



**2005 36 RC2 & 36 R
Owner's Manual**

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Introduction

Thank you for choosing the 36 for your bicycle. In doing so, you have chosen the best freeride suspension fork in the world! All Fox Racing Shox products are designed, manufactured and assembled by the finest professionals in the industry. As a consumer and supporter of Fox Racing Shox products, you need to be aware of the importance of setting up your fork correctly to ensure maximum performance. This manual provides step-by-step instructions of how to set up and maintain your fork. It is a good idea to keep your receipts with this manual and refer to it for service and warranty issues.

Consult page 15 for further information about Service and Warranty issues.

Consumer Safety

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

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

Important Safety Information

1. Verify that the brakes are installed and adjusted properly before riding the bicycle. Improperly installed or adjusted brakes can cause loss of control and serious or fatal injuries to the rider. Use only disc brakes designed by the manufacturer for use on the Fox 36. "V-style" brakes CANNOT be used on the Fox 36. Do not route brake cables or housing through the stem.
2. If your fork loses oil, tops out excessively or makes unusual noises, immediately stop riding and contact Fox Racing Shox or an Authorized Fox Racing Shox Service Center for inspection. Continued use of the fork could cause loss of control and serious or fatal injuries. Some noises such as spring rattle, oil flow and minor clicks are normal.
3. Use only Fox Racing Shox replacement parts. Using aftermarket parts on Fox FORX will void the warranty. Aftermarket replacement parts could also cause structural failure resulting in loss of control and serious or fatal injuries.
4. If mounting the bicycle in a carrier designed to hold a fork by its drop-outs, use caution to not tilt the bicycle to either side. Tilting the bike with the drop-outs in the carrier can cause structural damage to the fork. Ensure that the fork is fastened securely with the quick release and that the rear wheel is properly held. If the bicycle ever tilts or falls from a bicycle carrier, do not ride it until it is examined by a qualified dealer, Service Center or Fox Racing Shox. A fork leg or drop-out failure could cause loss of control and serious or fatal injuries.
5. The Fox 36 does not include reflectors for on-road use. The Fox 36 is designed to be used in competitive off-road riding and racing. Proper reflectors meeting the Consumer Product Safety Commission's (CPSC) requirements should be installed if the fork will be used on public roads.
6. The Fox 36 has a crown/steerer/upper-tube assembly. These parts are pressed together in a one-time, precision press-fit operation. Replacement of any of these parts requires a complete new assembly. Do not attempt to remove or replace the steerer or upper tubes independently of the crown. **DO NOT ATTEMPT TO ADD THREADS TO THREADLESS STEERERS.** Modifying the crown/steerer/upper-tube assembly as described here could cause the rider to lose control of the bicycle resulting in serious or fatal injuries.

Installation

1. The Fox 36 should be installed by a qualified bicycle mechanic. Forks installed improperly are dangerous and can cause loss of control and serious or fatal injuries.

2. Remove existing fork from the bicycle. Remove the crown race from the fork. Measure the steerer tube length of the existing fork. Transfer this measurement to the Fox 36 steerer. Refer to stem manufacturer's instructions to be sure there will be enough clamping surface for the stem. If it is necessary to cut the steerer tube, measure twice and cut once. It is also recommended that a cutting guide be used while cutting the steerer tube.

Note: If the steerer has any nicks or gouges, the crown/steerer 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 injury or death.

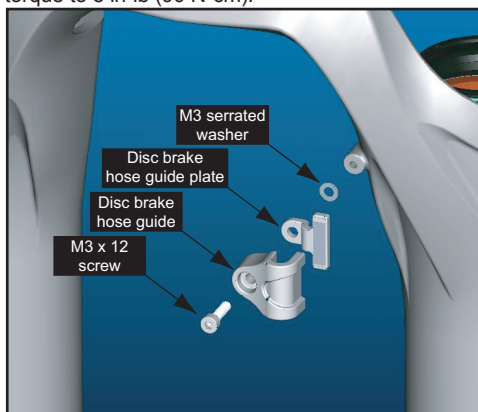
3. Install the fork on to the bicycle. Install the stem, stem cap and M6 stem cap bolt on to the bicycle. Lightly tighten the stem cap bolt so that the fork turns freely without drag or free play.

