OWNER'S MANUALS

FORK- 2026 38MM

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Before You Ride

MAKE SURE THAT YOUR FORK IS READY TO RIDE

1. Check that quick-release levers and axle pinch bolts of the bike are properly adjusted and tightened.
2. Inspect the entire exterior of your fork. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX for further inspection and repair.
3. Check your headset adjustment. If loose, adjust it accordingly to your bicycle manufacturer's recommendations.
4. Check that all brake cables or hoses are properly fastened.
5. Test the proper operation of your front and rear brakes on level ground.
6. Before every race or ride, clean the outside of your fork with only mild soap and water, and wipe dry with a soft dry rag. Do not spray water directly into the seal/upper tube junction. Do not use a high pressure washer on your fork.

Mounting Disc Brakes

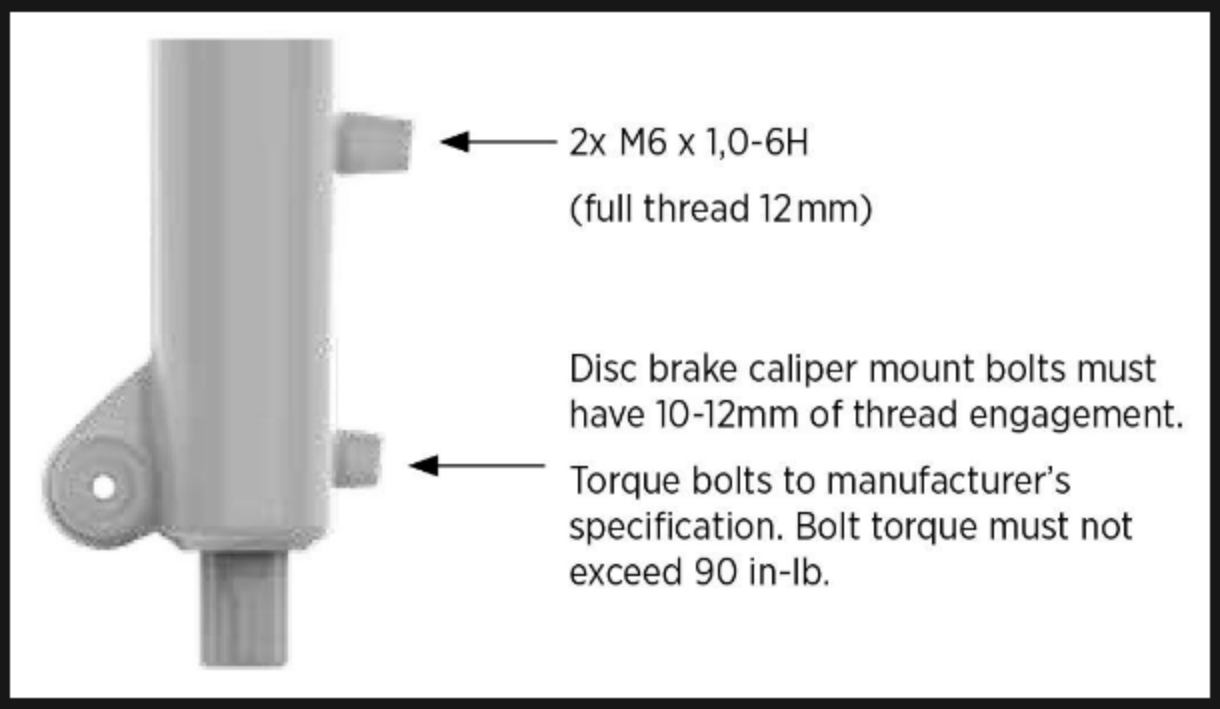
⚠ WARNING: Follow your brake manufacturer's installation instructions for proper installation and adjustment of the brake system. Failure to properly install and adjust your brakes can lead to a loss of control of the bicycle which can result in SERIOUS INJURY OR DEATH.

The 38mm FLOAT forks use 180mm Post Mounts that allow you to bolt your caliper directly to the fork and utilize a 180mm rotor. This post mount eliminates the need for a caliper adaptor when using the most common 180mm rotor size for forks with these amounts of travel, which saves overall system weight.

If your current 180mm brake setup came with bolts and a caliper spacer, you may need to source shorter bolts as you will not need a caliper spacer when using a 180mm rotor.

If using a 203mm-230mm rotor, you will need to source the appropriate caliper spacer and bolts. Contact the brake manufacturer for further information.

Some Rhythm forks also use 180mm Post Mounts that allow you to bolt your caliper directly to the fork and utilize a 180mm rotor. Maximum rotor size for Rhythm forks is 205mm.



Installing the Front Wheel (15mm or 20mm Pinch Axle)

INSTALL YOUR WHEEL CORRECTLY TO BENEFIT FROM THE FLOATING AXLE

15QR INSTALLATION:

1. Loosen the pinch bolt, then install the front wheel into the fork dropouts. Slide the axle through the drive side dropout and hub.

