

THE DIALS EXPLAINED

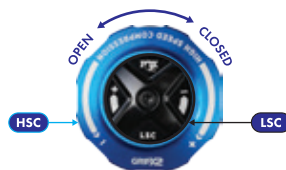
LSC (LOW-SPEED COMPRESSION)

Affects how the suspension feels in the first 1/3 of its travel as the wheel tracks the trail. This adjustment is associated with small bump compliance and off-the-top sensitivity. Many riders aim to run minimal LSC while still maintaining a supported feel over smaller trail chatter.

HSC (HIGH-SPEED COMPRESSION)

Affects how the suspension feels in the last 2/3 of its travel as the wheel tracks the trail. This adjustment is associated with larger trail impacts and rough or rowdy terrain. Many riders find additional HSC to aid in heavy bottom-out scenarios and larger jumps/drops. There is a balance to be struck with this adjustment between compliance and support in the last portion of the suspension travel.

FOX FACTORY FLOAT 36 GRIP X2
Fork Compression Dials



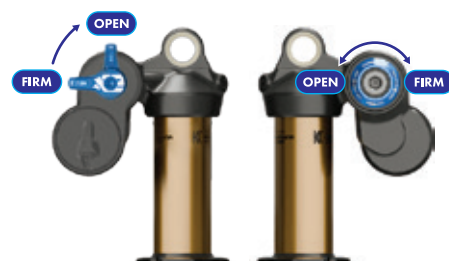
2-POSITION LEVER

The Fox Factory Float X2 2-position lever is frequently used as a climb switch throughout a ride. Use the OPEN mode during rough descending and the FIRM mode for smooth climbing.

LSC (LOW-SPEED COMPRESSION)

See explanation above.

FOX FACTORY FLOAT X2
Shock Compression Dials



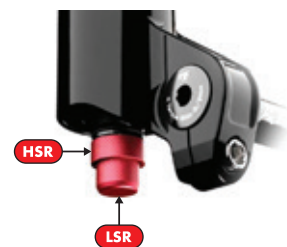
LSR (LOW-SPEED REBOUND)

Affects how the suspension rebounds in the first 1/3 of its travel as it recovers from smaller trail impacts. Many riders aim to run as little LSR as tolerable, this increases wheel and suspension speed allowing the suspension to quickly rebound from repetitive trail impacts and chatter.

HSR (HIGH-SPEED REBOUND)

Affects how the suspension rebounds in the last 2/3 of its travel as the suspension recovers from a larger trail impact or feature. Riders use less HSR for faster recovery so the suspension is ready for the next impact or more HSR to reduce bucking from large impacts.

FOX FACTORY FLOAT 36 GRIP X2
Fork Rebound Dials



FOX FACTORY FLOAT X2
Shock Rebound Dials



VOLUME SPACERS

Volume spacers are an optional step to fine-tune your suspension's air spring. The stock volume spacer configuration will work for most riders. See the charts below for volume spacer recommendations based on riding style.



[Fork volume spacer installation video.](#)
This procedure applies to all Fox Float forks.



[Shock volume spacer installation instructions.](#)
This procedure applies to 2026 Float X2 shocks.

FOX FACTORY FLOAT 36 GRIP X2
Fork Volume Spacers



FOX FACTORY FLOAT X2
Shock Volume Spacers



SET FORK SAG

- Make any desired changes to volume spacers before setting sag. The Fox 36 on the Ripmo ships with **2 volume spacers installed**.
- Set your sag in **OPEN** mode with riding gear on. Sag should be set while standing in your descending position. Carefully dismount the bike without further compressing the suspension. Measure the distance between the sag indicator o-ring and the rubber air sleeve seal.
- Optimum Sag: **18-25%** of full travel at **160mm = 28.8mm to 40mm**.
- Once you have the sag set, use the charts to set compression and rebound settings.

SET FORK DAMPING

- Turn your damper adjuster to the closed position (full clockwise) until it stops. You will hear and feel clicks as you turn the knob.
- These are just suggestions, so experiment until you find the settings that work for you.
- More clicks is less damping and faster suspension speed.



More clicks and less air provides greater traction and a more plush suspension feel.



Less clicks and more air provides a more supportive and controlled suspension feel.

