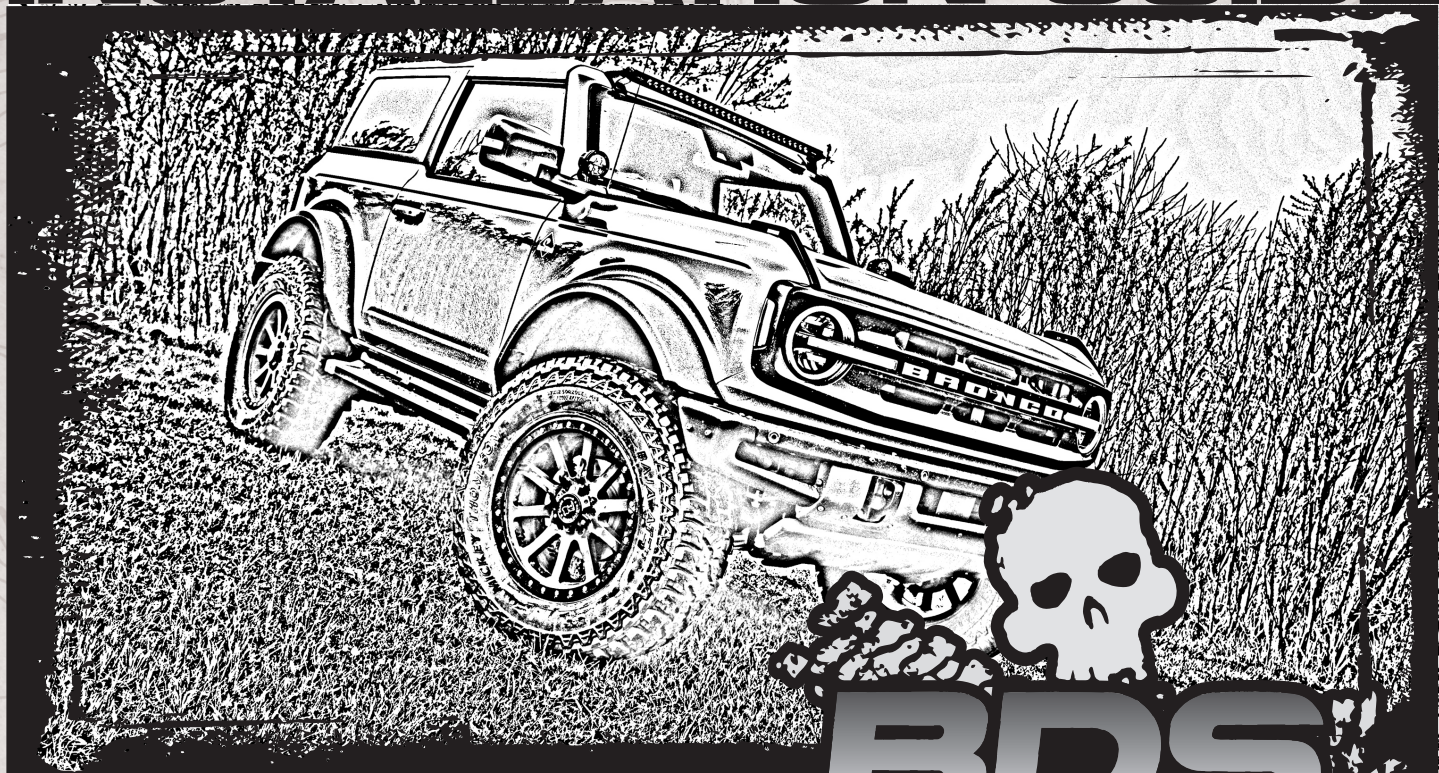


# INSTALLATION GUIDE



Part#: 123254

**HARDCORE LIMITED LIFETIME WARRANTY**

## Upper Control Arm Kit

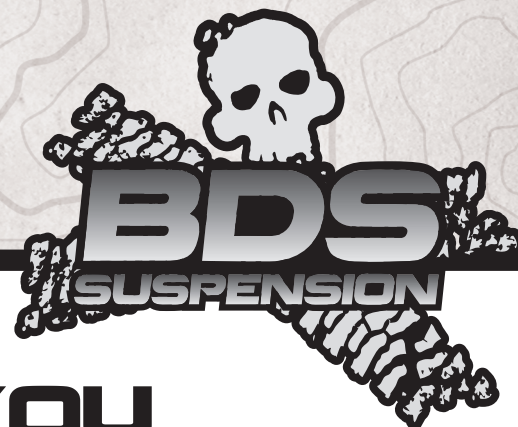
Ford Bronco | 2021

Rev. 082421

491 W. Garfield Ave., Coldwater, MI 49036 • Phone: 517-279-2135

Web: [www.bds-suspension.com](http://www.bds-suspension.com) • E-mail: [tech-bds@ridefox.com](mailto:tech-bds@ridefox.com)

# Read And Understand All Instructions And Warnings Prior To Installation Of System And Operation Of Vehicle.



## THANK YOU

Your truck is about to be fitted with the best suspension system on the market today. That means you will be driving the baddest looking truck in the neighborhood, and you'll have the warranty to ensure that it stays that way for years to come.

Thank you for choosing BDS Suspension!

### BEFORE YOU START

BDS Suspension Co. recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

### FOR YOUR SAFETY

Certain BDS Suspension products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. BDS Suspension Co. does not recommend the combined use of suspension lifts, body lifts, or other lifting devices. You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

### BEFORE INSTALLATION

- Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
- Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
- Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
- Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
- Secure and properly block vehicle prior to installation of BDS Suspension components. Always wear safety glasses when using power tools.
- If installation is to be performed without a hoist, BDS Suspension Co. recommends rear alterations first.
- Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.



Visit [560plus.com](http://560plus.com) for more information.

### TIRES AND WHEELS

Works with stock rims with stock tires. Wider tires on stock rims with 6" to 6-3/4" will get close to the ball joint housing. Recommended 5-1/2" to 4-1/2" back spacing with a 12.50 or 13.50 wide tire.



### BEFORE YOU DRIVE

Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.

Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure. Longer replacement hoses, if needed can be purchased from a local parts supplier.

Perform head light check and adjustment.

