ELECTRONICS INSTALLATION GUIDE

LEXUS GX550 (2024-ON)

FACTORY RACE SERIES 3.2 LIVE VALVE

803-02-338 Kit: Mounting Electronics, 24-ON Lexus GX550, Connected Suspension

605-01-479 REV A

FOX products are subject to continuous development and improvement. For the latest product information, including 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):



CONTENTS

4 INTRODUCTION

5 SUPPLIED PARTS

7 SAFETY INSTRUCTIONS

8 CENTER CONSOLE REMOVAL

14 ECU/IMU INSTALLATION

16 HARNESS PREPARATION

18 HARNESS INSTALLATION

24 MODE SELECTOR INSTALLATION

26 FUSE TAP INSTALLATION

27 VEHICLE CAN INTEGRATION

30 VEHICLE REASSEMBLY

31 CONTACTLESS CAN READER TROUBLESHOOTING

33 MODE SELECTOR AND MOBILE APP

45 MAINTENANCE AND WARRANTY INFORMATION

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 Maintenance and Warranty Information section for more information.

TOOLS NEEDED

- Socket and/or wrench set
- Screwdriver set
- T50 Torx Bit
- 8" or longer extension bar for socket wrench
- Plastic trim/fastener removal tools
- Flush cuts
- Silicone seal (Optional)

SUPPLIED PARTS

WARNING: Cancer and reproductive harm - www.P65Warning.ca.gov

ELECTRONICS KIT			
FOX PN	**DESCRIPTION**	**QTY**	**NOTES**
803-02-339	CONTROLLER ASSEMBLY	N/A	
218-02-070	ELECTRONIC PART: ECU, FOX CONTROLLER 8-VALVE, IP6K9K	1	MATES WITH 026-01-439
803-02-245	KIT: CABLE HARNESS ASSEMBLY, MOUNTING HARDWARE	N/A	
026-00-012	MOUNTING HARDWARE: TIE, CABLE, BLACK [8.30 TLG]	80	SECURES CABLE HARNESS
026-01-298	MOUNTING HARDWARE: RUBBER PUSH-IN GROMMET, UNI- VERSAL FIREWALL BOOT, FOR 1.250" HOLE, 0.0747" THK PLATE, BLACK	2	MATES WITH 026-01-316
026-01-316	MOUNTING HARDWARE: RUBBER PUSH-IN GROMMET, FOR 1-3/4" HOLE, 1/8" THK PLATE, BLACK	2	MATES WITH 026-01-298
218-02-068	CONNECTED SUSPENSION: TRUCK, VEHICLE CAN READER HARNESS	1	
218-02-052	CONNECTED SUSPENSION: TRUCK, CAN HARNESS	1	MATES WITH 218-02-121
218-02-121	CONNECTED SUSPENSION: TOYOTA, 3CS MAIN HARNESS, SINGLE VALVE	1	MATES WITH 218-02-052
218-02-102	ELECTRONIC PART: DUST CAP, ATM SERIES 8-RECEPTACLE	1	PLUGS UNUSED CONNECTOR ON 218-02-121
218-02-103	ELECTRONIC PART: DUST CAP, JST 4-PIN	1	PLUGS UNUSED CONNECTOR ON 218-02-052
803-04-388	KIT: RAM MOUNT, B-SIZE BASE, ARM, AND 1/4-20 STUD	1	SECURES MODE SELECTOR TO VEHICLE
803-02-246	KIT: IMU ASSEMBLY, MOUNTING HARDWARE, GEN 1 CONTROLLER, GENERIC	N/A	
218-02-036	ELECTRONIC PART: SENSOR, BOSCH MM7.10 IMU, 500 KBPS	1	MATES WITH 026-01-440
019-01-247	FASTENER, STANDARD (METRIC): WASHER [M6, 6.4MM ID X 11MM OD X 1.6MM THK], 18-8 STAINLESS	6	SECURES ECU/IMU TO MATING BRACKET
019-00-030	FASTENER, STANDARD (METRIC): NUT [M6 X 1.0] NYLON LOCKING, CLASS 8, ZINC PLATED	6	SECURES ECU/IMU TO MATING BRACKETS

SUPPLIED PARTS

803-02-315	KIT: ORAM WIRELESS MODE SELECTOR ASSEMBLY	N/A	
803-34-006	KIT: CONNECTED SUSPENSION MODE SELECTOR, ORAM, WIRELESS	1	MATES WITH 803-04-388
803-02-338	KIT: MOUNTING ELECTRONICS, 24-ON LEXUS GX550, CONNECTED SUSPENSION	N/A	
026-01-439	MOUNTING HARDWARE: 24-ON GX550, ECU BRACKET	1	
026-01-440	MOUNTING HARDWARE: 24-ON GX550, IMU BRACKET	1	

⚠ WARNING

SAFETY INSTRUCTIONS

- 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 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.

CENTER CONSOLE REMOVAL

1. Slide the front seats all the way forward. Remove the seat's rear mounting bolts. (Fig. 1)
2. While the seats are forward, use a trim tool or screwdriver to separate the rear seat HVAC control panel. (Fig. 2)
3. Slide the seats all the way to the rear (the seats will be removed in a later step).
4. Remove both of the center console side panels by pulling them towards the doors. (Fig. 3)



Fig. 1: Remove rear seat bolts



Fig. 2: Separate rear HVAC panel



Fig. 3: Remove side panels

6. Pull the shift boot straight down. (Fig. 4)
7. Use a screwdriver or pick to move the clip away from the shifter, then pull straight up on the knob to remove it. (Fig 5)



Fig. 4: Pull shift boot down


Fig. 5: Move clip to remove shift knob

8. Use a trim tool or screwdriver to lift and un-clip the rear or sides of the plastic shifter trim. Pull straight up to release the rest of the clips. It may help to put the transmission into neutral to get the shaft boot over the shift lever. (Fig. 6)
9. Disconnect the ground cable on the vehicle's battery.
10. Disconnect the 3 electrical connectors on the bottom of the plastic shifter trim. (Fig. 7 and 8)



Fig. 6: Lift shifter trim

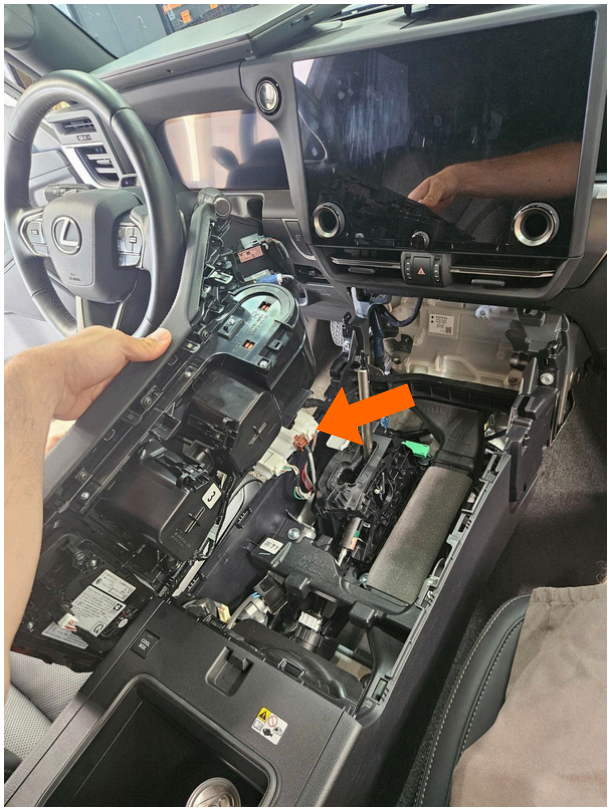


Fig. 7: Electrical connector location

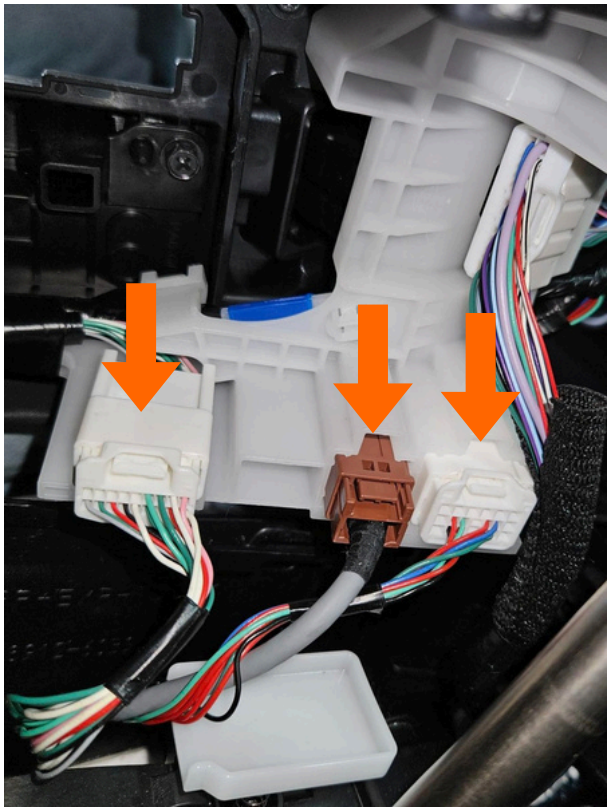


Fig. 8: Disconnect connectors

10. Pull the rear seat HVAC control panel off. Remove the 3 screwsthat mount the center console body. (Fig 9)
11. Remove the 2 screws at the front of the center console body (Fig. 10)



