OWNER'S MANUALS

FORK- 2026 PODIUM

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Before You Ride

⚠ WARNING: Make sure to properly install the brake hose and use either the fork guards or the mast setup. Follow all procedures in this manual to ensure your brakes function properly at full compression of the fork. Failure to do so can lead to reduced braking capability and brake hose damage, which can lead to a crash, resulting in SEVERE INJURY OR DEATH.

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.

Fork Guard and Mast Installation

⚠ WARNING: You must install either the fork guards or the mast. Failure to properly install these parts can lead to brake line damage and/or failure, which can result in a loss of control of the bicycle and SEVERE INJURY OR DEATH.

Prepare your PODIUM fork by determining whether to run the factory-installed fork guards (recommended) or the mast. The mast will provide a more sleek look but will not protect the finish on the fork tubes from airborne rock or debris during riding.

Fork Guard Installation

1. Install each fork guard as shown.
2. Use a 2.5 mm hex bit and a torque wrench to tighten the three bolts on each fork guard to 3.4 N.m (30 in-lb).

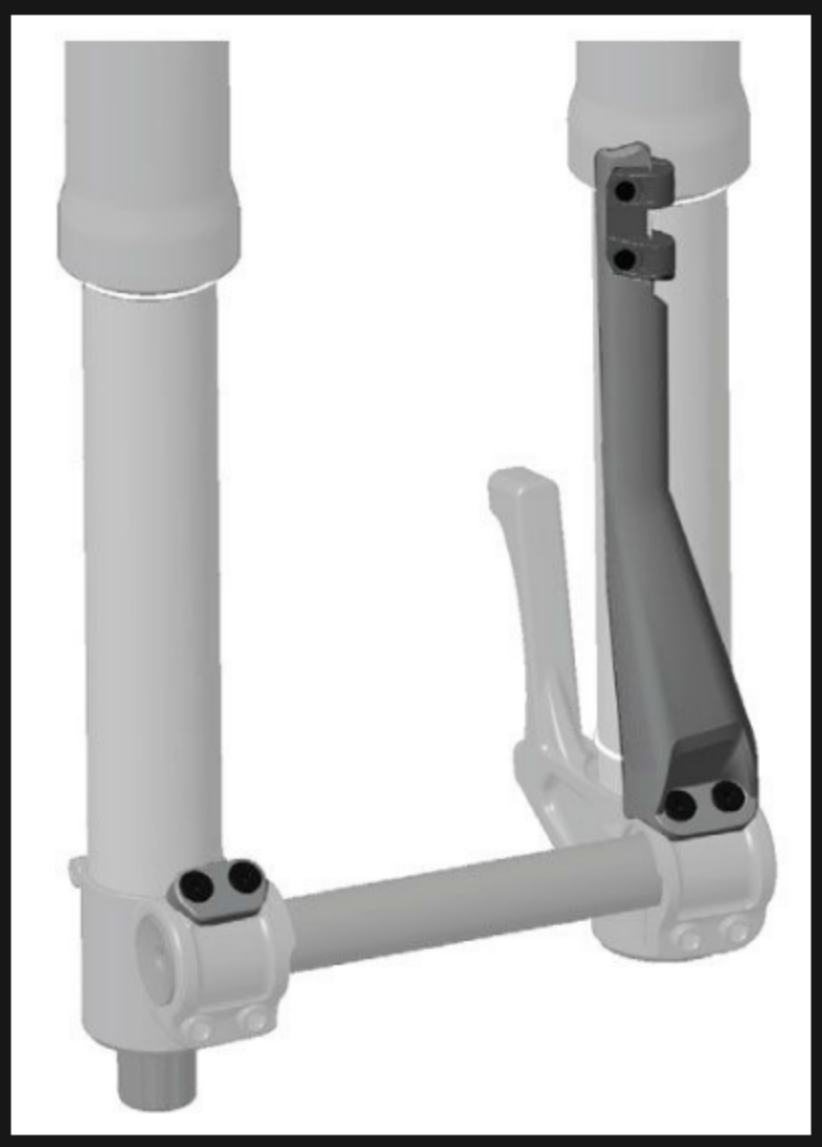
3. Follow the instructions for the Fork Installation section below, then go to the Brake Routing with Fork Guard section.





Mast Installation

1. Use a 2.5 mm hex wrench to remove the three bolts on each fork guard. Remove the fork guards. Set the bolts aside for the next step.
2. Install the cover plate and mast as shown. Use a 2.5 mm hex bit and a torque wrench to reinstall two bolts on each side, and tighten to 3.4 N.m (30 in-lb).
3. Follow the instructions for the Fork Installation below, then go to the Brake Routing with Mast section.



Fork Installation

WARNING: Prior to any cutting, consult your headset and stem manufacturer's instructions to ensure that you have enough steerer tube length for clamping the steerer and stem. Improper installation can lead to a separation of the stem from the steerer, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH.

WARNING: The disc brake caliper mounting bolts must have 10-12 mm of thread engagement with the fork. Use a torque wrench to tighten

the caliper mounting bolts to the disc brake manufacturer's specification, but do not exceed 10.2 N.m (90 in-lb). Improper installation can lead to brake failure, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH.

1. Remove the existing fork from the bicycle. Remove the crown race from the old fork. Measure the steerer tube length of the old fork and transfer this measurement to your new FOX fork's steerer tube. If you don't have an existing fork, measure the headset stack height (headset parts and frame head tube) and refer to your stem manufacturer's instructions to be sure there will be enough clamping surface for the stem.

