



TECH HELP CENTER / BIKE / OWNERS-MANUALS / SHOCK- 2024 ALL COIL SHOCKS (DHX2 AND DHX MODELS)

OWNER'S MANUALS

SHOCK- 2024 ALL COIL SHOCKS (DHX2 AND DHX MODELS)

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For general information and installation instructions click [here »](#)

Installing Your Shock

CHECK FOR CLEARANCE BEFORE RIDING.

If you are installing your shock on a bike for which the shock was not original equipment, follow the steps below to ensure proper clearance before riding.

1. Remove the coil spring from your shock.
2. Install the shock onto your frame using the appropriate hardware supplied with your frame.
3. Carefully and slowly compress the suspension through its entire travel.
4. Check that no part of your shock contacts any portion of your frame or linkage as it cycles through its travel.
5. Remove the shock from your frame, reinstall the coil spring, and reinstall your shock. Check that the spring does not contact any portion of your frame or linkage.
6. Set sag as described in the "Setting Coil Spring Preload" section below.



WARNING: Rear shock setup and configuration varies greatly between different bicycle manufacturers. Be sure to refer to the owner's manual for your bicycle. FOX products should be installed by a qualified bicycle service technician, in

accordance with FOX installation specifications. Improperly installed shocks can fail, causing the rider to lose control, resulting in **SERIOUS INJURY OR DEATH**.

All shock mounting hardware will have some inherent level of axial float which is required to achieve smooth performance. This is normal and is not a safety or performance concern. If your shock mounting hardware exhibits what you believe to be excessive float or makes noise, please contact FOX for assistance. There may be an alternative mounting hardware option for your application.

Before You Ride

MAKE SURE THAT YOUR SHOCK IS READY TO RIDE

1. Clean the outside of your shock with mild soap and water and wipe dry with a soft rag.
 - Do not use any solvents or de-greasers as these products can damage the shock's exterior finish.
 - Do not use a high pressure washer or spray water directly at the seal/shock body junction.
2. Inspect the exterior of your shock. The shock should not be used if any of the exterior parts appear to be damaged
 - Contact your local FOX dealer or FOX directly for further inspection or repair.
3. Make sure that your quick-release levers (or thru-axles) are properly adjusted and tightened.
4. Check your headset adjustment. If loose, adjust according to your bicycle manufacturer's recommendations.
5. Check that all brake cables or hoses are properly fastened.
6. Test the proper operation of your front and rear brakes on level ground.

Setting Coil Spring Preload

SAG SHOULD BE SET TO ~30% OF TOTAL SHOCK TRAVEL

1. Measure the eye-to-eye distance of your bike's shock mounts.
2. With the help of a friend, mount the bike in your normal riding position with your normal riding gear and measure eye-to-eye distance again.
3. The difference between the two measurements is sag.
 - 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.
 - To change to a higher or lower rate spring, see the [Changing Coil Springs](#) section below.



SUGGESTED SAG MEASUREMENTS	
Travel	30% Sag
51mm/ 2.00in	15mm/ 0.60in
57mm/ 2.25in	17mm/ 0.68in

63mm/ 2.50in	19mm/ 0.75in
70mm/ 2.75in	21mm/ 0.83in
76mm/ 3.00in	23mm/ 0.90in
89mm/ 3.50in	25mm/ 1.00in



WARNING: Tighten the preload adjuster just until the spring no longer moves, then preload no more than 2 full turns. Preloading the spring more than 2 full turns may cause the spring to coil bind when the shock is bottomed out. This can cause damage to the shock which could lead to a loss of control resulting in **SERIOUS INJURY OR DEATH**.

Changing Coil Springs

IF NECESSARY, CHANGING COILS CAN HELP YOU ACHIEVE PROPER SAG.

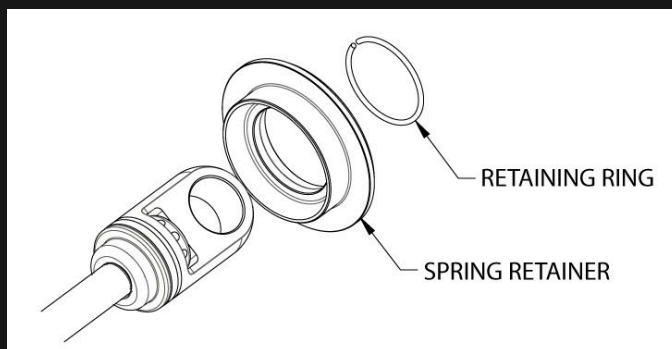
REMOVING THE COIL SPRING:

The coil spring can be removed to check for shock clearance within the frame, or to change to a higher or lower rate spring.

