

**FOX**



**FLOAT X2**

**TUNING GUIDE**



## 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](https://ridefox.com/sagsetup)

1. 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 X2 air pressure!

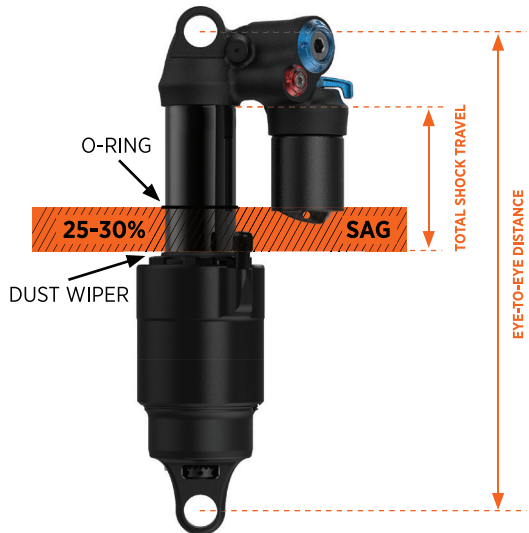
2. Remove the pump.
3. Sit still on the bike in your normal riding position, using a wall or a tree for support.
4. Pull the sag indicator o-ring up against the Dust Wiper.
5. Carefully dismount the bike without bouncing.
6. Measure the distance between the sag indicator o-ring and the Dust Wiper. Compare your measurement to the 'Suggested Sag Measurements' table.
7. Cycle the shock 10 times while adding or removing air pressure until you reach your desired sag measurement.



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.

Suggested Sag Measurements	
Travel	30% sag (Plush)
51 mm/ 2.00in	15 mm/ 0.60in
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



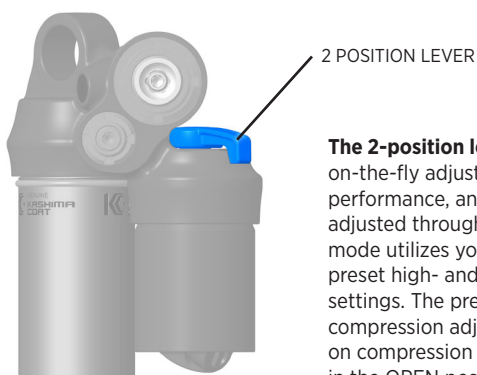
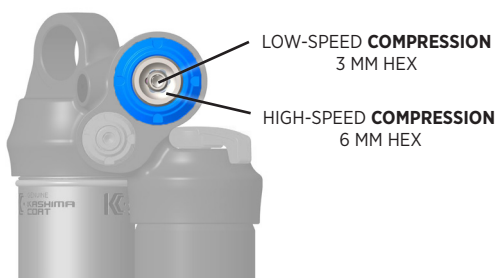


## DAMPER ADJUSTMENTS

### COMPRESSION

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

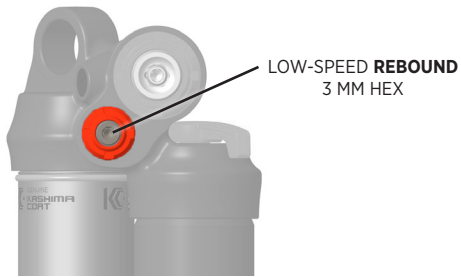
**High-speed compression (HSC)** adjustment is useful to control shock performance under bigger hits, landings, and square-edged bumps.



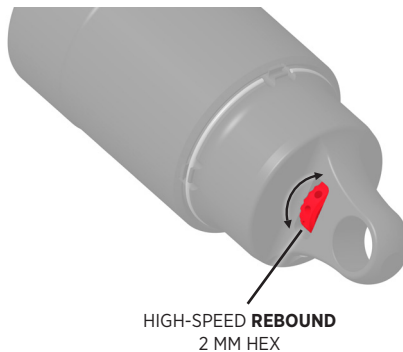
**The 2-position lever** is useful to make on-the-fly adjustments to control shock performance, and is intended to be adjusted throughout the ride. The Open mode utilizes your standard HSC/LSC, preset high- and low-speed compression settings. The preset high- and low-speed compression adjustments only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

*Count clicks from Closed: 0 Clicks = Closed*				
Air Spring Pressure	Recommended LSR setting	Recommended HSR setting	Recommended LSC setting	Recommended HSC setting
90	16-18	7-8	16-18	7-8
100	15-17	7-8	16-18	7-8
110	14-16	6-7	15-17	7-8
120	13-15	6-7	15-17	7-8
130	12-14	5-6	14-16	6-7
140	11-13	5-6	14-16	6-7
150	10-12	5-6	13-15	6-7
160	9-11	4-5	13-15	6-7
170	8-10	4-5	12-14	5-6
180	7-9	4-5	11-13	5-6
190	7-9	3-4	10-12	5-6
200	6-8	3-4	9-11	4-5
210	6-8	3-4	8-10	4-5
220	5-7	2-3	7-9	4-5
230	4-6	2-3	6-8	4-5
240	3-5	2-3	5-7	3-4
250	2-4	2-3	4-6	3-4
260	2-4	1-2	2-4	3-4
270	1-3	1-2	2-4	3-4
280	1-3	1-2	2-4	2-3
290	1-3	0-1	1-3	2-3
300	1-2	0-1	1-3	2-3

## ADDITIONAL TUNING OPTIONS

### VOLUME SPACERS

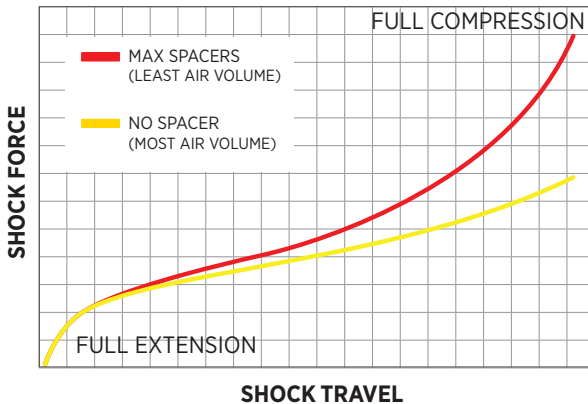
Changing volume spacers in the shock is an internal adjustment that allows you to change the amount of mid stroke and bottom out resistance.

If you have set your sag correctly and are using full travel (bottoming out) too easily, then you could install more spacers to increase bottom out resistance.

If you have set your sag correctly and are not using full travel, then you could remove spacers to decrease bottom out resistance.

Installation procedure and tuning options are available online at:  
[ridefox.com/ownersmanuals](http://ridefox.com/ownersmanuals)

### TYPICAL AIR SPRING CURVES



**SEE ADDITIONAL INFORMATION AND VIDEOS:**

[ridefox.com/floatx2setup](http://ridefox.com/floatx2setup)

**FOX FACTORY**



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