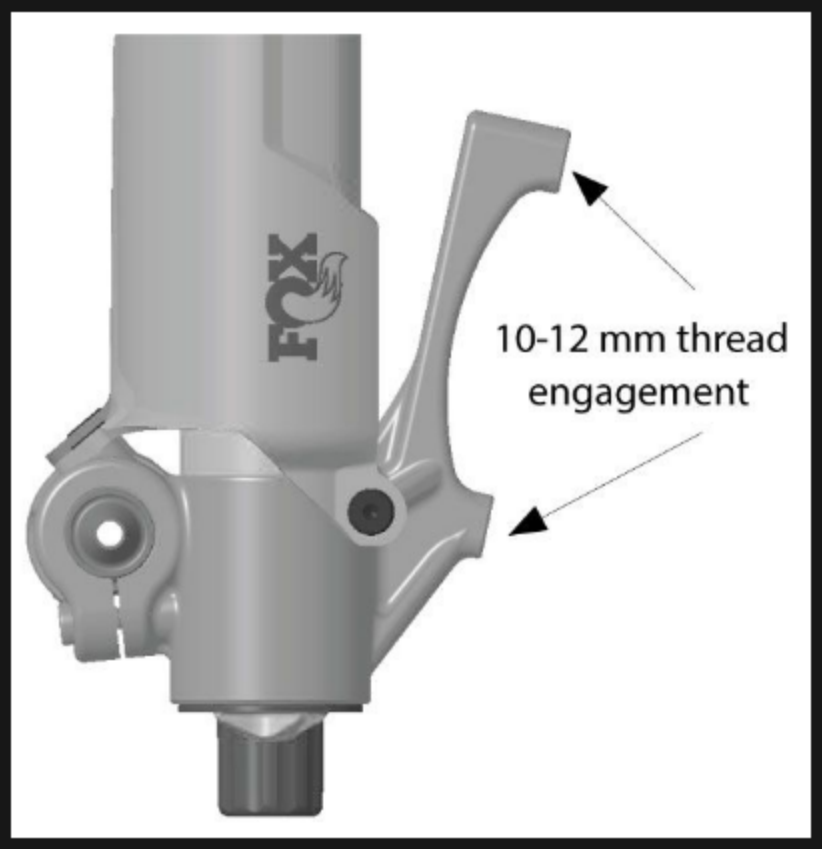
2. Mark the steerer tube and cut it to the proper length.
3. Install the headset. Always use a new threadless headset and follow the headset manufacturer's instructions.

4. Install a 39.8 mm crown race for 1 1/2 in. steerer tubes. Use a crown race setter to install the crown race firmly against the top of the crown.

5. Use a star-fangled nut installation tool to install the star nut 4-10 mm below the top of the steer tube.
6. Install the fork onto the bicycle. Install the headset bearing parts and stem in accordance with the headset manufacturer's instructions, and adjust the headset preload accordingly until you feel no excessive play or bearing drag. Tighten the stem clamping bolts to the stem manufacturer's torque specifications.

7. The PODIUM fork has post mounts for a 200 mm rotor size. Any rotor size greater than 200 mm will need adapters between the caliper and fork post mounts for rotor sizes 203 mm through 230 mm. Install the brakes according to the brake manufacturer's instructions. Maximum rotor size is 230 mm.

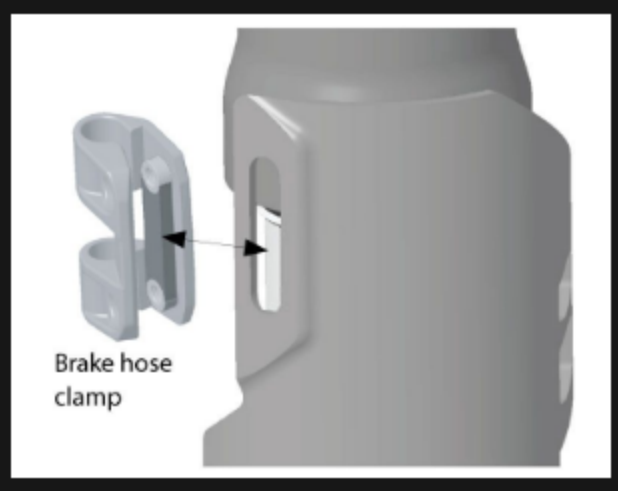
8. Next, go to the brake routing section for your setup, whether you are using a Fork Guard or a Mast.



Brake Hose Routing with Fork Guard

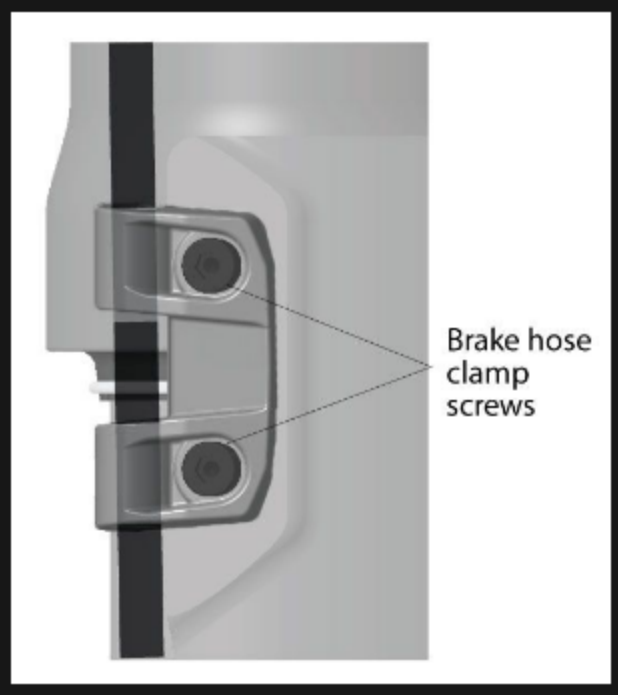
Follow this section if you are using the fork guards. If you are using the mast, go to the next section: Brake Hose Routing with Mast.

1. Install the brake hose clamp onto the slotted opening of the lower fork guard. Verify that the protrusion on the clamp is fully installed in the slot of the guard.

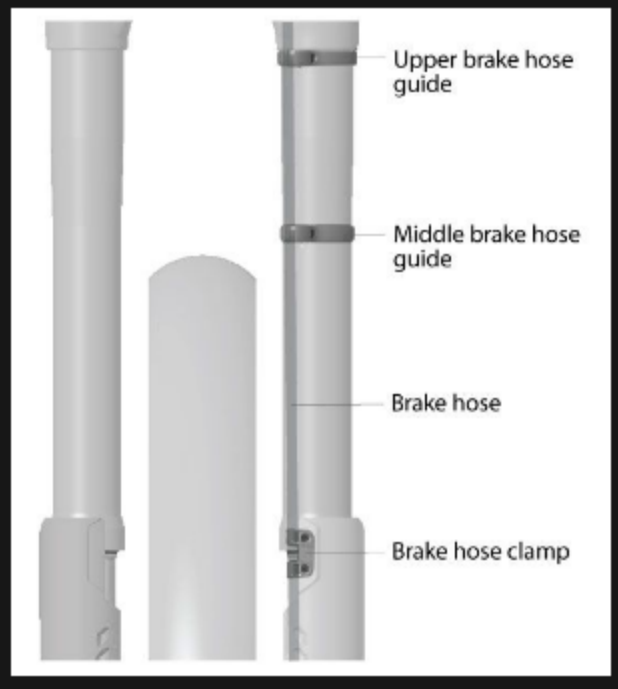


2. Route the front disc brake hose or cable housing along the inside of the left lower tube. Then, carefully open the brake hose clamp enough to slide the brake hose into the clamp. Verify the brake hose has ample length on the inside routing so the upper tube does not contact the

