



DIRECT-REPLACEMENT  
INSTALLATION GUIDE

RAM 1500 (2019+)  
RAM 1500 DS CLASSIC (2012-2024)

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# PERFORMANCE 2.0 PERFORMANCE ELITE 2.5, DUAL SPEED COMPRESSION

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Ram 1500 (2019+)

985-02-136: 19-ON Ram 1500, Front Coilover, PS, 2.0, IFP, 0-2" Lift

985-24-231: 19-ON Ram 1500, Rear, PS, 2.0, IFP, 0-2" Lift

986-02-037: BDS, 19-ON RAM 1500, Front Coilover, PS, 2.0, IFP, 4" Lift

986-02-038: BDS, 19-ON RAM 1500, Front Coilover, PS, 2.0, IFP, 6" Lift

883-06-165: KIT: 19-ON Ram 1500, Front Coilover, 2.5 Truck PES, R/R, 2" Lift, DSC

883-06-166: KIT: 19-ON Ram 1500 w/ UCA, Front Coilover, 2.5 Truck PES, R/R, 2-3" Lift, DSC

883-26-079: KIT: 19-ON Ram 1500, Rear, 2.5 Truck PES, P/B, 0-2" Lift, DSC

Ram 1500 DS Classic (2012-2024)

883-06-263: KIT: 12-24 Ram 1500 DS Classic, Front Coilover, 2.5 PES, R/R, 1-2" Lift, DSC

883-26-179: KIT: 12-24 Ram 1500 DS Classic, Rear, 2.5 PES, P/B, 0-2" Lift, DSC

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# INTRODUCTION

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Thank you for choosing FOX direct-replacement 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.

## IN THE BOX

- Front Shocks and Rear Shocks
- Supplied Hardware
- Installation Guide

# SUPPLIED PARTS

FRONT SHOCK ASSEMBLY			
FOX PN	DESCRIPTION	QTY	NOTES
985-02-136	FRONT SHOCK	1	N/A
986-02-037	FRONT SHOCK	1	N/A
986-02-038	FRONT SHOCK	1	N/A
883-06-165	LEFT/RIGHT SHOCK	2	N/A
883-06-166	LEFT/RIGHT SHOCK	2	N/A
883-06-263	LEFT/RIGHT SHOCK	2	N/A

FRONT RESERVOIR MOUNTING BRACKET (WHERE APPLICABLE)			
FOX PN	DESCRIPTION	QTY	NOTES
026-01-299-1	RESERVOIR BRACKET, DRIVER'S SIDE	1	Brackets mount the remote reservoirs to the vehicle.
026-01-299-2	RESERVOIR BRACKET, PASSENGER'S SIDE	1	
018-01-066	SCREW: 8-32, 3/4"	8	Each bracket uses two clamps and a clamp uses two screws.
026-01-167-1	2.5 RESERVOIR CLAMP, TOP	4	
026-01-167-2	2.5 RESERVOIR CLAMP, BOTTOM	4	

REAR SHOCK ASSEMBLY			
FOX PN	DESCRIPTION	QTY	NOTES
985-24-231	REAR SHOCK	1	N/A
883-26-079	LEFT/RIGHT SHOCK	2	N/A
883-26-179	LEFT/RIGHT SHOCK	2	N/A

 **WARNING**

# SAFETY INSTRUCTIONS

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- Installation requires two people for safety purposes.
- FOX direct-replacement shocks are designed to fit and allow proper clearance with the stock suspension. If aftermarket suspension components are installed it is the customer's responsibility to ensure that interference between the FOX shocks and other vehicle components does not occur at any point in the shock stroke.
- FOX direct-replacement shocks should always be installed as a set for maximum performance.
- Proper installation and service procedures are essential for the safe and reliable operation of the suspension components, 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 protective body gear and a helmet when appropriate. Installation of vehicle roll bars or cage is highly recommended.
- FOX direct-replacement 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 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**.

 **WARNING**

# INSTALLATION GUIDELINES

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- 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 may result in SERIOUS INJURY or DEATH), ensure that the vehicle is: (1) on level ground, (2) that all tires on the ground during installation are blocked to prevent vehicle movement, (3) that at least two tires are on the ground at all times, and (4) 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 shocks are designed to fit your vehicle's shock mounts without modification except the reservoir placement on specific models and applications.
- DO NOT add more preload to the spring provided with the coil-over. If the desired ride height can't be achieved, you will need to go up in spring rate or get a longer spring that fits the application.

