



ATV 1.5 PODIUM RC2
FACTORY SERIES
OWNERS MANUAL



Contents

CONGRATULATIONS	3
CONSUMER SAFETY	3
UNDERSTANDING THE 1.5 PODIUM RC2	4
DUAL SPEED COMPRESSION ADJUSTER (DSC)	5
REBOUND ADJUSTER	6
READING THE SPRING RATE	7
SPRING PRELOAD	7
SHOCK INSTALLATION	8
TUNING	10
MAINTENANCE	11
REBUILD / SERVICE INTERVALS	11
WARRANTY	11
SERVICE	11

NOTICE: THE ATV PICTURED IN THIS MANUAL MAY NOT RESEMBLE YOUR ACTUAL ATV.
THE PROCEDURES OUTLINED IN THIS MANUAL WILL INSTRUCT YOU TO MOUNT, SET-UP AND
ADJUST THE FOX 1.5 PODIUM RC2 SHOCK ABSORBER ON YOUR PARTICULAR ATV MODEL.

Reference print standards 604-00-300 rev A

CONGRATULATIONS

Thank you for choosing FOX 1.5 PODIUM RC2 FACTORY SERIES shock absorbers for your ATV. In doing so, we believe that you have chosen the finest suspension products in the world. FOX shocks have been designed, tested and manufactured in the USA for more than 40 years.

As a consumer and supporter of FOX products, you need to be aware of the importance of setting up your shocks correctly to ensure maximum performance. This manual provides step-by-step instructions on how to set-up and maintain your shocks. It is a good idea to keep your proof of purchase with this manual and refer to it for service and warranty issues.

CONSUMER SAFETY

WARNING: Riding a ATV can be dangerous and can result in DEATH OR SERIOUS INJURY.

Take responsibility for yourself and others seriously, and read the following safety tips:

- Keep your vehicle and its suspension systems in optimal working condition.
- Always wear protective clothing, eye protection and a helmet.
- Know your limits and ride within them!

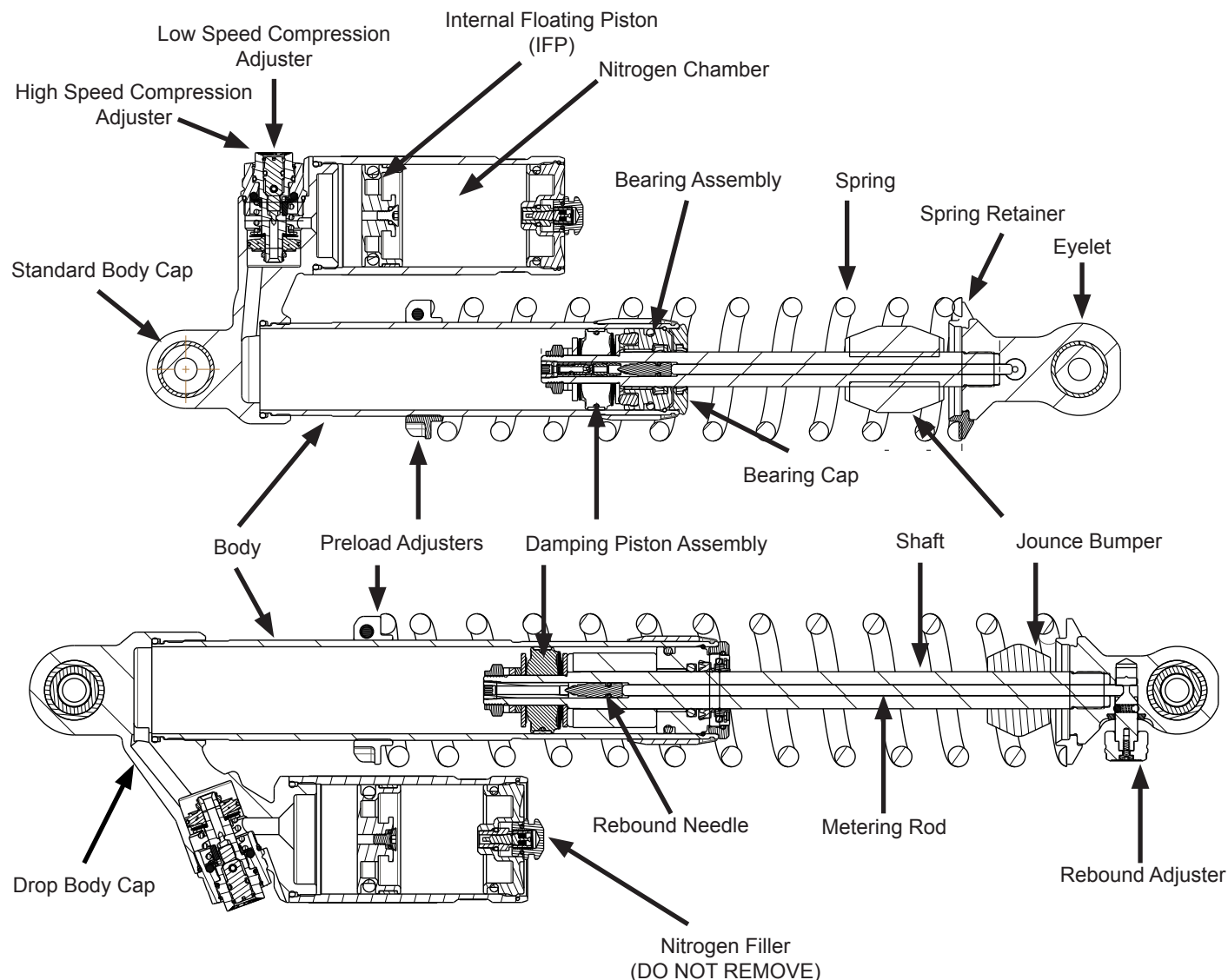
THE FOX 1.5 PODIUM RC2 shock contains a high-pressure nitrogen charge. The shock should only be opened by a FOX technician.

