



DIRECT REPLACEMENT
INSTALLATION GUIDE

CHEVROLET CORVETTE C5/C6 (1997-2013)

PERFORMANCE SERIES LOW SPEED REBOUND

883-32-009 Kit: 97-13 Chevrolet Corvette C5/C6, 2.0 On-Road PS, LSR

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INTRODUCTION

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

NOTICE: Your Performance Series Shocks were tuned with the vehicle dropped 1" from the stock ride height. Installation of these shocks will not automatically lower your vehicle. FOX recommends a ride height of 0.50" to 1.25" dropped from stock ride height. Aftermarket lowering adjusters may be required.

⚠ WARNING: If vehicle is equipped with an adaptive damping suspension system from the factory, a suitable delete kit will be required.

SUPPLIED PARTS

FRONT/REAR SHOCK ASSEMBLY		
FOX PN	DESCRIPTION	QTY
983-32-009	FRONT SHOCKS	2
983-32-010	REAR SHOCKS	2

WARNING

SAFETY INSTRUCTIONS

- 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**.

INSTALLATION 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 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.

FRONT SHOCK INSTALLATION

PREPARATION

1. Measure and record the ride height at each corner of the vehicle, from the ground to the center of the wheel opening on the fender.
2. Use a 10 mm socket to remove the two fasteners that hold the overflow reservoir (Fig. 1). Carefully reposition the reservoir so it does not cover the shock mount.

NOTICE: DO NOT pinch the attached line.

3. Use a 15 mm wrench and a 6 mm wrench to loosen the top shock mounts. Leave the nut loosely installed as it will be removed later (Fig. 2).



Fig. 1: Remove the two fasteners (circled areas) that hold the overflow reservoir.

STOCK SHOCK REMOVAL

NOTE: Repeat the steps in this entire section for the both sides of the vehicle.

1. Use a chassis lift to raise the vehicle according to the SAFETY INSTRUCTIONS and INSTALLATION GUIDELINES on page 2.
2. Remove both front wheels from the vehicle.
3. Securely support the suspension with a jack or other support, as this will relieve the spring force acting on the shock mounts (Fig. 3).

⚠ WARNING: HIGH SPRING TENSION! The suspension spring will engage and can cause the vehicle to fall from the lift. Springs under tension can store a significant amount of energy, and if released unexpectedly, they can cause damage, SERIOUS INJURY or DEATH.

IMPORTANT: There may be tension in the shock caused by preload in the leaf spring. This will make removal of the bolts difficult without supporting the suspension.

NOTE: If equipped with MagneRide, unplug the connectors and secure any loose wires.



Fig. 2: Loosen the top shock mounts.



Fig. 3: Securely support the suspension.

4. Disconnect the sway bar link (Fig. 4).
5. From the top of the vehicle, remove the top shock nut that was loosened in step 3 of the previous PREPARATION section (Fig. 2).
6. Use a T15 driver to remove the ABS brake bracket from the lower control arm (Fig. 5).
7. Use a 13 mm wrench and a deep 13 mm socket to remove the lower shock bolts (Fig. 6). Do not discard the stock lower fasteners, they will be used with your FOX shocks.
8. Remove the stock shock.

⚠ WARNING: Slightly raising or lowering the suspension support may aid in creating room for removal/installation. Be careful to not make the vehicle unstable on its supports, which can create a crush hazard that could lead to **SERIOUS INJURY** or **DEATH**.

9. If you are installing aftermarket lowering bolts for your leaf spring, do so now according to your manufacturer's instructions.
10. If you are planning to use stock adjustment bolts, use a 10 mm socket to remove all preload in the spring by turning the bolt counter-clockwise (Fig. 5).



Fig. 4: Disconnect the sway bar.



Fig. 5: If using stock spring adjustment bolts, remove all preload (circled area). Remove ABS bracket (arrow).



Fig. 6: Remove the lower shock bolts.

FOX SHOCK INSTALL

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

NOTICE: Medium-strength thread-lock is recommended on all bolts.

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 or talk to your dealer.

1. Remove the nut, washer, and top bushing from the FOX shock (Fig. 7).
2. Install the FOX shock with the adjuster knob facing the rear of the vehicle on the driver side (adjuster knob faces the front of the vehicle on the passenger side) (Fig. 8).
3. Using the stock fasteners, loosely connect the lower mount to the lower control arm (Fig. 8).
4. Install the top mount of the shock through the hole in the chassis (not pictured).
5. Carefully raise the suspension with a jack or other support until the bushing is centered and seated in the shock mounting hole in the chassis (Fig. 9).

