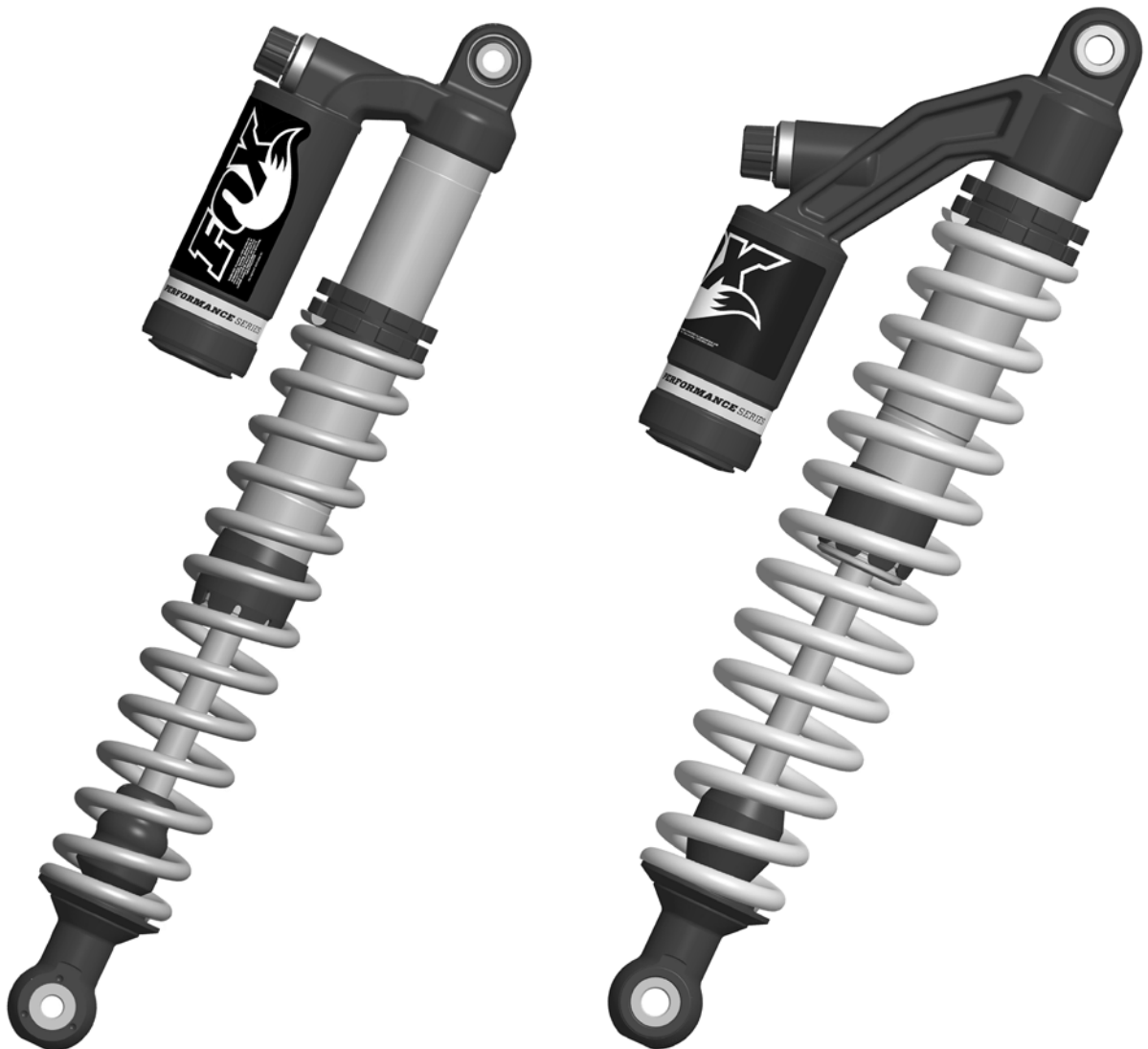


FOX REDEFINE
YOUR LIMITS

1.5 PODIUM C
PERFORMANCE SERIES
OWNERS MANUAL



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

Reference print standards 604-00-300 rev A

CONGRATULATIONS

Thank you for choosing FOX 1.5 PODIUM C PERFORMANCE SERIES shock absorbers for your UTV. 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: Driving a UTV 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!

