

DIRECT-REPLACEMENT INSTALLATION GUIDE



FJ CRUISER (10+) | 4RUNNER (10+)

883-06-111 - 2.5 Factory Series Coil-Over Reservoir - Adjustable

883-02-111 - 2.5 Factory Series Coil-Over Reservoir

880-02-361 - 2.5 Factory Series Coil-Over IFP

983-02-051 - 2.0 Performance Series Coil-Over IFP

883-26-004 - 2.5 Factory Series Reservoir - Adjustable

883-24-004 - 2.5 Factory Series Reservoir

980-02-417 - 2.0 Factory Series Reservoir

980-24-675 - 2.0 Performance Series IFP

980-24-679 - 2.0 Performance Series IFP



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980-24-675 - 2.0 Performance Series IFP

980-24-679 - 2.0 Performance Series IFP

*FOX's Long Travel kits MUST be used with aftermarket upper control arms ("UCA"). Please refer to the UCA manufacturer for UCA installation.

INSTALLATION GUIDE

Thank you for choosing FOX direct-replacement, coil-over shocks for your vehicle. FOX products are designed, tested, and manufactured by the finest professionals in the industry.

FOX recommends that you become completely familiar with the handling characteristics of your modified vehicle before operating it under rigorous conditions, helping to avoid potential rollover situations and other loss of control events. FOX further recommends that you use appropriate protective equipment at all times when operating your vehicle.

To achieve the best performance and product longevity, periodic service and maintenance is required. Please refer to the Service and Upgrades section for more information.

WARNINGS

- FOX direct-replacement, coil-over shocks should always be installed as a pair for maximum performance.
- Proper installation and service procedures are essential for the safe and reliable installation of chassis parts, requiring the experience and tools specially designed for this purpose. Installation and maintenance procedures for this product must be performed by a qualified service technician, to avoid potentially unsafe vehicle handling characteristics, which may result in **SERIOUS INJURY** or **DEATH**.
- Modifying your vehicle's suspension will change the handling characteristics of your vehicle. Under certain conditions, your modified vehicle may be more susceptible to loss of control or rollover, which can result in **SERIOUS INJURY** or **DEATH**. Thoroughly familiarize yourself with the modified vehicle handling characteristics before any rigorous vehicle operation. Wear body protective gear including head protection when appropriate.

Installation of vehicle roll bars or cage is highly recommended.

- FOX direct-replacement, coil-over remote reservoir shocks are gas-charged and are highly pressurized. Placing shocks in a vise or clamp, applying heat, or attempting to open or service the shock without the proper tools and training can result in **SERIOUS INJURY** or **DEATH**. Do not attempt to modify, puncture or incinerate a FOX direct-replacement, coil-over shock absorber.
- Any attempt to misuse, misapply, modify, or tamper with any FOX product voids any warranty and may result in **SERIOUS INJURY** or **DEATH**.

GUIDELINES

- Always use a chassis lift for the installation of shocks, and make certain that the raised vehicle is securely attached to the lift to prevent the vehicle from slipping, falling, or moving during the installation process.
- **DO NOT** install any FOX product without the necessary special tools, expertise and chassis lift, or you will subject yourself to the risk of **SERIOUS**

INJURY or DEATH. If you elect to not use a chassis lift (which election may result in **SERIOUS INJURY** or **DEATH**), ensure that the vehicle is on level ground, that all tires on the ground during installation are blocked to prevent vehicle movement, that at least two tires are on the ground at all times, and that adequately secured jack stands are used to support the vehicle. **NEVER** get under the vehicle until you have checked to ensure that the vehicle will be stable during installation.

- FOX direct-replacement, coil-over shocks are designed to fit your vehicle's shock mounts with no modifications with the exception of reservoir placement on specific models and applications.
- To adjust the ride height, first lift the vehicle (refer to the **INSTALLATION GUIDELINES** for instructions on how to properly lift the vehicle). After properly lifted, loosen the pinch bolt securing the main spring retainer (Loosen bolt until it spins freely, **DO NOT** remove bolt!). Using a spanner wrench, adjust the main spring retainer as required. If shocks have locking rings, loosen

the top lock ring and adjust main spring retainer as needed. Once set, retighten the top lock ring against the main spring retainer. **IT IS HIGHLY RECOMMENDED TO USE A SPRING COMPRESSOR WHEN MAKING ANY TYPE OF PRE LOAD ADJUSTMENT**

INSTRUCTIONS - FRONT

Medium-strength thread-lock (blue Loctite®) is recommended on all bolts.

