Welcome to FOX Racing Shox & FOXHelp

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.

FOXHelp—the web browser-based help system and owner's manual—provides you with in-depth information to help you setup, 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.

Compare the version number below to the version of FOXHelp running from the FOX Racing Shox website to see where the latest information resides; access the information from whichever source has the latest revision. If the version numbers match, view FOXHelp from either source.

Caution! 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 FOXHelp.

Note: Disable pop-up blocker software or FOXHelp may not work properly.

FOXHelp v. 2009 Rev B

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Important Safety Information

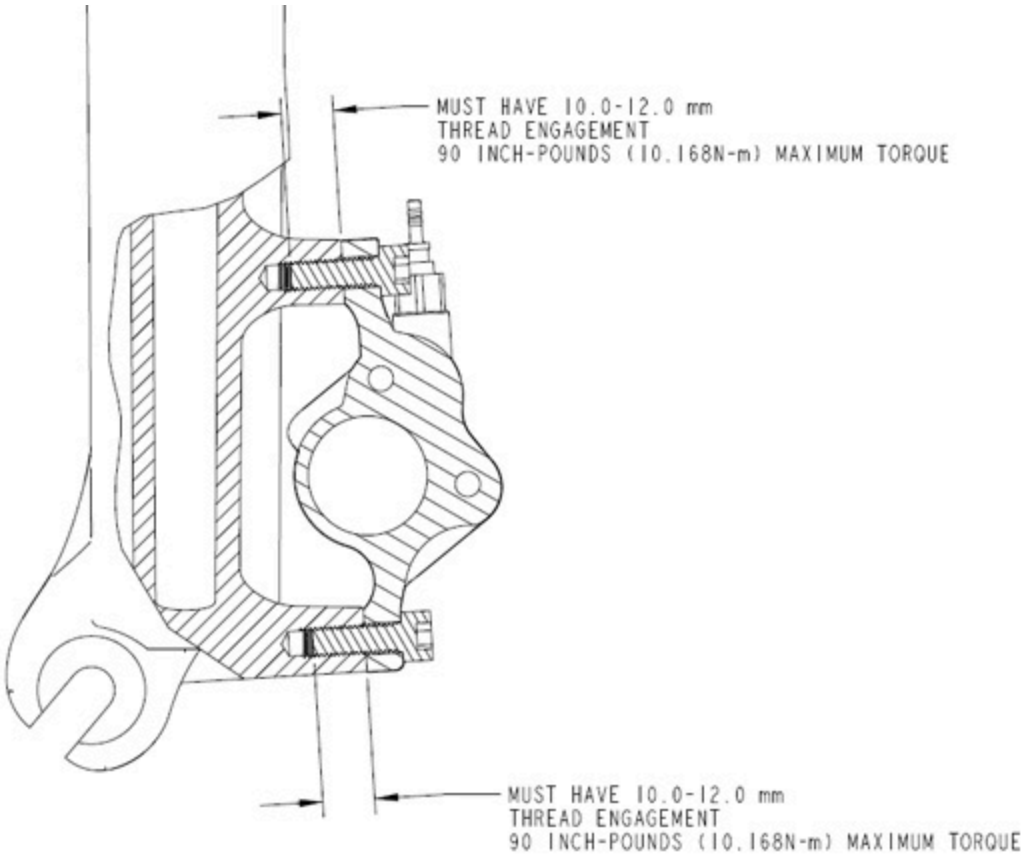
Forks

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 voids all FOX warranties.

Warning! Modification, improper service or use of aftermarket replacement parts voids the warranty and could cause the fork to malfunction. DO NOT MODIFY ANY PART OF THE FORK, INCLUDING THE FORK BRACE (LOWER LEG CROSS BRACE), CROWN, STEERER, UPPER/LOWER LEG TUBES, OR INTERNAL PARTS. ANY MODIFICATION MAY CAUSE THE RIDER TO LOSE CONTROL, AND MAY RESULT IN SERIOUS INJURY OR DEATH.

- 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.

Caution! 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. 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 only FOX Racing Shox replacement parts. Using aftermarket parts on your fork 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.

Warning! 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.

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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:
  1. Ride on open trails only
  2. Leave no trace
  3. Control your bicycle.
  4. Always yield trail
  5. Never scare animals
  6. Plan ahead

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Installing a 32 mm Fork

You can view a Flash video of the 32 mm New Fork Installation if you are installing the fork for the first time.

You can also view a Flash video of the 32 mm Replacement Fork Installation if you are replacing an existing 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. 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.

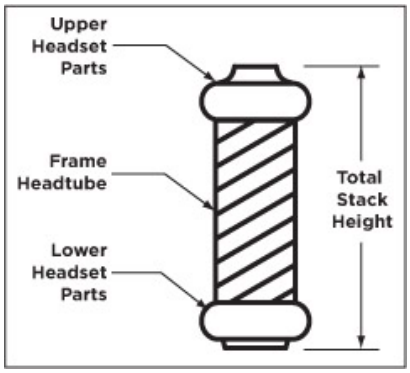
   Note: If there is no old fork to measure by, cut the steerer to the proper length with the following procedure:

   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.

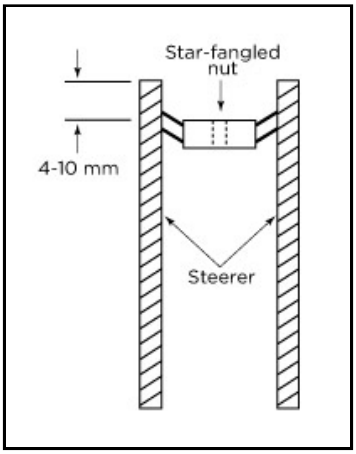
   Warning! If the steerer has any nicks or gouges, the crown/steerer/upper tube assembly must be replaced. A nick or gouge can cause the steerer to fail prematurely, and cause loss of control of the bicycle and serious or fatal injuries.

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 (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.



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).



Star-fangled nut installation depth

Brakes

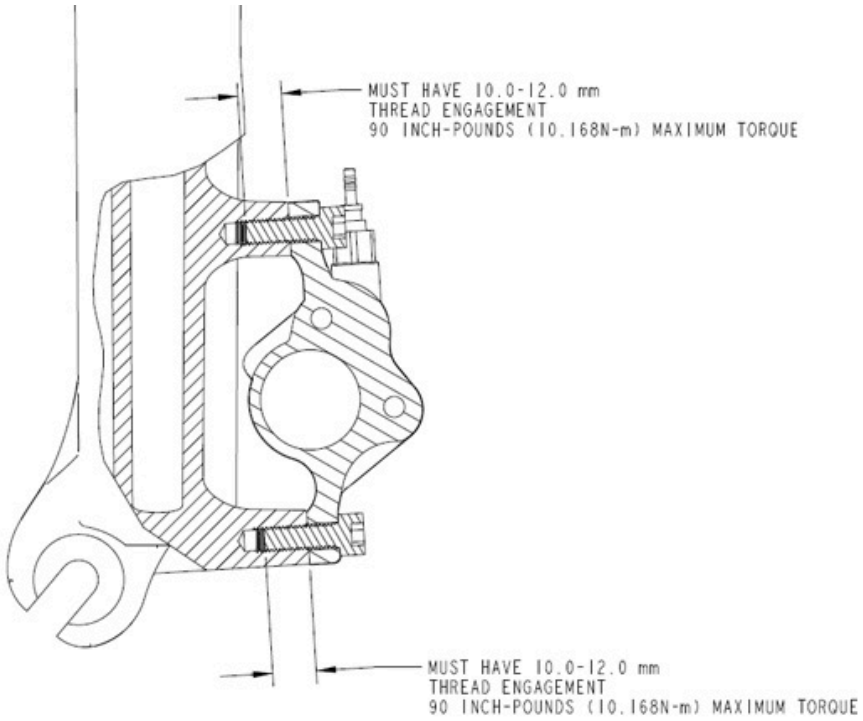
Linear-pull

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.

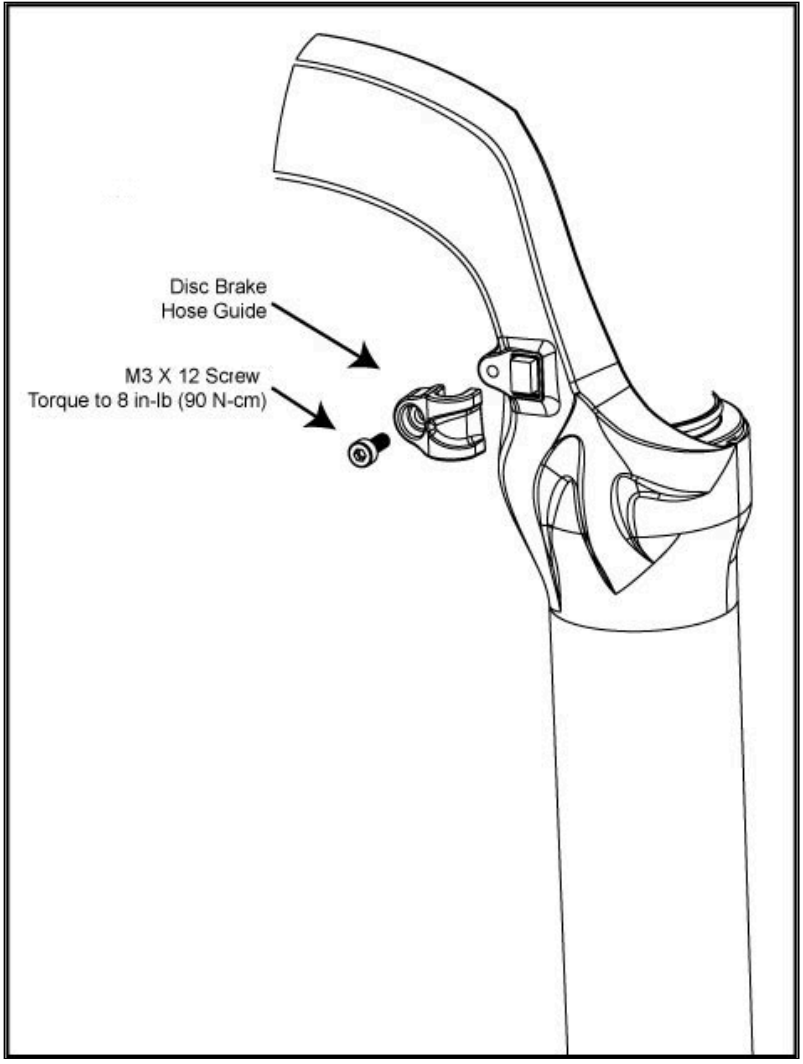
Disc

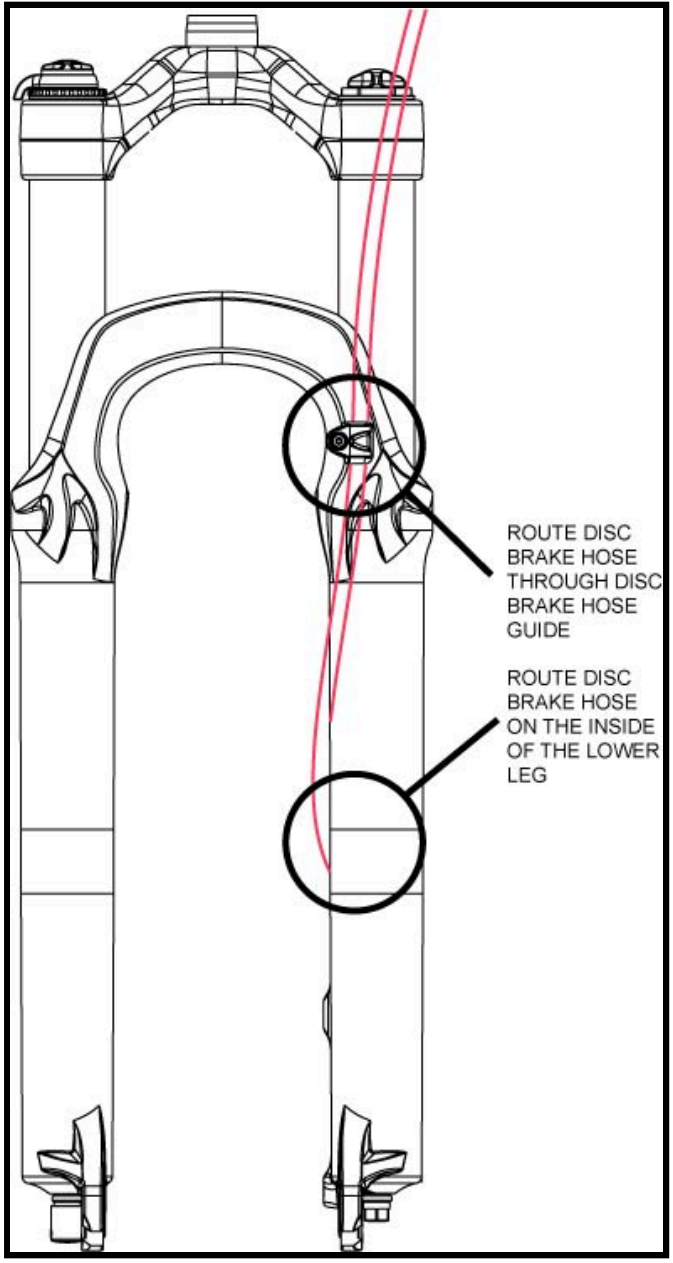
Disc brakes with 160 – 203 mm rotors can be used on FOX 32 mm forks. Do not use rotors larger than 203 mm. Install disc brakes and torque all fasteners according to manufacturer's specifications.

Caution! IMPORTANT: the disc brake caliper mounting bolts must have 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.

15. 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.

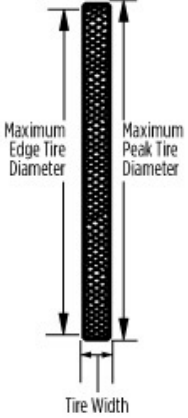
Determining correct tire size

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 (e.g., WTB MotoRaptor 55/60, 26 x 2.30). Any tire larger than 26 x 2.20 must be checked for clearance using the following method.

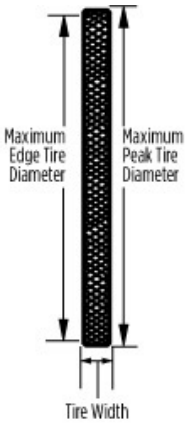
Determining correct tire size

With the tire installed and in?ated 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.

Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

32 mm 15QR Axle System Installation Procedure

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.

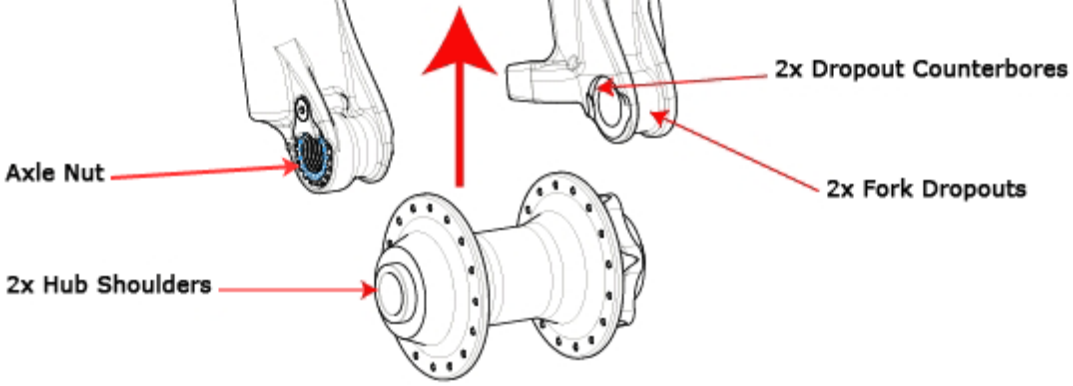
Criteria for a Successful Installation

- 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*
- The 15QR lever must be secured by the use of hand strength only. No hand tools should ever be used; see *Figure 6: Closing the 15QR Lever*
- 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 7: Correct Orientation of the Closed 15QR Lever*

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

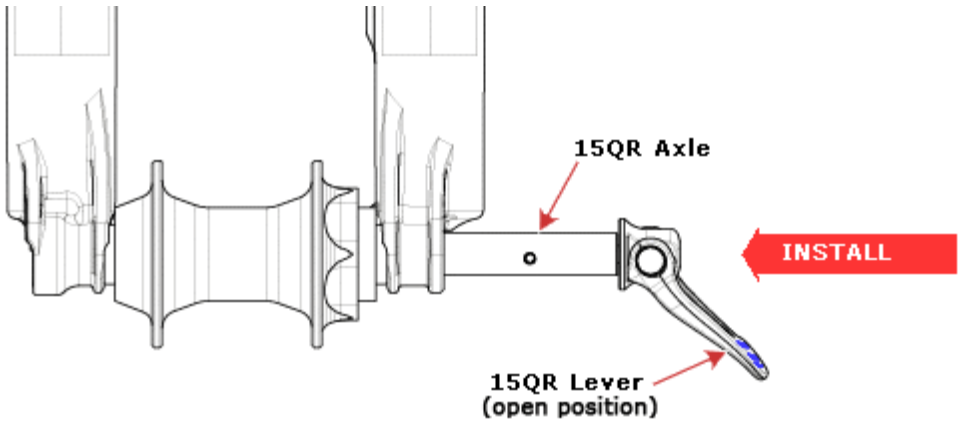


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2. Insert the 15QR axle into the right side of the fork dropout and slide it all the way through the hub, until you contact the **axle nut** on the other side (see *Figure 1: Inserting the Wheel into the Fork Dropouts* and *Figure 2: Inserting the 15QR Axle*).

Note: 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

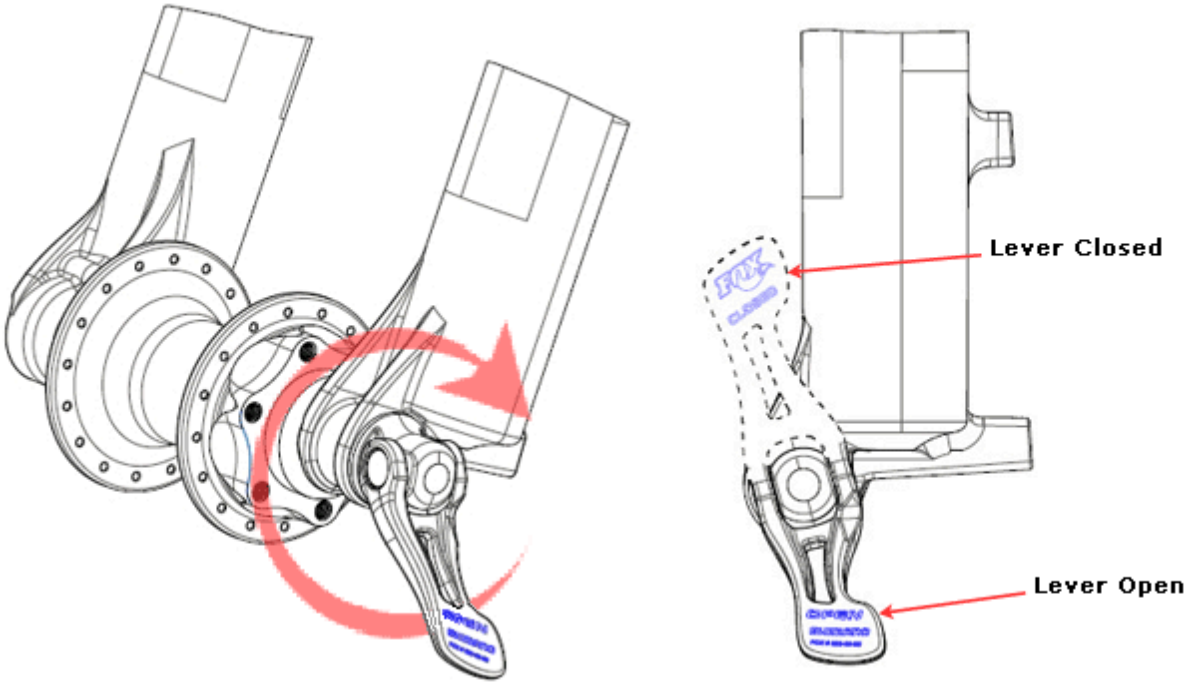


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3. Thread the 15QR axle into the axle nut five to six (5-6) complete turns, orienting the axle such that the open 15QR lever arrives positioned below the fork leg, as shown in the image on the left in *Figure 3: Tighten and Close the 15QR Lever*.
This step will ensure that when the 15QR lever is closed, it will be positioned properly forward of the fork leg, as shown in the image on the right in *Figure 3: Tighten and Close the 15QR Lever*.

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*). 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

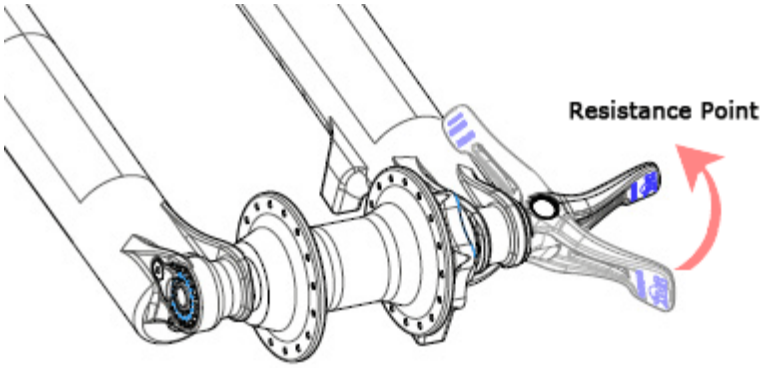
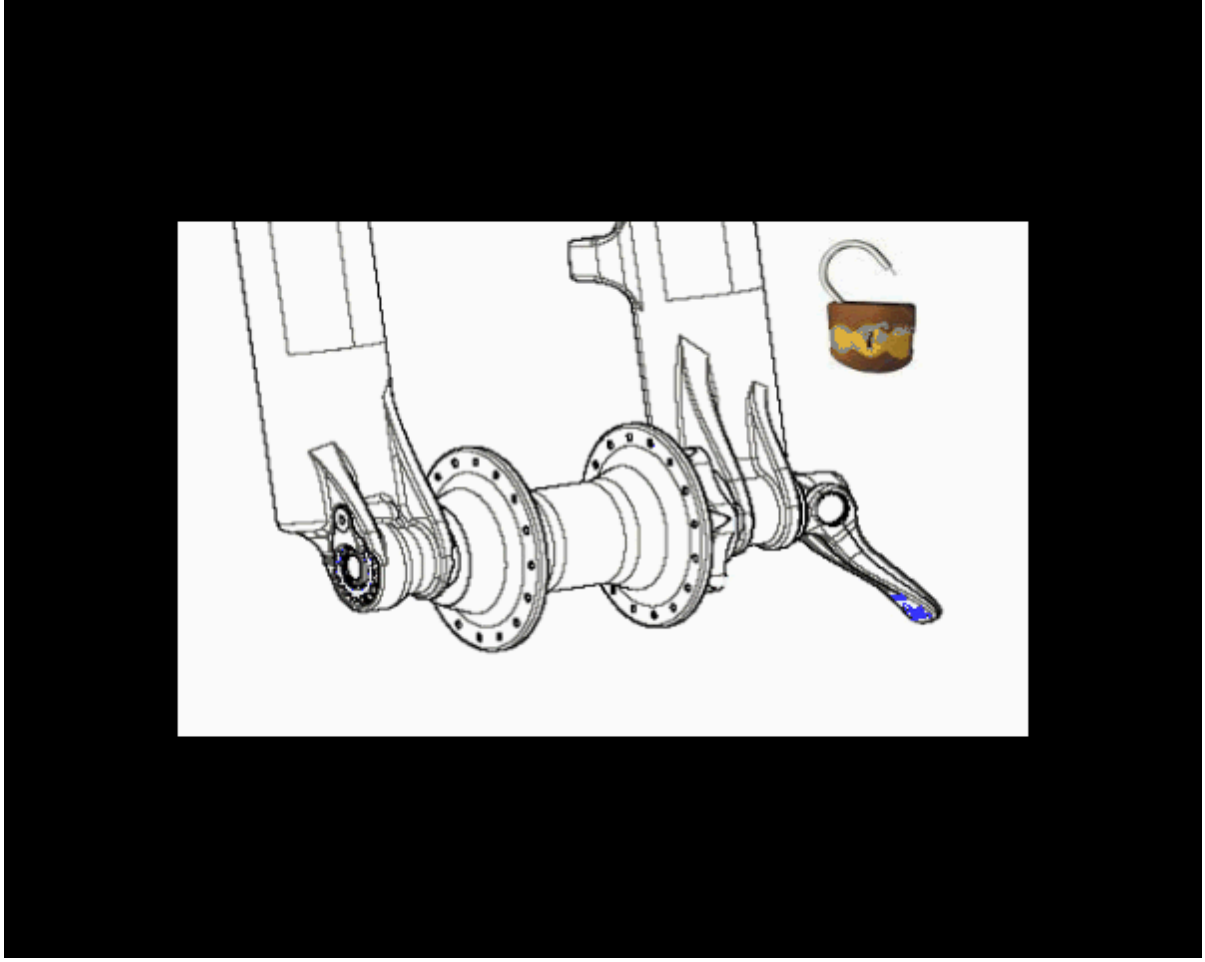