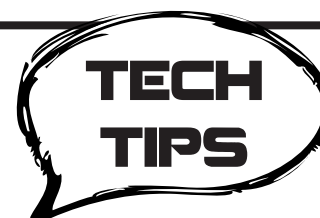
Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

# CONTENTS OF YOUR KIT

123254 Upper Control Arm Box Kit		
Part #	Qty	Description
A380	1	Ford Bronco UCA Assembly - Driver
05043	1	Ford Bronco UCA - Driver
COMH20T	1	1.25" Spherical Bearing
99142A610	1	2-3/8" Internal Retaining Ring
AM000000040	2	Rubber Bushing
BDS222760	1	BDS UCA Decal
A381	1	Ford Bronco UCA Assembly - Passenger
05044	1	Ford Bronco UCA - Passenger
COMH20T	1	1.25" Spherical Bearing
99142A610	1	2-3/8" Internal Retaining Ring
AM000000040	2	Rubber Bushing
BDS222760	1	BDS UCA Decal
05045	2	Spherical Bearing Misalignment Spacer - Lower
05046	2	Spherical Bearing Misalignment Spacer - Upper
05155	2	Ball Joint Cap - Large
365	1	Bolt Pack
	2	12mm-1.75 x 90mm Socket Head Cap Screw
	2	12mm-1.75 Nut
	2	12mm Flat Washer
9452K145	2	O-Ring (#139)
45NA53	1	Grease Packet

## TROUBLESHOOTING INFORMATION FOR YOUR VEHICLE

- BDS Suspension recommends to lubricate the COM joints every oil change / 3,000 miles using either Tri-Flow Superior Dry Lubricant (No. TF21013) or CRC Dry PTFE Lube (No. 03044). The COM joints are held in using a large snap ring. Be sure to clear the COMs using a damp cloth to remove any dirt and debris in the cup and on the bottom surface in order to extend the life of the COM joint. When used in salty / a more corrosive environment, more frequent maintenance may be required.
- Replacement COM joints service kits are available:
  - BDS083204 service kit includes (1) COM joint and (1) snap ring.
  - BDS083203 service kit includes (1) COM joint, (1) snap ring, (1) upper misalignment, (1) lower misalignment, and (1) cap.
  - BDS073201 service kit includes (2) rubber bushings.
- Do NOT hit the aluminum knuckle with a hammer to separate the ball joint. Use appropriate ball joint separation tool (OTC 204-592).
- Will not work with models with a height sensor attached to the UCA.
- Does not fit Bronco Sport models.
- BDS UCA are designed to work with a strut / coilover collapsed length of 17-3/4" to an extended length of 24-5/8". If using these control arms with strut or coilover lengths outside of this range, damage may result.
- Fox 2.5 Coilovers will work with these UCAs
- Stock height Bilstein Sasquatch or Badlands struts without a spacer will work with these BDS UCAs.
- BDS UCAs will NOT work with OE Black Body struts, unless they are combined with a strut spacer with a minimum height of 5/8".
- BDS UCAs will work with certain spacer leveling kits, such as ZONF1102, ZONF1220, ZONF1301, ZONF1302, ZONF1430, and ZONF1431.



# INSTALLATION INSTRUCTIONS

## INSTALLATION INSTRUCTIONS

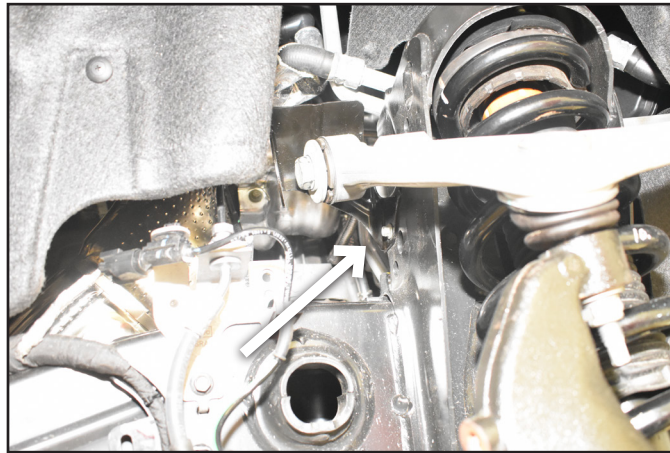
1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Raise the front of the vehicle and support with jack stands at the frame rails.
3. Remove the front wheels.
4. Complete this portion of the installation on one side at a time
5. Starting on the passenger side, remove the upper arm shield bolt. Remove the shield from vehicle and save for later installation **Figure 1**.

## SPECIAL TOOLS

Torque Wrench

OTC 204-592 Ball Joint Separator

**FIGURE 1**

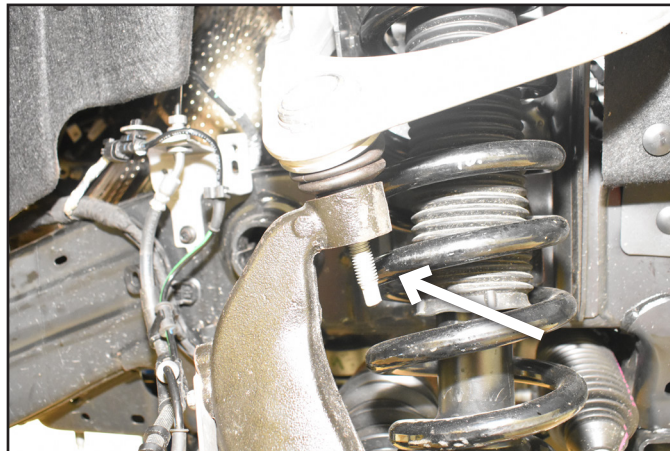


6. Support the knuckle assembly so that the CV shaft and ABS / brake lines are not overextended when removing the UCA.
7. Remove the upper ball joint nut.



