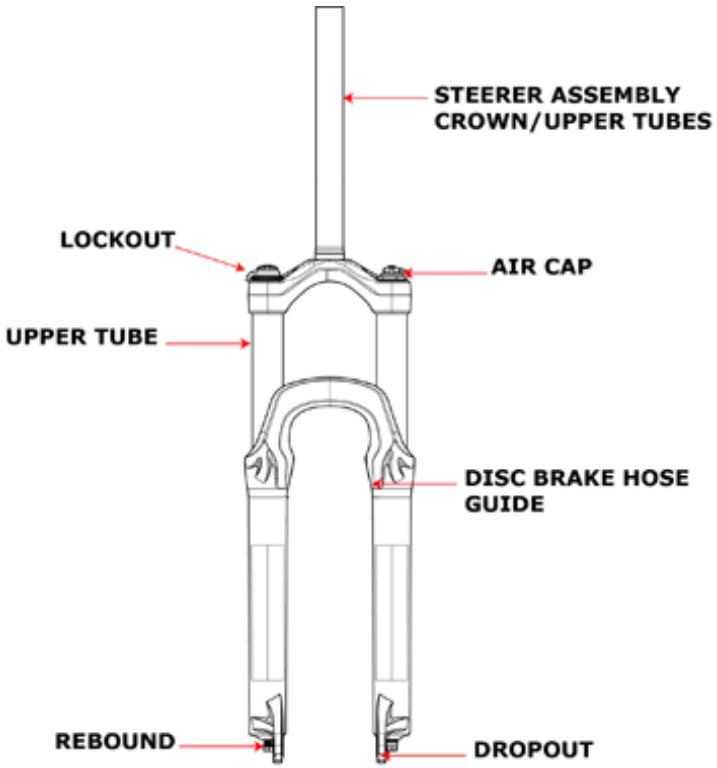
F-Series FIT RL



travel	**F80 RL**: 3.1 in./80 mm **F100 RL**: 3.9 in./100 mm **F120 RL**: 4.7 in./120 mm
features/adjustments	Lever-actuated lockout, air spring pressure, rebound
spring/damper type	air/FIT RL
intended use	cross-country (F80, F100); all-mountain (F120)

Installing Your Fork

Be sure your fork is properly installed before proceeding. If your fork came pre-installed on your bicycle, continue to the next section.

Before You Ride

1. Check that quick-release levers are properly adjusted and tightened.
2. Clean the outside of your fork with only mild soap and water, and wipe dry with a soft dry rag.

   Note: Do not use any solvents or de-greasers, as these products can cause serious damage to paint and anodized parts (upper tubes, knobs, steerers).

   Do not spray water directly on the seal/upper tube junction. **Do not use a high pressure washer on your fork.**
3. Inspect the entire exterior of your fork. The fork should not be used if any of the exterior parts appear to be damaged. Contact your local dealer or FOX Racing Shox for further inspection and

repair.

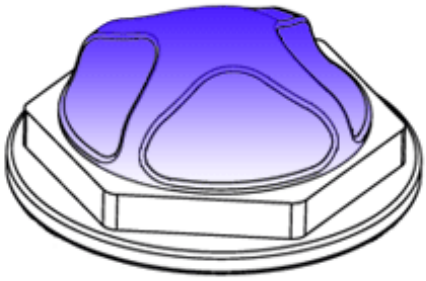
4. Check your headset adjustment. If loose, adjust it accordingly to your bicycle manufacturer's recommendations.
5. Check that all brake cables or hoses are properly fastened.
6. Test the proper operation of your front and rear brakes on level ground.

Setting Sag

You can also view a Flash video on Setting Sag.

To get the best performance from your fork, it is necessary to set and adjust sag. Generally, sag should be set to 15–25% of total fork travel.

1. Unscrew the blue aircap on top of the left fork leg to expose the Schrader valve.



2. Attach a FOX Racing Shox High Pressure Pump to the Schrader valve.
3. Pump your fork to the appropriate setting from the Suggested Air Spring Pressure Settings table below, then remove the pump.
4. Unless your fork already has a sag setting o-ring on an upper tube, install a zip tie to an upper tube. Slide the o-ring or the zip tie down against the scraper lip of the fork dust seal.
5. Make sure your fork lockout is not engaged.
6. Dressed to ride, position your bike next to a wall or table to support yourself. Without bouncing, mount your bicycle. Assume a normal riding position for at least 30 seconds, allowing the suspension to fully settle.
7. Dismount your bike without bouncing downward, without further moving the o-ring or zip tie. Measure the distance between the seal and the zip tie. This measurement is your sag value.
8. Compare your actual sag value to your target sag value in the Sag Setup table below.

