



FLOATY2

REAR SHOCK

TUNING GUIDE



FOX FLOAT X2


OUR HIGHEST PERFORMING AIR SHOCK: DESIGNED FOR MODERN AGGRESSIVE RIDING

The model year 2016 FLOAT X2 Shock with Rod Valve System (RVS) damping offers more control, fast response, and 4-way adjusters that yield a perfect tune for every bike and riding style.

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. 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.
 Do not exceed 300 psi, the maximum FLOAT X2 air pressure!
2. Remove the pump.
3. Sit still on the bike in your normal riding position, using a wall or a tree for support.
4. Pull the sag indicator o-ring up against the rubber air sleeve seal.
5. Carefully dismount the bike without bouncing.
6. Measure the distance between the sag indicator o-ring and the rubber air sleeve seal. Compare your measurement to the 'Suggested Sag Measurements' table.
7. Add or remove air pressure until you reach your desired sag measurement.

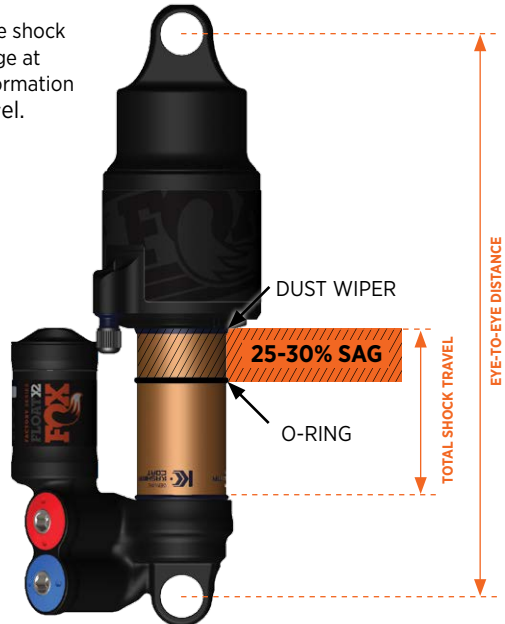


The recommended settings in this tuning guide are designed to be a **starting point**, in order to get you out on your first ride in as few steps as possible. Consult your bike manufacturer's instructions for setup recommendations.

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	30% sag (Plush)
51 mm (2 in)	15 mm (0.6 in)
57 mm (2.25 in)	17 mm (0.68 in)
63 mm (2.5 in)	19 mm (.75 in)
76 mm (3 in)	23 mm (0.90 in)
89 mm (3.5 in)	27 mm (1.05 in)



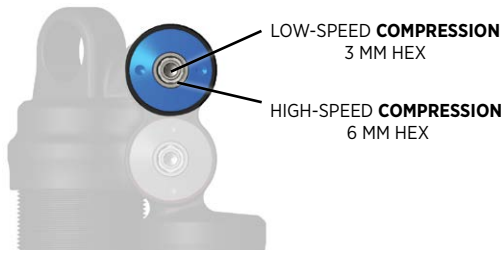
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DAMPER ADJUSTMENTS

COMPRESSION

Low-speed compression (LSC) adjustment is useful to control shock performance under rider weight shifts, G-outs, and other slow inputs.

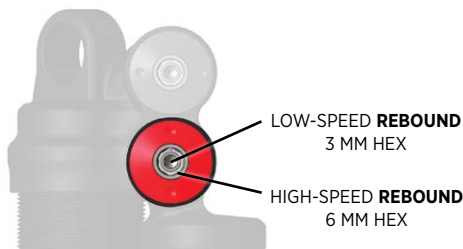
High-speed compression (HSC) adjustment is useful to control shock performance under bigger hits, landings, and square-edged bumps.



REBOUND

Low-speed rebound (LSR) adjustment is useful to control shock performance under brake bumps, technical climbing, and off-camber cornering, when extra traction is needed.

High-speed rebound (HSR) adjustment is useful to allow the shock to recover from bigger hits and square-edged bumps quickly enough to absorb consecutive hits.



RECOMMENDED SETTINGS

Use your air spring pressure in the table to find the suggested starting RVS damper settings for your shock.

Turn all four damper adjusters to the closed position (full clockwise) until they stop. Then back them out (counter-clockwise) to the number of clicks shown in the table.

Count clicks from Closed: 0 Clicks = Closed				
Air Spring Pressure	Recommended LSR setting	Recommended HSR setting	Recommended LSC setting	Recommended HSC setting
90	Open	21-23	Open	Open
100	22-Open	20-22	23-Open	22-Open
110	21-23	19-21	22-24	21-23
120	20-22	18-20	22-24	20-22
130	20-22	17-19	21-23	19-21
140	19-21	16-18	21-23	19-21
150	18-20	16-18	20-22	18-20
160	18-20	15-17	20-22	18-20
170	17-19	15-17	19-21	17-19
180	17-19	14-16	18-20	16-18
190	16-18	14-16	18-20	16-18
200	15-17	13-15	17-19	15-17
210	14-16	13-15	16-18	14-16
220	13-15	12-14	16-18	14-16
230	12-14	12-14	15-17	13-15
240	11-13	11-13	14-16	13-15
250	10-12	11-13	14-16	12-14
260	9-11	10-12	13-15	12-14
270	8-10	10-12	12-14	11-13
280	7-9	9-11	12-14	11-13
290	3-7	8-10	12-14	10-12
300	1-5	7-9	11-13	10-12

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ADDITIONAL TUNING OPTIONS

VOLUME SPACERS

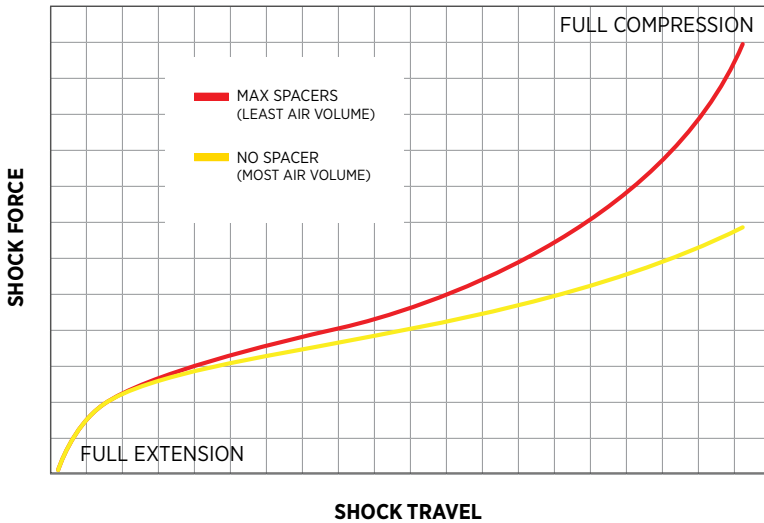
Changing volume spacers in the shock is an internal adjustment that allows you to change the amount of mid stroke and bottom out resistance. .

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

If you have set your sag correctly and are not using full travel, then you could remove spacers 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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