



**DIRECT-REPLACEMENT
INSTALLATION GUIDE**

TOYOTA 4RUNNER (2025-ON), LAND CRUISER 250 & GX550 (2024-ON)

FACTORY RACE 3.2 DUAL SPEED COMPRESSION

883-06-253 - Kit: 25-ON Toyota 4Runner, 24-ON Land Cruiser 250 & GX550, Front Coilover, Internal Bypass, 3.2 Truck FRS, R/R, DSC EVO, 2- 3" (50-76mm) Lift

883-26-169 - Kit: 25-ON Toyota 4Runner, 24-ON Land Cruiser 250 & GX550, Rear, Internal Bypass, 3.2 Truck FRS, R/R, DSC EVO, 0-2" (0-51mm) Lift



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:

<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 below):



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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 or Rear Shocks
- Supplied Hardware
- Installation Guide QR Link

FRONT SHOCK SUPPLIED PARTS

FRONT SHOCK ASSEMBLY			
FOX PN	DESCRIPTION	QTY	NOTES
983-06-253-X	LEFT/RIGHT SHOCK	2	N/A

FRONT INCLUDED HARDWARE			
FOX PN	DESCRIPTION	QTY	NOTES
026-01-375-1	RIGHT RESERVOIR BRACKET	1	Brackets mount the remote reservoirs to the vehicle.
026-01-375-2	LEFT RESERVOIR BRACKET	1	
026-01-387	NUT PLATE	2	Nut plates clamp the brackets to the vehicle.
018-02-088	SCREW: 1/4-20, 1 1/4", PATCH LOCK	4	Screws connect the nut plates and brackets
026-00-009	ZIP TIE	1	For KDSS electrical connector
233-00-583-2	SHAFT BUMP STOP SPACER	2	Install spacers if preload is increased.
233-00-584-2		2	
018-02-046	SHAFT BUMP STOP SPACER SCREW	4	
026-01-286	FRAME BUMP STOP SPACER	2	Install spacers if preload is increased.
026-01-184	HOOKED CLAMP	4	
018-02-044	SCREW FOR HOOKED CLAMP	4	

REAR SHOCK SUPPLIED PARTS

REAR SHOCK ASSEMBLY			
FOX PN	DESCRIPTION	QTY	NOTES
983-26-169-X	LEFT/RIGHT SHOCK	2	N/A

REAR INCLUDED HARDWARE			
FOX PN	DESCRIPTION	QTY	NOTES
026-01-374-1	LEFT RESERVOIR BRACKET	1	Brackets mount the remote reservoirs to the vehicle.
026-01-374-2	RIGHT RESERVOIR BRACKET	1	
026-01-387	NUT PLATE	2	Nut plates clamp the brackets to the vehicle.
018-02-088	SCREW: 1/4-20, 1 1/4", PATCH LOCK	4	Screws connect the nut plates and brackets
026-01-214	P-CLAMP	2	P-clamps secure the hose to the vehicle frame
018-00-093	JAM NUT	2	Jam nuts prevent the main nut from loosening
026-01-184	HOOKED CLAMP	4	
018-02-044	SCREW FOR HOOKED CLAMP	4	

 **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.

FRONT SHOCK INSTALLATION

PREPARATION

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.

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

NOTICE: The spring preload is set by FOX to last the life of the product. If any preload is added, the provided bumpstop spacers must be installed to prevent coilbind and to preserve spring life. Front standard shocks are pre-set for 2 inches of lift on a stock weight vehicle. Front HD tune shocks are pre-set for 2 inches of lift with 150lbs of extra front axle weight.

STOCK SHOCK REMOVAL

1. Remove both front wheels from the vehicle.
2. Detach the tie rod end at the spindle steering arm on both sides of the Vehicle (Fig. 1).
3. Disconnect the sway bar end link on both sides of the vehicle (Fig. 2).
4. Take off the nut connecting the upper control arm (UCA) to the upright. Tap the ball joint stem with a hammer to break it free. Carefully detach the UCAs on both sides of the vehicle.