1. Turn the preload adjuster counter-clockwise approximately 8 clicks.
2. Move the coil spring and spring retainer toward the preload adjuster.
3. Remove the round wire retaining ring that holds the spring retainer to the shaft eyelet, then remove the spring retainer.
4. Slide the coil spring off the shock body. You may need to remove mounting hardware if it interferes with spring removal.

INSTALLING THE COIL SPRING:

1. Install the coil spring onto the shock body.
2. Install the spring retainer onto the shock with the protruding section positioned inside of the coil spring. Install the round wire retaining ring into its groove, making sure to seat it fully.
3. Slide the spring retainer back over the installed wire ring and ensure it is fully seated over the wire ring.
4. Tighten the preload adjuster just until the spring no longer moves, then turn the preload 8 clicks.
5. Set the sag according to instructions online at www.ridefox.com.



Recommended Starting Damper Settings (DHX2)

Use the information about your specific bike and shock combination in the table below to help determine which table of recommended dampers settings to try.

		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 7) Table B (page 8) Table C (page 9) N/A								

Determine which table to use (A, B, or C) depending on your result from the table above. Spring rate is printed on the spring of your shock. Use your spring rate value in the correct table below to find the suggested starting damping settings for your shock. Factory Series shocks will utilize all recommended damping adjustments (HSC, LSC, HSR, and LSR). Performance Elite Series shocks will only utilize the recommended LSC and LSR adjustments.

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

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

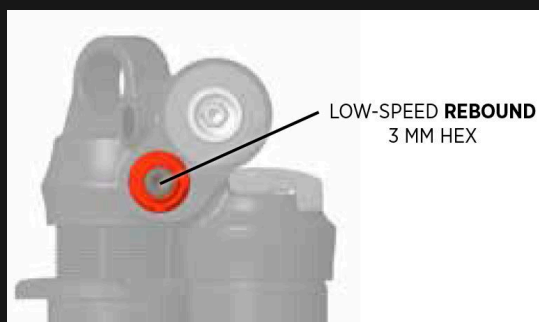
TABLE C

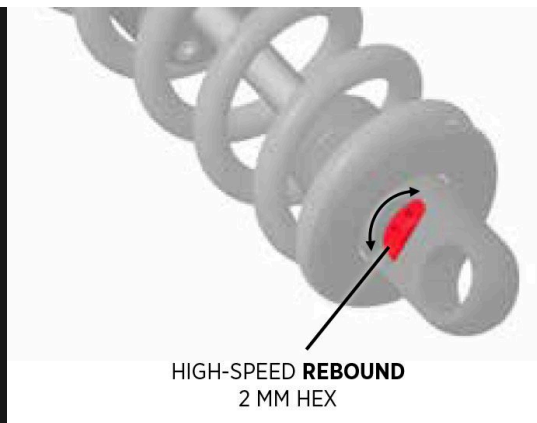
Spring Rate	Recommended LSR setting	Recommended HSR setting	Recommended LSC setting	Recommended HSC setting
200	11-12	7-8	16-17	7-8
225	10-11	7-8	16-17	7-8
250	9-10	7-8	15-16	7-8
275	8-9	6-7	15-16	7-8
300	7-8	6-7	14-15	6-7
325	7-8	6-7	14-15	6-7
350	6-7	5-6	13-14	5-6
375	6-7	5-6	13-14	5-6
400	5-6	5-6	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

Adjusting Rebound

REBOUND CONTROLS HOW FAST THE SHOCK EXTENDS AFTER COMPRESSING

The rebound adjustment is dependent on the coil spring rate. For example, higher coil spring rates require more rebound damping.





*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. Turning the knob clockwise (in) slows down High-speed rebound, turning the knob counter-clockwise (out) speeds up High-speed rebound.

Low-speed Rebound (LSR) adjustment is useful to control shock performance during brake bumps, technical climbing, and offcamber cornering, when extra traction is needed. Turning the 3mm Hex clockwise (in) slows down Low-speed rebound, turning the 3mm Hex counter-clockwise (out) speeds up Low-speed rebound.

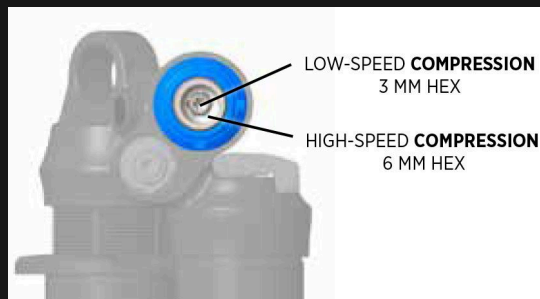
Adjust rebound until when tested, the shock returns quickly but does not top out.

Top out is felt when a shock fully extends too quickly and comes to an abrupt stop when it reaches full extension (you will hear/feel a small noise). Top out should be avoided through proper rebound setting.

