

USER GUIDE



PROSHOCK[®]

Suspension Fork ProShock 32 mm



Congratulations! You have just acquired a legitimate ProShock product, developed at the height of Brazilian technological capability and quality. In this guide you shall find important information for the maintenance and installation of this product.

Following closely this guide recommendations and keeping your fork in perfect conditions will guarantee proper performance of the product while lowering the chances for damage that could potentially compromise the physical integrity of the user.

INFORMAÇÕES GERAIS



ProShock Onix Dark suspension fork was designed and developed to meet the specific requirements of the many disciplines of mountain bike world.

Thus, it is important that the rider know the disciplines of the sport and know how to use the forks only practicing in the manner for which it was designed.

The definitions of the disciplines described below and in Table 1 help clarify how to use Proshock forks in relation to the design conditions.

- Cross Country (XC) - Style that includes the use of the suspension fork for leisure and sports, as described below according to UCI rules.

- Olympic Cross Country (XCO) – Style characterized by race circuits of 4-10 km per lap, including a variety of terrain such as off-roads, trails, fields and considerable amount of climbs and drops, and the circuit must remain rideable regardless of environmental condition according to UCI rule 4.2.016

- Cross Country Marathon (XCM) - Style characterized by 60 km or longer circuit , with a predominance of off-roads according to UCI rule 4.2.004

- Cross Country Point-to-Point (XCP) - Style characterized by less than 60 km circuit , with a predominance of off-roads according to UCI rule 4.2.006

- All Mountain - Style characterized by long distance and diversity of terrain, alternating between rises and descents and technical sections with rocks, roots and ramps.

- Four Cross (FX) - Style characterized by having three or four competitors race in circuit with moderate slope, including jumping, curves, natural or artificial ramps, according to the UCI rule 4.4.001

- Downhill (DH) - Style characterized by circuits with great inclination, variety of terrain and obstacles such as closed trails, ramps, rocks, natural and artificial obstacles, testing the technical skills and pilot's physical according to the UCI rule 4.3.005

Fork	Cross country (XC)	Endurance (All mountain)	4X (Four Cross)	Down Hill
Ultra TR	+	NO	NO	NO
Ultra XC	++	NO	NO	NO
Onix	+++	NO	NO	NO

Table 1

Note: DO NOT USE PROSHOCK SUSPENSION FORKS IN ABNORMAL SITUATIONS OR EXTREME ABUSE OF THE COMPONENTS. ONLY USE PROSHOCK SUSPENSION FORKS TO PRACTICE THE FOLLOWING DISCIPLINES: CROSS COUNTRY, CROSS COUNTRY POINT-TO-POINT AND CROSS COUNTRY MARATHON. THE USE OF THESE SUSPENSIONS IN OTHER DISCIPLINES AND/OR ADVERSE CONDITIONS FROM WHAT THEY WERE DESIGNED FOR MAY CAUSE SERIOUS DAMAGE TO ITS STRUCTURE, POSSIBILIY RESULTING IN DANGEROUS ACCIDENTS TO THE USER

ProShock products make use of high technology dampening system entirely developed by our engineering team. Learn now a little more about these systems and which forks they are applied to.

> DUAL AIR

Positive and negative air spring system with independent regulation.

Technology applied on models: Onix

> HI AIR

Positive air spring system with negative helicoid spring.

Technology applied on models: Ultra TR and Ultra XC

> SI

Internal hydraulic dampening system inside the stanchion.

Technology applied on models: Ultra TR

> TFX

Hydraulic system inside stanchion with high-performance lockout in aggressive environments.

> F-Lub

Internal lubrication system with felt that keeps the bearings (bushings) lubricated for longer.

> P32

Bold and robust fork structure design, with 32 mm diameter stanchions. This structure has been developed to provide greater stiffness against torsion and bending during use.