⚠ WARNING: HIGH SPRING TENSION! The suspension spring will engage and can cause the vehicle to fall from the jack. Springs under tension can store a significant amount of energy, and if released unexpectedly, they can cause damage, SERIOUS INJURY or DEATH.



Fig. 7: Remove the hardware from the FOX shock.



Fig. 8: Install the FOX shock with adjuster knob facing the rear of vehicle (driver side shown). Connect lower mount to lower control arm.

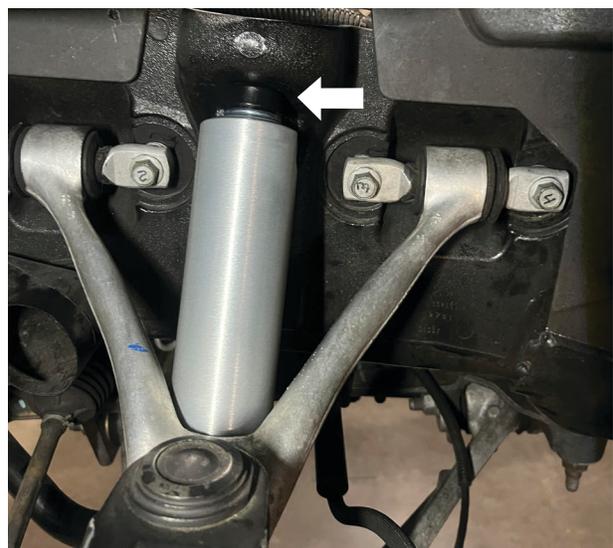


Fig. 9: Bushing centered and seated in the chassis/shock mounting hole.

6. From the top of the vehicle, inside the engine bay, install the following hardware in this order and orientation: the bushing (stepped-side down), the washer (dished-side down against the bushing), and the flange nut (Fig. 10).
7. Use a 1/4 inch wrench and a 9/16 inch wrench to tighten the top mount until 4-5 threads are showing above the nut (Fig. 11)
8. Torque the lower shock mount hardware to OE specifications.
9. Reinstall the sway bar link and torque to OE specifications.
10. Reinstall the ABS cable to the bracket. Reinstall the ABS bracket.
11. Repeat the steps in this entire section for the opposite side of the vehicle.
12. If the vehicle is equipped with MagneRide suspension, install the appropriate delete kit (sold separately) and ensure it is secure and cannot be pinched or crushed.
13. After all four shocks have been installed, the ride height must be set. FOX recommends a ride height drop of 0.5" - 1.25". Lower the vehicle and roll/bounce the suspension or take it for a short drive to settle the springs and bushings. Measure the ride height and adjust to preference.

⚠ WARNING: Setting the vehicle's ride height outside of the recommended range may result in a poor ride quality.

NOTE: Stock springs and adjustment screws will vary with model and normal wear. You will set your leaf spring adjustment screw once the shocks are installed and the vehicle ride height is measured.

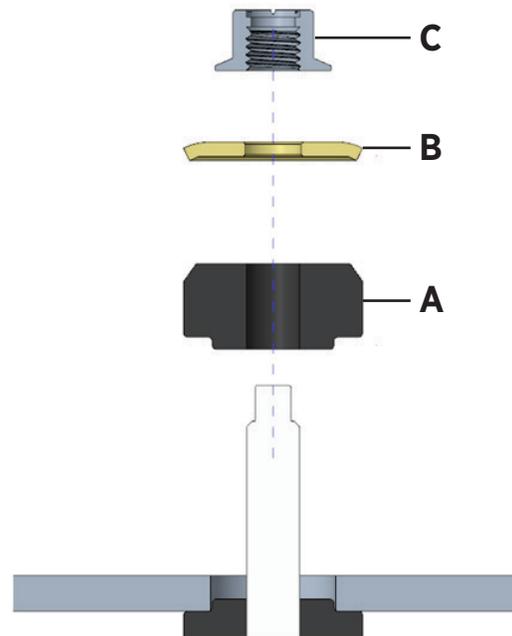


Fig. 10: Install the hardware into the FOX shock: bushing (A), washer (B), flange nut (C).



Fig. 11: Tighten the top mount, check for 4-5 threads above the nut.

REAR SHOCK INSTALLATION

⚠ WARNING: For safety, two people are recommended for this procedure to prevent any injury. Please read the INSTALLATION GUIDELINES section for instructions on how to properly raise and secure the vehicle.

NOTICE: Medium-strength thread-lock is recommended on all bolts.

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 or talk to your dealer.



Fig. 12: Disconnect the sway bar.

