

**SHOCK OWNER'S MANUAL REAR SHOX**

2006 FLOAT + DHX + VANILLA + BRAIN + TRIAD



# QUICK REFERENCE GUIDE

<b>terms used</b>	<ul style="list-style-type: none"> <li>&gt; <b>Travel:</b> the total amount the shock compresses, as measured from eye-to-eye.</li> <li>&gt; <b>Sag:</b> amount the shock compresses with the rider sitting on the bike in a normal riding position. Best measured with a friend holding your bike up.</li> <li>&gt; <b>Compression damping:</b> oil damping resistance felt when trying to compress the shock.</li> <li>&gt; <b>Rebound damping:</b> oil damping resistance that controls the rate at which the shock extends after being compressed.</li> <li>&gt; <b>Preload:</b> initial force placed on a spring. Too much and you'll lose out on all the travel; too little and your shock will have a lot of work to do.</li> <li>&gt; <b>Spring rate:</b> force required to compress a spring one inch. Not just for propellerheads, this assists you in choosing the right spring or air pressure.</li> <li>&gt; <b>FLOAT:</b> Fox Load Optimum Air Technology. Delivers the performance of a coil spring with the adjustability and light weight of an air shock.</li> <li>&gt; <b>ProPedal:</b> technology that provides pedaling efficiency as well as control and sensitivity for big and small hits.</li> </ul>		
<b>contact information</b>	<b>FOX Racing Shox</b> 130 Hangar Way Watsonville, CA 95076 USA Phone: 1.831.274.6500 North America: 1.800.FOX.SHOX (369.7469) Fax: 1.831.768.9312 E-mail: service@foxracingshox.com Website: www.foxracingshox.com Business hours: Monday – Friday 8 a.m. – 5 p.m. PST	<b>method of payment &amp; shipping</b>	Visa, MasterCard, Cashier's Check  FOX Racing Shox uses UPS Ground Service within the USA.
<b>disclaimer</b>	FOX Racing Shox is not responsible for any damages to you or others arising from riding, transporting, or other use of your shock or bicycle. In the event that your shock breaks or malfunctions, FOX Racing Shox shall have no liability beyond the repair or replacement of your shock pursuant to the terms outlined in the warranty provisions of this manual.	<b>specific exclusions from warranty</b>	<ul style="list-style-type: none"> <li>&gt; Parts replaced due to normal wear and tear and/or routine maintenance</li> <li>&gt; Parts subject to normal wear and tear and/or routine maintenance</li> <li>&gt; Bushings</li> <li>&gt; Suspension fluids</li> </ul>
<b>warranty policy</b>	The factory warranty period for your shock is one year (two years for countries in the EU) from the original date of purchase of the bicycle or shock. A copy of the original purchase receipt must accompany any shock being considered for warranty service. Warranty is at the full discretion of FOX Racing Shox and will cover only defective materials and workmanship. Warranty duration and laws may vary from state to state and/or country to country. Parts, components and assemblies subject to normal wear and tear are not covered under this warranty, with the exception of seals, which are covered for 90 days from the date of purchase. FOX Racing Shox reserves the right to all final warranty or non-warranty decisions.  <b>FLOAT RP3, FLOAT R, FLOAT Warranty Provisions:</b> To maintain high performance, product longevity, and preserve warranty rights, periodic end user maintenance is required.  <b>DHX &amp; DHX Air Warranty Provisions:</b> DHX & DHX Air shox require a minimum of 75 psi in the Boost Valve (reservoir) to function properly. If the shock is cycled or ridden with less than 75 psi in the Boost Valve, emulsification will occur and warranty service <b>will not</b> be provided by FOX Racing Shox.	<b>general exclusions from warranty</b>	<ul style="list-style-type: none"> <li>&gt; Installation of non-genuine FOX Racing Shox parts and/or accessories</li> <li>&gt; Abnormal strain, neglect, abuse and/or misuse</li> <li>&gt; Accident and/or collision damage</li> <li>&gt; Modification of original parts</li> <li>&gt; Lack of proper maintenance</li> <li>&gt; Shipping damages or loss (purchase of full value shipping insurance is recommended)</li> <li>&gt; Damage to interior or exterior caused by improper cable routing, rocks, crashes or improper installation</li> <li>&gt; Oil changes or service not performed by FOX Racing Shox or an Authorized Service Center.</li> <li>&gt; Coil bind caused by excessive spring preload (2 turns max), unless otherwise specified</li> </ul>
<b>warranty instructions</b>	<ul style="list-style-type: none"> <li>&gt; FOX Racing Shox offers 48-hour turnaround, which may vary.</li> <li>&gt; Obtain an RA (Return Authorization) number and shipping address from FOX Racing Shox at 800.FOX.SHOX. Outside the USA, contact the appropriate International Service Center.</li> <li>&gt; Mark the RA number and Return Address clearly on the outside of the package and send to FOX Racing Shox or your International Service Center with shipping charges pre-paid by the sender.</li> <li>&gt; Proof-of-purchase is required for warranty consideration.</li> <li>&gt; Include a description of the problem, bicycle information (manufacturer, year and model), type of FOX product, spring rate and return address with daytime phone number</li> </ul>		

## MAINTENANCE SCHEDULE

item	new	every ride	every 8 hours	every 40 hours	every 100 hours
<b>set sag (all shox)</b>	<b>X</b>				
<b>set rebound (shox w/ rebound adjust)</b>	<b>X</b>				
<b>clean shock body (all shox)</b>		<b>X</b>			
<b>air sleeve maintenance (FLOAT, TRIAD &amp; DHX AIR shox)</b>	wet & muddy conditions		<b>X</b>		
	dry & dusty conditions			<b>X</b>	
<b>clean/inspect bushings &amp; reducers</b>				<b>X</b>	
<b>suspension fluid service (must be performed by FOX Shox or Authorized Service Center)</b>					<b>X</b>

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DENOTES INFORMATION THAT MAY NOT BE OBVIOUS, OR THAT CAN HELP THE RIDER OUT WITH A DIFFICULT SITUATION.



DENOTES INFORMATION THAT, IF NOT FOLLOWED, CAN CAUSE DAMAGE TO YOUR FORK OR SERIOUS INJURY OR DEATH.

## CONGRATULATIONS!

Your Specialized bicycle is outfitted with FOX Racing Shox, the finest suspension shock in the world. FOX Racing Shox products are designed, tested and manufactured by the finest professionals in the industry in Santa Cruz County, California, USA.

As a consumer and supporter of FOX Racing Shox products, you need to be aware of the importance of setting up your fork correctly to ensure maximum performance. This manual provides step-by-step instructions of how to setup and maintain your fork. It is a good idea to keep your receipts with this manual, and refer to it for service and warranty issues.

For detailed service instructions, consult a FOX Service Manual for your particular product. This manual does not contain step-by-step detailed service instructions for a reason: FOX recommends that detailed service be performed by an Authorized Service Center or FOX Racing Shox. This manual only covers the rear shock that came on your Specialized bicycle. Consult your bicycle owner's manual for any issues associated with your bicycle.

## CONSUMER SAFETY

- > Keep your bicycle and suspension system in optimal working condition.
- > Wear protective clothing, eye protection and always fasten your helmet before you ride.
- > Know and ride within your limits.
- > Follow IMBA's Rules of the Trail. For more information, go to [www.imba.com](http://www.imba.com):

- |                             |                        |                         |
|-----------------------------|------------------------|-------------------------|
| 1. Ride on open trails only | 2. Leave no trace      | 3. Control your bicycle |
| 4. Always yield trail       | 5. Never scare animals | 6. Plan ahead           |

## IMPORTANT SAFETY INFORMATION

- > If the shock ever loses oil or makes unusual noises, stop riding and have the shock inspected by qualified personnel. A broken or malfunctioning shock can result in loss of control and possible serious or fatal injuries.
- > Do not modify your bike frame or shock. Use only genuine FOX Racing Shox parts. Modification, improper service or use of aftermarket replacement parts voids the warranty and could cause the shock to malfunction, and can cause loss of control resulting in serious injury or death.
- > Follow the scheduled maintenance recommendations listed on the inside cover of this manual. Shock service should be performed by FOX Racing Shox in the USA or an Authorized Service Center outside the USA. The exception is air sleeve and mounting hardware service and maintenance, which can be performed by the consumer or retailer.
- > FOX Racing Shox contain a nitrogen charge. Do not pry out the white nylon (plastic) plug at the eyelet end of the shock. The charged portion of the shock should only be opened by a FOX Racing Shox technician. Opening a nitrogen pressurized shock can be dangerous and can result in serious injury or death.
- > On air shocks, the portion of the shock charged with nitrogen does not need to be opened to perform air sleeve service.



