

SUSPENSIONS

Fox™ IFP XTRA Shock - Rebuild (1994-1995)

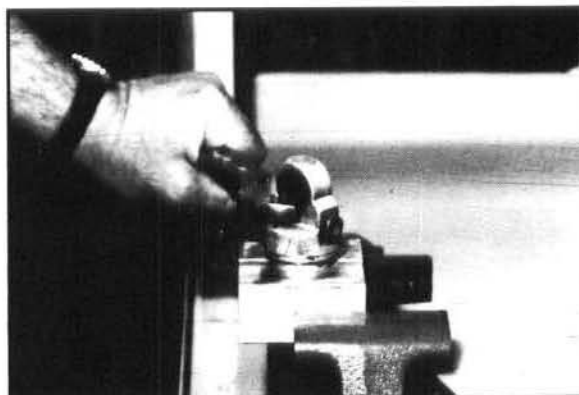
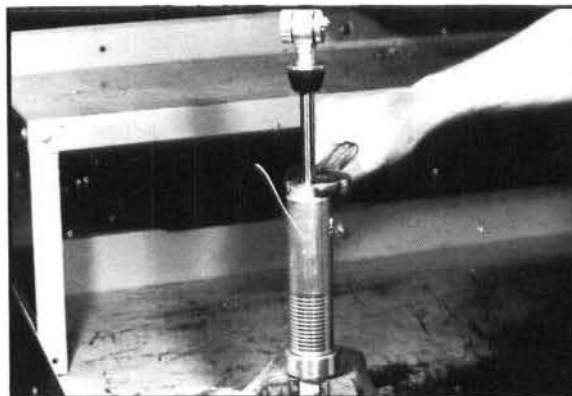
6. Extend shock shaft by pulling up on shock eyelet. Using a 1" (25 mm) wrench, unscrew shaft bearing cap.

NOTE: If the body of the shock starts to unscrew from the body cap, tighten and try again. To keep body from turning, it may be necessary to use Body Cap Tool (PN 2871071) clamped lightly around body in soft jaws of vise just above body cap.

7. Pull shock rod and piston straight out to avoid seal or valve damage. **NOTE:** Be prepared to catch piston ring since it may fall off as you do this.
8. Drain oil into a suitable container and dispose of properly.
9. Rinse cylinder and piston assembly with solvent and blow dry with compressed air.
10. Using Body Cap Tool (PN 2871071), position tool just below body cap and carefully tighten in soft jaws of a vise. Using a large adjustable wrench on the body cap, unscrew the body cap from the body.
11. Remove internal floating piston by pushing with handle of hammer against piston toward body cap end (external threaded end). Be prepared to catch piston as it comes out.
12. Note location of Allen screw for reassembly in body tube. Remove Allen screw and O-Ring from center of piston.
13. Carefully clean *all* parts thoroughly in a parts cleaner and dry with compressed air.
14. Inspect seals and shaft surface for any damage. **NOTE:** These parts may be purchased separately.
15. Loosen piston assembly to insure all old oil is removed and flushed from valves to prevent contamination of new oil.

NOTE: Lightly oil flexible piston ring and O-Ring prior to installation.

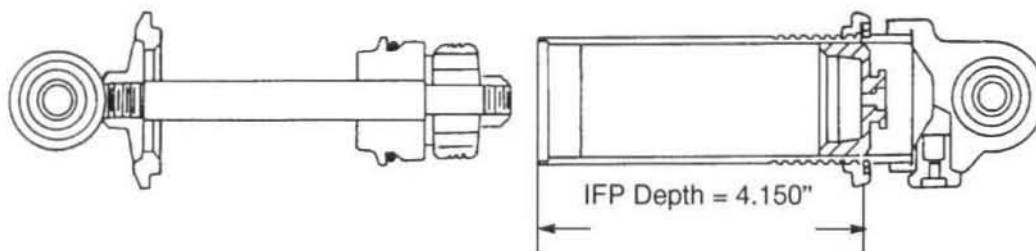
16. Reinstall IFP with flexible piston ring and O-Ring. Position piston into body O-Ring from body cap end first (smooth I.D. of body, *no* internal threads).
17. Reinstall body cap and hand tighten.
18. Place in body clamps and vise, torque to 8-10 ft. lbs. (1.10-1.38 kg/m).
19. To set the IFP, mount body cap in vise and lightly tighten. **CAUTION:** Do not overtighten as bushings may be crushed.
20. Using a caliper or steel rule, check IFP depth. Use a 1" O.D. x .780" I.D. x 12" long piece of tubing positioned in IFP cup to reposition IFP.



