



FOX

DHX2

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

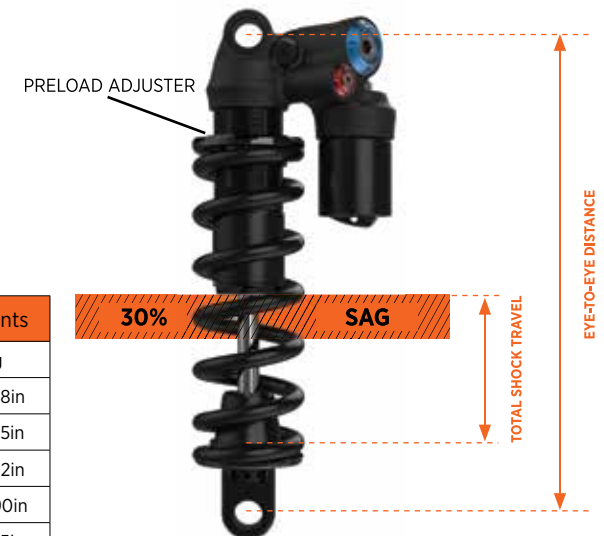
1. Measure the eye-to-eye distance on your bike's shock mounts.
2. With the help of a friend, sit on the bike in your normal riding position with your normal riding gear and measure eye-to-eye distance again. The difference between the two measurements is sag.
3. There are six detent clicks per revolution of the preload adjuster. After installing the coil spring, set the preload adjuster to where it just contacts the coil spring, then turn it clockwise a minimum of 8 clicks.
4. **To increase sag**, turn the preload adjuster counter-clockwise. If you cannot achieve 30% sag with the minimum of 8 clicks of preload, you will need to obtain a **lower** rate spring.
5. **To decrease sag**, turn the preload adjuster clockwise no more than 26 clicks after setting the preload adjuster to where it just contacts the coil spring. If you cannot achieve 30% with the maximum of 26 clicks of preload, 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.



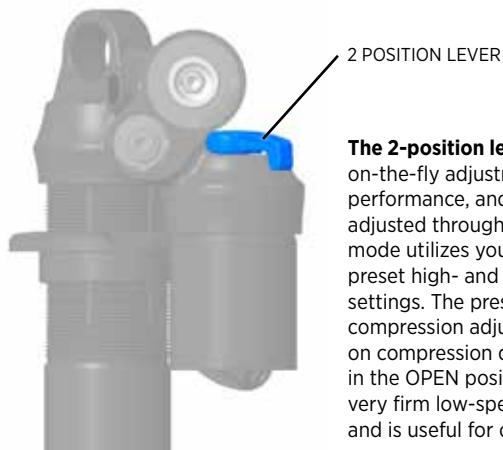
Suggested Sag Measurements	
Travel	30% sag
55 mm/ 2.25in	17 mm/ 0.68in
65 mm/ 2.50in	19 mm/ 0.75in
70 mm/ 2.75in	21 mm/ 0.82in
75 mm/ 3.00in	22 mm/ 0.90in
89 mm/ 3.50in	27 mm/ 1.05in

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.



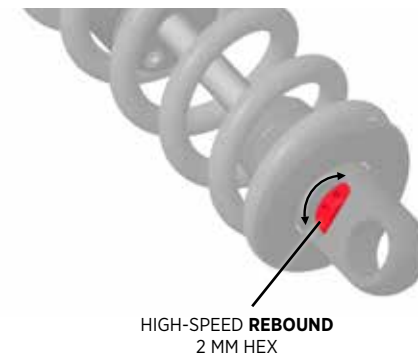
The 2-position lever is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride. The Open mode utilizes your standard HSC/LSC, preset high- and low-speed compression settings. The preset high- and low-speed compression adjustments only have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

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.