# FRONTSHOCKINSTALLATION

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## PREPARATION

**NOTICE:** Medium-strength thread-lock (blue) is recommended on all bolts.

1. Before lifting the vehicle, record the vehicle ride height to ensure proper lift is attained after the kit is installed. Do this by measuring the distance from the top of the tire to the fender at both front tire locations on the vehicle.

**⚠ WARNING:** Please read the installation guidelines on page 4 for instructions on how to properly lift and secure the vehicle.

**⚠ WARNING:** DO NOT add more preload to the spring provided with the coil-over. If the desired ride height can't be achieved, you will need to go up in spring rate or get a longer spring that fits the application.

2. Remove both front wheels from the vehicle.

**⚠ WARNING:** For safety, two people are recommended for this procedure to prevent any injury.

**NOTICE:** The images in this manual are for reference only, and may not depict your exact parts or components. For the latest instructions, visit [www.ridefox.com/manuals](http://www.ridefox.com/manuals) or talk to your dealer.

## STOCK SHOCK REMOVAL

1. Remove the ABS wire from the harness on the upper control arm.
2. Disconnect the sway bar at the lower control arm on both sides (Fig. 1 - Step 1).
3. Disconnect the outer tie rod end from the spindle steering arm (Fig. 1 - Step 2).
4. Prior to releasing the nut from the upper control arm, support the lower control arm so the wheel assembly does not fall and cause damage or result in **SERIOUS INJURY** or **DEATH**.

**⚠️ WARNING: CRUSH HAZARD!** Failure to support the lower control arm during this step will lead to the wheel assembly falling from the vehicle, which can cause **SERIOUS INJURY** or **DEATH**.

5. Remove the nut from the upper control arm. Once the nut is removed, use a pickle fork or pitman arm puller on the knuckle to separate the upper control arm from the knuckle. Alternatively, strike the knuckle with a rubber mallet to separate the joint (Fig. 1 - Step 3).

**NOTICE:** Do not strike the knuckle with a metal tool, as this will lead to damage to the material of the knuckle.

6. Remove the (3) top nuts and washers that secure the stock shock assembly to the vehicle. **DO NOT** remove the center nut—doing so will release the spring from the stock shock assembly and could result in **SERIOUS INJURY** or **DEATH**.

**⚠️ WARNING: HIGH SPRING TENSION!** Springs under tension can store a significant amount of energy, and if released unexpectedly, they can cause damage, **SERIOUS INJURY** or **DEATH**.

7. Remove the (1) bolt and nut connecting the stock shock to the lower control arm. Do not discard bolt and nut as they will be used with your new FOX coil-over kit.
8. Prior to removing stock shock assembly, remove support from lower control arm.
9. Remove the stock shock assembly. You may need to use a pry bar to lower the lower control arm enough to remove the stock shock.