**DO NOT ATTEMPT TO PULL APART, OPEN, DISASSEMBLE OR SERVICE A SHOCK IF IT IS COMPRESSED OR HAS NOT RETURNED (WILL NOT RETURN) TO ITS ORIGINAL NEUTRAL LENGTH (WITH NO LOAD ON THE SHOCK). THIS CAN RESULT IN SERIOUS OR FATAL INJURIES.**



**THIS MANUAL APPLIES TO SPECIALIZED BICYCLES THAT HAVE FOX RACING SHOX AS ORIGINAL EQUIPMENT.**

## GENERAL MAINTENANCE

On FLOAT, BRAIN, TRIAD and DHX AIR shocks there may be a small amount of air sleeve lubricant residue on the body. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. Some other things to consider for all shock models:

- > If you ride in extreme conditions, service your shock and air sleeve more frequently. See the maintenance schedule on the inside cover of this manual.
- > Wash your shock with soap and water only.
- > Do not use a high pressure washer to clean your shock.
- > Extensive internal service should be performed by FOX Racing Shox or an Authorized FOX Racing Shox Service Center.

## MEASURING SAG

Use this procedure to measure the sag on your FOX Racing Shox:

### MEASUREMENT #1

1. Before sitting on the bicycle, measure and record the distance from the center of one mounting bolt to the center of the other mounting bolt. This is known as the “eye-to-eye” measurement.

Air shocks have an o-ring on the shock body. The o-ring should be pushed up against the scraper lip of the air sleeve without the rider on the bike. If there is no o-ring, use the “eye-to-eye” method.

### MEASUREMENT #2

2. Sit on the bicycle in a normal riding position. Your weight should be distributed on the saddle, handlebars and pedals. It is also recommended that you be outfitted in your normal riding gear. It may be necessary to hold yourself up against a wall or post to steady yourself. Do not bounce on the pedals or saddle.
3. Have an assistant measure and record the eye-to-eye distance.

For an air shock, dismount the bicycle and measure from the scraper lip to the o-ring. This is the sag, using the o-ring method.

4. Subtract measurement #2 from measurement #1. The difference between the two is sag.

**MEASUREMENT #1 - MEASUREMENT #2 = SAG**  
**(E.G.: 7.875 - 7.275 = .600)**

5. Consult the air or spring settings table in your respective shock’s section in this manual. If the sag specifications not in compliance, follow the instructions in **SETTING SAG** in the respective shock’s section.

## USING THE FOX HIGH PRESSURE PUMP

A FOX Racing Shox High Pressure Air Pump is available for your FLOAT, BRAIN, TRIAD, DHX or DHX AIR shock. The pump is used to add and release air pressure from your shock.

To pressurize your shock:

1. Remove the Schrader air valve cap from the shock.
2. Thread the pump’s valve chuck onto the shock’s air valve until pressure registers on the pump gauge. This takes approximately 6 turns. Do not over-tighten the pump on air valve as this will damage the pump chuck seal.



**FOX High Pressure Pump**

- Stroke the pump a few cycles. The pressure should increase slowly. If pressure increases rapidly check to make sure the pump is properly fitted and tightened onto the air valve.



**IF THE SHOCK HAS NO AIR PRESSURE, THE GAUGE WILL READ ZERO.**

- Pump to the desired pressure setting. Average air pressure range is from 50 to 300 psi for the main air chamber on air shocks. **DO NOT EXCEED 300 PSI IN THE MAIN AIR CHAMBER.** You can decrease pressure by pushing the black bleed valve. Pushing the bleed valve half way down and holding it there will allow pressure to escape from the pump and shock. Pushing the bleed valve all the way down and releasing it will allow only a small amount of pressure to escape (micro adjust). When unthreading the pump from the air valve fitting, the sound of the air loss is from the pump hose, not from the shock.



**WHEN YOU ATTACH THE PUMP TO THE SHOCK, THE HOSE WILL NEED TO FILL WITH AIR. THIS MAY RESULT IN A PRESSURE READING THAT CAN BE LOWER BY AS MUCH AS 10 TO 20 PSI.**

- Replace the Schrader air valve cap.

## “STUCK DOWN” FLOAT/DHX AIR/BRAIN/TRIAD SHOCK

Under certain circumstances, a FLOAT, DHX AIR, BRAIN or TRIAD shock can become “stuck down.” If your air shock has not returned to its original neutral length (eye-to-eye position), **DO NOT** attempt to disassemble the outer air sleeve or any other part of the shock. Air has become trapped in the air negative chamber and can cause serious injury if the shock is disassembled. This condition is known as “stuck down.”

If your shock is “stuck down,” immediately return it to FOX Racing Shox or an Authorized FOX Racing Shox Service Center for service. Service and warranty information can be found on the inside cover of this manual.

### PROCEDURE TO CHECK FOR A “STUCK DOWN” SHOCK:

- Release air pressure from the shock by removing the air cap and depressing the Schrader valve. You can use the top of the air cap to press in the Schrader valve.
- Using a FOX Racing Shox High Pressure Pump, pressurize the shock to 250 psi.
- If the shock does not extend, it has become “stuck down.”



**DO NOT ATTEMPT TO PULL APART, OPEN, DISASSEMBLE OR SERVICE A SHOCK THAT IS STUCK DOWN. SERIOUS INJURY CAN RESULT. CONTACT FOX RACING SHOX OR AN AUTHORIZED FOX RACING SHOX SERVICE CENTER FOR ASSISTANCE.**

## AVA (AIR VOLUME ADJUSTER)

Certain FLOAT models feature AVA (see diagram at right), a technology that affords new levels of fine-tuning adjustment. AVA increases or decreases the volume of the positive air spring chamber, which allows the rider to alter the shape of the spring curve. The AVA system can create a shock with a 30% more linear spring rate than a standard FLOAT shock. AVA allows as much as 200 lbs. of bottom-out adjustment.

AVA is a pre-ride tuning feature. The AVA system is not intended to be used on-the-fly. It is important to clean your shock, especially the threads of the AVA air sleeve, prior to adjustment. Rotation of the AVA ring may require near complete deflation of the shock.



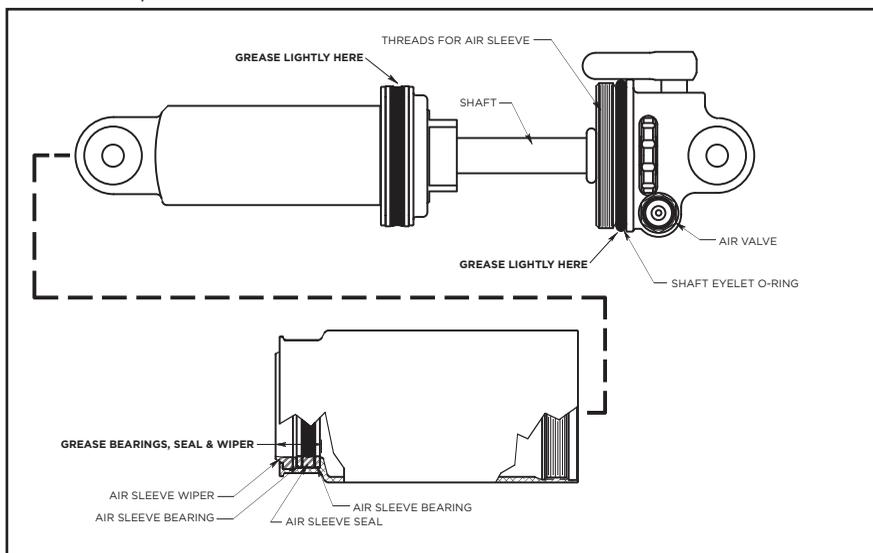
**AVA Air Sleeve**

Using a shock pump, let most or all of the air from the shock so that the AVA ring can be easily turned. Turn the ring until it just touches the wire ring that is snapped onto the air sleeve. This is the maximum volume setting. Pressurize the shock and set sag as normal. AVA does not affect sag. If the shock seems to bottom out too easily, deflate the shock, rotate the ring to the next setting on the air sleeve. Pressurize the shock, set sag and test again for full stroke performance. Repeat this process until the setting that best fits your riding style and terrain is achieved.

Air sleeve service can be performed as on other FLOAT shocks. Clean AVA seals after every other normal FLOAT seal service, especially if riding conditions are muddy or dusty. Carefully remove wire rings and air sleeves. Clean and inspect seals and parts for damage or wear. Re-lubricate and carefully re-assemble. Refer to diagram for areas with critical sealing and lubrication needs.

## AIR SLEEVE MAINTENANCE

1. Release all air pressure from air valve.
2. Cycle shock a few times to release pressure from the negative air spring.
3. Release all air pressure from air valve again.
4. Remove the mounting hardware and remove the shock from the bike.
5. Clamp the shaft eyelet in a soft-jawed vice being careful not to crush any parts on the shock.
6. Slide a screwdriver or punch through the body eyelet to keep the air sleeve from coming off the body.
7. Turn the air sleeve counterclockwise to loosen it and slide it down the shock body.
8. Remove the screwdriver or punch and remove the air sleeve from the shock.



**Air Sleeve: Orientation and position on FLOAT air shock body.**

## CLEANING AND INSPECTION

1. Clean the inside of the air sleeve with parts cleaner. Inspect the seal and bearing inside of the air sleeve. Replace if damaged or worn.
2. Clean body, body seal, body bearings and shaft with parts cleaner.
3. Inspect body seal and body bearings for wear or damage. Replace if damaged or worn.

