



## **1999 Model Owners Manual**

Air Vanilla  
Air Vanilla FLOAT  
Air Vanilla FLOAT-R  
Air Vanilla FLOAT-RC  
Vanilla  
Vanilla R  
Vanilla RC  
Vanilla RC-Remote

### **FOX RACING SHOX**

3641 Charter Park Drive, San Jose CA 95136  
408.269.9201 FAX 408.269.9217  
E-Mail: [sales@foxracingshox.com](mailto:sales@foxracingshox.com)

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## General Information

FOX RACING SHOX  
3641 Charter Park Drive  
San Jose CA 95136  
USA

Phone: 408.269.9201  
FAX: 408.269.9217  
E-Mail: sales@foxracingshox.com

Business Hours: Monday - Friday 8:00 AM to 5:00 PM PST

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## Service

The following procedures must be completed in order to obtain service or repairs for your shock.

- Contact FOX Racing Shox to obtain a Return Authorization Number and shipping address (408) 269-9201 (For our International Service Centers please refer to the list below or contact FOX Racing Shox directly to determine the Service Center nearest you).
- Send shocks to FOX Racing Shox or your International Service Center with shipping charges pre-paid by sender.
- Mark the Return Address and Return Authorization Number clearly on the outside of the package.
- Include a description of the problem with the shock, bicycle information (manufacturer, year and model), type of FOX shock, spring rate and return address with daytime phone number on a note.
- Satisfactory proof of purchase receipt is required for warranty consideration.

## International Service Centers

<u>Location</u>	<u>Company Name</u>	<u>Phone Number</u>
Canada	ABC Cycles	514.279.0369
England	Mojo Suspension	+ 44 / 7000665685
Germany	Shock Therapy	+ 49 / 61275322
Holland	Cannondale Europe	+ 31 / 541589898
New Zealand	Blue Shark Enterprises	+ 64 / 45894535
Switzerland	Suspension Service Center	+ 31 / 8093020

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## Warranty

The factory warranty period for your shock is one year 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 or workmanship.

This warranty is void when damage to the shock has occurred from the following:

- Abuse
- Damage to the exterior finish caused by improper cable routing
- Any attempt to disassemble
- Modifications
- Non-Factory oil changes or improper service
- Shipping damages/loss (purchase of full value insurance is recommended)

**Air Vanilla, Air Vanilla R, Air Vanilla FLOAT Warranty:** To maintain high performance and product longevity, periodic maintenance is required. (See the Maintenance Checklist for further instructions)

To ensure peak performance, repairs and service to the shock must be performed by FOX Racing Shox in the US or outside the US by a FOX Racing Shox Authorized Service Center. Call (408) 269-9201 to find the service center nearest you. **FOX Racing Shox reserves the right to all final warranty or non-warranty decisions.**

#### **Methods of Payment**

¥ VISA                      ¥ MASTERCARD      ¥ Cashiers Check

#### **Method of Shipping**

We use UPS ground service within North America, unless otherwise specified.

#### **Disclaimer**

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 or obligation beyond the repair or replacement of your shock, pursuant to the terms outlined in the Service and Warranty provisions of this Manual.

#### **Consumer Safety**

**RIDING A BICYCLE IS DANGEROUS AND CAN RESULT IN DEATH OR SERIOUS INJURY. TAKE YOUR RESPONSIBILITY TO YOURSELF AND OTHERS SERIOUSLY:**

- Maintain your bike & suspension
- Ride within your limits
- Wear protective clothing, eye protection and a helmet
- Tread lightly

Your bike is equipped with FOX RACING SHOX rear suspension. Before riding, take the time to read the FOX RACING SHOX manual on set-up, use, and service of your shock. If you have questions, call your Authorized FOX RACING SHOX Service Center or call FOX Racing Shox directly at (408) 269-9201.

If your shock ever loses oil, or if it makes unusual noise, stop riding immediately and have the shock inspected by a dealer or contact FOX RACING SHOX. **RIDING WITH A BROKEN OR MALFUNCTIONING SHOCK CAN RESULT IN LOSS OF CONTROL, CRASHING, AND POSSIBLE DEATH OR SERIOUS INJURY.**

Never modify your bike frame or shock. Only use genuine FOX RACING SHOX parts for your shock. Any modification, improper service, or use of after-market replacement parts will void the warranty and could damage the shock or cause loss of control of the bike resulting in serious injury or death.

Follow the scheduled service recommendations in this Manual. Always have your shock serviced by an Authorized FOX Racing Shox Service Center, or return it to FOX Racing Shox for service.

Your FOX Racing Shox IS PRESSURIZED WITH NITROGEN. THE CHARGED PORTION OF THE SHOCK SHOULD NEVER BE OPENED EXCEPT BY AN AUTHORIZED SERVICE CENTER. IF YOU HAVE AN AIR SHOCK, THE PORTION OF THE SHOCK THAT IS

CHARGED WITH NITROGEN DOES NOT NEED TO BE OPENED IN ORDER TO PERFORM CLEANING AND LUBRICATION OF THE AIR CHAMBER.

OPENING A PRESSURIZED SHOCK CAN BE DANGEROUS AND CAN RESULT IN INJURY. DO NOT DO IT.

**WARNING: 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). SERIOUS INJURY CAN RESULT.**

If for any reason you believe that your FOX Air Vanilla FLOAT shock has not returned to its original neutral length (eye to eye position), DO NOT attempt to disassemble the outer air sleeve or any part of the shock. Air has become trapped in the Air Negative chamber and can cause serious injury if the shock is disassembled. If the shock is compressed and will not return to its original position, please return the shock IMMEDIATELY to FOX Racing Shox for service.

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### **Shock Terminology**

Shock Sag:	The amount the shock compresses with rider sitting on bike in normal riding position. This is usually 15% to 25% of total shock travel. Cross country: 15% to 25% suggested, Downhill 25% suggested.
Compression Damping:	The oil resistance felt when trying to compress the shock.
Rebound:	After a shock is compressed it will extend because of the spring force.
Rebound Damping:	Rebound damping controls the rate at which the shock will extend.
Preload:	The initial amount of force placed on the spring.
Spring rate:	The force needed to compress the spring one inch.
FLOAT:	<i>FOX Load Optimum Air Technology ( FLOAT )</i> FLOAT is air technology. This air negative spring technology self adjusts the air negative chamber to optimum performance based on the positive air chamber pressure. This technology delivers the performance of a coil with the ease of adjustability and light weight of an air shock.

## **Introduction**

Thank you for choosing FOX Racing Shox for your bicycle. In doing so, you have chosen the number one shock absorber in the industry! All FOX Racing Shox products are designed, manufactured and assembled by the finest professionals in the industry. As a consumer and supporter of FOX Racing Shox products, you need to be aware of the importance of setting up your new shock correctly to ensure maximum performance. This manual will provide you with the step-by-step instructions of how to set up your shock.

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## **FOX RACING SHOX History**

Back in the mid-70 s Bob Fox, an avid motocross racer, came to the conclusion that the quality and performance of the shock absorbers available for motocross racing were not up to the extreme demands of the sport. As a mechanical engineer, he saw an opportunity to design and develop a new shock that would surpass the performance of current race equipment. With that goal in mind, Bob designed and began manufacturing a revolutionary high-performance, externally adjustable, air-pressurized shock absorber. FOX AirShox were born!

