

DIRECT-REPLACEMENT  
**INSTALLATION GUIDE**



**TOYOTA TACOMA (16+)**

985-62-000: 2.0 Performance Series Coil-Over Snap Ring IFP (Front)

**TOYOTA 4RUNNER (03-09) | TOYOTA FJ CRUISER (07-09)**

985-62-010: 2.0 Performance Series Coil-Over Snap Ring IFP (Front)

**TOYOTA 4RUNNER (10+), TOYOTA FJ CRUISER (10-14)**

985-62-001: 2.0 Performance Series Coil-Over Snap Ring IFP (Front)

**TOYOTA TACOMA (05-15)**

985-62-011: 2.0 Performance Series Coil-Over Snap Ring IFP (Front)



## BOX CONTENT

- Performance Series Snap-Ring Coilover Shock
- Molded Spring Seat
- Aluminum Spring Retainer
- Snap Ring
- Installation Manual
- Fox Sticker

## ONLINE MANUAL

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, [ridefox.com/manuals](http://ridefox.com/manuals)

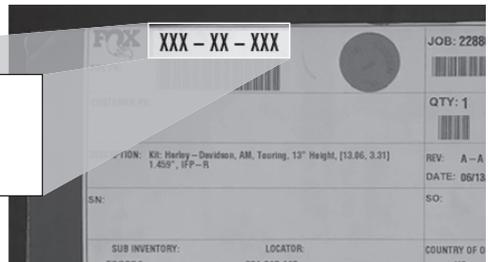
To locate the correct installation manual, use the 8-digit part number found on the end of the packaging box ( see illustration )

XXX-XX-XXX

## INSTALLATION GUIDE

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.



## WARNINGS

- 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 - FRONT

1. Please read the installation guidelines for instructions on how to properly lift and secure the vehicle.
2. Remove both front wheels.
3. Remove OEM coil-over:

\*For models equipped with Toyota Kinetic Dynamic Suspension System (KDSS). Support the hydraulic ram on the driver side of sway bar with a jack, then remove the (4) bolts securing the sway bar to the lower control arms.

3a. Using a 19mm wrench and socket, remove lower shock bolts, do not discard OEM hardware. (Fig 1)  
HINT: Slightly moving the brake caliper up and down will aid in bolt removal.  
(OE Torque: 61 ft-lbs)

3b. Using a 19mm socket, remove (2) bolts from each lower ball joint assembly. (Fig 2)  
DO NOT REMOVE CENTER NUT.  
Do not discard OEM hardware.  
(OE Torque: 118 ft-lbs)

3c. Draw a marker line on each side of the (2) lower control arm alignment cam bolts to reference alignment position. (Fig 3)



Fig. 1: Right side shown



Fig. 3: Right side shown



Fig. 2: Right side shown

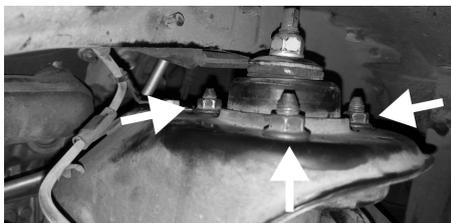


Fig. 4: Right side shown

3d. Loosen alignment fasteners on both sides of lower control arm (a bolt on the front of the arm and a nut on the rear) - **DO NOT COMPLETELY REMOVE THE FASTENERS.** (OE Torque: 100 ft-lbs) (Fig 3)

3e. Lower control arm should now swing down freely.

3f. Using a 14mm wrench, remove the (3) nuts on top of each coil-over. (Fig 4) - **DO NOT REMOVE THE CENTER NUT.** Do not discard OEM hardware. (Fig 4) (OE Torque: 24 ft-lbs)

3g. Carefully lower the OEM coil-over and remove it from the vehicle, taking care not to damage steering or axle boots.