**Tip** Use the hex holding feature to prevent the stud from turning while removing the nut.

**FIGURE 2**

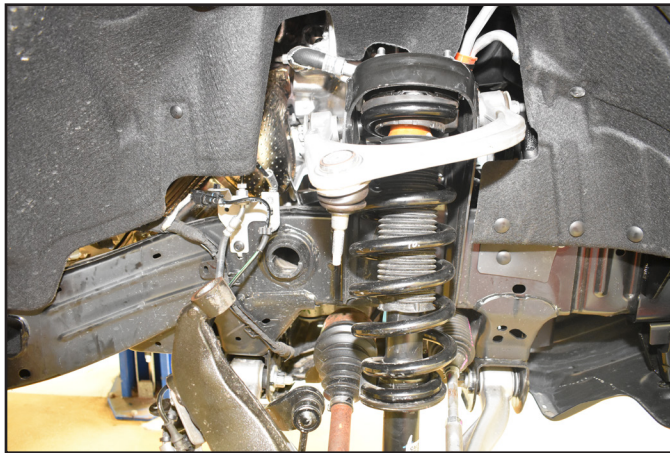


8. Using an appropriate separator, dislodge the upper ball joint from the steering knuckle **Figure 2**.



**Tip** Special service tool OTC 204-592 is recommended to dislodge the ball joint taper.

**FIGURE 3**

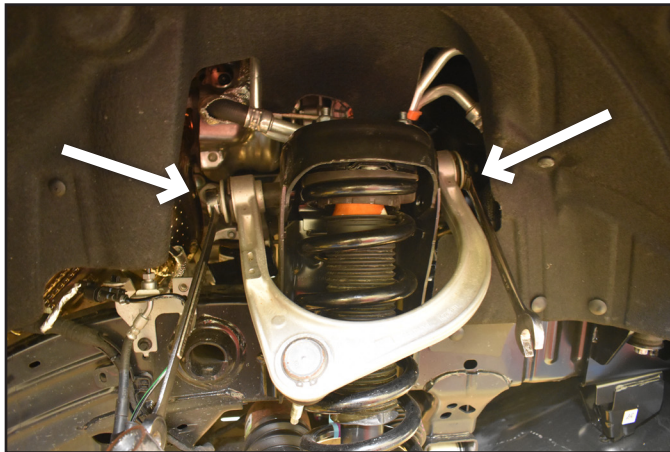


9. Remove the long upper control arm bolt attaching the upper control arm to the vehicle **Figure 3**.

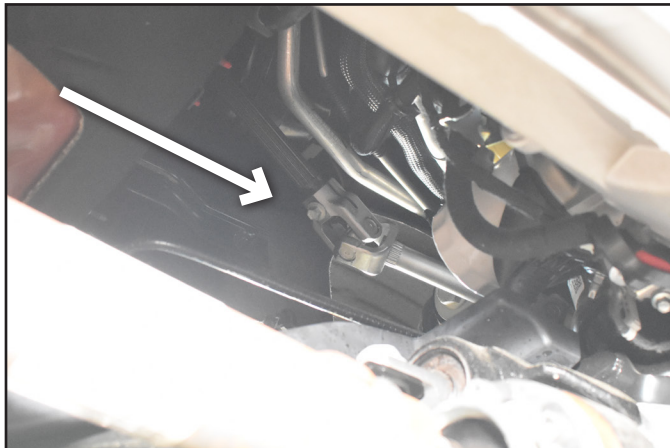


**Tip** When removing the upper control arm bolt on the driver side the steering linkage most likely will need to be disconnected. Make sure when removing the bolt the steering wheel does not rotate and the joint is connected together at the same position. Damage to the clock spring may result.

**FIGURE 4A**



**FIGURE 4B**



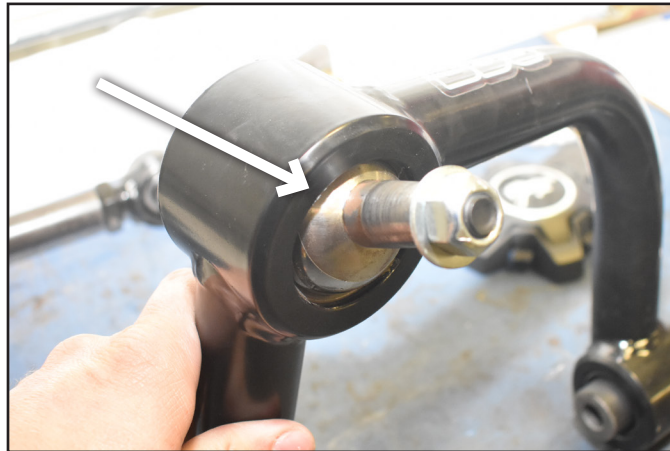
## COILOVER INSTALLATION

10. If installing these BDS UCA with a new coil-over assembly, follow the instructions for coilover assembly at this time.

## UPPER CONTROL ARM INSTALLATION CONTINUED

11. Install the misalignment spacers into the BDS upper control arms. The misalignments will be a tight fit to the COM joint and may need to be tapped into the COM joint. The bottom misalignment spacer (shown in Figure 5A) will be longer and have a taper to go into the steering knuckle.

**FIGURE 5A**



**FIGURE 5B**



12. Angle the COM joint / misalignments as shown in Figure 6 in order to help attach the BDS upper control arm to the steering knuckle. Initial movement of the COM joint will be stiff until the joint is installed on the vehicle. Inserting the bolt into the misalignment and moving it may help to break free the COM joint from its installed position.



**Tip** BDS recommends to use either a Tri-Flow Super Dry Lubricant (No. TF21013) or CRC Dry PTFE Lube (No. 03044) for lubricating the COM end.

**FIGURE 6**



13. Install the new BDS upper control arm. Replace with factory bushing hardware. Do not tighten the bushing hardware at this time.

**FIGURE 7**



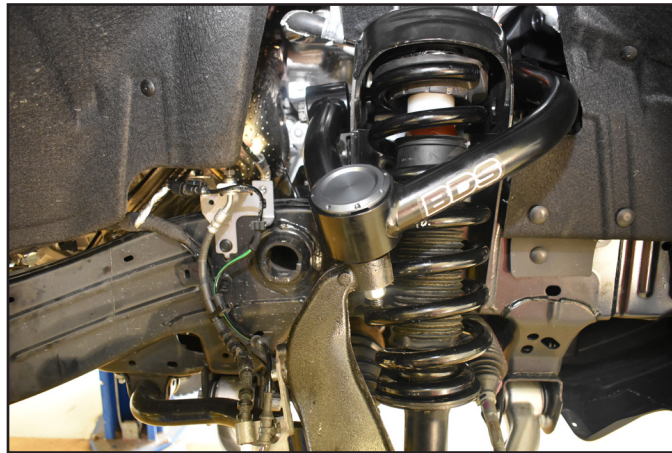
14. Insert the tapered misalignment spacer into the steering knuckle noting that the misalignment / COM bearing may need to be moved to line up the joint. Using the provided 12mm socket head cap screw, 12mm nut, and washer, torque the joint to 46 ft-lbs

**FIGURE 8**



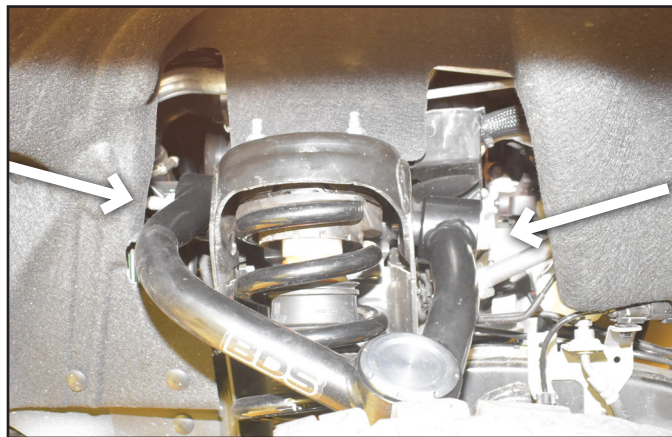
15. Use the included grease packet to lube the o-ring. Install o-ring onto the cap and install cap onto the arm.