Fig. 9: Remove rear HVAC control panel



Fig. 10: Remove 2 front screws from console body

12. Remove the 4 screws from the middle of the center console body. (Fig. 11)
13. Slide the center console body towards the rear of the truck to release the front tabs, then lift the front and tilt the whole console body 90 degree until it is stood upright. (Fig. 12)

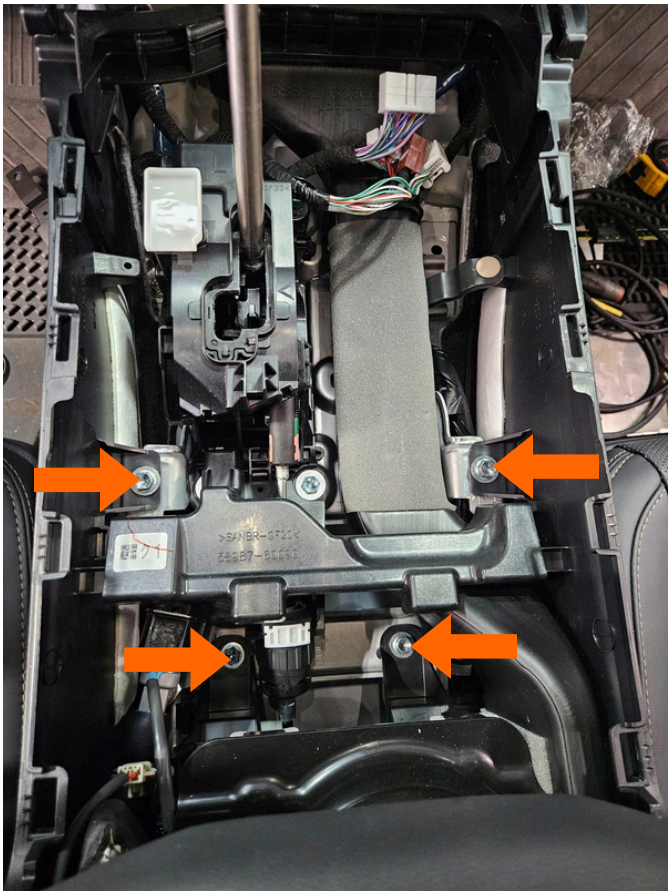


Fig. 11: Remove 4 center screws



Fig. 12: Tilt center console

14. Remove the front bolts that fasten the seat to the floor (Fig. 13)
15. Tilt the seat back and unplug the electrical connectors under the seat (Fig. 14)
16. Remove the seat. Repeat on the other side of the vehicle.
17. Remove the door sill panels for the driver and passenger front (Fig. 15). Use a screwdriver or trim tool to pry up on the edge of the panel, then pull up.



Fig. 13: Remove front seat bolts

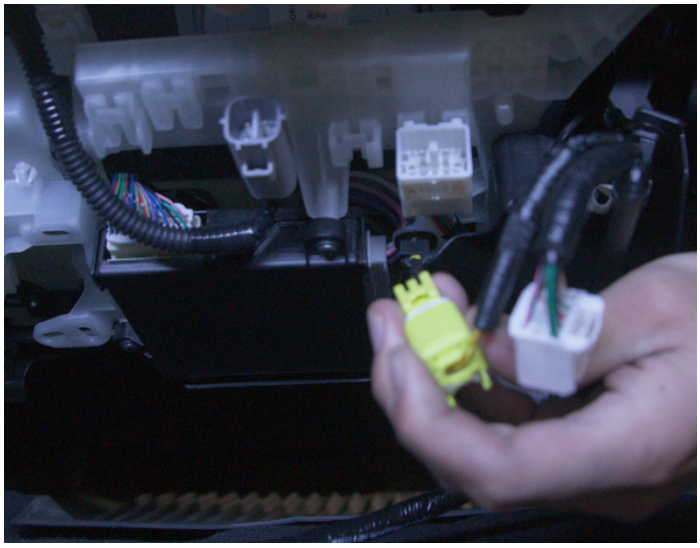


Fig. 14: Disconnect under seat electrical connectors



Fig. 15: Remove front door sill trim

ECU/IMU INSTALLATION

1. Remove the two screws that hold the front center console mount to the floor. Also remove the two screws holding the rear center console mount to the floor. (Fig 16)
2. Place the ECU onto the FOX bracket 026-01-439 and fasten 3 corners with the provided washers and nuts. Torque to 70 in-lb. (Fig. 17)
3. Place the ECU plus bracket into position. Align the bracket holes with the center console mount holes.
4. Place the center console mount over the ECU bracket, and use the original screws to fasten to the floor (Fig. 18). Torque to OEM specification.
5. Plug in the main ECU connector to the ECU. Attach the ground from the FOX wire harness to the 4th corner of the ECU, then fasten with provided washer and nut. Torque to 70 in-lb.

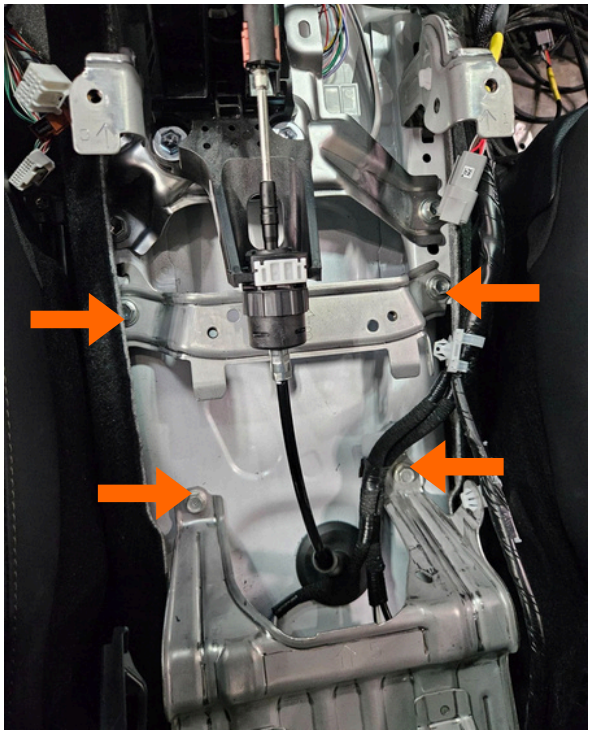


Fig. 16: Remove center console screws

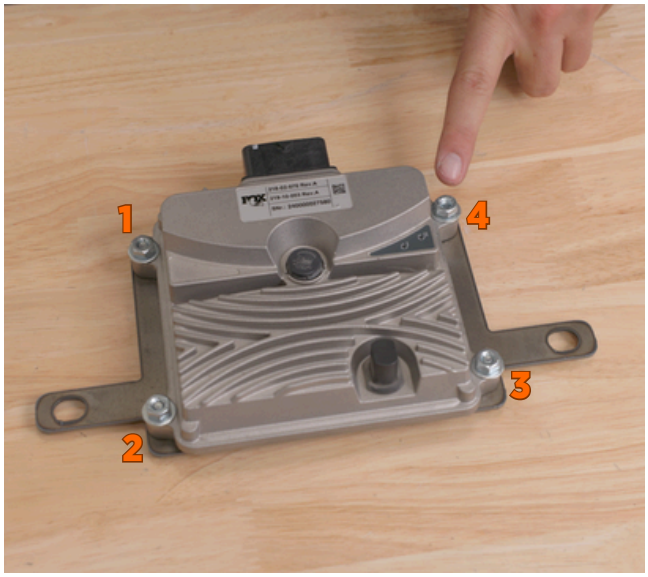


Fig. 17: Tighten nuts 1-3

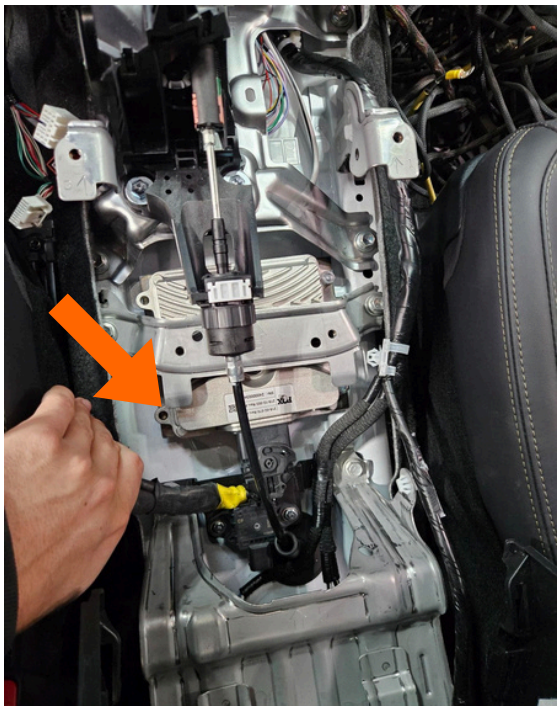


Fig. 18: Re-install center console screws

CAN HARNESS

1. Connect the 8-pin connector from the 218-02-052 CAN harness to the 8-pin connector from the 218-02-121 main harness.

IMU INSTALLATION

1. Secure the IMU (218-02-036) to the IMU bracket (026-01-440). Align the IMU with the PEM studs on the bracket, as shown (Fig. 19). Use the (2) provided nuts and washers (019-00-030 and 019-01-247) to install the IMU onto the bracket. Torque to 70 in-lb.
2. Plug in the wiring connector labelled "IMU" (218-02-052) , then then use the OE bolts to install the assembled IMU and bracket into the center console. Torque to OEM specification (Fig. 20 and 21).

