

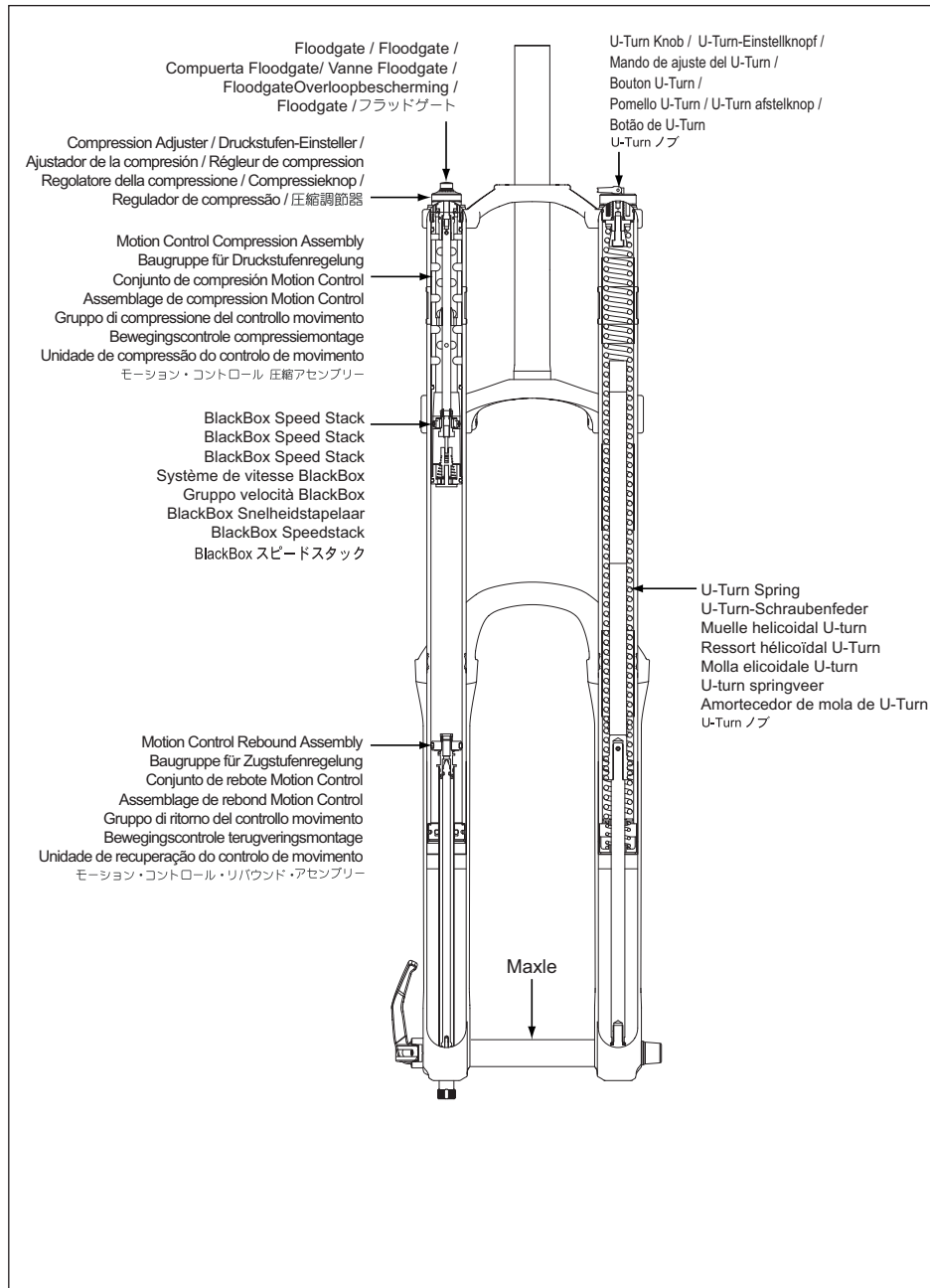


ROCKS

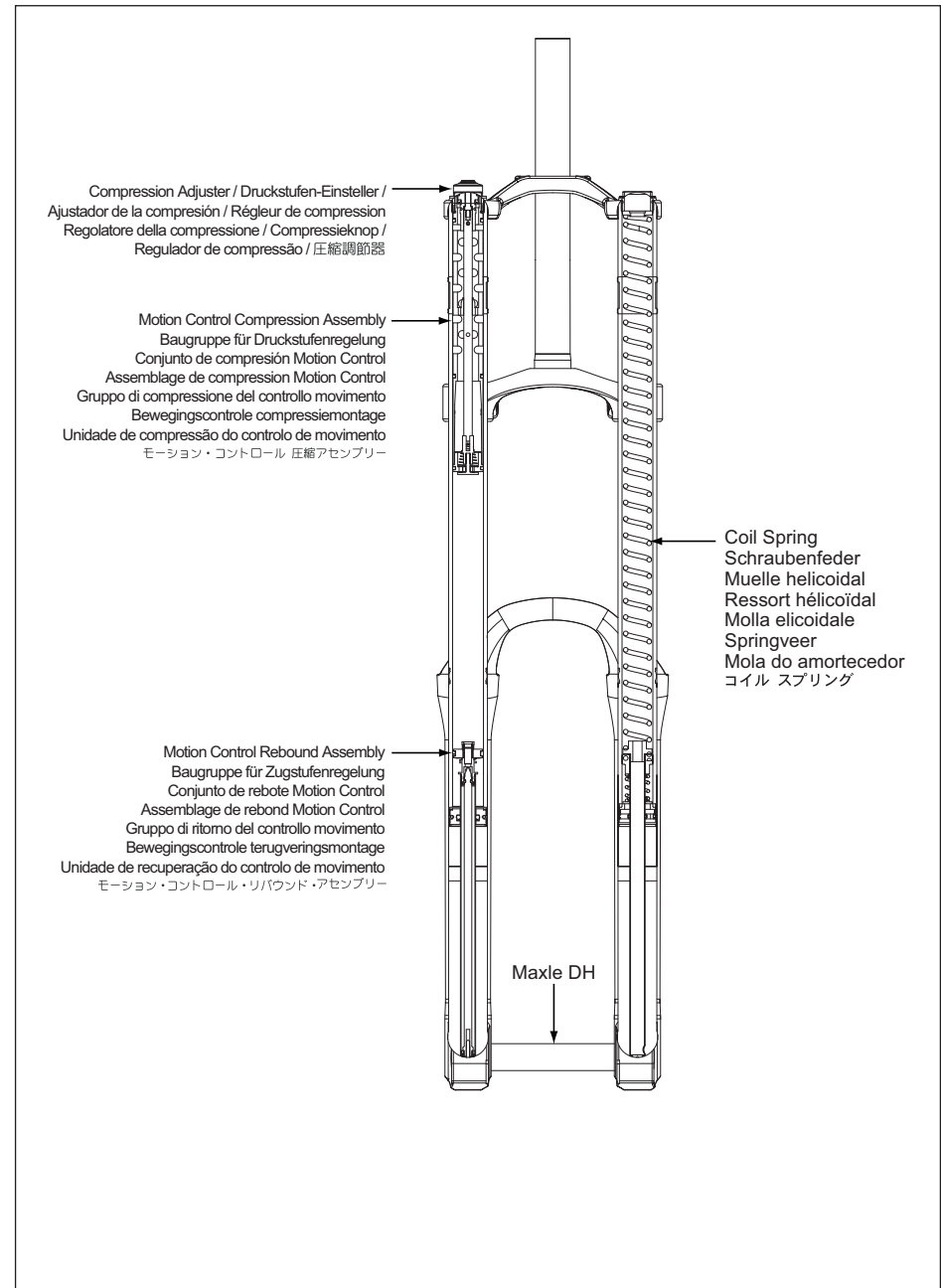
USER MANUAL

POWERED BY SRAM™

BOXXER RIDE



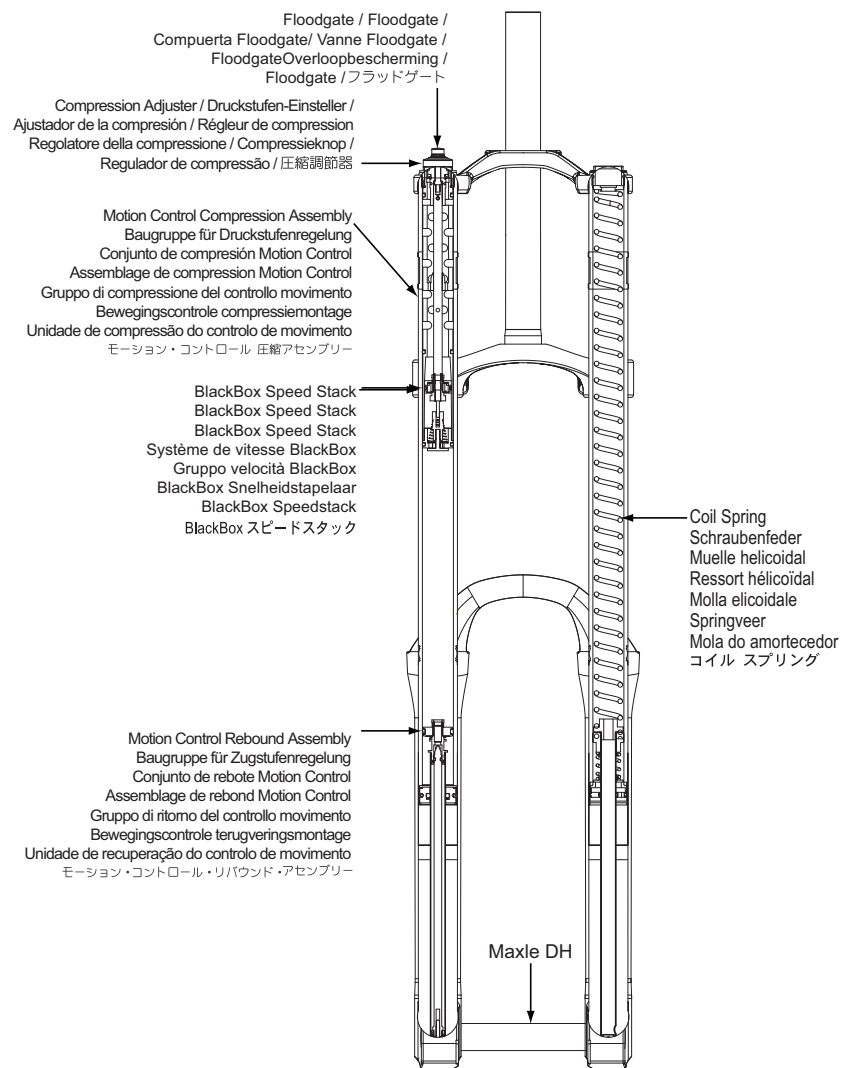
BOXXER RACE



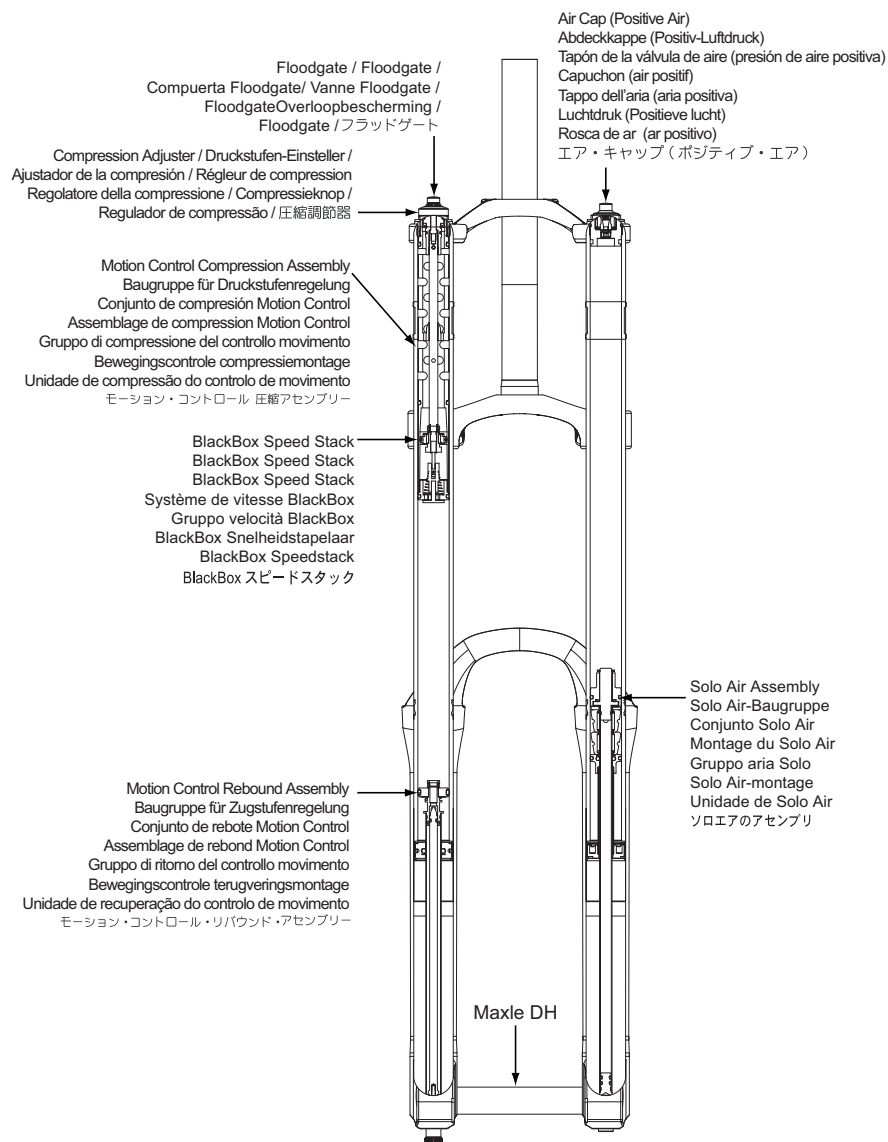
NOTE: YOUR FORK'S APPEARANCE MAY VARY FROM THE ILLUSTRATIONS/PHOTOS IN THIS MANUAL.

FOR THE LATEST INFORMATION ABOUT YOUR FORK VISIT OUR WEBSITE AT WWW.ROCKSHOX.COM.

BOXXER TEAM



BOXXER WORLD CUP



Congratulations! You have the best in suspension components on your bicycle! This manual contains important information about the safe operation and maintenance of your fork. To ensure that your RockShox fork performs properly, we recommend that you have your fork installed by a qualified bicycle mechanic. We also urge you to follow our recommendations to help make your riding experience more enjoyable and trouble-free.

I M P O R T A N T

Consumer Safety Information

1. ☐ The fork on your bicycle is designed for use by a single or tandem bicycle, on mountain trails, and similar off-road conditions.
2. ☐ Before riding the bicycle, be sure the brakes are properly installed and adjusted. If the brakes do not work properly, the rider could suffer serious and/or fatal injuries.
