

DIRECT-REPLACEMENT
INSTALLATION GUIDE



2019-On GM 1500: Chevrolet Silverado (Non-Trail Boss), GMC Sierra (Non-AT4)

985-62-012: 2019-On GM 1500 (Non-Trail Boss/AT4), Front Coilover, Snap Ring, PS, 2.0, IFP, 5.2", 0-2" Lift

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GM 1500 PERFORMANCE SERIES

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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.

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SAFETY INSTRUCTIONS

WARNING

- 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**.

INSTALLATION GUIDELINES

WARNING

- 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 spring hardware and spring. Once the spring is removed, you can adjust the snap ring position.

SHOCK INSTALLATION INSTRUCTIONS

Medium-strength thread locker 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 by raising or lowering the snap ring. READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD!
3. Remove front wheels from vehicle.
4. Using an 18 mm socket, disconnect the sway bar end-link from the lower control arm of the vehicle (Figure 1).



Figure 1: Passenger side shown

5. Using a 21 mm socket, disconnect the outer tie rod end from the upright (Figure 2).



Figure 2: Passenger side shown

NOTE:

Experienced installers can skip to step 8 as it is possible to remove and re-install the coilover with only the tie rod and sway bar link disconnected.

6. Using a 10 mm socket, remove (2) bolts that secure the ABS line brackets to the upright. One ABS line bracket is located on the forward face of the upright (Figure 3). The other ABS line bracket is located on the inside surface of the upright (Figure 4).



Figure 3: Passenger side shown



Figure 4: Passenger side shown

- Using an 18 mm socket with swivel attachment, disconnect upper control arm from the upright (Figure 5). Prior to releasing the nut from the upper control arm ball joint completely, be sure to support the upright so that it does not swing downwards and cause damage.