⚠ CAUTION: The UCA has spring tension (Fig. 3) and must be disconnected carefully to avoid minor injury. Wear safety glasses and keep hands and body parts clear of the UCAs.



Fig. 1: Tie rod end.

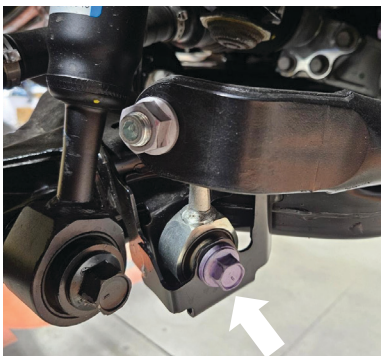


Fig. 2a: Sway bar end link (w/KDSS)



Fig. 2b: Sway bar end link (non-KDSS)

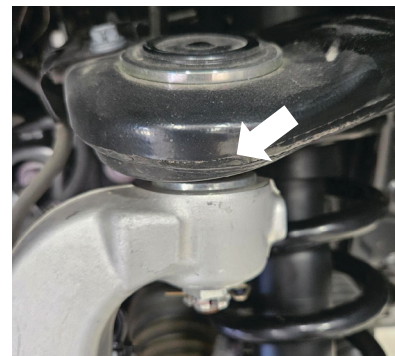


Fig. 3: Disconnect UCA.

RESERVOIR BRACKET INSTALL (NON-KDSS)

1. Remove the plastic plugs from the frame, forward of the shock and under the splash guard . Insert a screwdriver behind the plug and pry outward (Fig.4).
2. Remove the splash guard. Use needle nose pliers to pinch the tabs in the center of each plastic plug, then pull outwards. (Fig 5)
3. Pre-assemble the front bracket assembly by inserting the provided patch lock screws through the bracket. Hand thread each screw 2 turns into the nut plate. (Fig. 6)
4. Place the nut plate into the hole where the plastic plug was removed.
5. Adjust the bracket so that the hole is not visible, then tighten each screw to 76 in-lbs (Fig. 7)

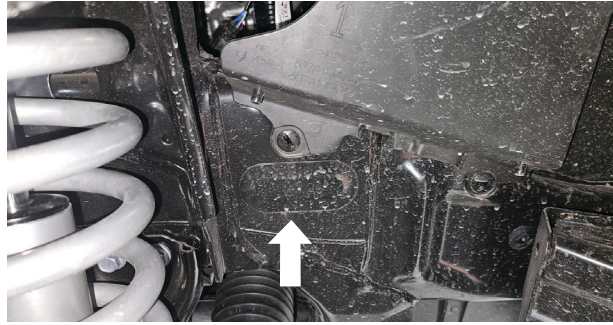


Fig. 4: Remove the plastic plugs.



Fig. 5: Remove the splash guard



Fig. 6: Pre-assemble the bracket assembly



Fig. 7: Adjust the bracket and tighten the screws

RESERVOIR BRACKET INSTALL (WITH KDSS)

1. Remove the plastic plugs from the frame, forward of the shock and under the splash guard . Insert a screwdriver behind the plug and pry outward (Fig.8).
2. Remove the splash guard. Use needle nose pliers to pinch the tabs in the center of each plastic plug, then pull outwards. (Fig. 5)
3. Remove the bracket that holds the KDSS electrical connector (Fig. 9). Use a 12mm socket to remove the screw, pinch the plastic tabs (Fig. 10a), cut the zip tie (Fig. 10b), then use a screwdriver to lift the tab and remove the connector (Fig. 10c).
4. Use the provided zip tie to attach the electrical connector the the lower KDSS hose (Fig. 11)
5. Pre-assemble the front bracket assembly by inserting the provided patch lock screws through the bracket. Hand thread each screw 2 turns into the nut plate.
6. Place the nut plate into the hole where the plastic plug was removed.
7. Adjust the bracket so that the hole is not visible, then tighten each screw to 76 in-lbs (Fig. 12)