3. ☐ Your fork may fail in certain circumstances, including, but not limited to, any condition that causes a loss of oil; collision or other activity bending or breaking the fork's components or parts; and extended periods of non-use. Fork failure may not be visible. Do not ride the bicycle if you notice bent or broken fork parts, loss of oil, sounds of excessive topping out, or other indications of a possible fork failure, such as loss of shock absorbing properties. Instead, take your bike to a qualified dealer for inspection and repair. In the event of a fork failure, damage to the bicycle or personal injury may result.
4. ☐ Always use genuine RockShox parts. Use of aftermarket replacement parts voids the warranty and could cause structural failure to the shock. Structural failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.
5. ☐ Use extreme caution not to tilt the bicycle to either side when mounting the bicycle to a carrier by the fork drop-outs (front wheel removed). The fork legs may suffer structural damage if the bicycle is tilted while the drop-outs are in the carrier. Make sure the fork is securely fastened down with a quick release. Make sure the rear wheel is fastened down when using ANY bike carrier that secures the fork's drop-outs. Not securing the rear can allow the bike's mass to side-load the drop-outs, causing them to break or crack. If the bicycle tilts or falls out of its carrier, do not ride the bicycle until the fork is properly examined for possible damage. Return the fork to your dealer for inspection or call RockShox if there is any question of possible damage (See the International Distributor List). A fork leg or drop-out failure could result in loss of control of the bicycle with possible serious and/or fatal injuries.
6. ☐ Only mount cantilever-type brakes to the existing brake posts. Forks with hangerless style braces are only designed for 'V'- style or hydraulic cantilever brakes. Do not use any cantilever brake other than those intended by the brake manufacturer to work with a hangerless brace. Do not route the front brake cable and/or cable housing through the stem or any other mounts or cable stops. Do not use a front brake cable leverage device mounted to the brace.
7. ☐ Observe all owner's manual instructions for care and service of this product.

