

ROCK SHOX

English

This catalog is part #950-000662-00

ROCK  
SHOX

SELECTED WORKS

1998

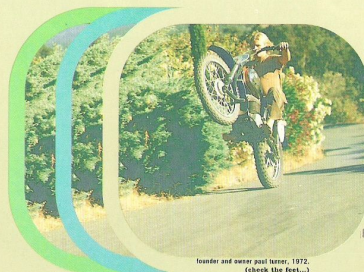
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BUILT TO PLAY  
IN THE U.S.A.

1998



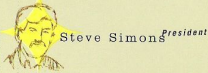
founder and owner past tutor, 1972.  
(check the feet...)

**RIDERS IN PURSUIT OF  
TECHNOLOGY THAT  
SWEETENS THE RIDE,  
ONE COMPONENT  
AT A TIME.**

ROCK SHOX 1998

# THE MASTERS

## THE MASTERS



Steve Simon *President*

Racing motorcycles throughout the 70's provided Steve Simons with an opportunity to design, produce and sell suspension modification products. In 1974, he designed a new shock absorber for a company called Moto-X Fox, which became a very successful product. From this success, he started his own company, SIMONS, developing suspension modifications and complete front forks. In 1989, Paul Turner approached him to lend his manufacturing experience to a bicycle suspension idea that became the beginning of RockShox.

**A MASTERPIECE IS NOT CREATED OVERNIGHT. AND IT ISN'T JUST A LUCKY GUESS OR THE PRODUCT OF BLOOD, SWEAT AND TEARS. IT GOES DEEPER. TRUE INNOVATION IS A COMBINATION OF PASSION, GUTS, EDUCATION, EXPERIMENTATION, FORESIGHT, RESOURCES, VISION, RESOLVE, DETERMINATION, EXPERIENCE, BELIEF, TIMING, TALENT, INSIGHT, COURAGE, CONVICTION AND BROTHERHOOD. A TEAM OF MASTERS WHOSE CREATIVE FORCE IS EXPONENTIALLY GREATER THAN THE SUM OF ITS PARTS.**

Paul Turner *Founder and Vice President of R&D*

Paul's background was also in racing motorcycles in the 70's, and he started an aftermarket engine parts company in 1977 - at the age of 18. He then went on to work for Honda Motor Company as their factory motocross team mechanic. This opportunity provided Paul experience working with the top racers, suspension designers and motocross industry leaders. After riding plush suspended motocross bikes for years, rigid mountain bikes seemed archaic in comparison. At this point, Paul modified a simple, light-weight motorcycle fork design into the first generation of RockShox.



Mike McAndrews *Manager of R&D*

Our R&D efforts are headed up by Mike "Mic" McAndrews. Mike's experiences with suspension range from being a motocross racer in the late 70's, to 10 years working at Kawasaki tuning and developing suspension for Supercross stars Jeff Ward and Bob Hannah, to building his own suspension-tuning company Factory Connection in Vermont. Cutting-edge development is what Mic has brought with him to RockShox. No one is better at turning the top mountain bike racers' feedback into the highest performing bicycle suspension products.



Roy Turner *Race Program Manager*

Roy Turner (no relation to Paul) comes to RockShox with a rich career in professional Supercross racing. Beginning his term at Team Honda in 1973, Turner was regarded as one of the top technicians. This reputation attracted an offer from Team Kawasaki where he swiftly moved to Team Manager, a position he held for 12 years. During this period, Roy was responsible for the development and overall success of the multi-million dollar Kawasaki racing program which produced twenty National/Supercross Championship titles. Turner's broad experience in suspension technology and race team support will prove to be invaluable tools in RockShox efforts to provide teams and athletes with the best possible technical service.

**GREG HERBOLD:** HB was the first Downhill World Champion on one of the first suspension forks ever made. Among other things, Greg has vision. He joined us in 1989 and has been here ever since racing, riding, testing, eating and sleeping RockShox. Pictured is the progression of HB and RockShox from 1991 to 1997.



**ESTABLISHED: 1989**

**LOCATIONS:**

RockShox Sales/Tech/Warranty	RockShox Headquarters	RockShox Marketing
2713 N. 1st Street San Jose, CA 95134 408.433.5815 SALES FAX 408.435.1283 TECH/WARRANTY FAX 408.953.7569	401 Charcot Ave. San Jose, CA 95131 408.435.7469 FAX 408.435.7468	1201-B Shaffer Rd. Santa Cruz, CA 95060 408.953.7600 FAX 408.953.7624

**ROCKSHOX INNOVATIONS ARE THE BEST THINGS HAPPENING IN BICYCLE SUSPENSION. HERE'S THE ROUNDUP OF WHAT IS NEW FOR '98.**

**C3 MAINTENANCE-FREE CARTRIDGE**

The new C3 Cartridge is sealed tight and maintenance-free. Internally, it's temperature compensated, for consistent damping. Developed and tuned for the Judy Type 3 Spring System, the C3 Cartridge offers compression and rebound adjustment with a single knob. There's a lighter weight version of the C3 for SID, too, and it is available in light, medium and heavy damping rates.

**OIL BATH LUBE SYSTEM**

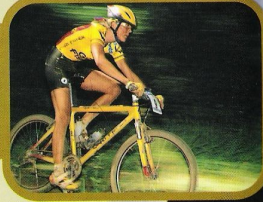
All front forks (except Judy T2) come with the new oil bath system that self-lubricates the upper tubes. The result: less friction, maintained performance between service, and a more plush ride.

