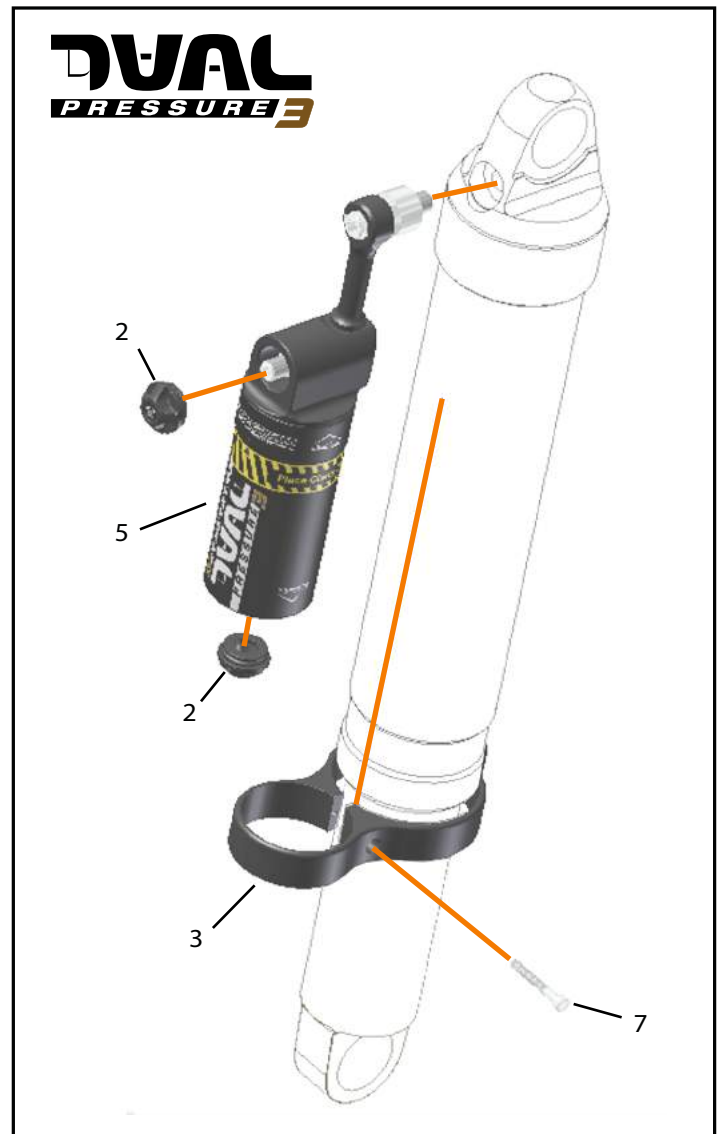
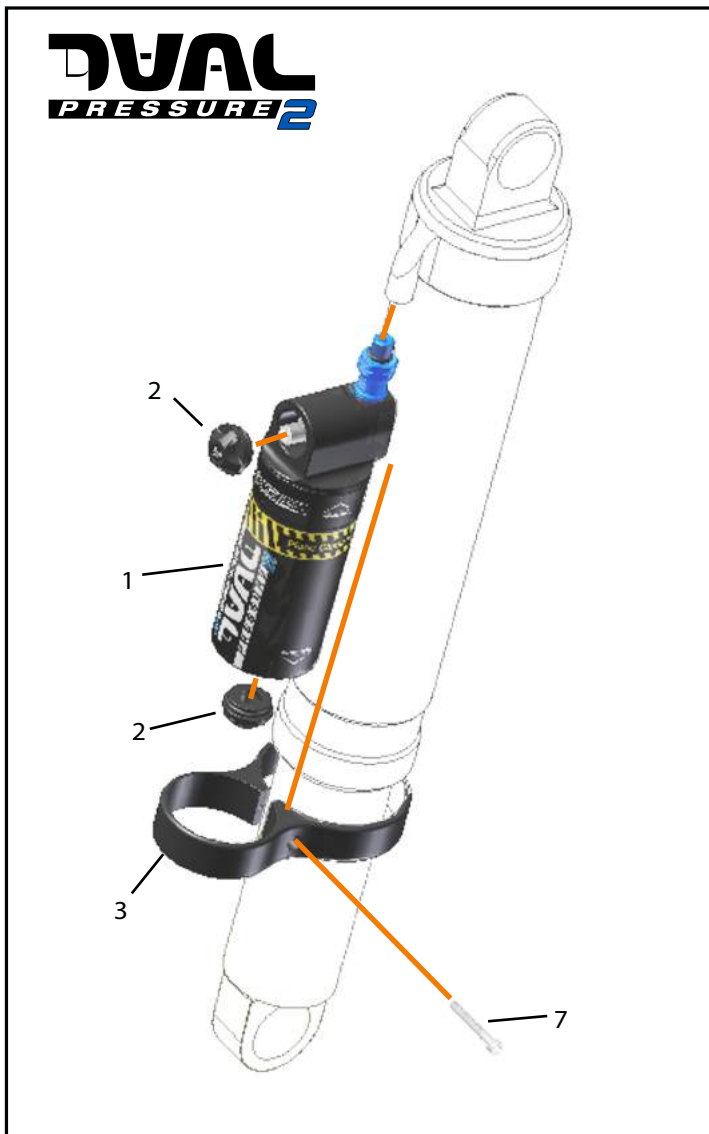



