ELECTRONICS
INSTALLATION GUIDE

FORD BRONCO (2021-ON)

FACTORY RACE SERIES 3.2 LIVE VALVE

803-02-214 Kit: Mounting Electronics, 21-ON Ford Bronco, Connected Suspension

605-01-418 REV C

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INTRODUCTION

Thank you for choosing FOX electronics 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

- Live Valve Kit
- Supplied Hardware
- Installation Guide

SUPPLIED PARTS

SHOCK ASSEMBLY			
FOX PN	**DESCRIPTION**	**QTY**	**NOTES**
026-01-360	MOUNTING HARDWARE: 21-ON FORD BRONCO, ECU BRACKET	1	Mates with 218-02-070
026-01-361	MOUNTING HARDWARE: 21-ON FORD BRONCO, IMU BRACKET	1	Mates with 218-02-036
803-02-229	ASSEMBLY: STW ESX.3CSBT ECU FOR 21-ON FORD BRONCO	N/A	
218-02-070	ELECTRONIC PART: ECU, FOX CONTROLLER 8-VALVE, IP6K9K	1	Mates with 026-01-360
803-02-230	KIT: CABLE HARNESS ASSEMBLY, MOUNTING HARDWARE, 21-ON FORD BRONCO, CONNECTED SUSPENSION	N/A	
026-00-012	MOUNTING HARDWARE: TIE, CABLE, BLACK [8.00 TLG]	25	
218-02-076	CONNECTED SUSPENSION: SUV, MAIN HARNESS	1	
218-02-077	CONNECTED SUSPENSION: SUV, CAN HARNESS	1	
218-02-068	CONNECTED SUSPENSION: TRUCK, VEHICLE CAN READER HARNESS	1	
218-02-102	ELECTRONIC PART: DUST CAP, ATM SERIES 8-RECEPTACLE	1	Plugs unused connector on 218-02-076
218-02-103	ELECTRONIC PART: DUST CAP, JST 4-PIN	1	Plugs unused connector on 218-02-077
026-01-316	MOUNTING HARDWARE: RUBBER PUSH-IN GROMMET, FOR 1-3/4” HOLE, 1/8” THK PLATE, BLACK	2	
803-34-006	KIT: CONNECTED SUSPENSION TOUCHPOINT, ORAM, WIRELESS	1	Mates with 803-04-388
803-04-388	KIT: RAM MOUNT, B-SIZE BASE, ARM, AND 1/4-20 STUD	1	Secures 803-34-006 to vehicle
803-02-169	KIT: ECU/IMU ASSEMBLY, MOUNTING HARDWARE, KOH BRONCO V2, CONNECTED SUSPENSION	N/A	
218-02-036	ELECTRONIC PART: SENSOR, BOSCH MM7.10 IMU, 500 KBPS	1	Mates with 026-01-361
019-00-030	FASTENER, STANDARD (METRIC): NUT [M6 X 1.0] NYLON LOCKING, CLASS 8, ZINC PLATED	8	Secures ECU/IMU to mating brackets
019-01-182	FASTENER, STANDARD (METRIC): SCREW [M6 X 1.0 X 30MM] HEX HEAD FLANGE, 18-8 STAINLESS	3	Secures ECU/IMU bracket assembly to vehicle
019-01-247	FASTENER, STANDARD (METRIC): WASHER [M6, 6.4MM ID X 11MM OD X 1.6MM THK], 18-8 STAINLESS	3	Secures ECU/IMU bracket assembly to vehicle

⚠WARNING

SAFETY INSTRUCTIONS

- FOX direct-replacement shocks and associated hardware 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 components and other vehicle components does not occur at any point in the shock stroke.
- FOX direct-replacement shocks and associated hardware 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.
- Any attempt to misuse, misapply, modify, or tamper with any FOX product voids any warranty and may result in SERIOUS INJURY or DEATH.
- DO NOT install any FOX product without the necessary special tools and expertise or you will subject yourself to the risk of SERIOUS INJURY or DEATH. Ensure that the vehicle is (1) on level ground, and (2) that all tires on the ground during installation are blocked to prevent vehicle movement. NEVER get under the vehicle until you have checked to ensure that the vehicle will be stable during installation.

CENTER CONSOLE REMOVAL

1. Remove the driver seat. First, slide the driver seat all the way back to expose the two plastic front bolt covers at the front of the guide rails (Fig. 1). Lift the plastic covers at the front and remove both bolts (Fig. 2).
2. Reach underneath the seat and unplug the connector of the harness (Fig. 3).

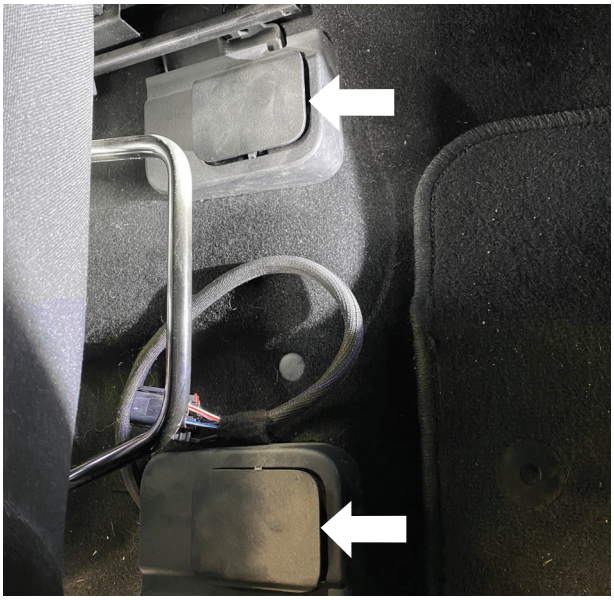


Fig. 1: Expose the plastic front bolt covers.



Fig. 2: Remove the two front bolts.

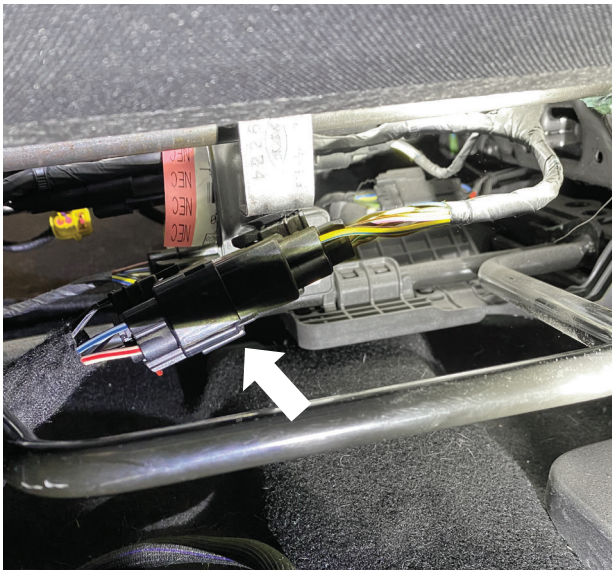


Fig. 3: Unplug the connector of the harness.

3. Slide the driver seat all the way forward to expose the two rear bolts. Remove both rear bolts (Fig. 4).
4. Remove the driver seat from the vehicle.

   NOTE: Do not grab the seat by the forward adjustment handle, as this will misalign the seat with the guide rails. Grab the seat itself.

5. Repeat steps 1-4 to remove the passenger seat from the vehicle.
6. Remove the two plastic covers (Fig. 5a and Fig. 5b) on the driver side of the center console and one toward the rear), then remove the bolts underneath. Repeat on the passenger side.
7. Remove the remove push fastener on the passenger side of the center console (Fig. 6).



Fig. 4: Remove the two rear bolts.



Fig. 5a: Remove the plastic covers on the console.



Fig. 5b: Remove the plastic covers on the console.



Fig. 6: Remove the push fastener.

8. Remove the two bolts on the passenger side grab handle to remove it (Fig. 7).

   NOTE: If equipped with a trim plate instead, remove the trim plate bolts.

9. Use a trim pry tool to remove the lower dash panel at front of the center console (Fig. 8 and Fig. 9).

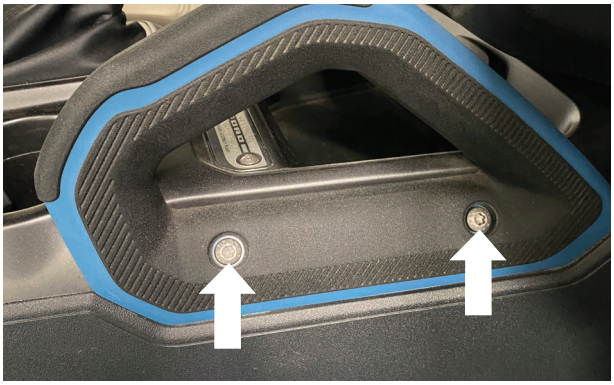


Fig. 7: Remove the two bolts and the grab handle (or trim piece, if applicable).



Fig. 8: Remove the lower dash panel.

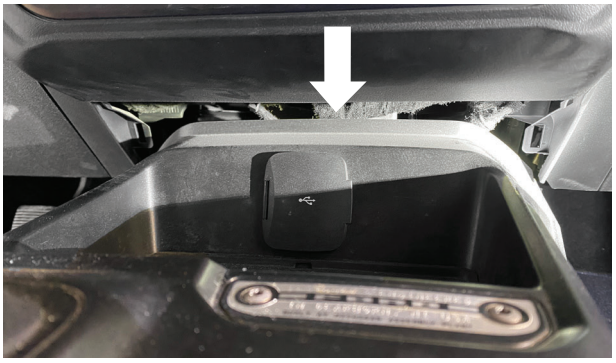


Fig. 9: Remove the lower dash panel.

10. Use a trim pry tool to release the upper piece of the center console (Fig. 10).
11. Turn the vehicle on into accessory mode.
12. Engage the parking brake and move the transmission gear selector into neutral.
13. Lift the center console cover to expose its underside.
14. Unplug the transfer case shifter knob and the transmission gear selector (Fig. 11 and Fig. 12).



Fig. 10: Remove the upper center console piece.

