

# FORK OWNER'S MANUAL 32MM FORX

2006 TALAS + FLOAT + F SERIES + FX + VANILLA



# QUICK REFERENCE GUIDE

	TALAS	FLOAT	F SERIES	FX	VANILLA
technical terms defined	> <b>Travel:</b> total amount the fork compresses > <b>Sag:</b> amount the fork compresses with the rider sitting on the bike in a normal riding position. > <b>Compression damping:</b> controls the rate at which the fork compresses. > <b>Rebound damping:</b> controls the rate at which the fork extends. > <b>Preload:</b> initial force placed on a spring. > <b>Spring rate:</b> force required to compress a spring one inch. > <b>FLOAT:</b> Fox Load Optimum Air Technology. > <b>Vanilla:</b> FOX coil spring technology. > <b>TALAS:</b> acronym for Travel Adjust Linear Air Spring.				
service intervals	> <b>Before every ride:</b> Wash and dry exterior > <b>Every 25 hours:</b> Clean and inspect dust wipers > <b>Every 100 hours:</b> Inspect dropout thickness > <b>Every 200 hours or Annually:</b> Inspect bushings / Change oil / Change FLOAT Fluid in air chamber (FLOAT, F SERIES, FX)				
tools supplies and	> Safety glasses > Bucket or drain pan > Paper towels and/or rags > Plastic faced hammer or mallet > Torque wrench (in-lb / N·cm) > Measuring container with cc or mL increments	> FOX Suspension Fluid, 1 qt. bottle, 7 wt. > FLOAT Fluid Scc Pillow Pack > 26mm 6-point socket > 10mm open-end or socket > 2mm hex key > 1.5mm hex key > Small flat blade screwdriver		FOX P/N: 025-03-004 FOX P/N: 025-03-002	
torque values	> Topcaps: 165 in-lb > Bottom nuts: 50 in-lb > Brake posts: 80 in-lb > Hose guide screw: 8 in-lb > Air tank valve: 45 in-lb > Valve core: 4 in-lb > Rebound knob: 11 in-lb  RLC only: > Threshold knob: 4 in-lb	> Topcaps: 165 in-lb > Bottom nuts: 50 in-lb > Brake posts: 80 in-lb > Hose guide screw: 8 in-lb > Air tank valve: 45 in-lb > Valve core: 4 in-lb > Rebound knob: 11 in-lb  RLT only: > Threshold knob: 4 in-lb	> Topcaps: 165 in-lb > Bottom nuts: 50 in-lb > Brake posts: 80 in-lb > Hose guide screw: 8 in-lb > Air tank valve: 45 in-lb > Valve core: 4 in-lb > Rebound knob: 11 in-lb  RLT only: > Threshold knob: 4 in-lb	> Topcaps: 165 in-lb > Bottom nuts: 50 in-lb > Brake posts: 80 in-lb > Hose guide screw: 8 in-lb > Air tank valve: 45 in-lb > Valve core: 4 in-lb > Rebound knob: 11 in-lb  RLT only: > Threshold knob: 4 in-lb	> Topcaps: 165 in-lb > Bottom nuts: 50 in-lb > Brake posts: 80 in-lb > Hose guide screw: 8 in-lb > Rebound knob: 11 in-lb > Threshold knob: 4 in-lb  RLC only: > Threshold knob: 4 in-lb
oil volumes	> Damper: 160cc > Damper (X TT): 135cc > Springs/Bushings: 10cc > IFP air chamber: 3cc > Main air chamber: 5cc > Negative air chamber: 3cc	> Damper: 160cc > Damper (X TT): 135cc > Springs/Bushings: 30cc > Air chamber: 5cc	> Damper (F80): 150cc > Damper (F100): 155cc > Springs/Bushings: 20cc > Air chamber: 5cc	> Damper (F80): 150cc > Damper (F100): 155cc > Springs/Bushings: 20cc > Air chamber: 5cc	> Damper: 160cc > Springs/Bushings: 30cc
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 beyond the repair or replacement of your fork pursuant to the terms outlined in the warranty provisions of this manual.	<b>specific exclusions from warranty</b>	> Parts replaced due to normal wear and tear and/or routine maintenance > Parts subject to normal wear and tear and/or routine maintenance > Parts that are damaged due to obvious abuse > Bushings > Seals (after the 90-day seal warranty period expires) > Suspension fluids		
warranty policy	The factory warranty period for your fork is one year (two years for 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.  Additionally, the seals on your fork are covered for 90 days from the date of purchase. After the 90 day period, they are considered wear-and-tear items and will not be covered under the warranty.  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.	<b>general exclusions from warranty</b>	> Installation of parts or accessories 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 shipping 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		
warranty instructions	> FOX Racing Shox offers 48-hour turnaround, which may vary. > Obtain an RA (Return Authorization) number and shipping address from FOX Racing Shox at 800.FOX.SHOX. Outside the USA, contact the appropriate International Service Center. > Mark the RA number and 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 the sender. > Proof-of-purchase is required for warranty consideration. > 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.				
contact information	<b>FOX Racing Shox</b> 130 Hangar Way Watsonville, CA 95076 USA Phone: 1.831.274.6500 North America: 1.800.FOX.SHOX (369.7469) Fax: 1.831.768.9312 E-mail: <a href="mailto:service@foxracingshox.com">service@foxracingshox.com</a> Website: <a href="http://www.foxracingshox.com">www.foxracingshox.com</a> Business hours: Monday - Friday 8 a.m. - 5 p.m. PST	<b>method of payment &amp; shipping</b>	Visa, MasterCard, Cashier's Check	FOX Racing Shox uses UPS Ground Service within the USA.	

# TABLE OF CONTENTS

QUICK REFERENCE / WARRANTY INFORMATION .....	INSIDE FRONT COVER
CONGRATULATIONS! .....	4
CONSUMER SAFETY .....	4
IMPORTANT SAFETY INFORMATION .....	4
INSTALLING FOX 32MM FORX.....	5
BRAKES.....	5
TIRE SIZES .....	6
FORK TERMINOLOGY .....	6
ADJUSTING REBOUND (ALL FORK MODELS) .....	6
LOCKING OUT THE FORK (RLT, RLC & RL MODELS ONLY) .....	7
ADJUSTING LOW-SPEED COMPRESSION (RLC MODELS ONLY) .....	7
ADJUSTING BLOWOFF THRESHOLD (RLT & RLC MODELS ONLY).....	8
X DAMPER EXPLAINED.....	8
USING THE FOX HIGH PRESSURE AIR PUMP .....	8
 <b>TALAS:</b>	 <b>9</b>
AIR SPRING TUNING & SETTING SAG .....	10
CHANGING TRAVEL.....	11
MAINTAINING YOUR FORK .....	11
 <b>FLOAT:</b>	 <b>12</b>
SETTING SAG .....	13
CHANGING TRAVEL.....	14
MAINTAINING YOUR FORK .....	15
 <b>F SERIES/FX:</b>	 <b>16</b>
SETTING SAG .....	17
CHANGING TRAVEL.....	18
MAINTAINING YOUR FORK .....	19
 <b>VANILLA:</b>	 <b>20</b>
SETTING SAG .....	21
SETTING UP YOUR FORK .....	21
CHANGING THE COIL SPRING.....	22
MAINTAINING YOUR FORK .....	22
CHANGING TRAVEL.....	23
TUNING NOTES: .....	26
 <b>INTERNATIONAL VERSIONS</b>	
FRANCAIS.....	28
ITALIANO.....	54
DEUTSCH.....	.80
ESPANOL.....	106
日本語 .....	134
 <b>INTERNATIONAL SERVICE CENTERS .....</b>	 <b>162</b>



DENOTES INFORMATION THAT, IF NOT FOLLOWED, CAN LEAD TO SERIOUS INJURY OR DEATH, OR CAUSE SERIOUS DAMAGE TO YOUR FORK.