1. Please read the installation guidelines for instructions on how to properly lift and secure the vehicle.
2. Record the front vehicle ride height to ensure proper lift is attained after kit is installed. You will be able to make preload adjustments if needed once the shock assembly is installed. (Spanner wrench required) **READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD**
3. Remove both front wheels.
4. Remove the vehicle skid plate.
5. Disconnect the sway bar from the spindle on both sides of the vehicle. Remove the (4) bolts that secure the



Fig. 1



Fig. 2: Driver side hose orientation

sway bar to the vehicle frame. Move sway bar forward to allow clearance for shock removal/installation.

- *For models equipped with Toyota's Kinetic Dynamic Suspension System (KDSS). Support the hydraulic ram on the driver side of sway bar with a jack, then remove the (4) bolts securing the sway bar to the lower control arms.
- 6. Disconnect both outer tie rod ends at the spindle steering arm for removal/installation clearance.
- 7. Remove the top (3) nuts (Fig. 1) that secure the stock shock assembly to the vehicle. **DO NOT** remove center nut; doing so will release the spring from the stock assembly and could result in **SERIOUS INJURY** or **DEATH**!
- 8. Remove the (1) bolt connecting the shock to the lower control arm. (Do not discard bolt and nut, as it will be used with your new FOX coil-over assembly)
- 9. Remove the stock shock assembly. You may need to use a pry bar to pull on the upper control arm and lower the suspension to allow removal and installation of your shock assembly. Be



Fig. 3: Driver side sway bar relocation spacer



Fig. 4: Driver side reservoir bracket

careful to not to damage any brake lines or electrical wires.

10. Install the new FOX coil-over assembly. With remote reservoir models make sure that the hoses are facing outward and towards the front of the vehicle (Fig.2). Connect the top shock hat to the vehicle with the provided washers and bolts or nuts (Depending on shock model). Tighten all three bolts or nuts to 24 ft*lbs.

11. Connect the shock to the lower control arm using stock bolt and nut. On 2.5 Factory Series models install longer spacer towards the front of the vehicle, torque to factory specifications.

12. For non-KDSS vehicle models with 2.5 Factory Series, install the new sway bar relocation spacers to existing sway bar mounting location with the stock bolts (Fig. 3). On external reservoir models install reservoir bracket between the new sway bar relocation spacer and vehicle frame. Slide bracket against side of vehicle frame, torque bolts to factory specifications.

* For non-KDSS models, it is optional to utilize the holes in the sides of reservoir bracket to additionally

secure reservoir bracket to vehicle frame. Use the supplied 3/8" self tapping screws to secure bracket to pre existing holes in vehicle frame. If vehicle frame does not have pre existing holes, mark and drill a 21/64" pilot before installing the 3/8" self tapping screws (Fig. 4)

13. For models equipped with KDSS, you will not use sway bar relocation spacers. For external reservoir models with KDSS, install reservoir brackets as shown (Fig. 4). It is necessary to remove rubber guard on driver side, exposing KDSS lines and bracket. You will need to cut the factory bracket in order to install the new reservoir bracket. Cut the bracket as shown in (Fig. 5) or grind the welds to remove. After the factory bracket has been cut, utilize the pre existing holes in the vehicle frame to locate bracket. Use the supplied 3/8" self tapping screws to secure bracket to pre existing holes in vehicle frame. If vehicle frame does not have pre existing holes, mark and drill a 21/64" pilot before installing the 3/8" self tapping screws (Fig. 4)

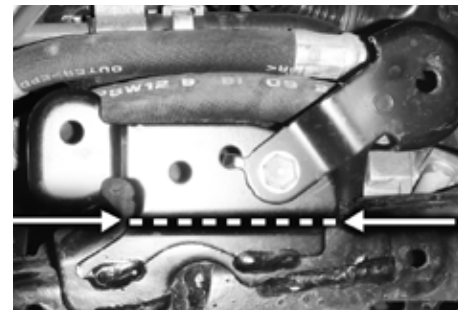


Fig. 5: Factory bracket removal for KDSS models



Fig. 6: Skid plate brace spacers

14. On external reservoir models, mount the reservoir onto the reservoir bracket with the supplied hose clamps. Utilize the slots in the bracket to locate the clamps. Do not feed the clamps

through the slots in the brackets. (Fig. 2)

15. For non-KDSS models, reinstall sway bar onto the new relocation spacers using the supplied 3/8" bolts and washers. Torque to 24 ft*lbs. Connect the sway bar to both spindles and torque to factory specifications.