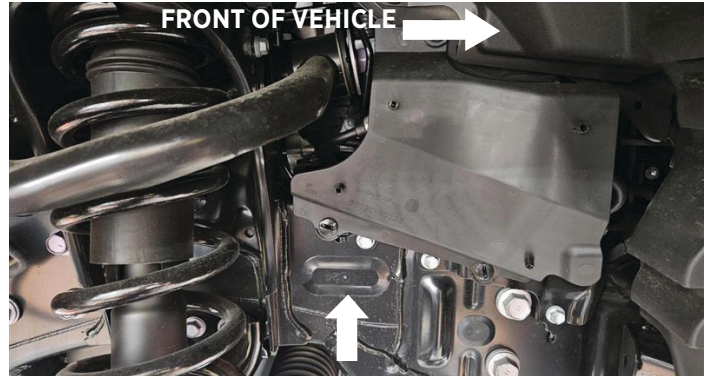


Fig. 8: Remove the plastic plugs.

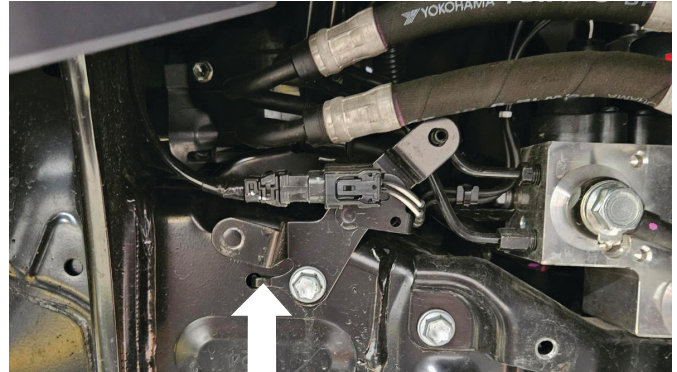


Fig. 9: KDSS Electrical Connector Bracket

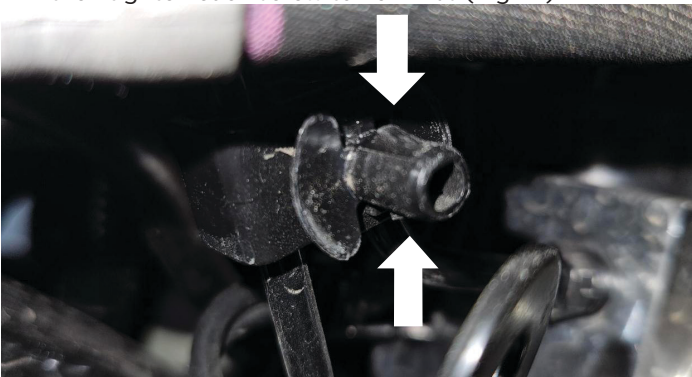


Fig. 10a: Pinch the plastic tabs

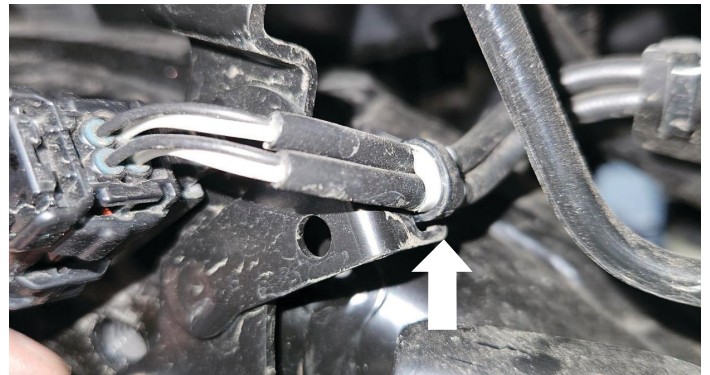


Fig. 10b: Cut the zip tie



Fig. 10c: Lift the tab to remove the connector

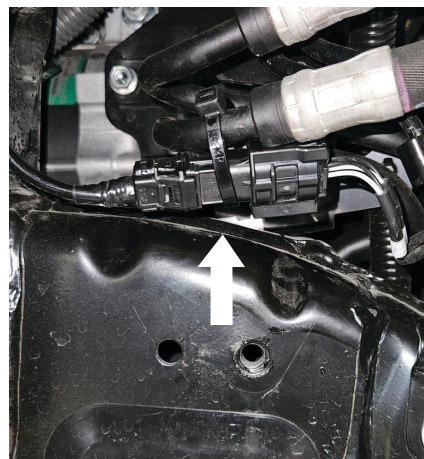


Fig. 11: Zip tie the connector to the lower KDSS hose

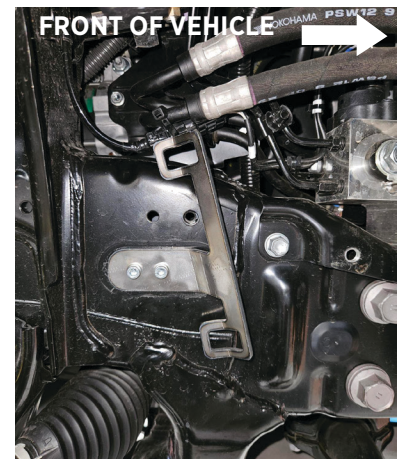


Fig. 12: Install the reservoir bracket

STOCK SHOCK REMOVAL

1. Remove the four top hat nuts that secure the stock shock assembly to the vehicle (Fig. 13).
⚠ WARNING: 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!
2. Take off the bolt connecting the shock to the lower control arm (Fig. 14). Remove the stock shock assembly.