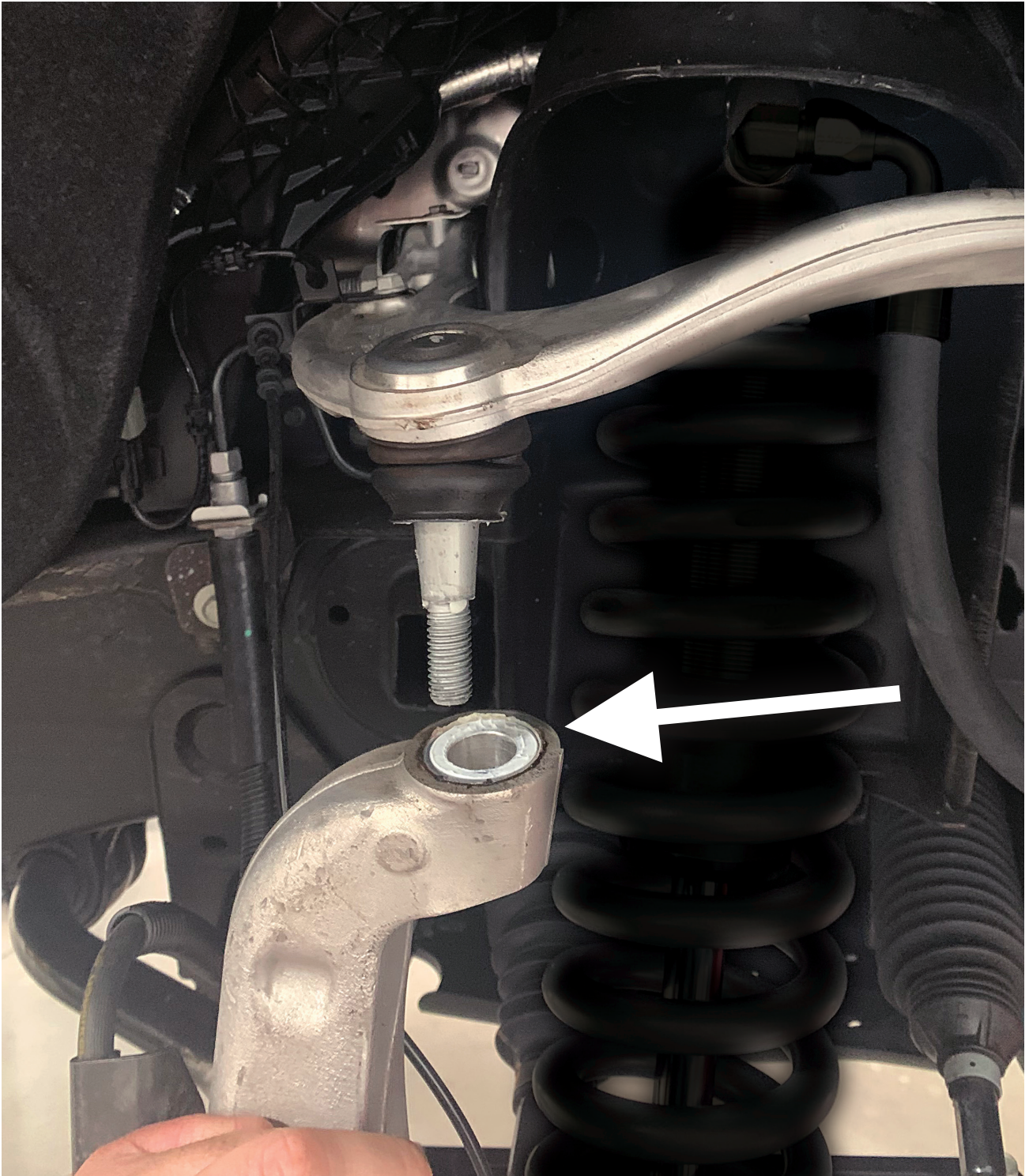


Figure 5: Passenger side shown

8. Using a 15 mm socket, remove the (2) lower coilover bolts connecting the shock to the lower control arm. You can discard these bolts as they will not be re-used (Figure 6). Be sure to support the lower control so that it does not swing downwards and cause damage.

