



**DIRECT-REPLACEMENT
INSTALLATION GUIDE**

FORD F-150 (2021-ON)

PERFORMANCE SERIES 2.0 SNAP RING COIL-OVER

985-62-013 - 21-ON Ford F150 4WD, Front C/O, Snap Ring, PS, 2.0, IFP, 0-2.5" Lift
985-62-014 - 21-ON Ford F150 2WD, Front C/O, Snap Ring, PS, 2.0, IFP, 0-2.5" Lift

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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.

IN THE BOX

- Front Shocks
- Supplied Hardware
- Installation Guide

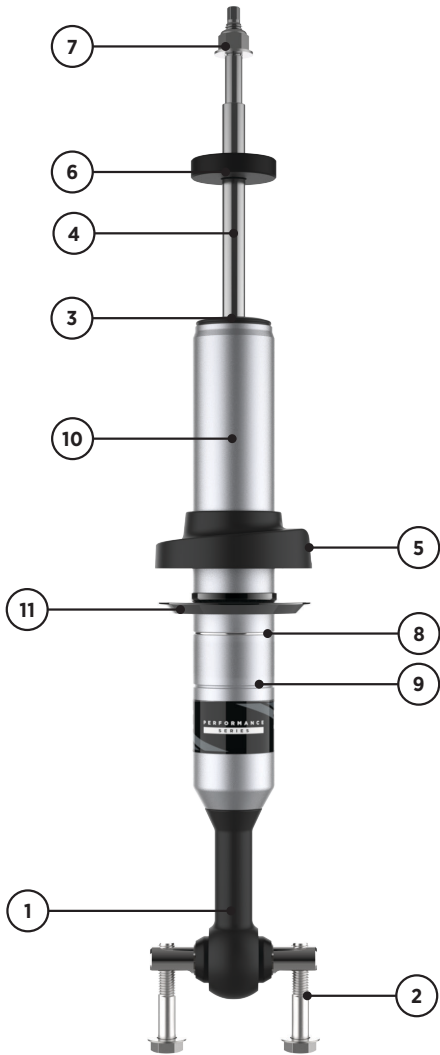
SUPPLIED PARTS

SHOCK ASSEMBLY				
FOX PN	DESCRIPTION		QTY	NOTES
985-62-013	FRONT, LEFT/RIGHT SHOCK		2	4WD
985-62-014	FRONT, LEFT/RIGHT SHOCK		2	2WD
SPRING SEAT KIT				
FOX PN	DESCRIPTION	*HARDWARE REF.	QTY	NOTES
234-00-619	MOLDED SPRING SEAT	A1	2	The spring seat retainer kit interface with the snap ring.
234-00-621	ALUMINUM SPRING SEAT	A2	2	
233-00-567	SPACER	A3	2	Used to limit the travel at the highest lift groove setting.

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

SHOCK DIAGRAM

SNAP RING COIL-OVER



PART NO.	NAME	PART NO.	NAME
1	Eyelet	7	Center nut
2	Bar-pin bolt	8	Snap ring
3	Wiper seal	9	Snap ring groove
4	Shaft	10	Shock body
5	Molded spring seat	11	Aluminum spring seat
6	Spacer		

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

- 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

TOOLS REQUIRED

- Manufacturer Torque Specs
- Torque Wrench
- Medium-Strength Thread-Lock
- Professional Spring Compressor

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 the proper lift is attained after kit is installed. READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD.

STOCK SHOCK REMOVAL

3. Remove both front wheels from the vehicle.
4. Unbolt the brake hose bracket from the spindle (Fig. 1).
5. Detach the tie rod end link at the spindle steering arm for removal and installation clearance (Fig. 2).
6. Separate the sway bar end link from the the steering knuckle (Fig. 3).



Fig. 1: Brake line bracket.

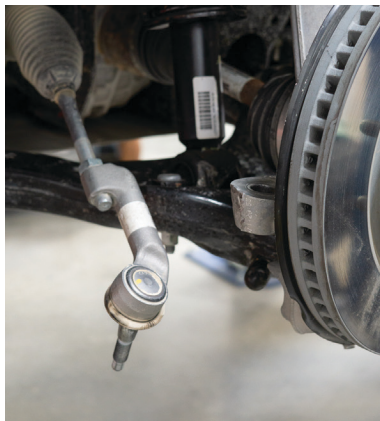


Fig. 2: Tie rod end link.