**TYPE 3 SPRING SYSTEM**

JUDY XC, SL and XL now feature a three-stage, double coil spring system, providing a more consistent spring rate and a plethora of tuning points.



**The Explorers:** RockShox's fearless crew of world travelers testing the new product in Boje.



Paolo Pezzo: Team Fisher 1996 Olympic Gold Medalist

**NEW JUDY 1-PIECE CASTING**

All Judy forks have been redesigned with increased bushing overlap for improved lateral rigidity, increased tire and mud clearance, and new disc brake mounts.



**TANGO TUNING**

Tango tuning is the synergy of RockShox front and rear suspension. With Tango (the RockShox double A-OK seal of approval), you can be assured that every bike equipped front to rear with RockShox has been technically tuned to that bike for optimum full-suspension harmony and performance. Every bike is different, so every tune is custom. No RockShox... no Tango.

**NEW FOR 98**

**IT ALL BOILS DOWN TO ONE HARD-HITTING BULLET POINT: OUR RELENTLESS COMMITMENT TO TAKING COMPONENT DESIGN AND CYCLING ITSELF TO THE NEXT LEVEL.**

**JUDY XL**

Pure suspension fun. Built for exploring with 80/100mm travel and a DUAL CROWN design!

**SID**

This new lightweight fork combines air-spring technology with the C3 Cartridge to create the ultimate cross-country racing fork. 6-way adjustability. Ultra light crown: 60mm travel. 2.6 lbs./1.2 kg

**RUBY**

Hot off the streets, Ruby is the first suspension road fork that's sleek, aerodynamic and lightweight. Type 2 Spring System. Suspension lockout on the fly. 30mm travel. Perfect for road rattle.

**DISC BRAKE**

Our disc brake is a brand new component from RockShox that improves braking power and enhances lever sensitivity. Redesigned and manufactured by RockShox. Dual caliper pistons allow for lighter disk and pads. Installs easily with standard cables and levers.



## JUDY TYPE 3 SPRING SYSTEM

Type 3 is a highly active, three-stage, double-coil spring system. RockShox offers coil spring tuning kits in four different spring rates (X-soft, Soft, Medium and Firm) for a total of EIGHT different fork setups.

The Type 3 Spring System was designed to work together with the adjustable, maintenance-free C3 Cartridge.

Here's how it works:



- Secondary Coil Spring and primary coil spring, acting in series, provide the first stage, low spring rate for small and medium bump ride.
- Primary Coil Spring provides the second stage for hard bottom-out and deep travel.
- Bottom-out Bumper is a geometrically designed elastomer in the bottom of the fork that provides a smooth transition to the third stage.

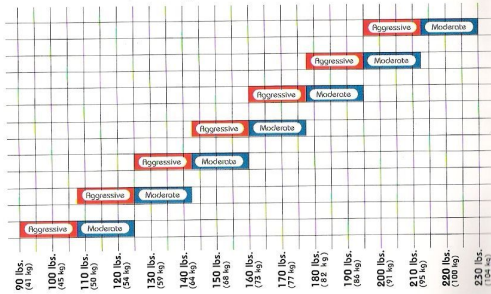
### Type 3 Tuning Advice

Find your weight. If you ride aggressively, move up the chart until your weight intersects a RED bar. Look to the end of the chart to find your Type 3 Spring combination. If you ride moderately, follow your weight up the chart until your weight intersects a BLUE bar. Look to the end of the chart to find your Type 3 Spring combination.

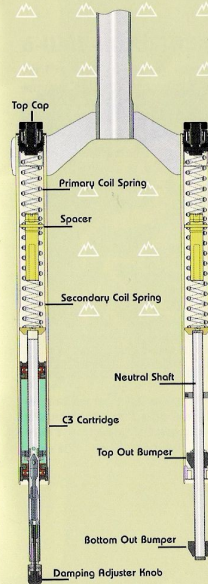
**Spring Kits**  
Kits available in the following spring rates: X-soft (XS), Soft (S), Medium (M), Firm (F) and X-Firm (XF)

100mm Spring Kit (Judy 3L)	63/80mm Spring Kit (Judy 2L, 5L, 3C)
XF : XF	F : F
F : XF	M : F
F : F	M : M
M : F	S : M
M : M	S : S
S : M	XS : S
S : S	XS : XS

ALL JUDY FORKS COME WITH STOCK SET-UP FOR RIDER WEIGHTS OF 160 - 180 LBS. (73-82 kg)



### JUDY TYPE 3



## C3 MAINTENANCE-FREE CARTRIDGE

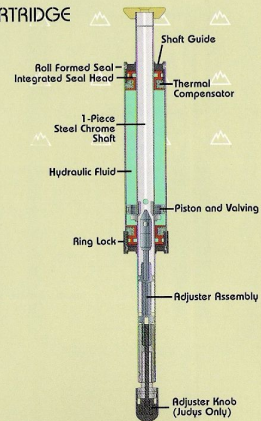
The new adjustable C3 Cartridge was designed and tuned specifically to the Judy Type 3 Spring System. External adjustment balances high speed rebound and low speed compression with a single knob.

A lightweight version was also developed for SID and is available in three damping rates: low, medium (standard), and high.