INFORMAÇÕES ESTRUTURAIS

ProShock forks are composed by the following structural components:

- Stanchions produced in high-strength 6082-T6 wire drawn aluminum alloy and hard-anodizing treatment
- Aluminum 6082-T6 alloy forged crown
- Special magnesium alloy Lower (for greater strength and lighter weight)
- High-strength aluminum alloy steerer tubes, with shot peening

Note: Projects and specifications are subject to changes without further notice.

ULTRA TR	26"	27,5"	29"
Disk Weight (g)	1620	1840	1850
Travel (mm)	80 ou 100	80 ou 100	80 ou 100
TFX oil volume (ml)	110	130	130
Steerer Tube	Diam. (1 1/8") / Length 250 mm		

Table 2

ULTRA XC	26"	27,5"	29"
Disk Weight (g)	1690	1840	1850
Travel (mm)	80 ou 100	80 ou 100	80 ou 100
TFX oil volume (ml)	110	130	130
Steerer Tube	Diam. (1 1/8") / Length 250 mm		

Table 3

ULTRA XC TG	26"	27,5"	29"
Disk Weight (g)	1690	1880	1890
Travel (mm)	80 ou 100	80 ou 100	80 ou 100
TFX oil volume (ml)	110	130	130
Steerer Tube	Diam. (1 1/8") / Length 250 mm		

Table 4

ONIX	26"	27,5"	29"
Disk Weight (g)	1730	1870	1880
Travel (mm)	80 ou 100	80 ou 100	80 ou 100
Dual-Air oil volume (ml)	10	10	10
TFX oil volume (ml)	110	130	130
Steerer Tube	Diam. (1 1/8") / Length 250 mm		

Table 5

* Total weight considering also the Steerer tube and remote control lockout kit.

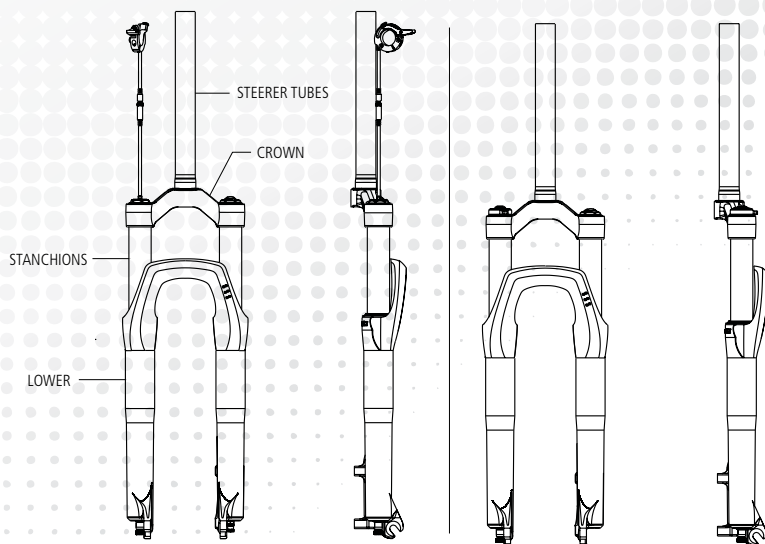


Figure 1

ASSEMBLY INSTRUCTIONS

> INSTALAÇÃO DA SUSPENSÃO

Install your ProShock suspension fork using adequate tools or let the installation to a well-equipped and capacitate mechanical.

**ATTENTION**

The incorrect installation of your fork may cause accidents with grave consequences.

- 1 - Remove the old fork from your bicycle along with the old crown race puller.
- 2 - Cut the steerer tube using the old fork as a measurement or adjust at your preference.
- 3 - Install the lower bearing race over the steerer tube, correctly fitting it over the fork. This operation must be done with the proper tool.
- 4 - Adjust the steering set in such a way that you leave no space or limpness while keeping free movement range.
- 5 - Install the front breaks and adjust as per original settings.

