



COILOVER CONVERSION

CHEVROLET CORVETTE C5/C6 (1997-2013)

FACTORY RACE SERIES DUAL SPEED COMPRESSION DUAL SPEED REBOUND

883-30-008 Kit: 97-13 Chevrolet Corvette C5/C6, 2.0 On-Road FRS, X2, DSC, DSR



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

tech.ridefox.com/manuals

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



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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
- Supplied Hardware

NOTICE: Your Factory Race Series Shocks were tuned with the vehicle dropped 1" from the stock ride height. FOX recommends a ride height of 0.75" to 1.25" dropped from stock ride height.

⚠ 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
983-30-008	FRONT SHOCK, LEFT	1
983-30-009	FRONT SHOCK, RIGHT	1
983-30-010	REAR SHOCK, LEFT	1
983-30-011	REAR SHOCK, RIGHT	1

FRONT MOUNTING HARDWARE			
FOX PN	DESCRIPTION	QTY	NOTES
026-01-424-1	RESERVOIR BRACKET, LEFT	1	Each front shock uses one reservoir mounting bracket; each reservoir mounting bracket uses two top clamps, two bottom clamps, and four screws.
026-01-424-2	RESERVOIR BRACKET, RIGHT	1	
026-01-324-2	RESERVOIR CLAMP, TOP	4	
026-01-325-2	RESERVOIR CLAMP, BOTTOM	4	
018-01-066	SOCKET HEAD CAP SCREW: 8-32 X 0.750 LG	8	
019-01-027	M10 WASHER	4	Used with stock leaf spring retainer bolts

REAR MOUNTING HARDWARE			
FOX PN	DESCRIPTION	QTY	NOTES
026-01-389-1	TOP MOUNT, LEFT	1	Each rear shock uses one top mount, one M12 flange bolt, one M12 flange lock nut, and two o-rings.
026-01-389-2	TOP MOUNT, RIGHT	1	
018-00-066	FLANGE LOCK NUT, M12 X 1.75	2	
019-01-324	FLANGE BOLT, M12 X 1.75 X 70 LG	2	
029-03-315	O-RING	4	
214-39-120-1	REDUCER	2	C5 - Each rear shock uses one of each spacer
214-39-187-1	REDUCER	2	
214-39-153-1	REDUCER	4	C6 - Each rear shock uses two spacers
019-01-321	BOLT, M16 X 2.00 X 110 LG	2	Each rear shock uses one bolt, two washers, and one lock nut on the lower mount.
019-01-156	M16 WASHER	4	
019-00-037	LOCK NUT, M16 X 2.00	2	

 WARNING

SAFETY INSTRUCTIONS

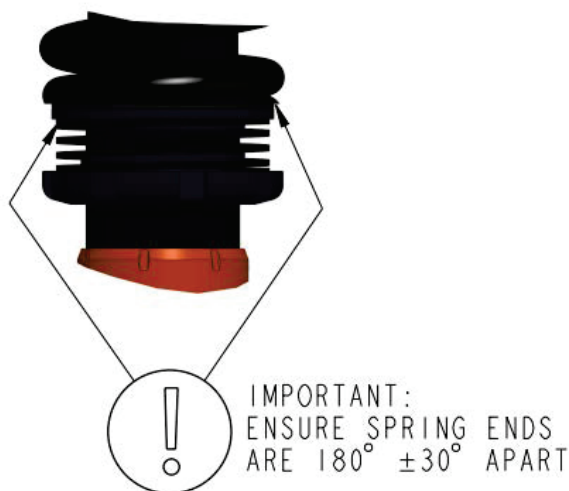
- Installation requires two people for safety purposes.
- FOX direct-replacement shocks are designed to fit and allow proper clearance with the stock suspension. If aftermarket suspension components are installed it is the customer's responsibility to ensure that interference between the FOX shocks and 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**.

WARNING

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.
- If a preload adjustment is necessary for your application DO NOT adjust preload with the coil-over on the vehicle. Remove the coil-over from the vehicle and use a spring compressor to remove the lower spring hardware and spring. Once the spring is removed, you can adjust the preload ring.

Note: Springs must be oriented with ends at 180 degrees apart to ensure longevity of the divider hardware.