ROCKSHOX FORKS ARE DESIGNED FOR COMPETITIVE OFF-ROAD RIDING AND DO NOT COME WITH THE PROPER REFLECTORS FOR ON-ROAD USE. YOUR DEALER SHOULD INSTALL PROPER REFLECTORS TO MEET THE CONSUMER PRODUCT SAFETY COMMISSION'S (CPSC) REQUIREMENTS FOR BICYCLE STANDARDS IF THE FORK IS GOING TO BE USED ON PUBLIC ROADS AT ANY TIME.

I N S T A L L A T I O N

It is extremely important that your RockShox fork is installed correctly by a qualified bicycle mechanic. Improperly installed forks are extremely **dangerous** and can result in **severe and/or fatal injuries**.

1. Remove the existing fork from the bicycle and the crown race from the fork. Measure the length of the fork steerer tube against the length of the RockShox steerer tube. The RockShox steerer tube may need cutting to the proper length. Make sure there is sufficient length to clamp the stem (refer to the stem manufacturer's instructions). Install the upper crown when taking the steerer tube measurements. If using a direct mount stem, make sure the steerer is exposed 5mm above the upper crown. Use a short upper crown for head tube and headset stack heights of less than 150 mm or a tall upper crown for stack heights up to 180mm.

W A R N I N G

DO NOT ADD THREADS TO ROCKSHOX THREADLESS STEERERS. THE STEERER TUBE CROWN ASSEMBLY IS A ONE-TIME PRESS FIT. REPLACEMENT OF THE ASSEMBLY MUST BE DONE TO CHANGE THE LENGTH, DIAMETER OR HEADSET TYPE (THREADED OR THREADLESS).

DO NOT REMOVE OR REPLACE THE STEERER TUBE. THIS COULD RESULT IN THE LOSS OF CONTROL OF THE BICYCLE WITH POSSIBLE SERIOUS AND/OR FATAL INJURIES.

2. Install the headset crown race (29.9mm for 1 1/8" steerers) firmly against the top of the fork crown. Install the fork assembly on the bike. Adjust the headset until you feel no play or drag. (Note: all upper crown pinch bolts and stem steerer pinch bolts must be loose to adjust headset properly) Make sure that the minimum distance of exposed upper tube between the fork's dust wiper and bottom of lower crown is the same as the fork's maximum travel:

Fork Model	Minimum Upper Tube Exposure
World Cup/Team/Race	203 mm
Ride*	178 mm

- * NOTE: FOR BOXXER RIDE, THE U-TURN KNOB MUST BE TURNED FULL COUNTERCLOCKWISE UNTIL THE GRADIENT MARKED AS 178MM IS EXPOSED. IT MAY BE NECESSARY TO LIFT THE FRONT WHEEL OFF THE GROUND AFTER MAKING U-TURN ADJUSTMENTS TO ALLOW THE FORK TO FULLY EXTEND. THIS IS DUE TO THE WEIGHT OF THE BICYCLE AND LIGHT SPRING RATE.

3. Install the brakes according to the manufacturer's instructions and adjust brake pads properly. Use the fork only with disc style brakes mounted through the provided mounting holes.
4. Apply grease or anti-seize to the axle. Set the wheel in the recesses of the dropouts and insert the 20 mm axle. Torque the axle bolt to a maximum of 40 to 60 in-lb. Tighten axle clamp bolts to 20 to 30 in-lb max.
5. Keep in mind tire clearance as you choose tires. Maximum size is 2.7 x 26" wide or 710 mm diameter installed. Be sure to check this diameter whenever you change tires. To do this, remove the top caps and spring stack assemblies and compress the fork completely to make sure at least 5 mm of clearance exists between the top of the tire and the bottom of the crown. Exceeding maximum tire size will cause the tire to jam against the crown when the fork is fully compressed. The upper tubes must always be fully engaged in the crown with no more than 160 mm of exposed upper tube above the lower crown.

MAXLE/MAXLE DH QUICK RELEASE SYSTEM

I M P O R T A N T **Consumer Safety Information**

The Maxle Quick Release system allows the use of a standard 20 mm X 110 mm thru-axle hub for enhanced stiffness. The axle threads into the left fork leg, tightening the hub against the left drop out. The axle is fixed in place in the lower leg by the Maxle Quick Release lever.

Riding with an improperly installed wheel can allow the wheel to move or disengage from the bicycle, causing damage to the bicycle, and serious injury or death to the rider. It is essential that that you:

- Ensure that your axle, dropouts, and quick release mechanisms are clean and free of dirt or debris.
- Ask your dealer to help you understand how to properly secure your front wheel using the Maxle Quick Release System
- Apply the correct techniques when installing your front wheel
- Never ride your bicycle unless you are sure the front wheel is installed properly and secure

Installation (Maxle/Maxle DH)

1. Position your wheel in the dropouts of the lower leg. The hub should seat firmly in the dropouts. Be sure to position the rotor in the caliper. Verify that neither the rotor, hub, nor rotor bolts interfere with the lower legs. If unfamiliar with adjusting your disc brake, see your brake manufacturer's instructions.

