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FOX Podium Inverted MTB Fork

Thank you for choosing a FOX suspension product for your bicycle. FOX suspension products are designed and tested by the finest professionals in the industry, in Santa Cruz County, California, USA. Follow the guidelines and instructions provided in this owner's guide so that you can properly set up, use, and maintain your new FOX product. More information and videos are available at http://www.ridefox.com/OwnersManuals, or call FOX US at 1.800.369.7469, email mtbservice@ridefox.com, or contact an Authorized International FOX Service Center at http://www.ridefox.com/GlobalDistributors. If access to the Internet is not available to you, contact FOX to order a paper copy of the online FOX owner's manual for your product, free of charge.

Product Specifications

- **Brand**: FOX
- **Product Type**: Bicycle Suspension Fork
- **Compatibility**: Class 1 and L1e-A electric bicycles (FOX bicycle suspension products), Class 3 and L1e-B electric bicycles (FOX E-BIKE+ suspension products)
- **Max Assisted Speed**: 32 km/h (20 mph) for FOX bicycle suspension products, 45 km/h (28 mph) for FOX E-BIKE+ suspension products
- **Max System Weight**: 140 Kg (308 lb) for FOX bicycle suspension products, 169 Kg (372 lb) for FOX E-BIKE+ suspension products

WARNING AND SAFETY INFORMATION

FOX products should be installed by a professional bicycle service technician,ibyFOX installation specifications. Improperly installed forks can fail, causing the rider to lose control, resulting in SEVERE INJURY OR DEATH. Modification or alteration of a FOX product can cause product failure, resulting in SEVERE INJURY OR DEATH. Never modify or alter ANY part of a FOX product (including coil springs, lower leg cross brace, crown, steerer, upper tubes, lower leg, air can, seat post, air volume spacers, internals, axle slit shims, axle adapters, or any other parts). FOX bicycle suspension products may also be used on Class 1 (USA Designation) and LLLE-A(EU designation) electric bicycles. FOX E-BIKE+ suspension products may be used on Class 3 (USA designation) and LLLE-B(EU designation) electric bicycles. DO NOT use any FOX bicycle suspension products on any pedal-assisted motorized cycle or motorized vehicle that exceeds a max assisted speed of 32 km/h (20 mph) or a max system weight of 140 Kg (308 lb). DO NOT use any FOX E-BIKE+ suspension products on any pedal-assisted motorized cycle or motorized vehicle that exceeds a max assisted speed of 45 km/h (28 mph) or a max system weight of 169 Kg (372 lb). DO NOT use any FOX bicycle suspension product on any throttle-equipped motorized vehicle. Misuse of FOX suspension products may cause the suspension to fail, resulting in property damage or SERIOUS INJURY OR DEATH, and void the warranty. DO NOT use FOX bicycle suspension products on any vehicle carrying more than one operator or rider, such as a tandem bicycle or heavy utility bicycle. Do not remove or replace the steerer tube. This could result in the loss of control of the bicycle and SEVERE INJURY OR DEATH. Never attempt to remove or replace the steerer or upper tubes independently from the crown. Modifying the integrated

crown, steerer, or upper tubes can cause an assembly failure, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH. Do not cut the steerer more than three (3) mm below the uppermost installed part. If the steerer length is mistakenly cut too short, the crown/steerer/upupper tube assembly MUST BE REPLACED! Using a fork with clamped steerer engagement that is too short can lead to sudden fork failure, which can cause loss of control of the bicycle, resulting in SEVERE INJURY OR DEATH. If the steerer tube has any nicks or gouges that can be felt with your fingernail, the crown/steerer tube assembly must be replaced. A nick or gouge can cause the steerer tube to fail, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH. Never attempt to cut threads into the threadless steerers of FOX forks. Cutting threads into a threadless steerer can cause the steerer tube to fail, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH. Never use more than 30 mm of height of steerer stem spacers under the steerer stem, as this condition can cause the steerer tube to fail, causing a loss of control, resulting in SEVERE INJURY OR DEATH. Never allow things such as cable or cable housing to come in contact with the steer tube of a fork. Your bike has an internal cable and cable housing routing. Please consult your bicycle manufacturer’s owner’s guide for safety instructions. Cable and/or cable housing that comes in contact with a steerer tube can cause the steerer tube to fail, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH. Cable housing contacting the fork crown will cause abrasion damage to the crown over time. It is unavoidable, use vinyl tape or similar protection to cover the point of contact. The Rox warranty does not cover abrasion damage to the FOX fork crown. Improper service, or use of non-FOX replacement parts with FOX forks and shocks may cause the product to malfunction, resulting in SEVERE INJURY OR DEATH. As dirt and debris can accumulate between the fork axle openings, always check and clean these areas before installing the wheel. Improper hub and axle installation can result in SEVERE INJURY OR DEATH. Never use a power washer to clean your ROX product. If your fork loses oil, tops or bottoms out excessively, or makes unusual noises, do not ride the fork and. immediately contact FOX or an Authorized FOX Service Center for an inspection or repair service. Follow your brake manufacturer’s installation instructions for proper installation and adjustment of the brake system. Failure to properly install and adjust your brakes can lead to a loss of control of the bicycle, which can result in SEVERE INJURY OR DEATH. Your fork or shock may fail under conditions that cause bending and/or breaking of any part of the fork or shock. Any condition that causes a loss of air

and/or oil, such as a collision or extended periods of non-use, may also cause your fork or shock to fail. A damaged and/or leaking fork or shock can fail, resulting in a crash and SEVERE INJURY OR DEATH. If you suspect your fork or shock has been damaged, stop riding immediately and contact FOX for inspection and repair. A fork-mounted carrier may cause damage to the fork tubes and/or dropouts, especially in cases where the fork is side-loaded and/or when the rear wheel is not secured in the carrier. Damaged fork tubes and/or dropouts can fail, resulting in a crash and SEVERE INJURY OR DEATH. If you suspect your fork has been damaged, contact FOX for inspection and repair. The PODIUM fork has 12cc of 20wt. Gold Oil for air chamber lubrication. Turn the fork upside down whenever adding or removing air pressure, and/or removing the bottom air knob. Also, make sure to cover the rotor to prevent oil from contaminating braking surfaces, which can lead to reduced braking capability and/or a crash, resulting in SEVERE INJURY OR DEATH. Make sure to properly install the brake hose and use either the fork guards or the mast setup. Follow all procedures in this manual to ensure your brakes function properly at full compression of the fork. Failure to do so can lead to reduced braking capability and brake hose damage. which can lead to a crash, resulting in SEVERE INJURY OR DEATH.

FORK GUARD AND MAST INSTALLATION

Prepare your PODIUM fork by determining whether to run the factory-installed fork guards (recommended) or the mast. The mast will provide a sleeker look but will not protect the finish on the fork tubes from airborne rock or debris during riding.

WARNING

You must install either the fork guards or the mast. Failure to properly install these parts can lead to brake line damage and/or failure, which can result in a loss of control of the bicycle and SEVERE INJURY OR DEATH.