   IMPORTANT: IT IS CRITICAL THAT THE IMU CONNECTOR POINTS TOWARDS THE REAR OF THE VEHICLE WITH CONNECTOR FACING REARWARD



Fig. 19: IMU attached to bracket

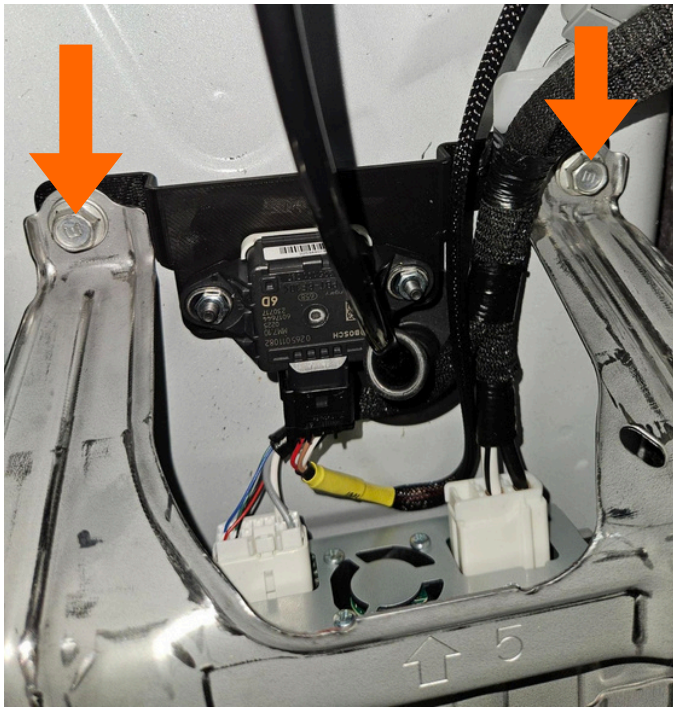


Fig. 20: Installed IMU

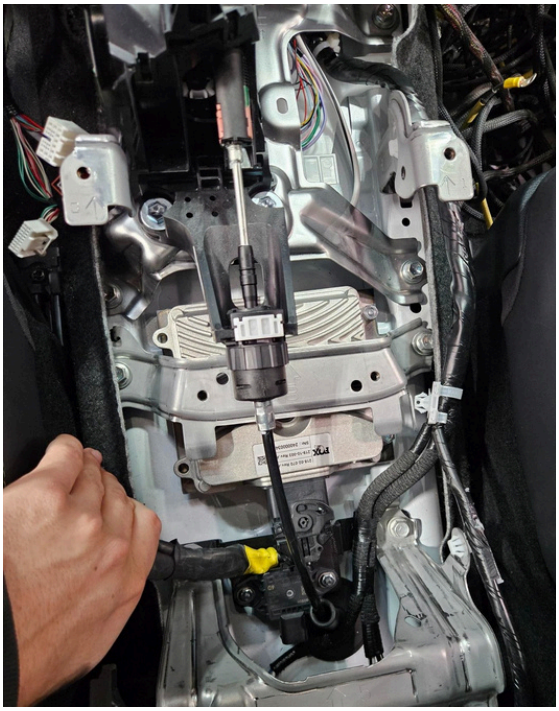


Fig. 21: Installed IMU and ECU

HARNESS PREPARATION

1. Identify grommet P/Ns 026-01-316 and 026-01-298 (Fig. 21).
2. Modify both grommets as shown below:
    a. 026-01-298 - Cut off the end as shown (Fig. 21).
    b. 026-01-316 – Cut an “X” pattern or circle in the grommet as shown (Fig. 21).

NOTE: Wire branches on the main harness (218-02-121) should be separated/organized as they will exit the vehicle at different locations.

3. Place the 026-01-298 grommet inside the 026-01-316 grommet (Fig. 35). Repeat steps 2 and 3 for the other set of grommets.



Fig. 21: Identify grommets

4. Bundle the FLC, RLC, and IGN branches together and push through an assembled grommet (Fig. 22).
5. Bundle the FRC, RRC, 12V 5A, 12V 15A, and GRND BATT branches together and push through the other assembled grommet (Fig. 23).



Fig. 22: Bundle the FLC and RLC branches.



Fig. 23: Bundle the FRC, RRC, power, ground and ignition branches.

HARNESS INSTALLATION

NOTE: The CAN harness (218-02-052) routes entirely inside the vehicle. The sensor "ROTARY" branch of the main harness is unused in this application.

1. Route the 12V 5A, 12V 15A, GND BATT, FRC and RRC bundle of wires from the center console and under the carpet to the passenger footwell area.
2. Locate the OE grommet under carpet on passenger side of vehicle. Remove it from the wires, or push it up into the vehicles body (Fig. 24)
3. Push 12V 5A, 12V 15A, GND BATT, FRC and RRC wires down through the hole. Bundle it with the factory wires and push through the grommet prepared in the previous section (Fig. 25)
4. Repeat on driver side with FLC, RLC, and IGN wires. (Fig. 26)
5. Re-attach electrical connectors



Fig. 24: Remove connectors and push grommet vehicle



Fig. 25: Push OEM wires and FOX wires through FOX grommet



Fig. 26: Repeat on driver's side

6. Since the “ROTARY” branch on the main harness (218-02-121) is not used in this application, install the 8-pin dust cap (218-02-102) on the “ROTARY” branch 8-pin connector (Fig. 27).
7. The “TOUCHPOINT” branch on the CAN harness (218-02-052) is optional in this application. If you are not hard-wiring your touchpoint, install the 4-pin dust cap (218-02-103) on the white 4-pin connector (Fig. 28). If you hard wire your touchpoint, install one end of the 218-02-129 wire to the CAN harness.
8. Coil up the CAN harness (218-02-052) and set it aside. CAN Harness integration is in a later step of this procedure.

NOTE: When routing the harnesses, use the provided zip ties to attach the looms to the existing OE harness paths as often as possible. It is recommended to secure zip ties every 6-8 inches. This will help to avoid damage to parts, such as interference with moving parts, and avoid having too much slack in the sheathing, which can result in friction and wear over time.



Fig. 27: Install 8-pin dust cap



Fig. 28: Install 4-pin dust cap

10. Route the FLC harness and IGN branches along the driver side frame rail toward the front driver side wheel well. Route as close to the reservoir as possible. Plug the "FLC" shock connector into the front driver side shock (Fig. 29 through Fig. 31). Continue routing the IGN branch to the drivers side engine bay near the fuse box.

⚠ **WARNING:** Wires must be routed and secured in a location where they cannot be damaged by rock strikes or pinching/chafing with the vehicle body and frame. FOX recommends using zip ties to attach wires to the OE wiring where possible.



Fig. 29: Route FLC harness



Fig. 30: Route FLC harness

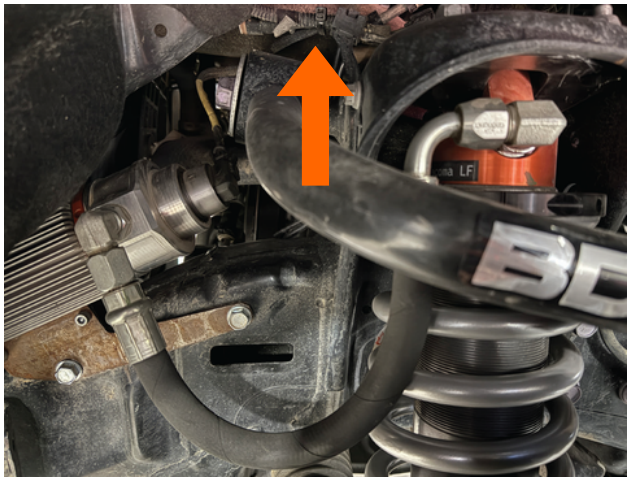


Fig. 31: Route FLC harness

11. Route the RLC harness branch along the driver side frame rail toward the rear driver side wheel well. Route as close to the reservoir as possible. Plug the "RLC" shock connector into the rear driver side shock (Fig. 32 through Fig. 34).