Disc Brake Installation

4a. The Fox 36 is designed to only use disc brakes with disc rotor sizes of 160-205mm. The Fox 36 uses the international XC disc brake bolt pattern. Install disc brake system according to Disc Brake Manufacturers specifications and torque all fasteners to specification.

Warning: NEVER modify Lower Leg or use Cantilever Rim Brakes.

4b. 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. Assemble the Fox disc brake hose guide parts as shown in the figure below. Cut your brake hose or brake cable housing to the correct length and assemble according to disc brake manufacturers specifications. Align the brake hose guide to be vertical and tighten the disc brake hose guide screw with 2.5mm hex-key wrench and torque to 8 in-lb (90 N-cm).



It is recommended that NEW disc brake pads be installed to ensure proper alignment and to minimize drag.

Tire Size Limits

5. The Fox 36 can 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. With the tire installed and inflated on the rim, measure the following three dimensions:

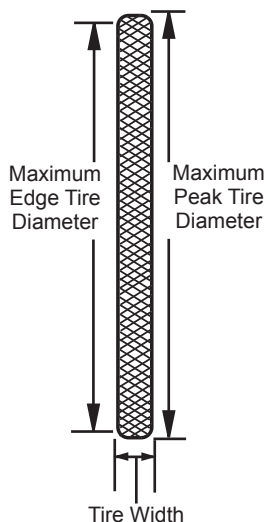
Maximum Peak Tire Diameter = 694mm = 27.3 inches

Maximum Edge Tire Diameter = 670mm = 26.4 inches

Maximum Tire Width = 71mm = 2.80 inches

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

6. **Installing the front wheel:** Loosen the 4 axle pinch bolts on the lower leg with a 5mm Hex Key wrench.
- b. Using a 5mm Hex Key wrench, turn counter-clockwise to loosen and remove the Axle.
- c. Install the front wheel into the dropouts and install the axle into the lower leg.
- d. Using a 5mm Hex Key wrench, turn clockwise and lightly tighten the axle to the lower leg to a torque of 19 in-lb (215 N-cm).
- e. Tighten the 2 left-side dropout pinch-bolts to a torque 19 in-lb (215 N-cm).
- 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 2 right-side dropout pinch-bolts to a torque 19 in-lb (215 N-cm).



7. **Setting handlebars straight and torquing stem bolts:** Set bike on the ground and sit on your bike to set the handlebars straight relative to the front wheel. Tighten the stem pinch bolts and torque fasteners according to the stem manufacturers specifications. Check that the Handlebar pinch bolts are torqued to the stem manufacturers specifications. Your bike is ready to ride. Test brakes for proper operation on flat land. Happy Trails!

General Setup Instructions

Fork Terminology

Travel: The total amount the fork compresses.

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

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

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

Preload: The initial force placed on a spring.

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



Use a Fox High Pressure Air Pump to change pressure on TALAS forks.

1. Remove the air topcap from the top of the left fork leg and connect the pump by threading the chuck onto the tank valve until the pump gauge registers pressure. If the fork has no air pressure, the gauge will not register. This takes about 6 turns. Don't over-tighten as it can damage the pump chuck seal.
2. Increase the pressure by stroking the pump a few cycles. Pressure should increase slowly. If the pressure increases rapidly, check the pump is properly connected to the tank valve.
3. Decrease the pressure by depressing the black bleed-valve. Push the bleed valve half-way and hold to allow continuous pressure release. Depress the bleed-valve completely to release pressure incrementally (micro-adjust).
4. Disconnect the pump by unthreading the chuck. The sound of air loss is from the pump hose and not the fork.
5. Install the air topcap, and go ride.

