FOX TECHNICAL INFORMATION.

HERE SOME TECHINCAL TIPS FOR THE CORRECT SET UP OF FOX SUSPENSION PRODUCTS FITTED TO SCOTT BIKES.

BIKE SUSPENSION SET UP IS VERY IMPORTANT TO HAVE THE CUSTOMER EXPERIENCE THE ULTIMATE PERFORMANCE FOR HIS BICYCLE.

I WANT TO START HERE WITH SETTING THE SAG ON THE BIKE.

YOU WILL NEED A BASE TO START FROM AND HERE AS A GUIDE WITH AIR SUSPENSION I WOULD SUGGEST FOR THE FORK TAKE THE RIDER WEIGHT IN KILOS AND PUT THAT INTO PSI.

ie; rider weight 75 kilo put 75 PSI in the fork air chamber.

For air rear shock again take rider weight in KILO multiply by 2 and put that pressure in PSI in the shock air chamber.

ie; rider weight 75 kilo x 2= 150 kilo put 150 PSI in the air chamber.

For the rear shock you need to consider this basic rule is just a start point as the air pressure required for the air spring depends on the linkage ratio of the bike and the higher the ratio the more spring you will require therefore more air will be needed. For example a bike with a leverage ratio of 3:1 will require more spring rate than a bike with a leverage ratio of 2.3:1.

Having put some air in the fork and shock next step will be to have the rider sit on the bike both feet on the pedals and measure the static sag on the fork and the rear shock. I would suggest for XC bikes you ask the rider to sit on the bike, for trail, all mountain free ride bikes take the measurement with the rider standing on the pedals.

The rider should pump the suspension (making sure any lockout or pedal platform is always in the open position for this measurement) and then when the suspension has settled slide the fork o-ring (where no o-ring is fitted use a zip tie) down to the wiper seal and on the shock slide the o-ring to the wiper seal on the air sleeve.

Ask the rider to dismount slowly so not to induce too much movement from the suspension. Now take the measurement form the o-ring to the dust wiper seal on the fork and this measurement is the amount of sag you have in the fork. So if you have a fork with 100mm of travel and the distance between the dust wiper and the o-ring is 20mm then you have 20% sag which is what we recommend as a good base setting. If you have a measurement of 30mm then there is too much sag and you will need to increase the air pressure, if there is only 15mm then you will need to take out some air.

For the rear shock it's the same principle except here we would recommend 25% sag. Therefore if you have a shock with a travel of 57mm the distance between the 0-ring and the wiper seal on the shock would need to be 14mm.

Again if the sag is less take air out or if it's more you would add some air.

Important point here is that if you need to change the pressure you need to go through the complete process again with the rider sitting or standing on the bike. As when you alter spring rate on the front or the rear it will effect the balance of the bike so it may be necessary to adjust the air pressure on both back and front.

COIL FORKS AND SHOCKS

When you are dealing with coil forks and shocks the set up is in principle the same as for air, except on the rear shock you will need to know the open length of the shock fitted that eye to eye measurement and also the travel on the shock. Then you will place the measure between those 2 center points of the eyelet while the rider sits on the bike with his or her feet on the pedals and the measurement you take here will be subtracted from the fully extended length of the shock and you can then calculate the sag.

ie; open shock length 242mm with 75mm of travel and length measured with rider sitting on bike 222.

242 – 222 = 222 means 20mm of sag which is 25% of sag. On a DH bike it would be ok to go to 30% sag.

Its not good to run more than about 3mm of preload on the coil spring on the rear shock so you would need to increase or decrease spring rates by changing springs to obtain the correct sag.

Coil spring forks there are some preload adjustment on the spring top cap and otherwise you would need to change springs to obtain the correct sag.

Now that the sag is adjusted with the above guide lines the damping adjustment can be selected to suit personal preference. However to fully understand what each

adjustment effects you should read the Fox suspension manual that comes with the bike or visit our website www.foxracingshox.com.