Fig. 32: Route RLC harness



Fig. 33: Route RLC harness

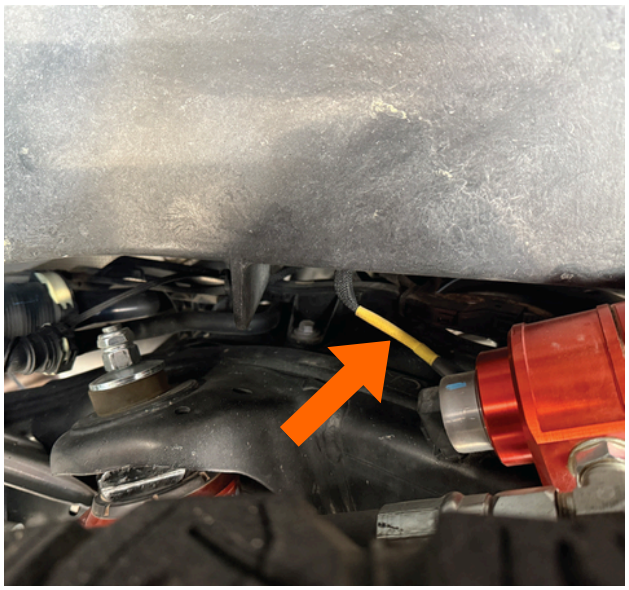


Fig. 34: Plug RLC connector into shock

12. Route the FRC, power, and ground branches forward along the passenger-side frame rail toward the front passenger-side wheel well. Route the power and ground cables into the engine bay near the battery. Connect the FRC branch to the front passenger-side shock, routing it as close to the reservoir as possible (Fig. 35 through Fig. 37).



Fig. 35: Route FRC harness, power, ground, and ignition branches



Fig. 36: Route FRC harness, power, ground, and ignition branches

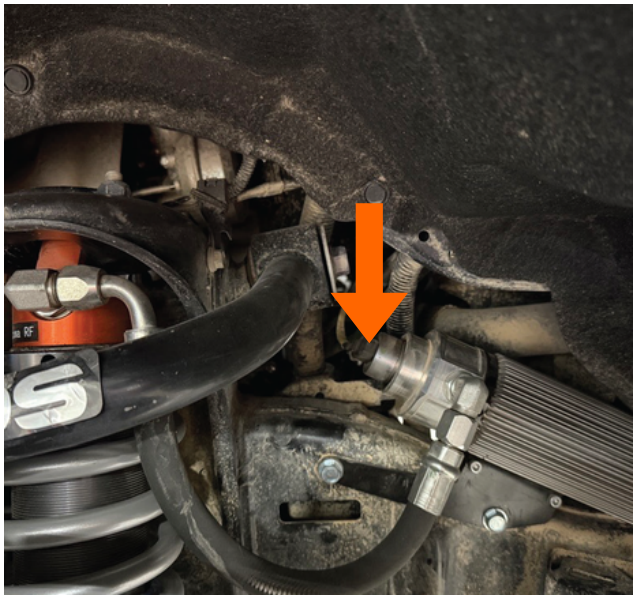


Fig. 37: Plug FRC connector into shock

13. Route the RRC harness branch along the passenger side frame rail toward the rear passenger side wheel well. Route as close to the reservoir as possible. Plug "RRC" shock connector into the rear passenger side shock (Fig. 38 through Fig. 40).
14. Connect the "12V 5A" and "12V 15A" ring terminals to the positive terminal of the battery, and the "GND_BATT" ring terminal to the ground terminal of the battery (Fig. 41).



Fig. 38: Route RRC harness branch



Fig. 39: Route RRC harness branch



Fig. 40: Plug RRC connector into shock

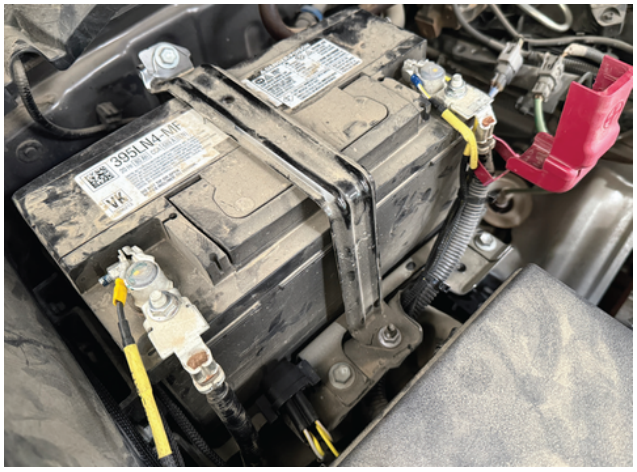


Fig. 41: Connect "12V 5A" and "12V 15A" ring terminals to positive terminal and "GND_BATT" ring terminal to ground terminal.

MODE SELECTOR INSTALLATION

The mode selector is wireless and can be mounted anywhere you choose, or not mounted at all! This section shows a suggested mounting location for the mode selector.

1. Mock up the mode selector location with the provided RAM mount.
2. Mark the RAM mount holes for drilling. (Fig. 42)
3. With the center console still disassembled, remove the screw holding the bottom of the power button plastic trim panel. pull straight out on the panel to release the clips. (Fig. 43)
4. Drill holes at the previously marked locations. (Fig. 44)



Fig. 42: Mock up and mark holes



Fig. 43: Remove power button panel



Fig. 44: Drill holes

5. Install the RAM base using provided hardware. (Fig. 45)
6. Re-install the panel and mount the mode selector. (Fig. 46)



Fig. 45: Install screws



Fig. 46: Mounted mode selector

FUSE TAP INSTALLATION

1. Remove the fuse box cover on the passenger side of the engine bay (Fig. 47).
2. Remove the 7.5A “ECT-IGP” low-profile mini fuse. This location can be verified using the diagram on your fuse box cover.
3. Place this 7.5A fuse into the lower slot on the fuse tap (Fig. 48).
4. Place the provided 3A fuse into the upper slot (Fig. 48).
5. Assemble the fuse tap into the fuse box slot (Fig. 49). Reassemble the fuse box cover.

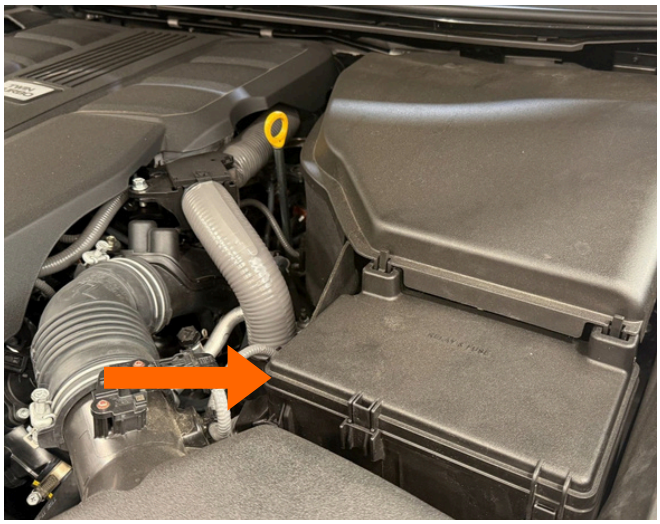


Fig. 47: Remove fuse box cover on the passenger side of the engine bay

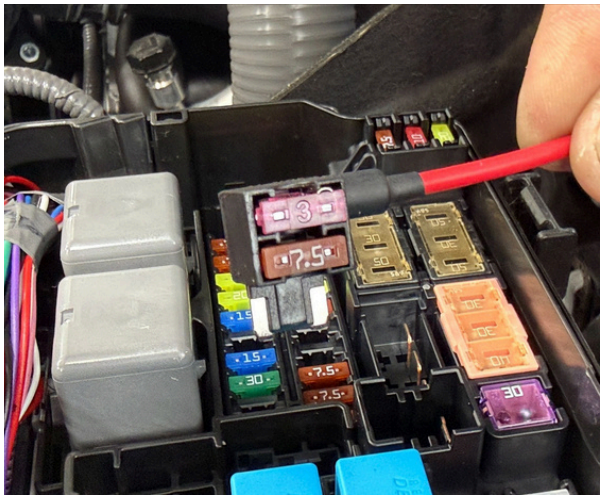


Fig. 48: Remove fuse box cover on the passenger side of the engine bay

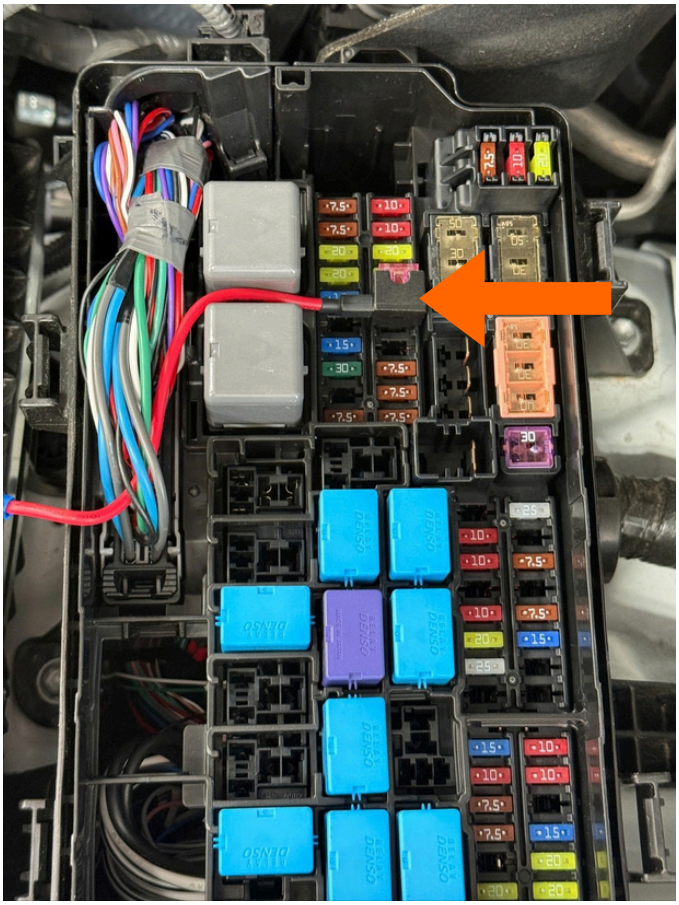


Fig. 49: Assemble the fuse tap into the fuse box slot

VEHICLE CAN INTEGRATION

1. Locate the CAN harness that was coiled up previously. Uncoil the harness.
2. Coil up the TOUCHPOINT branch of the CAN harness and secure it out of the way. It will remain in this location when installation is complete, unless you choose to hard-wire your mode selector.
3. Route the CAN2_VEH harness branch through the center console, past the shifter, under the steering wheel, to the driver side kick panel.
4. Zip tie the FOX harnesses inside the cab to consolidate wiring.
5. Zip tie around the grommets on the exterior of the vehicle to secure the harness.
6. Remove the driver side kick panel (Fig. 50).