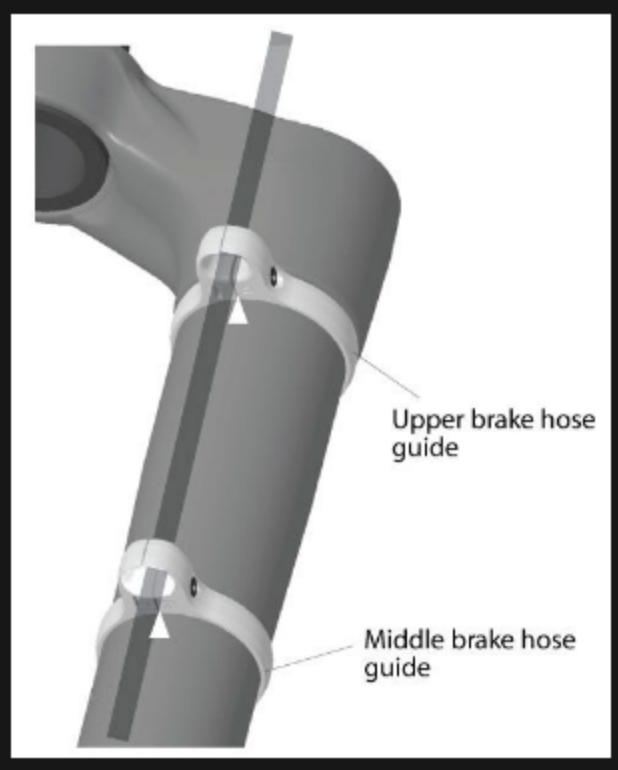
brake hose during compression of the fork. Use a 2.5 mm hex wrench to loosely install the two brake hose clamp screws, as further adjustments will be needed in a later step.



3. Remove the two screws from the middle and upper brake hose guides. The middle brake hose guide is marked with an “M” and has a slightly smaller diameter than the upper brake hose guide (marked with a “U”). Install the brake hose through the opening in each of the guides and install them on the left fork leg. Loosely reinstall the screws.

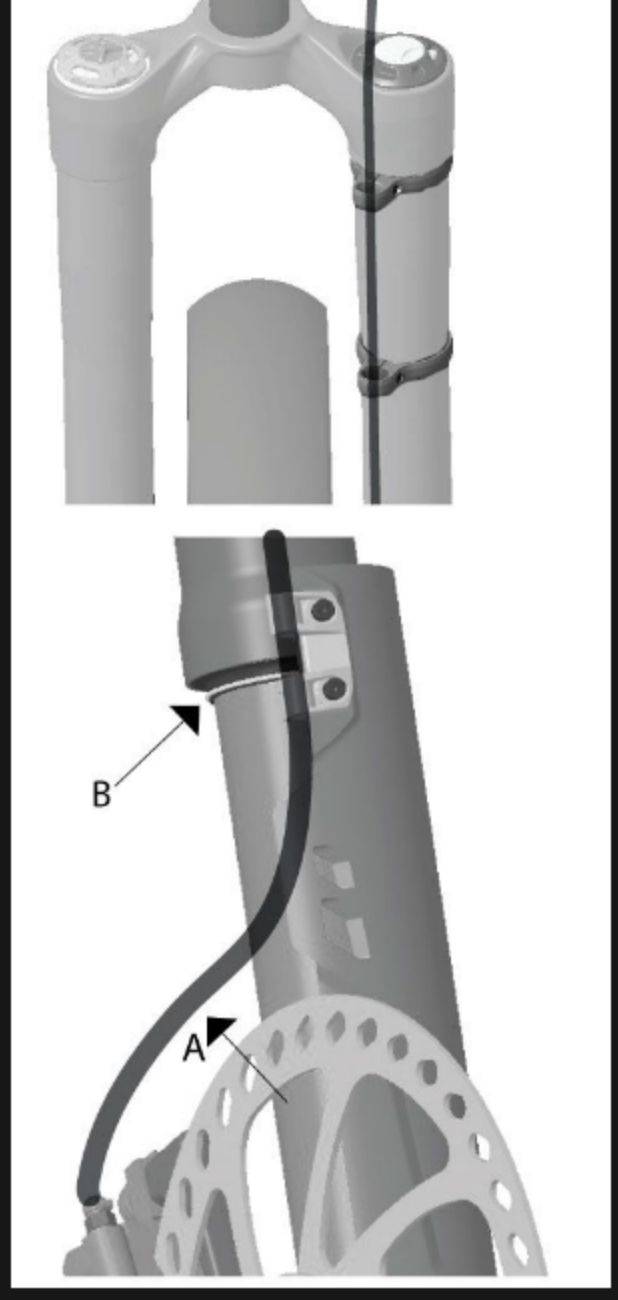


4. Position the middle and upper hose guides so that the bottom slit is aligned with each of the arrow graphics that are laser etched on the fork (represented by the white arrowheads). Use a 2.5 mm hex bit and a torque wrench to tighten the screw to 0.9 N.m (8 in-lb).