Our C3 Cartridge is sealed tight and maintenance-free. Here's how it works:

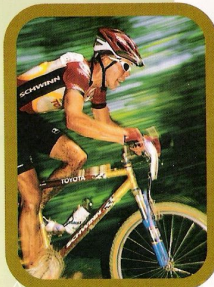
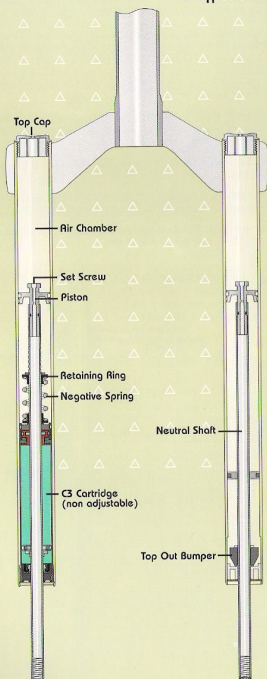
- 1-piece Steel Chrome Shaft is lighter, causes less seal friction and less internal wear on parts. 1-piece design allows the shaft to be guided better through the seals.
- New lightweight thermal compensator reduces pressure build-up during riding.
- Shaft guide, seal head, and thermal compensator are integrated, keeping the shaft centered for maximum performance.
- Roll-formed Seal. The aluminum cartridge body is rolled and crimped around the seal to lock it in place.

### C3 CARTRIDGE



## SID: Superlight Integrated Design

The new lightweight SID combines air spring technology with the C3 Cartridge to create the ultimate cross-country racing fork. SID's Air Spring System is a lightweight, high-performance spring system for race use. It is highly active and tunable for all types of riders.



Steve Larsen, sporting his new SID at Mt. Saint Anne.

## The New SID Air Spring System with 6-Way Adjustability

RockShox SID is adjustable in 6 different ways to your specific weight, riding style, terrain. Set up for the 140 to 180 lbs. (64 to 80 kg) cross-country racer, it can be adjusted for all types of riders.

### 6-WAY ADJUSTABILITY:

**Air Pressure** can be adjusted to change the initial force required to start compressing the fork. Heavier riders will want more pressure, lighter riders will want less.

**Piston Height** adjusts the spring rate. A higher piston height makes the spring rate more progressive.

**Air Damping** can be adjusted by turning the set screw on the top of the piston. Air damping controls low speed ride.

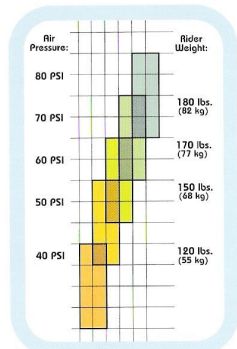
**Negative Spring Preload** can be adjusted to 7 different positions by changing the position of the retaining ring.

**High Speed Damping** is adjusted by changing the cartridge. This is the same C3 Cartridge used in our 1998 Judy forks, only in a special, lighter weight version developed just for SID. It comes in three damping rates: low, medium (stock), and high.

**Negative Spring** is supplied stock in a soft spring rate for a stiffer ride. A firm negative spring can be purchased to change the spring rate for a cushier ride. **PRO TIP:** Remove the negative spring all-together for an extra stiff, World Cup ride.

### SID Tuning Advice: AIR PRESSURE

Fine-tune your SID fork by using the chart below to select the air pressure (sog) based on your weight. Riders whose weight falls in the darker areas might consider selecting the air pressure from the next heaviest weight class. If you ride hard, or if you prefer a softer ride, choose the air pressure from the lighter weight class.





# WHICH FORK IS RIGHT FOR YOU?

How You Ride >

What You've Got in Your Pockets >

	DOWNHILL RACE	FREERIDE-DH CHAIRLIFT ACCESS	XC RACE	XC FREERIDE/TOUR	URBAN ASSAULT/COMMUTE	ROAD
	Full-Suspension	Full-Suspension/Hardtail	Hardtail / Full-Susp.	Full-Suspension/Hardtail	Hardtail / Full-Susp.	700 cc Skinny Tires
<b>PLATINUM</b> \$\$\$	BOXXER PRO wt: TBD travel: 67/152mm (rear) SUPER DELUXE	JUDY XL wt: 4.4 lbs. travel: 80/100mm (2.0 kg) (rear) SUPER DELUXE	SID wt: 2.4 lbs. travel: 60mm (1.1 kg) (rear) COUPE DELUXE SL	JUDY XL / XLC wt: 4.4/5.3 lbs. travel: 80/100mm (2.0/2.4 kg) (rear) SUPER DELUXE, COUPE DELUXE SL	JUDY SL wt: 3.0 lbs. travel: 63/80mm (1.4 kg) (rear) COUPE DELUXE	RUBY SL wt: 2.4 lbs. travel: 30mm (1.1 kg)
<b>GOLD</b> \$\$		JUDY XLC wt: 5.3 lbs. travel: 80/100mm (2.4 kg) (rear) COUPE DELUXE	JUDY SL wt: 3.0 lbs. travel: 63/80mm (1.4 kg) (rear) COUPE DELUXE	JUDY XC wt: 3.7 lbs. travel: 63/80mm (1.7 kg) (rear) COUPE DELUXE	INDY SL wt: 2.8 lbs. travel: 60/72mm (1.3 kg) (rear) DELUXE	RUBY S wt: 2.8 lbs. travel: 30mm (1.3 kg)
<b>SILVER</b> \$		JUDY XC wt: 3.7 lbs. travel: 63/80mm (1.7 kg) (rear) DELUXE	JUDY XC wt: 3.7 lbs. travel: 63/80mm (1.7 kg) (rear) DELUXE	JUDY T2 wt: 3.5 lbs. travel: 63/80mm (1.6 kg) (rear) DELUXE	INDY XC wt: 3.4 lbs. travel: 60/72mm (1.6 kg) (rear) DELUXE	
<b>BRONZE</b> \$		JUDY T2 wt: 3.5 lbs. travel: 63/80mm (1.6 kg) (rear) DELUXE	JUDY T2 wt: 3.5 lbs. travel: 63/80mm (1.6 kg) (rear) DELUXE	INDY XC wt: 3.4 lbs. travel: 60/72mm (1.6 kg) (rear) DELUXE	INDY C wt: 3.4 lbs. travel: 60/72mm (1.6 kg) (rear) DELUXE	
				INDY C wt: 3.4 lbs. travel: 60/72mm (1.6 kg) (rear) DELUXE	INDY S wt: 3.3 lbs. travel: 48mm (1.5 kg)	
				INDY S wt: 3.3 lbs. travel: 48mm (1.5 kg)		

These are RockShox Serving suggestions. Salt and Pepper to taste.



