



FOX MEMO

Date:9/01/99

To: FOX O/R CUSTOMERS

From: FOX FACTORY

cc.

Subject: FOX 2.0 EMULSION

1. Clean shock. Loosen hex set screw located on bearing cap.
2. Loosen bearing cap with a spanner wrench/pliers. Remove bearing cap assembly.
3. Hold the shock vertical, with the Schrader valve on the top. De-pressurize shock completely.
4. Press down bearing assembly to expose snap ring. Remove snap ring.
5. Remove shaft/ bearing assembly, by rocking back and forth and pulling out at the same time.
6. Clamp shaft assembly in a vise, use 5/8 soft jaws or clamp on eyelet assembly. Remove valving, bearing assembly, and bearing cap assembly. Make sure to keep all valve plates and piston in the same order as removed.
7. With a scribe remove all seals from bearing cap, bearing assembly. Clean all parts.
8. Inspect all valve plates and damping piston, look for cracks or any signs of fatigue.
9. Check shaft to see that it is not bent or has any deep pits (rock dings), replace if needed.
10. Install new seals on all parts. Use a small amount of assembly lube on bearing assembly and cap.
11. Install bearing and cap assemblies back onto shaft. Be careful not to tear any seals, we recommend using a FOX bullet tool (398-00-094-A) for 5/8 or (398-00-095-A) for 7/8.
12. Install valving assembly and lock-nut. Torque nut to 30 ft./lb.
13. Clean body assembly, place it in a vise open end up.
14. Fill the shock with the correct amount of oil. See attached chart.
15. Insert shaft and valving assembly into shock.
16. Slowly insert the bearing assembly into the shock body. Push the bearing in so that the snap ring can be installed.
17. Install the snap ring. Check to be sure it is completely in its groove, this is very important!
18. Install bearing cap assembly. Screw it onto the bearing assembly until it is snug.
19. Remove the shock from the vise to pressurize. Hold the shock vertical with the Schrader valve at the top of the shock. Pressurize the with 180-200 psi.
20. Tighten down bearing cap assembly. Tighten bearing cap hex screw.
21. Compress the shock to make sure it is working properly.

DESCRIPTION	OIL LEVEL
2.0 4.0 A/S (1.25)	125 CC

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2.0 4.5 A/S (1.25)	150CC
2.0 5.5 A/S (1.25)	200 CC
2.0 8.5 A/S (1.25)	250CC
2.0 10.0 A/S (1.25)	275CC
2.0 12.0 A/S (1.25)	300CC
2.0 14.0 A/S (1.25)	325CC
2.0 4.0 BUMP STOP (1.25)	125CC
2.0 6.5 EMUL (.625)	2.875"
2.0 8.5 EMUL (.625)	3.25"
2.0 10.0 EMUL (.625)	3.50 "
2.0 12.0 EMUL (.625)	4.750"
2.0 14.0 EMUL (.625)	5.00"
2.0 12.0 EMUL (.875)	6.05"
2.0 14.0 EMUL (.875)	6.550"
2.0 R/R (.625) 8.0" RES	6.0"
2.0 R/R (.875) 11.0" RES	8.0"
2.5 R/R (.875) 13.0 RES	8.50"

NOTES: 1) 2.0 EMUL. (.625)/(.875) ARE MEASURED FROM OPEN END OF BODY.
2) ALL REMOTE RESERVOIR SHOCKS ARE MEASURED FROM AIR VALVE END OF RESERVOIR BEFORE FINAL ASSEMBLY.