bicycle resulting in serious or fatal injuries.*

3. Cut steerer to the proper length:

Note: *The FOX 40 can be set up with either a direct-mount or a steerer mounted stem.*



Caution: Fox Racing Shox does not manufacture a direct mount stem. Be sure to refer to your stem manufacturer's installation instructions. Measure at least twice to be certain of all measurements, before cutting the fork steerer!

- a. Install your new 40 on the bicycle with all of the headset parts, stem spacers, and upper crown. The deep-pocketed side of the upper crown faces downward on the bicycle.
- b. After eliminating play in the headset, lightly tighten the steerer pinch bolt on the upper crown with a 5 mm hex wrench.
- c. Add any additional stem spacer(s) or steerer-mounted stem onto the steerer above the upper crown that will affect the steerer tube finished cut length. This will depend on personal preference.
- d. Mark the steerer with a scribe at the top edge of the uppermost installed part. With a direct mount stem, you can scribe the mark on the steerer at the top edge of the upper crown.
- e. Remove the 40 from the bicycle and cut the steerer 3 mm below the scribed mark. This 3 mm clearance allows room for the stem cap to lightly tension the headset and eliminate any free play.



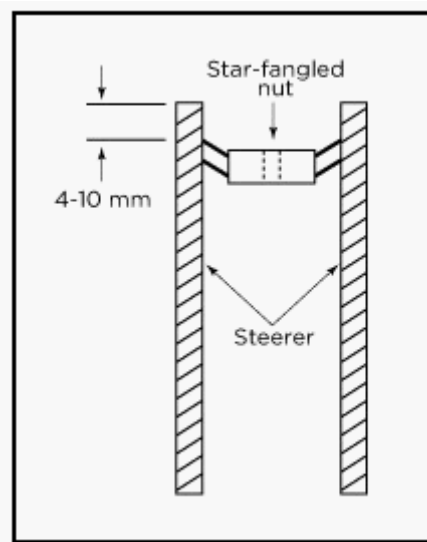
Warning! Do not cut the steerer more than three (3) mm below the uppermost installed part. If the steerer length is mistakenly cut too short, it **MUST BE REPLACED!** Using a fork with clamped steerer engagement that is too short can lead to sudden fork failure, which can cause irrecoverable loss of control of the bicycle resulting in serious or fatal injuries.

- f. Use a file to de-burr the outer and inner top edges of the newly cut steerer.

4. Install the star-fangled nut and steering stop bumpers:

- a. With a star-fangled nut installation tool, install the star-fangled nut into the steerer to the proper depth (see [Figure 3: "Star-fangled Nut Installation Depth" on page 165](#)).

Figure 3: Star-fangled Nut Installation Depth



- b. Install one steering stop bumper onto each upper tube and place midway on the upper tube (see [Figure 4: "40 Upper Crown Installation" on page 166](#)).

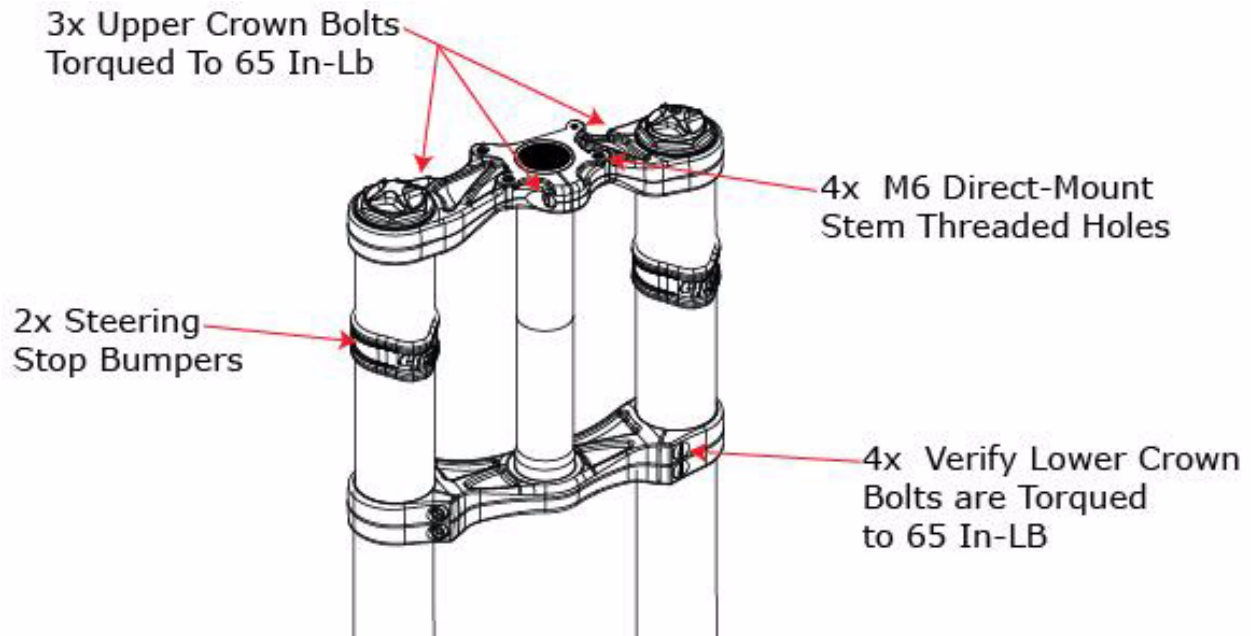
5. Installing the fork onto the bicycle:

- a. Install the new 40 fork on the bicycle with all of the headset parts, upper crown, spacer(s), and steerer-mount stem (if applicable).
- b. Install the stem cap and M6 stem cap bolt.

Note: *It is important that the Direct Mount stem stays loose (NOT torque-tightened) or uninstalled, to allow proper adjustment of the headset.*

- c. With all three upper crown bolts left loosened, lightly tighten the headset stem cap bolt to remove play in the system so that it turns freely without drag.
- d. With a 5 mm hex key socket and torque wrench, torque all three upper crown bolts to 65 in-lb (see [Figure 4: "40 Upper Crown Installation" on page 166](#)).

Figure 4: 40 Upper Crown Installation



- e. Be sure the torque specification of 65 in-lb is achieved for each of the four lower crown bolts.



Warning! Do not over-tighten the pinch bolts. Too much torque can damage the bolts, fracture the crown, or damage the threads. Any of these could cause fork failure leading to loss of control, resulting with serious or fatal injuries.

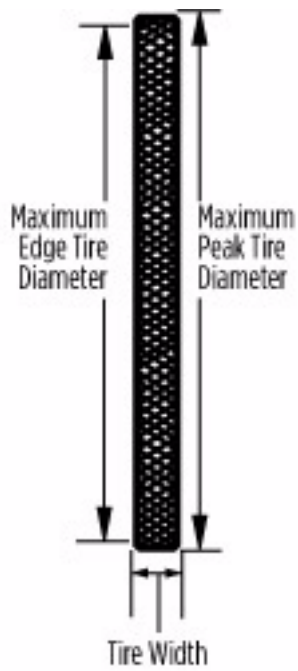
6. Determining correct tire size:

Note: The 40 will accept tire sizes up to 2.80 inches wide. Any tire larger than 26 x 2.60 must be checked for clearance.

With the tire installed and inflated on the rim, measure the following three dimensions:

- Maximum Peak Tire Diameter = 694 mm = 27.3 inch
- Maximum Edge Tire Diameter = 670 mm = 26.41 inch
- Maximum Tire Width = 71 mm = 2.80 inch

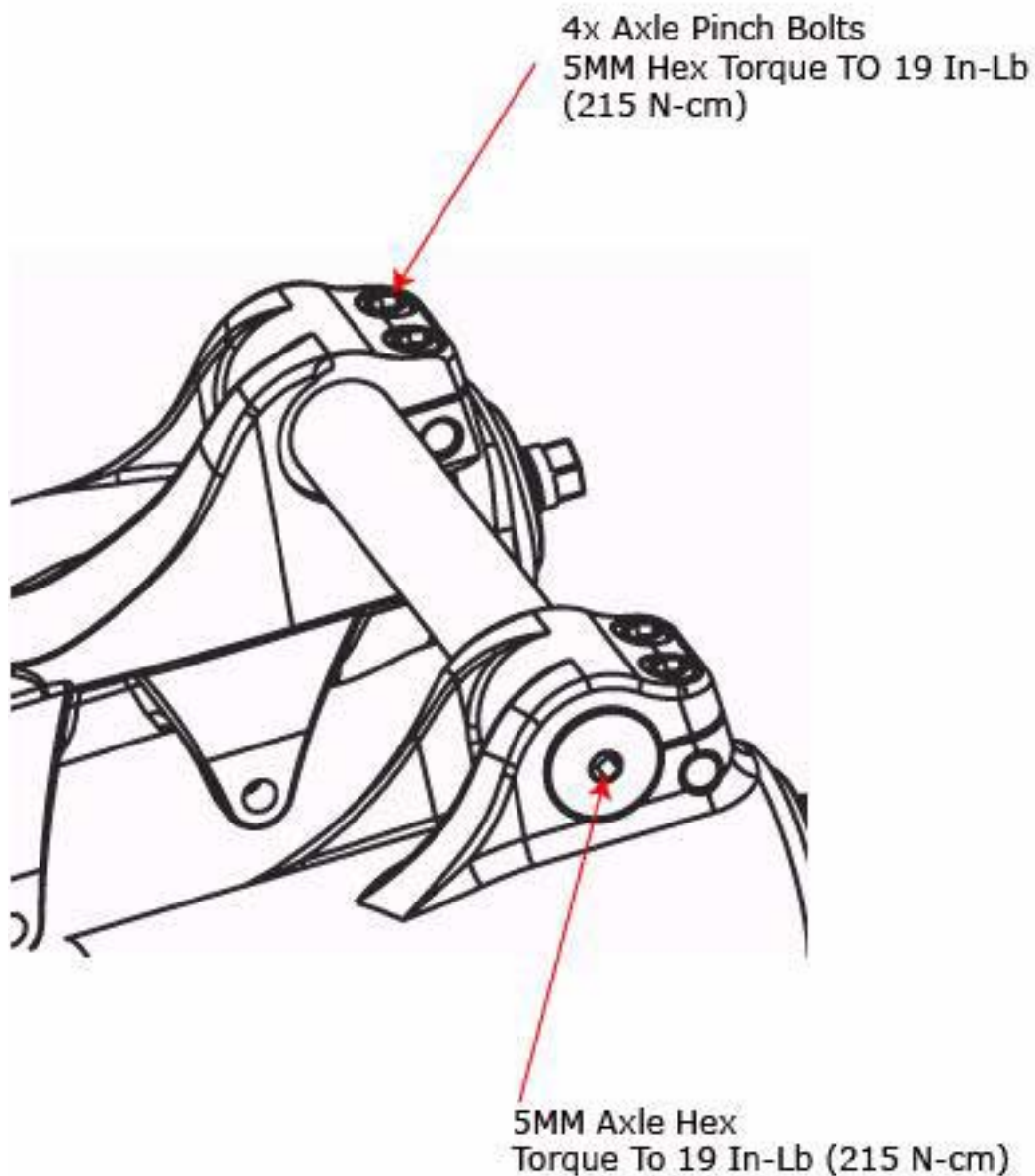
Figure 5: Proper Tire Diameter



Warning! Do not use a tire if any measurement exceeds the maximum dimensions shown above. Using larger tires is not recommended and can cause serious or fatal injuries.

7. Installing the Front Wheel:

Figure 6: 40 Axle Clamps



Refer to *Figure 6: "40 Axle Clamps"* for the following procedure:

- Loosen the four (4) axle pinch bolts on the lower leg with a 5 mm hex key wrench.
- Using a 5 mm hex key wrench, turn the axle counter-clockwise to loosen and remove.
- Install the front wheel into the dropouts and install the axle into the lower leg.
- Using a 5 mm hex key wrench, turn clockwise and lightly tighten the axle to the lower leg to 19 in-lb (215 N-cm) torque.

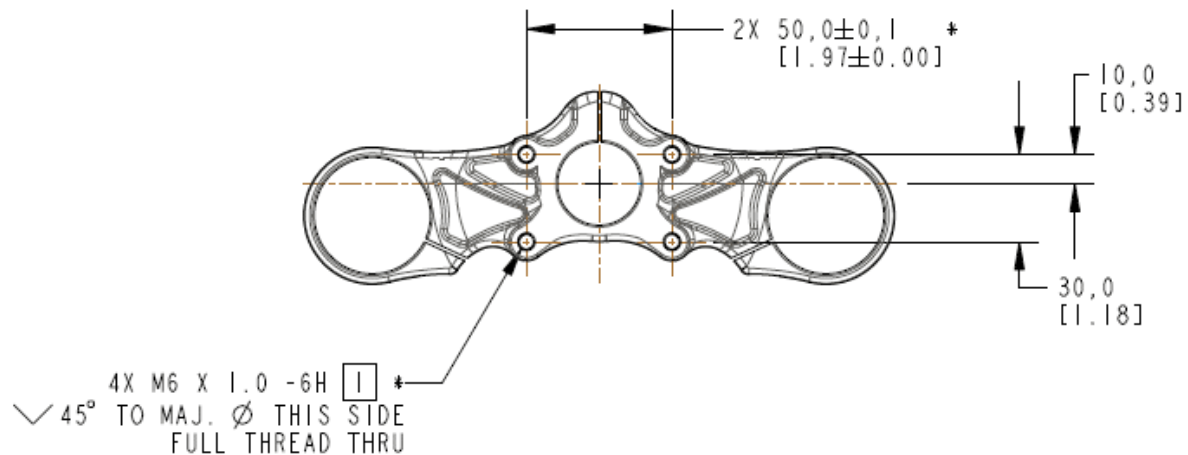
- e. Tighten the two left side (from the seated rider's perspective) dropout pinch-bolts to 19 in-lb (215 N-cm) torque.
- f. Compress the fork on the bike a couple of times to let the right side of the dropout float and settle to its low-friction point. Tighten the two right side dropout pinch-bolts to 19 in-lb (215 N-cm) torque.

8. Installing the Stem and Handlebars:

- a. **If installing a Direct Mount stem:** use four (4) M6 x 1 threaded bolts in accordance with the stem manufacturer's assembly instructions. Be sure to confirm the following criteria:
 - There must be a minimum of 10 mm of thread engagement of the bolts into the upper crown.
 - The torque specification of the four (4) M6 mounting bolts must not exceed 110 in-lb (124 N-cm).
 - If the bolts protrude from the bottom of the crown, be sure there is no interference with the frame or cables throughout the entire span of fork rotation.

If installing a Steerer Mounted stem: tighten the steerer pinch bolts on the stem, according to the stem manufacturer's instructions.

Figure 7: 40 Upper Crown International 4-Bolt Pattern (Specification)



- b. Set the bike on the ground and sit on your bike, to set the handlebar position.
- c. Rotate the handlebars to your desired position, and tighten the handlebar pinch bolts to the stem manufacturer's torque specification.

9. Adjusting the position of the steering stop bumpers

- a. Adjust the height and angle of the steering stop bumpers on the upper tubes, so that you have the maximum turning angle and protect your frame and upper tubes from getting dented in a crash.

- b. Depending on the shape and size of the frame tubes, you may need to use the tall part of the bumper to contact the frame tubes.

Disc Brake Installation

The 40 is designed only for use with DH disc brakes with disc rotor sizes of 200 – 225 mm. The 40 can use DH mechanical or hydraulic disc brake systems.

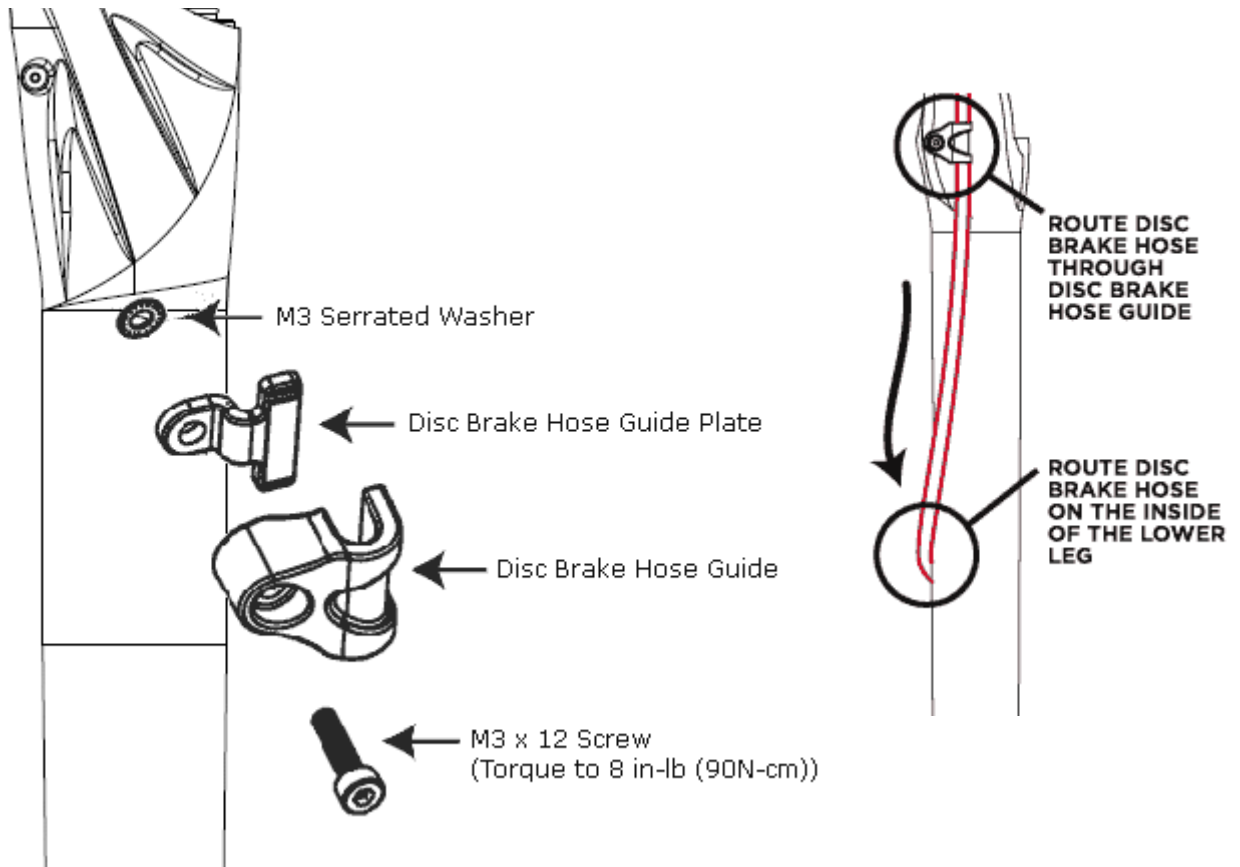


Caution: *Never modify the lower leg or use cantilever rim brakes.*

The 40 disc bolt pattern uses:

- XC Caliper
 - XC Caliper Mount for International XC mount pattern
 - DH Size Rotor (200 – 225 mm outside diameter)
1. Install the DH disc brake system, according to disc brake manufacturer's specifications.
 2. Be sure to torque all fasteners and bolts to manufacturer's recommendations. Consult the instructions that came with your disc brakes for proper installation procedures. It is recommended that NEW disc brake pads be installed, to ensure proper alignment and to minimize drag.
 3. Route the disc brake hose (for hydraulic disc brakes) or brake cable housing (for mechanical disc brakes) from the caliper to the inside of the lower leg and through the supplied disc brake hose guide as shown in [Figure 8: "40 Brake Hose Guide Installation and 40 Disc Brake Hose Guide Routing" on page 171](#).
 4. Tighten the disc brake hose guide screw (M3 x 12) with a 2.5 mm hex key wrench, and torque it to 8 in-lb (90 N-cm).
 5. Test the brakes for proper operation on flat land before hitting the trails.

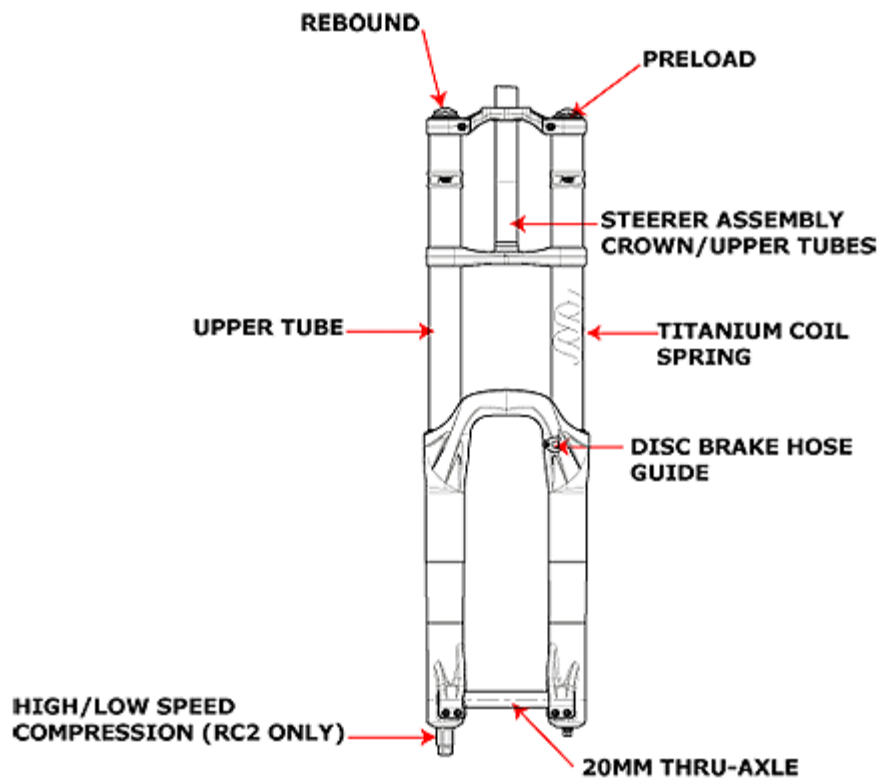
Figure 8: 40 Brake Hose Guide Installation and 40 Disc Brake Hose Guide Routing



WHEREVER YOU RIDE.



40 RC2



weight	6.83 lbs. / 3.09 kg
travel	8 in. / 203 mm, adjustable in ½-inch increments down to 6 in.
features/adjustments	internally adjustable travel, low-speed compression, high-speed compression, hydraulic bottom-out in damper, coil spring preload, rebound
spring/damper type	titanium spring/RC2 FIT damper
intended use	downhill, freeride

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 40 mm Fork" on page 162](#).

Before You Ride

1. Check that the 20 mm axle pinch bolts and crown pinch bolts are properly adjusted and tightened.
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/upper tube junction.

Caution: *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; see ["Contact FOX" on page 321](#).
4. Check headset adjustment. If loose, adjust 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.

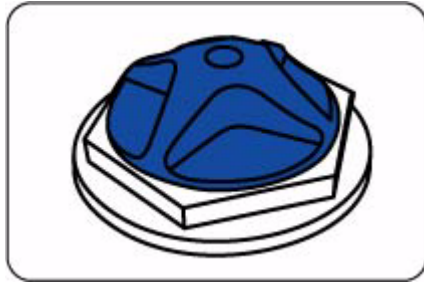
Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
2. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
3. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is **sag**.
4. Compare your sag measurement to the Sag Setup table below.