FORK GUARD INSTALLATION

1. Install each fork guard as shown (Figure 1).
2. Use a 2.5 mm hex bit and a torque wrench to tighten the three bolts on each fork guard to 3.4 N. m (30 in-lb).
3. Follow the instructions for the Fork Installation section on the next page, then go to the

Brake Routing with Fork Guard section.

Figure 1: Installed fork guards

MAST INSTALLATION

1. Use a 2.5 mm hex wrench to remove the three bolts on each fork guard. Remove the fork guards. Set the bolts aside for the next step.
2. Install the cover plate and mast as shown (Figure 2). Use a 2.5 mm hex bit and a torque wrench to reinstall two bolts on each side, and tighten to 3.4 N. m (30 in-lb).
3. Follow the instructions for the Fork Installation on the next page, then go to the Brake Routing with Mast section.

Figure 2: Installed mast and cover plate

FORK INSTALLATION

1. Remove the existing fork from the bicycle. Remove the crown race from the old fork. Measure the steerer tube length of the old fork and transfer this measurement to your new FOX fork's steerer tube. If you don't have an existing fork, measure the headset stack height (headset parts and frame head tube) and refer to your stem manufacturer's instructions to be sure there will be enough clamping surface for the stem.
2. Mark the steerer tube and cut it to the proper length.
   WARNING: Before any cutting, consult your headset and stem manufacturer's instructions to ensure that you have enough steerer tube length for clamping the steerer and stem. Improper installation can lead to a separation of the stem from the steerer, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH.
3. Install the headset. Always use a new threadless headset and follow the headset manufacturer's instructions.
4. Install a 39.8 mm crown race for 1 1/2 in. steerer tubes. Use a crown race setter to install the crown race firmly against the top of the crown.
5. Use a star-fangled nut installation tool to install the star nut 4-10 mm below the top of the steer tube.

6. Install the fork onto the bicycle. Install the headset bearing parts and stem in accordance with the headset manufacturer's instructions, and adjust the headset preload accordingly until you feel no excessive play or bearing drag. Tighten the stem clamping bolts to the stem manufacturer's torque specifications.
7. The PODIUM fork has post mounts for a 200 mm rotor size. Any rotor size greater than 200 mm will need adapters between the caliper and fork post mounts for rotor sizes 203 mm through 230 mm. Install the brakes according to the brake manufacturer's instructions. Maximum rotor size is 230 mm.
   WARNING: The disc brake caliper mounting bolts must have 10-12 mm of thread engagement with the fork (Figure 3). Use a torque wrench to tighten the caliper mounting bolts to the disc brake manufacturer's specification, but do not exceed 10.2 N. m (90 in-lb). Improper installation can lead to brake failure, resulting in a loss of control of the bicycle and SEVERE INJURY OR DEATH.
8. Next, go to the brake routing section for your setup, whether you are using a Fork Guard or a Mast.

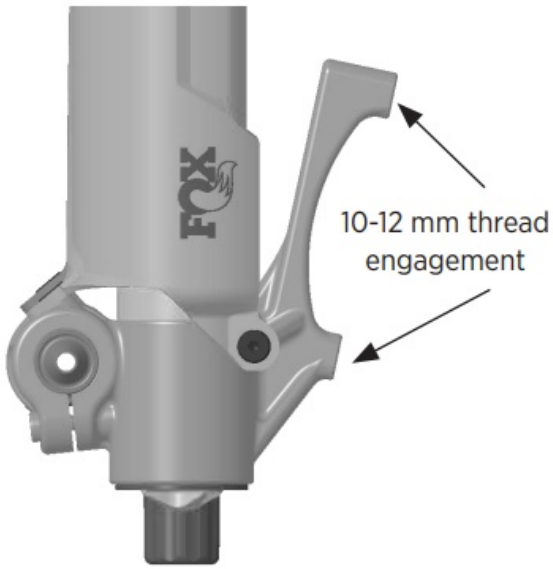


Figure 3: Disc brake caliper mounting holes

BRAKE HOSE ROUTING WITH FORK GUARD

Follow this section if you are using the fork guards. If you are using the mast, go to the next section: Brake Hose Routing with Mast.

1. Install the brake hose clamp onto the slotted opening of the lower fork guard (Figure 4). Verify that the protrusion on the clamp is fully installed in the slot of the guard.

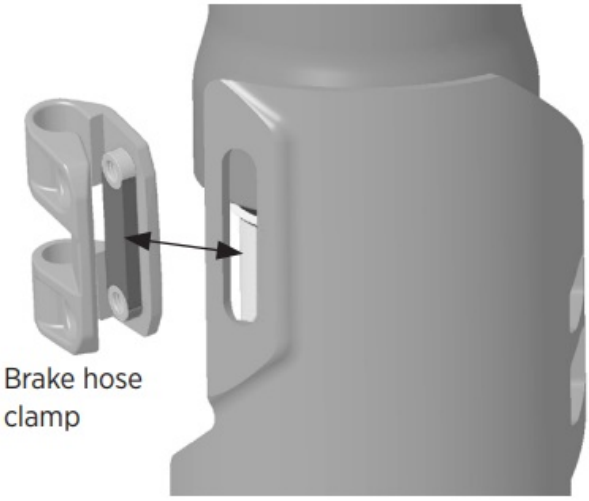


Figure 4: Clamp installation on lower fork guard

2. Route the front disc brake hose or cable housing along the inside of the left lower tube. Then, install the brake hose into the opening on the brake hose clamp. Verify the brake hose has ample length on the inside routing so the upper tube does not contact the brake hose during compression of the fork. Use a 2.5 mm hex wrench to loosely install the two brake hose clamp screws (Figure 5), as further adjustments will be needed in a later step.

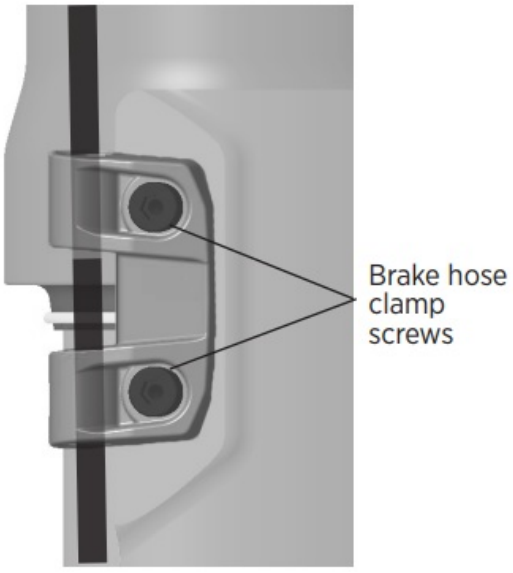


Figure 5: Install the brake hose clamp screws

3. Remove the two screws from the middle and upper brake hose guides. The middle brake hose guide is marked with an “M” and has a slightly smaller diameter than the upper brake hose guide (marked with a “U”). Install the brake hose through the opening in each of the guides and install them on the left fork leg (Figure 6). Loosely reinstall the screws.
4. Position the middle and upper hose guides so that the bottom slit is aligned with each of the arrow graphics that are laser etched on the fork (represented by the white

arrowheads in Figure 7). Use a 2.5 mm hex bit and a torque wrench to tighten the screw to 0.9 N. m(8 in-lb).