Fig. 3: Sway bar end link.

7. Take off the nut connecting the upper control arm (UCA) to the spindle. Tap the ball joint stem with a hammer to break it free. Proceed with caution, the UCA has spring tension (Fig. 4).

8. Remove the three top hat nuts that secure the stock shock assembly to the vehicle (Fig. 5). 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**!

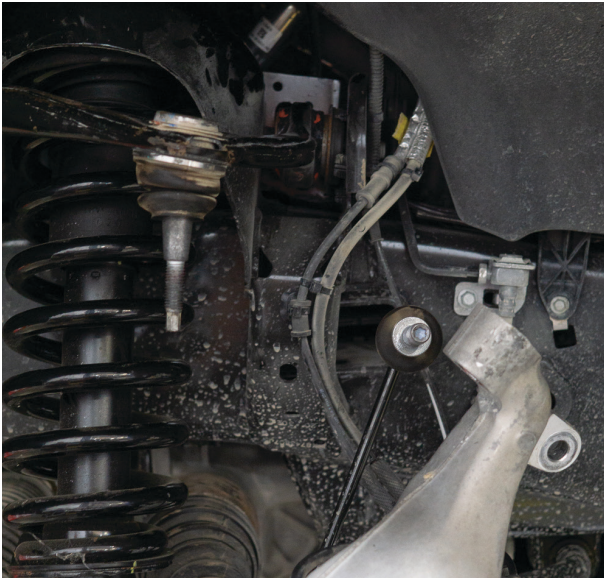


Fig. 4: Separate the UCA and upright.

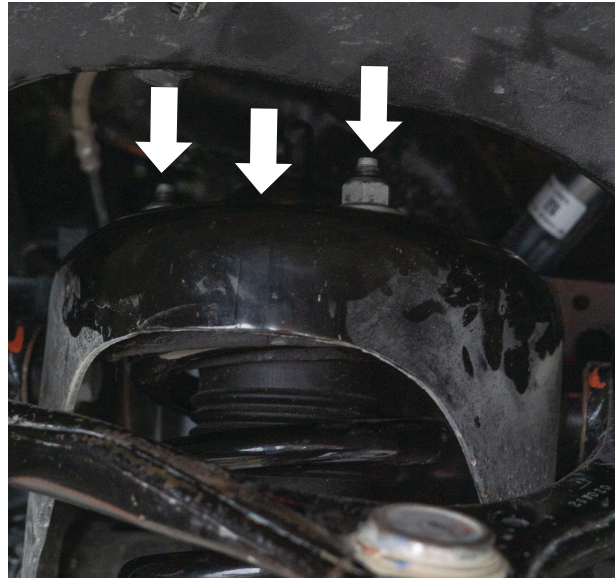


Fig. 5: Remove the three top hat nuts.

9. Free the top of the coil-over from the coil bucket (Fig. 6).

10. Remove the bar-pin bolts connecting the coil-over to the lower control arm (Fig. 7). Remove the stock shock assembly.



Fig. 6: Free the coil-over.



Fig. 7: Remove the bar-pin bolts.

NOTICE: Do not discard bolts. They will be used with your new FOX coil-over assembly.

OEM SHOCK DISASSEMBLY

11. Make a note of the top mount and its orientation with the lower arm connection.

TIP: Take a picture of the OEM shock's interface with the coil bucket and lower control arm for reference.

12. Use a professional spring compressor to compress the shock assembly according to the spring compressor's included instructions (Fig. 8). Follow all safety guidelines provided by the spring compressor manufacturer. Misuse of a spring compressor could result in **SERIOUS INJURY** or **DEATH!**

13. Once the spring is compressed, remove the center nut from the top mount and remove the shock assembly (Fig. 9).

NOTICE: The shock may drop from the spring compressor once the center nut is removed.