NOTICE: Do not discard any OEM bolts, many are reused with the new FOX shock assembly.

3. If an aftermarket UCA is required with the FOX shock kit, install the UCA now. Follow the company's required specifications. After installation, continue to Fox Shock Install.

FOX SHOCK INSTALL

1. Install the new shock assembly with the hose fitting pointed outboard (Fig. 15) and the large reducer facing the front of the vehicle (Fig. 16). Loosely install the provided top hat nuts, washers, and OEM lower mount bolt.
2. Once the shock is oriented, torque the top hat nuts to 24 ft-lbs. Then torque the lower bolt to OEM specification.

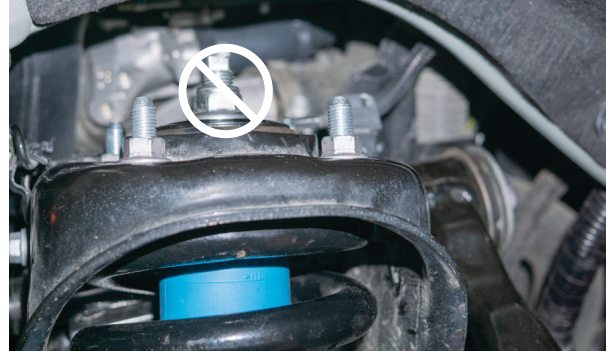


Fig. 13: Remove the four top hat nuts. Do NOT remove the center nut.



Fig. 14: Remove the bolt from the lower control arm.

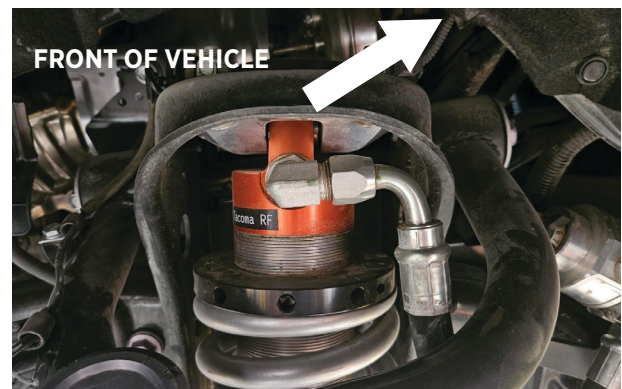


Fig. 15: The hose fitting faces outboard.