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

If sag is higher than in 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 40 Coil Spring Settings table below. You may need to obtain a coil with a different **spring rate**.



40 Coil Spring Settings

FOX Part #	Spring Rate	Color Code	Rider Weight (lbs.)
039-05-070	30 lb/in	Black	< 90 – 120
039-05-071	35 lb/in	Purple	120 – 150
039-05-062	40 lb/in	Blue	150 – 180
039-05-073	45 lb/in	Green	180 – 210
039-05-074	50 lb/in	Yellow	210 – > 240

Sag Setup

Travel	15 - 25% Sag
6 in. (152 mm)	0.9 - 1.5 in. (23 - 38 mm)
6.5 in. (165 mm)	1.0 - 1.6 in. (25 - 41 mm)
7 in. (178 mm)	1.1 - 1.8 in. (27 - 45 mm)
7.5 in. (191 mm)	1.1 - 1.9 in. (29 - 48 mm)
8 in. (203 mm)	1.2 - 2.0 in. (30 - 51 mm)

Sag Troubleshooting

Symptom	Remedy
Too much sag	Change to higher rate coil spring
Too little sag	Change to lower rate coil spring
Excessive bottoming	Change to higher rate coil spring



Harsh ride; full travel not utilized

Change to lower rate coil spring

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 8 clicks.





Knob Setting (CLICKS OUT FROM FULL IN)	Setting Description	Tuning Tips	Setup Tips
 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
8 (Factory setting)	Average Rebound		
 15	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Adjusting High-Speed Compression (RC2 only)

High-speed **compression damping** controls the force it takes to move the fork through its travel and how the wheel reacts to a bump. This adjuster rotates to stops at each end and has 15 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 40 without the black protective cap.





Knob Setting (CLICKS IN FROM FULL OUT)	Setting Description	Tuning Tips
 1	Soft Compression	Maximum wheel traction and bump compliance. If setting is too soft, you may bottom often on square-edged hits and G-outs.
8 (Factory setting)	Average Compression	
 15	Firm Compression	Reduces bottom-out and provides maximum bump absorption. If setting is too firm, you may experience a harsh ride with bad traction and use too little available travel.

Adjusting Low-Speed Compression (RC2 only)

Low-speed compression damping controls the influence of the rider's weight shifts and bike attitude under braking. This adjuster rotates to stops at each end and has 17 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob is protected by the black protective cap. Never ride your FOX 40 without the black protective cap.



Knob Setting (CLICKS IN FROM FULL OUT)	Setting Description	Tuning Tips
	Soft Compression	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and a wallowy feel.
8 (Factory setting)	Average Compression	
	Firm Compression	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Hydraulic Bottom-Out System

The 40 is equipped with a patent-pending Internally Adjustable Hydraulic Bottom-Out Control System. This feature can be adjusted inside the cartridge by FOX Racing Shox or an Authorized Service Center. It comes preset from the factory at the FIRM setting.

Changing the Coil Spring

1. With a 32 mm 6-point socket wrench, loosen and remove the preload top cap (top of left leg).

2. Remove the black spring spacers (4 spacers for 8 in./203 mm travel, 3 for 7.5 in./191 mm travel, 2 for 7 in./178 mm travel, 1 for 6.5 in./165 mm travel, and 0 for 6 in./152 mm travel).
3. 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.
4. Wipe the spring dry with a rag and check the color code.
5. Install the new spring by dropping it into the upper tube.
6. Install the appropriate spacers according to your desired travel, then torque the top cap to 165 in-lbs (1864 N-cm).
7. Measure and set sag.

Changing Travel

Travel on the 40 can be changed from 8 to 6 in 1/2 increments by rearranging the four internal travel spacers inside the left leg of the fork. With the proper tools and oil, changing travel can be done in about 15 minutes.

The following tools and supplies will be needed:

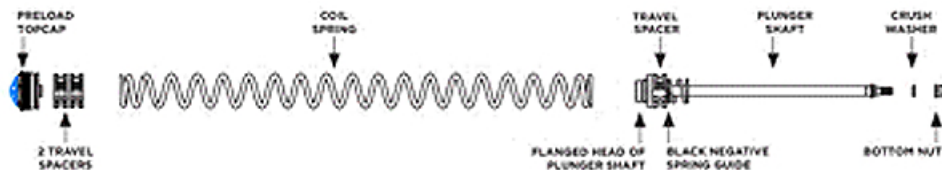
- A 32 mm 6-point socket
- 10 mm open end wrench or socket
- torque wrench, plastic hammer
- oil drain pan
- clean dry lint-free towels
- measuring container, as well as the following:

Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7 wt.)

1. The fork does not have to be removed from the bicycle for changing travel.
2. Place the bicycle (or fork, if removed) in a bike stand.
3. Using a 32 mm socket wrench, remove the left side topcap.
4. Remove the spacer(s) on top of the coil spring (4 spacers for 8, 3 spacers for 7.5, 2 spacers for 7, 1 spacer for 6.5, 0 spacers for 6.2).
5. Using a 10 mm socket wrench, unscrew the left side bottom nut 6 turns.
6. Place a clean dry oil pan underneath the left side of the fork.
7. Tap on the bottom nut with a plastic faced hammer to disengage the plunger shaft from the lower leg.
8. Unscrew and remove the bottom nut and crush washer.
9. Push up on the shaft with a thin screwdriver and let the oil drain.

10. Compress the fork and pull the coil spring/plunger shaft assembly out of the top of the left side upper tube.
11. Pull the coil spring off the plunger assembly.
12. Looking at the table below, determine the number of travel spacer(s) needed on the plunger shaft for your desired travel.
13. Slide the black negative spring guide away from the flanged head of the aluminum plunger shaft.
14. Push and snap on the correct number of the travel spacers to the plunger shaft and slide back the black negative spring guide against the spacers.

Travel Spacer Settings		
Travel Setting	# of Spacers Under Topcap	# of Spacers on Plunger Shaft
8.0" (203 mm)	3	0
7.5" (190 mm)	2	1
7.0" (178 mm)	1	2
6.5" (165 mm)	0	3



15. Push and snap on the coil spring to the plunger shaft assembly.
16. Install the coil spring/plunger shaft assembly into the top of the left side upper tube. Install the correct number of spacers on top of the coil spring and thread the topcap into the upper tube.
17. Remove the bicycle from bike stand and turn the bike upside down.
18. Using a thin screwdriver and sliding the lower leg up or down, push and align the plunger shaft so that it is aligned and comes through the hole in the lower leg.
19. Once aligned, push the lower leg down and install the crush washer and bottom nut.
20. Using a 10 mm socket and torque wrench, torque the bottom nut to 50 in-lb (565 N-cm).
21. Turn the bike right side up and place it back into the bike stand.
22. Remove the left side preload topcap and pour in 40 cc of FOX Suspension Fluid (7 wt.).
23. Install and torque the preload topcap to 165 in-lb (1864 N-cm).
24. After changing the travel, compress the fork a few times and check for proper operation before riding—there should be no free movement or play in travel. If there is free move-

ment in the fork or if it makes strange noises, disassemble the fork and check that all four spacers are in the fork and in the correct orientation for the desired travel.

25. Go ride.

Changing Oil

The following tools and supplies will be needed: A 32 mm 6-point socket, 10 mm open end wrench or socket, 15 mm deep 6-point socket, torque wrench, 2 mm hex key wrench (RC2 only), plastic hammer, small screwdriver, oil drain pan, clean dry lint-free towels, as well as the following:

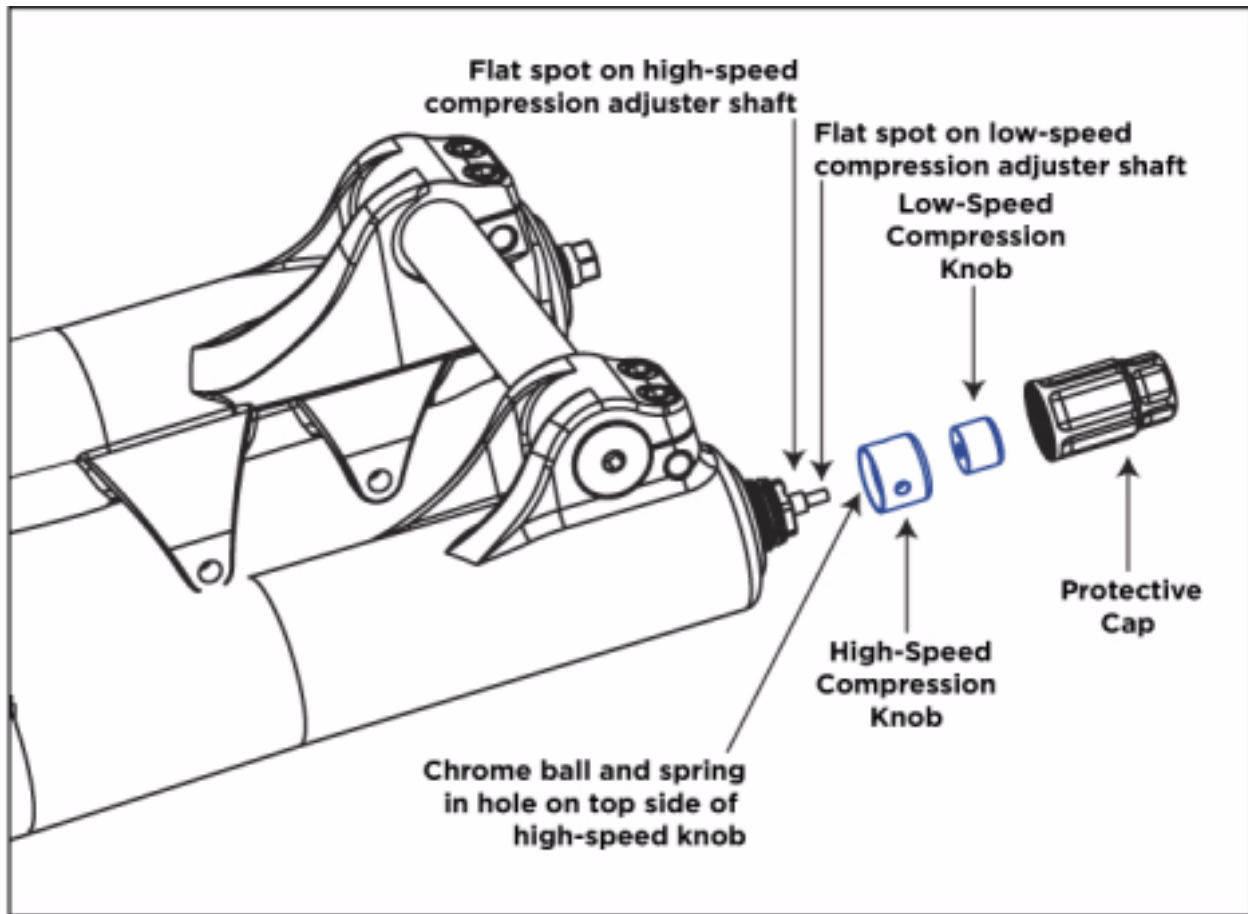
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7 wt.)
1	241-01-002-C	8mm Crush washer
1	241-01-011	13mm Crush Washer

Oil change on the FOX 40 RC2 or R fork consists of changing the lower leg oil bath in each leg. This oil bath service can be performed with the common tools listed above, and the fork does not have to be removed from the bicycle. This service will not require any disassembly of the closed RC2 or R cartridge.

Caution: *Do not attempt to disassemble the FOX 40 RC2 or R Closed Cartridge System. Only FOX Racing Shox or an Authorized Service Center should perform such a procedure.*

1. Place the bicycle or fork in a stand.
2. Remove the disc brake caliper from the lower leg and secure it to the handlebars or frame.
3. Using a 5 mm hex key wrench, loosen the four axle pinch bolts.
4. Using a 5 mm hex key wrench, unscrew the axle five full revolutions counterclockwise and remove from the lower leg.
5. Remove the front wheel from the bike.
6. Place a clean dry oil pan underneath the left side of the fork. Using a 10 mm open-end wrench or socket, loosen the bottom nut 6 full turns.
7. Tap on the bottom nut with a plastic faced hammer to disengage the plunger shaft from the lower leg.
8. Unscrew and remove the bottom nut and 8 mm crush washer. Pull the lower leg downward until you feel it stop. Let the oil drain into the oil pan.
9. **RC2 ONLY:** Unscrew and remove the black protective cap. Using a 2 mm hex key wrench, unscrew the set-screw approximately two turns and remove the low-speed compression adjuster knob. With a 2 mm hex key wrench, unscrew the set-screw approximately two turns and remove the high-speed compression adjuster knob. The 1/8 diameter chrome

steel detent ball and detent spring are in the machined hole in the high-speed compression adjuster knob.



10. Using a 15 mm deep socket wrench, unscrew the bottom nut four turns. Place a clean dry oil pan underneath the right side of the fork.
11. Using a 15 mm deep socket on the bottom nut (to protect the adjusters), tap on the bottom nut with a plastic hammer to disengage the base stud from the lower leg.
12. Remove the bottom nut and 13 mm crush washer from the base stud and set them aside.
13. Push up on the base stud to let the oil bath oil drain out of the fork into the drain pan. If the oil looks black or a dark gray, flush both sides of the lower leg with clean oil.
14. To flush the lower leg, turn the fork upside-down and add about 20 cc of oil into each leg. If the fork is off the bike, you can move it around to get the clean oil all over the inside of the fork. Let the fork drain into the drain pan until it stops dripping.
15. Turn the bike or fork upside-down, pull up on the lower leg and add 40 cc of FOX Suspension Fluid (7 wt) into the right-side bottom hole (damper side) of the lower leg. Keeping the lower leg in the up position, add 40 cc of FOX Suspension Fluid (7 wt) into the left-side bottom hole (spring side) of the lower leg.
16. Slide the lower leg down until you can put on a NEW right-side 13 mm crush washer with the old bottom nut. Thread on the bottom nut (2 to 3 turns max).
17. Using a 15 mm deep 6-point socket, torque the cartridge bottom nut to 50 in-lb.

18. Slide the lower leg down further so the plunger stud on the left side of the fork goes through the hole of the lower leg. You may need to use a thin screwdriver to move and align the plunger shaft so that it goes through the hole of the lower leg.
19. Install a NEW left-side 8 mm crush washer with the old bottom nut. Thread on the bottom nut (2 to 3 turns max).
20. Using a 10 mm socket, torque the plunger bottom nut to 50 in-lb.
21. **RC2 ONLY:** Turn the bicycle right side up. Look at the two compression adjuster shafts on the bottom of the right side damper. If you cannot find both flat spots, rotate the adjuster shaft by lightly turning the shaft with needle nose pliers (see figure above). Using a 2 mm hex key wrench, align and install the RC2 high-speed compression adjuster knob so that the set screw tightens on the flat spot of the shaft. Be careful that the detent spring and chrome steel ball are in the top-side of the machined hole. Be careful not to over-torque this knob because it will cause the knobs to bind. Now align and install the RC2 low-speed compression adjuster knob so that the set screw tightens on the flat spot of the shaft. The torque for both compression knobs is 4 in-lb. Turn the knobs to make sure they turn freely and install the black protective cap.
22. Wipe down the lower leg. Reinstall your disc brake caliper and torque fasteners to disc brake manufacturer's specifications. Using a 5 mm hex key socket and torque wrench, re-install the front wheel and thread in the axle and torque to 19 in-lb. Tighten the 2 left-side axle pinch bolts and torque to 19 in-lb. Compress the fork a few times to allow the right side of the fork leg to settle into its low friction spot. Tighten the 2 right side axle pinch bolts and torque to 19 in-lb. Your oil change is complete. Now go ride!

WHEREVER YOU RIDE.



Dust Wiper Seal Quick Clean & Lube

Tools Required

- Black Electrical Tape
- 10 mm socket hand driver tool (or 10 mm socket with extension)
- Small Flat Blade Screw Driver
- Shop Towels
- FOX 7 wt. Suspension Fluid
- 1 pillow pack of FLOAT Fluid
- Dish soap and water

Note: Before you start make sure the exterior of the fork is clean and dry and the area around the dust wiper seal is also very clean. You do not want any dirt to fall into the fork during the seal cleaning process.

1. Wrap the end of small flat blade screwdriver with black electrical tape. Very important this will help prevent scratches on upper tube in case the screw driver slips as you try to push the seal out.



2. The tip of screw driver should look like this, fully wrapped with tape:



3. Cut two four-inch (100 mm) strips of black electrical tape.



4. Place one strip of black tape above the dust wiper seal and directly above the little seal lifter slot on the side of the dust wiper seal and place the other strip of tape on the opposite side of seal and above a seal lifter slot.



5. Insert tape covered tip of flat blade screw driver into seal lifter slot and push the seal up slowing about 3 mm. Be very careful. Move to opposite side and repeat. Keep working each slot a little at a time until the seal pops up and out of dust wiper seal gland bore.



6. Push the seal up about two inches (50 mm). Place a shop towel under the seal. This will keep dirt from getting into the fork during the cleaning process.



7. Pour a small amount of suspension fluid on the seal and spin the seal clockwise slowly as you push the seal up upwards. The edge of the two tape strips will remove small debris from under the seal lips as you spin the seal by hand. Repeat as needed.



8. Using a shop towel clean off any excess oil and dirt from the upper tube. Push the dust wiper seal to the top past the end of the tape. Remove the two strips of tape from the upper tube. Clean the upper tube with soapy water to remove any residue adhesive film. Remove the shop towel that is covering the top of the lower leg.



9. Pull the foam ring up that is placed in the seal gland bore. Be careful not to scratch upper tubes or tear the foam ring.



10. Clean the foam ring with suspension fluid and a clean shop towel. Repeat as necessary until the foam ring is clean.



11. Apply FLOAT Fluid to the foam ring 1/2 of a 5 cc pillow pack.



12. Push foam ring down into dust wiper seal gland bore



13. Slide dust wiper seal down into seal gland bore.



14. In most cases, you will be able to push the seal in all the way by hand.



15. If you cannot push the seal in all the way by hand, use a 10 mm socket driver tool (or 10 mm socket with extension) and push the seal in as shown.

Note: *Push in a little at a time, moving the socket around the edge to various locations as you push the seal into place.*

Caution: *Do not push on the dust wiper outer seal lip and garter spring, or damage to the seal may result.*

16. The dust wiper seal is now flush with top of upper tube seal gland bore.



17. Repeat this dust wiper cleaning procedure on the other fork leg seal.

END

WHEREVER YOU RIDE.



Oil Volumes - Forks

2002-2009 Fork Oil Volume Sheet			
Fork Model	Oil	Location	Volume [mL]
2002-2006 F80 (R, RL, RLT & X dampers)	FOX 7 wt.	Damper	150.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2007-2008 F80 R (R damper)	FOX 10 wt.	Damper	150.0
	FOX 7 wt.	Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2007-2008 F80 (RL, RLC & X dampers)	FOX 7 wt.	Damper	150.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2002-2006 F100 & F90 (R, RL, RLT & X dampers)	FOX 7 wt.	Damper	155.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2007-2008 F100 R (R damper)	FOX 10 wt.	Damper	155.0
	FOX 7 wt.	Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0

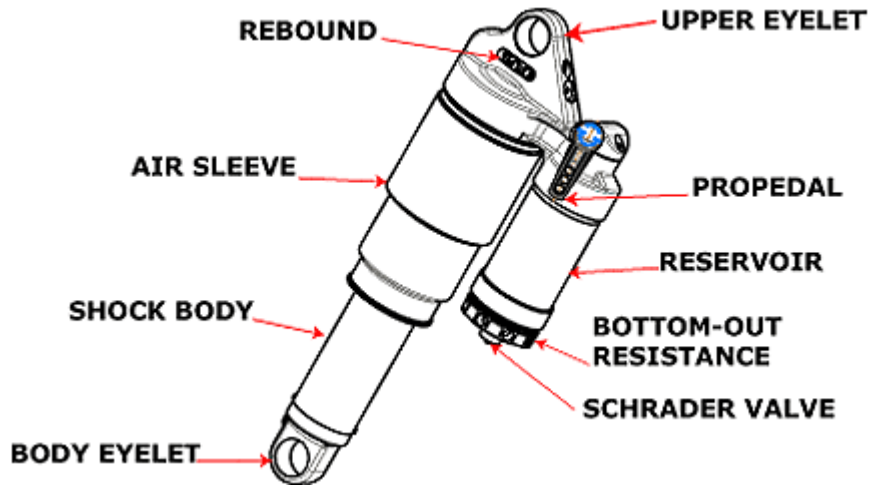
2007-2008 F100 & F90 (RL, RLC & X dampers)	FOX 7 wt.	Damper	155.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2008 F29 100 & 80 (RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2005-2006 Float 120, 130 & 140 (R, RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2007-2008 F120, Float 130 & 140 R (R damper)	FOX 10 wt.	Damper	160.0
	FOX 7 wt.	Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2007-2008 F120, Float 130 & 140 (RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2006 Float 130 XTT (Trail-tune damper)	FOX 7 wt.	Damper	135.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0

2003-2006 TALAS 125 & 130 (R, RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	10.0
	FOX Float Fluid	IFP Chamber	3.0
		Main Chamber	5.0
		Neg Chamber	3.0
	2006-2007 TALAS 130 XTT (Trail-tune Damper)	FOX 7 wt.	Damper
Spring-side Oil Bath			10.0
FOX Float Fluid		IFP Chamber	3.0
		Main Chamber	5.0
		Neg Chamber	3.0
2007-2008 TALAS 130 & 140 (R damper)		FOX 10 wt.	Damper
	FOX 7 wt.	Spring-side Oil Bath	10.0
	FOX Float Fluid	IFP Chamber	3.0
		Main Chamber	5.0
		Neg Chamber	3.0
	2007-2008 TALAS 130 & 140 (RL, RLC dampers)	FOX 7 wt.	Damper
Spring-side Oil Bath			10.0
FOX Float Fluid		IFP Chamber	3.0
		Main Chamber	5.0
		Neg Chamber	3.0
2009+ 32 mm TALAS III (R damper)		FOX 10 wt.	Damper
	FOX 7 wt.	Spring-side Oil Bath	10.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0

2009+ 32 mm TALAS III (RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	10.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2002-2006 Vanilla 100 & 130 (R, RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
2007-2008 Vanilla 140 (R damper)	FOX 10 wt.	Damper	160.0
	FOX 7 wt.	Spring-side Oil Bath	30.0
2007-2008 Vanilla 140 (RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
2005-2006 36 TALAS (R and RC2 dampers)	FOX 10 wt.	Damper	100.0
	FOX 7 wt.	Damper-side Oil Bath	25.0
		Spring-side Oil Bath	15.0
	FOX Float Fluid	IFP Chamber	3.0
		Main Chamber	3.0
		Neg Chamber	3.0
2007-2008 36 TALAS (R and RC2 dampers)	FOX 10 wt.	Damper	100.0
	FOX 7 wt.	Damper-side Oil Bath	25.0
		Spring-side Oil Bath	15.0
	FOX Float Fluid	IFP Chamber	3.0
		Main Chamber	3.0
		Neg Chamber	3.0

2009+ 36 TALAS III (R and RC2 dampers)	FOX 10 wt.	Damper	100.0
	FOX 7 wt.	Damper-side Oil Bath	25.0
		Spring-side Oil Bath	15.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2007-2008 36 FLOAT 160 (R and RC2 dampers)	FOX 10 wt.	Damper	100.0
	FOX 7 wt.	Damper-side Oil Bath	25.0
		Spring-side Oil Bath	25.0
	FOX Float Fluid	Air Chamber	5.0
2006-2008 36 VAN (R and RC2 dampers)	FOX 10 wt.	Damper	100.0
	FOX 7 wt.	Damper-side Oil Bath	25.0
		Spring-side Oil Bath	25.0
2005-2008 40 (R and RC2 dampers)	FOX 10 wt.	Damper	122.0
	FOX 7 wt.	Damper-side Oil Bath	50.0
		Spring-side Oil Bath	50.0

DHX Air 5.0



weight	0.97 lbs. / 443 g (8.5" x 2.5" No reducers)
features/ adjustments	position-sensitive Boost valve, adjustable ProPedal 2-position dial or switch, adjustable bottom-out resistance, adjustable tuning range via Schrader valve, adjustable air spring pressure, rebound adjust
spring	air
intended use	downhill, freeride, all-mountain, cross-country

Installing Your Shock

If you are installing your shock on a bike for which the shock is not original equipment:

1. Install the shock.
2. Remove the main air chamber air cap and let all the air out of the main air chamber.
3. Carefully cycle the suspension through its entire travel.
4. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
5. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You will tune to a more specific air pressure in the Setting Sag section below.
6. Set sag.