DENOTES INFORMATION THAT MAY NOT BE OBVIOUS, OR THAT CAN HELP THE RIDER OUT WITH A DIFFICULT SITUATION.

## CONGRATULATIONS!

Thank you for choosing **FOX 32MM FORX** for your bicycle. In doing so, you have chosen the finest suspension fork in the world. FOX Racing Shox products are designed, tested and manufactured by the finest professionals in the industry in Santa Cruz County, California, USA.

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 setup 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.

For detailed service instructions, consult a FOX Service Manual for your particular product. This manual does not contain step-by-step detailed service instructions for a reason: FOX recommends that detailed service be performed by an Authorized Service Center or FOX Racing Shox.

## CONSUMER SAFETY

- > Keep your bicycle and suspension system in optimal working condition.
- > Wear protective clothing, eye protection and helmet every time you ride.
- > Know and ride within your limits.
- > Follow IMBA's Rules of the Trail. For more information, go to [www.imba.com](http://www.imba.com):

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

## IMPORTANT SAFETY INFORMATION

- > 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. Use only V-type or disc brakes designed by the manufacturer for use on **FOX 32MM FORX**. Do not use brace-mounted cable leverage devices. Do not route brake cables or housing through the stem.
- > 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 can cause loss of control and serious or fatal injuries. Some noises such as spring rattle, oil flow and minor clicks are normal.
- > Use only FOX Racing Shox replacement parts. Using aftermarket parts on **FOX 32MM FORX** will void the warranty. Aftermarket replacement parts can also cause structural failure resulting in loss of control and serious or fatal injuries.
- > If mounting the bicycle in a carrier designed to hold a fork by its dropouts, use caution to not tilt the bicycle to either side. Tilting the bike with the dropouts in the carrier can cause structural damage to the fork. Ensure that the fork is fastened securely with the quick-release and that the rear wheel is properly held. If the bicycle ever tilts or falls from a bicycle carrier, do not ride it until it is examined by a qualified dealer, Authorized Service Center or FOX Racing Shox. A fork leg or dropout failure can cause loss of control and serious or fatal injuries.
- > **FOX 32MM FORX** do not include reflectors for on-road use. **FOX 32MM FORX** are 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.
- > **FOX 32MM FORX** have 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 can cause the rider to lose control of the bicycle resulting in serious or fatal injuries.

## INSTALLING FOX 32MM FORX

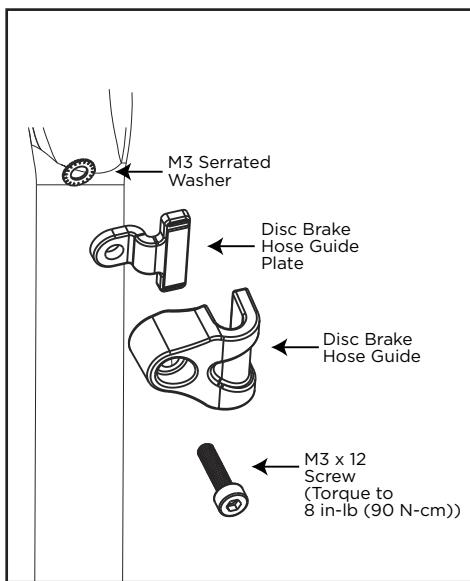
FOX Racing Shox highly recommends that a qualified bicycle technician install **FOX 32MM FORX** on your bicycle. Improperly installed forks are dangerous, and can cause loss of control and serious or fatal injuries.

1. 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 32MM FORX** 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.

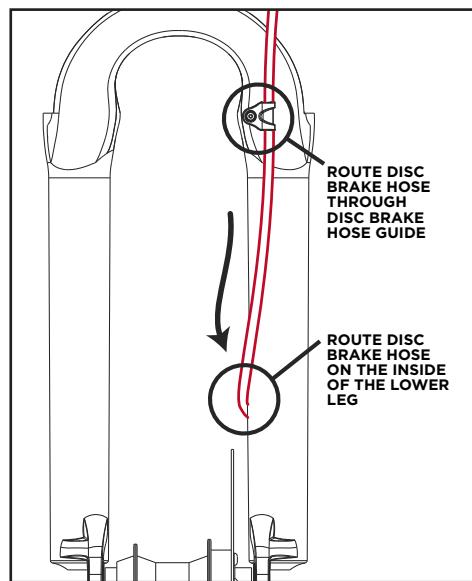


**IF THE STEERER HAS ANY NICKS OR GOUGES, THE CROWN/STEERER/UPPER TUBE ASSEMBLY MUST BE REPLACED. A NICK OR GOUGE CAN CAUSE THE STEERER TO FAIL PREMATURELY AND CAUSE LOSS OF CONTROL WITH SERIOUS OR FATAL INJURIES.**

2. Use a crown race setter to install the crown race firmly against the top of the crown. Install the star fangled nut in the steerer tube with a star fangled nut installation tool.
3. Install the fork on the bicycle. The headset should be adjusted so it turns freely without drag or free play.
4. Re-install the brakes and adjust the brake pads according to the brake manufacturer's instructions. If your fork is a disc brake-only model, route the front disc brake hose through the supplied disc brake hose guide. The disc brake hose guide is assembled as shown in the picture below. Torque the M3 x 12 screw on the disc brake hose guide to 8 in-lb (90 N-cm).



**Disc Brake Hose Guide Parts Orientation**



**Disc Brake Hose Guide Routing**

### BRAKES

#### Linear-pull

Linear-pull brakes (i.e., V-brakes) can be used on **FOX 32MM FORX** equipped with brake posts. Install and adjust linear-pull brakes according to the manufacturer's instructions. Test brakes for proper operation on flat land. Since **FOX 32MM FORX** use a hangerless lower leg design, cantilever style brakes cannot be used.

## Disc

Disc brakes with 160 – 203 mm rotors can be used on **FOX 32MM FORX**. Do not use rotors larger than 203 mm. Install disc brakes and torque all fasteners according to manufacturer's specifications. Install, route and check that all cables or hydraulic hoses are securely fastened to the lower leg and will not move during compression of the fork. It is recommended that new disc brake pads be installed to ensure proper alignment and to minimize drag. Test brakes for proper operation on flat land.



### TORQUE CALIPERS TO BRAKE MANUFACTURER'S SPECIFICATIONS.

- Mount the front wheel. Check that the quick-release nuts sit in the fork dropout counterbores. The quick-release should engage four (4) or more threads. Close the quick-release with the lever in front of and parallel to the left fork leg.

