



RACING SHOX

2000 MODEL

OWNERS MANUAL

MANUEL DU PROPRIÉTAIRE

MANUALE DELL'UTENTE

BENUTZERHANDBUCH

MANUAL DEL USUARIO

Table of Contents

General Information	1
Service	1
International Service	1
Methods of Payment	1
Method of Shipping	1
Warranty.....	2
Disclaimer.....	2
Consumer Safety	2

Shock Terminology	3
Introduction	4
FOX Racing Shox History	4
Pump Instructions	5

Air Shocks

General Set-Up Instructions	6
Measuring SAG	6
Changing Air Pressure, Adjusting SAG	7
Air Shock Models	
FLOAT	8
FLOAT R	9
FLOAT RC	10

Coil Over Shocks

General Set-Up Instructions	11
Measuring SAG	11
Changing Preload or Spring	12
Installing and Removing Springs.....	13
Vanilla RC, Vanilla RC-Remote	13
Vanilla, Vanilla R	14
Coil Over Shock Models	
Vanilla	14
Vanilla R	15
Vanilla RC	16
Vanilla RC-Remote	17

Maintenance and Service Instructions

Maintenance Schedule	19
Air Sleeve Maintenance	20

International Versions

Français	24
Italiano	48
Deutsch	72
Español	96

General Information

FOX Racing Shox

3641 Charter Park Drive

San Jose CA 95136 USA

Business Hours: Monday - Friday

8:00 AM to 5:00 PM PST

Phone: 408.269.9201

FAX: 408.269.9217

E-Mail: sales@foxracingshox.com

Visit FOX Racing Shox at

www.foxracingshox.com after October 1, 1999

Service

The following procedures must be completed in order to obtain service or repairs for your shock.

Contact FOX Racing Shox to obtain a Return Authorization Number and shipping address (408) 269-9201 (For our International Service Centers please refer to the list below or contact FOX Racing Shox directly to determine the Service Center nearest you).

Send shocks to FOX Racing Shox or your International Service Center with shipping charges pre-paid by sender. Mark the Return Address and Return Authorization Number clearly on the outside of the package.

Include a description of the problem with the shock, bicycle information (manufacturer, year and model), type of FOX shock, spring rate and return address with daytime phone number on a note. Satisfactory proof of purchase receipt is required for warranty consideration.

International Service Centers

Australia	Sheriff Imports	617 / 3366 5137
Canada	ABC Cycle & Sport	1.514.279.0369
Canada East	Norco	1.800.263.2344
Canada West	Norco	1.800.663.8916
England	Mojo Suspension	+ 44 / 1633 615 815
Germany	Shock Therapy	+ 49 / 6127 5322
New Zealand	Blue Shark Enterprises	+ 64 / 45894535
Switzerland	Suspension Service Center	+ 31 / 8093020
France	F.M.F. France	+ 33 / 494541950
Italy	Pepi Innerhofer	+ 39 / 473563107
Spain	Dirt Racing	+ 34 / 916637125
Japan	Mom & Pop's	+ 81 / 4247997774

Methods of Payment

- VISA
- MASTERCARD
- CASHIERS CHECK

Method of Shipping

We use UPS ground service within North America, unless otherwise specified.

Warranty

The factory warranty period for your shock is one year from the original date of purchase of the bicycle or shock. A copy of the original purchase receipt must accompany any shock being considered for warranty service. Warranty is at the full discretion of FOX Racing Shox and will cover only defective materials or workmanship.

This warranty is void when damage to the shock has occurred from the following:

- Abuse
- Damage to the exterior finish caused by improper cable routing
- Any attempt to disassemble
- Modifications
- Non-Factory oil changes or improper service
- Shipping damages or loss (purchase of full value insurance is recommended)

FLOAT, FLOAT R, FLOAT RC Warranty: To maintain high performance and product longevity, periodic maintenance is required. (See the Maintenance Checklist for further instructions)

To ensure peak performance, repairs and service to the shock must be performed by FOX Racing Shox in the US or outside the US by a FOX Racing Shox Authorized Service Center. Call (408) 269-9201 to find the service center nearest you. FOX Racing Shox reserves the right to all final warranty or non-warranty decisions.

Disclaimer

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

Consumer Safety

RIDING A BICYCLE IS DANGEROUS AND CAN RESULT IN DEATH OR SERIOUS INJURY. TAKE RESPONSIBILITY FOR YOURSELF AND OTHERS SERIOUSLY:

- Maintain your bike & suspension
- Ride within your limits
- Wear protective clothing, eye protection and a helmet
- Tread lightly

Your bike is equipped with FOX Racing Shox rear suspension. Before riding, take the time to read the FOX Racing Shox manual on set-up, use, and service of your shock. If you have questions, call your Authorized FOX Racing Shox Service Center or call FOX Racing Shox directly at (408) 269-9201.

If your shock ever loses oil, or if it makes unusual noise, stop riding immediately and have the shock inspected by a dealer or contact FOX Racing Shox. **RIDING WITH A BROKEN OR MALFUNCTIONING SHOCK CAN RESULT IN LOSS OF CONTROL, CRASHING, AND POSSIBLE DEATH OR SERIOUS INJURY.**

Never modify your bike frame or shock. Only use genuine FOX Racing Shox parts for your shock. Any modification, improper service, or use of after-market replacement parts will void the warranty and could damage the shock or cause loss of control of the bike resulting in serious injury or death.