Maxle System (Ride)

TIGHTEN

1. Place Maxle lever in the open position (Fig. A). Ensure the lever engages with the corresponding slot in the axle.
2. Slide the axle through the right side of the hub until it engages the threads of the left drop out.
3. To tighten the axle into the dropout, turn the axle lever clockwise until hand tight.

NOTE : NEVER USE ANY OTHER TOOL TO TIGHTEN THE AXLE INTO THE LOWER LEG. OVER-TIGHTENING OF THE AXLE CAN DAMAGE THE AXLE AND/OR THE LOWER LEG.

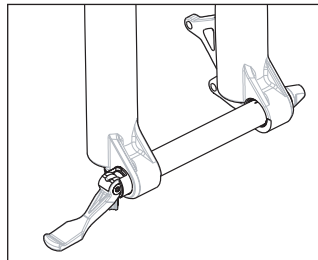


Fig. A



WARNING

DIRT AND DEBRIS CAN ACCUMULATE BETWEEN THE DROPOUT OPENINGS. ALWAYS CHECK AND CLEAN THIS AREA WHEN REINSTALLING THE WHEEL. ACCUMULATED DIRT AND DEBRIS CAN COMPROMISE THE SECURITY OF THE AXLE, LEADING TO SERIOUS AND/OR FATAL INJURY.

SECURE

1. Lift the lever out of the corresponding slot in the axle and rotate to a point 180 degrees from where you want the lever to be located in the closed position.
2. To lock the axle into the lower leg close the Maxle quick release lever.
3. The quick release mechanism is an "over-center cam", similar to the quick release found on many bicycle wheels. When closing the lever, tension should be felt when the quick release lever is in the horizontal position (90 degrees to the lower leg), and the quick release lever should leave an imprint in the palm of your hand. If resistance is not felt at the 90 degree position and if the lever does not leave a

clear imprint in the palm of your hand, tension is insufficient. To increase tension, open the quick release lever turn the quick release lock nut in small increments until proper tension is felt.

Maxle DH System (World Cup, Team and Ride)

TIGHTEN

1. Hold the axle in your hand and place a 6mm hex into the left side of the axle (side with external threads) and rotate the internal nut three turns counterclockwise.
2. Slide the axle through the right side of the hub until it engages the threads of the left drop out.
3. Place a 6mm hex in the internal nut on the right side of the axle. Turn the 6mm hex to a torque of 40 to 60 in-lb (4.5 -6.8 Nm).

SECURE

1. To lock the axle into the lower leg place a 6mm hex into the internal nut on the left side of the axle and torque to 40 in-lb (4.5 Nm).

PERFORMANCE TUNING

The Boxxer forks is designed as a high performance, world class downhill and freeride fork. Our Downhill forks (Race, Team and World Cup) are factory tuned for a 160 to 180 lb (73 to 83 kg) rider. The Boxxer Ride is factory tuned for a 150 to 175 lb (68 to 79 kg) rider. These forks can be to many different rider weights or riding styles. You can tune this fork to benefit your needs by changing preload, internal coil springs, air pressure, rebound damping and low or high speed compression damping.

Setting Sag

The Boxxer is designed to compress (sag) when you are sitting on the bike. This sag allows the front wheel to stay in contact with the ground when braking and cornering over rough and uneven terrain. Optimum sag is between 15 and 25 percent of total fork travel.

To measure sag, install a zip tie on the upper tube so that it is flush against the seal; sit on the bike in normal riding position; then step off the bike and measure from the bottom of the zip tie to the top of the wiper. This measurement is sag.

The preload can be changed on Team and Race by adding or removing preload spacers into the main coil spring stack.

NOTE: THERE SHOULD BE A MINIMUM OF 2MM OF PRELOAD ON EACH SPRING.

IMPORTANT: NO MORE THAN EIGHT PRELOAD SPACERS SHOULD BE ADDED TO EITHER SIDE OF THE TEAM OR RACE FORKS. MORE THAN EIGHT SPACERS CAN CAUSE THE SPRING TO BE DAMAGED. IF YOU CAN NOT ACHIEVE THE PROPER PRELOAD, YOU MAY NEED TO INSTALL SOFTER OR FIRMER COIL SPRINGS.

To change the preload in Team and Race:

1. Remove the top caps with a 24mm six-point socket wrench.
2. Inspect the O-rings for damage and replace if necessary.
3. Slightly compress the fork to get access to the preload spacers, which sit on top of the spring stacks.
4. Add or remove preload spacers and/or springs as necessary.
5. Re-install top caps and torque to 55 to 75 in-lb.

Solo Air Pressure Guidelines (World Cup)

Setting Solo Air: Remove the air cap to expose the air valve (on the top of the left fork leg). Using a RockShox High Volume Air Pump, add the recommended air pressure. Due to the large volume of the positive air chamber in the Boxxer World Cup, a special air pump that can change between a high volume mode and a high pressure mode is provided. To fill the positive air chamber up to 100 psi, rotate the high volume/high pressure locking collar clockwise. To fill the positive air chamber over 100 psi push the high volume/high pressure locking collar into the shock body and lock in place by rotating counterclockwise.

NOTE: THREAD THE ROCKSHOX AIR PUMP ONTO THE AIR VALVE UNTIL THE PRESSURE GAUGE READS THEN ½-TURN FURTHER. THREADING THE PUMP ON UNTIL IT STOPS MAY DAMAGE THE PUMP.

