

FOX

The word "FOX" is written in a bold, orange, sans-serif font. The letter 'O' is significantly larger than the other letters and is stylized to resemble a fox's head in profile, facing right. A long, flowing orange tail extends from the bottom of the 'O' and curves back towards the right. The entire logo is set against a dark grey background with diagonal grey lines.

FLOAT X

The word "FLOAT" is in a grey, sans-serif font, and the letter "X" is in a gold, sans-serif font. The text is underlined with a grey line.

TUNING GUIDE


The words "TUNING GUIDE" are in a grey, sans-serif font, underlined with a grey line.



SAG SETTING

To achieve the best performance from your FOX suspension, adjust the air pressure to attain your proper sag setting. Sag is the amount your suspension compresses under your weight and riding gear. Sag range should be set to 25–30% **of total shock travel**.

Watch the sag setup video at ridefox.com/sagsetup

1. Turn the compression adjuster fully counter-clockwise and set the 2-position lever to the Open mode if present
1. Start by setting the shock air pressure (psi) to match you weight in pounds. With the air pump attached to the shock valve, slowly cycle your shock through 25% of its travel 10 times as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge.
2.  **Do not exceed maximum air pressure:**
FLOAT X air shocks have a maximum air pressure of 350 psi.
3. Remove the pump.
4. Sit still on the bike in your normal riding position, using a wall or a tree for support.
5. Pull the sag indicator o-ring up against the rubber air sleeve seal.
6. Carefully dismount the bike without bouncing.
7. Measure the distance between the sag indicator o-ring and the rubber air sleeve seal. Compare your measurement to the 'Suggested Sag Measurements' table.
8. Add or remove air pressure until you reach your desired sag measurement.

EVOL AIR SLEEVE

EVOL comes factory installed on FLOAT X shocks.

ADDING AIR PRESSURE

Equalize the positive and negative air chambers by slowly compressing the shock through 25% of its travel 10-20 times after every 50 psi addition. Failure to equalize the chambers can result in greater pressure in the positive air chamber than the negative chamber. If the shock feels very stiff and is in the topout position, compress the shock until you hear or feel air transfer. Hold the shock in this compressed position for a few seconds.

RELEASING AIR PRESSURE

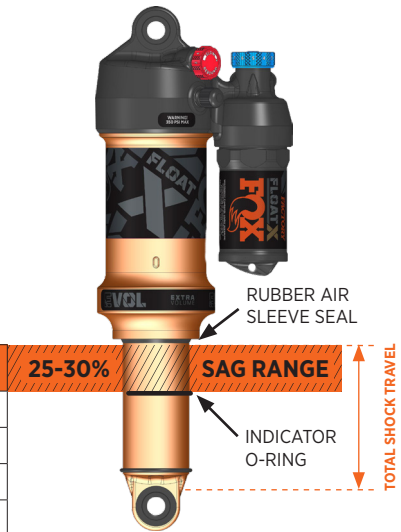
Release air slowly so the air from the negative chamber can also be released through the Schrader valve. Releasing the air pressure too quickly can cause the negative chamber to have more pressure than the positive chamber. If the shock is compressed into its travel and does not fully extend, add air pressure until the shock extends, then slowly compress the shock through 25% of its travel 10-20 times.



The recommended settings in this tuning guide are designed to be a **starting point**, in order to get you out on your first ride in as few steps as possible. Consult your bike manufacturer's instructions for setup recommendations.

As you ride and get used to your new shock, adjust your settings as needed. Detailed information and videos can be found in the online owner's manual.

Suggested Sag Measurements		
Travel	25% sag (Firm)	30% sag (Plush)
45mm/1.77in	11.25mm/0.44in	13.5mm/0.53in
55mm/2.16in	13.75mm/0.54in	6.5mm/0.65in
65mm/2.56in	16.25mm/0.64in	19.5mm/0.77in
75mm/2.95in	18.75mm/0.74in	22.5mm/0.88in



2-POSITION LEVER

Begin with the 2-position lever in the OPEN mode.



The **2-position lever** is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride. The OPEN mode utilizes your standard LSC, preset low-speed compression setting. The preset low-speed compression adjustment only has an affect on compression damping when the lever is in the OPEN position. The FIRM mode has a very firm low-speed compression setting and is useful for climbing and sprinting.



REBOUND ADJUSTMENT

The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require slower rebound settings. Use your air pressure to find your rebound setting.

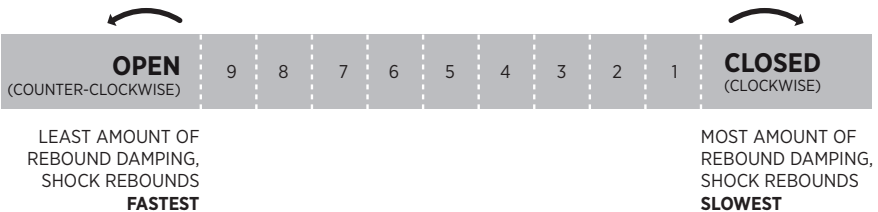
Start by turning the rebound knob so the arrow aligns with the recommended setting from the chart.

REBOUND



Rebound controls the rate of speed at which the shock extends after compressing.

Air Pressure (psi)	Starting Rebound Setting
<100	10
100-120	10
120-140	9
140-160	8
160-180	7
180-200	6
200-220	5
220-240	4
240-260	3
260-280	2
280-300	1



ADDITIONAL TUNING OPTIONS

VOLUME SPACERS

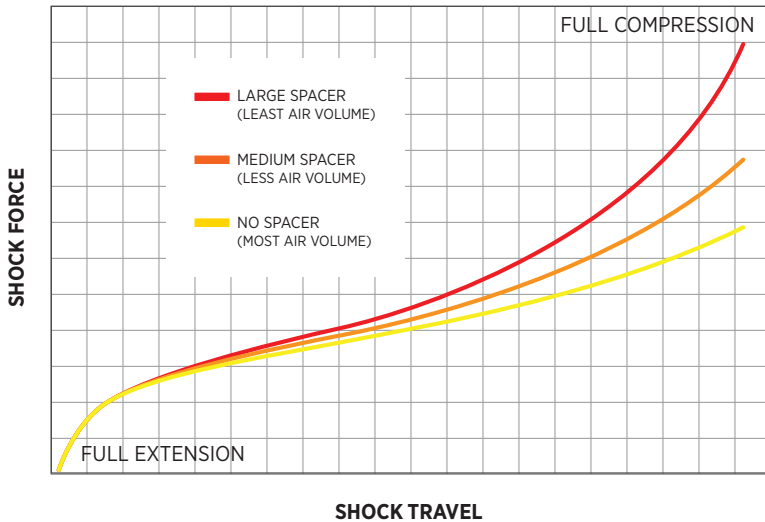
Changing volume spacers in the shock is an internal adjustment that allows you to change the amount of mid stroke and bottom out resistance. .

If you have set your sag correctly and are using full travel (bottoming out) too easily, then you could install a larger spacer to increase bottom out resistance.

If you have set your sag correctly and are not using full travel, then you could install a smaller spacer to decrease bottom out resistance.

Installation procedure and tuning options are available online at:
ridefox.com/ownersmanuals

TYPICAL AIR SPRING CURVES



FOX FACTORY

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