2. Open the axle lever and pinch bolt.

3. Turn the axle clockwise 5-6 complete turns into the axle nut.

4. Close the lever. The lever must have enough tension to leave an imprint on your hand.

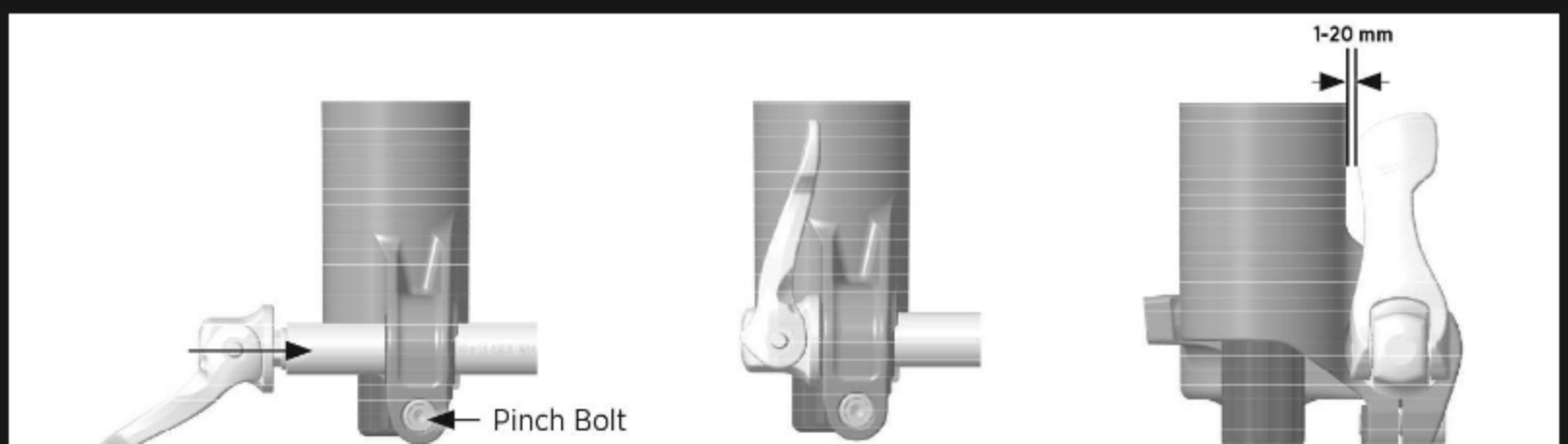
5. The closed lever position must be between 1-20 mm in front of the fork leg.

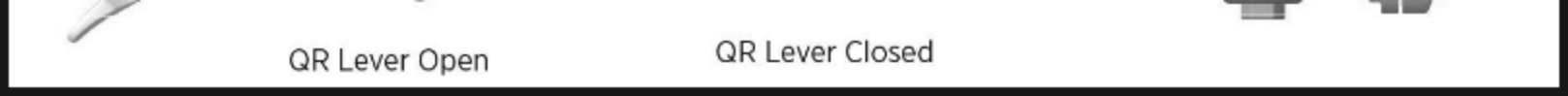
6. If the lever does not have enough tension, or has too much tension when closed at the recommended position (1-20 mm in front of the fork), see the next section for adjustment instructions.

7. Compress the fork a couple of times to ensure that the lower leg has settled into its low-friction point.

8. Tighten the pinch bolt on the drive side dropout to 5.1 Nm (45 in-lb) torque.

IMPORTANT: You will only need to tighten the pinch bolt during your first wheel installation. After tightening the pinch bolt, you may remove the QR axle and replace it without loosening or retightening the pinch bolt. If you are changing wheels or hubs, it is likely that the pinch bolt will need to be adjusted by following these installation instructions starting at step 1.





ADJUSTING THE QR:

1. Note which direction the axle lever needs to turn to achieve proper orientation.

2. Open the axle lever in the fork.

3. While holding the QR lever open and stationary so it cannot rotate, use a 4 mm hex wrench in the center of the end of the axle to adjust the lever position. With the 4 mm adjuster set properly, you should start to feel tension in the axle when the QR lever is 90 degrees before full closure in the vertical position.