**FIGURE 9**



16. Reinstall the upper arm shield on the passenger side. Replace with a factory bolt and tighten to 80 in-lbs.
17. Install the wheels and lower the vehicle to the ground. Torque lug nuts to 100 ft-lbs in a crossing pattern.
18. Bounce the front of the vehicle to settle the suspension.
19. Torque upper control arm bushing hardware to 122 ft-lbs.

**FIGURE 10**



20. Check all hardware for proper torque.
21. Recheck hardware after 500 miles.
22. The vehicle will need a complete front end alignment.

## **POST-INSTALLATION**

23. Check all hardware for proper torque.
24. Reconnect the positive and negative battery cables if removed.
25. The vehicle will need a complete front end alignment.
26. Check all hardware after 500 miles.
27. Adjust headlights as necessary.

## 1"-4" LIFT HEIGHT WHEEL / TIRE FITMENT INFORMATION

All Wheel / Tire fitment information is with the front and rear intrusion beams removed same as how a Sasquatch model has them removed. Tire diameter and width will vary based around tire brands and wheels used. Tire side profile will also affect clearance to the stock UCA and sway bar.

1. Although 37" x 12.50" will work at ride height, the tires will still contact the front body mount (Figure A & B) and possibly rear inner fender (Figure C) through wheel travel and steering lock to lock. If running this size tire and using the full suspension travel, these areas must be addressed.

**FIGURE A**



**FIGURE B**



**FIGURE C**



2. A maximum of 35" x 12.50" tire on a 17x8.5, 17x9, 18x8, 18x9, or 20x9 on 5.5" to 5" back spacing will clear through wheel travel and is recommended for best performance and minimal rubbing Figure D.

**FIGURE D**



3. A 275/70R18 is recommended on 18" Outer Banks wheels or other wheels with similar back spacing (6.375" BS). Wider tires may rub the sway bar.
4. A 275/80R17 is recommended on 17" Black Diamond wheels or other wheels with similar back spacing (6.5" BS). Wider tires may rub the sway bar.
5. A 285/70R17 is recommended on 17" Badlands wheels or other wheels with similar back spacing (6.75" BS). Wider tires may rub the sway bar.
6. A 315/70R17 is recommended on 17" Sasquatch wheels or other wheels with similar back spacing (6" BS).
7. A maximum of 35" x 11.20" (285mm width tire) tire on a 17x8.5, 17x9, 18x8, 18x9, or 20x9 on 6" back spacing will clear through wheel travel and is recommended for best performance and minimal rubbing. Wider tires / more aggressive sidewall tires than 285mm width (295-315mm widths) will rub the sway bar and / or UCA on a 6" back space wheel.  
20": 285/65R20, 285/60R20  
18": 285/75R18, 285/70R18  
17": 285/75R17, 285/70R17
8. 35" x 12.50" tire on a stock 17" Black Diamond or 18" Outer Banks wheel will clear through wheel travel when combined with the BDS UCA, but will rub on the sway bar. Any other stock wheel or aftermarket wheel with 6.75" to 6" back spacing will have similar rub issues on a 35" x 12.50" tire.

**FIGURE E**





## **WE WANT TO SEE YOUR RIDE!**

Grab photos of your BDS-equipped truck in action and send them in for a chance to be featured. Send it in to our Bad Ass Rides customer gallery at [bds-suspension.com/bar](http://bds-suspension.com/bar) and post them on the BDS Fan Page on Facebook at [facebook.com/BDSSuspensions](https://facebook.com/BDSSuspensions). Don't forget about your BDS swag! BDS offers t-shirts, hoodies, decals and more available on the BDS website or through your local BDS distributor.

---

## **TIME TO HAVE SOME FUN**

### **Thank you for choosing BDS Suspension.**

For questions, technical support and warranty issues relating to this BDS Suspension product, please contact your distributor/installer before contacting BDS Suspension directly.



**DIRECT-REPLACEMENT  
INSTALLATION GUIDE**

**FORD BRONCO (2021-ON)**

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# **PERFORMANCE ELITE SERIES 2.5 DUAL SPEED COMPRESSION**

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883-06-209 - Kit: 21-ON Ford Bronco, 2 Door, w/UCA, Front Coilover, 2.5 Truck PES, R/R, Base 4.5" Lift, Sasquatch 3.5" Lift, DSC

883-06-210 - Kit: 21-ON Ford Bronco, 2 Door, Left, Rear Coilover, 2.5 Truck PES, R/R, Base 3.5" Lift, Sasquatch 2.5", DSC

883-06-212 - Kit: 21-ON Ford Bronco, 4 Door, w/UCA, Front Coilover, 2.5 Truck PES, R/R, Base 4" Lift, Sasquatch 3" Lift, DSC

883-06-213 - Kit: 21-ON Ford Bronco, 4 Door, Left, Rear Coilover, 2.5 Truck PES, R/R, Base 3" Lift, Sasquatch 2", DSC

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# 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 Service and Upgrades section for more information.

DISCLAIMER: The advertised ride heights were achieved on a 2 door and 4 door, Wildtrak, Sasquach equipped vehicle with a hard top and 37" spare tire mounted on the OEM spare tire gate.

## IN THE BOX

- Reservoir Mounts
- Front or Rear Shocks
- Supplied Hardware
- Installation Guide

