

TROUBLE SHOOTING COMPRESSION DAMPING

Symptom	Remedy
Rigid, harsh ride	Decrease low-speed compression
Excessive body roll, wallows dives or squats	Increase low-speed compression
Bottoms out on steep jump faces or flat landings	Increase high-speed compression
Suspension not using full travel	Decrease high-speed compression

For more information:

Call 800.FOX.SHOX - 800.369.7469
Monday - Friday 8:00 am to 5:00 PM PST
130 Hangar Way, Watsonville CA 95076
Fax 831.768.9342

Visit us online at www.foxracingshox.com
Contact us via email powersports@foxracingshox.com



DSC

(Dual Speed Compression) Supplemental Instruction Sheet

Introduction

In an effort to continuously improve upon our products we have developed a new **DSC** (dual speed compression) adjuster for your Fox Racing Shox. This new **DSC** adjuster along with the entire shock system will allow you to fine tune your ride to a wider range of riding conditions.

This supplemental manual will explain what the adjuster does and how to use each of the adjusters to improve your ride.





Safety Note: Do not over-torque the high-speed or low-speed adjusters! Minimal force is required to turn. Applying excess force at the end of the adjuster travel can cause significant and permanent damage to the DSC (dual speed compression) valve.

How the DSC Works

The DSC valve has two parallel paths through which oil flows. The low-speed circuit is an adjustable needle and jet seat. The high-speed circuit is a valve stack backed by a compression spring. The preload in this spring controls the point at which the valve stack opens (figure 1). These two independent adjusters are shown in the diagram below (figure 2).



(Figure 1) High-speed piston and preload spring

LSC Adjuster (Low-Speed Compression)

Turn LSC clockwise with a flat screwdriver to increase low-speed compression damping

LSC setting is denoted as 'clicks' out from fully closed (full clockwise)

HSC Adjuster (High-Speed Compression)

Turn clockwise with an 18mm wrench or socket to increase or add high-speed compression damping.

HSC setting is denoted as 'clicks' out from full firm (full clockwise)

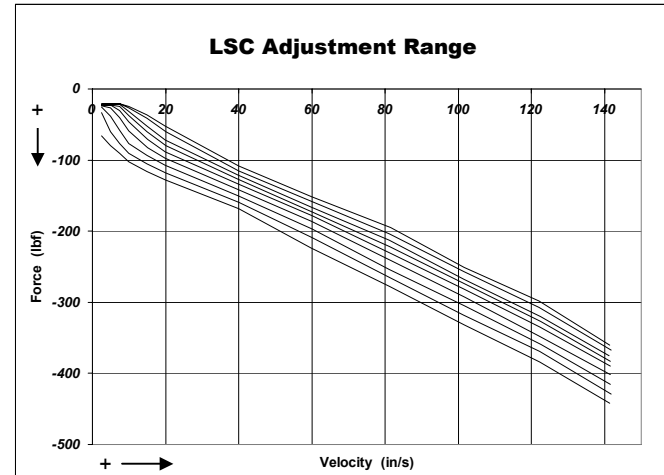
Tech Note: When the HSC adjuster is turned clockwise, it will actually back out of the housing. This is due to a left-hand-thread arrangement.



(Figure 2) High and low speed adjusters

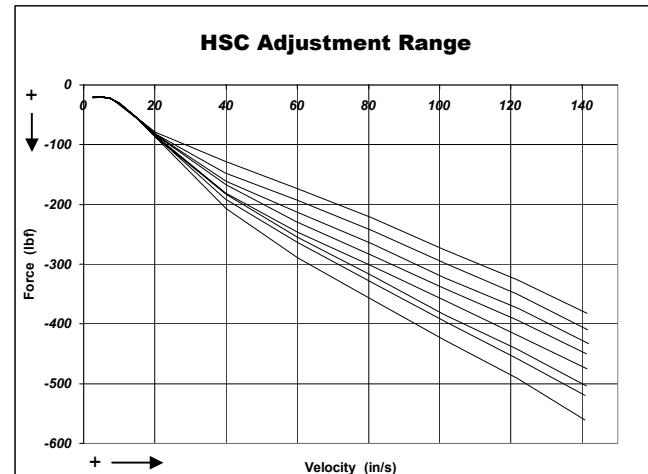
What the Compression Adjustments Do

The **LSC (low speed compression) adjuster** primarily affects the compression damping during slow suspension movements such as g-outs or smooth jump landings. It also affects wheel traction and the harshness or plushness of the vehicle (note that low-speed has nothing to do with the speed 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 following graph 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:



Characteristic Graph Showing the Affect of Changing the LSC Adjuster

The **HSC (high speed compression) adjuster** mainly 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 following graph 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:



Characteristic Graph Showing the Affect of Changing the HSC Adjuster