Figure 5: 15QR Lever Closing Action



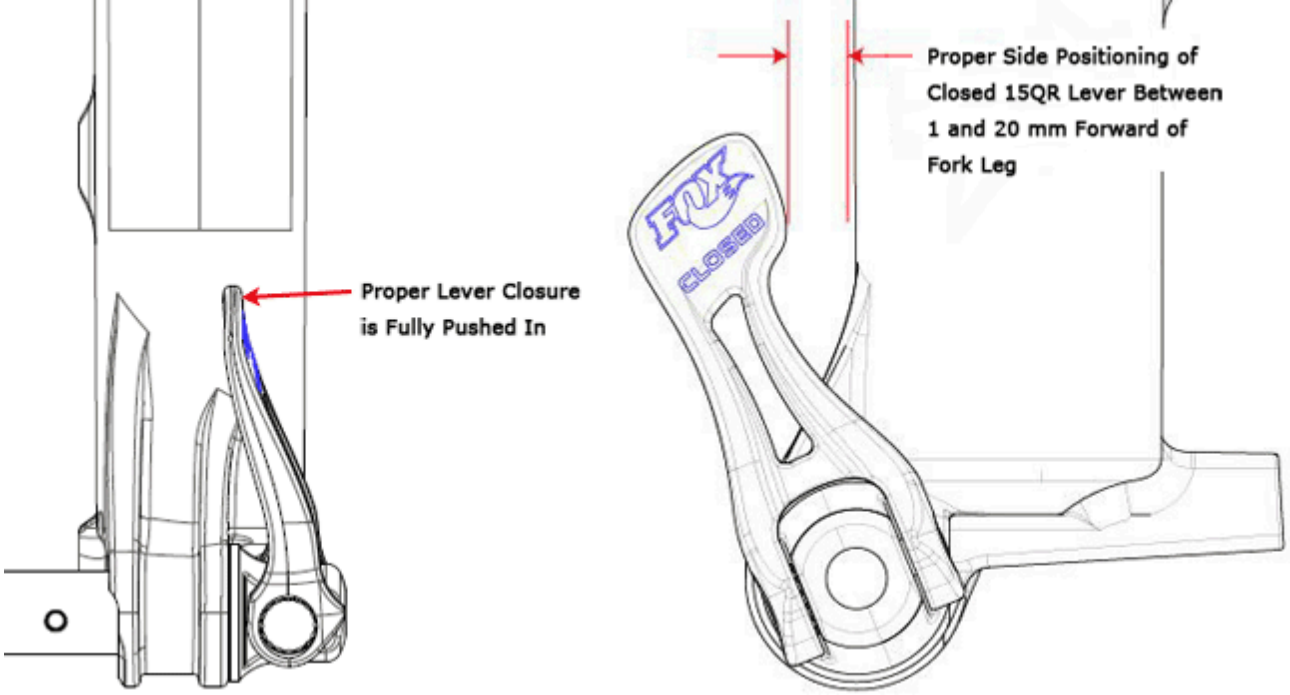
5. With **hand strength only**, push the 15QR lever to the fully closed position with the palm of your hand. Do not use any kind of hand tool to increase leverage; see *Figure 6: Closing the 15QR Lever*. When closed, the lever must be in the **CLOSED** orientation, as shown in *Figure 7: Correct Orientation of the Closed 15QR Lever*. 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 6: 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 7: 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 7: 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.**

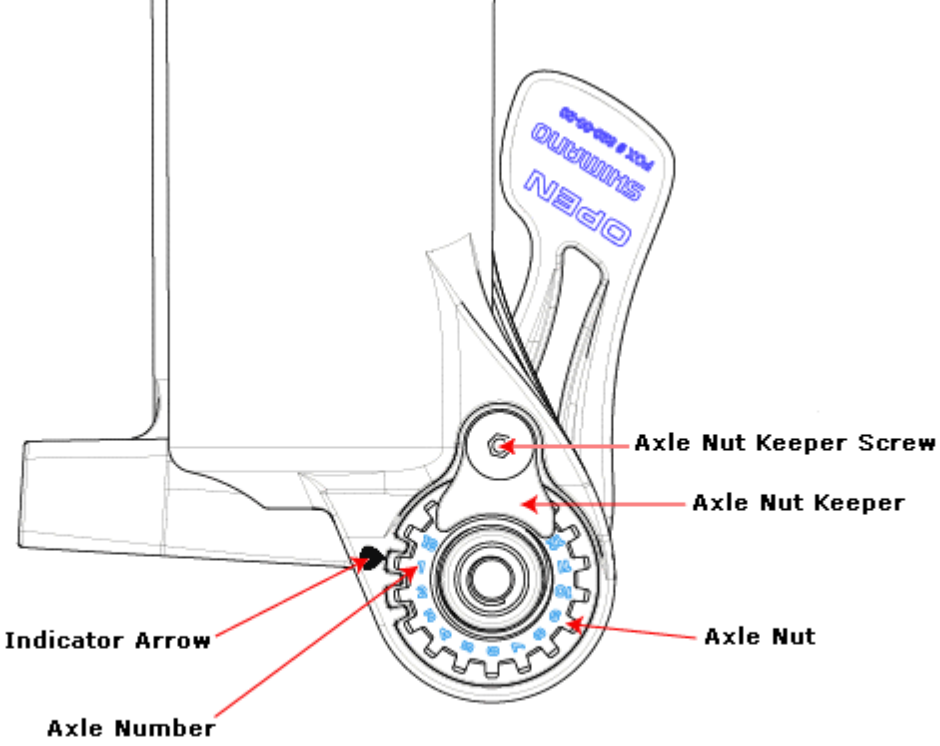
15QR Axle Lever Cam Tension Adjustment

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 7: Correct Orientation of the Closed 15QR Lever* above), use the following procedure to correct this misadjustment.

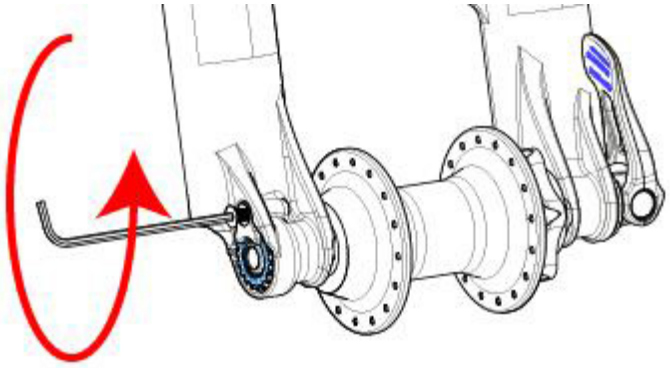
1. Write down the **axle number** engraved on the **axle nut**, which is pointed to by the **indicator arrow** on the fork leg; see *Figure 8: Dropout Indicator Arrow and Axle Number*.

   Figure 8: Dropout Indicator Arrow and Axle Number



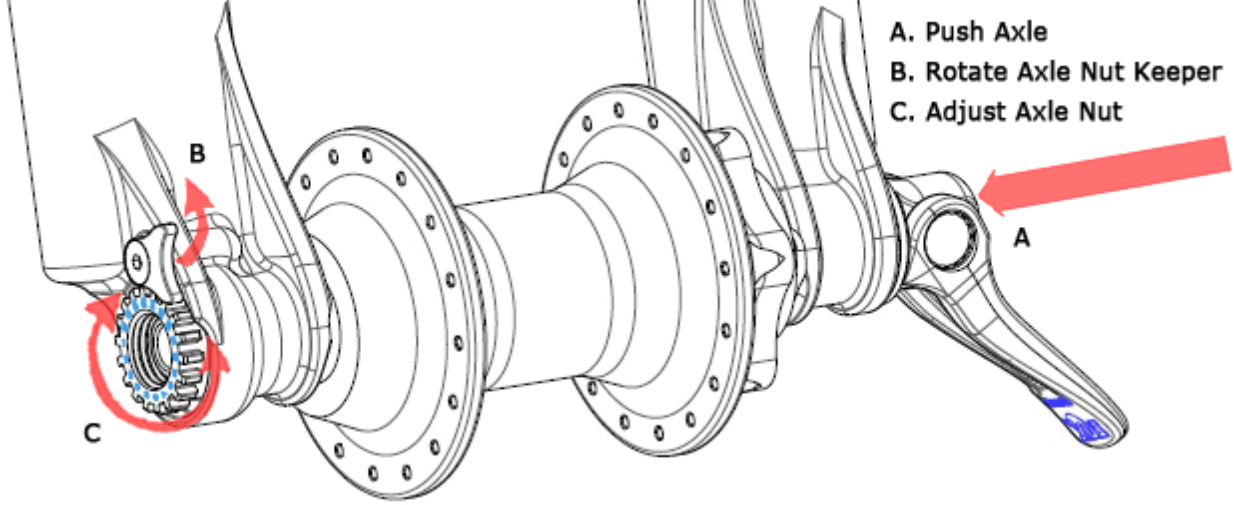
2. With a 2.5 mm hex key wrench, loosen the **axle nut keeper screw** approximately four (4) turns, but do not completely remove the screw; see *Figure 9: Loosening the Axle Nut Keeper*.

Figure 9: 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 10: Adjusting the Axle Nut*).

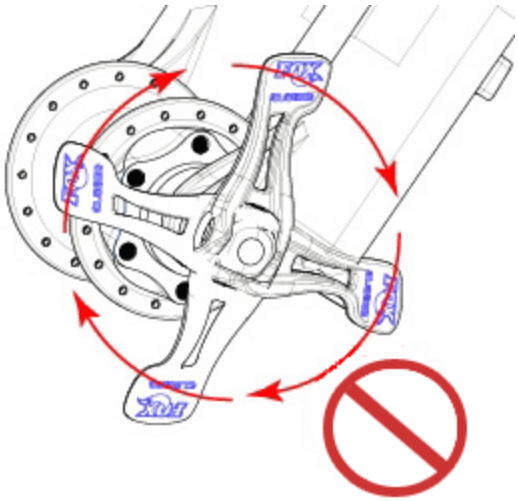
Figure 10: Adjusting the Axle Nut



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 7: Correct Orientation of the Closed 15QR Lever* 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 11: 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 (see *Figure 7: Correct Orientation of the Closed 15QR Lever*).

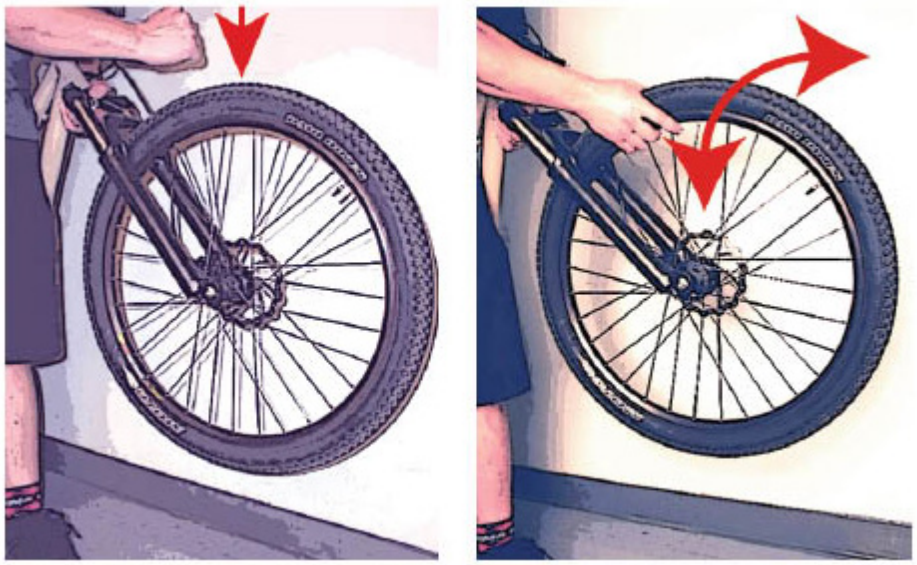
As shown in *Figure 4: 15QR Lever Resistance Point* and *Figure 6: Closing the 15QR Lever*, the 15QR lever must:

- 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 manufacture'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 (see *Figure 12: Testing the Front Wheel*).

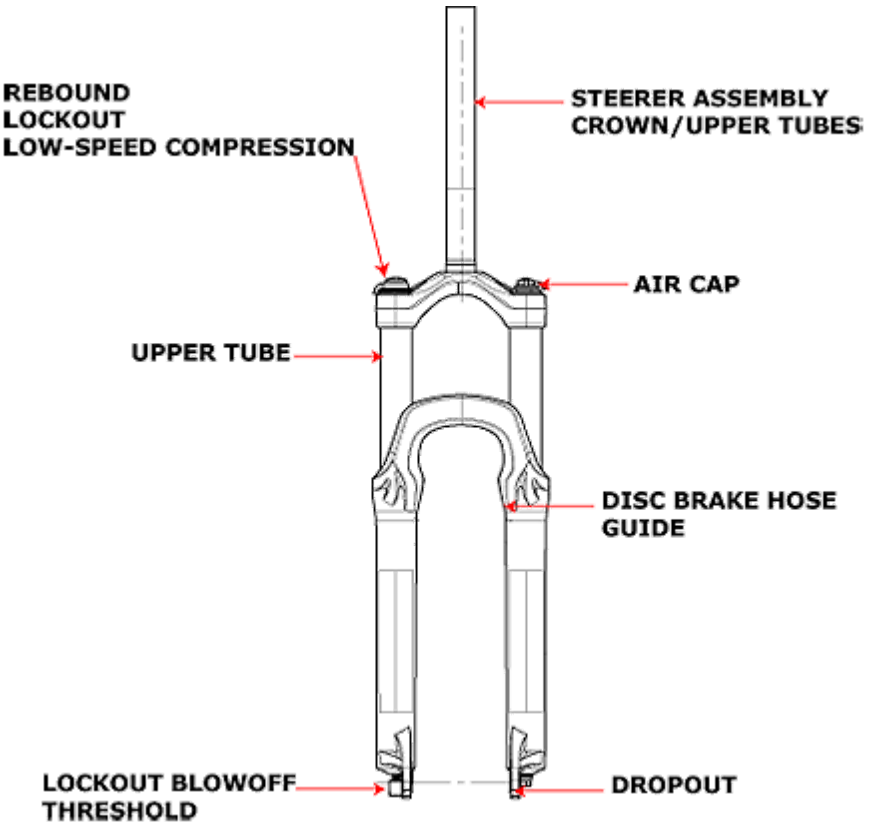
Figure 12: Testing the Front Wheel



WHEREVER YOU RIDE.

FLOAT RLC

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Adjusting Lockout Force | Adjusting Low-Speed Compression | Changing Travel | Service Intervals | Important Safety Information



weight	3.74 lbs. / 1.69 kg
travel	5.5 in. / 140 mm
features/adjustments	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. Clicking on the link above will take you to a new page.

Before You Ride

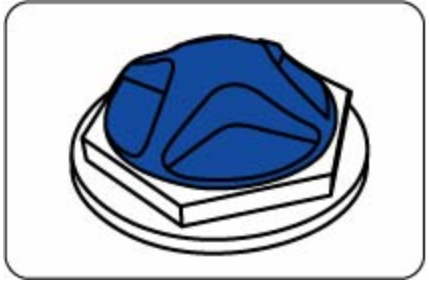
1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. Inspect entire exterior of 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

You can also view a Flash video on 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.
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")	15mm (5/8")	25mm (1")
140 mm (5.5")	21mm (7/8")	35mm (1 3/8")

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

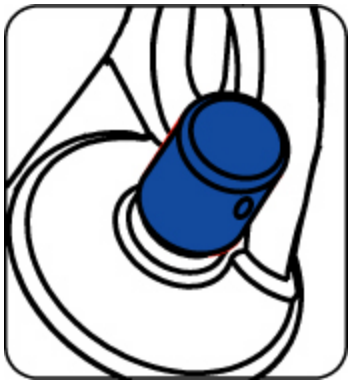
Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by adjusting the blue knob on the bottom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

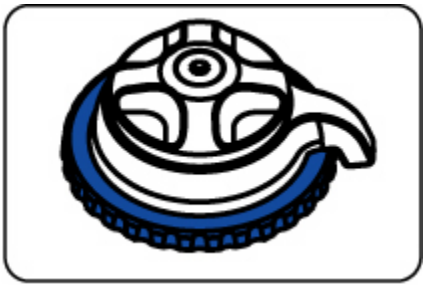
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.

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 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.

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

- 26mm 6-sided socket

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

Supplies Required for Travel Change

Learn how to use the FOX High Pressure Pump

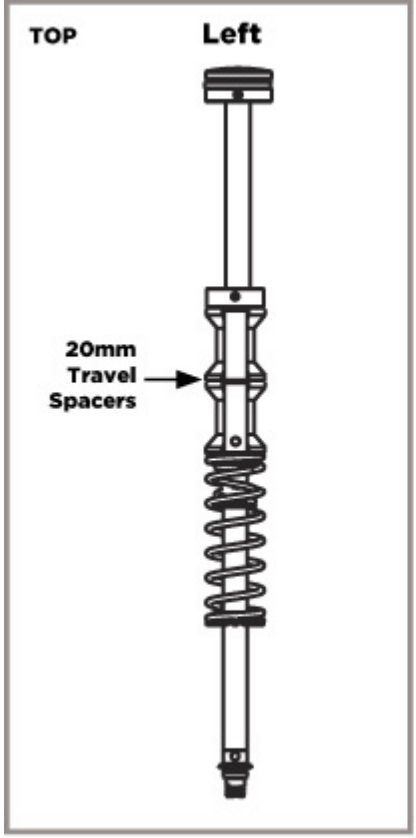
Supplies Required		
Quantity	**Part Number**	**Part Name**
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	32 mm Cartridge Seal Kit (optional)

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 26mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.
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 20mm spacer(s) to achieve the desired travel.

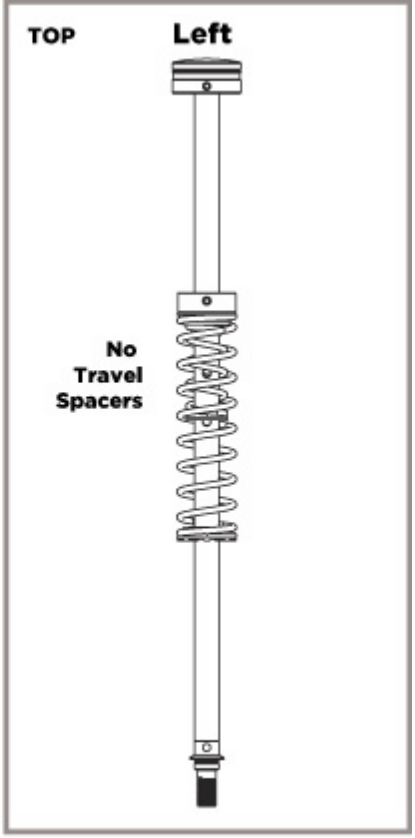
   Note: Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.

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 30cc 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 5cc 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

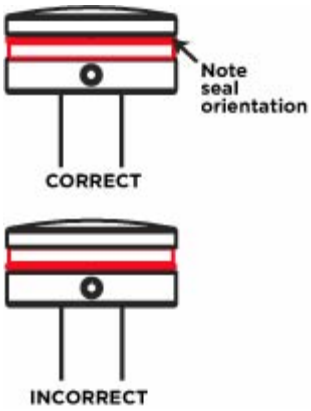


100mm Travel



140mm Travel

Seal Orientation



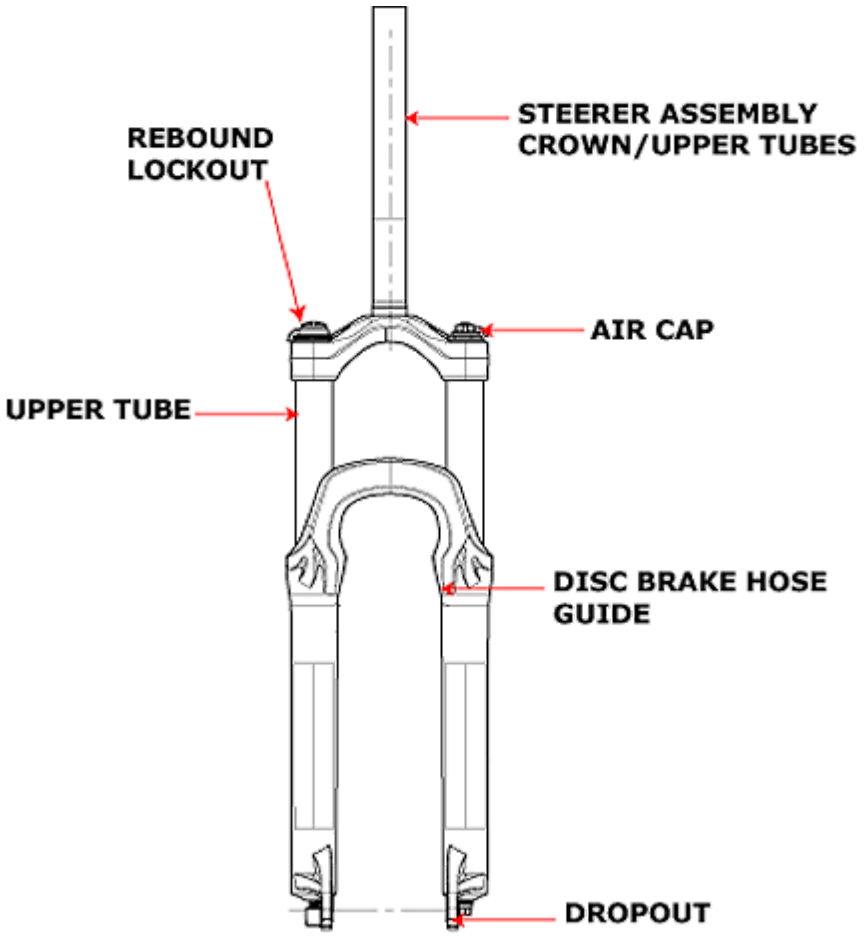
Be sure that the lip on the air piston seal is towards the top.

WHEREVER YOU RIDE.

Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

FLOAT RL

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Changing Travel | Service Intervals | Important Safety Information



weight	3.72 lbs. / 1.68 kg
travel	5.5 in. / 140 mm
features/adjustments	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. Clicking on the link above will take you to a new page.

Before You Ride

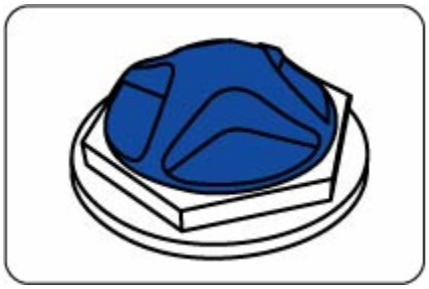
1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. Inspect entire exterior of fork for damage. The fork should not be used if any of the exterior parts appear to be damaged. Please contact your local dealeror 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

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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.
7. Compare your sag measurement to the Sag Setup table below.

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

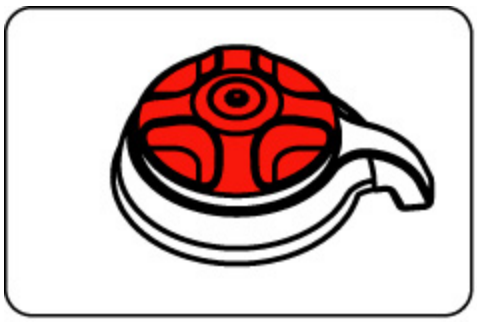
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Sag Setup		
Travel	**XC/Race FIRM**	**All-Mountain PLUSH**
100 mm (4")	15mm (5/8")	25mm (1")
140 mm (5.5")	21mm (7/8")	35mm (1 3/8")

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



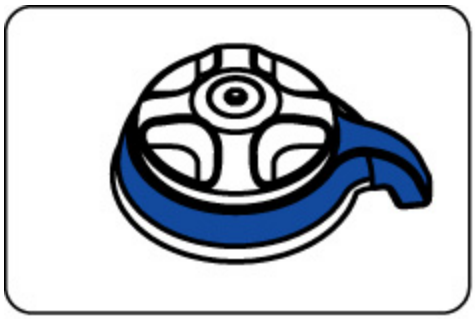
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Locking Out the Fork

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.