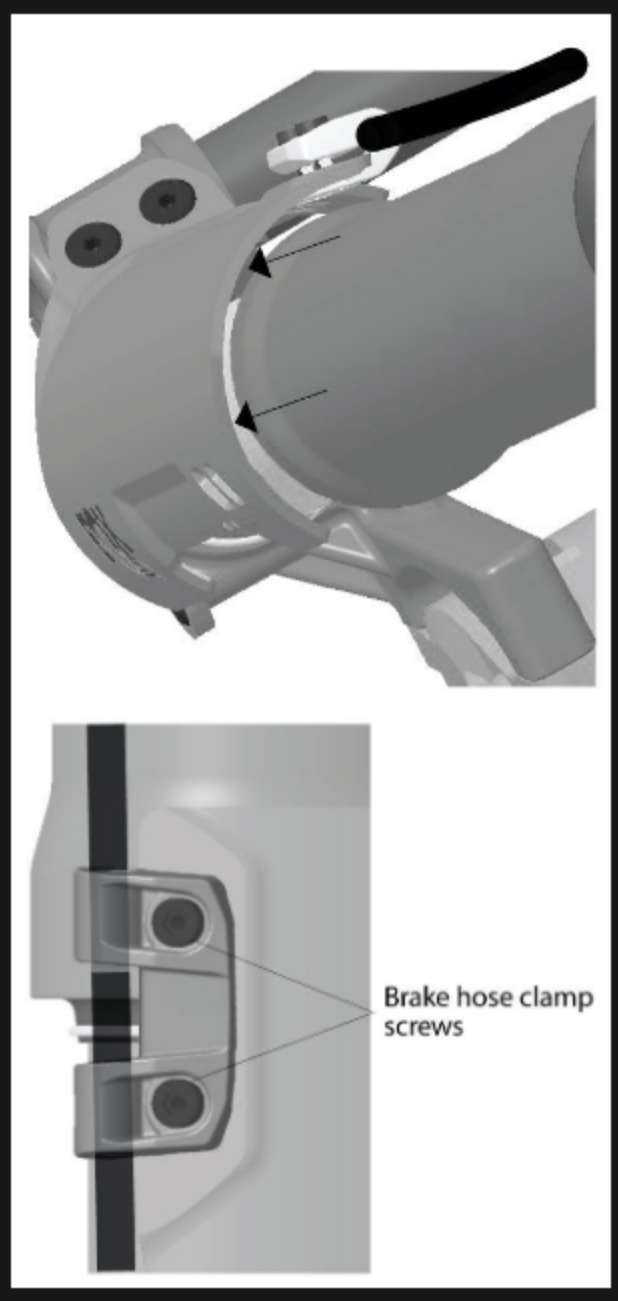


5. Verify the front brake hose length is sufficient above the upper brake hose guide to the brake lever. Verify there is a smooth arc in the brake hose between the brake hose clamp to the brake caliper (A). All sections of brake hose must have an unrestricted path during the compression of the fork. NOTE: Some disc brake calipers allow for adjustment of the hose angle via banjo bolts. Follow the brake manufacturer’s instructions for repositioning the hose angle to allow for a smooth arch of the brake hose to clear the largest diameter portion of the upper tube at the seal area during compression (B).



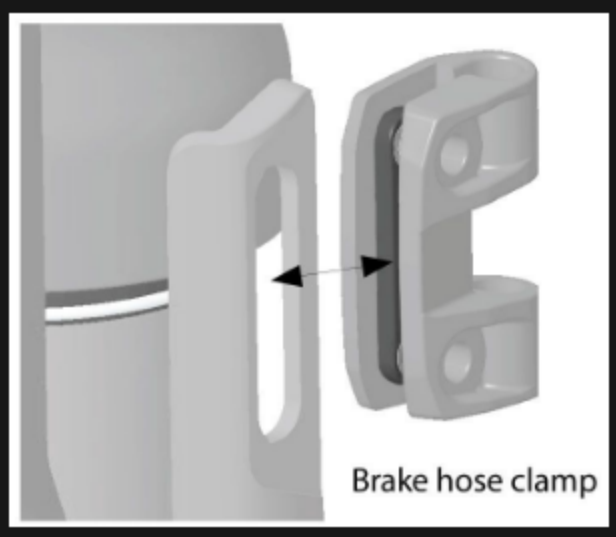


6. Finally, check that the brake hose and clamp are now in a position that allows an even gap all the way around the inside of the fork guard to prevent any rubbing or friction. Use a 2.5 mm hex bit and a torque wrench to tighten the two brake hose clamp screws to 0.9 N.m (8 in-lb).

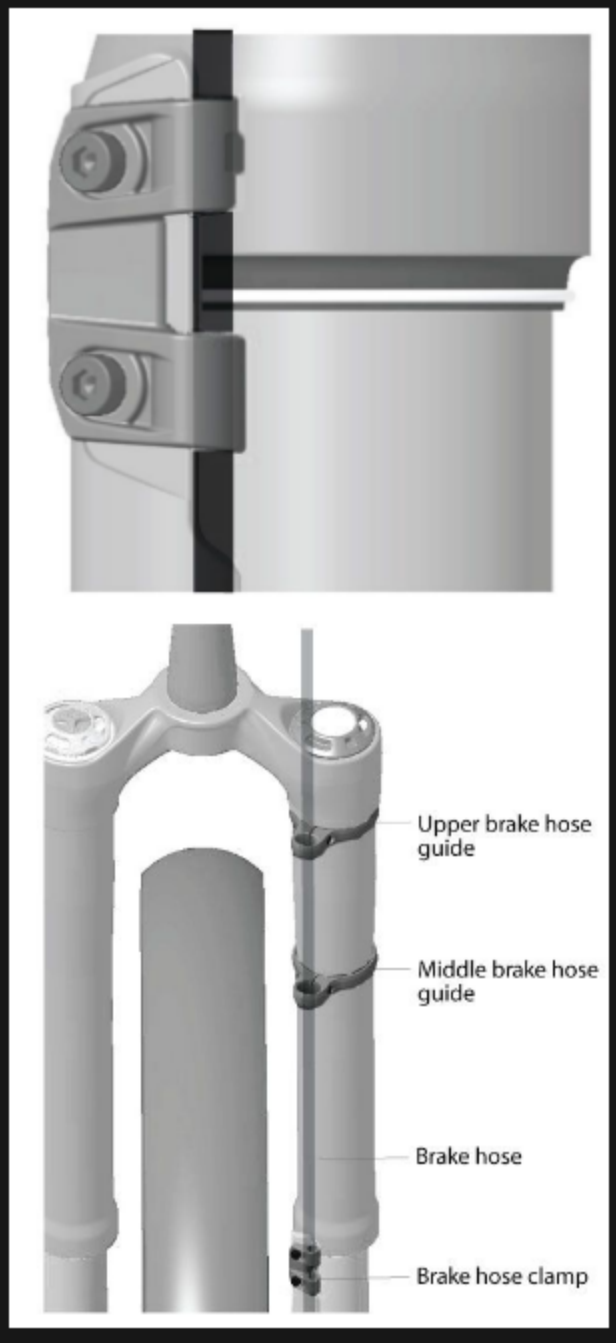


Brake Hose Routing with Mast

1. Install the brake hose clamp onto the slotted opening of the mast. Verify that the protrusion on the clamp is fully installed in the slot of the guard.