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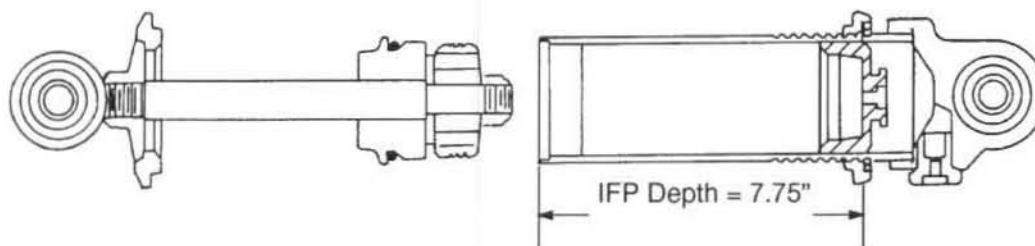
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Front Shock (IFP)



21. Slowly pour suspension fluid (PN 2870995) into the body of the shock. Refer to table for correct fluid amount.
NOTE: Pour slowly to minimize air bubbles in fluid. Air bubbles will cause shocks to fade over a period of time.
22. Wrap IFP flexible piston ring onto piston and carefully install shaft assembly.
23. Tighten bearing cap end to shock body. Torque to 8-10 ft. lbs. (1.10-1.38 kg/m).
24. Tighten bleed screw on bearing cap.
25. Press shaft into shock body about 1/2 the stroke. At this point strike the eyelet of the shaft with a soft face hammer several times to dislodge any air trapped in piston assembly.
26. Install Fox™ safety needle valve (Polaris PN 2200421) on pressure gauge assembly and pressurize with nitrogen gas to 200 PSI. Shock shaft will extend while you are pressurizing shock.
27. Slowly open bleeder until all air is released and oil starts to appear out of bleeder. Tighten bleeder and re-charge with nitrogen to 200 ft. lbs. (27.6 kg/m).
28. To test shock for smooth and consistent damping, place shock shaft eyelet on a hard surface. Fully compress shock and let it return. Shock should offer obvious consistent damping, moving freely through both compression and rebound strokes.

IFS XTRA and Front Track XTRA Fox™ Shock



Model Used On	Part Number	IFP Depth (Initial)	Suspension Fluid
XTRA IFS (Ski)	7041385	7.75"	165 cc +/- 1 cc
XTRA Front Track	7041386	7.75"	165 cc +/- 1 cc

NOTE: IFP depth is measured from top edge of body housing (A) to inside cup of IFP (B).

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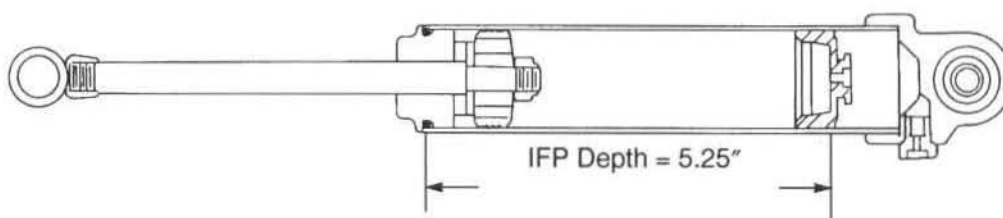
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Rear XTRA Fox™ Shock

Model Used On	Part Number	IFP Depth (Initial)	Suspension Fluid
XTRA Rear Track	7041387	5.25"	108.2 cc +/- .25 cc

NOTE: To accurately measure cc quantities, we suggest using a syringe, such as may be purchased at a veterinary supply house.

Rear Shock (IFP)



29. When reinstalling front IFS shocks, be sure to install and torque top eyelet mounting of shock first. Pivot shock body into lower mount.

CAUTION: When reinstalling shock assemblies onto the machine, torque only to required specifications found in Chapter 2 or 10. If the shock is over tightened it will not pivot, resulting in damage to shaft and seals.

Troubleshooting

Erratic damping or loss of damping may be caused by a pressure loss. To detect a leak at the cover O-Ring or pressure valve, pressurize the shock to 200 PSI and submerge in water. Bubbles appearing around the cover indicate a pressure leak.

Always check for leaks after changing oil.