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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

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

Supplies Required for Travel Change

Learn how to use the FOX High Pressure Pump

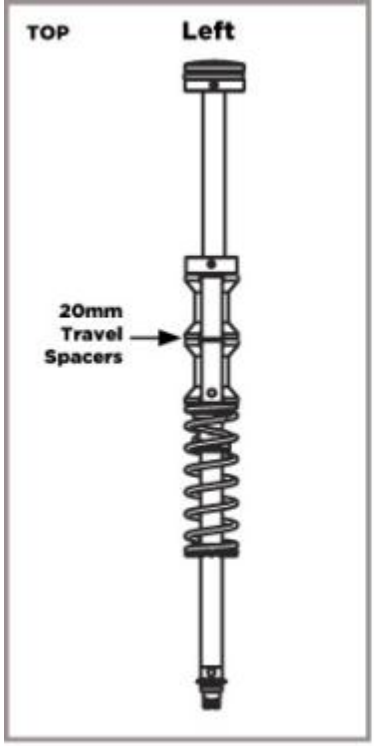
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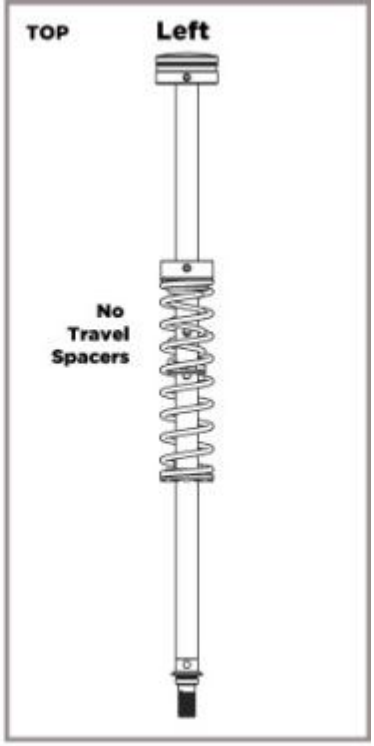
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6. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
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9. Turn the fork right side up. Pour 5cc of FOX FLOAT Fluid on top of 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.
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Travel Spacer Orientation

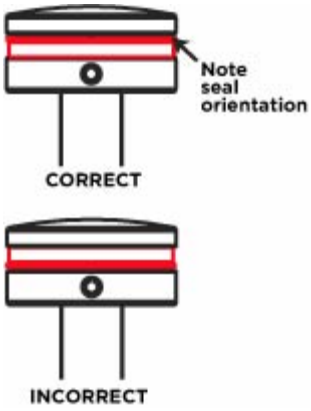


100mm Travel



140mm Travel

Seal Orientation



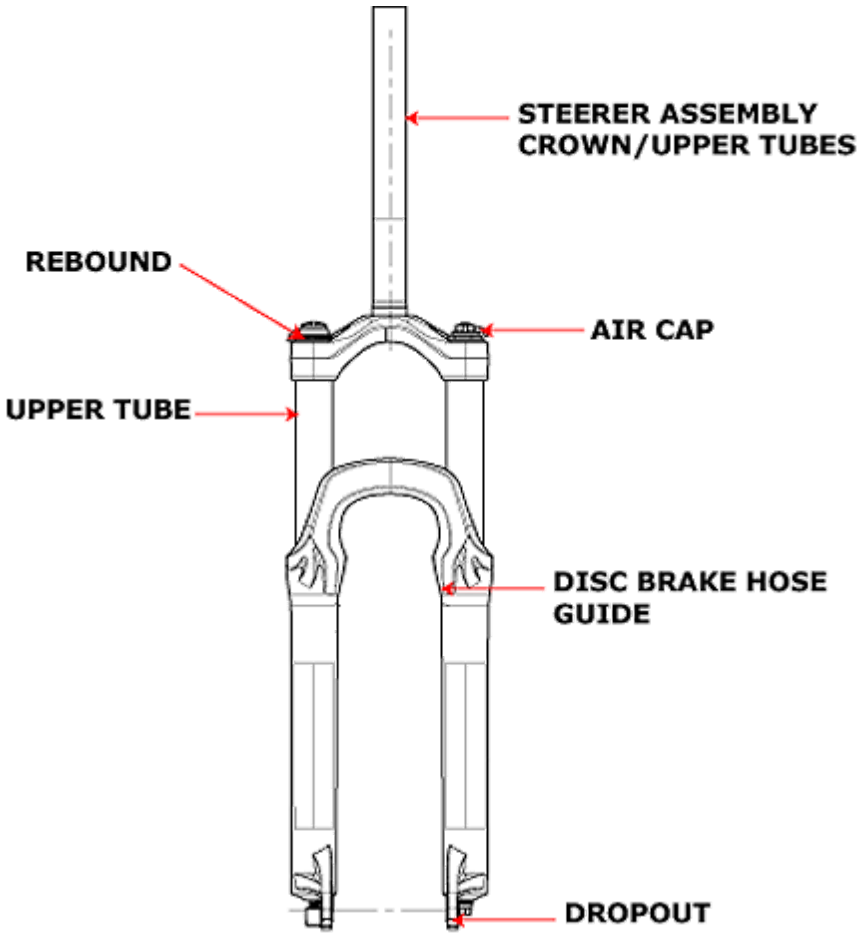
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WHEREVER YOU RIDE.

Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

FLOAT R

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Changing Travel | Service Intervals | Important Safety Information



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

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Before You Ride

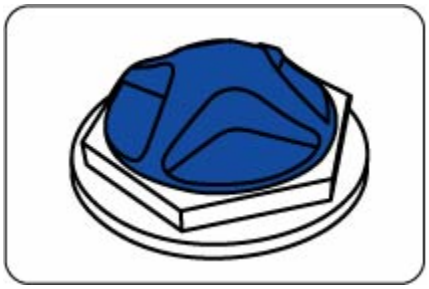
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3. Using the Air Spring Settings table below, pump your fork to the appropriate setting using the FOX High Pressure Pump, then remove the pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal.
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.

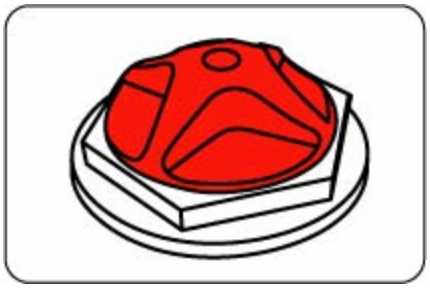
Air Spring Setting Guidelines	
Rider Weight	**Air Pressure**
< 125 lbs.	45 psi
125 - 135 lbs.	50 psi
135 - 145 lbs.	55 psi
145 - 155 lbs.	65 psi
155 - 170 lbs.	75 psi
170 - 185 lbs.	85 psi
185 - 200 lbs.	95 psi
200 - 215 lbs.	105 psi
215 - 230 lbs	115 psi
230 - 250 lbs.	125 psi

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

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

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

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

Supplies Required for Travel Change

Learn how to use the FOX High Pressure Pump

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	5cc Pillow Pack of FOX FLOAT Fluid

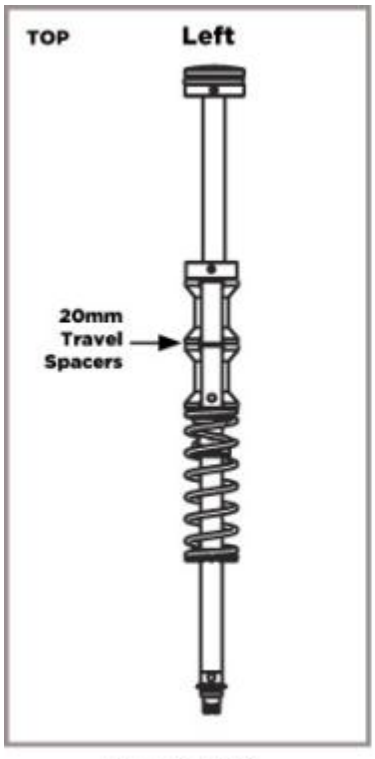
2	241-01-002-C	Crush washer
1	803-00-078	32 mm Cartridge Seal Kit (optional)

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 26mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.
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 20mm spacer(s) to achieve the desired travel.

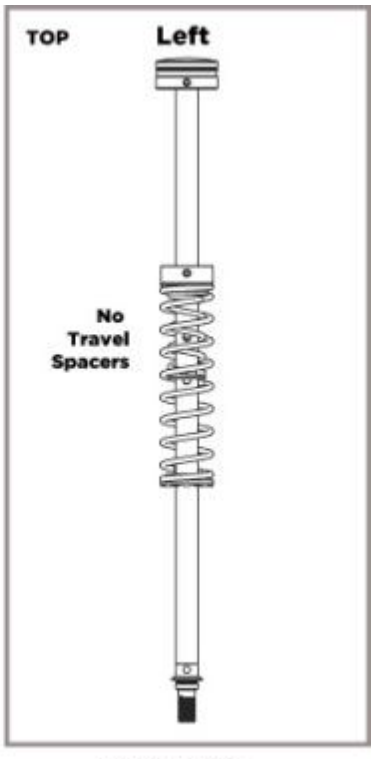
Note: Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.

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 30cc 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 5cc 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

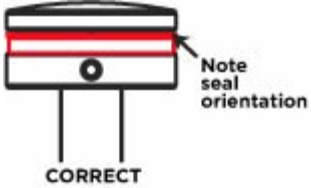


100mm Travel



140mm Travel

Seal Orientation





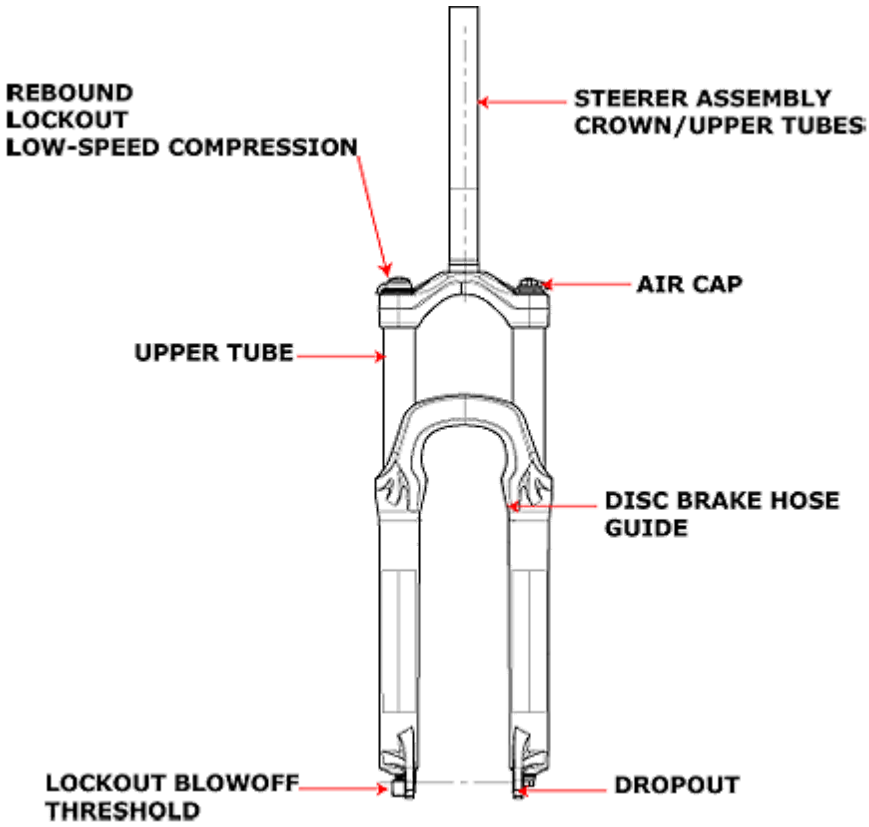
Be sure that the lip on the air piston seal is towards the top.

WHEREVER YOU RIDE.

Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

F120RLC/29, F100RLC/29 & F80RLC/29

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Adjusting Lockout Force | Adjusting Low-Speed Compression | Service Intervals | Important Safety Information



weight	**F120**: 3.87 lbs. / 1.75 kg **F100**: 3.78 lbs. / 1.71 kg **F80**: 3.78 lbs. / 1.71 kg
travel	**F120**: 4.7 in. / 120 mm **F100**: 3.9 in. / 100 mm **F80**: 3.1 in. / 80 mm
features/adjustments	low-speed compression, 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. Clicking on the link above will take you to a new page. If your fork came pre-installed on your bicycle, continue to the next section.

Before You Ride

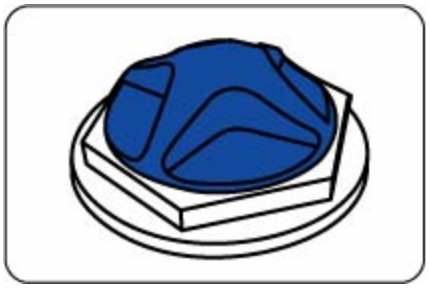
1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. Inspect entire exterior of 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 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

You can also view a Flash video on 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.
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

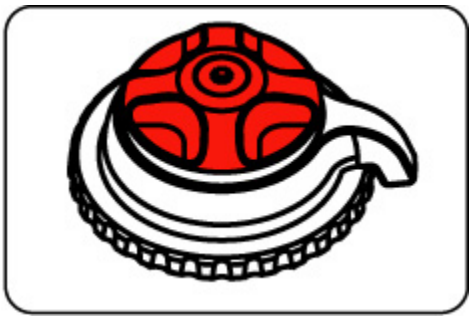
Sag Setup		
Travel	**XC/Race FIRM**	**PLUSH**
80 mm (3 1/8")	12 mm (1/2")	20 mm (3/4")
100 mm (4")	15 mm (5/8")	25 mm (1")
120 mm (4.7")	18 mm (3/4")	30 mm (1 1/4")

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.



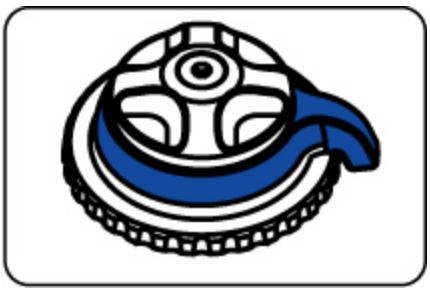
Knob Setting (clicks out from full in)	Setting Description	Tuning Tips	Setup Tips
1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		
12	Fast Rebound	Too fast 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.

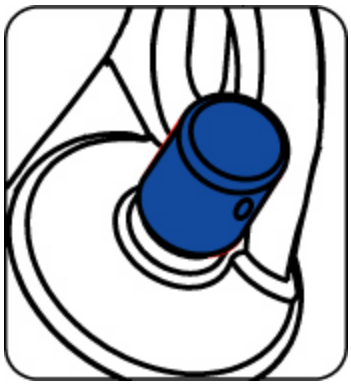
Adjusting Lockout Force

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.

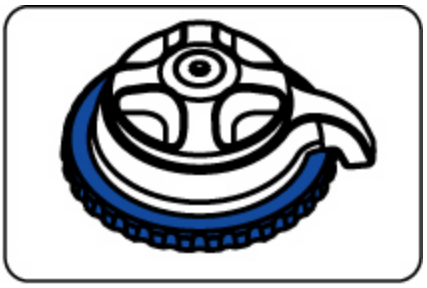
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.

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.

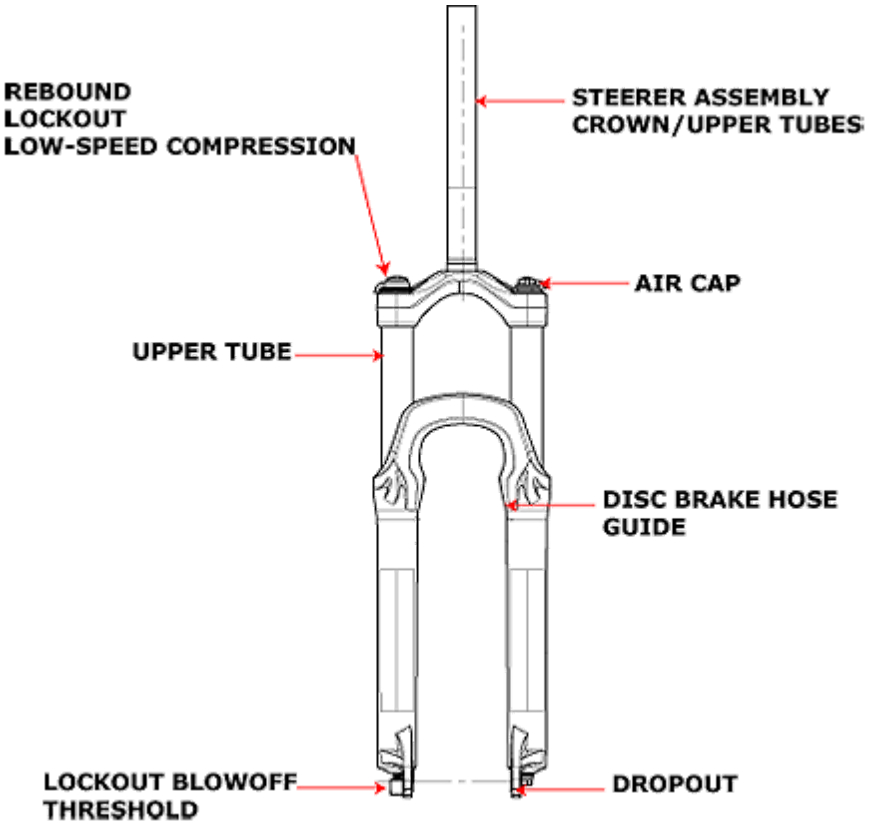


Knob Setting (clicks in from full OUT)	Setting Description	Tuning Tips	Setup Tips
1	Soft Compression	Too soft and your fork will pack down and ride harsh.	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.
5 (Factory setting)	Average Compression		
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.

F120RLC/F100RLC/F80RLC

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Adjusting Lockout Force | Adjusting Low-Speed Compression | Service Intervals | Important Safety Information



weight	**F120**: 3.47 lbs. / 1.57 kg **F100**: 3.34 lbs. / 1.51 kg **F80**: 3.34 lbs. / 1.51 kg
travel	**F120**: 4.7 in. / 120 mm **F100**: 3.9 in. / 100 mm **F80**: 3.1 in. / 80 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. Clicking on the link above will take you to a new page. If your fork came pre-installed on your bicycle, continue to the next section, **Adjusting Rebound**.

Before You Ride

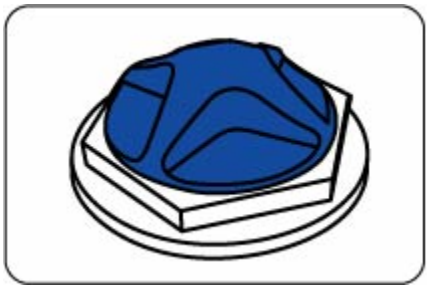
1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. Inspect entire exterior of 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

You can also view a Flash video on 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.
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**
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125 - 135 lbs.	50 psi
135 - 145 lbs.	55 psi
145 - 155 lbs.	65 psi
155 - 170 lbs.	75 psi
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185 - 200 lbs.	95 psi
200 - 215 lbs.	105 psi
215 - 230 lbs	115 psi
230 - 250 lbs.	125 psi

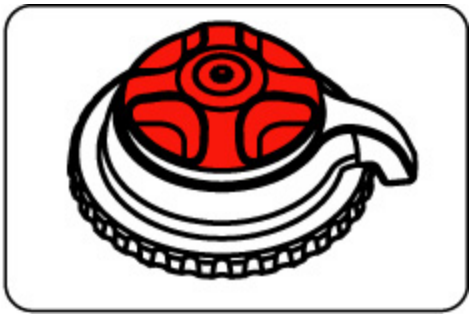
Sag Setup		
Travel	**XC/Race FIRM**	**PLUSH**
80 mm (3 1/8")	12mm (1/2")	20mm (3/4")
100 mm (4")	15mm (5/8")	25mm (1")
120 mm (4.7")	18 (3/4")	30 (1 1/4")

Sag Troubleshooting	
Symptom	**Remedy**
Too much sag	(+) air pressure in 5psi increments
Too little sag	(-) air pressure in 5psi increments

Excessive bottoming	(+) air pressure in 5psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5psi 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.



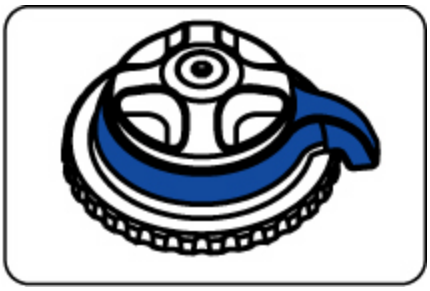
Knob Setting (clicks out from full in)	Setting Description	Tuning Tips	Setup Tips
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6 (Factory setting)	Average Rebound		
12	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, 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 - 5 mm. This is normal and does not affect performance.

Adjusting Lockout Force

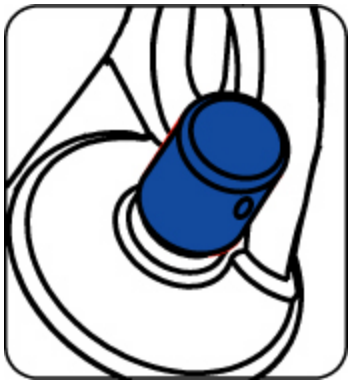
Even when your fork is fully locked out, there are instances when you still want your fork to be active. To protect your fork's internal parts, your FOX fork will "blowoff" when it encounters an intense hit. You can adjust when the fork blows off—lockout force—by

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.

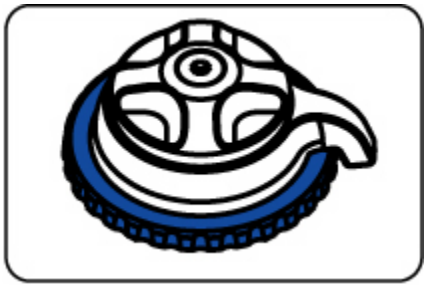
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.

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.

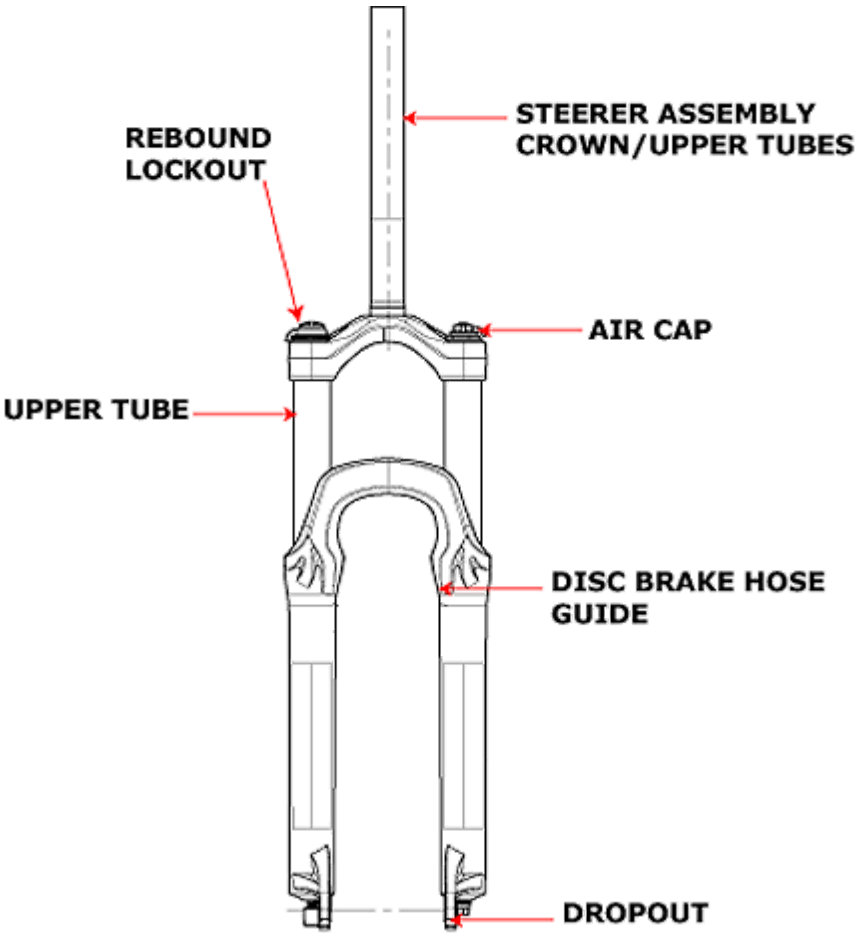


Knob Setting (clicks in from full OUT)	Setting Description	Tuning Tips	Setup Tips
1	Soft Compression	Too soft and your fork will pack down and ride harshly.	Maximum wheel traction and bump compliance. Too soft and you may have excessive brake dive and wallowy feel.
5 (Factory setting)	Average Compression		
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.