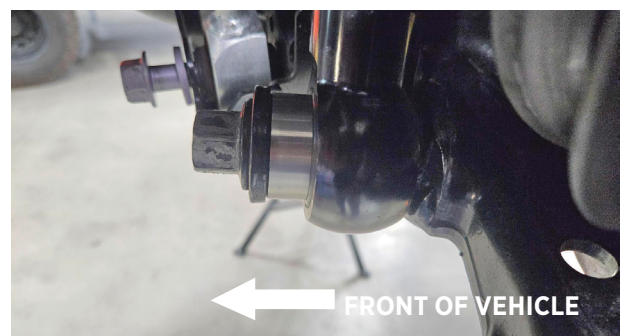


Fig. 16: The large reducer faces forward

3. Attach the reservoir to the mounting bracket with the provided reservoir clamps and screws. Slide the hooked clamps into the dovetail slot closest to the engine (Fig. 17). Insert the screws through the holes in the bracket and thread them into the hooked clamps (Fig 18). Slide the reservoir until it is positioned as shown (Fig. 19), then tighten the screws to 76 in-lbs.

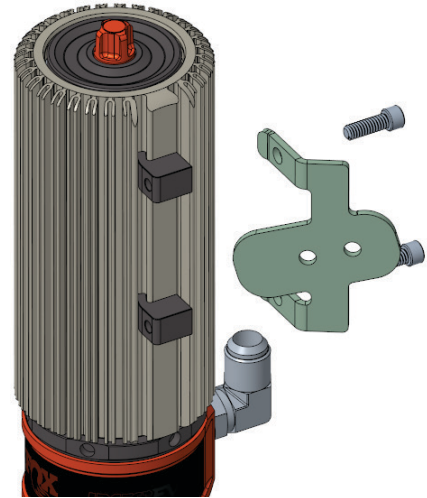


Fig. 17: Insert the hooked clamps.

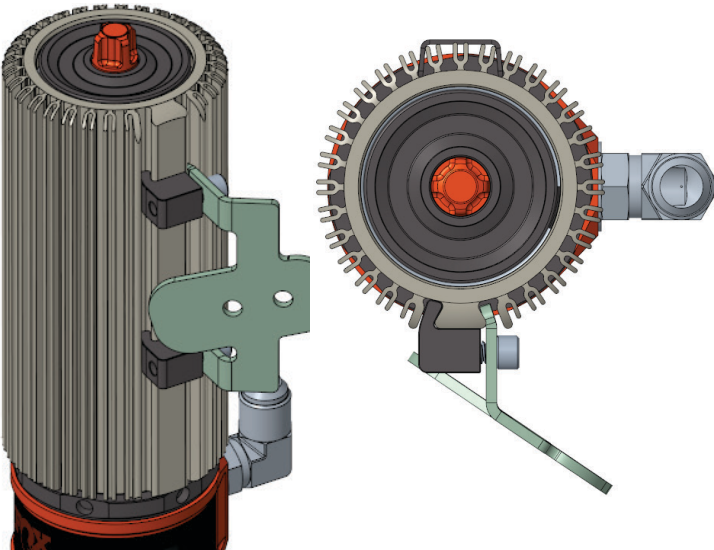


Fig. 18: Insert the screws.



Fig. 19: Mounted reservoir.

NOTICE: Trimming of the splash guard is required for reservoir fitment. (Fig. 20a, 20b)