* Some vehicle models may require removal of skid plate braces for installation of spacers for sway bar clearance. If there is a clearance issue between the sway bar and skid plate braces, install the (4) supplied spacers between the vehicle frame and braces as shown (Fig. 6), secure using the supplied longer bolts.

16. Reinstall outer tie rod ends to spindle steering arm, torque to factory specifications.
17. For KDSS models, reinstall wheels and torque to factory specifications. Lower the vehicle to the ground. Reattach sway bar, first securing passenger side with (2) bolts onto the lower control arm. Using a jack, compress the hydraulic ram on the driver side and

reattach using the remaining (2) bolts. Torque all (4) bolts securing sway bar to factory specifications.

18. Reinstall skid plate. Torque to factory specifications.
19. Check that the suspension has proper clearance by steering completely in both directions.
20. Reinstall front wheels and torque to factory specifications.
21. Set vehicle back on the ground and drive it back and forth several feet to allow the suspension to settle. Now measure ride height and make adjustments if necessary. READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD
22. It is highly recommended that you have your wheel alignment checked.

INSTRUCTIONS - REAR

Medium-strength thread-lock (blue Loctite®) is recommended on all bolts.

1. Please read the installation guidelines for instructions on how to properly lift and secure the vehicle.
2. Remove rear wheels from vehicle.
3. Remove the stock shocks. (Do not discard lower bolt as it will be used with your new FOX shock).
4. Connect the Fox shock to the top vehicle mount with a stem bushing and washer on top and bottom, hand tighten. For remote reservoir models make sure that hoses are facing outward and toward rear of vehicle (Fig. 8).
5. Install the supplied rubber spacer onto the vehicle lower mount and then connect Fox shock to the mount using factory bolt. Torque to factory specifications.
6. Tighten top locking nut until 5/8" of total stem is showing.
7. On external Reservoir models, install the reservoir bracket with the (3) holes downward toward the bottom of vehicle frame approximately 16.5"



Fig. 7: Passenger side reservoir bracket mounting



Fig. 8: Driver side

from factory bump stop brace with the top edge of the bracket being flush with the top of the vehicle frame. Mark the center hole and drill a 7/32" pilot hole then secure the reservoir bracket to the frame with one of the



supplied 1/4" self tapping screws. Repeat marking and drilling the front hole and installing self tapping screw (Fig. 7). NOTE: Driver side will require some trimming of plastic liner in order to fit reservoir.

8. Mount reservoir to the brackets using the supplied clamps. Utilize the slots in the bracket to locate the clamps. Do not feed the clamps through the slots in the brackets (Fig. 2).
9. Check that suspension has proper clearance.
10. Reinstall rear wheels and torque to factory specifications.

FOX LIMITED WARRANTY

FOX Factory, Inc., a California corporation having offices at 130 Hangar Way, Watsonville, CA 95076 ("FOX"), makes the following LIMITED WARRANTY with respect to its suspension products:

LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION PRODUCTS

Subject to the limitations, terms and conditions hereof, FOX warrants, to the original retail owner of each new

FOX suspension product, that the FOX suspension product, when new, is free from defects in materials and workmanship. Unless otherwise required by law, this warranty expires one (1) year from the date of the original FOX suspension product retail purchase from an authorized FOX dealer or from a FOX authorized Original Equipment Manufacturer where FOX suspension is included as original equipment on a purchased vehicle. If law requires a warranty duration of greater than one (1) year, then, subject to the other provisions hereof, this warranty will expire at the end of the minimum warranty period required by such law.

TERMS OF WARRANTY

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.

Should it be determined by FOX in its sole and final discretion, that a FOX suspension product is covered by this warranty, it will be repaired or replaced, by a comparable model, at FOX's sole option, which will be conclusive and binding. THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNATIVE DAMAGES.

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, improper assembly, neglect, alteration, improper maintenance, crash, misuse or collision. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country.

Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, and if dictated by law the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty and all other provisions shall remain in full effect.

THIS IS THE ONLY WARRANTY MADE BY FOX ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED.

