

**DIRECT-REPLACEMENT
INSTALLATION GUIDE**



FORD T6 RANGER (12+)

983-02-085 - 2.0 Performance Series Coil-Over IFP

883-02-093 - 2.5 Factory Series Coil-Over Reservoir

883-06-093 - 2.5 Factory Series Coil-Over Reservoir - DSC Adjustable

985-24-069 - 2.0 Performance Series IFP

883-24-001 - 2.5 Factory Series Reservoir

883-26-001 - 2.5 Factory Series Reservoir - DSC Adjustable



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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 front wheels from vehicle.
4. Remove the vehicle skid plate.
5. Disconnect the sway bar from the spindle on both sides of the vehicle.

6. Remove the (4) bolts that secure the sway bar to the vehicle frame. Remove sway bar from vehicle.
7. Disconnect both outer tie rod ends at the spindle steering arm for removal/installation clearance.
8. Remove any wires or brake lines attached to the upper control arm and spindle.
9. Remove the top (3) nuts 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!**
10. While supporting the lower control arm with a floor jack, disconnect upper control arm from spindle.
11. 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)
12. Remove the stock shock assembly, it may be necessary to lower the jack supporting the lower control arm to remove shock and for installation of FOX shock.

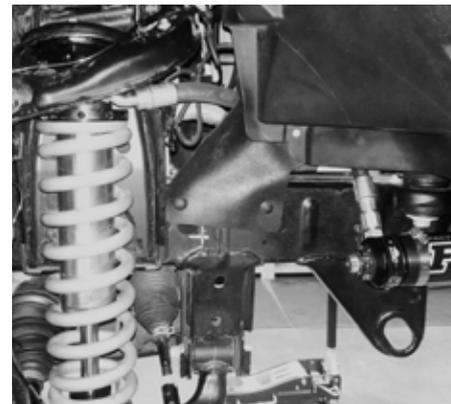


Fig. 1: Passenger side



Fig. 2: Passenger side

13. Install the new FOX shock. With remote reservoir models make sure that the hoses are facing outward and towards the front of the vehicle (Fig.1). Connect the top shock hat to the vehicle with the provided washers and bolts. Tighten all three bolts to 24 ft*lbs.
14. Connect the shock to the lower control arm using stock bolt and nut, torque to factory specifications.
15. Reinstall upper control arm to spindle and reattach any wire and brake lines previously removed.
16. On external reservoir models, install reservoir brackets as shown (Fig. 2) Mark the mounting holes by sliding bracket inwards against frame seam and towards the rear of vehicle until reservoir bracket extends over factory frame mount as shown (Fig. 2) Drill a 7/32" pilot hole into either mounting hole and secure the reservoir bracket to frame with one of the supplied D" self tapping screws. Repeat marking and drilling the other mounting hole and installing self tapping screw.
17. Route reservoir hose inwards and behind fender liner as shown (Fig. 1) It may be necessary to modify or remove fender liner components in order for hose to be routed properly.
18. 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. 1)
19. Reinstall sway bar on vehicle frame and spindles, torque to factory specifications.
20. Reinstall outer tie rod ends to spindle steering arm, torque to factory specifications.
21. Reinstall skid plate, torque to factory specifications.
22. Check that the suspension has proper clearance by steering completely in both directions.
23. Reinstall front wheels and torque to factory specifications.
24. 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

25. 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 stock shocks. It may be necessary to support or raise the vehicle axle in order to remove bolts and for installation of new FOX shock. (Do not discard bolts and nuts, as they will be used with your new FOX Shock.)
3. Install new FOX shock reusing factory bolts and nuts. For piggy back reservoir models, make sure reservoir is pointing toward the rear of the vehicle on both driver and passenger sides (Fig. 3). Torque to factory specifications.



Fig. 3: Driver Side



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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TO FIND FOX OFFERINGS FOR
YOUR TRUCK & SUV

RACE PERFORMANCE FOR YOUR DAILY DRIVER

2.0 PERFORMANCE SERIES IFP SHOCK



REPLACE YOUR STOCK SHOCKS WITH RACE- WINNING TECHNOLOGY

HEAT-REDUCING DESIGN

- » Cold-forged, metal-impacted 6061 T6 aluminum shock body dissipates heat three times faster than a conventional steel body shock. The 2.0 Performance Series shock runs as cool as a 2.5 diameter shock on the same application.
- » FOX formulated race shock oil developed for ultimate performance at variable temperatures.

APPLICATION- SPECIFIC VALVING

- » During development we rigorously tested to maximize offroad performance by utilizing the same proprietary deburred valve shims and high-flow piston design that is found in FOX race products.

TOUGH FINISH

- » CNC machined aluminum components are Type II hard anodized to a scratch- and fade-free black finish.
- » Heavy-duty 5/8" chrome shafts are induction case hardened to over 55 Rockwell C, virtually eliminating scratches caused by roost and debris.

FADE-FREE PERFORMANCE

- » The Internal Floating Piston (IFP) design separates shock oil from the high-pressure nitrogen charged gas chamber, eliminating oil aeration and cavitation, while providing a predictable ride — capable of handling the roughest conditions with fade-free performance.

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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