



QUICK START

2003 Boxxer World Cup, Team and Race

June 2002

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

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

SPRING SET-UP

Boxxer forks are designed to 'sag' when you are sitting on the bike. Sag is the compression of the fork caused by the rider's weight. Correct sag allows the front wheel to follow the contour of the terrain as you ride.

To measure sag, install a zip tie on the upper tube of the fork flush against the dust seal. Sit gently on the bike in your normal riding position, with your elbow against a wall to aid balance. Step off the bike, and measure the distance between the dust seal and the zip tie. This is your sag. Optimum sag for 176mm (7") travel forks is between 35 and 60 mm of total fork travel. Optimum sag for 151mm (6") travel forks is between 30 and 52 mm of fork travel. If your sag measurement is lower than the optimum sag recommendations, you may need to install lighter weight springs. If your sag measurement is more than the optimum sag recommendations, you may need to install stiffer springs.



Fig. 1

ADDING SPRING PRELOAD

Changing spring preload alters sag and the initial movement of your fork. Preload is changed by adding or removing preload spacers into the main coil spring stack.

IMPORTANT: NO MORE THAN EIGHT PRELOAD SPACERS SHOULD BE ADDED TO EITHER SIDE OF THE FORK. MORE THAN EIGHT SPACERS CAN CAUSE THE SPRING TO BE DAMAGED. IF YOU CAN NOT ACHIEVE THE PROPER PRELOAD, YOU MAY NEED TO INSTALL FIRMER COIL SPRINGS.

Your fork comes installed with two medium (yellow) springs. See below for a guide to springs and a recommended selection based on rider weight.

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

The Boxxer is built standard with two medium springs (20 lb-in.).

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



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TO CHANGE SPRINGS OR PRELOAD:

1. Remove the top caps with a 24mm six-point socket wrench (fig. 2).
2. Inspect the top cap O-rings for damage. Replace if needed.
3. Slightly compress the fork to get access to the preload spacers, which sit on top of the spring spacers (fig. 3).
4. Add or remove preload spacers and/or springs as necessary. Install a minimum of 2mm of preload.
5. Grasp the lower legs, and pull downward to top out. Verify that the total height of the left and right spring system (including preload spacers) is equal.
6. Re-install top caps and torque to 30-40 in-lb.



Fig. 2

REBOUND ADJUSTMENT

Located at the bottom of the right (rider's perspective) fork leg is the rebound adjuster. This rebound adjuster offers a full range of rebound damping speeds in 90 degrees of adjustment (fig. 4). On the back of the right fork leg is a rebound speed decal. Gently turn the rebound adjuster in the direction indicated by the turtle on the decal until it stops. This is the slowest rebound setting. Now turn the rebound adjuster 45 degrees towards the rabbit. This is the middle range of your rebound damping adjustment. From this point you can fine-tune your fork. If you feel the fork is too fast in rebound, turn the adjuster towards the turtle. If it's too slow, turn the adjuster towards the rabbit. Make small, incremental adjustments and try again.

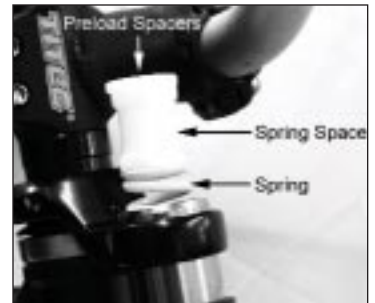


Fig. 3

NOTE: REMOVE THE REBOUND ADJUSTER BY PULLING DOWNWARD TO PREVENT LOSS UNDER EXTREME RIDING CONDITIONS.

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 3mm hex wrench inserted through the hollow shaft bolt. Begin by turning the adjuster counterclockwise until it stops (fig. 5). This setting will have the minimal amount of low-speed compression damping. Now turn the adjuster 2 turns clockwise. This will set your fork with a maximum amount of low-speed compression damping adjustment. From this point you can fine-tune your fork. To decrease pedal bob, turn the adjuster clockwise. For more sensitivity to small bumps, turn the adjuster counterclockwise.



Fig. 4

Proper compression damping depends on rider style, course, weight, preference and fork setup. Compression damping should be adjusted any time springs, preload or oil has been changed.

HIGH SPEED COMPRESSION ADJUSTMENT (WORLD CUP AND TEAM)

In addition to rebound and low speed compression damping, your fork also features high speed compression adjustment. This adjustment requires disassembly of your fork. For further instructions on this adjustment, consult the 2003 Boxxer Service Guide and your owner's manual (available September 2002).



Fig. 5

ALL TRAVEL SPACERS (RACE)

In addition to rebound damping, your fork also features adjustable travel. Travel can be changed between 6 and 7" via All Travel spacers. This adjustment requires disassembly of your fork. For further instructions on this adjustment, consult the 2003 Boxxer Service Guide (available September 2002).

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FINE TUNING

With your damping adjusted, it is time to fine tune your fork. Go to your favorite trail and try repeating sections. Ride various obstacles to experience how your fork feels. Be sure to change only one setting at a time, and make a note of the change.

Helpful Hints

REBOUND DAMPING

Excessive rebound damping causes the fork to "pack up" over successive bumps, reducing travel and causing the fork to bottom out. Conversely, too little rebound damping causes your fork to mimic a pogo stick, bouncing off obstacles in the trail. Try setting 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.

Oil Weights

Boxxer forks are built with 5 wt oil in each leg. To decrease rebound damping even further, a 2.5 wt oil can be installed in the right (rider's perspective) leg. Likewise, to increase your fork's small bump sensitivity through reduced compression damping, a 2.5 wt oil can be installed in the left (rider's perspective) leg. For instructions on completing an oil change, consult the Boxxer Service Guide (available September 2002).

AFTERMARKET UPGRADE KITS

Looking to squeeze a bit more performance out of your suspension? The following aftermarket upgrade kits are available for your fork!

Boxxer Race

- Hi/Low Speed Compression Cartridge
- BlackBox Titanium Nitrided Upper Tubes

Boxxer Team

- Blackbox Titanium Nitrided Upper Tubes