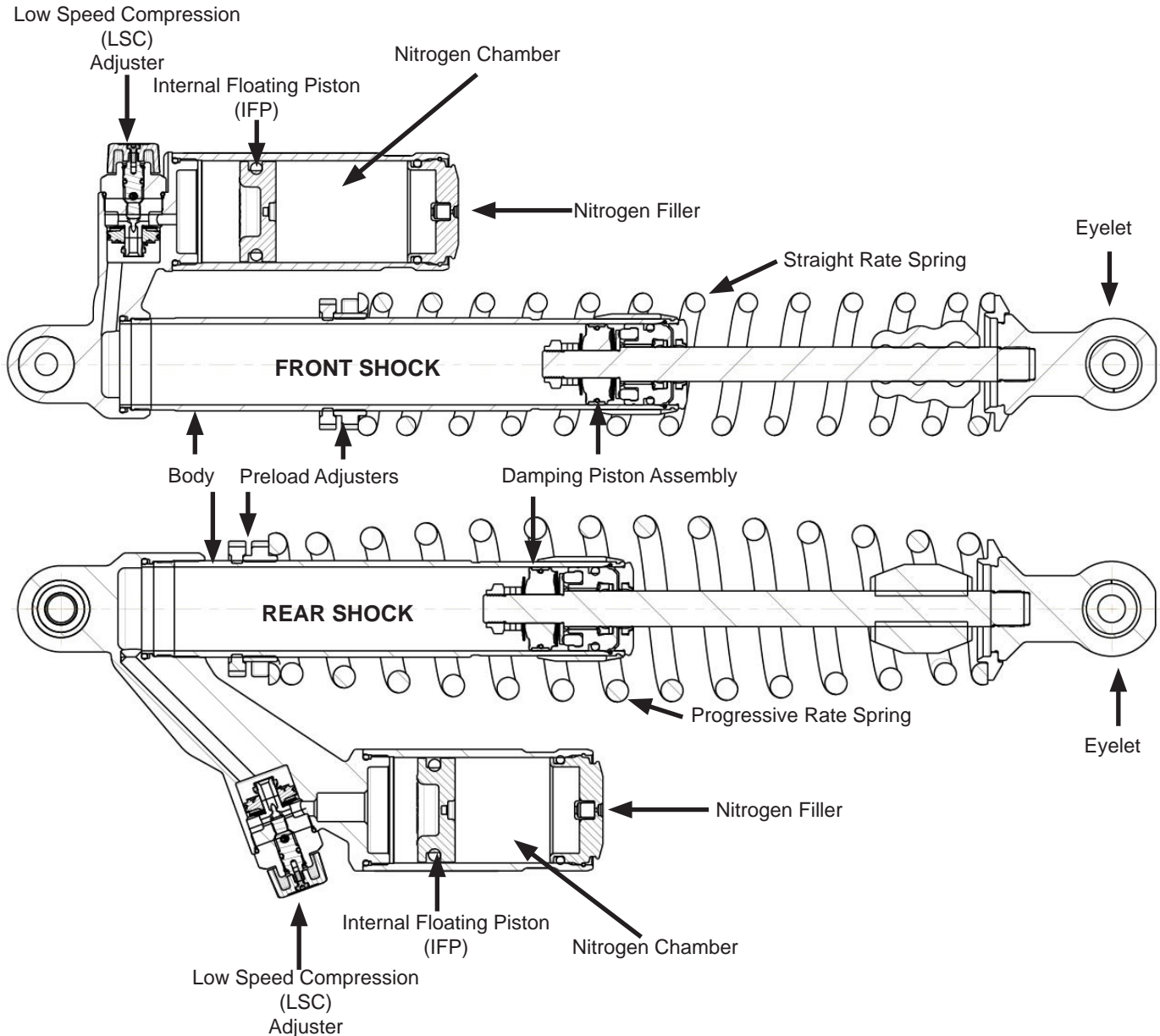
THE FOX 1.5 PODIUM C shock contains a high-pressure nitrogen charge. The shock should only be opened by a FOX technician.