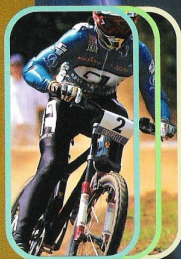
## How to use this Chart:

- Find the row that corresponds to your style of riding.
- Dig in your pockets and figure out how much money is in there – maybe go sell your little brother's toys first.
- Where the two meet is where you'll find the ride that's right for you.
- Get out and RIDE!

All fork weights are estimated preproduction weights, based on 1-1/8" x 1.65mm threadless steerer (and the longer travel option where applicable) except Judy XL/XLC which are 1-1/8" x 1.80mm and Ruby which is 1" x 170mm. Actual fork weight may vary.

UNLEASHED SPEED IN THE STEEPS IS BOXXER'S REASON FOR BEING. BORN FROM THE INSPIRATION OF OUTFITTING THE WORLD'S TOP-RANKED DOWNHILLERS, THIS FEAT OF SUSPENSION ENGINEERING IS A TECHNICAL KNOCKOUT.

# BOXXER



## Boxxer PRO

Weight:	Travel:	Spring System:	Adjustment:
TBD	6" (152mm)	Coil	Rebound & Compression

- 1998 BOXXER PRO • Coil Spring System • New hydraulic damping system with compression and rebound adjustment • Oil bath lubrication system
- New, 1-piece lower casting and dual crown construction • Disc brake mount
- 20mm through axle

## 98 NewNess

- Travel: 6" (152mm)
- World Championship, race-proven design
- Single Coil Spring System in each leg is designed for long travel spring curve
- New hydraulic damping system with compression and rebound adjustment
- Oil bath lubrication system for reduced friction, decreased maintenance
- New, 1-piece lower casting and dual crown construction for a more rigid ride
- Adjustment:
  - Internal Preload
  - Coil springs
  - Compression
  - Rebound

20mm



20mm THROUGH AXLE INCREASES RIGIDITY AND SPEED. BOMBS AWAY!



SID'S AIR SPRING TECHNOLOGY AND TRULY LIGHTWEIGHT INDUSTRIAL DESIGN WILL UNLEASH THE VICIOUS SIDE OF ANY CROSS-COUNTRY RACING PUNK.



Superlight Integrated Design



## SID TECHNOLOGY

We combined the light weight of an air spring with the technology of our C3 Cartridge to build our lightest X-country racing fork ever. **That's SID...a Superlight, Integrated Design.**



**SID SHAVES WEIGHT WITH A NEWLY DESIGNED AND SCULPTED CROWN**  
At 2.5 pounds it's the lightest in its class.

**2.6 lbs.**  
(1.2 kg)

## 98 NewNess

- Travel: 60mm
- Weight: 2.6 lbs. (1.2 kg)
- Air spring technology for cross-country racing
- Specially tuned C3 Cartridge
- Oil bath lubrication system for reduced friction, decreased maintenance
- New lightweight crown
- 6-Way Adjustability:
  - Air spring pressure
  - Piston height
  - Air damping
  - Negative spring preload
  - C3 Cartridge Kits
  - Negative Spring Kit
- With or without disc brake mount

EVERY OUNCE COUNTS  
How much extra weight are you carrying around?



SID

Weight:	Travel:	Spring System:	Adjustment:
2.6 lbs. (1.2 kg)	60mm	Air Spring	6-Way

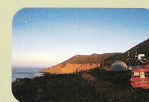
1998 SID • Air spring technology • New C3 Cartridge • Oil bath • New, lightweight crown • New, lightweight lower casting • Disc brake mount • New SID blue color



Base camp: Day 1



High-tailin' it to the next adventure.



Sunrise in Baja.



## INTRODUCING THE JUDY XL

**DUAL CROWN STRENGTH, CROSS-COUNTRY TRAVEL—BUILT FOR THE PUNISHMENT OF ALL-WORLD CONDITIONS.**

Traveling the world seeking the sweetest spot and the perfect ride, RockShox assembled a team of backcountry explorers. Testing product in ALL conditions and reporting back their results in order to bring you the best.

FIRST STOP: BAJA  
THE FORK: THE JUDY XL, THE ALL-WORLD TRAVEL FORK.