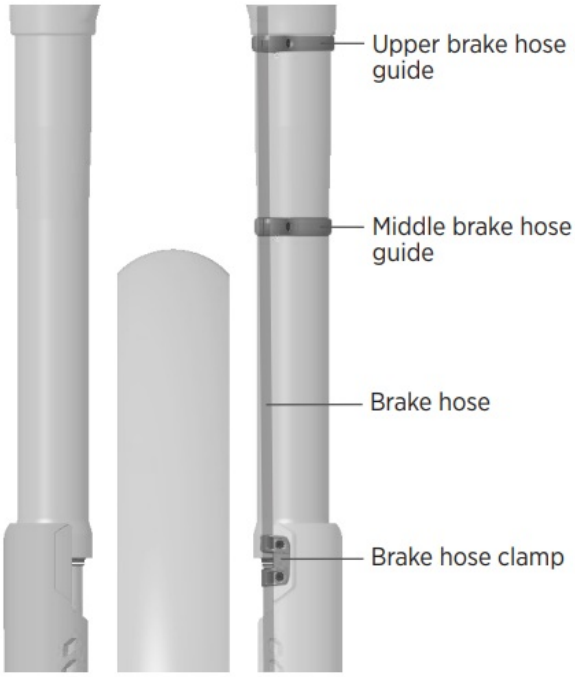


Figure 6: Brake hose routing through brake hose guides and into brake hose clamp

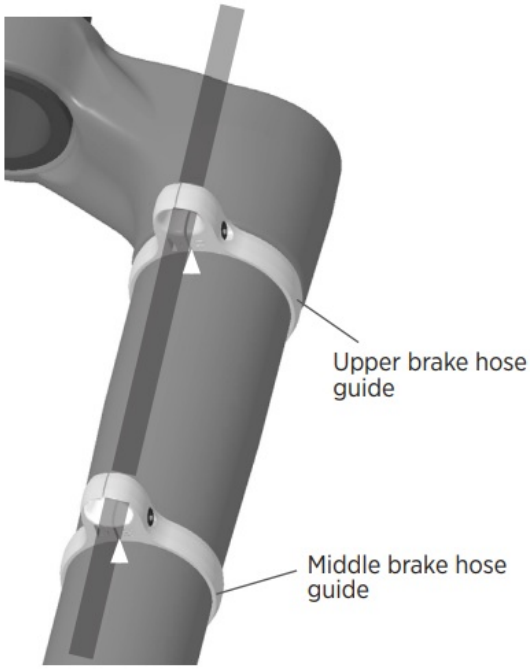


Figure 7: Positioning of brake hose guides

5. Verify the front brake hose length is sufficient above the upper brake hose guide to the brake lever (Figure 8). Verify there is a smooth arc in the brake hose between the brake hose clamp to the brake caliper (Figure 9). All sections of the brake hose must have an unrestricted path during the compression of the fork.

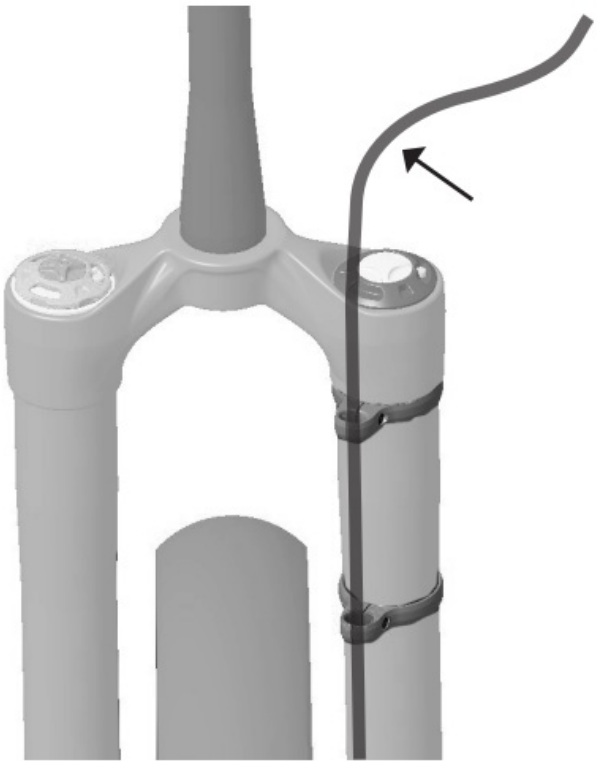


Figure 8: Sufficient hose length above upper brake hose guide

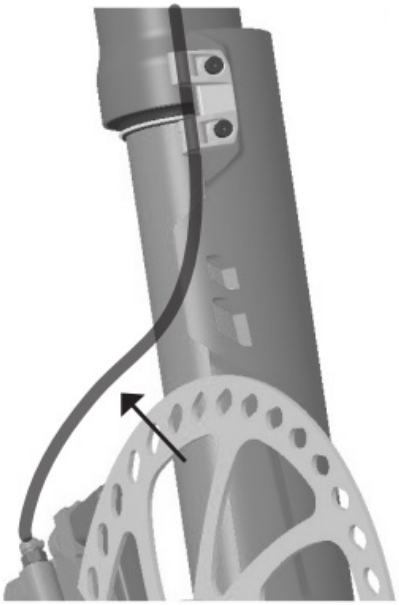


Figure 9: Brake hose arc and clearance over rotor

6. Finally, check that the brake hose and clamp are now in a position that allows an even gap all the way around the inside of the fork guard to prevent any rubbing or friction (Figure 10). Use a 2.5 mm hex bit and a torque wrench to tighten the two brake hose clamp screws to 0.9 N. m (8 in-lb). (See Figure 11.)

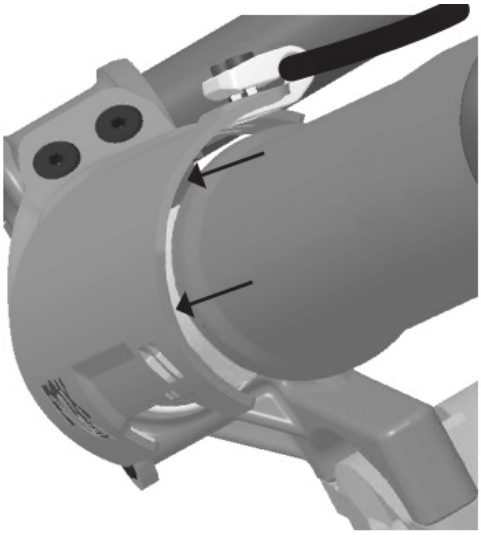


Figure 10: Even gap on inside of fork guard to prevent rubbing (top view)

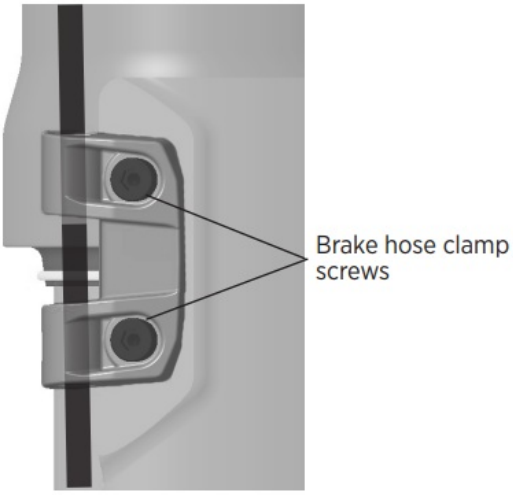


Figure 11: Torque the brake hose clamp screws

BRAKE HOSE ROUTING WITH MAST

1. Install the brake hose clamp onto the slotted opening of the mast (Figure 12). Verify that the protrusion on the clamp is fully installed in the slot of the guard.

