QUICK SWITCH - ELECTRIC

DIRECT REPLACEMENT
INSTALLATION AND SETUP GUIDE

SUMMIT QSE FLOAT REAR TRACK SHOCK KITS

FACTORY RACE SERIES

853-21-265: Kit: FOX Factory AM, BRP, Summit, FT [14.68, 4.64] Float 3 QS3 LRW, RT [18.09, 6.25] 1.5 Zero QSE LRW

605-01-430 REV A

FOX products are subject to continuous development and improvement. To find the most up to date product information such as color installation manuals, videos, and FAQs please visit:

http://ridefox.com/manuals

To locate the correct installation manual, use the 8-digit part number found on the end of the packaging box (see illustration below):

CONTENTS

COMPATIBILITY CHART

INSTRUCTIONS COVER KIT LISTED BELOW:

853-21-265: Kit: FOX Factory AM, BRP, Summit, FT [14.68, 4.64] Float 3 QS3 LRW, RT [18.09, 6.25] 1.5 Zero QSE LRW

IMPORTANT: Kit not compatible with MY26 Summit X models.

SUMMIT FITMENT CHART					
YEAR	**MODEL DESCRIPTION**	**MOTOR**	**PLATFORM**	**REAR SUSPENSION**	**TRACK LENGTH (INCH)**
2024	Summit X with Expert Package	850 E-TEC / 850 E-TEC Turbo	Rev Gen 5	tMotion XT	154 / 165 / 175
2024	Summit X	850 E-TEC / 850 E-TEC Turbo		tMotion X	154 / 165
2024	Summit Adrenaline with Edge Package	600R E-TEC / 850 E-TEC		tMotion X	146 / 154 / 165
2024	Summit Adrenaline	600R E-TEC / 850 E-TEC		tMotion X	146 / 154
2024	Freeride	850 E-TEC / 850 E-TEC Turbo		tMotion XT	146 / 154 / 165
2025	Summit X with Expert Package	850 E-TEC / 850 E-TEC Turbo		tMotion XT	154 / 165
2025	Summit X	850 E-TEC / 850 E-TEC Turbo		tMotion X	154 / 165
2025	Summit Adrenaline with Edge Package	600R E-TEC / 850 E-TEC		tMotion X	146 / 154 / 165
2025	Summit Adrenaline	600R E-TEC / 850 E-TEC		tMotion X	146 / 154
2025	Freeride	850 E-TEC / 850 E-TEC Turbo		tMotion XT	146 / 154 / 165
2026	Summit X with Expert Package	850 E-TEC / 850 E-TEC Turbo		tMotion XT	154 / 165
2026	Summit Adrenaline with Edge Package	600R E-TEC / 850 E-TEC / 850 E-TEC Turbo		tMotion X	146 / 154 / 165
2026	Summit Adrenaline	600R E-TEC / 850 E-TEC		tMotion X	146 / 154
2026	Freeride	850 E-TEC / 850 E-TEC Turbo		tMotion XT	146 / 154 / 165

NOTE: If you can not find your snowmobile listed above please contact FOX Service Center at 1.831.740.4619 or servicemn@ridefox.com to check your fitment.

KIT CONTENTS

027-00-008 PUMP

952-02-067 REAR TRACK SHOCK

951-21-021 FRONT TRACK SHOCK

218-00-050 MAIN HARNESS

218-00-059 SWITCH

026-00-017 CABLE TIES (5)

218-00-051 TRACK HARNESS

M4

019-01-145 BOLT (3)

019-01-147 WASHER (6)

019-00-021 NYLON LOCK NUT (3)

M8

019-01-065 WASHER (1)

019-01-293 BOLT (1)

006-02-020 WIRE ROUTING SHIELD

M6

019-01-103 BOLT (1)

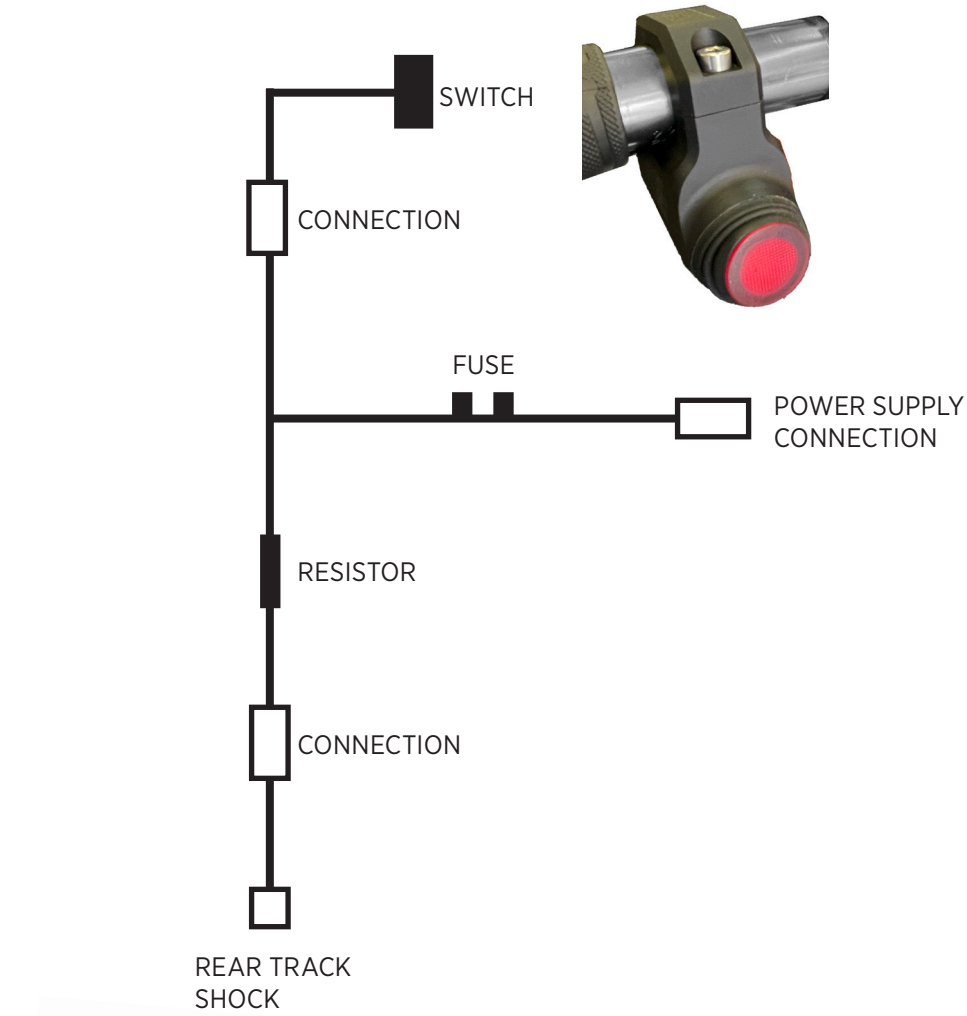
019-01-247 WASHER (2)