IMPORTANT POINTS TO REMEMBER DURING SET UP

1. **Where the Fork or Shock is fitted with lock out feature for set up always have this feature in the open position.**
2. **Shocks with pedal platform RP2 & RP23 have the lever in the open position**
3. **When using a Talas fork for set up always have this in the longest travel position.**

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Here a detailed pictorial instruction for remote lockout cable removal and replacement on the Fox fork top cap.

Disassemble the Remote RL System

1. Located in the bottom of the steerer under the fork crown is the cable holder assembly (820-00-204). With a 3 mm Allen key wrench, loosen the fastener

holding the assembly in place.

Figure 1: Removing the Cable Holder Assembly

2. As you avoid pulling on the RL cable, pull the cable holder assembly straight down to remove.

Figure 2: Removing the Cable Holder Assembly, cont'd

3. With a 2 mm Allen key wrench, remove the rebound knob (210-03-097).

Figure 3: Removing the Rebound Knob

4. While removing the five (5) M2 screw fasteners (019-01-005 x 5) that secure the Remote RL assembly to the topcap, press lightly down on the Remote RL stamped cover (210-22-240) with your thumb, to prevent the assembly from popping out. Use a 1.5 mm Allen key wrench to remove these five screws.

Figure 4: Remove the Five M2 Screw Fasteners

5. Remove the stamped cover (210-22-240) and cover shim (241-01-023) by pulling these together straight upwards.

Figure 5: Stamped Cover and Cover Shim

6. Loosen the Shimano inner cable set screw (019-01-044) enough with a 1.5 mm Allen key wrench to allow you to pull the cable out of the Remote RL assembly; see *Figure 6: Remove the Inner Cable Set Screw*.

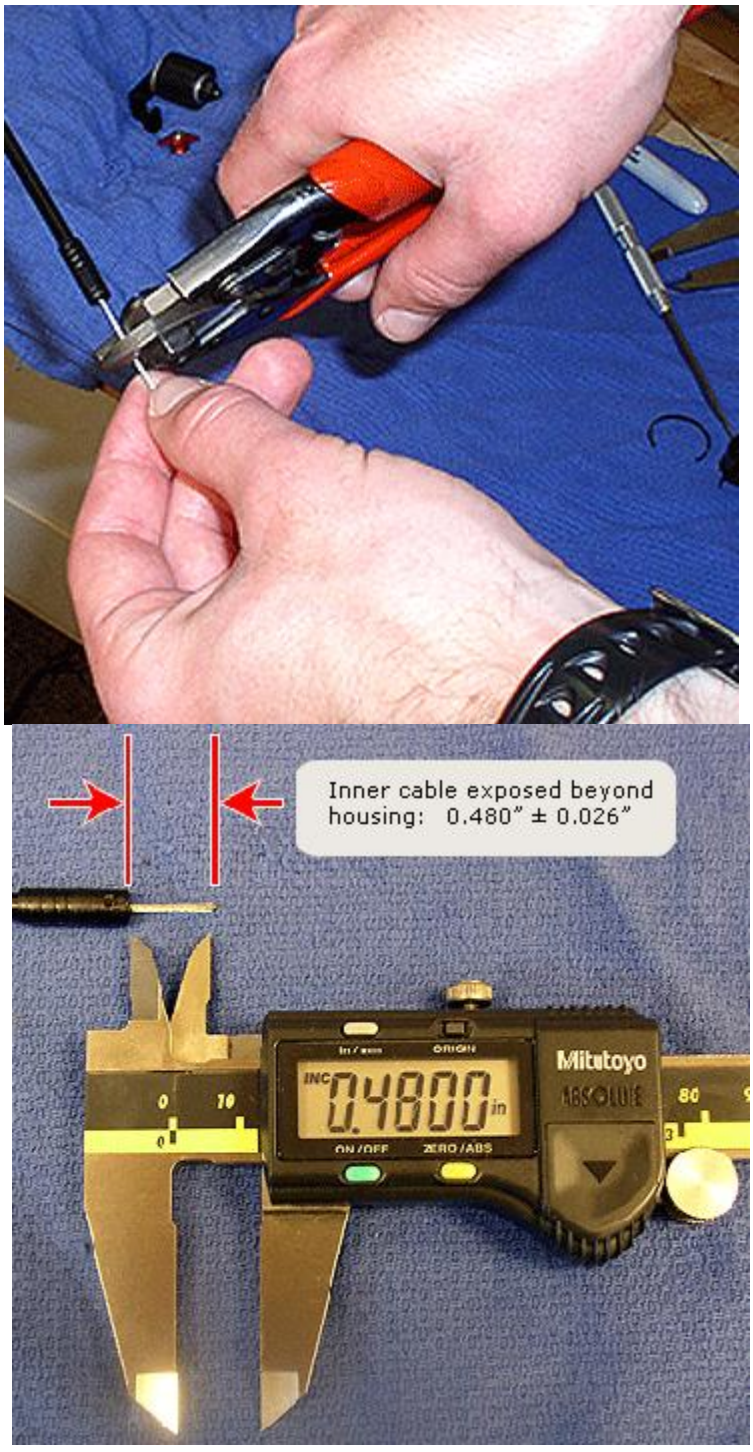
Figure 6: Remove the Inner Cable Set Screw