Note: When connecting the pump, the hose fills with air resulting in a 10-20PSI lower gauge reading. Normal pressure range is between 45 and 100psi. DO NOT EXCEED 150psi.

Description of TALAS System

The Fox 36 uses the TALAS (Travel Adjustable Linear Air Spring) system. The TALAS knob changes the travel 3 mm per click, which allows the rider to change the travel from 110mm to 150mm while riding. The TALAS air-spring system automatically changes the air pressure and spring rate when the travel is adjusted, ensuring consistent ride performance for the bike in all settings. Travel can be changes on the fly at any time.

Air Spring Tuning and Setting Sag on TALAS

Air pressure can be set at any travel. For simplicity, the TALAS Air Spring Guide is for a 150mm travel setting. Use these air pressures as a starting point to set up your TALAS fork:

1. Turn the knob all the way counter-clockwise to achieve 150mm of travel.
2. Hold outer Travel Adjuster knob from spinning and unscrew counter-clockwise the center TALAS Air Top Cap Knob (Fig. 2) to access the schrader valve.
3. Attach a FOX Racing Shox high pressure pump to the schrader valve.
4. Pump to desired pressure (refer to table below for TALAS Air Spring Guidelines).
5. Remove pump. Check for proper sag before replacing air cap.
6. Check the Fox 36 sag table and adjust air pressure as needed.



Fig. 1 TALAS Knob



Fig. 2 TALAS Air Top Cap Knob & Schrader Valve

Fox 36 Air Spring Guidelines (with fork at 150mm)	
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

Fox 36 Sag Table		
Travel	Mtn X Race	Freeride Plush
110mm	17mm	28mm
150mm	23mm	38mm

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

Adjusting Travel on TALAS

Travel can be changed either on or off the bike.

Decreasing Travel

From 150mm (full extension) travel, turn the TALAS knob (Fig. 1) clockwise to shorten the travel. Each click represents 3mm of travel change. There are 15 positions in 3.5 rotations. Turn knob desired number of clicks, then compress and hold down the fork for a few seconds. Cycle the fork a few times and it will hold down at its new shorter travel.

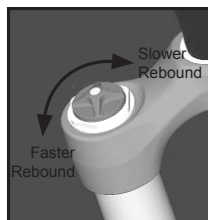
Increasing Travel

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

Damping Adjustment Guidelines

Rebound Adjustment

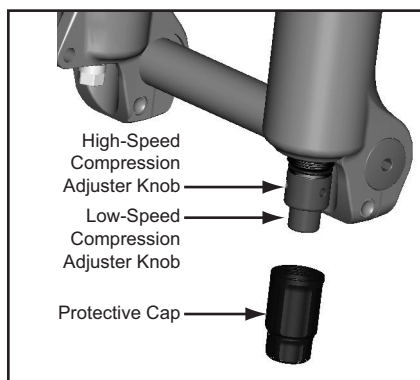
Rebound damping controls the speed at which the wheel returns from a compression stroke. Rebound setting is a personal preference and varies depending on spring preload, spring rate and riding style. The rebound adjuster is the red knob located on the top of the right fork leg. The adjuster rotates to stops at each end and has approximately 15 clicks available. It is preset from the factory to 9 clicks out counter-clockwise from the full in position.



Fox 36 Rebound Tuning		
Adjuster	Setting Too Low (-)	Setting Too High (+)
Rebound Adjuster	-Loss of traction & control -Wallowy ride	-Wheel will not track on terrain -Front end packs down in bumps -Ride gets harsh

High-Speed Compression Adjustment

High-Speed Compression damping controls the force it takes to move the fork through the travel and how the wheel will react to a bump. The High-Speed Adjuster is located at the bottom of the right fork leg and is the larger of the two blue knobs. To adjust compression knobs, remove by unscrewing the protective cap. The adjuster rotates to stops at each end and has 15 clicks available. It is preset from the factory at 0 clicks in from the full out position.