019-00-022 NYLON LOCK NUT (1)

026-01-200 P-CLIP (2)

026-01-176 TUNNEL GROMMET (1)

QSE HARNESS WIRING DIAGRAM



REQUIRED TOOLS

- Gloves
- Safety glasses
- Vehicle manufacturer's workshop manual for torque specifications
- Metric hex key set: 2.5 mm - 5.0 mm
- Metric wrench set: 7 mm - 17 mm
- 3/8 inch metric socket set: 10 mm - 17 mm
- 3/8 inch ratchet
- 3/8 inch extensions
- 3/8 inch drill
- 15/64 inch drill bit (for rail P-clip hole)
- #11 step drill (for 0.875 inch tunnel hole)
- Torx® T25
- Flush cut side cutter (preferred)
- 6 inch flat scale
- Center punch and hammer
- Torque wrench
- Spring puller

#11 STEP DRILL

Required tools and supplies may change over time. Visit ridefox.com or contact a representative for the most up-to-date details.

QSE SWITCH OPERATION

SUSPENSION MODE DETAILS			
SWITCH POSITION	**SWITCH LIGHT**	**LOCKOUT**	**RIDE CHARACTERISTICS**
UP	Off	On	Easy side hilling, predictable climbing (limits weight transfer and trenching)
DOWN	On	Off	Balanced all-around setting

NOTE: Lockout mode is designed to improve stability for technical off trail maneuvers and may be uncomfortably stiff for normal trail riding.

⚠ WARNING

SAFETY INSTRUCTIONS

- Please read the entire manual before attempting to install the shock kit on your snowmobile. When working on this product, always see the vehicle manufacturer's work shop manual for vehicle-specific procedures and important specifications. Please call the FOX shock service center at 831.740.4619 if you have questions pertaining to this installation.
- If you do not possess the tools or technical knowledge to install your FOX shocks, we recommend you have this installation performed by an authorized dealer.
- Always use a calibrated torque wrench when tightening components and reference the manufacture's work shop manual for all suspension hardware torque values.
- Always use the appropriate lift equipment to ensure the vehicle is securely supported during this installation. Placing body parts beneath an unstable vehicle may lead to serious injury or death.
- FOX direct-replacement shocks are designed to fit your snowmobile without modification. Take care to properly orient your shocks as illustrated in this document. Improper installation can cause interference with the action of the suspension resulting in damage, a potential loss of control, and/or serious injury or death. It is the customer's responsibility to verify proper clearance at all points in the travel if this FOX kit is being used with aftermarket suspension components.
- Any attempt to misuse, misapply, modify, or tamper with any FOX product voids any warranty and may result in SERIOUS INJURY or DEATH.
- FOX recommends that you become thoroughly familiar with the handling characteristics of your modified vehicle before operating it under rigorous conditions. This will help to avoid potential loss of control that could lead to serious injury or death. FOX further recommends that you use appropriate protective equipment at all times when operating your vehicle.

⚠ WARNING

INSTALLATION GUIDELINES

- FOX direct-replacement shocks should always be installed as a set for maximum performance.
- A snowmobile lift may be helpful when installing your wire harness, but it is not required for this installation. It is recommended to have the snowmobile on a level floor and tipped on the left hand side when installing the rear track shocks. Make certain the snowmobile is stable and well supported prior to working on the machine to avoid serious injury.
- Your new FOX rear suspension is equipped with air preload adjustment. Reference the preload charts on page 17 to obtain the preliminary baseline settings for your specific application. Position #2 is the standard setting for QS3 shocks.
- To achieve the best performance and product longevity, periodic service and maintenance is required. Please refer to the MAINTENANCE section for more information.

DISASSEMBLY & TUNNEL PREPARATION

DISASSEMBLY

1. Remove the side panels, hood, and exhaust silencer according to your snowmobile manufacturer's instructions.
2. Prepare a clean, flat work surface. Then, carefully place the snowmobile on the rider's left side (Fig. 1). Make sure the snowmobile is properly, safely supported and secure prior to working on it.
3. Remove the rear suspension assembly according to your snowmobile manufacturer's instructions. This step is technically optional, but may make the wire harness and shock installation easier.

Fig. 1: Place the snowmobile on the left side

TUNNEL PREPARATION

1. You will need to drill a hole in the rider's right side tunnel for the wiring harness to route through. Measure 2.5 inches forward of the front torque arm mounting bolt and make a mark (Fig. 2).
2. Measure 1.5 inches up from the top of the running board and make a mark (Fig. 3). Use a hammer and center punch to mark the hole prior to drilling.
3. Use a #11 step drill to drill a 0.875 inch diameter hole through the tunnel. De-burr all sharp edges.

