

PVG Owners/Service Manual Production Standards

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**ELECTRONICS
INSTALLATION GUIDE**

**JEEP WRANGLER JL (2018-ON)
JEEP GLADIATOR JT (2020-ON)
JEEP WRANGLER JL 4x4 (2021-ON)**

FACTORY RACE SERIES 3.0 LIVE VALVE

803-02-193 Kit: Connected Suspension Electronics, 18-ON Jeep JL
803-02-200 Kit: Connected Suspension Electronics, 20-ON Jeep JT
803-02-248 Kit: Connected Suspension Electronics, 21-ON Jeep JL 4x4



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 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
026-01-351	MOUNTING HARDWARE: 18-ON JEEP WRANGLER JL, 20-ON JEEP GLADIATOR, ECU/IMU BRACKET	1	Mates with 218-02-070 & 218-02-036
803-02-194, or 803-02-201, or 803-02-247	KIT: STW CONTROLLER ASSEMBLY	N/A	
218-02-070	ELECTRONIC PART: ECU, FOX CONTROLLER 8-VALVE, IP6K9K	1	Mates with 026-01-351
803-02-274	KIT: MOUNTING HARDWARE: FINNED RESERVOIR AND MOJAVE ADAPTER KIT	1	Included with Jeep Gladiator JT Kit ONLY
014-11-033	BUSHING: EYELET, HOURGLASS [Ø 0.750 ID X 1.313 TLG] EB2, POLYURETHANE, 88A	2	For use with JT Mojave Adapter Kit ONLY
018-00-070	FASTENER, STANDARD: NUT [M12 X 1.75 X 12MM TLG] STEEL, ZINC, NY-LOCK, GRADE 10.9	2	For use with JT Mojave Adapter Kit ONLY
018-01-049	FASTENER, STANDARD SCREW [1/4-14 X 1.00 TLG] STEEL, ZINC, SELF-DRILLING	6	For use with JT Mojave Adapter Kit ONLY
018-02-044	FASTENER, STANDARD: SCREW [1/4-20 X .750 TLG] SHCS, CLEAR ZINC	4	Finned Reservoir Mounting Kit
018-04-049	FASTENER, STANDARD: BOLT [M12 X1.75 X 75MM TLG] HEX HEAD SCREW, ZINC, GRADE 10.9	2	Finned Reservoir Mounting Kit
018-05-065	FASTENER, STANDARD: WASHER [Ø 13MM ID, Ø 24MM OD, 2.7MM THK] M12, STEEL, ZINC	4	For use with JT Mojave Adapter Kit ONLY
026-01-183	MOUNTING HARDWARE: UNIVERSAL BRACKET, 3.0 FINNED RESERVOIR, STEEL, BLACK	2	Finned Reservoir Mounting Kit
026-01-184	MOUNTING HARDWARE: UNIVERSAL CLAMP, 3.0 FINNED RESERVOIR, STEEL, BLACK	4	Finned Reservoir Mounting Kit
026-01-214	MOUNTING HARDWARE: LOOP CLAMP [0.875 ID X 0.50 THK] VIBRATION DAMPING RUBBER CUSHION, STAINLESS STEEL	2	Secures Hose to Frame
214-93-010	EYELET PARTS: HOURGLASS BUSHING SPACER [1.000" OD, .560" ID, .830" TLG]	2	For use with JT Mojave Adapter Kit ONLY
214-93-120	EYELET PARTS: HOURGLASS BUSHING SPACER [1.000" OD, .560" ID, 1.930" TLG]	2	For use with JT Mojave Adapter Kit ONLY
605-01-329	INSTRUCTION: JEEP JT MOJAVE AM ADAPTOR FASTENER AND BUSHING INSTALLATION	1	For use with JT Mojave Adapter Kit ONLY
803-02-275	KIT: MOUNTING HARDWARE: JEEP JL LOWER EYELET RE-LOCATION BRACKET, ALUMINUM, BLACK ANO	1	Included with Jeep JL, JT & 4xE Kits
018-00-070	FASTENER, STANDARD: NUT [M12 X 1.75 X 12MM TLG] STEEL, ZINC, NY-LOCK, GRADE 10.9	2	
018-04-048	FASTENER, STANDARD: BOLT [3/8-16 X .875" TLG] HEX HEAD SCREW, ZINC, GRADE	2	
018-04-049	FASTENER, STANDARD: BOLT [M12 X1.75 X 75MM TLG] HEX HEAD SCREW, ZINC, GRADE 10.9	2	