4. Repeat the axle installation instructions to verify proper installation and adjustment.

KABOLTX INSTALLATION:

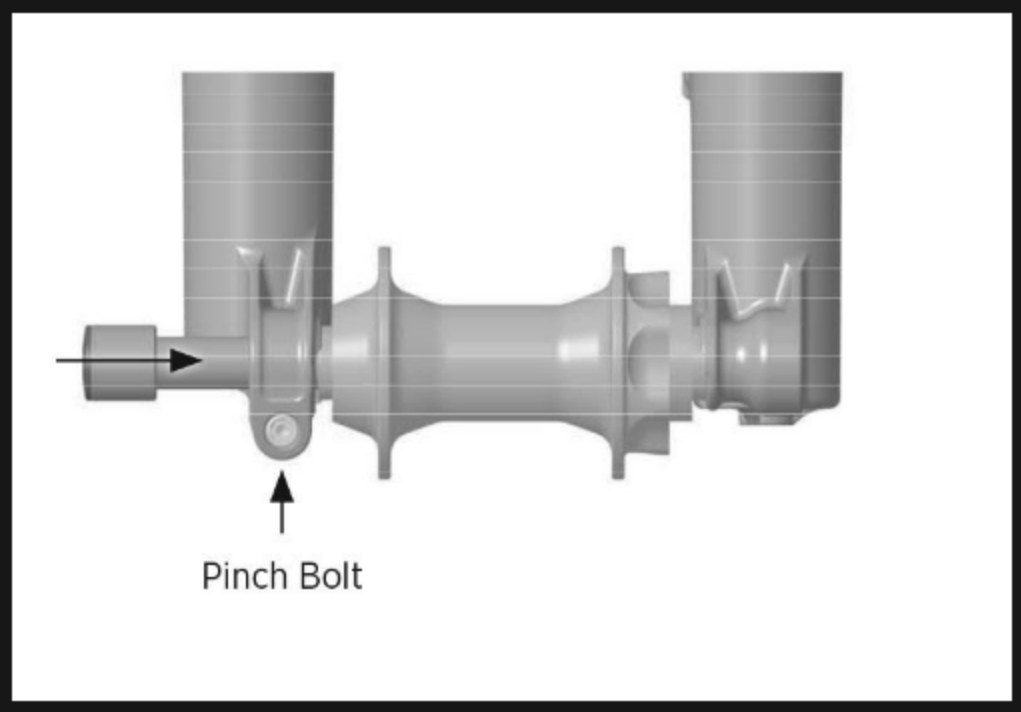
NOTE: KaboltX is only compatible with the 2022+ 36 and 38 forks.

1. Loosen the pinch bolt, then install the front wheel into the fork dropouts. Slide the KaboltX axle through the drive side dropout and hub.

2. Use a 6 mm hex wrench to torque the KaboltX axle clockwise to the torque specification that is etched on the head of the Kabolt.

3. Compress the fork a couple of times to ensure that the lower leg has settled into its low-friction point.

4. Tighten the pinch bolt on the drive side dropout to 5.1 Nm (45 in-lb) torque.



Setting Fork Air Pressure

2026 38 FLOAT/E-Bike+ maximum air pressure is 140psi (9.6 bar)

2026 38 Rhythm maximum air pressure is 120 psi (8.3 bar)

NOTE: Pressure measured at an ambient temperature of 70-75F. Normal operating temperature range for FOX products is 20-140F.

Depending on variables such as riding style, terrain, bike geometry, etc, you may find that you can only achieve proper sag and ride performance with up to 10psi over or under the recommended value in the suggested starting pressure chart below. Feel free to experiment with fork air pressures using the information below as a guide.

SAG SHOULD BE SET TO 15 - 20% OF TOTAL FORK TRAVEL

To achieve the best performance from your FOX suspension, adjust the air pressure to attain your proper sag setting. Sag is the amount your suspension compresses under your weight and riding gear. Sag range should be set to 15–20% of total fork travel.



1. Unscrew the air cap on top of the left fork leg counter-clockwise to expose the Schrader valve.
2. Attach a FOX High Pressure Pump to the Schrader valve.
3. Pump your fork to the appropriate pressure as listed in the 'Suggested starting points for setting sag' table below, then remove the pump.
4. Using your forks sag setting o-ring on the left upper tube (or temporarily install a zip tie to the upper tube), slide the o-ring (or zip tie) down against the fork dust wiper.
5. Make sure that your compression adjusters are in the Open position
    - Rotate the compression lever to the Open mode (fully counter-clockwise).
    - If you have a 3-Position Remote fork, set the fork to Open mode.
    - If you have LSC or HSC/LSC adjust, make sure all adjusters are open (fully counter-clockwise.
6. Dressed to ride (including a filled hydration pack, if you use one), position your bike next to a wall or table to support yourself. Mount your bicycle. Assume your riding position for at least 10 seconds, allowing the suspension to fully settle. Make sure you distribute your weight evenly between the saddle, handlebars and pedals.
7. While in your riding position, slide the o-ring (or zip tie) down against the fork dust wiper.
8. Dismount your bike without bouncing, to avoid further moving the o-ring or zip tie. Measure the distance between the dust wiper and the o-ring or zip tie. This is your sag measurement. Suggested sag measurements are listed in the table below.
9. Add or remove air pressure until your sag measurement is between 15-20% of your forks total travel.
10. Repeat steps 2-8 and recheck sag measurement.
11. When sag measurement is correct, screw the air cap on clockwise until snug.