## GREASING AND REASSEMBLING

1. Lubricate the shaft eyelet O-ring and shaft eyelet threads with FLOAT Fluid or Slick Honey™.
2. Liberally lube the body seal and body bearing, leaving a reservoir of lube above the body bearing .
3. Lubricate the air sleeve seal, air sleeve bearing, and air sleeve wiper. FLOAT Fluid can be used in this application.
4. Slide the air sleeve over the body until the air sleeve wiper is at the end of the body. Leave the air sleeve unthreaded at this time.



**THE AIR SLEEVE WILL BE VERY DIFFICULT TO COMPRESS BECAUSE THERE IS PRESSURE TRAPPED IN THE NEGATIVE AIR CHAMBER. WAITING UNTIL AFTER THE SHOCK IS MOUNTED IN THE BIKE WILL ALLOW THE LEVERAGE OF THE BIKE TO EASILY COMPRESS THE SHOCK.**

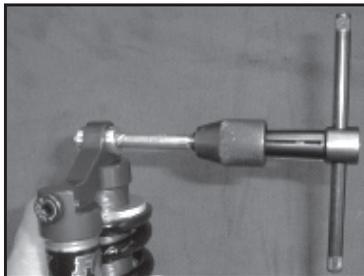
5. Dry bushings and reducers.
6. Install reducers in eyelet bushings and install the shock back on the bike.
7. Carefully compress the shock until you can screw on the air sleeve. Don't let the air sleeve slip off the body.
8. Thread the air sleeve onto shaft eyelet hand tight.
9. Inflate shock using inflation instructions listed in the Pump Instructions.

## REDUCER REMOVAL

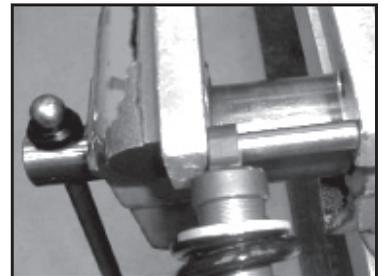
1. Screw a 1/4" bolt extractor (see picture below) counterclockwise with a pulling motion. The reducer will back out of the bushing.
2. Repeat for the other side.
3. Insert a stainless steel sleeve into the shock's bushing, and place the shock eyelet into a soft-jaw vise.
4. Turn the vise handle so that the sleeve is driven in to the bushing. Once the sleeve is pushed into the other side, turn the shock body up and down to slide the shock eyelet to the center of the sleeve.
5. Take the shock out of the vise and place aluminum sleeve spacers on each side.
6. Reload shock eyelet into the vise and turn handle up and down for final centering.



1/4" Bolt Extractor Tool

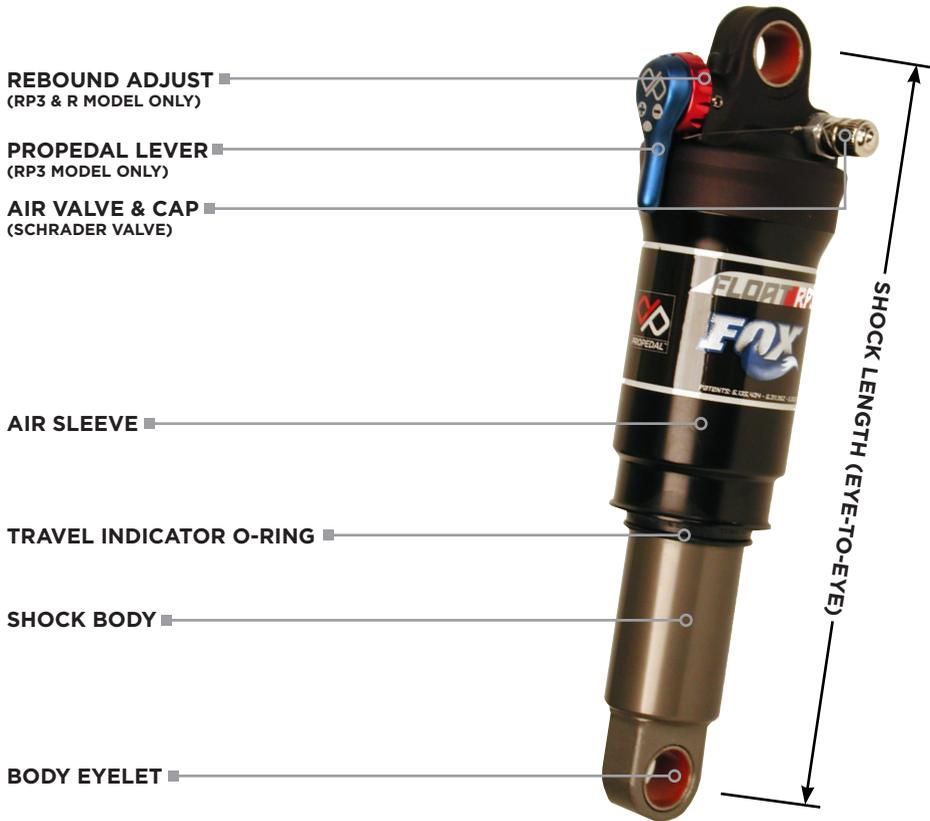


Inserting Bolt Extractor Tool Into Reducer



Centering Aluminum Hardware on Vise

	FLOAT RP3	FLOAT R	FLOAT
<b>features</b>	<ul style="list-style-type: none"> <li>&gt; Adjustable ProPedal</li> <li>&gt; Adjustable air spring</li> <li>&gt; Adjustable rebound</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Adjustable air spring</li> <li>&gt; Adjustable rebound</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Adjustable air spring</li> </ul>
			
<b>adjustments</b>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; ProPedal adjust: blue lever</li> <li>&gt; Air spring adjust: via Schrader valve</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Air spring adjust: via Schrader valve</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Air spring adjust: via Schrader valve</li> </ul>



THE SHOCK PICTURED MAY OR MAY NOT RESEMBLE THE SHOCK ON YOUR BICYCLE. HOWEVER, NOMENCLATURE AND CONTROL FUNCTIONALITY WILL BE THE SAME.

## SETTING SAG (ALL FLOAT MODELS)

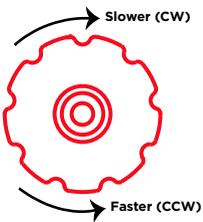
To get the best performance from your FLOAT shock, it is necessary to set sag. For initial sag measurement, see **MEASURING SAG** on page 5. To set sag:

1. Locate the Schrader air valve on the shock and remove the valve cap.
2. Screw the FOX Racing Shox pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten.
3. Add air pressure until desired pressure is shown on the gauge. Refer to the **AIR SPRING SETTINGS** table below for the sag setting.
4. Unthread the pump from the air valve and measure the sag.
5. Repeat steps 2-4 until proper sag is achieved, then replace valve cap.

### AIR SPRING SETTINGS

Shock Travel Inches/Millimeters	Recommended Sag Inches/Millimeters
1.00/25.4	.25/6.4
1.25/31.7	.31/7.9
1.50/38.1	.38/9.5
1.75/44.4	.44/11.1
2.00/50.8	.50/12.7
2.25/57.1	.56/14.2
2.50/63.5	.62/15.7
3.00/76.2	.75/19.1

## ADJUSTING REBOUND (FLOAT RP3 & FLOAT R ONLY)



Rebound controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

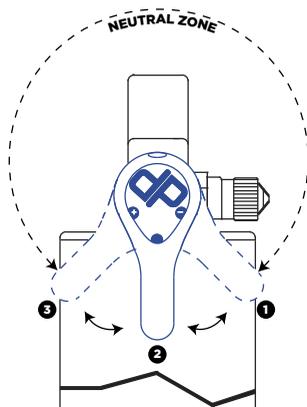
The rebound knob has 9 clicks of adjustment.

**For slower rebound**, turn the red adjuster knob clockwise.

**For faster rebound**, turn the red adjuster knob counterclockwise.

## ADJUSTING PROPEDAL (FLOAT RP3 ONLY)

The three-position ProPedal tuning lever allows for on-the-fly ProPedal adjustment. ProPedal damping reduces pedal-induced suspension bob. The three lever settings are:



### 1. LIGHT PROPEDAL

### 2. MID PROPEDAL

### 3. FULL PROPEDAL

Use the different settings to tune the shock to different riding conditions and situations. For example, use the Full ProPedal position for riding to the top of the mountain and then switch to the Light ProPedal position for the descent. Because suspension designs and riding skills vary, optimal settings can vary from bike to bike and rider to rider.

To determine which ProPedal position is best, pedal the bicycle at about 15 MPH and monitor the shock movement. Switch between positions and select the one that reduces suspension movement most effectively while providing the desired amount of bump absorption. The setting may change depending on conditions and riding styles.

The “neutral zone” between the Full ProPedal and Light ProPedal adjustments is simply a transition zone between the two settings. However, FOX recommends that the lever not be left in the “neutral zone” as there is no detent, and the lever can accidentally shift into the Full ProPedal or Light ProPedal settings during hard riding.

