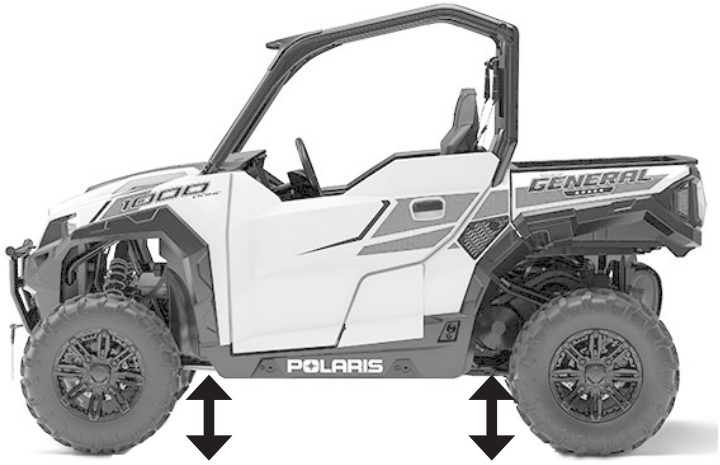
Set-Up Sheet: Polaris General 2.0 PODIUM QS3



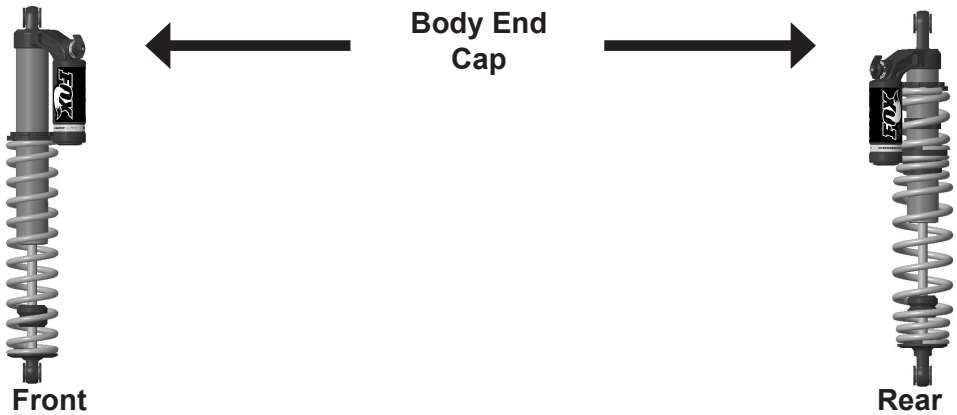
Front ≈ 12 1/4" **Rear ≈ 12"**

RIDE HEIGHT:

Setting the ride height is essential to obtaining optimum shock and vehicle performance.

- Always measure ride height on a flat surface.
- No passengers should be sitting in the vehicle.
- Before measuring, drive the vehicle forward and back ≈ 20ft. and turn the steering wheel a few times to remove " scrub."
- Adjust spring preload as needed to raise or lower the vehicle to achieve specified ride heights.
- Always use a floor jack and jack stands to remove weight off suspension system when making spring preload adjustments.

Chassis Mount End **Chassis Mount End**



Mounting Shocks:

Mount shocks with body end mounted to chassis as shown in the pictures above.
Ensure all snap fit Spacers and Sleeves are in place.
Torque all mounting hardware to manufacturers specification.

