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Fox dhx 5.0 air pressure settings guide chart template free

Do not over-tighten. Check the maintenance schedule for your shock. The knob can be turned with a 4 mm hex key inserted into one of the holes around the perimeter. For lighter ProPedal damping, rotate the ProPedal switch (shown below) counter-clockwise. The switch has two (2) positions: For more ProPedal damping, rotate the ProPedal switch clockwise. Set sag. Repeat steps 2-5 until proper sag is achieved, then replace the air valve cap. For a softer ride, decrease the shock's air pressure 10 – 15 pounds by using the pump's bleed valve, to a minimum of 125 PSI. Make sure it's within the range printed on the shock. Clean the knob thoroughly. It's like getting an eye exam. To keep it easy: Leave it where you have it, or put it in the middle of the range printed on the shock. Contact your local dealer or FOX Racing Shox for further inspection or repair. It would not hurt to double-check your rebound too. In addition to standard preload and rebound adjustments, that shock has adjustments for Boost Valve pressure, Bottom Out and ProPedal. In this case, that would be two turns in. Check that all brake cables or hoses are properly fastened. Boost Valve The Boost Valve creates a position-sensitive damping scheme that allows for a seamless transition from efficient ProPedal to square-edge bump absorption to a bottomless end-of-stroke feel. Pressurize your main air chamber to a minimum of 50 PSI and no more than 300 PSI. You say that's done. Setting Sag You can also view a Flash video on Setting Sag. Adjusting the ProPedal Switch The ProPedal adjustment switch allows the rider to adjust the amount of ProPedal damping using a 2-position switch, which varies from FIRM to SOFT. CAUTION: Never ride your bike with more than 200 PSI, or less than 125 PSI in the reservoir air chamber. Hello, I have a question for you. Check and adjust the Boost Valve pressure. For faster rebound, turn the red adjuster knob counter-clockwise. Make further adjustments as needed. Remember to check your Boost Valve and ProPedal whenever you change your Bottom Out. For more bottom-out resistance, turn the knob clockwise. • Ride the bike. (My sag is correct.) Sorry if my english isn't very correct. Test the proper operation of your front and rear brakes on level ground. The fork got worse and worse, and I got increasingly lost and frustrated. Note: Do not use any solvents or de-greasers, as these products can damage the shock's exterior finish or its anodized parts.Do not spray water directly on the seal/shock body junction. Start at the extremes and work your way systematically to your ideal setting. Count how many turns it is in (clockwise) from all the way out (counterclockwise). Carefully cycle the suspension through its entire travel. • Turn the Bottom Out in halfway between your current setting and all the way in. • Check your Boost Valve pressure. ProPedal damping affects the initial part of the compression stroke and is designed to control pedal-induced suspension bob. This is normal. If this residual air sleeve lubricant is not present, this is an indication that the air sleeve should be re-lubricated. This shock is designed to work very well for all sorts of bikes, riders, riding styles and conditions. Before You Ride Clean the outside of your shock with only mild soap and water, and wipe dry with a soft dry rag. Like I said, it's easy for normal people to make this awesome shock ride poorly. This adjustability can be tricky for a normal person to deal with. Some other things to consider for all shock models: If you ride in extreme conditions, service your shock and air sleeve more frequently. Post Message 0 ratings0% found this document useful (0 votes)559 views1 page, active Installing Your Shock | General Maintenance | Before You Ride | Measuring Sag | Setting Sag | Adjusting Rebound | ProPedal: Dial or Switch | Bottom-Out Resistance | Boost Valve | Stuck Down Shock | Air Sleeve Maintenance | DHX Air Explained | Service Intervals | Important Safety Information features/adjustments high volume standard air sleeve, angled air valve, position-sensitive Boost valve, adjustable ProPedal 2-position lever, adjustable bottom-out resistance, adjustable tuning range via Schrader valve, air spring pressure, rebound adjust spring air intended use downhill, freeride, all-mountain, cross-country Installing Your Shock If you are installing your shock on a bike for which the shock is not original equipment: Install the shock. The shock should not be used if any of the exterior parts appear to be damaged. To set sag on your DHX Air 5.0: Measure sag, and compare it to the recommended sag setting shown in the Air Spring Setting Guidelines table below. Continue if the sag is not to specification. A rule of thumb is that rebound should be as fast as possible without kicking back and pushing the rider off the saddle. Unthread the pump from the air valve and measure sag. I finally called my buddy Jim at Fox, and he told me the stock settings. Repeat to achieve the desired compression damping. Thanks, Manuel ¡Hola Manuel! Your inglés is a lot more correct than my español. ProPedal Adjusting the ProPedal Dial The ProPedal adjustment knob allows the rider to adjust the amount of ProPedal damping. If the ProPedal adjustment knob is fully counter-clockwise (lightest ProPedal damping position) and the compression damping is still too strong, attach a shock pump to the Schrader valve on the reservoir and reduce the pressure 10 – 15 PSI. There are three (3) rotations of adjustment and three (3) corresponding adjustment indicator lines on the reservoir. Doing so can damage your shock and require repairs that are NOT