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. The HSR has 8 total clicks of adjustment. When viewing the shock from the end with the HSR adjuster, rotating the HSR adjuster clockwise slows down HSR. Rotating the HSR adjuster counter-clockwise speeds up HSR. The HSR adjuster can be turned with a 2mm hex wrench or other similarly sized tool.





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.

Spring rate is printed on the Spring of your shock. Use your spring rate number in the correct table to find the suggested starting 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.

		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)									

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- N/A

TABLE A				
Spring Rate	Recommended LSR setting	Recommended HSR setting	Recommended LSC setting	Recommended HSC setting
200	15-16	7-8	16-17	7-8
225	14-15	7-8	16-17	7-8
250	13-14	7-8	15-16	7-8
275	12-13	7-8	15-16	7-8
300	11-12	7-8	14-15	7-8
325	10-11	6-7	14-15	6-7
350	9-10	6-7	13-14	6-7
375	8-9	6-7	13-14	6-7
400	7-8	6-7	12-13	6-7
425	6-7	6-7	11-12	6-7
450	6-7	5-6	11-12	6-7
475	5-6	5-6	11-12	7-8
500	5-6	5-6	10-11	5-6
525	4-5	5-6	10-11	5-6
550	4-5	4-5	9-10	4-5
575	4-5	4-5	9-10	4-5
600	3-4	3-4	8-9	3-4
625	2-3	2-3	7-8	2-3
650	2-3	1-2	6-7	1-2
675	1-2	1-2	5-6	1-2
700	1-2	0-1	4-5	0-1
725	0-1	0-1	3-4	0-1

**TABLE B**

Spring Rate	Recommended LSR setting	Recommended HSR setting	Recommended LSC setting	Recommended HSC setting
200	13-14	7-8	16-17	7-8
225	13-14	7-8	16-17	7-8
250	12-13	7-8	15-16	7-8
275	11-12	7-8	15-16	7-8
300	10-11	6-7	14-15	6-7
325	9-10	6-7	14-15	6-7
350	8-9	6-7	13-14	6-7
375	7-8	6-7	13-14	6-7
400	6-7	5-6	12-13	5-6
425	6-7	6-7	11-12	5-6
450	5-6	4-5	10-11	5-6
475	5-6	4-5	9-10	4-5
500	4-5	4-5	8-9	4-5
525	4-5	3-4	7-8	3-4
550	3-4	3-4	6-7	3-4
575	3-4	2-3	5-6	2-3
600	2-3	2-3	5-6	2-3
625	2-3	1-2	4-5	1-2
650	1-2	1-2	4-5	1-2
675	1-2	1-2	3-4	1-2
700	1-2	0-1	3-4	0-1
725	0-1	0-1	2-3	0-1

TABLE C

Spring Rate	Recommended LSR setting	Recommended HSR setting	Recommended LSC setting	Recommended HSC setting
200	11-12	7-8	16-17	7-8
225	10-11	7-8	16-17	7-8
250	9-10	7-8	15-16	7-8
275	8-9	6-7	15-16	7-8
300	7-8	6-7	14-15	6-7
325	7-8	6-7	14-15	6-7
350	6-7	5-6	13-14	5-6
375	6-7	5-6	13-14	5-6
400	5-6	5-6	12-13	5-6
425	5-6	4-5	11-12	4-5
450	4-5	4-5	10-11	4-5
475	4-5	3-4	9-10	3-4
500	3-4	3-4	8-9	3-4
525	3-4	2-3	7-8	2-3
550	2-3	2-3	6-7	2-3
575	2-3	1-2	5-6	1-2
600	2-3	1-2	5-6	1-2
625	1-2	0-1	4-5	0-1
650	1-2	0-1	4-5	0-1
675	1-2	0-1	3-4	0-1
700	0-1	0	2-3	0-1
725	0-1	0	1-2	0-1

SEE ADDITIONAL INFORMATION AND VIDEOS:ridefox.com/dhx2setup

FOX FACTORY

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605-00-223 REV A