Rider Weight	Solo Air (psi)
<120 lb (55 kg)	100-110 psi
120-140 lb (55- 63 kg)	110-120 psi
140 - 160 lb (63-72 kg)	120-140 psi
160-180 lb (72-81 kg)	140-160 psi
180-200 lb (81-90 kg)	160-180 psi
>200 lb (>99 kg)	180+

Changing the Spring Rate (Race/Team)

If you are bottoming out too often or not using all the available travel then the overall spring rate should be changed. The standard spring rate (yellow) is designed for the 160-180 lbs. (72-85 kg.) downhill racer. You may change the overall spring rate by changing the main coil spring in each leg with one that is softer or firmer than the standard spring. By changing the coil springs, you alter the overall spring rate.

RockShox has designed nine spring configurations for the Boxxer. By changing the springs in either one or both legs you can tune the bike to your specific needs. Below is a table that breaks down the spring rates into rider weight ranges. Use this table as a guide when choosing a different spring rate than the one provided in the fork.

BOXXER TEAM/RACE SPRING RATES

Rider Weight	Color	Spring Rate (lb-in)
<120 lb (55 kg)	White	Extra Soft (30 lb-in)
120-150 lb (55- 68 kg)	Silver	Soft (35 lb-in)
150 - 180 lb (68-81 kg)	Yellow	Medium (40 lb-in) - standard
180-200 lb (81-90 kg)	Red	Firm (45 lb-in)

The Boxxer is built standard with a yellow (medium) springs (40 lb-in).

U-turn Travel Adjust (Ride Only)

Boxxer Ride forks can be adjusted from 133 to 178 mm of travel. To determine the travel on your fork, use the travel gradients on the upper tube.

Changing Travel (Ride Only)

Turning the U-turn adjuster knob counterclockwise increases travel. From minimum travel, there are approximately six turns to achieve maximum travel (178 mm). Each turn increases or decreases the travel by 7.5 mm.

IMPORTANT: STOP TURNING THE U-TURN ADJUSTER KNOB AFTER YOU'VE REACH 178 MM OF TRAVEL (MAXIMUM TRAVEL). TURNING THE KNOB PAST THIS POINT MAY CAUSE DAMAGE TO THE U-TURN FEATURE.

NOTE: IT MAY BE NECESSARY TO LIFT THE FRONT WHEEL OFF THE GROUND AFTER MAKING U-TURN ADJUSTMENTS TO ALLOW THE FORK TO FULLY EXTEND. THIS IS DUE TO THE WEIGHT OF THE BICYCLE AND LIGHT SPRING.

Boxxer Ride: Changing the Spring Rate

Spring rate is the amount of force needed to compress a spring one inch. Changing your fork's coil spring for a spring of a higher or lower rate will alter the overall feel of your fork. Higher spring rates make the fork feel more "stiff", while lower spring rates make the fork more "supple". Contact your local RockShox dealer to order replacement springs.

NOTE: WHEN DECREASING TRAVEL (SEE "U-TURN TRAVEL ADJUST"), YOU INCREASE THE SPRING RATE.

BOXXER RIDE SPRING RATE TUNING

Color	Rider Weight
Yellow	125 to 150 lb (57 to 68 kg)
Yellow/Red	150 to 175 lb (68 to 79 kg)
Red (standard)	175 to 200 lb (79 to 91 kg)
Black	200 to 225 lb (91 to 102 kg)

External Rebound Adjustment

Rebound damping controls the speed at which a fork returns to its full extension following compression. Located at the bottom of the right fork leg is the rebound adjuster knob. Turning the adjuster in the direction indicated by the "rabbit" on the rebound speed decal decreases rebound damping, causing the fork to return to full extension faster. Turning the adjuster in the direction indicated by the "turtle" increases rebound damping, slowing the return of the fork to full extension.

Excessive rebound damping will cause the fork to "pack up" over successive bumps, reducing travel and causing the fork to bottom out. Set your fork to rebound as fast as possible without "topping out" or kicking back. This allows your fork to follow the contours of the trail, maximizing stability, traction and control.

External Low Speed Compression Adjustment

Low speed compression damping controls pedal bob, brake dive and fork sensitivity. The blue adjuster knob is located on the right top cap. Low speed compression should be increased (turn clockwise towards the "+") when there is excessive brake dive or pedal bob. Decrease low speed compression (turn counterclockwise towards the "-") if the fork's small bump sensitivity is poor.

The adjuster has six clicks of adjustment. Clockwise rotation of the adjuster results in more low speed compression damping. Compression damping should be adjusted when the springs or preload have been changed. Proper compression damping depends on rider style, weight, preference and fork setup.

External High Speed Compression Adjustment (World Cup, Team and Ride)

High speed compression damping controls the speed at which the fork compresses under high speed bumps. This adjustment can help keep the fork from bottoming excessively. Increase high speed compression (turn clockwise towards the "+") to help resist excessive bottoming. Decrease high speed compression (turn counterclockwise away from the "+") if the fork feels harsh on sharp edge and high force bumps.

Floodgate adjustment: Boxxer uses the Floodgate adjustment to control high speed compression. Floodgate controls the amount of force required to open the Floodgate valve allowing oil to flow through the BlackBox Speed Stack (high speed compression circuit). The gold Floodgate adjuster knob is located on the right top cap. Turning the knob clockwise (indicated by the + sign) makes it harder to compress the fork in high speed hits. Turning the knob counterclockwise makes it easier for the fork to compress in high speed hits.

BlackBox Speed Stack: in addition to the Floodgate adjustment, World Cup, Team and Ride feature the BlackBox Speedstack. This secondary compression piston controls high speed compression blow-off while leaving your low speed compression adjustment virtually unchanged.

