

**FOX** REDEFINE  
**YOUR LIMITS**

1.5, 2.0 ZERO RC, RC2  
**FACTORY SERIES**  
OWNERS MANUAL



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NOTICE: THE SHOCKS PICTURED IN THIS MANUAL CAN BE BUILT WITH AN LSC OR DSC TYPE ADJUSTER AND MAY NOT HAVE A REBOUND ADJUSTER. THE PROCEDURES OUTLINED IN THIS MANUAL WILL INSTRUCT YOU TO TUNE, SET-UP AND ADJUST THE FOX 1.5, 2.0 ZERO RC, RC2 SHOCK ABSORBER ON YOUR PARTICULAR SNOWMOBILE MODEL.

Reference print standards 604-00-300 rev A

## CONGRATULATIONS

Thank you for choosing FOX1.5, 2.0 ZERO RC, RC2 FACTORY SERIES shock absorbers for your snowmobile. In doing so, we believe that you have chosen the finest suspension products in the world. FOX shocks have been designed, tested and manufactured in the USA for more than 40 years.

As a consumer and supporter of FOX products, you need to be aware of the importance of setting up your shocks correctly to ensure maximum performance. This manual provides step-by-step instructions on how to set-up and maintain your shocks. It is a good idea to keep your proof of purchase with this manual and refer to it for service and warranty issues.

## CONSUMER SAFETY

**WARNING:** Driving a snowmobile can be dangerous and can result in DEATH OR SERIOUS INJURY.

Take responsibility for yourself and others seriously, and read the following safety tips:

- Keep your vehicle and its suspension systems in optimal working condition.
- Always wear protective clothing, eye protection and a helmet.
- Know your limits and ride within them!

THE FOX 1.5, 2.0 ZERO RC, RC2 shock contains a high-pressure nitrogen charge. The shock should only be opened by a FOX technician.

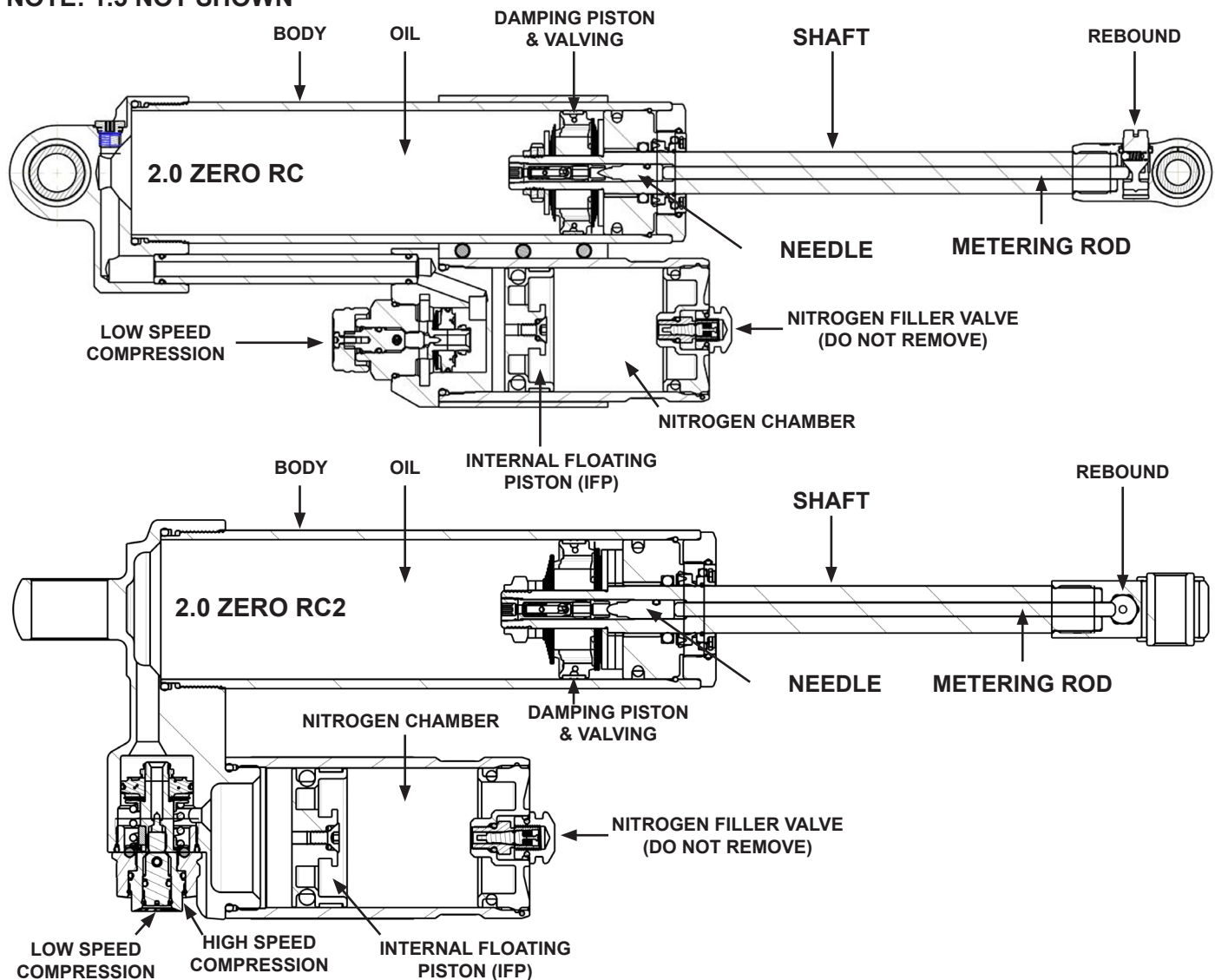
**IMPORTANT:** Orienting the shocks improperly can cause interference with the action of the vehicles suspension resulting in possible loss of control, injury or death. If you do not possess the tools or the technical knowledge to mount your FOX shocks, have it performed by an authorized dealer.

