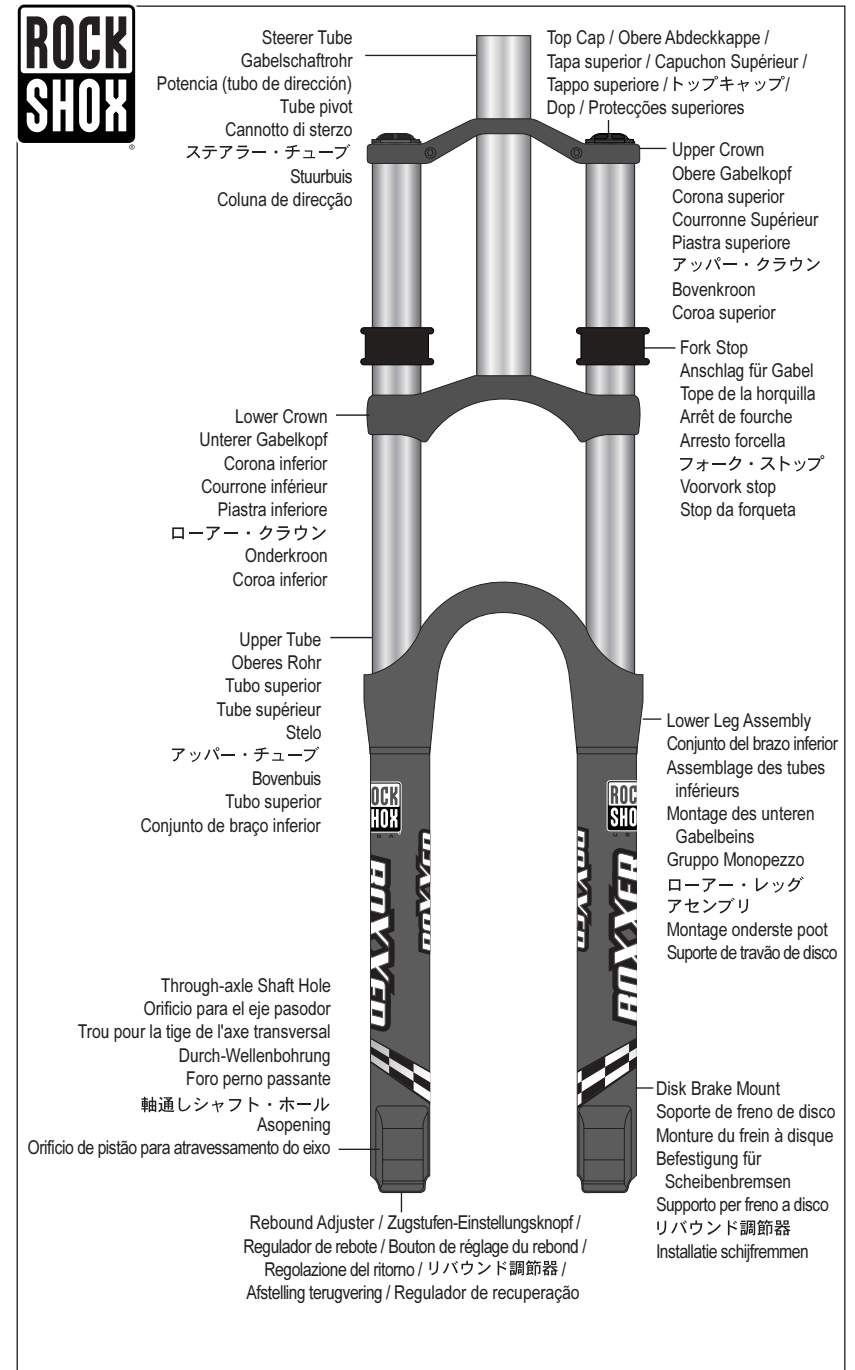


2002

BOXXER

OWNER'S MANUAL





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.

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.

IMPORTANT Consumer Safety Information

1. The fork on your bicycle is designed for use by a single rider, 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.
3. 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.
4. 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.
5. 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.
6. 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.

INSTALLATION

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. Use a short upper crown for head tube and headset stack heights of less than 160 mm or a tall upper crown for stack heights of more than 160 mm.

! WARNING

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. **Do not exceed 160 mm of exposed upper tube above the lower crown.**
3. Install the brakes according to the manufacturer's instructions and adjust brake pads properly. Use the fork only with V-type or hydraulic cantilever brakes mounted to the existing brake posts or disc style brakes mounted through the provided mounting holes. Do not use any cantilever brake other than those intended by the brake manufacturer to work with a hangerless brace.
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 25 in-lb. Tighten clamp bolts to 40 to 60 in-lb.
5. Keep in mind tire clearance as you choose tires. Maximum size is 2.4 x 26" wide or 696 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.

PERFORMANCE TUNING

The Boxxer fork is designed as a high performance, world class downhill fork. Our forks are factory tuned for the 150-180 lbs. (65-85 kg.) downhill racer and can be tuned to many different rider weights or riding styles. You can tune this fork to benefit your needs by changing preload, internal coil springs, rebound damping, and low or high speed compression damping.

