



ATV Shock Absorber Owners Manual

Models

PODIUM COMP ('03)

FOX RACING SHOX
130 Hangar Way, Watsonville, CA 95076
831.768.1100 FAX 831.768.9342
Email: service@foxracingshox.com
Website: www.foxracingshox.com

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Introduction

Congratulations on choosing FOX Racing Shox. In doing so, you have chosen the best suspension in the industry. All FOX Racing Shox products are designed, manufactured and assembled by the finest professionals in the industry.

Contact Information

FOX Racing Shox 130 Hangar Way Watsonville, CA 95076	Phone: 831.768.1100 North America: 800.369.7469 Fax: 831.738.9342
E-mail: service@foxracingshox.com	Website: www.foxracingshox.com
Business Hours: Monday-Friday 8:00AM-5:00PM, Pacific Time	

Service / Warranty

1. Contact FOX Racing Shox at 800.FOX-SHOX (800-369-7469) to obtain a Return Authorization Number (RAN) and shipping instructions.
2. Satisfactory proof of purchase receipt is required for warranty consideration.
3. Mark the Return Authorization Number (RAN) and the Return Address on the outside of the box. Send the shock to FOX Racing Shox with the shipping pre-paid by sender.
4. Include a description of the problem, vehicle information (manufacture, year & model), type of FOX product, spring rate, type of riding, and a return address with daytime phone number.

Warranty Policy:

FOX Racing Shox products are covered by a 1-Year Limited Warranty against defects in materials and/or workmanship. Any modifications to the product will void all warranty. This Warranty will be extended to the original retail consumer of an OEM Customer's FOX Racing Shox equipped vehicle and is valid for one year from the original date of purchase from an OEM Customer's authorized dealer. Warranty is limited to the repair or replacement of the FOX Racing Shox product. FOX Racing Shox reserves the right of final decision with regards to all warranty related issues.

Warranty is void when damage to the shock has occurred from the following:

- Abuse.
- Seal damage due to power washing.
- Damage to the exterior finish caused by debris, rocks, or crashes.
- Any attempts to disassemble shock absorber.
- Modifications.
- Non-factory oil use or improper service
- Shipping damage or loss (purchase of full insurance is recommended).

Methods of Payment

VISA, MasterCard and/or Cashier's Check

Methods of Shipping

FOX Racing Shox uses UPS Ground Service within the USA. Customer may request UPS Air Service at an extra cost. All non-warranty shipping charges are the customer's responsibility.

Disclaimer

FOX Racing Shox is not responsible for any damages to you or others arising from riding, transporting, or other use of your FOX-equipped vehicle. In the event that your shock breaks or malfunctions, FOX Racing Shox shall have no liability or obligation beyond the repair or replacement of your shock, pursuant to the terms outlined in the Service and Warranty provisions of this manual.

Consumer Safety

All FOX Racing Shox are gas pressurized with nitrogen. NEVER ATTEMPT TO ALTER THE GAS CHARGE PRESSURE OF THE SHOCK. The gas pressure is not a tuning mechanism, and should not be altered. Special equipment, available from FOX Racing Shox, is required to service the shock.

RIDING A MOTOR VEHICLE IS DANGEROUS AND CAN RESULT IN SERIOUS INJURY OR DEATH. RIDE RESPONSIBLITY AT ALL TIMES.

- Maintain your vehicle and your suspension.
- Always wear a helmet, protective clothing and eye protection.
- Ride within your limits.
- Tread lightly.

Removal & Installation

The method for removing and installing your FOX Racing Shox is different for every vehicle. Refer to your vehicle's service manual for complete instructions.

Recommended Service Intervals

Your FOX Racing Shox will perform the best if serviced at regular intervals:

Every Ride	Wash and dry your vehicle and suspension.
Every 100 hours	Visually inspect shock seals.
Every 500 hours or Annually	Change shock oil and seals.