Fig. 50: Remove the driver side kick panel

7. Locate the shown connector (Fig. 51) in the driver side kick panel.
8. Peel back any electrical tape and find the pink and white wires as shown (Fig. 52).
    - Pin 20 (PINK) is CAN high
    - Pin 19 (WHITE) is CAN low

    See Fig. 53 for detailed pin locations. If you see different wire colors, ensure you are on the 22 pin connector before using the wires from pins 19 and 20.



Fig. 51: Locate connector

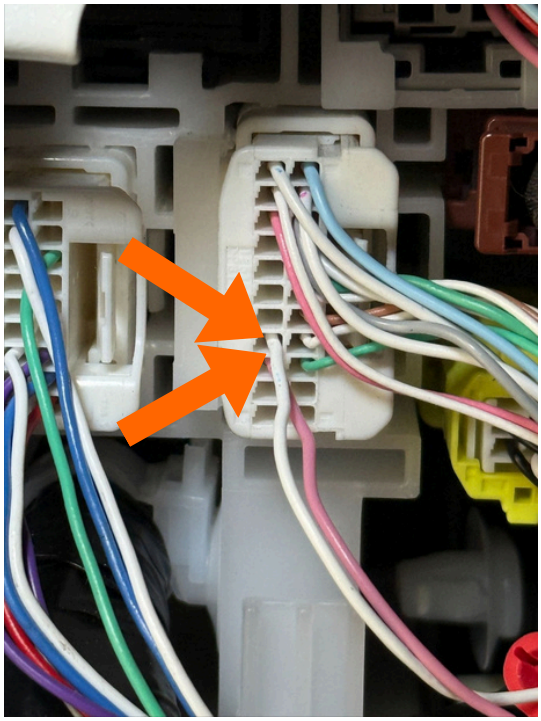


Fig. 52: Find pink and white wires

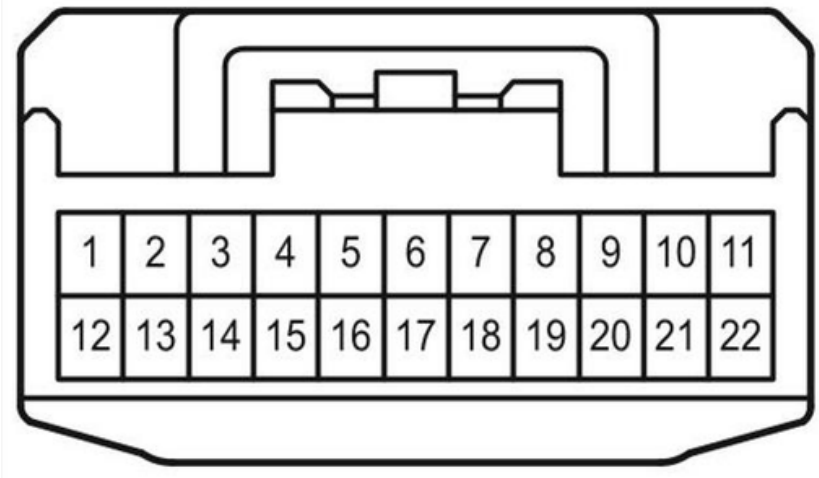


Fig. 53: Connector pin locations

NOTICE: DO NOT CUT any wires. The provided CAN signal reader clamps onto existing wires.

9. Use a small Phillips head screwdriver to remove the two screws holding the cover on the back of the contactless CAN reader (218-02-068).
10. Place the pink wire from pin 20 in the CAN High slot on the CAN reader (Fig. 54).
11. Place the white wire from pin 19 in the CAN Low slot on the CAN reader (Fig. 54).
12. Reinstall the two screws and the cover of the CAN reader (218-02-068), ensuring the wires stay in place (Fig. 55). The cover and the base must be assembled properly, with CAN HI and CAN LO labels matching.
13. Route the 4-pin white CAN2_VEH connector from the 218-02-052 CAN harness to the CAN reader and connect it.
14. Bundle up the excess wire from the CAN2_VEH branch of the 218-02-052 CAN harness and secure it in the dash.



Fig. 54: Place white and pink wires



Fig. 55: Reinstall the screws and cover of the CAN reader

15. Before fully re-assembling the vehicle's interior, re-connect the battery and turn the vehicle's ignition to "on" and verify that the CAN reader's light shows green. If it shows any other color, check the wire placement in the CAN reader or refer to the troubleshooting section later in this guide. (Fig. 56)

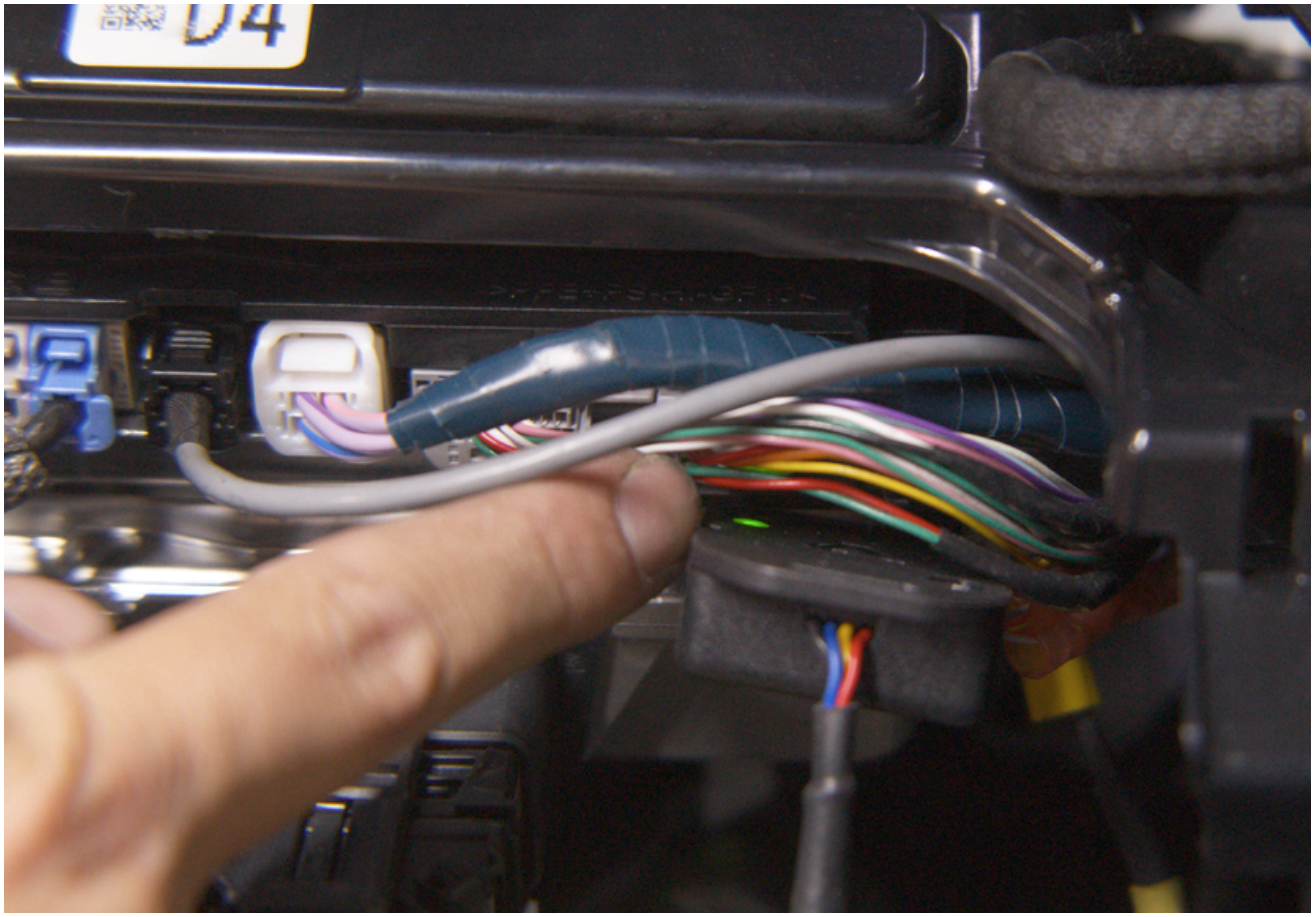


Fig. 56: Verify CAN reader's light is green

VEHICLE REASSEMBLY

1. Ensure all wires/harnesses are secured and out of the way.
2. Secure the carpet back in place (if removed).
3. Reinstall the interior trim and reconnect all OE connectors in reverse order.
4. Place the seat in the vehicle and re-connect the electrical connectors.
5. Ensure battery cables are secured and torqued to OEM specification.
6. Install the seat mounting bolts. Torque to OE specification.
8. Torque all bolts/nuts to OE specification.