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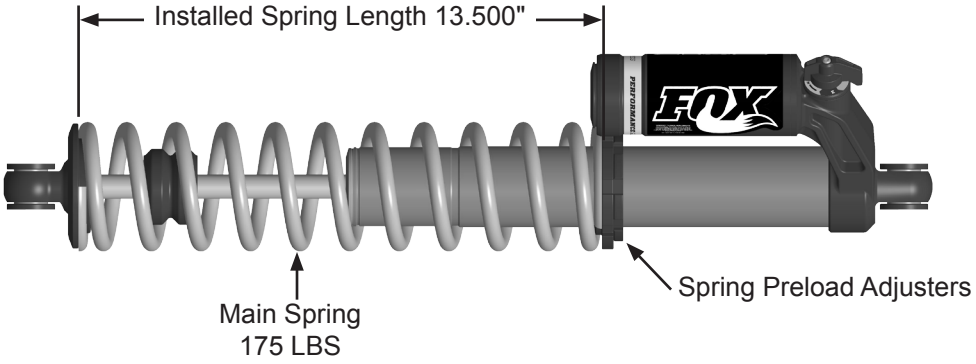
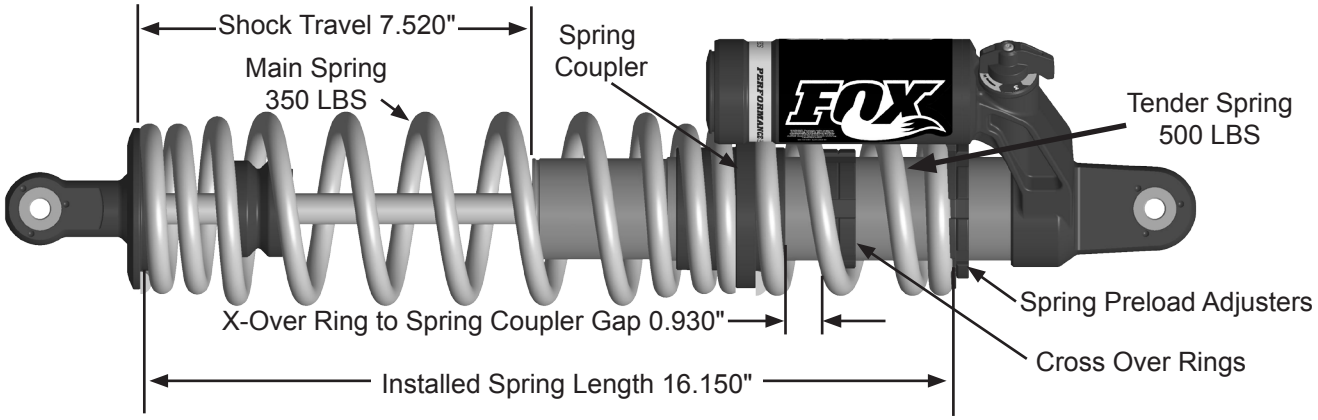
FRONT SHOCK



REAR SHOCK



Spring Rate Correction Factor		Main Spring Rate (lb/in)									
		275	300	325	350	375	400	425	450	475	500
Tender Spring Rate (lb/in)	100	0.733	0.750	0.765	0.778	0.789	0.800	0.810	0.818	0.826	0.833
	150	0.647	0.667	0.684	0.700	0.714	0.727	0.739	0.750	0.760	0.769
	200	0.579	0.600	0.619	0.636	0.652	0.667	0.680	0.692	0.704	0.714
	250	0.524	0.545	0.565	0.583	0.600	0.615	0.630	0.643	0.655	0.667
	300	0.478	0.500	0.520	0.538	0.556	0.571	0.586	0.600	0.613	0.625
	350	0.440	0.462	0.481	0.500	0.517	0.533	0.548	0.563	0.576	0.588
	400	0.407	0.429	0.448	0.467	0.484	0.500	0.515	0.529	0.543	0.556
	450	0.379	0.400	0.419	0.438	0.455	0.471	0.486	0.500	0.514	0.526
	500	0.355	0.375	0.394	0.412	0.429	0.444	0.459	0.474	0.487	0.500
	550	0.333	0.353	0.371	0.389	0.405	0.421	0.436	0.450	0.463	0.476
	600	0.314	0.333	0.351	0.368	0.385	0.400	0.415	0.429	0.442	0.455
	650	0.297	0.316	0.333	0.350	0.366	0.381	0.395	0.409	0.422	0.435
	700	0.282	0.300	0.317	0.333	0.349	0.364	0.378	0.391	0.404	0.417