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DIRECT-REPLACEMENT INSTALLATION GUIDE



TACOMA (05+)

880-06-376 - 2.5 Factory Series Coil-Over Reservoir - Adjustable

880-06-418 - 2.5 Factory Series Coil-Over Reservoir - Adjustable

880-02-376 - 2.5 Factory Series Coil-Over Reservoir

880-02-418 - 2.5 Factory Series Coil-Over Reservoir

880-02-361 - 2.5 Factory Series Coil-Over IFP

883-02-025 - 2.5 Factory Series Coil-Over IFP

985-02-002 - 2.0 Performance Series Coil-Over IFP

883-26-007 - 2.5 Factory Series Reservoir - Adjustable

883-24-007 - 2.5 Factory Series Reservoir

980-02-372 - 2.0 Factory Series Reservoir

980-24-670 - 2.0 Performance Series IFP



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the top lock ring and adjust main spring retainer as needed. Once set, retighten the top lock ring against the main spring retainer. IT IS HIGHLY RECOMMENDED TO USE A SPRING COMPRESSOR WHEN MAKING ANY TYPE OF PRE LOAD ADJUSTMENT

FRONT - INSTRUCTIONS

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3. Remove both front wheels.
4. Disconnect both outer tie rod ends at the spindle steering arm for removal/ installation clearance.



Fig. 1

5. Disconnect the sway bar from both spindles.
6. Remove the (4) bolts that secure the sway bar to the vehicle frame. Move sway bar forward to allow clearance for shock removal.
7. Remove the (3) top nuts (Fig. 1) that secure the stock shock assembly to the vehicle. DO NOT remove center nut; doing so will release the spring from the stock assembly and could result in SERIOUS INJURY or DEATH!
8. Remove the (1) bolt connecting the shock to the lower control arm. (Do not

discard bolt and nut, as it will be used with your new FOX coil-over assembly)

9. Remove the stock shock assembly. You may need to use a pry bar to pull on



Fig. 2: Passenger side

the upper control arm and lower the suspension to allow the removal and installation of your shock assembly. Be careful not to damage any brake lines or electrical wires.

10. Install the new FOX coil-over assembly. With remote reservoir models make sure that the hoses are facing outward and towards the front of the vehicle (Fig.2). Connect the top shock hat to the vehicle with the provided washers and bolts or nuts (Depending on shock model). Tighten all three bolts or nuts to 24 ft*lbs.

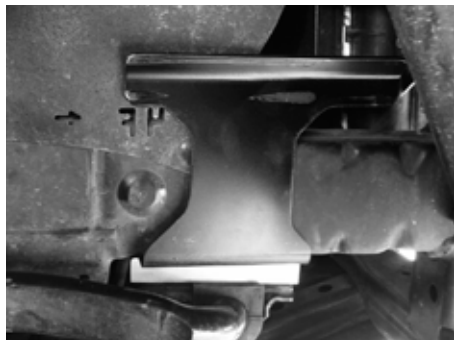


Fig. 3: Passenger side

11. Connect the shock to the lower control arm using stock bolt and nut. On 2.5 Factory Series models install longer spacer towards the front of the vehicle. Torque to factory specifications.
12. On 2.5 Factory Series coil-over shocks, install new sway bar relocation spacers to existing sway bar mounting location with the stock bolts. On external reservoir models install bracket between the new sway bar relocation spacer and vehicle frame, orient bracket so that longer top edge is toward front of vehicle (Fig. 3) Slide bracket against side of vehicle frame. Torque to factory specifications.



Fig. 4: Passenger side

13. On external reservoir models, mount the reservoir onto the reservoir bracket with the supplied hose clamps. Utilize the slots in the bracket to locate the clamps. Do not feed the clamps through the slots in the brackets. (Fig. 4)
14. Connect the sway bar to both spindles and torque to factory specifications.
15. Reinstall the outer tie rod ends and torque to factory specifications.
16. Check that the suspension has proper clearance by steering completely in both directions.

17. Reinstall both front wheels and torque to factory specifications.
18. Set vehicle back on the ground and drive it back and forth several feet to allow the suspension to settle. Now measure ride height and make adjustments if necessary. **READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD**
19. It is highly recommended that you have your wheel alignment checked.



Fig. 5: Passenger side reservoir bracket location rear



Fig. 6: Driver side rear

REAR - INSTRUCTIONS

Medium-strength thread-lock (blue Loctite®) is recommended on all bolts.