## PROPEDAL VALVING (FLOAT RP3 & FLOAT R ONLY)



Light ProPedal



Medium ProPedal



Firm ProPedal

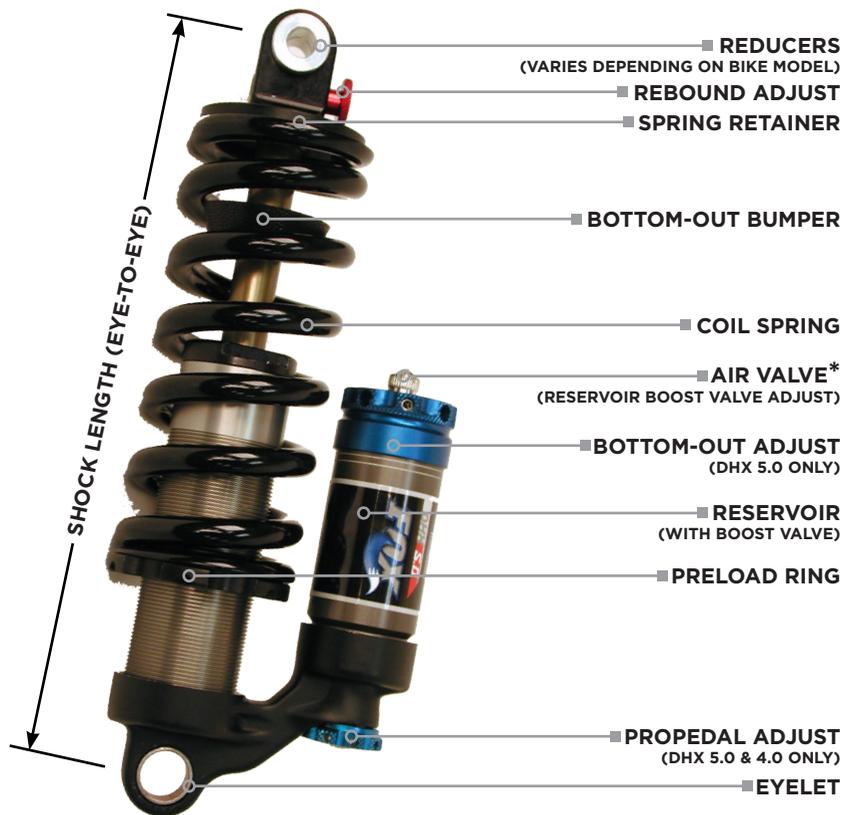
FOX Racing Shox and your bike manufacturer have teamed up to deliver a FLOAT RP3/FLOAT R shock that has the perfect ProPedal tune for your bicycle's rear suspension design. This internal ProPedal valving is separate from the user-adjustable ProPedal tuning described above.

Your FLOAT RP3/FLOAT R is delivered to your bike manufacturer in one of three settings: **FIRM**, **MEDIUM**, and **LIGHT**.

The setting of your FLOAT RP3/FLOAT R is listed on the band at the bottom of the air sleeve and is denoted by an icon, as shown on the left. **LIGHT** is represented by the smallest bar. **MEDIUM** is represented by the middle bar. **FIRM** is represented by the largest bar. The bar that is applicable to your tune will be highlighted and flanked on top and bottom with indicator arrows.

Your 2006 FLOAT RP3/FLOAT R has FOX's latest cutting edge compression damping technology that delivers our best performing FLOAT shock ProPedal performance yet. Changing your ProPedal tune can be done at an Authorized FOX Service Center for a charge as it is not considered a warranty item.

	5.0	4.0	3.0
<b>features</b>	<ul style="list-style-type: none"> <li>&gt; Boost Valve / Position sensitive</li> <li>&gt; Adjustable ProPedal</li> <li>&gt; Adjustable bottom-out resistance</li> <li>&gt; Adjustable tuning range via Schrader valve (some models)</li> <li>&gt; Rebound adjust</li> <li>&gt; Coil spring preload</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Boost Valve / Position sensitive</li> <li>&gt; Adjustable ProPedal</li> <li>&gt; Adjustable tuning range via Schrader valve (some models)</li> <li>&gt; Rebound adjust</li> <li>&gt; Coil spring preload</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Boost Valve</li> <li>&gt; Adjustable tuning range via Schrader valve (some models)</li> <li>&gt; Rebound adjust</li> <li>&gt; Coil spring preload</li> </ul>
<b>adjustments</b>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Bottom-out adjust: large blue dial</li> <li>&gt; ProPedal adjust: smaller blue knob</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; ProPedal adjust: smaller blue knob</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> </ul>



\*NOT AVAILABLE ON SPECIALIZED ENDURO BICYCLES.



THE SHOCK PICTURED MAY NOT RESEMBLE THE SHOCK ON YOUR BICYCLE. HOWEVER, NOMENCLATURE AND CONTROL FUNCTIONALITY WILL BE THE SAME.

## SETTING SAG (ALL MODELS)

Setting sag is necessary to obtain the best performance from your DHX shock. To set sag:

1. Measure sag as described in **MEASURING SAG** on page 5, and compare it to the recommended sag setting shown in the **COIL SPRING SETTINGS** table below.
2. Adjust the preload ring accordingly:

**If sag is lower than on the table**, turn the preload ring counterclockwise. Always ensure that the spring is secure and does not freely move.



**AFTER THE PRELOAD RING ENGAGES THE SPRING, TURN THE PRELOAD RING CLOCKWISE ONE TURN. IF THE PRELOAD RING NEEDS TO BE TURNED COUNTERCLOCKWISE FROM THIS POINT TO ACHIEVE PROPER SAG, YOU WILL NEED TO OBTAIN A LOWER RATE SPRING.**

**If sag is higher than on the table**, turn the preload ring clockwise no more than full two turns after the preload ring engages the spring.

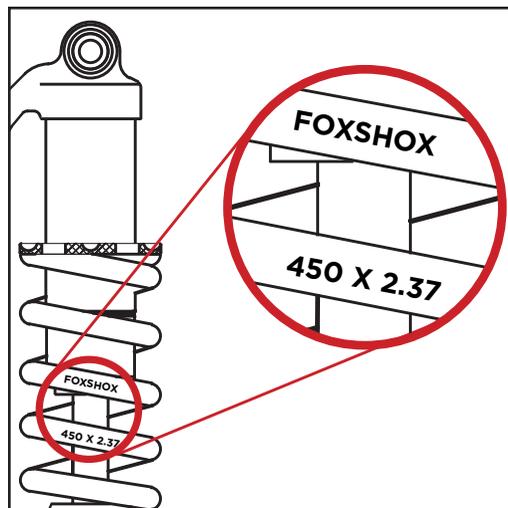


**IF AFTER THE PRELOAD RING ENGAGES THE SPRING, MORE THAN 2 FULL CLOCKWISE TURNS ARE REQUIRED TO ACHIEVE THE PROPER SAG SETTING, YOU WILL NEED TO OBTAIN A HIGHER RATE SPRING.**

3. If necessary, contact FOX Racing Shox or an Authorized Service Center to obtain a higher- or lower-rated spring.

### COIL SPRING SETTINGS

Shock Travel Inches/mm	Recommended Sag Inches/mm
2.00/50.8	.50/12.7
2.25/57.1	.56/14.3
2.50/63.5	.63/15.9
2.75/69.6	.69/17.5
3.00/76.2	.76/19.0



**The spring rate is printed directly on the shock spring. The spring above has a 450-lb/in spring rate with 2.37" of travel.**

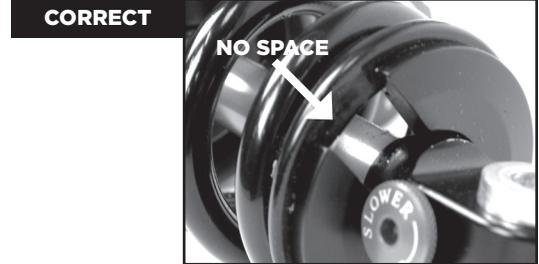
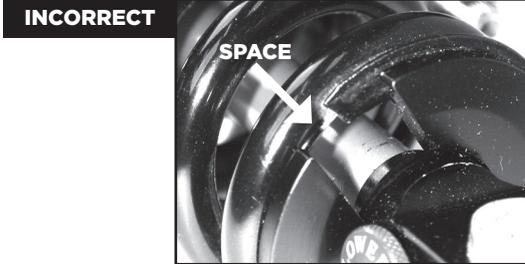
## CHANGING SPRINGS (ALL MODELS)

1. Loosen the preload ring until the spring freely moves.
2. Lift up the spring and remove the spring retainer.
3. Slide the spring off the shock body. Depending on your bike model, you may need to **remove the reducers** to remove the spring.
4. Orient the new spring correctly (see **SPRING ORIENTATION** below) and slide it onto the shock body.
5. Place the spring retainer back on the shock and under the spring ensuring that the open slot on the spring retainer rests on the flat part of the spring end.
6. Tighten the preload ring just until the spring no longer moves.
7. Turn the preload ring **one additional** full turn.

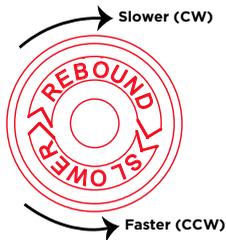
## SPRING ORIENTATION

When placing the spring back on the shock body, it is important that the spring is correctly oriented. Essentially, the space in the spring retainer should rest on the flat part of the spring, and not on the segment of the spring where it starts to coil back under itself. Rotate the spring or spring retainer until the correct orientation is achieved.