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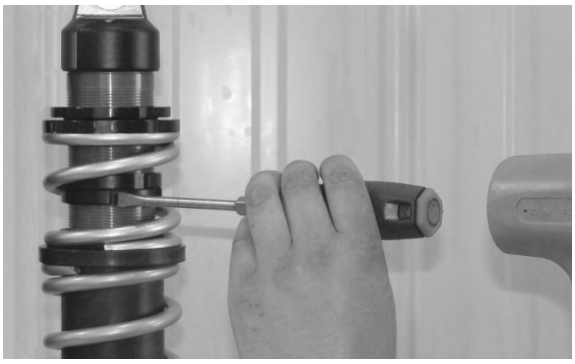
ADJUSTING SPRING CROSSOVER (DUAL SPRING ONLY)

The spring crossover point is an important tuning parameter. A softer initial spring rate offers improved traction and hook-up while a higher spring rate deep into travel helps to resist bottoming when heavy loads are added.

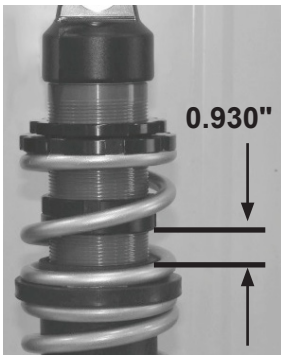
As a rough guideline, the spring crossover point should be as deep into travel as possible without experiencing excessive bottoming. The crossover point is defined as a percentage of the total shock travel. The factory setting for the spring crossover point is 30 percent. This means that a 7.520-inch travel shock would have the crossover point at 2.256 inches (7.520 inches x 0.30) into the shock travel.

In order to calculate your spring crossover ring placement, you need to know five important pieces of information:
1. Metal-to-metal shock travel in inches (7.520").
2. Main spring rate (lb-in) - 350.
3. Tender spring rate (lb-in) - 500
4. Spring Correction Factor 0.588 (See chart on page 2)
5. Desired crossover point 30% to 55%.

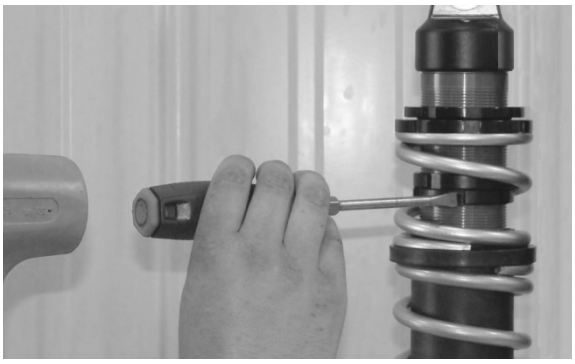
SETTING THE CROSSOVER POINT (shock has been removed from vehicle for display purposes)
NOTE: ALWAYS W EAR EYE PROTECTION W HEN WORKING WITH SHOCK ABSORBERS.
STEP 1 Set ride height as shown on page one.
STEP 2 Once you have established the correct preload, jack up the SxS and place on a stand to keep the wheel off the ground. The shock should be fully extended.
STEP 3 Use a hammer and flat blade screwdriver, to loosen the crossover rings.
STEP 4 Determine the Spring Correction Factor using the table on page 2.
STEP 5 Use the following formula to calculate crossover ring placement:
Crossover Ring Placement = Shaft Travel (in.) x Crossover Percentage x Spring Correction Factor
Crossover Ring Placement = 7.52 X .30 X .412 = .929 rounded up to 0.930"



LOOSEN X-OVER RING



X-OVER DISTANCE



TIGHTEN X-OVER RING

NOTE: Decreasing x-over gap will stiffen the suspension.
Increasing x-over gap will soften the suspension.