SHOCK ASSEMBLY

FOX PN	DESCRIPTION	QTY	NOTES
018-05-065	FASTENER, STANDARD: WASHER [Ø 13MM ID, Ø 24MM OD, 2.7MM THK] M12, STEEL, ZINC	4	
018-05-066	FASTENER, STANDARD: WASHER [Ø 0.406 ID, Ø 1.00 OD, .06 TH] STEEL, ZINC- AL	2	
026-01-181	MOUNTING HARDWARE: JEEP JL LOWER EYELET RE-LOCATION BRACKET, LEFT, ROTATED	1	
026-01-182	MOUNTING HARDWARE: JEEP JL LOWER EYELET RE-LOCATION BRACKET, RIGHT, ROTATED	1	
803-02-276	KIT: MOUNTING HARDWARE: UNIVERSAL FINNED RESERVOIR CLAMP/BRACKET	1	Included with Jeep Wrangler JL & 4xE Kits ONLY
018-01-049	FASTENER, STANDARD SCREW [1/4-14 X 1.00 TLG] STEEL, ZINC, SELF-DRILLING	6	
018-02-044	FASTENER, STANDARD: SCREW [1/4-20 X .750 TLG] SHCS, CLEAR ZINC	4	
026-01-183	MOUNTING HARDWARE: UNIVERSAL BRACKET, 3.0 FINNED RESERVOIR, STEEL, BLACK	2	
026-01-184	MOUNTING HARDWARE: UNIVERSAL CLAMP, 3.0 FINNED RESERVOIR, STEEL, BLACK	4	
803-02-195	KIT: CABLE HARNESS ASSEMBLY, MOUNTING HARDWARE, 18-ON JEEP JL, CONNECTED SUSPENSION	N/A	
026-00-009	MOUNTING HARDWARE: TIE, CABLE, BLACK [11.00 TLG]	80	
218-02-052	CONNECTED SUSPENSION: TRUCK, CAN HARNESS	1	Mates with 218-02-106
218-02-083	CONNECTED SUSPENSION: TRUCK, MAIN HARNESS, SINGLE VALVE	1	Mates with 218-02-106
218-02-106	CONNECTED SUSPENSION: CAN ADAPTER HARNESS, HARDWIRE, T-TAP	1	Mates with 218-02-052 and 218-02-083
218-02-102	ELECTRONIC PART: DUST CAP, ATM SERIES 8-RECEPTACLE	1	Plugs unused connector on 218-02-083
218-02-103	ELECTRONIC PART: DUST CAP, JST 4-PIN	1	Plugs unused connector on 218-02-052
026-01-298	MOUNTING HARDWARE: RUBBER PUSH-IN GROMMET, UNIVERSAL FIREWALL BOOT, FOR 1.250" HOLE, 0.0747" THK PLATE, BLACK	1	
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 the vehicle
803-02-196	KIT: ECU/IMU ASSEMBLY, MOUNTING HARDWARE, 18-ON JEEP JL, 20-ON JEEP JT, CONNECTED SUSPENSION	N/A	
218-02-036	ELECTRONIC PART: SENSOR, BOSCH MM7.10 IMU, 500 Kbps	1	Mates with 026-01-351
026-01-364	MOUNTING HARDWARE: IMU STANDOFF, [M6 X 1, .80 OFFSET], STEEL, ZINC	2	Mounts between 218-01-364 and 026-01-351
019-00-030	FASTENER, STANDARD (METRIC): NUT [M6 X 1.0] NYLON LOCKING, CLASS 8, ZINC PLATED	6	Secures ECU/IMU to mating brackets
018-01-082	FASTENER, STANDARD: SCREW [1/4-20 X .75 TLG] HEX HEAD GRADE 5, CLEAR ZINC	4	Secures ECU/IMU bracket assembly to vehicle
018-00-087	FASTENER, STANDARD: NUT, LOCK [1/4-20 X .328 TLG] CLEAR ZINC, NYLOK, GRADE 5	4	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.

FRONT DRIVER SEAT REMOVAL

1. First, remove the driver seat headrest. Then, remove the driver seat by sliding it all the way forward to expose the two T50 Torx bolts at the rear of the guide rails (Fig. 1). Remove both bolts.
2. Slide the driver seat all the way backwards to expose the two front T50 Torx bolts (Fig. 2). Remove both bolts.
3. Carefully tilt the seat backwards to expose the harness under the seat.
4. Unplug the two connectors underneath the seat. Unplug the Christmas tree plug securing the harness to the seat (Fig. 3 and Fig. 4).
5. Take note of how the OE harness under the drivers seat is routed, as it must be routed and installed the same way when the seat is reinstalled.



Fig. 1: Remove the two rear bolts.