F120RL/F100RL/F80RL

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Service Intervals | Important Safety Information



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 in. / 120 mm **F100**: 3.9 in. / 100 mm **F80**: 3.1 in. / 80 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 or serious injury may result!

Installing Your Fork

Be sure your fork is properly installed before proceeding. Clicking on the link above will take you to a new page. If your fork came pre-installed on your bicycle, continue to the next section, **Adjusting Rebound**.

Before You Ride

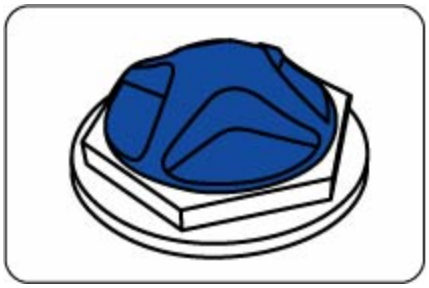
1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer to clean your fork.**
3. Inspect entire exterior 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.
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

You can also view a Flash video on 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.
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

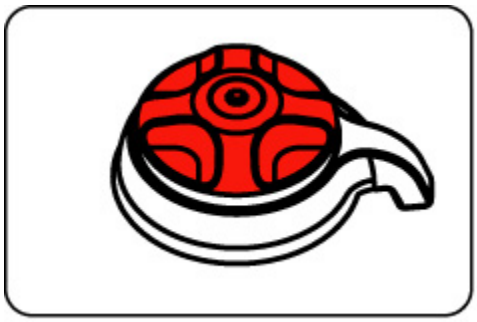
Sag Setup		
Travel	**XC/Race FIRM**	**PLUSH**
80 mm (3 1/8")	12mm (1/2")	20mm (3/4")
100 mm (4")	15mm (5/8")	25mm (1")
120 mm (4.7")	18 (3/4")	30 (1 1/4")

Sag Troubleshooting	
Symptom	**Remedy**
Too much sag	(+) air pressure in 5psi increments

Too little sag	(-) air pressure in 5psi increments
Excessive bottoming	(+) air pressure in 5psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5psi 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.



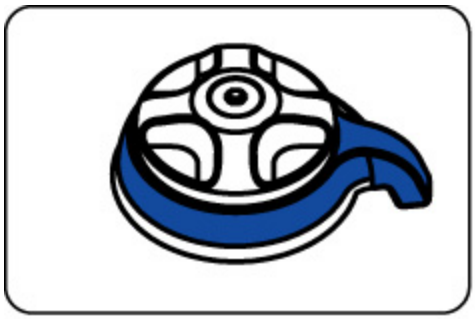
Knob Setting (clicks out from full in)	Setting Description	Tuning Tips	Setup Tips
1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		
12	Fast Rebound	Too 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 riders weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

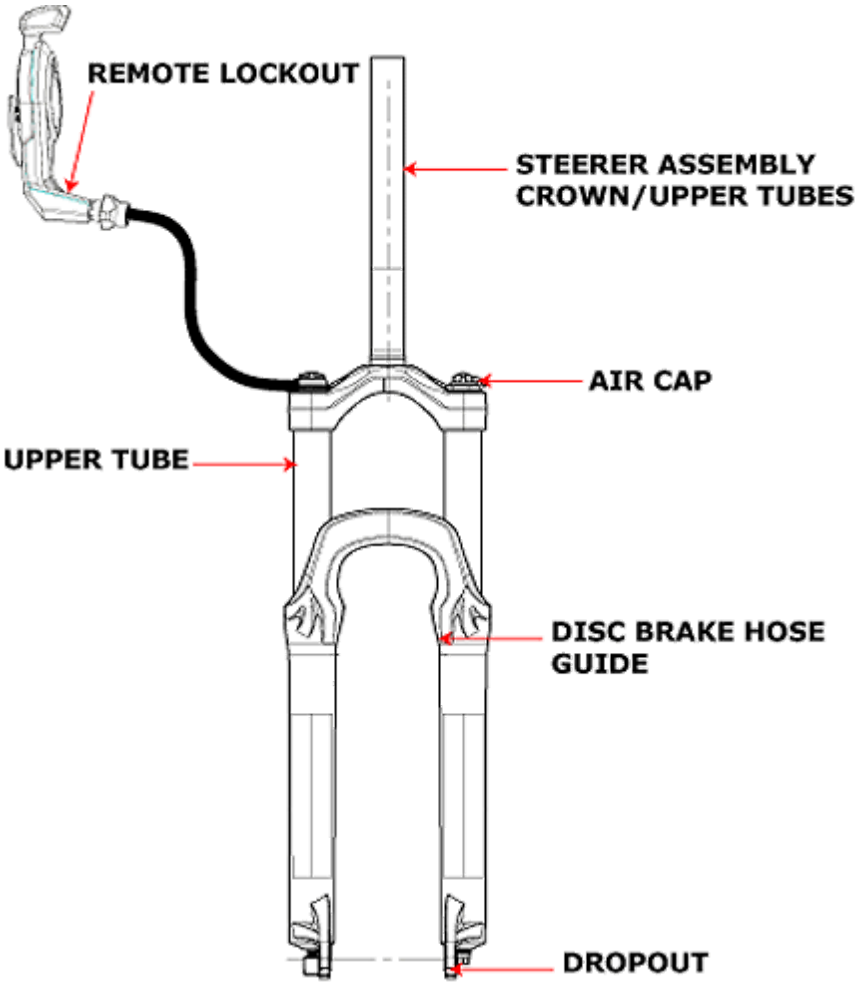
To unlock the fork, simply rotate the lever fully counterclockwise.



Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

F-RL Remote

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Changing Travel | Service Intervals | Important Safety Information



weight	**F-RL120**: 3.63 lbs. / 1.64 kg **F-RL100**: 3.50 lbs. / 1.58 kg **F-RL80**: 3.50 lbs. / 1.58 kg
travel	**F-RL120**: 4.7 in. / 120 mm **F-RL100**: 3.9 in. / 100 mm **F-RL80**: 3.1 in. / 80 mm
features/adjustments	remotely actuated lockout, air spring pressure, rebound
spring/damper type	air/open bath
intended use	all-mountain, cross-country

Installing Your Fork

(Remote RL Fork Setup Guide)

Be sure your fork is properly installed before proceeding. Clicking on the links above will take you to a new page.

Before You Ride

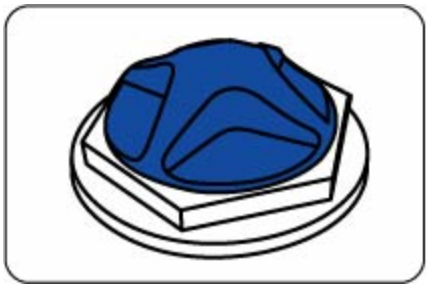
1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. Inspect entire exterior of 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.
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Setting Sag

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

Air Spring Setting Guidelines	
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< 125 lbs.	45 psi
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200 - 215 lbs.	105 psi
215 - 230 lbs	115 psi
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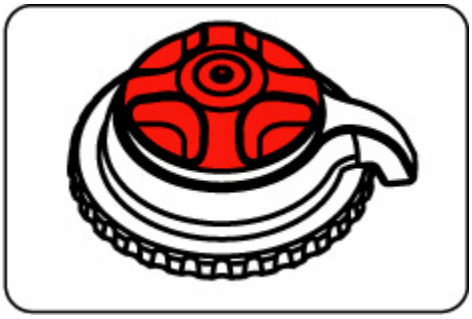
Sag Setup		
Travel	**XC/Race FIRM**	**All-Mountain PLUSH**
100 mm (4")	15 mm (5/8")	25 mm (1")
140 mm (5.5")	21 mm (7/8")	35 mm (1 3/8")

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
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

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

Learn how to use the FOX High Pressure Pump

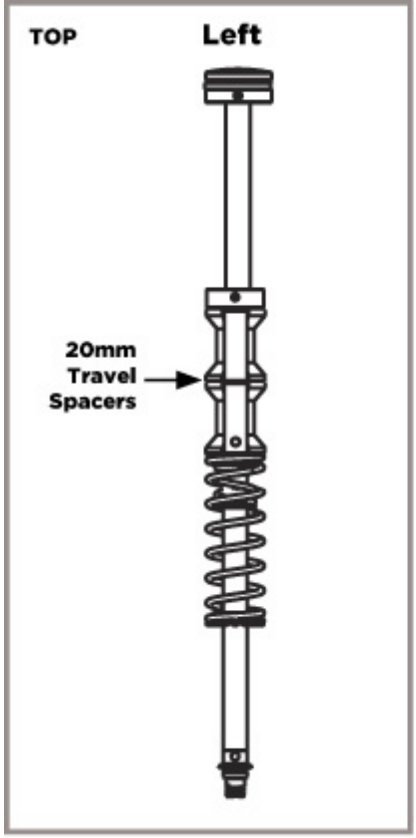
Supplies Required		
Quantity	**Part Number**	**Part Name**
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5 cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	32 mm Cartridge Seal Kit (optional)

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.

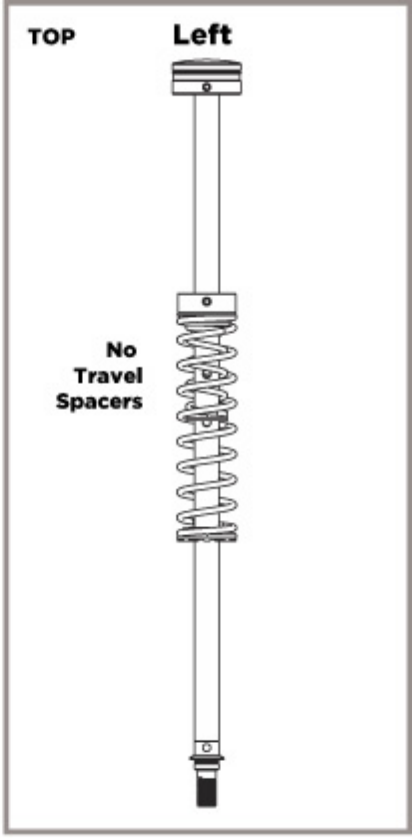
Note: Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.

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

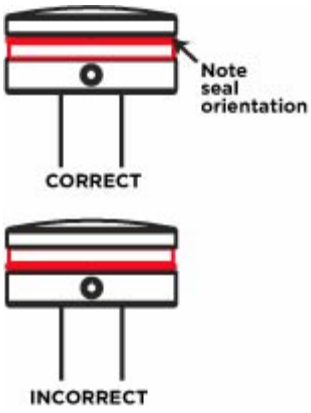


100mm Travel



140mm Travel

Seal Orientation



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

WHEREVER YOU RIDE.

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Remote RL Fork Setup Guide

Figure 1: FOX F-RL Remote Fork



Installing Your Fork

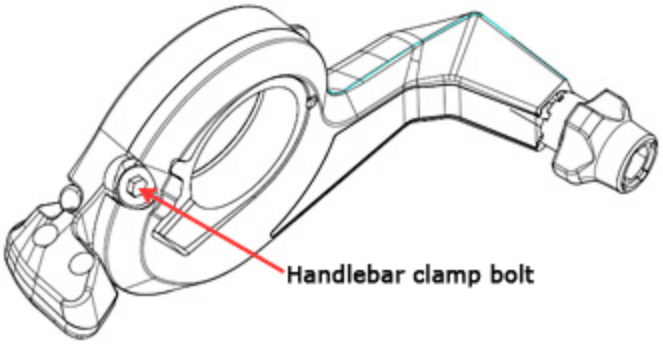
(F-RL Remote)

1. Remove the fork from all packaging. Be careful not to kink the control cable.
2. See Installing a 32 mm Fork 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

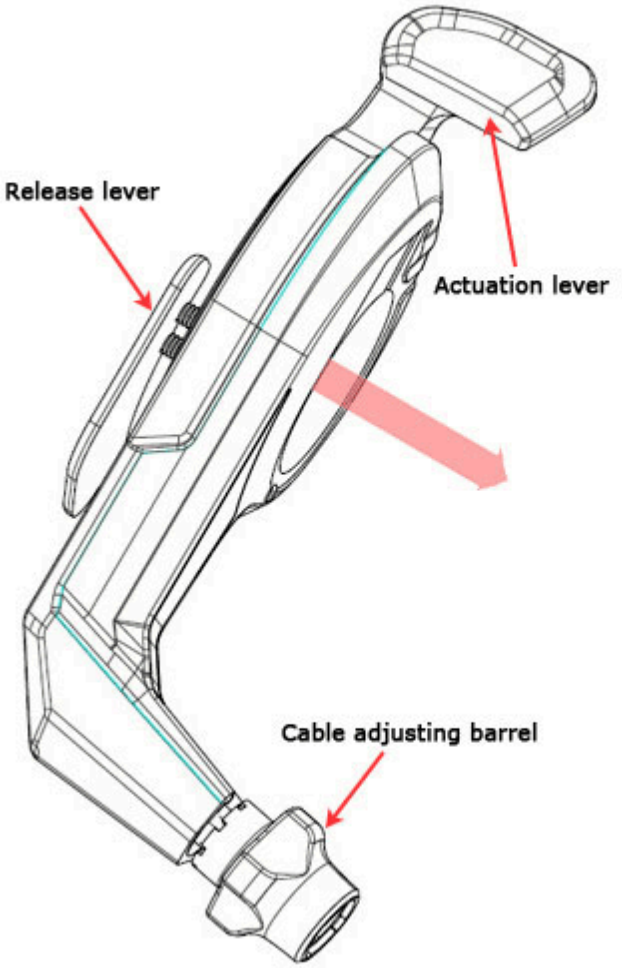
1. With a 3 mm hex key socket, loosen the handlebar clamp bolt on the underside of the Shimano Lockout Lever Assembly (LLA).

   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*. 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



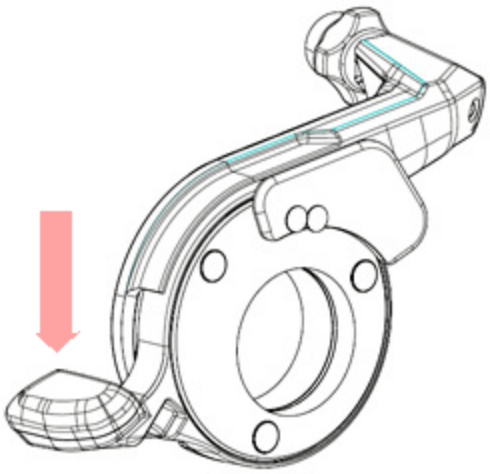
4. Position the Shimano LLA so that it abuts the inner end of the grip, however be sure the grip does not interfere with the normal operation of the lockout release lever.

   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*.

Figure 6: Actuation Lever and Thumb Shifter Clearance

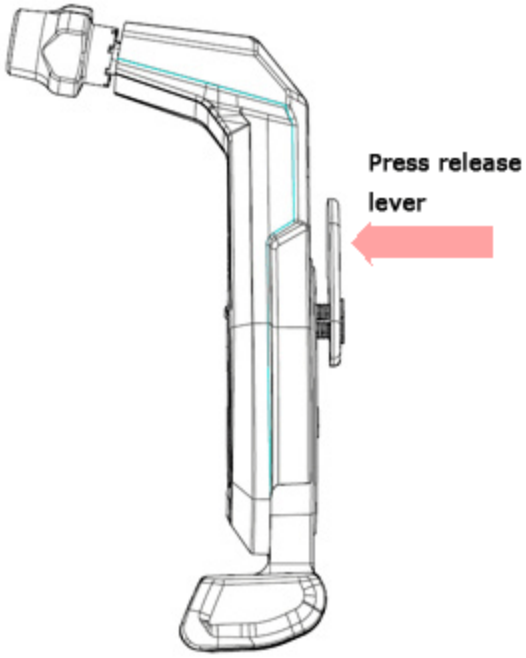


7. With a 3 mm hex key socket, torque the handlebar clamp bolt to seven (7) in-lb; see *Figure 2: Location of Handlebar Clamp Bolt*.

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



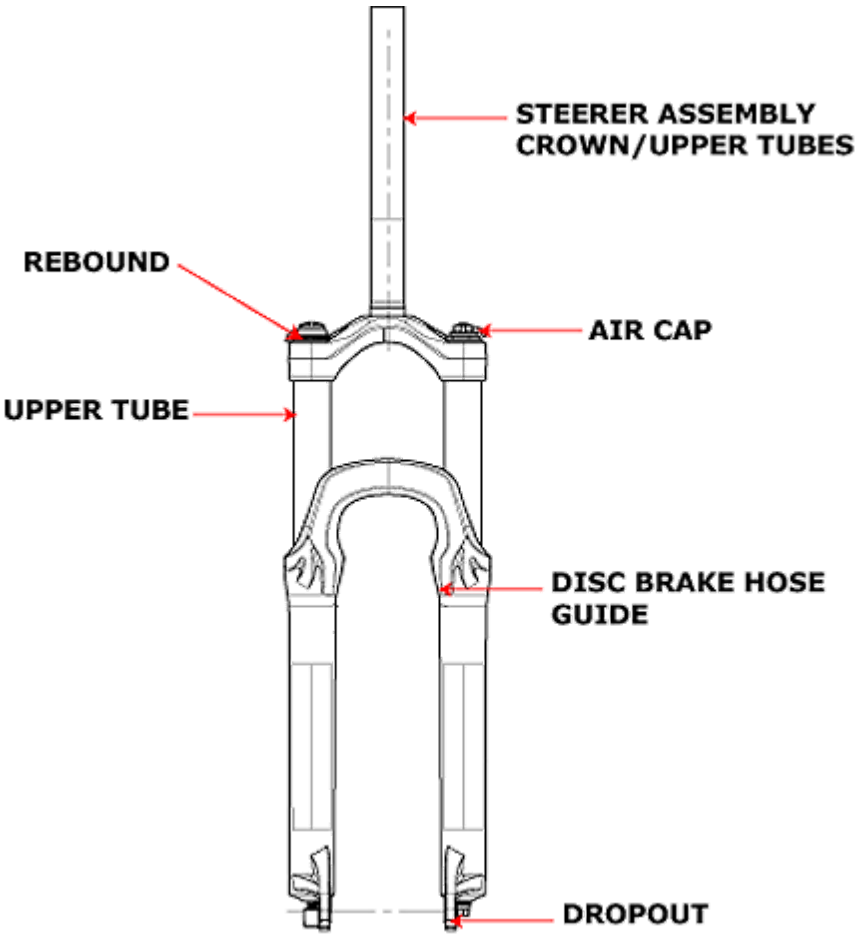
Test the Proper Functioning of the Remote Lockout

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 ¼ 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.

F120R/F100R/F80R

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Service Intervals | Important Safety Information



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 in. / 120 mm **F100**: 3.9 in. / 100 mm **F80**: 3.1 in. / 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. Clicking on the link above will take you to a new page. If your fork came pre-installed on your bicycle, continue to the next section, **Adjusting Rebound**.

Before You Ride

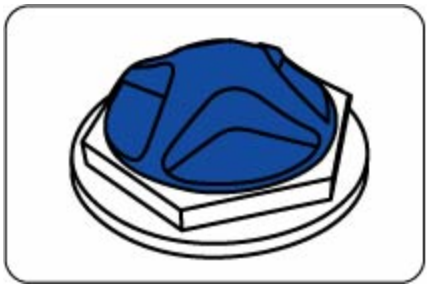
1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. Inspect entire exterior of 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.
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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.
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7. Compare your sag measurement to the Sag Setup table below.

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

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Rider Weight	**Air Pressure**
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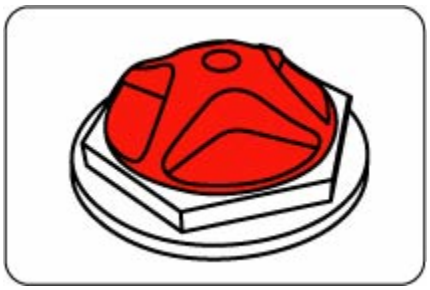
Sag Setup		
Travel	**XC/Race FIRM**	**PLUSH**
80 mm (3 1/8")	12mm (1/2")	20mm (3/4")
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Sag Troubleshooting	
Symptom	**Remedy**
Too much sag	(+) air pressure in 5psi increments

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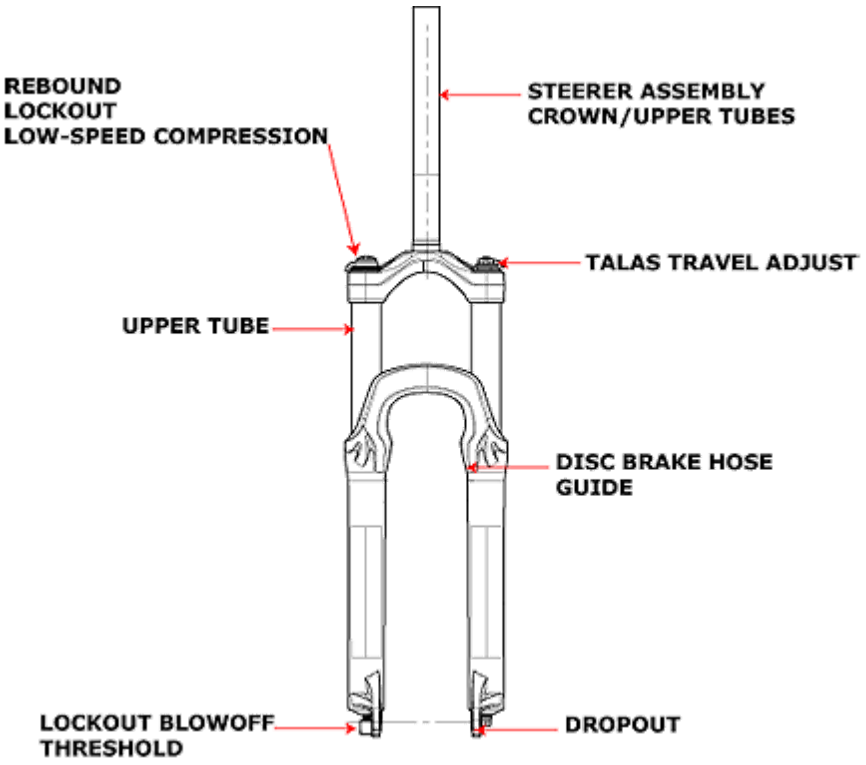
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WHEREVER YOU RIDE.

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TALAS RLC

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Adjusting Lockout Force | Adjusting Low-Speed Compression | Changing Travel | Service Intervals | Important Safety Information



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

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Before You Ride

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5. Check that brake cables or hoses are properly fastened.
6. Check that the front and rear brakes operate properly on flat land.

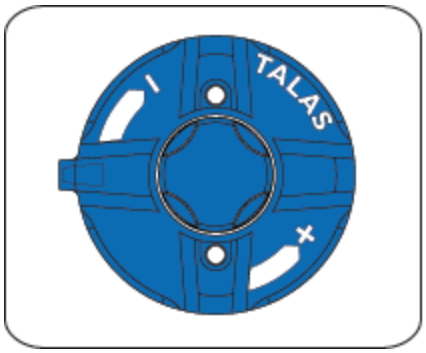
Setting Sag

You can also view a Flash video on 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.

Note: 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 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

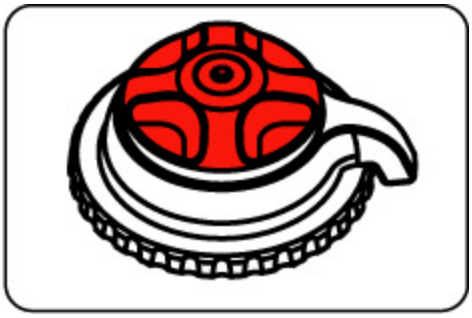
Sag Setup		
Travel	**XC/Race FIRM**	**All-Mountain PLUSH**
100 mm (4")	15mm (1/2")	20mm (3/4")
120 mm (4.75")	18mm (3/4")	30mm (1 1/8")
140 mm (5.5")	21mm (7/8")	35mm (1 3/8")

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 5psi increments
Too little sag	(-) air pressure in 5psi increments
Excessive bottoming	(+) air pressure in 5psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5psi 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.