- Any ride height adjustment should be made using spring preload ONLY. The lower mounting hardware is set from the factory to achieve optimal ride height.
- Your vehicle is equipped with a transverse leaf spring from the factory. These will be removed and replaced by FOX Coil-Over Shocks. Removal of these leaf springs can be very difficult and could require special tooling. This procedure requires special skills and expertise to handle and remove leaf springs. Without necessary tools, expertise, and capability, you subject yourself to the potential energy and spring tension of factory leaf springs, which can be released very suddenly and result in SERIOUS INJURY and/or DEATH.

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 fasteners holding the overflow reservoir. Carefully reposition the reservoir so it does not cover the shock mount.

C6 models: the reservoir is located on the driver's side and there are two fasteners (Fig. 1a and Fig. 1b).

C5 models: the reservoir is located on the passenger's side and there are three fasteners (Fig. 1c and Fig. 1d).

NOTICE: DO NOT pinch or damage the attached lines.



Fig. 1a: C6 model - remove fasteners.

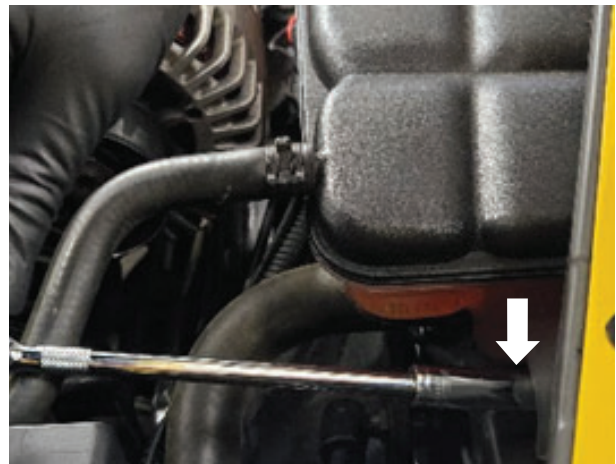


Fig. 1b: C6 model - remove fasteners.



Fig. 1c: C5 model - remove fasteners.

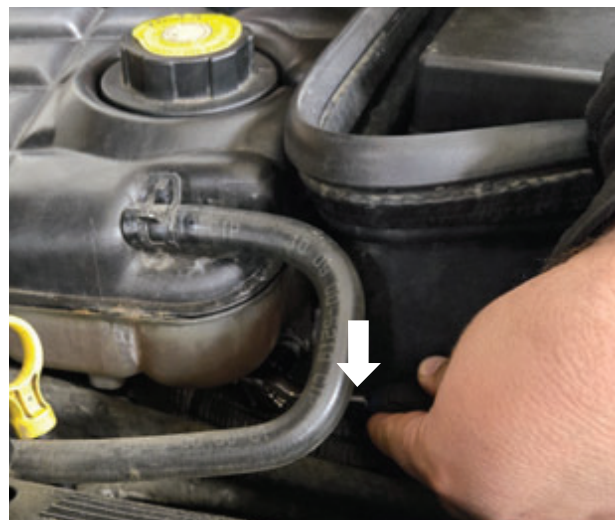


Fig. 1d: C5 model - remove fasteners.

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).

STOCK SHOCK REMOVAL

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

1. Use a chassis lift to raise the vehicle according to the SAFETY INSTRUCTIONS and INSTALLATION GUIDELINES in this manual.

2. Remove both front wheels from the vehicle.

NOTE: FOX recommends using penetrating fluid on the spring jacking bolts and sway bar end links prior to disassembly.

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

3. Use a 10 mm wrench to turn the jacking bolts counter-clockwise, which will remove preload from both sides of the stock leaf spring (Fig. 3).
4. Disconnect the sway bar link from both sides and rotate the sway bar up and out of the way (Fig. 4).
5. Securely support the suspension with a jack or other support underneath of the lower control arm (LCA).

⚠ 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.



Fig. 2: Loosen the top shock mounts.



Fig. 3: Remove all preload (circled area).