When Bob first designed shocks for motocross competition, he envisioned a product that would be the very **Best** available. Today, that same philosophy continues to drive FOX RACING SHOX.

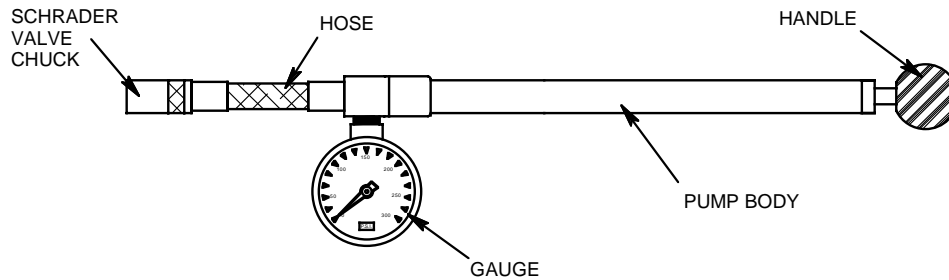
We continue to push the envelope in racing shock absorber design, technology and performance - shocks for Motorcycles, Snowmobiles, Mountain Bikes, Off-Road vehicles, and ATV s. And we keep pushing that envelope based on our years of unique experience. Experience that has covered a wide variety of the most extreme, most demanding shock absorber applications on the planet.

The countless lessons we ve learned from the many forms of racing and the numerous top racers we ve worked with...the expertise we ve gained in 23 years of experience...the tiny details of shock design and manufacture that we know are so important...the unique shock designs and technology we ve developed...

All of this has been brought together to create one single product...

...a FOX RACING SHOCK for YOU!

## Pump



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## Pump Instructions

- 1) Remove the air valve cap on the shock.
- 2) Thread pump (Schrader Valve Chuck) onto air valve (Schrader valve) fitting (approximately 4 turns). When pump is properly installed PSI will register on pump gauge.
- 3) 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 Schrader valve.

Note: If shock has no air pressure, the gauge will not register.

- 4) Pump to desired PSI setting. When unthreading pump from air valve fitting, the sound of the air loss is from the pump hose, not the shock itself.

Note: If you re-attach the pump, the hose will need to re-fill with air. This will result in a lower PSI registering approximately 15 to 20 PSI on the gauge.

Note: Average setting range is from 100 to 300 PSI. DO NOT EXCEED 300 PSI.

- 5) Replace the valve cap before riding.

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## Air Shocks

### General Set-Up Instructions

To get the best performance from your FOX Racing Shox, it is necessary to adjust sag. On your FOX Air Vanilla this is done by adjusting the air pressure. The air pressure needed is determined by the rider's weight and riding conditions. Sag is how much the shock compresses when you sit on the bicycle. Increasing air pressure will make the shock stiffer. Decreasing the air pressure will make the shock softer. (Note: It might be necessary to change air pressure to achieve the proper sag setting). The smoothest ride will be attained by running the air pressure low enough to occasionally bottom out.

### Measuring SAG

The following set-up procedures will help you achieve the optimum performance from your Air Vanilla shocks:

#### Measurement #1

1. Measure the distance from the center of one mounting bolt to the center of the other mounting bolt. Record this measurement.
2. Sit on the bicycle in a normal riding position. Your weight should be on the saddle with your feet on the pedals. It may be necessary to hold yourself up against a wall or post to steady yourself. Make sure your weight is distributed on the saddle and pedals as it would be in your normal riding position. Do not bounce on the pedals or saddle.

#### Measurement #2

3. Have an assistant measure the distance from the center of one mounting bolt to the center of the other mounting bolt while you are sitting in the riding position on the bicycle. Record this measurement.
4. The difference between measurement #1 & measurement #2 is the sag.

<b>shock travel (inches)</b>	<b>shock travel (millimeters)</b>	<b>recommended SAG (inches)</b>	<b>recommended SAG (millimeters)</b>
1.25	31.7	.31	7.8
1.50	38.1	.38	9.6
2.00	50.8	.50	12.7

#### **Changing Air Pressure/Adjusting SAG**

1. Locate the Schrader air valve on the shock and remove the valve cap.
2. Screw your FOX Racing Shox pump onto the air valve until the pump shows pressure on the gauge. Do not over tighten.
3. Add air pressure by pushing on the pump handle until desired pressure is shown on gauge. (See *Pump* Section)
4. Unthread pump from air valve; measure the sag.
5. Repeat step 1-4 until proper sag is achieved. Replace valve cap after sag is set.



### **Rebound Adjustment - Air Shocks**

Adjuster knobs for rebound can be found on the Air Vanilla R and the Air Vanilla RC. Rebound damping is adjusted by the red rebound clicker knob on your FOX Racing Shox. The red rebound clicker controls the speed at which the shock returns after the shock is compressed through the stroke. Turning the rebound clicker clockwise will cause the rebound to be slower; counterclockwise will cause the rebound to be faster. This knob has at least 12 clicks, giving your shock a wide range of adjustment. The Air Vanilla RC has 24 useable clicks of adjustment. This adjustment will enable you to tune your rebound to any air pressure and riding condition. The proper rebound setting is a personal preference and varies depending upon rider's weight and riding style.

### **Rebound Setting Guidelines**

Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not function properly and the wheel will not follow the changing terrain. Determining the proper rebound setting may take a number of rides. During the first few rides adjust the clicker and note the different ride characteristics. Your rebound clicker setting may change with different riding conditions.

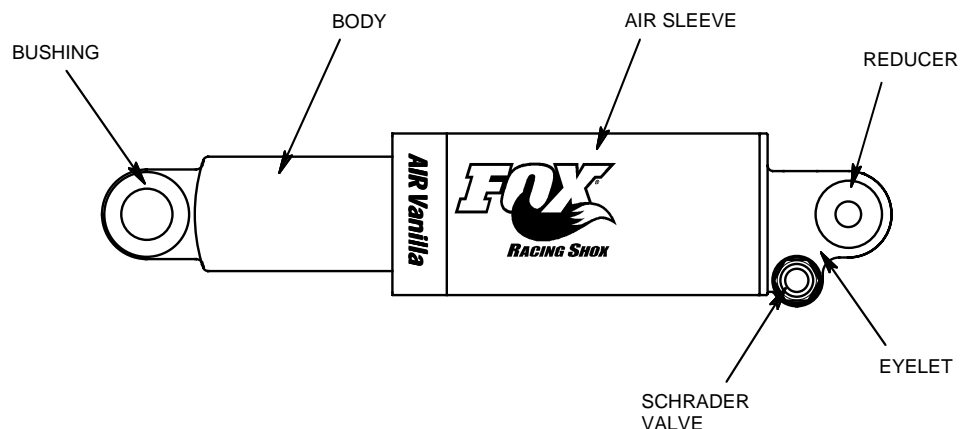
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### **Compression Setting - Air Shocks**

Compression adjustment is featured on the Air Vanilla RC shock only. The compression adjuster is the blue lever. This lever is a two-position lever, representing the settings on/off only. Please refer to the specific set up instructions for the compression setting instructions for the Air Vanilla RC.