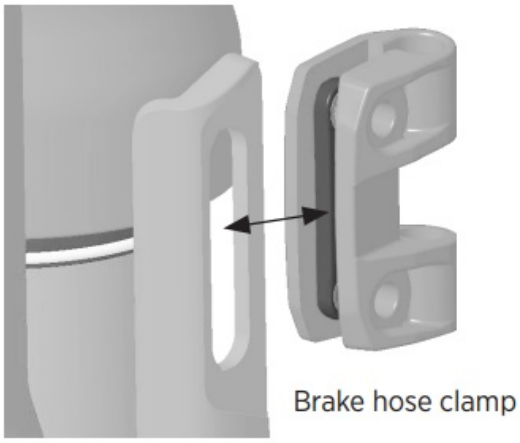


Figure 12: Install clamp onto mast

2. Route the front disc brake hose or cable housing along the inside of the left lower tube. Then, install the brake hose into the opening on the brake hose clamp (Figure 13). Verify the brake hose has ample length on the inside so that the upper tube does not contact the brake hose during compression of the fork (Figure 14). Use a 2.5 mm hex wrench to loosely install the two brake hose clamp screws, as further adjustments will be needed in a later step.

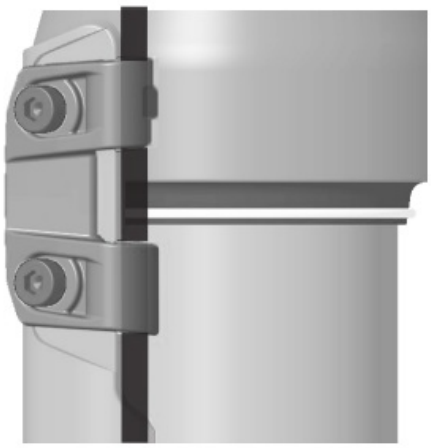


Figure 13: Install the brake hose clamp screws

3. Remove the two screws from the middle and upper brake hose guides. The middle brake hose guide is marked with an “M” and has a slightly smaller diameter than the upper brake hose guide (marked with a “U”). Install the brake hose through the opening in each of the guides. Loosely reinstall the screws (Figure 15).

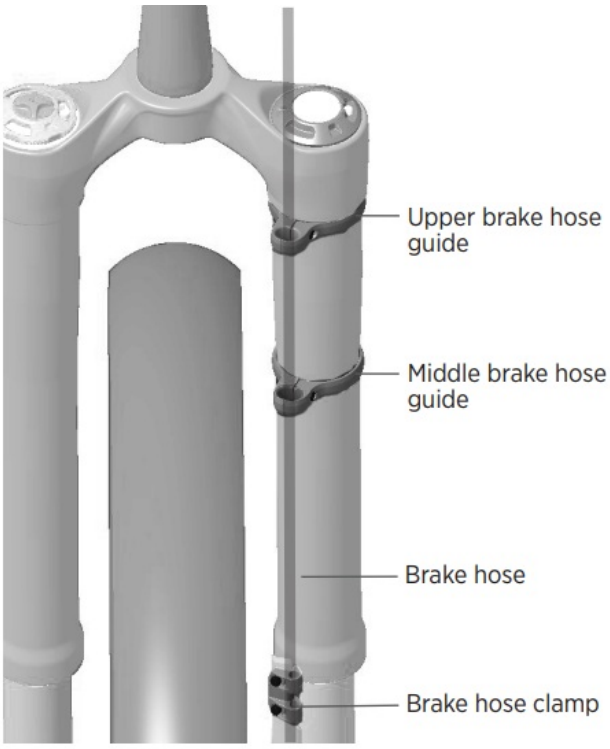


Figure 14: Full view of brake hose routing through brake hose guides and into mast

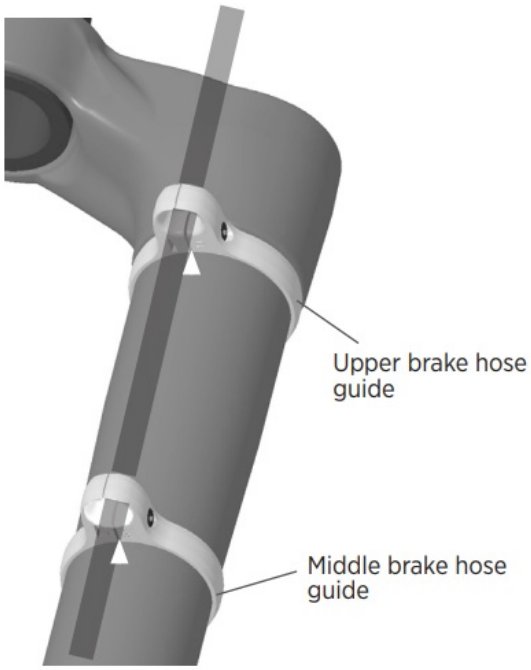


Figure 15: Positioning of brake hose guides

4. Position the middle and upper hose guides so that the bottom slit is aligned with the top peak of each arrow graphic that is laser etched on the fork (represented by the white arrowheads in Figure 15). Use a 2.5 mm hex bit and a torque wrench to tighten the screw to 0.9 N.m (8 in-lb).
5. Verify the front brake hose length is sufficient above the upper brake hose guide to the brake lever (Figure 16). Verify there is a smooth arc in the brake hose between the brake hose clamp to the brake caliper (Figure 17). All sections of the brake hose must have an unrestricted path during the compression of the fork.

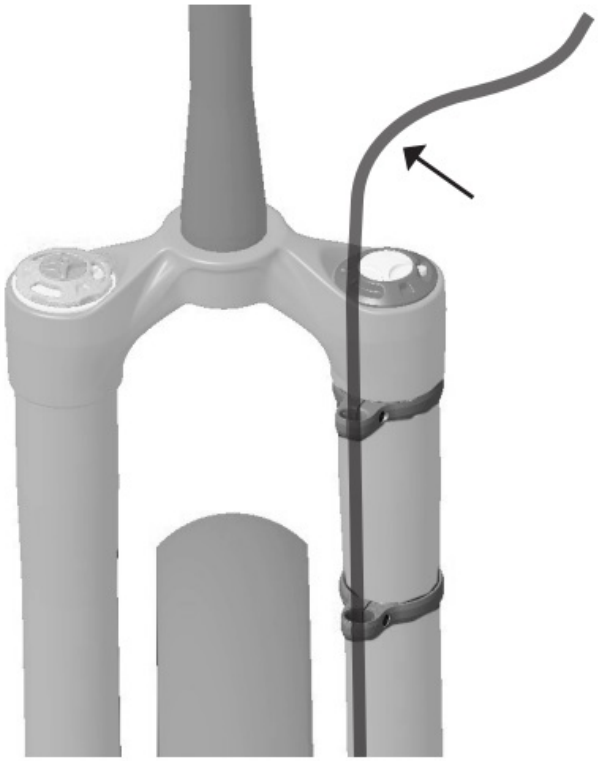


Figure 16: Sufficient hose length above upper brake hose guide

6. Finally, check that the brake hose and clamp are now in a position that allows an even gap all the way around the inside of the mast to prevent any rubbing or friction. Use a 2.5 mm hex bit and a torque wrench to tighten the two brake hose clamp screws to 0.9 N.m (8 in-lb). (See Figure 18.)