CONTACTLESS CAN READER TROUBLESHOOTING

When troubleshooting the Contactless CAN Reader installation or LED status, verify that the CAN High and CAN Low wires are positioned in the correct grooves on the inside of the cover (refer to Fig 57).

Ensure the cover is installed in the correct orientation, with the small round lens in the cover aligned directly over the LED on the main housing. The keyed grooves in the cover shall also align with the four wires exiting the main CAN Reader housing. (Fig. 58)

Use the LED indicator visible through the back of the CAN Reader cover, along with the table below, to diagnose CAN Reader status-related issues (Fig. 58)

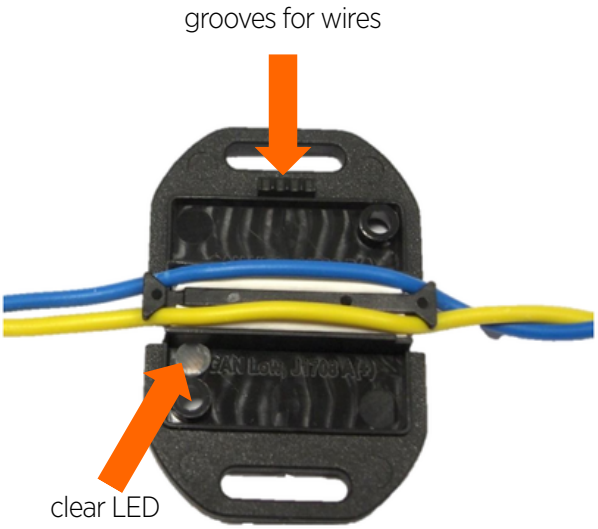


Fig. 57: Pay attention to where the grooves and clear LED plastic cover are on the cover compared to the housing

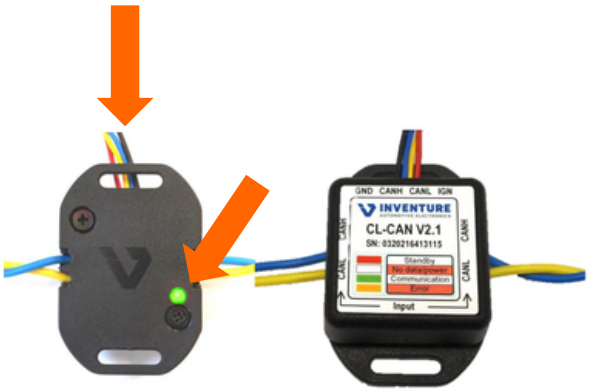


Fig. 58: reference the Contactless CAN Reader Troubleshooting & Status Table. Note where the harness is coming out of relative to LED location



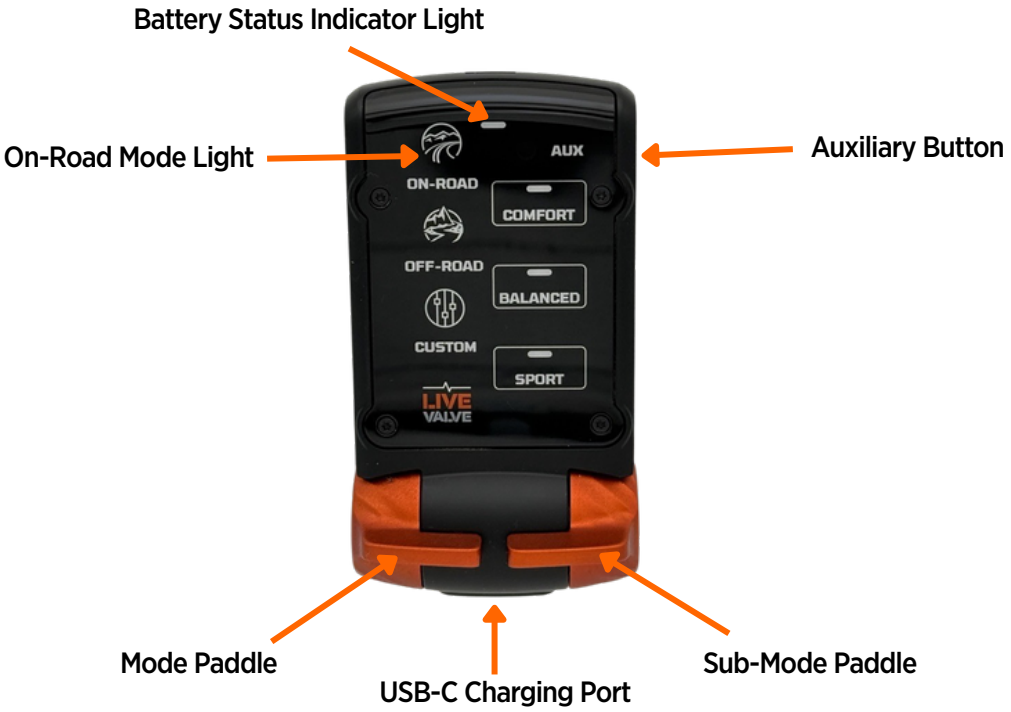
Fig. 59: housing, whole assembly

Use the LED color or blink pattern to confirm normal operation or identify the likely installation issue

Status LED	Operating State	What it Means	Customer Check / Action
Green	**Communication active**	The reader is powered and detecting active CAN communication.	Normal operation. Confirm the connected controller or vehicle system is receiving and responding to the expected CAN data.
Red	**Standby**	The reader is powered, but no CAN communication has been detected for at least 2 seconds. This may also occur immediately after power is applied.	Turn ignition ON or wake the vehicle network. If it stays red while CAN should be active, verify the CAN-H/CAN-L wire locations and that the selected wires carry active CAN data.
No Light	**No communication or no power**	The LED may be off briefly before standby. A continuously unlit LED may indicate no power or incorrect supply polarity.	Check reader power and ground. Confirm supply voltage and polarity are correct. If power is correct, verify that the vehicle CAN network is active.
Orange	**CAN polarity error**	CAN-H and CAN-L are reversed at the reader input.	Turn ignition OFF. Verify CAN-H and CAN-L are routed through the matching grooves, then reinstall the cover and repeat the check.
Blinking Orange / Green	**Overtemperature with communication**	Internal temperature is above approximately 85°C, but CAN communication is still detected.	Allow the reader to cool. Move it away from heat sources. Inspect output wiring for short circuits, excessive bus load, or incorrect/multiple terminating resistors.
Blinking Orange / Red	**Overtemperature without communication**	Internal temperature is above approximately 85°C and CAN communication is not detected.	Turn the system OFF and allow the reader to cool. Inspect installation location, CAN wire position, output wiring, bus loading, and terminating resistance before restoring power.

MODE SELECTOR AND MOBILE APP

1. BASIC OPERATION



POWER ON

Press and release the auxiliary button located on the top-right corner of the mode selector to turn the device on.

POWER OFF

Press and hold the auxiliary button for approximately 5 seconds to turn the device off.

MODE SELECTION

- Left Paddle (Mode): Press UP or DOWN to cycle between ON-ROAD, OFF-ROAD, and CUSTOM modes.
- Right Paddle (Sub-Mode): Press UP or DOWN to select COMFORT, BALANCED, or SPORT within ON-ROAD and OFF-ROAD modes.

FACTORY RESET

To clear the vehicle connection and restore factory settings: With the mode selector powered on, simultaneously hold the left paddle DOWN and right paddle UP until the ON-ROAD mode indicator changes color (approximately 10 seconds).

2. STATUS INDICATORS

MODE SELECTOR CONNECTIVITY STATUS

Scanning (Not Paired)	In Pairing Mode	Vehicle Found (While Pairing)	Updating Firmware	Connected	System Error
					
Flashing Yellow (On Startup)	Flashing Blue	Flashing Green (Briefly)	Solid Light Blue (Briefly)	Normal User Interface	Flashing Red

SYSTEM ERROR INDICATOR

NOTE: A flashing red backlight while connected to your vehicle indicates a system error (for example, a disconnected shock). Open the FOX mobile app while connected for diagnostic information.

MODE SELECTOR BATTERY STATUS

The battery status indicator light is centered at the top of the device.

Fully Charged	Charging In Process	Normal Battery Level (Not Charging)	Low Battery (Charge Required)
			
Solid Green	Flashing Green	Off	Flashing Red

3.PAIRING PROCEDURES

The Mode Selector and a mobile phone both need to be paired to the FOX ECU. Putting the ECU into pairing mode comes first, no matter which device you're pairing. This section covers, in order:

1. Putting the ECU into pairing mode
2. Pairing the mode selector to the ECU
3. Pairing a mobile phone to the ECU via the FOX Connect App

(Step 1 is required before pairing either device. Step 2 is typically completed at the Factory. See next pages for more detail.)