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## Air Vanilla



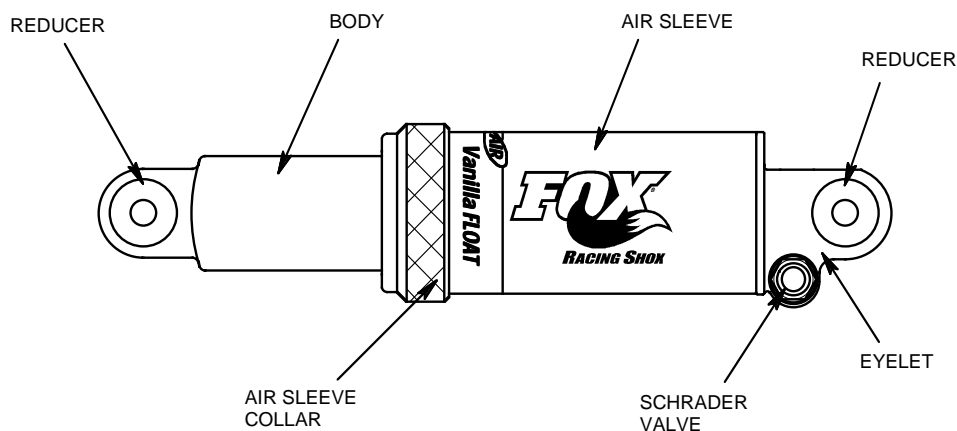
## Shock Features

- Adjustable Air Spring
- Nitrogen Charged
- Coil Negative Spring
- Internal Floating Piston

## SAG Set-Up

Please refer to the General Set-Up Instructions for the Air Shocks.

## Air Vanilla FLOAT



## Shock Features

- Adjustable Air Spring
- Internal Floating Piston
- Self-Adjusting Air Negative Spring
- Nitrogen Charged

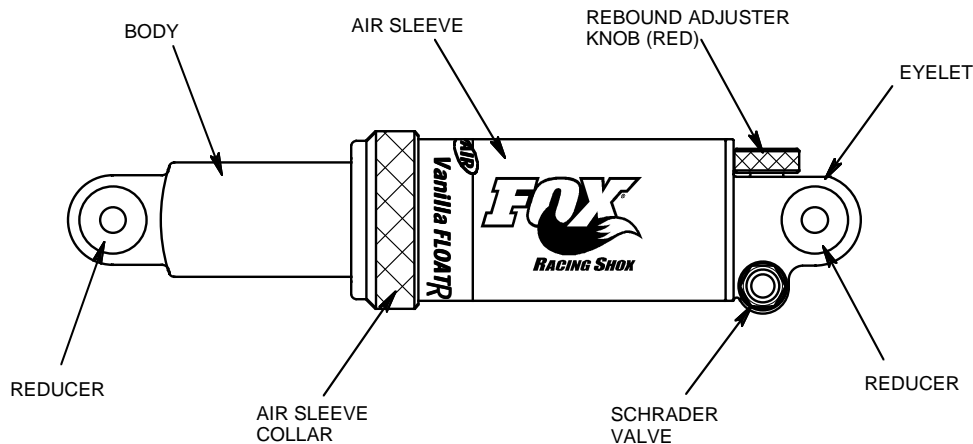
## FLOAT Description

*FOX Load Optimum Air Technology* FLOAT : FLOAT is air technology. This is air negative spring technology which self adjusts the air negative chamber to optimum performance based on the positive air chamber pressure. This technology delivers the performance of a coil with the ease of adjustability and light weight of an air shock.

## SAG Set-Up

Please refer to the General Set-Up Instructions for the Air Shocks .

## Air Vanilla FLOAT-R



## Shock Features

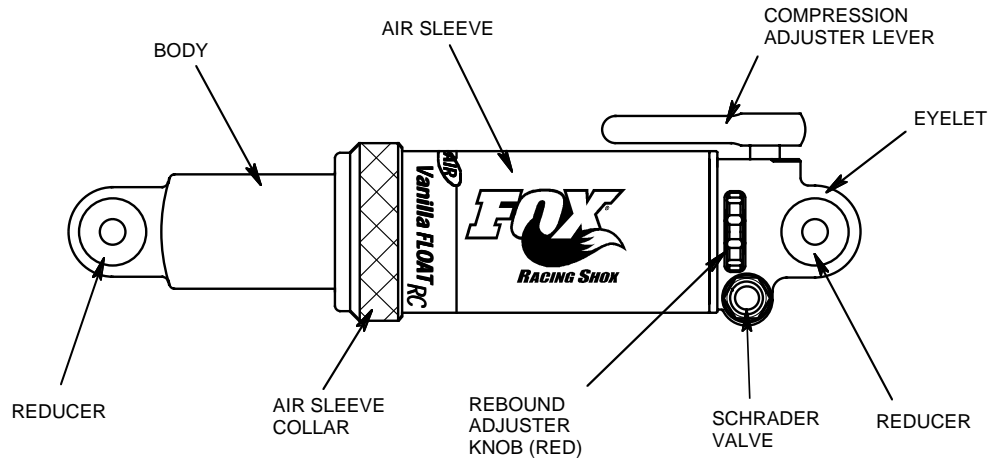
- Adjustable Air Spring
- 12 Click Externally Adjustable Rebound Damping
- Internal Floating Piston
- Speed Sensitive Rebound Valve Stack
- Nitrogen Charged
- Self Adjusting Air Negative Spring

**SAG Set-Up** Please refer to the General Set Up Instructions for Air Shocks.

**Rebound** Rebound damping is adjusted by the red clicker knob on your FOX Air Vanilla FLOAT-R. The red rebound clicker controls the speed at which the shock returns after the shock is compressed through the stroke. Turning the rebound clicker clockwise will cause the rebound to be slower, counterclockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any air pressure and riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

**Rebound setting guidelines** Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not function properly and the wheel will not follow the changing terrain. Determining the proper rebound setting may take a number of rides. During the first few rides adjust the clicker and note the different ride characteristics. Your rebound damping setting may change with different riding conditions.

## Air Vanilla FLOAT-RC



## Shock Features

- Adjustable Air Spring
- Internally Floating Piston
- Nitrogen Charged
- High Speed Compression Damping Blowoff
- Two Position (On / Off) Compression Damping Lever
- Externally Adjustable Rebound Damping
- Self Adjusting Air Negative Spring
- Force-Sensitive Compression Damping

**SAG Set-Up** Please refer to the General Set-Up Instructions for the Air Shocks.

**Rebound** Rebound damping is adjusted by the red clicker knob on your FOX Racing Shox. The red rebound clicker controls the speed at which the shock returns after the shock is compressed through the stroke. Turning the rebound clicker clockwise will cause the rebound to be slower, counterclockwise will cause the rebound to be faster. This knob has at least 24 clicks that gives your shock a wide range of adjustment. The Rebound Adjustment Knob has 24 clicks of adjustment from the fast position, all the way clockwise. (Note: More than 24 clicks will affect the shock's compression damping.) This adjustment will enable you to tune your shock to any air pressure and riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

**Rebound setting guidelines** Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not function properly and the wheel will not follow the changing terrain. Determining the proper rebound setting may take a number of rides. During the first few rides adjust the clicker and note the different ride characteristics. Your rebound clicker setting may change with different riding conditions.

**Compression Setting - Air Shocks** Compression adjustment is featured only on the Air Vanilla RC Shock. The compression adjuster is the blue lever. When the lever is in line with the shock, the shock is free to move.\* By rotating the lever 90° in either direction, you add significant compression damping. This is intended to reduce the amount the shock compresses due to pedaling forces. This is not a lock-out.

