

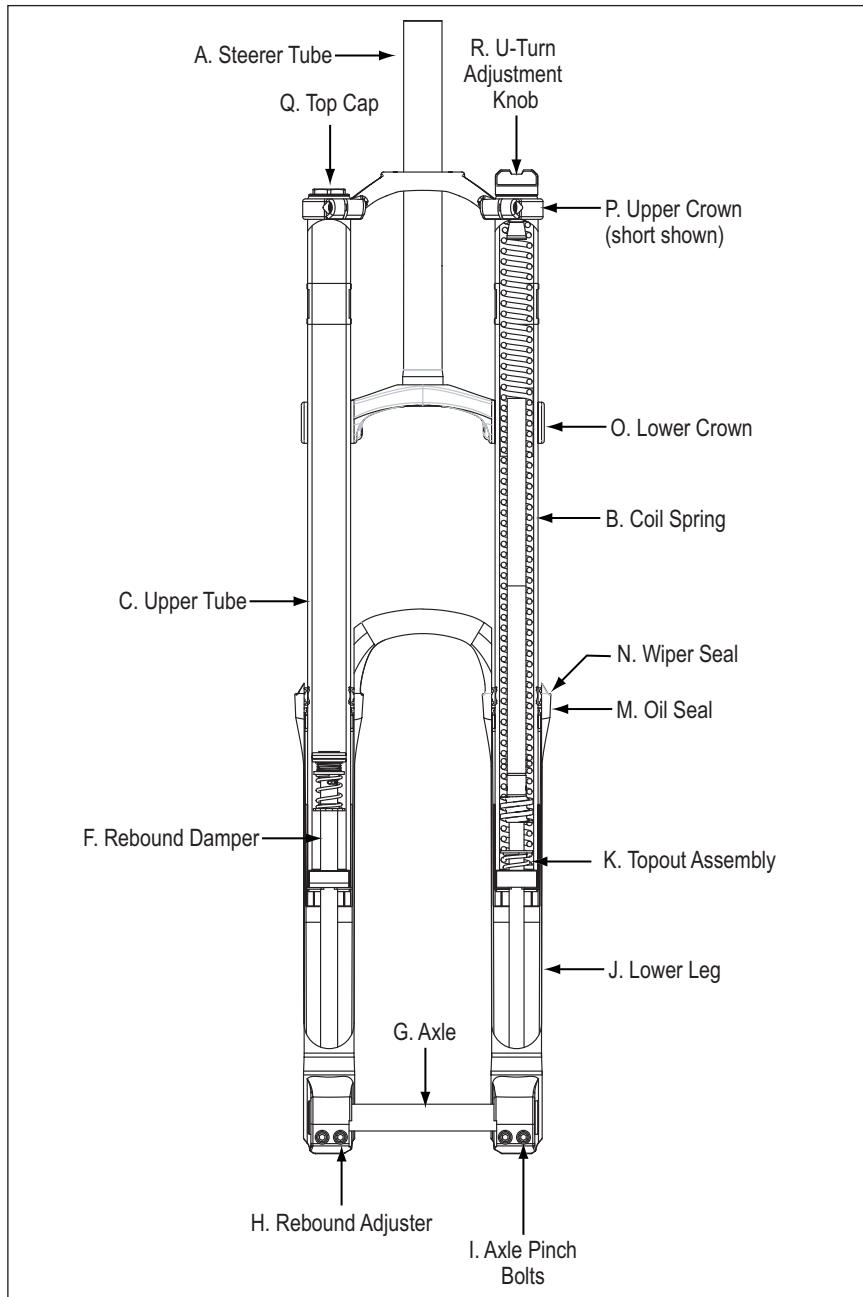


BOXXER

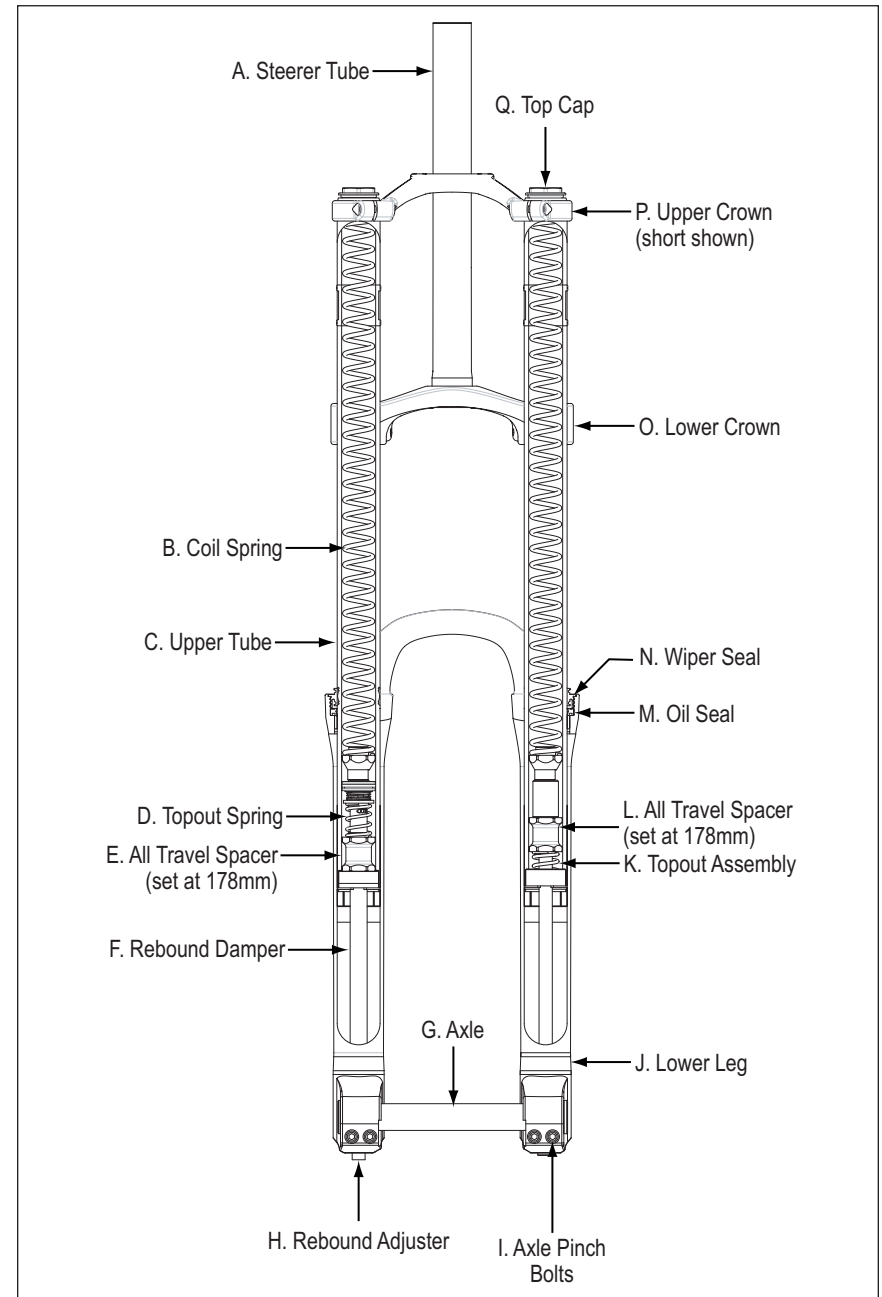
USER MANUAL

POWERED BY SRAM™

BOXXER RIDE

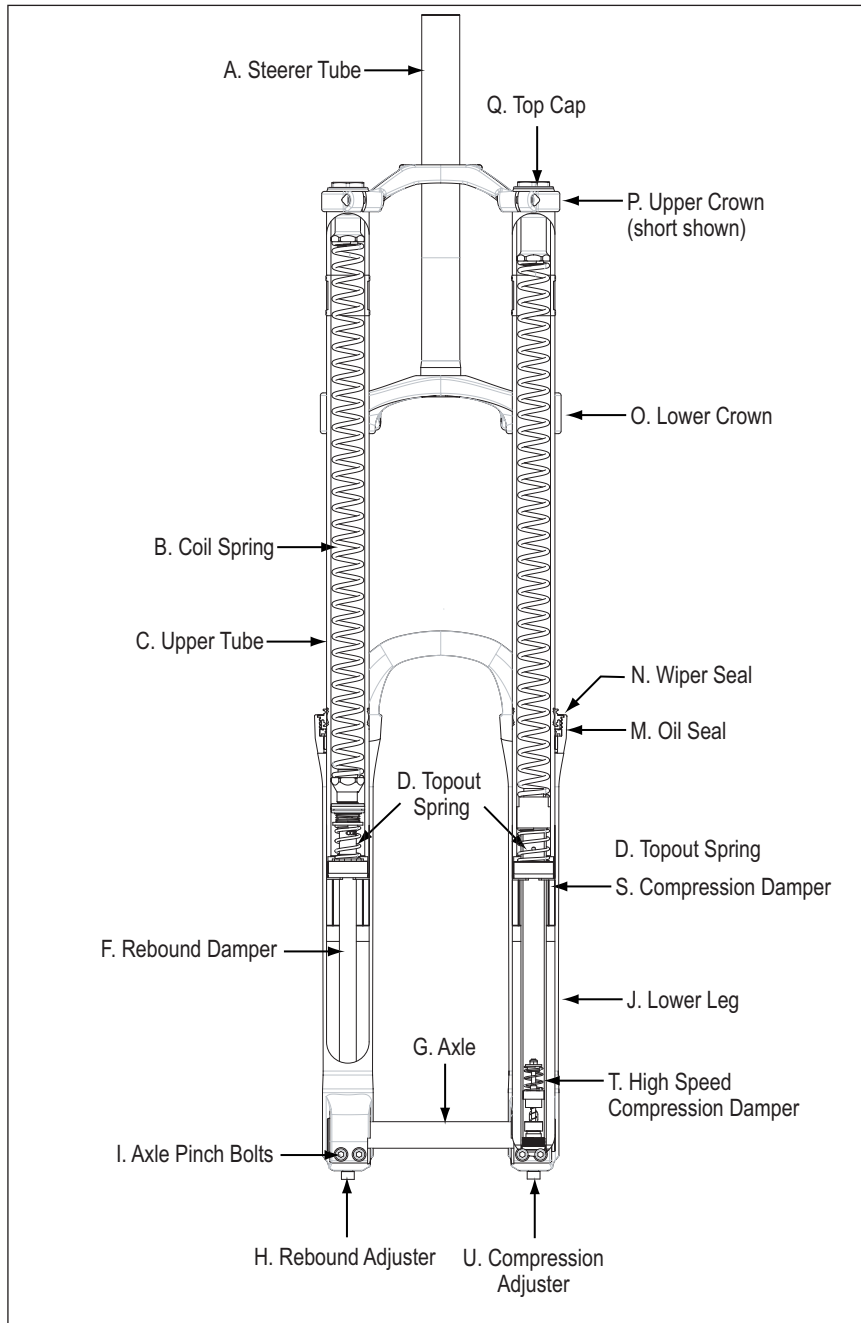


BOXXER RACE (SET AT 178MM)



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 WORLD CUP/TEAM



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.

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. 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.

! 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. (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	203 mm
Race (203 mm)	203 mm
Race (178 mm)	178 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.

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.