## TIRE SIZES

**FOX 32MM FORX** will accept tire sizes up to 2.40 inches wide (e.g., WTB MotoRaptor 55/60, 26 x 2.40). Any tire larger than 26 x 2.30 must be checked for clearance using the following method:

### Determining correct tire size

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

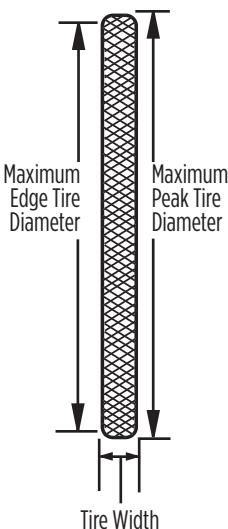
**Maximum Peak Tire Diameter = 686 mm = 27.00 inch**

**Maximum Edge Tire Diameter = 652 mm = 25.67 inch**

**Maximum Tire Width = 61 mm = 2.40 inch**



**DO NOT USE A TIRE IF ANY MEASUREMENT EXCEEDS THE MAXIMUM DIMENSIONS SHOWN ABOVE. USING LARGER TIRES IS NOT RECOMMENDED AND CAN CAUSE SERIOUS OR FATAL INJURIES.**



## FORK TERMINOLOGY

- > **TRAVEL:** total amount the fork compresses
- > **SAG:** amount the fork compresses with the rider sitting on the bike in a normal riding position.
- > **COMPRESSION DAMPING:** controls the rate at which the fork compresses.
- > **REBOUND DAMPING:** controls the rate at which the fork extends.
- > **PRELOAD:** initial force placed on a spring.
- > **SPRING RATE:** force required to compress a spring one inch.

## ADJUSTING REBOUND (ALL FORK MODELS)

The rebound knob is the red knob located on top of the right fork leg, and has 12 clicks of adjustment. Rebound controls the speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counterclockwise speeds up rebound.

As a starting point, turn the rebound adjuster knob all the way clockwise until it stops, then turn counterclockwise 6 clicks.

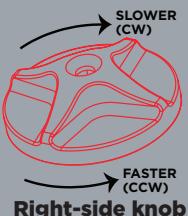
### REBOUND

**Knob Setting**  
(clicks OUT from full in)

**Setting Description**

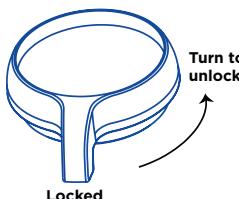
### Tuning Tips

### Setup Tips

	<b>1</b> 	Slow Rebound	Too slow and your fork will pack down and ride harsh.	If you increase your spring rate or air pressure, you will need to slow down your rebound
	<b>6</b> (Factory setting)	Average Rebound		
	 <b>12</b>	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

## LOCKING OUT THE FORK (RLT, RLC & RL MODELS ONLY)

The blue compression lockout lever is located below the red rebound adjuster knob. It allows the rider to close the compression damping in the fork. This keeps the fork at the top of its travel, making it harder to compress. Rotate the lever clockwise to the six o'clock position to lockout the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight.

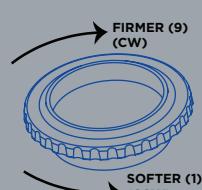
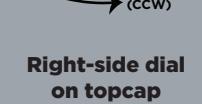


The fork will "blowoff" in the event that a big hit is encountered with the fork locked out. To unlock the fork, simply rotate the lever counterclockwise to the three o'clock position. This puts the cartridge in "open" mode, returning normal compression damping.

 **THE FORK MAY CYCLE A COUPLE TIMES AFTER ACTIVATING THE LOCKOUT. ONCE COMPLETE LOCKOUT IS ACHIEVED, THE FORK MAY CONTINUE TO MOVE 3-5MM. THIS IS NORMAL AND DOES NOT AFFECT PERFORMANCE.**

## ADJUSTING LOW-SPEED COMPRESSION (RLC MODELS ONLY)

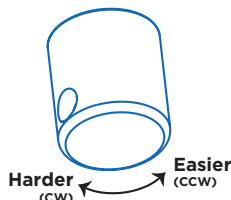
Low-speed compression damping is adjusted with the blue bezel ring below the blue lockout lever. Compression damping controls the speed at which the fork compresses.

LOW-SPEED COMPRESSION	Knob Setting (clicks IN from full out)	Setting Description	Tuning Tips
	<b>1</b> 	Soft Compression	Maximum wheel traction and bump compliance. Too soft and you maybe have excessive brake dive and wallowy feel.
	<b>5</b> (Factory setting)	Average Compression	
	 <b>9</b>	Firm Compression	Resists brake dive and keeps the fork up in the travel. Too firm and you may have poor traction in loose conditions.

## ADJUSTING BLOWOFF THRESHOLD (RLT & RLC MODELS ONLY)

Blowoff threshold is adjusted with the blue knob located at the bottom of the right fork leg. Turn the knob clockwise to make it harder to blowoff and counter-clockwise to make it easier to blowoff.

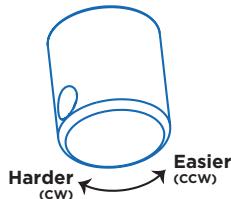
There are 12 clicks of adjustment. As a starting point, turn the knob all the way clockwise until it stops, then back off one click counterclockwise.



## X DAMPER EXPLAINED...

The X dampers feature a lockout that is controlled by an inertia valve and will remain locked out until there is bump input from the trail. The F80X and F100X have firm lockouts, but will sag with the rider's weight. The FLOAT 130X is "trail-tuned," which provides a firm pedaling platform, but is not a lockout.

### ADJUSTING BUMP THRESHOLD (F80X, F1001X & FLOAT 130X MODELS ONLY)



Bump threshold is adjusted with the blue knob located on the bottom of the right fork leg. This gives the rider the ability to adjust the force required to cause the BrassMass Valve to open, depending on bump input from the trail. Turn the knob clockwise to make it harder for the BrassMass Valve to open (higher bump threshold) or counterclockwise to make it easier for the BrassMass Valve to open (lower bump threshold).

There are 22 clicks of adjustment. The factory setting is full out (counterclockwise), then 6 clicks in (clockwise).

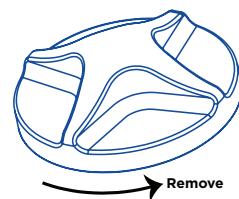
## USING THE FOX HIGH PRESSURE AIR PUMP

Use a FOX High Pressure Air Pump (see picture on right) to change the air pressure in your FOX fork:

1. Remove the aircap (pictured on the left) from the top of the right fork leg (for TALAS forks, see the **AIR SPRING TUNING & SETTING SAG** section on page 10). Connect the pump by threading the chuck onto the Schrader valve until the pump gauge registers pressure. This takes about 6 turns. If the fork has no air pressure, the gauge will not register. Do not over-tighten as it can damage the pump chuck seal.
2. Increase the pressure by stroking the pump a few times. Pressure should increase slowly. If the pressure increases rapidly, check that the pump is properly connected to the Schrader valve.
3. Decrease the pressure by depressing the black bleed valve. Push the bleed valve in halfway 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, not the fork.
5. Install the aircap, and go ride.



**FOX High Pressure Pump**



**! WHEN CONNECTING THE PUMP, THE GAUGE MAY READ 2 - 8 PSI LESS THAN NORMAL DUE TO AIR ENTERING THE PUMP HOSE. NORMAL PRESSURE RANGE IS BETWEEN 45 AND 125 PSI. DO NOT EXCEED 200 PSI.**

# TALAS

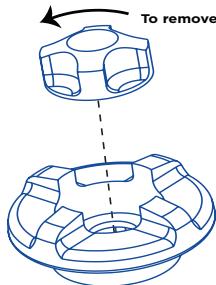
	RLC	RL	R
travel	5.1 inches / 130mm TALAS: Adjustable between 130 - 90 mm		
features	> Air spring pressure > Rebound > Low speed compression > Lockout > Lockout threshold	> Air spring pressure > Rebound > Lockout	> Air spring pressure > Rebound
adjustments	> Travel: blue lever (left leg) > Rebound: red knob > Lockout: blue lever (right leg) > Low speed compression: blue dial > Lockout threshold: blue knob on bottom of right fork leg	> Travel: blue lever (left leg) > Rebound: red knob > Lockout: blue lever (right leg)	> Travel: blue lever (left leg) > Rebound: red knob



## AIR SPRING TUNING & SETTING SAG

TALAS (Travel Adjustable Linear Air Spring) is FOX's patent-pending air-spring system that allows for on-the-fly travel adjustment while automatically adjusting the linear air spring rate, providing you with optimal riding performance throughout the travel range.