Follow the scheduled service recommendations in this Manual. Always have your shock serviced by an Authorized FOX Racing Shox Service Center, or return it to FOX Racing Shox for service.

YOUR FOX Racing Shox IS PRESSURIZED WITH NITROGEN. THE CHARGED PORTION OF THE SHOCK SHOULD NEVER BE OPENED EXCEPT BY AN AUTHORIZED SERVICE CENTER. IF YOU HAVE AN AIR SHOCK, THE PORTION OF THE SHOCK THAT IS CHARGED WITH NITROGEN DOES NOT NEED TO BE OPENED IN ORDER TO PERFORM CLEANING AND LUBRICATION OF THE AIR CHAMBER.

OPENING A PRESSURIZED SHOCK CAN BE DANGEROUS AND CAN RESULT IN INJURY. DO NOT DO IT.

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 (WITH NO LOAD ON THE SHOCK). SERIOUS INJURY CAN RESULT.

If your FOX FLOAT shock has not returned to its original neutral length (eye to eye position), DO NOT attempt to disassemble the outer air sleeve or any part of the shock. Air has become trapped in the Air Negative chamber and can cause serious injury if the shock is disassembled. If the shock is compressed and will not return to its original position, please return the shock IMMEDIATELY to FOX Racing Shox for service.

Shock Terminology

Shock Sag:	The amount the shock compresses with rider sitting on bike in normal riding position. This is usually 15% to 25% of total shock travel. Cross country: 15% to 25% suggested, Downhill 25% suggested.
Compression Damping:	The resistance felt when trying to compress the shock.
Rebound:	After a shock is compressed it will extend because of the spring force.
Rebound Damping:	Rebound damping controls the rate at which the shock will extend.
Preload:	The initial amount of force placed on the spring.
Spring rate:	The force needed to compress the spring one inch.
FLOAT:	FOX Load Optimum Air Technology "FLOAT": FLOAT is air technology. This air negative spring technology self adjusts the air negative chamber to optimum performance based on the positive air chamber pressure. This technology delivers the performance of a coil with the ease of adjustability and light weight of an air shock.

Introduction

Thank you for choosing FOX Racing Shox for your bicycle. In doing so, you have chosen the number one shock absorber in the industry! 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 new shock correctly to ensure maximum performance. This manual will provide you with the step-by-step instructions of how to set up your shock.

FOX Racing Shox History

Back in the mid-70's Bob Fox, an avid motocross racer, came to the conclusion that the quality and performance of the shock absorbers available for motocross racing were not up to the extreme demands of the sport. As a mechanical engineer, he saw an opportunity to design and develop a new shock that would surpass the performance of current race equipment. With that goal in mind, Bob designed and began manufacturing a revolutionary high-performance, externally adjustable, air-pressurized shock absorber. FOX AirShox were born!

When Bob first designed shocks for motocross competition, he envisioned a product that would be the very Best available. Today, that same philosophy continues to drive FOX Racing Shox.

We continue to push the envelope in racing shock absorber design, technology and performance - shocks for Motorcycles, Snowmobiles, Mountain Bikes, Off-Road vehicles, and ATV's. And we keep pushing that envelope based on our years of unique experience. Experience that has covered a wide variety of the most extreme, most demanding shock absorber applications on the planet.

The countless lessons we've learned from the many forms of racing and the numerous top racers we've worked with...the expertise we've gained in 25 years of experience...the tiny details of shock design and manufacture that we know are so important...the unique shock designs and technology we've developed...

All of this has been brought together to create one single product...
...a FOX RACING SHOCK for YOU!

Pump



Pump Instructions

Remove the air valve cap from the shock.

Thread the pump's valve chuck onto the shock's air valve until pressure registers on the pump gauge. This takes approximately 6 turns.

Stroke the pump a few cycles. The pressure should increase slowly. If pressure increases rapidly check to make sure the pump is properly fitted and tightened onto the air valve.

Note: If shock has no air pressure, the gauge will not register pressure.

Pump to desired pressure setting. You can decrease pressure by pushing the black bleed valve. Pushing the bleed valve half way down, and holding it there, will allow pressure to escape from the pump, and shock. Pushing the bleed valve all the way down and releasing it, will allow only a small amount of pressure to escape (micro adjust). When unthreading the pump from the air valve fitting, the sound of the air loss is from the pump hose, not the shock itself.

Replace the air valve cap before riding.

Note: When you attach the pump to the shock, the hose will need to fill with air. This will result in a lower pressure registering approximately 10 to 20 PSI on the gauge.

Average setting range is from 100 to 300 PSI. DO NOT EXCEED 300 PSI.