MAINTENANCE

To maintain the high performance, safety, and long life of your fork, periodic maintenance is required. If you ride in extreme conditions, maintenance should be performed more frequently.

* **WE RECOMMEND THIS SERVICE BE PERFORMED BY A QUALIFIED BICYCLE MECHANIC. TO OBTAIN SERVICE INFORMATION OR INSTRUCTIONS, VISIT OUR WEBSITE AT WWW.ROCKSHOX.COM OR CONTACT YOUR LOCAL ROCKSHOX DEALER OR DISTRIBUTOR.**

Torque Tightening Values

Bottom shaft bolt	45-75 in-lb (5.1-8.5 Nm)
Top caps	55-75 in-lb (6.2-8.5 Nm)
Threaded rod plug, compression	30-40 in-lb (3.5-4.5 Nm)
Axle clamp bolts	20-30 in-lb (2.3-3.4 Nm)
Axle bolt	40-60 in-lb (4.5-6.8 Nm)
Maxle DH Wedge Expander & Maxle DH Axle bolt	40-60 in-lb (4.5-6.8 Nm)
Crown bolts	45-80 in-lb (5.1-9.0 Nm)

SERVICE INTERVALS	All 32mm XC & All Mountain			
	Judy 1/2	Judy 3/4	SID Race, SL & World Cup	Air Forks
Clean dirt and debris from upper tubes	E	E	E	E
Inspect upper tubes for scratches	E	E	E	E
Lubricate dust seals/tubes	10	10	10	10
Check top caps, brake posts and shaft bolts for proper torque	25	25	25	25
Check air pressure	*	*	E	E
Remove lowers, clean/inspect bushings and change oil bath	*	50	50	50
Change oil in Motion Control System	*	*	100	100
Clean and lubricate Air U-Turn/Dual Air/Air Assist assembly/Solo Air	*	*	50	50
Clean and lubricate coil spring or coil U-Turn spring assembly	100	100	*	*
Clean and lubricate PopLoc cable and housing	*	*	50	50
	All 32mm XC & All Mountain Coil Forks	Boxxer Ride. Race & Team	Boxxer World Cup	
Clean dirt and debris from upper tubes	E	E	E	
Inspect upper tubes for scratches	E	E	E	
Lubricate dust seals/tubes	10	E	E	
Check top caps, brake posts and shaft bolts for proper torque	25	25	25	
Check air pressure	*	*	E	
Remove lowers, clean/inspect bushings and change oil bath	50	25	25	
Change oil in Motion Control System	100	50	50	
Clean and lubricate Air U-Turn/Dual Air/Air Assist assembly/Solo Air	*	50	25	
Clean and lubricate coil spring or coil U-Turn spring assembly	100	*	*	
Clean and lubricate PopLoc cable and housing	50	*	*	

Notes:

E = Every ride

Numeric values represent hours of riding time.

Increase service intervals based on rider weight, aggressive riding style/conditions, inclement weather and racing

SRAM CORPORATION WARRANTY

Extent of Limited Warranty

SRAM warrants its products to be free from defects in materials or workmanship for a period of two years after original purchase. This warranty only applies to the original owner and is not transferable. Claims under this warranty must be made through the retailer where the bicycle or the SRAM component was purchased. Original proof of purchase is required.

Local law

This warranty statement gives the customer specific legal rights. The customer may also have other rights which vary from state to state (USA), from province to province (Canada), and from country to country elsewhere in the world.

To the extent that this warranty statement is inconsistent with the local law, this warranty shall be deemed modified to be consistent with such law, under such local law, certain disclaimers and limitations of this warranty statement may apply to the customer. For example, some states in the United States of America, as well as some governments outside of the United States (including provinces in Canada) may:

- a. Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).
- b. Otherwise restrict the ability of a manufacturer to enforce such disclaimers or limitations.

Limitations of Liability

To the extent allowed by local law, except for the obligations specifically set forth in this warranty statement, In no event Shall SRAM or its third party supplies be liable for direct, indirect, special, incidental, or consequential damages.

Limitations of Warranty

- This warranty does not apply to products that have been incorrectly installed and/or adjusted according to the respective SRAM technical installation manual. The SRAM installation manuals can be found online at www.sram.com or www.rockshox.com.
- This warranty does not apply to damage to the product caused by a crash, impact, abuse of the product, non-compliance with manufacturers specifications of usage or any other circumstances in which the product has been subjected to forces or loads beyond its design.
- This warranty does not apply when the product has been modified.
- This warranty does not apply when the serial number or production code has been deliberately altered, defaced or removed.
- This warranty does not apply to normal wear and tear. Wear and tear parts are subject to damage as a result of normal use, failure to service according to SRAM recommendations and/or riding or installation in conditions or applications other than recommended.

WEAR AND TEAR PARTS ARE IDENTIFIED AS:

- | | |
|--|----------------------------|
| • Dust seals | • Bushings |
| • Air sealing o-rings | • Glide rings |
| • Rubber moving parts. | • Foam rings |
| • Rear shock mounting hardware and main seals | • Upper tubes (stanchions) |
| • Stripped threads/bolts (aluminium, titanium, magnesium or steel) | • Brake sleeves |
| • Brake pads | • Chains |
| • Sprockets | • Cassettes |
| • Shifter and brake cables (inner and outer) | • Handlebar grips |
| • Shifter grips | • Jockey wheels |
| • Disc brake rotors | • Tools |

- This warranty shall not cover damages caused by the use of parts of different manufacturers.
- This warranty shall not cover damages caused by the use of parts that are not compatible, suitable and/or authorised by SRAM for use with SRAM components.