3.1 Putting the ECU into Pairing Mode

The ECU must be in pairing mode before pairing either device. Try Option 1 only if the mode selector is already paired to this vehicle; otherwise use Option 2 for your vehicle make. Pairing mode times out automatically after a phone pairs, the ignition is toggled, or 5 minutes of inactivity.

How You'll Know It Worked

This depends on how the wireless mode selector is setup:

- Charging port only, or unplugged: all mode selector LEDs turn OFF when the ECU enters pairing mode.
- FOX USB-C adapter harness (into the FOX factory CAN harness): the mode selector is receiving data, not just power. LEDs stay on and the AUX button turns solid BLUE, indicating ECU is in pairing mode.

Reference the next 3 pages for more help putting the ECU into pairing mode.

Find the right option for your vehicle:

Situation / Vehicle Make	Use
Mode Selector must already be paired to the vehicle. See below for additional detail.	Option 1
Ford	Option 2.1
Jeep, Lexus, Toyota	Option 2.2
Chevrolet / GM (1500)	Option 2.3

Option 1: Via the Mode Selector

Your Live Valve kit may include a feature that allows the ECU to enter pairing mode using the Mode Selector. Turn the vehicle and mode selector ON. Hold the right (Sub-Mode) paddle UP for 3–5 seconds. If the AUX LED turns blue, the ECU is in pairing mode.
If the AUX LED does not turn blue after 5 seconds, proceed to Option 2 below to enter pairing mode using the Ignition Sequence.

Option 2: Via the Ignition Sequence

Uses your vehicle's ignition sequence instead of the mode selector. Keep the engine OFF throughout. Use this if Option 1 isn't available, or the very first time you pair a mode selector to this vehicle. Select the procedure for your make below.

Option 2.1: Ford, Toyota (Hybrids Only), Lexus (Hybrids Only)

Keep the engine OFF throughout this procedure.

1. Ignition OFF, driver's door open.
2. Wait 60 seconds.
3. Foot off the brake, press and release START/STOP button 7 times:
   OFF → ON → OFF → ON → OFF → ON → OFF → ON.
   This gives the ECU four ignition-ON events, which enables pairing mode.
4. Leave the ignition in ON/RUN
5. Proceed to section 3.2 or 3.3, to pair a device



NOTE: Repeat this procedure each time you pair a new phone or mode selector.

Option 2.2: Jeep, Lexus (Non-Hybrids), Toyota (Non-Hybrids)

Keep the engine OFF throughout this procedure.

1. Ignition OFF, driver's door open.
2. Wait 60 seconds.
3. Foot off the brake, press and release START/STOP button 11 times:
   OFF → ACC → ON → OFF → ACC → ON → OFF → ACC → ON → OFF → ACC → ON.
   This gives the ECU four ignition-ON events, which enables Bluetooth pairing mode.
4. Leave the ignition ON.
5. Proceed to section 3.2 or 3.3, to pair a device



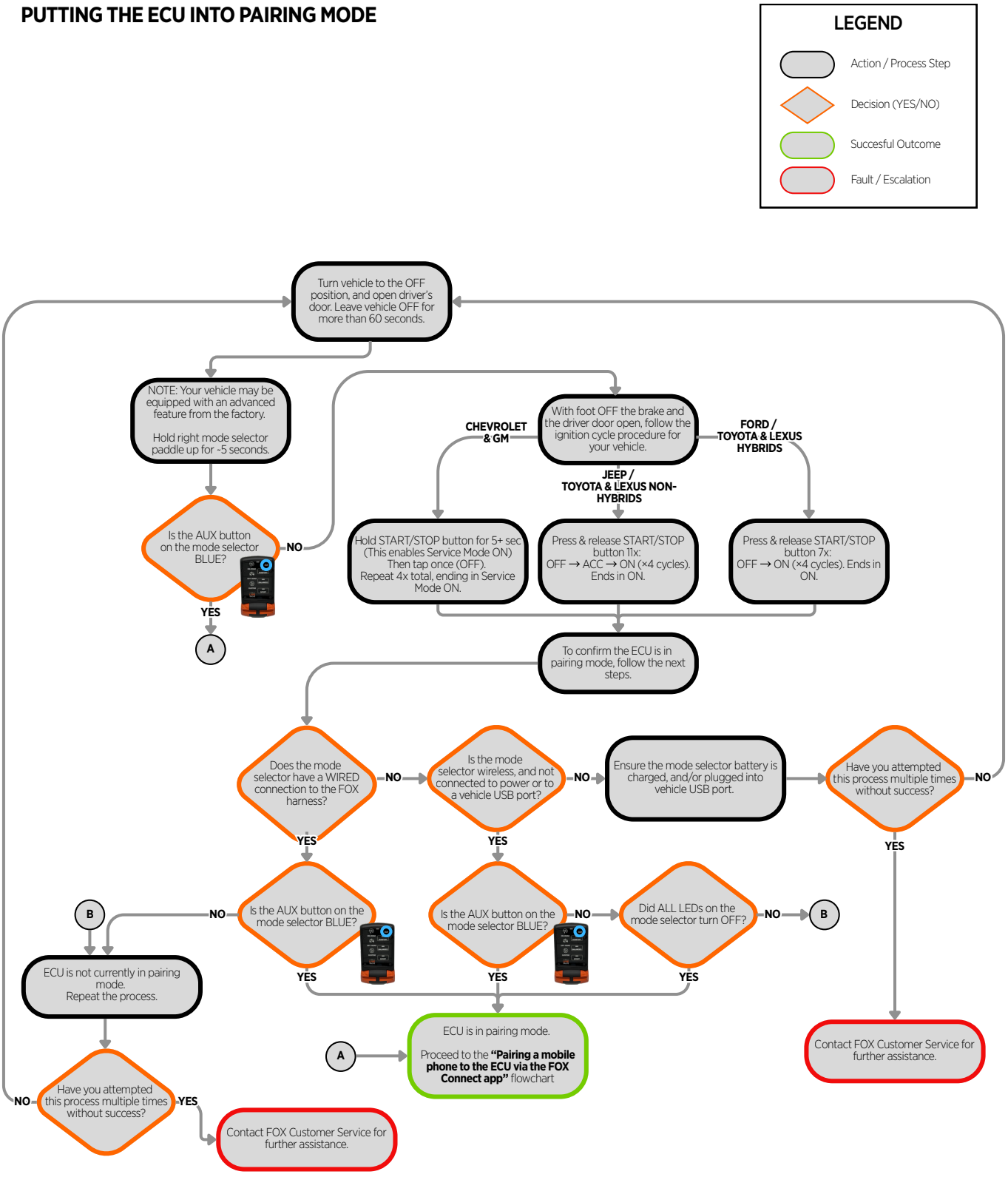
Option 2.3: Chevrolet, GM

Keep the engine OFF throughout this procedure.

1. Ignition OFF, driver's door open.
2. Wait 60 seconds.
3. Truck OFF, foot off the brake: hold START/STOP button for 5+ seconds (Service Mode ON), then tap it once (OFF). Repeat this hold-then-tap 4 times total. Stop after the 4th hold, leaving it in Service Mode ON.
4. Proceed to section 3.2 or 3.3, to pair a device



PUTTING THE ECU INTO PAIRING MODE



3.2 Pairing the Mode Selector to the ECU

NOTE: The Mode Selector normally arrives pre-paired from the Factory. Only use this procedure if the ON-ROAD icon flashes yellow continuously when the Mode Selector powers up with the vehicle ON. This means it isn't yet paired.