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



1. Hold the TALAS lever from spinning and unscrew the center TALAS aircap counterclockwise (see diagram on left) to expose the Schrader valve.
2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve (see **USING THE FOX HIGH PRESSURE AIR PUMP** on page 8).
3. Set your TALAS lever fully clockwise to the 130mm travel setting (9 o'clock position) and cycle the fork a few times so the fork is fully extended.
4. Using the **AIR SPRING SETTINGS** table shown below, pump your TALAS fork to the appropriate pressure for rider weight using the Pump.
5. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
6. Compare your sag measurement to the **SAG SETUP** table below. Re-adjust, if necessary.

### AIR SPRING SETTINGS

Rider Weight	Air Pressure
< 125 lbs.	50 psi
125 – 135 lbs.	55 psi
135 – 145 lbs.	60 psi
145 – 155 lbs.	65 psi
155 – 170 lbs.	70 psi
170 – 185 lbs.	80 psi
185 – 200 lbs.	90 psi
200 – 215 lbs.	100 psi
215 – 230 lbs.	115 psi
230 - 250 lbs	125 psi

### SAG SETUP

Fork Travel	XC/Race FIRM	Freeride PLUSH
90mm (3.5")	12mm (1/2")	20mm (13/16")
110mm (4")	15mm (9/16")	25mm (1")
130mm (5")	20mm (13/16")	33mm (1 5/16")

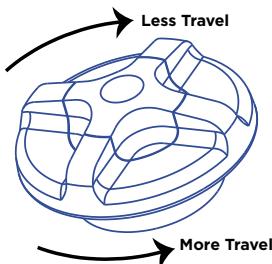
### SAG TROUBLESHOOTING

Symptom	Remedy
Too much sag	Add air pressure in 5psi increments
Too little sag	Reduce air pressure in 5psi increments
Excessive bottoming	Add air pressure in 5psi increments
Harsh ride; full travel not utilized	Reduce air pressure in 5psi increments

## CHANGING TRAVEL

The TALAS features externally adjustable travel, from 5.1" (130mm) to 3.5" (90mm), which is easily adjusted using the TALAS knob on top of the left fork leg.

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



### Decreasing Travel

From 130mm (full extension) travel, turn the TALAS knob 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 a shorter travel setting, turn the TALAS knob counterclockwise to increase travel.

Turn knob desired number of clicks and unweight the fork for a few seconds to allow the fork to extend.

## MAINTAINING YOUR FORK

TALAS Forx feature proprietary seals that make it virtually maintenance-free. It is recommended that the TALAS system be rebuilt every eighteen (18) months. Consult the **QUICK REFERENCE GUIDE** on the inside cover of this manual for replacement kits and seal part numbers, and other pertinent information.



**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.**

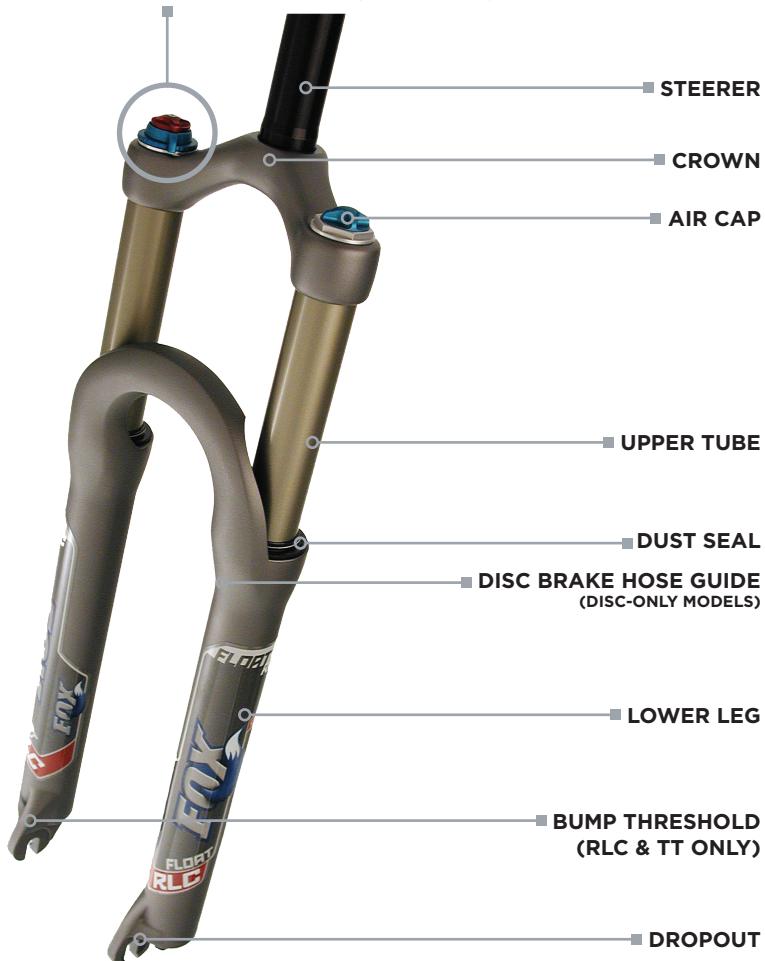


**DO NOT REMOVE THE TALAS TOPCAP UNLESS YOU ARE AN AUTHORIZED FOX RACING SHOX SERVICE CENTER WITH THE APPROPRIATE TOOLS.**

# FLOAT

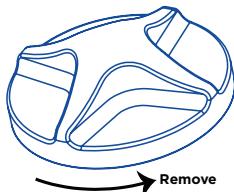
	RLC	RL	R	X TRAILTUNE
travel	5.1 inches / 130mm			
features	<ul style="list-style-type: none"> <li>&gt; Air spring pressure</li> <li>&gt; Rebound</li> <li>&gt; Low speed compression</li> <li>&gt; Lockout</li> <li>&gt; Bump threshold</li> <li>&gt; Integrated disc brake guide</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Air spring pressure</li> <li>&gt; Rebound</li> <li>&gt; Lockout</li> <li>&gt; Integrated disc brake guide</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Air spring pressure</li> <li>&gt; Rebound</li> <li>&gt; Integrated disc brake guide</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Trail Tune</li> <li>&gt; Rebound</li> <li>&gt; Bump threshold</li> <li>&gt; Integrated disc brake guide</li> </ul>
adjustments	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Low speed compression: blue dial</li> <li>&gt; Lockout: blue lever</li> <li>&gt; Bump threshold: blue knob on bottom of right fork leg</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Lockout: blue lever</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Bump threshold: blue knob on bottom of right fork leg</li> </ul>

**REBOUND (ALL MODELS)**  
**LOW-SPEED COMPRESSION (RLC ONLY)**  
**LOCKOUT LEVER (RLC & RL ONLY)**



## SETTING SAG

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



1. Unscrew the center blue aircap (see diagram on left) on top of the left fork leg to expose the Schrader valve.
  2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve (see **USING THE FOX HIGH PRESSURE AIR PUMP** on page 8).
  3. Using the **AIR SPRING SETTINGS** table below, pump your FLOAT fork to the appropriate setting using the Pump.
  4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
  5. Compare your sag measurement to the **SAG SETUP** table below.
- If your sag is lower than on the table**, screw on the pump fitting, note the current air pressure setting and depress the black bleed-valve to reduce the gauge pressure by 5 psi. Measure sag again and repeat adjustment if necessary.
- If your sag is higher than on the table**, screw on the pump fitting, note the current air pressure setting and pump to increase the gauge pressure by 5 psi. Measure sag again and repeat adjustment if necessary.
6. Screw the blue aircap back on, and go ride.