An improperly oriented spring can fail prematurely, causing loss of control of the bicycle, which can result in serious or fatal injuries. The pictures below demonstrate correct and incorrect spring orientation. Correct spring orientation applies to all FOX Racing Shox rear shocks that utilize coil springs:



## ADJUSTING REBOUND (DHX 5.0, 4.0 & 3.0)



Rebound controls the rate at which your shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

**For slower rebound,** turn the red adjuster knob clockwise.

**For faster rebound,** turn the red adjuster knob counterclockwise.

## ADJUSTING BOTTOM-OUT RESISTANCE (DHX 5.0 ONLY)



Bottom-out resistance affects the final part of the compression stroke. Bottom-out should be adjusted with a maximum of 125 psi in the Boost Valve. The knob can be turned by hand or with a 4mm hex key inserted into one of the holes around the perimeter. Do not use any other tool to turn the knob—a 4mm (5/32") hex key only!

Turn the knob all the way clockwise for the most bottom-out resistance and counterclockwise for the least. There are three (3) rotations of adjustment and three (3) corresponding Adjustment Indicator Lines on the reservoir.



**IF THE KNOB FEELS GRITTY DURING ROTATION, SET THE KNOB TO MAXIMUM VOLUME AND THEN USE A 2MM (5/64") HEX KEY TO LOOSEN THE SET SCREWS IN THE PERIMETER HOLES AND REMOVE THE KNOB. CLEAN THE KNOB THOROUGHLY, GREASE AND RE-INSTALL.**

## ADJUSTING PROPEDAL (DHX 5.0. & 4.0 ONLY)



The ProPedal adjustment knob allows the rider to adjust the amount of ProPedal damping. ProPedal damping affects the first part of the compression stroke and is designed to control pedal-induced suspension bob. Since suspension designs vary, not all bicycles require the same degree of ProPedal damping provided by the Boost Valve.

There are 15 clicks of adjustment. Rotate the knob all the way counter-clockwise for the lightest ProPedal setting and all the way clockwise for the most ProPedal damping.

## BOOST VALVE\*

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the ProPedal and bottom out adjustments, enabling ProPedal platform adjustment to be made separately from the bottom out adjustment.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir and by adjusting the ProPedal knob (DHX 5.0 & 4.0 only).

To change the compression damping characteristics of your DHX shock, attach a FOX High Pressure Pump (see **USING THE FOX HIGH PRESSURE PUMP** on page 5) to the air valve on the reservoir:

**For a firmer ride**, add 10 – 15 pounds of air pressure.

**For a softer ride**, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve.

Ride your bike and verify the settings before repeating the procedure.



**NEVER RIDE YOUR BIKE WITH MORE THAN 200 PSI OR LESS THAN 75 PSI IN THE RESERVOIR AIR CHAMBER. DOING SO WILL DAMAGE YOUR SHOCK AND REQUIRE REPAIRS THAT ARE NOT COVERED UNDER WARRANTY.**

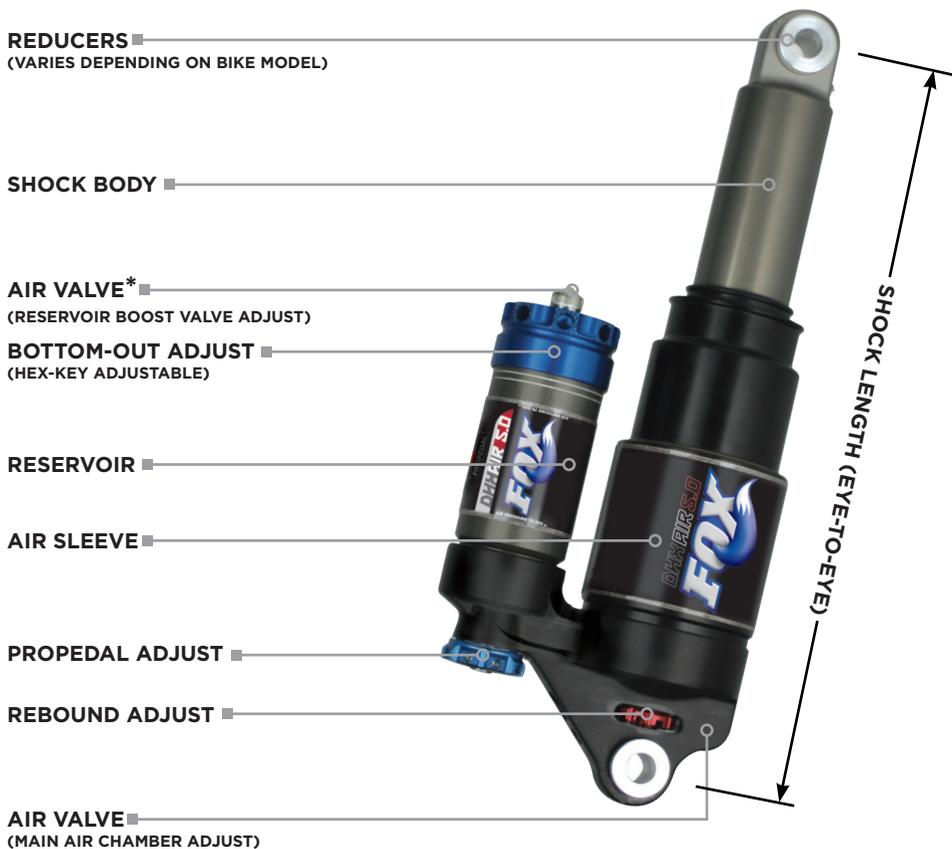
## PROPEDAL AND BOOST VALVE INTERACTION\* (DHX 5.0. & 4.0 ONLY)

Certain aspects of the Boost Valve can influence the ProPedal adjustment. If the ProPedal adjustment knob is fully counterclockwise (lightest ProPedal damping position) and the compression damping is still too strong, attach a shock pump to the Schrader valve on the reservoir and reduce the pressure 10 – 15 psi. Repeat to achieve the desired compression damping. If there is not enough compression damping with the ProPedal knob fully clockwise, add 10 – 15 psi to the Boost Valve until desired compression damping is achieved.

**\*DOES NOT APPLY TO DHX-EQUIPPED SPECIALIZED ENDURO BICYCLES.**

# DHX AIR

	AIR 5.0	AIR 4.0	AIR 3.0
<b>features</b>	<ul style="list-style-type: none"> <li>&gt; Boost Valve / Position sensitive</li> <li>&gt; Adjustable air spring</li> <li>&gt; Adjustable ProPedal</li> <li>&gt; Adjustable bottom-out resistance</li> <li>&gt; Adjustable tuning range via Schrader valve (some models)</li> <li>&gt; Rebound adjust</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Boost Valve / Position sensitive</li> <li>&gt; Adjustable air spring</li> <li>&gt; Adjustable ProPedal</li> <li>&gt; Adjustable tuning range via Schrader valve (some models)</li> <li>&gt; Rebound adjust</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Boost Valve / Position sensitive</li> <li>&gt; Adjustable air spring</li> <li>&gt; Adjustable tuning range via Schrader valve (some models)</li> <li>&gt; Rebound adjust</li> </ul>
<b>adjustments</b>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Bottom-out adjust: large blue knob</li> <li>&gt; ProPedal adjust: small blue knob</li> <li>&gt; Air spring adjust: via main air chamber Schrader valve on lower body</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; ProPedal adjust: small blue knob</li> <li>&gt; Air spring adjust: via main air chamber Schrader valve on lower body</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Air spring adjust: via main air chamber Schrader valve on lower body</li> </ul>



\*NOT AVAILABLE ON SPECIALIZED ENDURO BICYCLES.



THE SHOCK PICTURED MAY OR MAY NOT RESEMBLE THE SHOCK ON YOUR BICYCLE. HOWEVER, NOMENCLATURE AND CONTROL FUNCTIONALITY WILL BE THE SAME.

## SETTING SAG

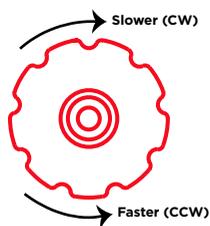
To get the best performance from your DHX AIR shock, it is necessary to set sag. To set sag:

1. Locate the Schrader air valve on the shock and remove the valve cap.
2. Screw the FOX Racing Shox pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten.
3. Add air pressure until desired pressure is shown on the gauge. Refer to the **AIR SPRING SETTINGS** table below for the sag setting.
4. Unthread the pump from the air valve and measure the sag.
5. Repeat steps 2-4 until proper sag is achieved, then replace valve cap.