Changing the Spring Rate

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 (medium) is designed for the 150-180 lbs. (65-85 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.

Color	Spring Rate (lb-in.)
Silver	Extra Soft (10 lb-in.)
Orange	Soft (15 lb-in.)
Yellow	Medium (20 lb-in.) - Standard
Red	Firm (25 lb-in.)

The Boxxer is built standard with two medium springs (20 lb-in.). Also included in the package is one extra soft spring and one extra firm spring. These extra springs may help more closely meet your needs. The following is how these spring may be interchanged:

Rate	Rider Weight	Fork Leg #1	Fork Leg #2
Soft (17.5 lb.)	120 to 150 lb.	15 lb-in.	20 lb-in.
Standard (20 lb.)	150 to 180 lb.	20 lb-in.	20 lb-in.
Firm (22.5 lb.)	180 to 210 lb.	20 lb-in.	25 lb-in.

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 35 and 60 mm 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. Changing the preload alters the sag and firmness of the initial fork movement. A heavier, more aggressive riders need more spring preload to maintain proper ride height and allow more of the fork's travel to be used during bump impact.

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

IMPORTANT: NO MORE THAN EIGHT PRELOAD SPACERS SHOULD BE ADDED TO EITHER SIDE OF THE FORK. 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:

1. Remove the top caps with a 22mm 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 30 to 40 in-lb.

External Rebound Adjustment

Rebound damping should be adjusted any time the spring rate or preload have been changed. The rebound adjuster is located in the lower right leg and is accessible with a 3mm Allen wrench inserted through the hollow shaft bolt. Clockwise rotation of the adjuster results in more rebound damping. Proper rebound depends on rider style, weight, preference and fork setup. This adjuster is indexed.

External Low Speed Compression Adjustment

Low speed compression damping controls pedal bob and fork sensitivity. The adjuster is located in the lower left leg and is accessible with a 3mm Allen wrench inserted through the hollow shaft bolt. Clockwise rotation of the adjuster results in more low speed compression damping. Compression damping should be adjusted any time the springs or preload have been changed. Proper compression damping depends on rider style, weight, preference and fork setup. This adjuster is not indexed.

Internal High Speed Compression Adjustment

This adjuster controls high speed compression blow-off while leaving your low speed compression adjustment virtually unchanged. The high speed compression adjuster is located inside the left leg. To adjust the high speed compression you must follow instructions available in the Boxxer Service Guide available on our website at www.rockshox.com. With the assembly removed, use a 5mm wrench, turn the compression nut clockwise to increase high speed compression damping and counterclockwise to decrease high speed compression damping (Fig. 1). Note the location of the low speed adjuster prior to making the high speed adjustment.

CAUTION: ENSURE THE END OF THE COMPRESSION ADJUSTER ROD DOES NOT BECOME RECESSED INTO THE NUT. THE NUT MAY BECOME DISENGAGED DURING OPERATION IF THE ADJUSTER IS NOT FULLY THREADED INTO THE NUT.

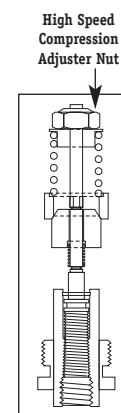


Fig. 1

Changing Low Speed Rebound Catch

Changing the weight of oil in your fork can alter the low speed rebound catch. Your fork uses 15 wt. oil in the rebound leg and 10 wt. oil in the compression leg. If the rebound is too quick at low speed and too slow at high speed, you may need to use a heavier weight oil. RockShox recommends a maximum of 30 wt. oil. Heavier oils tend to be more temperature sensitive, resulting in inconsistent performance and more service intervals.

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.

Maintenance	Every Ride	25 Hours	50 Hours	100 Hours
Clean dirt and debris from upper tubes	✓			
Check upper tubes for scratches	✓			
Check top caps, crown, axle and shaft bolts for proper torque		✓		
Inspect top cap o-rings, spring stacks, change oil		✓		
Remove lower casting, clean bushings and change oil			✓*	
Rebuild fork				✓*

* 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.

Before Every Ride

BEFORE EVERY RIDE, INSPECT THE FOLLOWING PARTS ACCORDING TO ITS MANUFACTURER'S INSTRUCTIONS:

1. Front wheel and axle for proper installation and adjustment.
2. Fork for any obvious damage (crown, brace, upper tubes, lower tubes, and dropouts).
3. Front brake cable for proper routing.

4. Front brake pads for proper contact with the rim.
5. Front brake lever for proper adjustment.
6. Headset for proper function and adjustment.

After every ride clean and dry the fork, taking care not to get water in the fork at upper tube/lower tube junction. Wipe the upper tubes with a clean cloth and remove all debris and dirt from around the seals.

