SHOCK- 2018 FLOAT DPS and DPX2

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Installing Your Shock

WARNING: Rear shock setup and configuration varies greatly between different bicycle manufacturers. Be sure to refer to your bicycle owner's manual for the frame and FOX shock setup and configuration recommendations. Failure to set up in accordance with FOX installation specifications, improperly installed shocks can fail, causing the rider to lose control, resulting in SERIOUS INJURY OR DEATH.

Check for clearance before riding.

If you are installing your shock on a bike for which the shock was not original equipment, follow the steps below to ensure proper clearance before riding.

1. Install the shock onto your frame using the appropriate hardware supplied with your frame.
2. Remove the air cap, shock a shock pump. Add **ONLY** enough air to cause all air out of the main air chamber.
3. Remove the shock pump and install the air cap. Do not add air to the shock.
4. Cycle the suspension past your maximum travel several times (jump or bottom out on a trail).
5. Add air pressure to the main air chamber in 10-20psi (0.7 bar) increments, evenly cycling the shock after every 10 psi (0.4 bar) addition.
6. Set your main air chamber to between 10-30psi to prepare to set sag as described in the "Setting Shock Air Pressure" section below.

Before You Ride

Make sure that your shock is ready to ride

1. Cover the outside of your shock with mild soap and water and wipe dry with a rag.
   - **Do not** use any solvents or oil sprayed on bike products can damage the shock's internal finish.
   - **Do not** use a high pressure washer or spray water directly at the seal/shock body junction.
2. Inspect the exterior of your shock. The shock should not be used if air or oil from the shock's body appear to be damaged.
   - Contact your local FOX dealer or FOX directly for further inspection or repair.
3. Check your hardware to ensure that your shock is properly mounted and tightened.
4. Check your hardware adjustments if shock did not pass your pre-ride inspection.
   - Refer to your bicycle manufacturer's recommendations.
5. Check that all brake cables or hoses are properly fastened.
6. Test the proper operation of your front and rear brakes or brake ground.

Using the EVOL Air Sleeve

The EVOL air sleeve is an option on FLOAT DPS and DPX2 models. The EVOL air sleeve provides an external negative air chamber added to the main air sleeve to significantly reduce the force to initiate travel, providing excellent small bump performance. The system is also more linear in its progression offering improved mid stroke and end stroke support. It is important to add air between the main EVOL sleeve to maximize the benefits of the EVOL positive air chamber.

When adding air to the air chamber, it is important to equalize the positive and negative air chambers by slowly compressing the shock through 15% of its travel (10-20 times) after every 10psi addition.

- Adding air to the shock without periodically equalizing the air chambers can lead to a condition in which the shock has more pressure in the positive chamber than the negative. In this condition the shock will be very stiff and can slip out. You can equalize the air chambers by slowly compressing the shock until you feel and hear a transfer of air. Note the shock at this point for a new pressure above the air to equalize from the positive to the negative chamber.

When releasing air from the air chamber, it is important to do this slowly so the shock can transfer air from the negative to positive chamber and then be released through the schrader valve.

- Releasing the air pressure too quickly can induce a condition in which the negative chamber has more pressure than the positive chamber. In this condition the shock will be extremely soft and can feel fully internal. You can remedy this issue by adding air pressure until the shock stabilizes, then slowly compressing the shock through 15% of its travel (10-20 times).

Setting Shock Air Pressure

Rear, EVOL equipped FLOAT DPS shocks have a maximum pressure of 300psi (20.7 bar)

EVOL equipped FLOAT DPS and DPX2 shocks have a maximum pressure of 350psi (24.1 bar)

Sag should be set to 25 – 30% of total shock travel

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. Skip setup if your sag is set to 25% of travel.

Watch the sag setup video at: vimeo.com/user/setup

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 sizing.

1. Turn the 3 position lever to the OPEN mode.



2. Start by testing the shock air pressure (psi) to match your body weight (in pounds). With the air pump attached to the shock valve, slowly cycle your shock through 10% 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.

   Do not exceed the maximum FLOAT air pressure!

3. Remove the pump.
4. Sit still on the bike in your normal riding position, using a wall or a tree for support.
5. Push the top indicator o-ring up against the rubber air sleeve seal.
6. Carefully dismount the bike without bouncing.
7. Measure the distance between the o-ring 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.

Suggested Sag Measurements		
Travel	25% sag (Firm)	30% sag (Plush)
140 mm (5.5 in)	35 mm (1.38 in)	42 mm (1.65 in)
130 mm (5.12 in)	33 mm (1.3 in)	39 mm (1.54 in)
120 mm (4.72 in)	30 mm (1.18 in)	36 mm (1.42 in)
110 mm (4.33 in)	28 mm (1.10 in)	33 mm (1.3 in)
100 mm (3.94 in)	25 mm (0.98 in)	30 mm (1.18 in)
90 mm (3.54 in)	23 mm (0.91 in)	27 mm (1.06 in)
80 mm (3.15 in)	20 mm (0.79 in)	24 mm (0.94 in)
76 mm (3.0 in)	19 mm (0.75 in)	23 mm (0.90 in)

Adjusting Rebound

Rebound controls how fast the shock extends after compressing

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

Turn your 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.