### AIR SPRING SETTINGS

Shock Travel Inches/Millimeters	Recommended Sag Inches/Millimeters
2.00/50.8	.25/6.3
2.25/57.2	.56/14.2
2.50/63.5	.62/15.7
3.00/76.2	.75/19

## ADJUSTING REBOUND



Rebound controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

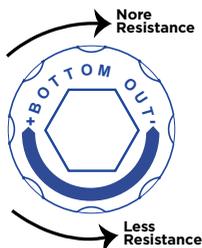


**FOR REFERENCE, DIRECTION IS LOOKING DOWN FROM THE TOP (AIR VALVE CAP SIDE) OF THE RESERVOIR.**

**For slower rebound**, turn the red adjuster knob clockwise.

**For faster rebound**, turn the red adjuster knob counterclockwise.

## ADJUSTING BOTTOM-OUT RESISTANCE (DHX AIR 5.0 ONLY)



Bottom-out resistance affects the final part of the compression stroke. Bottom-out should be adjusted with a maximum of 125 psi in the Boost Valve. The knob can be turned by hand or with a 4mm hex key inserted into one of the holes around the perimeter. Do not use any other tool to turn the knob—a 4mm (5/32") hex key only!

Turn the knob all the way clockwise for the most bottom-out resistance and counter-clockwise for the least. There are three (3) rotations of adjustment and three (3) corresponding Adjustment Indicator Lines on the reservoir.



**IF THE KNOB FEELS GRITTY DURING ROTATION, SET THE KNOB TO MAXIMUM VOLUME (FULL CCW) AND THEN USE A 2MM (5/64") HEX KEY TO LOOSEN THE SET SCREWS IN THE PERIMETER HOLES AND REMOVE THE KNOB. CLEAN THOROUGHLY, GREASE AND RE-INSTALL.**

## ADJUSTING PROPEDAL (DHX AIR 5.0 & 4.0 ONLY)



The ProPedal adjustment knob allows the rider to adjust the amount of ProPedal damping. ProPedal damping affects the first part of the compression stroke and is designed to control pedal-induced suspension bob. Since suspension designs vary, not all bicycles require the same degree of ProPedal damping provided by the Boost Valve.

There are 15 clicks of adjustment. Rotate the knob all the way counter-clockwise for the lightest ProPedal setting and all the way clockwise for the most ProPedal damping.

## BOOST VALVE\*

The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. The Boost Valve also decouples the ProPedal and bottom out adjustments, enabling ProPedal platform adjustment to be made separately from the bottom out adjustment.

The Boost Valve is not adjusted directly. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir and by adjusting the ProPedal knob.

To change the compression damping characteristics of your DHX shock, attach a FOX High Pressure Pump (see **USING THE FOX HIGH PRESSURE PUMP** on page 5) to the air valve on the reservoir:

**For a firmer ride**, add 10 – 15 pounds of air pressure.

**For a softer ride**, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve.

Ride your bike and verify the settings before repeating the procedure.



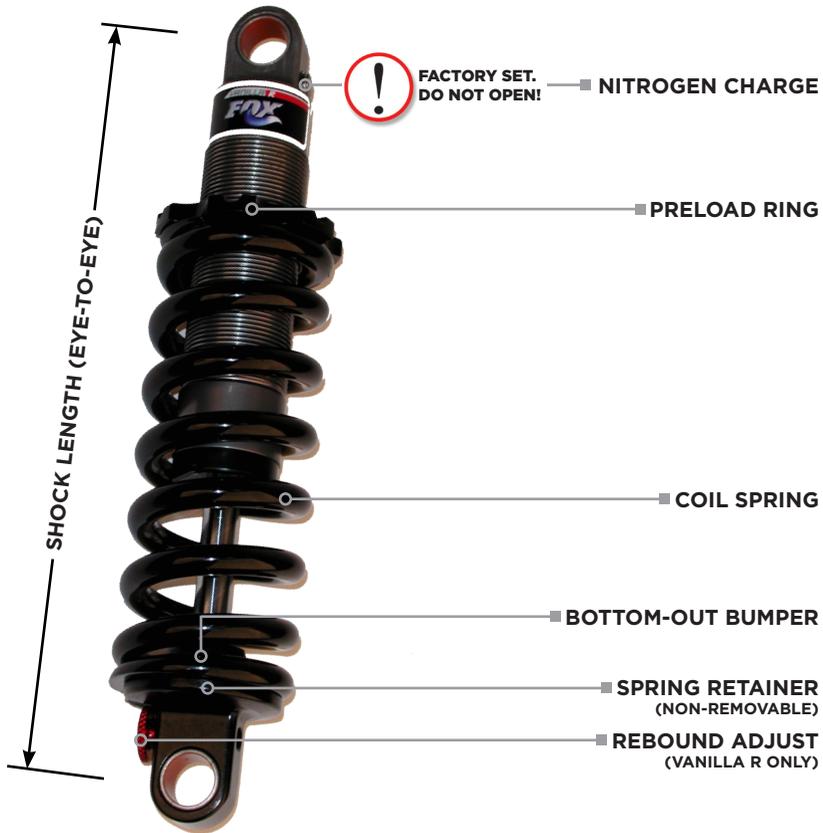
**NEVER RIDE YOUR BIKE WITH MORE THAN 200 PSI OR LESS THAN 75 PSI IN THE RESERVOIR AIR CHAMBER. DOING SO WILL DAMAGE YOUR SHOCK AND REQUIRE REPAIRS THAT ARE NOT COVERED UNDER WARRANTY.**

## PROPEDAL AND BOOST VALVE INTERACTION\* (DHX AIR 5.0 & 4.0 ONLY)

Certain aspects of the Boost Valve can influence the ProPedal adjustment. If the ProPedal adjustment knob is fully counterclockwise (lightest ProPedal damping position) and the compression damping is still too strong, attach a shock pump to the Schrader valve on the reservoir and reduce the pressure 10 – 15 psi. Repeat to achieve the desired compression damping. If there is not enough compression damping with the ProPedal knob fully clockwise, add 10 – 15 psi to the Boost Valve until desired compression damping is achieved.

**\*DOES NOT APPLY TO DHX-EQUIPPED SPECIALIZED ENDURO BICYCLES.**

	VANILLA R	VANILLA
<b>features</b>	<ul style="list-style-type: none"> <li>&gt; ProPedal (factory set)</li> <li>&gt; Rebound adjust</li> <li>&gt; Coil spring preload</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Coil spring preload</li> </ul>
<b>adjustments</b>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; Preload: black preload ring</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Preload: black preload ring</li> </ul>



THE SHOCK PICTURED MAY OR MAY NOT RESEMBLE THE SHOCK ON YOUR BICYCLE. HOWEVER, NOMENCLATURE AND CONTROL FUNCTIONALITY WILL BE THE SAME.

## SETTING SAG

Setting sag is necessary to obtain the best performance from your VANILLA shock. To set sag:

1. Measure sag as described in **MEASURING SAG** on page 5, and compare it to the recommended sag setting shown in the **COIL SPRING SETTINGS** table below.
2. Adjust the preload ring accordingly:

**If sag is lower than on the table**, turn the preload ring counterclockwise. Always ensure that the spring is secure and does not freely move.



**AFTER THE PRELOAD RING ENGAGES THE SPRING, TURN THE PRELOAD RING CLOCKWISE ONE TURN. IF THE PRELOAD RING NEEDS TO BE TURNED COUNTERCLOCKWISE FROM THIS POINT TO ACHIEVE PROPER SAG, YOU WILL NEED TO OBTAIN A LOWER RATE SPRING.**

**If sag is higher than on the table**, turn the preload ring clockwise no more than full two turns after the preload ring engages the spring.

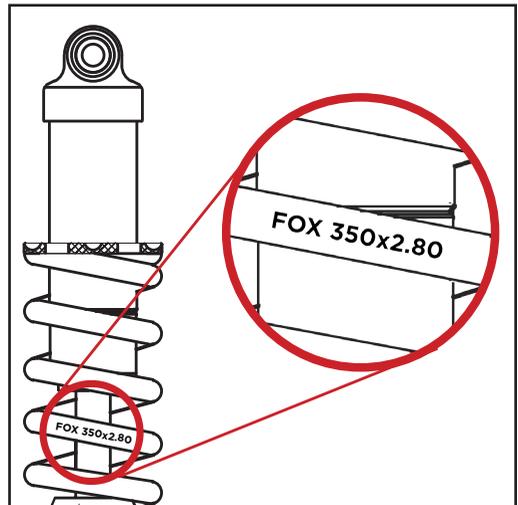


**IF AFTER THE PRELOAD RING ENGAGES THE SPRING, MORE THAN 2 FULL CLOCKWISE TURNS ARE REQUIRED TO ACHIEVE THE PROPER SAG SETTING, YOU WILL NEED TO OBTAIN A HIGHER RATE SPRING.**

3. If necessary, contact FOX Racing Shox or an Authorized Service Center to obtain a higher- or lower-rated spring.

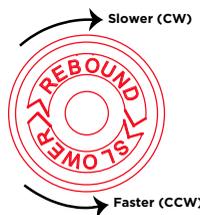
### COIL SPRING SETTINGS

Shock Travel Inches/Millimeters	Recommended Sag Inches/Millimeters
1.00/25.4	.25/6.4
1.25/31.7	.31/7.9
1.50/38.1	.38/9.5
1.75/44.4	.44/11.1
2.00/50.8	.50/12.7
2.25/57.1	.56/14.3
2.50/63.5	.63/15.9



The spring rate is printed directly on the shock spring. The rate above denotes a 350-lb/in spring rate with 2.80" of travel.