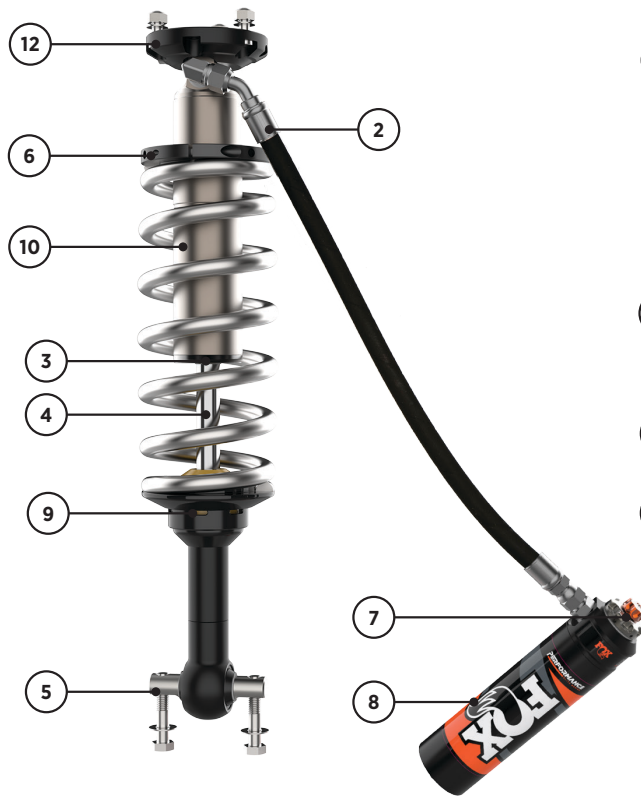
# SUPPLIED PARTS

SHOCK ASSEMBLY				
FOX PN	DESCRIPTION		QTY	NOTES
983-06-209-L/R	FRONT, LEFT/RIGHT COIL-OVER		2	2 Door
983-06-210	REAR, LEFT COIL-OVER		1	2 Door
983-06-211	REAR, RIGHT COIL-OVER		1	2 Door
983-06-212-L/R	FRONT, LEFT/RIGHT COIL-OVER		2	4 Door
983-06-213	REAR, LEFT COIL-OVER		1	4 Door
983-06-214	REAR, RIGHT COIL-OVER		1	4 Door
FRONT RESERVOIR BRACKET ASSEMBLY				
FOX PN	DESCRIPTION	*HARDWARE REF.	QTY	NOTES
026-01-231-1	FRONT LEFT RESERVOIR BRACKET	B1	1	Brackets mount the remote reservoirs to the vehicle.
026-01-231-2	FRONT RIGHT RESERVOIR BRACKET	B2	1	
019-01-040	BOLT: M8, 1.25"	C1	1	Mounts the right reservoir bracket.
018-01-066	SCREW: 8-32, 3/4"	D1	8	Each bracket uses two clamps and a clamp uses two screws.
026-01-167-1	2.5 RESERVOIR CLAMP, TOP	D2	4	
026-01-167-2	2.5 RESERVOIR CLAMP, BOTTOM	D3	4	
REAR RESERVOIR BRACKET ASSEMBLY				
FOX PN	DESCRIPTION	*HARDWARE REF.	QTY	NOTES
026-01-223	BACKING PLATE	E1	2	Each backing plate uses two speed nuts. Two hex bolts mount a reservoir bracket to a backing plate.
018-00-065	SPEED NUT: 5/16-18	E2	4	
018-04-043	BUTTON HEAD SCREW: 5/16-18, 1"	E3	4	
026-01-222-1	REAR LEFT RESERVOIR BRACKET	F1	1	Brackets mount the remote reservoirs to the vehicle.
026-01-222-2	REAR RIGHT RESERVOIR BRACKET	F2	1	
018-01-066	SCREW: 8-32, 3/4"	G1	8	Each bracket uses two clamps and a clamp uses two screws.
026-01-167-1	2.5 RESERVOIR CLAMP, TOP	G2	4	
026-01-167-2	2.5 RESERVOIR CLAMP, BOTTOM	G3	4	

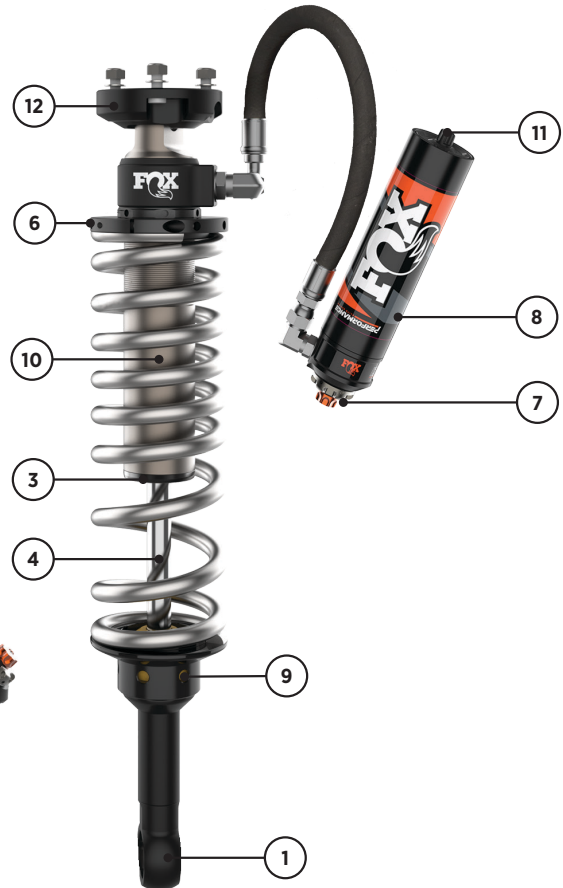
\*Hardware Reference is used throughout the installation manual to provide notation of the supplied kit.

# SHOCK DIAGRAM

## FRONT COIL-OVER



## REAR COIL-OVER



PART NO.	NAME	PART NO.	NAME
1	Eyelet	7	DSC Adjuster
2	Hose Fitting	8	Reservoir
3	Bearing cap	9	Bumper
4	Shaft	10	Shock body
5	Bar-pin bolt	11	Schrader valve
6	Preload ring	12	Top hat

## 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 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**.

## WARNING

# INSTALLATION GUIDELINES

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- 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 may result in SERIOUS INJURY or DEATH), ensure that the vehicle is: (1) on level ground, (2) that all tires on the ground during installation are blocked to prevent vehicle movement, (3) that at least two tires are on the ground at all times, and (4) 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 without modification except the reservoir placement on specific models and applications.
- If a preload adjustment is necessary for your application DO NOT adjust preload with the coil-over on the vehicle. Remove the coil-over from the vehicle and use a spring compressor to remove the lower spring hardware and spring. Once the spring is removed, you can adjust the preload ring. DO NOT Exceed more the 1/2" of additional preload. If more than 1/2" of preload is required, you will need to go up in spring rate or get a longer spring that fits the application.

# FRONT SHOCK INSTALLATION

**NOTICE:** Medium-strength thread-lock is recommended on all bolts.

1. Please read the installation guidelines on page 5 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. READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD.
3. Remove both front wheels from the vehicle.
4. Pull the fender liner from the wheel well (Fig. 1).



Fig. 1: Pull the fender liner.

## RESERVOIR BRACKET INSTALLATION

5. Remove the bolts that fasten the brake bracket to the vehicles frame (Fig. 2).
6. Mount the reservoir bracket over the brake bracket. The passenger side requires the provided bolt (C1) in addition to the OEM bolt (Fig. 3). Torque to OEM specification.

