



**RACING SHOX**

**SIDE X SIDE  
2.0 COIL-OVER PIGGYBACK  
OWNER'S MANUAL**

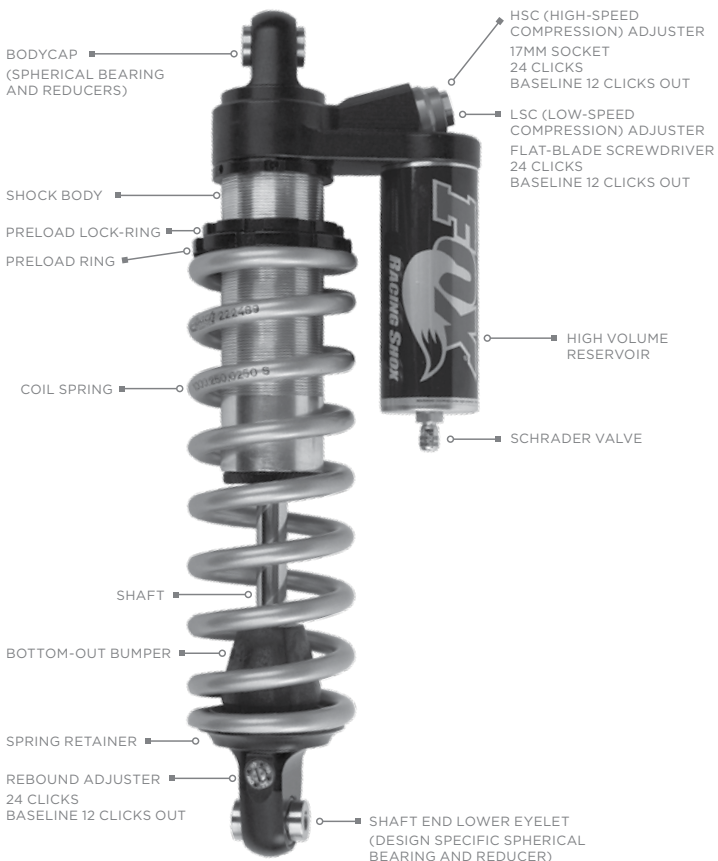


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# SIDE X SIDE 2.0 COIL-OVER PIGGYBACK



SHOWN HERE 2.0 Coil-over Piggyback MODEL RC2



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## CONGRATULATIONS

Thank you for choosing FOX 2.0 coil-over shock absorbers for your UTV. In doing so, you have chosen the finest suspension products in the world.

FOX Racing Shox™ products have been designed, tested and manufactured in the USA for over 35 years.

As a consumer and supporter of FOX Racing Shox 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.

This manual does not contain step-by-step shock rebuild instructions as FOX recommends this is carried out by the FOX service center or a qualified suspension service center.

## CONSUMER SAFETY



**WARNING:** Driving a side x side or utility vehicle can be dangerous and can result in death or serious injury.

Take your responsibility to yourself and others seriously, and heed 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 drive within them!

The FOX 2.0 coil-over shock contains a high pressure nitrogen charge. The shock should only be opened by a FOX Racing Shox technician or a qualified suspension professional.



**WARNING:** Opening a nitrogen pressurized shock can be dangerous and can result in serious injury or death.

## UNDERSTANDING THE 2.0 COIL-OVER

### FEATURES / TECHNOLOGIES

- 2.0 Plated body
- 5/8" Hard Chrome shaft
- High Flow Piston
- Ultra-durable bottom-out bumper
- 2.5" ID Light-weight race spring
- High pressure gas charged with internal floating piston

### ADJUSTMENTS

- Spring preload adjustment
- Dual Speed Compression (DSC) Adjustment (optional)
- Dual Speed Compression and Rebound Adjustment — FOX RC2 (optional)
- 360 degree Rotatable Piggyback (where applicable)