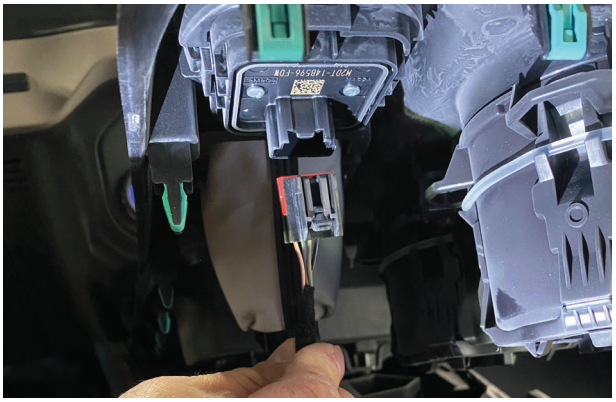


Fig. 11: Unplug the transfer case shifter knob.

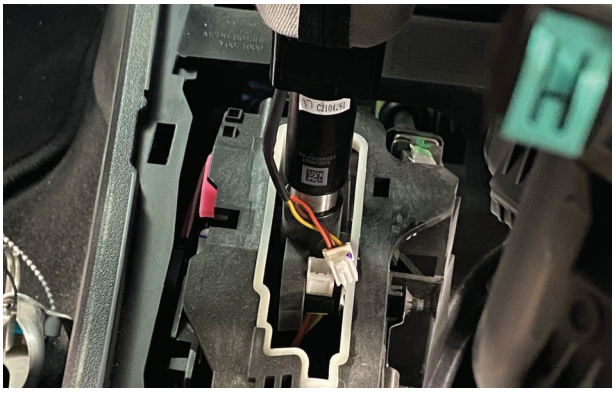


Fig. 12: Unplug the transmission gear selector.

15. Place a rag over the gear selector area, then remove the two screws at bottom of the lever (Fig. 13).
16. Lift the center console cover/transmission shifter knob assembly to expose the connectors at the front. Unplug these two connectors, as well as the wireless charger connector, if equipped (Fig. 14 and Fig. 15).

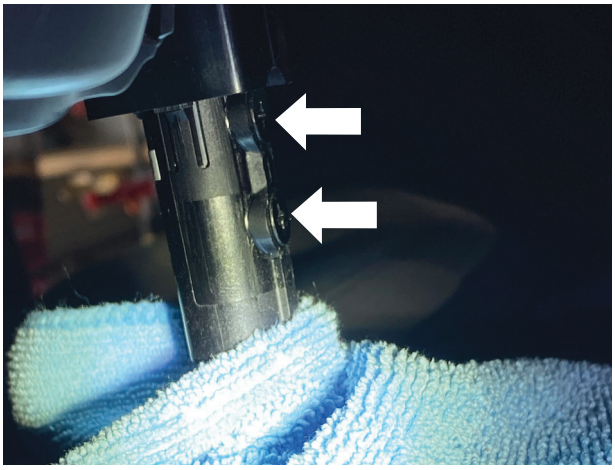


Fig. 13: Remove the two screws on the lever.

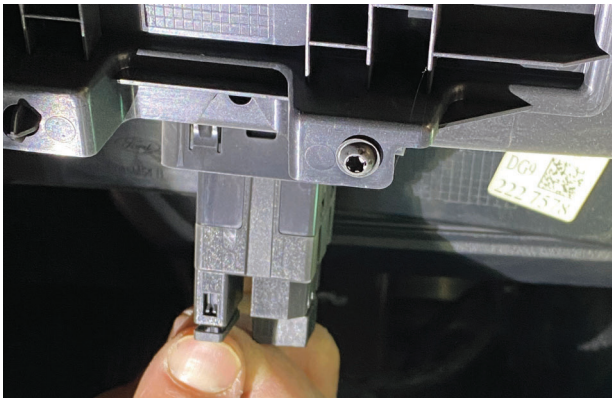


Fig. 14: Unplug the connector.

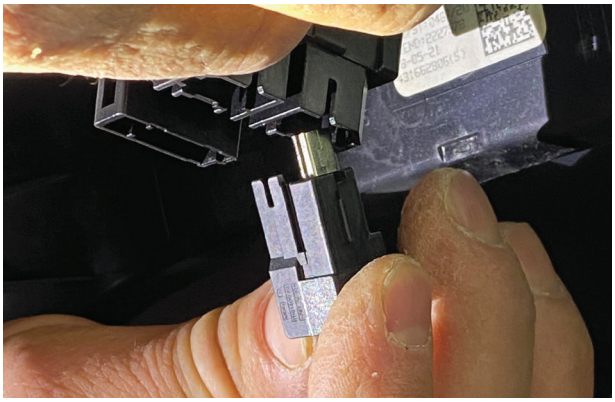


Fig. 15: Unplug the connector.

17. Remove the center console cover assembly from the vehicle.
18. Put the transmission back in park by moving the lever all the way forward. Then turn off the vehicle.
19. Remove the two bolts retaining the center console brace (Fig. 16).
20. Unplug the large pigtail connector toward the rear of the center console by flipping the white lever backwards, then pulling it (Fig. 17).
21. Remove the center console from the vehicle (Fig. 18).

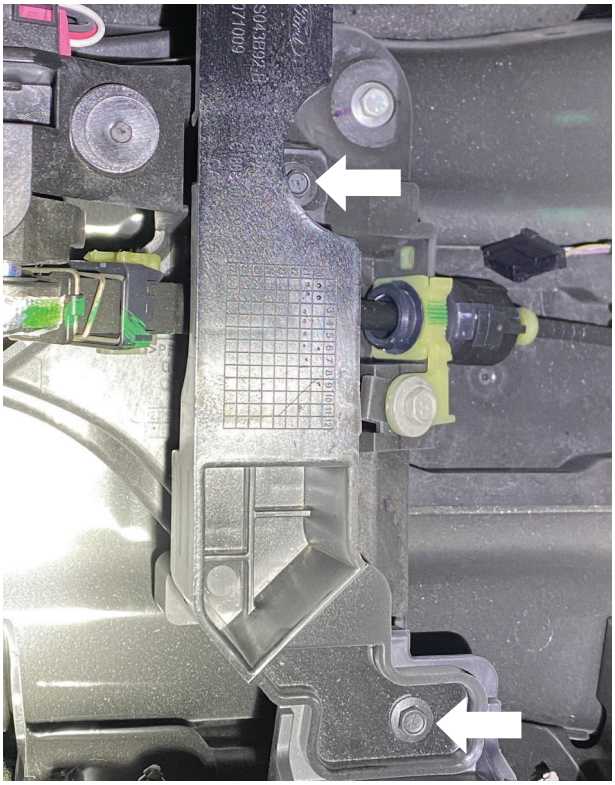


Fig. 16: Remove the two bolts on center console brace.

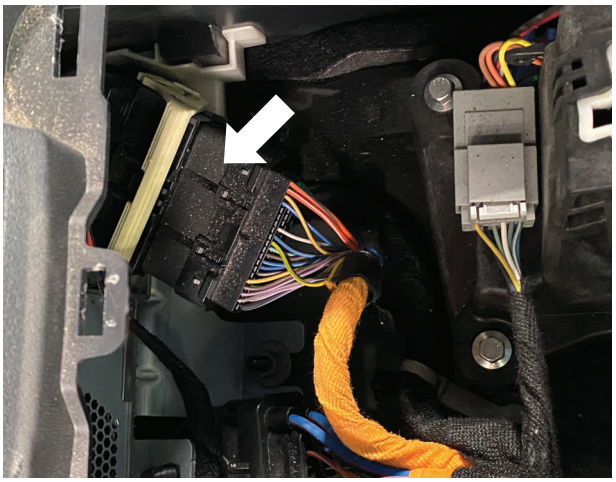


Fig. 17: Unplug the pigtail connector.



Fig. 18: Remove the center console.

22. Use masking tape to hold the loose connectors out of the way (Fig. 19).
23. Use a pry tool to remove the harness retaining fastener from the air duct (Fig. 20). Remove the passenger side air duct piece by pushing up, then pulling it to the side and down (Fig. 21). Repeat for the driver side air duct.

    NOTE: Apply masking tape over the exposed air duct to prevent any objects from accidentally falling into the duct.

24. Remove the two long screws at the front of the center console area and the bolt at the front of the passenger side grab handle mount bracket (Fig. 22).
25. Disconnect the vehicle battery.



Fig. 19: Tape the loose connectors out of the way.



Fig. 20: Remove the harness retaining fastener.



Fig. 21: Remove the air duct piece.

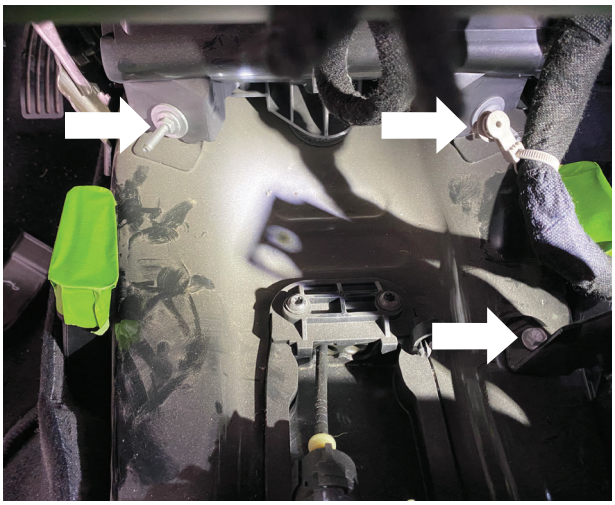


Fig. 22: Remove the two long screws and the bolt.

ECU/IMU INSTALLATION

1. Align the ECU (803-02-229) with the PEM studs on the ECU bracket (026-01-360), as shown (Fig. 23). Use the (4) provided nuts (019-00-030) to install the ECU onto the bracket. Torque to 70 in-lb.
2. Align the IMU (218-02-036) with the PEM studs on the IMU bracket (026-01-361), as shown (Fig. 24). Use the (2) provided nuts (019-00-030) to install the IMU onto the bracket. Torque to 70 in-lb.
3. Align the IMU bracket assembly with the PEM studs on the ECU bracket assembly, as shown (Fig. 25). Use the (2) provided nuts (019-00-030) to install it. Torque to 70 in-lb.