Air Shocks

General Set-Up Instructions

To get the best performance from your FOX Racing Shox, it is necessary to adjust Sag. On your FOX FLOAT air shock this is done by adjusting the air pressure. The air pressure needed is determined by the rider's weight and riding conditions. Sag is how much the shock compresses when you sit on the bicycle. Increasing air pressure will make the shock stiffer. Decreasing the air pressure will make the shock softer. (Note: It might be necessary to change air pressure to achieve the proper Sag setting). The smoothest ride will be attained by running the air pressure low enough to occasionally bottom out.

Measuring SAG

The following set-up procedures will help you achieve the optimum performance from your FLOAT shock:

Measurement #1

Measure the distance from the center of one mounting bolt to the center of the other mounting bolt. Record this measurement.

Sit on the bicycle in a normal riding position. Your weight should be on the saddle with your feet on the pedals. It may be necessary to hold yourself up against a wall or post to steady yourself. Make sure your weight is distributed on the saddle and pedals as it would be in your normal riding position. Do not bounce on the pedals or saddle.

Measurement #2

Have an assistant measure the distance from the center of one mounting bolt to the center of the other mounting bolt while you are sitting in the riding position on the bicycle. Record this measurement.

The difference between measurement #1 & measurement #2 is the Sag.

shock length (inches)	shock length (millimeters)	shock travel (inches)	shock travel (millimeters)
6.50	165.2	1.50	38.1
7.875	200.2	2.00	50.8

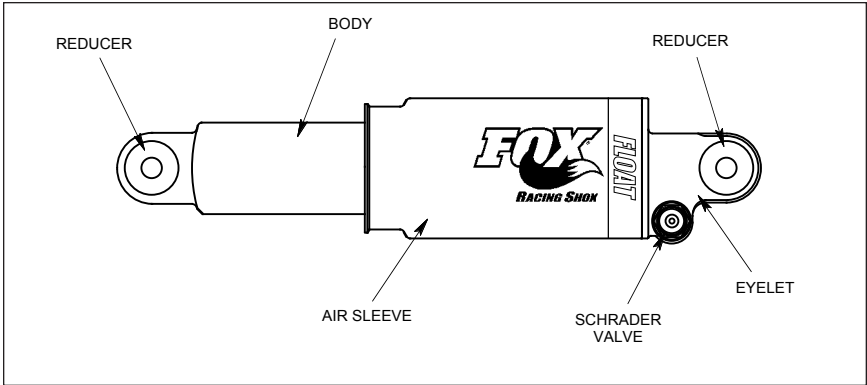
shock travel (inches)	shock travel (millimeters)	recommended SAG (inches)	recommended SAG (millimeters)
1.50	38.1	.38	9.6
2.00	50.8	.50	12.7

Changing Air Pressure, Adjusting SAG

1. Locate the Schrader air valve on the shock and remove the valve cap.
2. Screw your FOX Racing Shox pump onto the air valve until the pump shows pressure on the gauge. Do not over tighten.
3. Add air pressure by pushing on the pump handle until desired pressure is shown on gauge. (See Pump Section)
4. Unthread pump from air valve; measure the Sag.

Repeat step 1-4 until proper Sag is achieved. Replace valve cap after Sag is set.

FLOAT



Shock Features

- Adjustable Air Spring
- Internal Floating Piston
- Self-Adjusting Air Negative Spring
- Nitrogen Charged

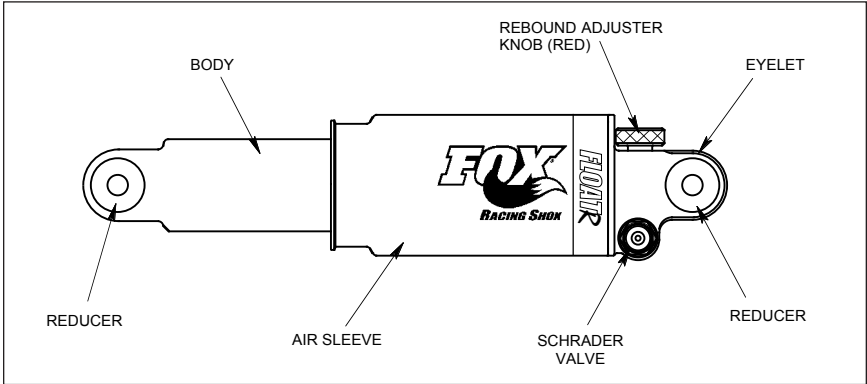
FLOAT Description

FOX Load Optimum Air Technology "FLOAT": FLOAT is air technology. This is air negative spring technology which self adjusts the air negative chamber to optimum performance based on the positive air chamber pressure. This technology delivers the performance of a coil with the ease of adjustability and light weight of an air shock.

SAG Set-Up

Please refer to the General Set-Up Instructions for the Air Shocks.

FLOAT R



Shock Features

- Adjustable Air Spring
- Internal Floating Piston
- Nitrogen Charged
- 12 Click Externally Adjustable Rebound Damping
- Speed Sensitive Rebound Valve Stack
- Self Adjusting Air Negative Spring

SAG Set-Up

Please refer to the General Set Up Instructions for Air Shocks.