Install the Cable into the Upper Cam

1. Run the inner cable through the cable outer casing and pull it completely through, until the inner cable stop end and the cable housing fully seat into the Shimano Actuation Lever. Next, ensuring the inner cable is protruding from the Shimano SIS-SP40 outer casing 0.480” ± 0.026”, mark the inner cable with a felt tip ink pen and cut the inner cable with a cable cutting hand tool.

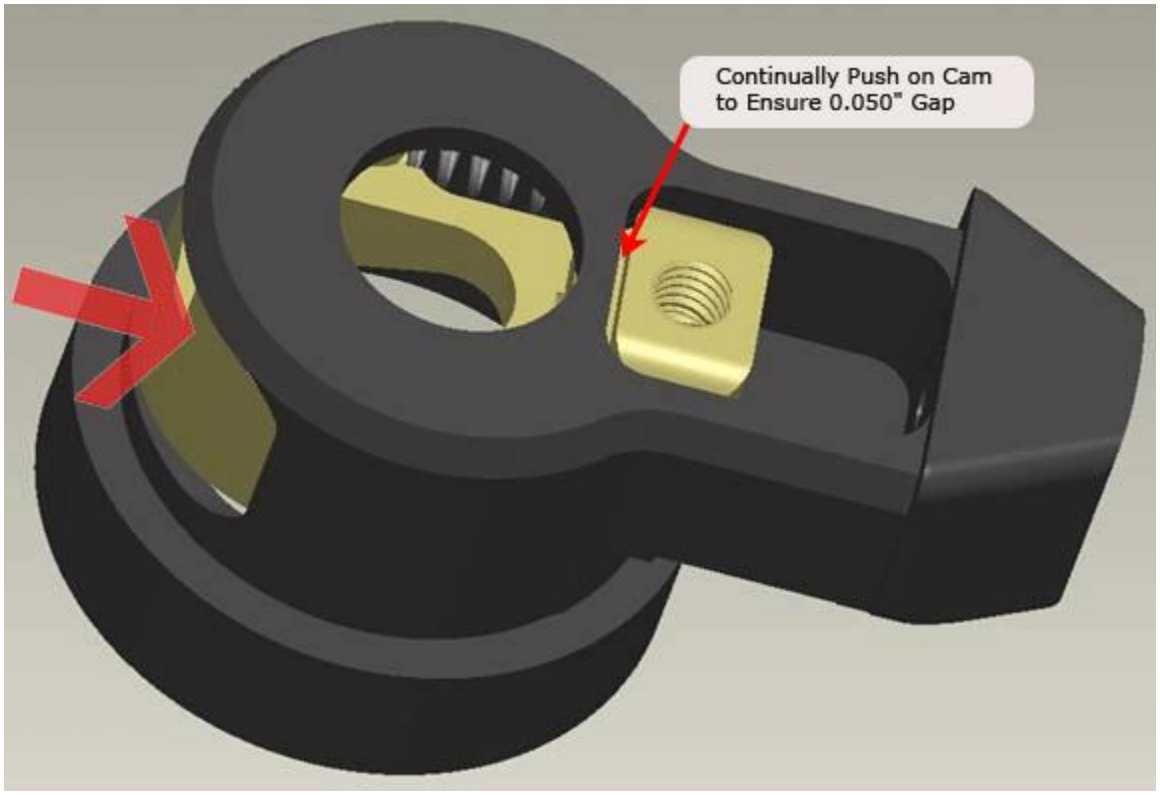
   Note: Be sure to use the best hand tool for cable cutting, to ensure a clean, non-frayed cut.