General Maintenance

There may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- If you ride in extreme conditions, service your shock and air sleeve more frequently. See *"Service Intervals" on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Extensive internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *"Contact FOX" on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock 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; see *"Contact FOX" on page 321*.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag on your DHX Air 5.0:

1. Measure sag (see *"Measuring Sag" on page 246*), and compare it to the recommended sag setting shown in the Air Spring Setting Guidelines table below. Continue if the sag is not set to specification.
2. Locate the Schrader air valve on the shock and remove the air valve cap.
3. Screw the FOX Racing Shox High Pressure Pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten; see *"Using the FOX High Pressure Pump" on page 316*.
4. Add air pressure until desired pressure is shown on the gauge. Refer to the Air Spring Setting Guidelines table below for the proper sag setting.
5. Unthread the pump from the air valve and measure sag.

6. Repeat steps 2-5 until proper sag is achieved, then replace the air valve cap.

Air Spring Setting Guidelines	
Shock Travel (in./mm)	Sag (in./mm)
2.00/50.8	.50/12.7
2.25/57.2	.56/14.2
2.50/63.5	.62/15.7
3.00/76.2	.75/19.0

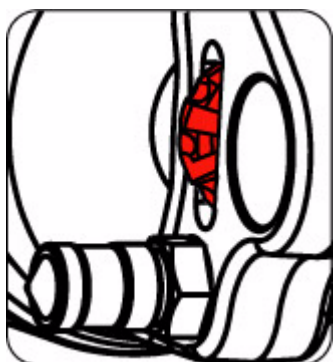
Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound dial has approximately 22 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



ProPedal

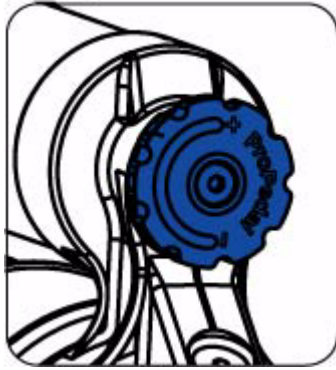
Adjusting the ProPedal Dial

The ProPedal adjustment knob allows the rider to adjust the amount of ProPedal damping. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob. Since suspension designs vary, not all bicycles require the same degree of ProPedal damping.

There are 15 clicks of adjustment:

For more ProPedal damping, rotate the ProPedal knob clockwise.

For lighter ProPedal damping, rotate the ProPedal knob (shown below) counterclockwise.



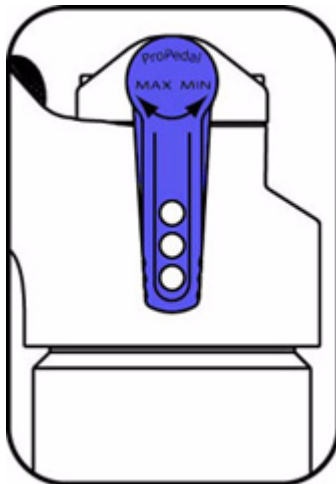
Adjusting the ProPedal Switch

The ProPedal adjustment switch allows the rider to adjust the amount of ProPedal damping using a 2-position switch, which varies from FIRM to SOFT. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob.

The switch has two (2) positions:

For more ProPedal damping, rotate the ProPedal switch clockwise.

For lighter ProPedal damping, rotate the ProPedal switch (shown below) counterclockwise.



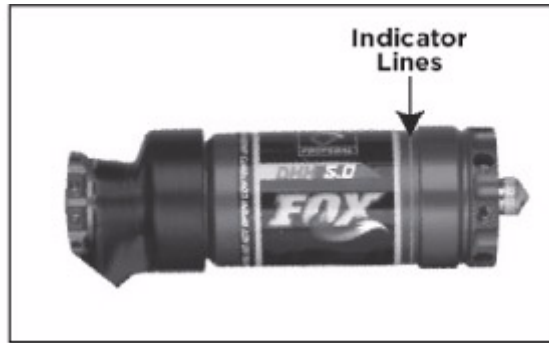
Bottom-Out Resistance

Bottom-out resistance affects the final part of the compression stroke. The knob can be turned with a 4 mm hex key inserted into one of the holes around the perimeter. Do not use any other tool to turn the knob—a 4 mm (or 5/32) hex key only!

Turn the knob all the way clockwise for the most bottom-out resistance and counter-clockwise for the least. There are three (3) rotations of adjustment and three (3) corresponding adjustment indicator lines on the reservoir.

For more bottom-out resistance, turn the knob clockwise.

For less bottom-out resistance, turn the knob counterclockwise.



Note: *If the knob feels gritty during rotation, set the knob to maximum volume (fully counterclockwise), and then use a 2 mm (or 5/64") hex key to loosen the set screws in the perimeter holes and remove the knob. Clean the knob thoroughly. Lightly grease, then re-install the knob.*

Boost Valve

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the ProPedal and bottom-out adjustments, enabling ProPedal platform adjustments to be made without affecting the changes made to the bottom-out adjustment.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir and by adjusting the ProPedal knob.

To change the compression damping characteristics of your DHX Air 5.0 shock, attach a FOX High Pressure Pump to the air valve on the reservoir:

For a firmer ride, add 10 – 15 pounds of air pressure, to a maximum of 200 PSI.

For a softer ride, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve, to a minimum of 125 PSI.

Ride your bike and verify the settings before repeating the procedure.

Caution: *Never ride your bike with more than 200 PSI or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty.*

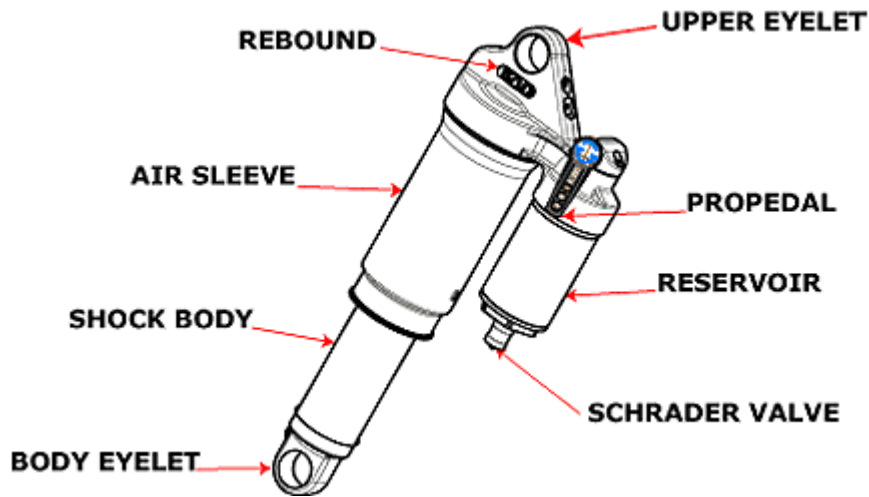
ProPedal + Boost Valve Interaction

Certain aspects of the Boost Valve can influence the ProPedal adjustment.

If the ProPedal adjustment knob is fully counterclockwise (lightest ProPedal damping position) and the compression damping is still too strong, attach a shock pump to the Schrader valve on the reservoir and reduce the pressure 10 – 15 PSI. Repeat to achieve the desired compression damping.

If there is not enough compression damping with the ProPedal knob fully clockwise, add 10 – 15 PSI to the Boost Valve until desired compression damping is achieved.

DHX Air 4.0



weight	0.94 lbs. / 429 g (8.5" x 2.5" No reducers)
features/ adjustments	position-sensitive Boost valve, adjustable ProPedal 2-position dial or switch, adjustable tuning range via Schrader valve, adjustable air spring pressure, rebound adjust
spring	air
intended use	downhill, freeride, all-mountain, cross-country

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock.
2. Remove the main air chamber air cap and let all the air out of the main air chamber.
3. Carefully cycle the suspension through its entire travel.
4. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
5. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You will tune to a more specific air pressure in the Setting Sag section below.
6. Set sag.

General Maintenance

There may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- If you ride in extreme conditions, service your shock and air sleeve more frequently. See *"Service Intervals" on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Extensive internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *"Contact FOX" on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag on your DHX Air 4.0:

1. Measure sag (see *"Measuring Sag" on page 246*), and compare it to the recommended sag setting shown in the Air Spring Settings table below. Continue if the sag is not to specification.
2. Locate the Schrader air valve on the shock and remove the air valve cap.
3. Screw the FOX Racing Shox High Pressure Pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten; see *"Using the FOX High Pressure Pump" on page 316*.
4. Add air pressure until desired pressure is shown on the gauge. Refer to the Air Spring Settings table below for the proper sag setting.
5. Unthread the pump from the air valve and measure sag.

6. Repeat steps 2-5 until proper sag is achieved, then replace the air valve cap.

AIR SPRING SETTINGS	
Shock Travel (in./mm)	Recommended Sag (in./mm)
2.00/50.8	.50/12.7
2.25/57.2	.56/14.2
2.50/63.5	.62/15.7
3.00/76.2	.75/19.0

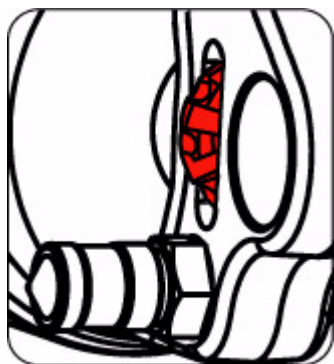
Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound dial has approximately 22 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



ProPedal

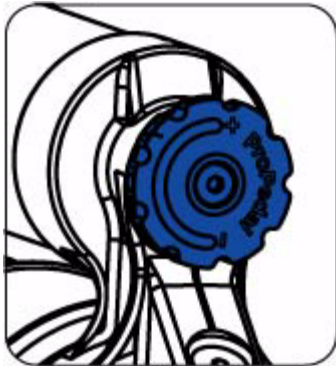
Adjusting the ProPedal Dial

The ProPedal adjustment knob allows the rider to adjust the amount of ProPedal damping. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob. Since suspension designs vary, not all bicycles require the same degree of ProPedal damping.

There are 15 clicks of adjustment.

For lighter ProPedal damping, rotate the ProPedal knob (shown below) counterclockwise.

For increased ProPedal damping, rotate the ProPedal knob clockwise.



Adjusting the ProPedal Switch

The ProPedal adjustment switch allows the rider to adjust the amount of ProPedal damping using a 2-position switch, which varies from FIRM to SOFT. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob.

The switch has two (2) positions:

For more ProPedal damping, rotate the ProPedal switch clockwise.

For lighter ProPedal damping, rotate the ProPedal switch (shown below) counterclockwise.



Boost Valve

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the ProPedal and the factory-set bottom-out resistance, enabling ProPedal adjustments to be made without affecting the **compression damping** curve.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir and by adjusting the ProPedal knob.

To change the compression damping characteristics of your DHX Air 4.0 shock, attach a FOX High Pressure Pump to the air valve on the reservoir:

- For a firmer ride, add 10 – 15 pounds of air pressure, to a maximum of 200 PSI.

- **For a softer ride**, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve, to a minimum of 125 PSI.

Ride your bike and verify the settings before repeating the procedure.

Caution: *Never ride your bike with more than 200 PSI or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty.*

ProPedal + Boost Valve Interaction

Certain aspects of the Boost Valve can influence the ProPedal adjustment.

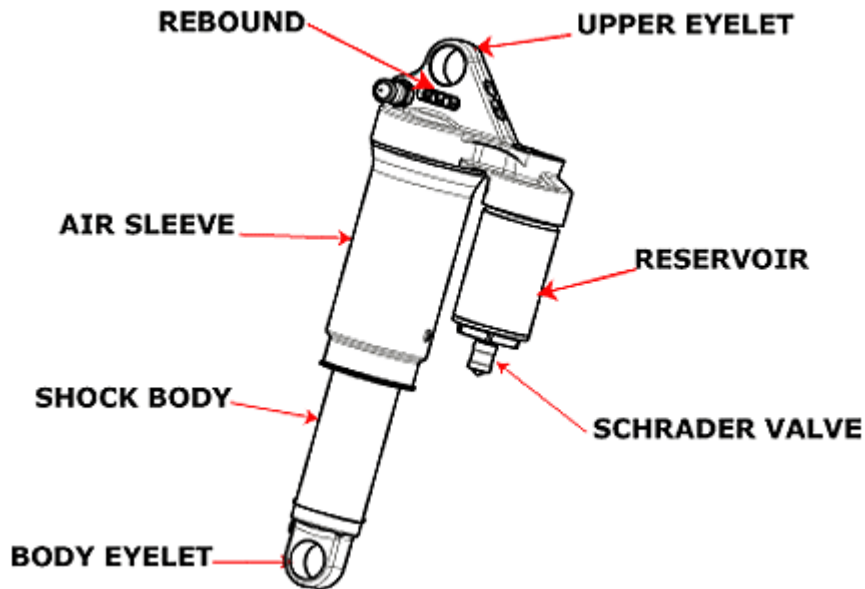
If the ProPedal adjustment knob is fully counterclockwise (lightest ProPedal damping position) and the compression damping is still too strong, attach a shock pump to the Schrader valve on the reservoir and reduce the pressure 10 – 15 PSI. Repeat to achieve the desired compression damping.

If there is not enough compression damping with the ProPedal knob fully clockwise, add 10 – 15 PSI to the Boost Valve until desired compression damping is achieved.

WHEREVER YOU RIDE.



DHX Air 3.0



weight	0.92 lbs. / 420 g (8.5" x 2.5" No reducers)
features/ adjustments	position-sensitive Boost valve, factory-set ProPedal , adjustable tuning range via Schrader valve, adjustable air spring pressure, rebound adjust
spring	air
intended use	downhill, freeride, all-mountain, cross-country

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock.
2. Remove the main air chamber air cap and let all the air out of the main air chamber.
3. Carefully cycle the suspension through its entire travel.
4. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.

5. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You will tune to a more specific air pressure in the Setting Sag section below.
6. Set sag.

General Maintenance

There may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- If you ride in extreme conditions, service your shock and air sleeve more frequently. See *"Service Intervals" on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Extensive internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *"Contact FOX" on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock 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.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag on your DHX Air 3.0:

1. Measure sag (see *"Measuring Sag" on page 246*), and compare it to the recommended sag setting shown in the Air Spring Settings table below. Continue if the sag is not to specification.
2. Locate the Schrader air valve on the shock and remove the air valve cap.

3. Screw the FOX Racing Shox High Pressure Pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten; see *"Using the FOX High Pressure Pump"* on page 316.
4. Add air pressure until desired pressure is shown on the gauge. Refer to the Air Spring Settings table below for the proper sag setting.
5. Unthread the pump from the air valve and measure sag.
6. Repeat steps 2-5 until proper sag is achieved, then replace the air valve cap.

Air Spring Settings	
Shock Travel (in./mm)	Recommended Sag (in./mm)
2.00/50.8	.50/12.7
2.25/57.2	.56/14.2
2.50/63.5	.62/15.7
3.00/76.2	.75/19.0

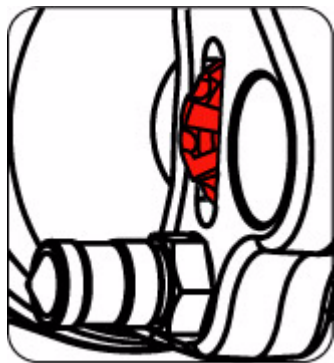
Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound dial has approximately 22 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



ProPedal

The ProPedal on your DHX Air 3.0 is set at the factory, and cannot be adjusted.

Boost Valve

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the factory-set ProPedal and factory-set bottom-out resistance without affecting the **compression damping** curve.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir.

To change the compression damping characteristics of your DHX Air 3.0 shock, attach a FOX High Pressure Pump to the air valve on the reservoir:

For a firmer ride, add 10 – 15 pounds of air pressure, to a maximum of 200 PSI.

For a softer ride, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve, to a minimum of 125 PSI.

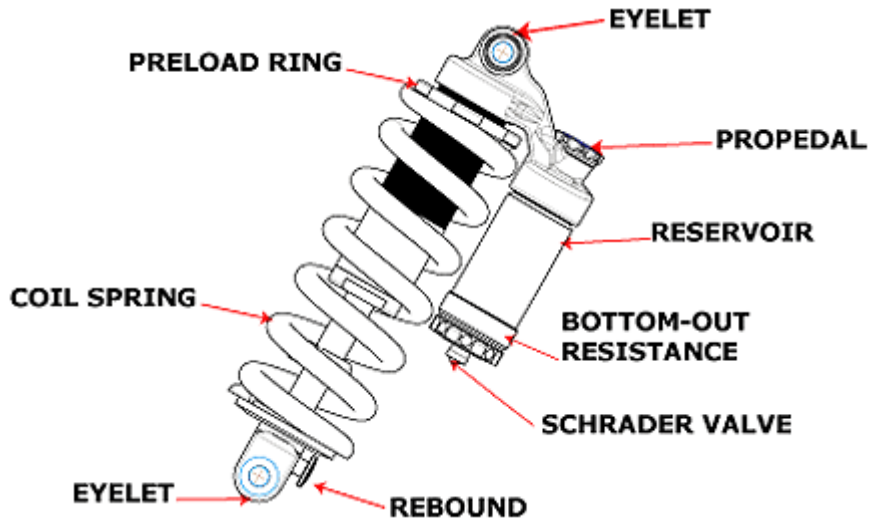
Ride your bike and verify the settings before repeating the procedure.

Caution: *Never ride your bike with more than 200 PSI or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty.*

WHEREVER YOU RIDE.



DHX 5.0



weight	0.82 lbs. / 375g (8.75" x 2.75" No reducers or spring)
features/adjustments	position-sensitive Boost valve, adjustable ProPedal , adjustable bottom-out resistance, adjustable tuning range via Schrader valve, coil spring preload, rebound adjust
spring	coil
intended use	downhill, freeride, all-mountain

Installing Your Shock

If you are installing your shock on a bike of which the shock is not original equipment:

1. Install the shock with the spring retainer, but without the spring.
2. Carefully cycle the suspension through its entire travel.
3. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
4. Properly place the spring back onto the shock.
5. Set sag.

General Maintenance

Some things to consider:

- If you ride in extreme conditions, service your shock more frequently. See *“Service Intervals” on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Extensive internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *“Contact FOX” on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag on your DHX 5.0:

1. Measure sag (see *“Measuring Sag” on page 246*), and compare it to the recommended sag setting shown in the Coil Spring Setting Guidelines table below. Continue with this procedure if the sag is not to specification.
2. Adjust the preload ring accordingly:

If sag is lower than specified in the table, turn the preload ring counterclockwise. Always ensure that the spring is secure and does not freely move.

Note: *After the preload ring engages the spring, turn the preload ring clockwise one turn. If the preload ring needs to be turned counterclockwise from this point to achieve proper sag, you will need to obtain a lower rate spring.*

If sag is higher than specified in the table, turn the preload ring clockwise no more than full two turns after the preload ring engages the spring.

Note: If after the preload ring engages the spring and more than two full clockwise turns are needed to achieve proper sag, you will need to obtain a higher rate spring.

3. If necessary, contact FOX Racing Shox or an Authorized Service Center to obtain a higher or lower rated spring.

Coil Spring Setting Guidelines	
Shock Travel (in./mm)	Recommended Sag (in./mm)
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2
2.50/63.5	.62/15.7
2.75/69.8	.69/17.5
3.00/76.2	.75/19.0

Changing Springs

1. Loosen the preload ring until the spring freely moves.
2. Lift up the spring and remove the spring retainer.
3. Slide the spring off the shock body. Depending on your bike model, you may need to remove the reducers to remove the spring.
4. Orient the new spring correctly (see **Spring Orientation** below) and slide it onto the shock body.
5. Place the spring retainer back on the shock and under the spring ensuring that the open slot on the spring retainer rests on the flat part of the spring end.
6. Tighten the preload ring just until the spring no longer moves.
7. Turn the preload ring one additional full turn.

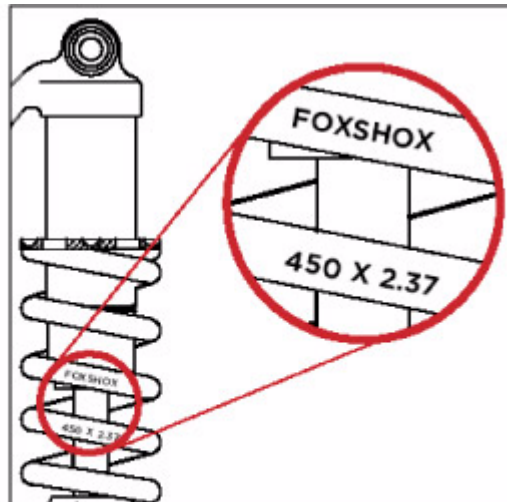
Spring Orientation

When placing the spring back on the shock body, it is important that the spring is correctly oriented. Essentially, the space in the spring retainer should rest on the flat part of the spring, and not on the segment of the spring where it starts to coil back under itself. Rotate the spring or spring retainer until the correct orientation is achieved.

An improperly oriented spring can fail prematurely, causing loss of control of the bicycle, which can result in serious or fatal injuries. The pictures below demonstrate correct and incorrect spring orientation. Correct spring orientation applies to all FOX Racing Shox rear shocks that utilize coil springs:



Reading Your Spring Rate



The spring rate is printed directly on the shock spring. The spring above has a 450-lb/in spring rate with 2.37" of travel.

Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has approximately 15 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



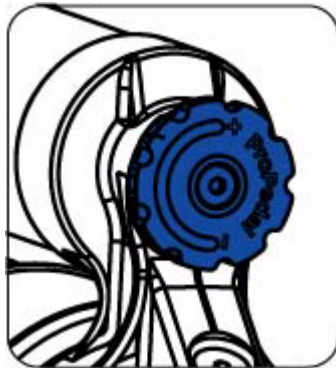
ProPedal

The ProPedal adjustment knob allows the rider to adjust the amount of ProPedal damping. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob. Since suspension designs vary, not all bicycles require the same degree of ProPedal damping.