Notes:

- Make sure you leave enough length on the steerer tube for adequate fitting of the ahead set.
- Clean well all components to avoid fillings during the steerer tube cutting process.
- Avoid strikes and tool marks on the tube surface, as they may cause failure due to fatigue with risk of serious accidents.

ATTENTION

- Do not remove and replace the original steerer tube of your ProShock fork because this operation is detrimental to the product resistance and may cause serious injury to the user.
- Do not use your ProShock fork with a nut axle wheel because the excessive force needed to fix this system can cause damage to the structure of the dropouts and can result in component fracture and serious injury to the rider.
- Do not use tire size greater than 2.30", as this may jeopardize the operation of the fork and lead to serious injury to the rider. We recommend using tires with dimensions from 1.9" to 2.2".
- Do not install the brake or gear conduits directly on the crown. The conduits and cables are abrasive and can cause damage to the crown.

> REMOTE CONTROL LOCKOUT INSTALLATION KIT

The remote control lockout system must be installed on the left side of the bicycle handlebars. Thus, the rider can pause the operation of the suspension without removing his hands from the handle, facilitating the handling and control of the bike during this operation.

To install the lock kit on the handlebars use the following procedure:

- 1 – Choose where on the handlebar to install the lockout kit. Ex: between the gear shift lever and the break lever, or before the gear shift, etc.;
- 2 – Remove all needed components to install the kit on the desired place. Ex: the handle, break lever, shift lever. The removal must be done according to each manufacturer's instruction;
- 3 – Install the lockout kit on the handlebar;
- 4 – Check if the lever (2) is in the open position. If not, press the button (3) to release it;
- 5 – Spin the lockout kit until it reaches an ideal inclination for activation, according to your preference.

Note:

- **Choose an inclination that is easy for you to have access to as well as leaving room for the conduit.**
- **Position the lever in a way that to activate it you must push the finger forwards, but not down. The lever must be positioned upwards, as shown on Figure 2.**

6 – Fix the lock on the handlebar kit, screwing it (1) with an Allen key 2.5 mm;
Reinstall the components that were removed (handle, brake lever and gear shifter) according to the instructions of each manufacturer;

7 – Make sure the system is working properly:

- Compress (pump) the suspension fork a couple times;
- Engage the lockout lever (2) and check if the suspension has become rigid (locked);
- Push the button (3) to unlock the system and compress (pump) the suspension fork again.

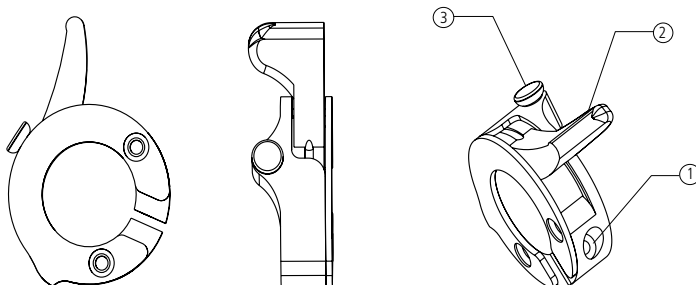


Figure 2

Note: It is not recommended to install the lockout activation lever on the right side of the handlebars, because the cable / conduit will be too curved, which may cause malfunction of the system; and the lever / lock button would be placed the wrong way, making it difficult to activate it.

>REPLACING THE LOCKOUT STEEL CABLE

1. Loosen the screw (4) that fixes the steel cable on the lever (Allen wrench 2mm) and pull the cable out of the lever.
2. Loosen the outer casing holder (5) using an appropriate plier and put them in the two side holes, turning it counterclockwise.
3. Pull the needle (6) out of the cartridge.
4. Hold the needle (6) with a plier (hold down the O-Ring channel) and with another plier or 6mm wrench, release the cable clamp (7) by turning it counterclockwise.
5. Remove the damaged cable.
6. Insert the new cable (8) into the holder (7).
7. Secure the holder (7) on the needle (6) and screw it until the end, but do not over tighten it.
8. Place the needle (6) back into the cartridge and make sure that it properly fits.
9. Attach the spring (9) in the conduit bracket (5) and then route the cable inside the spring and conduit support.
10. Next attach the conduit bracket (5) in the cartridge and screw it.
11. Pass the cable through the first part of the conduit – the bigger part (10) – and the regulator (11).