Figure 22: Cut the Exposed Inner Cable End to Specification



2. Push on the upper cam so that there is a 0.050” gap between the back edge of the upper cam and the opening on top of the Remote RL housing; see *Figure 23: Pushed Upper Cam in Remote RL Housing With 0.050" Gap*.

Figure 23: Pushed Upper Cam in Remote RL Housing With 0.050" Gap



Note: Be sure the barrel adjuster on the Remote RL assembly (820-00-248) is turned **all the way clockwise**, and that the Shimano lockout lever (210-15-062) is in its **unlocked** position.

3. With the upper cam (210-22-239) being steadily pushed to allow the 0.050” gap (as shown in *Figure 23: Pushed Upper Cam in Remote RL Housing With 0.050" Gap*), install the control cable through the holes in the Remote RL housing and the upper cam. Also see *Figure 24: Installing the Shimano Control Cable* and *Figure 25: Tightening the Shimano Inner Cable Set Screw*.

Figure 24: Installing the Shimano Control Cable

Make sure your Shimano outer cable casing end is seated all the way into the hole in the Remote RL housing, and that the inner cable is cut long enough to pass beyond the cable set screw in the upper cam, to ensure the best set screw attachment.

Figure 25: Tightening the Shimano Inner Cable Set Screw

4. Tighten the inner cable set screw (019-01-044) to 3 in-lbs.

5. Allow the upper cam (210-22-239) to return to its starting position.

Ensure Proper Lockout Engagement

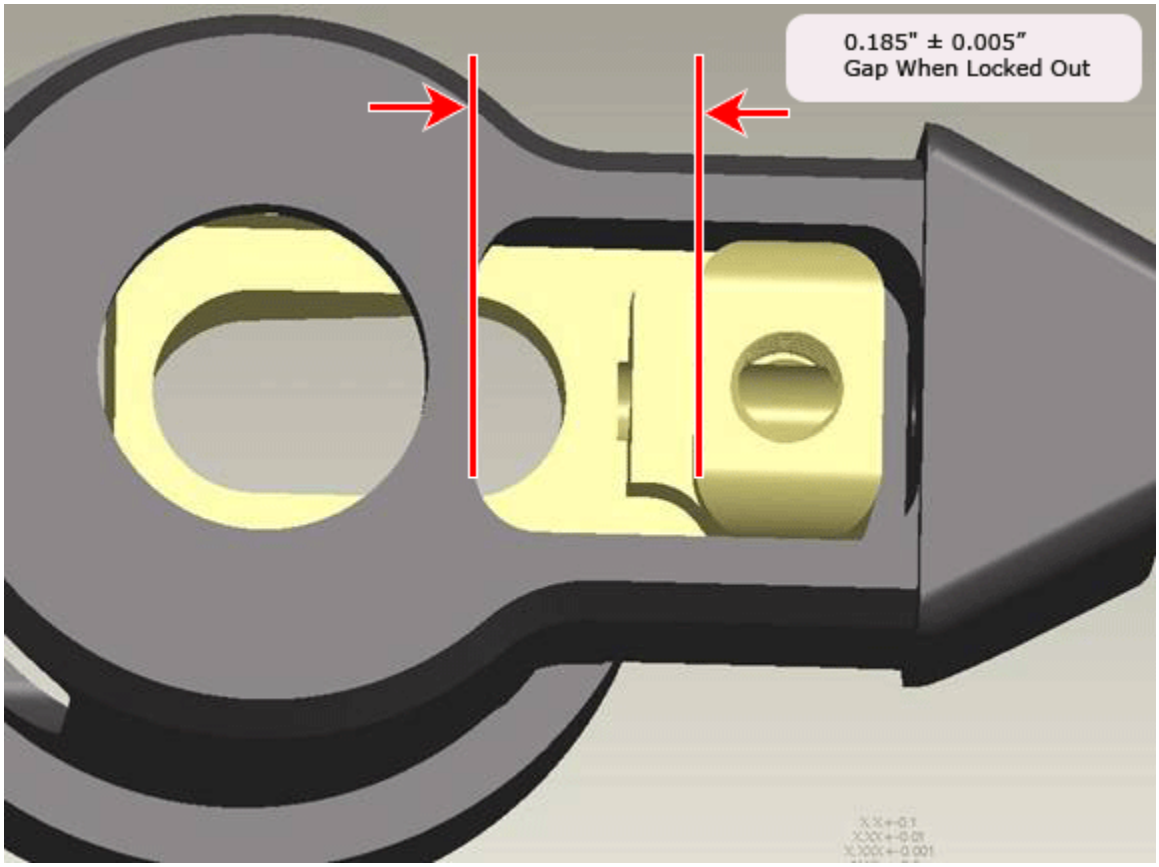
1. On the Remote RL assembly (820-00-248), turn the barrel adjuster out ten (10) clicks.