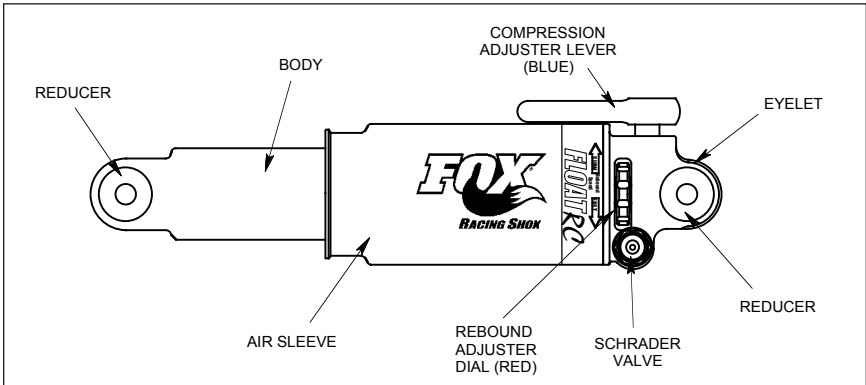
Rebound Adjustment

Rebound damping is adjusted by the red rebound adjuster knob on your FOX FLOAT R. Rebound damping controls the speed at which the shock returns after the shock is compressed. Turning the rebound adjuster clockwise will cause the rebound to be slower, counter-clockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any air pressure and riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

Rebound Adjustment guidelines

Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not function properly and the wheel will not follow the changing terrain. Determining the proper rebound setting may take a number of rides. During the first few rides adjust the clicker and note the different ride characteristics. Your rebound damping setting may change with different riding conditions.

FLOAT RC



Shock Features

- Adjustable Air Spring
- Internally Adjustable Rebound Damping
- Internal Floating Piston
- Self Adjusting Air Negative Spring
- Nitrogen Charged
- Force-Sensitive Compression Damping
- High Speed Compression Damping Blow off
- Two Position (On / Off) Compression Damping Lever

SAG Set-Up

Please refer to the General Set-Up Instructions for the Air Shocks.

Rebound Adjustment

Rebound damping is adjusted by the red rebound dial on the FOX FLOAT RC. Rebound damping controls the speed at which the shock returns after the shock is compressed. Turning the rebound dial clockwise will cause the rebound to be slower, counterclockwise will cause the rebound to be faster. The dial has at least 24 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any air pressure and riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

Rebound Adjustment Guidelines

Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not function properly and the wheel will not follow the changing terrain. Determining the proper rebound setting may take a number of rides. During the first few rides adjust the dial and note the different ride characteristics. Your rebound dial setting may change with different riding conditions.

Compression Adjustment - Air Shocks

Compression adjustment is featured on the FLOAT RC Shock. The compression adjuster is the blue lever. There are two options for lever position for the FLOAT RC. For one option, the lever

is at a 45° angle counter clockwise to the shock in the normal position. Moving the lever clockwise 90° increases compression damping. For the other option, the lever is in line with the shock in the normal position. Moving the lever 180° in either direction increases compression damping. The increased compression damping setting is very hard to compress, but, it will “blow off” with a large load.

Coil Over Shocks

General Set-Up Instructions

To get the best performance from your FOX Racing Shox, it is necessary to adjust SAG. On the coil-over shocks this is done by adjusting the spring preload or changing springs. SAG is how much the shock compresses when you sit on the bicycle. Increasing spring preload will make the shock compress less. Decreasing the preload will make the shock compress more. The smoothest ride will be achieved with one turn of preload. (Note: it might be necessary to change spring rate to achieve the proper sag setting.) Adjusting sag setting is easiest with two people, the bike rider and an assistant.

Step 1. Measuring SAG

Measurement #1

Measure the distance from the center of one mounting bolt to the center of the other mounting bolt. Record this measurement.

Sit on the bicycle in a normal riding position. Your weight should be on the saddle with your feet on the pedals. It will be necessary to hold yourself up against a wall or post to steady yourself. Make sure your weight is distributed on the saddle and pedals as it would be in your normal riding position. Do not bounce on the pedals or saddle.

Measurement #2

Have an assistant measure the distance from the center of one mounting bolt to the center of the other mounting bolt while you are sitting in the riding position on the bicycle. Record this measurement.

The difference between measurement # 1 & measurement # 2 is the SAG.

You can determine shock travel by measuring the exposed shaft length of your shock. Slide the bottom-out bumper to the middle of the shaft and measure the exposed length. This is your shock travel.

shock travel (inches)	shock travel (millimeters)	recommended SAG (inches)	recommended SAG (millimeters)
1.00	25.4	.25	6.3
1.25	31.7	.31	7.8
1.50	38.1	.38	9.6
1.75	44.4	.44	11.1
2.00	50.8	.50	12.7
2.25	57.1	.56	14.2
2.50	63.5	.63	15.9
2.75	69.9	.69	17.5

Step 2. Changing Preload or Spring

To set the preload, you need to adjust the spring preload ring. FOX Racing Shox recommends no more than 2 turns of preload. If more than 2 turns of preload are required to achieve the correct amount of Sag, it is recommended that the spring be replaced with a firmer rate.

Adjust preload by threading the preload ring onto the body. Clockwise turns increase preload which decreases the SAG. Counterclockwise turns decrease preload which increases SAG.