Note: The regulator should be placed opened for about 2.5mm for a good system regulation

12. Route the cable in the second part of the conduit – the smaller part (12).
13. Push the button (3) and leave the lever (2) in the unlocked position.
14. Pass the cable through the base of the lockout (13).
15. Next move the lever (2) in the locked position and pass the cable through the lever.
16. Press the button again (3) and return the lever (2) to the unlocked position, slightly stretching the cable and securing it with the Allen screw (4).
17. Activate the lever a couple of times (2) and then make sure the suspension is locking. If not, keep the lever in the locked position and gently open the regulator (11) until it locks. Next tighten the locknut so that the regulator does not close with trepidation.

Notes:

- The regulator controls how much the suspension will lock, giving the option of equalizing the suspension according to the need and riding style of each rider.

- We recommend placing a cable terminal at the end of the cable that was exposed behind the lockout lever.

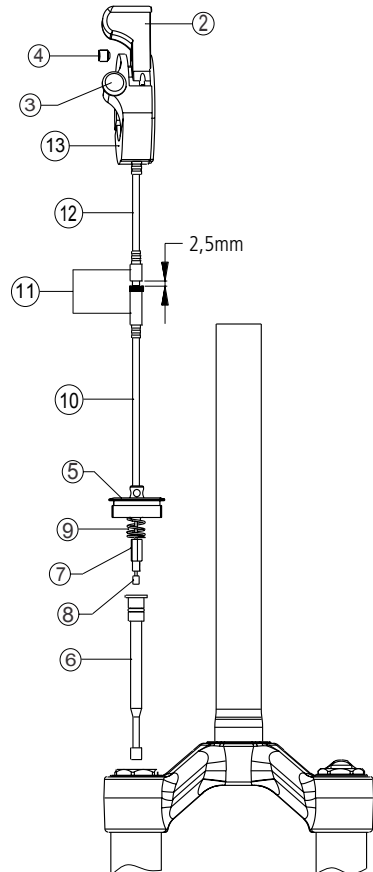


Figure - 3

Before setting your ProShock fork read the notes described below.

Notes:

- When tuning the air spring, it is important to consider the correct setting of the SAG in the suspension. SAG is the percentage of travel used by the rider's weight while sitting on the bike. The correct SAG setting improves handling and suspension behavior while passing by irregular terrain / terrain obstacles. The ideal SAG should be between 15% and 25% of total suspension travel.
- During removal of the calibrator valve stem there may be a small output of air/oil "spray" through the valve. This "spray" reduces the pressure for about 5-10 PSI. Thus, consider this loss whenever you calibrate the suspension 's pressure. **SUMMARIZING:** When calibrating the suspension insert between 5-10 PSI more than the desired pressure, because when removing the nozzle the pressure calibrator will drop but will be close to the desired pressure.
- Do not use digital pressure calibration devices found in automotive service stations, since these devices do not recognize the suspension's air spring system.
- It is not recommended the use of the suspension when pressures are above the maximum limit specified in Tables 6 and 7.
- The pressures recommended in Tables 6 and 7 represent a suggested adjustment range for each weight range. If this regulation does not meet your needs, you can change the suspension pressure, for more or less pressure, until you find the ideal behavior for you, always respecting the maximum pressure specified for each air spring in the respective tables.
- Due to the ideal pressure calibration for your weight or whatever meets your preferences, this calibration can turn your fork into an excessively strong rebound. If this happens, use the rebound regulation to increase the damping and eliminate these unwanted effects.
- The suspensions have been factory adjusted according to tables 6 and 7 for a cyclist weighting between 60kg (130lb) and 70kg (155lb).
- The terms: clockwise and counterclockwise will be used in this manual considering the rider when he is sitting on the bike.