**WARNING:** Opening a nitrogen pressurized shock can be dangerous and can result in SERIOUS INJURY OR DEATH. NEVER attempt to disassemble the damper of your FOX 1.5, 2.0 ZERO RC, RC2 shock. Do not puncture or incinerate the shock absorber damper portion. Always wear eye protection when installing and adjusting your shock absorber.

## UNDERSTANDING THE 1.5, 2.0 ZERO RC, RC2

FOX 1.5 2.0 ZERO RC, RC2 shock absorbers set the industry standard for performance and durability. Equipped with external dual speed compression (DSC) or low speed adjuster (LSC) and rebound adjusters. Inside the FOX 1.5, 2.0 ZERO RC, RC2 is a velocity sensitive, shimmed damping system. The 1.5, 2.0 FOX ZERO RC, RC2 damper contains high pressure nitrogen gas and FOX high viscosity index shock oil separated by an Internal Floating Piston system. This helps to ensure a consistent, fade-free damping in most riding conditions.

**NOTE: 1.5 NOT SHOWN**

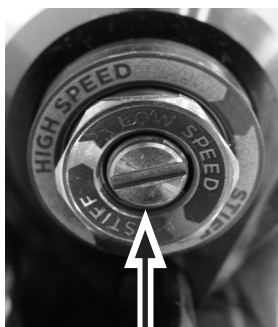


FOX 1.5 2.0 ZERO RC, RC2 shocks are built using 6061-T6 aluminum for light weight and strength. The heat treated steel chrome plated damper shaft is super-finished for low friction and long seal life. All of the seals and wipers are engineered specifically for the FOX 1.5 2.0 ZERO RC, RC2. The body and reservoir are Genuine Kashima coated for reduced friction and long seal life.

## DUAL SPEED COMPRESSION ADJUSTER (DSC) \ (LSC) ADJUSTER

The FOX DSC valve is standard on the 2.0 ZERO RC2 shocks and gives the ability to externally adjust the damping. The DSC has about 24 clicks of low-speed adjustment and about 24 clicks of high-speed adjustment from your most clockwise position.