IMPORTANT: Orienting the shocks improperly can cause interference with the action of the vehicles suspension resulting in possible loss of control, injury or death. If you do not possess the tools or the technical knowledge to mount your FOX shocks, have it performed by an authorized dealer.

WARNING: Opening a nitrogen pressurized shock can be dangerous and can result in SERIOUS INJURY OR DEATH. NEVER attempt to disassemble the damper of your 1.5 Podium RC2 shock. Do not puncture or incinerate the shock absorber damper portion. Always wear eye protection when installing and adjusting your shock absorber.

UNDERSTANDING THE 1.5 PODIUM RC2

FOX 1.5 PODIUM RC2 shock absorbers set the industry standard for performance and durability. Equipped with external dual speed compression (DSC) and a rebound adjuster, inside is a high-performance, velocity-sensitive, shimmed damping system. The damper contains high pressure nitrogen gas and FOX high viscosity index shock oil separated by an Internal Floating Piston system. This helps to ensure a consistent, fade-free damping in most riding conditions.

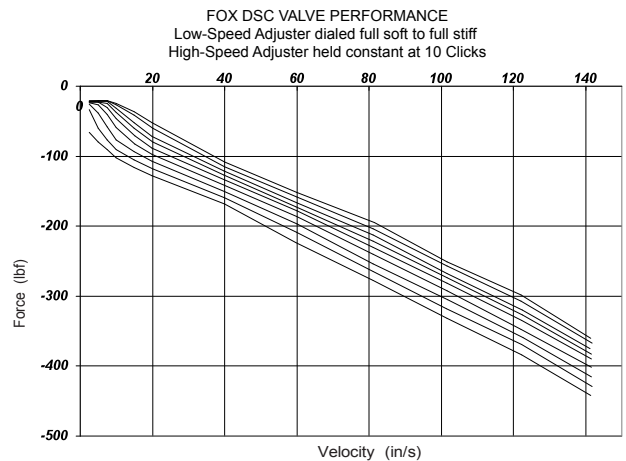


ATV 1.5 PODIUM RC2 shocks are built using 6061-T6 aluminum for lightweight and strength. The heat treated steel chrome plated damper shaft is super-finished for low friction and long seal life. All of the seals and wipers are engineered specifically for the ATV 1.5 PODIUM RC2. The body and reservoir are Genuine Kashima coated for reduced friction and long seal life.