\*The lever on the Specialized Model (FSR) is at a 45° angle to the shock. Move the lever from one side to the other to determine the ON / OFF position.

## **Coil Over Shocks**

### **General Set-Up Instructions**

To get the best performance from your FOX Racing Shox, it is necessary to adjust SAG. On the coil-over shocks this is done by adjusting the spring preload. The spring preload is determined by the rider's weight. SAG is how much the shock compresses when you sit on the bicycle. Increasing spring preload will make the shock compress less. Decreasing the preload will make the shock compress more. The smoothest ride will be achieved with one turn of preload. (Note: it might be necessary to change spring rate to achieve the proper sag setting.) Adjusting sag setting is easiest with two people, the bike rider and an assistant.

### **Measuring SAG**

#### Measurement #1

1. Measure the distance from the center of one mounting bolt to the center of the other mounting bolt. Record this measurement.
2. Sit on the bicycle in a normal riding position. Your weight should be on the saddle with your feet on the pedals. It will be necessary to hold yourself up against a wall or post to steady yourself. Make sure your weight is distributed on the saddle and pedals as it would be in your normal riding position. Do not bounce on the pedals or saddle.

#### Measurement #2

3. Have an assistant measure the distance from the center of one mounting bolt to the center of the other mounting bolt while you are sitting in the riding position on the bicycle. Record this measurement.
4. The difference between measurement # 1 & measurement # 2 is the SAG.

shock travel (inches)	shock travel (millimeters)	recommended SAG (inches)	recommended SAG (millimeters)
1.00	25.4	.25	6.3
1.25	31.7	.31	7.8
1.50	38.1	.38	9.6
1.75	44.4	.44	11.1
2.00	50.8	.50	12.7
2.25	57.1	.56	14.2

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### Changing Preload / Adjusting SAG

To set the preload, you need to adjust the spring preload ring. FOX Racing Shox recommends no more than 4 turns of preload. If more than 2 turns of preload are required to achieve the correct amount of sag, it is recommended that the spring be replaced with the next higher spring rate.

1. Adjust preload by threading the preload ring onto the body. Clockwise turns increase preload which decreases the SAG. Counterclockwise turns decrease preload which increases SAG.

OR

1. Change the spring (See *Installing and Removing Springs*). A stiffer spring (higher spring rate) decreases SAG. A softer spring (lower spring rate) increases SAG.
  2. Measure SAG.
  3. Repeat Steps 1-2 until proper SAG is achieved.
- 

### Installing and Removing Springs

To remove the spring from your shock, follow these 3 steps.

#### Vanilla RC and Vanilla RC Remote

1. Back off preload ring to loosen the spring until the slotted retaining ring can be removed from the shock.
2. Slide the spring off over the eyelet.
3. Slide the new spring on over the eyelet, re-install the retaining ring and tighten the preload adjuster.

#### Vanilla and Vanilla R

1. Loosen and remove the preload ring from the body.  
Note: It might be necessary to remove the reducers from the body end of the shock to remove the spring.
2. Slide the spring off over the shock body.

3. Install your new spring by sliding the spring on over the body of the shock. Re-install the spring preload ring and tighten to adjust the preload.

Springs are available from your bicycle dealer, bicycle manufacturer or FOX Racing Shox. Numbers are printed on the outside of the spring coils indicating the rate (in pounds) and travel (in inches). Example: 550-1.95 is a 550 pound-per-inch spring rate with 1.95 inches of travel. Please note this number when ordering replacement springs.

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### **Rebound Adjustment - Coil Over Shocks**

Externally adjustable rebound clicker knobs are featured on the following FOX Racing Shox coil-over models: Vanilla R, Vanilla RC and the Vanilla RC Remote.

Rebound damping is adjusted by the red rebound clicker knob on your FOX Racing Shox. The red rebound clicker controls the rate at which the shock returns after being compressed. Turning the rebound clicker clockwise will cause the rebound to be slower; counterclockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any spring rate and/or riding condition. The proper rebound setting is a personal preference and varies depending upon rider's weight and riding style.

### **Rebound setting guidelines**

Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not allow the wheel to follow the changing terrain. Determining the proper rebound setting may take a number of rides. During the first few rides adjust the clicker and note the different ride characteristics. Your rebound clicker setting may change with different riding conditions.

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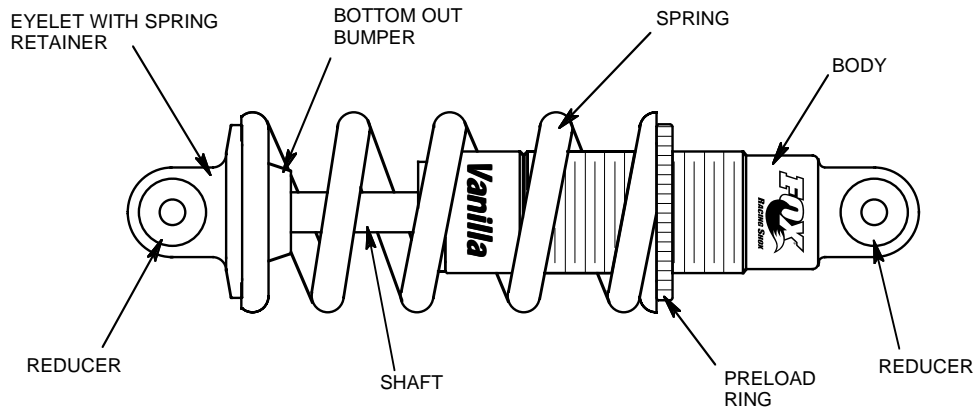
### **Compression Setting - Coil Over Shocks**

Compression adjustment is a feature of the Vanilla RC shock. Please refer to the specific Set Up Instructions for the compression setting instructions for the Vanilla RC.

Remote compression adjustment is a feature on the Vanilla RC-Remote. Please refer to the specific set up instructions for the compression setting instructions for the Vanilla RC-Remote.

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## Vanilla



## Shock Features

- Adjustable Spring Preload
- External Coil Spring
- Internal Floating Piston
- One Piece Aluminum Body
- One Piece Eyelet
- Nitrogen Charged

## SAG Set-Up

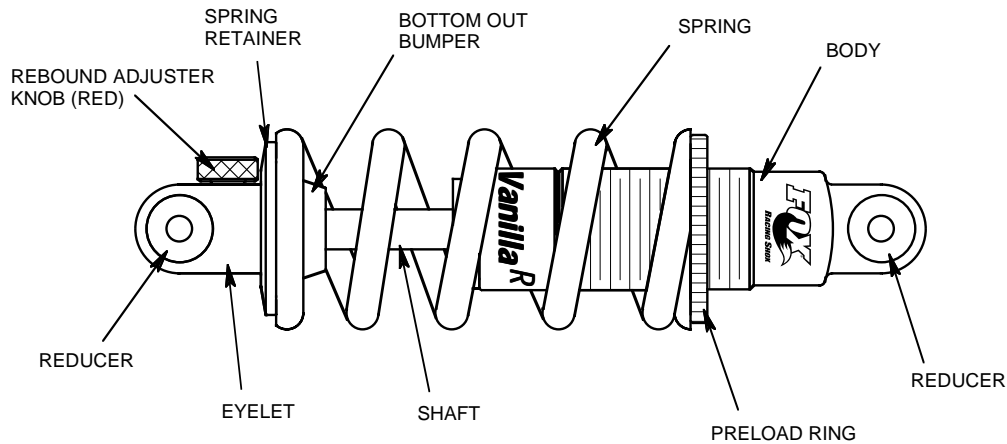
Please refer to the General Set-Up Instructions for Coil-Over Shocks.