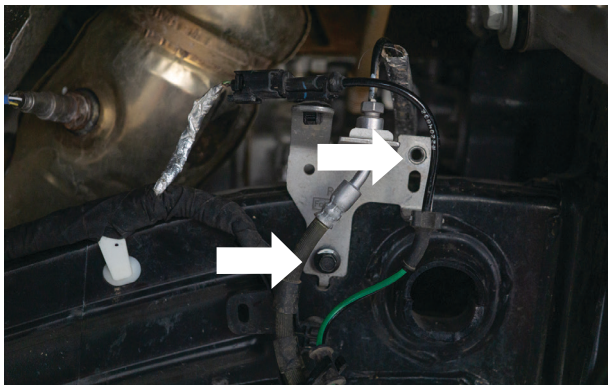


Fig. 2: Remove the brake line bracket bolts.

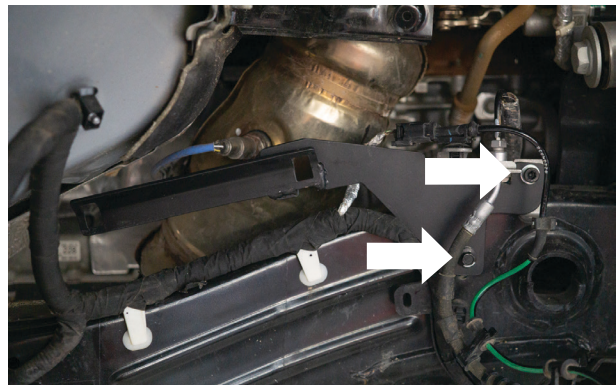


Fig. 3: Mount the reservoir bracket.

## STOCK SHOCK REMOVAL

7. Disconnect the brake line bracket from the upright (Fig. 4).



Fig. 4: Disconnect brake line bracket.

8. Detach the tie rod end link at the spindle steering arm for removal and installation clearance (Fig. 5).

9. Disconnect the sway bar end link from both lower control arms (Fig. 6).

10. Remove the axle nut from the upright (Fig. 7). Push the axle shank flush with the face of the rotor.

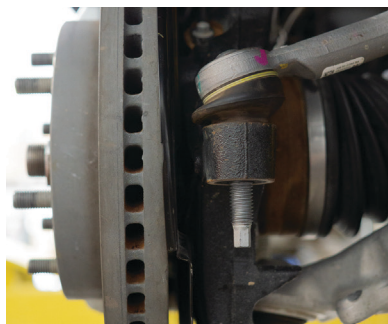


Fig. 5: Tie rod end link.



Fig. 6: Sway bar end link.



Fig. 7: Push the axle shank flush.

11. Remove the nut connecting the upper control arm (UCA) to the upright (Fig. 8) Separate the UCA from the upright.



Fig. 8: Separate the UCA from the upright.

12. Remove the three top hat nuts that secure the stock coil-over assembly (Fig. 9). DO NOT remove the center nut. Removal of the center nut will release the spring from the shock assembly and may result in SERIOUS INJURY or DEATH!

13. Use a pry bar to free the top of the coil-over from the coil bucket (Fig. 10).



Fig. 9: DO NOT remove the center nut.



Fig. 10: Free the coil-over from the coil bucket.

14. Take off the bar-pin bolts connecting the coil-over to the lower control arm (Fig. 11). Remove the stock coil-over assembly (Fig. 12).



Fig. 11: Take off the bar-pin bolts.

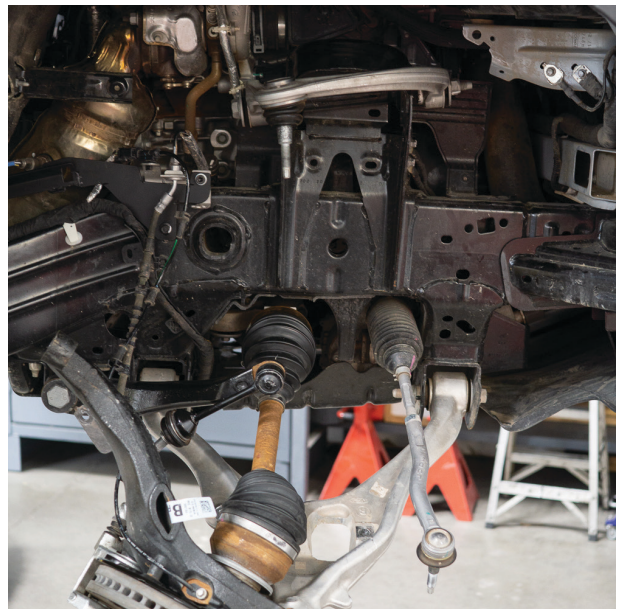


Fig. 12: Free the coil-over from the coil bucket.

**NOTICE:** Do not discard the OEM hardware. They will be used with your new FOX coil-over assembly.

15. If you're installing an aftermarket UCA, install now and follow the company's required specifications. After installation, continue to step 16.

### FOX COIL-OVER INSTALL

16. Install the new coil-over assembly with the hose fitting facing outboard and the reservoir pointed toward the rear of the vehicle (Fig. 13).

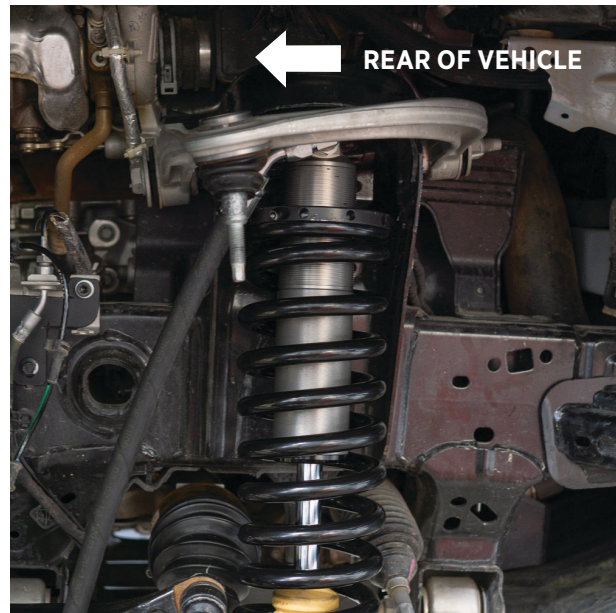


Fig. 13: Install the FOX coil-over.

17. Mount the three supplied top hat nuts and torque to 24 ft-lbs. (Fig. 14).

18. Fasten the two supplied bar-pin bolts to the lower shock mount and torque to 50 ft-lbs. (Fig. 15).



Fig. 14: Mount the top hat nuts.



Fig. 15: Fasten the bar-pin bolts.

19. Mount the reservoir to the mounting bracket with the supplied reservoir clamps (D1-3). Utilize the slots in the bracket to locate the clamps. Do not feed the clamps through the slots in the bracket (Fig. 16a). Once installed, the reservoir should mount flush with the mounting bracket (Fig. 16b).

