

FOX

DHX2 REAR SHOCK

TUNING GUIDE



SAG SETTING

To achieve the best performance from your FOX suspension, you will need to attain your proper sag setting. Sag is the amount your suspension compresses under your weight and riding gear. Sag should be set to **30% of total shock travel**.

Consult your bicycle manufacturer's instructions for recommendations about setting sag.

Watch the sag setup video at ridefox.com/sagsetup

MEASURE AND ADJUST SAG

1. Measure the eye-to-eye distance on your bike's shock mounts.
 2. With the help of a friend, sit on the bike in your normal riding position with your normal riding gear and measure eye-to-eye distance again. The difference between the two measurements is sag.
 3. **To increase sag**, turn the preload adjuster counter-clockwise. If you cannot achieve 30% sag by turning the preload adjuster, you will need to obtain a **lower** rate spring.
- To decrease sag**, turn the preload adjuster clockwise no more than two full turns. If you cannot achieve 30% sag by turning the preload adjuster, you will need to obtain a **higher** rate spring.

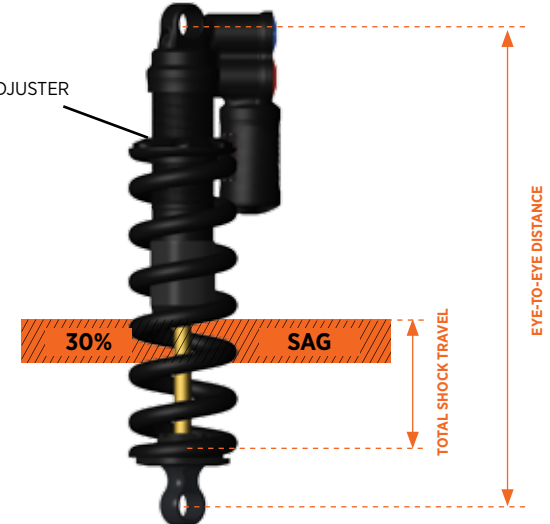


The recommended settings in this tuning guide are designed to be a **starting point**, in order to get you out on your first ride in as few steps as possible. Consult your bike manufacturer's instructions for setup recommendations.

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.

PRELOAD ADJUSTER



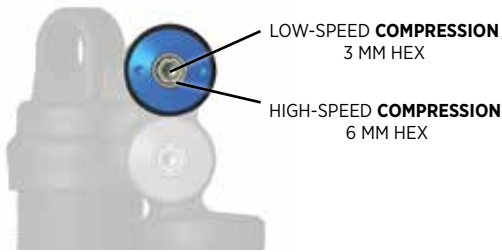
Suggested Sag Measurements	
Travel	30% sag
51 mm (2 in)	15 mm (0.60 in)
57 mm (2.25 in)	17 mm (0.68 in)
63 mm (2.5 in)	19 mm (0.75 in)
76 mm (3 in)	23 mm (0.90 in)
89 mm (3.5 in)	25 mm (1.0 in)

DAMPER ADJUSTMENTS

COMPRESSION

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

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

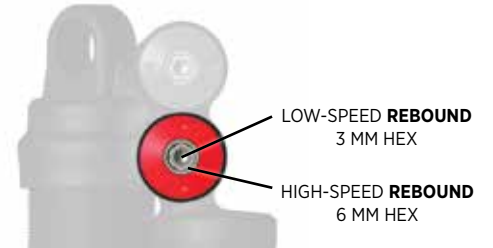


The 2-position lever is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride. The Open mode utilizes your standard HSC/LSC, preset high- and low-speed compression settings. The preset high- and low-speed compression adjustments only have 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

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.

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



RECOMMENDED SETTINGS

Use the information about your specific bike and shock in the table below. The letter corresponds to the damper setting table you'll use on the next pages.

- Table A (page 6)
- Table B (page 7)
- Table C (page 7)
- N/A

		Rear Wheel Travel								
		130 mm (5.12 in)	140 mm (5.51 in)	150 mm (5.91 in)	160 mm (6.30 in)	170 mm (6.69 in)	180 mm (7.09 in)	190 mm (7.48 in)	200 mm (7.87 in)	210 mm (8.27 in)
Shock Travel	51 mm (2 in)	Table B	Table B	Table B	Table C	Table C				
	57 mm (2.25 in)	Table A	Table A	Table B	Table B	Table B	Table C	Table C		
	63 mm (2.5 in)	Table A	Table A	Table A	Table B	Table B	Table B	Table C	Table C	
	70 mm (2.75 in)		Table A	Table A	Table A	Table A	Table B	Table B	Table B	Table C
	76 mm (3 in)				Table A	Table A	Table A	Table A	Table B	Table B
	89 mm (3.5 in)						Table A	Table A	Table A	Table A

Determine which table to use (A, B, or C) depending on your result from page 5. Spring rate is printed on the Spring of your shock. Use your spring rate number in the correct 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.

TABLE A	
Spring Rate	HSC, LSC, HSR, LSR Damper Adjustments
200	18-23
225	18-21
250	17-21
275	17-20
300	16-20
325	16-19
350	15-19
375	15-18
400	14-18
425	14-17
450	13-17
475	13-16
500	12-16
525	12-15
550	11-15
575	11-14
600	10-14
625	10-13
650	9-13
675	9-12
700	8-12
725	8-11

TABLE B	
Spring Rate	HSC, LSC, HSR, LSR Damper Adjustments
200	12-15
225	12-15
250	11-14
275	11-14
300	10-13
325	10-13
350	9-12
375	9-12
400	8-11
425	8-11
450	7-10
475	7-10
500	6-9
525	6-9
550	5-8
575	5-8
600	4-7
625	4-7
650	3-6
675	3-6
700	2-5
725	2-5

TABLE C	
Spring Rate	HSC, LSC, HSR, LSR Damper Adjustments
200	9-12
225	9-12
250	8-11
275	8-11
300	7-10
325	7-10
350	6-9
375	6-9
400	5-8
425	5-8
450	4-7
475	4-7
500	3-6
525	3-6
550	2-5
575	2-5
600	1-4
625	1-4
650	0-3
675	0-3
700	0-2
725	0-2

SEE ADDITIONAL INFORMATION AND VIDEOS:

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