Inspection & Maintenance Guidelines

Cleaning:

When cleaning your shock absorbers, avoid using harsh detergents or chemicals. FOX Racing Shox recommends using only mild detergents. If using a pressure washer to clean your vehicle, avoid pointing the nozzle directly at the shaft seals, as this could lead to damage. Use compressed air or a clean soft cloth to dry the shock absorbers. Be sure to lift the bottom out bumper slightly, and clean the area underneath it.

Inspection:

When inspecting your shock absorbers, the following areas should be closely checked:

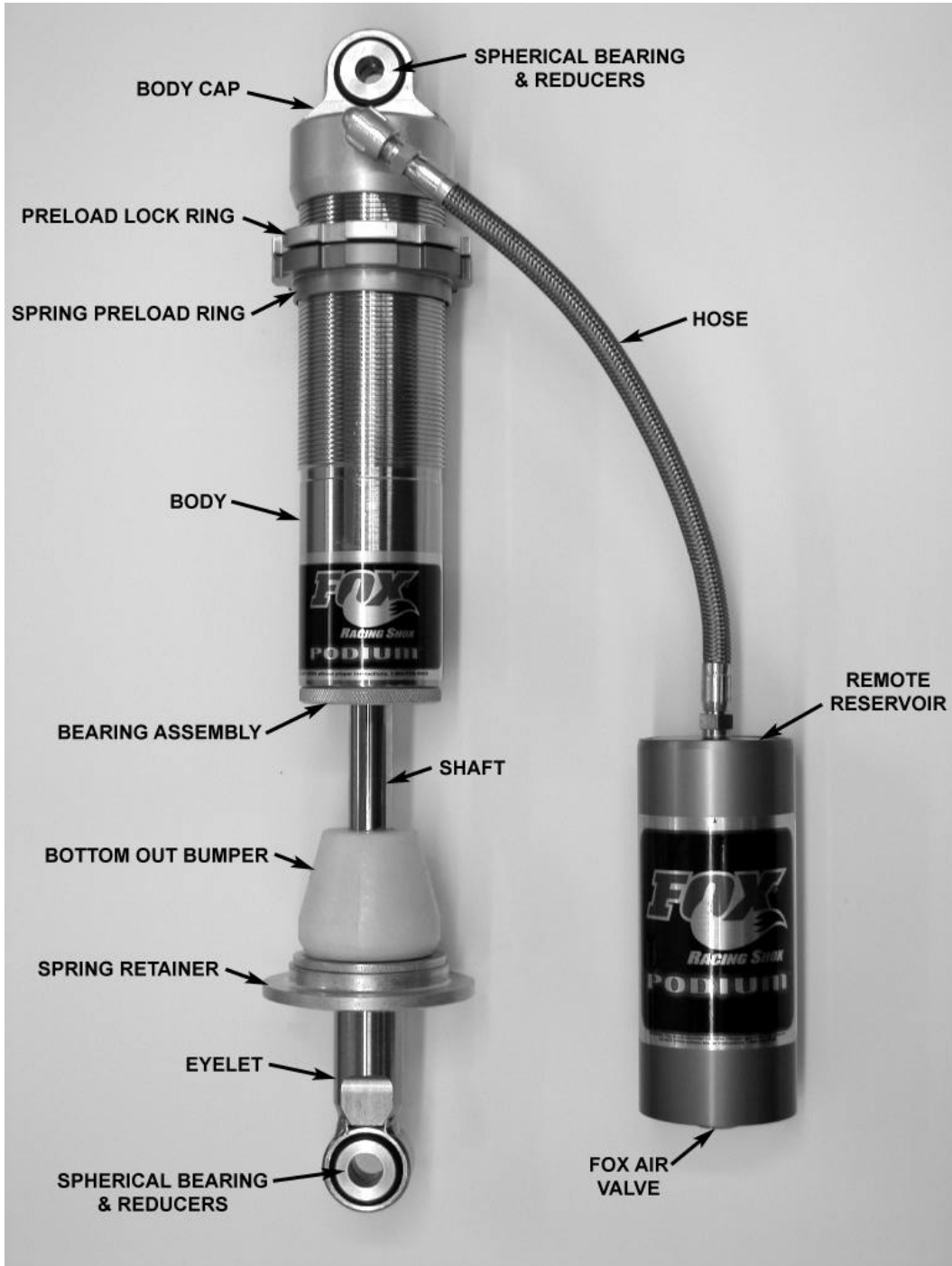
- Check piston shaft seals for signs of leakage.
- Check external components (body tube, shaft, reservoir, etc.) closely for signs of damage.
- Inspect the shock mounting hardware for excessive wear, and make sure the fasteners are torqued to the proper specifications.
- Check all external adjusters for wear and proper function.
- Inspect the bottom out bumper for excessive wear.