> HI - AIR SYSTEM

To calibrate the pressure of the positive air spring, remove the valve cap located above the crown (14) and pressurize it with a manual calibration pump.

Note: The higher the pressure on the positive air spring, the higher the preload for compression (for a more rigid suspension); and the lower the pressure, the lower the preload, making for a softer suspension.

Table 6 illustrates some combinations of recommended pressures for different weight ranges.

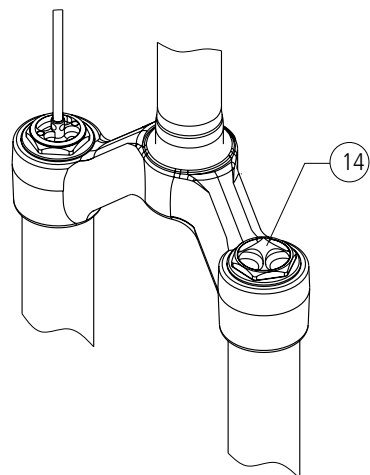


Figure 4

Recommended Pressure (PSI)

Rider's weight (Kg/lb)	ULTRA 80mm	ULTRA 100mm
Under 40/88	40	50
40-50 / 88-110	40 - 60	50 - 70
50-60 / 110-132	60 - 80	70 - 90
60-70 / 132-154	80 - 100	90 - 110
70-80 / 154-176	100 - 120	110 - 130
80-90 / 176-200	120 - 140	130 - 150
Acima de 95	140	150

Table 6

> DUAL-AIR SYSTEM

To calibrate the pressure of positive and negative air springs, remove the valve cap located above the crown (14) and below the lower (15). Pressurize and set it with a manual calibration pump.

Notes:

- The pressure calibration should always be done starting with the positive air spring and finishing with the negative air spring.
- The higher the positive air spring pressure, the higher the compression preload (more rigid); the higher the negative air spring pressure, the greater the sensitivity of the suspension at the start of compression, making for a softer suspension when absorbing minor irregularities.

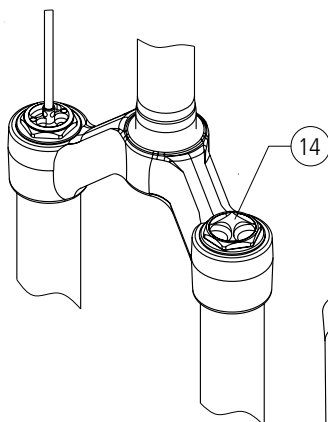


Figure 5

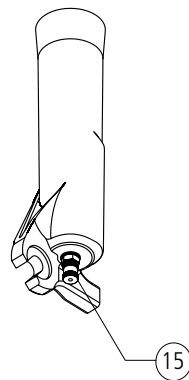


Table 7 illustrates some combinations of recommended pressures for different weight ranges.

Pressões Recomendadas (PSI)

Rider's weight (Kg/lb)	ONIX	
	Positive spring	Negative spring
Under 40/88	60	50
40-50 / 88-110	60 - 80	50 - 70
50-60 / 110-132	80 - 100	70 - 90
60-70 / 132-154	100 - 130	90 - 120
70-80 / 154-176	130 - 150	120 - 140
80-90 / 176-200	150 - 170	140 - 160
Acima de 95	170	160

Table 7

> SISTEM TFX

> REBOUND (TFX / SI)

Rebound is the speed at which the suspension returns to its initial position after having been compressed.

To adjust the return speed use the button (16) located at the bottom of the Lower in the hydraulic leg - see Figure 6. Turn the knob (16) clockwise for slower rebound and counter-clockwise for faster rebound.