Guide de réglage de la compression RC2			
Adjuster	Bump Type	Setting Too Low (-)	Setting Too High (+)
Low-Speed Compression Adjuster		-Excessive brake dive -Wallowy ride	No traction in loose conditions
High-Speed Compression Adjuster		-Bottoms often on square-edged hits -Bottoms hard on g-outs	-Rides harsh with bad traction -Use too little of travel

Special "Boost" Feature of High-Speed Compression Adjuster

This adjuster is equipped with a max "boost" setting when the adjuster is rotated full firm clockwise in. This setting offers increased bump force resistance well beyond the adjuster's linear range up until the stop at full firm.

Note: The High-Speed Compression knob has a feature that allows the insertion of a 3mm hex key or similar tool to assist in turning this knob. *Do not overtorque the "Boost" knob.*

Low-Speed Compression Adjustment

Low-Speed Compression damping controls the influence of rider weight shifts and bike attitude under braking. The Low-Speed Adjuster is located at the bottom of the right fork leg and is the smaller of the two blue knobs. This adjuster rotates to stops at each end and has approximately 17 clicks available. It is preset from the factory at 0 clicks in from the full out position.

Hydraulic Bottom-Out System

The Fox 36 R and RC2 are equipped with a patent-pending Internally Adjustable Hydraulic Bottom-Out Control System. This feature can be adjusted inside the cartridge by a Fox Service Center. It comes preset from the factory at the medium setting.

Warning: Do not attempt to disassemble the Fox 36 R or RC2 Closed Cartridge System unless you are an Authorized Fox Racing Shox Service Center with the appropriate tools.

Check Before Every Ride

1. Check that the 20mm axle pinch bolts are properly torqued to 19 in-lb.
2. Clean the outside of the 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 of fork for damage. Please contact your local dealer or Fox Racing Shox for further inspection and repair.
4. Check headset adjustment. Adjust headset if loose according to manufacturer's recommendations.
5. Check that brake cables or hoses are properly routed and fastened.
6. Check that the front and rear brakes operated properly on flat land.

Service Intervals

Performance, safety and the life-span of Fox 36 depend on maintenance. If you ride in extreme conditions, service and maintain your Fox 36 more frequently.

Note: In this manual, references being made to the left and right side of the fork are from the seated rider's perspective.

The Fox 36 requires service at the regular intervals shown below:

Item	Each Ride	25 Hours	100 Hours	Annually or 200 Hours	18 Months or 300 Hours	Instructions on Page
Wash and dry exterior	X					10
Clean dust wipers & inspect / lube foam rings		X				11
Structural inspection			X			11
Inspect bushings				X		12
Change oil				X		12
Change Float fluid and seals in TALAS					X	14

Maintenance Tools and Supplies

Required Tools & Supplies	Torque Setting	Needed for:
Safety Glasses	n/a	Eye protection
Bucket / Drain Pan	n/a	Changing oil and/or travel
Paper towels and/or rags	n/a	Absorbing oils & fluids
Plastic faced hammer/mallet	n/a	Tapping bottom shafts
Torque Wrench (Inch pound / Newton centimeter)	n/a	Torquing fasteners
Fox Suspension Fluid	n/a	Oil change (all forks)
32mm 6 point socket	165 in-lb (1864 N-cm)	Topcaps
10mm open-end or socket wrench	50 in-lb (565 N-cm)	Left-side bottom nut
15mm open-end or socket wrench	50 in-lb (565 N-cm)	Right-side bottom nut
5mm Hex-key wrench or Hex-key socket	19 in-lb (215 N-cm)	Axle and Axle-pinch bolts
2mm Hex-key wrench or Hex-key socket	11 in-lb (124 N-cm) 4 in-lb (45 N-cm)	Rebound knob (R & RC2) Low- and High-speed compression knobs (RC2 only)

Seals and Foam Rings

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

Structural Inspection

Upper Tubes

Look for scratches and dings on the upper tubes, which will prematurely wear seals and bushings. Big scratches and/or dings could compromise the integrity of this product. Contact a Fox Service Center if any of the above are present on your Fox 36.