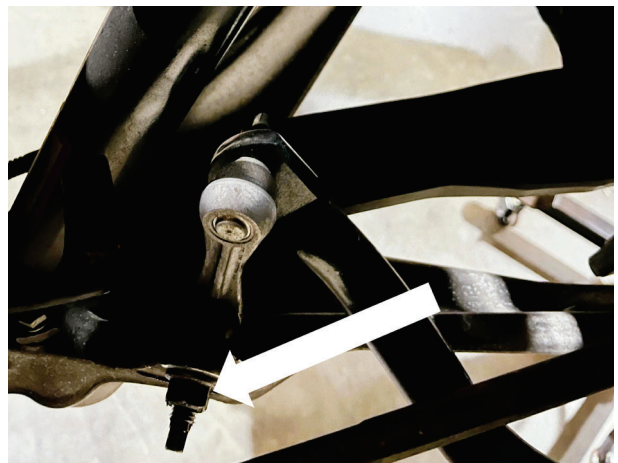


Fig. 4: Disconnect the sway bar.

6. From the top of the vehicle, remove the top shock nut that was loosened in step 3 of the previous PREPARATION section (Fig. 2). Remove the washer and bushing.
7. Use a 13 mm wrench and a deep 13 mm socket to remove the lower shock bolts (Fig. 5). Do not discard the stock lower fasteners, they will be used with your FOX shocks.
8. With the lower control arm securely supported, use a 15 mm socket to remove the four bolts holding the upper control arm (UCA) to the chassis (Fig. 6).

NOTE: Record the number and location of alignment washers on the upper control arm. These will be replaced during installation.

9. To remove the stock shock, compress it from the top and quickly move the top rearward (Fig. 7).

⚠ 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**.

NOTICE: Rotating the spindle and UCA outboard may aid in removal of the shock. Be careful not to kink wires and hoses; or over-extend suspension joints as this may cause damage.

10. Remove stock upper shock bushing from the frame (Fig. 8).



Fig. 5: Remove the lower shock bolts.

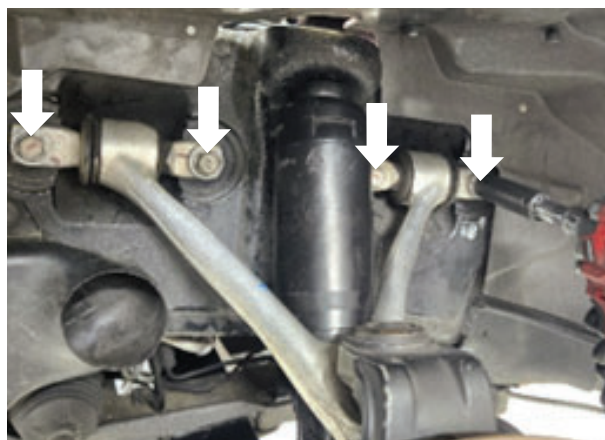


Fig. 6: Remove the upper control arm bolts.

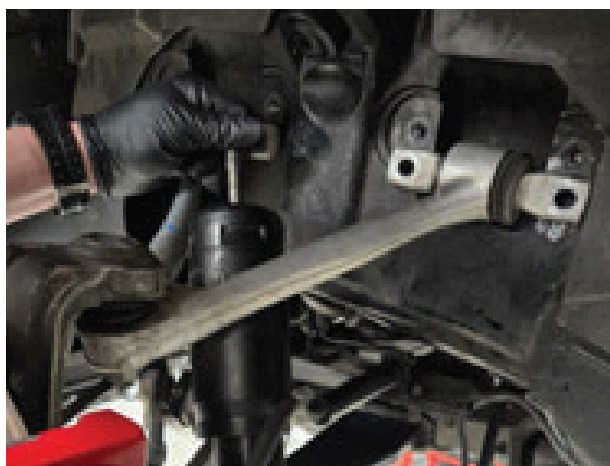


Fig. 7: Remove the stock shock.



Fig. 8: Remove the upper shock bushing.

STOCK LEAF SPRING REMOVAL

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

NOTE: Spring rate and preload will vary depending on your vehicles trim level. A leaf spring compression tool may be necessary to aid in removal.