## 98 NewNess

- New Type 3 Spring System for a more consistent spring rate\*
  - New maintenance-free C3 Cartridge\*
  - Oil bath lubrication system for reduced friction, decreased maintenance\*
  - New adjuster knobs
  - Increased bushing overlap for increased rigidity
  - Aluminum upper tubes
  - Adjustment: Preload, Coil springs, Cartridge (combined compression and rebound)\*
- \*Except Judy T2



Judy XL

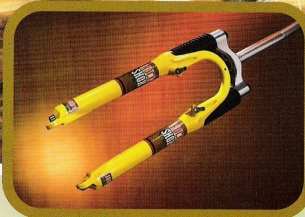
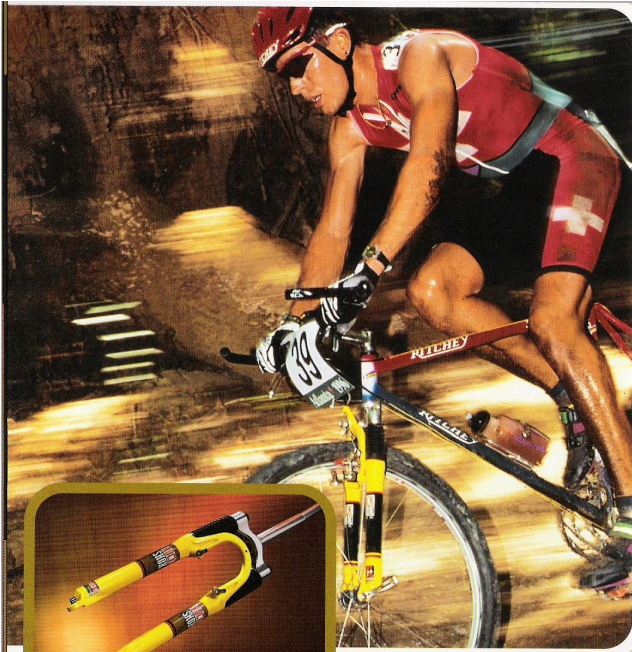
Weight:	Travel:	Spring System:	Adjustment:
4.4 lbs. (2.0 kg)	80/100mm	Type 3	Preload/Cartridge/Coil Springs

1998 JUDY XL • Dual crown • 1-piece casting • New C3 Cartridge — external compression/rebound adjustment • Tuneable Type 3 Spring System • Oil bath • Re-designed adjuster knobs • Disc brake mount • Increased bushing overlap • Aluminum upper tubes • Aluminum steerer • New eggplant color

## Judy XLC

Weight:	Travel:	Spring System:	Adjustment:
5.3 lbs. (2.4 kg)	80/100mm	Type 3	Preload/Cartridge/Coil Springs

1998 JUDY XLC • Dual crown • 1-piece casting • New C3 Cartridge — external compression/rebound adjustment • Tuneable Type 3 Spring System • Oil bath • Re-designed adjuster knobs • Disc brake mount • Increased bushing overlap • Steel upper tubes • Steel steerer • Grey color



**Judy SL** Thomas patrin' the Judy SL to the test of the '96 Olympics in Atlanta

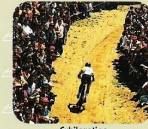
Weight:	Travel:	Spring System:	Adjustment:
3.0 lbs. (1.4 kg)	63/80mm	Type 3	Preload/Cartridge/Coil Springs
1998 JUDY SL • 1-piece casting • New C3 Cartridge—external compression/rebound adjustment • Tunable Type 3 Spring System • Oil bath • Re-designed adjuster knobs • Disc brake mount • Increased bushing overlap • Aluminum upper tubes • Aluminum steerer • Polished lightweight aluminum crown			



Victory.

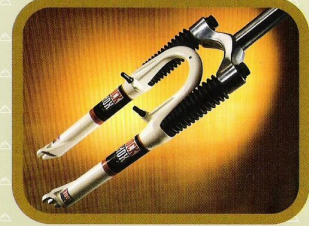


Rgony.



Ethloration.

## JUDY



### Judy XC

Weight:	Travel:	Spring System:	Adjustment:
3.71bs. (1.7 kg)	63/80mm	Type 3	Preload/Cartridge/Coil Springs
1998 JUDY XC • 1-piece casting • New C3 Cartridge—external compression/rebound adjustment • Tunable Type 3 Spring System • Oil bath • Re-designed adjuster knobs • Disc brake mount • Increased bushing overlap • Aluminum upper tubes • Steel steerer			



### Judy T2

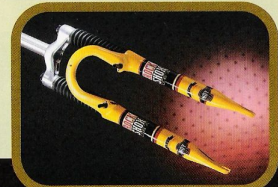
Weight:	Travel:	Spring System:	Adjustment:
3.5 lbs. (1.6 kg)	63/80mm	Type 2	Preload/Coil Springs/SRA
1998 JUDY T2 • Type 2 Spring System • Cartridge free—an Indy inside the shell of a Judy • Upgradeable to a '98 Judy XC (Type 3 Spring System and C3 Cartridge)			



INDY IS A PRODUCT OF TRICKLE DOWN TECHNOLOGY—R&D FROM THE HIGH END THAT BRINGS THE BEST OF ROCKSHOX WITHIN REACH OF MERE MORTALS.