FOX FACTORY FLOAT 36 : 29 | GRIP X2 : AIR PRESSURES

RIDER WEIGHT (with gear)			FORK DIALS				SPACERS BY RIDING STYLE	
LB	KG	PSI	LSR	HSR	LSC	HSC	SMOOTH ↔ SMASH	
100-110	44-49	43-47	15-13	8-6	18-16	11-9	1	1
110-120	49-54	47-51	15-13	8-6	18-16	11-9	1	1
120-130	54-59	51-55	15-12	8-6	17-15	11-9	1	1
130-140	59-64	55-59	15-12	7-5	17-15	10-8	1	2
140-150	64-68	59-63	15-11	7-5	16-14	10-8	1	2
150-160	68-73	63-67	14-10	7-5	16-14	10-8	1	2
160-170	73-77	67-71	14-10	6-4	15-13	9-7	1	2
170-180	77-82	71-76	14-10	6-4	15-13	9-7	1	2
180-190	82-86	76-80	14-10	6-4	14-12	9-7	1	2
190-200	86-91	80-84	12-8	5-3	13-11	8-6	1	2
200-210	91-95	84-88	12-8	5-3	12-10	8-6	1	3
210-220	95-100	88-92	12-8	5-3	11-9	8-6	1	3
220-230	100-104	92-97	12-8	4-2	10-8	7-5	1	3
230-240	104-109	97-101	12-8	4-2	9-7	7-5	1	3
240-250	109-113	101-105	12-8	4-2	8-6	7-5	1	3
MAX		120	15	8	18	11	6	6

▲ DO NOT EXCEED MAXIMUM AIR PRESSURE.

SET SHOCK SAG

- Make any desired changes to volume spacers before setting sag. The Fox Float X2 on the Ripmo ships with a **2cc volume spacer installed**.
- Set the blue 2-Position climb switch lever to open (downward).
- The Float X2 requires repeated actuation to equalize pressure between the two air chambers. With the air pump attached to the shock, slowly actuate your shock several times through its travel as you reach your desired pressure. This will equalize the positive and negative air chambers and will change the pressure on the pump gauge.
- Set your sag in **OPEN** mode with riding gear on. Sag should be set while standing in your descending position. Carefully dismount the bike without further compressing the suspension. Measure the distance between the sag indicator o-ring and the rubber air sleeve seal.
- Optimum Sag: **25-30%** of full travel, **60mm stroke = 15mm to 18mm**.
- Once you have the sag set, use the charts to set compression and rebound settings.



SET SHOCK DAMPING

- Turn your rebound and compression adjuster to the closed position (full clockwise) until it stops. You will hear and feel clicks as you turn the knob.
- These are just suggestions, so experiment until you find the settings that work for you.
- More clicks is less damping and faster suspension speed.

More clicks and less air provides greater traction and a more plush suspension feel.



Less clicks and more air provides a more supportive and controlled suspension feel.

FOX FACTORY FLOAT X2 | AIR PRESSURES

RIDER WEIGHT (with gear)			SHOCK DIALS				SPACERS BY RIDING STYLE	
LB	KG	PSI	LSR	HSR	LSC	HSC	SMOOTH ↔ SMASH	
100-110	44-49	95-105	14-12	8-6	18-16	11-9	0 2cc	
110-120	49-54	105-115	14-12	8-6	18-16	11-9	0 2cc	
120-130	54-59	115-125	13-11	7-5	17-15	11-9	0 2cc	
130-140	59-64	125-135	13-11	7-5	17-15	10-8	0 2cc	
140-150	64-68	135-145	12-10	6-4	16-14	10-8	0 2cc	
150-160	68-73	145-155	12-10	6-4	16-14	10-8	0 2cc	
160-170	73-77	155-165	11-9	5-3	15-13	9-7	0 2cc	
170-180	77-82	165-175	11-9	5-3	15-13	9-7	0 2cc	
180-190	82-86	175-185	10-8	5-3	14-12	9-7	0 2cc	
190-200	86-91	185-195	10-8	5-3	13-11	8-6	2cc 4cc	
200-210	91-95	195-205	9-7	4-2	12-10	8-6	2cc 4cc	
210-220	95-100	205-215	9-7	4-2	11-9	8-6	2cc 4cc	
220-230	100-104	115-225	8-6	4-2	10-8	7-5	2cc 4cc	
230-240	104-109	225-235	8-6	4-2	9-7	7-5	2cc 4cc	
240-250	109-113	235-245	7-5	3-1	8-6	7-5	2cc 4cc	
MAX		350	14	8	18	9	16cc 16cc	

▲ DO NOT EXCEED MAXIMUM AIR PRESSURE.