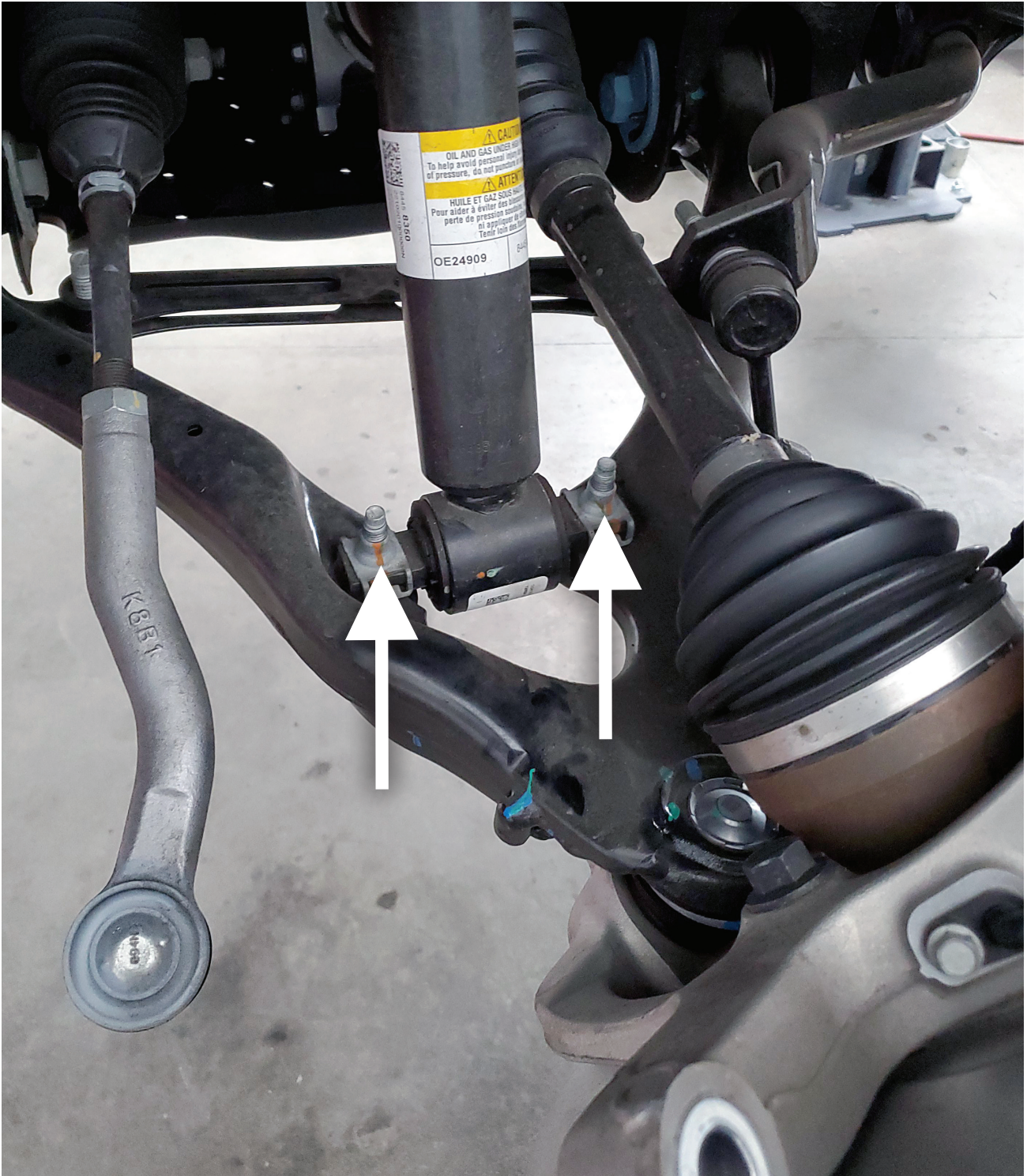


Figure 6: Driver's side shown

9. Carefully remove any wiring harness clips and brackets that attach to the upper shock studs (see arrows in Figs 7 & 8). Using an 18 mm wrench, remove the top (3) nuts that secure the top of the stock coilover assembly to the vehicle (Figures 7 & 8). **DO NOT** remove center nut; doing so will release the spring from the stock assembly and could result in **SERIOUS INJURY** or **DEATH!**