Crowns

Check the crown for any damage, deformation or cracks. Contact a Fox Service Center if any of the above are present.

Lower Legs

Inspect the lower leg for any damage around the brace region, tube sections, disc brake mounts and thru-axle dropouts. Check for cracks or flaking in the paint, which could be an indication of damage to the structure. Inspect the dropouts using the following method:

With the axle in place, torque the pinch bolts to the proper setting (19 in-lb). There should be a gap present on the under side of the drops. If there is no gap and the walls are touching, this indicates the pinch bolts have been over-torqued. The material in this region may be compromised as a result of the over-torqued pinch bolts. Contact a Fox Service Center if any of the above are present on your Fox 36.

Bushings Technology and Inspection

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

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

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

Showroom Testing

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

Real World Testing

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

Bushings should be checked annually for excessive wear. If excessive fore and aft movement is detected between the upper tubes and lower legs, contact an Authorized Fox Racing Shox Service Center or Fox Racing Shox for further instructions. Grasp the lower legs at the drop outs (axle), then push the fork straight back towards the rear wheel. Now pull it towards you. Next, grasp the fork near the upper tube/seal junction and try the same thing. If excessive movement is noticed, refer to page 16 and contact Fox Racing Shox or an Authorized Fox Racing Shox Service Center.

Changing Oil

The following tools and supplies will be needed: a 32mm 6-point socket, 10mm open end wrench or socket, 15mm deep 6-point socket, torque wrench, 2mm hex key wrench, plastic-faced hammer, small screwdriver, oil drain pan, clean dry lint-free towels.

Quantity	Part Number	Part Name
1	025-03-004-A	1 qt. bottle of Fox Suspension Fluid (7 wt.)
1	241-02-002-C	8mm Crush washer
1	241-01-011	13mm Crush Washer

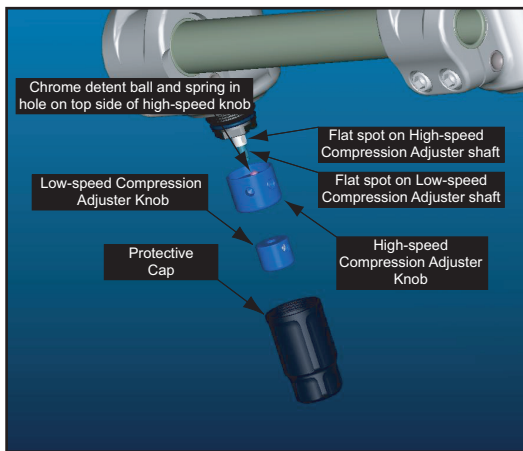
Oil change on the Fox 36 R or RC2 fork consists of changing the lower leg oil bath in each leg. This oil bath service can be performed with the common tools listed above and the fork does not have to be removed from the bicycle. This service will not require any disassembly of the closed R or RC2 cartridge.

Warning: Do not attempt to disassemble the Fox 36 R or RC2 Closed Cartridge System unless you are an Authorized FOX Racing Shox Service Center with the appropriate tools.

1. Place the bicycle or fork in a stand. Remove the disc brake caliper from the lower leg and secure it to the handlebars or frame. Using a 5mm Hex Key wrench, loosen the 4 axle pinch bolts. Using a 5mm Hex-key wrench, unscrew the axle five full revolutions counter-clockwise and remove from the lower leg. Remove the front wheel from the bike.