Herzlichen Glückwunsch! Ihr Fahrrad ist mit den besten Federungskomponenten der Welt ausgestattet! Diese Gebrauchsanleitung enthält wichtige Informationen zur sicheren Bedienung und Wartung Ihrer Gabel. Um die richtige Funktion Ihrer RockShox-Gabel zu gewährleisten, empfehlen wir Ihnen, die Gabel von einem qualifizierten Fahrrad-Mechaniker einbauen zu lassen. Wir empfehlen Ihnen weiterhin dringend, unsere Hinweise zu lesen, damit Sie auch in Zukunft genauso viel Spaß mit Ihrem Fahrrad haben.

W I C H T I G Sicherheitsinformationen

1. Die Gabel Ihres Fahrrads wurde für die Verwendung durch einen einzelnen Fahrer sowie mit Tandems auf Trails und in ähnlichem Gelände konstruiert.
2. Vergewissern Sie sich vor dem Fahren, dass die Bremsen fachgerecht montiert und eingestellt sind. Wenn die Bremsen nicht richtig funktionieren, kann der Fahrer schwere und/oder lebensgefährliche Verletzungen erleiden.
3. Ihre Gabel kann in bestimmten Situationen nicht richtig funktionieren, wie z. B. bei Ölverlust, einem Unfall oder einer anderen Situation, in der die Komponenten oder Bauteile verbogen werden oder brechen; oder auch, wenn die Gabel lange Zeit nicht benutzt wird. Ein Gabeldefekt ist von außen nicht unbedingt erkennbar. Falls Teile der Gabel verbogen oder gebrochen sind, Öl austritt, bei Geräuschen, die auf ein übermäßiges Durchschlagen hinweisen oder bei anderen Anzeichen auf ein mögliches Versagen der Gabel, wie etwa einer verringerten Stoßdämpfung, sollten Sie das Fahrrad nicht mehr benutzen. Lassen Sie das Fahrrad in einem solchen Fall sofort von einem qualifizierten Händler überprüfen und reparieren. Wenn die Gabel einen Defekt aufweist, kann das zur Beschädigung des Fahrrads oder auch zu Verletzungen des Fahrers führen.
4. Verwenden Sie immer nur Originalteile von RockShox. Durch die Verwendung von Ersatzteilen, die nicht von RockShox stammen, verfällt die Garantie des Herstellers und die Gabel kann versagen, wodurch der Fahrer die Kontrolle über das Fahrrad verlieren und schwere und/oder lebensgefährliche Verletzungen erleiden kann.
5. Wenn das Fahrrad mit den Ausfallenden (Vorderrad entfernt) an einer Trägervorrichtung befestigt wird, darf das Fahrrad nicht zur Seite geneigt werden. Wird das Fahrrad geneigt, während die Ausfallenden in der Trägervorrichtung eingespannt sind, können die Gabelbeine brechen. Die Ausfallenden der Gabel müssen mit einem Schnellspanner befestigt werden. Bei Verwendung eines Fahrradträgers, an dem die Gabel-Ausfallenden befestigt werden, muss auch das Hinterrad gesichert werden. Wenn das Hinterrad nicht gesichert ist, können die Gabel-Ausfallenden durch das Gewicht des Fahrrads einseitig belastet werden, wodurch sie brechen oder reißen können. Sollte das Fahrrad umkippen oder aus dem Träger fallen, darf es erst wieder gefahren werden, nachdem die Gabel fachgerecht auf mögliche Schäden überprüft worden ist. Falls Sie einen Schaden vermuten, lassen Sie die Gabel von Ihrem Fachhändler überprüfen, oder wenden Sie sich direkt an RockShox (Adressen entnehmen Sie der Liste der Importeure nach Ländern). Defekte am Gabelbein oder an den Ausfallenden können dazu führen, dass der Fahrer die Kontrolle über das Fahrrad verliert und schwere und/oder lebensgefährliche Verletzungen erleidet.
6. Montieren Sie nur Cantilever-Bremsen an den vorhandenen Montagesockeln. Gabeln mit Gabelbrücken ohne Bremskabelaufhängung sind nur für V-Bremsen oder hydraulische Cantileverbremsen geeignet. Mit einer Gabelbrücke ohne Bremszughalterung dürfen nur die Cantilever-Bremsen verwendet werden, die vom Hersteller der Bremse dafür vorgesehen sind. Der Vorderbremszug und/oder die Bremszughülle dürfen nicht durch den Vorbau, andere Befestigungen oder Bremszughalterungen geführt werden. Es darf keine Vorderbremszug-Hebelvorrichtung verwendet werden, die an der Gabelbrücke angebracht ist.
7. Bitte beachten Sie alle Hinweise in der Gebrauchsanleitung bezüglich der Pflege und Wartung dieses Produkts.

ROCKSHOX-GABELN SIND FÜR OFFROAD-WETTBEWERBE VORGESEHEN UND VERFÜGEN NICHT ÜBER DIE VORGESCHRIEBENEN REFLEKTOREN ZUM FAHREN AUF ÖFFENTLICHEN STRASSEN. ZUM FAHREN IM ÖFFENTLICHEN STRASSENVERKEHR SOLLTE DER HÄNDLER DIE VORGESCHRIEBENEN REFLEKTOREN ANBRINGEN, UM DIE ENTSPRECHENDEN VORSCHRIFTEN ZU ERFÜLLEN.