As a rule, faster rebound setting tends to make the ride feel more comfortable, however, depending on the air spring pressure, it can make for a hard rebound. Very slow rebound setting tends to lower the reaction speed. Ideally, set the rebound speed using your sensibilities, depending on terrain and your riding style, always avoiding the undesirable effects of excessively rapid or slow rebound.

Notes:

- **The correct setting of the rebound speed keeps the front wheel in contact with the ground for longer, thus improving: control, traction, stability and rider performance.**

- **Rebound is present in the TFX and SI technology**

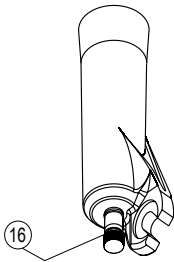


Figure 6

> LOCKOUT

Lockout is the setting system that allows the rider to lock the suspension in place, making it rigid, which means, there will not occur loss of energy to the rider due to the damping system.

Handlebar remote control lockout

To lock the suspension, push the lever (2) until the end of the course or until it stops in the position that it has been pushed into; to unlock press the button (3).

Crown-mounted lockout

To lock the suspension, turn the lockout lever (17) counter-clockwise until the end of the course; to unlock rotate clockwise.

Lockout will be effective and will help improve the cyclist's performance during the following situations:

- Regular terrain, such as streets and asphalt roads;
- Climb;
- Hard "sprints", in which the cyclist projects his body over the handlebars and exerts greater force on the pedals.

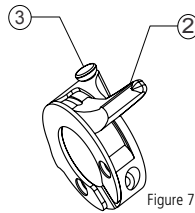


Figure 7

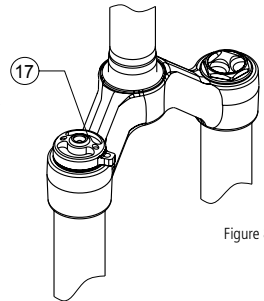


Figure 8

Notes:

- **The TFX was designed to function as a dynamic lock, in other words, the lockout system will be efficient while the athlete's weight is properly distributed over the bicycle in normal working conditions. The lockout system is not designed to withstand high loads on the suspension. Thus, when exerting excessive force on the locked suspension, the suspension may display small compression.**

- **DO NOT USE THE LOCKOUT SUSPENSION (LEVER LOCK ENGAGED) on uneven terrain, downhill situations, to jump obstacles such as bumps in asphalt streets, to jump drops, to cross trenches or craters in the ground and in an impact situation in front of the bike. The use of a locked suspension caught in extreme conditions as those described above will cause damage to the lockout system and to the internal sealing system. In addition, the impact on front of the bike with the suspension while locked can cause serious damage to the product structure and lead to serious injury to the rider. Use only the lockout in regular terrain!**

Warranty does not cover damage to the product due to misuse of the lockout system

> COMPRESSION

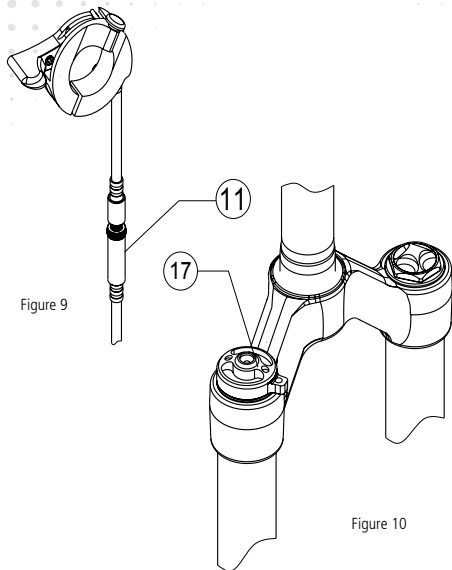
Compression is the travel reduction movement which occurs when the suspension suffers an impacted, that is, the moment when the suspension travels down. Compression adjustment serves to regulate the speed at which this motion occurs

To adjust the compression of the suspension fork with remote control lockout:

1. Loosen the lock cable on the handlebar, approaching the regulator parts (11) located on the outer casing of the latch.
2. By bringing together the regulator parts, the suspension will cease locking and will now have a slow compression.
3. The lower the space between the regulator parts, the faster will be the compression. The larger the space, the slower compression until the latch. Adjust according to your preferences and your riding style

To adjust the crown-mounted lockout suspension:

1. From the unlocked position, turn the lockout lever (17) slowly anti-clockwise and test the behavior, "pumping up" the suspension as needed.
2. The compression will be slower every turn of the lever up to the end until it stops and locks the suspension fork.