⚠ CAUTION: Measure twice and drill once. Do not drill holes in your tunnel unless you are absolutely sure the positioning is correct.

IMPORTANT: All measurements and figures shown are taken from the outside of the tunnel, NOT from the inside.

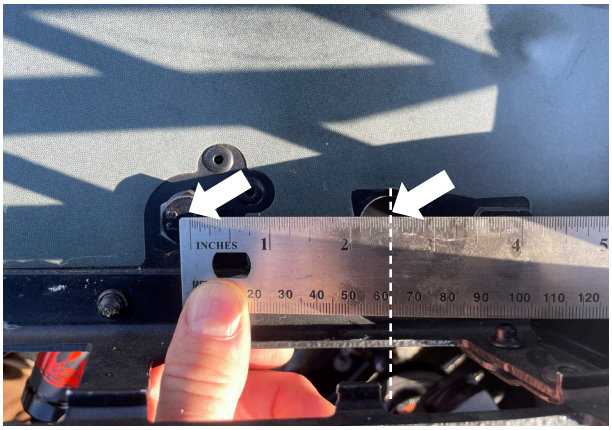


Fig. 2: Front torque arm mounting bolt (left arrow), first mark for drill hole (right arrow)

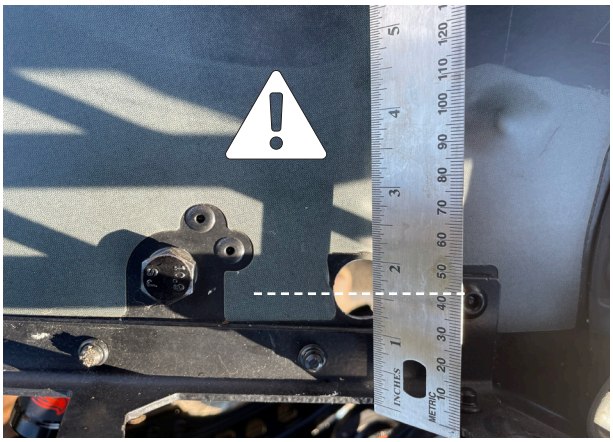


Fig. 3: Second mark for drill hole

TRACK SHOCK INSTALLATION

⚠ **WARNING:** Improper installation of the shocks or wire harness can cause interference with the action of the rear suspension, resulting in possible loss of control and SERIOUS INJURY and/or DEATH.

1. Note the position of the front limiter strap. Remove the lower bolt to allow the front torque arm to fully extend.
2. Remove the stock front and rear track shocks from the rail according to the manufacturer's instructions. Take note or a photo of all hardware orientation and spacer placement.
3. Install the front track shock with the reservoir at the top (or closest to the front torque arm) and oriented toward the right side of the snowmobile (Fig. 4). Secure the shock using the stock hardware.
4. Position the rear shock with the body facing forward and oriented with the reservoir on the bottom side of the shock (Fig. 4). Secure the shock using the stock hardware.
5. Reinstall the limiter strap in the stock setting you noted in step 1.
6. Torque all hardware to the factory settings according to the manufacturer's workshop manual.

Fig. 4: Float shock placement

TRACK HARNESS ROUTING

1. Measure 2.75 inches above the rail rib and place a mark at the center of the diagonal just below the torque arm bolt on the right hand side of the rail. Make a center punch mark at this location and drill a hole with the 15/64 inch drill bit as shown (Fig. 5).
2. Identify the track harness (PN 218-00-051) and plug it into the mating connector on the rear track shock. Press the plug into the shock base valve until you hear a click, which indicates it is locked in place. The routing clip can then be pressed into the mounting boss on the right hand side of the shock (Fig. 6).
3. Route the track harness forward along the inside of the right hand rail beam. Use the supplied 3/8 inch P-clip and M6 hardware to secure the track harness to the inside of the right hand rail through the hole that was drilled in step 1 of this section. The bolt should face inward with the nut and washer securing the P-clip (Fig. 7).

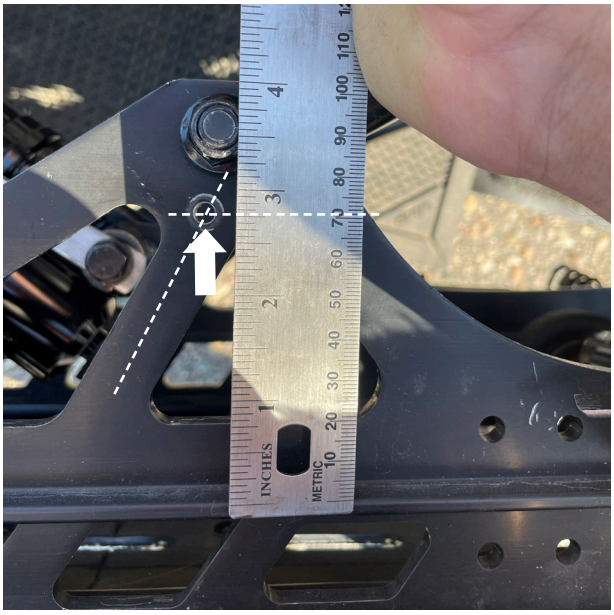


Fig. 5: Drill a hole into the rail as shown

Fig. 6: Plug the track harness into the rear track shock. Install the routing clip as shown.

Fig. 7: Secure the track harness to the inside of the right hand rail, using the hole from Fig. 5.