SUGGESTED SAG MEASUREMENTS		
Travel	15% sag (Firm)	20% sag (Plush)
130mm/ 5.1 in	20mm/ 0.8 in	26mm/ 1.0 in
140mm/ 5.5 in	21mm/ 0.8 in	28mm/ 1.1 in
150mm/ 5.9 in	23mm/ 0.9 in	30mm/ 1.2 in
160mm/ 6.3 in	24mm/ 0.9in	32mm/ 1.3 in
170mm/ 6.7 in	25mm/ 1.0 in	34mm/ 1.3 in
180mm/ 7.1 in	27mm/ 1.1 in	36mm/ 1.4 in

Suggested Starting Points For Setting Sag 38mm					
Rider Weight (lbs)	Rider Weight (kgs)	FLOAT Pressure (psi)	FLOAT E-Bike+ Pressure (psi)	RHYTHM Pressure (psi)	RHYTHM E-Bike+ Pressure (psi)
120-130	54-59	72	81	59	54
130-140	59-64	76	85	63	58
140-150	64-68	80	89	67	62
150-160	68-73	84	93	72	67
160-170	73-77	89	98	76	71
170-180	77-82	93	102	80	75
180-190	82-86	97	106	84	79
190-200	86-91	102	111	88	83
200-210	91-95	106	115	92	87
210-220	95-100	110	119	97	92
220-230	100-104	114	123	101	96
230-240	104-109	119	128	105	100
240-250	109-113	123	132	109	104

Adjusting Rebound

REBOUND CONTROLS HOW FAST THE FORK EXTENDS AFTER COMPRESSING

The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require more rebound damping.



Use your air pressure to find your rebound setting. Turn your rebound knob to the closed position (full clockwise) until it stops. Then back it out (counter-clockwise) to the number of clicks shown in the table below.

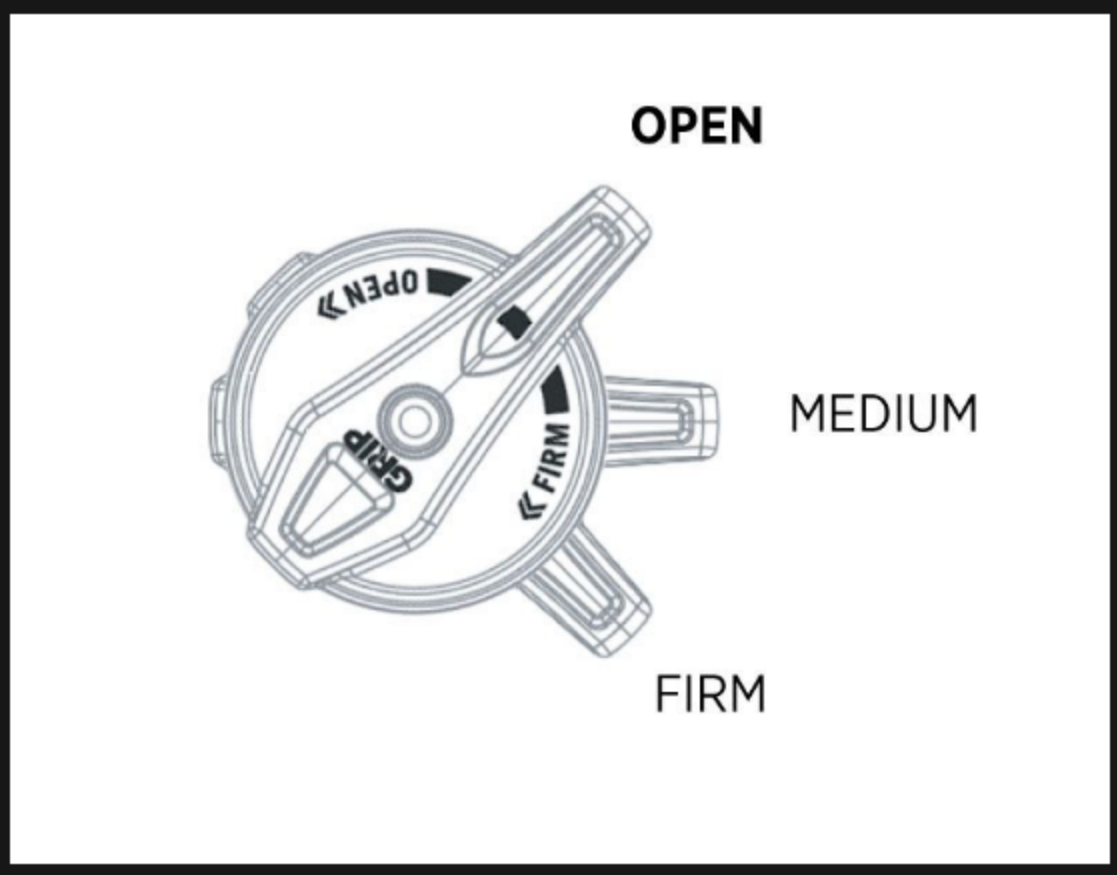
Rider Weight (lbs)	Rider Weight (kgs)	38 GRIP	38 GRIP X	38 GRIP X2	
				LSR	HSR
120-130	54-59	13	16	9	8
130-140	59-64	12	14	8	7
140-150	64-68	11	12	7	7
150-160	68-73	10	10	7	6
160-170	73-77	9	9	7	6
170-180	77-82	8	8	7	5
180-190	82-86	7	7	6	4
190-200	86-91	6	6	5	4
200-210	91-95	5	5	4	3
210-220	95-100	4	4	3	2
220-230	100-104	3	3	3	1
230-240	104-109	2	2	2	0
240-250	109-113	1	1	1	0

Adjust rebound until when tested, the fork returns quickly but does not top out.