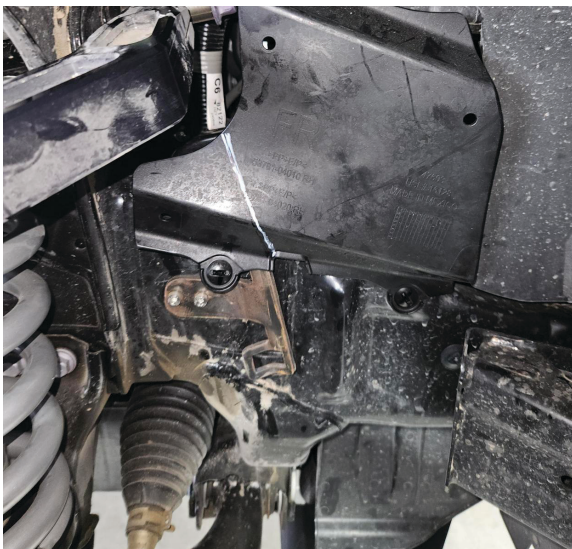


Fig. 20a: Draw a cut line



Fig. 20b: Cut the splash guard

4. Reattach the UCA to the upright with the ball joint bolt and torque to OEM specification or the UCA manufacturer's specs (Fig. 21).



Fig. 21: Reattach UCA to the upright.

5. Reinstall the tie rod end (Fig. 22) and sway bar end link (Fig. 23). Torque all hardware to OEM specification. Secure the tie rod end's castle nut with a new cotter pin.



Fig. 22: Tie rod end.



Fig. 23: Sway bar end link.

BUMP STOP SPACER INSTALLATION

NOTICE: The vehicle's ride height is set for 2" of front lift on a stock weight truck. This should put the front 1" higher than the rear. If more lift is desired, up to 0.60" preload can be added by removing the spring, loosening the pinch bolt, and spinning the preload collar. Additionally, 0.35" of preload added is equivalent to about a 0.60" of lift. If preload is added, the provided bump stop spacers must be installed on both the shock shaft and vehicle frame to preserve spring life. If more than 0.60" additional preload is added an aftermarket bumpstop spacer or longer bump stop will be required.

NOTICE: You may also require bumpstop spacers if you experience tire rubbing during bottom out events

1. Use a screwdriver to lift up the foam bumpstop on the shock shaft (Fig. 24).
2. If installing the bump stop spacer while the shocks are on the vehicle, slide the spacers through the gap in the spring, and lower them into the spring riser (Fig. 25).
3. Make sure there is no exposed shaft below the spacer, then use the provided screws to clamp the spacers to the shaft (Fig. 26).
4. Unscrew the factory frame mounted bump stop using a large wrench or pliers. Place the provided spacer over the stud. Apply threadlock to the threads of the stud, then re-install on the vehicle. (Fig. 27)

CHECK AND FINAL DETAILS

1. Reinstall the wheels and torque to OEM specifications.
2. Set the vehicle back on the ground and drive back and forth several feet to allow the suspension to settle.
3. Check that the suspension has proper clearance by steering completely in both directions.
4. Measure the vehicle's ride height and adjust if necessary. READ INSTALLATION GUIDELINES ON HOW TO PROPERLY ADJUST PRELOAD.
5. It is highly recommended your wheel alignment is checked.

⚠ WARNING: Failure to maintain proper wheel alignment will result in premature tire wear and changes in vehicle handling.



Fig. 24: Lift the bump stop with a screwdriver.



Fig. 25: Slide spacers through spring.



Fig. 26: Screws to clamp spacers to shaft.

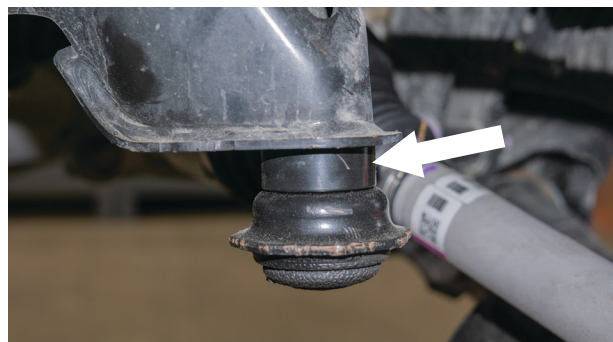


Fig. 27: Install the bump stop spacer if preload is added.

REAR SHOCK INSTALLATION

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

⚠ WARNING: Please read the Installation Guidelines of this manual for instructions on how to properly lift and secure the vehicle.