4. Locate the wire routing shield (PN 006-02-020) and install it over the harness and the right hand tube of the front torque arm. The guard should be oriented with the open window of the guard closest to the front side of torque arm, and the harness on the outside of the tube. Place the guard 2.5 inches forward of the rear torque arm bolt along the flat section of the torque arm (Fig. 8). Make sure to center the two areas of protective heat shrink on the edges of the guard (Fig. 9).
5. Secure the guard to the arm using the provided M4 hardware. Make sure to use washers on the screw and nut side. Cycle the front arm travel, checking for proper motion between the P-clip and the guard and make adjustments, if necessary.
6. Route the wire harness plug through the track guard loop on the front torque arm and secure it to the front pivot tube with a cable tie (Fig. 10).
7. If the rear suspension was removed from the machine, it can be reinstalled at this time. Reference the manufacturer's workshop manual for proper procedure, torques, and track tension.
8. Install the supplied grommet (PN 026-01-176) in the tunnel hole and route the track harness though the tunnel. Route the track harness along the bottom edge of the chain case. Remove the rear lower bolt from the chain case and use this fastener to secure the harness routing clip (Fig. 11). Orient the P-clip to the inside to keep the harness tight to the tunnel. Use the remaining M6 washer between the clip and the bolt.

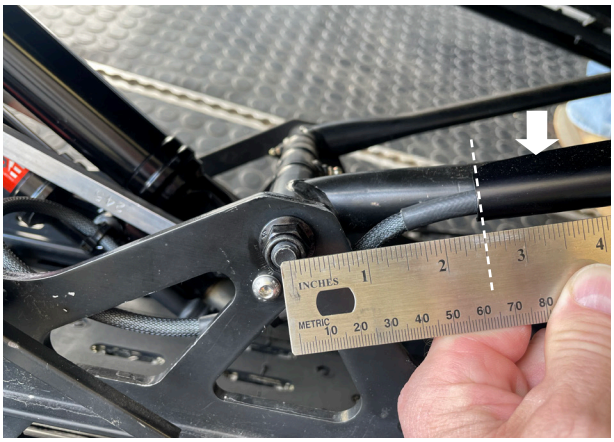


Fig. 8: Place the guard along the front torque arm, center the heat shrink on the edges of the guard.

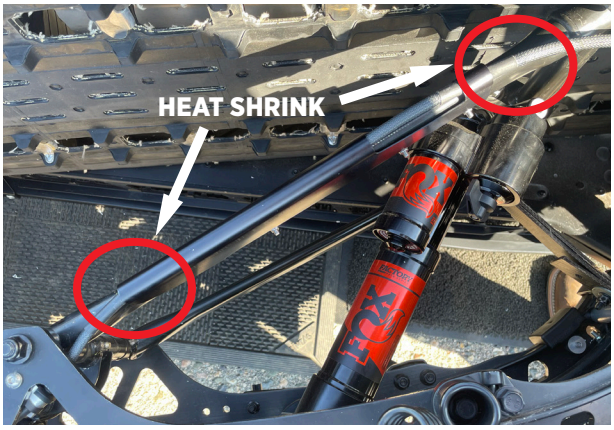


Fig. 9: Center the two heat shrink areas on the edges of the guard.

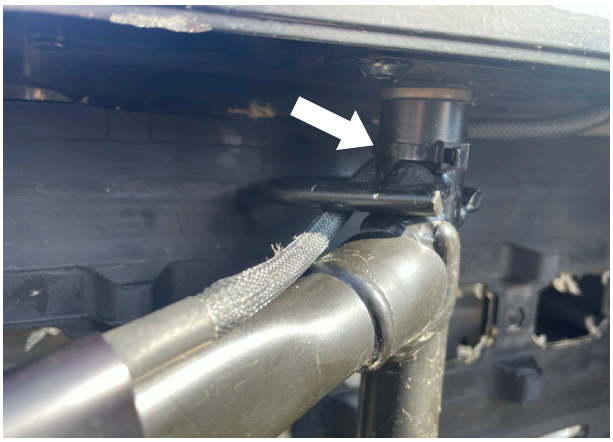


Fig. 10: Secure the wire harness onto the front pivot tube with a cable tie.

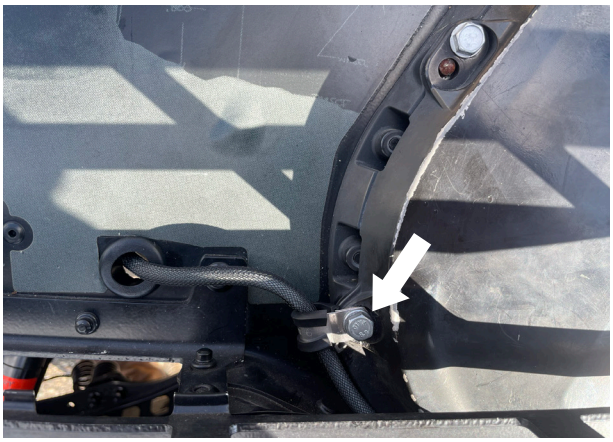


Fig. 11: Secure the harness routing clip.

MAIN HARNESS ROUTING

1. Locate the main harness (PN 218-00-050) in the kit and the accessory power plug on your snowmobile. The accessory plug can be found behind the recoil handle on 2024 and newer Summit models (Fig. 12). You may need to disconnect the accessory plug from its protective cover prior to harness installation.
2. Identify the mating power connector on the QSE harness and plug it into the accessory power lead on your snowmobile, identified in step 1 of this section. Press the plugs together until they are fully seated and you hear a click, which indicates they are locked in place (Fig. 13). Tuck the accessory plug back into it's original location behind the recoil pocket.

