

# FOX Memorandum



**To:** Fox Dealers

**From:** Andrew Siminoff

**Date:** July 8, 2003

**Re:** Fox/Warn rebuild information

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1. Clean shock.
2. De-pressurize shock completely. **VERY IMPORTANT!**
3. Unscrew bearing cap. You can use a 1<sup>1</sup>/<sub>8</sub> wrench or a crescent wrench.
4. Remove shaft/ bearing assembly, by rocking back and forth and pulling out at the same time.
5. Dump oil.
6. Remove internal floating piston (IFP). You may need to place shock in a container filled with rags and pressurizes shock with shop air (80 psi max.). This should remove the IFP from the shock.
7. Place the shaft assembly in a vise with soft jaws. Remove piston nut. Remove valving and bearing assembly. Keep valving and piston in the order in which they were removed.
8. With a scribe remove all seals from bearing assembly and IFP. Remove the set screw from the bearing assembly.
9. Clean all parts.
10. Inspect all valve plates and damping piston, look for cracks or any signs of fatigue.
11. Check shaft to see that it is not bent or has any deep pits ( rock dings), replace if needed.
12. Install new seals on all parts. Use a small amount of assembly lube on bearing assembly.
13. 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).
14. Install valving assembly and lock-nut. Torque nut to 30 ft./lb.
15. Clean body assembly, place it in a vise open end up.
16. Remove Schrader valve core.
17. Lube resealed IFP, install IFP so that the deep dish is visible.
18. Set the IPF to the correct depth (see chart). This step is very important! Reinstall the Schrader valve core once the IFP is set in the correct position.
19. Fill the shock body up to 2" from the open end with oil.
20. Insert shaft and valving assembly into shock. Stroke the shaft slowly several time. Gently tapping on the eyelet assembly will also help. You are trying to bleed any air that

may be trapped in the shock. Be sure to be very gentle doing this. You do not want to “bump” the IFP.

21. Top off the shock with oil to about 1/2” from the top.
22. Slowly insert the bearing assembly into the shock body. Oil will come out the bleed hole built into the bearing.
23. Torque the bearing assembly down to 55-60 ft/lb.
24. Install bearing assembly set screw.
25. Pressurize the shock with 250 psi. of nitrogen.
26. Remove the shock from the vise. Compress the shock to make sure it is working properly.

### **WARN IFP DEPTH**

**1) Front- 12.30”**

**2) Rear- 9.20”**

**3) All dimensions are from the open end of the body to the highest point of the IFP.**