1. Please read the installation guidelines for instructions on how to properly lift and secure the vehicle.
2. Remove rear wheels from vehicle.
3. Remove the stock shocks. (Do not discard lower bolt as it will be used with your new FOX shock)
4. Connect the Fox shock to the top vehicle mount with a stem bushing and washer on top and bottom, hand tighten. For remote reservoir models; make sure passenger side hose is facing outward and toward **REAR** of vehicle, driver side facing outward and towards **FRONT** of vehicle (Fig. 6).
5. Connect Fox shock to the lower mount using factory bolt. Torque to factory specifications.
6. Tighten top locking nut until 5/8" of total stem is showing.
7. On external Reservoir models, install the reservoir bracket with the (3) holes downward toward the bottom of vehicle frame. For passenger side locate left outer hole on bracket

approximately 25" from center of shock toward rear of frame and 1.5" up from bottom edge of frame (Fig. 5). Mark the hole and drill a 7/32" pilot hole, secure the reservoir bracket to the frame with one of the supplied 1/4" self tapping screws. Drill and secure right outer hole, making sure bracket is level with frame. For drivers side locate left outer hole on bracket approximately 24.5" from center of shock toward front of vehicle and 2" up from bottom of frame (location is on angled area of vehicle frame). Drill and secure left outer hole, then position bracket so that it is level with angled part of frame. Drill and secure right outer hole.

8. Check that suspension has proper clearance
9. Reinstall rear wheels and torque to factory specifications.

FOX LIMITED WARRANTY

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LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION PRODUCTS

Subject to the limitations, terms and conditions hereof, FOX warrants, to the original retail owner of each new FOX suspension product, that the FOX suspension product, when new, is free from defects in materials and workmanship. Unless otherwise required by law, this warranty expires one (1) year from the date of the original FOX suspension product retail purchase from an authorized FOX dealer or from a FOX authorized Original Equipment Manufacturer where FOX suspension is included as original equipment on a purchased vehicle. If law requires a warranty duration of greater than one (1) year, then, subject to the other provisions hereof, this warranty will expire at the end of the minimum warranty period required by such law.

TERMS OF WARRANTY

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.

Should it be determined by FOX in its sole and final discretion, that a FOX suspension product is covered by this warranty, it will be repaired or replaced, by a comparable model, at FOX's sole option, which will be conclusive and binding. THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO,



INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNATIVE DAMAGES.

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, improper assembly, neglect, alteration, improper maintenance, crash, misuse or collision. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, and if dictated by law the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty and all other provisions shall remain in full effect.

THIS IS THE ONLY WARRANTY MADE BY FOX ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY

LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED.

SHOX NEED ♥ TOO

SERVICE & UPGRADES

Have your FOX serviced or upgraded by FOX technicians. Call our Offroad and Truck Service Center at 619.768.1800 to go over the service and upgrade options available for your shocks. Once you've setup your service or upgrades you will receive a return authorization number and shipping instructions.

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Please visit ridefox.com/service



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OFFROAD
OWNERS MANUAL





OWNERS MANUAL

INTRODUCTION

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FOX direct-replacement, smooth body shocks are gas-charged and are highly pressurized. Placing shocks in a vise or clamp, applying heat, or attempting to open or service the shock without the proper tools and training can result in serious INJURY or DEATH. Do not attempt to modify, disassemble, puncture or incinerate a FOX Direct Replacement Smooth Body shock absorber.

Any attempt to misuse, misapply, modify, or tamper with any FOX product voids any warranty and may result in serious INJURY or DEATH.

GENERAL CARE

WAX BODIES

FOX shock bodies and reservoirs are plated with zinc and clear coat. Before installing, and then several times a year, we suggest that you wax your shock bodies with a non-abrasive automotive wax. This will keep your shocks looking new for years to come.

SHAFTS

Each time your shock is fully compressed, the shaft is cleaned by the wiper seal. Since the shock is rarely fully compressed

on most vehicles, the lower portion of the shaft will build up deposits and is more prone to corrosion. To avoid future problems, clean the shock shafts when needed.

NITROGEN PRESSURE

FOX shocks should be charged with Nitrogen only. Nitrogen will not hold moisture, and expands less as temperatures increase. Do not fill your shocks with compressed air because this will introduce moisture to the shock causing internal corrosion.

FOX shocks should be left at the factory setting of 200 psi of nitrogen. The nitrogen charge in the shock is to pressurize the internal floating piston (IFP) and avoid cavitation. Tuning should be performed through spring rates or shock valving changes and not with changes in nitrogen pressure.

We recommend checking the nitrogen pressure regularly. We also advise cleaning the bodies and shafts several times a year.