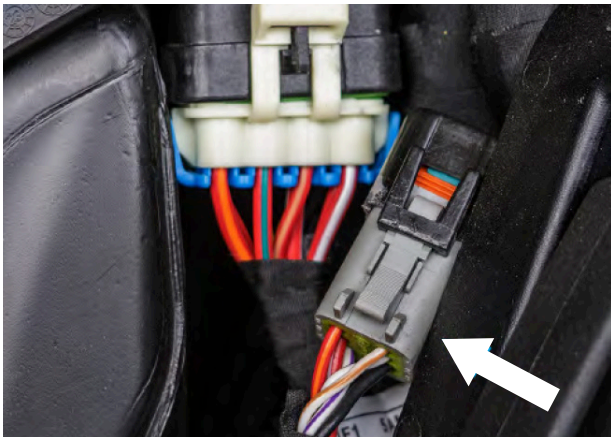


Fig. 12: Accessory Plug

Fig. 13: Plug the accessory plug into the QSE mating power connector.

3. Route the main harness lead containing the resistor along the outside of the chain case to the rider's right footrest area. Use the provided M8 bolt and washer to secure the resistor plate to the lower mounting boss on the chaincase cover. Refer to Fig. 14 for proper routing and resistor orientation.
4. Locate the mating connectors between the main and track harnesses and plug them together at this time. Listen for the click that indicates the plugs are fully seated and secure.
5. The main harness is to be routed vertically from the resister and along the chain case vent line. Make sure the switch lead is routed behind the coolant lines to the back side of the turbo. Use one cable tie to secure the main harness to the vehicle harness (Fig. 15).
6. Route the switch lead from the back side of the turbo up to the steering post (Fig. 16). This lead will plug into the switch harness in a later step.

Fig. 14: Main harness routing and resistor orientation

Fig. 15: Secure the main harness to the vehicle harness

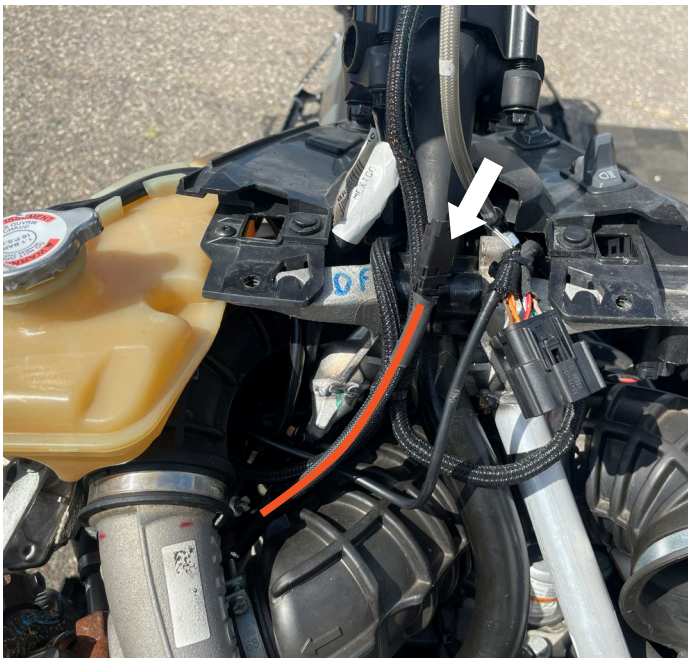


Fig. 16: Route the switch lead (red line); plug into switch harness in a later step (arrow)

SWITCH INSTALLATION & ROUTING

1. Locate the switch assembly (PN 218-00-059) in the kit. Install the switch on the handlebar just inward of the left hand grip. The switch should be mounted under the handlebar (Fig. 17). Adjust the switch angle so you can comfortably operate it from seated and standing positions. Tighten rear or switch side bolt first, then tighten the front bolt to properly secure the switch assembly to the handlebar.
   NOTE: You may need to adjust placement of the brake lever and/or hand guards, or relocate the Shot Start on some models to make room for the switch housing.
2. Route the switch lead along the handlebar and down the front side of the steering post (Fig. 18 and Fig. 19). Locate the switch lead on the main harness that was routed behind the turbo in step 6 of the previous section. Plug the switch into the main harness until you hear the click that locks it in place.
3. Use the provided cable ties to secure the switch lead to other wires or the handlebar, as necessary. Rotate the handlebars from left to right when securing the harness to account for the full range of motion. Also take care to avoid sharp edges or pinch points that could damage the harness.