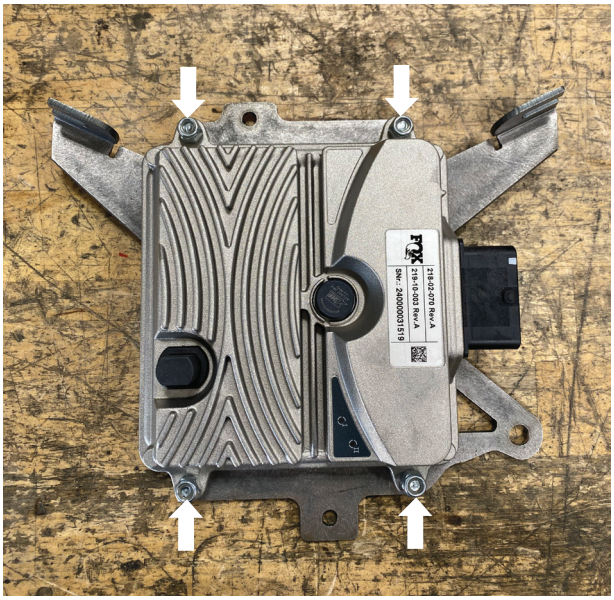


Fig. 23: Install the ECU onto the bracket.



Fig. 24: Install the IMU onto the bracket.

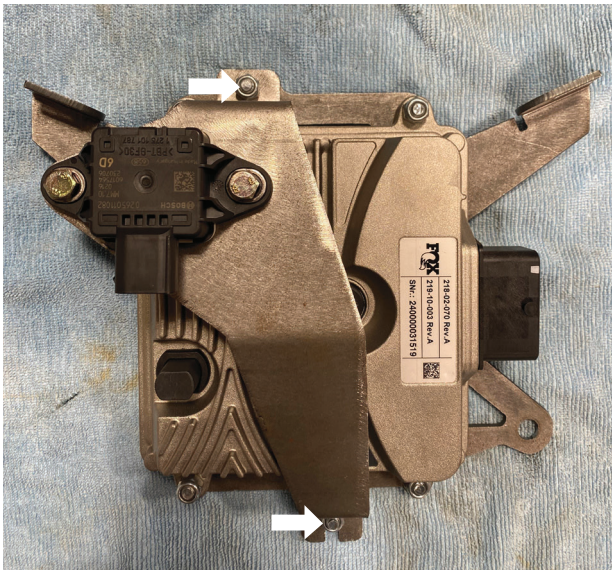


Fig. 25: Install the IMU bracket assembly onto the ECU bracket assembly.

4. Install ECU/IMU assembly into the front of center console using the (3) provided M6 bolts (019-01-182) and the (3) provided washers (019-01-247) underneath the bottom corner of the ECU/IMU assembly (Fig. 26 and Fig. 27). Torque to 70 in-lb.

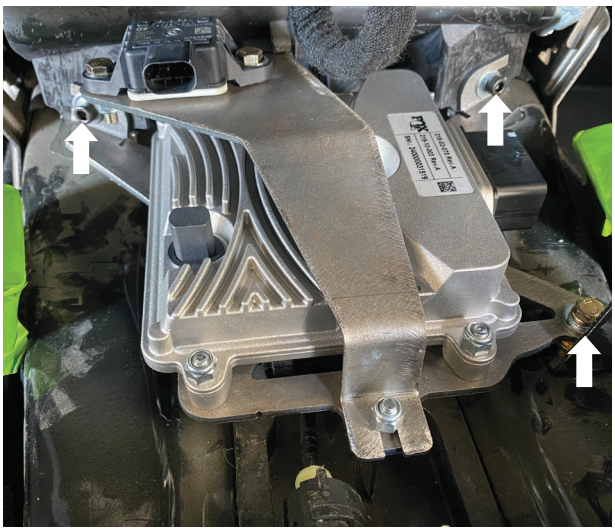


Fig. 26: Install the ECU/IMU assembly into the center console.

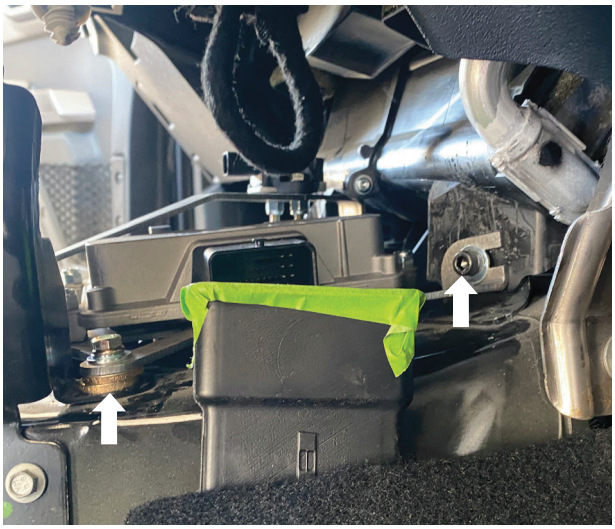


Fig. 27: Install the ECU/IMU assembly into the center console.

5. Choose a location in the vehicle where you will mount your touchpoint (803-34-006).

   NOTE: This touchpoint is wireless, so you can ignore the “CAN 1” and “Touchpoint” looms of the main ECU harness (218-02-076).

6. Assemble the provided ball mount (803-04-388) and attach the touchpoint to it (Fig. 28a). Then use the provided hardware (or other hardware, if applicable to your mounting strategy) to mount the assembly to the vehicle. Figure 28b shows an example mounting location.



Fig. 28a: Ball mount and touchpoint assembly.



Fig. 28b: Example touchpoint mounting location.

HARNESS INSTALLATION

1. Cut an “X” pattern into both supplied grommets (026-01-316) (Fig. 29).
2. Remove the door jamb trim piece and loosen the B pillar trim piece on both the driver and passenger sides (Fig. 30).



Fig. 29: Cut an “X” pattern into the grommets.

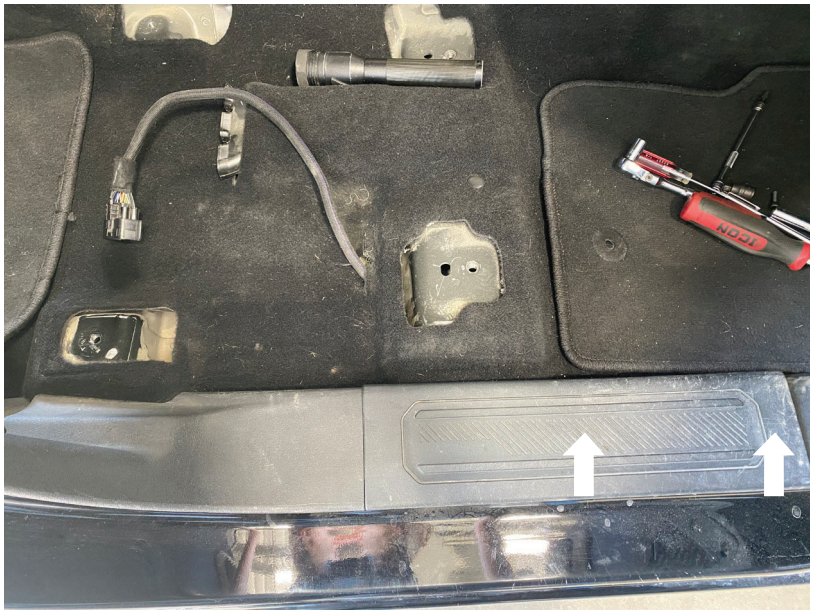


Fig. 30: Remove the door jamb and loosen B pillar trim pieces.

3. To remove the drain plug on the driver and passenger sides, squeeze them together while pushing up. Replace them with the provided grommets (Fig. 31 and Fig. 32).

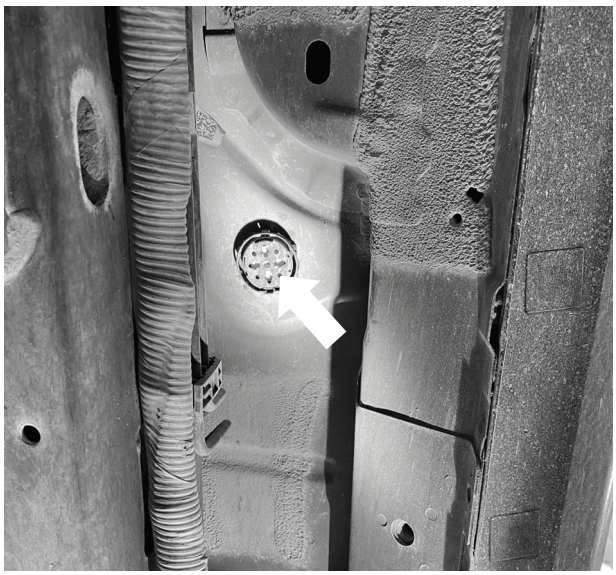


Fig. 31: Replace drain plug with provided grommet.

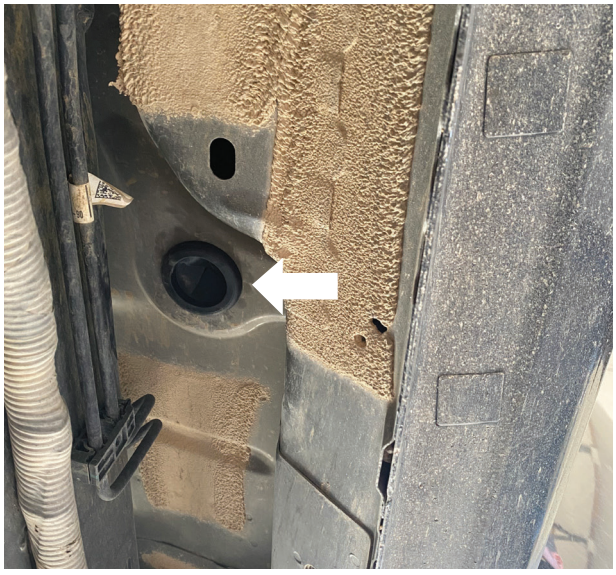


Fig. 32: Replace drain plug with provided grommet.