OR

Change the spring (See Installing and Removing Springs). A stiffer spring (higher spring rate) decreases SAG. A softer spring (lower spring rate) increases SAG.

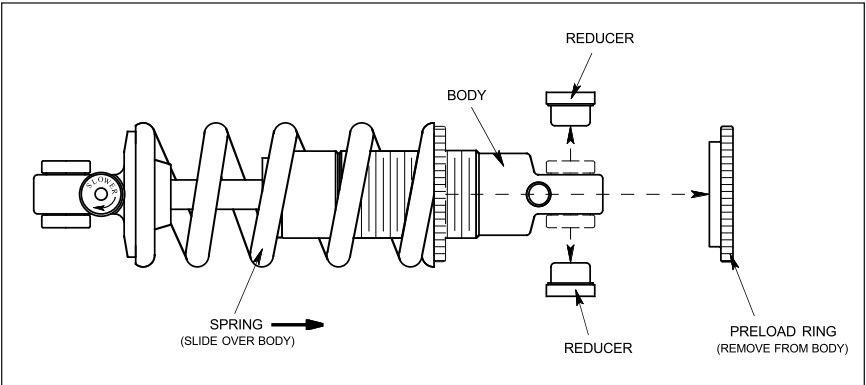
Springs are available from FOX Racing Shox. Numbers are printed on the outside of the spring coils indicating the rate (in pounds) and travel (in inches). Example: 550-1.95 is a 550 pound-per-inch spring rate with 1.95 inches of travel. Please note this number when ordering replacement springs. Also be prepared with the make, model, and year of bicycle, shock travel, rider weight and riding style.

Repeat Steps 1-2 until proper SAG is achieved.

Installing and Removing Springs

To remove the spring from your shock, follow these steps.

Vanilla and Vanilla R



Loosen and remove the preload ring from the body.

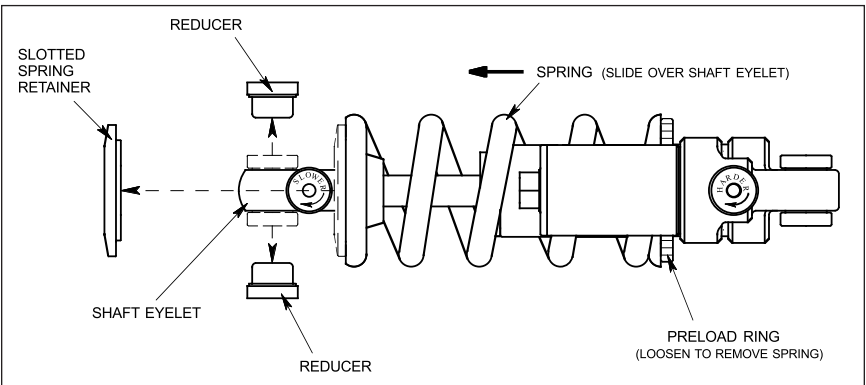
Note: It might be necessary to remove the reducers from the body end of the shock to remove the spring.

Slide the spring over the shock body.

Install your new spring by sliding the spring over the shock body.

Tighten the preload adjuster one full turn to keep the preload ring from shaking loose.

Vanilla RC and Vanilla RC-Remote



Back off preload ring to loosen the spring until the slotted spring retainer can be removed from the shock.

Note: It might be necessary to remove the reducers from the shaft end of the shock to remove the spring.

Slide the spring over the eyelet.

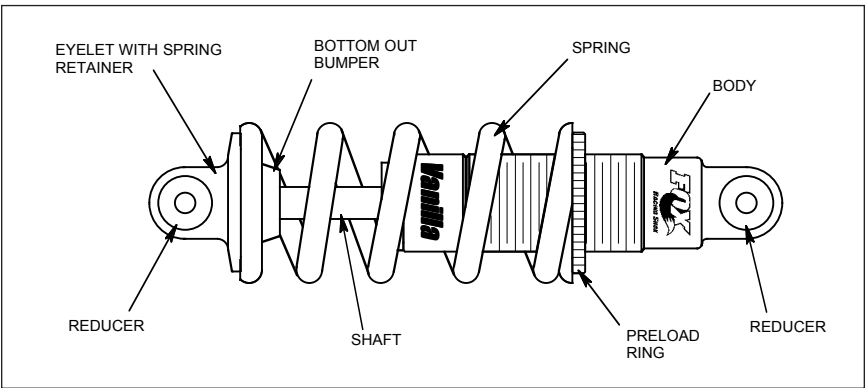
Slide the new spring on over the eyelet, then re-install the spring retainer.

Note: The slotted spring ring retainer slot must rest on the flat side of the spring. If the slot is straddling the gap caused by the end of the spring wire the slotted spring retainer may bend.

Tighten the preload adjuster one full turn to keep the spring retainer from shaking loose.

Align the slotted spring retainer so that the rebound knob is in the middle of the slot.