2. Push the lockout lever down to its locked-out position.

3. Measure the gap between the inner window edge of the Remote RL housing to the inner edge of the upper cam (210-22-239); this measurement must be 0.185” ± 0.005” (see *Figure 26: Remote RL Housing and Upper Cam Gap Specification*). If this measurement is not to specification, adjust the barrel adjuster until it is.

4. Push the release button to unlock the system.

Figure 26: Remote RL Housing and Upper Cam Gap Specification

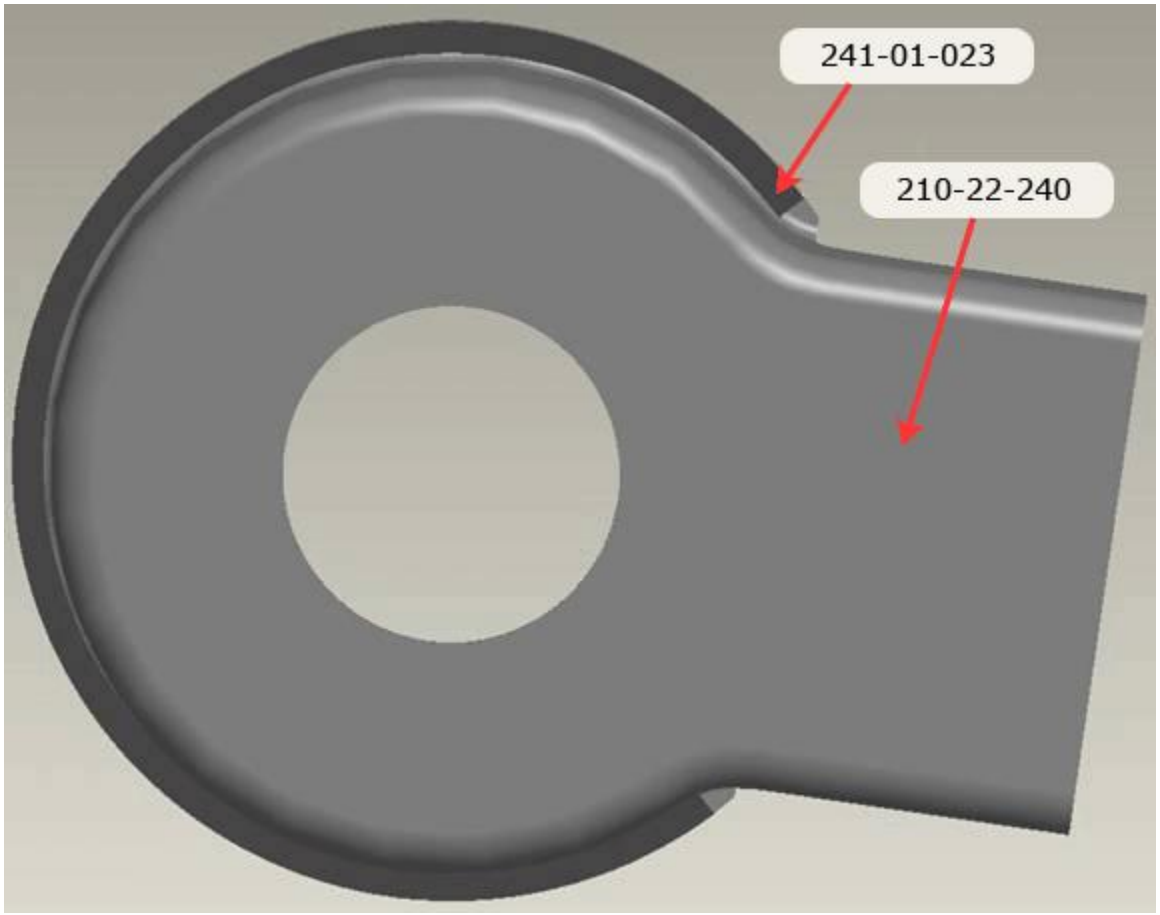


Continue Installing the RL System into the Topcap

1. Remove the three M2 screws loosely securing the Remote RL assembly in the topcap, as instructed in Step 20 of the Assemble the Remote RL System procedure.

2. Install the shim (241-01-023) over the bottom lip of the Remote RL stamped cover (210-22-240). Install the shim from the bottom of the cover, making sure the opening of the shim is placed underneath the rectangular opening in the cover (see *Figure 27: Install Shim Over Bottom Lip of Stamped Remote RL Cover*).

Figure 27: Install Shim Over Bottom Lip of Stamped Remote RL Cover



3. Slip the Remote RL stamped cover (210-22-240) over the Remote RL housing (210-22-241), and push on the cover until the cover is fully seated onto the housing.

4. Turn the housing so that the left edge of the outer cable casing just contacts the crown, as shown in *Figure 28: Remote RL Assembly, Top View*.

Figure 28: Remote RL Assembly, Top View

5. Install five M2 screws (019-01-005) to secure the Remote RL assembly, as shown in *Figure 28: Remote RL Assembly, Top View*. Tighten the screws down in a counterclockwise sequence, to 0.75 in-lb each. At this point, make sure that the bottom of the socket head contacts the top face of the shim (241-01-023). Continue with the counterclockwise sequence tightening of the screws, until the final torque value of 1.5 in-lb for each screw is attained.