4. Position the main harness (218-02-076) over the center console area so the main plug is near the ECU/IMU assembly the power and left shock looms are toward the driver side grommet, the right shock looms exit the passenger side grommet, and the ignition loom is towards the dash. Plug the provided dust cap (218-02-102) into the “SENSOR” plug and tuck the loom out of the way (Fig. 33).

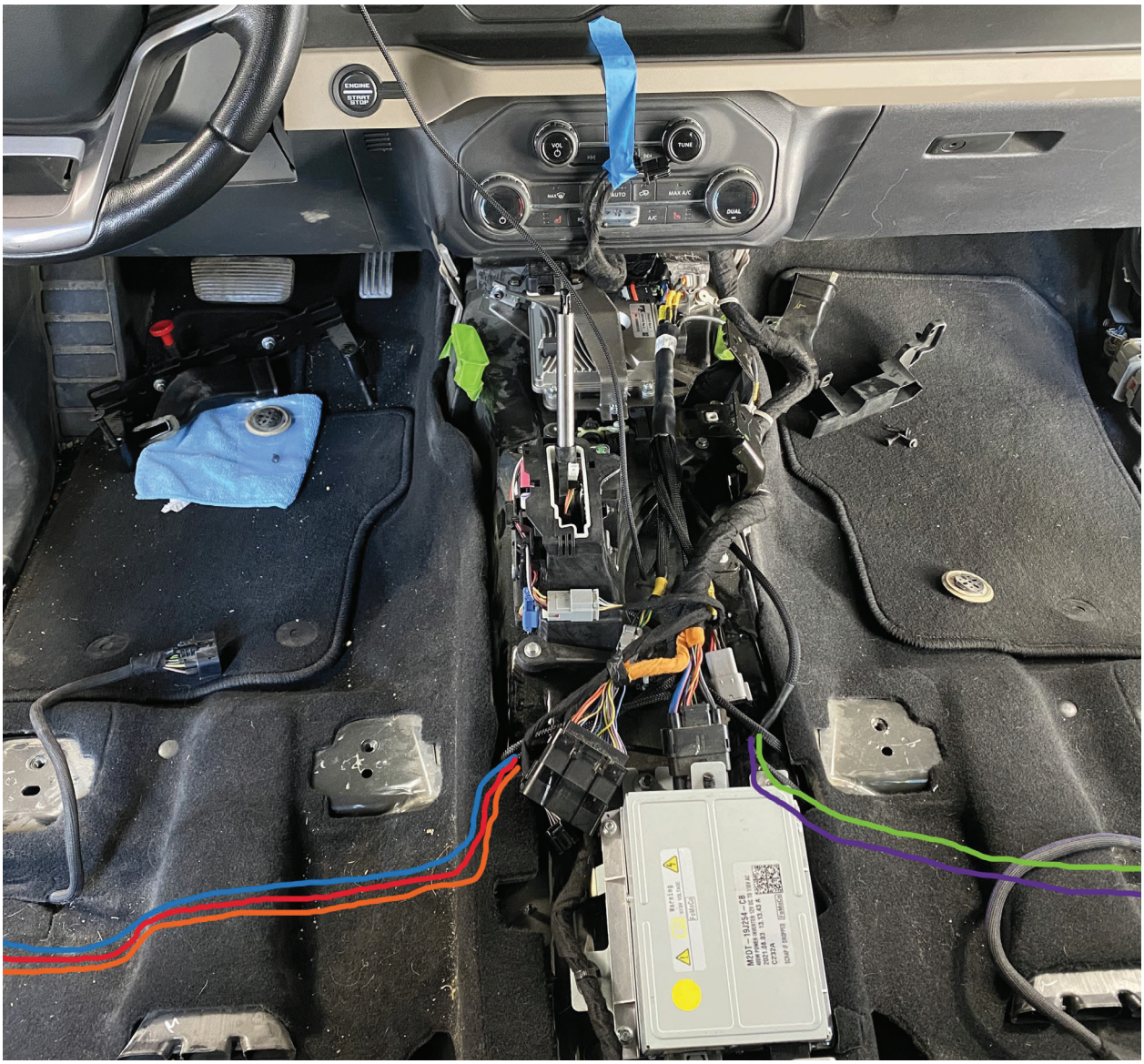


Fig. 33: Position the main harness.

5. On the right side of the center console area, remove the grab handle brace bolt and attach the “GND ECU” ring terminal. Torque to OE specifications (Fig. 34).
6. Connect the 8-socket connector on the branch labeled ‘CAN’ of the main harness (218-02-076) to the 8-pin connector on the CAN harness (218-02-077) (Fig. 35a). Then position it so the “CAN 2” loom goes toward the passenger side in the dash and “IGN” loom goes toward the driver side in the dash (Fig. 35b). Connect the “IMU” loom to the IMU.
   NOTE: The “CAN 1” and “Touchpoint” looms will not be used if your kit has a wireless touchpoint. Secure these out of the way in the center console or dash areas. Install the provided dust cap (218-02-103) into the “Touchpoint” connector.

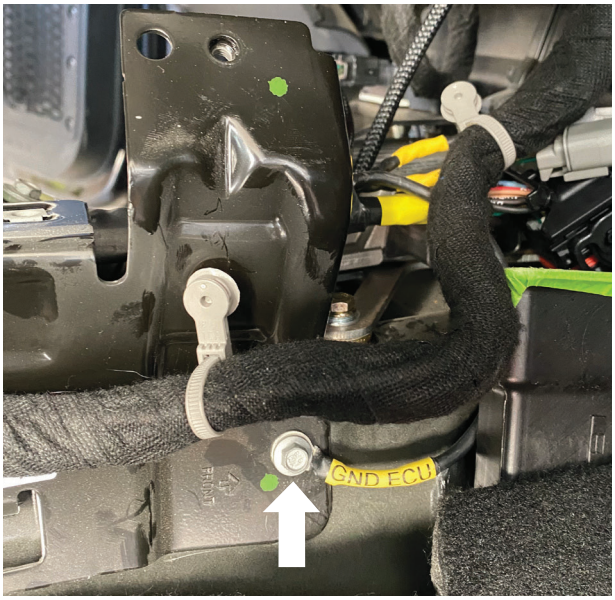


Fig. 34: Attach the brace bolt to the GND ECU ring terminal.

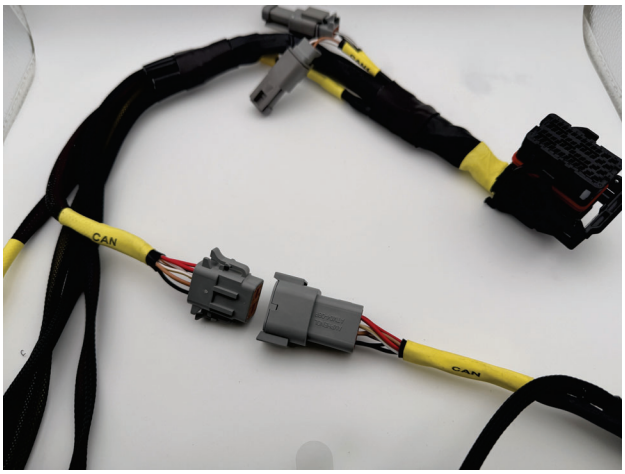


Fig. 35a: Main harness CAN branch and CAN harness

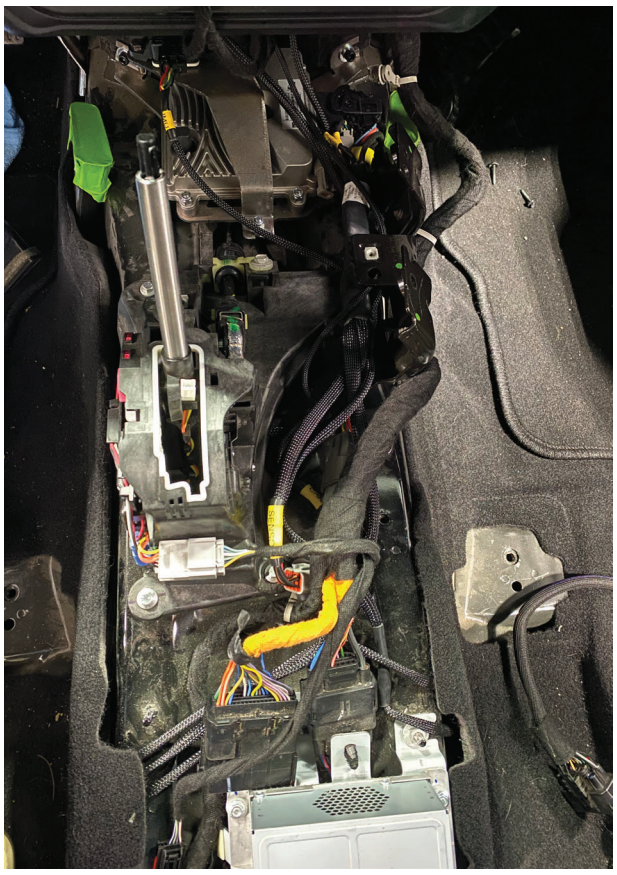


Fig. 35b: Harness layout.

7. Pull on the panel under steering wheel to expose the fuse box (Fig. 36).
8. Route the “IGN” cable through front of the dash toward the fuse box.
9. Remove the 20A fuse from the slot F37 and place it into the forward-most slot on the “IGN” cable. Then place the provided 3A fuse into the rear slot. Insert the “IGN” cable into the fuse box slot F37 and close the panel under the steering wheel (Fig. 37 and Fig. 38).



Fig. 36: Pull on the lower panel.