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## Vanilla R



## Shock Features

- One Piece Aluminum Body
- Multi-Valve Piston
- External Coil Spring
- Internal Floating Piston
- 12 Click Externally Adjustable Rebound Damping
- Speed Sensitive Rebound Valve Stack
- Nitrogen Charged
- Force-Sensitive Compression Damping
- Adjustable Spring Preload

## SAG Set-Up

Please refer to the General Set Up Instructions for the Coil Over Shocks.

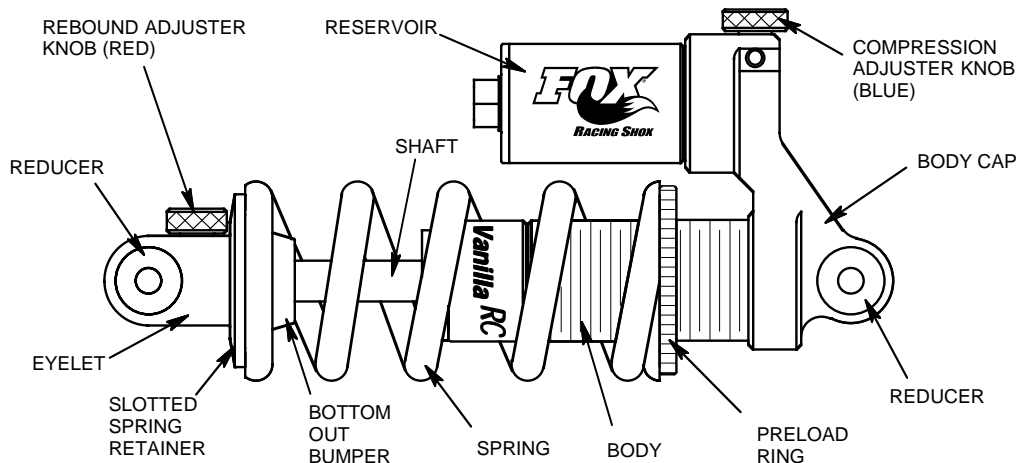
## Rebound Adjustment

Rebound setting is adjusted by the red clicker knob on your FOX Vanilla R. The rebound clicker controls the rate at which the shock returns after being compressed. Turning the rebound clicker clockwise will cause the rebound to be slower, counterclockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any spring rate and/ or riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

## Rebound setting guidelines

Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow, the suspension will not have time to extend before hitting the next bump.

## Vanilla RC



## Shock Features

- Nitrogen Charged
- Multi-Valve Piston
- External Coil Spring
- Internal Floating Piston
- Adjustable Spring Preload
- Speed Sensitive Rebound Valve Stack
- Piggy Back Remote Reservoir
- Force-Sensitive Compression Damping
- 12 Click Externally Adjustable Rebound Damping
- 12 Click Externally Adjustable Compression Damping

**SAG Set Up** Please refer to the General Set Up Instructions for Coil Over Shocks

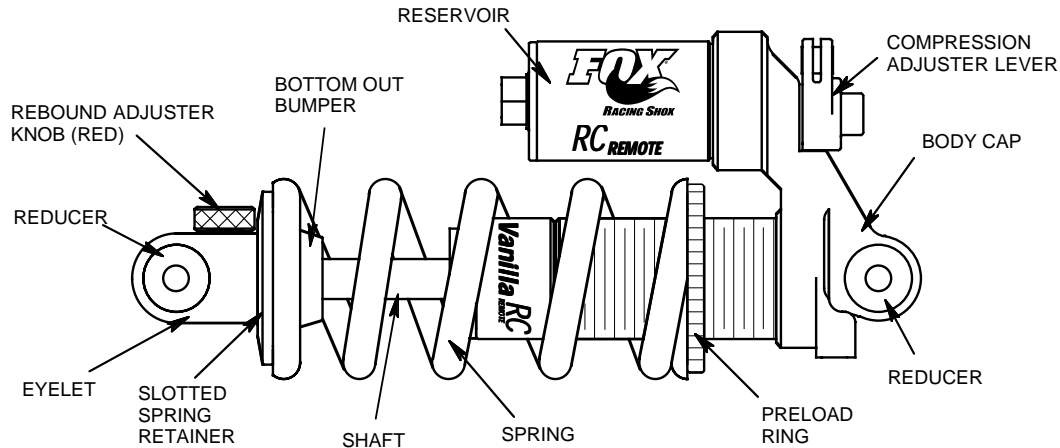
**Rebound Adjustment** Rebound setting is adjusted by the red clicker knob on your FOX Vanilla RC. The red rebound clicker controls the rate at which the shock returns after being compressed. Turning the rebound clicker clockwise will cause the rebound to be slower, counterclockwise will cause the rebound to be faster. This knob has at least 12 clicks that gives your shock a wide range of adjustment. This adjustment will enable you to tune your shock to any spring rate and/or riding condition. The proper rebound setting is a personal preference and varies depending upon your weight and riding style.

**Rebound setting guidelines** Rebound should be as fast as possible without kicking back and pushing the rider off the saddle when riding the bike in rough terrain. If the rebound is too slow the suspension will not have time to extend before hitting the next bump.

**Compression Setting** The compression adjuster is the blue clicker knob on the VANILLA RC. The Compression adjuster changes the force required to compress the shock. Turning the blue knob clockwise increases compression damping (more difficult to compress), while counterclockwise reduces the compression damping (easier to compress). During the first few rides adjust the clicker and note the different ride characteristics. Your compression clicker setting may change with different riding conditions.

Note: The smoothest ride will be attained with the compression adjuster in the softest setting.

## Vanilla RC-Remote



## Shock Features

- Nitrogen Charged
- Multi-Valve Stack
- External Coil Spring
- Internal Floating Piston
- Adjustable Spring Preload
- Piggyback Remote Reservoir
- 12 Click Externally Adjustable Rebound Damping
- Remote Adjustable Compression Damping
- High Speed Compression Blowoff
- Force-Sensitive Compression Damping
- Speed-Sensitive Rebound Valve Stack

## SAG Set Up

Please refer to the General Set Up Instructions for Coil Over Shocks.

## Rebound Adjustment

Please refer to the Rebound Adjustment Instructions for the Vanilla RC.

## Compression Setting

Remote compression adjustment is a feature on the Vanilla RC-Remote. It is designed for climbing or sprinting with minimized pedal induced suspension compression and can be adjusted *On-The-Fly*. The compression adjuster is the lever on the shock actuated by the remote lever at the handlebar. This remote adjuster has only two settings, **Firm** and **Soft**. The compression adjuster allows either normal compression (soft) or restriction of the compression damping (harder). A *Blow-off* feature enables the shock to compress and absorb **LARGE** impacts even when compression adjuster is in the firm position.