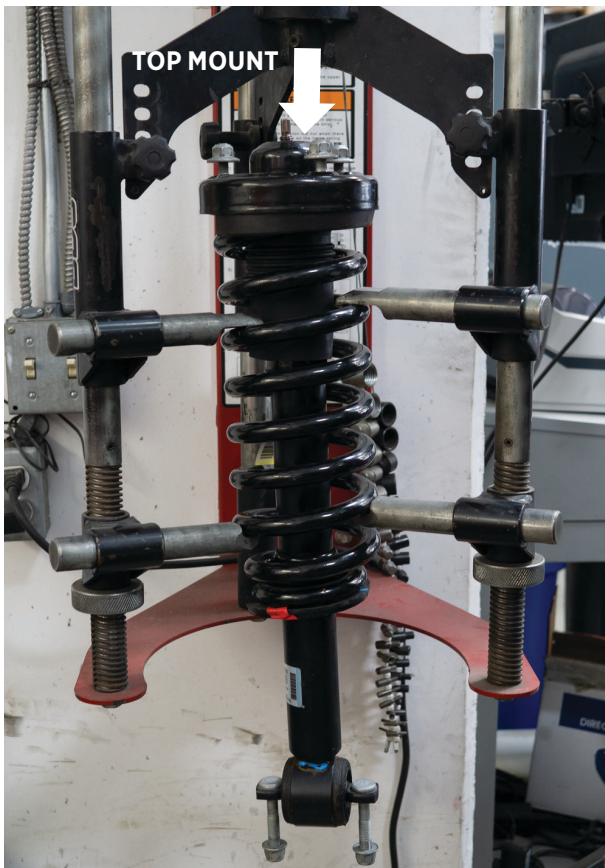


Fig. 8: Use a professional spring compressor.



Fig. 9: Remove the center nut.

14. Do not discard the OEM spring and associated hardware (Fig. 10). Note their order and orientation of how the hardware is removed from the OEM assembly.

15. Inspect the OEM components for excessive wear or damage.



Fig. 10: OEM spring and associated hardware.

FOX SNAP RING COIL-OVER ASSEMBLY

16. Select the spring seat based on your desired lift height and install the snap ring. Take care when moving the snap ring. It may scratch the shock body.

17. Install the aluminum spring seat (A2) then the molded spring seat (A1) on the snap ring. Next, install the OEM rubber bumper on the shaft (Fig. 11).

NOTICE: If the highest lift groove is used, place the the supplied spacer (A3) between the OEM cushion and OEM top hat on the shaft. The supplied spacer will prevent excess stress in the spring. This is also very beneficial with large wheel packages so they avoid rubbing the wheel well.

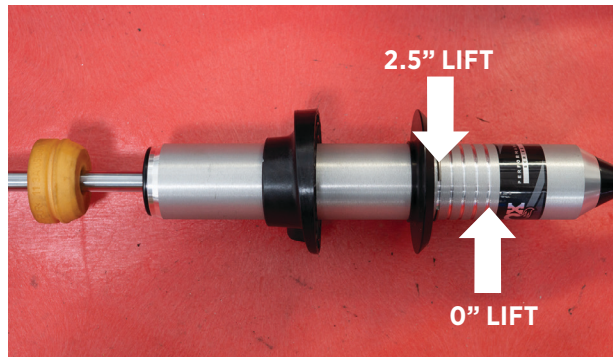


Fig. 11: Install supplied and OEM hardware.

NOTICE: Removal of the OEM shaft guard from the OEM top hat assembly is optional but recommended to prevent interference with the shock at extreme travel conditions.

18. Marry the FOX shock with the OEM spring and top mount using the spring compressor. Install the FOX shock assembly and rotate the FOX spring seat so the OEM spring orientation is replicated (Fig. 12). Review your notes from step 11 on how the OEM shock was previously interfaced.



Fig. 12: OEM spring and top hat orientation.

NOTICE: The Performance Series logo on the decal faces outboard once the coil-over is installed on the vehicle.