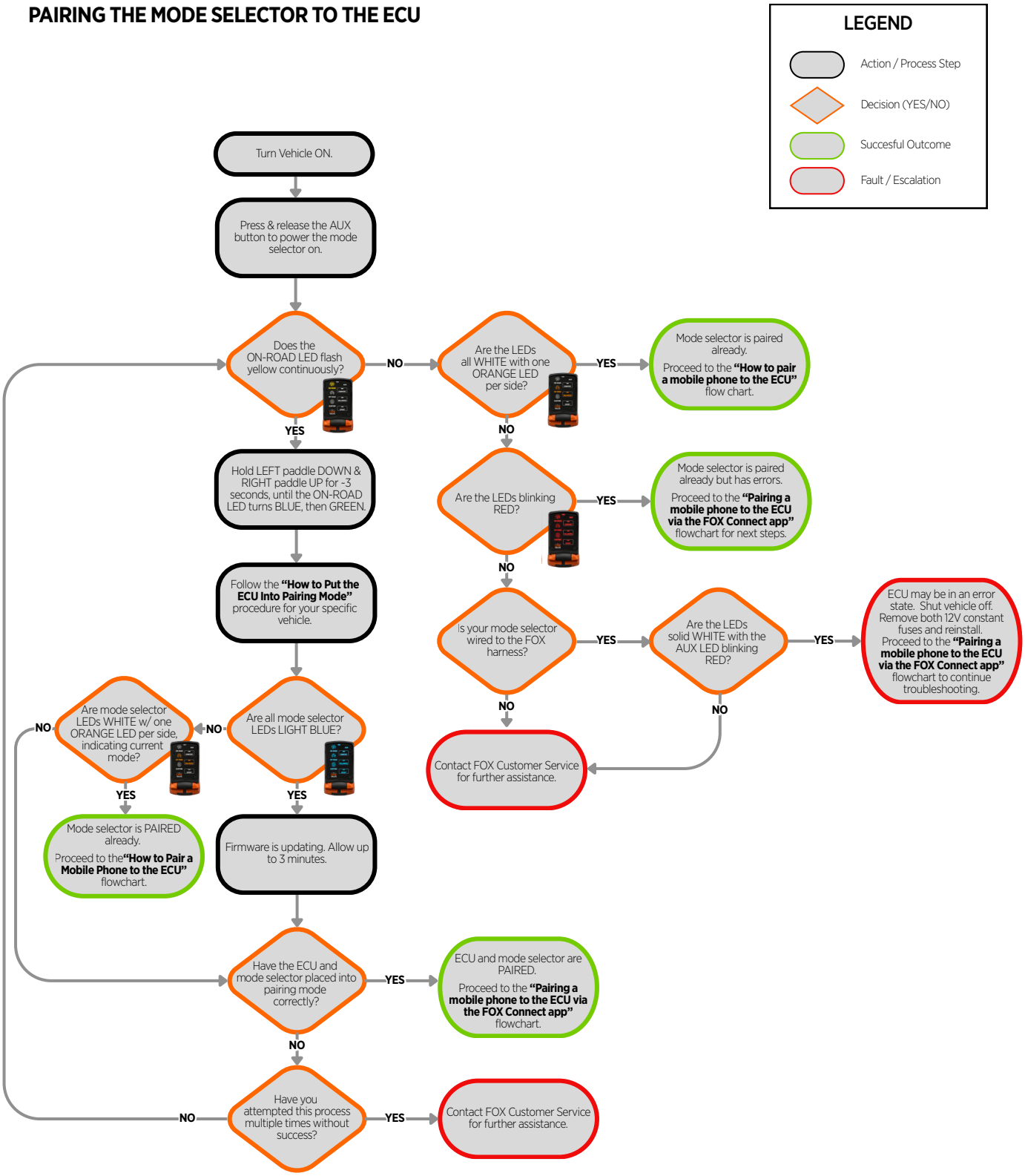
If it isn't paired, first put the ECU into pairing mode using the ignition sequence for your vehicle (Section 3.1, Option 2.1, 2.2, or 2.3). The mode selector paddle shortcut (Option 1) won't work yet as it requires a mode selector that's already paired.

1. Put the ECU into pairing mode (Section 3.1, Option 2.1, 2.2, or 2.3).
2. Press and release the auxiliary button to power on the Mode Selector.
3. Hold the left (Mode) paddle DOWN and right (Sub-Mode) paddle UP together until the ON-ROAD indicator turns blue (~3 seconds).
4. Confirm: ON-ROAD blinks yellow, then dark blue, then green. All indicators turn white when ready, with one orange indicator per side showing the current mode.

TIP: Pair the Mode Selector before pairing a phone. See Section 3.1 for how the mode selector shows the ECU is in pairing mode.

Reference the next page for more help pairing the mode selector to the ECU

PAIRING THE MODE SELECTOR TO THE ECU



PAIRING A MOBILE PHONE TO THE ECU VIA THE FOX CONNECT APP

Step 1: Download the FOX CONNECT Mobile App

The FOX mobile app is available free of charge on the Google Play Store and iOS App Store.

GET IT ON Google Play

Download on the App Store

Step 2: Create an Account

For full functionality, enable the following services during setup:

- **Location Services:** Enables GPS-based features
- **Notifications:** Enables system alerts and updates
- **Bluetooth:** Required for ECU communication

These services enable vehicle communication for diagnostics, tuning, and performance metrics.

Step 3: Pair Your Vehicle

1. Ensure the ECU is in pairing mode.
2. With the ECU in pairing mode, tap “PAIR NEW” in the mobile app garage.
3. When your vehicle appears, tap to add it to your garage.
4. Once paired, this procedure does not need to be repeated for this device.
5. Start your engine.
6. In the app garage, tap your vehicle and select “CONNECT” to begin.

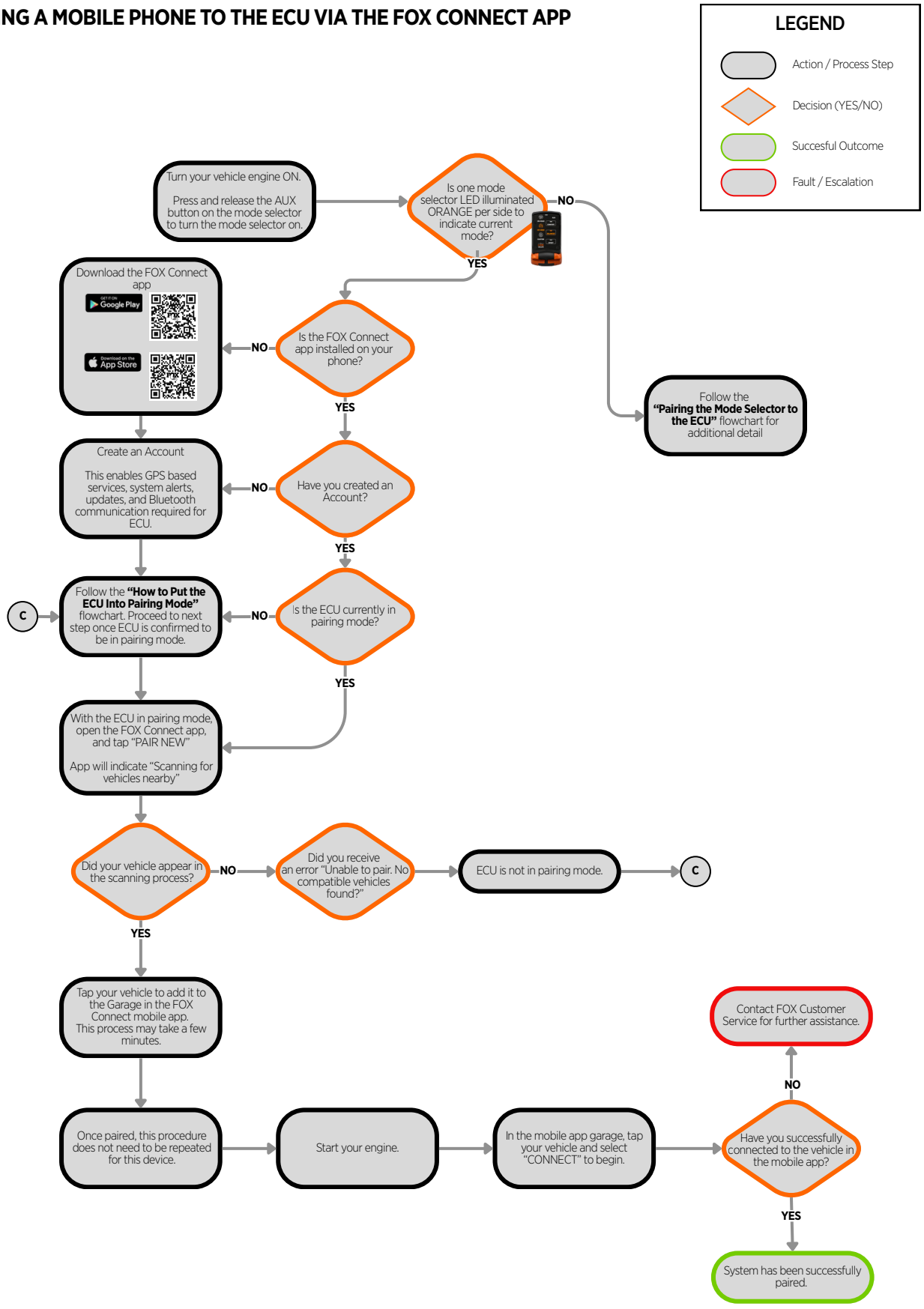
Troubleshooting: Pairing Errors

If you see “UNABLE TO PAIR. No compatible vehicles found,” the ECU is not in pairing mode. Re-enter pairing mode using the procedure in Section 3, then tap “SCAN” in the app to retry.

Enjoy the FOX app and take control of your vehicle to the next level.

- Record your rides for optimal performance of your vehicle.
- Select and monitor real-time performance between multiple terrain modes.
- Enjoy live suspension telemetry, as well as ongoing features and improvements that are available through over-the-air updates.

PAIRING A MOBILE PHONE TO THE ECU VIA THE FOX CONNECT APP




The ultimate performance
& control at your fingertips
TAME
ANY
TERRAIN.
FOX
GET IT ON
Google Play
Download on the
App Store
FOX
TUNE
OFF-ROAD
COMFORT
BALANCED
SPORT
BRONCO 4DR
Connected
REC

MAINTENANCE AND WARRANTY INFORMATION

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

visit: ridefox.com/service

WARRANTY INFORMATION

visit: ridefox.com/pages/truck-and-motorsports-product-warranty

CONTACT

FOX RACING SHOX

A DIVISION OF FOX FACTORY INC.

SALES

750 Vernon Way, Suite 101

El Cajon, CA 92020

1.800.FOX.SHOX (1.800.369.7469)

orsales@ridefox.com

SERVICE

13461 Dogwood Drive

Baxter, MN 56425

619.768.1800

servicemn@ridefox.com