

DIY FRONT SHOCKS

1. Compress spring to be able to remove top hat
2. Once compressed remove top nut using a 17mm socket
 - a. If the nut and shaft is spinning, you will need an open top socket to be able to place a 8mm socket on the inner nut.
3. Once spring is removed, place spring, shock hat and nut in a safe place.
4. Remove the bump stop and place with spring and hat.
5. CLEAN the shock at this point, so you do not get dirt and grime into the shock as you rebuild it.
6. Using a needle, bleed out the nitrogen from the bypass body (1-2 minutes)
7. Place shock in a vice to remove end cap
8. Using Tech Pin Spanner to remove end cap
 - a. You might need a pipe to act as a breaker bar as they can be stuck on. Don't be afraid as some need some SERIOUS TQ to break them free.
 - b. NOTE: Advise getting TWO grade 8 bolts to replace the small tips on the spanner. They are not deep enough and getting two bolts allows you to have a better bite on the cap.
9. Slowly remove the shock piston
 - a. You might need a little strength here to break the seal
10. Place the shock piston on clean towel for now
11. Carefully pour the old fluid into a bucket and making sure to hold the internal bypass tube in the shock.
 - a. **DO NOT** flip the shock completely upside down or the inner bypass will go flying into the oil.
12. Pull the internal sleeve and place on a clean towel for now
13. Put the needle back in the bleeder hole to let the air pressure out as you compress the floating piston.
14. Looking into the shock you will see the floating piston; push the piston down about 1/2 inch so you can get to the snap ring.
15. Using 2 long picks, push the snap ring down and remove it,
 - a. You can barely see the snap ring, It is there near the bottom of the blue ring
 - b. Easiest way to remove is flip it down then remove
16. To remove the piston, put some towels down to catch the piston when you remove it.
17. Using your nitrogen at about 50-100 psi max, charge the shock and will cause the piston to POP out.
18. Remove the metal base off the internal bypass tube
19. Remove the screw cap
20. **CRITICAL step**, using a small allen key see if you can break loose the two bleeder screws on the screw cap
 - a. If they turn with no issue leave them cracked slightly so you are ready to bleed the air out
 - b. If they are locked in there you will need to order a new screw cap, and two bleeder screws and two ball valves. Total is about \$40ish with shipping for all those parts from FOX
21. Now the shock is apart, take the time to clean all the parts and internals.
 - a. Use a long tool (we used a long wrench and wrapped a towel around it)
 - b. BE VERY careful not to scratch the internal part of the bypass
22. Place the seals that go with each section next to the parts
 - a. This will help keep you organized and not miss a seal
 - b. NOTE: Not all seals are used and all the thin seals will not be used based on what we have seen
 - c. Make sure to put a little oil on the new seals as you install them
23. Replace all the seals in the shock cap
 - a. Note that these seals are harder and will be a little tough to put in
 - b. Seals need to be placed in order from bottom up
 - i. White seal first, pointed side up

- ii. Softer black sea, pointed side up
 - iii. Hard black seal, pointed side up
 - c. Outer Ring seal
 - d. Inner ring seal at bottom of seal cap
- 24. Replace seal on internal bypass base
- 25. Replace seal on floating piston
 - a. Replace wear band on floating piston
- 26. Reinstall time
- 27. Using the internal bypass, place the floating piston in the bypass so that just half of the wear band is in the bypass
 - a. Carefully put the internal bypass in and use the wooden down tool to help list and align the floating piston into the bottom channel
 - b. Push the piston back in and remove bypass
 - i. You will need to put a needle in so that you can push out the air as you push the piston down
- 28. Reinstall the snap ring
 - a. Easiest was to push the ring in vertically and then twist it to level and close to the top but not all the way there.
 - b. Using your needle, charge the piston with 50-100psi slowly till you hear the piston POP back into place and lock the snap ring in
 - i. We found this was the fastest and easiest way, as you cannot get down there to maneuver the snap ring.
 - c. Once ring is set, push it back down a few MM to make a buffer zone for the piston
- 29. Reassemble the internal bypass
 - a. Bleeder holes should be on top
 - b. Place in carefully to minimize and possibly to scratch the shock
- 30. Pour new FOX shock fluid in
- 31. Reinstall shock hat onto piston rod
 - a. Use oil to pre lube the piston shaft
 - b. You may have to use a rubber mallet to put the shaft in
 - i. Place the cap on the vice to allow the shaft to pass through
 - ii. Hit the nut side with the rubber mallet to the shaft is through
- 32. Reinstall piston shaft
- 33. Charge shock to 240PSI and keep needle in shock to keep chamber charging
- 34. Let oil come out until there is no more air bubble
- 35. Tighten screws
- 36. Remove nitrogen needle
- 37. Reinstall plastic cap
- 38. Reinstall bump stop
- 39. Reinstall spring and shock hat and spring