

# DIRECT-REPLACEMENT INSTALLATION GUIDE



## **TACOMA (05+)**

880-06-376 - 2.5 Factory Series Coil-Over Reservoir - Adjustable

880-06-418 - 2.5 Factory Series Coil-Over Reservoir - Adjustable

880-02-376 - 2.5 Factory Series Coil-Over Reservoir

880-02-418 - 2.5 Factory Series Coil-Over Reservoir

880-02-361 - 2.5 Factory Series Coil-Over IFP

883-02-025 - 2.5 Factory Series Coil-Over IFP

985-02-002 - 2.0 Performance Series Coil-Over IFP

883-26-007 - 2.5 Factory Series Reservoir - Adjustable

883-24-007 - 2.5 Factory Series Reservoir

980-02-372 - 2.0 Factory Series Reservoir

980-24-670 - 2.0 Performance Series IFP



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\*MUST be used with aftermarket upper control arms ("UCA"). Please refer to the UCA manufacturer for UCA installation.

## 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**

### FRONT - 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) **READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD**
3. Remove both front wheels.
4. Disconnect both outer tie rod ends at the spindle steering arm for removal/installation clearance.



Fig. 1

5. Disconnect the sway bar from both spindles.
6. Remove the (4) bolts that secure the sway bar to the vehicle frame. Move sway bar forward to allow clearance for shock removal.
7. 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!**
8. 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)

9. Remove the stock shock assembly. You may need to use a pry bar to pull on



Fig. 2: Passenger side

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.

10. Install the new FOX coil-over assembly. With remote reservoir models make sure that the hoses are facing outward and towards the front of the vehicle (Fig.2). Connect the top shock hat to the vehicle with the provided washers and bolts or nuts (Depending on shock model). Tighten all three bolts or nuts to 24 ft\*lbs.

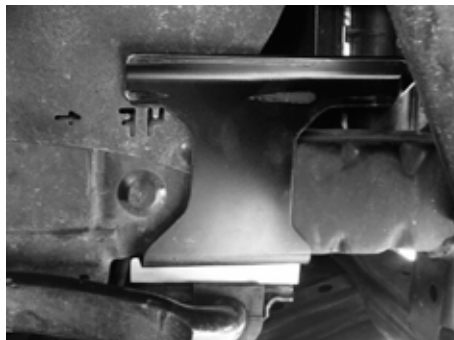


Fig. 3: Passenger side



Fig. 4: Passenger side

11. Connect the shock to the lower control arm using stock bolt and nut. On 2.5 Factory Series models install longer spacer towards the front of the vehicle. Torque to factory specifications.
12. On 2.5 Factory Series coil-over shocks, install new sway bar relocation spacers to existing sway bar mounting location with the stock bolts. On external reservoir models install bracket between the new sway bar relocation spacer and vehicle frame, orient bracket so that longer top edge is toward front of vehicle (Fig. 3) Slide bracket against side of vehicle frame. Torque to factory specifications.

13. On external reservoir models, mount the reservoir onto the reservoir bracket with the supplied hose clamps. Utilize the slots in the bracket to locate the clamps. Do not feed the clamps through the slots in the brackets. (Fig. 4)
14. Connect the sway bar to both spindles and torque to factory specifications.
15. Reinstall the outer tie rod ends and torque to factory specifications.
16. Check that the suspension has proper clearance by steering completely in both directions.

17. Reinstall both front wheels and torque to factory specifications.
18. Set vehicle back on the ground and drive it back and forth several feet to allow the suspension to settle. Now measure ride height and make adjustments if necessary. READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD
19. It is highly recommended that you have your wheel alignment checked.



Fig. 5: Passenger side reservoir bracket location rear



Fig. 6: Driver side rear

## REAR - 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. Remove rear wheels from vehicle.
3. Remove the stock shocks. (Do not discard lower bolt as it will be used with your new FOX shock)
4. Connect the Fox shock to the top vehicle mount with a stem bushing and washer on top and bottom, hand tighten. For remote reservoir models; make sure passenger side hose is facing outward and toward **REAR** of vehicle, driver side facing outward and towards **FRONT** of vehicle (Fig. 6).
5. Connect Fox shock to the lower mount using factory bolt. Torque to factory specifications.
6. Tighten top locking nut until 5/8" of total stem is showing.
7. On external Reservoir models, install the reservoir bracket with the (3) holes downward toward the bottom of vehicle frame. For passenger side locate left outer hole on bracket

approximately 25" from center of shock toward rear of frame and 1.5" up from bottom edge of frame (Fig. 5). Mark the hole and drill a 7/32" pilot hole, secure the reservoir bracket to the frame with one of the supplied 1/4" self tapping screws. Drill and secure right outer hole, making sure bracket is level with frame. For drivers side locate left outer hole on bracket approximately 24.5" from center of shock toward front of vehicle and 2" up from bottom of frame (location is on angled area of vehicle frame). Drill and secure left outer hole, then position bracket so that it is level with angled part of frame. Drill and secure right outer hole.

8. Check that suspension has proper clearance
9. Reinstall rear wheels and torque to factory specifications.

# SHOX NEED ♥ TOO

## SERVICE & UPGRADES

Have your FOX serviced or upgraded by FOX technicians. Call our Offroad and Truck Service Center at 619.768.1800 to go over the service and upgrade options available for your shocks. 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