

**DIRECT-REPLACEMENT  
INSTALLATION GUIDE**



**FORD F-150 (09+)**

985-02-006 - 2.0 Performance Series IFP Coil-Over Kit

983-02-052 - 2.0 Performance Series IFP Coil-Over Kit

883-02-029 - 2.5 IFP Coil-Over Kit

880-02-634 - 2.5 Reservoir Coil-Over Kit



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## INSTALLATION GUIDE

Thank you for choosing FOX direct-replacement, [coil-over shocks](#) for your vehicle. FOX products are designed, tested, and manufactured by the finest professionals in the industry.

FOX recommends that you become completely familiar with the handling characteristics of your modified vehicle before operating it under rigorous conditions, helping to avoid potential rollover situations and other loss of control events. FOX further recommends that you use appropriate protective equipment at all times when operating your vehicle.

To achieve the best performance and product longevity, periodic service and maintenance is required. Please refer to the Service and Upgrades section for more information.

## WARNINGS

- FOX direct-replacement, coil-over shocks should always be installed as a pair for maximum performance.
  - Proper installation and service procedures are essential for the safe and reliable installation of chassis parts, requiring the experience and tools specially designed for this purpose. Installation and maintenance procedures for this product must be performed by a qualified service technician, to avoid potentially unsafe vehicle handling characteristics, which may result in **SERIOUS INJURY** or **DEATH**.
  - Modifying your vehicle's suspension will change the handling characteristics of your vehicle. Under certain conditions, your modified vehicle may be more susceptible to loss of control or rollover, which can result in **SERIOUS INJURY** or **DEATH**. Thoroughly familiarize yourself with the modified vehicle handling characteristics before any rigorous vehicle operation. Wear body protective gear including head protection when appropriate.
- Installation of vehicle roll bars or cage is highly recommended.
- FOX direct-replacement, coil-over remote reservoir shocks are gas-charged and are highly pressurized. Placing shocks in a vise or clamp, applying heat, or attempting to open or service the shock without the proper tools and training can result in **SERIOUS INJURY** or **DEATH**. Do not attempt to modify, puncture or incinerate a FOX direct-replacement, coil-over shock absorber.
  - Any attempt to misuse, misapply, modify, or tamper with any FOX product voids any warranty and may result in **SERIOUS INJURY** or **DEATH**.

## GUIDELINES

- Always use a chassis lift for the installation of shocks, and make certain that the raised vehicle is securely attached to the lift to prevent the vehicle from slipping, falling, or moving during the installation process.
- **DO NOT** install any FOX product without the necessary special tools, expertise and chassis lift, or you will subject yourself to the risk of **SERIOUS**

INJURY or DEATH. If you elect to not use a chassis lift (which election may result in **SERIOUS INJURY** or **DEATH**), ensure that the vehicle is on level ground, that all tires on the ground during installation are blocked to prevent vehicle movement, that at least two tires are on the ground at all times, and that adequately secured jack stands are used to support the vehicle. NEVER get under the vehicle until you have checked to ensure that the vehicle will be stable during installation.

- FOX direct-replacement, coil-over shocks are designed to fit your vehicle's shock mounts with no modifications with the exception of reservoir placement on specific models and applications.
- To adjust the ride height, first lift the vehicle (refer to the **INSTALLATION GUIDELINES** for instructions on how to properly lift the vehicle). After properly lifted, loosen the pinch bolt securing the main spring retainer (Loosen bolt until it spins freely, **DO NOT** remove bolt!). Using a spanner wrench, adjust the main spring retainer as required. If shocks have locking rings, loosen

the top lock ring and adjust main spring retainer as needed. Once set, retighten the top lock ring against the main spring retainer. **IT IS HIGHLY RECOMMENDED TO USE A SPRING COMPRESSOR WHEN MAKING ANY TYPE OF PRE LOAD ADJUSTMENT**

## INSTRUCTIONS

Medium-strength thread-lock (blue Loctite®) is recommended on all bolts.