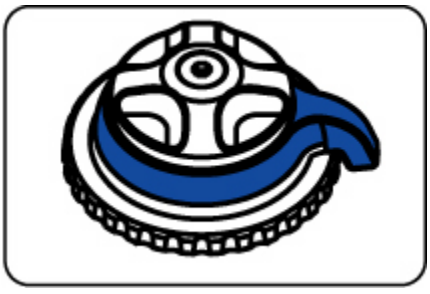
Knob Setting (clicks out from full in)	**Setting Description**	**Tuning Tips**	**Setup Tips**
1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound.
6 (Factory setting)	**Average Rebound**		
12	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 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.

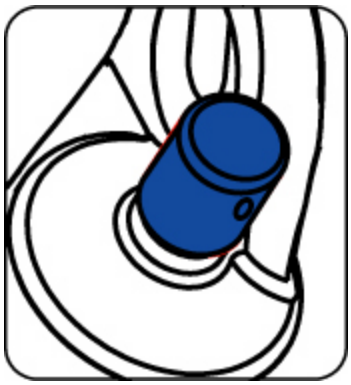
Adjusting Lockout Force

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.

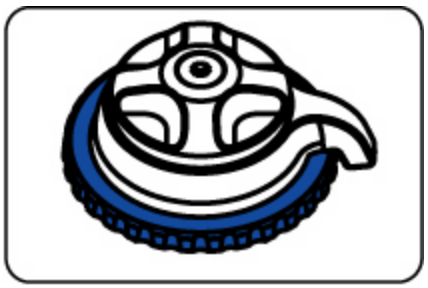
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.

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.



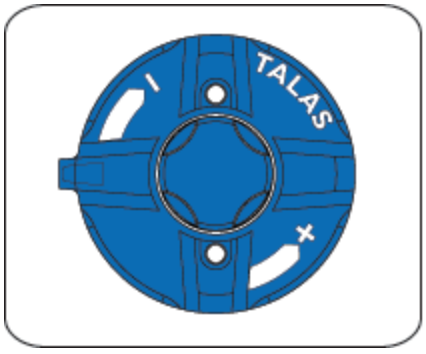
Knob Setting (clicks in from full OUT)	**Setting Description**	**Tuning Tips**	**Setup Tips**
1	Soft Compression	Too soft and your fork will pack down and ride harshly.	Maximum wheel traction and bump compliance. Too soft and you may have excessive brake dive and wallowy feel.
5 (Factory setting)	**Average 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.

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.



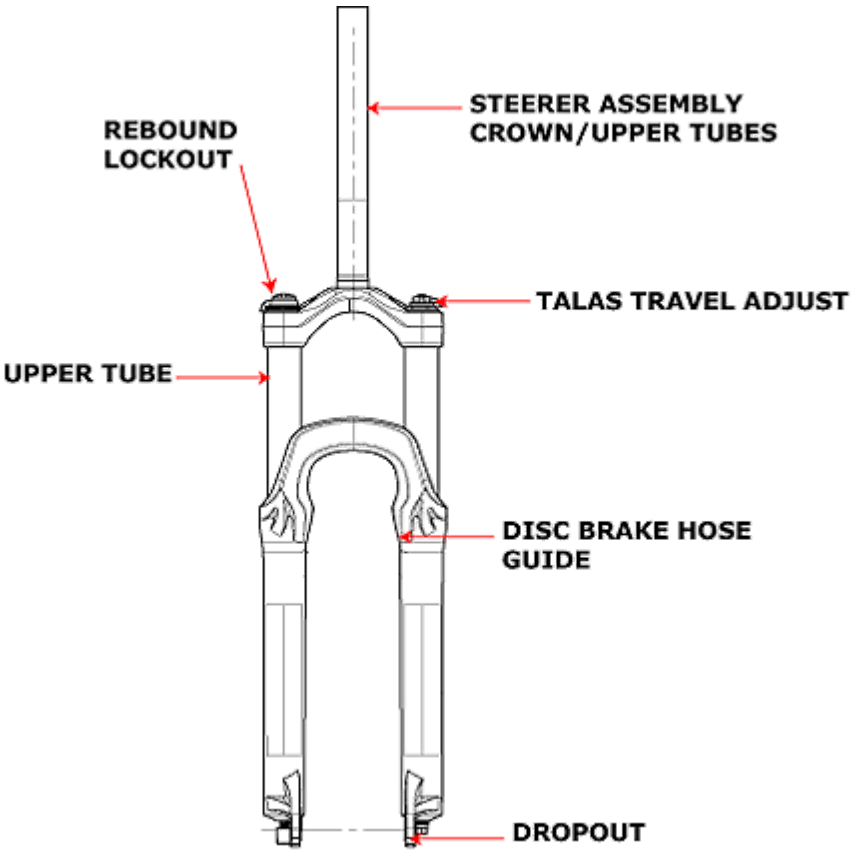
For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

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TALAS RL

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Changing Travel | Service Intervals | Important Safety Information



weight	3.84 lbs./1.74 kg
travel	5.9 in. / 150 mm TALAS 150+130+110 mm
features/adjustments	TALAS travel system, 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. Clicking on the link above will take you to a new page.

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. **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.

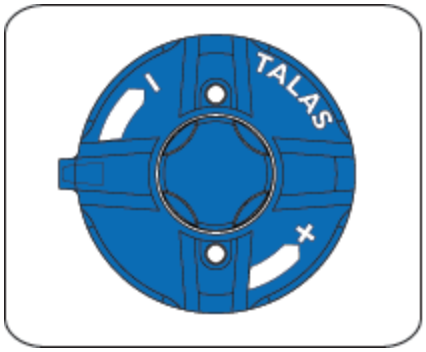
Setting Sag

You can also view a Flash video on 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.

Note: 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 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

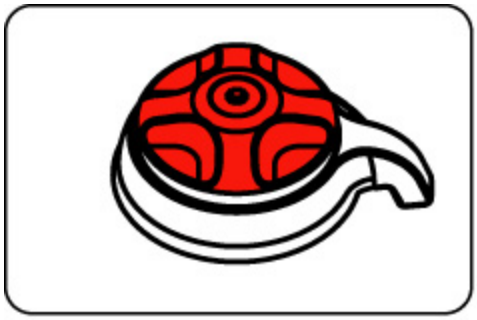
Sag Setup		
Travel	**XC/Race FIRM**	**All-Mountain PLUSH**
100 mm (4")	15mm (1/2")	20mm (3/4")
120 mm (4.75")	18mm (3/4")	30mm (1 1/8")
140 mm (5.5")	21mm (7/8")	35mm (1 3/8")

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 5psi increments
Too little sag	(-) air pressure in 5psi increments
Excessive bottoming	(+) air pressure in 5psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5psi 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.



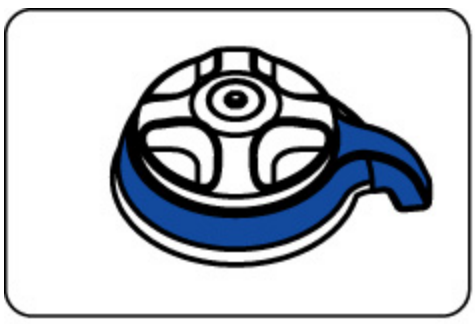
Knob Setting (clicks out from full in)	**Setting Description**	**Tuning Tips**	**Setup Tips**
1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound.
6 (Factory setting)	Average Rebound		
12	Fast 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.

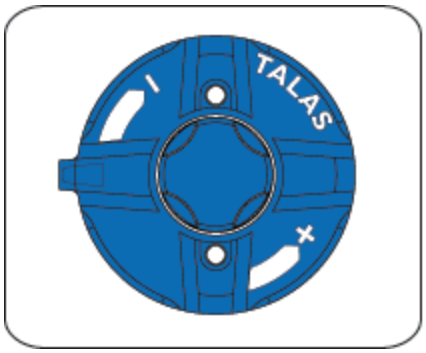
To unlock the fork, simply rotate the lever fully counterclockwise.



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.



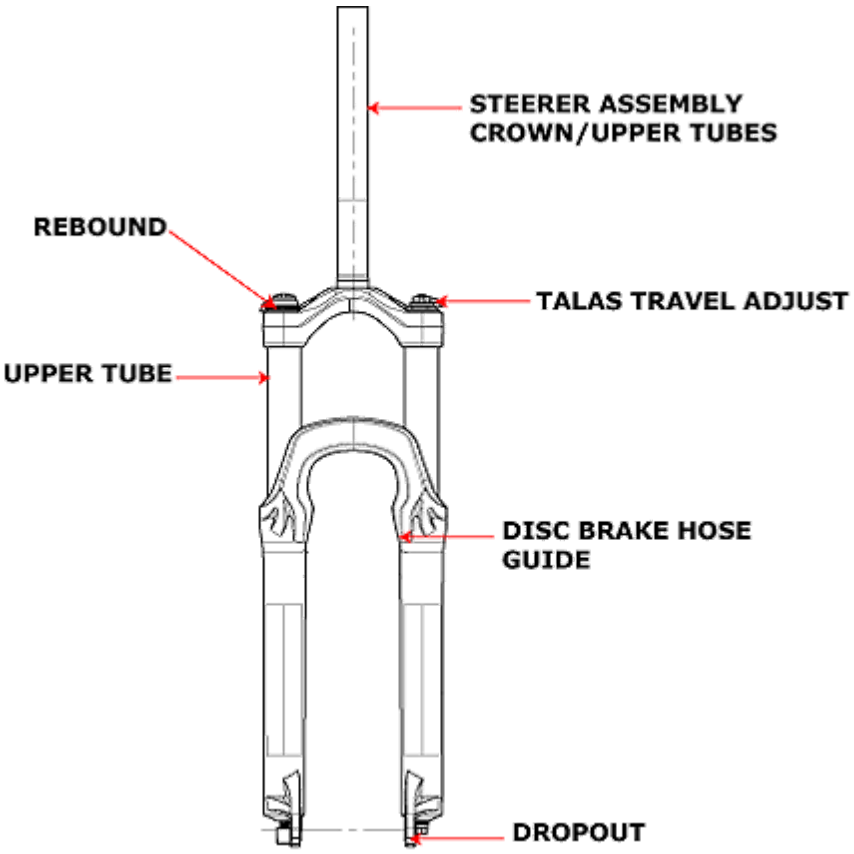
For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

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TALAS R

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Changing Travel | Service Intervals | Important Safety Information



weight	3.79 lbs./1.72 kg
travel	5.9 in. / 150 mm TALAS 150+130+110 mm
features/adjustments	TALAS travel 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. Clicking on the link above will take you to a new page.

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. **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.
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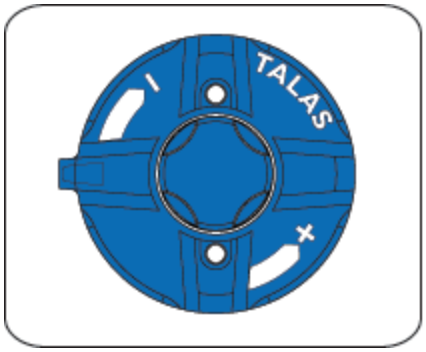
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Note: Hold the TALAS lever steady with one hand while unscrewing the aircap with the other. This will facilitate removal of the aircap and also protect the TALAS lever from being forced past its stops.



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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.
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230 - 250 lbs.	125 psi

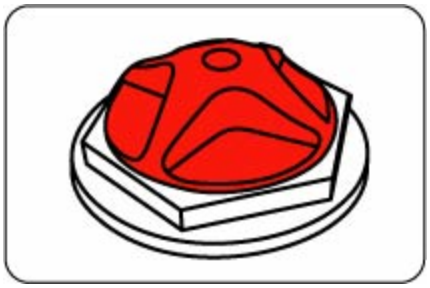
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Travel	**XC/Race FIRM**	**All-Mountain PLUSH**
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Adjusting Rebound

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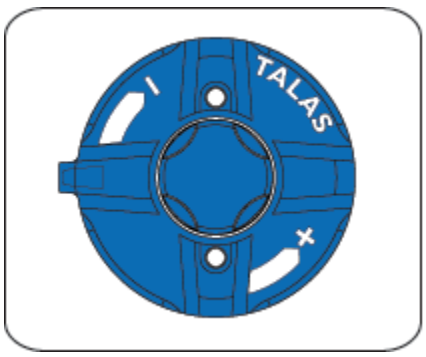


Knob Setting (clicks out from full in)	**Setting Description**	**Tuning Tips**	**Setup Tips**
1	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound.
6 (Factory setting)	Average Rebound		
12	Fast Rebound	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.

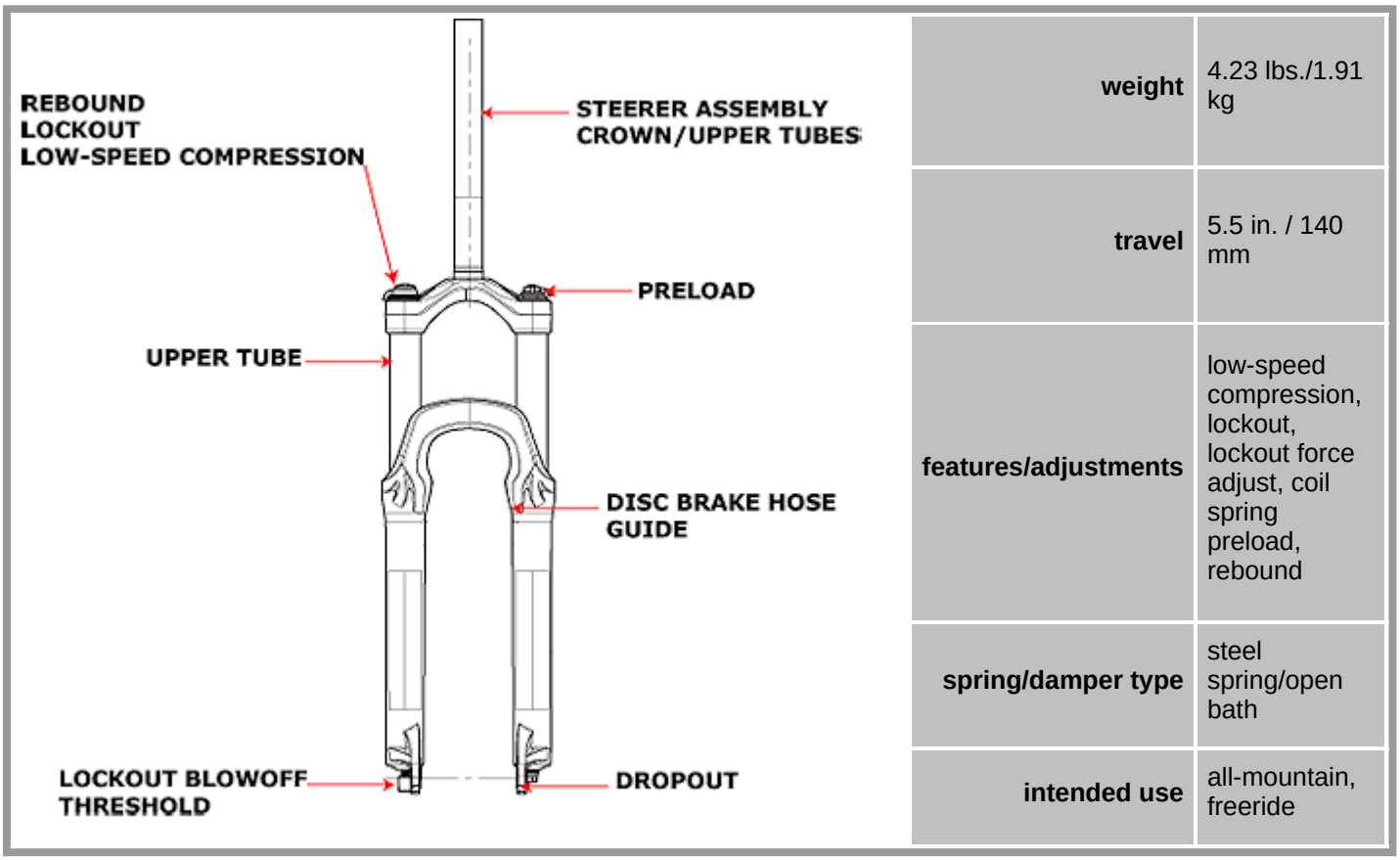
WHEREVER YOU RIDE.



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Vanilla RLC

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Locking Out the Fork | Adjusting Lockout Force | Adjusting Low-Speed Compression | Changing the Coil Spring | Service Intervals | Important Safety Information



weight	4.23 lbs./1.91 kg
travel	5.5 in. / 140 mm
features/adjustments	low-speed compression, 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. Clicking on the link above will take you to a new page.

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. **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

You can also view a Flash video on Setting Sag.

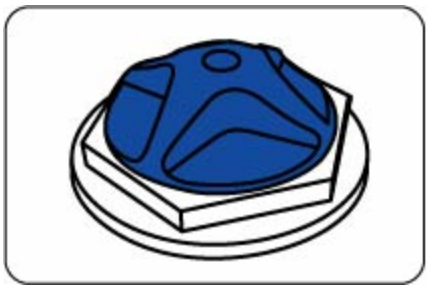
To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

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")	20mm (3/4")	30mm (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.



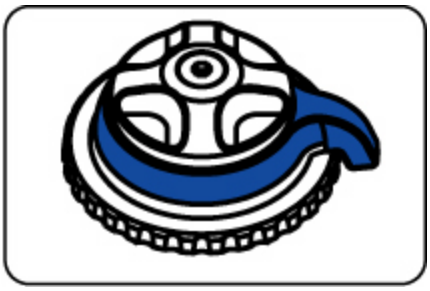
Knob Setting (clicks out from full in)	Setting Description	Tuning Tips	Setup Tips
1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		
12	Fast Rebound	Too 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 - 5 mm. This is normal and does not affect performance.

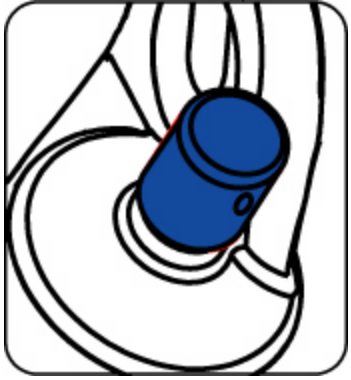
Adjusting Lockout Force

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.

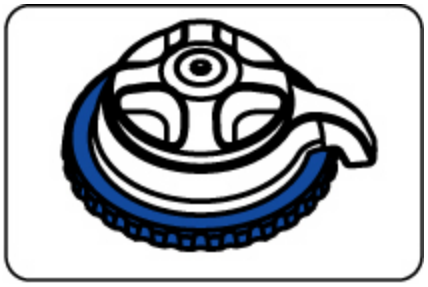
Turn the knob clockwise to increase lockout force and counterclockwise to decrease lockout force.

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 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.

Changing the Coil Spring

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

1. With a 26mm 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.

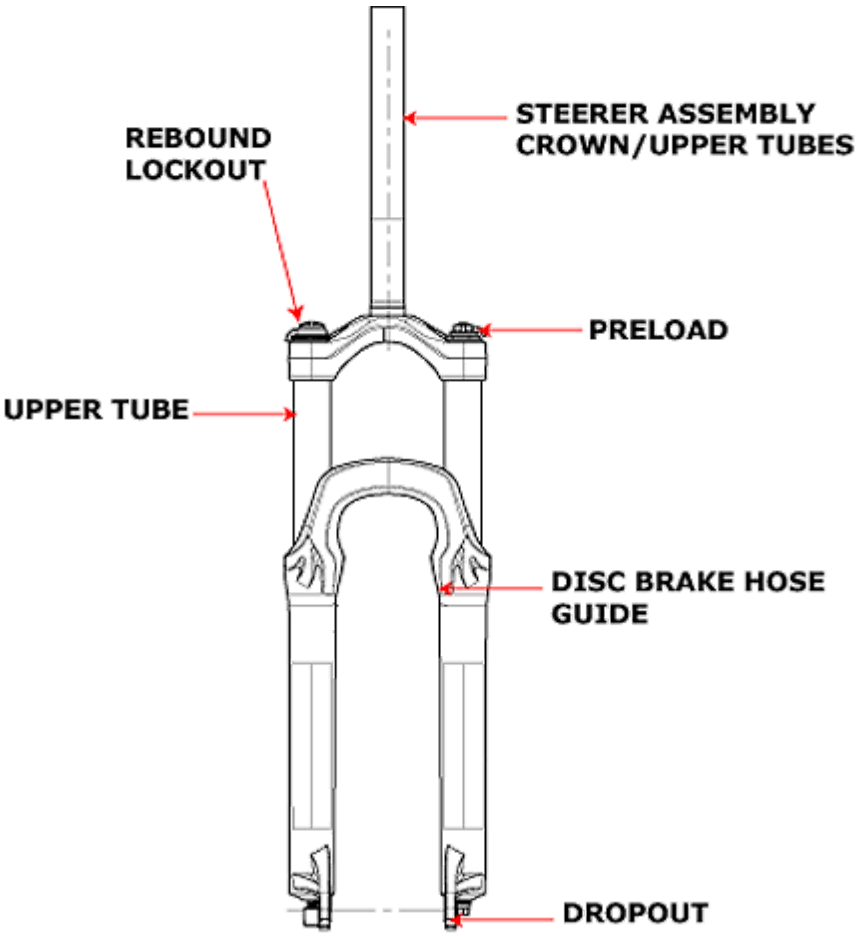
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Vanilla RL

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Changing the Coil Spring | Locking Out the Fork | Service Intervals | Important Safety Information



weight	4.20 lbs./1.90 kg
travel	5.5 in. / 140 mm
features/adjustments	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. Clicking on the link above will take you to a new page.

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. **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

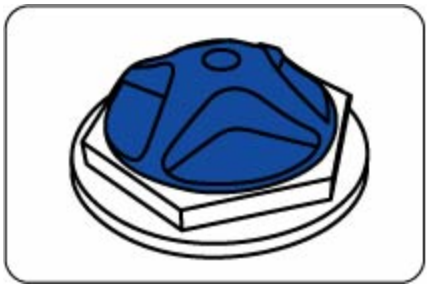
You can also view a Flash video on Setting Sag.

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.



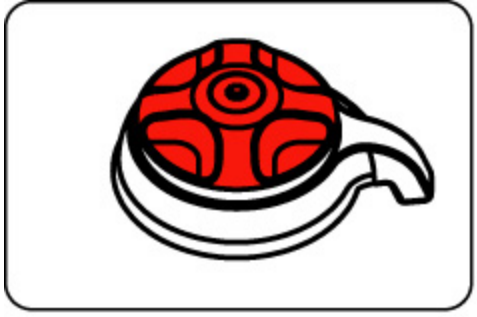
Vanilla Coil Spring Setting Guidelines				
FOX Part #	**Approximate Spring Rate**	**Color Code**	**Travel (mm)**	**Rider Weight lbs. (kg)**
039-05-080	40.6 lb/in	Black	140	<90–115 (40.8-52.2)
039-05-081	48.5 lb/in	Purple	140	115–150 (52.2-68.0)
039-05-082	56.4 lb/in	Blue	140	150–180 (68.0-81.6)
039-05-083	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")	20mm (3/4")	30mm (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.



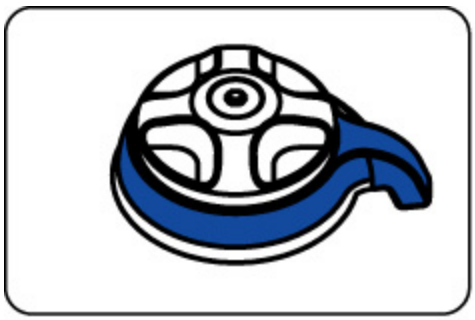
Knob Setting (clicks out from full in)	Setting Description	Tuning Tips	Setup Tips
1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound
6 (Factory setting)	Average Rebound		
12	Fast Rebound	Too 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 26mm 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.