19. Install the supplied center nut and torque to 20 ft-lbs. (Fig. 13).

FOX COIL-OVER INSTALL

20. Install the new coil-over assembly. Loosely fasten the provided bar-pin bolts and OEM top hat nuts (Fig. 14).

21. Once the shock is oriented, torque the top hat nuts to OEM specification and bar-pin bolts to 50 ft-lbs.

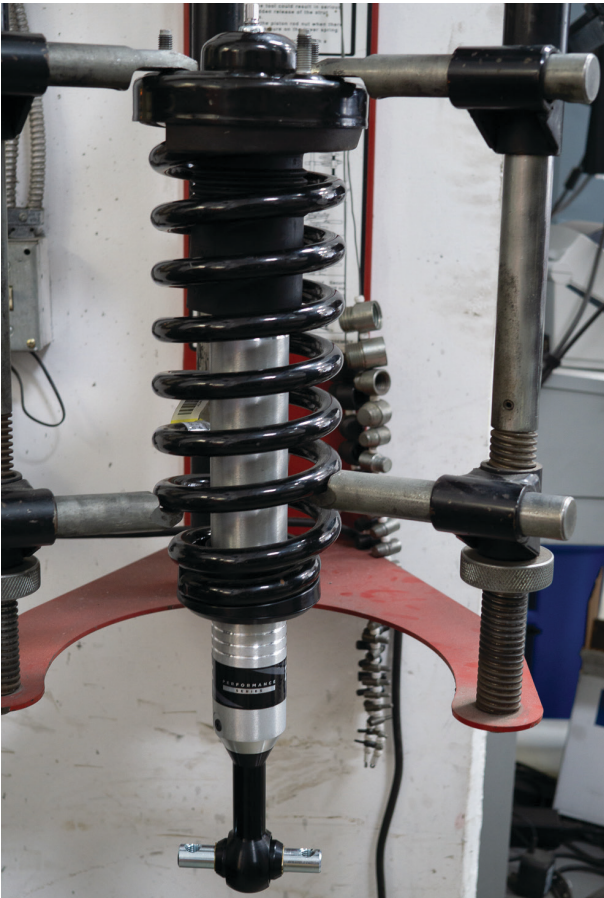


Fig. 13: The Performance Series logo faces outward.



Fig. 14: Install the coil-over.

22. Reattach the UCA to the upright with the ball joint bolt. Use a pry bar to apply leverage to the UCA and lower it to the upright. Reattach the nut and torque to OEM specification (Fig. 15).

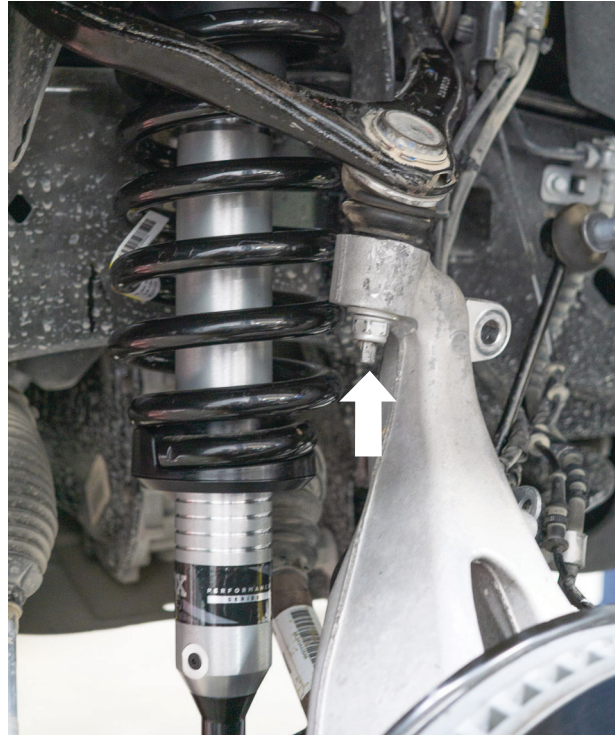


Fig. 15: Reattach the UCA to the upright.

23. Reinstall the tie rod end link (Fig. 16), sway bar end link (Fig. 17), and brake bracket bolt (Fig. 18). Torque all hardware to OEM specification.



Fig. 16: Tie rod end link.



Fig. 17: Sway bar end link.



Fig. 18: Brake line bracket.

CHECK AND FINAL DETAILS

24. Check that the suspension has proper clearance by steering completely in both directions.

25. 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.

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

WARRANTY INFORMATION

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.

SHOCKS NEED LOVE TOO

FOX SERVICE AND UPGRADES

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