   CAUTION: Four M2 screws are the absolute minimum required for safely securing the Remote system.

   Note: Forks may ship with either four (4) or five (5) screws securing the Remote system. In no case will forks ever ship with all six (6) screws installed, as this is not physically possible due to the orientation of the remote housing relative to the installed topcap. Whenever possible, a minimum of five (5) screws is the prevailing recommendation for the most secure installation of the Remote system.

   Note: Any M2 screw holes that are not being used will not pose a potential for dirt intrusion into the Remote system.

6. Place the rebound knob (210-03-097) onto the rebound rod. Make sure to align the flats located on the rebound knob to the flats located on the rebound rod.

7. Apply one drop of purple Loctite 222 to the rebound knob screw (019-01-007) and with a 2 mm Allen key wrench, torque the rebound knob screw to 2.5 in-lb.

Figure 29: Installing the Rebound Knob

Install the Cable Holder Assembly

1. With the Cable Holder Assembly (820-00-204), hook the steel bracket (026-03-012) around the cable housing located in front of the steerer.

Figure 30: Cable Housing With Cable Holder Assembly

2. While keeping the cable housing inside of the hook on the steel bracket, place the nut (019-00-005) end of the assembly up into the steerer from the underside of the crown; see *Figure 30: Cable Housing With Cable Holder Assembly*.

3. Push the assembly in the steerer until the large washer (241-01-021) contacts the bottom of the steerer.

4. Position the Cable Holder Assembly so that the cable housing runs parallel with the crown.

5. While holding the front of the assembly to keep it from turning, tighten the M5 bolt (019-01-043) to 8 in-lb torque.

Figure 31: Securing the Cable Holder Assembly