Dear Fox Customer,

Thank you for choosing FOX Racing Shox for your bicycle. By doing so, you have chosen the finest suspension product in the world. FOX products are designed, tested and manufactured in Santa Cruz County, California by the best people in the industry.

Please take the time to read the owners manual as it includes important information on maintenance and useful setup advice to help you get the most out of your forks and shock.

While FOX Racing Shox forks are designed to require minimal maintenance, **periodic inspection and cleaning of the fork sealing system is required.** It is normal on FOX forks for a small amount of oil and/or grease to accumulate on the upper tubes. This is necessary to keep the fork working smoothly and to keep dirt out. Furthermore, fork seals are grease packed at the factory. This grease tends to migrate out of the seals during the break-in period.

Storing the bicycle upside down and inverting the fork allows oil to run down to the foam rings and keeps them lubricated and ready for your next ride.

THE UK PRESENTS SOME OF THE MOST ARDUOUS RIDING CONDITIONS ON THE PLANET SO THE MAINTENANCE YOU PERFORM ON YOUR SUSPENSION SHOULD REFLECT THIS!

Regards,

Mojo Suspension

If you require any further information on maintenance and setup please speak to your dealer or contact Mojo Suspension, the UK's only authorised Fox Racing Shox Service centre. **TEL:** 01633 615815 **WEB:** www.mojo.co.uk



DUST WIPER SEAL QUICK CLEAN AND LUBE (QUICKSTART)

Please visit www.mojo.co.uk/media.htm for the full version and accompanying video.

With a little practice this procedure should take approximately 10 – 15 minutes. To keep your fork working at optimum performance we recommend performing this every 15hrs. Please refer to the Fox Racing Shox owners manual for full service and maintenance schedules and procedures.

Before you start make sure the exterior of the fork is clean and dry and the area around the dust wiper seal is also very clean. You do not want any dirt to fall into the fork during the seal cleaning process!

1. Turn bike upside down for a few minutes before starting. Remove the wheel, brake caliper and hose guide from the fork lower legs.



2. If you have an RLC or RC2 model fork remove the compression adjusters at the bottom of the fork using a 2mm hex wrench.



3. Using a 10mm socket loosen the bottom nuts on each leg, for 36 and 40 forx you will require a 15mm socket for the damper side. Remove the nuts and pull the crush washers from the inside of each nut, if the crush washers are stuck on the thread when the nuts are removed lift them off with an o-ring pick or small screwdriver. Wind the nuts with the crush washers removed back onto the fork a few turns. For RLC model forks with threshold adjusters ensure that the adjuster shaft is not protruding beyond the end of the nut.



4. Holding the lowers steady place your socket on the base nut to protect it then tap the socket with a soft head mallet to release the lower legs.



5. Lift the lower legs from the fork. To ensure no excess dirt that may be trapped behind the brace falls into the lowers, keep them upside down until you've cleaned around the edges of the seal. When lifting the lowers off, particularly Talas model forks, you may see a small amount of oil drip out. Have a peice of wiper paper ready! Don't worry, this oil will be replaced later.



6. Thoroughly clean the inside surface of the seal.



7. Remove the foam rings from under the main seal and cover each foam ring with 2.5ml of Float Fluid. Refit the foam rings.



8. Slide the lower legs onto the fork, before fitting the base nuts, top up the oil in the fork, ideally using a syringe, with 5ml of Fox suspension fluid (NOT FLOAT FLUID!) in each leg through the bottom of the fork. For 32mm Talas Forx ONLY use 10ml in the Talas side. For 36 Talas Forx ONLY use 15ml in the Talas side.

9. Refit the crush washers and base nuts, tighten the base nuts to 50in-lbs (NOTE in-lbs not ft-lbs!) or 565N-cm.
Tip: fitting new crush washers makes this a little easier.

10. Clean any oil from the exterior of the fork and refit the brake caliper to the manufacturers specification.