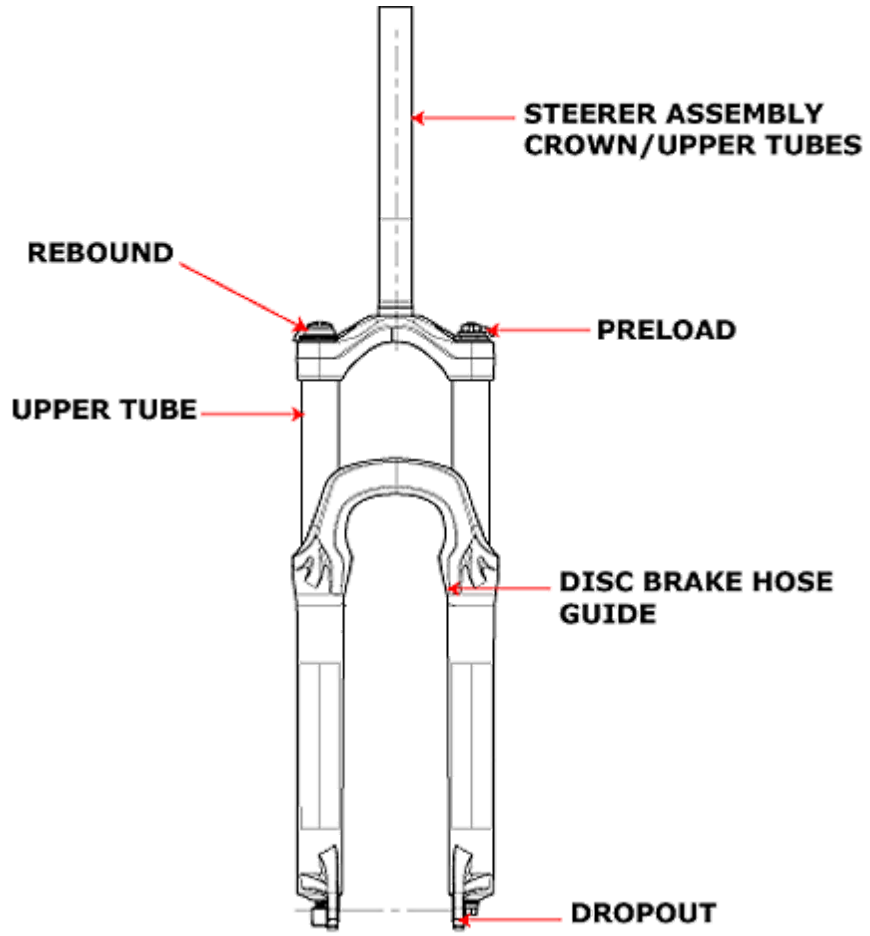
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Vanilla R FORK

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Changing the Coil Spring | Service Intervals | Important Safety Information



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. Clicking on the link above will take you to a new page.

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. **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

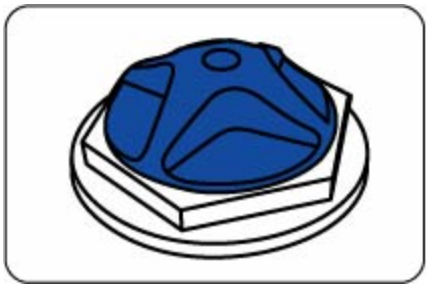
You can also view a Flash video on Setting Sag.

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")	20mm (3/4")	30mm (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 26mm 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 the 36

FOX Racing Shox highly recommends that a qualified bicycle technician install the 36 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.

To install the FOX 36 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.

Note: If there is no old fork to measure by, cut the steerer to the proper length with the following procedure:

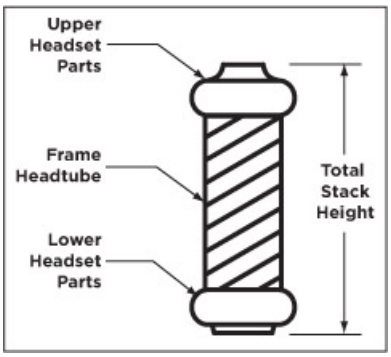
   a. Install the new fork on the bicycle using all of the headset parts. Use a crown race setter to install the crown race firmly against the top of the crown.
   b. Install the headset spacers (these might not be required) and stem on the steerer, and lightly tighten the stem clamp bolt(s).
   c. Mark 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.

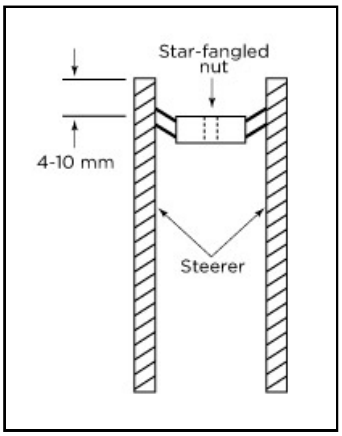
Warning! If the steerer has any nicks or gouges, the crown/steerer/upper tube assembly must be replaced. A nick or gouge can cause the steerer to fail prematurely, and cause loss of control of the bicycle and serious or fatal injuries.

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 (see the star-fangled nut installation depth drawing below).

Caution! 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.



Star-fangled nut installation depth

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.

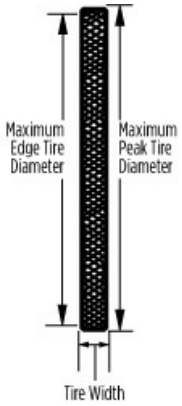
Determining correct tire size

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

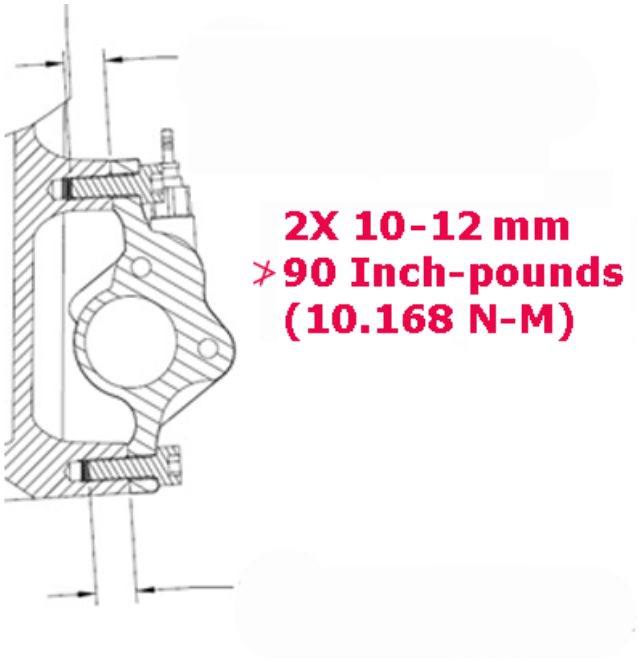


Warning! Do not use a tire if any measurement exceeds the maximum dimensions shown above. Using larger tires is not recommended and can cause serious or fatal injuries.

1. See Using the Quick Release Lever.
2. Setting handlebars straight and torquing stem bolts:
    a. Set the bike on the ground and sit on your bike to set the handlebars straight relative to the front wheel.
    b. Tighten the stem pinch bolts and torque fasteners according to the stem manufacturer's specifications.
    c. Check that the handlebar pinch bolts are tightened to the stem manufacturer's torque specifications.

Post Mount Disc Brake Installation

Caution! 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 (≯90 in-lb).



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.

Warning! 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):

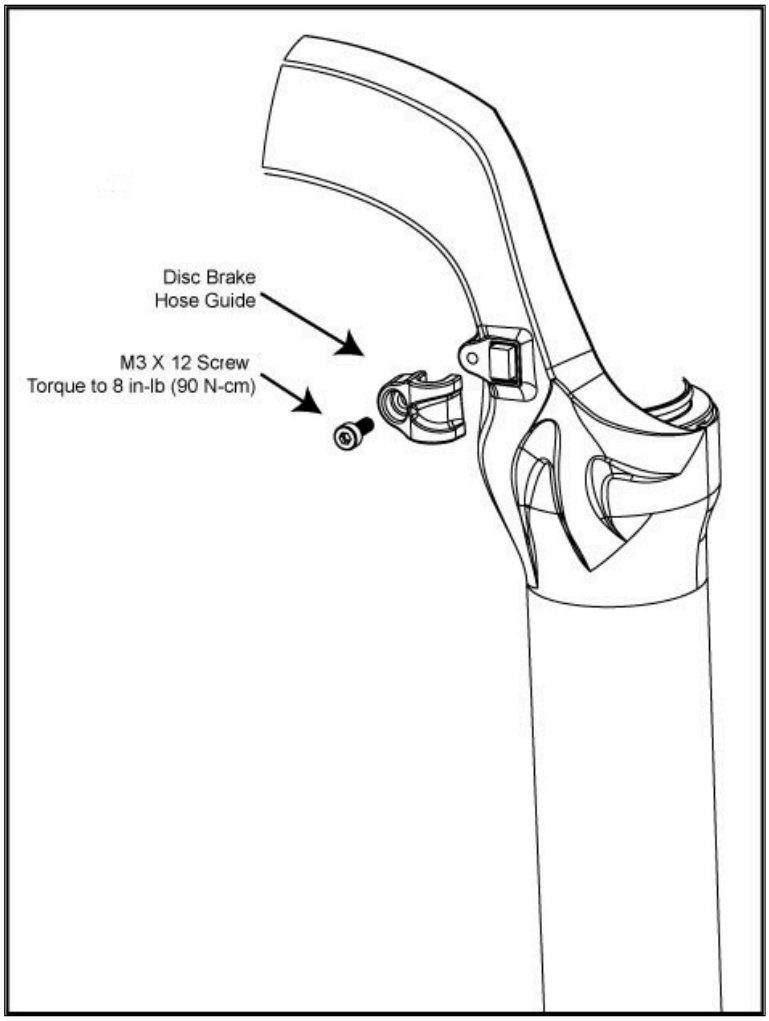
- XC caliper
- XC caliper mount for international XC mount pattern

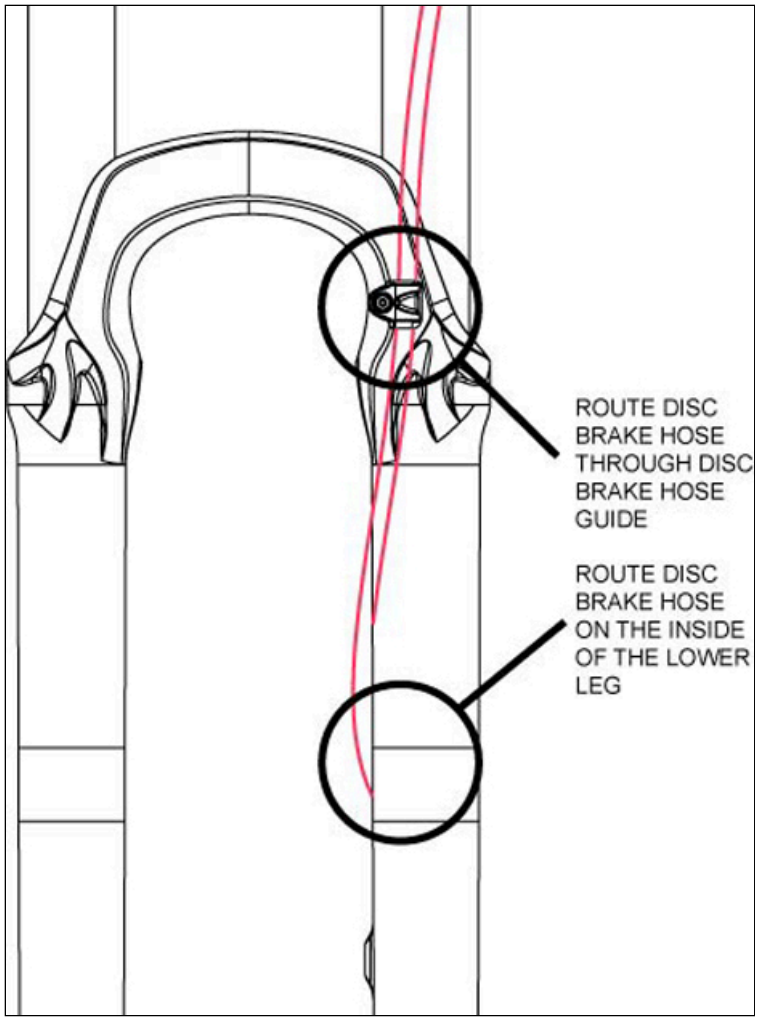
OR

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).



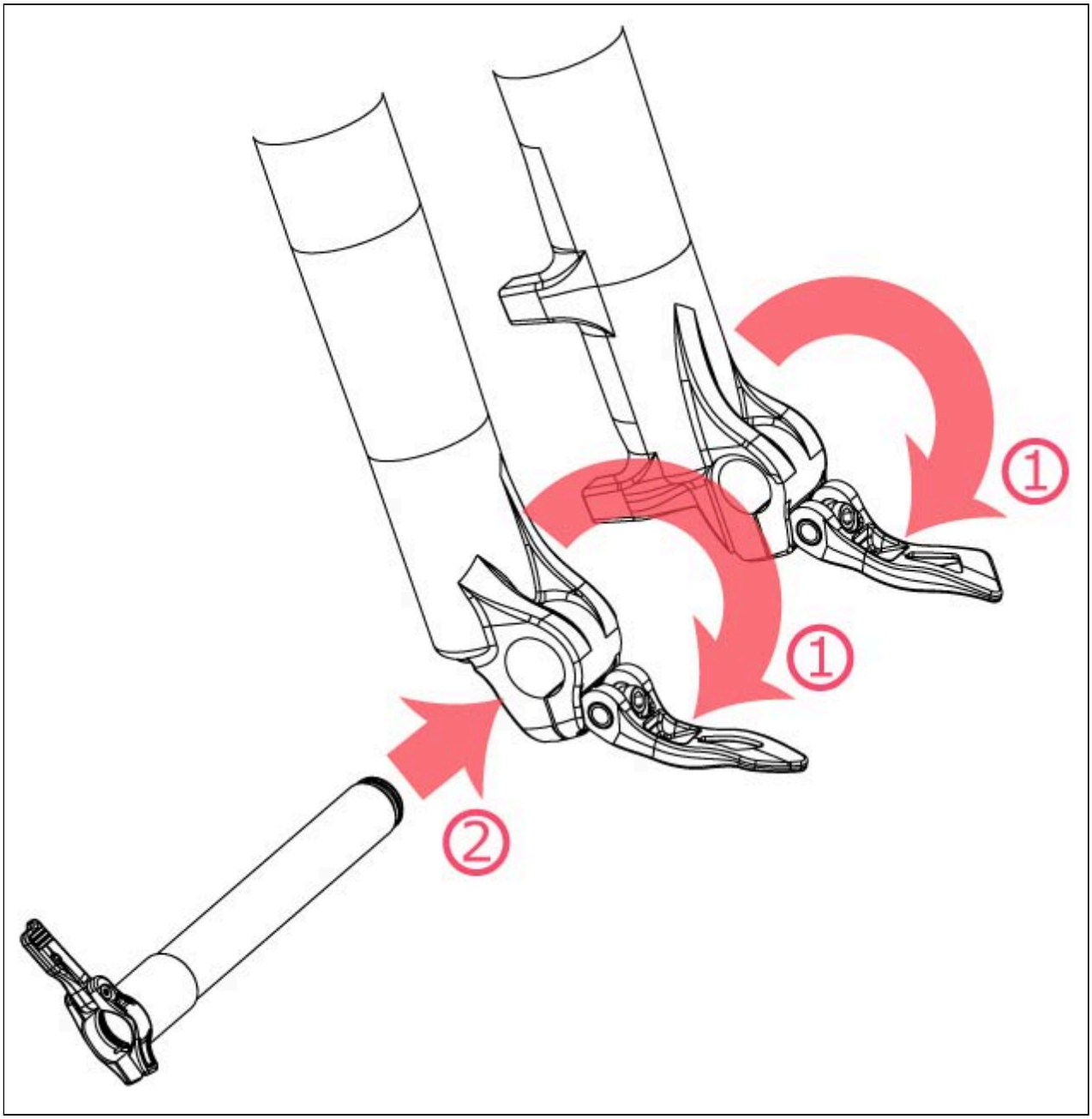


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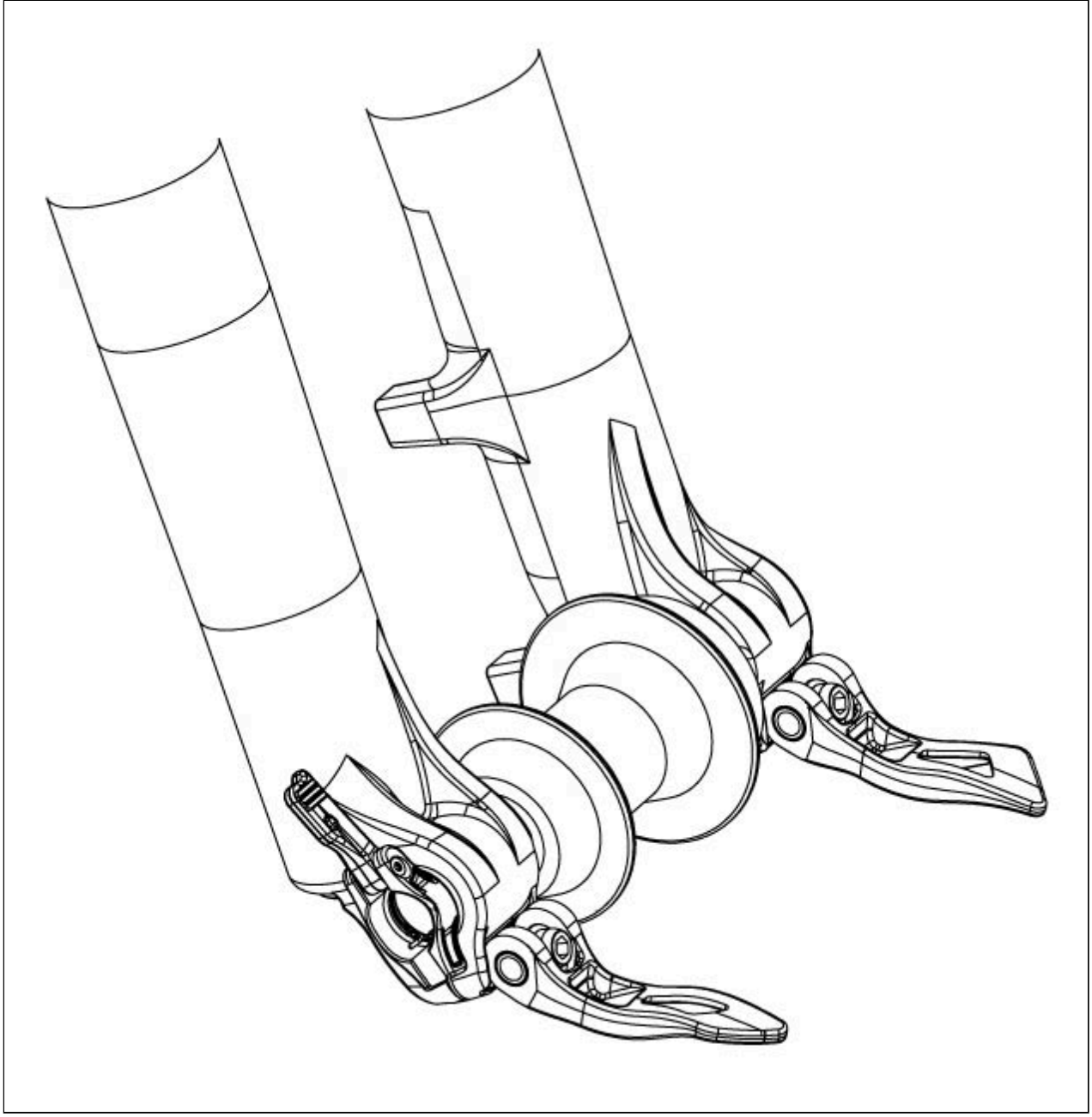
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Using the Quick-Release Lever

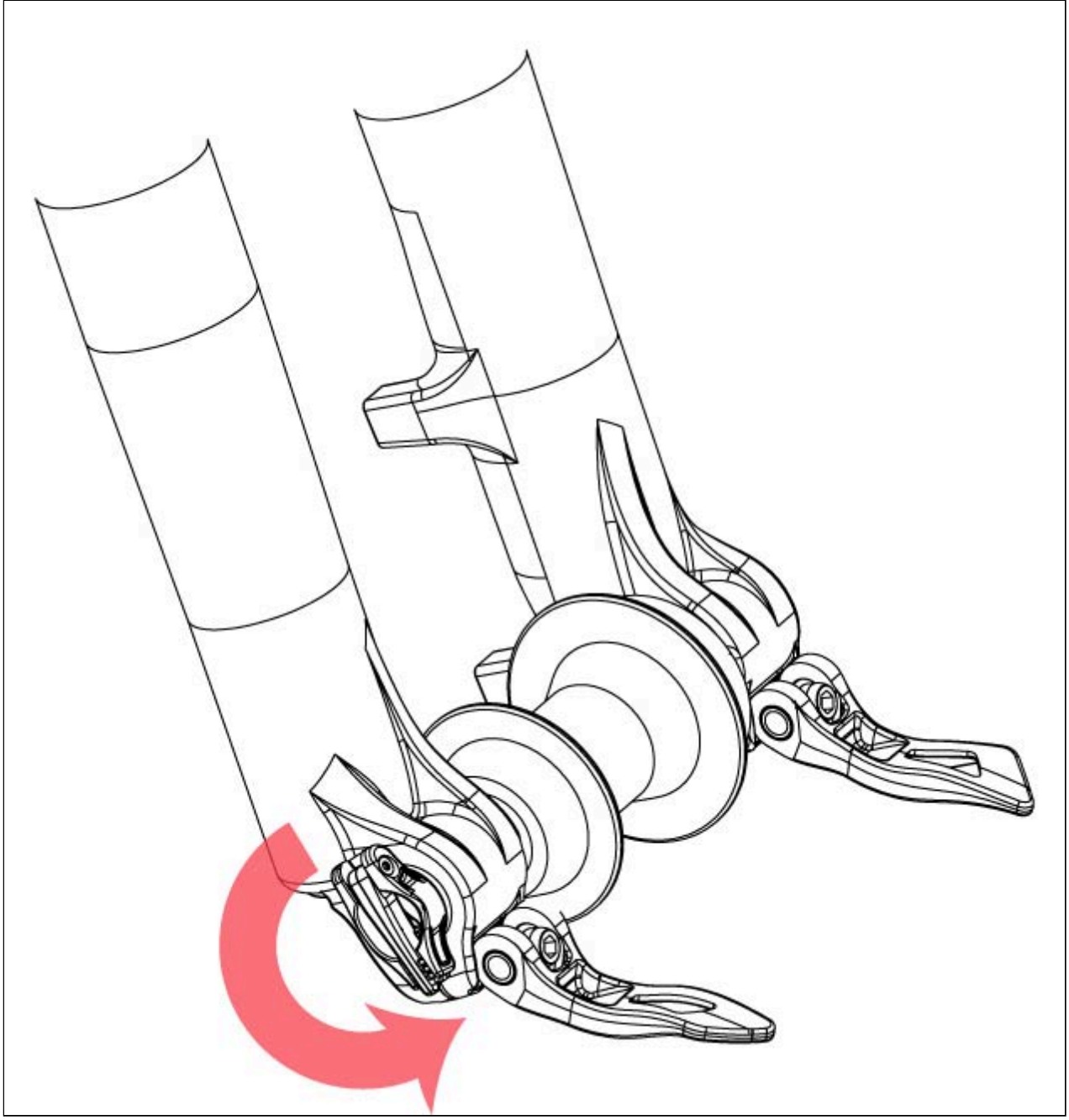
1. Before installing wheel, check that quick-release levers are in the open position (step 1 in the drawing below). Place the wheel into the dropouts of the fork, and slide the axle in through the fork and through the hub (step 2).