## Remote Cable Set-Up & Adjustment

1. Install cable housing from remote hand lever assembly to cable stock on the shock.
2. Route cable wire from remote hand lever to the shock lever with adjustable cable stop (barrel type) fitted into shock lever. This cable stop has only one set screw to tighten when adjusted.
3. NOTE: When the shock lever is pulled all the way (against spring tension) until it stops at the piggyback shock body cap, the compression adjuster is *in the firm position*. When the shock lever is moved about 1/4" (7mm) from its stop (lever touching shock), the compression adjuster is *OFF*. This is the normal operating mode. Set the cable stop to allow for *only* limited range of motion and the lever spring will have ample tension to eliminate cable slack.
4. Tighten cable stop set screw, trim off excess cable and crimp cable end protector if provided.

- Verify the audible CLICK as shock lever nearly touches shock body cap in ON mode. There will be no click when lever is backed off.

Turn handlebars left and right to check cable routing and to see that compression adjuster is not affected by steering. If the adjuster is affected by steering, the cable might be too short and a longer cable might be needed.

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## Maintenance and Service Instructions

### Maintenance Checklist

Specific Maintenance and Maintenance Intervals	New	Every Ride	Every 8 Hours	Every 40 Hours	Every 200 Hours
<b>Vanilla/Vanilla R/Vanilla RC/Vanilla RC-R</b>					
Set shock SAG	√				
Set rebound adjustment to desired speed	√				
Tighten shock mounting bolts	√		√	√	√
Adjust air pressure in Air Shocks only	√		√	√	√
Clean shaft, seal area, check shaft for damage		√	√	√	√
Clean out bottom bumper on Coil Shocks		√	√	√	√
Clean aluminum reducer, Check for Wear, Grease				√	√
Send to service center for oil change and inspection					√
<b>Air Vanilla/Air Vanilla R/Air Vanilla FLOAT/Air Vanilla FLOAT-R/Air Vanilla FLOAT-RC</b>					
<b>Air Sleeve Maintenance per Riding Conditions</b>					
<i>Clean under Air Sleeve Lip</i>		√	√	√	√
Riding Conditions: Dry, Dusty			√	√	√
Riding Conditions: Extreme Mud, Heavy Grit		√	√	√	√
<b>Air Sleeve Maintenance (See pp. 21-24)</b>					
Riding Conditions: Dry, Dusty				√	
Riding Conditions: Extreme Mud, Heavy			√		
Oil Service					√

## Shock Specific Maintenance Instructions

### Air Vanilla/Air Vanilla R

**NOTE:** THE FOLLOWING INSTRUCTIONS ARE VERY IMPORTANT TO THE PROPER PERFORMANCE OF ALL 1998 AND 1999 AIR VANILLA AIR SHOCKS.  
(Excludes FLOAT technology)

**WARNING: 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). SERIOUS INJURY CAN RESULT.**

**If for any reason you believe that your FOX Air Vanilla FLOAT shock has not returned to its original neutral length (eye to eye position), DO NOT attempt to disassemble the outer air sleeve or any part of the shock. Air has become trapped in the Air Negative chamber and can cause serious injury if the shock is disassembled. If the shock is compressed and will not return to its original position, please return the shock IMMEDIATELY to FOX Racing Shox for service.**

To ensure peak performance and reduce the chances of premature wear to the air sleeve, wipe the area at the base of the air sleeve / seal with a clean rag *before* dirt begins to accumulate. See the maintenance schedule for frequency instructions and refer to the detailed shock illustration on the following page for a diagram of specific service parts.

Periodic maintenance consists of the following:

- Removal and cleaning of the aluminum air sleeve
- Inspection of air seal and bearing
- Replacement of worn parts

### Removal of Air Sleeve

1. Remove the shock from the bicycle.
  2. Release pressure from air fill valve.
  3. Clamp upper shaft eyelet in vise with soft jaws. Do not release the nitrogen pressure. Note: be careful not to clamp red knob or air valve in vise.
  4. Grasp black aluminum Air Sleeve and turn counter clockwise to loosen.
  5. Slide Air Sleeve over seal and remove.
  6. Clean the inside of Air Sleeve with contact cleaner and inspect carefully for scratches or deep nicks in the finish.
  7. If excessive wear is evident the sleeve should be replaced.
- O-ring seal and Air Sleeve are available for purchase directly from FOX or your local dealer.

### Inspection of Air Seal

1. Remove O-ring seal and bearing (Air Sleeve guide).
2. Clean body with contact cleaner.
3. Apply low friction light grease to O-ring seal and bearing area and re install bearing and new O-ring seal.

