QUICK START - 2002 Duke SL/XC/C

November 2001

IMPORTANT: THE FOLLOWING TIPS ARE TO BE USED IN CONJUNCTION WITH THE OWNER'S MANUAL AS THEY CONTAIN ADDITIONAL INFORMATION. CAUTIONS AND WARNINGS APPLY FROM THE OWNER'S MANUAL.

This guide will help you quickly find your preferred setting. Remember, what might be your perfect set-up may not be the same for someone else with the same bike and equal weight. Personal preferences and riding style influence suspension set-up.

HYDRA AIR SET-UP

Positive Air Pressure and Setting Sag

Located at the top of the left fork leg is the positive air chamber. The positive air chamber controls the sag of the fork. Sag is the compression of the fork caused by the rider's weight. Proper sag allows the front wheel to follow the contour of the terrain as you ride. To measure sag, install a zip tie on the upper tube of the fork flush against the XXX seal. Sit on the bike in your normal riding position, with your elbow against a wall to aid balance (fig. 1). Step off the bike, and measure the distance between the XXX seal and the zip tie. This is your sag (fig. 2).

Fig. 1

To adjust sag, remove the black air cap to expose the air valve. Thread the RockShox air pump into the air valve (fig. 3). You can damage the pump by threading it in too far. As soon as the gauge registers pressure, thread ½ turn more and pump to the desired level. When setting the positive air pressure, use the air pressure guidelines below as a starting point. Adjust the pressure to achieve the appropriate sag for your riding style.

Fig. 2

NOTE: WHEN REMOVING THE PUMP, YOU WILL HEAR A SMALL "HISS" OF AIR. THIS AIR IS FROM THE PUMP, NOT THE FORK! LIKEWISE, WHEN YOU ATTACH THE PUMP, THE OPPOSITE HAPPENS AND AIR FROM THE FORK FILLS THE PUMP, REDUCING THE PRESSURE. ALL PERFECTLY NORMAL AND NO NEED TO CHANGE YOUR DESIRED PRESSURE!

AIR PRESSURE GUIDELINES

Rider Weight (lb)	Air Pressure
<140 (63 kg)	80-115 psi
140-160 (63-72 kg)	115-130 psi
160-180 (72-81 kg)	130-145 psi
180-200 (81-90 kg)	145-160 psi
>220 (99 kg)	160-180 psi (max)

Model	Travel	Sag - XC/Race	Sag - Enduro
Duke SL/XC/C	80mm	8-12mm	12-20mm
Duke SL/XC/C	100mm	10-15mm	15-25mm

To determine the existing travel on Duke, measure the distance between the crown & XXX wiper seal (fig. 4). 80 travel = 95mm 100 travel is 113mm.

Fig. 2

NOTE: FOR LIGHTER RIDERS, ROCKSHOX OFFERS A SOFT NEGATIVE SPRING KIT (110-006443-00). THIS NEGATIVE SPRING HELPS TUNE THE INITIAL TRAVEL OF THE FORK FOR RIDERS UNDER 140 LB (63KG). FOR INSTALLATION INSTRUCTIONS, PLEASE REFER TO THE DUKE SERVICE GUIDE ON OUR WEBSITE AT WWW.ROCKSHOX.COM.

Fig. 3

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Damping Adjustment

Duke SL, XC and C forks use Hydra Coil damping. The Duke SL and XC features externally adjustable rebound damping. Rebound damping controls the speed at which the fork returns to its full extension following compression.

Fig. 4

Located at the bottom of the right fork leg is the rebound adjuster. Gently turn the rebound adjuster clockwise until it stops. This is the slowest rebound setting.

NOTE: THE ADJUSTER ONLY HAS 90 DEGREES OF ADJUSTMENT FROM MAXIMUM TO MINIMUM.

As a starting point, turn the adjuster counterclockwise approximately 15 degrees. From this point you can begin to fine-tune your fork. If you feel the fork is too fast in rebound, turn the adjuster clockwise. If it's too slow, turn the adjuster counterclockwise. Make small adjustments and try again (fig. 5).

Oil Tuning

Changing the oil in your fork will alter its rebound characteristics. Rebound is the extension or return of your fork. To slow the rebound of your fork, replace the stock 5 wt. oil in your fork with a heavier weight oil (10 or 15 wt.). To speed the rebound of your fork, replace the stock oil with a lighter weight oil. For further information on oil volumes and adding oil to your fork, visit our website at www.rockshox.com or contact your RockShox local dealer or distributor.With your sag and rebound damping adjusted, it is time to fine tune your fork. Go to your favorite trail and try repeating sections. Ride various obstacles to experience how your fork feels. Be sure to change only one setting at a time, and make a note of the change.

Fine Tuning

Helpful Hints

Air Pressure

Use a zip tie around the upper tube to determine the maximum amount of travel used during your ride. If you are not able to achieve full travel, reduce the air pressure in your fork. If your fork seems to bottom out frequently while riding, increase the air pressure. Most riders prefer an air pressure setting that allows them to bottom out once per ride.

Rebound Settings

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 will allow your fork to follow the contours of the trail, maximizing stability, traction, and control.

Quick Maintenance

Keep your fork clean. Treat it like you would treat yourself after a long hard ride! Clean and dry the exterior of your fork. Avoid direct water pressure on the upper tube/XXX seal junction. Before or after every ride put some drops of Teflon-based lubricant on the XXX seal. Push the fork up and down before wiping off the excess oil. This keeps the seals soft and lubricated, and helps do an even better job of keeping the dirt out! (Fig. 5)

Fig. 5

Duke forks rely on oil bath lubrication between the upper tubes and the lower tube bushings to keep them running smoothly. After use, the oil tends to gather at the bottom of the fork and the fork may become sticky. Periodically try storing your bike upside down or from a wall hook (if you use disc brakes ensure that these will not be damaged by prolonged periods upright/upside down). By following this procedure the oil bath lubricant can run back down between the bushings, to provide many more hours of smooth operation.

FOR DETAILED INFORMATION ON ALL MAINTENANCE PROCEDURES AND HOW TO ADJUST THE TRAVEL PLEASE CONSULT THE OWNER'S MANUAL OR VISIT OUR WEBSITE. WWW.ROCKSHOX.COM