STOCK SHOCK REMOVAL

1. Remove the rear wheels from the vehicle and support the rear axle.
2. Remove the stem top nut and lower shock mount bolt (Fig. 28 & 29).
3. Remove the rear stock shocks.



Fig. 28: Remove stem top nut.



Fig. 29: Remove lower shock mount bolt.

RESERVOIR BRACKET INSTALL

1. Remove the plastic plug (Fig. 30)
2. Pre assemble the nut plate and bracket with one provided patch lock screw (Fig. 31)
3. Place the nut plate into the hole where the plastic plug was removed. (Fig. 32)
4. Use the first screw to turn the nut plate, then start the second provided patch lock screw. Adjust the bracket so that the hole is not visible, then tighten each screw to 76 in-lbs (Fig. 33)



Fig. 30: Remove the rear plastic plug



Fig. 31: Pre-assemble the bracket



Fig. 32: Insert the nut plate



Fig. 33: Tighten the screws

FOX SHOCK INSTALL

1. Orient the FOX shock with the hose fitting pointed outward (Fig. 34). Loosely install the thin stem top jam nut and lower shock mount bolt.
2. Torque the original lower bolt to OEM specification (Fig. 35). Tighten the stem top nut until there are 3-4 threads showing above the nut.
3. Tighten the thin jam nut until there is at least 1 inch between the top of the nut and the end of the stem. Then install the main nut. Torque to 64 ft-lbs (Fig 36)
4. Attach the reservoir to the mounting bracket with the provided reservoir clamps and screws (Fig. 37 and 38). Refer to page 10 (Fig. 17 and 18)



Fig. 34: Install the stem top nut (driver side shown).



Fig. 35: Install the lower shock bolt



Fig. 36a: Install the jam nut

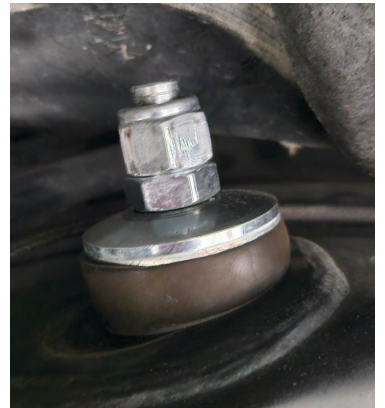


Fig. 36b: Install the main nut



Fig. 37: Assemble the hooked clamps to the top rail of the reservoir's doetail



Fig. 38: Assemble the reservoir onto the bracket.

to review the bracket and reservoir installation.
Torque the screws to 76 in-lbs.

5. Unscrew the top bolt of the bump stop bracket. Place the supplied P-clamp around the hose, then fasten to the frame using the bump stop bracket screw (Fig. 39)

