

FOX

DPY2 REAR SHOCK

TUNING GUIDE




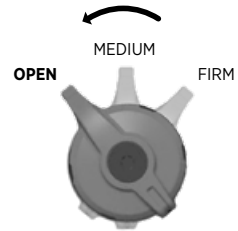


SAG SETTING

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 3-position lever to the OPEN mode.
2. Start by setting the shock air pressure (psi) to match your 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.
3.  **Do not exceed maximum air pressure:** FLOAT DPX2 air shocks have a maximum air pressure of 350 psi.
4. Remove the pump.
5. Sit still on the bike in your normal riding position, using a wall or a tree for support.
6. Pull the sag indicator o-ring up against the rubber air sleeve seal.
7. Carefully dismount the bike without bouncing.
8. Measure the distance between the sag indicator o-ring and the rubber air sleeve seal. Compare your measurement to the 'Suggested Sag Measurements' table.
9. Add or remove air pressure until you reach your desired sag measurement.



EVOL AIR SLEEVE

EVOL comes factory installed on FLOAT DPX2 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.

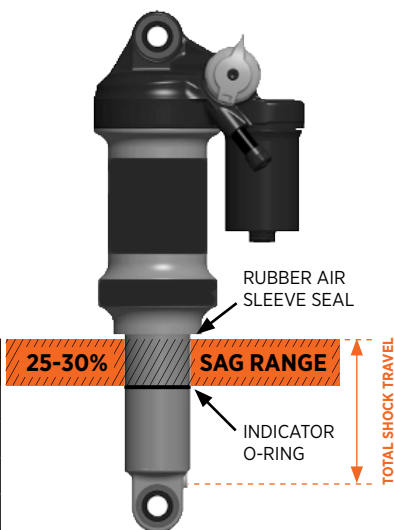


The recommended settings in this tuning guide are designed to be a **starting point**, in order to get you out on your first ride in as few steps as possible. Consult your bike manufacturer's instructions for setup recommendations.

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.

Your shock has a 4 digit ID code on the shock body. Use this number on the Help page at www.ridefox.com to find out more information about your shock, including shock travel.

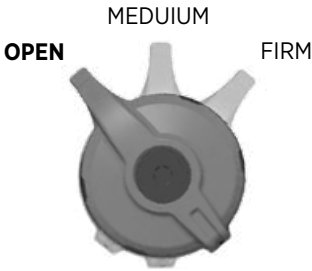
Suggested Sag Measurements		
Travel	25% sag (Firm)	30% sag (Plush)
45 mm/ 1.75in	11 mm/ 0.43in	13 mm/ 0.52in
51 mm/ 2.00in	13 mm/ 0.5in	15 mm/ 0.6in
55 mm/ 2.25in	14 mm/ 0.56in	17 mm/ 0.68in
65 mm/ 2.50in	16 mm/ 0.63in	19 mm/ 0.75in



COMPRESSION ADJUSTMENTS

3-POSITION LEVER

Begin with the 3-position lever in the OPEN mode.



The **3-position lever** is useful to make on-the-fly adjustments to control shock performance under significant changes in terrain, and is intended to be adjusted throughout the ride.

Use the OPEN mode during rough descending, the MEDIUM mode for undulating terrain, and the FIRM mode for climbing.

*OPEN MODE ADJUST

Set the OPEN mode adjust to setting 1.



Open mode adjust is useful to control shock performance during rider weight shifts, G-outs, and slow inputs.

OPEN mode adjuster provides 10 additional fine tuning adjustments for the OPEN mode”

Turn the 3mm hex clockwise to increase Low-Speed Compression damping and counter-clockwise to decrease Low-Speed Compression damping.

*Factory Series and Performance Elite Series shocks only

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.

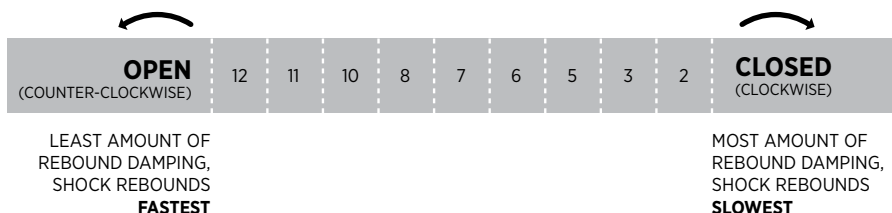
Turn the rebound knob to the closed position (full clockwise) until it stops. Then back it out (counter-clockwise) to the number of clicks shown in the table below.

REBOUND



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

Air Pressure (psi)	Starting Rebound Setting
<120	Open (counter-clockwise)
120-140	13
140-160	12
160-180	11
180-200	10
200-220	8
220-240	7
240-260	5
260-280	3
280-300	2



ADDITIONAL TUNING OPTIONS

VOLUME SPACERS

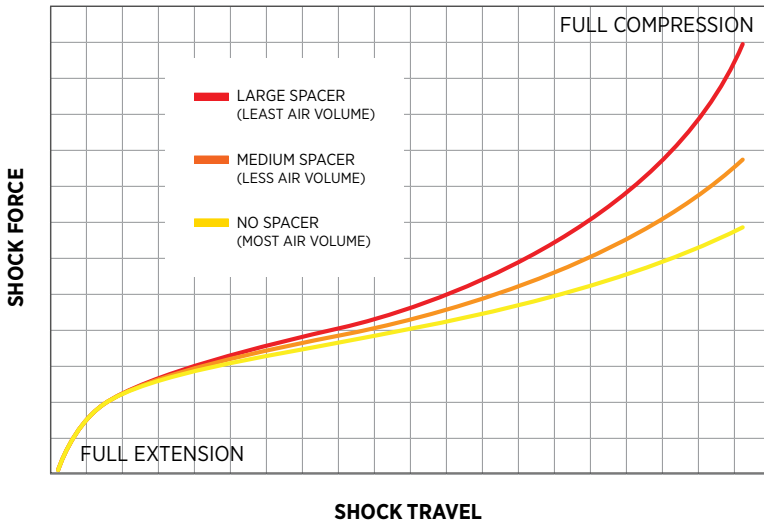
Changing volume spacers in the shock is an internal adjustment that allows you to change the amount of mid stroke and bottom out resistance. .

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





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