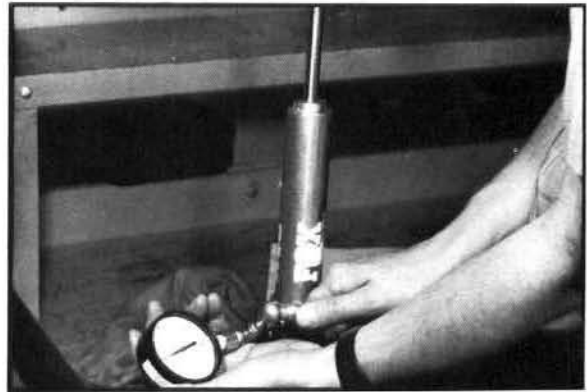


SUSPENSIONS

Fox Shocks (Welded Dome Only) – Maintenance

7. Screw top back on shock and position shock with the pressure valve in the highest position. Pressurize shock to 200 psi with nitrogen.



8. As a final check, stroke the shock a full stroke.
CAUTION: Never stroke the shock before it's pressurized. Damage to the shock will occur.
9. When reinstalling shock assemblies onto the machine, torque only to required specifications found in Sections 2 or 10. If the shock is over tightened it will not pivot, resulting in damage to shaft and seals.



SUSPENSIONS

Fox™ Shocks (Welded Dome Only) - Maintenance

Rear Suspension Fox Shocks – IFP (Internal Floating Piston, Welded Dome Type)

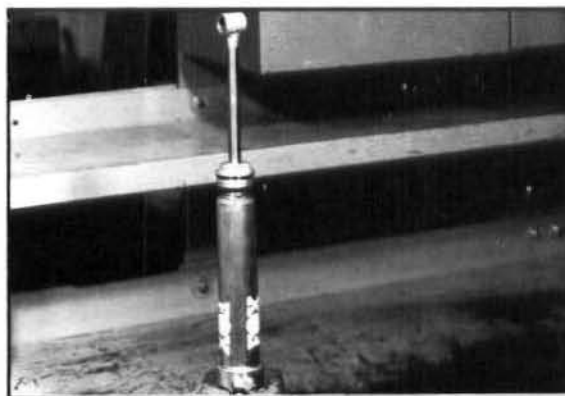
1. Insert inflating needle into pressure valve to de-pressurize shock.



2. With bottom of shock secured in a vise, unscrew shaft bearing cap.



3. Using care, remove rod and piston by pulling straight out so as not to damage any seals or valves.



4. Pour oil out.

5. Rinse cylinder with a cleaning solvent and blow dry with compressed air.

6. Check height of IFP as shown. You may need to adjust the height of the piston. If it is too high, insert the inflating needle into the pressure valve. Using a rod, push down on the piston to obtain the proper height. If the piston is too low, screw the top cap back on and add nitrogen to raise the piston.

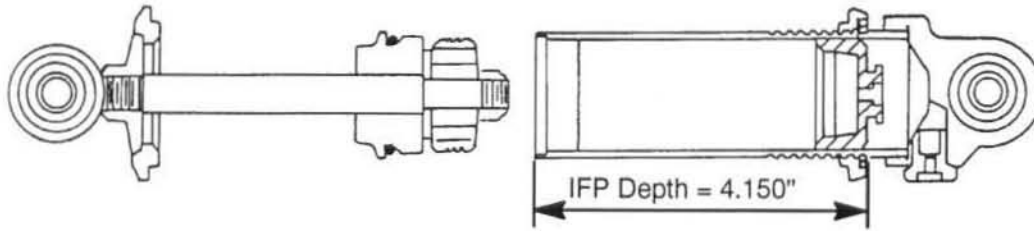
CAUTION: Never add nitrogen without the shaft bearing cap installed.



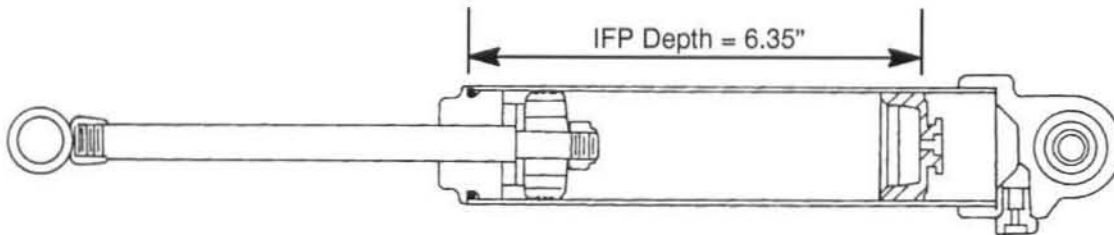
SUSPENSIONS

Fox Shocks - Maintenance

1992 Front Torque Arm (IFP) PN 7041254 and 1993 XCR/XLT Front Torque Arm (IFP) PN 7041294



XCR Rear Shock (IFP) PN 7041267



NOTES:

1. Depths of Internal Floating Piston (IFP) are measured to bottom of inside diameter.
2. Shocks are to be charged with nitrogen to 200 p.s.i.
3. Only approved oil is PN 2870995.