

DIRECT-REPLACEMENT
TS/ATS STABILIZER
INSTALLATION GUIDE



FORD SUPERDUTY (2008 - 2016)

983-02-144 - 2.0 PERFORMANCE SERIES ATS Stabilizer

985-02-129 - 2.0 PERFORMANCE SERIES TS Stabilizer

FORD SUPERDUTY (2017+)

983-02-143 - 2.0 PERFORMANCE SERIES ATS Stabilizer

985-02-132 - 2.0 PERFORMANCE SERIES TS Stabilizer



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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.

WARNINGS

- FOX direct-replacement shocks are designed to fit and allow proper clearance with the factory suspension. If aftermarket suspension components are installed it is the customers responsibility to ensure that at full cycle the suspension clears the FOX shocks.
- FOX direct-replacement 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 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**.



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 shocks are designed to fit your vehicle's shock mounts with no modifications with the exception of reservoir placement on specific models and applications.

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 stock steering stabilizer
3. Install eyelet end of stabilizer in stock location with adjuster screw pointed forward. Torque bolt to 60 ft-lb.
4. Compress the stabilizer so 1/8" of shaft is exposed between the eyelet and the body. Turning the adjuster screw on the eyelet fully counter clockwise will make compressing the stabilizer easier. (Fig. 1)
5. Turn vehicle's wheels completely to the right so they rest against the steering stops.
6. Loosely mount clamp to drag link with supplied screws. (ATS Fig 2, TS Fig 3)
7. Orient stabilizer so that it will not interfere with anything (suspension, driveline, engine, etc.) through entire range of steering and suspension travel.

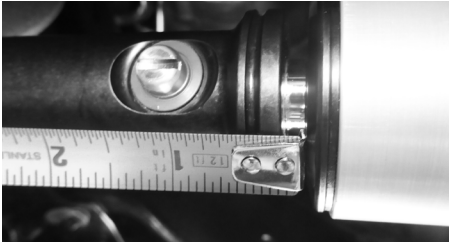


Fig. 1: Eyelet installed with 1/8" of shaft exposed



Fig. 2: Stabilizer clamped to drag link



Fig. 3: TS stabilizer clamped to drag link

8. If interference issues exist and cannot be resolved by rotating the track bar clamp, the stabilizer reservoir can be rotated. Loosen pinch bolt on L-bracket between stabilizer clamp to rotate reservoir. Torque pinch bolt to 12 lb-ft.
9. With the wheels turned fully to the right and 1/8" of shaft exposed on the stabilizer, tighten the 4 clamp bolts to 12 lb-ft.
10. Check that the vehicle steers completely in both directions and is limited by the steering stops, not the stabilizer.
11. Place vehicle on the ground and check that the stabilizer does not interfere with anything (suspension, driveline, engine, etc.) through entire range of steering and suspension travel