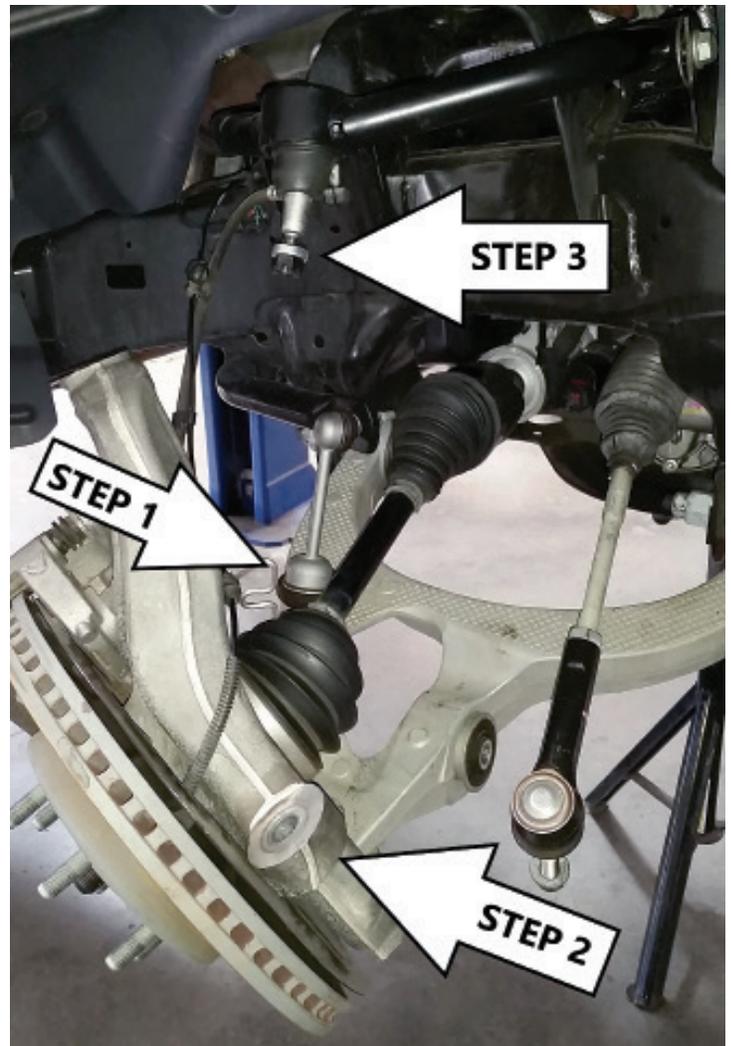


Fig. 1: Passenger side shown.

## FOX FRONT SHOCK INSTALL

**⚠️ WARNING:** For safety, two people are recommended for this installation procedure to prevent any injury.

1. Install your new FOX coil-over kit (Fig. 2). You may need to use a pry bar to lower the lower control arm enough to insert your new FOX coil-over. For external reservoir models, ensure that hoses are facing outward and towards the front of the vehicle. Loosely connect the shock top hat to the vehicle using the nuts and washers provided.
2. On external reservoir models, install the reservoir bracket by placing it on top of the vehicle coil-over bucket, and aligning the forward and outer stud. Then install the washers and nuts provided (Fig. 3).
3. If using an after-market upper control arm, ensure that brake lines do not contact upper control arm at full droop.

**⚠️ WARNING:** The brake lines **MUST NOT** contact the upper control arm during operation of the vehicle, as this can result in brake line damage and loss of braking function, damage, or **SERIOUS INJURY** or **DEATH**.



Fig. 2: Driver side shown (2.5 Performance Elite Series model).



Fig. 3: External reservoir mounting bracket. Passenger side shown.

4. Torque all three mounting bracket bolts/nuts to 24 ft-lbs (Fig. 4).
5. Mount the reservoir to the mounting bracket with the supplied reservoir clamps (D1-3). Utilize the slots in the bracket to locate the clamps. Do not feed the clamps through the slots in the bracket (Fig. 5). Once installed, the reservoir should mount flush with the mounting bracket.
6. Connect the shock assembly to the lower control arm reusing the stock bolt and nut. Torque to factory specifications.
7. Reconnect the upper control arm to the steering knuckle on both sides and torque to factory specifications.
8. Reconnect the sway bar and torque to factory specifications.
9. Reconnect the outer tie rod and torque to factory specifications.
10. Reconnect the ABS wire to harness on upper control arm. Use a zip tie if the aftermarket upper control arms are installed.
11. Reinstall the wheels and torque to OEM specifications.
12. Set the vehicle back on the ground and drive back and forth several feet to allow the suspension to settle. Measure the ride height and adjust if necessary. Please refer to the Installation Guidelines section for instructions on how to properly adjust preload.
13. Check that the suspension has proper clearance by steering completely in both directions.
14. It is highly recommended your wheel alignment is checked.

**⚠️ WARNING:** Failure to maintain proper wheel alignment will result in premature tire wear and changes in vehicle handling.



Fig. 4: Mounting bracket bolts. Passenger side shown.

