

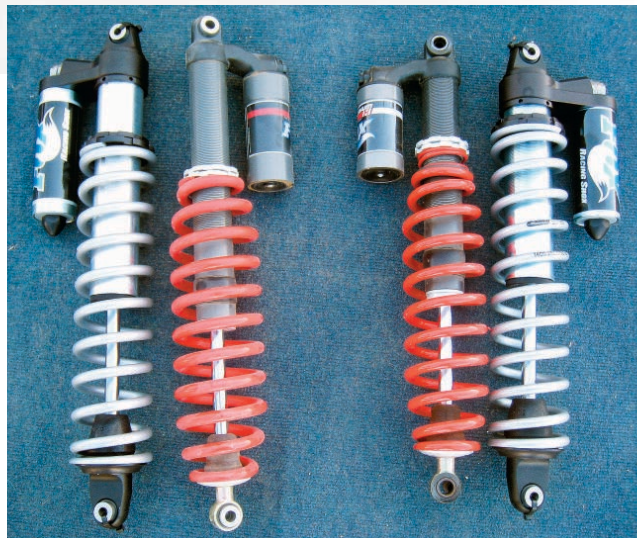
# KICK IT UP A NOTCH

## New Fox Racing 2.0 Piggyback Coilovers

BY JORDAN MAY  
PHOTOGRAPHY:  
ROSE RACING AND FOX RACING

Whether your idea of fun is tearing through sand dunes or flying around short course tracks, you need to check out the new upgraded Fox Shocks 2.0 Piggyback coilovers for your UTV. We just got a full complement of them loaded on to our Polaris RZR-S and all we can say is “Wow, what a difference!”

Ross McNab from Fox Racing was nice enough to join us in Ocotillo Wells, California, for a day of testing and dialing in the new shocks. We beat on the Polaris pretty hard with the stock shocks before loading up the new ones. How can you feel the improvement if you haven't first felt your starting point? After miles of testing we swapped in the new 2.0 Piggyback coilovers and started to dial them in. **SBS**



▲ The stock Polaris RZR-S comes with Fox Racing coilovers that work really well — better than any other stock side-by-side shock on the market. Paired up next to the new 2.0's you can notice longer springs, upgraded machinery, and nicer looks. The biggest physical difference between the stock shock and the new 2.0 is size of the shock. The 2-inch shock has a 58-percent larger piston area as well as more surface area, larger oil volume and a larger reservoir volume. This means that Fox can generate more damping force without risking overheating or shock fade. The biggest difference is the adjustability.

► The new coilovers can provide 1-3 inches of gained ride height. Fox suggests not exceeding 1 inch of preload for risk of coil-binding the spring. If you are running in the desert or over big obstacles, you can increase your ride height via the adjustment collar. If you are on flat terrain you may want to keep your ride height lower to the ground for improved cornering. Fox tells us that a good ride height for your side by side should be roughly 11-13 inches off the ground below the differential. The new shocks really shine in their ability to adjust ride height/preload, rebound, and compression.





◀ Located on the top of the reservoir can is the dual-speed compression adjustment control. With a flat head screwdriver you can adjust the low-speed compression one to 24 clicks. With an 18mm socket you can adjust the high-speed compression. The ability to control both speeds assures you a level of ride adjustability not found on many competitor systems. If you head on over to [www.foxracingshox.com](http://www.foxracingshox.com) there are some really great aids and graphs that will teach you more about fine tuning your shocks and how valving works. Take your time and try out all the settings until you discover what works for you.



◀ On the base of the shock you will find a red rebound adjustment control knob that can be adjusted by turning the click wheel one to 24 clicks with a flat head screwdriver. Ross tells us, "I suggest setting the rebound damping so that the chassis springs back as quickly as possible after a big landing, without overshooting and oscillating more than once. It is important not to over-dampen the rebound as this will lead to suspension packing--resulting in reduced traction.

This can be detected by running a series of good-sized whoops. If the vehicle works well for the first few bumps but then starts to kick by the third or fourth one, its because the wheels aren't returning (re-bounding) quickly enough after hitting each bump. Decreasing the amount of rebound dampening will help this (turn adjuster counter-clockwise). The optimum setting depends again on the type of terrain — a short-course driver will like the reduced roll-rate and improved predictability of a slower rebound setting (clockwise) and doesn't need to be as concerned about suspension packing as someone who is running down a sandy wash."



◀ Here is Ross, hard at work, fine tuning our RZR-S. He busted his butt all day making sure that our ride worked perfectly for the type of terrain we enjoy. The new shocks work amazingly well and allowed us to tackle jumps and whoop sections we thought were impossible for this type of vehicle. We hit sections that only well-built trucks usually take on. Don't be afraid to play with the settings on your new shocks. Where you ride is different than the next guy and with the infinite adjustability these shocks provide, you will be reaching new heights in your side-by-side soon. We moved our adjustments from one end to the other drifting our ride through turns and hitting table-top jumps with smooth landings.

## Options

The new shocks will be available in the following options:

NON-ADJUSTABLE 2.0 PIGGYBACK WITH SPRING	\$400 EACH
DUAL SPEED COMPRESSION (DSC) ADJUST 2.0 PIGGYBACK WITH SPRING	\$475 EACH
DUAL SPEED COMPRESSION (DSC) AND REBOUND ADJUST 2.0 PIGGYBACK WITH SPRING	\$550 EACH

For more information, visit Fox Racing at [www.foxracingshox.com](http://www.foxracingshox.com).