1. Carefully lower the suspension supports to remove the spring preload and to allow space for the spring to be removed.

! WARNING: Ensure that the suspension joints are not over-extended or bound and that no brake lines or wheel speed sensor wires are stressed!

2. Use a 13 mm socket, and in a circular or alternating pattern, incrementally loosen and remove the (4) leaf spring mounting bolts (Fig. 9).

! CAUTION: Do NOT completely loosen the mounting bolts one at a time. This will create uneven spring load and can result in difficulty removing the other fasteners, and or frame damage. Make sure to loosen and remove the mounting bolts in an alternating pattern in increments.

3. Slide the leaf spring to one side of the vehicle. From the free end, pull the spring down through the legs of the LCA and remove the leaf spring (Fig. 10).

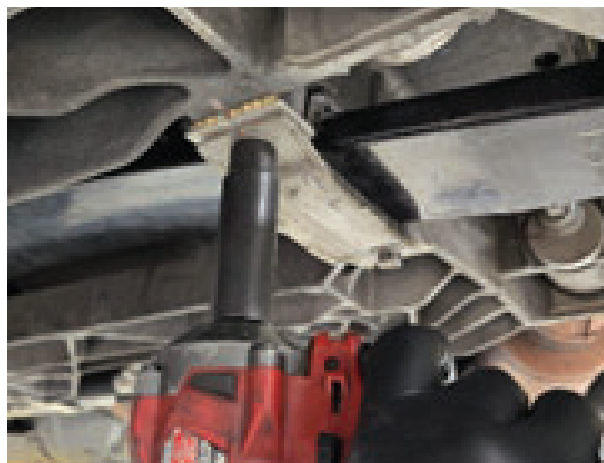


Fig. 9: Remove the leaf spring mounting bolts.

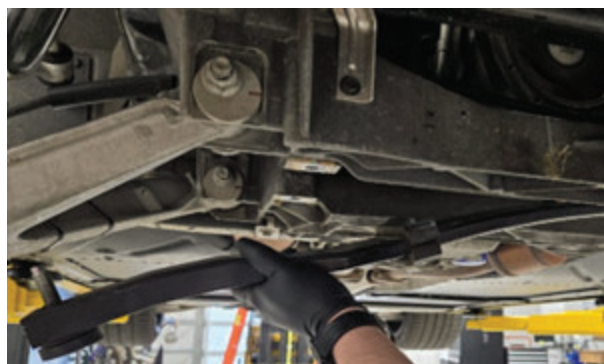


Fig. 10: Remove the leaf spring.

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.

NOTE: The images in this manual are for reference only, and may not depict your exact parts or components. For the latest instructions, visit www.tech.ridefox.com/manuals or talk to your dealer.

NOTICE: The frame mounting surface must be as flat as possible. On steel frame chassis, it may be necessary to grind away welding imperfections to ensure the top mounts have a proper mating surface (Fig. 11).

1. Loosely attach the reservoir bracket to the reservoir using a 9/64" Allen wrench. The reservoir hose should be facing the long leg of the bracket, and angled upward (approximately 20°-25°) from the mounting surface of the bracket (Fig. 12). Do not over-tighten the reservoir bracket, final torque will be applied in a later step.

TIP: Install one clamp section at a time and leave the assembly loose until you are ready to clamp the reservoir to the bracket.



Fig. 11: Grind top mount surface (steel frame chassis only).



Fig. 12: Attach the reservoir bracket to the reservoir.

2. Install the shocks properly (shocks are labeled LEFT and RIGHT) with the hose angled toward the front of the vehicle, and the adjusters facing inboard and slightly toward the rear of the vehicle. Insert the upper mount stud through the hole in the chassis. Feed the hose and reservoir through the legs of the LCA and loosely install the stock lower bar pin bolts and nuts (Fig. 13).

NOTE: The top mount is offset and needs to be installed with the chamfer facing away from the chassis, or the outboard of the vehicle (Fig. 14).

3. From the engine bay, install the provided centering washer (stepped side down) over the top mount stud, then install the lock nut. Use a 15 mm wrench to tighten the nut until snug, but not tight, allowing the mount to shift as needed.



Fig. 13: Install the FOX shock.



Fig. 14: Chamfer facing away from the chassis.