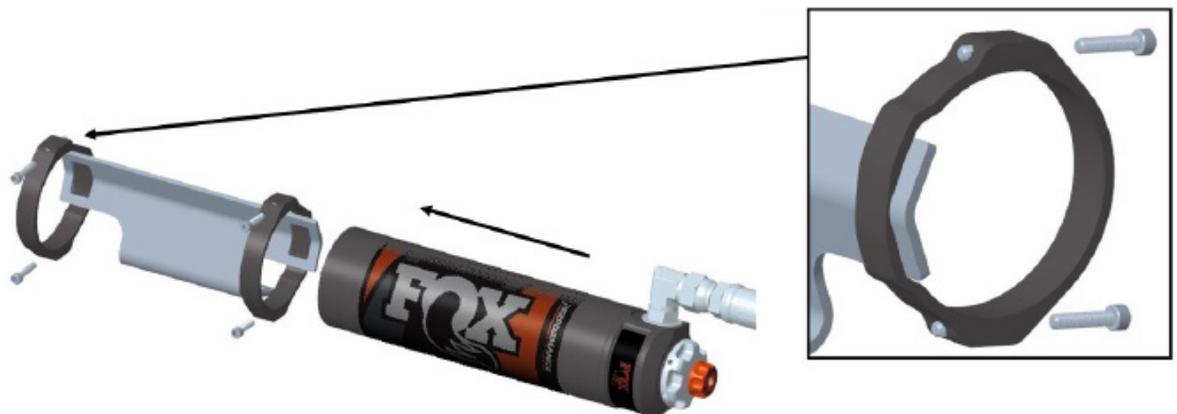


Fig. 5: Diagram of reservoir and bracket interface.

# REARSHOCKINSTALLATION

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## PREPARATION

**NOTICE:** Medium-strength thread-lock (blue) is recommended on all bolts.

1. Before lifting the vehicle, record the vehicle ride height to ensure proper lift is attained after the kit is installed. Do this by measuring the distance from the top of the tire to the fender at both front tire locations on the vehicle.

**⚠ WARNING:** Please read the installation guidelines on page 4 for instructions on how to properly lift and secure the vehicle.

2. Remove both rear wheels from the vehicle.

**⚠ WARNING:** For safety, two people are recommended for this procedure to prevent any injury.

**NOTICE:** The images in this manual are for reference only, and may not depict your exact parts or components. For the latest instructions, visit [www.ridefox.com/manuals](http://www.ridefox.com/manuals) or talk to your dealer.

## STOCK SHOCK REMOVAL

**⚠ WARNING:** For safety, two people are recommended for this installation procedure to prevent any injury.

**NOTICE:** Medium-strength thread locker (blue) is recommended on all bolts.

1. Please refer to the Installation Guidelines section for instructions on how to properly lift and secure the vehicle.
2. Remove the fender liners from each side of the vehicle.
3. Remove the lower shock bolt and then the upper nut, followed by the washer and bushing to remove the stock shock. Discard the stock top mounting hardware. On DS Classic models, remove the lower and then the upper bolts to remove the stock shock. Do not discard stock hardware, as they will be used with your new FOX rear shock. It may be necessary to support or raise the vehicle axle to remove the bolts and for installation of your new FOX rear shock.

## FOX REAR SHOCK INSTALL

1. For external reservoir models, ensure the reservoir is facing toward the outside of the vehicle on both the driver and passenger sides (Fig. 6). Install the new rear shock reusing the factory lower bolt and nut. Install the bushing on the stem, then the washer, then the nut and tighten until 3-4 threads are showing. On DS Classic models, reuse the stock top nut and bolt. Torque nuts to factory specifications.
2. Reinstall the fender liners.
3. Reinstall the wheels and torque to OEM specifications.
4. Set the vehicle back on the ground and drive back and forth several feet to allow the suspension to settle.
5. It is highly recommended your wheel alignment is checked.

**⚠ WARNING:** Failure to maintain proper wheel alignment will result in premature tire wear and changes in vehicle handling.