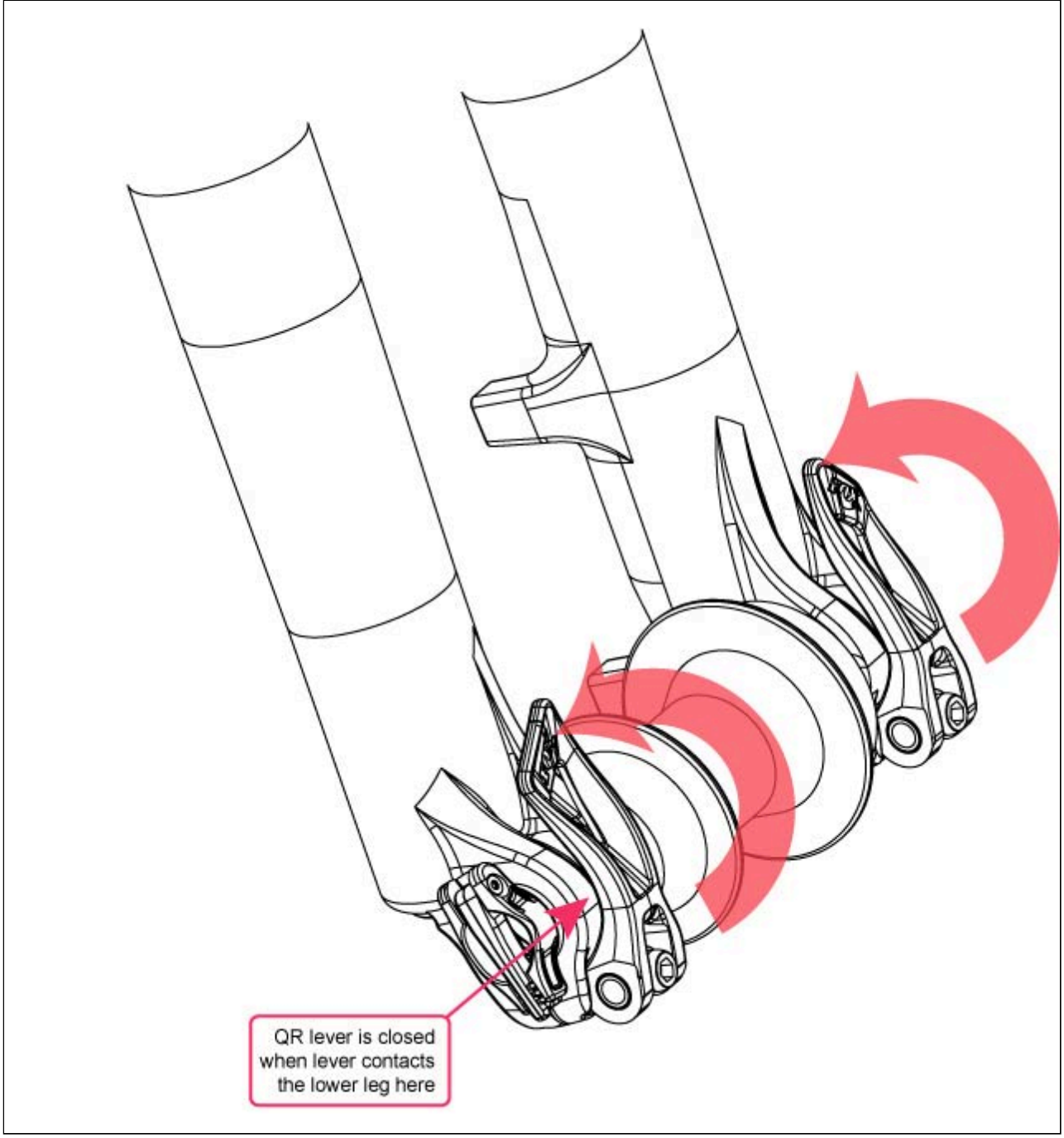
2. Thread the axle in until hand tight.



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



4. Compress fork a few times to ensure that the lower leg is settled into its lowest friction point on the axle.
5. Close both QR Levers by rotating until the backside of lever contacts the lower leg.

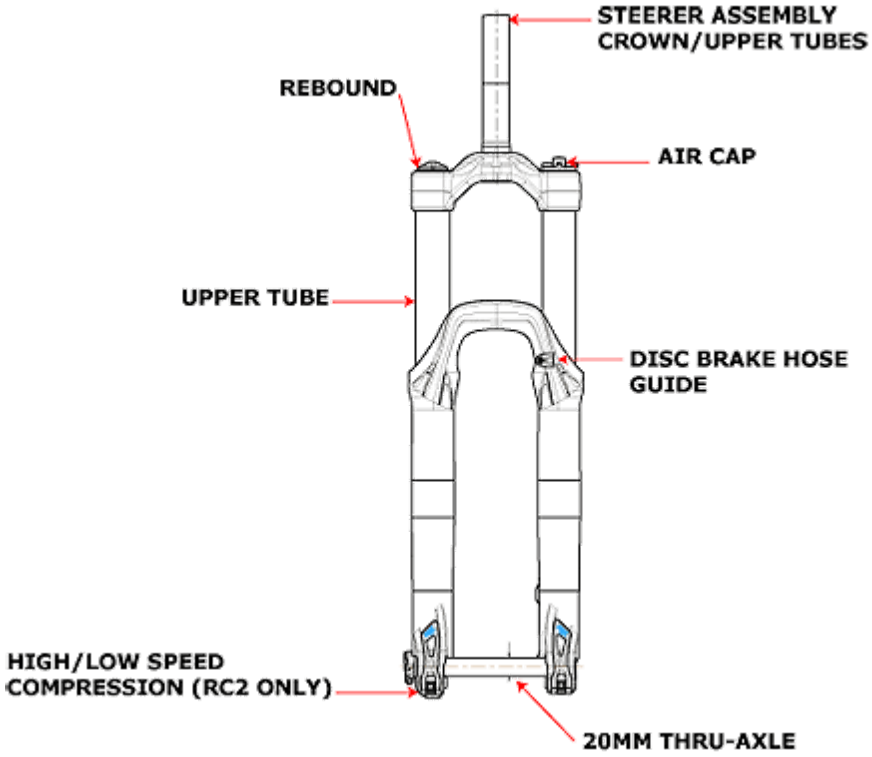


6. Return to the next step of Installing the 36.

WHEREVER YOU RIDE.

36 FLOAT RC2 & R

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Adjusting High-Speed Compression | Adjusting Low-Speed Compression | Changing Travel | Service Intervals | Important Safety Information



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. Clicking on the link above will take you to a new page.

Before You Ride

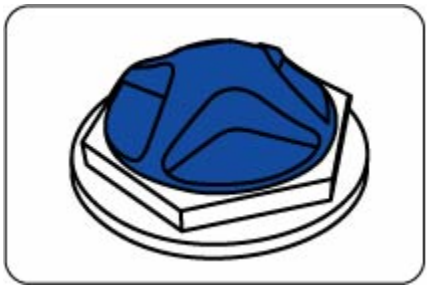
1. Check that the 20mm axle pinch bolts and crown pinch bolts are properly adjusted and tightened.
2. Clean the outside of your fork with soap and water and wipe dry with a soft dry rag. Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. 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

You can also view a Flash video on 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.
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

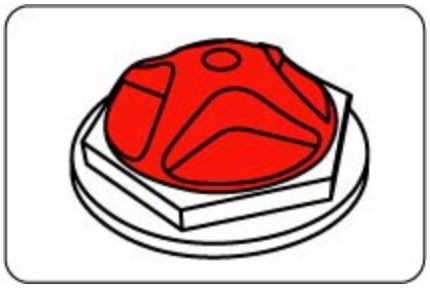
Sag Setup		
Travel	**XC/Race FIRM**	**Freeride PLUSH**
100 mm (4")	15 mm (1/2")	20 mm (3/4")
130 mm (5")	20 mm (3/4")	32 mm (1.25")
160 mm (6.3")	20 mm (3/4")	40 mm (1.5")

Sag Troubleshooting	
Symptom	**Remedy**
Too much sag	(+) air pressure in 5psi increments
Too little sag	(-) air pressure in 5psi increments

Excessive bottoming	(+) air pressure in 5psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5psi increments

Adjusting Rebound

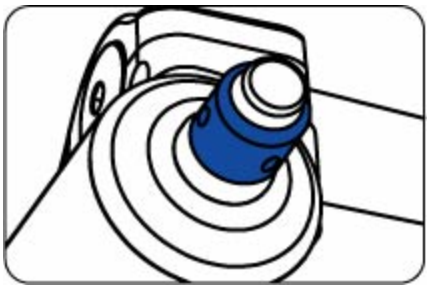
The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, 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.

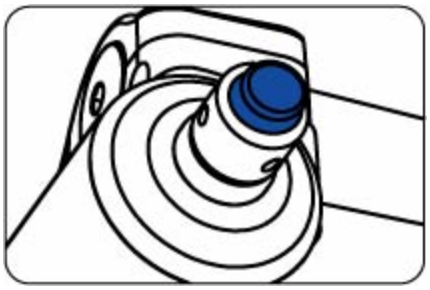


Knob Setting (clicks IN from full OUT)	Setting Description	Tuning Tips
1	Soft Compression	Maximum wheel traction and bump compliance. If setting is too soft, you may bottom often on square-edged hits and G-outs.
8 (Factory setting)	**Average Compression**	

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 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

[Learn how to use the FOX High Pressure Pump]

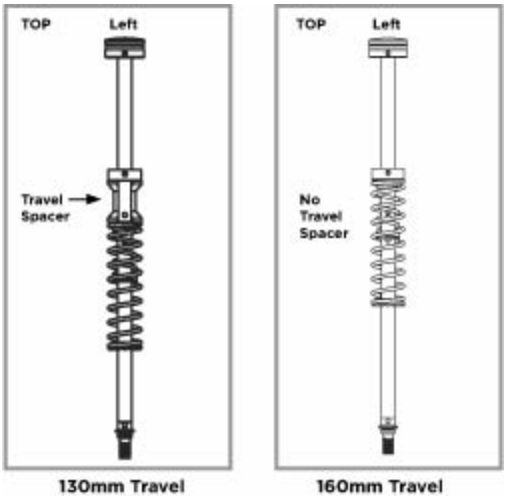
Supplies Required		
Quantity	**Part Number**	**Part Name**
1	025-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	025-03-002-A	5cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	FLOAT Forx Air Piston Seal Kit (optional)

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.

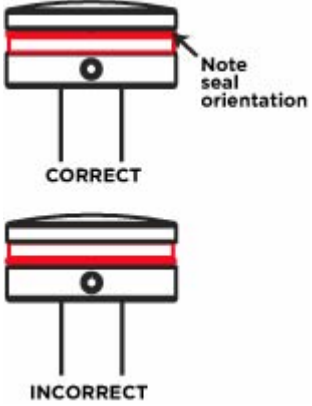
   Note: Spacers snap onto the air shaft between the negative spring guide and topout plate, as shown in the travel spacer orientation drawing below.

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

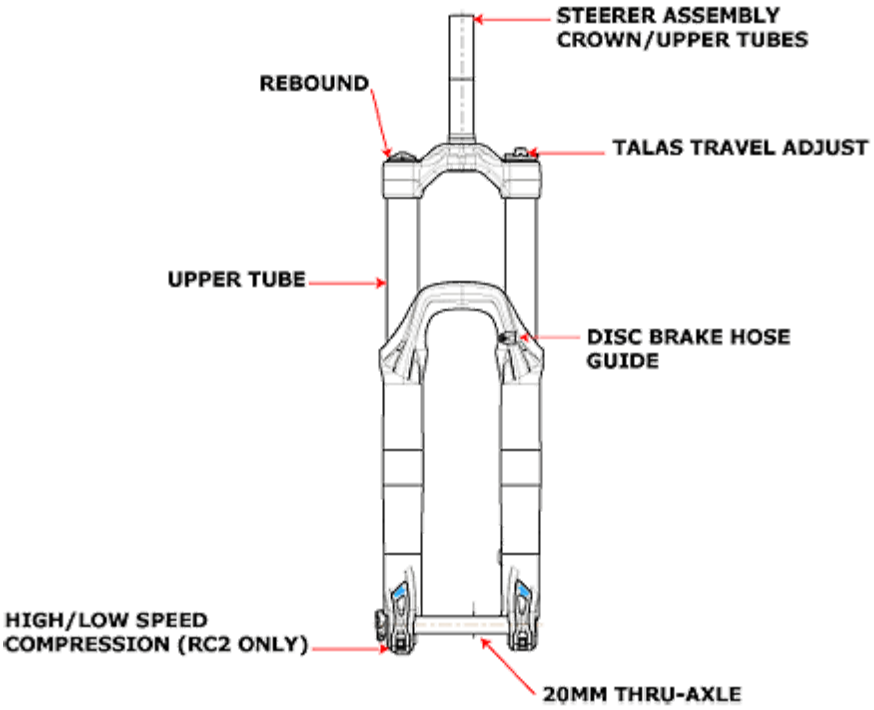


WHEREVER YOU RIDE.

Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

36 TALAS RC2 & R

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Adjusting High-Speed Compression | Adjusting Low-Speed Compression | Changing Travel | Service Intervals | Important Safety Information



weight	**RC2**: 5.08 lbs. / 2.30 kg **R**: 4.99 lbs. / 2.26 kg
travel	6.3 in. / 160 mm 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. Clicking on the link above will take you to a new page.

Before You Ride

1. Check that the 20mm 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. **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.

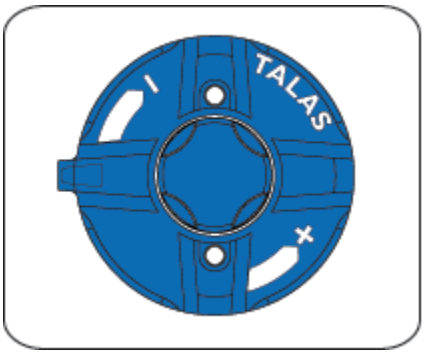
Setting Sag

You can also view a Flash video on 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.

   Note: 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.
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**

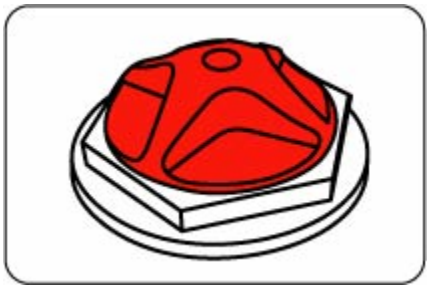
100 mm (4")	15mm (1/2")	20mm (3/4")
130 mm (5")	20mm (3/4")	32mm (1.25")
160 mm (6.3")	20mm (3/4")	40mm (1.5")

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 5psi increments
Too little sag	(-) air pressure in 5psi increments
Excessive bottoming	(+) air pressure in 5psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5psi increments

Adjusting Rebound

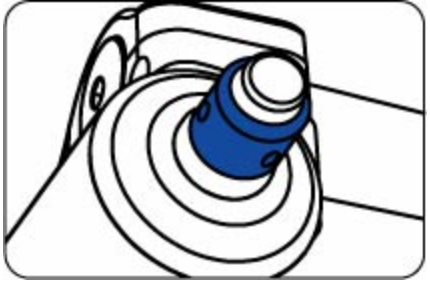
The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, 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)

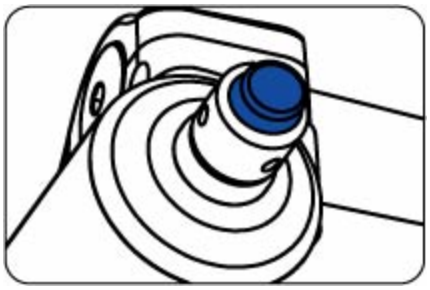
High-speed compression damping controls the force it takes to move the fork through its travel and how the wheel reacts to a bump. This adjuster rotates to stops at each end and has 15 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob 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**	
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.

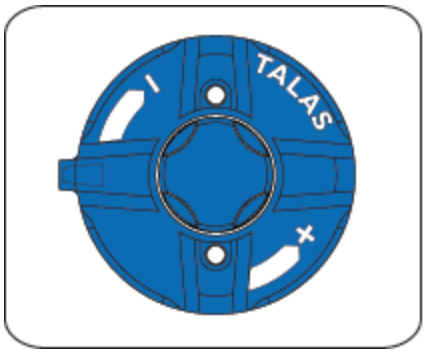
Hydraulic Bottom-Out System

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 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.



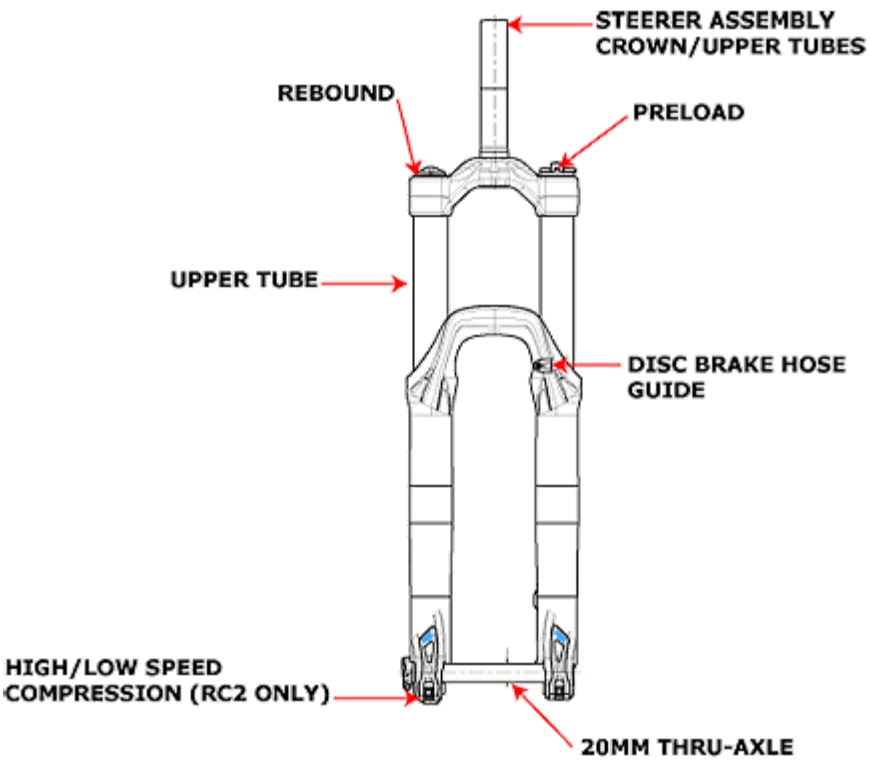
For safety reasons, it is recommended that travel adjustment be done while off the bike. If necessary, travel can be adjusted on-the-fly (be careful when using this "extreme" travel adjusting method), which can be handy right before a grueling climb or steep descent.

WHEREVER YOU RIDE.

Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

36 VAN RC2 & R

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Adjusting High-Speed Compression | Adjusting Low-Speed Compression | Changing the Coil Spring | Service Intervals | Important Safety Information



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 R	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. Clicking on the link above will take you to a new page.

Before You Ride

1. Check that the 20mm 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. **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

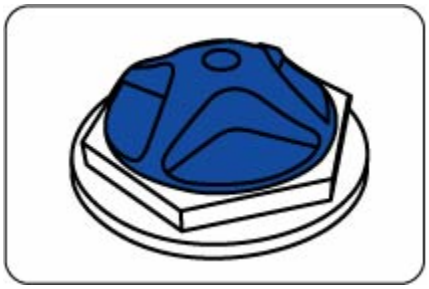
You can also view a Flash video on Setting Sag.

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")	24mm (15/16")	40mm (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

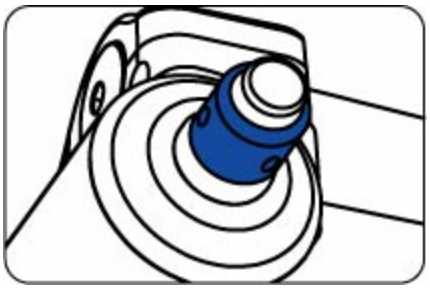
The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, 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
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)

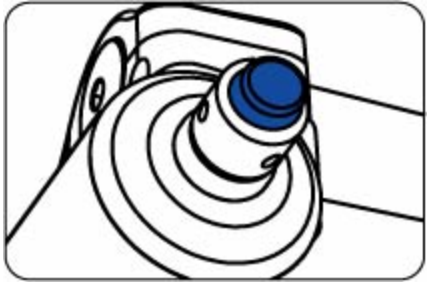
High-speed compression damping controls the force it takes to move the fork through its travel and how the wheel reacts to a bump. This adjuster rotates to stops at each end and has 15 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob 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**	
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 32mm 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 the 40

1. **Verifying the Total Stack Height:**

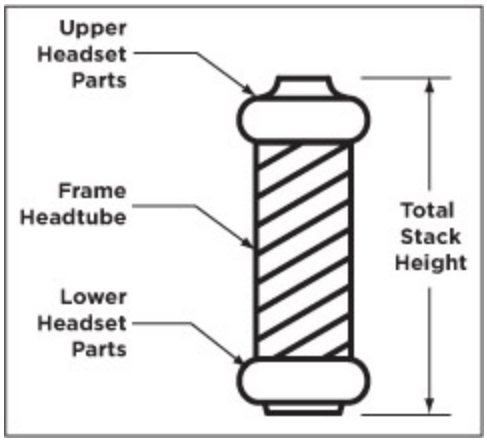
Note: The 40 direct mount crown requires a total stack height range from 105 mm to 166.8 mm.

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.

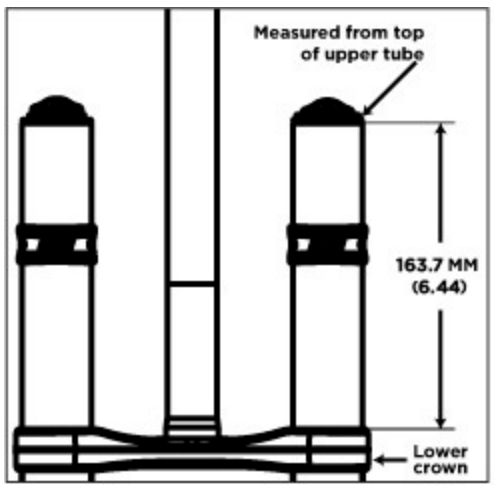
Figure 1: 40 Headset Stack Height



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*). 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.

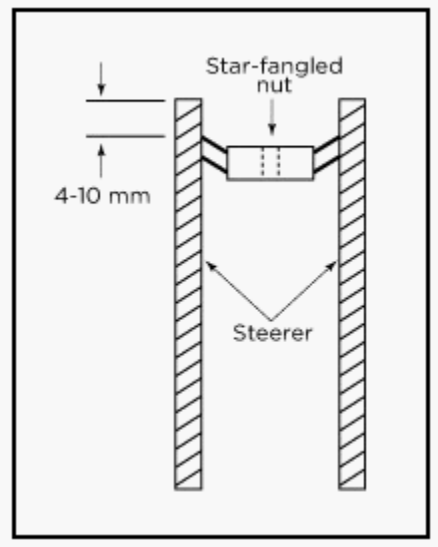
Warning! Do not cut the steerer more than three (3) mm below the uppermost installed part. If the steerer length is mistakenly cut too short, it MUST BE REPLACED! Using a fork with clamped steerer engagement that is too short can lead to sudden fork failure, which can cause irrecoverable loss of control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

Figure 3: Star-fangled Nut Installation Depth



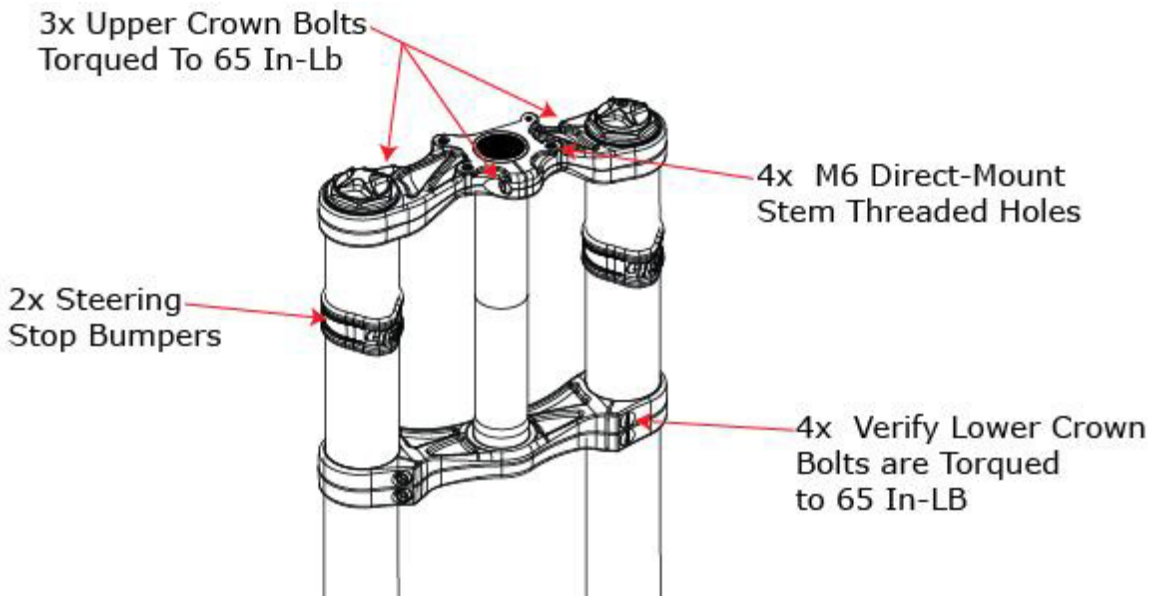
b. Install one steering stop bumper onto each upper tube and place midway on the upper tube (see *Figure 4: 40 Upper Crown Installation*).

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*).

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 (see *Figure 4: 40 Upper Crown Installation*).

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.