There are 15 clicks of adjustment.

For lighter ProPedal damping, rotate the ProPedal knob counterclockwise.

For increased ProPedal damping, rotate the ProPedal knob clockwise.



Bottom-Out Resistance

Bottom-out resistance affects the final part of the compression stroke. The knob can be turned with a 4 mm hex key inserted into one of the holes around the perimeter. Do not use any other tool to turn the knob—a 4 mm (or 5/32) hex key only!

Turn the knob all the way clockwise for the most bottom-out resistance and counter-clockwise for the least. There are three (3) rotations of adjustment and three (3) corresponding adjustment indicator lines on the reservoir.

For more bottom-out resistance, turn the knob clockwise.

For less bottom-out resistance, turn the knob counterclockwise.



Note: If the knob feels gritty during rotation, set the knob to maximum volume (full counterclockwise) and then use a 2 mm (or 5/64") hex key to loosen the set screws in the perimeter holes then remove the knob. Clean the knob thoroughly. Lightly grease then re-install the knob.

Boost Valve

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the ProPedal and bottom-out adjustments, enabling ProPedal platform adjustments to be made without affecting the changes made to the bottom-out adjustment.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir and by adjusting the ProPedal knob.

To change the compression damping characteristics of your DHX 4.0 shock, attach a FOX High Pressure Pump to the air valve on the reservoir:

For a firmer ride, add 10 – 15 pounds of air pressure, to a maximum of 200 PSI.

For a softer ride, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve, to a minimum of 125 PSI.

Ride your bike and verify the settings before repeating the procedure.

Caution: Never ride your bike with more than 200 PSI or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty.

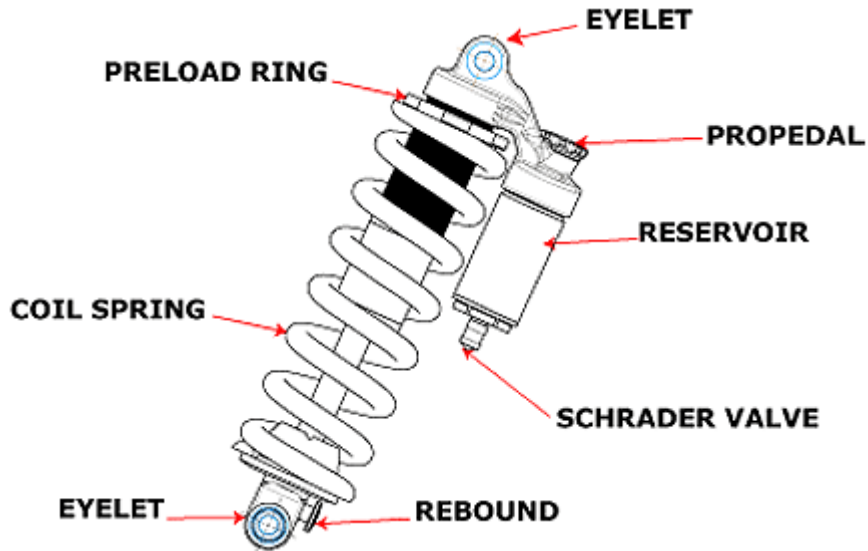
ProPedal + Boost Valve Interaction

Certain aspects of the Boost Valve can influence the ProPedal adjustment:

If the ProPedal adjustment knob is fully counterclockwise (lightest ProPedal damping position) and the compression damping is still too strong, attach a shock pump to the Schrader valve on the reservoir and reduce the pressure 10 – 15 PSI. Repeat to achieve the desired compression damping.

If there is not enough compression damping with the ProPedal knob fully clockwise, add 10 – 15 PSI to the Boost Valve until desired compression damping is achieved.

DHX 4.0



weight	0.80 lbs. / 367 g (8.75" x 2.75" No reducers or spring)
features/adjustments	position-sensitive Boost valve, adjustable ProPedal , adjustable tuning range via Schrader valve, coil spring preload, rebound adjust
spring	coil
intended use	downhill, freeride, all-mountain

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock with the spring retainer, but without the spring.
2. Carefully cycle the suspension through its entire travel.
3. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
4. Properly place the spring back onto the shock.
5. Set sag.

General Maintenance

Some things to consider:

- If you ride in extreme conditions, service your shock more frequently. See *“Service Intervals” on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Extensive internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *“Contact FOX” on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock 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.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag on your DHX 4.0:

1. Measure sag (see *“Measuring Sag” on page 246*), and compare it to the recommended sag setting shown in the Coil Spring Setting Guidelines table below. Continue if the sag is not to specification.
2. Adjust the preload ring accordingly:

If sag is lower than on the table, turn the preload ring counterclockwise. Always ensure that the spring is secure and does not freely move.

Note: *After the preload ring engages the spring, turn the preload ring clockwise one turn. If the preload ring needs to be turned counterclockwise from this point to achieve proper sag, you will need to obtain a lower rate spring.*

If sag is higher than on the table, turn the preload ring clockwise no more than full two turns after the preload ring engages the spring.

Note: If after the preload ring engages the spring and more than two full clockwise turns are needed to achieve proper sag, you will need to obtain a higher rate spring.

3. If necessary, contact FOX Racing Shox or an Authorized Service Center to obtain a higher or lower-rated spring.

Coil Spring Setting Guidelines	
Shock Travel (in./mm)	Recommended Sag (in./mm)
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2
2.50/63.5	.62/15.7
2.75/69.8	.69/17.5
3.00/76.2	.75/19.0

Changing Springs

1. Loosen the preload ring until the spring freely moves.
2. Lift up the spring and remove the spring retainer.
3. Slide the spring off the shock body. Depending on your bike model, you may need to remove the reducers to remove the spring.
4. Orient the new spring correctly (see **Spring Orientation** below) and slide it onto the shock body.
5. Place the spring retainer back on the shock and under the spring ensuring that the open slot on the spring retainer rests on the flat part of the spring end.
6. Tighten the preload ring just until the spring no longer moves.
7. Turn the preload ring one additional full turn.

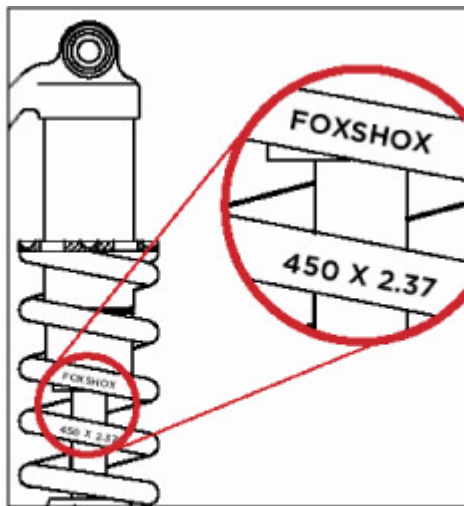
Spring Orientation

When placing the spring back on the shock body, it is important that the spring is correctly oriented. Essentially, the space in the spring retainer should rest on the flat part of the spring, and not on the segment of the spring where it starts to coil back under itself. Rotate the spring or spring retainer until the correct orientation is achieved.

An improperly oriented spring can fail prematurely, causing loss of control of the bicycle, which can result in serious or fatal injuries. The pictures below demonstrate correct and incorrect spring orientation. Correct spring orientation applies to all FOX Racing Shox rear shocks that utilize coil springs:



Reading Your Spring Rate



The spring rate is printed directly on the shock spring. The spring above has a 450-lb/in spring rate with 2.37" of travel.

Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has approximately 15 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



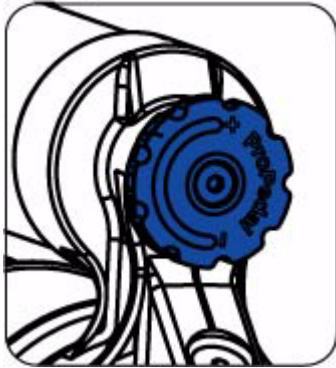
ProPedal

The ProPedal adjustment knob allows the rider to adjust the amount of ProPedal damping. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob. Since suspension designs vary, not all bicycles require the same degree of ProPedal damping.

There are 15 clicks of adjustment.

For lighter ProPedal damping, rotate the ProPedal knob counterclockwise.

For increased ProPedal damping, rotate the ProPedal knob clockwise.



Boost Valve

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the ProPedal and the factory-set bottom-out resistance, enabling ProPedal adjustments to be made without affecting the **compression damping** curve.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir and by adjusting the ProPedal knob.

To change the compression damping characteristics of your DHX 4.0 shock, attach a FOX High Pressure Pump to the air valve on the reservoir:

For a firmer ride, add 10 – 15 pounds of air pressure, to a maximum of 200 PSI.

For a softer ride, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve, to a minimum of 125 PSI.

Ride your bike and verify the settings before repeating the procedure.

Caution: *Never ride your bike with more than 200 PSI or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty.*

ProPedal + Boost Valve Interaction

Certain aspects of the Boost Valve can influence the ProPedal adjustment.

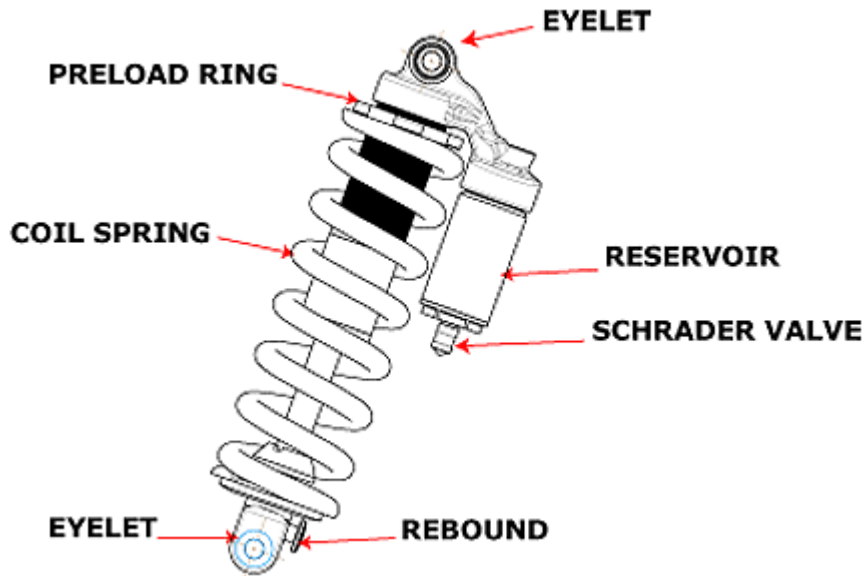
If the ProPedal adjustment knob is fully counterclockwise (lightest ProPedal damping position) and the compression damping is still too strong, attach a shock pump to the Schrader valve on the reservoir and reduce the pressure 10 – 15 PSI. Repeat to achieve the desired compression damping.

If there is not enough compression damping with the ProPedal knob fully clockwise, add 10 – 15 PSI to the Boost Valve until desired compression damping is achieved.

WHEREVER YOU RIDE.



DHX 3.0



weight	0.79 lbs. / 358 g (8.75" x 2.75" No reducers or spring)
features/adjustments	position-sensitive Boost valve, ProPedal (factory-set), adjustable tuning range via Schrader valve, coil spring preload, rebound adjust
spring	coil
intended use	downhill, freeride, all-mountain

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock with the spring retainer, but without the spring.
2. Carefully cycle the suspension through its entire travel.
3. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
4. Properly place the spring back onto the shock.
5. Set sag.

General Maintenance

Some things to consider:

- If you ride in extreme conditions, service your shock more frequently. See *“Service Intervals” on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Extensive internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *“Contact FOX” on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock 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.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag on your DHX 3.0:

1. Measure sag (see *“Measuring Sag” on page 246*), and compare it to the recommended sag setting shown in the Coil Spring Setting Guidelines table below. Continue if the sag is not to specification.
2. Adjust the preload ring accordingly:

If sag is lower than specified in the table, turn the preload ring counterclockwise. Always ensure that the spring is secure and does not freely move.

Note: *After the preload ring engages the spring, turn the preload ring clockwise one turn. If the preload ring needs to be turned counterclockwise from this point to achieve proper sag, you will need to obtain a lower rate spring.*

If sag is higher than specified in the table, turn the preload ring clockwise no more than full two turns after the preload ring engages the spring.

Note: If after the preload ring engages the spring and more than two full clockwise turns are needed to achieve proper sag, you will need to obtain a higher rate spring.

3. If necessary, contact FOX Racing Shox or an Authorized Service Center to obtain a higher or lower-rated spring.

Coil Spring Setting Guidelines	
Shock Travel (in./mm)	Recommended Sag (in./mm) (25% of travel)
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2
2.50/63.5	.62/15.7
2.75/69.8	.69/17.5
3.00/76.2	.75/19.0

Changing Springs

1. Loosen the preload ring until the spring freely moves.
2. Lift up the spring and remove the spring retainer.
3. Slide the spring off the shock body. Depending on your bike model, you may need to remove the reducers to remove the spring.
4. Orient the new spring correctly (see **Spring Orientation** below) and slide it onto the shock body.
5. Place the spring retainer back on the shock and under the spring ensuring that the open slot on the spring retainer rests on the flat part of the spring end.
6. Tighten the preload ring just until the spring no longer moves.
7. Turn the preload ring one additional full turn.

Spring Orientation

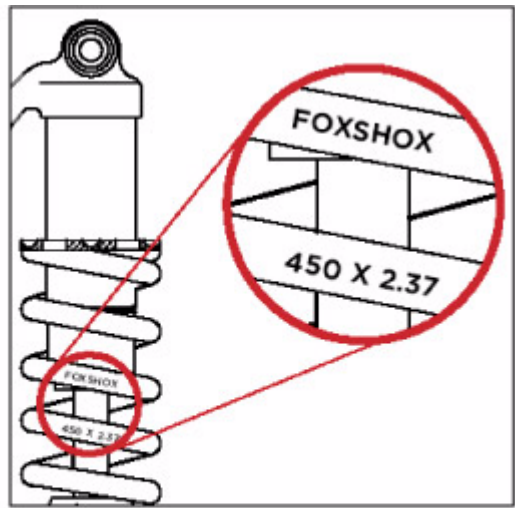
When placing the spring back on the shock body, it is important that the spring is correctly oriented. Essentially, the space in the spring retainer should rest on the flat part of the spring, and not on the segment of the spring where it starts to coil back under itself. Rotate the spring or spring retainer until the correct orientation is achieved.

An improperly oriented spring can fail prematurely, causing loss of control of the bicycle, which can result in serious or fatal injuries. The pictures below demonstrate correct and incorrect

spring orientation. Correct spring orientation applies to all FOX Racing Shox rear shocks that utilize coil springs:



Reading Your Spring Rate



The spring rate is printed directly on the shock spring. The spring above has a 450-lb/in spring rate with 2.37" of travel.

Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has approximately 15 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



ProPedal

The ProPedal on your DHX 3.0 is set at the factory, and cannot be adjusted.

Boost Valve

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the ProPedal and bottom-out adjustments, enabling ProPedal platform adjustments to be made without affecting the changes made to the bottom-out adjustment.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir.

To change the compression damping characteristics of your DHX 3.0 shock, attach a FOX High Pressure Pump to the air valve on the reservoir:

For a firmer ride, add 10 – 15 pounds of air pressure, to a maximum of 200 PSI.

For a softer ride, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve, to a minimum of 125 PSI.

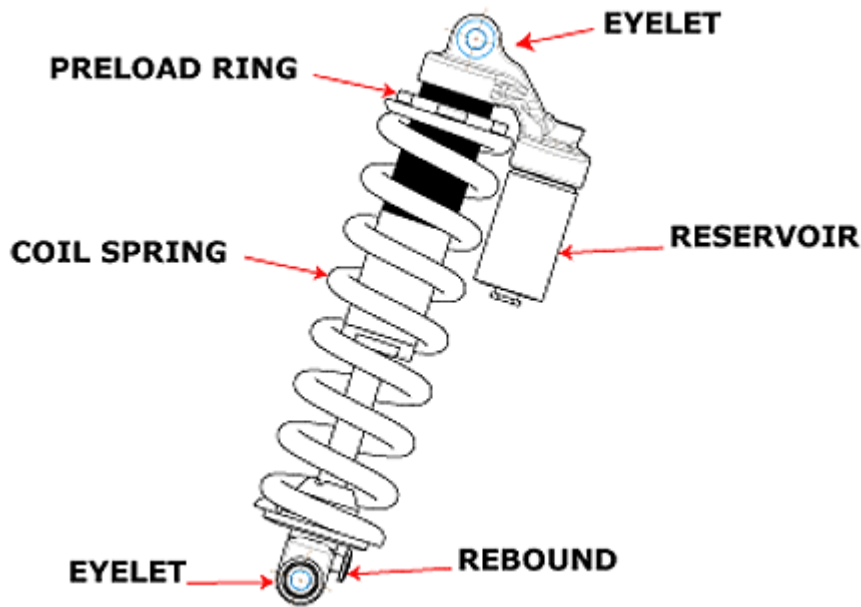
Ride your bike and verify the settings before repeating the procedure.

Caution: *Never ride your bike with more than 200 PSI or less than 125 PSI in the reservoir air chamber. Doing so can damage your shock and require repairs that are NOT covered under warranty.*

WHEREVER YOU RIDE.



VAN R



weight	0.74 lbs. / 339 g (8.75" x 2.75" No reducers or spring)
features/adjustments	factory-set ProPedal, coil spring preload, speed-sensitive compression damping, rebound adjust
spring	coil
intended use	downhill, freeride, all-mountain

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock with the spring retainer, but without the spring.
2. Carefully cycle the suspension through its entire travel.
3. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
4. Properly place the spring back onto the shock.
5. Set sag.

General Maintenance

Some things to consider:

- If you ride in extreme conditions, service your shock more frequently. See *“Service Intervals” on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *“Contact FOX” on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
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.

Setting Sag

To set sag on your VAN R:

1. Measure sag (see *“Measuring Sag” on page 246*), and compare it to the recommended sag setting shown in the Coil Spring Settings table below. Continue if the sag is not to specification.
2. Adjust the preload ring accordingly:

If sag is lower than specified in the table, turn the preload ring counterclockwise. Always ensure that the spring is secure and does not freely move.

Note: *After the preload ring engages the spring, turn the preload ring clockwise one turn. If the preload ring needs to be turned counterclockwise from this point to achieve proper sag, you will need to obtain a lower rate spring.*

If sag is higher than specified in the table, turn the preload ring clockwise no more than full two turns after the preload ring engages the spring.

Note: If after the preload ring engages the spring and more than two full clockwise turns are needed to achieve proper sag, you will need to obtain a higher rate spring.

3. If necessary, contact FOX Racing Shox or an Authorized Service Center to obtain a higher or lower rated spring.

Coil Spring Settings	
Shock Travel (in./mm)	Recommended Sag (in./mm)
1.50/38.1	.38/9.5
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2
2.50/63.5	.62/15.7
2.75/69.8	.69/17.5
3.00/76.2	.75/19.0

Changing Springs

1. Loosen the preload ring until the spring freely moves.
2. Lift up the spring and remove the spring retainer.
3. Slide the spring off the shock body. Depending on your bike model, you may need to remove the reducers to remove the spring.
4. Orient the new spring correctly (see **Spring Orientation** below) and slide it onto the shock body.
5. Place the spring retainer back on the shock and under the spring ensuring that the open slot on the spring retainer rests on the flat part of the spring end.
6. Tighten the preload ring just until the spring no longer moves.
7. Turn the preload ring one additional full turn.

Spring Orientation

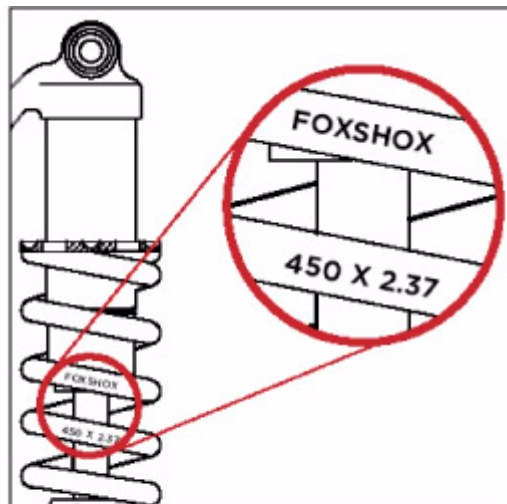
When placing the spring back on the shock body, it is important that the spring is correctly oriented. Essentially, the space in the spring retainer should rest on the flat part of the spring, and not on the segment of the spring where it starts to coil back under itself. Rotate the spring or spring retainer until the correct orientation is achieved.

Warning! An improperly oriented spring can fail prematurely, causing loss of control of the bicycle, which can result in serious or fatal injuries.

The pictures below demonstrate correct and incorrect spring orientation. Correct spring orientation applies to all FOX Racing Shox rear shocks that utilize coil springs:



Reading Your Spring Rate



The spring rate is printed directly on the shock spring. The spring above has a 450-lb/in spring rate with 2.37" of travel.

Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has approximately 15 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



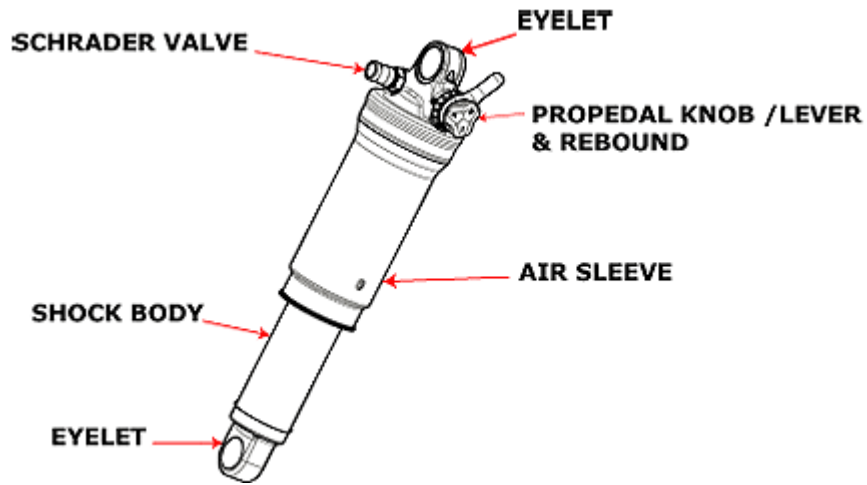
ProPedal

The ProPedal on your VAN R is set at the factory, and cannot be adjusted.

WHEREVER YOU RIDE.



FLOAT RP23



weight	0.47 lbs. / 213 g (6.50" x 1.50" No reducers)
features/adjustments	high volume standard air sleeve, lightweight chassis, ProPedal with 3 positions, ProPedal adjust with 3 FIRM positions, air spring pressure, rebound adjust
spring	air
intended use	freeride, all-mountain, cross-country

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock.
2. Remove the main air chamber air cap and let all the air out of the main air chamber.
3. Carefully cycle the suspension through its entire travel.
4. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
5. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You will tune to a more specific air pressure in the Setting Sag section below.
6. Set sag.