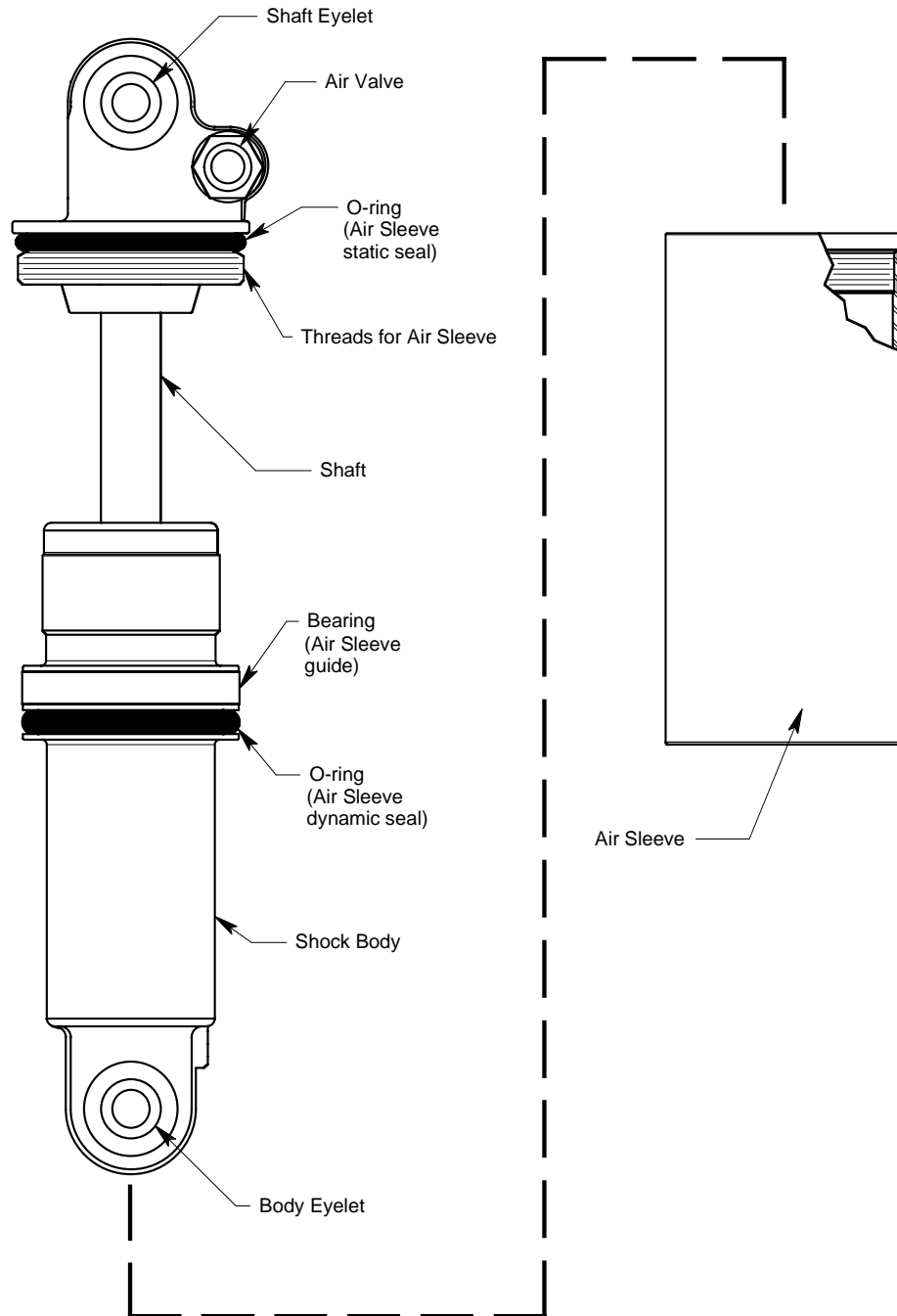
### Assembly

1. Liberally grease outside of O-ring seal / bearing area.
2. Liberally grease the threads at the end of the Air Sleeve
3. Carefully slide the Air Sleeve up the shock body and over the seal/bearing area.
4. Seat bearing strip in its groove, pinching the ends together to ensure the bearing is not damaged when sliding the air sleeve over it.
5. Slide the air sleeve up to the eyelet and thread on to the body.
6. Tighten the Air Sleeve collar assembly by hand.
7. Re-inflate to desired psi using inflation instructions listed in the *Pump Instructions*

**Note:** Be extremely careful as the threads in the air sleeve can cut the seal. If this happens, you must start over with a new seal.

1. Thread the Air Sleeve on to the eyelet and tighten by hand.
2. Attach your FOX pump and re-inflate to desired PSI. Check for leaks.
3. Re-install in bike.

### Air Vanilla/Air Vanilla R



## Air Vanilla FLOAT/Air Vanilla FLOAT-R/Air Vanilla FLOAT-RC

To ensure peak performance it is necessary to perform some maintenance to your shock. See maintenance schedule for frequency.

**WARNING: 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). SERIOUS INJURY CAN RESULT.**

If for any reason you believe that your FOX Air Vanilla FLOAT shock has not returned to its original neutral length (eye to eye position), DO NOT attempt to disassemble the outer air sleeve or any part of the shock. Air has become trapped in the Air Negative chamber and can cause serious injury if the shock is disassembled. If the shock is compressed and will not return to its original position, please return the shock IMMEDIATELY to FOX Racing Shox for service.

Periodic maintenance will consist of the following.

- Removal and cleaning of Air Sleeve and O-rings in knurled collar.
- Replacement of worn parts.

### Removal of Air Sleeve

1. Remove shock from bike
2. Release all air pressure from Air Valve.
3. Clamp upper shaft eyelet in a vise with soft jaws.
4. Cycle shock a few more times and release more pressure until no more pressure is evident.
5. Remove aluminum reducers.
6. Loosen Air Sleeve & Collar as one assembly by turning counter clockwise and carefully slide down over the Air seal O-ring. (Internal threads can cut the seal)

### Inspection

1. Clean inside of the collar with contact cleaner.
2. Inspect and replace the seals inside of the Collar.
3. You must remove the collar to replace the seals.
4. Clean the inside of the Air Sleeve with contact cleaner.
5. Inspect O-ring seal on shock body for wear or damage.
6. Clean O-ring area with contact cleaner to remove dirt and grit.
7. Replace O-ring if necessary.
8. Inspect and clean bearing and re install. (The bearing should last the life of the shock; unless it is damaged, don't change it)
9. Inspect the O-ring on the shaft eyelet,
10. Clean area with contact cleaner.
11. Replace shaft eyelet O-ring if necessary.

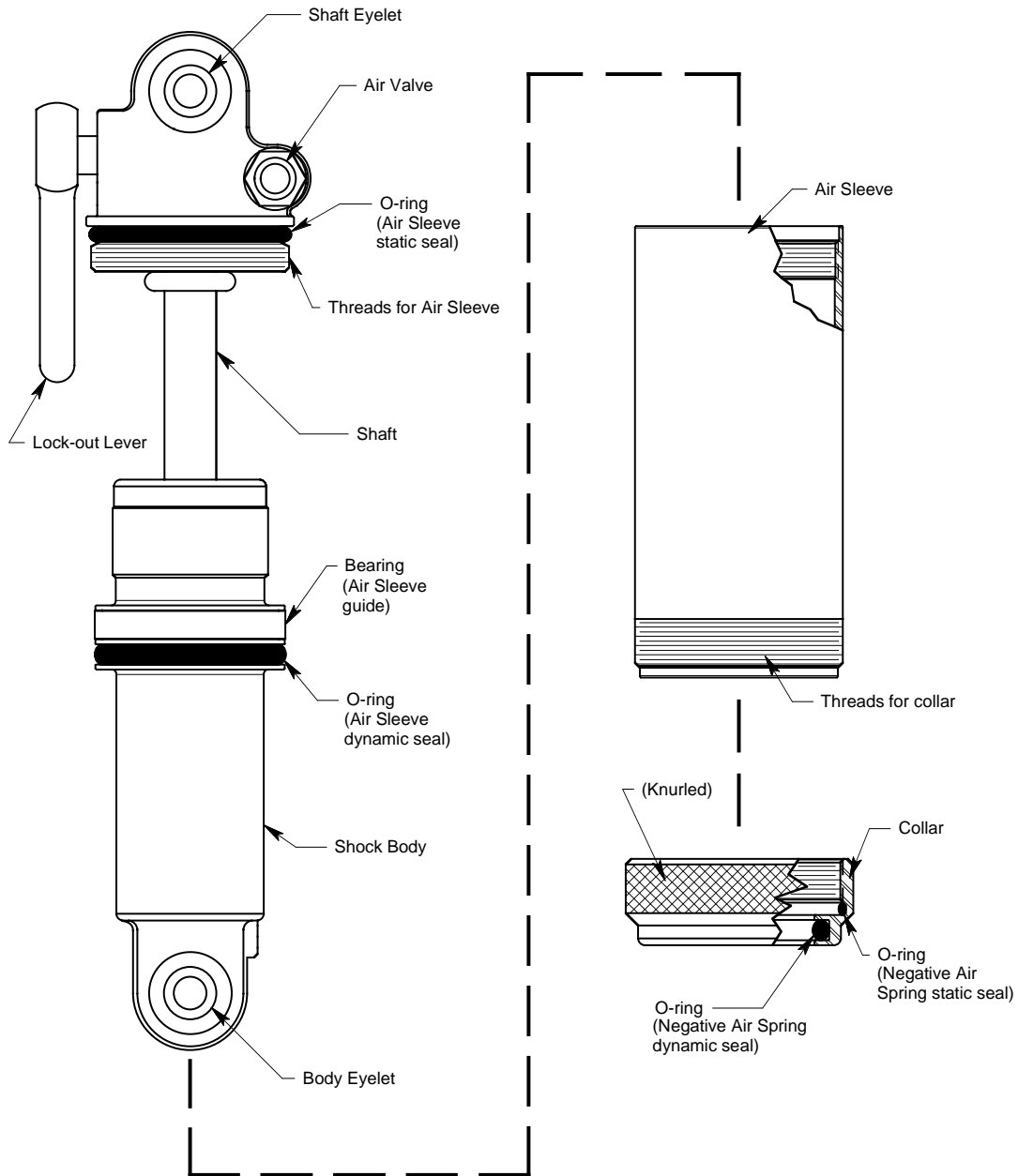
### Assembly

1. Lightly grease the outside of your O-ring seals and bearing.
  2. Liberally grease the inner threads of your Air Sleeve collar assembly and carefully twist it on to the shock body, being careful not to unseat the collar seals on the end of the body.
  3. Seat bearing strip in its groove, pinching the ends together to ensure the bearing is not damaged when sliding the air sleeve over it.
  4. Tighten the Air Sleeve collar assembly by hand.
  5. Re-inflate to desired psi using inflation instructions listed in the *Pump Instructions*.
-