Weight:	Travel:	Spring System:	Adjustment:
2.8 lbs. (1.3 kg)	60/72mm	Type 2	Preload/Coil Springs/SRA
1998 INDY SL • Oil bath • Type 2 Spring System • Re-designed adjuster knobs • Aluminum steerer and upper tubes • Increased tire and mud clearance • Friction damper system			

### INDY SL



### 98 NewLess

- Type 2 Spring System\*
  - Oil bath lubrication
  - Re-designed 1-piece lower casting
  - Increased mud and tire clearance
  - Adjustment: Preload/Coil springs\* Spring Rate Adjusters\*
- \*except Indy S




### INDY XC

Weight:	Travel:	Spring System:	Adjustment:
3.4 lbs. (1.6 kg)	60/72mm	Type 2	Preload/Coil Springs/SRA
1998 INDY XC • Oil bath • Type 2 Spring System • Re-designed adjuster knobs • Steel steerer and butted cromoly steel upper tubes • Increased tire and mud clearance • Friction damper system			

## INDY C

Weight:	Travel:	Spring System:	Adjustment:
3.4 lbs. (1.5 kg)	60/72mm	Type 2	Preload/Coil Springs/SRA/Elastomer

1998 INDY C • Oil bath • Type 2 Spring System (urethane) • Steel steerer and upper tubes • Re-designed adjuster knobs • Increased tire and mud clearance




HB gettin' some lovin'

## INDY S

Weight:	Travel:	Spring System:	Adjustment:
3.3 lbs. (1.5 kg)	48mm	Elastomer	Preload/Elastomer

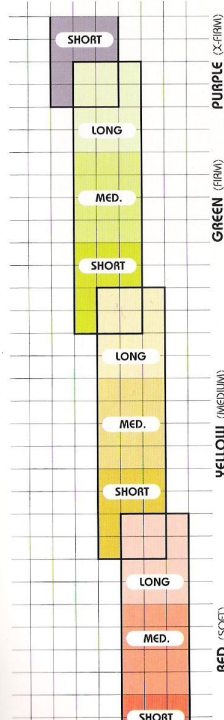
1998 INDY S • Oil bath • Elastomer Spring System • Increased tire and mud clearance • Steel steerer and upper tubes



## TYPE 2 TUNING

For Indys, Judy T2, & '97 Judys.

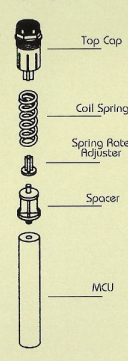
### Spring Rate Adjusters



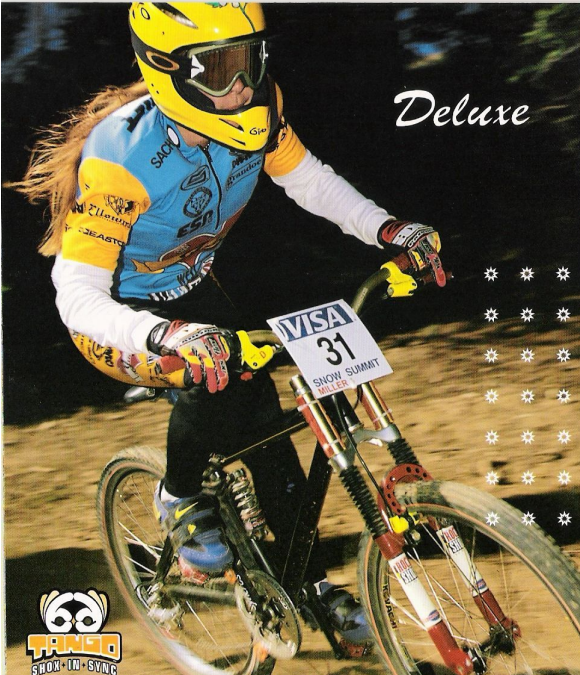
### Rider Weight

240 lbs. (109 kg)
230 lbs. (104 kg)
220 lbs. (100 kg)
210 lbs. (95 kg)
200 lbs. (91 kg)
190 lbs. (86 kg)
180 lbs. (82 kg)
170 lbs. (77 kg)
160 lbs. (73 kg)
150 lbs. (68 kg)
140 lbs. (64 kg)
130 lbs. (59 kg)
120 lbs. (54 kg)
110 lbs. (50 kg)
100 lbs. (45 kg)

### Type 2 Spring System



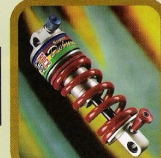
All Indy forks come with stock set-up for rider weights of 150-170 lbs. (68-77 kg)



## Deluxe


Adjustment:	Body:
Preload/Low Speed Compression/Low-Speed Rebound	3-Piece

1998 SUPER DELUXE • Indexed low-speed compression adjustment • Indexed low-speed rebound adjustment • Silicon steel spring • 3-piece anodized aluminum body



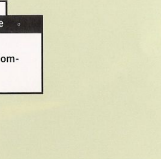
Adjustment:	Body:
Preload/Low-Speed Rebound	2-Piece

1998 COUPE DELUXE SL • New, lightweight model for cross-country racing • Indexed rebound adjustment • Lightweight silicon steel spring • 2-piece anodized aluminum body • Racy gold color




Adjustment:	Body:
Preload/Low Speed Rebound	2-Piece

1998 COUPE DELUXE • Indexed rebound damping adjustment • Silicon steel spring • 2-piece anodized aluminum body



Adjustment:	Body:
Preload	2-Piece

1998 DELUXE • Silicon steel spring • 2-piece body • Available as part of a complete bicycle only



### TANGO IS FULL-SUSPENSION HARMONY

At RockShox, we work in sync with pro riders and bike companies to design, build, and balance front and rear shock systems that work together for maximum performance and harmonious full-suspension rides.

Whether you're riding an Indy, Judy, or Boxzer fork, make sure your bike is Tango-tuned.


## 98 NewNess

- Indexed damping adjustments. (You can hear the clicks.)
- 2-piece and 3-piece bodies for enhanced customization.
- RockShox Tango-tuned for each frame application.