2. Route the front disc brake hose or cable housing along the inside of the left lower tube. Then, carefully open the brake hose clamp enough to slide the brake hose into the clamp. Verify the brake hose has ample length on the inside so that the upper tube does not contact the brake hose during compression of the fork. Use a 2.5 mm hex wrench to loosely install the two brake hose clamp screws, as further adjustments will be needed in a later step.



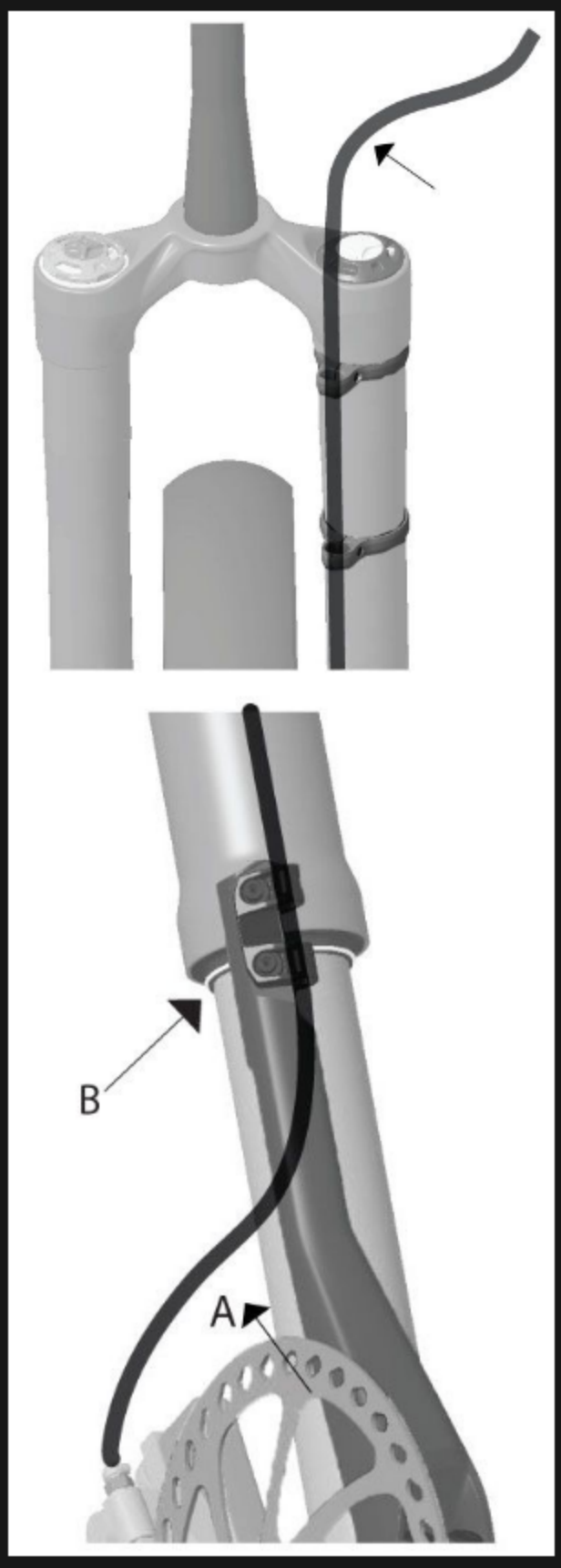
3. Remove the two screws from the middle and upper brake hose guides. The middle brake hose guide is marked with an “M” and has a slightly smaller diameter than the upper brake hose guide (marked with a “U”). Install the brake hose through the opening in each of the guides. Loosely reinstall the screws.



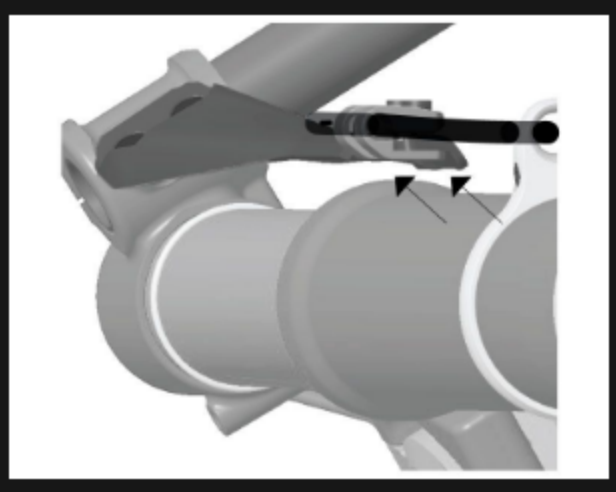


4. Position the middle and upper hose guides so that the bottom slit is aligned to the top peak of each arrow graphics that are laser etched on the fork (represented by the white arrowheads). Use a 2.5 mm hex bit and a torque wrench to tighten the screw to 0.9 N.m (8 in-lb).

5. Verify the front brake hose length is sufficient above the upper brake hose guide to the brake lever. Verify there is a smooth arc in the brake hose between the brake hose clamp to the brake caliper (A). All sections of brake hose must have an unrestricted path during the compression of the fork. NOTE: Some disc brake calipers allow for adjustment of the hose angle via banjo bolts. Follow the brake manufacturer's instructions for repositioning the hose angle to allow for a smooth arch of the brake hose to clear the largest diameter portion of the upper tube at the seal area during compression (B).