Regular inspection and maintenance of your FOX Racing Shox will lead to improved long term performance. If you require further service, contact FOX Racing Shox or your authorized dealer for assistance.

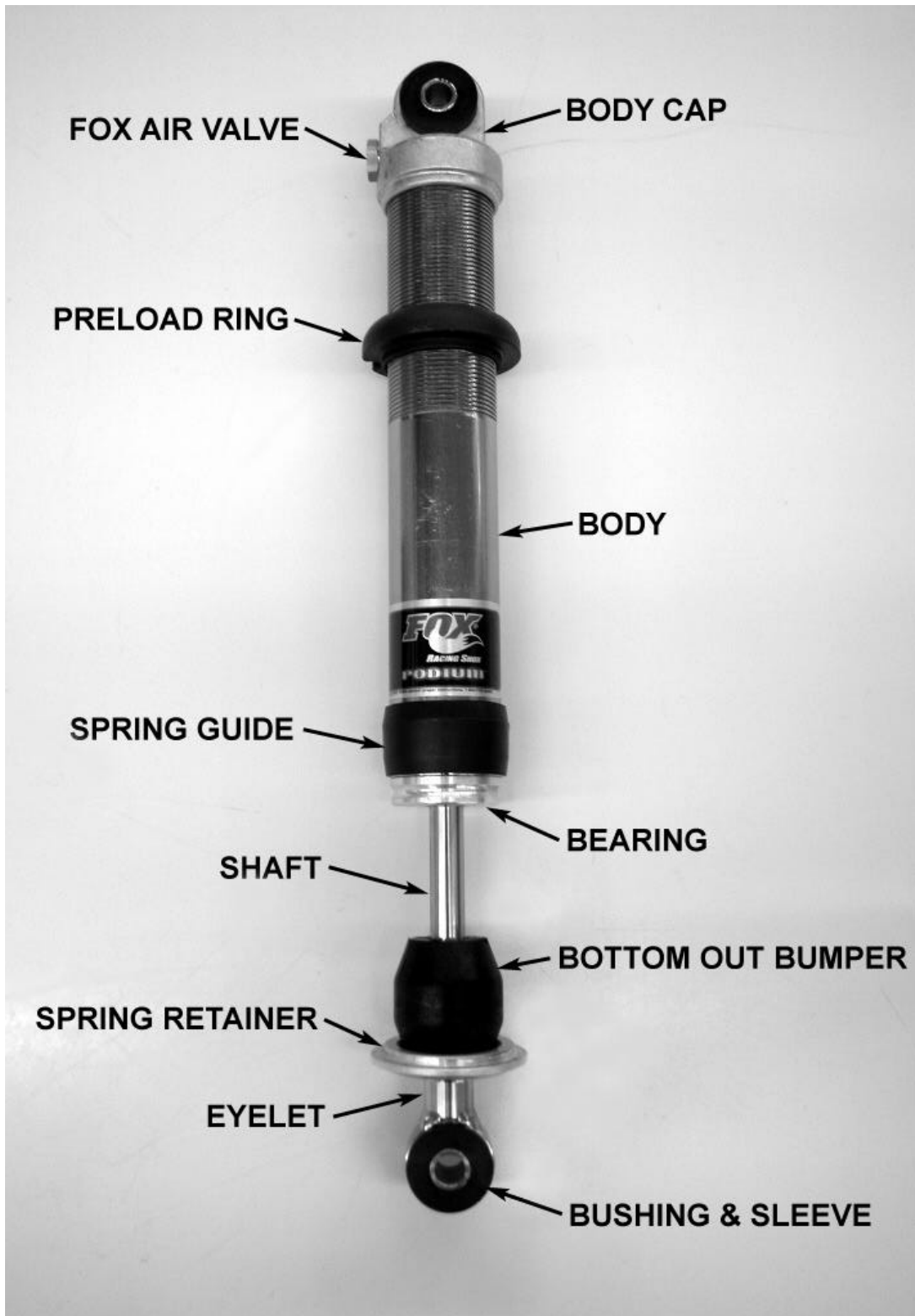
Basic Shock Terminology

Compression Damping:	The resistance to compression created by the internal components of the shock.
Rebound Damping:	The resistance to extension created by the internal components of the shock.
Preload:	The initial amount of force placed on a spring.
Spring Rate:	The force required to compress a spring one inch.
Ride Height:	The distance from fixed points on the vehicle to the ground. Controlled by "Ride Height Sag".
Ride Height Sag:	The difference between ride height with suspension fully extended, and ride height when suspension is compressed by riders weight while sitting in a normal riding position.
Shock Sag:	The amount the shock compresses with the rider sitting on the vehicle in a normal riding position.

Podium Comp Rear:



Podium Comp Front:



General Set-up Guidelines

FOX Racing Shox offers several different variations of Podium shock absorbers. Each has different external adjustments available to modify the characteristics of the shock absorber to suit different riding conditions and rider weights. All FOX Podium Shox can also be re-valved internally if the external adjustments do not offer a wide enough range for a given riding condition. FOX Racing Shox recommends that an authorized dealer handle all re-valving and rebuilding of your Podium shocks.

Podium Comp:

The external adjustment available on the Podium Comp line of shock absorbers is limited to Spring Preload. This adjustment allows the rider to adjust the front and rear ride height of the vehicle to suit their weight. See 'Spring Preload Adjustment' for further information on this adjustment.