Fig. 17: Switch position under handlebar

Fig. 18: Switch lead routing

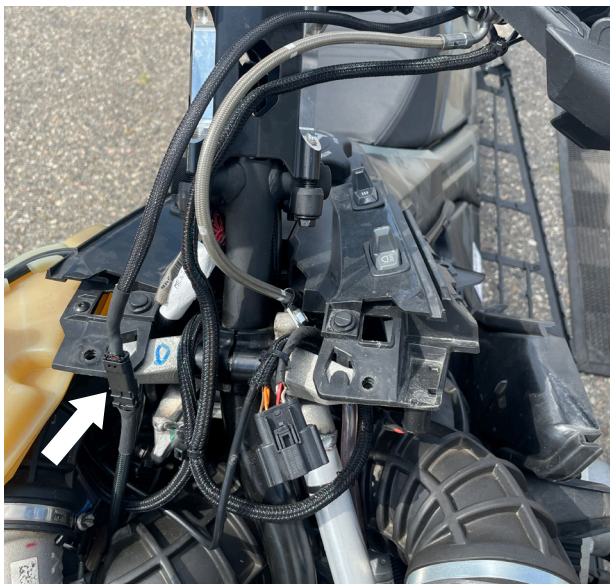


Fig. 19: Switch lead routing

FINAL CHECKS

1. Verify all wire connections are latched and secure.
2. Turn the handlebars to full lock in both directions to confirm there are no steering or wire routing issues, including kinks, pinch points, or contact areas that can rub and become damaged over time.
3. Make sure all cable ties are in place and that the harness is routed correctly.
4. Before you install the side panels and hood, check the wiring harness to make sure the wiring does not come in contact with the exhaust system, steering, or any other components that may damage the harness.
5. Verify all hardware is torqued to the manufacturer's specifications.
6. Adjust the track tension to the manufacturer's specifications if the rail was removed for this installation.
7. Reinstall the hood, side panels, and exhaust according to the manufacturer's instructions.
8. Refer to the Air Pressure Guide to properly adjust the suspension for your application.
9. Start the sled and verify proper QSE shock function.
    - Switch down: the switch light should be "ON" and the system should be soft.
    - Switch up: the switch light should be "OFF" and the system should be in Lockout Mode.
10. Test ride the machine and verify wire placement. Adjust wire routing, if necessary.
11. Occasionally monitor your QSE system to ensure there has been no movement of parts, wiring, or cable ties.
12. Contact FOX at servicemn@ridefox.com or contact a representative at: 1.831.740.4619 if you have questions regarding this installation.

SUMMIT FACTORY SERIES AIR PRESSURE GUIDE

FLOAT 3 EVOL QS3 RECOMMENDED STARTING PRESSURES

SUMMIT AND FREERIDE			
RIDER WEIGHT (LBS)	**FRONT SKI SHOCKS**	**FRONT TRACK SHOCK**	**REAR TRACK SHOCK**
150-180	Main Chamber: 65 PSI EVOL Chamber: 120 PSI QS3: 1	Main Chamber: 30 PSI QS3: 1	OE Spring: Position 1 QS3: 1
180-220	Main Chamber: 70 PSI EVOL Chamber: 120 PSI QS3: 2	Main Chamber: 35 PSI QS3: 2	OE Spring: Position 2 QS3: 2
220+	Main Chamber: 75 PSI EVOL Chamber: 120 PSI QS3: 2	Main Chamber: 40 PSI QS3: 2	OE Spring: Position 3 QS3: 2

NOTE: To find the best setting for you and the conditions you are riding in, do not hesitate to adjust your QS3 knob between all three settings.

ALL SHOCKS SHIPPED PRESET TO FACTORY SETTINGS SET AT 70°F
It is recommended that you check air pressure on initial setup before riding. Pressures should read 5-10 psi lower than Factory Settings. This is caused by the air in the shock filling the pump.

NOTE: ALWAYS SET EVOL CHAMBER AIR PRESSURE BEFORE SETTING MAIN CHAMBER AIR PRESSURE.

ADJUSTING PRELOAD

Your FOX Float 3 suspension utilizes air pressure to adjust suspension preload. Use the chart shown above to identify the proper air pressure settings for your application. Remove all weight off the suspension when adjusting the air pressures. All settings above are general starting points. Position #2 is the standard setting for QS3 shocks.

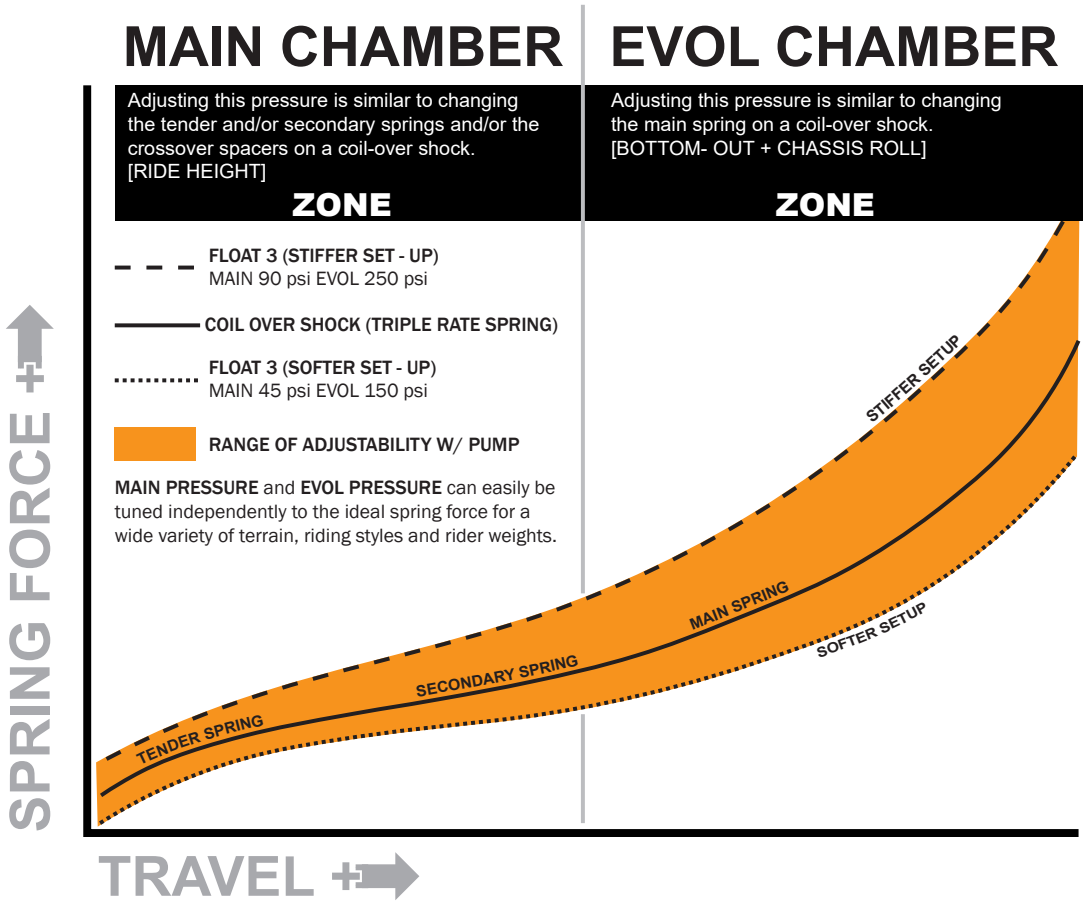
⚠ **WARNING:** Do NOT exceed 300 PSI in the EVOL Chamber.