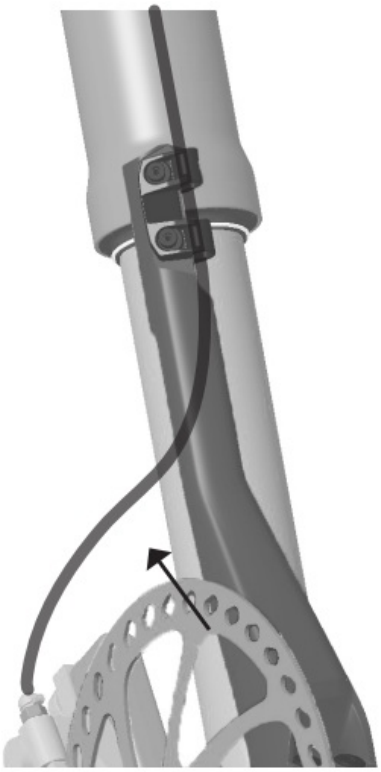


Figure 17: Full view of brake hose routing through brake hose guides and into mast

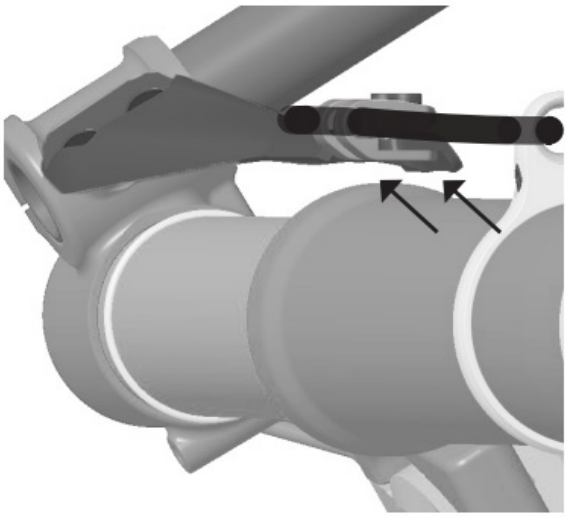
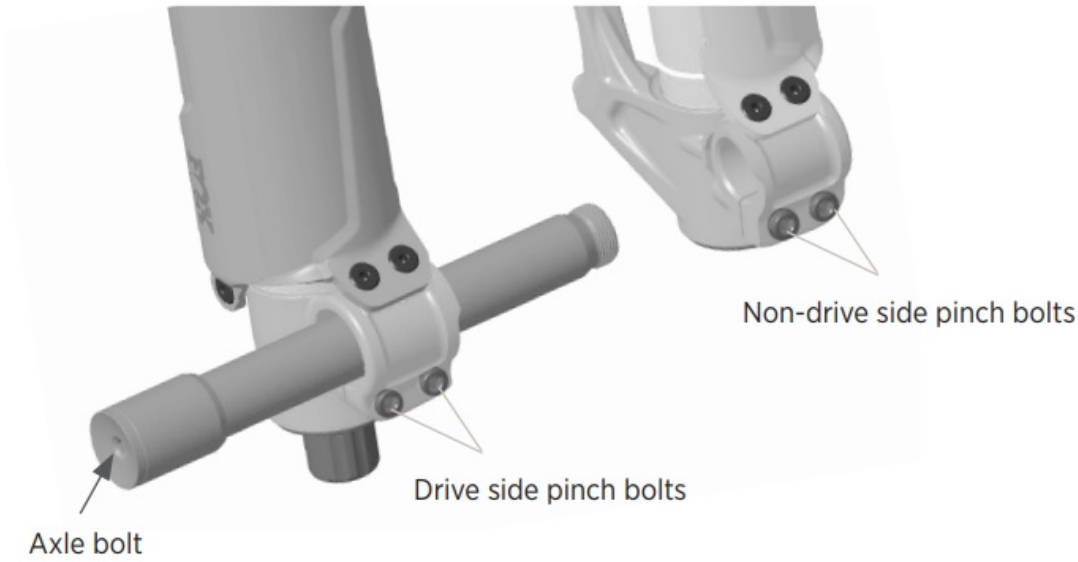


Figure 18: Even gap on inside of mast to prevent rubbing (top view)

20X110 BOOST AXLE INSTALLATION

1. Install the front wheel into the dropouts and slide the axle through the dropouts and hub.
2. Use a 5 mm hex wrench to torque the axle bolt to 13.6 N•m (120 in-lb).
3. Use a 5 mm hex wrench to torque the two pinch bolts on the non-drive side dropout to 6.2 N•m (55 in-lb).
4. Compress the fork a couple of times to ensure that the lower leg has settled into its low-friction point.
5. Use a 5 mm hex wrench to torque the two pinch bolts on the drive side dropout to 6.2 N•m (55 in-lb).



TIRE CLEARANCE TEST

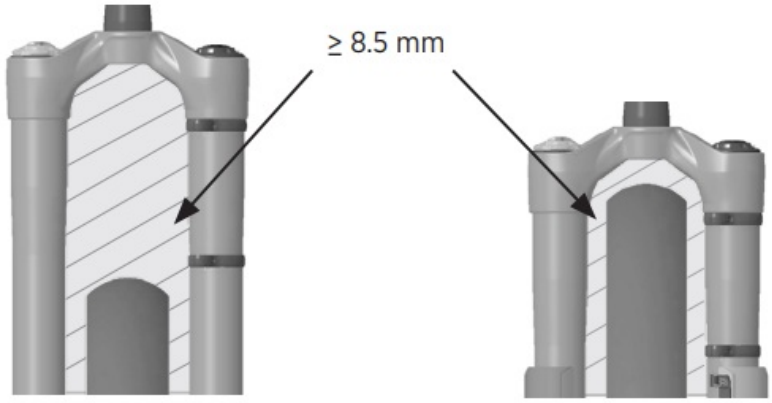
WARNING: Fenders and mud guards are INCOMPATIBLE with the PODIUM fork and must not be used.