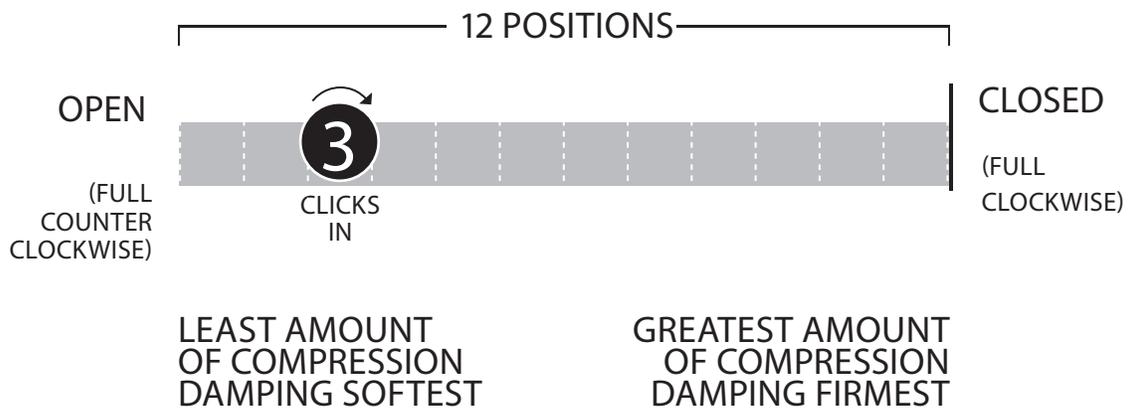


Fig. 6: Passenger side shown (2.5 Performance Elite Series model).

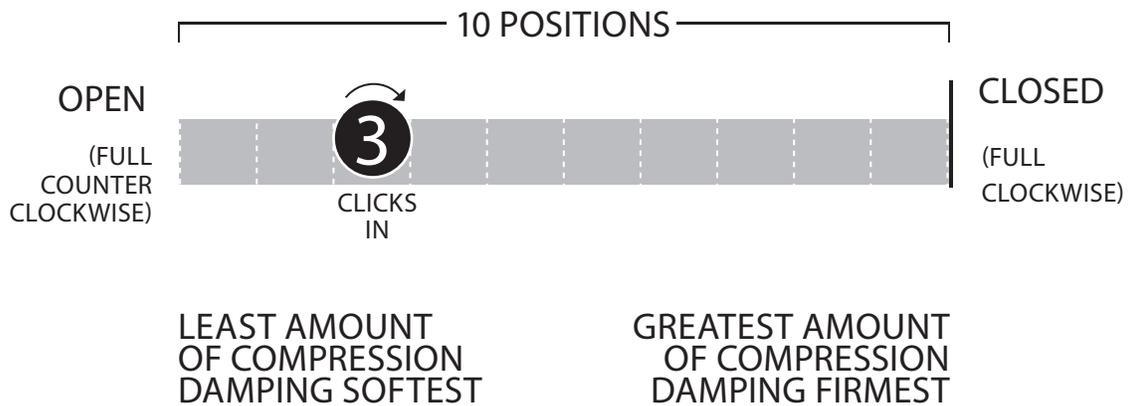
# FOX FACTORY SETTINGS

## DUAL SPEED COMPRESSION (DSC) ADJUSTER SETTINGS

### DSC HIGH SPEED COMPRESSION



### DSC LOW SPEED COMPRESSION



# MAINTENANCE

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

To avoid corrosion, you should keep the shocks and springs clean, free of dirt and moisture. The wiper seal will clean deposits from the shaft, but the shock won't necessarily fully compress every time. This means you could accumulate dirt at the bottom of the shaft and underneath the jounce bumper. Make sure you clean these areas completely to prevent shaft corrosion. Avoid using a high-pressure washer near the shaft seals or adjusters, as this could drive dirt inside the shock.

Make sure the ends of the spring and shock threads are clean and free of dirt before adjusting the preload ring. This will make the adjustment easier and reduce wear.

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

**NOTICE:** Keep the shock and spring clean and free of dirt or water to avoid corrosion. Keep the shock shaft clean and free of mud. Avoid using a high-pressure washer near the shaft seals and adjusters. Before adjusting preload or the crossover ring, clean the threads of the shock body for easier adjustment and mitigating wear.

## FOX SERVICE AND UPGRADES

HAVE YOUR FOX SHOCKS SERVICED BY FOX TECHNICIANS. CALL OUR SERVICE CENTER AT 619.768.1800 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.

## COMPLETE SERVICES

100% street use: every 50,000 miles

50% street/50% off-road use: every 10,000 miles

## SERVICE MENUS AND PRICING

visit [ridefox.com/service](http://ridefox.com/service)



**WARNING: Cancer and Reproductive Harm –**  
[www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

# WARRANTY INFORMATION

## FOX LIMITED WARRANTY

FOX Factory, Inc., a Georgia corporation having an office at 6634 Highway 53 Braselton, GA 30517 ("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 PUNITIVE 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.

# CONTACT

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A DIVISION OF FOX FACTORY INC.

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