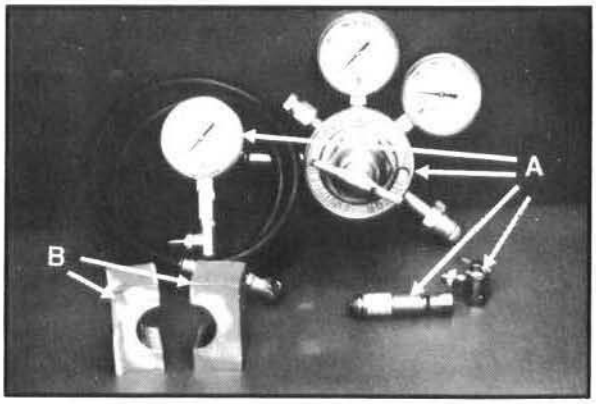
Fox™ IFP XTRA Shock - Oil Change Only (1994-1995)

Changing oil on Fox™ Shocks is recommended annually and must be done when performing your season end storage preparation. This oil change is necessary to avoid any chance of corrosion which could be caused by moisture contamination.

When performing maintenance on Fox™ Shocks, use the Gas Shock Recharging Kit (A) PN 2200421. It consists of the necessary valves, pressure gauge, and fittings to deflate and pressurize the shocks. Not included with this kit is the Body Cap Tool (B) PN 2871071, which is needed to hold shock the body when disassembling.

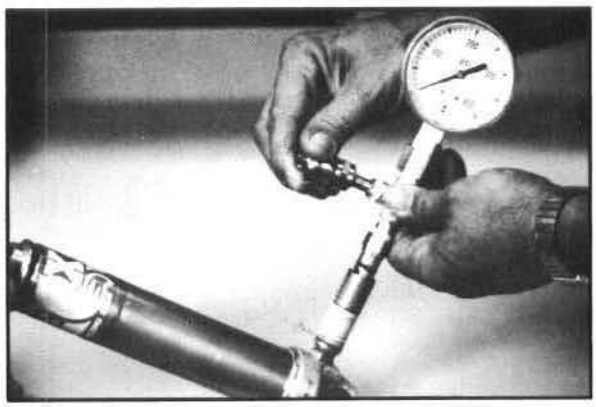


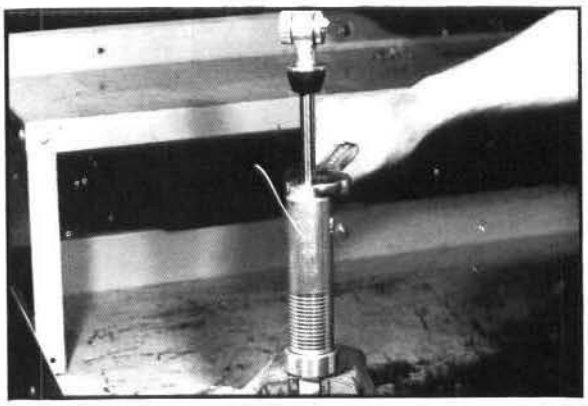
WARNING: Extreme caution should be observed while handling and working with high pressure service equipment. We strongly recommend you wear safety glasses and ear protection during service of these shocks.

Care should be observed while handling the inflater needle and pressure gauges. Maintain your equipment and keep it in good condition. If injury should occur, consult your physician immediately.

Extreme cleanliness is of utmost importance during all disassembly and reassembly operations to prevent any dirt or foreign particles from getting into the shocks.

1. Thoroughly wash shocks in a parts washer or with soap and water. Dry with compressed air to remove sand, dirt, and other debris. Position and clamp body cap of shock in soft jaws (aluminum) of vise.
2. Remove Allen screw from air valve located in body cap. This shock has a needle type air valve. You will need the Fox™ safety needle (Polaris PN 7052069) from the recharging kit to de-pressurize the shock.
3. Install the de-pressurizing valve into the pressure gauge fitting. Turn T-handle valve clockwise to open spring valve.
4. Install safety needle into pressure gauge assembly. With valve outlet pointed in a safe direction, insert safety needle assembly into shock pressure valve. Release nitrogen in a safe direction away from everyone.
5. Depress safety pin and push valve assembly down, inserting needle. When pressure gauge registers zero, shock has been deflated.
6. Extend shock shaft by pulling up on shock eyelet. Using a 1″ (25 mm) wrench, unscrew shaft bearing cap.