DUAL-SPEED COMPRESSION (DSC) ADJUST

The FOX DSC valve is standard on the 1.5 PODIUM RC2 shocks and gives the ability to externally adjust the damping. The DSC has about 24 clicks of low-speed adjustment and about 22 clicks of high-speed adjustment. The factory setting is 12 / 12. The performance of the shock at this setting is close to the performance of the nob-adjustable shock and is a good all-around setting. The DSC valve gives the rider the ability to tune the shock for different terrain / personal preference on either side of the stock setting (softer or stiffer).

LOW-SPEED COMPRESSION (LSC) ADJUST

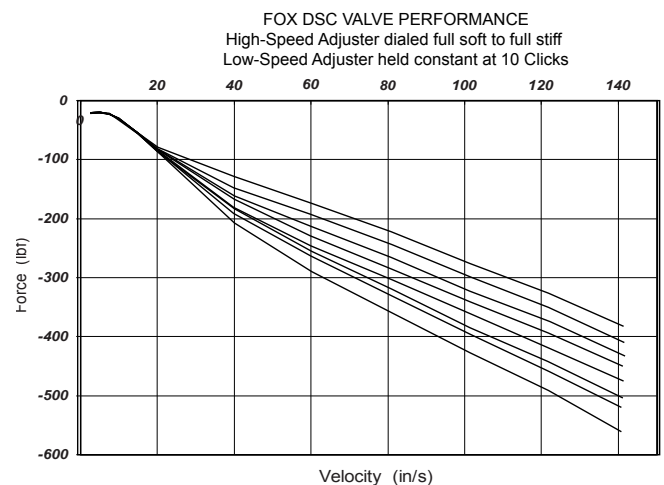


The LSC primarily affects the compression damping during slow suspension movements such as G-outs or smooth jump landings. It also affects wheel traction and the ride comfort of the vehicle

Choose a LSC setting that gives good body control (roll in corners, dive under braking, squat under acceleration, etc.) without causing excessive harshness or loss of traction.

The graph above shows the typical range of adjustment for the LSC adjuster from full-firm to full-soft with HSC held constant at 10 clicks out.

HIGH-SPEED COMPRESSION (HSC) ADJUST



The HSC is adjusted using a 17 mm socket. More damping = stiffer = clockwise.

The HSC adjuster affects the compression damping during medium-to-fast suspension movements such as steep jump faces, harsh flat landings and aggressive whoops. The goal is to run as little high-speed compression damping as possible without bottoming. The graph above shows the typical range of adjustment for the HSC adjuster from full-firm to full-soft with the LSC adjuster held constant at 10 clicks.

REBOUND ADJUSTER



Hand Adjust



Screwdriver Adjust

The Rebound Adjuster has a total of 24 clicks, start counting clicks from the adjusters clockwise limit.

The rebound adjust feature on your FOX 1.5 PODIUM RC2 shocks gives you the ability to externally adjust the shocks rebound damping. Adjustments are made by turning the red knob / screwdriver slot on the eyelet, located on the end of the shock absorber.

The factory setting is 12 clicks out. The performance of the shock at this setting is close to the performance of the non-adjustable shock and is a good all-around setting. The rebound damping affects how quickly the shock extends (rebounds). This adjustment affects how quickly the wheel will rebound when traveling through a series of large bumps and how quickly the suspension responds in a corner.

The optimum rebound setting is usually found with the minimum damping required to give acceptable control. Excessive rebound damping will typically be felt as the “suspension packing”. This can often be seen or felt as the vehicle travels through a series of similar-sized, successive bumps. It works well for the first two or three bumps and then bottoms hard on the third or fourth. This is because the shock has not rebounded quickly enough, and the shock “packs” into compression.

