# *Foes F1-XTD DH Fork Install*

with 3position Bar Stem, 8" Foes Rotor, Hub, 30mm Axle, Fork Guards
1 1/8" Steer Tube Only

You have just purchased the most technologically advanced DH fork on the market the first of its kind to offer the original Curnutt technology of Stable Platform. The F1-XTD is a Downhill fork providing 8.5" of supple, yet Stable suspension, intended for DH racing. Setting your fork up properly will ensure years of service, a great ride, and most of all confidence. Reading this short but simple manual will help you set your fork up properly provided you follow its instructions.

## Lower Crown;

The lower crown has two(2) bolts to pinch the steer tube. The steer tube has a slightly tight fit in the crown, but requires the bolts for a proper and secure fit. Make sure they are tight before ***EVERY OTHER RIDE.*** The lower crown has three(3) bolts to pinch the outer fork legs. There is a spacer in between the cut of the clamp with the 3 bolts going through it. This is required and MUST NOT BE REMOVED. Removing this piece will cause the clamp to over tighten and will result in failure. ***DO NOT REMOVE THE PINCH SPACER!!!***

## Upper Crown;

The upper crown features two(2) pinch bolts for the outer legs, one(1) pinch bolt for the steer tube, and a three position handle bar clamp. The pinch bolts for the otter legs and the steer tube should only be snuged tight and should not be over tightened.

## Steer Tube & Steer Tube Screw;

Foes F1-XTD fork features a unique way to tighten the headset bearings. Instead of using a flimsy star nut, the steer tube is internally threaded to accept a screw manufactured by Foes. The steer should not be cut since there are internal threads. Extra steer tube length should be taken up by adding spacers ither under or on top of the upper crown, making sure there is at least 3mm of space between the top of the steer tube and the top of the last spacer, to insure preload on the headset bearings. After the headset is tightened to your liking, tight the steer tube pinch bolt and all the pinch bolts on the upper and lower crown.

Once you have the setup complete you can mount the front wheel, when installed there should be 8.5" of clearance between the top of the tire and the bottom of the lower crown. The F1-XTD Hub is dish less and uses the standard Foes 4 bolt rotor only due to the massive 30mm axle. The fork is also made to accept this Foes 8" rotor only using the appropriate Post style direct mount or I.S. adapter. Both adapters are made so you mount only the respective caliper to the Foes adapter, using no other manufactures adapters. Also included with the fork are 2 pieces of shrink tubing and 1 piece of plastic line.

Install in the following way;

- Detach front brake line and run as such, clear plastic hose-black piece of shrink wrap-black plastic line-clear plastic hose-black shrink wrap
- Once you've completed inserting the line in the pieces, you can run it all through the large white plastic housing guide located under the bottom crown on the left leg and then connect it to your brake lever and bleed the brake
- When the brake is bled you can finish off the shrink wrap pieces. Make sure that the cable clip on the left fork guard will clamp the hard black plastic line. Once this is seen, slide both clear plastic pieces into the hard black plastic line and try to slide it in about 2mm. Then slide the black shrink wrap so that half is on the clear tube and half is on the hard black plastic tube. Using a heat gun or a good hair dryer, heat the shrink wrap evenly until it forms to the line, but make sure to swirl the heat around it not getting to hot in one place or you can risk burning through your hydro. line.
- Insert the wheel and tighten the two pinch bolts on both the left and right drop out and then your set to go.

Once you have the clamps set-up you can move on to choosing the correct spring rate and dealing with your air pressure.

1. ***Spring Rate***;

Spring rate is one of the first things to consider when setting up your fork. The rate of the spring is determined by the rider's weight with full gear and attire simulating true rider weight when on the trail. Foes offer three spring rates in steel and titanium for your tuning pleasure, follow below: (Ti springs will be available summer2004)

| 2004 F1-XTD DH Fork<br>Spring Rate Chart | |
|---|---|
| RIDER WEIGHT | SPRING RATE |
| 120-169 lb | 26 lb |
| 170-209 lb | 28 lb |
| 210-230 lb | 31 lb |
| MAXIMUM RIDER WEIGHT 230LBS.<br>**Ti springs are available in 26,28,31 spring rates**<br>**Steel springs are available in 26,28,31 spring rates** | |

To change the spring, locate the BLUE knob on the left leg and back the knob all the way out to relieve pressure on the spring. Then using a 37mm wrench, unscrew the four-sided black screw which holds the inner leg to the drop out.(the drop out does not come off, so do not try to pull off the drop out) The blue knob will have a white plastic piece pressed into it for a spring retainer it will also contain 20W oil used for lubrication of the spring, always make sure the oil is to the top of the white plastic piece, leave this item in the knob and pull the spring from the inner leg. Install the new spring and slide the plastic end into the spring end, and then screw the assembly back into the inner leg. Tighten again with a 37mm wrench only until it's tight, you do not need to get crazy on it. Use the rubber travel indicator (on the inner left leg) to see how much travel you are using. The optimum use of travel will be indicated by the indicator being about ½" from the top of the fork guard clamp. Both the left and right fork guard clamps should always be down against the drop out, not having this set-up will result in reduced travel and destruction of the guard clamps and the outer wiper.

2. ***Air Pressure***; **Range of 25-50psi**

The F1-XTD uses air pressure as the main control for the Curnutt Stable Platform. The air not only makes the whole Curnutt system work, but also pressurizes the floating piston which eliminates oil foaming. The air pressure is also the main component in the bottoming control of the fork. Increasing air pressure will stiffen bottoming, while at the same time, to much air will cause a harsh ride with little response to small bumps. Too little air will cause the whole system to not work properly and excessive bottoming will occur. Air pressure is meant to be used in conjunction with the bottoming knob located on the bottom of the right leg and is colored RED. Turing the RED knob all the way in will cause the fork to be more progressive as it nears the end of its travel. Finding the proper amount of turns and the proper air pressure relies on YOU noting settings and pressures and riding.

WARNING!!!!!!! **GOING BELOW 25PSI. WILL RESULT IN HARSH BOTTOMING AND POSSIBLE DESTRUCTION OF INNER COMPONENTS! DO NOT GO BELOW 25PSI!!!!!**

*As mentioned before the F1-XTD fork is the first of its kind to offer the true original Stable Platform technology. This will feel much different than any other fork you've ridden and will take multiple runs to find the correct set-up. Noting your different air pressures, compression knob turns, spring preload and rebound settings is imperative to finding the correct set-up for a great ride that will give you unsurpassed tracking, great bump control, and best of all confidence in your ride.*

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