Fig. 20: OE Spring Positions

ADJUSTABLE PROGRESSIVE DUAL-STAGE AIR SPRING

Air springs are not just lightweight they are also progressive. What does that mean? As the graph below shows, during the second half of the shock travel, the spring force builds rapidly. This virtually eliminates any harsh bottoming of the suspension and provides a “bottomless” feel.

With just one pump you can make quick, easy changes to your setup to fine tune your shocks spring curve. Using air, there is an infinite number of spring rates available.



As you can see, by changing the pressures in the **MAIN** air chamber and the **EVOL** air chamber (if equipped), you can get much softer or much firmer than a coil-over shock without ever having to change out a spring.

Your FLOAT 3 Series shocks come in the box ready-to-ride, but we encourage you to follow the procedures outlined in this manual to optimize their performance.

QS COMPRESSION ADJUSTMENT

QUICK SWITCH WITH COMPRESSION EXPLAINED

The Quick Switch Compression adjust feature gives you the ability to easily adjust the shock's compression damping with three easy clicks. Adjustments are made by turning the adjuster knob on the body cap located on the end of the shock absorber.

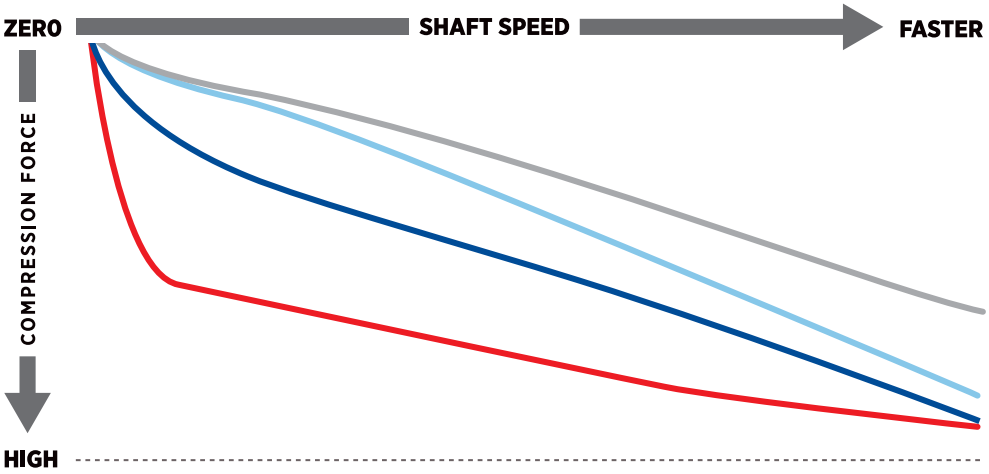
The Quick Switch Compression adjuster has three clicks of adjustment. The factory setting is in the second, middle click. The performance of the shock at this setting is close to the performance of the non-adjustable shock and is a good all-around setting. For firmer compression, turn the knob clockwise. For softer compression, turn the knob counter-clockwise.

Compression damping affects how quickly the shock reaches full bottom-out. Adjusting the compression affects how quickly the shocks compress when bumps or corners are encountered.

The optimum compression setting usually requires the least amount of damping possible without bottoming out the shock. Firmer compression damping will typically be felt as harsh at slow speeds but plush at high speeds, large g-outs, and jumps. Firmer compression damping on ski shocks may provide more stability when cornering on the trail but can also make it more difficult to get the sled leaned over when boondocking. Switching a rear shock to Lockout mode (if equipped) will increase ski pressure, improve traction in deep snow, and improve transfer on top of the snow. The benefits of Lockout mode can provide superior stability when riding deep off-trail snow, hill climbing, and boondocking.

Quick Switch Compression Knob

QS COMPRESSION ADJUSTMENT



QUICK SWITCH DAMPING FORCE

Significant change in damping forces between the three positions allow for large changes in vehicle ride and handling characteristics.

QUICK SWITCH WITH LOCKOUT **DAMPING FORCE**

The lockout setting for the rear suspension improves traction, increases ski pressure, and improves transfer on top of the snow.

POSITION 1

BOTH QS WITH COMPRESSION & QS WITH LOCKOUT

Small amount of compression damping = Softest setting. Ride condition: Comfort

POSITION 2

BOTH QS WITH COMPRESSION & QS WITH LOCKOUT

Medium amount of compression damping = Medium setting
Ride condition: Comfort/Aggressive

POSITION 3

QS WITH COMPRESSION

Large amount of compression damping = Firm setting
Ride condition: Aggressive

OR

POSITION 3

QS WITH LOCKOUT

Maximum amount of compression damping = Lockout
Ride conditions: Deep snow off trail, freeriding/climbing

SUSPENSION FINE TUNING

At this point, you have set the SAG of your vehicle by adjusting preload. Dialing in your sag will ensure your snowmobile suspension is properly balanced, but there may still be a need for some fine tuning. Use the below fine-tuning guide to achieve your preferred suspension setting.