1. Please read the installation guidelines for instructions on how to properly lift and secure the vehicle.
2. Record the front vehicle ride height to ensure proper lift is attained after kit is installed. You will be able to make preload adjustments if needed once the shock assembly is installed (spanner wrench required).
3. Remove both front wheels.
4. Disconnect both outer tie rod ends at the spindle steering arm for removal/installation clearance.
5. Remove the (3) top nuts (Fig. 1) that secure the stock shock assembly to the vehicle. **DO NOT** remove center nut; doing so will release the spring from the stock assembly and could result in **SERIOUS INJURY** or **DEATH!**



Fig. 1

6. Remove the (1) bolt connecting the shock to the lower control arm. (Do not discard bolt and nut, as it will be used with your new FOX coil-over assembly).
7. Remove the stock shock assembly. You may need to use a pry bar to pull on the upper control arm and lower the suspension to allow the removal and installation of your shock assembly. Be careful not to damage any brake lines or electrical wires.
8. Install the new coil-over assembly. With remote reservoir models make sure that the hoses are facing outward and towards the rear of the vehicle



Fig. 2: Passenger side

(Fig. 2). Connect the top shock hat to the vehicle using the bolts and washers provided or with Performance Series shocks connect the top shock hat to the vehicle using the nuts provided. Tighten all three bolts or nuts to 24 ft\* lbs. (You will need to remove the outer two bolts to install the reservoir bracket in step 11.)

9. Connect the shock to the lower control arm, reusing the stock bolt and nut. Torque to factory specifications.

Toque supplied bolt with 2.0 Performance Series shocks to 160 ft\* lbs.

10. On external reservoir models install the reservoir bracket by placing it over the coil-over frame bucket. Reinstall the two bolts at the top and torque to 24 ft\* lbs.
11. On external reservoir models install the reservoir onto the reservoir bracket with the supplied hose clamps.
12. Reinstall the outer tie rod ends and torque to factory specifications.
13. Check that the suspension has proper clearance by steering completely in both directions.
14. Reinstall both front wheels and torque to factory specifications.
15. Set the vehicle back on the ground and drive it back and forth several feet to allow the suspension to settle. Now measure the new ride height and make adjustments if necessary. To adjust the ride height, first lift the vehicle (refer to the INSTALLATION GUIDELINES for instructions on how to properly lift the vehicle). After properly lifted, loosen the top lock ring, and adjust the main

spring retainer. Once your height is set, retighten the top lock ring against the main spring retainer.

16. It is highly recommended that you have your wheel alignment checked.



#### TERMS OF WARRANTY

This warranty is conditioned on the FOX suspension product being operated under normal conditions and properly maintained as specified by FOX. This warranty is only applicable to FOX suspensions purchased new from an authorized FOX source and is made only to the original retail owner of the new FOX suspension product and is not transferable to subsequent owners. This warranty is void if the FOX suspension product is subjected to abuse, neglect, improper or unauthorized repair, improper or unauthorized service or maintenance, alteration, modification, accident or other abnormal, excessive, or improper use.

Should it be determined by FOX in its sole and final discretion, that a FOX suspension product is covered by this warranty, it will be repaired or replaced, by a comparable model, at FOX's sole option, which will be conclusive and binding. THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO,

#### INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNATIVE DAMAGES.

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, improper assembly, neglect, alteration, improper maintenance, crash, misuse or collision. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, and if dictated by law the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty and all other provisions shall remain in full effect.

# SHOX NEED ♥ TOO

#### SERVICE & UPGRADES

Have your FOX serviced or upgraded by FOX technicians. Once you've setup your service or upgrades you will receive a return authorization number and shipping instructions.

#### SERVICE INTERVALS

- 100% street use: every 50,000 miles
- 50% street / 50% offroad use:  
every 10,000 miles



## **RACE PERFORMANCE FOR YOUR DAILY DRIVER**

# **2.0 PERFORMANCE SERIES IFP SHOCK**

### **REPLACE YOUR STOCK SHOCKS WITH RACE- WINNING TECHNOLOGY**

#### **HEAT-REDUCING DESIGN**

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

#### **APPLICATION- SPECIFIC VALVING**

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

#### **TOUGH FINISH**

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

#### **FADE-FREE PERFORMANCE**

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