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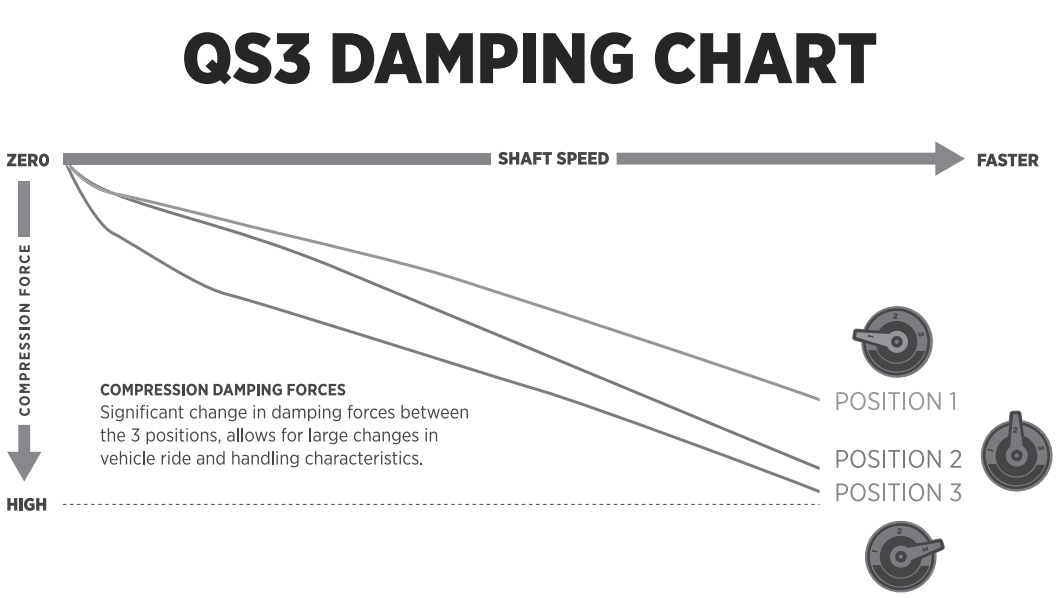
QS3

QUICK SWITCH 3

FOX QS3 3 Position On-the-Fly Compression Adjuster

Our QS3 tool-free adjuster allows for simple repeatable suspension setting changes on the fly. Its wide range of compression adjustment provides noticeable changes of ride quality and handling without the complications of counting clicks. Choose a QS3 setting that gives you the most confidence, comfort, or handling characteristics with just a “flip of a switch.”



TUNING COMPRESSION DAMPING	
Symptom	Remedy
Rigid, harsh ride	Decrease Position
Excessive Body Roll	Increase Position
Bottoms out on jump face and landings	Increase Position
Suspension not using full travel	Decrease Position

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MAINTENANCE

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

To avoid corrosion, you should keep the shock and spring clean and free of dirt or water. It is important to keep the shock shaft clean and free of mud. The wiper seal will clean deposits from the shaft, but the shock won't necessarily fully compress every time. This means you could accumulate dirt at the bottom of the shaft and underneath the jounce bumper. Make sure you clean these areas completely to prevent shaft corrosion. Avoid using a high-pressure washer near the shaft seals or adjusters, as this could drive dirt inside the shock.

Make sure the ends of the spring and shock threads are clean and free of dirt before adjusting the preload ring this will make the adjustment easier and reduce wear.

Ideally the shocks should be clean around the adjusters when changing the damping setting (if fitted). 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

Just like the oil in your car engine, the oil in your shock absorber breaks down over time and must be replaced. The service interval depends on how frequently and severely the vehicle is driven. For optimum performance racing applications the shocks may require rebuilding every 10-20 hours of use. In non-racing environments to keep your shocks performing at optimum performance we recommend at least every 100-200 hrs of use or annually.
WARNING: Shock rebuilds take special knowledge and tools. It is essential that this is performed by an authorized FOX technician or service center.

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/ps-warranty.
Contact a FOX Warranty representative at 1.800.FOX.SHOX (1.800.369.7469).

SERVICE

Suspension Service Information on-line RA Request Form. http://www.ridefox.com/service
Contact a FOX Service Center at 1.831.740.4619 or psservicemw@ridefox.com

To receive a return authorization number before shipping shocks to one of the following service centers:

FOX Powersports Service
130 Hanger Way
Watsonville, CA 95076

FOX Midwest Service Center
13461 Dogwood Drive
Baxter, MN 56425