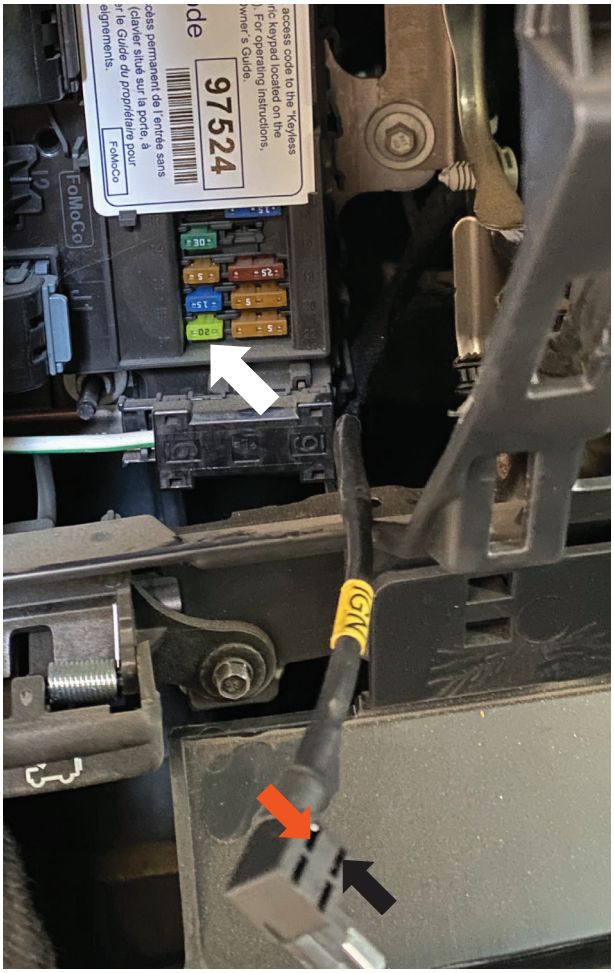


Fig. 37: Remove 20A fuse (white arrow) and insert into forward-most slot (black arrow); insert the 3A fuse into rear slot (orange arrow).



Fig. 38: Insert the IGN cable into the fuse box.

10. Remove the glove box by pressing the tabs on the outside toward the center and gently lowering it, then raise it off the hinges (Fig. 39).
11. Route the “CAN 2” harness ends through the front of the dash toward the gateway module (GWM) at the right side of the glove box area (Fig. 40).
12. Unplug the 26-pin connector plugged into the bottom of the GWM. Reach as high up as possible on the backside of the plug and press it toward the vehicle center with your finger, then pull it down (Fig. 41).

    NOTE: Removing the trim piece around the speaker may also help to access the connector.

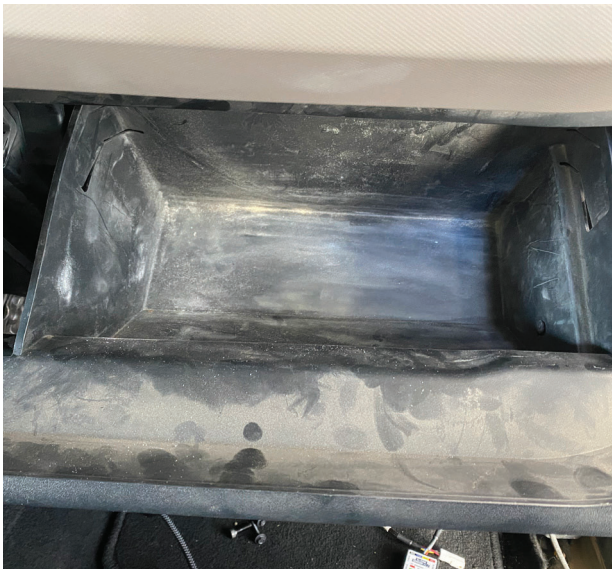


Fig. 39: Remove the glove box.

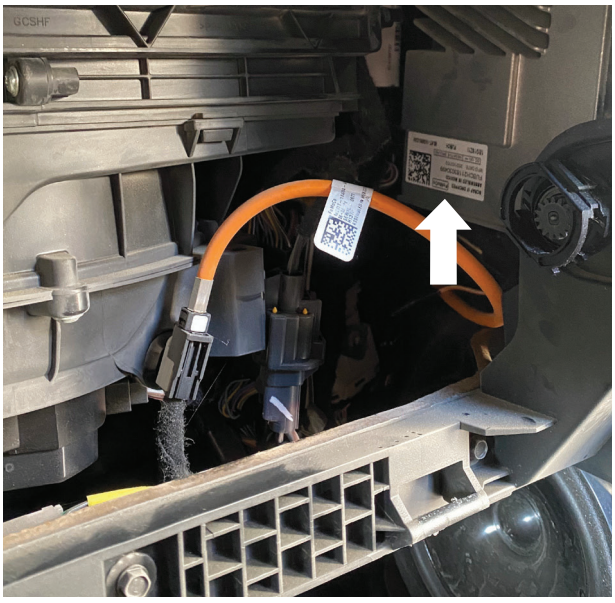


Fig. 40: Locate the GWM

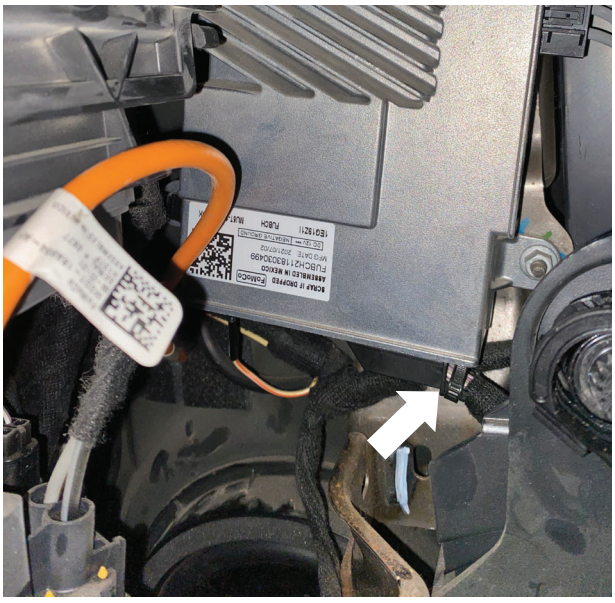


Fig. 41: Unplug the 26-pin connector on the GWM.

13. Remove the sheath around the harness near the connector and locate the twisted pair coming out of pins 7 and 20 on the GWM connector (Fig 42).

    NOTE: For 2021-2024 models this should be a blue + white twisted pair, and for 2025-ON models a blue + white/green twisted pair. If you see different wire colors, ensure you are on the 26 pin connector before using the wires from pins 7 and 20.

14. Unscrew the back of the provided contactless CAN reader (218-02-068). Then place the pin 7 wire along the “CAN HI” channel and the pin 20 wire along the “CAN LO” channel on the CAN reader (Fig. 43). Reattach the back of the CAN reader (Fig. 44).

    NOTE: When reassembling the CAN reader, align the circular window on the cover (Fig 43) with the square white LED on the printed circuit board assembly prior to reassembly (Fig 43a). Proper cover orientation is critical to prevent wire damage and ensure correct CAN reader operation.

15. Plug the 26-pin connector back into the GWM, then plug the “CAN 2- VEH” connectors into each other. Replace the glove box.

    NOTICE: When routing the harnesses, use the provided zip ties to attach the looms to the existing harness paths as often as possible. This will help to avoid damage to parts, such as interference with moving parts, or too much slack in the sheathing, which can result in friction and wear over time.

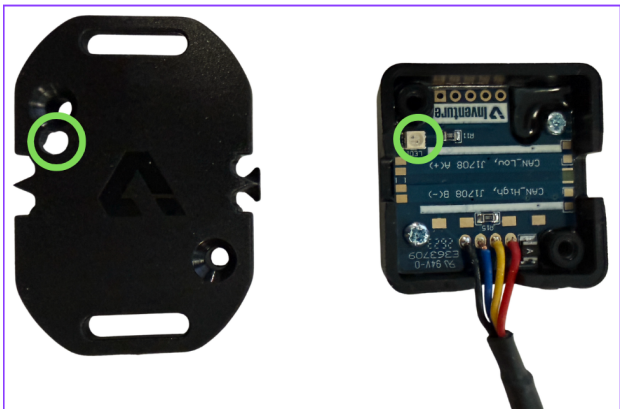


Fig. 43a: Align cover window and LED, both circled in green, before reassembly.

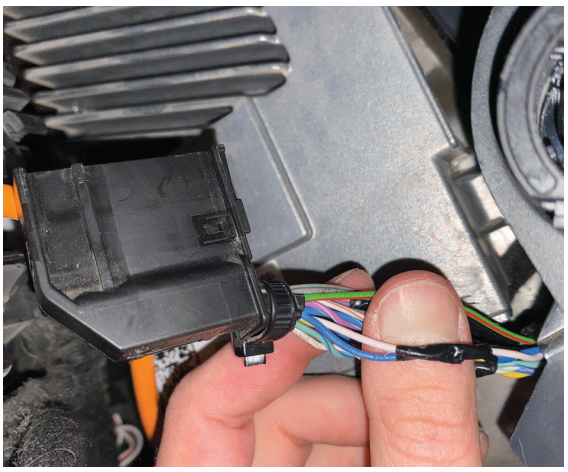


Fig. 42: Locate the wires from pins 7 and 20.

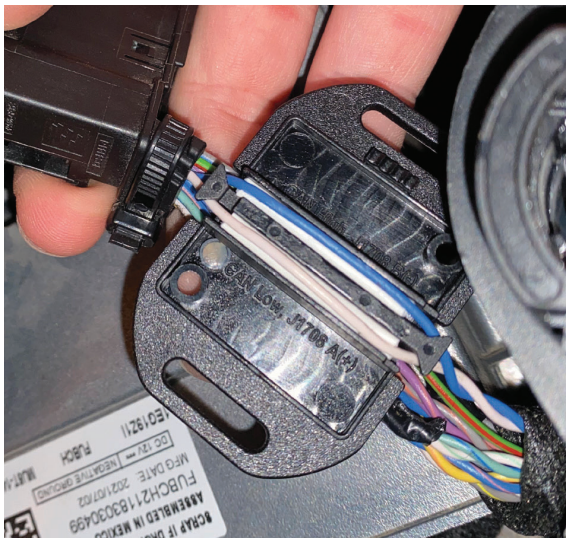


Fig. 43: Install blue and white wire on the CAN reader cover.



Fig. 44: Reassemble the CAN reader.

16. Route the front left and power looms toward the front left shock along the existing loom and over the body mount (Fig. 45).