4. Reinstall the UCA, ensuring that you have replaced the alignment washers in the same locations as they were removed (Fig. 15). Torque the UCA bolts to factory specifications.

NOTE: Some adjustment range has been designed into the top mount centering washer and the lower bar pin to allow for spring clearance at different alignment settings. Use the range to allow for spring clearance at the UCA and the sway bar. Spring interference to the UCA will improve as the suspension compresses. During installation it may be necessary to manipulate the spring's rotation to clearance the UCA (Fig. 16).

5. Torque the lower bar pin fasteners to factory specifications.
6. While holding the top mount in place with a pair of smooth jaw pliers, torque the top mount to 40 ft-lb (Fig. 17). Ensure the mount is oriented with the chamfer outboard of the vehicle.



Fig. 15: Reinstall the UCA.



Fig. 16: Clearance between spring and UCA.



Fig. 17: Torque top mount.

7. Use the factory leaf spring hanger bolts and the supplied M10 washers to loosely install the reservoir bracket to the chassis. Gently pull the middle of the hose toward the front of the vehicle while threading in the rear fastener on the bracket (Fig. 18a). This will ensure the hose DOES NOT kink during installation. Install the front bracket fasteners, align the reservoir in the center of the LCA mounts, and torque to factory specifications (Fig. 18b).

NOTE: If the reservoir isn't centered well enough using the bracket slots, it can be shifted slightly on the bracket.

8. Torque the reservoir clamps to 24 in-lb. Ensure the hose is angled upward toward the frame with a 10 mm gap to the chassis (Fig. 19). This clearance will ensure the hose will not interfere with the chassis through suspension travel.

NOTICE: Check that all wheel speed sensors and brake lines have sufficient clearance to the spring. In some models, these items may need to be secured away from the spring to prevent being pinched by the spring coils. Check with the wheels turned to full lock in both directions.

9. Reinstall the sway bar link and torque to factory specifications.
10. 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.

CHECK AND FINAL DETAILS

1. Reinstall the wheels and torque to OEM specifications.
2. Reinstall the radiator overflow reservoir.
3. 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.



Fig. 18a: Install the rear fastener.



Fig. 18b: Align the reservoir in the center of the LCA mounts.



Fig. 19: Proper hose position and 10 mm clearance gap to chassis.

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.tech.ridefox.com/manuals or talk to your dealer.

NOTE: FOX recommends using penetrating fluid on the spring jacking bolts and toe link nuts prior to disassembly.

STOCK SHOCK REMOVAL

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

1. Remove the rear wheels from the vehicle.

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

2. Use a 6 mm Allen wrench and an 18 mm wrench to remove the toe link from the knuckle (Fig. 20). Move the toe links out of the way.
3. Use an 8 mm socket and an 18 mm wrench to remove the sway bar end links (Fig. 21). Push the sway bar up and out of the way.
4. Securely support the suspension with a jack or other support underneath of the lower control arm (LCA).

⚠ 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.

5. Use a 24 mm wrench and socket to remove the lower shock bolt (Fig. 22). Use a 13 mm socket to remove the upper shock bolts (Fig. 23).



Fig. 20: Remove the toe link from the knuckle.

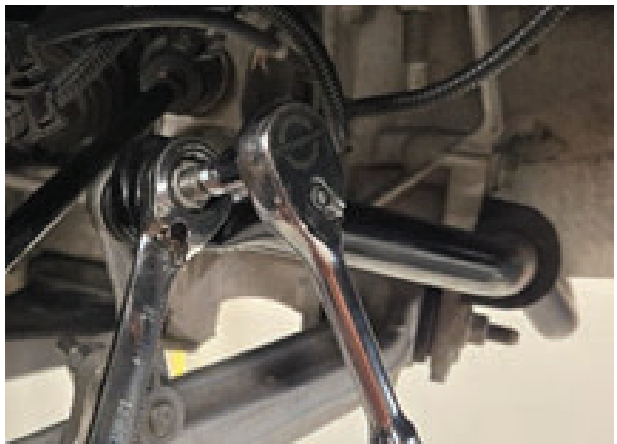


Fig. 21: Remove the sway bar end links.



Fig. 22: Remove the lower shock bolt.