AIR SHOCKS

FOX air shocks can be filled with 10 to 500 psi of nitrogen. To calculate the spring force, multiply the psi by 1.2 for 2" air shocks and 2.1 for 2.5" air shocks. (Example - 200 psi x 1.2 = 240 Pounds of spring force). The nitrogen pressure is used to set the ride height, and the oil volume can be increased to ramp up the spring curve to avoid bottoming the shock. Oil is added in 10cc increments (with the shock deflated and the valve core removed) up to a maximum of 30cc for 10" travel and shorter, and up to 50cc for longer shocks.

COIL-OVER

Coil-overs are furnished without springs installed. Many models are setup to use two springs with a spring divider and adjustable cross-over ring. The set screws on the crossover ring must be tightened. The lower spring seats on the coil-overs are retained with either a retaining ring (for 2.0 shocks) or 2 semi-circular clips (for larger models). To install springs, slip them over the shock along with the spring seat, pushing it past its final position allowing you to install the retaining ring or clips. Preload can be adjusted by breaking free the backup ring, and threading the

preload ring up or down the body of the shock. Once the height is set, the backup ring must once again be tightened against the preload ring (Spanner Wrenches required).

VALVING

On the end of the shock shaft is a piston with (8) holes, (4) compression and (4) for rebound. Layered on either side of the piston are washers in different diameters and thickness. These washers make up the shim stack. The shim stack has to flex to allow the flow of oil in either direction of the shock.

The shim stacks range from 25 to 110. The higher the number, the more damping force the shock will produce.

When the shocks are built, we engrave the valve code on the bearing cap. The first number relates to the compression stack, and the second number to the rebound stack. You will also find the sales order # and the last 3 digits of the part number

MOUNTING

EMULSION & AIRSHOCKS

Emulsion shocks do not have a Internal Floating Piston (IFP) separating the

nitrogen and the oil. You must mount the shock body end up, shaft down. If you mount them upside down, then the first third of the shock stroke will be completely un-damped since the piston will be stroking through nitrogen rather than oil. This will create poor ride quality and is dangerous.

RESERVOIR SHOCKS

Reservoir shocks can be mounted in any position. We recommend body end up to help protect the reservoir and lines.

TRAVEL LIMITS

FOX shocks are designed only to dampen the travel of the vehicle in compression and rebound. They are not intended to handle severe top-out or bottom-out forces. Be sure to use correct bottom out stops and limiting straps in severe applications.

SERVICE INTERVALS

- 100% street use: every 50,000 miles
- 50% street / 50% offroad use: every 10,000 miles
- 100% offroad use: every 1,000 miles

FOX LIMITED WARRANTY

FOX Factory, Inc., a California corporation having offices at 130 Hangar Way, Watsonville, CA 95076 ("FOX"), makes the following LIMITED WARRANTY with respect to its suspension products:

LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION PRODUCTS

Subject to the limitations, terms and conditions hereof, FOX warrants, to the original retail owner of each new FOX suspension product, that the FOX suspension product, when new, is free from defects in materials and workmanship. Unless otherwise required by law, this warranty expires one (1) year from the date of the original FOX suspension product retail purchase from an authorized FOX dealer or from a FOX authorized Original Equipment Manufacturer where FOX suspension is included as original equipment on a purchased vehicle. If law requires a warranty duration of greater than one (1) year, then, subject to the other provisions hereof, this warranty will expire at the end of the minimum warranty period required by such law.

TERMS OF WARRANTY

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.

Should it be determined by FOX in its sole and final discretion, that a FOX suspension product is covered by this warranty, it will be repaired or replaced, by a comparable model, at FOX's sole option, which will be conclusive and binding. **THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNATIVE DAMAGES.**

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, improper assembly, neglect, alteration, improper

maintenance, crash, misuse or collision. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, and if dictated by law the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty and all other provisions shall remain in full effect.

THIS IS THE ONLY WARRANTY MADE BY FOX ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED.

SHOX NEED ♥ TOO

SERVICE & UPGRADES

Have your FOX serviced or upgraded by FOX technicians. Call our Offroad and Truck Service Center at 619.768.1800 to go over the service and upgrade options available for your shocks. Once you've setup your service or upgrades you will receive a return authorization number and shipping instructions.

SERVICE MENUS & PRICING

Please visit <http://foxshox.info/orservice>



SERVICE INTERVALS

- 100% street use: every 50,000 miles
- 50% street / 50% offroad use:
every 10,000 miles
- 100% offroad use: every 1,000 miles

STAY INFORMED REGISTER YOUR PRODUCT



- 1 Create your personal profile
- 2 Let us know which products you own
- 3 Receive special offers on service, upgrades, and product



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