Fig. 45: Front left loom routing.

17. Route the power loom toward the battery, connecting the “12V 5A” and “12V 15A” ring terminals to the positive terminal of the battery, and the “GND_BATT” ring terminal to the ground terminal of the battery (Fig. 46).
18. Plug the “FLC” shock connector into the front left shock, routing it as close to the reservoir as possible.



Fig. 46: Route the power loom (3 small arrows) and connect the terminals (2 large arrows).

19. Route the rear left loom toward the left rear shock along the existing loom (Fig. 47), then plug the "RLC" connector into the rear left shock.

    NOTE: Some fender liner trimming may be required to avoid chafing the wire right next to the shock connector

20. Repeat the front left and rear left routings for the "FRC" and "RRC" looms on the right side, respectively. Plug the "FRC" connector into the front right shock and the "RRC" connector into the right rear shock (Fig. 48).



Fig. 47: Left rear loom routing.



Fig. 48: Front right loom routing.

21. Plug the main harness into the ECU, using the latch to ensure the connection is firm (Fig. 49). Then secure the wires in the center console area out of the way in the best way for your setup.

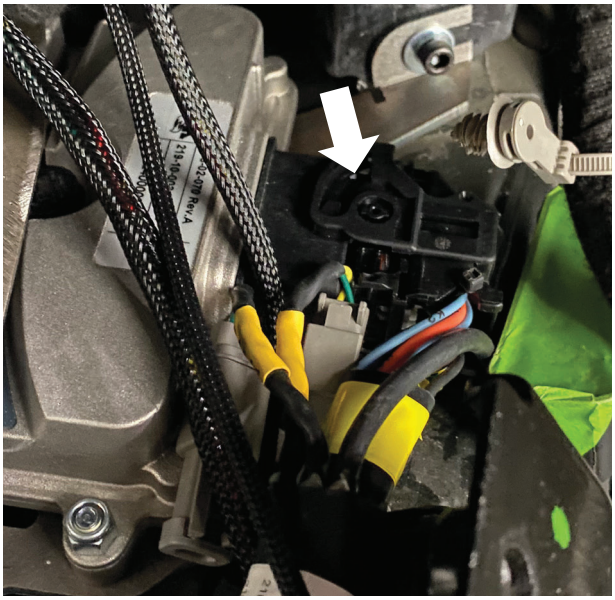


Fig. 49: Plug the main harness into the ECU.

CENTER CONSOLE REASSEMBLY

1. Connect the vehicle battery. Torque to OE specification
2. Remove the tape from the air ducts and replace the air duct pieces. Reinstall the OE harness retaining fastener.
3. Reinstall the center console and plug in the large pigtail connector towards the rear of the center console by flipping the white lever.
4. Ensure all wires/harnesses are secured and out of the way (Fig. 50).
5. Replace the two bolts that retain the center console brace.
6. Turn the vehicle on into accessory mode.
7. Engage the parking brake and move the transmission gear selector into neutral.



Fig. 50: Secure all wires and harnesses.

8. Loosely install the center console cover assembly in the vehicle. Plug in the two connectors toward the front, along with the wireless charger connector, if equipped.
9. Reinstall the two screws at the bottom of the gear selector lever. Torque to OE specification.
10. Plug in the transmission and transfer case shifter knob assemblies.
11. Put the transmission back in park by moving the lever all the way forward. Then turn off the vehicle.
12. Reinstall the upper piece of the center console.
13. Reinstall the lower dash panel at the front of the center console.
14. Reinstall the grab handle from the passenger side. Torque to OE specification.
15. Reinstall the push fastener on the passenger side of the center console.
16. Reinstall the two bolts on the driver side of the center console. Then reinstall the two plastic covers: one at the front and one towards the rear. Repeat on the passenger side. Torque to OE specification.
17. Place the driver seat in the vehicle and reinstall the rear bolts. Torque to OE specification.

    IMPORTANT: Do not grab the seat by the forward adjustment handle, as this will misalign the seat with the guide rails. Grab the seat itself.

18. Slide the seat all the way backward to expose the bolt holes in the front of the rails. Reinstall the bolts and torque to OE specification. Then reinstall the plastic covers.

CONTACTLESS CAN READER TROUBLESHOOTING

When troubleshooting the Contactless CAN Reader installation or LED status, verify that the CAN High and CAN Low wires are positioned in the correct grooves on the inside of the cover (refer to Fig 50).

Ensure the cover is installed in the correct orientation, with the small round lens in the cover aligned directly over the LED on the main housing. The keyed grooves in the cover shall also align with the four wires exiting the main CAN Reader housing. (Fig. 51)

Use the LED indicator visible through the back of the CAN Reader cover, along with the table below, to diagnose CAN Reader status-related issues (Fig. 51)

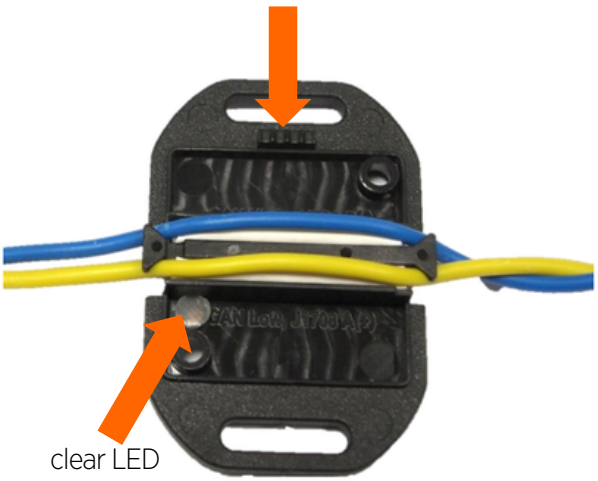


Fig. 50: Pay attention to where the grooves and clear LED plastic cover are on the cover compared to the housing

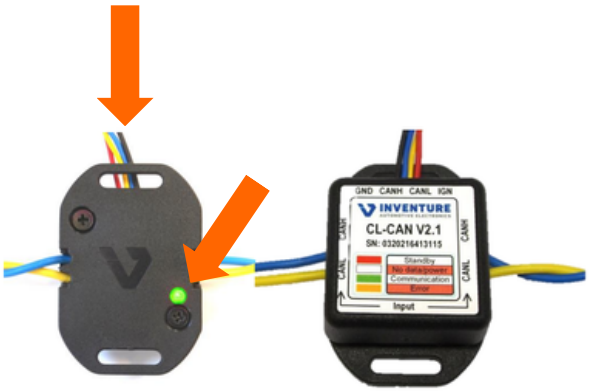


Fig. 51: reference the Contactless CAN Reader Troubleshooting & Status Table. Note where the harness is coming out of relative to LED location



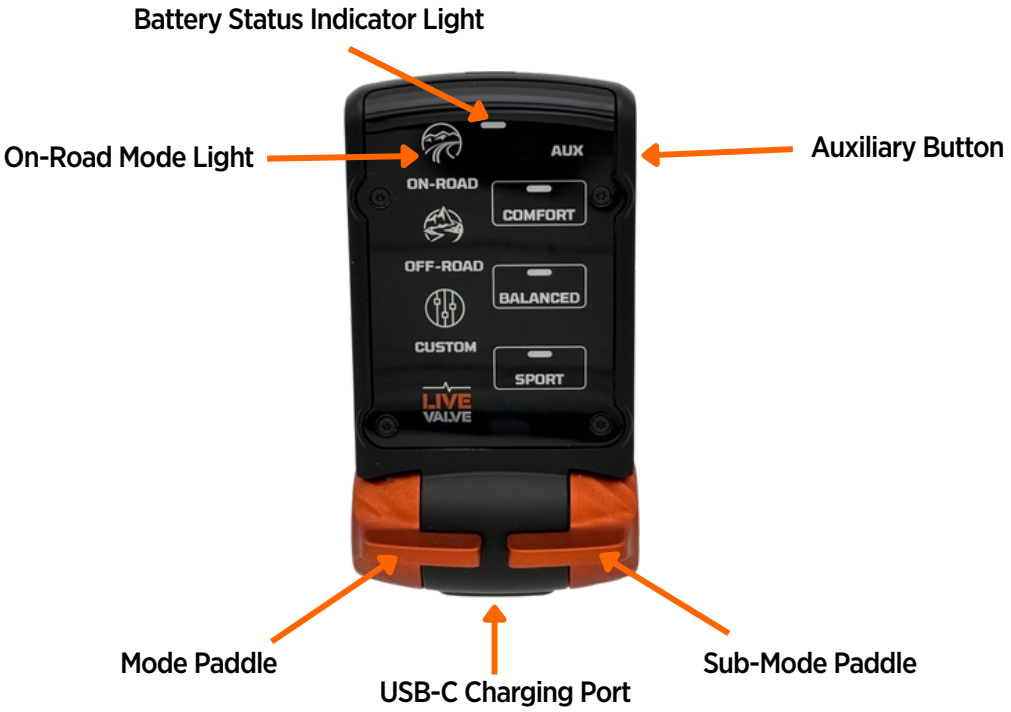
Fig. 52: housing, whole assembly

Use the LED color or blink pattern to confirm normal operation or identify the likely installation issue

Status LED	Operating State	What it Means	Customer Check / Action
Green	**Communication active**	The reader is powered and detecting active CAN communication.	Normal operation. Confirm the connected controller or vehicle system is receiving and responding to the expected CAN data.
Red	**Standby**	The reader is powered, but no CAN communication has been detected for at least 2 seconds. This may also occur immediately after power is applied.	Turn ignition ON or wake the vehicle network. If it stays red while CAN should be active, verify the CAN-H/CAN-L wire locations and that the selected wires carry active CAN data.
No Light	**No communication or no power**	The LED may be off briefly before standby. A continuously unlit LED may indicate no power or incorrect supply polarity.	Check reader power and ground. Confirm supply voltage and polarity are correct. If power is correct, verify that the vehicle CAN network is active.
Orange	**CAN polarity error**	CAN-H and CAN-L are reversed at the reader input.	Turn ignition OFF. Verify CAN-H and CAN-L are routed through the matching grooves, then reinstall the cover and repeat the check.
Blinking Orange / Green	**Overtemperature with communication**	Internal temperature is above approximately 85°C, but CAN communication is still detected.	Allow the reader to cool. Move it away from heat sources. Inspect output wiring for short circuits, excessive bus load, or incorrect/multiple terminating resistors.
Blinking Orange / Red	**Overtemperature without communication**	Internal temperature is above approximately 85°C and CAN communication is not detected.	Turn the system OFF and allow the reader to cool. Inspect installation location, CAN wire position, output wiring, bus loading, and terminating resistance before restoring power.