6. Remove the stock shock by compressing and quickly moving it toward the rear of the vehicle between the LCA and the toe link (Fig. 24).

⚠ 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**.

7. Remove the spring preload completely. Carefully lower the supports from the LCA to reduce spring preload. Then remove any remaining preload from the spring bolts.
8. **For C5 models:** remove the locking ring from the top of the nut on the lower control arm (LCA) (Fig. 25a). Support the spring from the bottom and use an 18 mm socket and a 21 mm wrench to remove the bolt.
9. **For C6 models:** use a 10 mm wrench to turn the jacking bolts counter-clockwise (Fig. 25b).



Fig. 23: Remove the upper shock bolts.



Fig. 24: Remove the stock shock.



Fig. 25a: Remove the lockring ring.



Fig. 25b: Turn the jacking bolts counter-clockwise.

STOCK LEAF SPRING REMOVAL

NOTE: Spring rate and preload will vary depending on your vehicles trim level. A leaf spring compression tool may be necessary to aid in removal.

1. Use a 13 mm socket, and in a circular or alternating pattern, incrementally loosen and remove the four leaf spring mounting bolts (Fig. 26).

⚠ CAUTION: Do NOT completely loosen the mounting bolts one at a time. This will create uneven spring load and can result in difficulty removing the other fasteners, and or frame damage. Make sure to loosen and remove the mounting bolts in an alternating pattern in increments.



Fig. 26: Remove the leaf spring mounting bolts.

2. **For C5 models:** the leaf spring will drop out.

For C6 models: Slide the isolators just past the mounts and rotate the leaf spring 90° (Fig. 27a). Remove the spring jacking bolts (Fig. 27b). Slide the leaf spring to one side of the vehicle. From the free end, pull the spring down through the legs of the LCA and remove the spring (Fig. 27c).



Fig. 27a: C6 model - rotate and slide the leaf spring.



Fig. 27b: C6 model - remove the spring jacking bolts.



Fig. 27c: C6 model - remove the leaf spring.

FOX SHOCK INSTALL

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

NOTICE: The frame mounting surface must be as flat as possible. On steel frame chassis, it may be necessary to grind away welding imperfections to ensure the top mounts have a proper mating surface (Fig. 28).

1. Loosely install the FOX top mount using the stock fasteners (Fig. 29).

NOTE: The orientation of the top mount is critical. Ensure that the angled, or long edge of the tab is facing down.

2. Prepare the shock by installing the mounting hardware appropriate for the vehicle. The notch in the mounting plate should be oriented on the top, or outboard side of the chassis. When installed correctly, the angled, or long edge of the tab is facing down.

⚠ WARNING: Incorrect installation of these top mounts and spacers could cause spring or shock interference with suspension components.



Fig. 28: Grind top mount surface (steel frame chassis only).



Fig. 29: Install the FOX top mount with the notch (circled area) oriented on the top, and the long edge of the tab (arrow) facing down.

For C5 models: use the short reducer on the forward side of the eyelet, and the long spacer on the rearward side (Fig. 30). Install the provided o-rings on the spacers before pressing the spacers into the spherical bearing.

For C6 models: the eyelet is centered in the top mount. Install the provided o-rings on the equally sized spacers before pressing them into the spherical bearing.

C5 SPACER ORIENTATION



Fig. 30: C5 top mount and mounting hardware.

C6 SPACER ORIENTATION



Fig. 31: C6 top mount and mounting hardware.

3. Install the FOX shock by guiding it through the gap between the LCA and the toe link. The adjusters should face the inside of the vehicle and will be angled toward the front of the vehicle (Fig. 32).
4. Install the lower clevis with the provided M16 hardware (one bolt, a washer on both sides, and one lock nut) (Fig. 33). Do not torque until a later step.
5. Raising the LCA if necessary, install the top eyelet to the mount, using the provided flange bolt and flange lock nut (Fig. 34). Torque to top eyelet to the mount at 75 ft-lbs.

NOTE: Ensure the eyelet is installed with the correct spacer orientation.

For C5 models: the eyelet should be offset towards the front of the vehicle (Fig. 30).

For C6 models: the eyelet will be centered in the top mount (Fig. 31).