CHECK AND FINAL DETAILS

1. Reinstall the wheels and torque to OEM specifications.

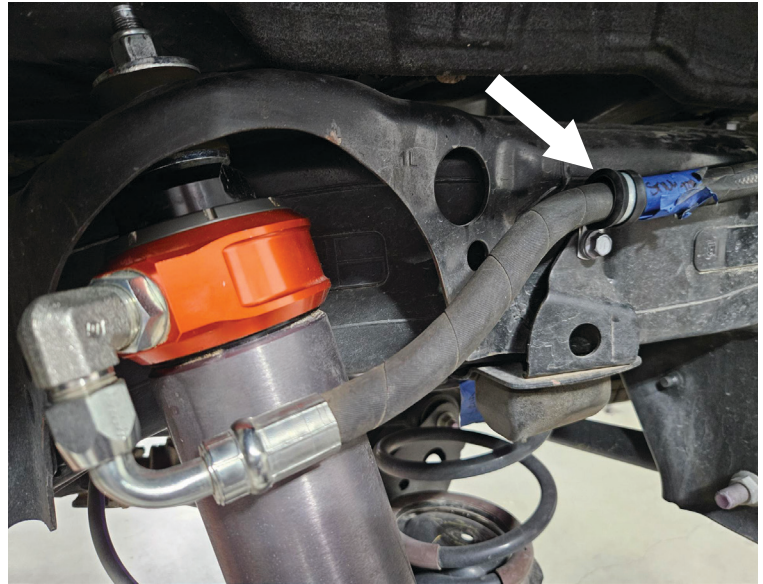
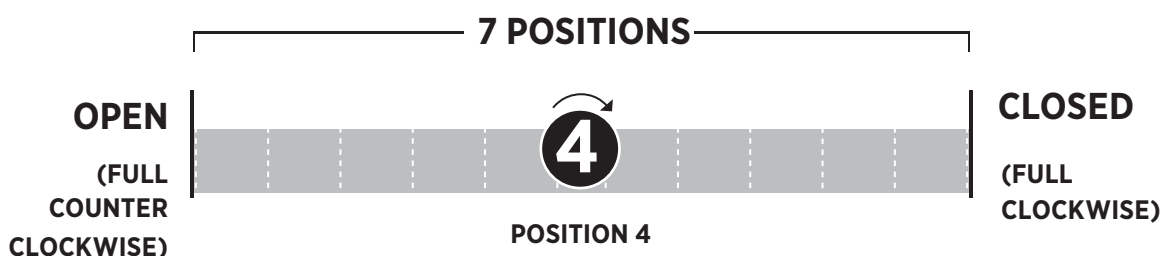


Fig. 39. Install the P-clamp

FOX FACTORY DSC EVO

DUAL SPEED COMPRESSION EVOLUTION (DSC EVO) ADJUSTER SETTINGS

DSC EVO HIGH- AND LOW-SPEED COMPRESSION



LEAST AMOUNT
OF COMPRESSION
DAMPING **SOFTEST**

GREATEST AMOUNT
OF COMPRESSION
DAMPING **FIRMEST**

ON-ROAD: SETTINGS FOR ALL SHOCKS

RIDE STYLE	LOW SPEED	HIGH SPEED
Comfort	2	4
Balanced	4	4
Sport	6	6

OFF-ROAD: SETTINGS FOR ALL SHOCKS

RIDE STYLE	LOW SPEED	HIGH SPEED
Comfort	4	2
Balanced	4	4
Sport	6	6

TOW/HAUL: SETTINGS FOR FRONT AND REAR

SHOCKS	LOW SPEED	HIGH SPEED
FRONT	4	4
REAR	6	6

MAINTENANCE

PROPER INSPECTION AND MAINTENANCE IS ESSENTIAL TO MAINTAIN THE PERFORMANCE AND RELIABILITY OF YOUR SHOCK ABSORBERS.

To avoid corrosion, you should keep the shocks and springs clean, free of dirt and moisture. The wiper seal will clean deposits from the shaft, but the shock won't necessarily fully compress every time. This means you could accumulate dirt at the bottom of the shaft and underneath the jounce bumper. Make sure you clean these areas completely to prevent shaft corrosion. Avoid using a high-pressure washer near the shaft seals or adjusters, as this could drive dirt inside the shock.

Make sure the ends of the spring and shock threads are clean and free of dirt before adjusting the preload ring. This will make the adjustment easier and reduce wear.

Ideally, the shocks should be clean around the adjusters. Use a small amount of contact cleaner or brake cleaner before making adjustments will keep these parts clean and operating smoothly for years

NOTICE: Keep the shock and spring clean and free of dirt or water to avoid corrosion. Keep the shock shaft clean and free of mud. Avoid using a high-pressure washer near the shaft seals and adjusters. Before adjusting preload or the crossover ring, clean the threads of the shock body for easier adjustment and mitigating wear.

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.

SERVICE MENUS AND PRICING

visit ridefox.com/service



**WARNING: Cancer and
Reproductive Harm –**
www.P65Warnings.ca.gov

WARRANTY INFORMATION

FOX LIMITED WARRANTY

FOX Factory, Inc., a California corporation having an office at 750 Vernon Way, Suite 101, El Cajon, CA 92020 (“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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