Vanilla



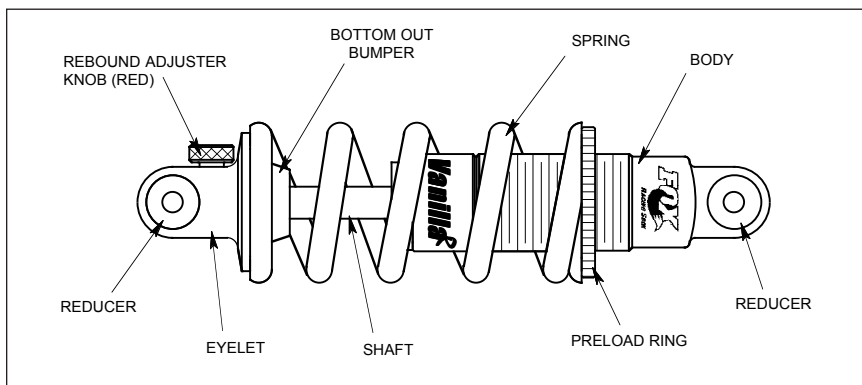
Shock Features

- Adjustable Spring Preload
- External Coil Spring
- Internal Floating Piston
- One Piece Aluminum Body
- One Piece Eyelet
- Nitrogen Charged

SAG Set-Up

Please refer to the General Set-Up Instructions for Coil-Over Shocks.

Vanilla R



Shock Features

- One Piece Aluminum Body
- Multi-Valve Piston
- External Coil Spring
- Internal Floating Piston
- 12 Click Externally Adjustable Rebound Damping
- Speed Sensitive Rebound Valve Stack
- Nitrogen Charged
- Force-Sensitive Compression Damping
- Adjustable Spring Preload

SAG Set-Up

Please refer to the General Set Up Instructions for the Coil Over Shocks.

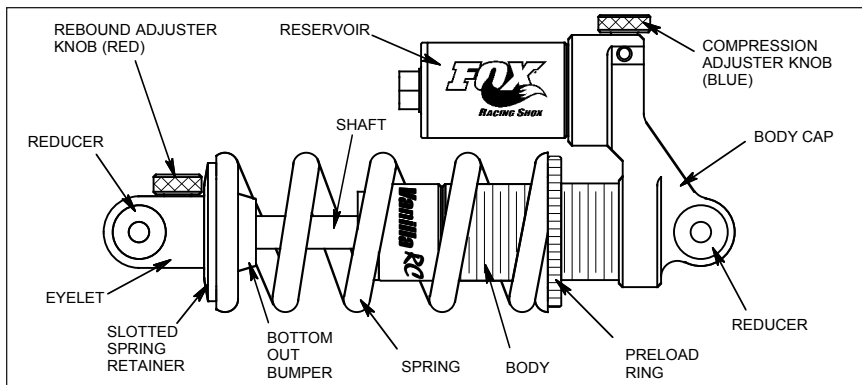
Rebound Adjustment

Rebound damping is adjusted by the red rebound adjuster knob on your FOX Vanilla R. Rebound damping controls the speed at which the shock returns after the shock is compressed. Turning the rebound adjuster clockwise will cause the rebound to be slower, counter-clockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any spring rate and riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

Rebound Adjustment Guidelines

Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not function properly and the wheel will not follow the changing terrain. Determining the proper rebound setting may take a number of rides. During the first few rides adjust the clicker and note the different ride characteristics. Your rebound damping setting may change with different riding conditions.

Vanilla RC



Shock Features

- Nitrogen Charged
- Multi-Valve Piston
- External Coil Spring
- Internal Floating Piston
- Adjustable Spring Preload
- Speed Sensitive Rebound Valve Stack
- Piggy Back Remote Reservoir
- Force-Sensitive Compression Damping
- 12 Click Externally Adjustable Rebound Damping
- 12 Click Externally Adjustable Compression Damping

SAG Set Up

Please refer to the General Set Up Instructions for Coil Over Shocks

Rebound Adjustment

Rebound damping is adjusted by the red rebound adjuster knob on your FOX Vanilla RC. Rebound damping controls the rate at which the shock returns after being compressed. Turning the rebound adjuster clockwise will cause the rebound to be slower, counterclockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any spring rate or riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

Rebound Adjustment Guidelines

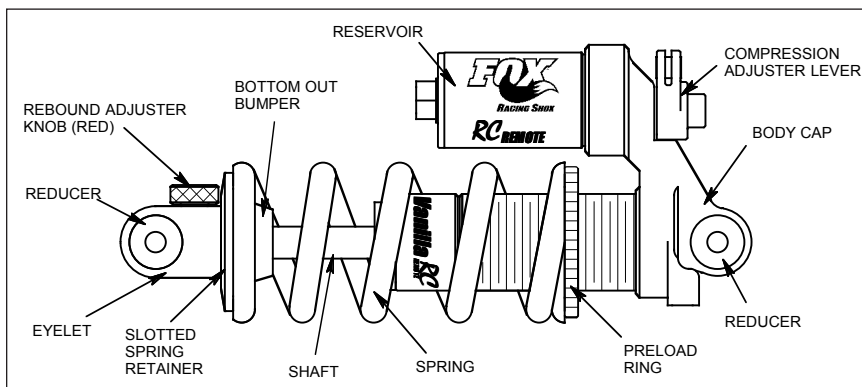
Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not have time to extend before hitting the next bump.

