DUAL PRESSURE 2 REAR KIT

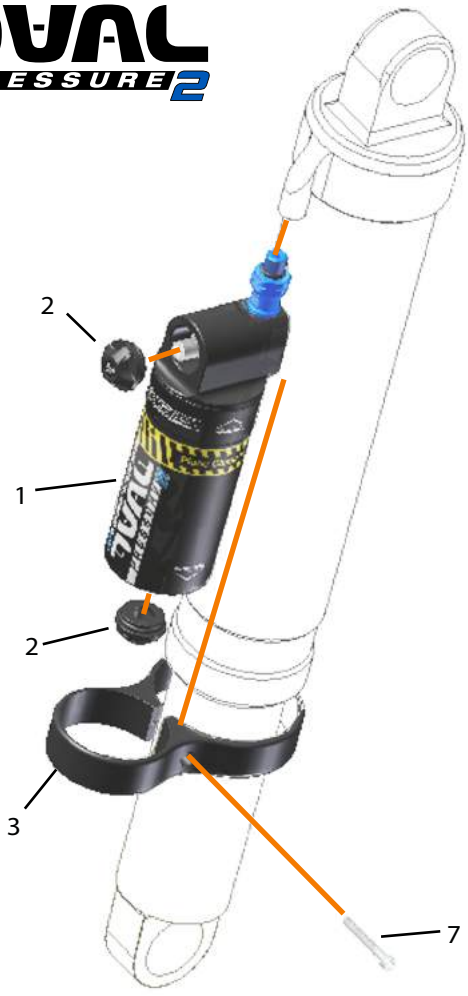
Install Instructions

Dual Pressure 2 fits any Fox Float/Float 2 shock

Dual Pressure 2 Kit #03-35-001-A

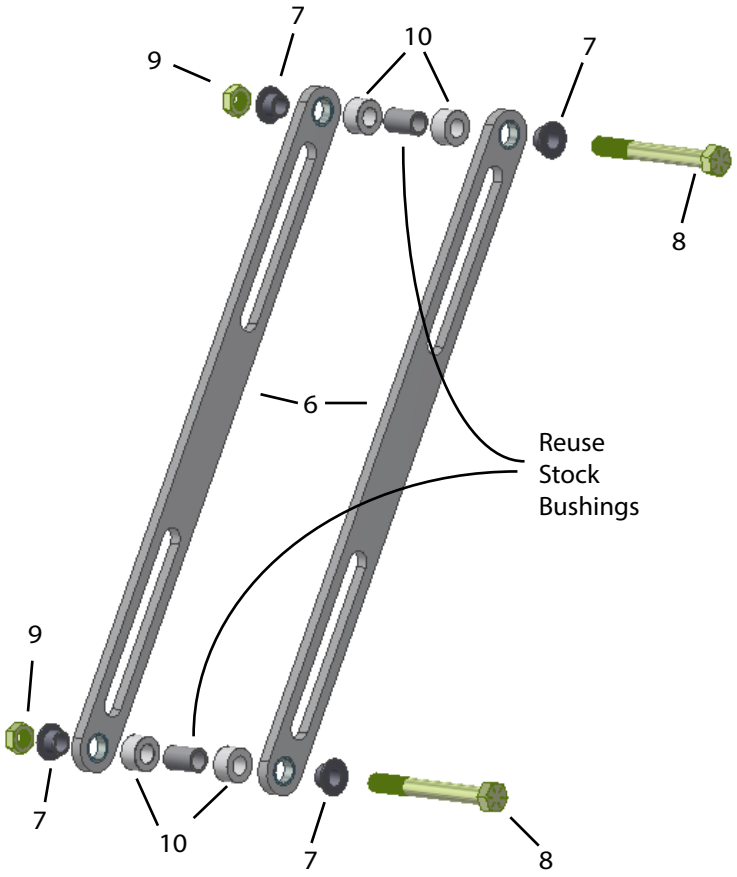
Clearance Kit #73-35-021-A

Item	Description	Qty
1	DP2 Reservoir	1
2	Schrader Caps	2
3	Mounting Clamp	1
4	7/64 Allen Key	1
5	6-32 Bolt	1
6	Link Rod	2
7	Hat Reducer	4
8	3/8-24 Bolt	2
9	3/8-24 Nut	2
10	Standoff	4
11	Stock Bushing	2



Do not overtighten Dual Pressure Fitting to Shock

Torque nuts and bolts to OEM specifications found in your vehicle service manual



⚠ *Important! Read all instructions carefully and double check your work. Failure to follow instructions may result in damage to suspension components. After installation is complete be sure to cycle the suspension through it's motion. We are not responsible for any damage that can occur from improper installation.*

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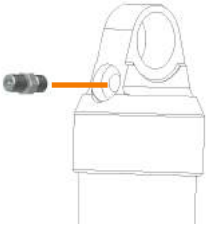
If in doubt, just ask !

308 Peruville Rd. Freevile, NY 13068 **info@hygearsuspension.com 607.533.7434**

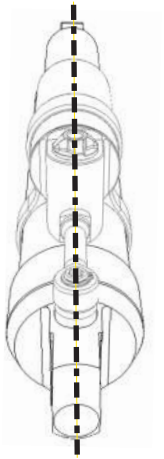
Dual Pressure Air Reservoir
Installation

Installation video for the Dual Pressure 2 reservoir available on our website.