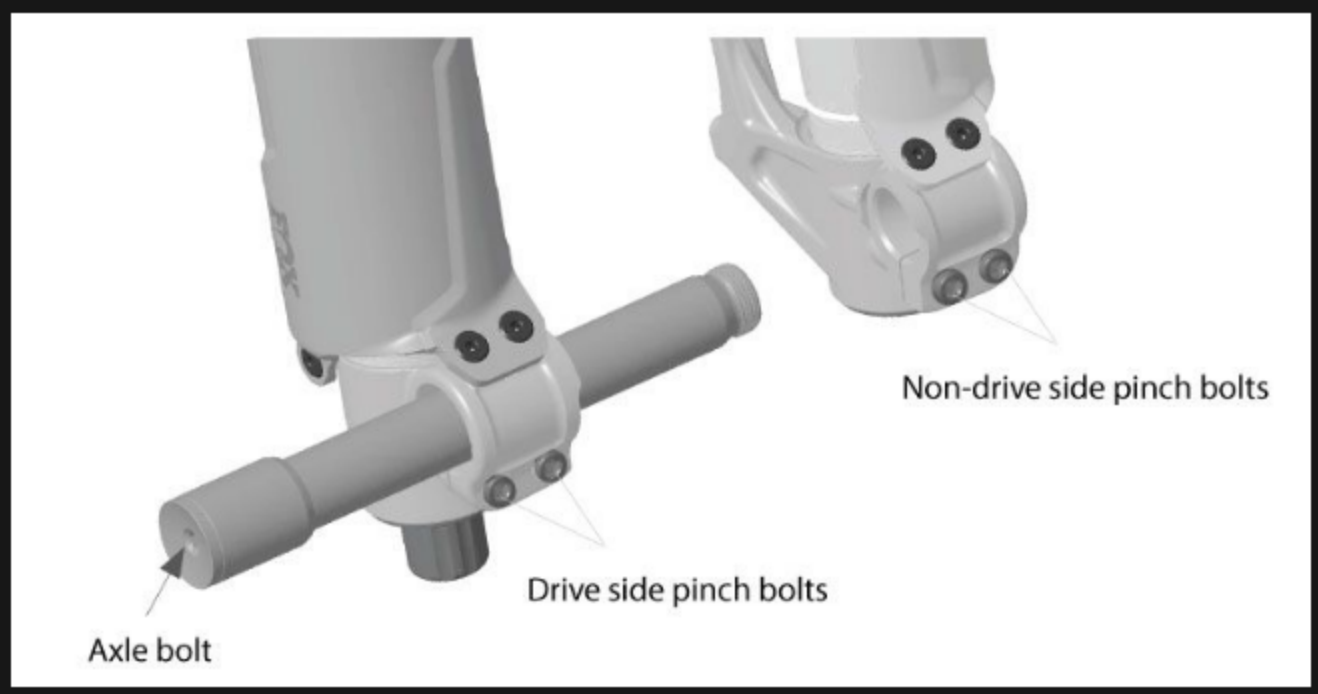
6. Finally, check that the brake hose and clamp are now in a position that allows an even gap all the way around the inside of the mast to prevent any rubbing or friction. Use a 2.5 mm hex bit and a torque wrench to tighten the two brake hose clamp screws to 0.9 N.m (8 in-lb).



20x110 Boost Axle Installation

20x110 Boost Axle Installation

1. Install the front wheel into the dropouts and slide the axle through the dropouts and hub.
2. Use a 5 mm hex wrench to torque the axle bolt to 13.6 N•m (120 in-lb).
3. Use a 5 mm hex wrench to torque the two pinch bolts on the non-drive side dropout to 6.2 N•m (55 in-lb).
4. Compress the fork a couple of times to ensure that the lower leg has settled into its low-friction point.
5. Use a 5 mm hex wrench to torque the two pinch bolts on the drive side dropout to 6.2 N•m (55 in-lb).



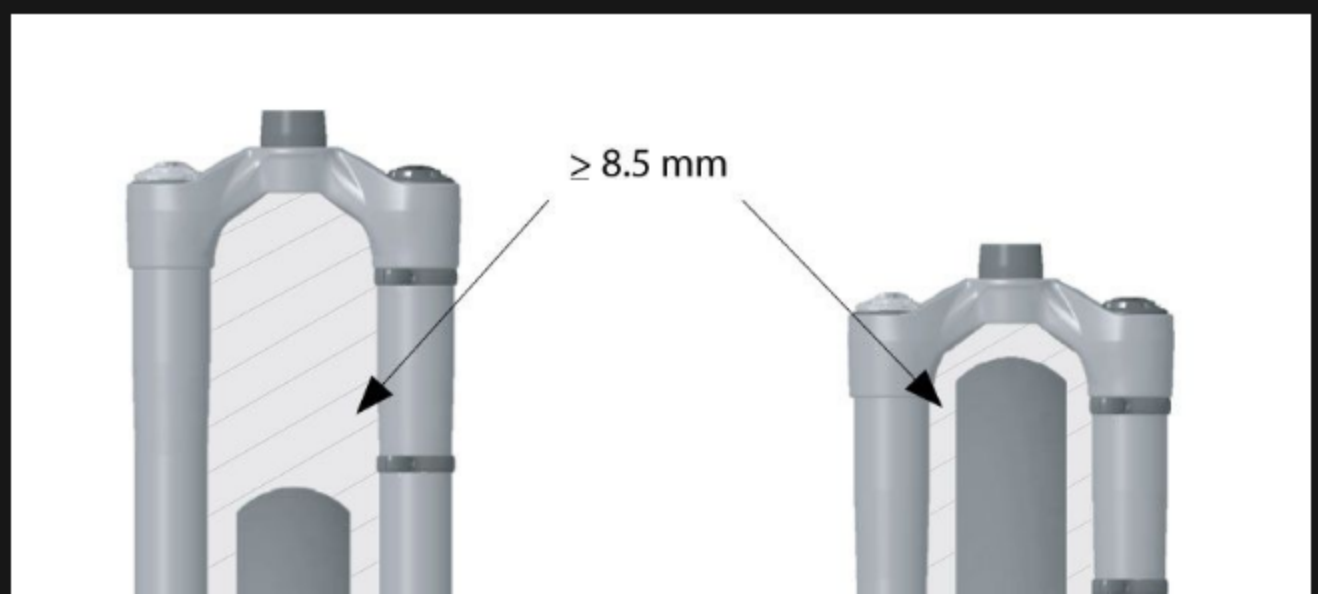
Tire Clearance Test

WARNING: FOX forks may contain high air pressures. Release ALL air pressure from the main air chamber before disassembly. Failure to do so may result in parts or fluids ejecting from the fork, which can cause SEVERE INJURY OR DEATH.

WARNING: Failure to leave at least 8.5 mm of clearance between the edges of the inflated tire and the lower fork guards, crown, upper tubes, and steerer may cause the tire to jam against the crown when the fork is fully compressed, which can result in SEVERE INJURY OR DEATH.