ACCESSORIES



398-00-619
DSC Adjuster Tool [17mm, 8mm] Wrench

READING THE SPRING RATE

FOX 1.5 coil-over shocks only use quality, high stress race springs. The springs are a shot-peened, heat treated chrome-silicon material, designed to give maximum travel and minimum weight. They are preset to ensure they do not sag over time.

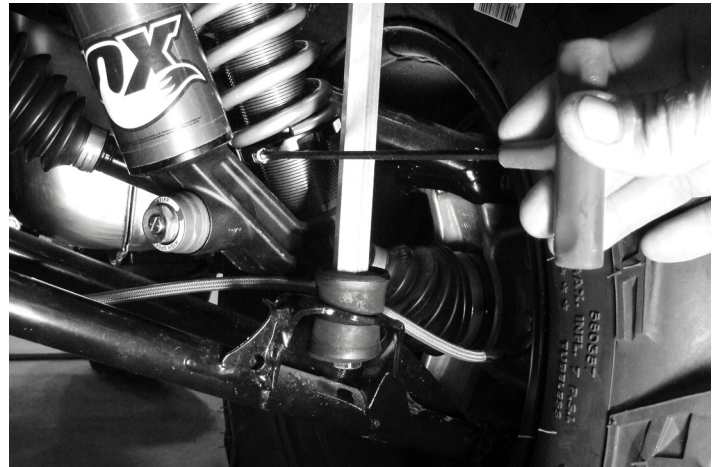
TIP: The springs are typically labeled:
For example: 1200-188-0225

The first four digits indicate the spring free length: 1200 = 12.00 inches

The middle three digits indicate the springs internal diameter: 188 = 1.88 inches

The last four digits indicate spring rate: 0225 = 225 lb-in

SPRING PRELOAD



All FOX 1.5 coil-over piggyback shocks feature adjustable spring preload. The recommended amount of spring preload has been preset.

When adjusting spring preload place the vehicle on jack stands prior to adjusting spring preload. This will unload the suspension and make the adjustment easier. Loosen preload adjuster screw and rotate spring preload adjuster ring to increase or decrease spring preload.

WARNING: Do not add excessive amounts of spring preload. Doing so may result in coil-bind, leading to spring failure and potentially injury or death. With the vehicle's frame fully supported by jack stands and all shocks are fully extended, the typical amount of spring preload should not exceed about 3/4". To check coil-bind, put several zip-ties around individual coils. If they break or show signs of contact, there is an excessive amount of spring preload. If you are at the maximum spring preload and need more ride height, contact your local FOX Dealer for a stiffer spring rate.

SHOCK INSTALLATION

If you do not have the proper equipment, tools, floor jack or jack stand, torque wrench, ratchet socket set with wrench set and abilities to correctly install your shock, have the shock absorbers installed by a professional technician. Your shock absorber should come supplied with the correct bushings and reducers pre-installed to mount the shock to your vehicle.



WARNING: CONTACT FOX IF THESE BUSHINGS / REDUCERS DO NOT FIT CORRECTLY. CORRECT SHOCK MOUNTING IS CRITICAL FOR CORRECT OPERATION AND FOR YOUR SAFETY.

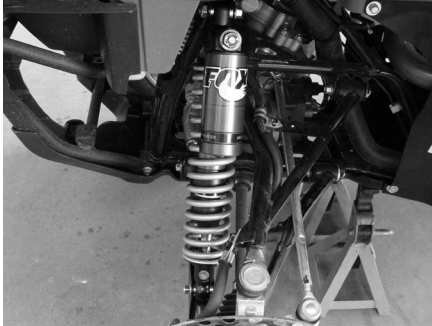


WARNING: DO NOT REMOVE RESERVOIR NITROGEN FILLER CAP OR ATTEMPT TO CHANGE NITROGEN PRESSURE. DAMAGE TO SHOCK ABSORBER CAN OCCUR.

NOTE: WE HAVE INCLUDED AN ADDITIONAL SET-UP SHEET FOR VEHICLES THAT MAY REQUIRE ADDITIONAL INSTALLATION INSTRUCTIONS.