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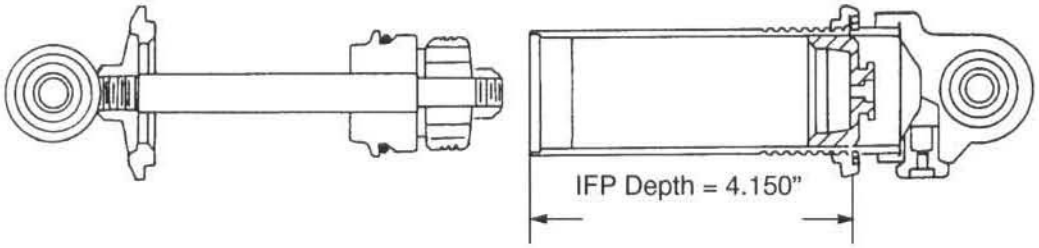
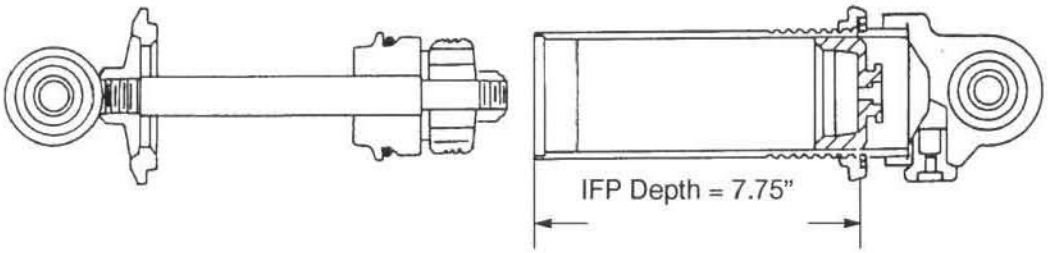
7. Pull shock rod and piston straight out to avoid seal or valve damage. **NOTE:** Be prepared to catch piston ring since it may fall off as you do this.
8. Drain oil into a suitable container and dispose of properly.
9. Rinse cylinder and piston assembly with solvent and blow dry with compressed air.
10. To set the IFP, mount body cap in vise and lightly tighten. **CAUTION:** Do not overtighten as bushings may be crushed.
11. 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.

Front Shock (IFP)



12. Slowly pour suspension fluid (PN 2870995) into the body of the shock. Refer to illustration 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.
13. Wrap IFP flexible piston ring onto piston and carefully install shaft assembly.
14. Tighten bearing cap end to shock body. Torque to 8-10 ft. lbs. (1.10-1.38 kg/m).
15. Tighten bleed screw on bearing cap.
16. 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.
17. 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.
18. 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).
19. 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 XTRA Fox™ Shock



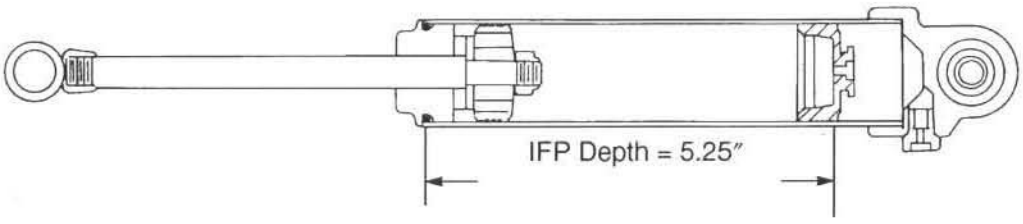
Model Used On	Part Number	IFP Depth (Initial)	Suspension Fluid
XTRA IFS (Ski)	7041385	7.75"	165 cc +/- 1 cc
XTRA Front Track	7041386	7.75"	165 cc +/- 1 cc

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

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.



20. 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.