

# 02 Series

## Set-Up Guide



# Terminology



# Basic Set-Up

## Step 1: Installation

The first step to getting your shock dialed is correctly mounting it on your bike. Make sure the shock has been outfitted with the correct reducers for the specific frame it's being installed on. Reducers are the spacers that fit into the shock eyelets and fill the correct gap in your frame's shock mount. Once you have made sure that the reducers are correct follow these steps of installation.

### **Install the shock to the frame**

**Please remove the air from the main chamber once mounted to the frame.**

**Cycle the shock completely through its travel to ensure proper fitting and clearance on the frame. Different frames may require the shock to be mounted directionally different to accommodate frame clearance.**

**If there are no clearance issues continue on and pressurize your shock to the recommended air setting.**

**Make sure the shock bolts are securely tightened before you continue on with your shock set-up**



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## Step 2: Air Pressure and Sag



Remove Air Valve cap and attach a suspension specific air pump

Travel Indicator rubber O-Ring that will slide down the body of the shock to show how much travel the shock is using.

Now that the shock is properly installed onto your bike you need to refill the shock with your correct air pressure. To start remove the air valve cap and attach a suspension specific pump. All frames have different leverage ratios so the amount of air required to achieve proper sag may differ vastly for 2 identically sized individuals on 2 different types of frames. We recommend that you start with 80% of your body weight and adjust the pressures up or down until you find your proper sag.

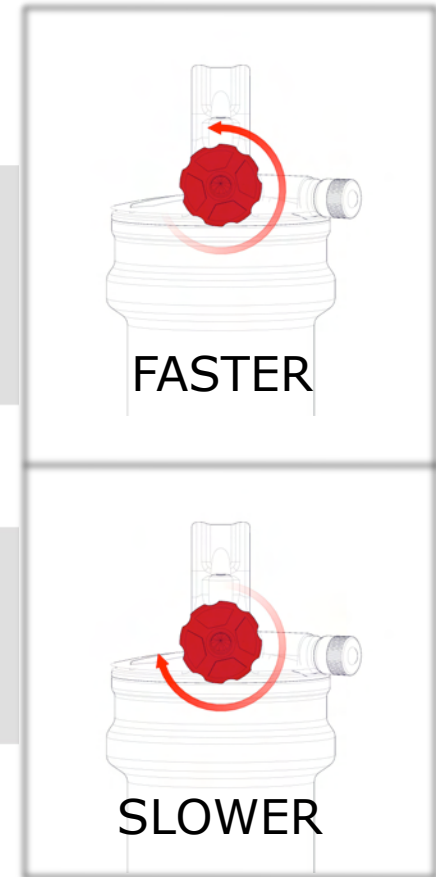
Sag is the amount of travel used by the shock when the dead weight of the rider mounts the bike. For XC and Trail use you want the shock to be sagged into its travel about 20-25%, for Enduro and All-Mountain use about 25-35% and for the longer travel shocks for DH and Freeride use about 30-40%. Before measuring sag make sure your Low Speed Compression Lever is in the full open position (rotated counter clockwise). Use the travel indicator to help accurately measure the sag.



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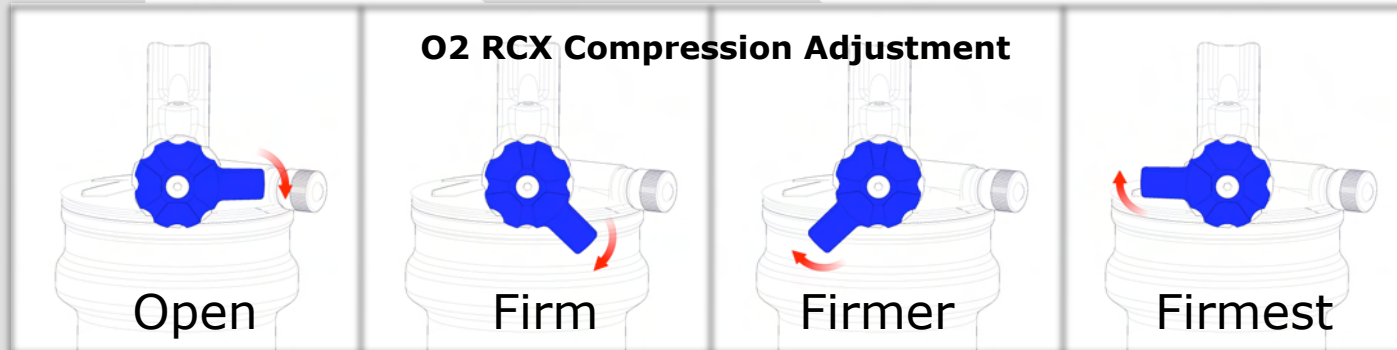
## Step 3: Rebound Adjustment

The rebound adjustment controls the speed your shock returns to full extension after a compression. To slow the rate your shock returns to extension turn the red rebound adjustment dial clockwise and to speed the rate up turn counter clockwise. Personal preference and terrain are factors in your rebound setup but you should still take a few things into account. You do not want your rebound so slow that the shock can't react to the next impact on trail. You also do not want the shock to rebound so fast it could unexpectedly send you off balance or over the handle bars. In set up you are looking for the setting that best reacts to the terrain you are riding.



# Basic Set-Up

## Step 4: Compression Adjustment



Other than the O2 R, all of the O2 Series Shocks have Low-Speed Compression Adjustment. Low-Speed Compression controls the rate the shock compresses under slower shaft speeds. These types of impacts on the shock can be caused but not limited to, small bumps, cornering forces, jump take-offs, pedaling forces, and even braking forces. LSC affects your small bump sensitivity and initial stroke firmness. For the open position on all O2 Shocks move the blue compression lever counter clockwise. As you move the blue compression lever clockwise you will increase the force needed for oil to flow through the low speed path. When the shock is in the lockout position you are no longer allowing oil flow through this path. Please see the chart below to fully understand your shock's adjustment capabilities.

### O2 Compression Adjustment Chart

Shock	Adjustment 1	Adjustment 2	Adjustment 3	Adjustment 4
<b>O2 R</b>	Preset Open	n/a	n/a	n/a
<b>O2 RL</b>	Open	Lockout	n/a	n/a
<b>O2 RLR</b>	Open	Lockout	n/a	n/a
<b>O2 RLX</b>	Open	Firm	Lockout	n/a
<b>O2 RCX</b>	Open	Firm	Firmer	Firmest



# Important Info

## Cleaning and Maintenance:

-It is normal for a slight grease ring to form around the shock body after every ride. The grease is used as lubrication to improve the longevity and smoothness of your shock's seals. It's best to wipe the grease ring away after every ride to avoid contaminants entering your shock under these seals. If excessive amounts of oil begins leaking from anywhere on your shock then please contact your local bike shop or X-Fusion Authorized Service Center immediately.

- Never use a high pressure washer when cleaning your shock!**
- Use a soft scrub brush and warm soapy water when cleaning your shock.**

## Service:

- If you experience any issues with your product please contact your local Service Center. Service centers can be found on our website at [WWW.XFUSIONSHOX.COM](http://WWW.XFUSIONSHOX.COM).
- Air Sleeve Maintenance and Seal Service should be performed every 40 hours of ride time. In extreme conditions every 25 hours.
- We recommend your shock receives standard damper rebuild service every 80 hours of ride time or annually. This service should be performed only by experience suspension technician or one of our Authorized Service Centers.