1. **IMPORTANT**: The PODIUM fork has 12cc of 20wt. Gold Oil for air chamber lubrication. Turn the fork upside down whenever adding or removing air pressure. Also, make sure to cover the rotor to prevent oil from contaminating braking surfaces.
2. Release all air pressure from the fork. First, remove the lower left side air knob. Then, slowly depress the Schrader valve.
   WARNING: FOX forks may contain high air pressures. Release ALL air pressure from the main air chamber before disassembly. Failure to do so may result in parts or fluids ejecting from the fork, which can cause SEVERE INJURY OR DEATH.

3. Compress the fork completely.
4. Measure the distance from the edges of the inflated tire to the lower fork guards, crown, upper tubes, and steerer. There must be AT LEAST 8.5 mm of clearance around the entire tire.

   WARNING: Failure to leave at least 8.5 mm of clearance between the edges of the inflated tire and the lower fork guards, crown, upper tubes, and steerer may cause the tire to jam against the crown when the fork is fully compressed, which can result in SEVERE INJURY OR DEATH.
5. Add air pressure to your desired setting using a FOX high-pressure pump. Set the sag according to instructions online at www.ridefox.com.
6. You must repeat this test EVERY time you change tires or rims.

WARNI: NG Do not exceed maximum air pressure: PODIUM maximum air pressure is 130 psi. Minimum air pressure is: 45 psi for all PODIUM forks. Pressure measured at an ambient temperature of 70-75˚The nnormaloperating temperature range for FOX products is 20-140˚F.



AIR SPRING VOLUME SPACERS

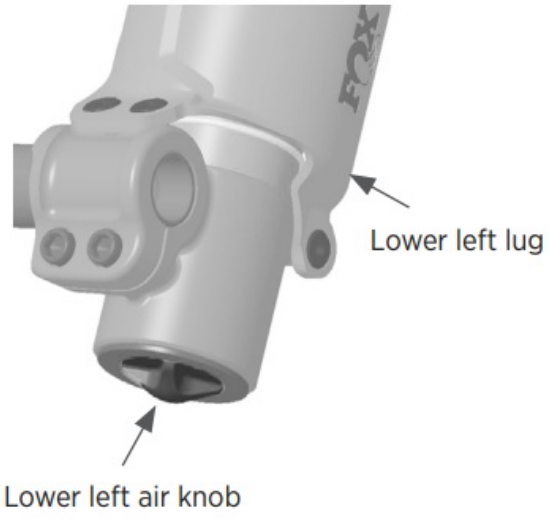
Changing volume spacers in FOX PODIUM forks is an easy internal adjustment that allows you to change the amount of mid-stroke and bottom-out resistance. If you have set your sag correctly and are using full travel (bottoming out) too easily, then you could install one or more spacers to increase bottom-out resistance. If you are not using full travel, then you could remove one or more spacers to decrease bottom-out resistance.

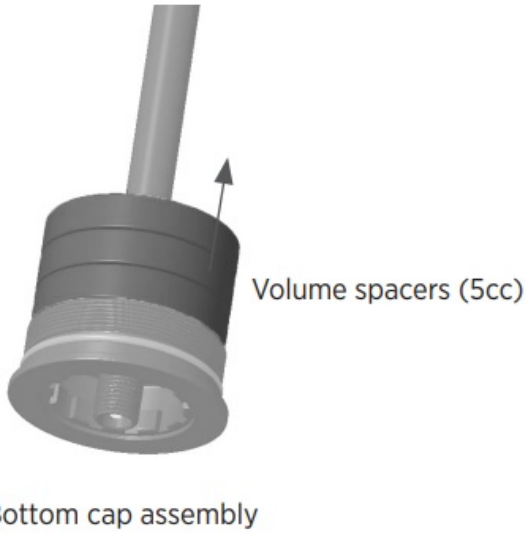
1. **IMPORTANT**: The PODIUM fork has 12cc of 20wt. Gold Oil for air chamber lubrication. Turn the fork

   upside down whenever adding or removing air pressure, and/or removing the bottom cap. Also, make sure to cover the rotor to prevent oil from contaminating braking

surfaces (having the wheel installed helps to remove the bottom cap). Remove the lower left air knob.

2. Release all air pressure from the fork by slowly depressing the Schrader valve.
   WARNING: FOX forks may contain high air pressures. Release ALL air pressure from the main air chamber before disassembly. Failure to do so may result in parts or fluids ejecting from the fork, which can cause SEVERE INJURY OR DEATH.
3. Carefully unthread the left side bottom cap from the fork with a Park Tool FR-5 or FR-5.2 cassette tool.
4. Pull up to remove the left side bottom cap assembly from the left side lower lug.
5. Pull off the air volume spacer or spacers to install or remove them from the left side bottom cap.
   WARNIN: G Do not exceed the maximum number of volume spacers for your fork. This can damage your fork. Find volume spacer information in the charts below or online at www.ridefox.com.
6. Reinstall the left side bottom cap assembly into the left side lower lug and tighten to 24.8 N. m (220 in-lb) with a Park Tool FR-5 or FR-5.2 cassette tool.
7. Add air pressure to your desired setting using a FOX high-pressure pump. Set the sag according to instructions online at www.ridefox.com.





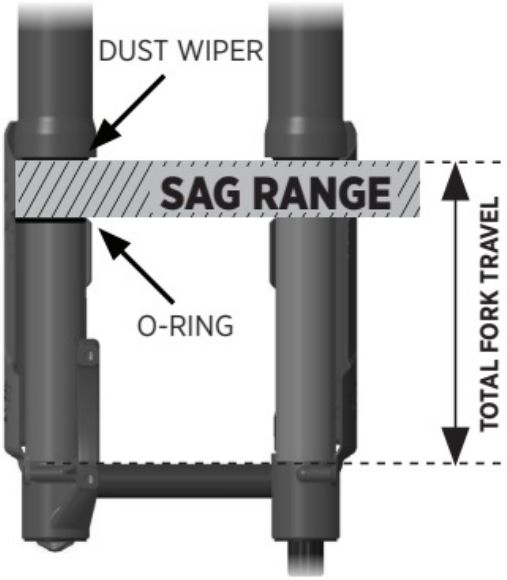
PODIUM Volume Spacer Configurations

Travel	Volume Spacers Factory Installed	Max Volume Spacers
170 mm	2	8
160 mm	3	8
150 mm	4	8

PODIUM E-Bike+ Volume Spacer Configurations		
Travel	**Volume Spacers** **Factory** **Installed**	**Max Volume Spacers**
170 mm	3	8
160 mm	4	8
150 mm	5	8

SAG SETTING

To achieve the best performance from your FOX suspension, adjust the air pressure to attain your proper sag setting. Sag is the amount your suspension compresses under your weight and riding gear. Sag range should be set to 15-20% of total fork travel. Watch the sag setup video at ridefox.com/sagsetup



Suggested Sag Measurements		
Travel	**15% sag (Firm)**	**20% sag (Plush)**
150 mm (5.9 in)	22 mm (0.9 in)	30 mm (1.20 in)
160 mm (6.3 in)	24 mm (0.94 in)	32 mm (1.26 in)
170 mm (6.7 in)	26 mm (1.0 in)	34 mm (1.34 in)

Warning: Do not exceed maximum air pressure: PODIUM maximum air pressure is 130 psi.