WARNING: Do not exceed maximum air pressure: PODIUM maximum air pressure is 130 psi.

1. IMPORTANT: the PODIUM fork has 12cc of 20wt. Gold Oil for air chamber lubrication. Turn the fork upside down whenever adding or removing air pressure. Also, make sure to cover the rotor to prevent oil from contaminating braking surfaces.
2. Release all air pressure from the fork. First, remove the lower left side air knob. Then, slowly depress the Schrader valve.
3. Compress the fork completely.
4. Measure the distance from the edges of the inflated tire to the lower fork guards, crown, upper tubes, and steerer. There must be AT LEAST 8.5 mm of clearance around the entire tire.
5. Add air pressure to your desired setting using a FOX high-pressure pump.
6. You must repeat this test EVERY time you change tires or rims.





Air Spring Volume Spacers

WARNING: FOX forks may contain high air pressures. Release ALL air pressure from the main air chamber before disassembly. Failure to do so may result in parts or fluids ejecting from the fork, which can cause SEVERE INJURY OR DEATH.

WARNING: Do not exceed the maximum number of volume spacers for your fork. This can damage your fork. Find volume spacer information in the charts below.

Changing volume spacers in FOX PODIUM forks 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 are not using full travel, then you could remove one or more spacers to decrease bottom out resistance.

1. IMPORTANT: the PODIUM fork has 12cc of 20wt. Gold Oil for air chamber lubrication. Turn the fork upside down whenever adding or removing air pressure, and/or removing the bottom cap. Also, make sure to cover the rotor to prevent oil from contaminating braking surfaces (having the wheel installed helps to remove the bottom cap). Remove the lower left air knob.
2. Release all air pressure from the fork by slowly depressing the Schrader valve.
3. Carefully unthread the left side bottom cap from the fork with a Park Tool FR-5 or FR-5.2 cassette tool.
4. Pull up to remove the left side bottom cap assembly from the left side lower lug.
5. Pull off the air volume spacer or spacers to install or remove them from the left side bottom cap.
6. Reinstall the left side bottom cap assembly into the left side lower lug and tighten to 24.8 N.m (220 in-lb) with a Park Tool FR-5 or FR-5.2 cassette tool.
7. Add air pressure to your desired setting using a FOX high-pressure pump. Set the sag according to instructions online at www.ridefox.com.

PODIUM Volume Spacer Configurations		
Travel	Volume Spacers Factory Installed	Max Volume Spacers
170mm	2	8
160mm	3	8
150mm	4	8

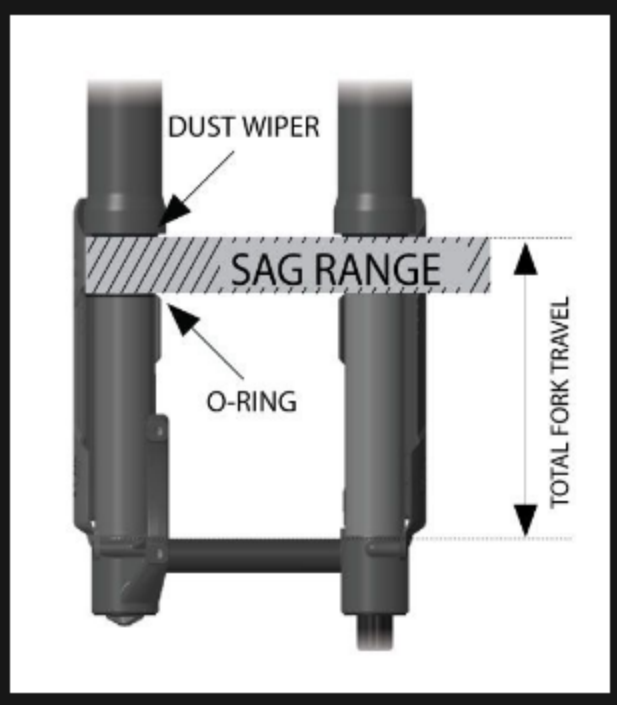
PODIUM E-Bike+ Volume Spacer Configurations		
Travel	Volume Spacers Factory Installed	Max Volume Spacers
170mm	3	8
160mm	4	8
150mm	5	8

Sag Setting

WARNING: Do not exceed maximum air pressure: PODIUM maximum air pressure is 130 psi.

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.

Suggested Sag Measurements		
Travel	15% Sag (Firm)	20% Sag (Plush)
150mm (5.9in)	22mm (0.9in)	30mm (1.20in)
160mm (6.3in)	24mm (0.94in)	32mm (1.26in)
170mm (6.7in)	26mm (1.0in)	34mm (1.34in)



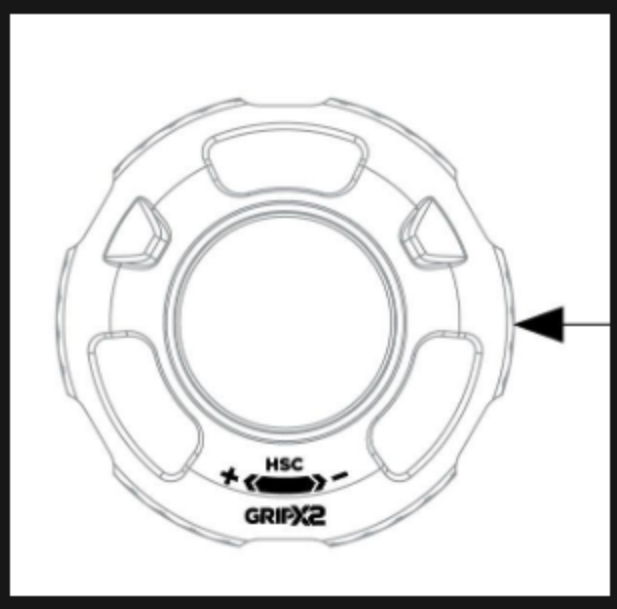
Suggested Starting Poinst for Setting Sag		
Rider Weight	Podium Pressure	Podium E-Bike+ Pressure
120-130 lb (54-59 kg)	55 psi (3.8 bar)	55 psi (3.8 bar)
130-140 lb (59-64 kg)	61 psi (4.2 bar)	61 psi (4.2 bar)
140-150 lb (64-68 kg)	67 psi (4.6 bar)	68 psi (4.7 bar)
150-160 lb (68-73 kg)	73 psi (5.0 bar)	74 psi (5.1 bar)
160-170 lb (73-77 kg)	78 psi (5.4 bar)	80 psi (5.5 bar)
170-180 lb (77-82 kg)	84 psi (5.8 bar)	86 psi (5.9 bar)
180-190 lb (82-86 kg)	90 psi (6.2 bar)	93 psi (6.4 bar)
190-200 lb (86-91 kg)	96 psi (6.6 bar)	99 psi (6.8 bar)
200-210 lb (91-95 kg)	102 psi (7.0 bar)	105 psi (7.2 bar)
210-220 lb (95-100 kg)	108 psi (7.4 bar)	111 psi (7.7 bar)
220-230 lb (100-104 kg)	113 psi (7.8 bar)	118 psi (8.1 bar)