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 C 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 C

FOX PODIUM C shock absorbers set the industry standard for performance and durability. Equipped with external low speed compression (LSC) adjuster, inside is a 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.



UTV 1.5 PODIUM C shocks are built using 6061-T6 aluminum for light weight 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 UTV 1.5 PODIUM C. The body and reservoir have hard coat anodized finishes for reduced friction and long seal life.

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:
XXXX-XXX-XXXX

For example: 1200-188-0225

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

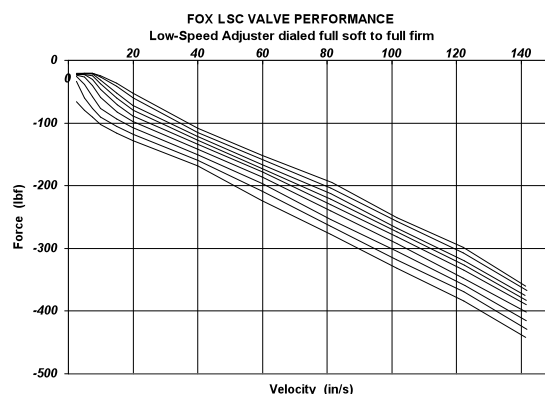
The middle three digits indicate the spring free internal diameter: 188 = 1.88 inches

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

LOW SPEED COMPRESSION ADJUSTER (LSC)



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



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.

INSTALLING YOUR SHOCKS

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



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



Measuring Points

- 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.

SETTING THE RIDE HEIGHT

All FOX 1.5 coil-over piggyback shocks feature adjustable spring preload. Your vehicle is sensitive to ride height variations.

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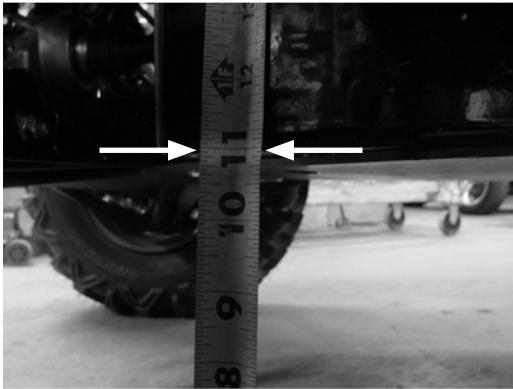
Tooling: Spanner, Sm Preload Wrench



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

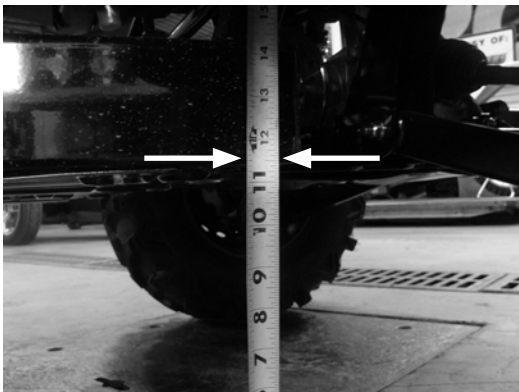
11.00 INCHES < RIDE HEIGHT < 11.50 INCHES

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.



FRONT

Increase spring preload to increase vehicle ride height.
EXAMPLE Pioneer 700 10.75 inches - 11.25 inches.



REAR

Increase spring preload to increase vehicle ride height.
EXAMPLE Pioneer 700 11.50 inches - 12.00 inches.

WARNING: Do not add excessive amounts of preload into the coil spring. Doing so may result in coil-bind, which could lead to spring failure and potential injury or death. To check coil-bind, put several zip-ties around individual coils. If they break or show signs of contact, there is excessive preload. If you are at maximum preload and need more ride height, contact FOX for a stiffer spring.

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 (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 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 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