Compression Setting

The compression damping is changed by turning the blue rebound adjuster knob on the Vanilla RC. The Compression adjuster changes the force required to compress the shock. Turning the blue adjuster knob clockwise increases compression damping (more difficult to compress), while counterclockwise reduces the compression damping (easier to compress). During the first few rides change the compression adjuster and note the different ride characteristics. Your compression adjuster setting may change with different riding conditions.

Note: The smoothest ride will be attained with the compression adjuster in the softest setting.

Vanilla RC-Remote



Shock Features

- Nitrogen Charged
- Multi-Valve Stack
- External Coil Spring
- Internal Floating Piston
- Adjustable Spring Preload
- Piggyback Remote Reservoir
- 12 Click Externally Adjustable Rebound Damping
- Remote Adjustable Compression Damping
- High Speed Compression Blow off
- Force-Sensitive Compression Damping
- Speed-Sensitive Rebound Valve Stack

SAG Set Up

Please refer to the General Set Up Instructions for Coil Over Shocks.

Rebound Adjustment

Rebound damping is adjusted by the red rebound adjuster knob on your FOX Vanilla RC-Remote. Rebound damping controls the rate at which the shock returns after being compressed. Turning the rebound adjuster clockwise will cause the rebound to be slower, counter-clockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any spring rate or riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

Rebound Adjustment Guidelines

Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not have time to extend before hitting the next bump.

Compression Setting

Remote compression adjustment is a feature on the Vanilla RC-Remote. It is designed for climbing or sprinting with minimized pedal induced suspension compression and can be adjusted "On-The-Fly". The compression damping can be changed by turning the remote lever at the handlebar. This remote lever has only two settings, Soft and Firm. The compression

adjuster allows either normal compression flow (soft) or restricted compression flow (firm). A “Blow-off” feature enables the shock to compress and absorb LARGE impacts even when the remote lever is in the firm position.

Remote Cable Set-Up & Adjustment

Install cable housing from remote lever assembly to cable stop on the shock.

Route cable from remote lever to through cable stop (barrel type) fitted into shock lever. This cable stop has a set screw that secures the barrel to the cable when tightened.

Note: When the shock lever is pulled all the way (against spring tension) until it stops at the piggyback shock body cap, the compression adjuster is in the firm setting. When the shock lever is moved counterclockwise about 1/4” (7 mm), from this position, the compression adjuster is in the soft setting. This is the normal operating mode. Set the cable stop to allow for only limited range of motion and the lever spring will have ample tension to eliminate cable slack.

Tighten cable stop set screw, trim off excess cable and crimp cable end protector if provided.

Verify the audible “CLICK” as shock lever nearly touches shock body cap in Firm mode. There will be no click when the setting is changed from Firm to Soft.

Turn handlebars left and right to check cable routing and to see that compression adjuster is not affected by steering. If the adjuster is affected by steering, the cable might be too short and a longer cable may be needed.

Maintenance and Service Instructions

Maintenance Schedule	New	Every Ride	Every 8 Hours	Every 40 Hours	Every 200 Hours
General					
Set shock SAG	✓				
Set rebound adjustment to desired speed	✓				
Tighten shock mounting bolts	✓		✓		
Clean aluminum reducer, Check for Wear, Grease					✓
Send to service center for oil change and inspection					✓
Vanilla, Vanilla R, Vanilla RC, Vanilla RC-R					
Clean shaft, seal area, check shaft for damage		✓			
FLOAT, FLOAT R, FLOAT RC					
Clean Shock Body		✓			
Air Sleeve Maintenance:					
Riding Conditions: Dry, Dusty				✓	
Riding Conditions: Extreme Mud			✓		

Other Maintenance Considerations

Note: Grease will leak past the wiper seal when the shock is cycled. This grease may look like oil, but, it is grease. This is normal.

- If riding in extreme conditions, service shock more frequently.
- Wash your shock with soap and water.
- Do not use high pressure washers on your shock.

Other extensive, internal service should only be performed by an authorized FOX Racing Shox Service Center.

Air Sleeve Maintenance

To ensure peak performance it is necessary to perform some maintenance to your shock. See maintenance schedule for frequency.

Procedure to Check for “stuck down” shock

If the shock is completely or partially compressed, do the following:

- 1) Release the pressure from the shock.
- 2) Using a FOX high pressure air pump, pressurize the shock to 250 PSI.
- 3) If the shock does not extend it has become “stuck down”.

WARNING: DO NOT ATTEMPT TO PULL APART, OPEN, DISASSEMBLE OR SERVICE A SHOCK IF IT IS “STUCK DOWN”. SERIOUS INJURY CAN RESULT.

Send the shock to FOX Racing Shox or an Authorized Service Center for repair.

Removal of Air Sleeve

1. Release all air pressure from Air Valve.
2. Cycle shock a few times to release pressure from the air negative spring.
3. Release all air pressure from Air Valve again.
4. Remove shock from bike.
5. Remove aluminum reducers.
6. Clamp shaft eyelet in a vise with soft jaws being careful not to crush the air valve, lock out lever, or rebound knob.
7. Slide a screwdriver or punch through the body eyelet to keep the air sleeve from coming off the body.
8. Loosen air sleeve by turning counter clockwise and slide it down the body (See Figure B).
9. Remove screw driver or punch.