230-240 lb (104-109 kg)	119 psi (8.2 bar)	124 psi (8.5 bar)
240-250 lb (109-113 kg)	125 psi (8.6 bar)	130 psi (9.0 bar)

Compression Adjustment

Turn your compression adjusters to the closed position (full clockwise) until they stop. Then back them out (counterclockwise) 6 clicks for High-Speed Compression and 8 clicks for Low-Speed Compression as a starting point.

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.



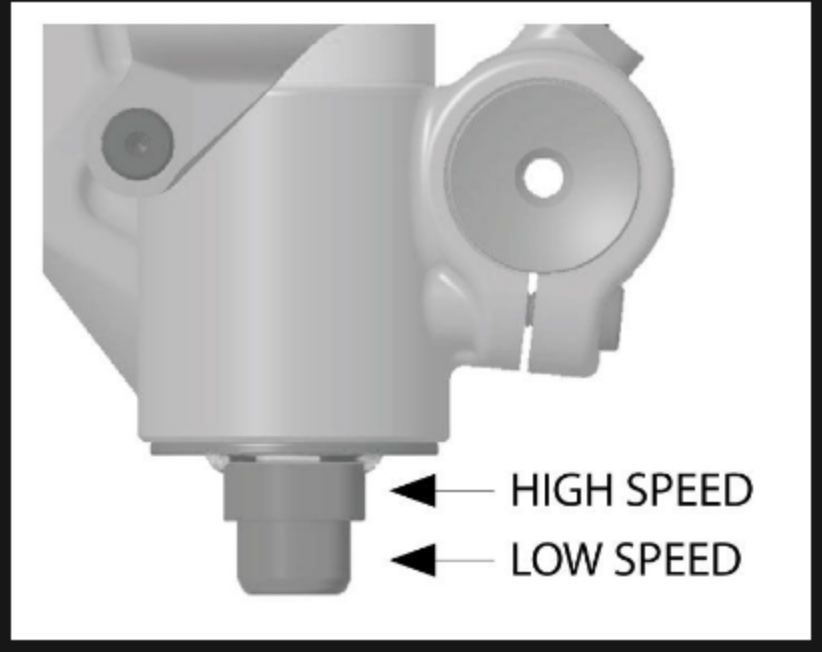
Rebound Adjustment

Rebound controls the rate of speed at which the fork extends after compressing. The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require slower rebound settings. Use your air pressure to find your rebound setting. The rebound adjuster is located underneath the damper-side fork leg.

To adjust the rebound, unscrew and remove the protective cap located at the right-side bottom of the PODIUM fork. Turn your rebound knob to the closed position, clockwise until it stops. Then turn it counter-clockwise to the number of clicks shown in the table.

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

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



Suggested Starting Points for Setting Rebound Podium		
Pressure	Rebound Setting	
Podium	GRIP X2 LSR	GRIP X2 HSR
55 psi (3.8 bar)	15	8
61 psi (4.2 bar)	13	7
67 psi (4.6 bar)	13	7
73 psi (5.0 bar)	12	6
78 psi (5.4 bar)	10	6
84 psi (5.8 bar)	9	5
90 psi (6.2 bar)	8	4
96 psi (6.6 bar)	6	4
102 psi (7.0 bar)	5	3
108 psi (7.4 bar)	5	2
113 psi (7.8 bar)	3	1
119 psi (8.2 bar)	2	0
125 psi (8.6 bar)	1	0

Suggested Starting Points for Setting Rebound Podium E-Bike+		
Pressure	Rebound Setting	
Podium E-Bike+	GRIP X2 LSR	GRIP X2 HSR
55 psi (3.8 bar)	15	8
61 psi (4.2 bar)	13	7
68 psi (4.7 bar)	12	7
74 psi (5.1 bar)	11	6
80 psi (5.5 bar)	9	6
86 psi (5.9 bar)	8	5
93 psi (6.4 bar)	7	4
99 psi (6.8 bar)	5	4
105 psi (7.2 bar)	4	3
111 psi (7.7 bar)	4	2
118 psi (8.1 bar)	2	1
124 psi (8.5 bar)	1	0
130 psi (9.0 bar)	0	0

Service

Properly cleaning your FOX product between rides, in addition to maintenance service scheduled at regular intervals, will help to reduce repair costs and extend product life. For further service procedures information, visit www.ridefox.com/OwnersManuals, or contact FOX for complete maintenance service (1.800.369.7469 or mtbservice@ridefox.com).

Minimum Recommended Service Items	Before Every Ride	After Every Ride	Regularly	Every 125 Hours or Yearly, Whichever Comes First*

Inspect the entire exterior of your fork/shock. The fork/shock should not be used if any of theexterior parts appear to be damaged. Contact your local dealer or FOX for repair.	X			
Check that quick-release levers and axles are properly adjusted and tightened.	X			
Check your headset adjustment. If loose, adjust it accordingly to your bicycle manufacturer's recommendations.	X			
Check that all brake cables or hoses are properly fastened. Test the proper operation of your front and rear brakes on level ground.	X			
Clean exterior with mild soap and water only, then wipe dry with a soft towel. Do not use a high-pressure washer or spray water directly at the seal/shock body junction.		X		
Check sag and damper settings. Inspect the controls for visual damage and function.			X	
Full service (full internal/external inspection, damper rebuild, air seal replacement for air shocks, air spring rebuild, bath oil and wiper replacement).				X

*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 while on the trail, 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.