   If your sag measurement value is less than the Sag Setup table value, screw on the pump fitting, note the current air pressure setting and depress the black bleed-valve to reduce the gauge pressure by 5 psi. Measure sag again and repeat this adjustment, if necessary.

   If your sag measurement value is greater than the Sag Setup table value, screw on the pump fitting, note the current air pressure setting and pump to increase the gauge pressure by 5 psi. Measure sag again and repeat this adjustment if necessary.
9. Screw the blue aircap back on, and go ride.

Rider Weight lbs.	Suggested Air Spring Pressure Settings PSI		
	80 mm	100 mm	120 mm
≤125	60	55	50
125 - 135	60	55	50
135 - 145	65	60	55
145 - 155	75	70	65
155 - 170	85	80	75
170 - 185	90	85	80
185 - 200	95	90	85

200 - 215	100	95	95
215 - 230	110	100	100
230 - ≥250	120	110	110

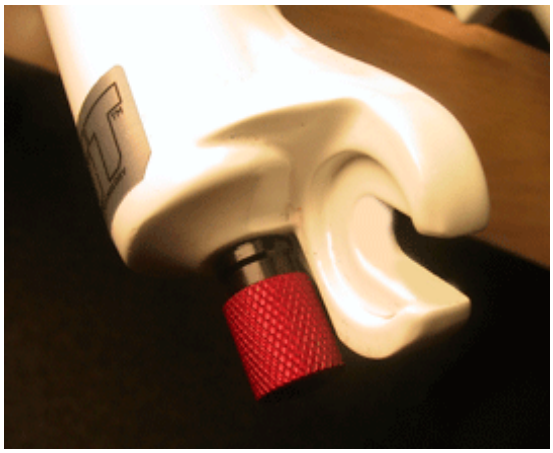
Sag Setup

Travel	XC/Race FIRM	All-Mountain PLUSH
80 mm (3.50")	12 mm (0.50")	20 mm (0.75")
100 mm (3.90")	15 mm (0.62")	25 mm (0.98")
120 mm (4.70")	18 mm (0.69")	30 mm (1.19")

Sag Troubleshooting

Symptom	Remedy
Too much sag	(+) air pressure in 5 psi increments
Too little sag	(-) air pressure in 5 psi increments
Excessive bottoming	(+) air pressure in 5 psi increments
Harsh ride; full travel not utilized	(-) air pressure in 5 psi increments

Adjusting Rebound



The rebound adjuster knob is located at the bottom of the right fork leg. This knob has 18 clicks of adjustment range.

Rebound controls the rate of speed at which the fork extends after compressing. Turning the knob clockwise slows down rebound; turning the knob counter-clockwise speeds up rebound. As a starting point, turn the rebound adjuster knob all the way clockwise (full in) until it stops, then turn counter-clockwise (out) 12 clicks.

Knob Setting (clicks out from full in)	Setting Description	Tuning Tips	Setup Tips
1	Slow Rebound	Too slow and your fork will pack down and ride harshly.	If you increase your spring rate or air pressure, you will need to slow down your rebound

12 (Factory setting)	Average Rebound		
18	Fast Rebound	Too fast and you will experience poor traction and wheel hop.	If you decrease your spring rate or air pressure, you will need to speed up your rebound setting.

Locking Out the Fork

The blue compression lockout lever, located on the right-side top cap, allows you to close the compression damping circuit in the fork. This keeps the fork at the top of its travel, making it harder to compress.

Rotate the lever fully clockwise to lock out the fork. This position is useful in climbing and sprinting situations, but will sag with the rider's weight. The fork will "blowoff" in the event that a big hit is encountered with the fork locked out.

To unlock the fork, simply rotate the lever fully counter-clockwise.

Note: **The fork may cycle a couple of times after enabling lockout. Once complete lockout is achieved, the fork may continue to move 3 - 5 mm. This is normal and does not affect performance.**