Top out is felt when a fork fully extends too quickly and comes to an abrupt stop when it reaches full extension (you will hear/feel a small noise). Top out should be avoided through proper rebound setting.

Adjusting GRIP Compression Damping

The 3-Position Micro Adjust lever is useful to make on-the-fly adjustments to control fork performance. Use the positions between the OPEN, MEDIUM, and FIRM modes to fine-tune your compression damping.



Adjusting Grip X Compression Damping

High-speed compression adjustment is useful to control fork performance during bigger hits, landings, and square-edged bumps.

Low-speed compression adjustment is useful to control fork performance during rider weight shifts, G-outs, and other slow inputs.

Turn your compression adjusters to the closed position (full clockwise) until they stop. Then back them out (counterclockwise) 10 clicks each for High-speed and Low-speed compression.

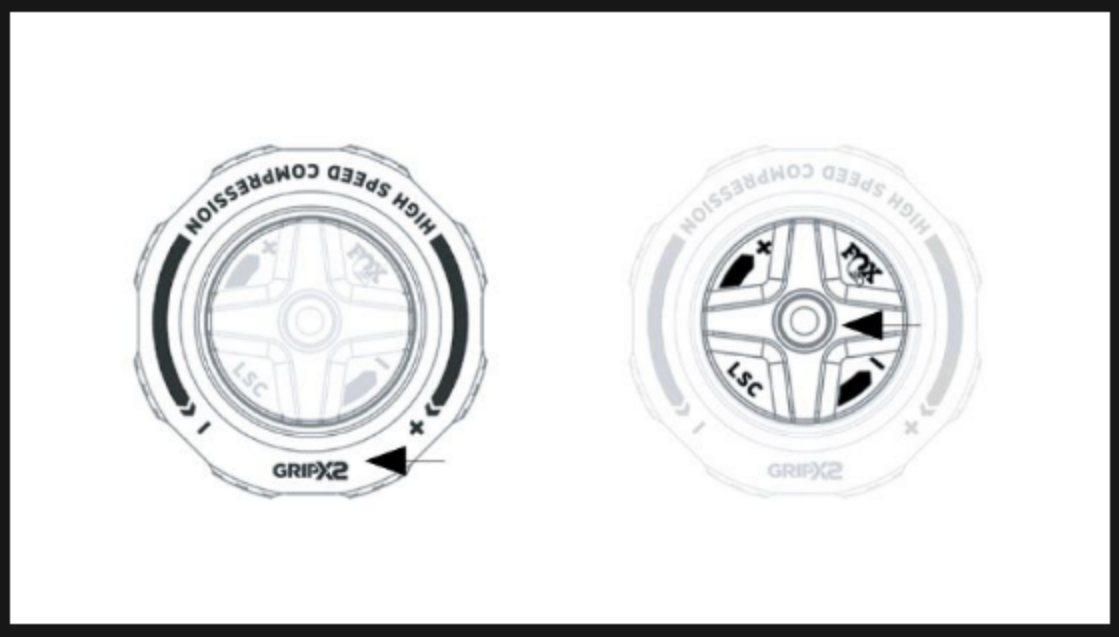


Adjusting Grip X2 Compression Damping

High-speed compression adjustment is useful to control fork performance during bigger hits, landings, and square-edged bumps.

Low-speed compression adjustment is useful to control fork performance during rider weight shifts, G-outs, and other slow inputs.

Turn your compression adjusters to the closed position (full clockwise) until they stop. Then back them out (counterclockwise) 5 clicks for High-speed and 10 clicks for Low-speed compression.



Remote Installation

The remote can either be installed under the handlebar on the non-drive side, where a front shifter would typically be placed, or installed above the handlebar on the drive side. The remote can be used with two cables to control forks and shocks simultaneously.

GRIP/GRIP X DAMPERS (PUSH-TO-LOCK)

1. Install the remote lever onto your handlebar. Do not exceed 1.7 N•m (15 in-lb). Less torque may be needed for carbon bars. Refer to the handlebar manufacturer's instructions for use with carbon bars. Make sure to check for clearance between the remote lever and any brake or shifter controls.

2. Route the cable housing from the fork topcap, around the rear of the crown, to the remote lever and cut to length. Install a ferrule on the end of the housing at the remote lever and at the fork topcap.