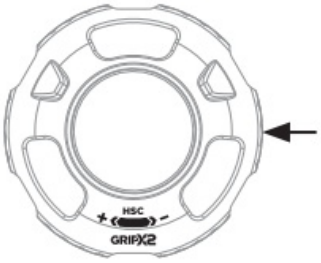
Suggested Starting Points for Setting Sag		
Rider Weight	**PODIUM Pressure**	**PODIUM E-Bike+ Pressure**
120-130 lb (54-59 kg)	55 psi (3.8 bar)	55 psi (3.8 bar)

130-140 lb (59-64 kg)	61 psi (4.2 bar)	61 psi (4.2 bar)
140-150 lb (64-68 kg)	67 psi (4.6 bar)	68 psi (4.7 bar)
150-160 lb (68-73 kg)	73 psi (5.0 bar)	74 psi (5.1 bar)
160-170 lb (73-77 kg)	78 psi (5.4 bar)	80 psi (5.5 bar)
170-180 lb (77-82 kg)	84 psi (5.8 bar)	86 psi (5.9 bar)
180-190 lb (82-86 kg)	90 psi (6.2 bar)	93 psi (6.4 bar)
190-200 lb (86-91 kg)	96 psi (6.6 bar)	99 psi (6.8 bar)
200-210 lb (91-95 kg)	102 psi (7.0 bar)	105 psi (7.2 bar)
210-220 lb (95-100 kg)	108 psi (7.4 bar)	111 psi (7.7 bar)
220-230 lb (100-104 kg)	113 psi (7.8 bar)	118 psi (8.1 bar)
230-240 lb (104-109 kg)	119 psi (8.2 bar)	124 psi (8.5 bar)
240-250 lb (109-113 kg)	125 psi (8.6 bar)	130 psi (9.0 bar)

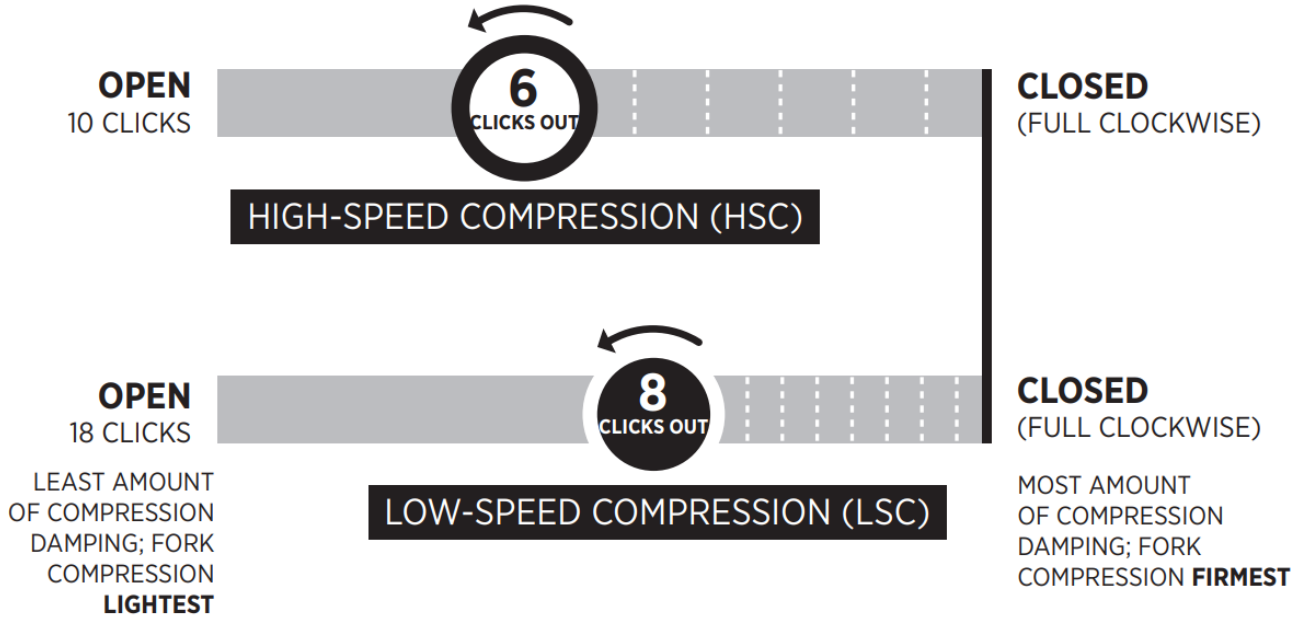
GRIP X2 COMPRESSION ADJUST

Use this diagram as a starting point for your compression adjusters. Turn your compression adjusters to the closed position (full clockwise) until they stop. Then back them out (counterclockwise) to the number of clicks shown below.

- High-speed compression adjustment is useful to control fork performance during bigger hits, landings, and square-edged bumps.

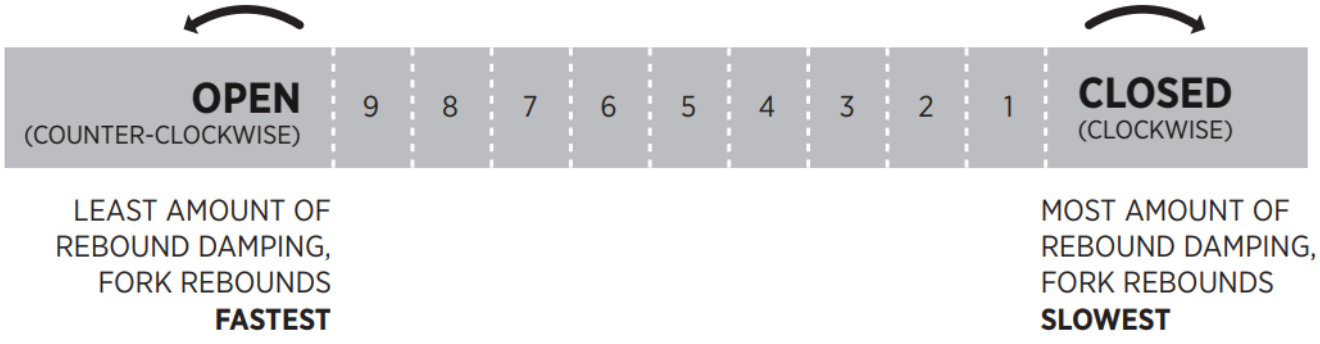


- Low-speed compression adjustment is useful to control fork performance during rider weight shifts, G-outs, and other slow inputs.



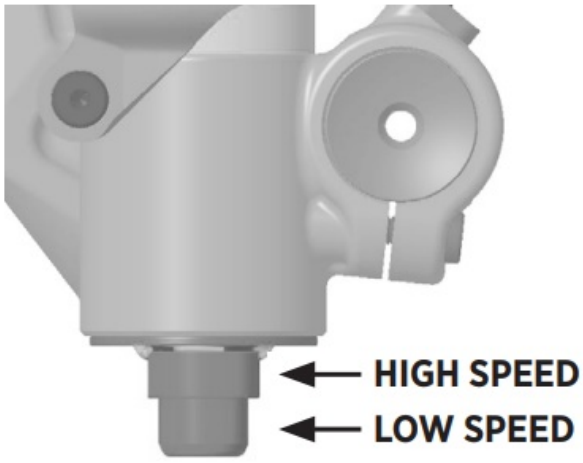
REBOUND ADJUSTMENT

Rebound controls the rate of speed at which the fork extends after compressing. The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require slower rebound settings. Use your air pressure to find your rebound setting. The rebound adjuster is located underneath the damper-side fork leg.