After Every Eight Hours of Riding

After every eight hours of riding, clean and oil the upper tubes and check fasteners for proper torque. Follow this procedure:

1. Wipe seal area and upper tube clean. Apply two to three drops of Teflon-fortified oil to the upper tubes at the seals.
2. Check crown bolts, brace bolts, axle clamp bolts, and brake posts for proper torque (Refer to "Torque Tightening Values").

Torque Tightening Values

Bottom shaft bolt	50-55 in-lb. (5.7-6.2 Nm)
Top caps	30-40 in-lb. (3.5-4.5 Nm)
Threaded rod plug, rebound/compression	30-40 in-lb. (3.5-4.5 Nm)
Axle clamp bolts	40-60 in-lb. (4.5-6.8 Nm)
Axle bolt	20-25 in-lb. (2.3-2.8 Nm)
Crown bolts	40-60 in-lb. (4.5-6.8 Nm)
Brake post, brake mount bolt	60 in-lb. (6.8 Nm)

After Twenty-Five Hours of Riding

1. With a 22mm six-point wrench remove the top caps. Inspect the O-ring and replace if necessary.
2. Push the lower legs up and remove the spring stacks. Note orientation of parts (spring, spring spacer, and preload spacers). Wipe clean.
3. Place an oil pan underneath the fork. Reinstall top caps, invert the fork and remove the top caps. Oil will pour out of the fork from the upper tubes.
4. Cycle lower legs up and down to pump out remaining oil.
5. Return the fork to an upright position.
6. Pour oil into the upper tubes while slowly cycling the lower fork leg up and down. With the fork leg fully compressed without springs, the oil level should be 152 mm from the top of upper tube. Approximately 165 cc of oil is required for each fork leg.

IMPORTANT: DO NOT SET OIL LEVEL ABOVE OR BELOW THIS SPECIFICATION.

7. Completely extend the fork. Install the spring stacks into the leg.
8. Install top cap and torque to 30 to 40 in-lb.

WARRANTY

RockShox, Inc. warrants its products for a period of one year from original date of purchase to be free from defects in materials or workmanship. Any RockShox product that is returned to the factory and is found by RockShox to be defective in materials or workmanship will be repaired or replaced at the option of RockShox, Inc. This warranty is the sole and exclusive remedy. RockShox shall not be held liable for any indirect, special, or consequential damages.

The warranty does not apply to products which have not been properly installed and adjusted according to RockShox installation instructions. The warranty does not cover any product that has been subject to misuse or whose serial number has been altered, defaced or removed. This warranty does not apply to damage to the product caused by a crash or abuse of the product or any other circumstances in which the product has been subjected to forces or loads beyond its design. This warranty does not cover paint damage or modifications to the product. **Proof of purchase is required.**

Warranty Repair

If for any reason it should be necessary to have warranty work done, return the product to a RockShox dealer. In the USA, dealers are required to call for a Return Authorization number (RA#) prior to returning product.

For more technical information, visit our website at www.rockshox.com. For toll-free technical support in the USA, call 1.800.677.7177. Customers in countries other than the USA should contact their local dealer or distributor.

INTERNATIONAL DISTRIBUTOR LIST

Argentina

Brioni S.A.
Phone: 54 11 4292 3000
FAX: 54 11 4292 4453
J.J. PASO 1260, (1832) LOMAS DE
ZAMORA, BUENOS AIRES

Australia

Steve Cramer Products
Phone: 61 3 9587 1466
FAX: 61 3 9587 2018
39 INDUSTRIAL DRIVE BRAESIDE,
VICTORIA 3192

Austria

Barisitz-Austria
Phone: 43 0 5223 46444
FAX: 43 0 5223 46444-14
A-6060 Mils
Gewerbepark 12

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HOLLAND

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FAX: 3592 943 3445
18, IVAN ASSEN STR.
1000 SOFIA

Brazil

Pedal Power
Phone: 55 11 3845 6997
FAX: 55 11 3845 6377
R. GOMES De CARVALHO 541
SAO PAULO SO
04547002

Canada

Bell Sports Canada
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FAX: 800 465 4018
BAY 147, 2760 45TH AVE SE
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T2B 3M1

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Bicicletas Belda Limitada
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14 NORTE 1001
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Inversiones Y Sistemas Garvi
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MOLLERUPVEJ 3, TAASTRUP,
8410 RONDE

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Bici Sport
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FAX: 5932 253691
AV DE DICIEMBRE 6327, ENTRE
LOUVRE Y TOMAS DE,
BERLANGA.LOCAL #3, QUITO

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Hawaii Express
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FAX: 372 6 398 566
REGATI 1, 5K-102, TALLINN, 11911,
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Fax: 372 636 7470
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Higashi-Osaka, Japan

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Tekno Bike & Outdoor Prod.
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Porfirio Diaz #469
Col Centro CP 6400
Monterey, NL Mexico

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0, CARACAS

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August 2001



**1610 Garden of the Gods
Colorado Spring, CO 80907**

IMBA Rules of the Trail

Ride on open trails only
Leave no trace
Control your bicycle
Always yield trail
Never spook animals
Plan ahead