<b>AIR SPRING SETTINGS</b>	
<b>Rider Weight</b>	<b>Air Pressure</b>
< 125 lbs.	45 psi
125 – 135 lbs.	50 psi
135 – 145 lbs.	55 psi
145 – 155 lbs.	65 psi
155 – 170 lbs.	75 psi
170 – 185 lbs.	85 psi
185 – 200 lbs.	95 psi
200 – 215 lbs.	105 psi
215 – 230 lbs.	115 psi
230 - 250 lbs	125 psi

<b>SAG SETUP</b>		
<b>Travel</b>	<b>XC/Race FIRM</b>	<b>Freeride PLUSH</b>
90mm (3.5")	12mm (1/2")	20mm (13/16")
110mm (4")	15mm (9/16")	25mm (1")
130mm (5")	20mm (13/16")	33mm (1 5/16")

<b>SAG TROUBLESHOOTING</b>	
<b>Symptom</b>	<b>Remedy</b>
Too much sag	(+) air pressure in 5psi increments
Too little sag	(-) air pressure in 5psi increments
Excessive bottoming	(+) air pressure in 5psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5psi increments

## CHANGING TRAVEL

Travel on your FLOAT fork can be changed by rearranging the internal travel spacers. After changing travel check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.



**FLOAT FORKS CAN BE REDUCED IN TRAVEL AS SHOWN IN THE DRAWING ON PAGE 15. THEY CANNOT BE INCREASED IN TRAVEL BEYOND 130MM.**

### TOOLS REQUIRED FOR FLOAT TRAVEL CHANGE

26mm 6-sided socket	10mm socket	Small screwdriver
Torque wrench	2mm hex key wrench	Oil drain pan
1.5mm hex key wrench	Plastic-faced hammer	Measuring container w/ cc or mL increments

### SUPPLIES REQUIRED FOR FLOAT TRAVEL CHANGE

Quantity	Part Number	Part Name
1	O25-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	O25-03-002-A	5cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	FLOAT Forx Air Piston Seal Kit (optional)

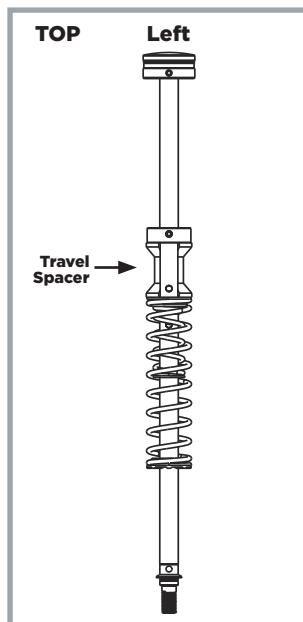
1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork (see **USING THE FOX HIGH PRESSURE AIR PUMP** on page 8 for details on how to bleed air with the pump). Remove the left top cap with a 26mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.
3. Compress the fork as much as possible. The air piston will be visible about one inch below the top of the upper tube. Push the bottom of the air shaft upwards to push the air piston out of the top of the upper tube. Use a long, thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings on the next page and add or remove the appropriate spacer(s) to achieve the desired travel.



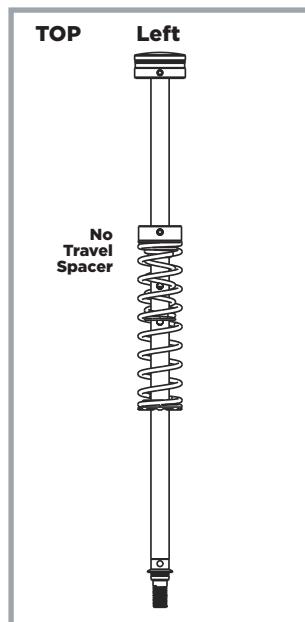
**SPACERS SNAP ONTO THE AIR SHAFT BETWEEN THE NEGATIVE SPRING GUIDE AND TOPOUT PLATE. SEE THE 100MM CONFIGURATION ON THE NEXT PAGE.**

5. Lubricate the U-cup seal on the air piston with FOX FLOAT Fluid and re-install the air shaft assembly into the upper tube. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
6. Turn the fork upside down. Measure and pour 30cc of FOX Suspension Fluid through the bottom hole.
7. Push the air shaft assembly up until the shaft comes through the bottom hole. Install the crush washer and bottom nut. Torque to 50 in-lbs.

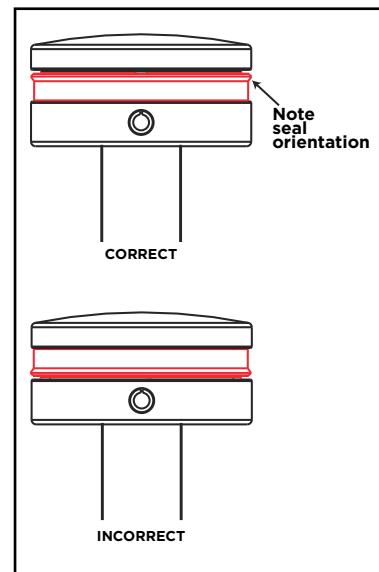
8. Turn the fork right side up. Pour 5cc of FOX FLOAT Fluid on top of the air piston.
9. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid. Re-install the topcap and torque to 165 in-lbs.
10. Pump up the fork to the desired pressure and cycle it several times to check for proper operation. Re-install the blue air cap.
11. You're done. Go ride.



**100mm Travel Configuration**



**130mm Travel Configuration**



**AIR PISTON SEAL  
ORIENTATION**

#### FLOAT Forx Travel Spacer Diagram

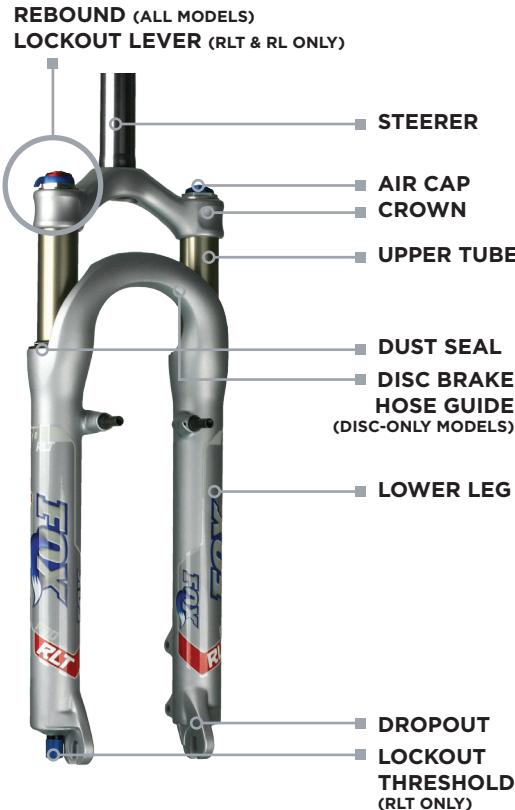
## MAINTAINING YOUR FORK

FLOAT Forx feature proprietary seals that make it virtually maintenance free. Consult the **QUICK REFERENCE GUIDE** on the inside cover of this manual for replacement kits and seal part numbers, and other pertinent information.