- Raise the vehicle with a jack, support with jack stands and remove the stock shock absorbers.
- Install the upper mounting bolt through the upper suspension mount and shock eyelet.
- Install the lower mounting bolt through the lower suspension mount and shock eyelet.
- Tighten the upper and lower bolts to the manufacturers' torque specifications.
- After the shocks have been tightened to the manufacturers' torque specifications, remove the jack stands and lower the vehicle to the ground.
- Once the vehicle is on the ground, the scrub needs to be taken out of the tires so the ride height can be measured. In order to remove the scrub, the vehicle needs to be driven at least 10 feet forwards and backwards.

FRONT SHOCK



REAR SHOCK



The shocks shown above all have significant changes from one another that are required to meet the specific vehicles manufacturers requirements. From rebound knob types and locations to reservoir placement. As well as internal valve codes, pistons and external springs. See your vehicles manual and the FOX set-up sheet for initial starting point.

Keys to Set-up:

- 1) All Vehicles need (SAG) = the amount the vehicles suspension compresses with and without riders.
- 2) Not enough (SAG) = Harsh ride over small and large bumps.
(Decrease spring preload)
- 3) Too much (SAG) = Suspension bottoms to easily and vehicle has too much corner roll.
(Increase spring preload)
- 4) When setting up your vehicle, you need to evaluate what adjustments you have made from the Factory settings and either continue in that direction or go in the opposite direction.
- 5) The adjustments are there for you to dial the vehicles suspension into your riding preferences.

Vehicles with long-travel suspensions typically ride higher than stock to maximize use of the available travel. The optimum vehicle ride height will be determined by the exact vehicle configuration and usage. Individual vehicles can vary significantly in weight so it is important to check the ride height when you first install your shocks.

KNOW YOUR LIMITS AND RIDE WITH IN THEM!

[illegible]

MAINTENANCE

PROPER INSPECTION AND MAINTENANCE IS ESSENTIAL TO MAINTAIN THE PERFORMANCE AND RELIABILITY OF YOUR SHOCK ABSORBERS.

To avoid corrosion, you should keep the shock and spring clean and free of dirt or water. It is important to keep the shock shaft clean and free of mud. The wiper seal will clean deposits from the shaft, but the shock won't necessarily fully compress every time. This means you could accumulate dirt at the bottom of the shaft and underneath the jounce bumper. Make sure you clean these areas completely to prevent shaft corrosion.

Avoid using a high-pressure washer near the shaft seals or adjusters, as this could drive dirt inside the shock.

Make sure the ends of the spring and shock threads are clean and free of dirt before adjusting the preload ring this will make the adjustment easier and reduce wear.

Ideally, the shocks should be clean around the adjusters when changing the damping setting. A small blast of contact cleaner or brake cleaner before making adjustments will keep these parts clean and operating smoothly for years.

REBUILD / SERVICE INTERVALS

Just like the oil in your car engine, the oil in your shock absorber breaks down over time and must be replaced. The service interval depends on how frequently and severely the vehicle is driven. For optimum performance racing applications the shocks may require rebuilding every 10-20 hours of use. In non-racing environments to keep your shocks performing at optimum performance we recommend at least every 100-200 hrs of use.

WARNING: Shock rebuilds take special knowledge and tools. It is essential that this is performed by an authorized FOX technician or service center.

WARRANTY

All FOX products have a one-year warranty on defects in materials or workmanship. Please view the full warranty terms and conditions at www.ridefox.com/ps-warranty. Contact a FOX Warranty representative at 1.800.FOX.SHOX (1.800.369.7469).

SERVICE

Suspension Service Information on-line RA Request Form. <http://www.ridefox.com/service>

Contact a FOX Service Center at 1.831.740.4619 or psservicemw@ridefox.com

To receive a return authorization number before shipping the shocks to one of the following service centers:

FOX Powersports Service
130 Hanger Way
Watsonville, CA 95076

FOX Midwest Service Center
13461 Dogwood Drive
Baxter, MN 56425