FLOAT

REAR SHOCK

TUNING GUIDE

RIDEFOX.COM

OUR HIGHEST PERFORMING INLINE SHOCK:

REDESIGNED FOR MORE TUNABLE DESCENDING PERFORMANCE

The model year 2016 FLOAT Shock with Dual Piston System (DPS) combines ultimate ride performance with a true lockout for a super firm climbing platform. DPS offers highly controlled support at low speeds, while remaining very active for larger hits. Completely separate compression and rebound settings provide an increased external adjustment range, from open to full lockout. The optional EVOL air canister provides additional negative air volume to increase the initial sensitivity and overall responsiveness.

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.

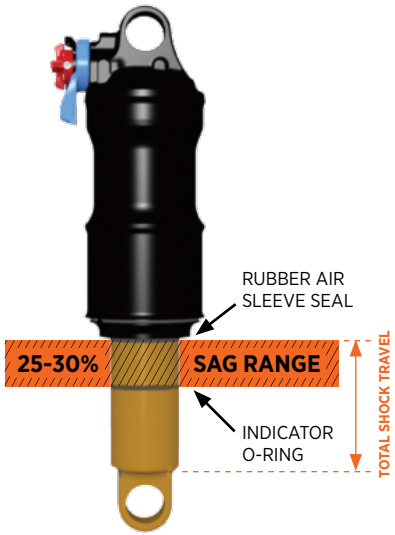
SAG SETTING

To achieve the best performance from your FOX suspension, 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. Turn the 3-position lever to the OPEN mode.
2. 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 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. Pull the sag indicator o-ring up against the rubber air sleeve seal.
6. Carefully dismount the bike without bouncing.
7. Measure the distance between the sag 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.

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	**25% sag (Firm)**	**30% sag (Plush)**
38 mm (1.5 in)	10 mm (0.38 in)	11 mm (0.45 in)
44 mm (1.75 in)	11 mm (0.44 in)	13 mm (0.53 in)
51 mm (2 in)	13 mm (0.50 in)	15 mm (0.60 in)
57 mm (2.25 in)	14 mm (0.56 in)	17 mm (0.68 in)
63 mm (2.5 in)	16 mm (0.63 in)	19 mm (.75 in)

COMPRESSION ADJUSTMENTS

3-POSITION LEVER

Begin with the 3-position lever in the OPEN mode.

The **3-position** lever is useful to make on-the-fly adjustments to control shock performance under significant changes in terrain, and is intended to be adjusted throughout the ride.

Use the OPEN mode during rough descending, the MEDIUM mode for undulating terrain, and the FIRM mode for smooth climbing.

*OPEN MODE ADJUST

Set the open mode adjust to setting 1.

Open mode adjust is useful to control shock performance during rider weight shifts, G-outs, and slow inputs.

Open mode adjust provides 3 additional fine tuning adjustments for the OPEN mode.

Lift the open mode adjuster, rotate it to the 1, 2, or 3 position, and press it in to lock the position. It is recommended to make these adjustments with the 3-position lever in the Medium or Firm mode.

Setting 1 will have a more plush feel and setting 3 will have a firmer feel.

*Factory Series and Performance Elite Series shocks only

REBOUND ADJUSTMENT

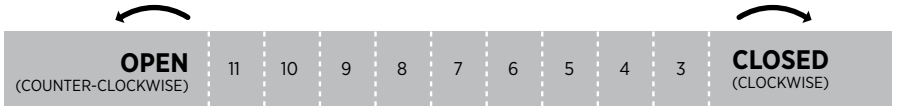
The rebound adjustment is dependent on the air pressure setting. For example, higher air pressures require slower rebound settings. Use your air pressure to find your rebound setting.

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.

REBOUND

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

Air Pressure (psi)	Recommended Rebound Setting
<100	Open (counter-clockwise)
100-120	11
120-140	10
140-160	9
160-180	8
180-200	7
200-220	6
220-240	5
240-260	4
260-280	3
280-300	Closed (clockwise)



LEAST AMOUNT OF REBOUND DAMPING, SHOCK REBOUNDS **FASTEST**

MOST AMOUNT OF REBOUND DAMPING, SHOCK REBOUNDS **SLOWEST**

ADDITIONAL TUNING OPTIONS

VOLUME SPACERS

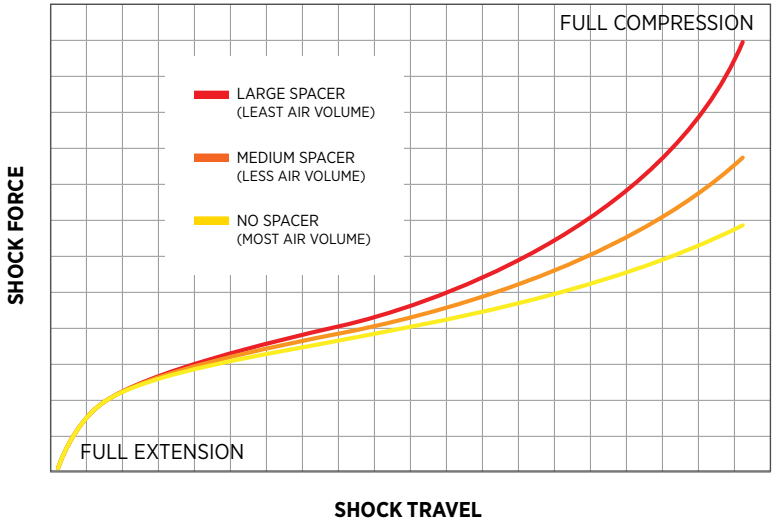
Changing volume spacers in the shock is an internal adjustment that allows you to change the amount of mid stroke and bottom out resistance.

If you have set your sag correctly and are using full travel (bottoming out) too easily, then you could install a larger 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.

Installation procedure and tuning options are available online at:
ridefox.com/ownersmanuals

TYPICAL AIR SPRING CURVES



NOTES

SEE ADDITIONAL INFORMATION AND VIDEOS:

ridefox.com/floatdpssetup

915 Disc Drive Scotts Valley, CA 95066 USA
TEL 831.768.1100

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Redefine Your Limits