

F4 SHOCK SETUP



The F4 comes equipped with a Fox Float RP23. The RP23 is one of the most advanced shocks on the market, yet it is user friendly and easy to adjust. To get the best performance from your frame it is important to setup your shock.

Rider Adjustable settings

- Air Pressure
- Rebound Damping
- ProPedal on/off
- ProPedal firmness

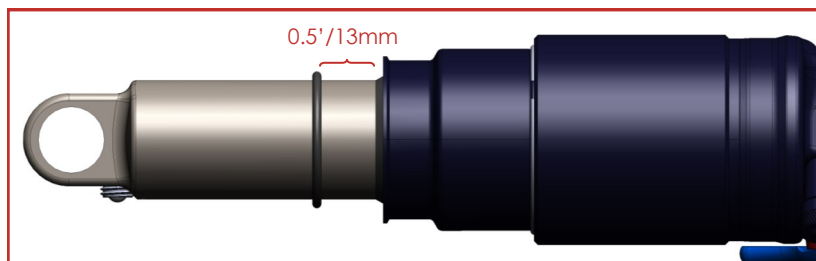
Factory Adjustable settings

- Boost Valve Pressure
- Velocity Tune (Compression)
- Rebound Tune
- Air Canister Size

1 Adjust Air Pressure

The F4 was designed for 25% sag and this setting will work for most riders. The proper amount of sag is based on personal preference and will vary with riding style and terrain.

- Use the air pressure chart on page 2 to find a starting air pressure and use the high pressure shock pump that comes with your frame to adjust the air pressure.
- Push the O-ring up on the shock so it sits against the dirt wiper seal.
- Get on the bike and gently dismount.
- Measure the distance between the O-ring and the dirt wiper seal. 25% sag is approximately 0.5"/13mm.

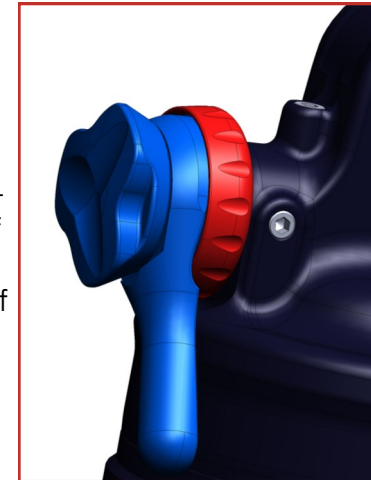


2. Adjust Rebound Damping

Rebound damping controls the speed at which your shock returns after compression. It is adjusted by turning the red adjuster knob. The proper rebound setting is based on personal preference, and depends on rider weight, riding style and terrain. As a guideline, rebound should be set as fast as possible without kicking back and pushing the rider off the saddle. The RP23 rebound knob has approximately 8 clicks of adjustment.

For slower rebound, turn the red adjuster knob clockwise.

For faster rebound, turn the red adjuster knob counterclockwise.

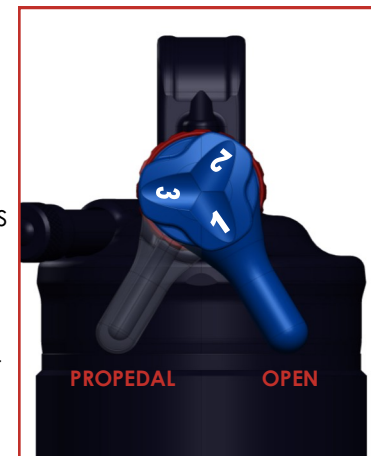


3. Adjust ProPedal

ProPedal allows you to increase compression damping on the fly. The blue lever has two positions, open and ProPedal. With ProPedal engaged, you minimize pedal induced suspension motion. The RP23 has 3 levels of ProPedal.

- 1=Light ProPedal
- 2=Medium ProPedal
- 3=Firm ProPedal

The proper ProPedal setting is based on personal preference. As a guideline, most riders will get the best possible suspension performance with ProPedal open or set to 1. The F4 is highly pedal efficient and virtually eliminates the need for additional ProPedal damping.





Boost Valve Pressure

Boost Valve is Fox's position sensitive damping technology. It can be used early in the stroke to achieve ProPedal efficiency and it can be used late in the stroke to provide a more bottomless feel. Boost Valve pressure is a suspension kinematic specific setting and can only be adjusted at the factory. Because the F4 is highly pedal efficient, our boost valve setting takes the most advantage of the last part of the stroke providing a suspension platform that feels like it has more than 4" of travel.

Velocity Tune

The Velocity Tune controls compression damping. With this setting you can adjust how quickly the rear suspension compresses after hitting a bump. Like Boost Valve pressure this is a suspension kinematic specific setting and is adjusted at the factory.

Rebound Tune

The Rebound Tune controls rebound damping. With this setting you can adjust how quickly the rear suspension returns after hitting a bump. In addition to the factory tune there is adjustable rebound damping that allows the rider to fine tune the rebound damping for personal preference.

Air Canister Size

The size of the air canister is a key factor in obtaining a good wheel rate. The spring rate of an air spring is related to the size of the air chamber, making compression ratios dependent on the size of the air chamber. We took advantage of this and designed our linkage for a specific air canister size. Using the compression ratio of the shock we designed a wheel rate that is linear to slightly progressive. This results in good small bump compliance, more perceived travel and good bottom-out protection.

F4 AIR PRESSURE CHART		
RIDER WEIGHT		AIR PRESSURE
LBS.	KG.	PSI.
100-110	45-54	70
110-120	50-54	75
120-130	54-59	85
130-140	59-64	90
140-150	64-68	95
150-160	68-73	100
160-170	73-77	110
170-180	77-82	115
180-190	82-86	125
190-200	86-91	130
200-210	91-95	135
210-220	95-100	145

Note:

The air pressure chart should only be used to find a starting air pressure. It is important that you adjust the air pressure for your personal preferences. The air pressure chart does not follow nice 5 or 10lbs increments. We have rounded the air pressure numbers to the nearest 5PSI. Increment because it is difficult to adjust air pressure in smaller increments than 5PSI.