6. Use a 13 mm socket to tighten the top mount to the chassis. Torque to factory specifications.

NOTE: The holes in the top mount are oversized to allow for a small amount of misalignment. Shift the top mount to allow maximum clearance base on your vehicle's alignment prior to torquing the top mount to the chassis. Spring interference to the UCA will improve as the suspension compresses. During installation it may be necessary to manipulate the spring's rotation to clearance the UCA.

7. Reinstall the toe links and torque to factory specifications. Torque the provided M16 hardware (from step 4, above) to factory specifications.
8. Reinstall the sway bar links and torque to factory specifications.



Fig. 32: Install the FOX shock with the adjusters facing toward the front of the vehicle.



Fig. 33: Install the lower clevis.



Fig. 34: Install the top eyelet to the mount.

CHECK AND FINAL DETAILS

1. Reinstall the wheels and torque to OEM specifications.
2. Set the vehicle back on the ground.
3. Check to make sure the radiator overflow reservoir is installed correctly.
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. Refer to the Preload Adjustment section on page 4. FOX recommends a range of 0.75" - 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 and/or premature spring failure.

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 FACTORY X2 DSC/DSR

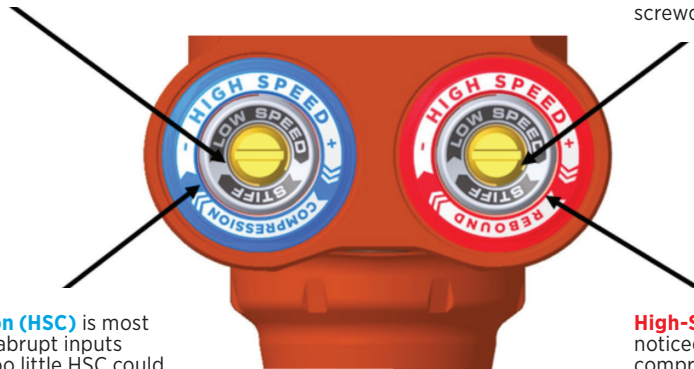
RECOMMENDED STARTING SETTINGS

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 Factory Race Series 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 Compression (LSC) for general platform control from driver inputs and gradual road inputs. Too little LSC can cause a loose/soft feeling car. Too much LSC can increase harshness and reduce grip (especially in slick conditions). Adjust with a flat head screwdriver.

Low-Speed Rebound (LSR) is typically the change drivers will notice the most. LSR increases responsiveness and the "pinned down" feeling many drivers desire. Like LSC, 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 with a flat head screwdriver.



High-Speed Compression (HSC) is most associated with large or abrupt inputs from the road surface. Too little HSC could cause the dampers to bottom over bumps and square edge inputs. Too much HSC can lead to harshness or being pushed off line by large inputs such as track curbing. Adjust with a 17 mm socket/wrench.

High-Speed Rebound (HSR) is often noticed immediately following a high-speed compression event. Rebound speeds increase with large amount of stored spring energy (caused by large compression strokes), or when the ground abruptly drops away while the suspension is loaded. Too little HSR can cause the vehicle to "hop up" or over-extend the dampers after a large suspension input. Too much HSR can cause the vehicle to not recover to ride height quick enough and lead to "jacking down" in bumpy conditions. Adjust with a 17 mm socket/wrench.

Remember! "High speed" in the context of damper settings is referring to the damper shaft velocity, not the vehicle's velocity. Large displacement inputs at relatively low vehicle speeds can produce high speed damper velocities. Small inputs at high vehicle speeds are typically still low speed damper velocities.