MODE SELECTOR AND MOBILE APP

1. BASIC OPERATION



POWER ON

Press and release the auxiliary button located on the top-right corner of the mode selector to turn the device on.

POWER OFF

Press and hold the auxiliary button for approximately 5 seconds to turn the device off.

MODE SELECTION

- Left Paddle (Mode): Press UP or DOWN to cycle between ON-ROAD, OFF-ROAD, and CUSTOM modes.
- Right Paddle (Sub-Mode): Press UP or DOWN to select COMFORT, BALANCED, or SPORT within ON-ROAD and OFF-ROAD modes.

FACTORY RESET

To clear the vehicle connection and restore factory settings: With the mode selector powered on, simultaneously hold the left paddle DOWN and right paddle UP until the ON-ROAD mode indicator changes color (approximately 10 seconds).

2. STATUS INDICATORS

MODE SELECTOR CONNECTIVITY STATUS

Scanning (Not Paired)	In Pairing Mode	Vehicle Found (While Pairing)	Updating Firmware	Connected	System Error
					
Flashing Yellow (On Startup)	Flashing Blue	Flashing Green (Briefly)	Solid Light Blue (Briefly)	Normal User Interface	Flashing Red

SYSTEM ERROR INDICATOR

NOTE: A flashing red backlight while connected to your vehicle indicates a system error (for example, a disconnected shock). Open the FOX mobile app while connected for diagnostic information.

MODE SELECTOR BATTERY STATUS

The battery status indicator light is centered at the top of the device.

Fully Charged	Charging In Process	Normal Battery Level (Not Charging)	Low Battery (Charge Required)
			
Solid Green	Flashing Green	Off	Flashing Red

3.PAIRING PROCEDURES

The Mode Selector and a mobile phone both need to be paired to the FOX ECU. Putting the ECU into pairing mode comes first, no matter which device you're pairing. This section covers, in order:

1. Putting the ECU into pairing mode
2. Pairing the mode selector to the ECU
3. Pairing a mobile phone to the ECU via the FOX Connect App

(Step 1 is required before pairing either device. Step 2 is typically completed at the Factory. See next pages for more detail.)

3.1 Putting the ECU into Pairing Mode

The ECU must be in pairing mode before pairing either device. Try Option 1 only if the mode selector is already paired to this vehicle; otherwise use Option 2 for your vehicle make. Pairing mode times out automatically after a phone pairs, the ignition is toggled, or 5 minutes of inactivity.

How You'll Know It Worked

This depends on how the wireless mode selector is setup:

- Charging port only, or unplugged: all mode selector LEDs turn OFF when the ECU enters pairing mode.
- FOX USB-C adapter harness (into the FOX factory CAN harness): the mode selector is receiving data, not just power. LEDs stay on and the AUX button turns solid BLUE, indicating ECU is in pairing mode.

Reference the next 3 pages for more help putting the ECU into pairing mode.

Find the right option for your vehicle:

Situation / Vehicle Make	Use
Mode Selector must already be paired to the vehicle. See below for additional detail.	Option 1
Ford	Option 2.1
Jeep, Lexus, Toyota	Option 2.2
Chevrolet / GM (1500)	Option 2.3

Option 1: Via the Mode Selector

Your Live Valve kit may include a feature that allows the ECU to enter pairing mode using the Mode Selector. Turn the vehicle and mode selector ON. Hold the right (Sub-Mode) paddle UP for 3–5 seconds. If the AUX LED turns blue, the ECU is in pairing mode.
If the AUX LED does not turn blue after 5 seconds, proceed to Option 2 below to enter pairing mode using the Ignition Sequence.

Option 2: Via the Ignition Sequence

Uses your vehicle's ignition sequence instead of the mode selector. Keep the engine OFF throughout. Use this if Option 1 isn't available, or the very first time you pair a mode selector to this vehicle. Select the procedure for your make below.

Option 2.1: Ford, Toyota (Hybrids Only), Lexus (Hybrids Only)

Keep the engine OFF throughout this procedure.

1. Ignition OFF, driver's door open.
2. Wait 60 seconds.
3. Foot off the brake, press and release START/STOP button 7 times:
   OFF → ON → OFF → ON → OFF → ON → OFF → ON.
   This gives the ECU four ignition-ON events, which enables pairing mode.
4. Leave the ignition in ON/RUN
5. Proceed to section 3.1 or 3.3, to pair a device



NOTE: Repeat this procedure each time you pair a new phone or mode selector.

Option 2.2: Jeep, Lexus (Non-Hybrids), Toyota (Non-Hybrids)

Keep the engine OFF throughout this procedure.

1. Ignition OFF, driver's door open.
2. Wait 60 seconds.
3. Foot off the brake, press and release START/STOP button 11 times:
   OFF → ACC → ON → OFF → ACC → ON → OFF → ACC → ON → OFF → ACC → ON.
   This gives the ECU four ignition-ON events, which enables Bluetooth pairing mode.
4. Leave the ignition ON.
5. Proceed to section 3.1 or 3.3, to pair a device



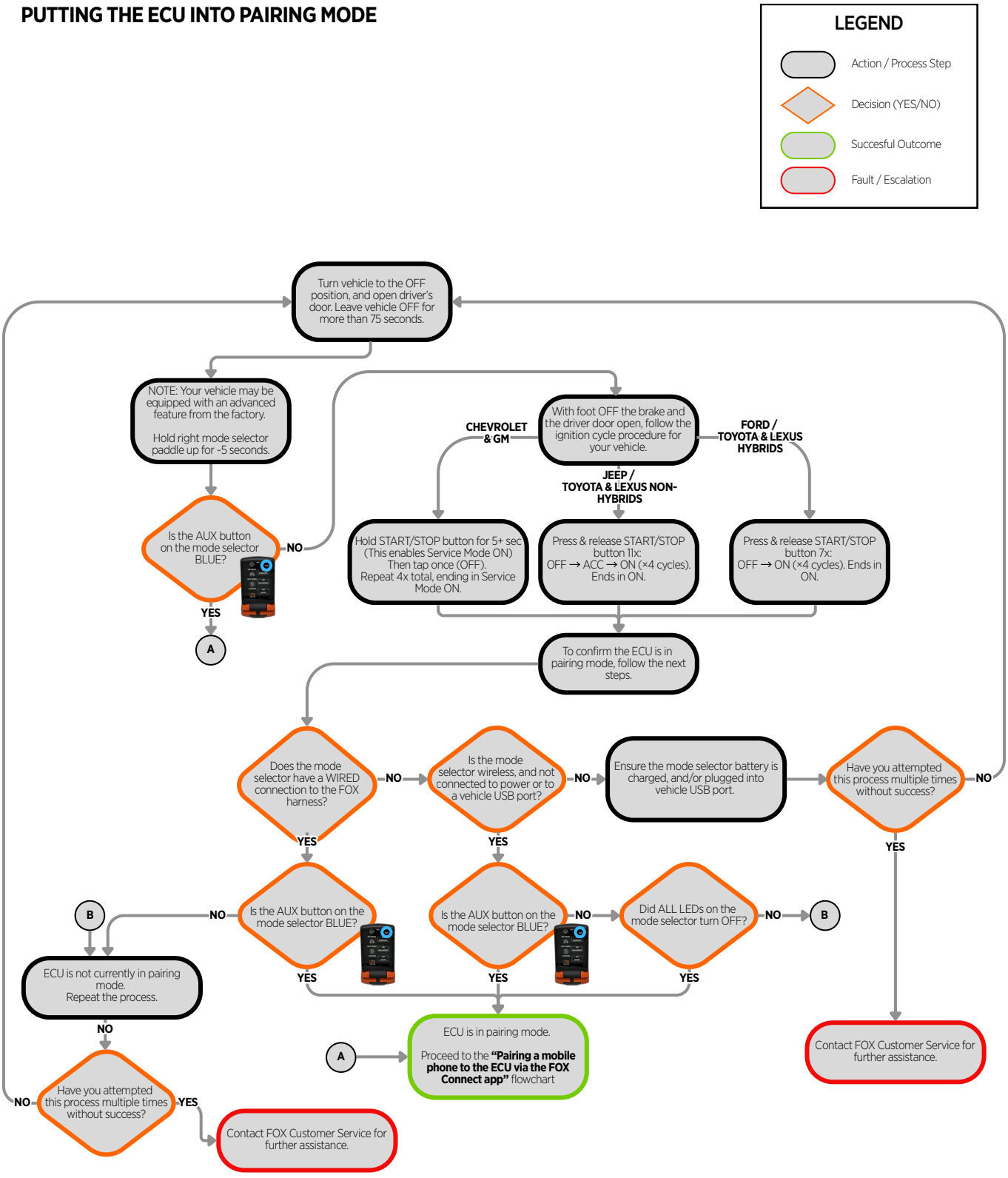
Option 2.3: Chevrolet, GM

Keep the engine OFF throughout this procedure.

1. Ignition OFF, driver's door open.
2. Wait 60 seconds.
3. Truck OFF, foot off the brake: hold START/STOP button for 5+ seconds (Service Mode ON), then tap it once (OFF). Repeat this hold-then-tap 4 times total. Stop after the 4th hold, leaving it in Service Mode ON.
4. Proceed to section 3.1 or 3.3, to pair a device



PUTTING THE ECU INTO PAIRING MODE



3.2 Pairing the Mode Selector to the ECU

NOTE: The Mode Selector normally arrives pre-paired from the Factory. Only use this procedure if the ON-ROAD icon flashes yellow continuously when the Mode Selector powers up with the vehicle ON. This means it isn't yet paired.