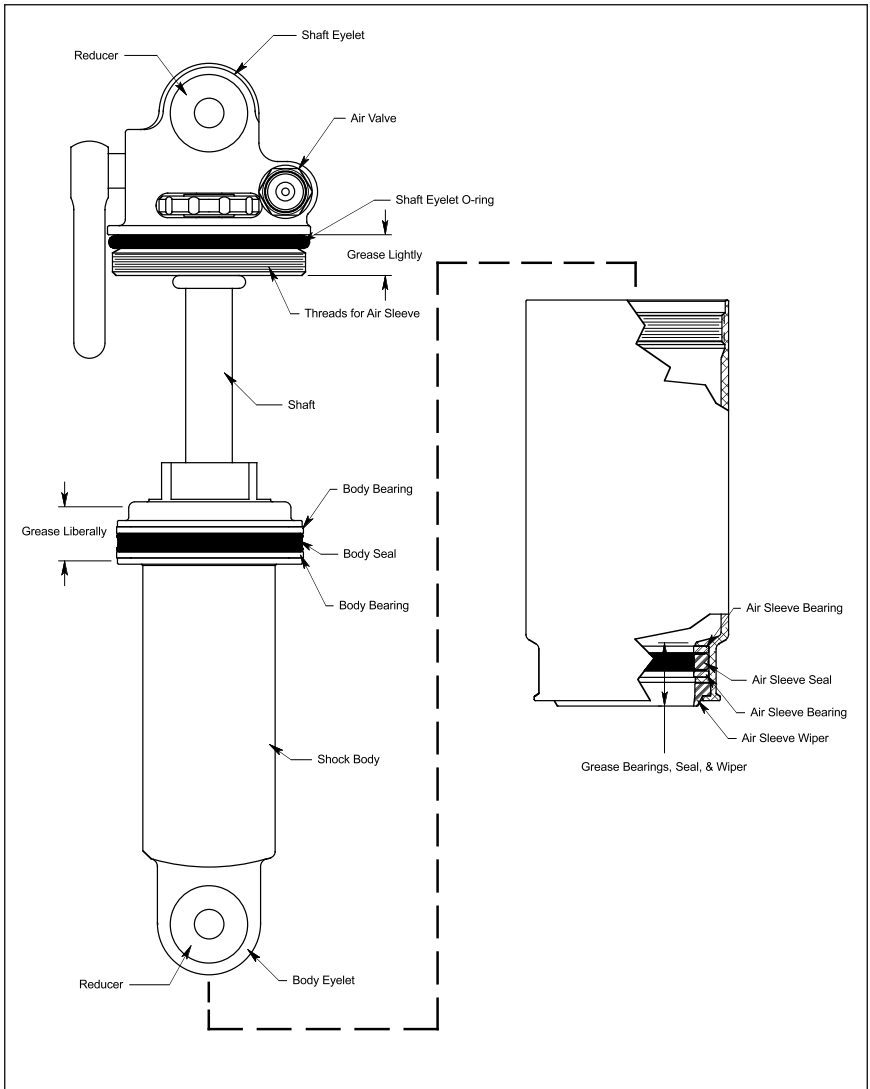


Figure A. Air Shock Parts Identification.



Figure B. Air Sleeve Removal.



Figure C. Air Sleeve Installation.

Cleaning and Inspection

- Clean inside of the air sleeve with parts cleaner.
- Inspect the seal and bearing inside of the air sleeve.
- Replace if damaged or worn.
- Clean body, body seal, body bearings, and shaft with parts cleaner.
- Inspect body seal and body bearings for wear or damage.
- Replace if damaged or worn.
- Clean shaft eyelet and shaft eyelet O-ring with parts cleaner.
- Inspect shaft eyelet O-ring for wear or damage.
- Replace if damaged or worn.

Greasing and Reassembling

1. Lightly grease the shaft eyelet O-ring and shaft eyelet threads with FOX Low Friction Grease (See Figure A).
2. Liberally grease the body seal and body bearing, leaving a reservoir of grease above the body bearing (See Figure A).
3. Lightly grease the air sleeve seal, air sleeve bearing, and air sleeve wiper (See Figure A).
4. Slide the air sleeve over the body until the air sleeve wiper is at the end of the body. Leave the air sleeve unthreaded at this time (See Figure C).
(The air sleeve will be very difficult to compress because there is pressure trapped in the air negative chamber. Waiting until after the shock is mounted in the bike will allow the leverage of the bike to easily compress the shock.)
5. Grease bushings and reducers
6. Install reducers in bushings.
7. Install shock in bike.
8. Carefully compress shock until you can screw on air sleeve. Do not let air sleeve slip off of body.
9. Thread air sleeve onto shaft eyelet.
10. Inflate shock using inflation instructions listed in the Pump Instructions.

Note: Grease will leak past the wiper seal when the shock is cycled. This grease may look like oil, but, it is grease. This is normal.