## ADJUSTING REBOUND (VANILLA R ONLY)



Rebound controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a person preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

**For slower rebound**, turn the red adjuster knob clockwise.

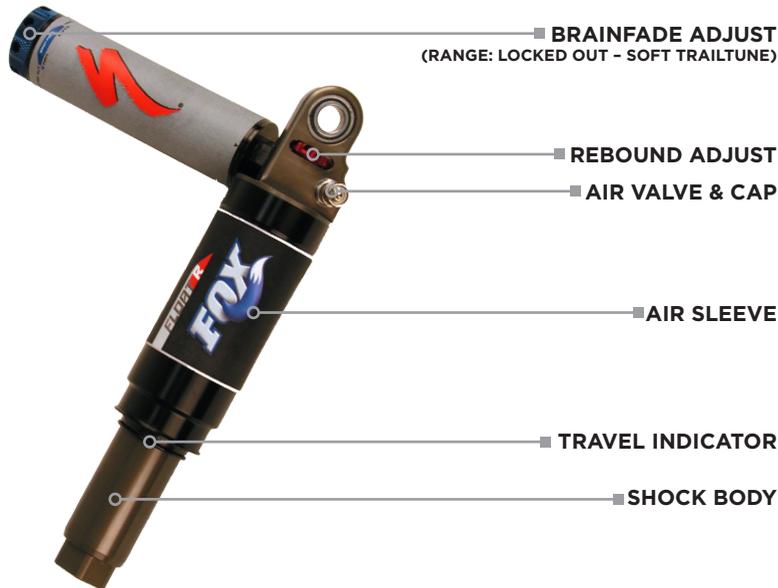
**For faster rebound**, turn the red adjuster knob counterclockwise.

## CHANGING SPRINGS (ALL VANILLA MODELS)

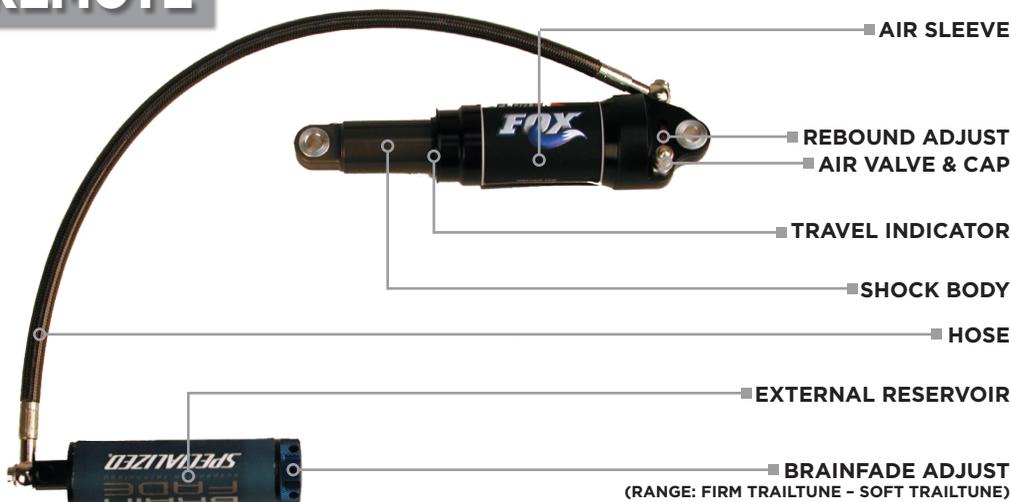
1. Loosen the preload ring until the spring freely moves.
2. Lift up the spring and remove the spring retainer.
3. Slide the spring off the shock body. Depending on your bike model, you may need to remove the reducers to remove the spring.
4. Orient the new spring correctly (see **SPRING ORIENTATION** on page 12) and slide it onto the shock body.
5. Place the spring retainer back on the shock and under the spring.
6. Tighten the preload ring just until the spring no longer moves.
7. Turn the preload ring one additional full turn.

# BRAIN

	BRAIN	BRAIN REMOTE
<b>features</b>	<ul style="list-style-type: none"> <li>&gt; BrainFade adjust</li> <li>&gt; Adjustable air spring via Schrader valve</li> <li>&gt; Rebound adjust</li> </ul>	<ul style="list-style-type: none"> <li>&gt; BrainFade adjust</li> <li>&gt; Adjustable air spring via Schrader valve</li> <li>&gt; Rebound adjust</li> </ul>
<b>adjustments</b>	<ul style="list-style-type: none"> <li>&gt; Rebound: red dial</li> <li>&gt; BrainFade: blue dial</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rebound: red knob</li> <li>&gt; BrainFade: blue dial</li> </ul>



# BRAIN REMOTE



THE SHOCK PICTURED MAY NOT RESEMBLE THE SHOCK ON YOUR BICYCLE. HOWEVER, NOMENCLATURE AND CONTROL FUNCTIONALITY WILL BE THE SAME.

## SETTING SAG

BRAIN Technology senses bumps in the trail and activates the suspension giving the rider the efficiency of a hardtail with all the benefits of a full suspension bicycle.

To optimize the performance of a BRAIN/BRAIN REMOTE shock, it is important to set it up correctly. Tuning the spring rate (air pressure) and rebound damping (rate at which the shock returns) will greatly enhance the riding experience.

The method for setting sag on a BRAIN- and BRAIN REMOTE-equipped bicycle is slightly different than that used for traditional shocks:

1. Slide the travel indicator o-ring to the scraper lip.
2. Sit on the bicycle in a normal riding position. It is best to wear normal riding gear, and remain steady and still in this position for ten (10) seconds. This will allow the shock to “sit” into its travel.
3. Dismount the bicycle and measure the distance between the scraper lip and travel indicator o-ring.
4. Adjust air pressure in 5-psi increments until the **recommended sag of 10mm** is achieved.

An alternative to setting sag is to set the air pressure according to the **BRAIN AIR SPRING SETTINGS** or **BRAIN REMOTE AIR SPRING SETTINGS** table below:

1. Check whether your Specialized Bicycle is equipped with a BRAIN or BRAIN REMOTE shock. In general, a **STUMPJUMPER 120** will be equipped with a BRAIN REMOTE, an **EPIC** will be equipped with a BRAIN.
2. Find the rider’s weight in the **RIDER WEIGHT** column.
3. Set the air pressure as indicated in the **AIR PRESSURE** column.

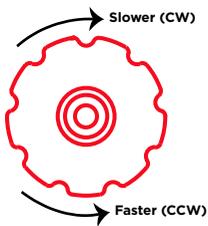
### BRAIN AIR SPRING SETTINGS

Rider Weight / lbs (kg)	Air Pressure PSI
90 – 100 (41 – 45)	70 – 75
100 – 110 (45 – 50)	75 – 80
110 – 120 (50 – 54)	80 – 85
120 – 130 (54 – 60)	85 – 90
130 – 140 (60 – 64)	90 – 95
140 – 150 (64 – 68)	95 – 100
150 – 160 (68 – 73)	100 – 110
160 – 170 (73 – 77)	110 – 120
170 – 180 (77 – 82)	120 – 130
180 – 190 (82 – 86)	130 – 140
190 – 200 (86 – 91)	140 – 150
200 – 210 (91 – 95)	150 – 160
210 – 220 (95 – 100)	160 – 170
220 – 230 (100 – 104)	170 – 180
230 – 240 (104 – 109)	180 – 190
240 – 250 (109 – 113)	190 – 200
250 – 265 (113 – 120)	200 – 210
265 – 280 (120 – 127)	210 – 220
280 – 295 (127 – 134)	220 – 230

### BRAIN REMOTE AIR SPRING SETTINGS

Rider Weight / lbs (kg)	Air Pressure PSI
90 – 100 (41 – 45)	70 – 80
100 – 110 (45 – 50)	80 – 90
110 – 120 (50 – 54)	90 – 100
120 – 130 (54 – 60)	100 – 110
130 – 140 (60 – 64)	110 – 125
140 – 150 (64 – 68)	125 – 140
150 – 160 (68 – 73)	140 – 155
160 – 170 (73 – 77)	155 – 170
170 – 180 (77 – 82)	170 – 185
180 – 190 (82 – 86)	185 – 195
190 – 200 (86 – 91)	195 – 205
200 – 210 (91 – 95)	205 – 215
210 – 220 (95 – 100)	215 – 225
220 – 230 (100 – 104)	225 – 235
230 – 240 (104 – 109)	235 – 245
240 – 250 (109 – 113)	245 – 255
250 – 265 (113 – 120)	255 – 265
265 – 280 (120 – 127)	265 – 275
280 – 295 (127 – 134)	275 – 285

## ADJUSTING REBOUND



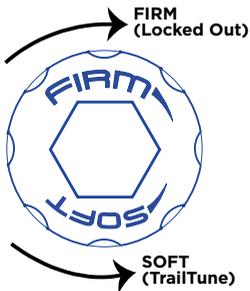
Rebound controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

The rebound knob has 8-10 clicks of adjustment, and is the red dial located within the shock body near the air valve.

