

FOX

DHX2 REAR SHOCK

TUNING GUIDE



OUR HIGHEST PERFORMING COIL SHOCK: REDESIGNED FOR MODERN AGGRESSIVE RIDING

The model year 2016 DHX2 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. The Super Light Steel (SLS) Spring is developed from power sports, designed to use less material and operate at high stress levels.



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.

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

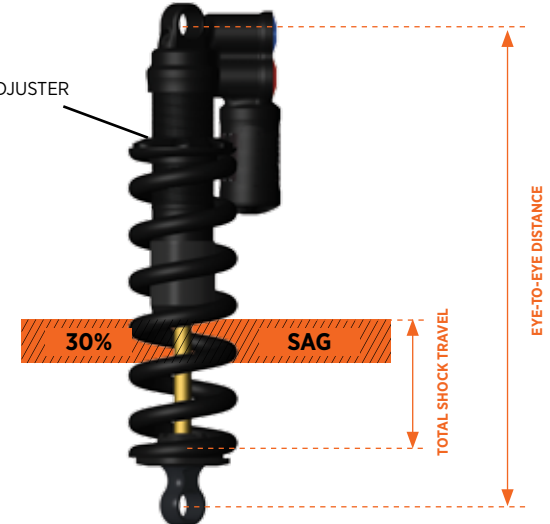
MEASURE AND ADJUST SAG

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.

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



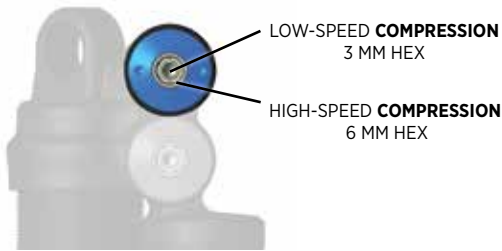
| Suggested Sag Measurements | |
|----------------------------|-----------------|
| Travel | 30% sag |
| 51 mm (2 in) | 15 mm (0.60 in) |
| 57 mm (2.25 in) | 17 mm (0.68 in) |
| 63 mm (2.5 in) | 19 mm (0.75 in) |
| 76 mm (3 in) | 23 mm (0.90 in) |
| 89 mm (3.5 in) | 25 mm (1.0 in) |

DAMPER ADJUSTMENTS

COMPRESSION

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

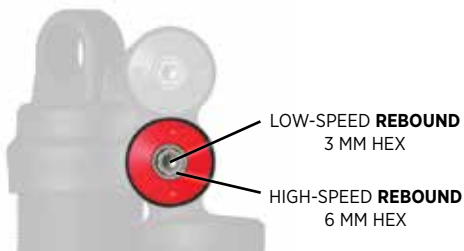
Low-speed compression (LSC) adjustment is useful to control shock performance during rider weight shifts, G-outs, and other slow inputs.



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.

| | | 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) | | | | | | | | | |
| | 57 mm (2.25 in) | | | | | | | | | |
| | 63 mm (2.5 in) | | | | | | | | | |
| | 70 mm (2.75 in) | | | | | | | | | |
| | 76 mm (3 in) | | | | | | | | | |
| | 89 mm (3.5 in) | | | | | | | | | |

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

Determine which table to use (A, B, or C) depending on your result from page 5. Spring rate is printed on the SLS 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 | 20-Open |
| 225 | 20-23 |
| 250 | 19-23 |
| 275 | 19-22 |
| 300 | 18-22 |
| 325 | 18-21 |
| 350 | 17-21 |
| 375 | 17-20 |
| 400 | 16-20 |
| 425 | 16-19 |
| 450 | 15-19 |
| 475 | 15-18 |
| 500 | 14-18 |
| 525 | 14-17 |
| 550 | 13-17 |
| 575 | 13-16 |
| 600 | 12-16 |
| 625 | 12-15 |
| 650 | 11-15 |
| 675 | 11-14 |
| 700 | 10-14 |
| 725 | 10-13 |

| TABLE B | |
|-------------|---------------------------------------|
| Spring Rate | HSC, LSC, HSR, LSR Damper Adjustments |
| 200 | 14-17 |
| 225 | 14-17 |
| 250 | 13-16 |
| 275 | 13-16 |
| 300 | 12-15 |
| 325 | 12-15 |
| 350 | 11-14 |
| 375 | 11-14 |
| 400 | 10-13 |
| 425 | 10-13 |
| 450 | 9-12 |
| 475 | 9-12 |
| 500 | 8-11 |
| 525 | 8-11 |
| 550 | 7-10 |
| 575 | 7-10 |
| 600 | 6-9 |
| 625 | 6-9 |
| 650 | 5-8 |
| 675 | 5-8 |
| 700 | 4-7 |
| 725 | 4-7 |

| TABLE C | |
|-------------|---------------------------------------|
| Spring Rate | HSC, LSC, HSR, LSR Damper Adjustments |
| 200 | 11-14 |
| 225 | 11-14 |
| 250 | 10-13 |
| 275 | 10-13 |
| 300 | 9-12 |
| 325 | 9-12 |
| 350 | 8-11 |
| 375 | 8-11 |
| 400 | 7-10 |
| 425 | 7-10 |
| 450 | 6-9 |
| 475 | 6-9 |
| 500 | 5-8 |
| 525 | 5-8 |
| 550 | 4-7 |
| 575 | 4-7 |
| 600 | 3-6 |
| 625 | 3-6 |
| 650 | 2-5 |
| 675 | 2-5 |
| 700 | 1-4 |
| 725 | 0-4 |

SEE ADDITIONAL INFORMATION AND VIDEOS:

ridefox.com/dhx2setup



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