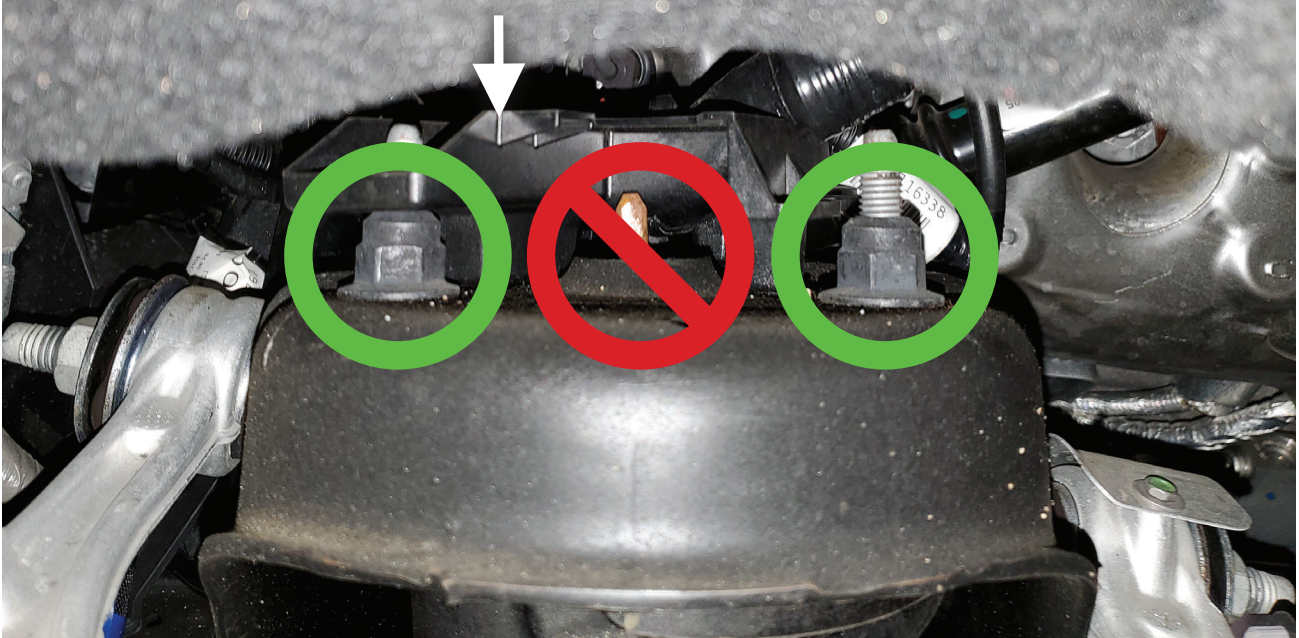


Figure 7: Two of the three upper shock studs. Drivers side shown

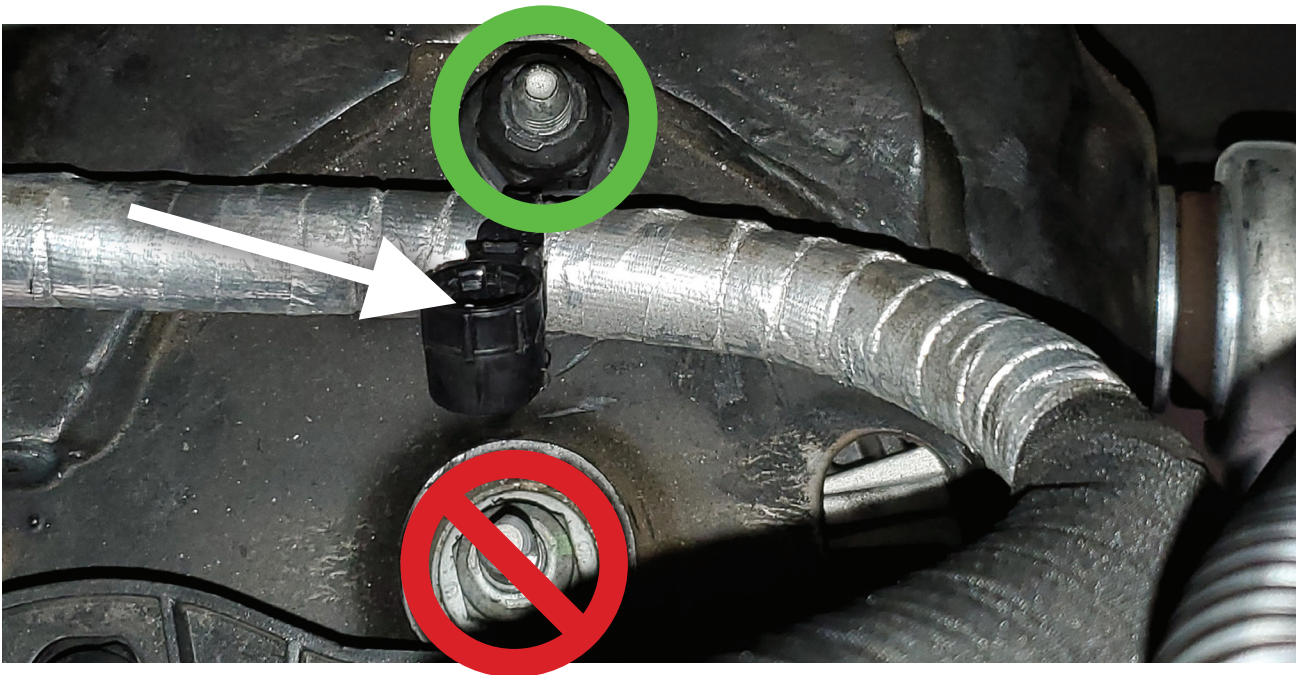


Figure 8: Third of the three upper shock studs, looking from top. Passenger side shown

10. Carefully lower and remove the stock coilover from the vehicle, taking care not to damage any steering or axle boots.

11. Using a spring compressor, compress the spring to relieve the spring force from the center nut (Figure 9). Note the orientation of the top hat studs and lower bar pin as this orientation will need to be duplicated with the replacement FOX shock. **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**.