### SPRING

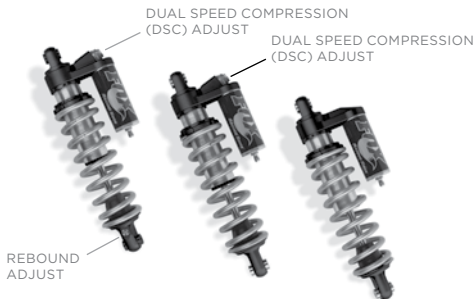
Coil

### APPLICATIONS

Stock replacement and long-travel for dunes, race and trail  
(see application guide)

### MODELS

- 2.0 Coil-over Piggyback with DSC and Rebound Adjust
- 2.0 Coil-over Piggyback with DSC
- 2.0 Coil-over Piggyback



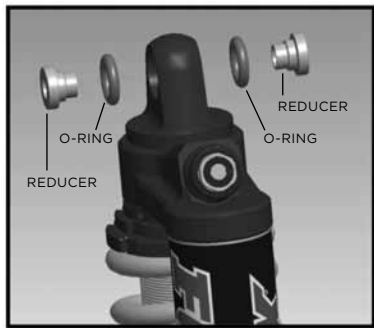
## INSTALLING YOUR SHOCKS

Your shock absorber should come supplied with the correct reducers pre-installed to mount the shock to your vehicle.

**TIP:** You may need to apply light pressure to compress the o-rings when installing the shock absorber into the shock mount.



**WARNING:** Contact FOX Racing Shox if these reducers do not fit correctly. Correct shock mounting is critical for correct operation and for your safety.



## READING THE SPRING RATE

FOX 2.0 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 pre-set to ensure they don't sag over time.

**TIP:** The springs are typically labeled: XXXX-XXX-XXXX

For example: 1200-250-0300

- The first 4 digits indicate the spring free length: 1200 = 12.00 inches.
- The middle 3 digits indicate the spring free Internal Diameter: 250 = 2.50 inches.
- The last 4 digits indicate the spring rate: 0300 = 300 lb/in.

## ROTATING THE PIGGYBACK

FOX 2.0 Coil-over Piggyback shocks feature a rotatable piggyback. This allows the reservoir to be oriented to clear other parts of the vehicle. The orientation should have been set at the factory to suit your vehicle.

**TIP:** If you're having fitment issues, make sure you're not trying to mount the left shock on the right or the front shocks on the rear.

It may be necessary for you to rotate the piggyback to fit your vehicle, for instance, if your vehicle is fitted with an aftermarket anti-roll bar.

It is possible to rotate the piggyback bridge without depressurizing the shock or removing the shock from the vehicle.

We recommend using the Wright tool or similar spanner wrench.



WRIGHT TOOL 9640

## INSTRUCTIONS

- i) Loosen the lock-ring underneath the bridge (as shown below).
- ii) SLOWLY rotate the bridge to the desired position.
- iii) Cinch the lock-ring back in place, in the opposite direction (20-30ft.lbs).





## SETTING THE RIDE-HEIGHT

All FOX 2.0 Coil-over Piggyback shocks feature adjustable spring preload. Your vehicle performance is sensitive to ride-height variations.

Use a tape measure to measure the height of the lowest point on the chassis rail or skid plate in the front and the rear (as shown below).

**STOCK VEHICLE:** 10" < RIDE-HEIGHT < 12"

**LONG-TRAVEL VEHICLE:** 12" < RIDE-HEIGHT < 14"

Vehicles with long-travel suspension typically ride higher than stock to maximize use of the available travel. The optimum vehicle ride-height will be determined by 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.



FRONT



REAR

**The FRONT should always be set 1/2" to 1" higher than the REAR.**

Increase spring preload to increase vehicle ride height.



**WARNING:**

Do not exceed 1" of overall spring preload. Doing so may result in coil-bind, leading to spring failure and potentially injury or death.

If you are at maximum preload and need more ride-height, contact FOX Racing Shox for a stiffer spring.

## DUAL SPEED COMPRESSION (DSC) ADJUST

(Optional)

The FOX DSC valve is an option on 2.0 Coil-over shocks and gives the ability to externally adjust the damping. The DSC has about 24 clicks of low speed adjustment and about 24 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 non adjustable shock and is a good “all-round” setting. The DSC valve gives the driver the ability to tune the shock for different terrain / personal preference either side of this setting (softer or stiffer).