**For slower rebound**, turn the red adjuster knob clockwise.

**For faster rebound**, turn the red adjuster knob counterclockwise.

## ADJUSTING BRAINFADE (BRAIN ONLY)



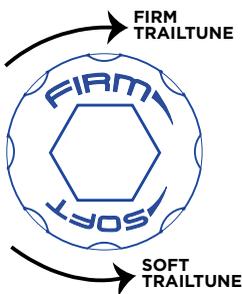
The BRAIN shocks is equipped with FOX BrainFade suspension technology. BrainFade allows you to dial in your shock to match riding conditions, from a fully locked out suspension to soft TrailTune, which provides a stable yet supple platform that soaks up bumps but keeps suspension bob to a minimum during hard pedaling.

**For a firmer ride**, turn the blue dial clockwise.

**For a softer ride**, turn the blue dial counterclockwise.

To determine which BrainFade position works best, pedal the bicycle at about 15 MPH and monitor the shock movement. Turn the dial and choose the setting that reduces suspension movement most effectively while providing the desired amount of bump absorption. The setting may change depending on conditions and riding styles.

## ADJUSTING BRAINFADE (BRAIN REMOTE ONLY)



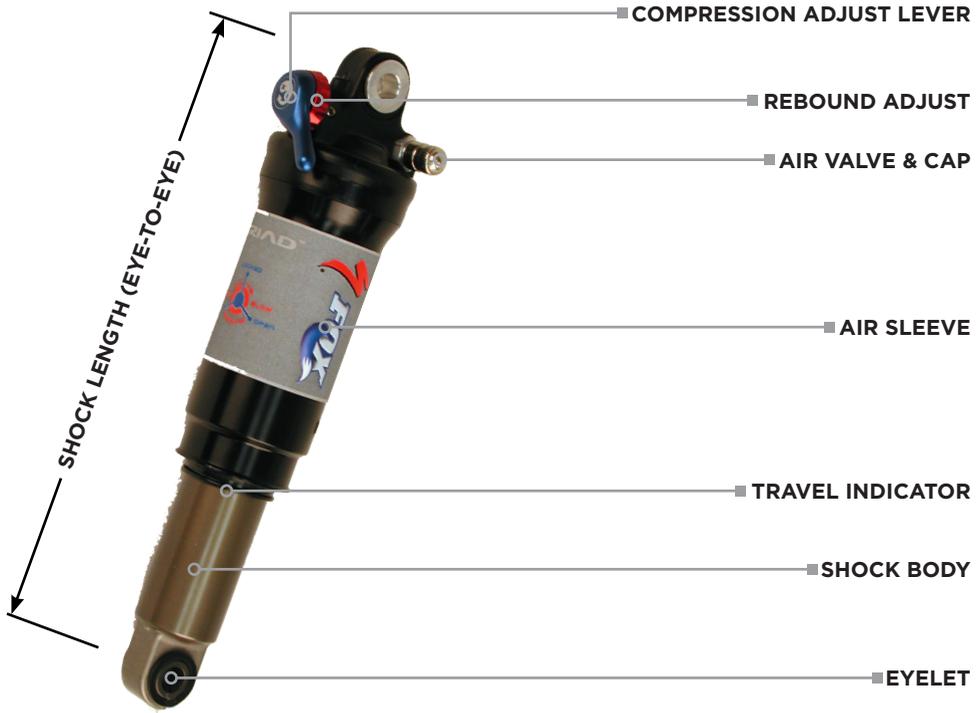
The BRAIN REMOTE shock is equipped with FOX BrainFade suspension technology. BrainFade allows you to dial in your shock to match riding conditions, from firm TrailTune to soft TrailTune, which provides a stable yet supple platform that soaks up bumps but keeps suspension bob to a minimum during hard pedaling.

**For a firmer ride**, turn the blue dial clockwise.

**For a softer ride**, turn the blue dial counterclockwise.

To determine which BrainFade position works best, pedal the bicycle at about 15 MPH and monitor the shock movement. Turn the dial and choose the setting that reduces suspension movement most effectively while providing the desired amount of bump absorption. The setting may change depending on conditions and riding styles.

TRIAD	
<b>features</b>	<ul style="list-style-type: none"> <li>&gt; Three-way compression adjust lever</li> <li>&gt; Adjustable air spring via Schrader valve</li> <li>&gt; Rebound adjust</li> </ul>
<b>adjustments</b>	<ul style="list-style-type: none"> <li>&gt; 3-way compression adjust: blue lever</li> <li>&gt; Rebound: red dial</li> </ul>



THE SHOCK PICTURED MAY NOT RESEMBLE THE SHOCK ON YOUR BICYCLE. HOWEVER, NOMENCLATURE AND CONTROL FUNCTIONALITY WILL BE THE SAME.

## SETTING SAG

To get the best performance from your TRIAD shock, it is necessary to set sag. For initial sag measurement, see **MEASURING SAG** on page 5. To set sag:

1. Locate the Schrader air valve on the shock and remove the valve cap.
2. Screw the FOX Racing Shox pump onto the air valve until the pump shows pressure on the gauge. Do not over-tighten.
3. Add air pressure until desired pressure is shown on the gauge. Refer to the appropriate **AIR SPRING SETTINGS** table below for the sag setting that applies to either your Specialized FSR XC or Stumpjumper 120.
4. Unthread the pump from the air valve and measure sag.
5. Repeat steps 2-4 until proper sag is achieved, then replace the air valve cap.

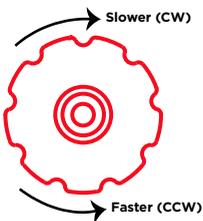
### FSR XC – AIR SPRING SETTINGS

Rider Weight lbs (kg)	Main Chamber Air Pressure PSI
90 – 100 (41 – 45)	95 – 100
100 – 110 (45 – 50)	100 – 110
110 – 120 (50 – 54)	110 – 120
120 – 130 (54 – 60)	120 – 125
130 – 140 (60 – 64)	125 – 130
140 – 150 (64 – 68)	130 – 135
150 – 160 (68 – 73)	135 – 140
160 – 170 (73 – 77)	140 – 150
170 – 180 (77 – 82)	150 – 160
180 – 190 (82 – 86)	160 – 170
190 – 200 (86 – 91)	170 – 180
200 – 210 (91 – 95)	180 – 190
210 – 220 (95 – 100)	190 – 200
220 – 230 (100 – 104)	200 – 210
230 – 240 (104 – 109)	210 – 220
240 – 250 (109 – 113)	220 – 230
250 – 265 (113 – 120)	230 – 240
265 – 280 (120 – 127)	240 – 250
280 – 295 (127 – 134)	250 – 260

### STUMPJUMPER 120 – AIR SPRING SETTINGS

Rider Weight lbs (kg)	Main Chamber Air Pressure PSI
90 – 100 (41 – 45)	70 – 80
100 – 110 (45 – 50)	80 – 90
110 – 120 (50 – 54)	90 – 100
120 – 130 (54 – 60)	100 – 110
130 – 140 (60 – 64)	110 – 125
140 – 150 (64 – 68)	125 – 140
150 – 160 (68 – 73)	140 – 155
160 – 170 (73 – 77)	155 – 170
170 – 180 (77 – 82)	170 – 185
180 – 190 (82 – 86)	185 – 195
190 – 200 (86 – 91)	195 – 205
200 – 210 (91 – 95)	205 – 215
210 – 220 (95 – 100)	215 – 225
220 – 230 (100 – 104)	225 – 235
230 – 240 (104 – 109)	235 – 245
240 – 250 (109 – 113)	245 – 255
250 – 265 (113 – 120)	255 – 265
265 – 280 (120 – 127)	265 – 275
280 – 295 (127 – 134)	275 – 285

## ADJUSTING REBOUND



Rebound controls the rate at which the shock returns after it has been compressed. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle.

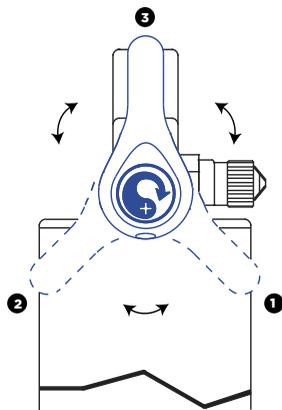
The rebound knob, which is the red knob behind the blue compression adjust lever, has 8-10 clicks of adjustment.

**For slower rebound,** turn the red adjuster knob clockwise.

**For faster rebound,** turn the red adjuster knob counterclockwise.

## ADJUSTING COMPRESSION

Some Specialized bicycles feature a FOX Racing Shox TRIAD shock. The TRIAD has three on-the-fly suspension settings:



### 1. OPEN (DESCENDING)

### 2. PROPEDAL (FOR BUMP COMPLIANCE AND PEDALING EFFICIENCY)

### 3. LOCKED (CLIMBING & ROAD RIDING)

Use the different settings to tune the shock to different riding conditions and situations. For example, use the **PROPEDAL** or **LOCKED** position for riding to the top of the mountain, and then switch to the **OPEN** position for the descent. Because suspension designs and riding skills vary, optimal settings can vary from bike to bike and rider to rider.

To determine which compression adjust position is best, pedal the bicycle at about 15 mph and monitor the shock movement. Switch between positions and select the one that reduces suspension movement most effectively while providing the desired amount of bump absorption. The setting may change depending on conditions and riding styles.

**TUNING NOTES:**