2. Place a clean dry oil pan underneath the left side of the fork. Using a 10mm open-end wrench or socket, loosen the bottom nut 6 full turns. Tap on the bottom nut with a plastic faced hammer to disengage the plunger shaft from the lower leg. Unscrew and remove the bottom nut and 8mm crush washer. Pull the lower leg downward until you feel it stop. Let the oil drain into the oil pan.

3. (RC2 only) On a Fox 36 RC2 fork, unscrew and remove the Black Protective Compression Knob Cap. Using a 2mm Hex Key wrench, unscrew the set-screw approximately 2 turns and remove the low-speed compression adjuster knob. Using a 2mm Hex Key wrench, unscrew the set-screw approximately 2 turns and remove the high-speed compression adjuster knob. Be careful to note that the 1/8" diameter Chrome Steel Detent Ball and detent spring are in the machined hole in the high-speed compression adjuster knob.



4. Using a 15mm deep socket wrench, unscrew the bottom nut 4 turns. Place a clean dry oil pan underneath the right side of the fork. Using a 15mm 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. Remove the bottom nut and 13mm crush washer from the base stud and set them aside. Push up on the base stud to let the oil bath oil drain out of the fork into your drain pan.

5. If the oil looks black or a dark gray, you could flush both sides of the lower leg with clean oil. To flush the lower leg, turn the fork upside-down and add about 20cc 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.

6. Turn the bike or fork upside-down, pull up on the lower leg and add 25cc 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 15cc of FOX Suspension Fluid (7 wt) into the left-side bottom hole (TALAS side) of the lower leg.

7. Slide the lower leg down until you can put on a NEW right-side 13mm crush washer with the old bottom nut. Thread on the bottom nut (2 to 3 turns max.). Using a 15mm deep 6-point socket, torque the cartridge bottom nut to 50 in-lb.

8. 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 thin screwdriver move and align the plunger shaft so that it goes through the hole of the lower leg. Install a NEW left-side 8mm crush washer with the old bottom nut. Thread on the bottom nut (2 to 3 turns max.). Using a 10mm socket, torque the plunger bottom nut to 50 in-lb.

9. (RC 2 only) Turn the bicycle right side up. Look at the two compression adjuster shafts on the bottom of the right side damper. If you cannot find both flats spots, rotate the adjuster shaft by lightly turning the shaft with needle nose pliers (see figure on page 13). Using a 2mm 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 RC2 protective cap.

10. Wipe down the lower leg. Reinstall your disc brake caliper and torque fasteners to disc brake manufacturer's specifications. Using a 5mm 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 settle to 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!

Maintenance Guidelines for the TALAS system

TALAS Forx feature proprietary seals that make it virtually maintenance free.

It is recommended that the TALAS system be rebuilt every eighteen (18) months or 300 hours.

TALAS Forx Seal kit part number is 803-00-212.

Warning: Changing the Float fluid and seals in a TALAS system requires special tools to charge the IFP piston. It is highly recommended to have an Authorized Fox Racing Shox Service Center performs this maintenance. See page 94 for a list of Service Centers.

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

Tech Tips: Bitter Bear Says...

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

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

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

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

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

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

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

Service & Warranty Instructions

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

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

Warranty Policy

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

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

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

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

Abnormal strain, neglect, abuse and/or misuse.

Accident and/or collision damage.

Modification of original parts.

Lack of proper maintenance.

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

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

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

Specific Exclusions from this warranty shall include:

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

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

Bushings

Seals

Suspension fluids

Dropouts

Disc brake tabs

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

Warranty Q & A

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

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

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

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

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

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

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

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

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

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

Disclaimer

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

Contact Information

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North America: 800.FOX.SHOX (369.7469)
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E-mail: service@foxracingshox.com
Website: www.foxracingshox.com
Business Hours: Monday-Friday 8AM-5PM Pacific Time

Method of Payment

Visa, MasterCard and/or Cashier's Check

Method of Shipping

Fox Racing Shox uses UPS Ground service within the USA.

Tuning Notes