## Other Maintenance Considerations

- If riding in extreme conditions, service shock more frequently
- Wash your shock with soap and water
- Keep away from high pressure washers
- **Other extensive, internal service should only be performed by an authorized FOX Racing Shox Service Center.**

## Air Vanilla FLOAT/Air Vanilla FLOAT-R/Air Vanilla FLOAT-RC



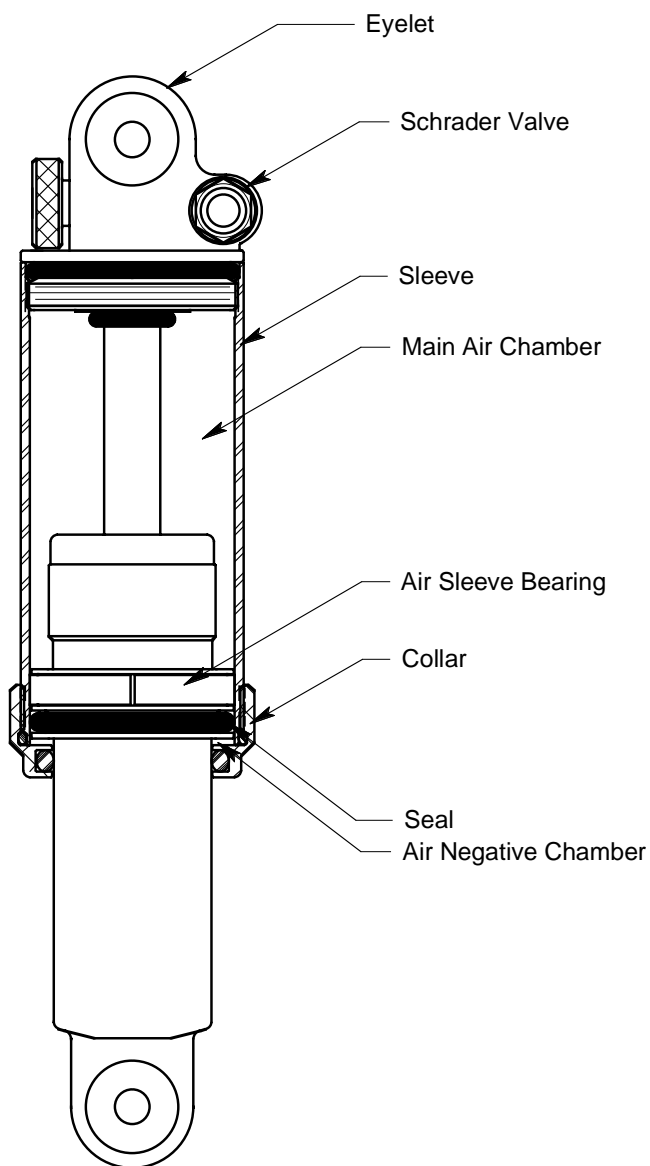


**IMPORTANT  
SERVICE NOTICE  
FOLLOWS**

## SERVICE NOTICE

### WARNING

A potentially dangerous situation can arise if air pressure has (incorrectly) transferred permanently from the positive upper air chamber to the lower negative chamber. Please review the differences between **Figures A** and **B** below to determine if your shock has this problem.

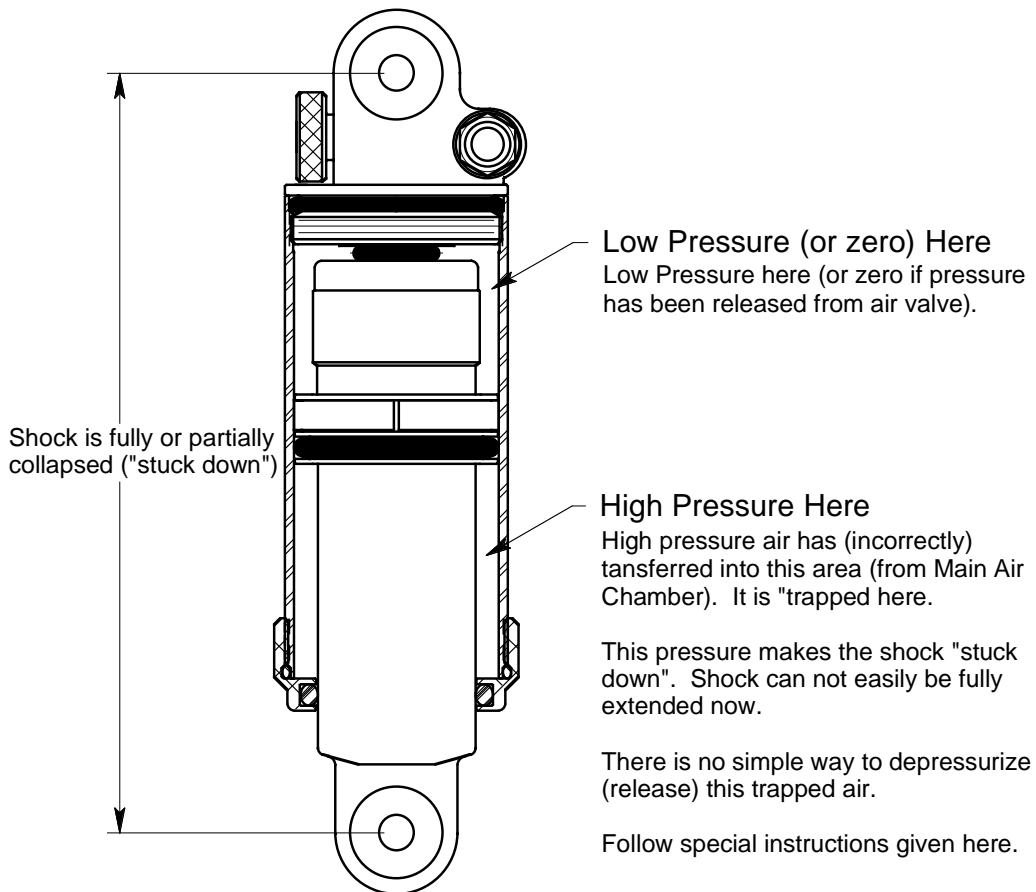


**Figure A.** Normal Shock Fully Extended.

**Special Procedure to Check for Problem Shown Below:**

If the shock is completely or partially compressed, do the following:

- 1) Using a FOX air pump, pressurize the main chamber to 250 P.S.I.
- 2) If the shock does not extend, situation shown below has occurred.
- 3) If your shock has become partially or completely "stuck down", **DO NOT ATTEMPT TO DISASSEMBLE OR SERVICE THIS SHOCK.** Doing so could cause serious injury. Your shock must be sent back to FOX RACING SHOX or an Authorized Service Center for repair.



**Figure B.** Partially or Completely "Stuck-down" Shock. Shock will not return to full length (Figure A).