Dual Pressure 2 fits any Fox Float/Float 2 shock  
 Dual Pressure 3 fits any Fox Float 3 shock

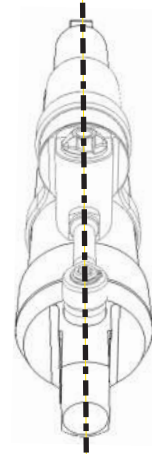
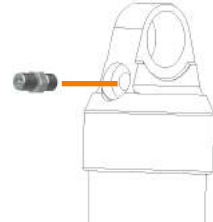
Item	Description	Qty
1	DP2 Reservoir	2
2	Schrader Caps	4
3	Mounting Clamp	2
4	7/64 Allen Key	1
5	DP3 Reservoir	2
6	5mm Allen Key	1
7	6-32 Bolt	1



- Torque nuts and bolts to OEM specifications found in your vehicle service manual
- Do not overtighten Dual Pressure Fitting to Shock

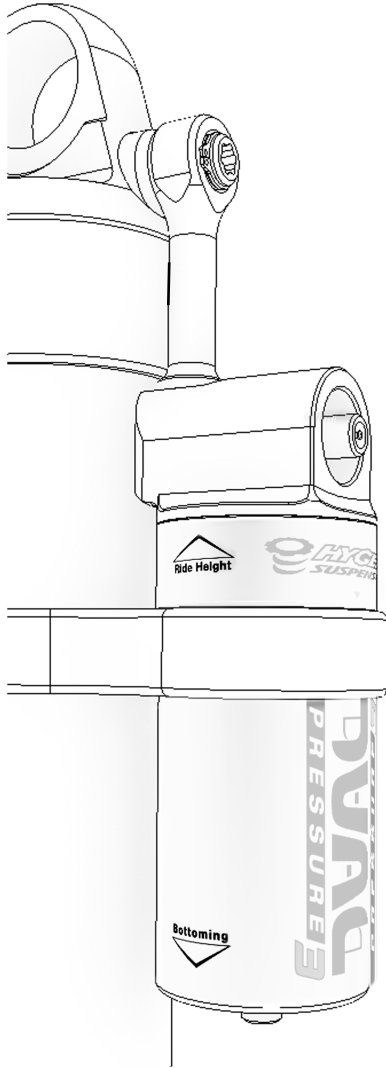
## Dual Pressure Air Reservoir Installation

1. Remove shocks from vehicle
2. Discharge air from shocks  Important for Safety
3. Remove the charging valve from the shock
4. Install Dual Pressure on the shock in place of the charging valve
  - For Dual Pressure 2 use a 1/2" wrench
  - For Dual Pressure 3 tighten using either a 5mm Allen Key (included) or #40 Torx bit
5. Align and secure reservoir to shock body with aluminum clamp using the provided 7/64" Allen Key
  - Be sure to place clamp over indicated clamping area
  - The reservoir should be in line with the top shock eyelet
  - Note: Because of varied decal thicknesses, if reservoir remains loose when clamping, add a small piece of tape as a shim. Do not overtighten clamp.
6. Charge the Bottoming pressure to 150 psi and the Ride Height pressure to 75 psi. (Final pressures will be set in step 8)
7. With the charging valve caps off, leak check the shock & reservoir assembly by fully submerging in water
  - Note: When inserting the shock into water, move around for a few seconds before inspecting for air bubbles. If there is a leak it will be a constant stream of bubbles.
8. Set shocks to recommended starting pressures, See page 3.
9. Re-install shocks on vehicle



***If in doubt, just ask !***

## Dual Pressure Air Reservoir Installation



### Setting Air Pressures

The Dual Pressure reservoir system has two charging valves. One charging valve controls ride height, the other controls bottoming resistance.

**NOTE: Air Pressure should be set with the vehicle suspended with no load on the shocks**

#### STEP 1:

#### STEP 2:

⚠ Set bottoming pressure first to ensure that the separator piston is positioned correctly

### 2. Set Ride Height

Higher Pressure = Raised Ride Height  
Lower Pressure = Lower Ride Height

#### Recommended Starting Pressures (Fronts)

Fronts	2 Stroke	4 Stroke
Ride Height:	55-65 psi	65-75 psi
Bottoming:	130-140 psi	150-175 psi

#### Recommended Starting Pressures (Rears)

Rears	Std. Linkage	With Linkage #03-02-003
Ride Height:	120-140 psi	200-250 psi
Bottoming:	200-225 psi	250-300 psi

### 1. Set Bottoming

Higher Pressure = Stiffer Bottoming  
Lower Pressure = Softer Bottoming

\*Use the bottoming chamber to adjust for ride quality



It is ideal to have a balanced vehicle with the suspension's ride height set at 1/3 the overall travel in both the front and rear.



A lower front end may provide flatter cornering and less darting, however you will notice more frequent vehicle bottoming.

Problem: Rear of track is off the ground

Solution: Increase front preload  
Check tunnel mount location



A raised front end may increase darting and negatively effect rear sag.

Problem: Front of track is off the ground

Solution: Decrease front preload  
Check limit strap position is in std. location  
Check tunnel mount location

***If in doubt, just ask !***