3. Install a short piece of housing with one ferrule between the in-line barrel adjuster and the remote lever body.

4. Push the larger remote lever to its actuated position, this is FIRM mode. Make sure that the cable head is completely seated in the remote lever.

5. Use a 5 mm hex wrench to turn the remote pulley clockwise to approximately 0.56 N•m (5 in-lb). While holding the 5 mm hex and pulley in this position, push on the fork to see if the blow off force is sufficient for your preference. Adjust the pulley clockwise for more FIRM mode force, counter-clockwise for less FIRM mode force until you find your desired setup. Note the position of the pulley set screw for your desired setup.

6. With all cable housing fully seated and no slack in the system, lightly lubricate the inner cable and thread it through the cable housing and around the fork remote pulley. With the 5 mm hex wrench still holding the remote pulley in the position for your desired FIRM mode force (from Step 5), tighten the pinch bolt to 1.13 N•m (10 in-lb).

7. Release the 5 mm hex wrench from the remote pulley. Test the remote actuation to make sure it is functioning properly. Then cut off the excess inner cable and crimp the end.

8. The in-line barrel adjuster may be used to change the lockout blow-off force. Clockwise barrel adjustment increases blow-off force, while counter-clockwise adjustment decreases blow-off force.

GRIP/GRIP X DAMPERS (PUSH-TO-UNLOCK)

1. Install the remote lever onto your handlebar. Do not exceed 1.7 N•m (15 in-lb). Less torque may be needed for carbon bars. Refer to the handlebar manufacturer's instructions for use with carbon bars. Make sure to check for clearance between the remote lever and any brake or shifter controls.

2. Route the cable housing from the fork topcap, around the rear of the crown, to the remote lever and cut to length. Install a ferrule on the end of the housing at the remote lever and at the fork topcap.

3. Install a short piece of housing with one ferrule between the in-line barrel adjuster and the remote lever body.

4. Leave the actuation lever in its un-actuated position, this is FIRM mode. Make sure that the cable head is completely seated in the remote lever.

5. Note that the Push-to-Unlock damper is in FIRM mode by default. Push on the fork to see if the FIRM mode blow off force is sufficient for your preference. If so move to Step 6. If not, use a 5 mm hex on the pulley to adjust the pulley slightly (clockwise for more FIRM mode force, counter-clockwise for less FIRM mode force) to find your desired setup.

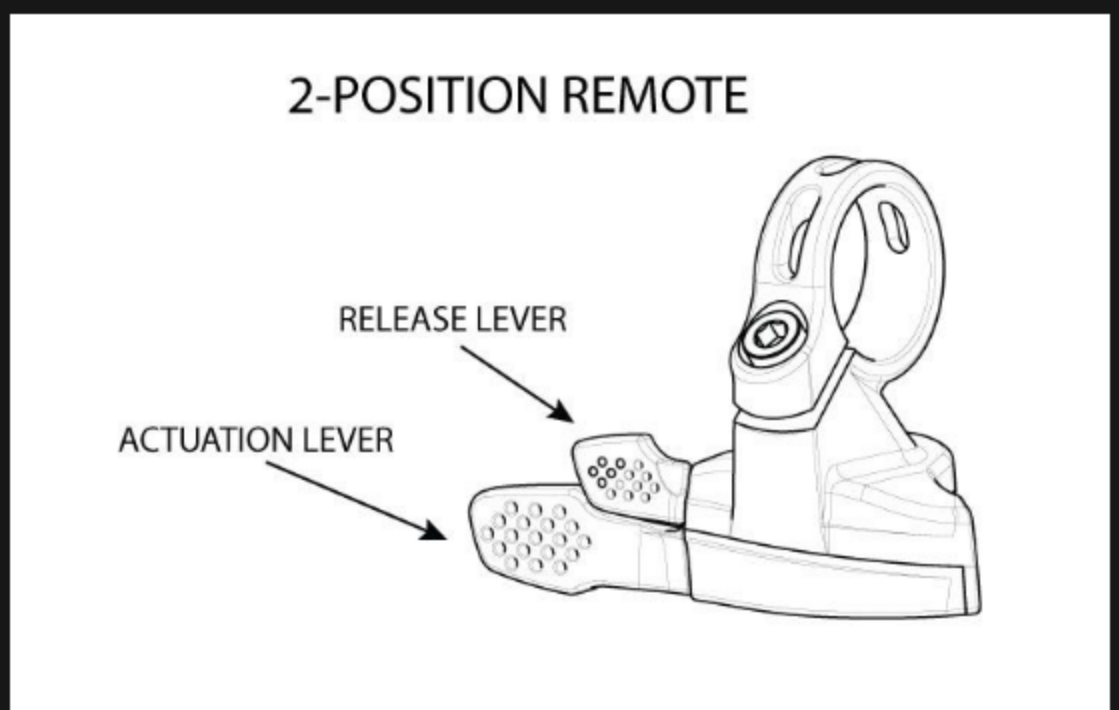
6. With all cable housing fully seated and no slack in the system, lightly lubricate the inner cable and thread it through the cable housing and around the fork remote pulley. If needed (from Step 5), with the 5 mm hex wrench still holding the remote pulley in the position for your desired FIRM mode force, tighten the pinch bolt to 1.13 N•m (10 in-lb).

