

**FOX** *REDEFINE  
YOUR LIMITS*

**STREET PERFORMANCE SERIES  
DYNA MODELS 1991-2015  
SET-UP MANUAL**



## SHOCK INSTALLATION



FOX Street Performance RC1 mounted with the reservoir towards the rear.

FOX Street Performance RC1 mounted with the reservoir towards the front with saddle bags equipped.

FOX Street Performance IFP mounted with body end attached to the frame.

Street Performance IFP shocks for Harley-Davidson Dyna are available in standard length 12.5" and low 11.5" length shocks.

Street Performance RC1 shocks for Harley-Davidson Dyna are available in standard length 12.5" or raised 13.5" length shocks.

LSC (Low Speed Compression) and Rebound adjustment are available only on Street Performance RC1.



Use a motorcycle floor jack when installing shock absorbers to remove the load on mounting hardware. Torque all hardware to manufacturers specifications.

All motorcycles and loading conditions can vary. It is best to confirm that the spring preload is set correctly after using the spring preload charts on page 3.

Load the motorcycle with rider and luggage. With some assistance measure the distance from the floor to the top shock mounting position. The standard measurement should be about 23.5" applies only to standard length shocks. I.e. "low length shocks = 22.5", raised length shocks = 24.5". With the weight off the bike adjust the spring preload rings accordingly.

## ADJUSTING SPRING PRELOAD



FOX Street Performance RC1 and Street Performance IFP shocks are equipped with spring preload adjusters.

To adjust the spring preload rotate the preload ring above clockwise to increase spring preload and counter clockwise to decrease spring preload. Keep track of the spring preload by using the numbered preload increments as seen on the shock body above. Both shocks should be adjusted to the same position.

## SPRING PRELOAD SETTING

Preload Chart (Standard Spring)						
Combined Rider Weight (lbs.)	280	5	<b>Spring Preload Position</b>			
	255	4	5			
	230	3	4	5		
	205	2	3	4	5	
	180	1	2	3	4	5
		0	25	50	75	100
<b>Luggage Weight (lbs.)</b>						

Use the table above to estimate the preload position for the spring adjusters.  
Example 230 lb. Combined Rider + 50 lbs. of luggage = The amount of spring preload required (5).

## ADJUSTING LOW SPEED COMPRESSION



The compression adjust feature on your FOX Street Performance RC1 shocks gives you the ability to externally adjust the shocks compression damping. Adjustments are made by turning the black \ compression knob on the body cap end. The compression damping affects how quickly the rear shock compresses when the motorcycle travels over bumps and depressions on the road.

The compression adjuster has about 24 clicks of adjustment. Start counting clicks from the adjusters most clockwise limit. The factory setting is 12 clicks out from bottom. Both rear shocks should be adjusted to the same position.

For stiffer compression, turn the black \ compression knob clockwise.

## ADJUSTING REBOUND



The rebound adjust feature on your FOX Street Performance RC1 shocks gives you the ability to externally adjust the shocks rebound damping. Adjustments are made by turning the black \ rebound knob on the eyelet, located on the end of the shock absorber. The rebound damping affects how quickly the rear shock extends (rebounds) after the motorcycle travels over bumps and depressions on the road.

The rebound adjuster has about 24 clicks of adjustment. Start counting clicks from the adjusters most clockwise limit. The factory setting is 12 clicks out from bottom. Both rear shocks should be adjusted to the same position.

For slower rebound, turn the black \ rebound knob clockwise.

## MAINTENANCE

PROPER INSPECTION AND MAINTENANCE IS ESSENTIAL TO MAINTAIN THE PERFORMANCE AND RELIABILITY OF YOUR SHOCK ABSORBERS.

To avoid corrosion, you should keep the shocks and springs clean and free of dirt and moisture. The wiper seal will clean deposits from the shaft, but the shock won't necessarily fully compress every time. This means you could accumulate dirt at the bottom of the shaft and underneath the jounce bumper. Make sure you clean these areas completely to prevent shaft corrosion. Avoid using a high-pressure washer near the shaft seals or adjusters, as this could drive dirt inside the shock.

Make sure the ends of the spring and shock threads are clean and free of dirt before adjusting the preload ring this will make the adjustment easier and reduce wear.

Ideally, the shocks should be clean around the adjusters when changing the rebound damping setting. A small blast of contact cleaner or brake cleaner before making adjustments will keep these parts clean and operating smoothly for years.

## REBUILD / SERVICE INTERVALS

Just like the oil in your car engine, the oil in your shock absorber breaks down over time and must be replaced. The service interval depends on how frequently and severely the bike is ridden. For optimum performance racing applications the shocks may require rebuilding every 10-20 hours of use. In non-racing environments to keep your shocks performing at optimum performance we recommend at least every 10,000 miles or 700-1000 hrs of use.

**WARNING:** Shock rebuilds take special knowledge and tools. It is essential that this is performed by an authorized FOX technician or service center.

## WARRANTY

All FOX products have a one-year warranty on defects in materials or workmanship. Please view the full warranty terms and conditions at [www.ridefox.com/ps-warranty](http://www.ridefox.com/ps-warranty). Contact a FOX Warranty representative at 1.800.FOX.SHOX (1.800.369.7469).

## SERVICE

Suspension Service Information on-line RA Request Form. <http://www.ridefox.com/service>  
Contact a FOX Service Center at 1.831.740.4619 or [psservicemw@ridefox.com](mailto:psservicemw@ridefox.com)  
To receive a return authorization number before shipping the shocks to one of the following service centers:

FOX Powersports Service  
130 Hanger Way  
Watsonville, CA 95076

FOX Midwest Service Center  
13461 Dogwood Drive  
Baxter, MN 56425