Spring Preload Adjustment:

Setting the spring preload on your vehicle is very important. The amount of preload on the shock affects the ride height of the vehicle, and the consequent angles of the suspension components. These aspects directly affect the handling of your vehicle. The following instructions will help you set the ride height on your ATV. You will need to find a level surface (i.e. concrete shop floor) to perform this accurately.

Rear End:

1. Lift the rear of the ATV until the tires are off of the ground.
2. Measure the distance between the center of the rear axle and a fixed point on the frame directly above it.
3. Place the rear end back on the ground, and have the rider sit on the ATV in a normal riding position. The rider should be wearing all of their riding gear.
4. Take another measurement from the same point on the rear axle to the same point on the frame. The difference between the two measurements is the rear ride height sag.
5. Adjust the spring preload ring by threading it up or down the body of the shock until the sag measures to be within the limits set by your vehicle manufacturer. On shocks with spring preload lock collars, you will first need to loosen the lock collar before adjusting the preload. Be sure to retighten the lock collar after any adjustment has been made.

Front End:

1. The procedure for setting the front ride height is the same as for the rear, except you will need to adjust both sides at the same time. Make sure the amount of sag measures the same on both sides of the vehicle.

When setting the sag, if either end has to be changed significantly, it is a good idea to re-measure the opposite end after making the changes to make sure it is still within the correct range. Most ATV's have springs selected for average riders. Very light or heavy riders may need to change spring rates to achieve proper spring preload