FINE–TUNING LIMITER STRAP ADJUSTMENTS	
ADJUSTMENT	**RESULT**
Longer Limiter Strap Setting	Increased boondocking maneuverability
	Increased bump absorption
	Better deep snow starts
Factory Limiter Strap Setting	Best all-around setting
Shorter Limiter Strap Setting	Increased track attack angle for hill climbing
	Decreased weight transfer
	Decreased bump absorption

FINE–TUNING MAIN SPRING ADJUSTMENTS (AIR)	
ADJUSTMENT	**RESULT**
Increased Ski Preload	Lighter Steering
	Increased Ride Height
	Increased Load Capacity
	Decreased chassis roll at high speeds
Decreased Ski Preload	Heavier Steering
	Decreased Ride Height
	Decreased Load Capacity
	Increased chassis roll in deep powder turns
Increased Front Track Preload	Lighter Steering
	Increased Traction, Braking, Bump absorption
	Increased Weight Transfer
Decreased Front Track Preload	Heavier Steering
	Decreased Weight Transfer
Increased Rear Track Preload	Increased Ride Height
	Increased Load Capacity
	Heavier Steering
Decreased Rear Track Preload	Decreased Ride Height
	Lighter Steering

FINE–TUNING EVOL CHAMBER ADJUSTMENTS (IF EQUIPPED)	
ADJUSTMENT	**RESULT**
Increased EVOL Air Pressure	Increased bottom-out resistance
	Decreased chassis roll at high speeds
Decreased EVOL Air Pressure	Decreased bottom-out resistance
	Increased chassis roll in deep powder turns

SUSPENSION FINE TUNING

FINE-TUNING REBOUND ADJUSTMENTS (IF EQUIPPED)				
Adjustment			**Result**	**Ride Conditions**
Ski	1	Soft	Increased steering response in corners	Slow-speed rough trail
			Decreased harshness/packing over successive bumps	
	2	Medium	Best all-round rebound setting	Variable terrain from medium-speed rough trail to soft pack and powder
	3	Firm	Increased stability over high speed single bumps	Boondocking in deep powder, high-speed groomed trail, and jumping
			Increased control with higher pressure or preload	
Front Track	1	Soft	Increased traction over successive bumps	Slow-speed rough trail
			Decreased harshness/packing over successive bumps	
	2	Medium	Best all-round rebound setting	Variable terrain from medium-speed rough
	3	Firm	Increased stability over high speed single bumps	Boondocking in deep powder, high-speed groomed trail, and jumping
			Increased landing control after big jumps	
Rear Track	1	Soft	Increased traction over successive bumps	Slow-speed rough trail
			Decreased harshness/packing over successive bumps	
	2	Medium	Best all-round rebound setting	Variable terrain from medium-speed rough trail to soft pack and powder
	3	Firm	Increased stability over high speed single bumps	Boondocking in deep powder, high-speed groomed trail, jumping
			Increased landing control after big jumps	

FINE-TUNING COMPRESSION ADJUSTMENTS (IF EQUIPPED)				
Adjustment			**Result**	**Ride Conditions**
Ski	1	Soft	Easier roll initiation	Slow-speed boondocking, sidehilling, and hillclimbing
			Increased comfort at low speeds	
	2	Medium	Best all-round compression setting	Aggressive boondocking and sidehilling
	3	Firm	Increased bottom-out resistance	Jumping
			Increased stability at high speeds	
Front Track	1	Soft		Trail riding
			Increased comfort at low speeds	
	2	Medium	Best all-round compression setting	Slow-speed boondocking, sidehilling, hillclimbing and increased floatation
	3	Firm	Increased bottom-out resistance	Aggressive boondocking, sidehilling, jumping
			Increased landing control after big jumps	
Rear Track	1	Soft	Easier wheelie initiation	Slow-speed trail riding and wheelieing
			Increased comfort at low speeds	
	2	Medium	Best all-round compression setting	Constant transitions through various ride conditions
	3	Firm	Increased bottom-out resistance	Aggressive trail riding (trail sled only)
			Increased ski pressure	
	3	Lockout	Increased boondocking maneuverability	Boondocking, sidehilling, hillclimbinng and off-trail riding in deep powder
			Increased hill climbing stability	

MAINTENANCE

PROPER INSPECTION AND MAINTENANCE IS ESSENTIAL TO MAINTAIN THE PERFORMANCE AND RELIABILITY OF YOUR SHOCK ABSORBERS.

NOTICE: To avoid corrosion, you should keep the shocks clean and free of salt, debris and moisture. The wiper seal will clean deposits from the shock body, but the shock won't fully compress every time.

This means you could accumulate debris on the body at the bottom of the travel. Make sure you clean these areas completely to prevent corrosion. Avoid using a high-pressure washer near the seals or adjusters, as this could drive moisture inside the shock.

Ideally, the shocks should be clean around the adjusters. Use a small amount of contact cleaner before making adjustments will keep these parts clean and operating smoothly for years.

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HAVE YOUR FOX SHOCKS SERVICED BY FOX TECHNICIANS. CALL OUR SERVICE CENTER AT 831.740.4619 TO GO OVER THE SERVICE AND UPGRADE OPTIONS AVAILABLE FOR YOUR PRODUCT. ONCE YOU'VE SETUP YOUR SERVICE AND/OR UPGRADES YOU WILL RECEIVE A RETURN AUTHORIZATION NUMBER AND SHIPPING INSTRUCTIONS.

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This warranty is conditioned on the FOX suspension product being operated under normal conditions and properly maintained as specified by FOX. This warranty is only applicable to FOX suspensions purchased new from an authorized FOX source and is made only to the original retail owner of the new FOX suspension product and is not transferable to subsequent owners. This warranty is void if the FOX suspension product is subjected to abuse, neglect, improper or unauthorized repair, improper or unauthorized service or maintenance, alteration, modification, accident or other abnormal, excessive, or improper use.

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CONTACT

FOX FACTORY
A DIVISION OF FOX FACTORY INC.

13461 Dogwood Drive
Baxter, MN 56425

SALES
1.800.FOX.SHOX (1.800.369.7469)
psamsales@ridefox.com

SERVICE
1.800.FOX.SHOX (1.800.369.7469)
servicemn@ridefox.com