STOCK SHOCK REMOVAL

NOTE: Repeat the steps in this entire section for the both sides of the vehicle.

1. Remove the rear wheels from the vehicle. To support the suspension, place a jack or other support under the upright (not pictured).

⚠ WARNING: HIGH SPRING TENSION! The suspension spring will engage and can cause the vehicle to fall from the jack. Springs under tension can store a significant amount of energy, and if released unexpectedly, they can cause damage, SERIOUS INJURY or DEATH.

IMPORTANT: There may be tension in the shock caused by preload in the leaf spring. This will make removal of the bolts difficult without supporting the suspension.

NOTE: If equipped with MagneRide, unplug the connectors, and remove it from the frame.

2. Use an 18 mm wrench and an 8 mm socket to disconnect the sway bar at the lower control arm (Fig. 12).
3. Make note of the orientation of the top mount cutout (Fig. 13 circled area). The FOX shock reuses this mount and requires it to be installed in the same orientation.
4. Use a 13 mm socket to remove the upper shock mounting bolts (Fig. 13).

NOTE: Do not discard any fasteners, they will be used with your FOX shock.



Fig. 13: Note orientation of top mount cutout (circled area). Remove the two upper shock mounting bolts (arrows).

5. Use a 24 mm wrench and a 24 mm socket to remove the lower shock bolt and nut (Fig. 14).
6. Remove the stock shock.

NOTE: If equipped with MagneRide, unplug the connectors and secure any loose wires.

7. If you are installing aftermarket lowering bolts for your leaf spring, do so now according to your manufacturer's instructions.
8. If you are planning to use stock adjustment bolts, use a 10 mm socket to remove all preload in the spring by turning the bolt counter-clockwise.



Fig. 14: Remove the lower shock bolt and nut.



Fig. 15: Note the orientation of the stock mount on the stock shock.

INSTALLATION PREPARATION

1. Make sure you have taken note of the orientation of the top mount on the stock shock (Fig. 15). Then use a 6 mm and a 15 mm wrench to remove the top mounting plate from the stock shock. Inspect carefully. If excessive corrosion or damage is present, you will need to replace the mount.
2. Remove the flange nut, washer, and top bushing from the rear FOX shock (Fig. 16).
3. Install the stock top mount on the FOX shock in the same orientation as the stock mounting plate.
4. Install the FOX hardware in this order and orientation: the bushing (stepped-side down), the washer (dished-side down against the bushing), and the flange nut (Fig. 17).
5. Use a 1/4 inch wrench and a 9/16 inch wrench to torque the flange nut until 4-5 threads are showing above the nut (Fig. 18).



Fig. 16: Remove the hardware from the FOX shock.

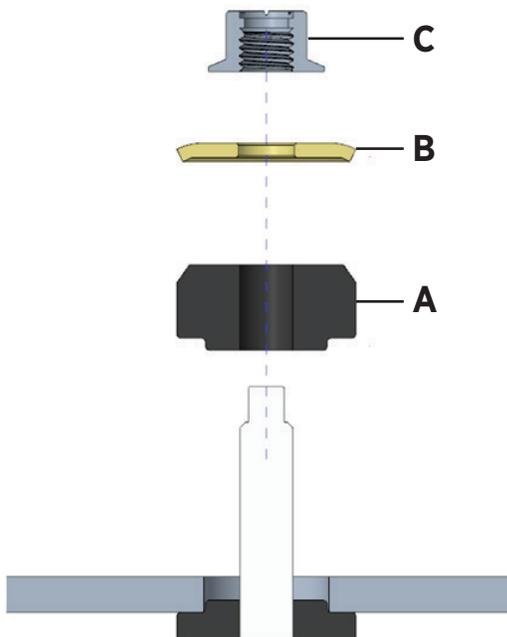


Fig. 17: Install the hardware into the FOX shock: bushing (A), washer (B), flange nut (C).



Fig. 18: Tighten the flange nut, check for 4-5 threads above the nut.

FOX SHOCK INSTALL

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

1. Install the FOX shock from the bottom side of the vehicle between the lower control arm and the toe link (Fig. 19).
2. Loosely install the stock top mounting bolts. Double check that the top mount cut-out is in the same orientation as the stock mount (Fig. 20).
3. Install the FOX shock with the adjuster facing inboard. Loosely install the stock lower bolt and nut.
4. Carefully raise the suspension with a jack or other support until there is no air gap between the top mount and the chassis.

⚠ WARNING: HIGH SPRING TENSION! The suspension spring will engage and can cause the vehicle to fall from the jack. Springs under tension can store a significant amount of energy, and if released unexpectedly, they can cause damage, SERIOUS INJURY or DEATH.