FLOAT DPS:



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

Air Pressure (psi)	Recommended Rebound Setting
>300	Open (counter-clockwise)
300-280	5
280-260	6
260-240	7
240-220	8
220-200	9
200-180	10
180-160	11
160-140	12
140-120	13
120-100	14
100-80	15
80-60	16
60-40	17
40-20	18
<20	Closed (clockwise)

OPEN 0 10 9 8 7 6 5 4 3 2 1 CLOSED

LEAST AMOUNT OF REBOUND DAMPING. SHOCK EXTENDS FASTEST

MOST AMOUNT OF REBOUND DAMPING. SHOCK EXTENDS SLOWEST

Adjusting Compression Damping

Easy on-the-fly adjustments for unprecedented control and performance

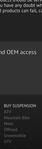
3 Position Lever: The 3 position lever is useful to make on-the-fly adjustments to control shock performance within significant changes in terrain, and is intended to be the easiest to operate. For the 3 position mode, the lever can be flipped by the pad lever/ring, the MEDIUM mode for undulating terrain, and the FIRM mode for smooth climbing. FOX recommends beginning with the 3 position lever in the open mode.





Open Mode Adjust: Open mode adjust is useful to control shock performance during rider weight shifts, G-outs, and slow inputs. Open mode adjust provides 5 clicks of adjustment, with the middle (3rd) click being the recommended starting point. The 1st click is the fastest, and the 5th click is the slowest. FOX recommended to make these adjustments with the lever in the Medium or Firm mode. Starting 3 out here a more plush feel and setting 1 will have a firmer feel.

FOX Recommends beginning with the open mode adjust set to 3.



*Factory and Performance Elite Series non-remote shocks only.

Using the 2-Position Remote

The 2 position remote is designed to be used in place of a front shifter, under the handlebar on the rider's left side. The 2 position remote can be used with 2 cables to control both the front fork and rear shock simultaneously.



The 2 Position Remote lets you to switch between the OPEN and FIRM modes while riding.

- **Push to Lock** – Push the actuation lever to set the fork to FIRM mode. Push the release lever to set the fork to OPEN mode.
- **Push to Unlock** – Push the actuation lever to set the fork to OPEN mode. Push the release lever to set the fork to FIRM mode.

Using the 3-Position Remote

Easy on-the-fly adjustments for unprecedented control and performance

The 3 Position Remote lets you to switch between the OPEN, MEDIUM, and FIRM modes while riding.

- **Push to Lock** – Push the actuation lever down one click to set the fork to MEDIUM mode. Push the actuation lever down again to the lowest position to set the fork to FIRM mode. Push the release lever to set the fork to OPEN mode.
- **Push to Unlock** – Push the release lever up one click to set the fork to MEDIUM mode. Push the actuation lever down again to the lowest position to set the fork to OPEN mode. Push the release lever to set the fork to FIRM mode.

Tuning with Air 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 smaller 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.



- FLOAT DPS (Rear shaft) Air Spring Volume Tuning Kit: PN 803-00-200
- FLOAT DPX2 (CLP shaft) Air Spring Volume Tuning Kit: PN 803-00-201

The Video below shows basic instructions for installing or removing air volume spacers from FLOAT based shocks.



WARNING: FOX suspension products contain pressurized nitrogen, air, oil, or all 3. Suspension misuse can cause property damage, SERIOUS INJURY OR DEATH. DO NOT puncture, incinerate or crush any portion of a FOX suspension product. DO NOT attempt to disassemble any portion of a FOX suspension product, unless expressly instructed to do so by the applicable FOX technical documentation, and then ONLY while strictly adhering to all FOX instructions and warnings in that instance.

WARNING: Modification, improper service, or use of aftermarket replacement parts with FOX forks and shocks may cause the product to malfunction, resulting in SERIOUS INJURY OR DEATH. DO NOT modify any part of a fork or shock, including the fork brace (lower leg cross brace), crown, steerer, upper and lower leg tubes, or internal parts, except as instructed herein. Any unauthorized modification may void the warranty, and may cause failure or the fork or shock, resulting in SERIOUS INJURY OR DEATH.

WARNING: Never attempt to pull apart, open, disassemble, or service a FOX shock that is in a "stuck down" condition. A "stuck down" condition results from a loss of shock air pressure. If you hear air escaping when the air is released from the positive chamber, attach a FOX high pressure pump and add air to the positive chamber. Continue adding air to the positive chamber retaining a higher pressure than the negative chamber. To test whether the shock is in fact "stuck down":

1. Remove the air cap and depress the Schrader valve, to completely release air pressure from the positive chamber of the shock.
2. If the shock body retracts into the air sleeve near bottom out after the air is released from the positive chamber, attach a FOX high pressure pump and add air to the positive chamber.
3. If the shock does not fully extend, it is in a "stuck down" condition.

Any attempt to service FOX air shocks in the "stuck down" condition can lead to SERIOUS INJURY OR DEATH. Contact FOX or an Authorized Service Center for repair.

Service Intervals

To best maintain the performance and durability of your product under normal use, FOX recommends that you have regular fork and shock maintenance performed according to the service intervals listed below.



This image only rate OR accessed OR Fork, or Extreme Forced Air or in extreme/wet/dusty or dry/dusty environmental conditions where dust debris is sprayed onto the fork or shock while on the trail. FOX encourages riders to perform maintenance sooner than recommended above as needed. If you have any questions regarding your riding intensity/use and contact a FOX Authorized Service Center for proper servicing.

WARNING: FOX products should be serviced by a qualified bicycle service technician, in accordance with FOX specifications. If you have any doubt whether or not you can properly service your FOX product, then DO NOT attempt it. Improperly serviced products can fail, causing the rider to lose control resulting in SERIOUS INJURY OR DEATH.