1. Remove shock from vehicle
2. Discharge air from shock ⚠ 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



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 shock to recommended starting pressures, See page 3.
9. Re-install shock into the skid

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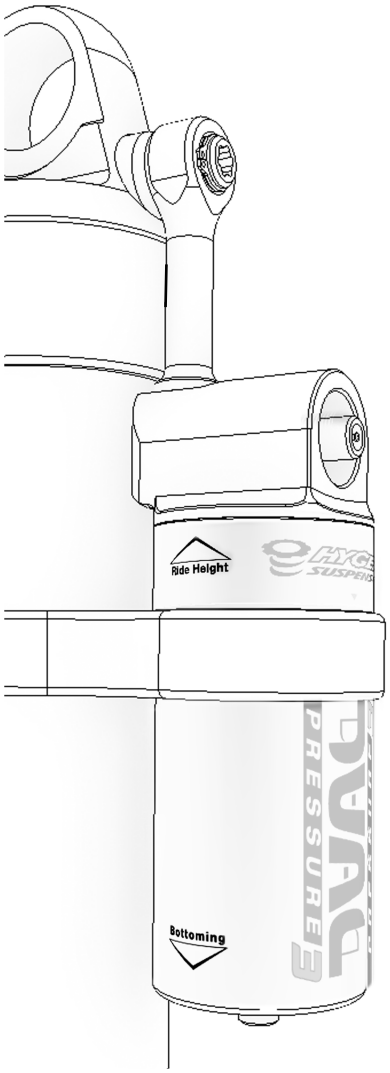
Dual Pressure Air Reservoir
Setting Air Pressures



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 quaility

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.

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

If in doubt, just ask !

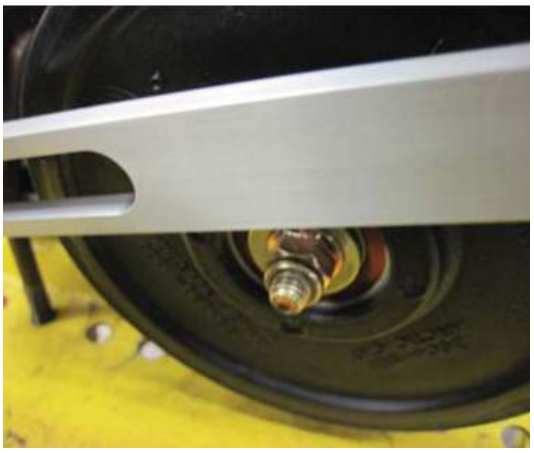
Clearance Kit
Installation

Remove the skid from the vehicle and remove the stock link rod

If in doubt, just ask !

Clearance Kit
Installation

Change the direction of the inner idler wheel bolts to ensure clearance



BEFORE

AFTER

Failure to follow this step may result in damage

*After installation is complete, cycle the suspension through it's motion to ensure that there are no clearance issues. We are not responsible for any damage that can occur from improper installation.

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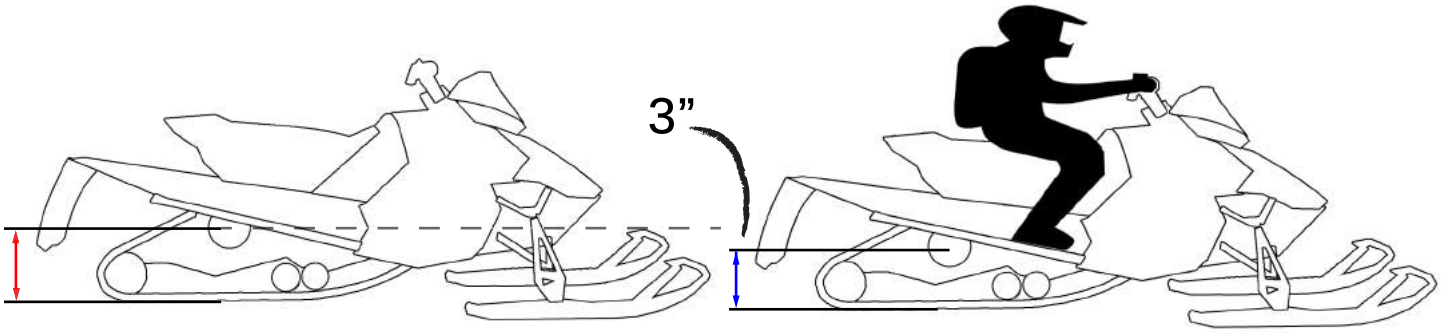
Setting Ride Height

1. Pull up on the rear bumper, until rear suspension is unloaded, and measure the distance from the rear arm bolt to the ground.

2. Place rider and gear on vehicle and re-measure. This should be 3” less than the previous measurement without rider. Adjust air pressure/preload as necessary to achieve this.



Extended

Sag with Rider + Any Additional Weight

3. Once the vehicle ride height is set, make sure that your track rail is level to the ground. Make any adjustments as needed.

Vehicle track is level to ground
- Ideal for optimal handling
- Loaded ride height is at 1/3 of total travel

Problem: Rear of track is off the ground

Solution:
- Increase front preload
- Check tunnel mount location

Problem: Front of track is off the ground

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

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