### SUPER DELUXE

Adjustment:	Body:
Preload/Low Speed Compression/Low-Speed Rebound	3-Piece


1998 SUPER DELUXE • Indexed low-speed compression adjustment • Indexed low-speed rebound adjustment • Silicon steel spring • 3-piece anodized aluminum body



### COUPE DELUXE SL

Adjustment:	Body:
Preload/Low-Speed Rebound	2-Piece


1998 COUPE DELUXE SL • New, lightweight model for cross-country racing • Indexed rebound adjustment • Lightweight silicon steel spring • 2-piece anodized aluminum body • Racy gold color



### COUPE DELUXE

Adjustment:	Body:
Preload/Low Speed Rebound	2-Piece


1998 COUPE DELUXE • Indexed rebound damping adjustment • Silicon steel spring • 2-piece anodized aluminum body

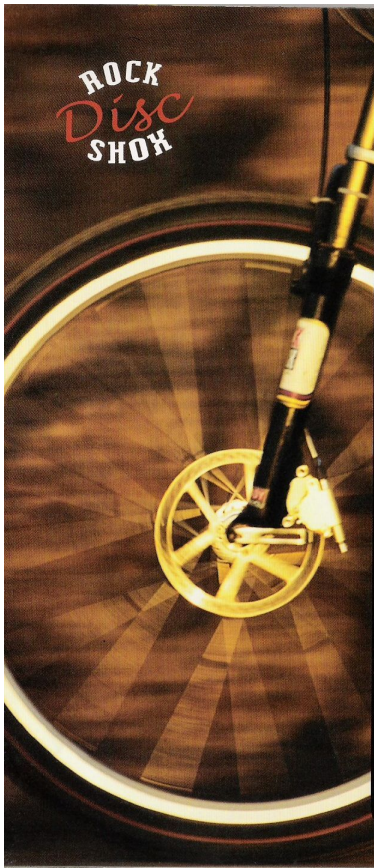


### DELUXE

Adjustment:	Body:
Preload	2-Piece

1998 DELUXE • Silicon steel spring • 2-piece body • Available as part of a complete bicycle only





ROCK  
Disc  
SHOX

INTRODUCING THE ROCKSHOX DISC. THE LIGHTEST AND SIMPLEST WAY TO GAIN THE POWER AND MODULATION CONTROL OF DISC TECHNOLOGY. PERFECT FOR XC RACING OR EXPLORING, ROCKSHOX SUSPENSION HAS HELPED YOU RIDE FASTER. NOW WE'RE GOING TO HELP YOU SLOW IT DOWN.



"Well, well. Disc brakes for bikes have been a long time coming. You sure wouldn't buy a fast car or motorcycle without them. We've been thinking about that for awhile now, and canti-brakes can be a pain—mushy, dirty, modulating like a stick in the spokes. So we decided to do something about it. We licensed this neat patent, that simply uses a standard brake lever and cable to work an ultra-precise hydraulic caliper. It's a dual piston design that makes the disc, caliper, and pads smaller and lighter. This cool little caliper also has cooling fins and a fluid overflow reservoir that constantly adjusts for heat and pad wear. Best of all, the whole sweet package bolts tidily to any RockShox Judy fork."

-Paul Turner  
RockShox Founder and Spiritual Advisor

\*Older Judys use the Retrofit Kit with new lower leg assembly.

## 98 NewNess

Why the RockShox Disc is better.

- Cable hydraulic design is easier to set up than canti-brakes, uses whatever lever you want, has no vulnerable hydraulic lines to blow out, and is lighter than full-hydraulic systems.
- Dual piston design considerably reduces system weight.
- Compensator reservoir adjusts to pad wear and never "pumps up."
- Low-profile, floating caliper requires the least spoke dish possible, so wheel is stronger.
- Designed specifically for RockShox Judy forks. Light, simple mounting.
- Worldwide service, parts, and quality from RockShox.

So, why disc brakes?? There are two main reasons:

For one, the system is more mechanically precise. A rim brake system inherently has tons of flex from the rim, the rubber brake pads, and frame mounts. All this mushiness causes unpredictable brake control, since lever input doesn't correlate to power output. A disc brake caliper is precise, rigid, and the pads are hard. This all adds up to more predictable brake control. And because brake modulation is better with a disc, we can make the brakes more powerful without adding unnecessary weight. Our disc brake system weighs only 60 grams more than a side-pull cantilever system.

Secondly, discs are less prone to the elements. Because they're up at the hub and not being dragged through the mud with your rim, your brakes won't scratch and drag when you ride through goop. And they won't disappear when it's wet.

Give your older Judy fork a whole new look and feel with The RockShox Front Disc Retrofit Kit.

You get all this in one big package:

- a brand new, 1998 Judy one-piece lower leg assembly with increased lateral rigidity, increased mud and tire clearance, and a disc brake mount;
- our newly designed, gold brake caliper;
- the RockShox front disc;
- all the mounting hardware you'll need to get it all together.



RUBY'S A STREET SLEEK SUSPENSION GEM. IT CUTS COBBLESTONES LIKE BUTTER, INSTILLS CONFIDENCE IN THE CORNERS AND SMOOTHS OUT THE ROAD VIBRATION.