covered under warranty. Those adjustments are related: • Changing the Bottom Out changes Boost Valve pressure, which changes ProPedal. A Fox DHX 5.0 shock is very tunable. For less bottom-out resistance, turn the knob counter-clockwise. To change the compression damping characteristics of your DHX Air 5.0 shock, attach a FOX High Pressure Pump to the air valve on the reservoir: For a firmer ride, add 10 – 15 pounds of air pressure, to a maximum of 200 PSI. Since suspension designs vary, not all bicycles require the same degree of ProPedal damping. The Boost Valve is not adjusted directly. Note: If the knob feels gritty during rotation, set the knob to maximum volume (fully counter-clockwise), and then use a 2 mm (or 5/64") hex key to loosen the set screws in the perimeter holes and remove the knob. • Changing the Boost Valve pressure changes the Bottom Out and ProPedal. Check your headset adjustment. Good luck! Lee *Speaking of recommendations from someone you trust: When I got my 2010 Fox 36 Float RC2, I started messing with the settings: air pressure, low speed compression, high speed compression ... You know, I like to think I'm smart. I'm running it too soft, hard, or its normal? Do not use a on your shock. Or leave it stock. It feels right when I'm on the bike, but for example if I'm in the parking lot and I do a bunny hop and then when landing I push down applying some force I can reach the shock bottom out bumper. If loose, adjust it accordingly to your bicycle manufacturer's recommendations. Refer to the Air Spring Setting Guidelines table below for the proper sag setting. Bushing Technology & Inspection | Seals & Foam Rings | Control Direction | Oil Volumes | Structural Inspection | Dropout Thickness Inspection | Torque Values | Unit Conversion | Suspension Tuning Tips | Using the Pump | Important Safety Information | Service Intervals | Contact FOX Service | Warranty Information | FOXHelp Service Web Site Copyright © 2011 FOX Factory Inc. • Check the position of your Bottom Out. Try suspension bracketing: When Mark Fitzsimmons at Fox Racing Shox sets up pros' bikes, he frequently uses a technique called bracketing. The best thing to do, frankly, is follow the setup guide that came with your bike. If there is not enough compression damping with the ProPedal knob fully clockwise, add 10 – 15 PSI to the Boost Valve until desired compression damping is achieved. Or get a solid recommendation from someone you trust.* Or send your shock to a qualified tuner then remove all the knobs. For slower rebound, turn the red adjuster knob clockwise. For lighter ProPedal damping, rotate the ProPedal knob (shown below) counter-clockwise. Add air pressure until desired pressure is shown on the gauge. The Boost Valve also decouples the ProPedal and bottom-out adjustments, enabling ProPedal platform adjustments to be made without affecting the changes made to the bottom-out adjustment. Have more fun! Join the leelikesbikes mailing list: And you should probably re-check the ProPedal too. Inspect the entire exterior of your shock. Locate the Schrader air valve on the shock and remove the air valve cap. It has three full turns of adjustment. You will tune to a more specific air pressure in the Setting Sag section below. They work great! Know more. That will also affect the progressiveness of your shock. I own an Ironhorse Sunday with a Fox DHX 5.0 shock. Make sure that your quick-release levers (or thru-axle pinch bolts) are properly adjusted and tightened. ProPedal + Boost Valve Interaction Certain aspects of the Boost Valve can influence the ProPedal adjustment. Wash your shock with soap and water only. There are 15 clicks of adjustment: For more ProPedal damping, rotate the ProPedal knob clockwise. Do not use any other tool to turn the knob—a 4 mm (or 5/32") hex key only! Turn the knob all the way clockwise for the most bottom-out resistance and counter-clockwise for the least. Let's keep this as simple as possible: Fox DHX 5.0 I think your shock is too linear and you need to add bottom-out resistance. Ride your bike and verify the settings before repeating the procedure. The proper rebound setting is a personal preference, and changes with rider weight, riding style and conditions. Do not use a high pressure washer to clean your shock. General Maintenance There may be a small amount of air sleeve lubricant residue on the body. Screw the FOX Racing Shox High Pressure Pump onto the air valve until the pump shows pressure on the gauge. Air Spring Setting GuidelinesShock Travel(in./mm)Sag(in./mm)2.00/50.8.50/12.72.25/57.2.56/14.22.50/63.5.62/15.73.00/76.2.75/19.0 Adjusting Rebound Rebound controls the rate at which your shock returns after it has been compressed. When you change Bottom Out or Boost Valve, you have to check the other. So tunable that it's easy for normal people to screw up. The rebound dial has approximately 22 clicks of adjustment. Read all about it: Fox ProPedal and suspension bracketing I won't even tell you to play with your Boost Valve pressure. Lightly grease, then re-install the knob. Let's say it's one turn in. Remove the main air chamber air cap and let all the air out of the main air chamber. • Make sure your sag is correct. Instead, its behavior and performance characteristics are influenced by the air pressure setting in the reservoir and by adjusting the ProPedal knob. And guess what? Check that all parts of the shock are clear of the frame and swingarm as it cycles through the travel. Write down the number. Extensive internal service should be performed by FOX Racing Shox or an Authorized Service Center. Bottom-Out Resistance Bottom-out resistance affects the final part of the compression stroke.

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