General Maintenance

There may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- If you ride in extreme conditions, service your shock and air sleeve more frequently. See *"Service Intervals" on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *"Contact FOX" on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag:

1. Measure sag (see *"Measuring Sag" on page 246*), and compare it to the recommended sag setting shown in the Air Spring Setting Guidelines table below. Continue if the sag is not set to specification.
2. Locate the Schrader air valve on the shock and remove the air valve cap.
3. Screw the FOX Racing Shox High Pressure Pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten; see *"Using the FOX High Pressure Pump" on page 316*.
4. Add air pressure until desired pressure is shown on the gauge. Refer to the Air Spring Setting Guidelines table below for the proper sag setting.
5. Unthread the pump from the air valve and measure sag.

6. Repeat steps 2-5 until proper sag is achieved, then replace the air valve cap.

Air Spring Setting Guidelines	
Shock Travel (in./mm)	Sag (in./mm)
1.00/25.4	.25/6.4
1.25/31.7	.31/7.9
1.50/38.1	.38/9.5
1.75/44.4	.44/11.1
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2

Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has 8-10 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



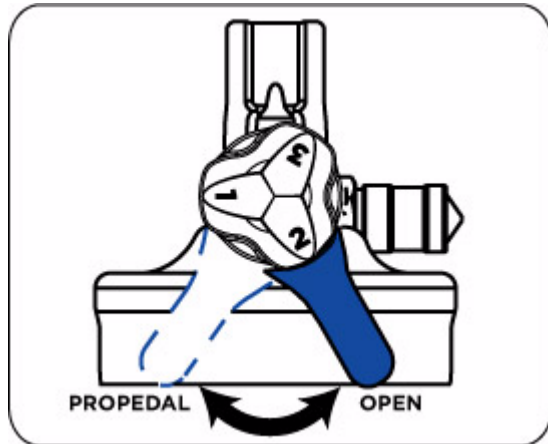
ProPedal

ProPedal Lever

The ProPedal lever allows for on-the-fly ProPedal adjustment. ProPedal damping reduces pedal-induced suspension bob. The two ProPedal lever settings are:

- OPEN
- PROPEDAL

Use each setting to adjust the shock for different riding conditions and situations. For example, use **PROPEDAL** for riding to the top of the mountain, and then switch to **OPEN** for the descent.



To determine which ProPedal position is better for your condition and situation, pedal the bicycle and monitor the shock movement. Switch between positions and select the one that reduces suspension movement most effectively while providing the desired amount of bump absorption.

Because suspension designs and riding skills vary, optimal settings can vary from bike to bike and rider to rider. For more precise ProPedal tuning and to further eliminate pedal-induced bob while maintaining bump compliance, adjust the ProPedal knob. As with the ProPedal lever, switch positions and select a setting that reduces suspension movement most effectively while providing the desired amount of bump absorption.

ProPedal Knob

The 3-position ProPedal knob (shown below) allows you to adjust ProPedal firmness when the ProPedal lever is in the **PROPEDAL** position. The ProPedal knob only changes damping when the ProPedal lever is in the **PROPEDAL** position.

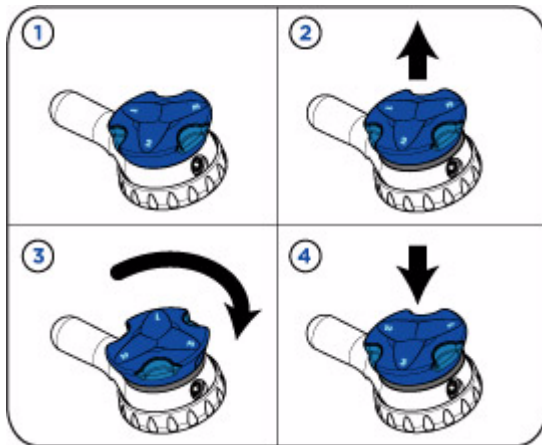
The ProPedal knob settings are denoted by the numbers etched onto the ProPedal knob. The three ProPedal knob settings are:

- (1) PROPEDAL Light
- (2) PROPEDAL Medium
- (3) PROPEDAL Firm



To adjust the ProPedal knob:

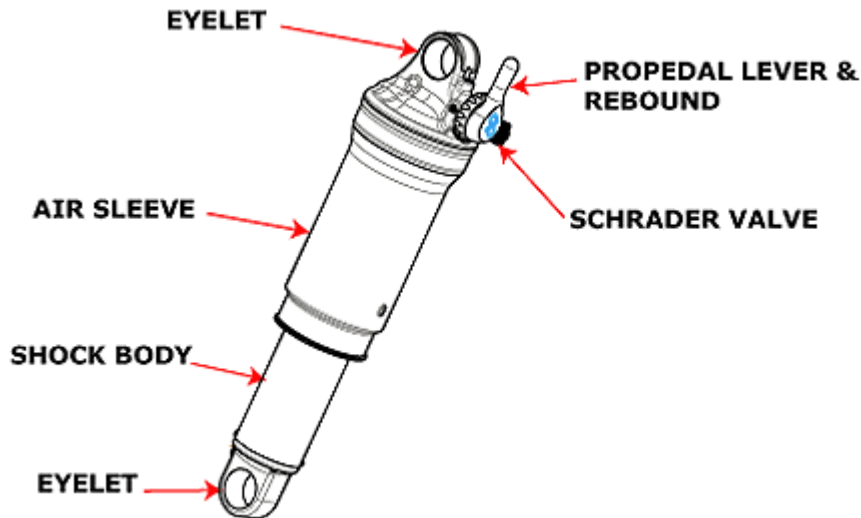
1. Turn the ProPedal lever to the **PROPEDAL** position, as shown in graphic above.
2. Lift the ProPedal knob (see frame #2 in the drawing below).
3. Turn the ProPedal knob clockwise (relative to the ProPedal knob facing the user) until the selection you want—1, 2, or 3—is aligned with the ProPedal lever (#3). The ProPedal knob clicks twice per setting as it turns. The first click occurs as you exit the current setting; the second click as you engage the new setting.
4. Push the ProPedal knob into its new position (#4). The ProPedal knob should NOT be adjusted on-the-fly. It should only be adjusted while in a stationary position.



WHEREVER YOU RIDE.



FLOAT RP2



weight	0.45 lbs. / 205 g (6.50" x 1.50" No reducers)
features/ adjustments	high volume standard air sleeve, lightweight chassis, ProPedal with 2 positions, air spring pressure, rebound adjust
spring	air
intended use	freeride, all-mountain, cross-country

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock.
2. Remove the main air chamber air cap and let all the air out of the main air chamber.
3. Carefully cycle the suspension through its entire travel.
4. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
5. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You will tune to a more specific air pressure in the Setting Sag section below.
6. Set sag.

General Maintenance

There may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- If you ride in extreme conditions, service your shock and air sleeve more frequently. See *"Service Intervals" on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *"Contact FOX" on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag:

1. Measure sag (see *"Measuring Sag" on page 246*), and compare it to the recommended sag setting shown in the Air Spring Setting Guidelines table below. Continue if the sag is not to specification.
2. Locate the Schrader air valve on the shock and remove the air valve cap.
3. Screw the FOX Racing Shox High Pressure Pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten; see *"Using the FOX High Pressure Pump" on page 316*.
4. Add air pressure until desired pressure is shown on the gauge. Refer to the Air Spring Setting Guidelines table below for the proper sag setting.
5. Unthread the pump from the air valve and measure sag.

6. Repeat steps 2-5 until proper sag is achieved, then replace the air valve cap.

Air Spring Setting Guidelines	
Shock Travel (in./mm)	Sag (in./mm)
1.00/25.4	.25/6.4
1.25/31.7	.31/7.9
1.50/38.1	.38/9.5
1.75/44.4	.44/11.1
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2

Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has 8-10 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



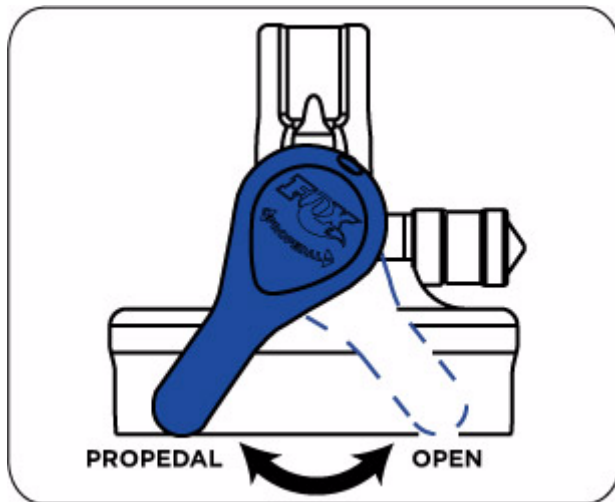
ProPedal

The ProPedal lever allows for on-the-fly ProPedal adjustment. ProPedal damping reduces pedal-induced suspension bob. The two ProPedal lever settings are:

- OPEN
- PROPEDAL

Use each setting to adjust the shock for different riding conditions and situations. For example, use **PROPEDAL** for riding to the top of the mountain, and then switch to **OPEN** for the descent.

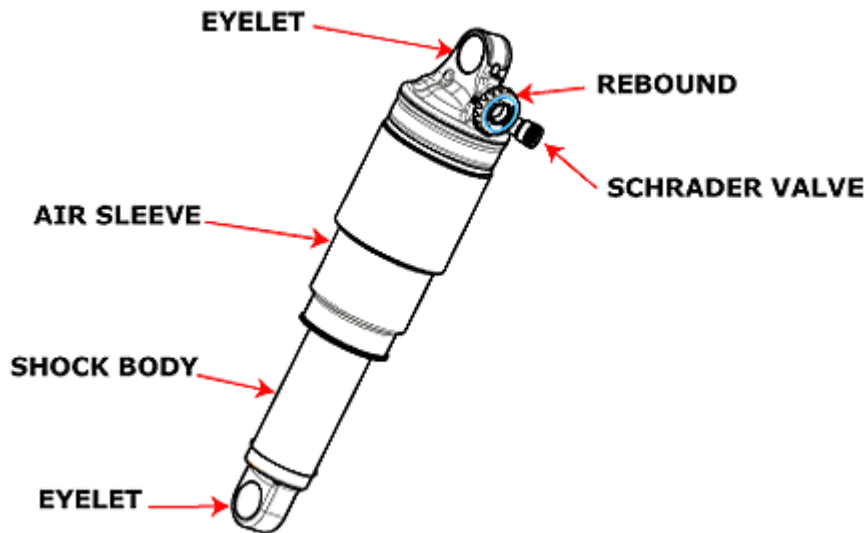
To determine which ProPedal position is better for your condition and situation, pedal the bicycle and monitor the shock movement. Switch between positions and select the one that reduces suspension movement most effectively while providing the desired amount of bump absorption.



WHEREVER YOU RIDE.



FLOAT R (rear shock)



weight	0.44 lbs. / 200 g (6.50" x 1.50" No reducers)
features/adjustments	high volume standard air sleeve, lightweight chassis, factory-set ProPedal, air spring pressure, rebound adjust
spring	air
intended use	freeride, all-mountain, cross-country

Installing Your Shock

If you are installing your shock on a bike in which the shock is not original equipment:

1. Install the shock.
2. Remove the main air chamber air cap and let all the air out of the main air chamber.
3. Carefully cycle the suspension through its entire travel.
4. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
5. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You will tune to a more specific air pressure in the Setting Sag section below.
6. Set sag.

General Maintenance

There may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- If you ride in extreme conditions, service your shock and air sleeve more frequently. See *"Service Intervals" on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *"Contact FOX" on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To set sag:

1. Measure sag (see *"Measuring Sag" on page 246*), and compare it to the recommended sag setting shown in the Air Spring Setting Guidelines table below. Continue if the sag is not set to specification.
2. Locate the Schrader air valve on the shock and remove the air valve cap.
3. Screw the FOX Racing Shox High Pressure Pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten; see *"Contact FOX" on page 321*.
4. Add air pressure until desired pressure is shown on the gauge. Refer to the Air Spring Setting Guidelines table below for the proper sag setting.
5. Unthread the pump from the air valve and measure sag.
6. Repeat steps 2-5 until proper sag is achieved, then replace the air valve cap.

Air Spring Setting Guidelines	
Shock Travel (in./mm)	Sag (in./mm)
1.50/38.1	.38/9.5
1.75/44.4	.44/11.1
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2

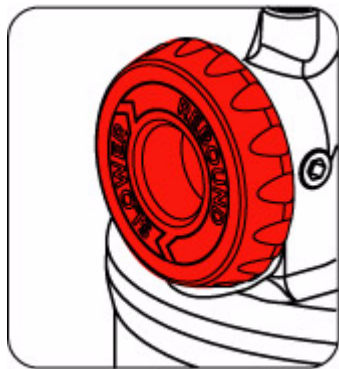
Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has 8-10 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



ProPedal Valving Options



FOX Racing Shox and your bike manufacturer have teamed up to deliver a FLOAT R shock that has the perfect ProPedal tune for your bicycle's rear suspension design.

Your FLOAT R is delivered to your bike manufacturer in one of three settings: **FIRM**, **MEDIUM**, and **LIGHT**.

The setting of your FLOAT R is listed on the band at the bottom of the air sleeve and is denoted by an icon, as shown on the left.

- **LIGHT** is represented by the smallest bar.
- **MEDIUM** is represented by the middle bar.
- **FIRM** is represented by the largest bar.

The bar that is applicable to your tune will be highlighted and flanked on top and bottom with indicator arrows.

Changing your ProPedal tune can be done at an Authorized FOX Service Center for a nominal fee as it is not considered a warranty item.

WHEREVER YOU RIDE.



Measuring Sag

In general, sag on your rear shock should be set to 15 - 25% of shock travel, depending on riding conditions or personal preferences.

To measure sag on your rear shock:

MEASUREMENT #1

1. Before sitting on the bicycle, measure and record the distance from the center of one shock mounting bolt to the center of the other shock mounting bolt. This is known as the "eye-to-eye" measurement. Air shocks have an O-ring on the shock body. The O-ring should be pushed up against the scraper lip of the air sleeve without the rider on the bike. If there is no o-ring, use the "eye-to-eye" method.

MEASUREMENT #2

2. Sit on the bicycle in a normal riding position. Your weight should be distributed on the saddle, handlebars and pedals. It is also recommended that you are properly outfitted in your riding gear. It may be necessary to hold yourself up against a wall or post to steady yourself. Do not bounce on the pedals or saddle.
3. Have an assistant measure and record the eye-to-eye distance.
For an air shock, dismount the bicycle and measure from the scraper lip to the O-ring. This measurement is **SAG**.
4. Subtract **MEASUREMENT #2** from **MEASUREMENT #1**. The difference is **SAG**.
MEASUREMENT #1 – **MEASUREMENT #2** = **SAG**
(E.G., **7.875** – **7.275** = **0.600**)
5. Consult the air or coil springs settings table in your respective shocks' section. If the sag specification is not in compliance, follow the instructions in **Setting Sag** in your respective shock's section.

WHEREVER YOU RIDE.



Reducer Removal

1. Screw a 1/4" bolt extractor (see pictures below) counterclockwise with a pulling motion. The reducer will back out of the bushing.
2. Repeat for the other side.



1/4" Bolt Extractor Tool



Inserting Bolt Extractor Tool Into Reducer

WHEREVER YOU RIDE.



"Stuck Down" Shock Procedure

Under certain circumstances, a FLOAT or DHX AIR shock can become "stuck down. If your FLOAT or DHX AIR shock has not returned to its original neutral length (eye-to-eye position), **DO NOT** attempt to disassemble the outer air sleeve or any other part of the shock. Air has become trapped in the air negative chamber and can cause serious injury if the shock is disassembled. This condition is known as stuck down.

If your shock is stuck down, immediately return it to FOX Racing Shox or an Authorized Service Center for service; see *"Contact FOX" on page 321*.

Procedure to check for a "stuck down" shock:

1. Release air pressure from the shock by removing the air cap and depressing the Schrader valve. You can use the top of the air cap to press in the Schrader valve.
2. Using a FOX Racing Shox High Pressure Pump, pressurize the shock to 250 PSI (see *"Using the FOX High Pressure Pump" on page 316*).
3. If the shock does not extend, it is stuck down.
4. Contact FOX Racing Shox or an Authorized Service Center to obtain repair/service information. Do not attempt to pull apart, open, disassemble or service a shock that is stuck down. Serious or fatal injuries can result. Contact FOX Racing Shox or an Authorized Service Center for assistance.

The Air Sleeve Maintenance procedure contains detailed information on clearing a stuck down shock; see *"Air Sleeve Maintenance" on page 251*. When working on an air shock, always assume that it is stuck down before taking it apart for service.

WHEREVER YOU RIDE.



AVA (Air Volume Adjuster)



AVA Air Sleeve

Certain **FLOAT** models feature AVA, a technology that affords new levels of fine-tuning adjustment. The AVA air sleeve replaces the standard air sleeve on your FLOAT rear shock. AVA increases or decreases the volume of the positive air spring chamber, which allows the rider to alter the shape of the spring curve. The AVA system can create a shock with a 30% more linear spring rate than a standard FLOAT shock. AVA allows as much as 200 lbs. of bottom-out adjustment.

AVA is a pre-ride tuning feature. The AVA system is not intended to be used on-the-fly. It is important to clean your shock, especially the threads of the AVA air sleeve, prior to adjustment. Rotation of the AVA ring may require complete deflation of the shock.

To adjust an AVA-equipped FLOAT rear shock:

1. Using a shock pump, let most or all of the air from the shock so that the AVA ring can be easily turned.
2. Turn the ring until it just touches the wire ring that is snapped onto the air sleeve. This is the maximum volume setting.
3. Pressurize the shock and set sag as normal. AVA does not affect sag.
4. If the shock seems to bottom out too easily, deflate the shock and rotate the ring to the next setting on the air sleeve.
5. Pressurize the shock, set sag and test again for full stroke performance.
6. Repeat this process until the setting that best fits your riding style and terrain is achieved.

Air sleeve service can be performed as on other FLOAT shocks. Clean AVA seals after every other normal FLOAT seal service, especially if riding conditions are muddy or dusty. Carefully

remove wire rings and air sleeves. Clean and inspect seals and parts for damage or wear. Re-lubricate and carefully re-assemble.

WHEREVER YOU RIDE.

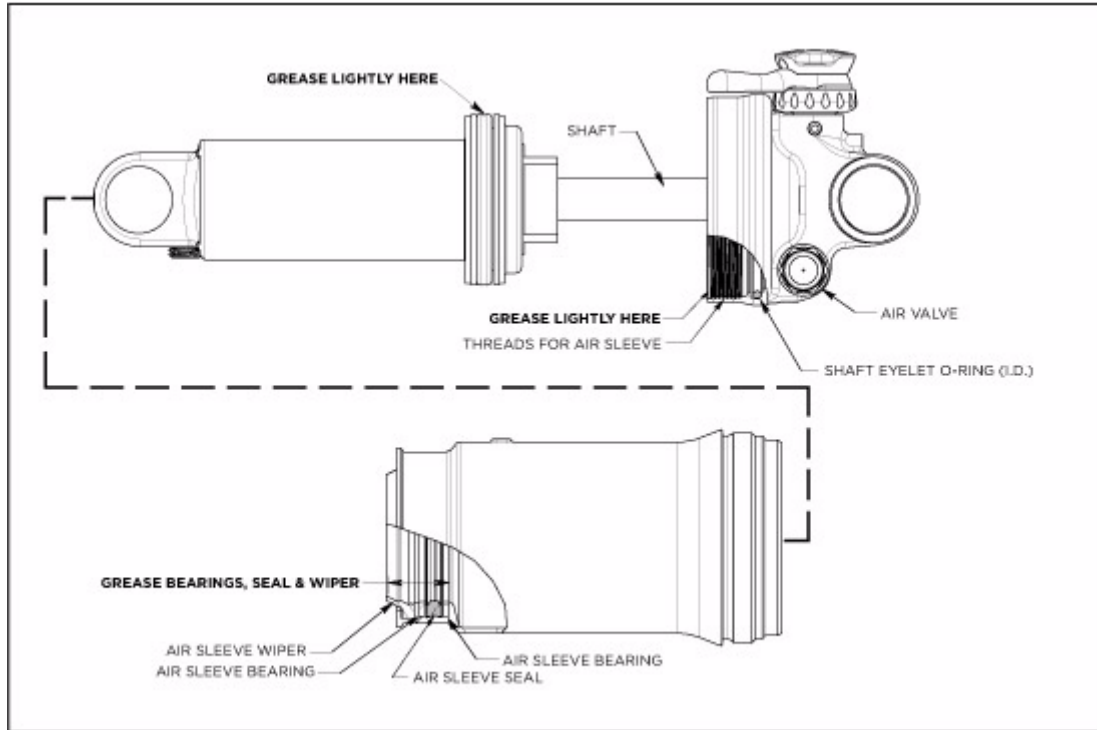


Air Sleeve Maintenance

Caution: FOX air shocks contain high air pressures. Before servicing a FOX air shock, certain precautions and countermeasures need to be taken. Follow these steps in order, to prevent serious injury, and always wear eye protection. If you do not feel confident in performing this procedure, contact a FOX Authorized Service Center.

Note: When working on an air shock, always assume that it is stuck down before starting service.

1. Before beginning service, you need to make sure that the air shock you are servicing is not stuck-down. A stuck down shock is a shock that is stuck at the bottom of its travel and will not return.
2. The first step in troubleshooting a stuck-down shock is to pump up the main air chamber to 250PSI [using a FOX High Pressure Pump](#).
3. The shock may extend slightly. However, the shock can still be stuck down. Continue on to the next step with caution.
4. Release all air pressure from the air sleeve air valve.
5. Cycle the shock a few times, then release air pressure from the air sleeve air valve again.
6. Remove the mounting hardware and remove the shock from the bicycle. In most cases, a hex wrench is all that is necessary to remove the mounting hardware. Hex wrench size will vary depending on manufacturer.
7. [Remove reducers](#) from the body end of the shock using a 1/4 bolt extractor.
8. Place the shock in a soft-jawed vice being careful not to crush any shock parts. Place the breaker bar through the body eyelet and attempt to pull out the body shaft. If you cannot pull it out, this confirms that the shock is stuck down. Proceed with caution.
9. Put on your gloves and place a shop towel through the body eyelet to prevent the air sleeve from coming off. Use a strap wrench to turn the air sleeve counterclockwise. YOU MAY HEAR A VERY LOUD POP WHEN REMOVING THE AIR SLEEVE! This is normal on a stuck down shock.
10. Finish unscrewing the air sleeve by hand and pull it back from the shaft.
11. Remove the shop towel from the body eyelet then fully remove the air sleeve.
12. Clean the inside of the air sleeve with isopropyl alcohol or parts cleaner. Although a full set of replacement seals has been provided, it is not necessary to replace all of them on a brand-new unused shock. The body seal (quad ring), however, still needs to be replaced, as described in steps 17-18.
13. Clean the internal parts with isopropyl alcohol or parts cleaner.
14. If necessary replace seals and backup rings with new seals and backup rings from the Air Sleeve Rebuild Kit, FOX P/N 803-00-142, as described in the following steps.



Air Sleeve: Orientation and position on FLOAT air shock body.