5. Torque the top shock bolts to OE specifications.
6. Torque the lower shock bolt and nut to OE specifications (Fig. 21).
7. Replace the sway bar link to the lower control arm and torque to OE specifications.
8. If the vehicle is equipped with MagneRide suspension, install the appropriate delete kit (sold separately) and ensure it is secure and cannot be pinched or crushed.



Fig. 19: Install the FOX shock between the lower control arm (right arrow) and the toe link (left arrow).



Fig. 20: Install the stock top mounting bolts.



Fig. 21: Torque the lower shock bolt and nut.

CHECK AND FINAL DETAILS

1. Reinstall the wheels and torque to OEM specifications.
2. Set the vehicle back on the ground.
3. Reinstall the overflow reservoir. Use a 10 mm socket to tighten the nuts that secure the reservoir (Fig. 1).
4. Lower the vehicle and roll/bounce the suspension or take it for a short drive to settle the springs and bushings.
5. Measure the ride height and adjust as necessary. See the vehicle user's manual for instructions on raising/lowering the vehicle. FOX recommends a range of 0.50" - 1.25" dropped from stock ride height.

⚠ WARNING: Setting the vehicle's ride height outside of the recommended range may result in a poor ride quality.

6. It is highly recommended to have your wheel alignment checked and adjusted as necessary.

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

FOX PERFORMANCE SERIES LSR

RECOMMENDED STARTING SETTINGS

The recommended settings in this tuning guide are suggested starting points. There is no singular ideal vehicle setup for all conditions. As you drive and begin to familiarize yourself with the handling of your new FOX Factory suspension, adjust your damper settings as needed.

Your FOX dampers perform multiple important functions on your vehicle. At a high level, these functions can be grouped into the categories of grip, driver control, and ride comfort. These functions can often conflict with one another, and the right compromise can vary with track/road conditions, driver preference, and other accompanying vehicle modifications. Your ideal damper setting may vary from street to track, or even track to track. **Take notes!** Don't be afraid to experiment, as this product was tested on your vehicle platform through its entire adjustment range.



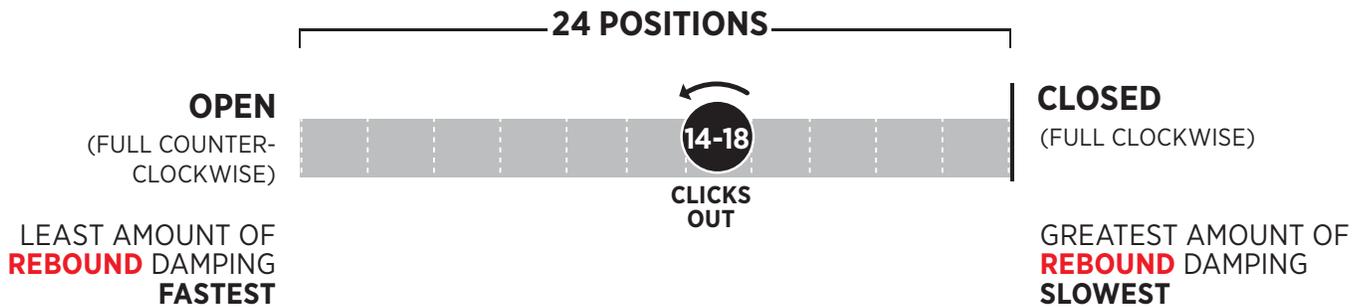
Low-Speed Rebound (LSR) is typically the change drivers will notice the most. LSR increases responsiveness and the “pinned down” feeling many drivers desire. Too little LSR can result in a car that feels floaty or bouncy. Too much LSR can result in the car becoming skittish and reduce grip over uneven surfaces. Adjust by turning the knob.

RECOMMENDED START SETTINGS, CONTINUED

The ranges in the table below can be considered starting points for damper settings. All adjusters have 24 “clicks” or positions. Adjustments are “clicks out” from zero, with zero position being the adjuster turned full clockwise (closed). All adjusters do not have to be at the same click position. They may need to be in differing positions to reach the optimal setup for your usage and preferences.

Suggested Start Settings	
Driving Style	Adjuster Starting Range
Comfort	16-22 clicks out
Sport	14-18 clicks out
Track	10-16 clicks out

EXAMPLE ADJUSTMENTS



MAINTENANCE

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.

SERVICE MENUS AND PRICING

visit ridefox.com/service



**WARNING: Cancer and
Reproductive Harm –**
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.

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