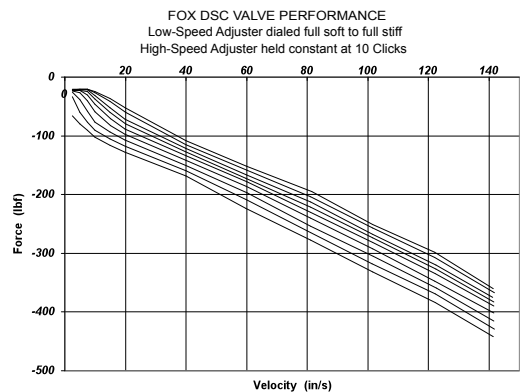
The factory setting is 12 / 12. The performance of the shock at this setting is close to the performance of the non-adjustable shock and is a good all-around setting. The DSC valve gives the driver the ability to tune the shock for different terrain / personal preference on either side of the stock setting (softer or stiffer).



LSC Adjuster



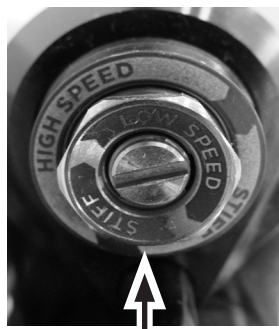
LSC



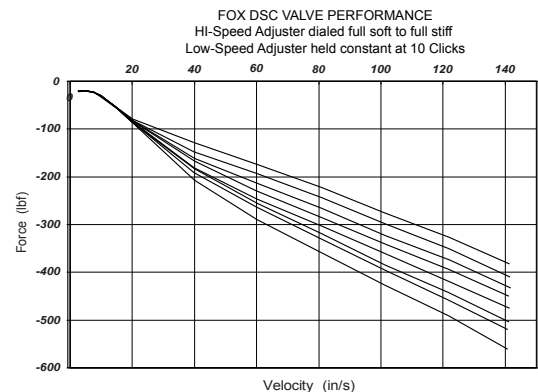
The LSC is adjusted using a flat-blade screwdriver in the middle of the adjuster, or by turning Knob. More damping = stiffer = clockwise.

The LSC primarily affects the compression damping during slow suspension movements such as G-outs or smooth jump landings. It also affects ride comfort of the vehicle.

Choose an LSC setting that gives good body control for ant-roll in corners, without causing excessive harshness or loss of front end traction. The graph above shows the typical range of adjustment for an LSC adjuster from full-stiff to full-soft with HSC adjuster held constant at 10 clicks out.



HSC Adjuster



The HSC is adjusted using a 17 mm socket. More damping = stiffer = clockwise

The HSC adjuster 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 graph above shows the typical range of adjustment for the HSC adjuster from full-stiff to full-soft with the LSC adjuster held constant at 10 clicks.



## MAINTENANCE

PROPER INSPECTION AND MAINTENANCE IS ESSENTIAL TO MAINTAIN THE PERFORMANCE AND RELIABILITY OF YOUR SHOCK ABSORBERS.

You should keep the shock clean and free of dirt, ice and snow.

It is important to keep the shock absorbers clean and free of residue. Cleanliness will add to the FIST and seal life. When cleaning the vehicle avoid using a high-pressure washer near the seals as this could drive debris inside the FIST seal system.

Ideally the shock should be clean around the adjusters when changing the damping setting. A small blast of contact cleaner or brake cleaner before making adjustments will keep these parts clean and operating smoothly for years.

## REBUILD / SERVICE INTERVALS

The service interval depends on how frequently and severely the snowmobile is ridden. As a guideline, if you race every weekend, you may want to change the oil in your shock at least once during the season. Otherwise, it is generally recommended to have the shock absorbers completely serviced every 3000 to 5000 miles. FOX or an authorized factory service center can perform these procedures.

## SERVICE

Contact FOX Service Center at 1.831.740.4619 or [psservicemw@ridefox.com](mailto:psservicemw@ridefox.com) to receive a return authorization number before shipping shocks to one of the following service centers:

## WARRANTY

All FOX products have a one-year warranty on defects in materials or workmanship. Please view the full warranty terms and conditions at [www.ridefox.com](http://www.ridefox.com) Help Center/Powersports/Warranty or Contact a representative at: 1.800.FOX.SHOX (1.800.369.7469). A service RMA will be issued. Ship shocks to one of the following service centers:

FOX Powersports Service  
130 Hangar Way  
Watsonville, CA 95076

FOX Midwest Service Center  
13461 Dogwood Drive  
Baxter, MN 56425