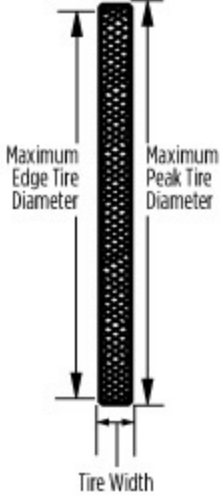
With the tire installed and inflated on the rim, measure the following three dimensions:

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

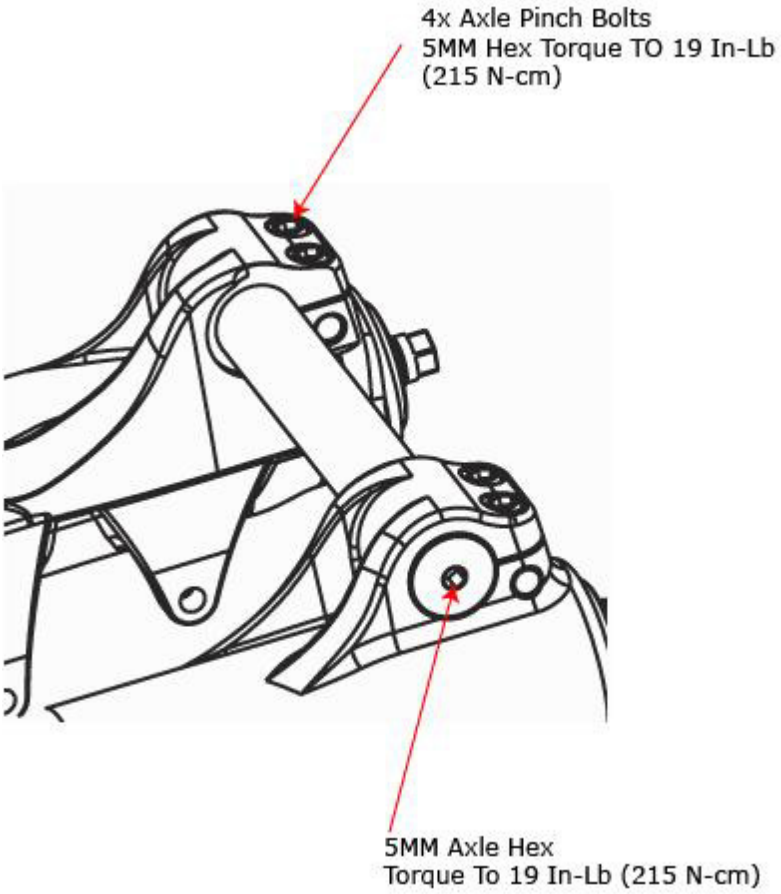
Figure 5: Proper Tire Diameter



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:

a. Loosen the four (4) axle pinch bolts on the lower leg with a 5 mm hex key wrench.

b. Using a 5 mm hex key wrench, turn the axle counter-clockwise to loosen and remove.

c. Install the front wheel into the dropouts and install the axle into the lower leg.

d. 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 (see *Figure 6: 40 Axle Clamps*).

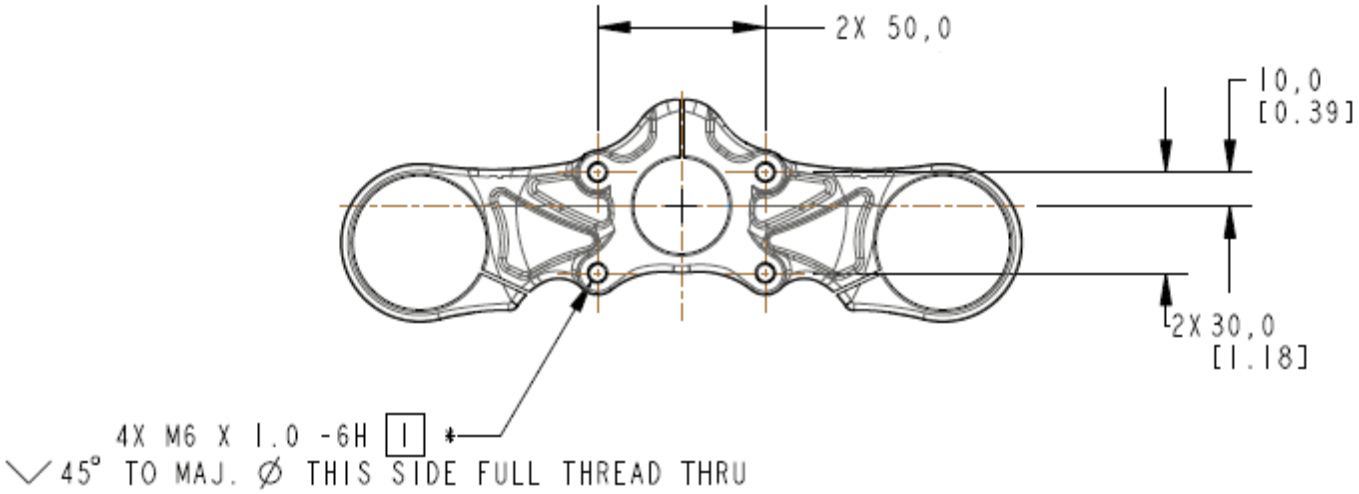
e. Tighten the two left side (from the seated rider's perspective) dropout pinch-bolts to 19 in-lb (215 N-cm) torque.

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.

Warning! 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 9: 40 Disc Brake Hose Guide Routing* below.
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

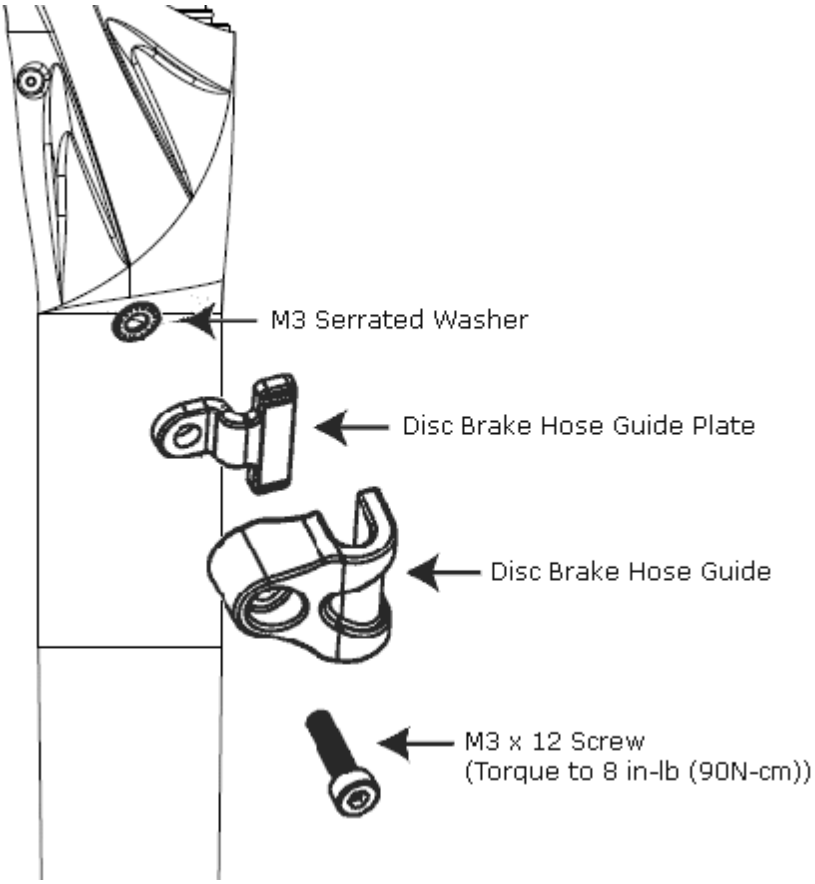
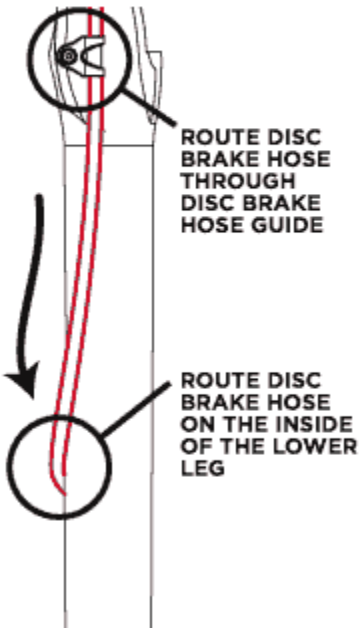


Figure 9: 40 Disc Brake Hose Guide Routing

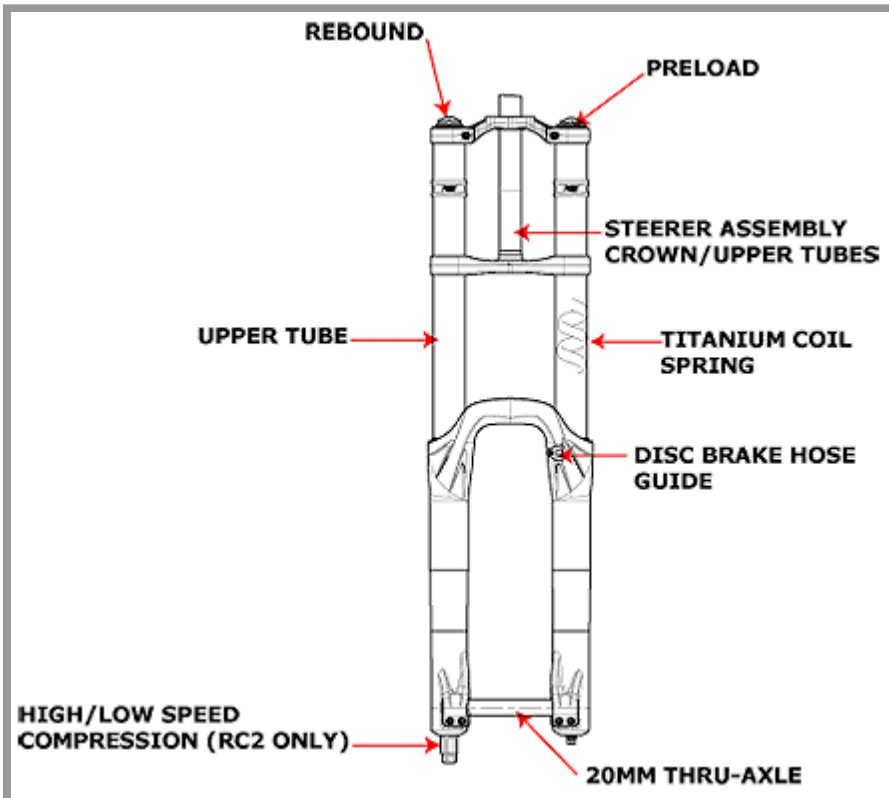


WHEREVER YOU RIDE.

Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information

40 RC2

Installing Your Fork | Before You Ride | Setting Sag | Adjusting Rebound | Adjusting High-Speed Compression | Adjusting Low-Speed Compression | Changing the Coil Spring | Changing Travel | Changing Oil | Service Intervals | Important Safety Information



weight	6.83 lbs. / 3.09 kg
travel	8 in. / 203 mm, adjustable in ½-inch increments
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. Clicking on the link above will take you to a new page.

Before You Ride

1. Check that the 20mm 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. **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

You can also view a Flash video on Setting Sag.

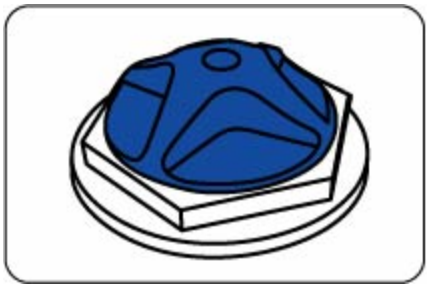
To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15 – 25% of total fork travel.

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

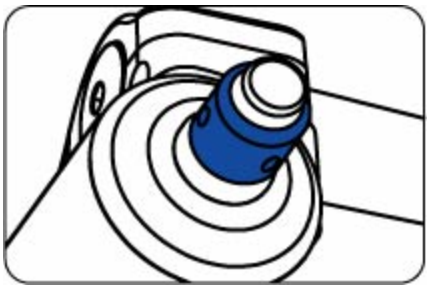
The rebound knob (shown below) is located on the top of the right fork leg, and has 15 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound. As a starting point, 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

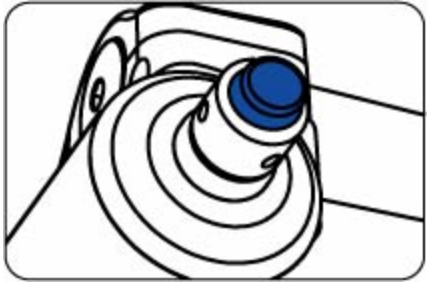
High-speed compression damping controls the force it takes to move the fork through its travel and how the wheel reacts to a bump. This adjuster rotates to stops at each end and has 15 clicks of adjustment. It is set from the factory at 8 clicks out from the full closed (clockwise) position. The knob 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

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
1	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	
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 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 (three (3) spacers for 8 in./203 mm travel, two (2) for 7.5 in./190 mm travel, one (1) for 7 in./178 mm travel, zero (0) for 6.5 in./165 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 travel spacers, then torque the top cap to 165 in-lbs (1864 N-cm).
7. Measure and set sag. Re-adjust the preload topcap adjustment if necessary.

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.

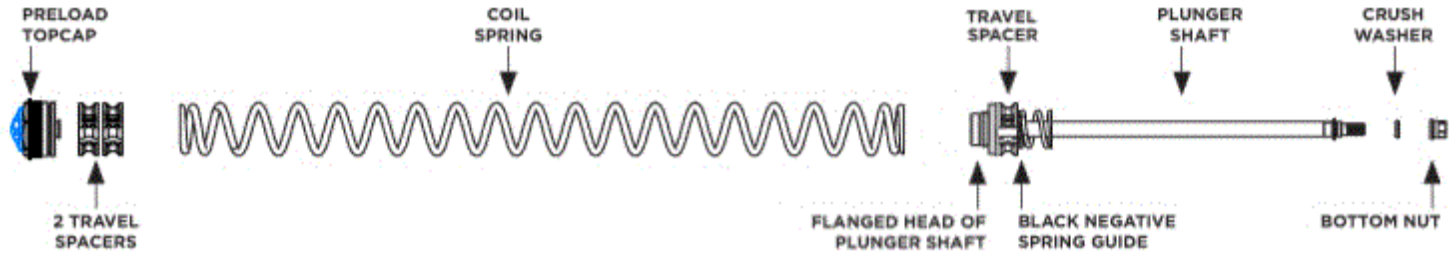
The following tools and supplies will be needed: A 32 mm 6-point socket, 10 mm open end wrench or socket, torque wrench, plastic hammer, oil drain pan, clean dry lint-free towels, measuring container, as well as the following:

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 (3 spacers on top of spring for 8", 2 spacers on top of spring for 7.5", 1 spacer for 7", 0 spacers on top for 6.5").
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 50 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 movement in the fork or if it makes strange noises, disassemble the fork and check that all three 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, plastic hammer, small screwdriver, oil drain pan, clean dry lint-free towels, as well as the following:

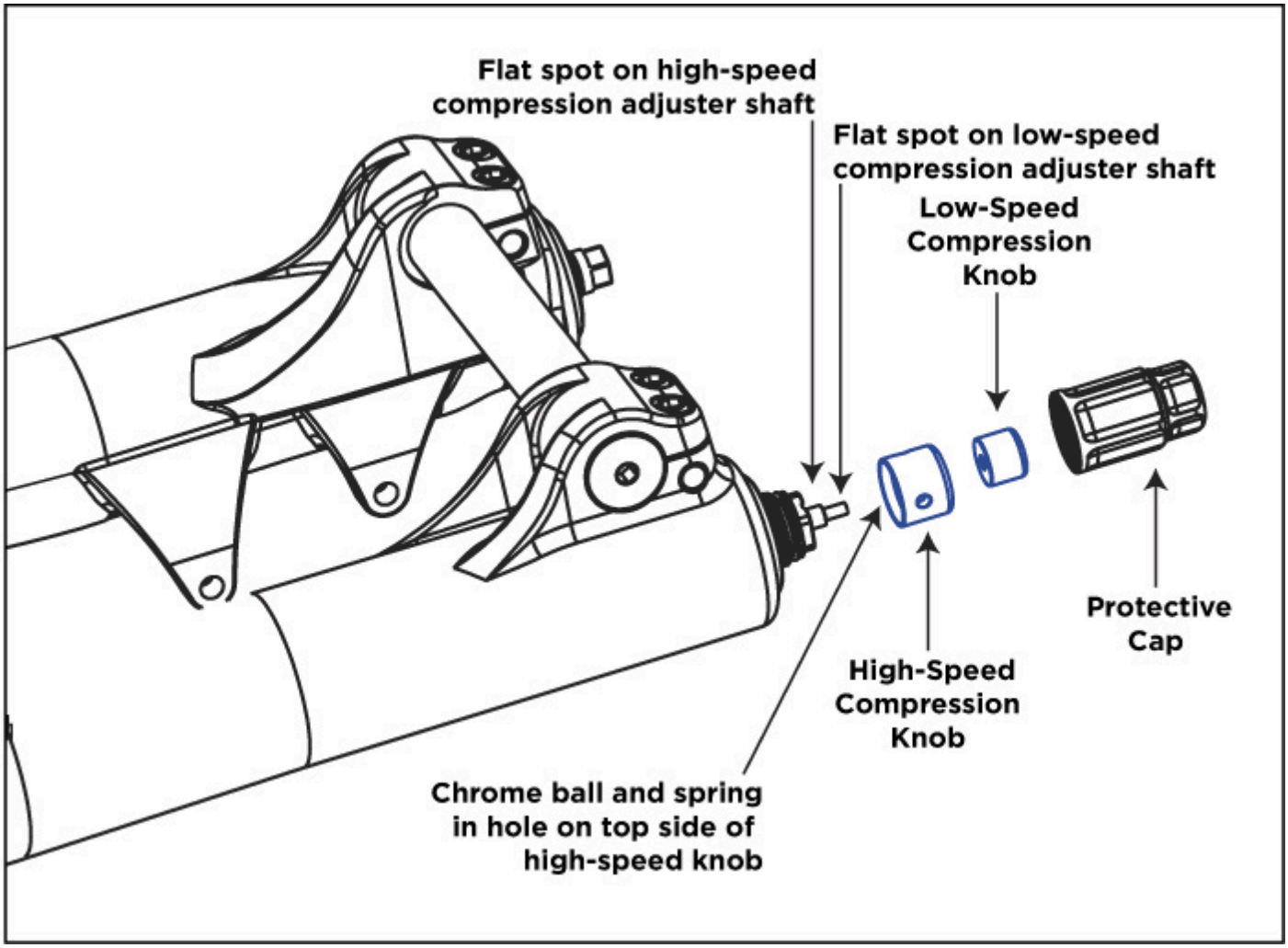
Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7 wt.)
1	241-01-002-C	8 mm Crush washer
1	241-01-011	13 mm Crush Washer

An oil change with the FOX 40 RC2 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 cartridge.

Caution! Do not attempt to disassemble the FOX 40 RC2 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:** 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. Using a 2 mm hex key wrench, unscrew the set-screw approximately two turns and remove the high-speed compression adjuster knob.

Note: 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:** 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, reinstall 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!

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40 Installation Video

You must have the Flash player plug-in installed on your computer to view the video below. If you are not able to play the video for any reason, you can view a slide by slide version in PDF format.

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Oil Volumes - Forks

= FOX Float Fluid = FOX 7 wt. = FOX 10 wt.

2002-2010 Fork Oil Volume Sheet

Fork Models	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
2007-2009 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
2007-2009 F80 (RL, RLC & X dampers)	FOX 7 wt.	Damper	150.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2010 F80 (FIT RL, RLC & Remote dampers)	FOX 10 wt.	Damper	24.0
		Damper-side Oil Bath	20.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2010 F80 (Open-bath RL, RLC & Remote dampers)	FOX 10 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
2007-2009 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
2007-2009 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
2010 F100 & F90 (FIT RL, RLC & Remote dampers)	FOX 10 wt.	Damper	27.2
		Damper-side Oil Bath	20.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2010 F100 & F90 (Open-bath RL, RLC & Remote dampers)	FOX 10 wt.	Damper	155.0
		Spring-side Oil Bath	20.0
	FOX Float Fluid	Air Chamber	5.0
2008-2009 F29 100 & 80 (RL, RLC & Remote dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 F29 100 & 80 (FIT RL & RLC dampers)	FOX 10 wt.	Damper	33.6
		Damper-side Oil Bath	30.0

		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 F29 100 & 80 (Open-bath RL & Remote dampers)	FOX 10 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2009 F29 120 (RL, RLC dampers)	FOX 7 wt.	Damper	165.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 F29 120 (FIT RL & RLC dampers)	FOX 10 wt.	Damper	35.2
		Damper-side Oil Bath	30.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 F29 120 (Open-bath RL & Remote dampers)	FOX 10 wt.	Damper	165.0
		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
2007-2009 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
2007-2009 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
2010 F120 (FIT RL, RLC & Remote dampers)	FOX 10 wt.	Damper	30.4
		Damper-side Oil Bath	30.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 F120 (Open-bath RL & Remote dampers)	FOX 10 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
2010 Float 130 & 140 (FIT RL & RLC dampers)	FOX 10 wt.	Damper	33.6
		Damper-side Oil Bath	30.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 Float 130 & 140 (Open-bath RL & RLC dampers)	FOX 10 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 Float 150 (FIT RL & RLC dampers)	FOX 10 wt.	Damper	35.2
		Damper-side Oil Bath	30.0
		Spring-side Oil Bath	30.0
	FOX Float Fluid	Air Chamber	5.0
2010 Float 150 (Open-bath RL & RLC dampers)	FOX 10 wt.	Damper	165.0

		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	135.0
		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	160.0
	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	160.0
		Spring-side Oil Bath	10.0
	FOX Float Fluid	IFP Chamber	3.0
		Main Chamber	5.0
		Neg Chamber	3.0
2009 TALAS 140 (R damper)	FOX 10 wt.	Damper	160.0
	FOX 7 wt.	Spring-side Oil Bath	10.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2009 TALAS 140 (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
2010 TALAS 140 (FIT RL & RLC dampers)	FOX 10 wt.	Damper	33.6
		Damper-side Oil Bath	30.0
		Spring-side Oil Bath	10.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2010 TALAS 140 (Open-bath R & RL dampers)	FOX 10 wt.	Damper	160.0
		Spring-side Oil Bath	10.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2009 TALAS 150 (RL, RLC dampers)	FOX 7 wt.	Damper	165.0
		Spring-side Oil Bath	10.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2010 TALAS 150 (FIT RL & RLC dampers)	FOX 10 wt.	Damper	35.2
		Damper-side Oil Bath	30.0

		Spring-side Oil Bath	10.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2010 TALAS 150 (Open-bath R & RL dampers)	FOX 10 wt.	Damper	165.0
		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
2007-2009 Vanilla 140 (R damper)	FOX 10 wt.	Damper	160.0
	FOX 7 wt.	Spring-side Oil Bath	30.0
2007-2009 Vanilla 140 (RL, RLC dampers)	FOX 7 wt.	Damper	160.0
		Spring-side Oil Bath	30.0
2010 Vanilla 140 (FIT RL & RLC dampers)	FOX 10 wt.	Damper	35.2
		Damper-side Oil Bath	30.0
		Spring-side Oil Bath	30.0
2010 Vanilla 140 (Open-bath R & RL dampers)	FOX 10 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 (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
2010 36 TALAS (RC2 damper)	FOX 10 wt.	Damper	100.0
		Damper-side Oil Bath	25.0
		Spring-side Oil Bath	15.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2010 36 TALAS (Open-bath R damper)	FOX 10 wt.	Damper	155.0
		Spring-side Oil Bath	15.0
	FOX Float Fluid	Main Chamber	3.0
		Neg Chamber	3.0
2007-2009 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
2010 36 FLOAT 160 (RC2 damper)	FOX 10 wt.	Damper	100.0
		Damper-side Oil Bath	25.0
		Spring-side Oil Bath	25.0
	FOX Float Fluid	Air Chamber	5.0
2010 36 FLOAT 160 (Open-bath R damper)	FOX 10 wt.	Damper	155.0
		Spring-side Oil Bath	25.0
	FOX Float Fluid	Air Chamber	5.0
2006-2009 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
2010 36 VAN (R and RC2 dampers)	FOX 10 wt.	Damper	100.0
		Damper-side Oil Bath	25.0
		Spring-side Oil Bath	25.0
2005-2009 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
2010 40 (R and RC2 dampers)	FOX 10 wt.	Damper	122.0
		Damper-side Oil Bath	50.0
		Spring-side Oil Bath	50.0

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