15. When replacing the air sleeve wiper, seal and backup rings, ensure that they are properly oriented. Lightly lubricate all seals and rings before installing them. Use no more than half of the FLOAT Fluid pillow pack for this entire procedure.
16. Two shaft eyelet o-rings are supplied with the Air Sleeve Rebuild Kit; a 2000-04 FLOAT rear shock uses the thicker o-ring, the 2005 and newer uses the thinner o-ring.
17. Remove the body seal (quad ring) and two backup rings, being careful not to scratch the inside of the seal gland.
18. Lightly lubricate the seals and rings before replacing them. Make sure that you use the backup rings with slits. In this order, install a: 1) backup ring, 2) body seal (quad ring), 3) the other backup ring onto the seal gland.
19. If necessary, replace the shaft eyelet o-ring. Carefully remove the old o-ring using a dental pick. Lightly lubricate the new o-ring before installing it.
20. If necessary, remove the air sleeve dust wiper, seal and backup rings. Carefully remove these parts using a dental pick. If you are not removing these parts, skip to step 22.
21. Replace the backup ring, seal, backup ring, and dust wiper into the air sleeve seal glands. Squeeze the backup ring "like a potato chip to facilitate installation.
22. Slide the air sleeve onto the body. Do not screw the air sleeve on at this time.
23. Place 2cc of FLOAT Fluid into the air sleeve. Do not screw the air sleeve on at this time.
24. Install the travel indicator o-ring onto the body. Place the reducers (or requisite mounting hardware) back onto the body eyelets.
25. Mount the shock back onto the bicycle using the appropriate mounting hardware. Torque the bolts to the bicycle manufacturer's specifications. Due to frame design, you may have to tighten the air sleeve before re-installing the shock.

26. Press down on the bicycle seat to compress the rear suspension. This will make it easier to screw on the air sleeve. Thread the air sleeve by hand until it is tight. DO NOT over-tighten with a strap wrench or other tool.
27. Inflate your shock according to the shock owner's manual.
28. Go ride.

WHEREVER YOU RIDE.



OE Custom Products

These products are available as OE only equipment on specific bicycle models. Refer to the owner's manual for your bicycle to check for any bicycle-specific setup instructions.

In cases where fork and/or shock setup instructions are listed in your bicycle owner's manual, those instructions override any setup instructions specified by FOX RACING SHOX.

Select your OE product:

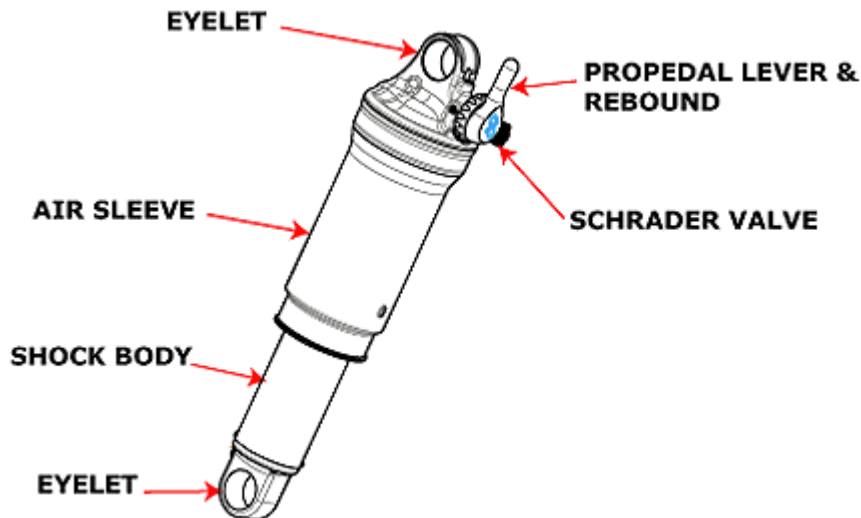
Forks	Rear Shocks
<i>"F29 120 RLC, F29 100 RLC & F29 80 RLC (OE Edition)" on page 287</i>	<i>"DHX Air 5.0" on page 197</i>
<i>"F29 100 RL & F29 80 RL (OE Edition)" on page 296</i>	<i>"DHX Air 4.0" on page 202</i>
<i>"32 F90 RLC (OE Edition)" on page 275</i>	<i>"FLOAT RPL/Triad" on page 255</i>
<i>"32 F90 RL (OE Edition)" on page 282</i>	
<i>"32 TALAS RLC (OE Edition)" on page 260</i>	
<i>"32 TALAS RL (OE Edition)" on page 268</i>	
Cannondale Lefty Forks	

If your product is not listed here, check the [FOX Racing Shox website](#). Some OE-specific products contain user information on the bicycle it shipped on. Check your bicycle manufacturer's owner's manual or website for more information.

WHEREVER YOU RIDE.



FLOAT RPL/Triad



weight	0.47 lbs. / 213 g (6.50" x 1.50" No reducers)
features/adjustments	lightweight chassis, ProPedal with 2 positions, air spring pressure, rebound adjust
spring	air
intended use	freeride, all-mountain, cross-country

Installing Your Shock

If you are installing your shock on a bike on which the shock is not original equipment:

1. Install the shock.
2. Remove the main air chamber air cap and let all the air out of the main air chamber.
3. Carefully cycle the suspension through its entire travel.
4. Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel.
5. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You will tune to a more specific air pressure in the Setting Sag section below.
6. Set sag.

General Maintenance

There may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- If you ride in extreme conditions, service your shock and air sleeve more frequently. See *"Service Intervals" on page 303* to check the maintenance schedule for your shock.
- Wash your shock with soap and water only.
- Do not use a high pressure washer to clean your shock.
- Internal service should be performed by FOX Racing Shox or an Authorized Service Center; see *"Contact FOX" on page 321*.

Before You Ride

1. Clean the outside of your shock with soap and water and wipe dry with a soft dry rag.

Caution: *Do not use a high pressure washer on your shock.*

2. Inspect entire exterior of shock for damage. The shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
3. Check that quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened.
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.

Setting Sag

To get the best performance from your FLOAT RPL shock, it is necessary to set **sag**. To set sag:

1. Locate the Schrader air valve on the shock and remove the valve cap.
2. Screw the FOX Racing Shox High Pressure pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten the valve chuck.
3. Add air pressure until desired pressure is shown on the gauge. Refer to the appropriate FLOAT RPL Air Spring Settings table below.
4. Unthread the pump from the air valve and measure sag.
5. Repeat steps 2-4 until proper sag is achieved, then replace the air valve cap.

FLOAT RPL Air Spring Settings	
Rider Weight lbs. (kg)	Main Air Chamber Pressure PSI
90 - 100 (41 - 45)	95 - 100
110 - 110 (45 - 50)	100 - 110
110 - 120 (50 - 54)	110 - 120
120 - 130 (54 - 60)	120 - 125
130 - 140 (60 - 64)	125 - 130
140 - 150 (64 - 68)	130 - 135
150 - 160 (68 - 73)	135 - 140
160 - 170 (73 - 77)	140 - 150
170 - 180 (77 - 82)	150 - 160
180 - 190 (82 - 86)	160 - 170
190 - 200 (86 - 91)	170 - 180
200 - 210 (91 - 95)	180 - 190
210 - 220 (95 - 100)	190 - 200
220 - 230 (100 - 104)	200 - 210
230 - 240 (104 - 109)	210 - 220
240 - 250 (109 - 113)	220 - 230
250 - 265 (113 - 120)	230 - 240
265 - 280 (120 - 127)	240 - 250
280 - 295 (127 - 134)	250 - 260

Adjusting Rebound

Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has 8-10 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.



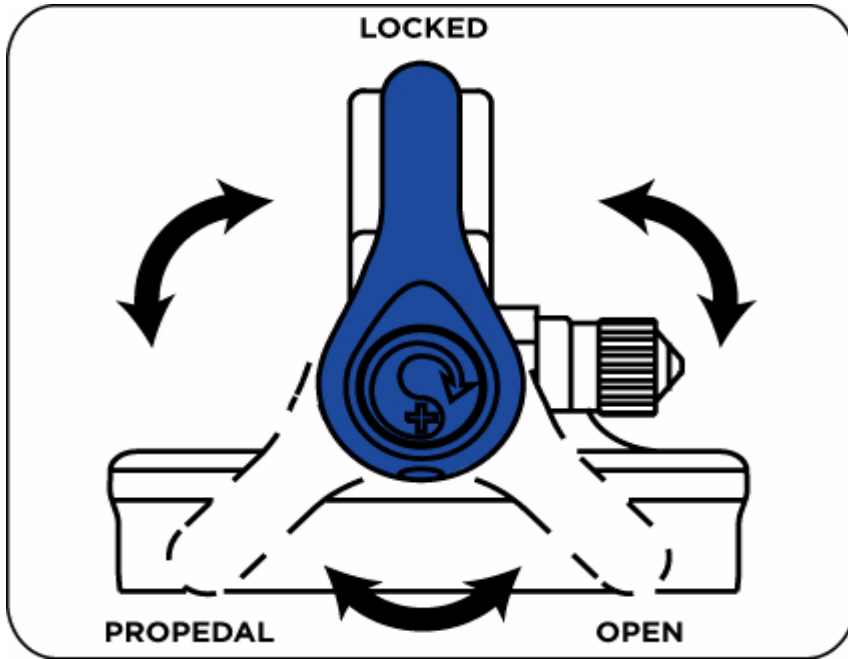
Adjusting Compression

Some bicycles feature a FOX Racing Shox FLOAT RPL shock. The FLOAT RPL has three on-the-fly suspension settings:

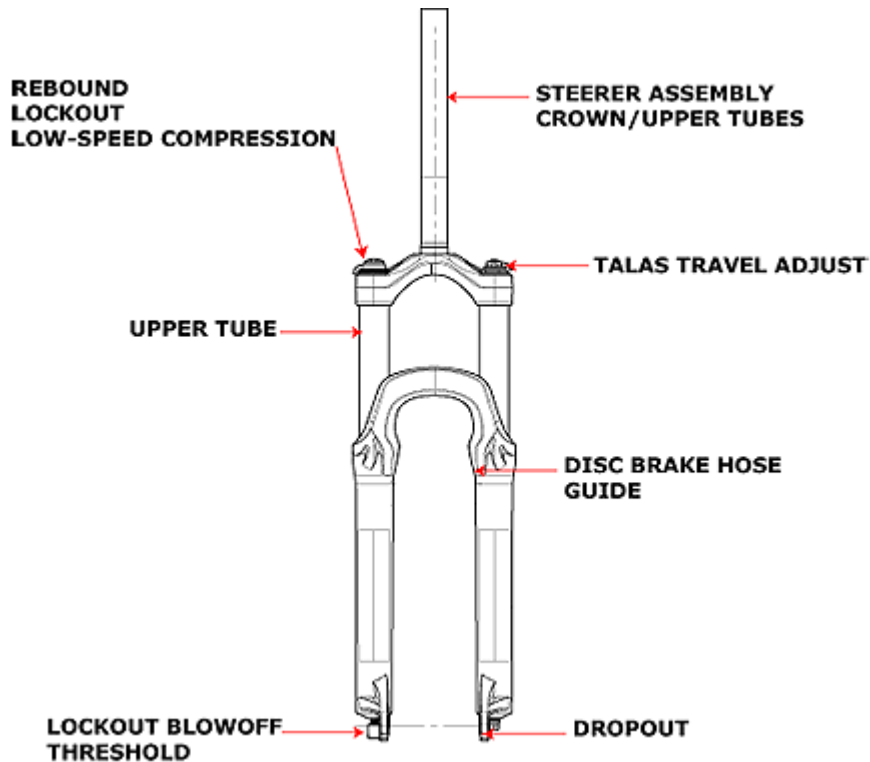
- **OPEN** (DESCENDING)
- **PROPEDAL** (FOR BUMP COMPLIANCE AND PEDALING EFFICIENCY)
- **LOCKED** (CLIMBING & ROAD RIDING)

Use the different settings to tune the shock to different riding conditions and situations. For example, use the **PROPEDAL** or **LOCKED** position for riding to the top of the mountain, and then switch to the **OPEN** position for the descent. Because suspension designs and riding skills vary, optimal settings can vary from bike to bike and rider to rider.

To determine which compression adjust position is best, pedal the bicycle at about 15 MPH and monitor the shock movement. Switch between positions and select the one that reduces suspension movement most effectively while providing the desired amount of bump absorption. The setting may change depending on conditions and riding styles.



32 TALAS RLC (OE Edition)



weight	3.90 lbs. / 1.76 kg
travel	5.9 in. / 150 mm TALAS 150+130+110 mm
features/adjustments	TALAS travel system, low-speed compression, lockout, lockout force adjust, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16.](#)

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

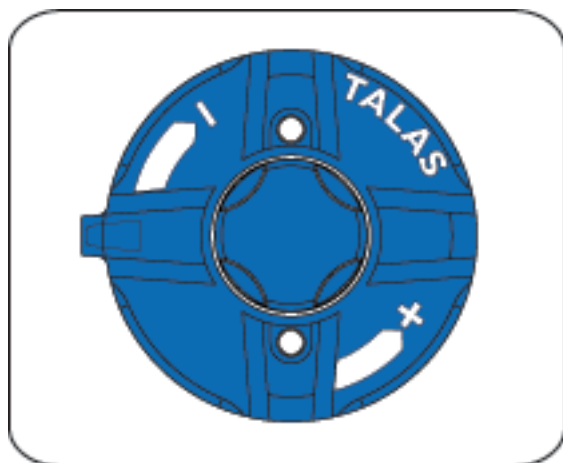
Caution: Do not use a high pressure washer on your fork.

3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the center blue aircap in the middle of the TALAS lever (shown below) on top of the left fork leg to expose the Schrader valve. Hold the TALAS lever steady with one hand while unscrewing the aircap with the other. This will facilitate removal of the aircap and also protect the TALAS lever from being forced past its stops.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve.
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting with the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.

6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
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

Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
90 mm (3.5")	13 mm (1/2")	18 mm (3/4")
110 mm (4.25")	16 mm (3/5")	22 mm 7/8")
130 mm (5")	19 mm (3/4")	26 mm (1")


Sag and spring rate will self-adjust to the proper setting and rate, as TALAS is adjusted to shorter travel positions.

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound.

6
(Factory setting)



12

Average Rebound

Fast Rebound

Too fast and you will experience poor traction and wheel hop.

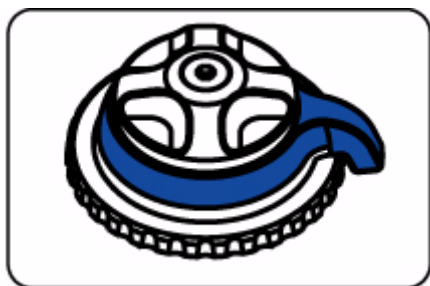
If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: *The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 to 5 mm. This is normal and does not affect performance.*

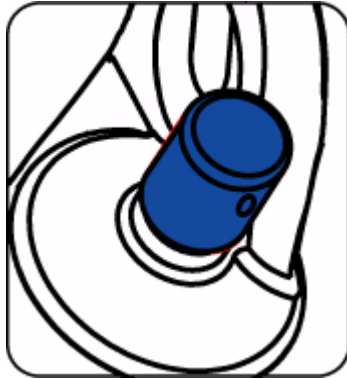
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

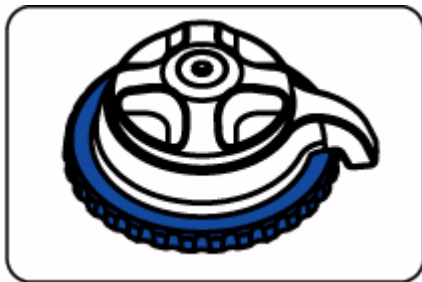
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.


There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



Adjusting Low-Speed Compression

Low-speed compression damping is adjusted with the blue bezel ring (shown below) below the blue lockout lever, and has 8 clicks of adjustment. Compression damping controls the speed at which the fork compresses. Adjust low-speed compression with lockout disabled (lockout lever fully counterclockwise). As a starting point, turn the low-speed compression dial all the way counterclockwise (full out) until it stops, then turn clockwise (in) 5 clicks.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
 1	Soft Compression	Too soft and your fork will pack down and ride harsh.	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.

5
(Factory setting)

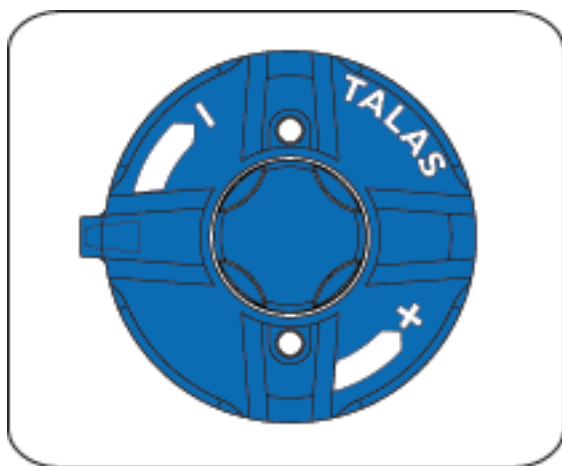


Average Compression		
Firm Compression	Too firm and you will experience poor traction and wheel hop.	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Changing Travel

32 mm TALAS forks feature three externally adjustable travel choices from 5 (130 mm) to 4.25" (110 mm) to 3.5 (90 mm), which are easily selected using the TALAS lever (shown below) on top of the left fork leg. Travel options and direction settings are printed directly on the lever.

When changing travel, the TALAS system automatically adjusts to provide you with the appropriate linear air spring rate for each travel setting. There is no need to re-adjust the air pressure in the TALAS air chamber after changing travel.



For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

Decreasing Travel

From the 130 or 110 mm position, turn the lever counterclockwise to decrease travel. Travel will be decreased in 20 mm increments. Do not force the lever past the 90 mm position.

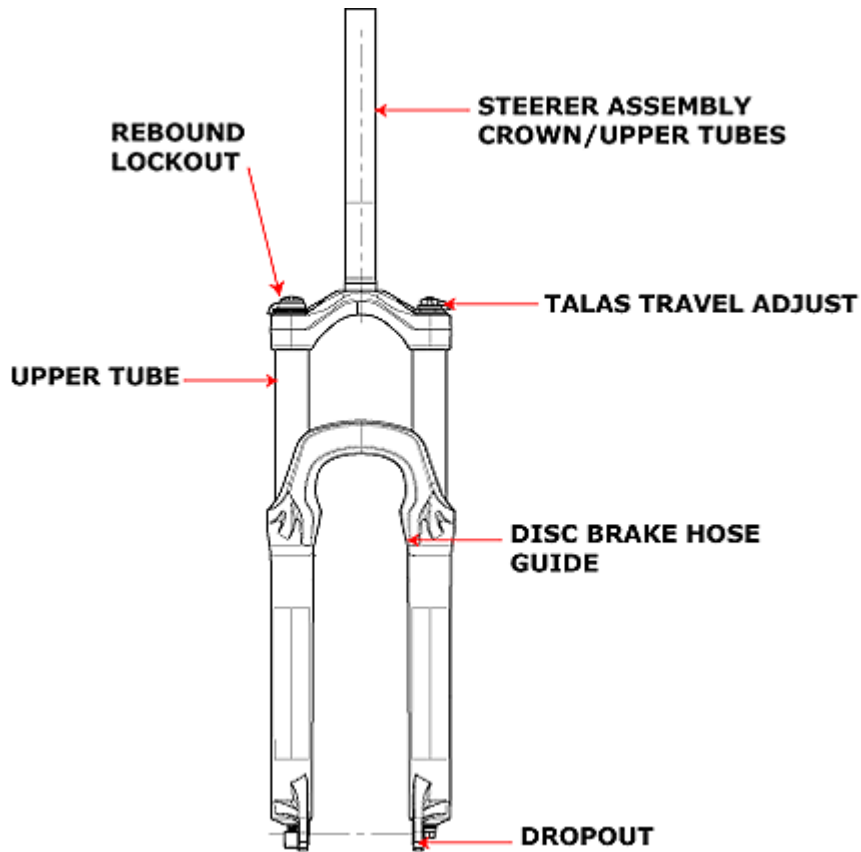
Increasing Travel

From the 90 or 110 mm position, turn the lever clockwise to increase travel. Travel will be increased in 20 mm increments. Do not force the lever past the 130 mm position.

WHEREVER YOU RIDE.



32 TALAS RL (OE Edition)



weight	3.84 lbs. / 1.74 kg
travel	5.9 in. / 150 mm TALAS 150+130+110 mm
features/adjustments	TALAS travel system, lockout, lockout force adjust, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

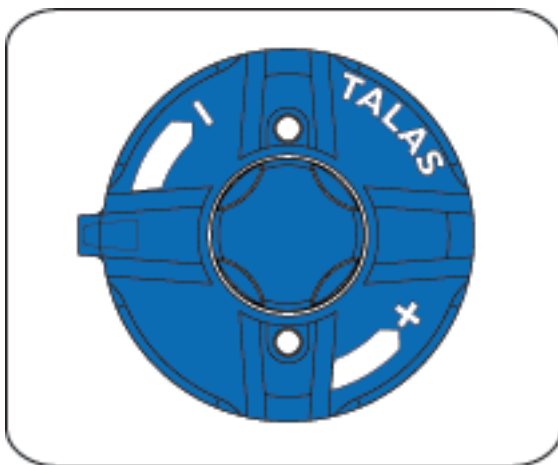
Caution: *Do not use a high pressure washer on your fork.*

3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the center blue aircap in the middle of the TALAS lever (shown below) on top of the left fork leg to expose the Schrader valve. Hold the TALAS lever steady with one hand while unscrewing the aircap with the other. This will facilitate removal of the aircap and also protect the TALAS lever from being forced past its stops.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve.

3. Using the Air Spring Settings table below, pump your fork to the appropriate setting with the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
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

Sag Setup		
Travel	XC/Race FIRM	All-Mountain PLUSH
90 mm (3.5")	13 mm (1/2")	18 mm (3/4")
110 mm (4.25")	16 mm (3/5")	22 mm (7/8")

130 mm (5")

19 mm (3/4")

26 mm (1")

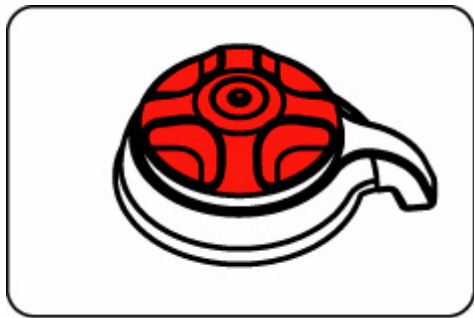
Sag and spring rate will self adjust to the proper setting and rate as TALAS is adjusted to shorter travel positions.

Sag Troubleshooting



Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS

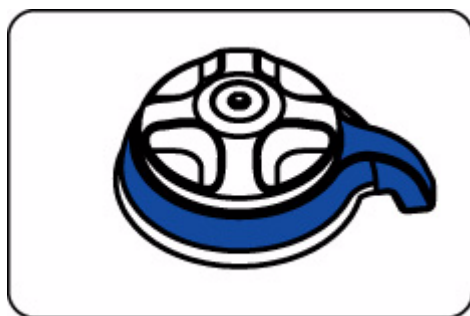
 1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound.
6 (Factory setting)	Average Rebound		
 12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: The fork may cycle a couple of times after lockout is enabled. Once complete lockout is achieved, the fork may continue to move 3 to 5 mm. This is normal and does not affect performance.