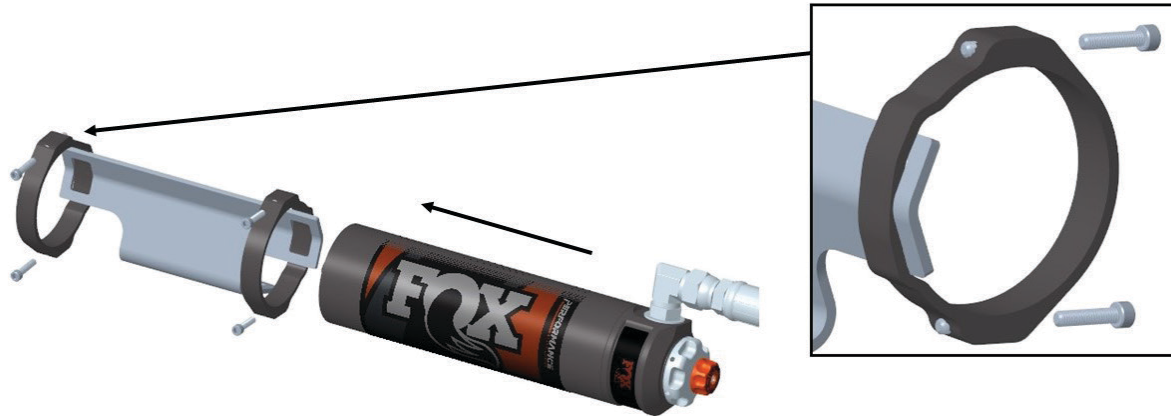


Fig. 16a: Diagram of reservoir and bracket interface.



Fig. 16b: Mounted reservoir.

20. Reattach the UCA to the upright with the ball joint bolt. Support the axle during the reinstallation. Fasten the nut to both the axle nut and UCA. Torque the nuts to OEM specification (Fig. 17 & 18).

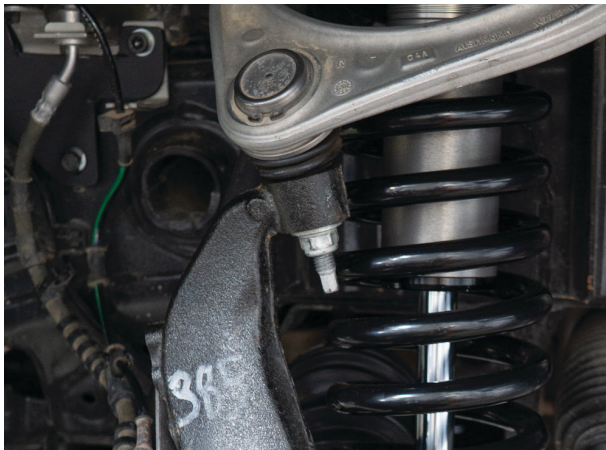


Fig. 17: Reattach the UCA.



Fig. 18: Fasten the axle nut.

21. Reinstall the tie rod end (Fig. 19), sway bar end link (Fig. 20), and brake bracket bolt (Fig. 21). Torque all hardware to OEM specification.



Fig. 19: Tie rod end.



Fig. 20: Sway bar end link.



Fig. 21: Brake bracket bolt.

## FENDER LINER TRIMMING

**NOTICE:** Fender liner trimming is optional. The DSC adjusters are still serviceable if uncut fender liners are reinstalled.

22. Test fit the fender liner and assess how much trimming is required. Draw a cut line on the fender liner (Fig. 22).

23. Remove the fender liner and begin with a conservative cut. Repeat test fitting and cutting until you've achieved the desired appearance (Fig. 23).



Fig. 22: Test fit the fender liner.



Fig. 23: Cut fender liner.

# REAR SHOCK INSTALLATION

**NOTICE:** Medium-strength thread-lock is recommended on all bolts.

1. Please read the installation guidelines on page 5 for instructions on how to properly lift and secure the vehicle.
2. Remove both rear wheels.
3. Pull the inner fender liner from the wheel well (Fig. 24).
4. Support the center of the differential with a jack stand (Fig. 25).



Fig. 24: Pull the fender liner.

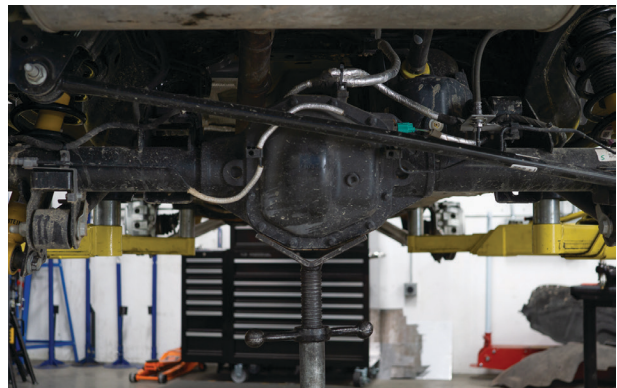


Fig. 25: Support the differential.

## STOCK SHOCK REMOVAL

5. Loosen the coil-over's lower mounting bolt and three top hat nuts (Fig. 26 & 27). DO NOT remove the center nut. Removal of the center nut will release the spring from the stock assembly and may result in SERIOUS INJURY or DEATH!



Fig. 26: Loosen the lower mounting bolt.



Fig. 27: Do not remove the center nut.



Fig. 28: Remove the stock coil-over.

6. Remove the top hat nuts first, then the lower shock mount bolt. Slide the stock coil-over out (Fig. 28).

### RESERVOIR BRACKET INSTALLATION

7. Mate the backing plate and speed nuts (E1-2) (Fig. 29). The speed nuts concentrically align with the backing plate's holes. If the speed nuts are too loose, compress them with pliers.

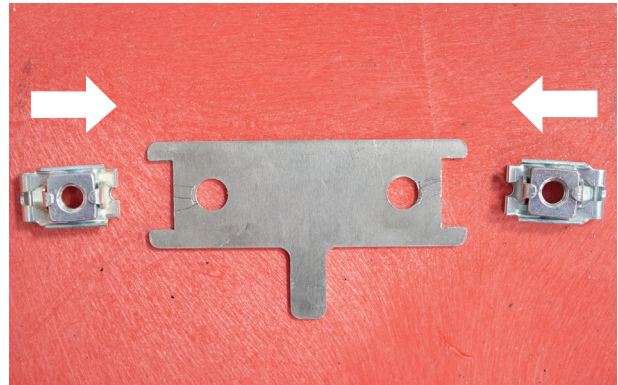


Fig. 29: Mate the backing plate and speed nuts.

8. Align the backing plate with the two holes on the frame of the vehicle (Fig. 30).

9. Mount the reservoir bracket to the vehicle with the supplied button head screws (E3) and torque to 20 ft-lbs. (Fig. 31).