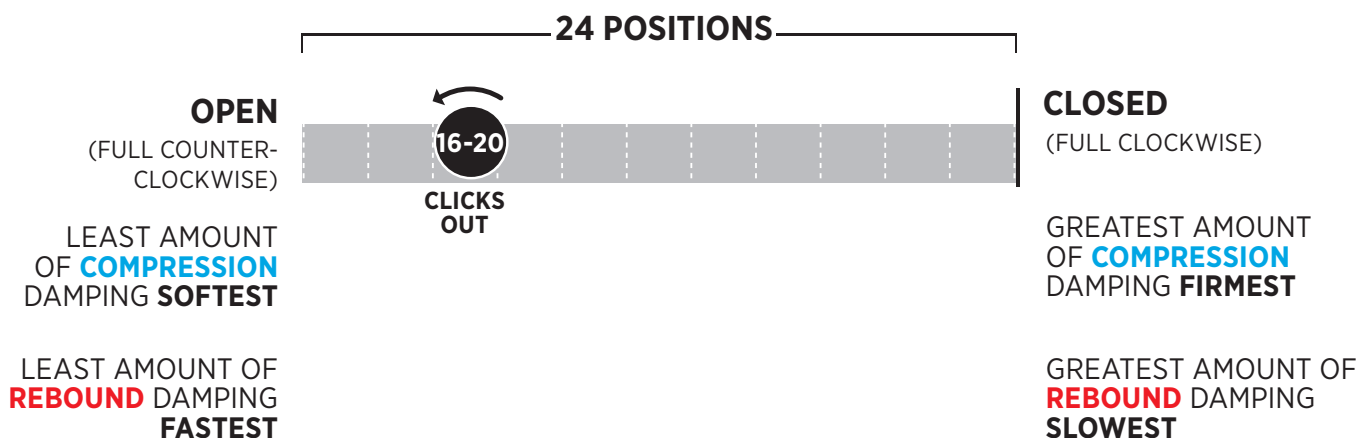
RECOMMENDED START SETTINGS, CONTINUED

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.

NOTE: Dampers ship from the factory at 18 clicks out.

Suggested Start Settings		
Driving Style	Low Speed Adjuster Range	High Speed Adjuster Range
Comfort	16-20 clicks out	16-20 clicks out
Sport	8-16 clicks out	8-16 clicks out
Track	14 clicks out	12 clicks out

EXAMPLE DAMPER 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.

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

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**WARNING: Cancer and
Reproductive Harm —**
www.P65Warnings.ca.gov

WARRANTY INFORMATION

FOX Factory, Inc., a California corporation having offices at 2055 Sugarloaf Circle, Suite 300, Duluth, GA 30097 ("FOX"), makes the following LIMITED WARRANTY with respect to its suspension products: LIMITED (LIFETIME) WARRANTY ON 2.0 & 2.5 PERFORMANCE SERIES PURCHASED AFTER 3/30/2025 (EXCLUDING SPORTS CAR SHOCKS & 2.0 PERFORMANCE SERIES REMOTE RESERVOIR SHOCKS).

Subject to the limitations, terms and conditions hereof, FOX warrants, to the original retail owner of each new FOX 2.0 & 2.5 Performance Series (EXCLUDING SPORTS CAR SHOCKS & 2.0 PERFORMANCE SERIES REMOTE RESERVOIR SHOCKS) suspension product, that the FOX suspension product, when new, is free from defects in materials and workmanship. The Warranty covers the Products against factory defects in material and workmanship, other than finish and coatings, when used on passenger cars and or light duty trucks under normal use and operating conditions, on the vehicle application it was designed for (SEE TERMS OF WARRANTY).

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.

LIFETIME WARRANTY ON UPPER CONTROL ARMS

Additionally, Fox Factory, Inc. offers a lifetime warranty except for (i) all serviceable components of the Upper Control Arms including spherical bearings, rod ends, other fabricated hardware and (ii) appearances and finishes based on issues with workmanship. Serviceable components and appearances/finishes are limited to a twelve (12) month warranty. Damage by use and abuse is not covered.

Please note that certain sounds, including those resembling a "race car" noises such as squeaks or creaks, may be normal for specific models or configurations. These sounds are often associated with the design and operation of the vehicle and do not necessarily indicate a mechanical issue. However, if you hear noises such as clunks or thuds please bring your vehicle to a qualified mechanic for review.

This warranty covers any repair or replacement necessary for defects in materials or workmanship, excluding sounds that result from standard operation of the vehicle's performance features.

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. FOX shall not be liable for any costs and/or expenses arising from or related to the removal, installation, or reinstallation of any product, including without limitation labor charges or any ancillary fees. All such expenses are the sole responsibility of the customer.

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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