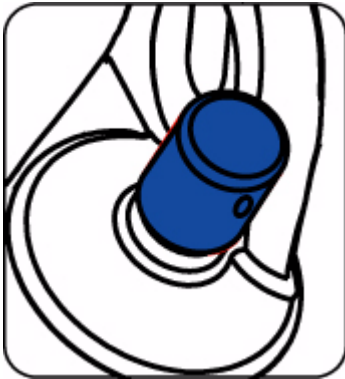
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.

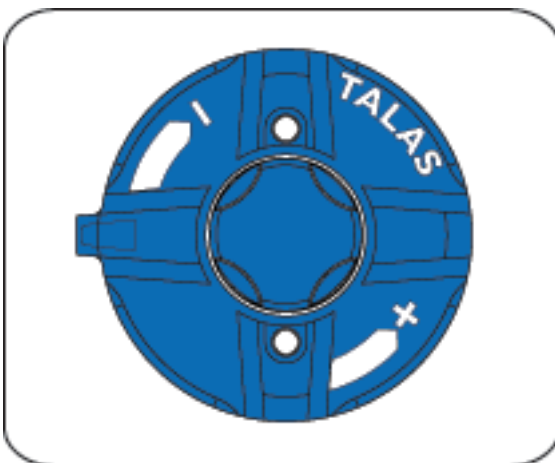
There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



Changing Travel

32 mm TALAS forks feature three externally adjustable travel choices from 5.5 (140 mm) to 4.72" (120 mm) to 3.93 (100 mm), which are easily selected using the TALAS lever on top of the left fork leg. Travel options and direction settings are printed directly on the lever.

When changing travel, the TALAS system automatically adjusts to provide you with the appropriate linear air spring rate for each travel setting. There is no need to re-adjust the air pressure in the TALAS air chamber after changing travel.



For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

Decreasing Travel

From the 130 or 110 mm position, turn the lever counterclockwise to decrease travel. Travel will be decreased in 20 mm increments. Do not force the lever past the 90 mm position.

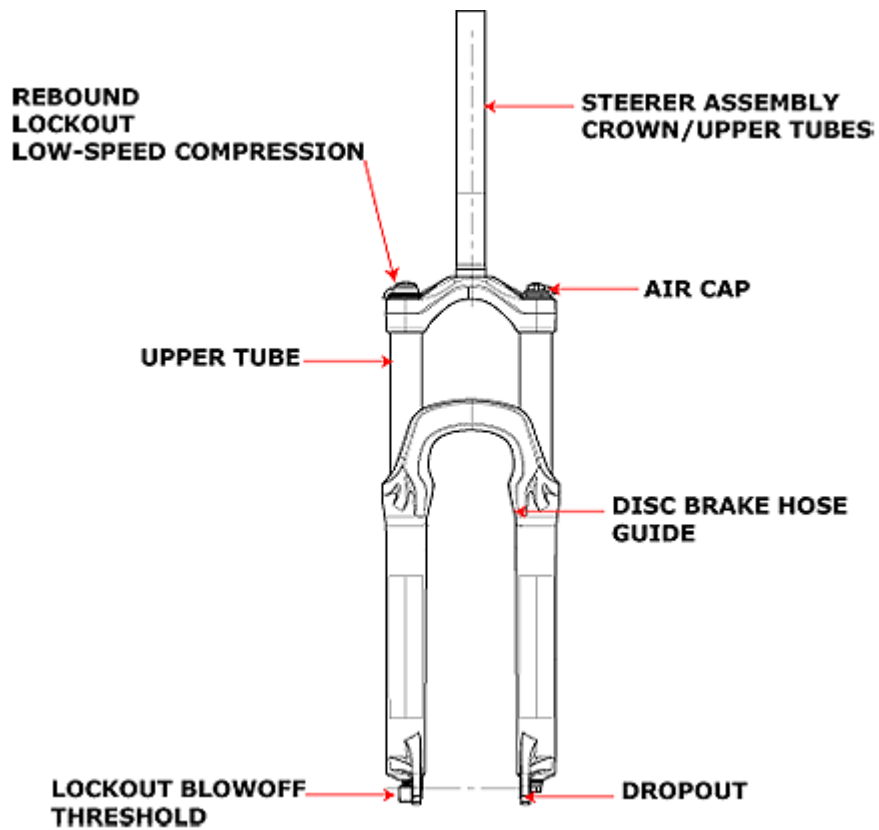
Increasing Travel

From the 90 or 110 mm position, turn the lever clockwise to increase travel. Travel will be increased in 20 mm increments. Do not force the lever past the 130 mm position.

WHEREVER YOU RIDE.



32 F90 RLC (OE Edition)



weight	3.38 lbs. / 1.53 kg
travel	3.5 inches / 90 mm
features/adjustments	low-speed compression, lockout, lockout force adjust, air spring pressure, rebound
spring/damper type	air/open bath
intended use	cross-country

Caution: Do not remove travel spacers, or increase the travel in the F-Series forks. Damage to the fork or serious injury may result!

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

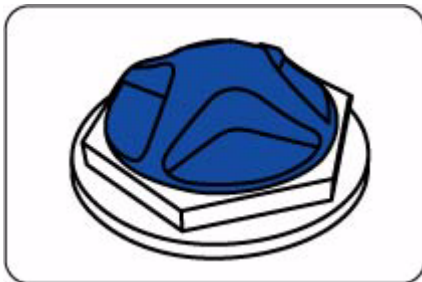
Caution: *Do not use a high pressure washer on your fork.*

3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve.
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.

- Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

- Screw the blue aircap back on, and go ride.

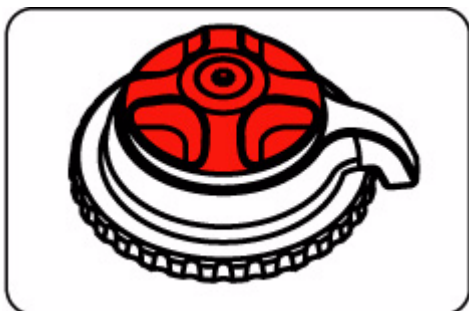
AIR SPRING SETTING GUIDELINES	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	50 PSI
135 - 145 lbs.	55 PSI
145 - 155 lbs.	65 PSI
155 - 170 lbs.	75 PSI
170 - 185 lbs.	85 PSI
185 - 200 lbs.	95 PSI
200 - 215 lbs.	105 PSI
215 - 230 lbs.	115 PSI
230 - 250 lbs.	125 PSI

Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound

6
(Factory setting)



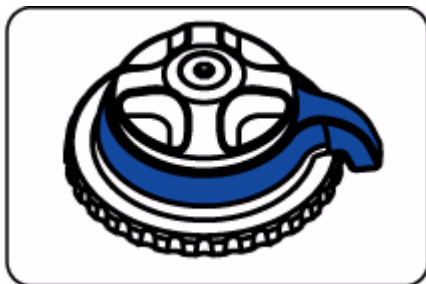
Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 - 5 mm. This is normal and does not affect performance.

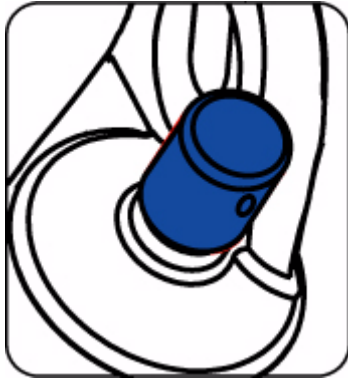
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

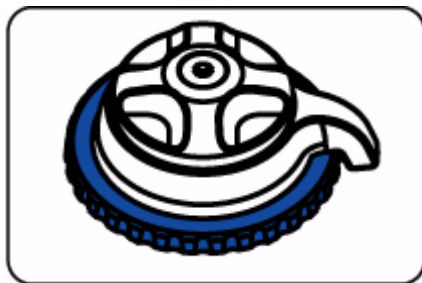
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.


There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



Adjusting Low-Speed Compression

Low-speed compression damping is adjusted with the blue bezel ring (shown below) below the blue lockout lever, and has 8 clicks of adjustment. Compression damping controls the speed at which the fork compresses. Adjust low-speed compression with lockout disabled (lockout lever fully counterclockwise). As a starting point, turn the low-speed compression dial all the way counterclockwise (full out) until it stops, then turn clockwise (in) 5 clicks.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Soft Compression	Too soft and your fork will pack down and ride harsh.	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.

5
(Factory setting)

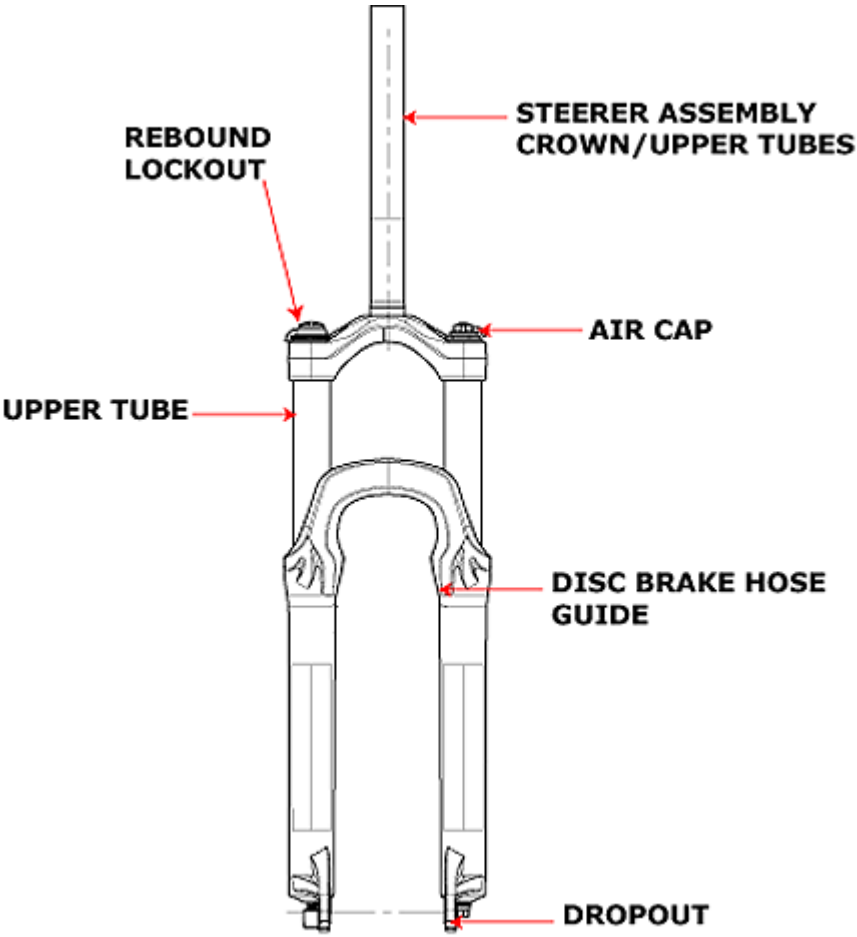


Average Compression		
Firm Compression	Too firm and you will experience poor traction and wheel hop.	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

WHEREVER YOU RIDE.



32 F90 RL (OE Edition)



weight	3.33 lbs. / 1.51 kg
travel	3.5 inches / 90 mm
features/adjustments	lockout, air spring pressure, rebound
spring/damper type	air/open bath
intended use	cross-country

Caution: Do not remove travel spacers, or increase the travel in the F-Series forks. Damage to the fork and/or serious injury may result!

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

9. Check that quick-release levers are properly adjusted and tightened.
10. 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/upper tube junction.

Caution: Do not use a high pressure washer on your fork.

11. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
12. Check headset adjustment. If loose, adjust according to manufacturers recommendations.
13. Check that brake cables or hoses are properly fastened.
14. Check that the front and rear brakes operate properly on flat land.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15-25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve.
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump (see ["Using the FOX High Pressure Pump" on page 316](#)).
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.

- Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

- Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 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

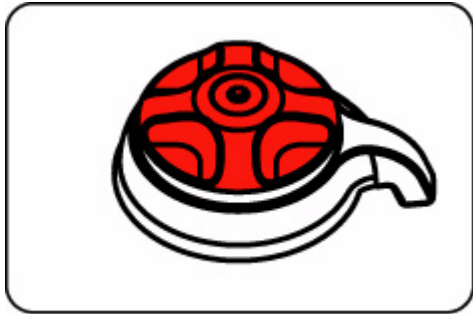
Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments

Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		



Fast Rebound

Too fast and you will experience poor traction and wheel hop.

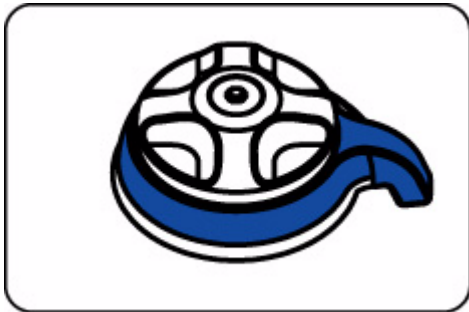
If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the riders weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

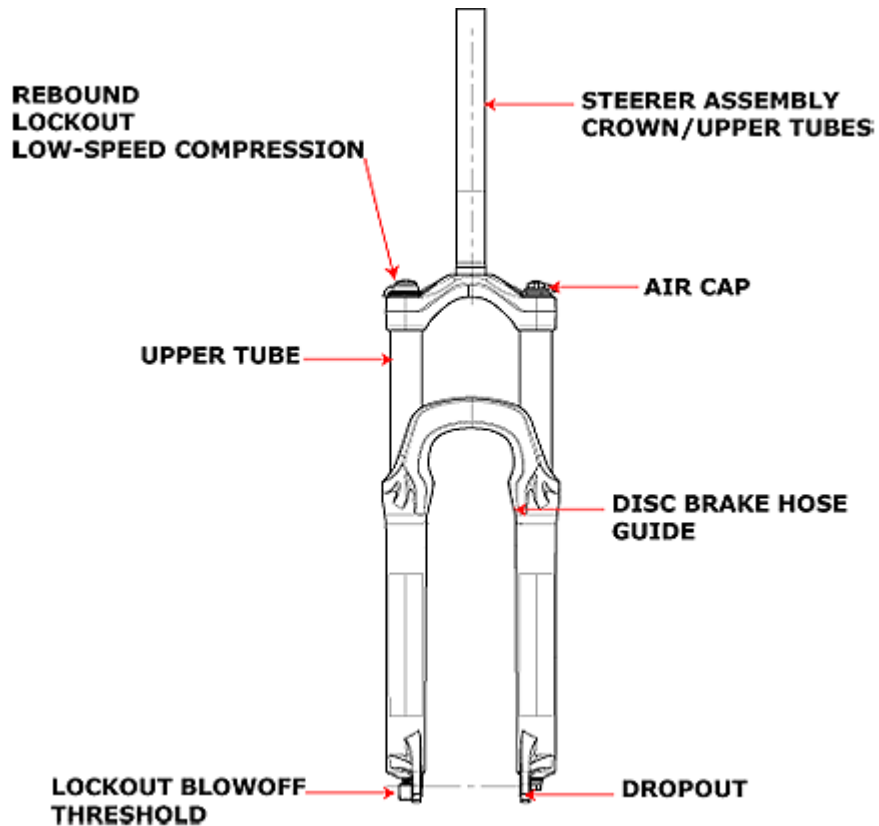
To unlock the fork, simply rotate the lever fully counterclockwise.



WHEREVER YOU RIDE.



F29 120 RLC, F29 100 RLC & F29 80 RLC (OE Edition)



weight	F120: 3.87 lb / 1.75 kg F100: 3.78 lb / 1.71 kg F80: 3.78 lb / 1.71 kg
travel	F120: 4.7 inches / 120 mm F100: 3.9 inches / 100 mm F80: 3.1 inches / 80 mm
features/adjustments	low-speed compression, lever-actuated lockout, lockout force adjust, air spring pressure, rebound
spring/damper type	air/open bath
intended use	cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

Caution: *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. Contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. If loose, adjust 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.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust **sag**. Generally, sag should be set to 15 – 25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve (see ["Using the FOX High Pressure Pump" on page 316](#)).
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.

6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
7. Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

8. Screw the blue aircap back on, and go ride.

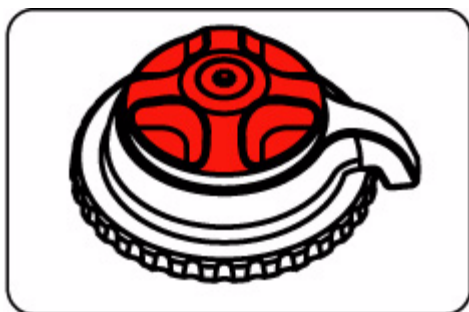
Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 125 lbs.	45 PSI
125 - 135 lbs.	50 PSI
135 - 145 lbs.	55 PSI
145 - 155 lbs.	65 PSI
155 - 170 lbs.	75 PSI
170 - 185 lbs.	85 PSI
185 - 200 lbs.	95 PSI
200 - 215 lbs.	105 PSI
215 - 230 lbs.	115 PSI
230 - 250 lbs.	125 PSI


Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments
Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound

6
(Factory setting)



Average Rebound		
Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Note: *The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 to 5 mm. This is normal and does not affect performance.*

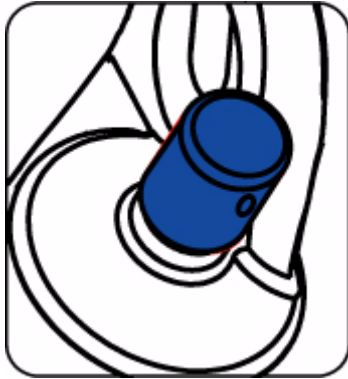
Adjusting Lockout Force

Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom of the right leg.

A convenient tuning feature of the lockout force knob is that it allows you to leave your fork in the locked out position—no more fiddling with fork controls when the trail requires your undivided attention. Although you might need to adjust the knob a few times to find the sweet spot, once it is found you can simply leave your fork locked out. Your fork will then respond to hits in the trail (greater lockout force), for example, but will be locked out (lower lockout force) when you are out of your saddle on a climb.

Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.


There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



Adjusting Low-Speed Compression

Low-speed compression damping is adjusted with the blue bezel ring (shown below) below the blue lockout lever, and has 8 clicks of adjustment. Compression damping controls the speed at which the fork compresses. Adjust low-speed compression with lockout disabled (lockout lever fully counterclockwise). As a starting point, turn the low-speed compression dial all the way counterclockwise (full out) until it stops, then turn clockwise (in) 5 clicks.



KNOB SETTING (CLICKS IN FROM FULL OUT)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
	Soft Compression	Too soft and your fork will pack down and ride harsh.	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.

5
(Factory setting)



Average Compression		
Firm Compression	Too firm and you will experience poor traction and wheel hop.	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

Changing Travel

Travel on your F-SERIES fork can be changed by rearranging the internal travel spacers. After changing travel, check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

Note: An F100 can be lowered in travel to 80 mm, but an F80 cannot be increased to 100 mm.

Tools Required for Travel Change

- 26 mm 6-sided socket
- 10 mm socket
- Small screwdriver
- Torque wrench
- Oil drain pan
- Plastic-faced hammer
- Measuring container w/ cc or mL increments

Supplies Required for Travel Change

Supplies Required		
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer

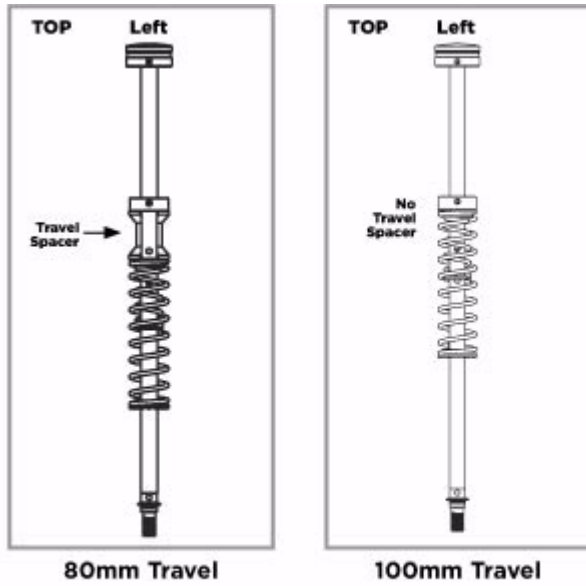
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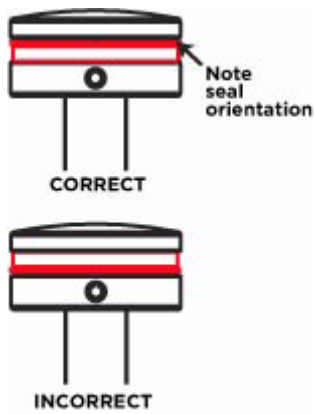
32 mm Cartridge Seal Kit (optional)

1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Remove the left top cap with a 26 mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10 mm 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.
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. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings on the next page and add or remove the appropriate spacer(s) to achieve the desired travel. Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.
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. Be sure to orient the U-cup seal as shown in the Seal Orientation drawing below.
6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
7. Turn the fork upside down. Measure and pour 30 cc of FOX Suspension Fluid through the bottom hole.
8. 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.
9. Turn the fork right side up. Pour 5 cc of FOX FLOAT Fluid on top of the air piston.
10. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid.
11. Re-install the topcap and torque to 165 in-lbs.
12. Pump up the fork to the desired pressure and cycle it several times to check for proper operation.
13. Re-install the blue air cap.
14. You're done. Go ride.

Travel Spacer Orientation



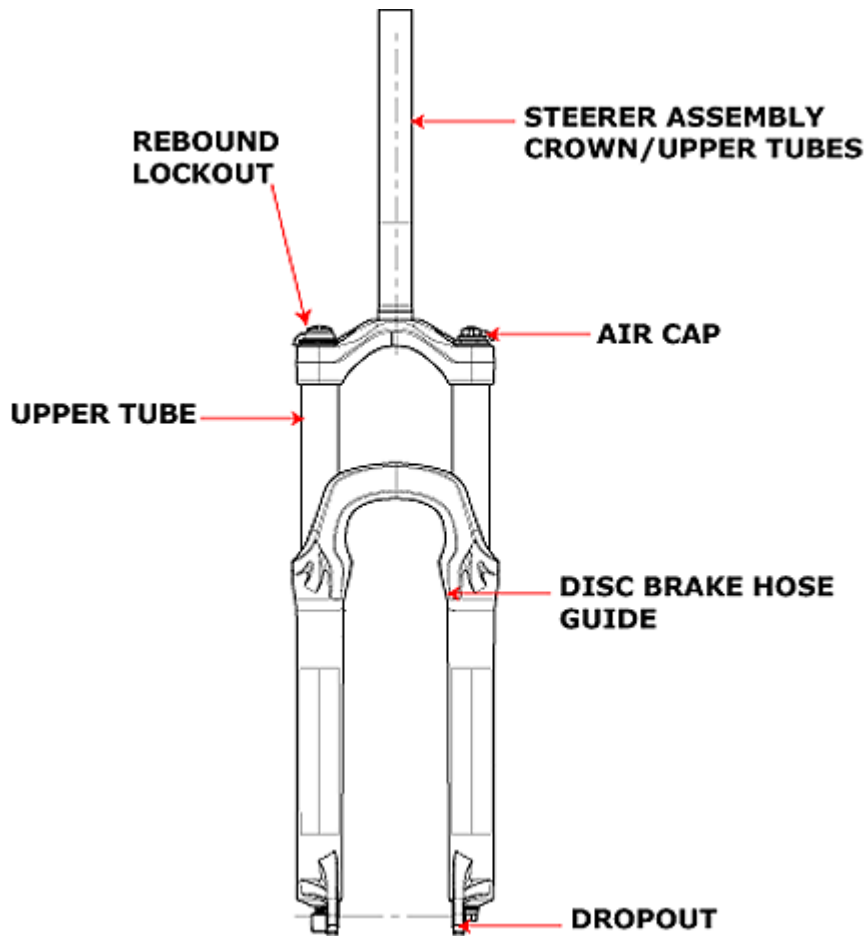
Seal Orientation



WHEREVER YOU RIDE.