7. Release the 5 mm hex wrench from the remote pulley. Test remote actuation to make sure it is functioning properly. Cut off the excess inner cable and crimp the end.

8. The in-line barrel adjuster may be used to change the lockout blow-off force. Clockwise barrel adjustment decreases blow-off force, while counter-clockwise adjustment increases blow-off force.

Using the 2-Position Remote

The 2-position remote is designed to be used in place of a front shifter, under the handlebar on the rider's left side. The 2-position remote can be used with 2 cables to control both the front fork and rear shock simultaneously.



The 2-Position Remote lets you to switch between the OPEN and FIRM modes while riding.

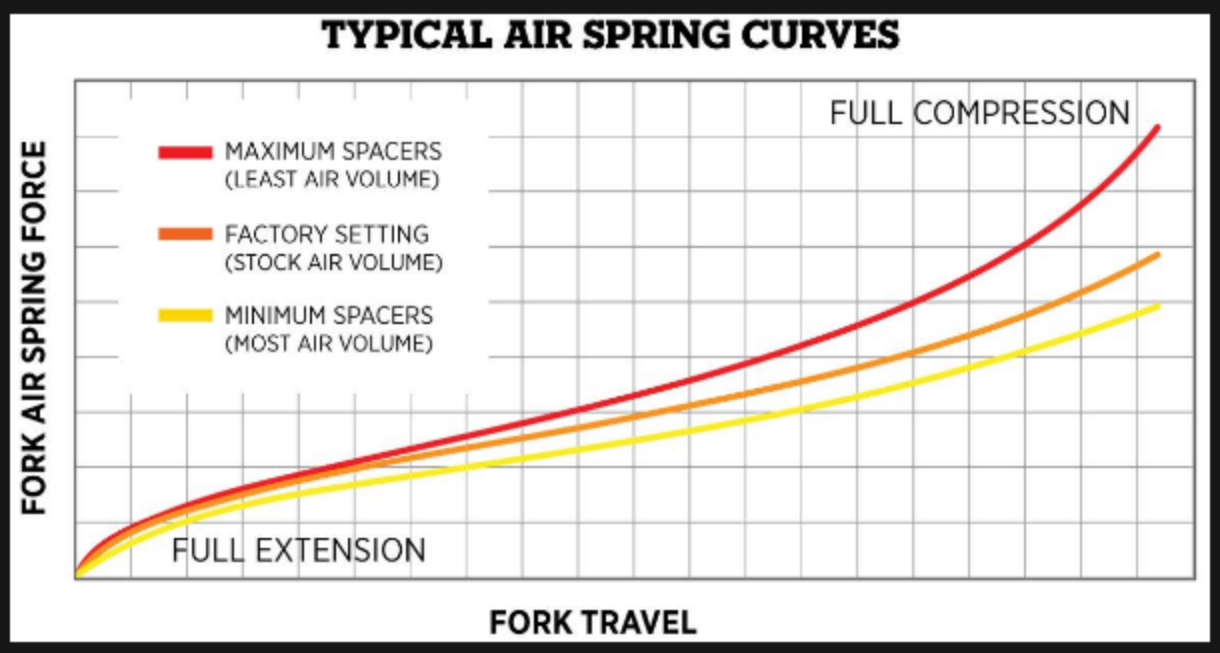
- Push-to-Lock – Push the actuation lever to set the fork to FIRM mode. Push the release lever to set the fork to OPEN mode.
- Push-to-Unlock – Push the actuation lever to set the fork to OPEN mode. Push the release lever to set the fork to FIRM mode.

NOTE: Instructions and installation information for the Twin-Stick Remote can be found here»

Adjusting Fork Compression Ratio with Air Volume Spacers

Changing volume spacers is an easy internal adjustment that allows you to change the amount of mid stroke and bottom out resistance.

- If you have set your sag correctly and are using full travel (bottoming out) too easily, then you could install one or more spacers to increase bottom out resistance.
- If you have set your sag correctly and are not using full travel, then you could remove one or more spacers to decrease bottom out resistance.