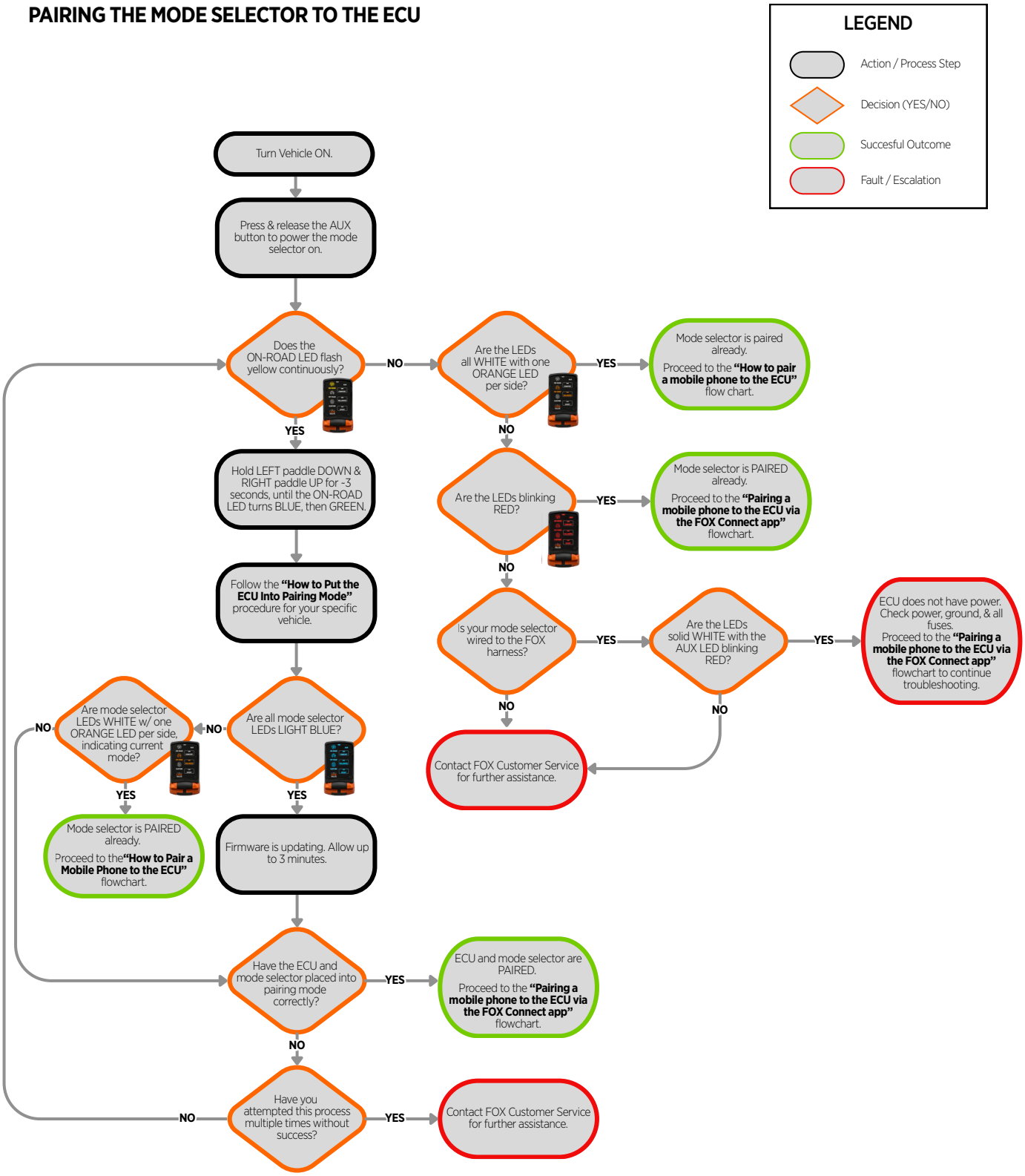
If it isn't paired, first put the ECU into pairing mode using the ignition sequence for your vehicle (Section 3.2, Option 2.1, 2.2, or 2.3). The mode selector paddle shortcut (Option 1) won't work yet as it requires a mode selector that's already paired.

1. Put the ECU into pairing mode (Section 3.2, Option 2.1, 2.2, or 2.3).
2. Press and release the auxiliary button to power on the Mode Selector.
3. Hold the left (Mode) paddle DOWN and right (Sub-Mode) paddle UP together until the ON-ROAD indicator turns blue (~3 seconds).
4. Confirm: ON-ROAD blinks yellow, then dark blue, then green. All indicators turn white when ready, with one orange indicator per side showing the current mode.

TIP: Pair the Mode Selector before pairing a phone. See Section 3.2 for how the mode selector shows the ECU is in pairing mode.

Reference the next page for more help pairing the mode selector to the ECU

PAIRING THE MODE SELECTOR TO THE ECU



PAIRING A MOBILE PHONE TO THE ECU VIA THE FOX CONNECT APP

Step 1: Download the FOX CONNECT Mobile App

The FOX mobile app is available free of charge on the Google Play Store and iOS App Store.

GET IT ON Google Play

Download on the App Store

Step 2: Create an Account

For full functionality, enable the following services during setup:

- **Location Services:** Enables GPS-based features
- **Notifications:** Enables system alerts and updates
- **Bluetooth:** Required for ECU communication

These services enable vehicle communication for diagnostics, tuning, and performance metrics.

Step 3: Pair Your Vehicle

1. Ensure the ECU is in pairing mode.
2. With the ECU in pairing mode, tap “PAIR NEW” in the mobile app garage.
3. When your vehicle appears, tap to add it to your garage.
4. Once paired, this procedure does not need to be repeated for this device.
5. Start your engine.
6. In the app garage, tap your vehicle and select “CONNECT” to begin.

Troubleshooting: Pairing Errors

If you see “UNABLE TO PAIR. No compatible vehicles found,” the ECU is not in pairing mode. Re-enter pairing mode using the procedure in Section 3, then tap “SCAN” in the app to retry.

Enjoy the FOX app and take control of your vehicle to the next level.

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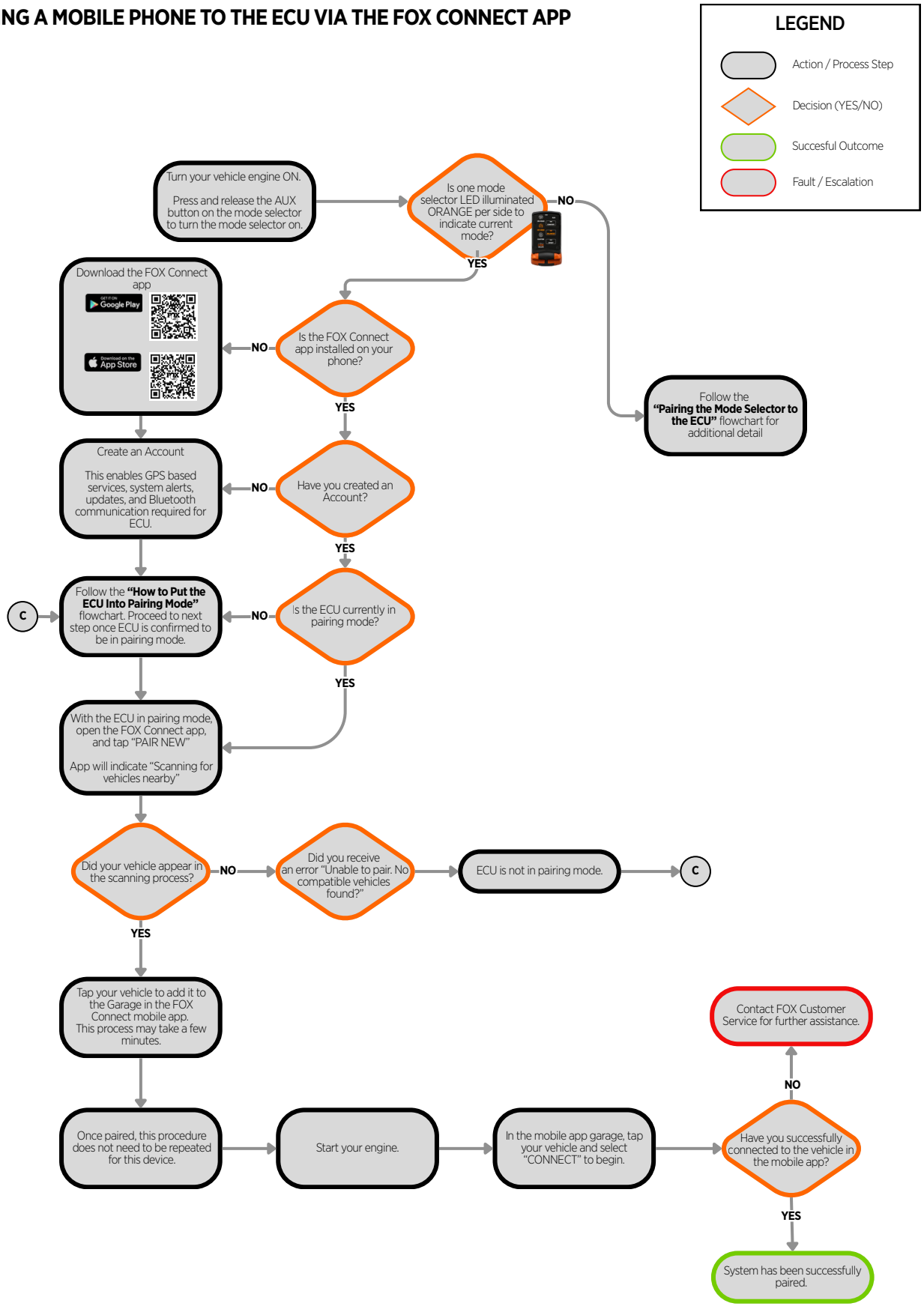
- Select and monitor real-time performance between multiple terrain modes.
- Enjoy live suspension telemetry, as well as ongoing features and improvements that are available through over-the-air updates.

PAIRING A MOBILE PHONE TO THE ECU VIA THE FOX CONNECT APP

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BALANCED
SPORT
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Connected
REC

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 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.

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INSTALLATION GUIDES

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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.

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