F29 100 RL & F29 80 RL (OE Edition)



weight	F120: 3.83 lbs. / 1.73 kg F100: 3.74 lbs. / 1.69 kg F80: 3.74 lbs. / 1.69 kg
travel	F120: 4.7 inches / 120 mm F100: 3.9 inches / 100 mm F80: 3.1 inches / 80 mm
features/adjustments	lever-actuated lockout, air spring pressure, rebound
spring/damper type	air/open bath
intended use	cross-country

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section, otherwise see ["Installing a 32 mm Fork" on page 16](#).

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
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/upper tube junction.

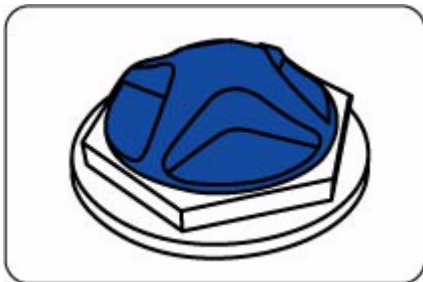
Caution: *Do not use a high pressure washer on your fork.*

3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and repair.
4. Check headset adjustment. If loose, adjust according to manufacturers recommendations.
5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

Setting Sag

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15-25% of total fork travel.

1. Unscrew the blue aircap (shown below) on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve.
3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
5. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly.
6. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.

- Compare your sag measurement to the Sag Setup table below.

If your sag is lower than on the table, screw on the 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, screw on the 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.

- Screw the blue aircap back on, and go ride.

Air Spring Setting Guidelines	
Rider Weight	Air Pressure
< 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

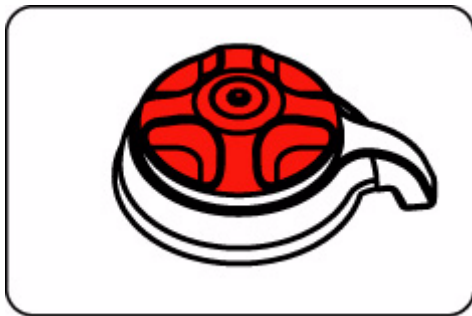
Sag Setup		
Travel	XC/Race FIRM	PLUSH
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

Sag Troubleshooting	
Symptom	Remedy
Too much sag	(+) air pressure in 5 PSI increments

Too little sag	(-) air pressure in 5 PSI increments
Excessive bottoming	(+) air pressure in 5 PSI increments
Harsh ride; full travel not utilized	(-) air pressure in 5 PSI increments

Adjusting Rebound

The rebound knob (shown below) is located on the top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counterclockwise (out) 6 clicks.



KNOB SETTING (CLICKS OUT FROM FULL IN)	SETTING DESCRIPTION	TUNING TIPS	SETUP TIPS
1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		



Fast Rebound

Too fast and you will experience poor traction and wheel hop.

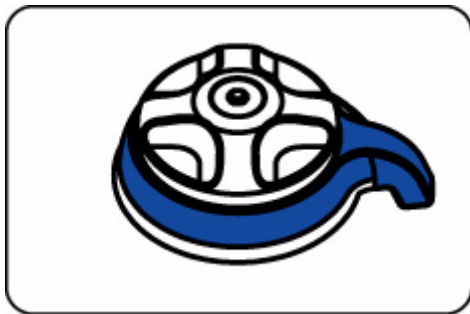
If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the riders weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counterclockwise.



Changing Travel

Travel on your F-SERIES fork can be changed by rearranging the internal travel spacers. After changing travel, check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

Note: An F100 can be lowered in travel to 80 mm, but an F80 cannot be increased to 100 mm.

Tools Required for Travel Change

- 26 mm 6-sided socket
- 10 mm socket
- Small screwdriver
- Torque wrench
- Oil drain pan
- Plastic-faced hammer

- Measuring container with cc or mL increments

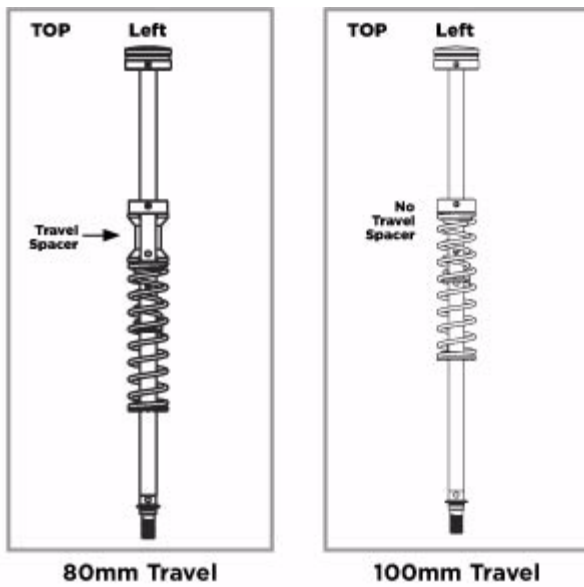
Supplies Required for Travel Change

Supplies Required		
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	32 mm Cartridge Seal Kit (optional)

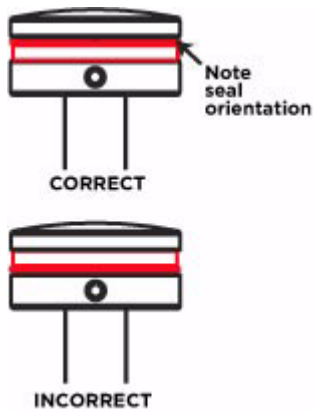
1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork. Remove the left top cap with a 26 mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10 mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.
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. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings on the next page and add or remove the appropriate spacer(s) to achieve the desired travel. Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.
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. Be sure to orient the U-cup seal as shown in the Seal Orientation drawing below.
6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
7. Turn the fork upside down. Measure and pour 30 cc of FOX Suspension Fluid through the bottom hole.
8. 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.
9. Turn the fork right side up. Pour 5 cc of FOX FLOAT Fluid on top of the air piston.
10. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid.
11. Re-install the topcap and torque to 165 in-lbs.
12. Pump up the fork to the desired pressure and cycle it several times to check for proper operation.
13. Re-install the blue air cap.

14. You're done. Go ride.

Travel Spacer Orientation



Seal Orientation



WHEREVER YOU RIDE.



Service Intervals

Rear Shocks

item	new	every ride	every 8 hours	every 30 hours	every 100 hours/annually
set sag	X				
set damping adjustments	X				
clean exterior of shock with mild soap and water		X			
air sleeve maintenance (FLOAT & DHX Air shocks)	wet & muddy conditions		X		
	dry & dusty conditions			X	
clean and inspect bushings & reducers				X	
suspension fluid service (must be performed by FOX Racing Shox or Authorized Service Center)					X

32 mm Forks (FLOAT, F-SERIES, TALAS, VANILLA, F29)

item	new	every ride/race	every 15 hours	every 100 hours	every 50 hours
set sag	X				
set damping adjustments	X				
clean exterior of fork with mild soap and water		X			
clean and inspect dust wipers			X		
inspect dropout thickness				X	
inspect bushings					X
change oil					X
change FLOAT fluid in air chamber (FLOAT & F-Series models only)					X

36 mm Forks

item	new	every ride/race	every 15 hours	every 100 hours	every 50 hours
set sag	X				
set damping adjustments	X				
clean exterior of fork with mild soap and water		X			
clean and inspect dust wipers			X		
inspect bushings					X
change oil					X
change FLOAT fluid in air chamber (FLOAT & F-Series models only)					X

40 mm Fork

item	new	every ride/race	every 15 hours	every 100 hours	every 50 hours
set sag	X				
set damping adjustments	X				
clean exterior of fork with mild soap and water		X			
clean and inspect dust wipers			X		
inspect bushings					X
change oil					X
change FLOAT fluid in air chamber (FLOAT & F-SERIES models only)					X

WHEREVER YOU RIDE.



Suspension Tuning Tips

Note: *Unless noted otherwise, these tuning tips apply to both forks and rear shocks.*

Symptoms: Not using full travel, feels harsh, poor traction while making turns

Causes: Overly stiff spring or compression damping

Solutions: Lower air pressure or softer coil springs; reduce compression damping

Symptoms: Bottoms out, soft throughout travel

Causes: Spring rate too low throughout travel or too little compression damping

Solutions: More air pressure or stiffer coils springs; increase compression damping

Symptoms: Harsh over large bumps, but good over small ones

Causes: Compression damping too high

Solutions: Reduce compression damping

Symptoms: Excessive sag, feels soft initially but does not bottom out

Causes: Initial spring rate or preload too low

Solutions: Increase air pressure or spring preload

Symptoms: Harsh over small bumps but uses full travel

Causes: Initial spring rate or preload too high, or too much compression damping

Solutions: Lower air pressure or install softer springs; reduce compression damping; reduce spring preload

Symptoms: Takes first bump in a series well but harsh over later bumps, poor traction in washboard corners

Causes: Too much rebound damping

Solutions: Reduce rebound damping, if adjustable

Symptoms: Front end springs back too quickly after bumps, poor traction in bumpy corners

Causes: Not enough rebound damping

Solutions: Increase rebound damping, if adjustable

Symptoms: Lockout not working

Causes: Not enough suspension fluid in the damper; **RLC forks only:** blowoff threshold knob is fully counterclockwise

Solutions: Check damper suspension fluid level; **RLC forks only:** turn blowoff threshold knob fully clockwise then cycle fork a few times

WHEREVER YOU RIDE.



Bushing Technology & Inspection

FOX Racing Shox forks use hydrodynamic lubrication. This system force feeds oil 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 the fork during normal operation.

Geometric dimensioning and tolerance is a design practice used to ensure parts will work/fit during the manufacturing process. Bushings are sized before installation and re-checked for size after installation. Correct bushing tolerance is a diametric clearance of 0.0015–0.0090.

Showroom Testing

As you rock the fork back and forth with the front brake applied, the bushings only have 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 Service Center or Fox Racing Shox for further instructions (see *"Contact FOX" on page 321*).

To check bushing play:

1. Grasp the lower legs at the dropouts (axle).
2. Push the fork straight back towards the rear wheel, then pull it towards you.
3. Grasp the fork near the upper tube/seal junction and try the same thing.
4. If excessive movement is noticed, contact FOX Racing Shox or an Authorized Service Center.

WHEREVER YOU RIDE.



Control Direction

Use the diagrams below if you need help deciphering control orientation.

Since most, if not all, fork controls are performed relative to the seated riders' perspective, fork control directions are relatively straightforward. However, rear shocks can be confusing since there are myriad suspension designs, which require FOX Racing Shox rear shocks to be mounted in a variety of positions.

Using the drawings shown in the respective shock's section combined with the rear shock control diagram below, you should be able to figure out the proper direction for knob control. Ultimately, suspension performance that seems to be opposite of your intended adjustment will be ample notice that you went in the wrong direction—thus, it's safe to assume that the opposite direction will be the correct one.

Clockwise/Counterclockwise Definition

A clockwise (also: IN) motion is one that is "in the direction as the hands of a clock"; from the top to the right, then down and then to the left, and back to the top. Conversely, counterclockwise (also: OUT) is one that is "in the opposite direction of the clock hands"; from the top to the left, then down and then to the right, and back to the top.

Fork Control Directions

Use this diagram to orient the controls in the fork drawings shown throughout FOXHelp. Knob control directions are relative to looking at the knob straight on. For controls on the bottom of the fork, this would mean that you would be on the ground and looking up at the fork controls.



Rear Shock Control Directions

Use this diagram to orient the controls in the rear shock drawings shown throughout FOXHelp. Knob control directions are relative to looking at the knob straight on. The Z axis may assist you in aligning certain drawings as some of them are not shown looking at the control straight on, but at an angle.



Seals & Foam Rings

FOX Racing Shox forks 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 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 Racing Shox forks are designed to require minimal maintenance, periodic inspection and cleaning of the fork sealing system is required. It is normal on FOX forks 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 dirt out. Furthermore, fork seals are grease packed at the factory. This grease tends to migrate out of the seals during the break-in period.

Storing the bicycle upside down and inverting the fork allows oil to run down to the foam rings and keeps them lubricated and ready for your next ride.

To check the conditions of the seal and foam rings, see [“Dust Wiper Seal Quick Clean & Lube” on page 183.](#)

WHEREVER YOU RIDE.



Dropout Thickness Inspection

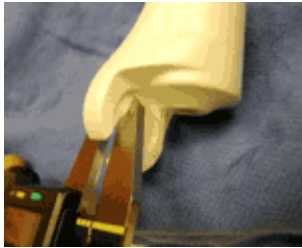
Over time the knurled surfaces of the front wheel hub and quick-release skewer wear out the dropout region of the lower leg (see **Dropout** photo below).

Inspect and measure the thickness of the dropouts every 6 months or 100 hours. Ensure that any point on the surface is above the minimum specification of 6.20mm (see **Measure Dropout** photo below).

Replace the lower leg assembly if the dropout thickness is at the minimum specification or smaller.



Dropout



Measure Dropout

WHEREVER YOU RIDE.



Structural Inspection

Upper Tubes

Look for scratches and dings on the upper tubes, which will prematurely wear seals and bushings. Big scratches and/or dings could compromise the integrity of your fork. Contact an Authorized Service Center if any of the above are present on your FOX fork.

Crowns

Check both upper and lower crowns for any damage, deformation or cracks. Contact FOX Racing Shox or an Authorized Service Center if any are present.

Lower Legs

Inspect the lower leg for any damage around the brace region, tube sections, disc brake mounts and thru-axle dropouts. Check for cracks or flaking in the paint, which could be an indication of damage to the structure.

36 & 40 Dropout Inspection

With the axle in place, torque the pinch bolts to the proper setting (19 in-lb). There should be a gap present on the under side of the drops. If there is no gap and the walls are touching, this indicates the pinch bolts have been over-torqued. The material in this region may be compromised as a result of the over-torqued pinch bolts. Contact a FOX Service Center if any of the above anomalies are present on your FOX fork.

WHEREVER YOU RIDE.



Torque Values

air-sprung 32mm FORKS (FLOAT, F-SERIES, TALAS)

part description	torque value	
	in-lb	N-cm
topcaps	165	1865
preload/rebound knob screws	11	124
topcap to damper shaft insert	75	847
rebound adjustment insert screw	3	33
rebound piston bolt	50	565
base valve bolt	75	847
base valve assembly to cartridge tube	55	621
cartridge tube to seal head	55	621
bottom nuts	50	565
brake posts	80	904
disc brake hose guide M3 screw	8	90
air tank valve	45	508
valve core	4	45
lockout force threshold knob	4	45

coil-sprung 32mm FORKS (vanilla)

part description	torque value	
	in-lb	N-cm
topcaps	165	1865
preload/rebound knob screws	11	124
topcap to damper shaft insert	75	847
rebound adjustment insert screw	3	33

rebound piston bolt	50	565
base valve bolt	75	847
base valve assembly to cartridge tube	55	621
cartridge tube to seal head	55	621
bottom nuts	50	565
brake posts	80	904
disc brake hose guide M3 screw	8	90
rebound knob	11	124

36

part description	torque value	
	in-lb	N-cm
topcaps	165	1865
bottom nuts	50	565
disc brake hose guide M3 screw	8	90
air tank valve (FLOAT & TALAS models only)	45	508
valve core (FLOAT & TALAS models only)	4	45
preload knob (VAN model only)	4	45
rebound knob	11	124
compression tuning knobs (RC2 models only)	4	45
quick release axle pinch bolts	25	282

part description	torque value	
	in-lb	N-cm
topcaps	165	1865
bottom nuts	50	565
disc brake hose guide M3 screw	8	90
rebound & preload knob	11	124
compression tuning knobs (RC2 model only)	4	45
axle pinch bolts	19	215
crown-steerer pinch bolts	65	734

WHEREVER YOU RIDE.



Unit Conversion

To assist you converting units from imperial to metric, and vice-versa, FOX has provided a free conversion utility.

Convert is an easy-to-use unit conversion program that will convert most units of distance, temperature, volume, time, speed, mass, power, density, pressure, energy and many others, including the ability to create custom conversions.

You can access the ZIP file containing the README.TXT file and the CONVERT.EXE application [here](#).

CONVERT.EXE will run on the following supported operating systems:

- Windows 95
- Windows NT 4
- Windows 98
- Windows 98SE
- Windows ME
- Windows 2000
- Windows XP
- Windows 2003
- Windows Vista

Note: Please read the README.TXT file that is included with the CONVERT.ZIP file. FOX Racing Shox assumes no responsibility for any miscalculation performed by the user through input error or malfunction of the utility software. The software is provided as a courtesy only and is distributed as freeware. As with any computation, double-check using another method to ensure accuracy—measure twice, cut once!

WHEREVER YOU RIDE.



Using the FOX High Pressure Pump

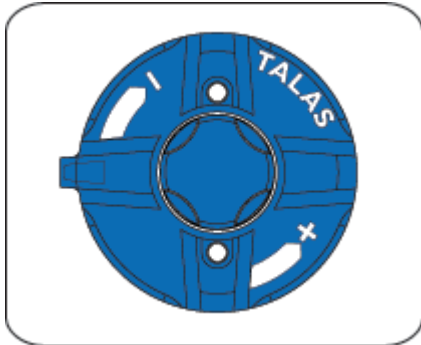


FOX High Pressure Pump

Forks

To change the air pressure in your fork:

1. Remove the aircap (shown below) from the top of the right fork leg. It is much easier to remove the aircap on a TALAS fork by holding the lever with one hand and turning the aircap with the other.
2. Connect the pump by threading the chuck onto the Schrader valve until the pump gauge registers pressure. This takes about 6 turns. If the fork has no air pressure, the gauge will not register. Do not over-tighten the chuck as it can damage the pump chuck seal.
3. Increase the pressure by stroking the pump a few times. Pressure should increase slowly. If the pressure increases rapidly, check that the pump is properly connected to the Schrader valve.
4. Decrease the pressure by depressing the black bleed valve. Push the bleed valve in half-way and hold to allow continuous pressure release. Depress the bleed valve completely to release pressure incrementally (micro adjust).
5. Disconnect the pump by unthreading the chuck. The sound of air loss is from the pump hose, not the fork.
6. Install the aircap, and go ride.



Rear Shocks

To change the air pressure in your shock:

1. Remove the Schrader air valve cap from the shock.
2. Thread the pump's valve chuck onto the shock's air valve until pressure registers on the pump gauge. This takes approximately 6 turns. Do not over-tighten the pump on the air valve as this will damage the pump chuck seal.
3. Stroke the pump a few cycles. The pressure should increase slowly. If pressure increases rapidly check to make sure the pump is properly fitted and tightened onto the air valve. If the shock has no air pressure, the gauge will read zero.
4. Pump to the desired pressure setting. Air pressure range is from 50 to 300 PSI for the main air chamber on air shocks. **DO NOT EXCEED 300 PSI IN THE MAIN AIR CHAMBER.**
5. You can decrease pressure by pushing the black bleed valve. Pushing the bleed valve half way down and holding it there will allow pressure to escape from the pump and shock. Pushing the bleed valve all the way down and releasing it will allow only a small amount of pressure to escape (micro adjust). When unthreading the pump from the air valve fitting, the sound of the air loss is from the pump hose, not from the shock. When you attach the pump to the shock, the hose will need to fill with air. This may result in a pressure reading that can be lower by as much as 10 to 20 PSI.
6. Replace the Schrader air valve cap.

WHEREVER YOU RIDE.



Warranty Information

Warranty Policy

The factory warranty period for your fork/shock is one year (two years for countries in the EU¹) from the original date of purchase of the bicycle or fork/shock. A copy of the original purchase receipt must accompany any fork/shock 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.

Additionally, the seals on your fork are covered 90 days from the date of purchase. After the 90 day period, they are considered wear-and-tear items and will not be covered under warranty.

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.

Disclaimer

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

FLOAT Rear Shock Warranty Provisions

To maintain high performance, product longevity, and preserve warranty rights, periodic end user maintenance is required. For more information, see *"Service Intervals" on page 303*.

DHX & DHX Air Warranty Provisions

DHX & DHX Air shocks require a minimum of 125 PSI in the Boost Valve (reservoir) to function properly. If the shock is cycled or ridden with less than 125 PSI in the Boost Valve, emulsification will occur and warranty service will **not** be provided by FOX Racing Shox.

Specific Exclusions from Warranty

- Parts replaced due to normal wear and tear, routine maintenance, or both
- Parts subject to normal wear and tear, routine maintenance, or both
- Bushings
- Suspensions fluids

1. Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Irish Republic, Italy, Latvia, Lithuania, Luxemborg, Malta, Netherlands, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, United Kingdom

General Exclusions from Warranty

- Installation of non-genuine FOX Racing Shox parts and/or accessories
- Abnormal strain, neglect, abuse and/or misuse
- Accident or collision damage
- Modification of original parts
- Lack of proper maintenance
- Shipping damages or loss (purchase of full value shipping 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
- **Rear Shock only:** Coil bind caused by excessive spring preload (2 turns max), unless otherwise specified.

Warranty Submittal Process

- FOX RACING SHOX offers 48-hour turnaround, which may vary.
- Obtain an RA (Return Authorization) number and shipping address from FOX Racing Shox at 1.800.FOX.SHOX. Outside the USA, contact the appropriate Authorized Service Center.
- Mark the RA number and Return Address clearly on the outside of the package and send to FOX Racing Shox or your Authorized Service Center with shipping charges pre-paid by the sender.
- Proof-of-purchase is required for warranty consideration.
- 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.

- Also, thank you for taking special note of the following notice:

A DIRTY NOTICE

Please clean your suspension components before sending them off for service or warranty inspection.

This will ensure the fastest possible turnaround time for your suspension.



Dirty components = slower turnaround due to cleaning.

WHEREVER YOU RIDE.



Contact FOX

FOX Racing Shox, Inc.

Phone: 1.831.274.6500

North America: (toll-free) 1.800.FOX.SHOX (369.7469)

Fax: 1.831.768.9312

E-mail: service@foxracingshox.com

Website: www.foxracingshox.com

Business hours: Monday - Friday 8 a.m. - 5 p.m. PST

- For the most current list of Dealers and Authorized Service Centers, visit the [FOX Racing Shox website](#).
- For the latest product servicing information, visit the [FOXHelp Service & Drawings System](#).

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