Fig. 30: Align backing plate with the frame.



Fig. 31: Mount the reservoir bracket.

## FOX SHOCK INSTALLATION

10. Orient the FOX coil-over. The hose fitting faces outboard and the reservoir mounts toward the front of the vehicle (Fig. 32).

11. Attach the top hat nuts first and torque to 24 ft-lbs. (Fig. 33).

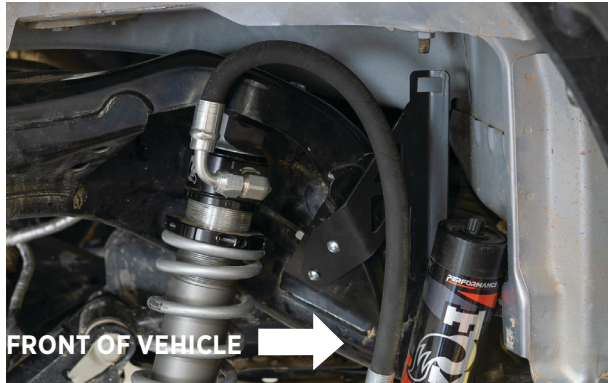


Fig. 32: Face the hose fitting outboard.



Fig. 33: Attach the top hat nuts.

12. Use the OEM lower nut and bolt. Install the lower eyelet of the shock with the longer spacer on the inside of the vehicle. Torque to OEM specifications (Fig. 34).



Fig. 34b: The larger spacer is mounted on the inboard side of the eyelet.

13. Fasten the reservoir to the mounting bracket with the DSC adjuster pointed downward, using the provided reservoir clamps (G1-3). Utilize the slots in the bracket to locate the clamps. Do not feed the clamps through the slots in the bracket (Fig. 16a - page 10). Once installed, the reservoir mounts flush to the bracket (Fig. 35).



Fig. 34: Mount the reservoir to the mounting bracket.

## FENDER LINER TRIMMING

**NOTICE:** Fender liner trimming is optional. The DSC adjusters are still serviceable if uncut fender liners are reinstalled.

14. Test fit the fender liner and assess how much trimming is required. Draw a cut line on the fender liner (Fig. 36).



Fig. 36: Test fit the fender liner.

15. Remove the fender liner and begin with a conservative cut. Repeat test fitting and cutting until you've achieved the desired appearance (Fig. 37).



Fig. 37: Cut fender liner.

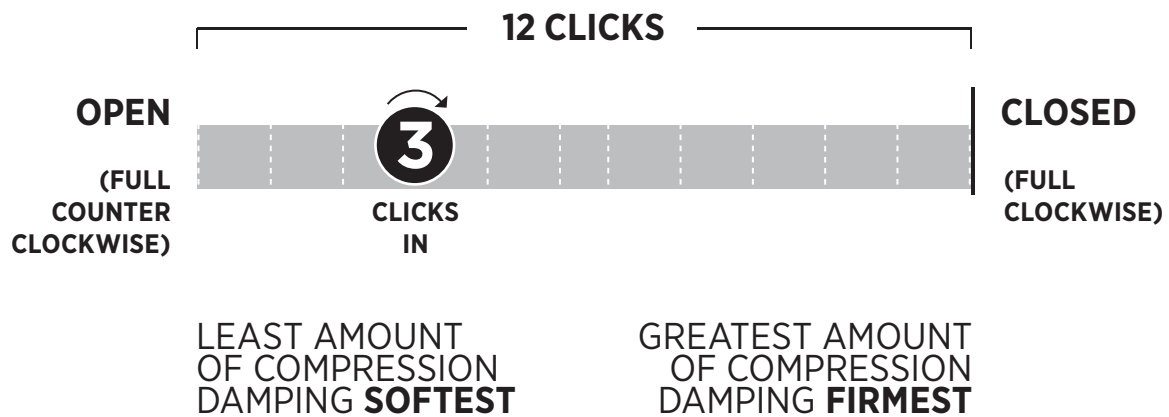
#### **FINAL CHECK AND DETAILS**

- 16. Check that the suspension has proper clearance.
- 17. Reinstall the wheels and torque to OEM specifications.
- 18. Set the vehicle back on the ground and drive back and forth several feet to allow the suspension to settle. Now measure ride height and adjust if necessary. READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD.
- 19. It is highly recommended that you have your wheel alignment checked.

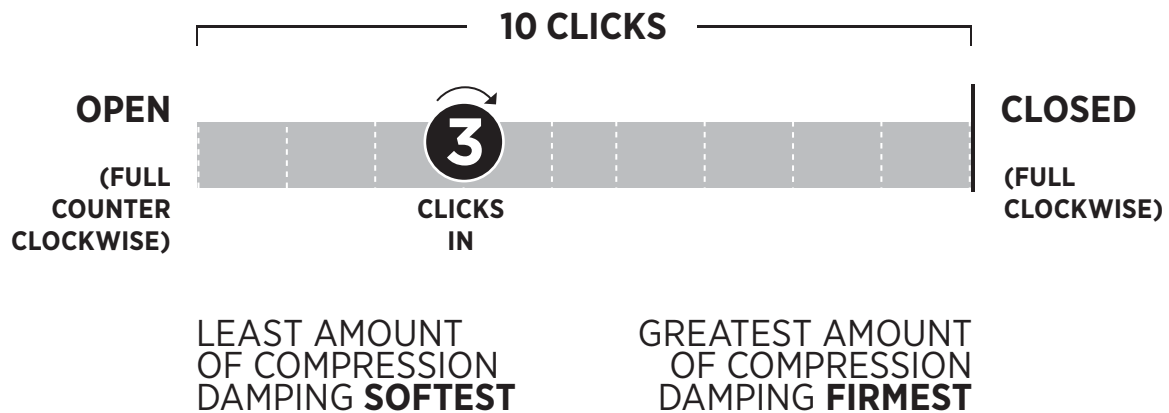
# FOX FACTORY DSC

## DUAL SPEED COMPRESSION (DSC) ADJUSTER SETTINGS

### DSC HIGH SPEED COMPRESSION



### DSC LOW SPEED COMPRESSION



# WARRANTY INFORMATION

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## FOX LIMITED WARRANTY

FOX Factory, Inc., a Georgia corporation having an office at 6634 Highway 53 Braselton, GA 30517 ("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 PUNITIVE 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.

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# SHOCKS NEED LOVE TOO

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## FOX SERVICE AND UPGRADES

HAVE YOUR FOX SHOCKS SERVICED 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 PRODUCT. ONCE YOU'VE SETUP YOUR SERVICE AND/OR UPGRADES YOU WILL RECEIVE A RETURN AUTHORIZATION NUMBER AND SHIPPING INSTRUCTIONS.

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