GRIP X2 REBOUND

To adjust the rebound, unscrew and remove the protective cap located at the right-sided bottom of the PODIUM fork. Turn your rebound knob to the closed position, clockwise until it stops. Then turn it counter-clockwise to the number of clicks.



- High-speed rebound adjustment is useful to control fork performance during bigger hits, landings, and square-edged bumps.
- Low-speed rebound adjustment is useful to control fork performance during rider weight shifts, G-outs, and other slow inputs.

SUGGESTED STARTING POINTS FOR REBOUND

	PODIUM	
Pressure	**Rebound Setting**	
PODIUM	**PODIUM GRIP X2 LSR**	**PODIUM GRIP X2 HSR**
55 psi (3.8 bar)	15	8
61 psi (4.2 bar)	13	7
67 psi (4.6 bar)	13	7

73 psi (5.0 bar)	12	6
78 psi (5.4 bar)	10	6
84 psi (5.8 bar)	9	5
90 psi (6.2 bar)	8	4
96 psi (6.6 bar)	6	4
102 psi (7.0 bar)	5	3
108 psi (7.4 bar)	5	2
113 psi (7.8 bar)	3	1
119 psi (8.2 bar)	2	0
125 psi (8.6 bar)	1	0
	PODIUM E-Bike+	
Pressure	**Rebound Setting**	
PODIUM	**PODIUM GRIP X2 LSR**	**PODIUM GRIP X2 HSR**
55 psi (3.8 bar)	15	8
61 psi (4.2 bar)	13	7

68 psi (4.7 bar)	12	7
74 psi (5.1 bar)	11	6
80 psi (5.5 bar)	9	6
86 psi (5.9 bar)	8	5
93 psi (6.4 bar)	7	4
99 psi (6.8 bar)	5	4
105 psi (7.2 bar)	4	3
111 psi (7.7 bar)	4	2
118 psi (8.1 bar)	2	1
124 psi (8.5 bar)	1	0
130 psi (9.0 bar)	0	0

SERVICE

Properly cleaning your FOX product between rides, in addition to maintenance service scheduled at regular intervals, will help to reduce repair costs and extend product life. For further service procedures information, visit www.ridefox.com/OwnersManuals, or contact FOX for complete maintenance service (1.800.369.7469 or mtbservice@ridefox.com).

Minimum Recommended Service Items	**Before every ride**	**After every ride**	**Regularly**	**Every 125 hours or yearly, whichever comes first***
Inspect the entire exterior of your fork/shock. The fork/shock should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX for repair.	X			
Check that quick-release levers and axles are properly adjusted and tightened.	X			
Check your headset adjustment. If loose, adjust it accordingly to your bicycle manufacturer’s recommendations.	X			
Check that all brake cables or hoses are properly fastened. Test the proper operation of your front and rear brakes on level ground.	X			

Clean exterior with mild soap and water only, then wipe dry with a soft towel. D o not use a high-pressure washer or sp ray water directly at the seal/shock bod y junction.		X		
Check the sag and damper settings. In spect the controls for visual damage an d function.			X	
Full service (full internal/external inspec tion, damper rebuild, air seal replacement for air shocks, air spring r ebuild, bath oil and wiper replacement).				X

*For those who ride lift-accessed DH, Park, or Extreme Freeride, or in extremely wet/muddy or dry/dusty environmental conditions where trail debris is sprayed onto the fork while on the trail, FOX encourages riders to perform maintenance earlier than recommended above, as needed. If you hear, see, or feel something unusual, stop riding immediately and contact a FOX Authorized Service Center for proper servicing.

SEE ADDITIONAL INFORMATION AND VIDEOS:

ridefox.com

Fox Factory, Inc., a California corporation having offices at 2055 Sugarloaf Cir Suite 300, Duluth, GA 30097 (“Fox”), makes the following LIMITED WARRANTY concerning its suspension products:

LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION PRODUCTS

Subject to the limitations, terms, and conditions hereof, Fox warrants, to the original

retail owner (consumer) of each new Fox suspension product, that the Fox suspension product, when new, is free from defects in materials and workmanship. This limited warranty expires one (1) year from the date of the original Fox suspension product retail purchase from an authorized Fox dealer or from a Fox authorized Original Equipment Manufacturer where Fox suspension is included as original equipment on a purchased vehicle.

TERMS OF WARRANTY

This limited warranty is conditioned on the Fox suspension product being operated under normal conditions and properly maintained as specified by Fox. This limited warranty is only applicable toFox suspensions purchased new from an authorized Fox source and is made only to the original retail owner (consumer) of the new Fox suspension product and is not transferable to subsequent owners. Should it be determined, by Fox in its sole and final discretion, that a Fox suspension product is covered by this limited warranty, it will be repaired or replaced with a comparable model, at Fox's sole option, which will be conclusive and binding. THIS IS THE EXCLUSIVE REMEDY UNDER THIS LIMITED WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE UNDER THIS LIMITED WARRANTY ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNITIVE DAMAGES. This limited warranty does not apply to normal wear and tear, malfunctions, or failures that result from abuse, neglect, improper assembly, alteration, or modification, improper or unauthorized repair or maintenance, crash, accident, or collision, or other abnormal, excessive, or improper use. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights under the applicable national laws, which are not affected by this limited warranty. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty, and all other provisions shall remain in effect. THIS IS THE ONLY WARRANTY MADE BY FOX ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY L, W, INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE EXCLUDED. This limited warranty shall be governed exclusively by the laws of the State

of California.

When claiming this Limited Warranty, you will be required to provide to an authorized FOX Service Center:

1. The Product (or the affected part) and
2. A copy of the original proof of purchase, which indicates the name and address of the seller, the date and place of purchase, the product part number, and, if utilized, a serial number. If FOX products are sold as part of a complete bicycle, the bicycle brand, model, model year, and serial number should be included.

FAQs

Q: Can I use the FOX product on a tandem bicycle?
A: No, do not use the FOX bicycle suspension products on any vehicle carrying more than one operator or rider.

Q: Is it safe to cut threads into the threadless steerers of FOX forks?
A: No, cutting threads into a threadless steerer can cause product failure and should be avoided.

Q: How much height of steerer stem spacers can I use?
A: Do not use more than 30 mm of height of steerer stem spacers under the steerer stem to prevent steerer tube failure.

Documents / Resources

	FOX Podium Inverted MTB Fork [pdf] Owner's Manual 605-00-327, Podium Inverted MTB Fork, Podium, Inverted MTB Fork, MT B Fork, Fork

References

- User Manual

605-00-327, Fork, FOX, Inverted MTB Fork, MTB Fork, PODIUM, Podium Inverted MTB Fork

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