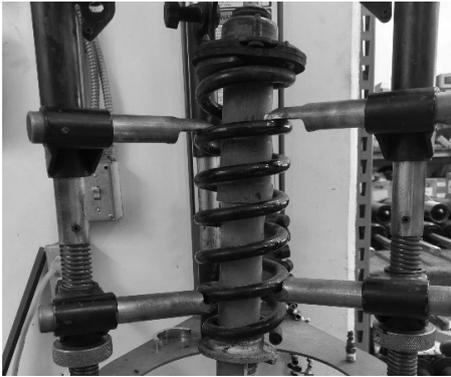


Fig. 5



Fig. 6

4. Remove OEM springs:

4a. Put OEM coil-over in spring compressor, and compress the spring to remove spring load from the coil-over top hat. (Fig 5) - **WARNING:** Follow all safety guidelines provided by the spring compressor manufacturer. Using a spring

compressor in an unsafe manner can lead to **SERIOUS INJURY** or **DEATH**.

4b. Remove nut from the top of the shaft - **HINT:** Reference stock top hat stud positions in relation to lower shock eyelet, FOX coil-over will need to be oriented the same. When loosening the shaft nut, you will need to hold the end of the shaft from rotating with a wrench.

**DO NOT CLAMP DIRECTLY TO THE POLISHED CHROME SHAFT SURFACE.** Support the shock from bottom to prevent it from falling to the ground when the nut is removed.

4c. Separate the shock from the spring - You will reuse the stock spring along with the hardware pictured in (Fig 6). Inspect stock spring hardware bushings and replace if necessary.

5. There are three ride height settings to choose from. The lowest groove maintains stock ride height  $\pm 0.25''$ , the middle groove provides a  $1'' \pm 0.25''$  lift, the top groove provides a  $2'' \pm 0.25''$  lift. Make sure the snap ring is positioned in the desired groove before coil spring installation.

Note: As the snap ring is raised from lowest groove, droop travel will decrease and the shock may “top out” more frequently. (Fig 7)



Fig. 7

## SHOCK INSTALLATION

1. Install Performance Series coil-over into OEM spring and secure with stock spring hardware. Note: You must use the FOX supplied nut on the top of the shaft - Torque this nut to 20 ft-lbs. (Fig 8)



Fig. 8

2. Install new coil-over assembly onto vehicle by following the reversal of disassembly steps: (Steps 4, 3, 2). Add high strength threadlocker and torque all fasteners to OEM recommended values. (Fig 9)

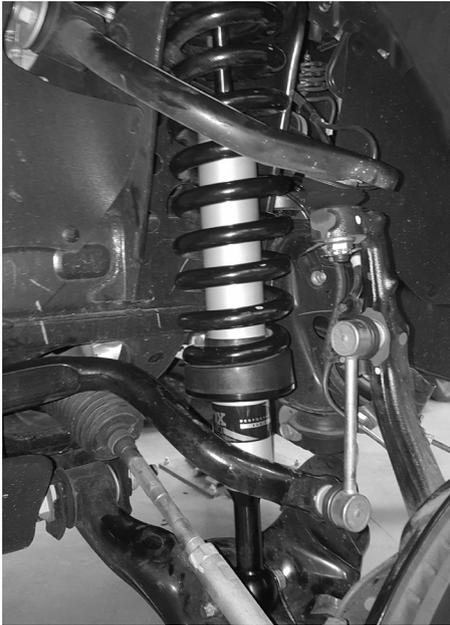


Fig. 9: Left side shown

3. For KDSS models, reinstall wheels and torque to OEM specifications. Lower the vehicle to the ground. Reattach sway bar, first securing passenger side with (2) bolts onto the lower control arm. Using a jack, compress the hydraulic ram on the driver side and reattach using the remaining (2) bolts. Torque all (4) bolts securing sway bar to OEM specifications.
4. Perform a visual suspension check to verify that all components are installed correctly, and all fasteners have been tightened and torqued. Check that suspension has proper steering clearance by turning the front wheels lock to lock.
5. A professional wheel alignment is highly recommended after installation.

## **FOX LIMITED WARRANTY**

FOX Factory, Inc., a California corporation having offices at 915 Disc Drive, Scotts Valley, CA 95066 (“FOX”), makes the following LIMITED WARRANTY with respect to its suspension products:

### **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.

## **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.

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.

# SHOCKS NEED LOVE TOO

## **FOX SERVICE & UPGRADES**

Have your FOX shocks serviced or upgraded by FOX technicians. Call our Off-Road 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

## **COMPLETE SERVICE INTERVALS**

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

## **SERVICE MENUS & PRICING**

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