ROCK  
SHOX



RUBY

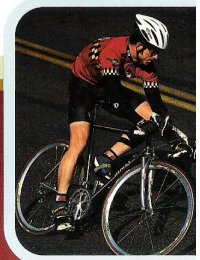
## 98 NewNess

- 30mm travel
- Type 2 Spring System
- Oil bath lubrication system for reduced friction, decreased maintenance
- Lockout feature on Ruby SL
- Narrow aerodynamic profile
- Adjustment: Internal Preload/Coil springs

## RUBY SL

Weight:	Travel:	Spring System:	Adjustment:
2.4 lbs. (1.1 kg)	30mm	Type 2	Preload/Coil Springs

1998 RUBY SL • 1-piece narrow aerodynamic casting • Type 2 Spring System  
• Oil bath • Suspension lockout • Aluminum upper tubes • Aluminum steerer



## RUBY S

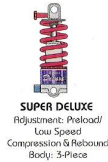
Weight:	Travel:	Spring System:	Adjustment:
2.8 lbs. (1.3 kg)	30mm	Type 2	Preload/Coil Springs

1998 RUBY S • 1-piece narrow aerodynamic casting • Type 2 Spring System  
• Oil bath • Steel upper tubes • Steel or Aluminum steerer



# 1998 RockShox Lineup

A quick recap of the latest from RockShox. Take your pick; it's all good!



**SUPER DELUXE**  
Adjustment: Preload/  
Low Speed  
Compression & Rebound  
Body: 3-Piece



**COUPE DELUXE SL**  
Adjustment: Preload/  
Low Speed Rebound  
Body: 2-Piece



**COUPE DELUXE**  
Adjustment: Preload/  
Low Speed Rebound  
Body: 2-Piece



**DELUXE**  
Adjustment: Preload  
Body: 2-Piece



**DISC BRAKE**  
A New Twist on a simple  
cable-actuated design.  
Patented technology  
improved by RockShox.



**BOXER**  
Weight: TBD  
Travel: 6" (152mm)



**SID**  
Weight: 2.6 lbs.  
(1.2 kg)  
Travel: 60mm



**JUDY XL**  
Weight: 4.4 lbs.  
(2.0 kg)  
Travel: 80/100mm



**JUDY XLC**  
Weight: 5.3 lbs.  
(2.4 kg)  
Travel: 80/100mm



**JUDY SL**  
Weight: 5.0 lbs.  
(1.4 kg)  
Travel: 63/80mm



**JUDY XC**  
Weight: 5.7 lbs.  
(1.7 kg)  
Travel: 63/80mm



**JUDY T2**  
Weight: 5.5 lbs.  
(1.6 kg)  
Travel: 63/80mm



**INDY SL**  
Weight: 2.8 lbs.  
(1.3 kg)  
Travel: 60/72mm



**INDY XC**  
Weight: 3.4 lbs.  
(1.6 kg)  
Travel: 60/72mm



**INDY C**  
Weight: 3.4 lbs.  
(1.6 kg)  
Travel: 60/72mm



**INDY S**  
Weight: 3.5 lbs.  
(1.5 kg)  
Travel: 48mm



**RUBY SL6S**  
Weight: 2.4-2.8 lbs.  
(1.1-1.3 kg)  
Travel: 30mm

## 1998 Kits

**Boxer Kits**  
Spring Kits: X-soft, Soft, Medium, Firm  
Damper Tuning Shim Kit  
V-Brake Adapter Kit



**SID Kits**  
Cartridge Kits: Soft, Medium (stock), Firm  
O-Ring Service Kit  
Firm Negative Spring (for a cushier ride)  
Air Pump

**Judy Kits**  
Type 3 Spring Kits: X-soft, Soft, Medium, Firm, X-firm  
(Judy XL, XLC, SL, XC)  
Long Travel Kits: SL/XC 80mm, XL 100mm,  
Judy T2 80mm  
Retrofit Kits: Type 3 Spring System, C3 Cartridge  
(for Judy T2 and '97 Judys)

**Indy Kits**  
Type 2 Spring Kits: Soft, Medium, Firm, X-firm  
Indy C Elastomer Kits: Soft, Medium, Firm,  
Cold Weather  
Indy S Elastomers: Standard (replacement),  
Cold Weather  
MCU Kits: Indy SL, XC, C, Judy T2  
Spring Rate Adjuster Kits: Indy SL, XC, C, Judy T2  
Bolt-on Cable Hanger Kit: for 1" and 1-1/8"  
Indys & Judys  
75mm Long Travel Kit: for Indy SL, XC

**Disc Brake Kits**  
Retrofit Front Disc System: '95, '96, '97 Judys  
(Includes front disc, caliper, lower leg  
assembly, and mounting hardware)  
Wet Weather Brake Pad Kit

**Ruby Kits**  
Spring Kits: X-soft, Soft, Medium, Firm  
Touring Tire Kit

## RockShox Garb



- T-Shirts**
- A White RockShox Logo (RRACINGT M-L-XL)
  - B Black RockShox Logo (RRACINGTB M-L-XL)
  - C Black Boxer Logo (80123 M-L-XL)
  - D World's Finest Oval (810-000-338 M-L-XL)
- Decals:** Boxer, Deluxe, Ruby, SID, Tongo, World's Finest

## Lyra Race Jerseys

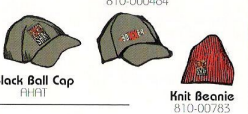


**Short Sleeve RS Team Jersey**  
80127 S-M-L-XL-XXL

**Short Sleeve Classic Jersey**  
810-000-461 S-M-L-XL

**Long Sleeve Classic Jersey**  
Green/Orange/White  
810-00462 S-M-L-XL

## Misc.



**Boxer Corduroy Ball Cap**  
810-000464

**Black Ball Cap**  
#1111

**Knit Beanie**  
810-00785



**Polo Shirt**  
80199 M-L-XL

## Windbreaker Classic

810 000 458 S-M-L-XL



**RS Logo Socks**  
SHOXSOX S-M-L



**RS Team Socks**  
810-000319 S-M-L

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