### LSC (LOW SPEED COMPRESSION) ADJUSTMENT

The LSC is adjusted using a flat-bladed screwdriver in the middle of the adjuster.

**More damping = stiffer = clockwise**

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 an 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 on page 7 shows the typical range of adjustability for the LSC adjuster, from full firm to full soft, with the HSC adjuster held constant at 10 clicks out.

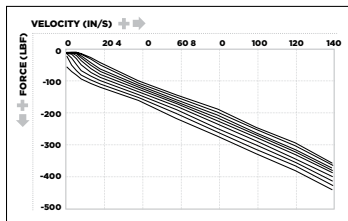
### HSC (HIGH SPEED COMPRESSION) ADJUSTMENT

The HSC is adjusted using a 17mm socket.

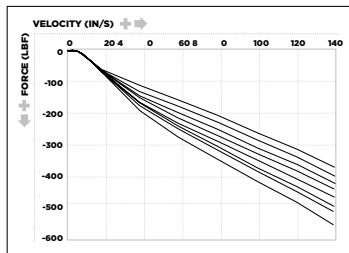
**More damping = stiffer = clockwise**

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 on page 7 shows the typical range of adjustability for the HSC adjuster, from full firm to full soft, with the LSC adjuster held constant at 10 clicks.

## LSC ADJUSTMENT RANGE



## HSC ADJUSTMENT RANGE



## REBOUND ADJUST

(Optional)

The optional REBOUND ADJUST feature on FOX 2.0 Coil-over shocks gives the ability to externally adjust the shock rebound damping. Adjustments are made using a small flat-bladed screwdriver on the eyelet at the end of the shock shaft. For slower rebound, turn the screw clockwise.

The rebound adjuster has about 24 clicks of adjustment. 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-round” setting.

The rebound damping affects how quickly the shock extends (rebounds). This adjustment affects both low and high speed rebound damping. It will affect how quickly the vehicle rolls / pitches under acceleration and braking and will also affect how quickly the wheels rebound when travelling through a series of large bumps.

The optimum rebound setting is usually found with the minimum damping required to give acceptable chassis 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, then bottoms hard on the 3rd or 4th. This is because the wheels aren’t rebounding quickly enough and the wheels “pack” into compression.

For tight, flat surfaces you might like to run more rebound damping for more chassis control. For high-speed open desert running, you may prefer to run less rebound damping for maximum traction.

## MAINTAINANCE

Proper inspection and maintenance is essential to maintain the appearance and performance of your shocks.

To avoid corrosion, you should keep the shock and spring clean and free from dirt or water.

It is important to keep the shock shaft clean and free from mud — the wiper seal will clean deposits from the shaft but the shock won't necessarily fully compress every time — this means that 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 (if fitted) — 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

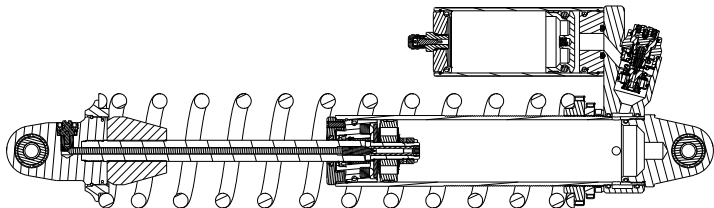
Just like the oil in your car engine, the oil in your shock absorber breaks down over time and must be replaced. The service interval depends on how frequently and severely the vehicle is driven. For racing applications, the shocks may require rebuilding once a year (or more often). In non-racing environments, your shocks should last several years without rebuilding.



**WARNING:** Shock rebuilds require technical knowledge and tools. It is essential that this is performed by FOX or by a qualified service center.

## **SHOCK CROSS-SECTION**

How your adjusters affect the shock damping.



## **WARRANTY**

All FOX Racing Shox products have a 1 year warranty on defects in materials or workmanship.

**FOX**  
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