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 73 to 83 kg. (160 to 180 lb.) rider. The Boxxer Ride is factory tuned for a 68 to 79 kg. (150 to 175 lb.) 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, rebound damping and low or high speed compression damping.

Changing the Spring Rate (Race, Team and World Cup)

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 DOWNHILL SPRING RATES

Color	Spring Rate (lb-in.)
White	Extra Soft (10 lb.-in.)
Silver	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.).

BOXXER DOWNHILL SPRING RATE TUNING

*(RATES BASED ON A DOWNHILL RACING APPLICATION)

Rate	Rider Weight	Fork Leg #1	Fork Leg #2
Extra Soft (20 lb.)	<45 kg (<100 lb.)	White	White
Soft/Extra Soft (25 lb.)	45 to 54 kg (100 to 120 lb.)	White	Silver
Soft (30 lb.)	54 to 63 kg (120 to 140 lb.)	Silver	Silver
Medium/Soft (35 lb.)	63 to 72 kg (140 to 160 lb.)	Silver	Yellow
Medium - standard (40 lb.)	73 to 82 kg (160 to 180 lb.)	Yellow	Yellow
Medium/Firm (45 lb.)	82 to 91 kg (180 to 200 lb.)	Yellow	Red
Firm (50 lb.)	91 to 100 kg (200 to 220 lb.)	Red	Red

BOXXER RIDE SPRING RATE TUNING

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

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 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 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 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.

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. Using the 2.5mm hex key that came with your fork, turn the adjuster in the direction indicated by the rebound speed decal. The adjuster has a 90-degree range of adjustment. Turning the adjuster toward the "rabbit" 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.

NOTE: THIS ADJUSTER IS NOT INDEXED.

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.