# F SERIES/FX

	F SERIES			FX
	F100RLT F80RLT	F100RL F80RL	F100R F80R	F100X F80X
<b>travel</b>	3.9 inches / 100mm (F100) 3.1 inches / 80mm (F80)			
<b>features</b>	> Air spring pressure > Rebound > Lockout > Lockout threshold > Integrated disc brake guide	> Air spring pressure > Rebound > Lockout > Integrated disc brake guide	> Air spring pressure > Rebound > Integrated disc brake guide	> Air spring pressure > Rebound > Bump threshold
<b>adjustments</b>	> Rebound: red knob > Lockout: blue lever > Lockout threshold: blue knob on bottom of right fork leg	> Rebound: red knob > Lockout: blue lever	> Rebound: red knob	> Rebound: red knob > Bump threshold: blue knob on bottom of right fork leg

## F SERIES

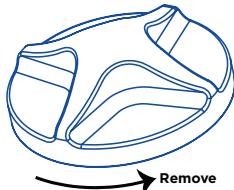


## FX



## SETTING SAG

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



1. Unscrew the blue aircap (see diagram on left) on top of the left fork leg to expose the Schrader valve.
2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve (see **USING THE FOX HIGH PRESSURE AIR PUMP** on page 8).
3. Using the **AIR SPRING SETTINGS** table below, remove the blue air topcap on top of the left fork leg and pump your F-series fork to the appropriate setting using the Pump.
4. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.

5. Compare your sag measurement to the **SAG SETUP** table below.

**If your sag is lower than on the table**, screw on the pump fitting, note the current air pressure setting and depress the black bleed-valve to reduce the gauge pressure by 5 psi. Measure sag again and repeat adjustment if necessary.

**If your sag is higher than on the table**, screw on the pump fitting, note the current air pressure setting and pump to increase the gauge pressure by 5 psi. Measure sag again and repeat adjustment if necessary.

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

### AIR SPRING SETTINGS

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

### SAG SETUP

Travel	XC/Race FIRM	Freeride PLUSH
90mm (3.5")	12mm (1/2")	20mm (13/16")
110mm (4")	15mm (9/16")	25mm (1")
130mm (5")	20mm (13/16")	33mm (1 5/16")

### SAG TROUBLESHOOTING

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

## CHANGING TRAVEL

Travel on your F-Series fork can be changed by rearranging the internal travel spacers. After changing travel check the fork for proper operation before riding. If there is noticeable play in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.



**F80 AND F100 FORKS CAN BE REDUCED IN TRAVEL AS SHOWN IN THE DRAWING ON PAGE 19. THE FORKS CANNOT BE INCREASED IN TRAVEL BEYOND THEIR ORIGINAL SETTING.**

### TOOLS REQUIRED FOR F SERIES TRAVEL CHANGE

26mm 6-sided socket	10mm socket	Small screwdriver
Torque wrench	2mm hex key wrench	Oil drain pan
1.5mm hex key wrench	Plastic-faced hammer	Measuring container w/ cc or mL increments

### SUPPLIES REQUIRED FOR FLOAT TRAVEL CHANGE

Quantity	Part Number	Part Name
1	O25-03-004-A	1 qt. bottle of FOX Suspension Fluid (7 wt.)
1	O25-03-002-A	5cc Pillow Pack of FOX FLOAT Fluid
2	241-01-002-C	Crush washer
1	803-00-078	FLOAT Forx Air Piston Seal Kit (optional)

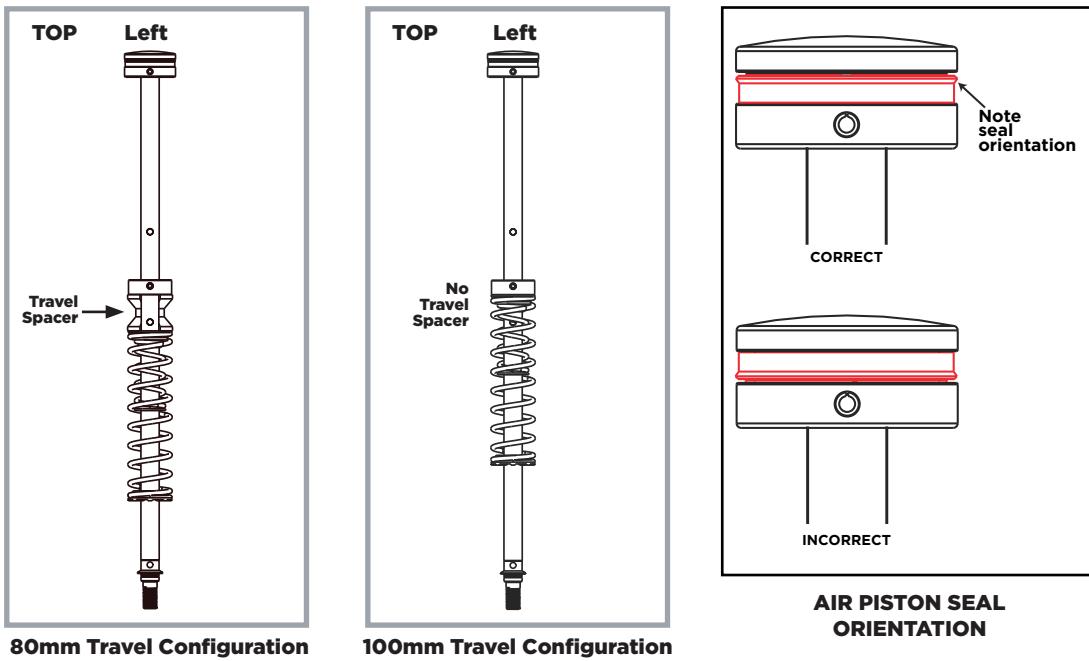
1. Remove the blue air cap from the top of the left fork leg. Let the air out of the fork (see **USING THE FOX HIGH PRESSURE AIR PUMP** on page 11 for details on how to bleed air with the pump). Remove the left top cap with a 26mm socket 6-point socket wrench.
2. Loosen the bottom nut 3-4 turns with a 10mm wrench. With a plastic mallet, gently tap the bottom of the shaft to disengage it from the lower leg. Allow oil to drain into a bucket. Remove the bottom nut and crush washer.
3. Compress the fork as much as possible. The air piston will be visible about one inch below the top of the upper tube. Push the bottom of the air shaft upwards to push the air piston out of the top of the upper tube. Use a long thin shaft screwdriver to push the bottom of the air shaft up through the hole in the bottom of the lower leg.
4. Pull the air-shaft assembly from the fork. Refer to the drawings on the next page and add or remove the appropriate spacer(s) to achieve the desired travel.



**SPACERS SNAP ONTO THE AIR SHAFT BETWEEN THE NEGATIVE SPRING GUIDE AND THE TOPOUT PLATE. SEE THE 80MM CONFIGURATION ON THE NEXT PAGE.**

5. Lubricate the U-cup seal on the air piston with FOX FLOAT Fluid and re-install the air shaft assembly into the upper tube. Push the shaft until it approaches the bottom hole of the fork. Do not push the shaft all the way through the bottom hole.
6. Turn the fork upside down. Measure and pour 30cc of FOX Suspension Fluid through the bottom hole.

7. Push the air shaft assembly up until the shaft comes through the bottom hole. Install the crush washer and bottom nut. Torque to 50 in-lbs.
8. Turn the fork right side up. Pour 5cc of FOX FLOAT Fluid on top of the air piston.
9. Lubricate the o-ring on the air topcap with FOX FLOAT Fluid. Re-install the topcap and torque to 165 in-lbs.
10. Pump up the fork to the desired pressure and cycle it several times to check for proper operation. Re-install the blue air cap.
11. You're done. Go ride.