Notes:

- The compression adjustment works only with the lock lever activated.
- When adjusting the compression, the lockout will stop working, since an activated lever will make for a slower suspension.

MAINTENANCE AND OTHER SERVICES

A sua suspensão ProShock requer pouca manutenção, sendo necessário apenas as seguintes verificações periódicas:

Maintenance	Each ride	Each month	Each Year*
Stanchions cleaning	X		
Stanchions damage check	X		
Bearings lubrication		X	
Positive air spring pressure check		X	
Negative air spring pressure check		X	
Dual-Air oil change			X
TFX oil change			X
Internal cleaning / General revision			X

*Every year or every 5000 km/ 3107 mi

- We recommend that the decals cleaning be done using a moist, soft cloth applied over the material's surface.
- Do not use high pressure water jets, bushings or abrasive sponges (kitchen type) for cleaning decals.
- Stanchions cleaning must be done using a damp, soft cloth to avoid damaging them. Damage to the stanchions may cause cracks and component fracture, potentially causing serious injury to the rider.
- The bearings lubrication should always be made after stanchion cleaning. To perform this operation, dislocate the side clamp springs of the retaining rings leaving them on the stanchions; dampen the stanchions with lubricant oil and compress the suspension a couple times ("pump it") to let the oil penetrate the Lower.
- Then return the springs to the retaining rings (into the original position) and clean the excess oil left.
- Oil used in the hydraulic system of TFX ProShock suspension forks: ProShock Fluid # 5
- Lubricating oil used in the Dual Air ProShock suspensions system: ProShock Lub # 68



ATTENTION

Be careful when calibrating the air springs, since when used improperly pressurized systems can be extremely dangerous and may cause serious damage and injury to the user. Before any disassembly, first depressurize the suspension.

It is advisable to do an inner cleaning and oil change of the suspension every year. This service must be performed by authorized dealers and/or qualified mechanics with complete technical know-how capable of performing maintenance on the suspension fork.

Improper maintenance may lead to product failures, causing the rider to lose control resulting in SERIOUS INJURY OR DEATH.

If you have any questions please contact you closest retainer or ProShock Technical Assistance by email: atpss@proshock.com.br.

WARRANTY

ProShock forks warranty lasts for 1 (one) year from the date of purchase for manufacturing defects. The warrant covers all suspension parts, as long as they were used in the proper working conditions.

Warranty does not cover defects caused from improper installation, lack of maintenance, use outside the normal operating limits of a mountain bike, falls or accidents, frontal impacts and / or lateral damage to the surface finish, damage caused by natural agents (rain, salinity, moisture, land), use of corrosive chemicals and / or acids, signs of internal and / or external breaches, internal adjustment or repair by non-authorized person, loss (theft and / or robbery), tampering or scratching of the warranty certificate or invoice; damage, tampering or removal of Serial number / model etc.

To request warranty service you must contact an authorized dealer and present this manual.

Important: This warranty is only valid if it is duly completed and stamped by the seller/dealer.

go by bike, go by
PROSHOCK[®]

PROSHOCK SUSPENSION

WARRANTY CERTIFICATE

PROPRIETOR NAME

DEALER NAME

DATE OF PURCHASE

SERIES NUMBER

ProShock technical assistance contact: atpss@proshock.com.br

PROUDLY  MADE IN BRAZIL

www.proshock.com.br

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