NOTE: THE HEX KEY MAY BE USED ON BOTH REBOUND AND COMPRESSION DAMPING ADJUSTMENTS. FOR ON-THE-TRAIL-USE, THE HEX KEY MAY BE STORED BY CAREFULLY SLIDING IT IN BETWEEN THE UPPER TUBE AND RUBBER FORK STOP.

External Low Speed Compression Adjustment (World Cup and Team)

Low speed compression damping controls pedal bob, brake dive and fork sensitivity. The adjuster is located in the lower left leg and is accessible with a 2.5mm hex key inserted through the hollow shaft bolt. The adjuster has eight full turns of adjustment. 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.

NOTE: THIS ADJUSTER IS NOT INDEXED.

Internal High Speed Compression Adjustment (World Cup and Team)

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.

Changing Travel (Race Only)

To change the travel of your fork you must perform a full service on your fork. To obtain service information or instructions, visit our website at www.rockshox.com or contact your local RockShox dealer or distributor.

High Speed
Compression
Adjuster Nut

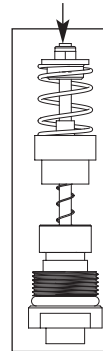


Fig. 1

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 (fig. 2).

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.

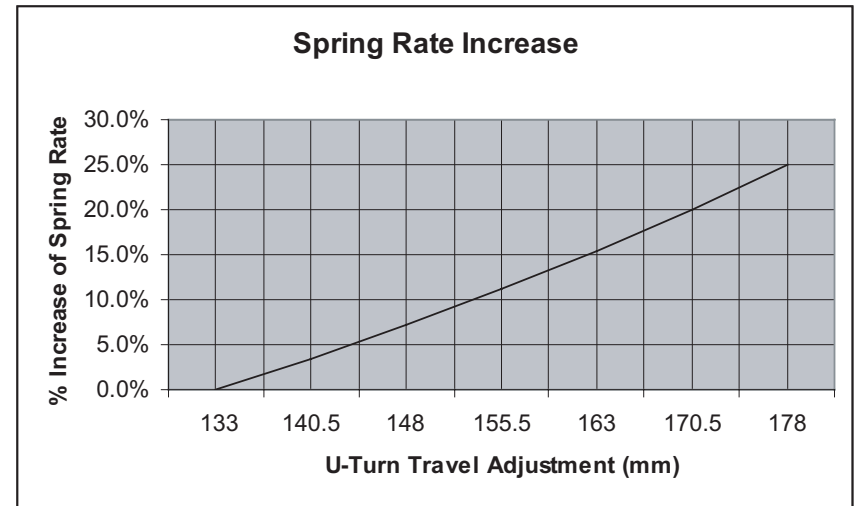


Fig. 2

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.

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)
Crown bolts	45-80 in-lb. (5.1-9.0 Nm)

SERVICE INTERVALS	Judy XC / Pilot			
	GPS Metro	Judy TT/C	Pilot C	Judy SL XC/SL
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
Remove lowers, clean/inspect bushings and change oil bath	*	*	50	50
Change oil in Pure system	*	*	*	*
Change oil in Motion Control System	*	*	*	100
Clean and lubricate Air U-Turn/Dual Air/Air Assist assembly	*	*	*	50
Clean and lubricate coil spring or coil U-Turn spring assembly	100	100	100	*
Clean and lubricate PopLoc cable and housing	*	*	*	50
	Reba SL, Race & Team	SID Race, SL & World Cup	Pike SL, Race & Team	Boxxer Ride, Race, Team & World Cup
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	E
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	25
Change oil in Pure system	*	100	*	*
Change oil in Motion Control System	100	*	100	*
Clean and lubricate Air U-Turn/Dual Air/Air Assist assembly	50	50	*	50
Clean and lubricate coil spring or coil U-Turn spring assembly	*	*	100	*
Clean and lubricate PopLoc cable and housing	50	50	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:

- Preclude the disclaimers and limitations of this warranty statement from limiting the statutory rights of the consumer (e.g. United Kingdom).
- 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 not 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
 - Air sealing o-rings
 - Rubber moving parts.
 - Rear shock mounting hardware and main seals
 - Stripped threads/bolts (aluminium, titanium, magnesium or steel)
 - Brake pads
 - Sprockets
 - Shifter and brake cables (inner and outer)
 - Shifter grips
 - Disc brake rotors
 - Bushings
 - Glide rings
 - Foam rings
 - Upper tubes (stanchions)
 - Brake sleeves
 - Chains
 - Cassettes
 - Handlebar grips
 - Jockey wheels
 - 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.