F100 Fox Travel Spacer Diagram

## MAINTAINING YOUR FORK

F-series Fox feature proprietary seals that make it virtually maintenance free. Consult the **QUICK REFERENCE GUIDE** on the inside cover of this manual for replacement kits and seal part numbers, and other pertinent information.

# VANILLA

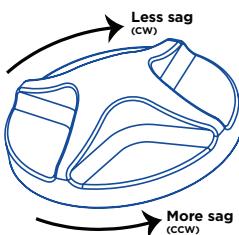
	<b>RLC</b>	<b>RL</b>	<b>R</b>
<b>travel</b>	5.1 inches / 130mm		
<b>features</b>	<ul style="list-style-type: none"> <li>&gt; Coil spring preload</li> <li>&gt; Rebound</li> <li>&gt; Low speed compression</li> <li>&gt; Lockout</li> <li>&gt; Lockout threshold</li> <li>&gt; Integrated disc brake guide</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Coil spring preload</li> <li>&gt; Rebound</li> <li>&gt; Lockout</li> <li>&gt; Integrated disc brake guide</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Coil spring preload</li> <li>&gt; Rebound</li> <li>&gt; Integrated disc brake guide</li> </ul>
<b>adjustments</b>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Preload: blue knob on top of left fork leg</li> <li>&gt; Low speed compression: blue dial</li> <li>&gt; Lockout: blue lever</li> <li>&gt; Lockout threshold: blue knob on bottom of right fork leg</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Preload: blue knob on top of left fork leg</li> <li>&gt; Lockout: blue lever</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Preload: blue knob on top of left fork leg</li> </ul>

**REBOUND (ALL MODELS)**  
**LOW-SPEED COMPRESSION (RLC ONLY)**  
**LOCKOUT LEVER (RLC & RL ONLY)**



## SETTING SAG

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



1. Install a zip tie with light friction on the upper tube and push it down until it contacts the fork seal. Carefully sit on the bike and assume a normal riding position. The fork should compress slightly. Being careful not to further compress the fork, dismount the bicycle. Measure the distance between the seal and the zip tie. This distance is sag.
2. Compare your sag measurement to the **SAG SETUP** table below.

**IF SAG IS LOWER THAN ON THE TABLE**, turn the preload knob counter-clockwise one (1) full turn. Measure sag again and repeat adjustment if necessary.

**IF SAG IS HIGHER THAN ON THE TABLE**, turn the preload knob clockwise one (1) full turn. Measure sag again and repeat adjustment if necessary. If correct sag cannot be achieved by adjusting the preload knob, see the **COIL SPRING SETTINGS** table below. You may need to obtain a coil with a different spring rate.

## SETTING UP YOUR FORK

### ADJUSTING REBOUND, COMPRESSION, LOCKOUT AND THRESHOLD

Depending on your fork model, some controls may or may not be available on your fork. To see which controls depending on model are available on your VANILLA fork, see page 20. Then see pages 6-8 to adjust them.

Make sure that your sag doesn't change after making an adjustment. See the **SAG TROUBLESHOOTING** table on the next page to troubleshoot common fork performance problems, which can usually be fixed by checking and adjusting the sag setting.

### COIL SPRING SETTINGS

FOX Part #	Spring Rate	Color Code	Travel Range	Rider Weight Lbs. / Travel	Notes
039-05-010	10 lb/in	Black	100 – 130	<90-115 / 130 <90-110 / 100	
039-05-011	18 lb/in	Purple	100 – 130	115-155 / 130 110-130 / 100	
039-05-012	25 lb/in	Blue	100 – 130	150-180 / 130 130-150 / 100	Standard on Vanilla 130
039-05-013	35 lb/in	Green	100 – 130	175-210 / 130 150-180 / 100	Standard on Vanilla 100
039-05-014	45 lb/in	Yellow	100	205-240+ / 130 175-200 / 100	
039-05-015	60 lb/in	Orange	100	195-225 / 100	100mm max
039-05-016	75 lb/in	Red	100	220-245 / 100	100mm max

**SAG TROUBLESHOOTING**

Symptom	Remedy
Too much sag	Change to higher rate coil spring
Too little sag	Change to lower rate coil spring
Excessive bottoming out	Change to higher rate coil spring
Harsh ride; full travel not utilized	Change to lower rate coil spring

**SAG SETUP**

Travel	XC/Race FIRM	Freeride PLUSH
100mm (4")	15mm (9/16")	25mm (1")
130mm (5")	20mm (13/16")	33mm (1 5/16")

**CHANGING THE COIL SPRING**

1. With a 26mm 6-point socket wrench, loosen and remove the preload topcap.
2. Remove the black spring spacers (two spacers for 130mm travel, 1 for 100mm travel, none for 80mm travel).
3. Compress the fork slightly and remove the coil spring. You may need to firmly pull up on the spring to disengage it from the plunger shaft. Wipe the spring dry with a rag and check the color code.
4. Install the new spring by dropping it into the upper tube, then install the spacer(s).
5. Install and torque the topcap to 165 in-lbs (1864 N-cm).
6. Measure and adjust sag as described above.

**MAINTAINING YOUR FORK**

VANILLA Forx feature proprietary seals that make it virtually maintenance free. Consult the **QUICK REFERENCE GUIDE** on the inside cover of this manual for replacement kits and seal part numbers, and other pertinent information.



**THE SLOT AT THE BOTTOM OF THE LEFT FORK LEG IS NOT AN ADJUSTMENT. IT IS USED WHEN LOOSENING THE BOTTOM NUT FROM THE BASE STUD.**

## CHANGING TRAVEL

Travel on VANILLA 130 Forx can be decreased to 100 mm and VANILLA 100 Forx can be increased to 130 mm by rearranging the travel spacers (VANILLA 100 Forx will ship with the necessary spacer separately). After changing travel, check the fork for proper operation before riding. If there is free movement in the fork or if it makes strange noises, disassemble the fork and check for complete number and correct orientation of spacers.

### TOOLS & SUPPLIES REQUIRED

26mm 6-sided socket	10mm socket
Torque wrench	1.5 mm & 2mm hex key wrench
Measuring container with cc or mL increments	Plastic-faced hammer
Small screwdriver	Oil drain pan
1 qt. bottle of FOX Suspension Fluid (7 wt.) (P/N: 025-03-004-A)	2 Crush washers (P/N: 241-01-002-C)



**YOU MAY NOT NEED NEW OIL IF YOU HAVE RIDDEN LESS THAN 100 HOURS ON YOUR FORK.**

1. Place the bicycle or fork in a bike stand . Using a 26mm socket wrench, remove the left side preload topcap. Remove the spacer(s) on top of the coil spring (1 on 130mm, 0 on 100mm).
2. Using a 10mm socket wrench, unscrew the left side bottom nut six turns. Place a clean dry oil pan underneath the left side of the fork. 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 washer. Push up on the shaft with a thin screwdriver and let the oil drain.
3. Turn the bike or fork over. Push down on the left side plunger shaft. The coil spring and plunger shaft assembly should drop out of the uppertube. If necessary, use a long, thin screwdriver to push out the plunger shaft. Turn the bike or fork right side up.
4. Remove the knobs:

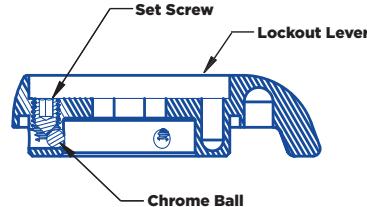
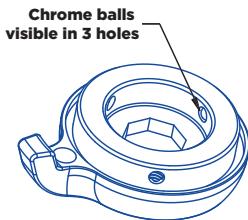


**ALL KNOBS NEED TO BE REMOVED BEFORE WORKING ON RL AND RLC FORK INTERNALS.  
DAMAGE CAN OCCUR IF KNOBS ARE NOT REMOVED.**

**R MODELS:** Unscrew the right side damper topcap from the upper tube with a 26mm socket wrench. You do not have to remove the red rebound knob to remove the topcap.