*DHX2 Factory Series only

Adjusting Compression Damping (DHX2 Factory and Performance Elite Series)

Adjusting your high and low speed compression setting controls how the shock feels as it's compressed through its travel under various types of hits. Use your high and low speed compression adjusters to tune the fork to meet your riding style and terrain.



*High-speed Compression (HSC) adjustment is useful to control shock performance during bigger hits, landings, and squareedged bumps. Turning the 6mm Hex clockwise (in) adds High-speed compression damping (firmer), turning the 6mm Hex counter-clockwise (out) reduces High-speed compression damping (softer).

Low-speed Compression (LSC) adjustment is useful to control shock performance during rider weight shifts, G-outs, and other slow inputs. Turning the 3mm Hex clockwise (in) adds Low-speed compression damping (firmer), turning the 3mm Hex counter-clockwise (out) reduces Low-speed compression damping (softer).

*Factory Series only

X2 Adjustment Tool

The X2 6mm Hex Wrench (PN: 398-00-746) can be used to hold the High-Speed-Compression (HSC) or High-Speed-Rebound (HSR) adjusters in place while adjusting the Low-Speed-Compression (LSC) or Low-Speed-Rebound (LSR) adjusters. In some cases, adjusting the LSC or LSR adjusters to their minimum or maximum settings can cause the adjuster to stick slightly. If stuck, hold the HSC or HSR in place while adjusting the LSC or LSR with a 3mm hex wrench inserted through the X2 6mm Hex Wrench.

398-00-746

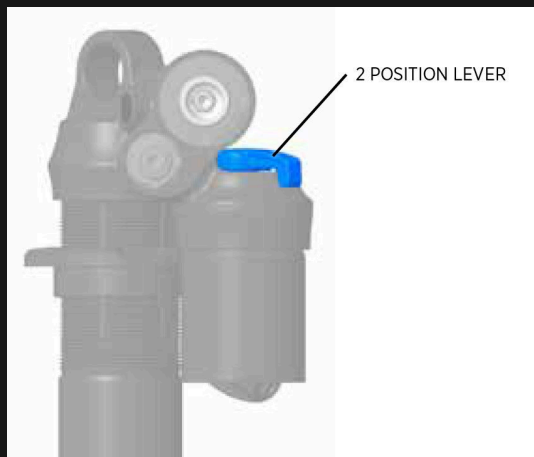
Service Tooling: Float X2 6mm Hex Wrench



Using the 2-Pos Compression Lever (Factory and Performance Elite Series)

The 2-Position compression lever available on some DHX2 and DHX shocks can be used to quickly switch between your pre-set High and Low speed compression settings and a Firm mode for improved climbing.

- Turning the lever clockwise sets the shock in the Firm mode. Firm mode is a very firm low-speed compression setting. This setting is most useful for climbing and sprinting.
- Turning the lever counter-clockwise sets the shock in the Open mode which utilizes your pre-set compression setting. The compression adjustments only have an affect on compression damping when the 2-Position lever is in the counter-clockwise setting.





FOX recommends beginning with the 2-position lever in the Open mode.

Adjusting Compression Damping (DHX)

Turn the blue LSC adjuster clockwise by hand, to increase low-speed compression damping. The LSC adjuster primarily affects the compression damping during slow speed suspension movements, such as pedaling, g-outs or smooth jump landings. It also affects the wheel traction and harshness (or plushness) of your bicycle.



Service Intervals

To best maintain the performance and durability of your product under normal use, FOX recommends that you have regular fork and shock maintenance performed according to the service intervals listed below.

Recommended Minimum Shock Maintenance

	Every Ride	Regularly	Every 125 Hours/Yearly, or whichever comes first.*
Clean exterior with mild soap and water only, then wipe dry with a soft towel. Inspect your product for visual damage and function of all controls.	●		
Check sag and damper settings. Inspect your product for visual damage and function of all controls.		●	
Full shock service (Full internal/external inspection, damper rebuild, air seal replacement for air shocks)			●

*Suspension product will require more frequent servicing the harder they are worked. For those who ride lift-accessed DH, Park, or Extreme Freeride or in extremely wet/muddy or dry/dusty environmental conditions where trail debris is sprayed onto the fork or shock while on the trail, or e-mtb's, FOX encourages riders to perform maintenance earlier than recommended above as needed. If you hear, see, or feel something unusual, stop riding immediately and contact a FOX Authorized Service Center for proper servicing.



WARNING: FOX products should be serviced by a qualified bicycle service technician, in accordance with FOX specifications. If you have any doubt whether or not you can properly service your FOX product, then **DO NOT** attempt it. Improperly serviced products can fail, causing the rider to lose control resulting in **SERIOUS INJURY OR DEATH**.

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