Figure 9

12. Using 6 mm & 18 mm open end wrenches, remove the OEM shock center nut (Figure 10). Support the shock from the bottom to prevent the shock from falling to the ground when nut is removed.



Figure 10

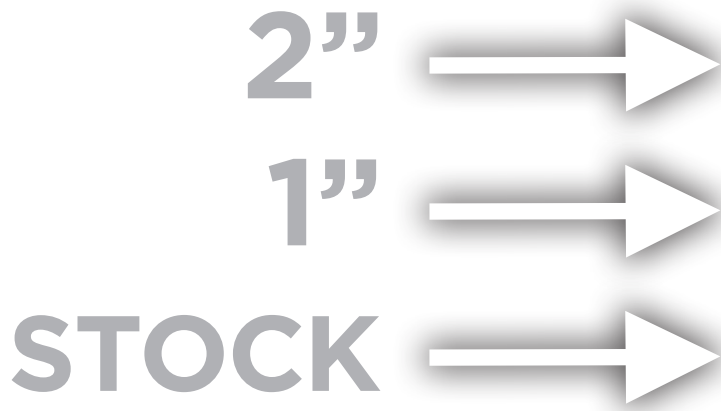
13. Remove the OEM shock from the spring. Inspect the OEM top-hat, dust boot, jounce bumper, and spring as everything except the OEM shock absorber will be re-used. Inspect and replace any OEM components are worn or broken (Figure 11).



Figure 11

14. There are three ride height settings to choose from. The lowest groove maintains stock ride height (+/-.25"), the middle groove provides a 1" (+/-.25") lift, the top groove provides 2" (+/-.25") lift (Figure 12). Make sure the snap ring is positioned in the desired groove before coil spring installation.

Figure 12



15. With the snap ring installed onto the body, install the supplied FOX aluminum spring perch, and FOX molded nylon spring seat (Figure 13).



Figure 13

16. Install the FOX shock assembly with OEM coil spring, dust boot, jounce bumper and top hat using a spring compressor (Figure 14).



Figure 14

17. Re-using the OEM center nut, tighten until threads bottom out and torque to OEM specification. Do not over tighten!
18. Once the coilover shock is re-assembled, installation is the reversal of steps 3-10. Torque all fasteners to OEM specification.

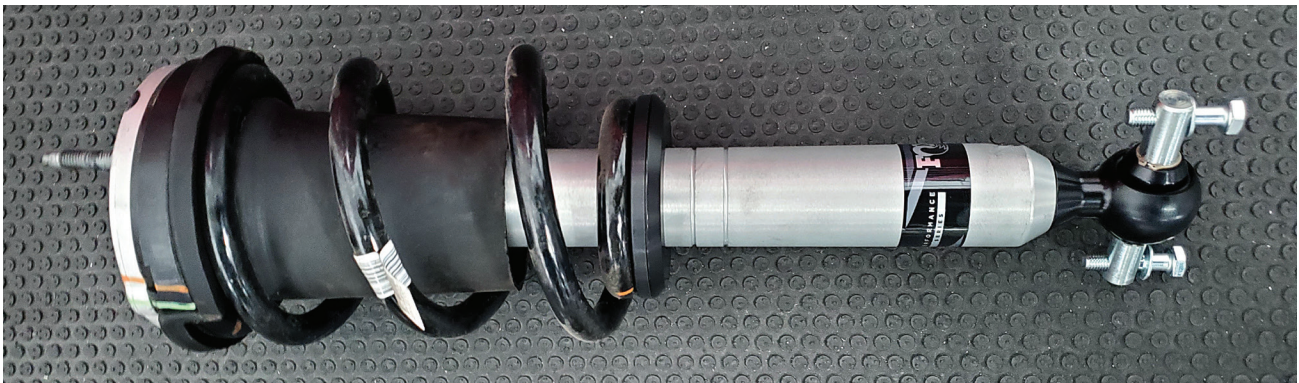


Figure 15

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



Figure 16: Driver's side shown

20. Reinstall front wheels and torque to OEM specifications.

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



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 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

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- 50% STREET/50% OFF-ROAD USE:
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