38 FLOAT VOLUME SPACER CONFIGURATIONS		
Travel	Volume Spacers Factory Installed	*Max Volume Spacers
180	1	4
170	2	5
160	3	6
150	4	6

38 FLOAT E-BIKE+ VOLUME SPACER CONFIGURATIONS		
Travel	Volume Spacers Factory Installed	*Max Volume Spacers
180	2	4
170	3	5
160	4	6
150	5	6

38 RHYTHM VOLUME SPACER CONFIGURATIONS		
Travel	Volume Spacers Factory Installed	*Max Volume Spacers
180	0	4
170	1	5
160	2	6
150	3	7

38 RHYTHM E-OPTIMIZED VOLUME SPACER CONFIGURATIONS		
Travel	Volume Spacers Factory Installed	*Max Volume Spacers
180	1	4
170	2	5
160	3	6
150	4	7

*DO NOT EXCEED THE MAXIMUM NUMBER OF VOLUME SPACERS LISTED ABOVE!

WARNING: Never attempt to modify air volume spacers, as this can damage your fork causing a loss of control of the bicycle leading to SERIOUS INJURY or DEATH.

WARNING: FOX suspension products contain pressurized nitrogen, air, oil, or all 3. Suspension misuse can cause property damage, SERIOUS INJURY OR DEATH. DO NOT puncture, incinerate or crush any portion of a FOX suspension product. DO NOT attempt to disassemble any portion of a FOX suspension product, unless expressly instructed to do so by the applicable FOX technical documentation, and then ONLY while strictly adhering to all FOX instructions and warnings in that instance.

WARNING: Modification, improper service, or use of aftermarket replacement parts with FOX forks and shocks may cause the product to malfunction, resulting in SERIOUS INJURY OR DEATH. DO NOT modify any part of a fork or shock, including the fork brace (lower leg cross brace), crown, steerer, upper and lower leg tubes, or internal parts, except as instructed herein. Any unauthorized modification may void the warranty, and may cause failure or the fork or shock, resulting in SERIOUS INJURY OR DEATH.

Using the Air Release Buttons

MAKE SURE THAT YOUR FORK IS RUNNING WITH THE LOWEST FRICTION POSSIBLE



The Air Release Button at the rear of each fork leg allows the rider to equilize the air pressure between the inside of the fork lower leg and the atmosphere. This can be especially helpful at higher altitudes where the internal/external pressure differential can be its greatest.

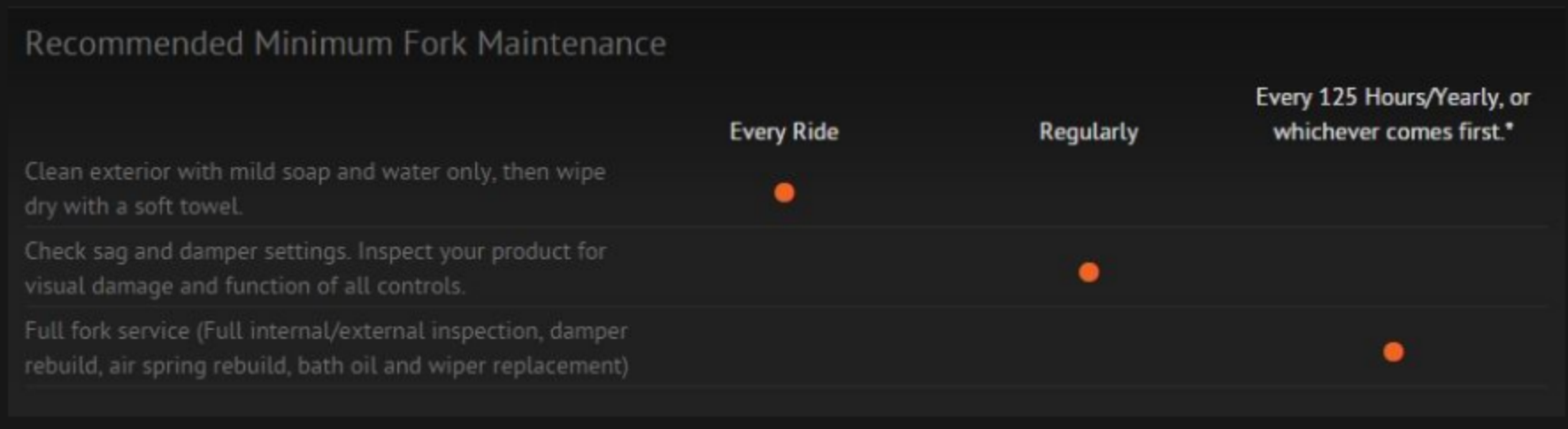
- Make sure your fork is in an upright position and the exterior is clean of any dirt/debris.
- Always cover the Air Release Buttons with a rag before pressing to prevent any oil spray.
- Make sure to hold the buttons down for at least 5-10 seconds to allow for all air to be released.

Service Intervals

MAKE SURE TO PROPERLY MAINTAIN YOUR FORK

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

Recommended Minimum Fork Maintenance



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

WARNING: FOX products should be serviced by a qualified bicycle service technician, in accordance with FOX specifications. If you have any doubt whether or not you can properly service your FOX product, then DO NOT attempt it. Improperly serviced products can fail, causing the rider to lose control resulting in SERIOUS INJURY OR DEATH.