**RL & RLC MODELS:** Remove all of the right side damper topcap knobs before unscrewing the topcap:

- a. Hold the red rebound knob firmly and remove the flathead screw with a 2mm hex key wrench. Lift off the red rebound knob.
- b. With a 1.5mm hex key wrench, unscrew each of the three set screws on the blue lockout lever one turn. Lift off the blue lockout lever.



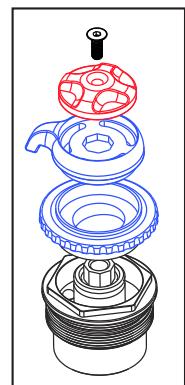
**THE THREE CHROME BALLS ARE HELD IN BY A DAB OF GREASE. DO NOT GO BEYOND ONE TURN ON THE SET SCREWS OR THE CHROME BALLS MAY MOVE OUTWARD IN THE SIDE HOLES BEYOND THE POINTED SET SCREWS. IF THIS HAPPENS, PUSH THE BALL WITH A 1.5MM HEX KEY WRENCH THRU THE SIDE HOLES TO GET THE BALL BACK TOWARDS THE CENTER OF AND INSIDE THE SET SCREW.**

- c. **RLC ONLY**—Lift off the low-speed compression knob. Check the bottom of the knob. The 1/8"-diameter chrome detent ball might be stuck to the bottom of the knob with grease. If so, grease the detent ball and put it back in the hole in the recess of the damper topcap. Press on the detent ball with a small screwdriver and it should spring back.
- d. With a 26mm socket wrench, loosen and unscrew the damper topcap from the uppertube.
- 5. Compress the fork lower leg upward until the travel spacer on the right side damper shaft is exposed. Pull up on the damper topcap until it stops. Snap on or off the correct length spacers to match the orientation shown on the DAMPER side in the **VANILLA FORX TRAVEL SPACER DIAGRAM** on page 25. If removing the spacer from the damper, make sure to keep it in a safe place for future use.



**THE TRAVEL ON THE VANILLA 100 CANNOT BE INCREASED WITHOUT THE 30MM DAMPER TRAVEL SPACER PROVIDED IN THE ACCESSORY PACKET. THE TRAVEL SPACER ON THE DAMPER IS ADDED OR REMOVED FROM THE FORK WHERE THE MAIN SPRING SIDE IS REARRANGED.**

- 6. Looking at the **VANILLA FORX TRAVEL SPACER DIAGRAM** on page 26, add or remove the travel spacers between the black negative spring guide and the aluminum coil insert on the left side plunger shaft.
- 7. Re-install the plunger shaft assembly into the left uppertube. You may need to guide it through the bottom lower leg hole using a long, thin screwdriver. Install the crush washer and bottom nut, and torque to 50 in-lb.
- 8. **LEFT SIDE:** Pour 30cc of new FOX Suspension Fluid (7 wt.) into the left uppertube. (If clean, you can reuse the oil from the drain pan.) Install the coil spring, then install the travel spacers on top of the coil as shown in the **VANILLA FORX TRAVEL SPACER DIAGRAM** below for the preferred travel setting. Install the preload topcap and torque to 165 in-lb.
- 9. Finger tighten the right side damper topcap, then torque to 165 in-lb.
- 10. Install the damper knobs on R, RL and RLC:
  - a. **RLC ONLY—INSTALLING LOW-SPEED COMPRESSION DIAL:** Install the blue low-speed compression dial so that the groove on the bottom of the dial is positioned over the aluminum pin in the damper topcap. Rotate it full counter-clockwise to the stop to make installation of the lockout lever easier.
  - b. **INSTALLING LOCKOUT LEVER:** Using the blue lockout lever as a wrench, screw the lockout screw (octagon wrench flats) in the clockwise direction until you feel it stop. Put the lockout lever on the lockout screw so that the lever is roughly in the 6 o'clock position.



**Damper Knob Orientation  
(RLC shown)**

**RL ONLY:** Using a 1.5mm hex key wrench, lightly tighten each of the three set screws on the lockout lever. Loosen each set screw 1/4 turn.

**RLC ONLY:** The lockout lever and low-speed compression dial are spring loaded upward, which is normal. Push down on the lockout lever until you feel it stop. Using a 1.5mm hex key wrench, lightly tighten each of the three set screws on the lockout lever. Loosen each set screw 1/4 turn. For a proper installation, check to make sure both adjusters rotate.

- c. **INSTALLING REBOUND KNOB:** Install the red rebound knob so that the slot feature on the bottom of the knob lines up with the flats on the rebound adjuster shaft. Place one drop of blue Loctite 242 on the flathead screw. Rotate the knob 1 - 2 clicks in either direction away from the stops. Holding the rebound knob firmly, install and tighten the flathead screw with a 2mm hex key wrench.



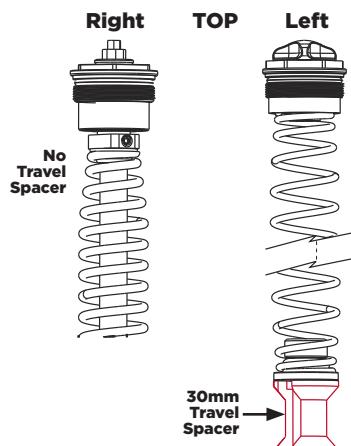
**DAMPER INTERNALS WILL BE DAMAGED IF THE REBOUND KNOB IS NOT HELD FIRMLY WHEN TIGHTENING THE REBOUND KNOB SCREW.**

11. Adjusting damper knobs and cycling fork:

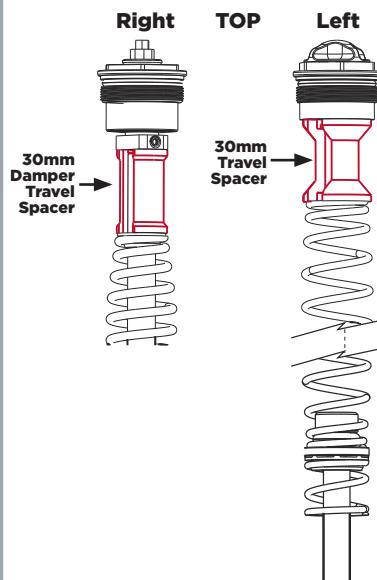
**RL & RLC FORKS:** Turn the lockout lever to the open position (three o'clock position).

**ALL FORX:** Check that your rebound setting is correct (factory setting is turn knob fully in clockwise, then six clicks out). Cycle the fork several times to check for proper operation before riding. If there is noticeable play in the fork during compression or if it makes strange noises, disassemble the fork and check for complete number and orientation of spacers. If the fork still exhibits noticeable play or strange noises, contact an Authorized Service Center or FOX Racing Shox for repair information. Contact information is located on the inside front cover of this owner's manual.

12. You're done. Go ride.



**100mm Travel Configuration**



**130mm Travel Configuration**

#### Vanilla Fork Travel Spacer Diagram

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**TUNING NOTES:**