Fig. 2: Remove the two front bolts.

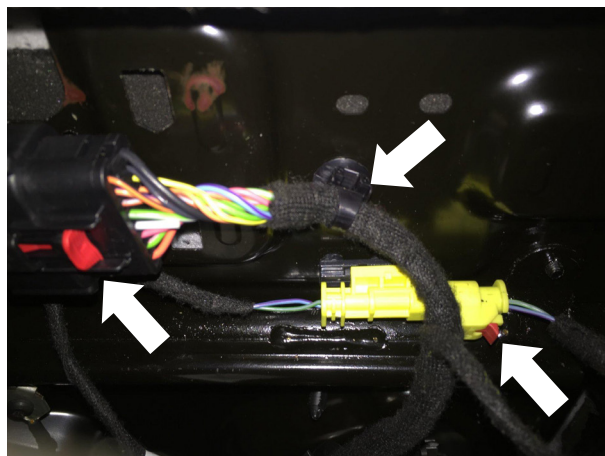


Fig. 3: Unplug both connectors under seat.

6. Remove the driver seat from the vehicle and set it on a surface so the bottom of the seat is accessible (Fig. 5)
7. Continue to the next section, ECU/IMU Installation, for further instruction.

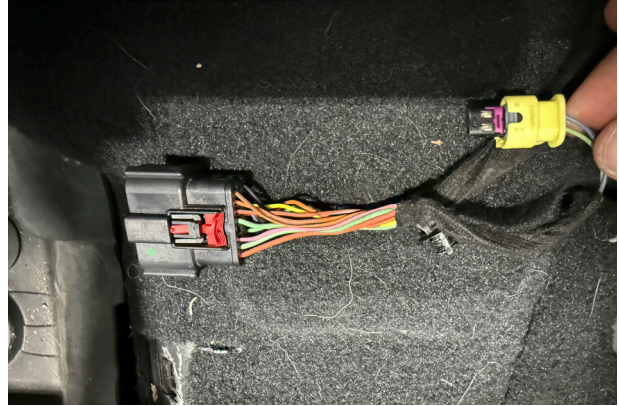


Fig. 4: Unplug both connectors under seat.



Fig. 5: Remove the driver seat.

ECU/IMU INSTALLATION

1. Align the ECU (218-02-070) with the PEM studs on the ECU bracket (026-01-351), as shown (Fig. 6). Use the (4) provided nuts (019-00-030) to install the ECU onto the bracket. Torque to 70 in-lb.
2. Assemble the (2) IMU standoffs (026-01-364) to the two PEMs studs on the bracket (026-01-351). Torque to 70 in-lb (Fig. 7).
3. Align the IMU (218-02-036) with the PEM studs on the bracket (026-01-351), as shown. Pay close attention to orientation (Fig. 8a). Use the (2) provided nuts (019-00-030) to install the IMU onto the bracket. Torque to 70 in-lb.
4. Align the IMU bracket assembly with the PEM studs on the ECU bracket assembly, as shown (Fig. 8a). Use the (2) provided nuts (019-00-030) to install it. Torque to 70 in-lb.
IMPORTANT: IMU orientation is critical. When the seat is secured back in the vehicle after mounting the IMU, please ensure the following: The IMU connector must be facing the rear of driver seat/back of the vehicle. The white cover on the IMU must be facing the floor of the vehicle (Fig. 8a and Fig. 8b).

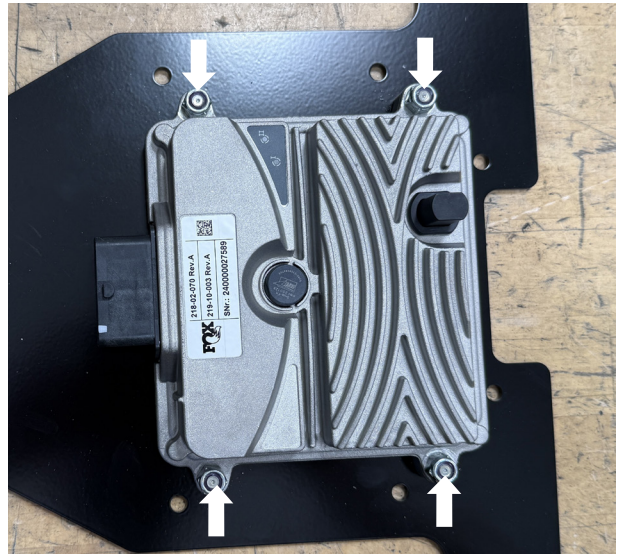


Fig. 6: Install the ECU onto the bracket.

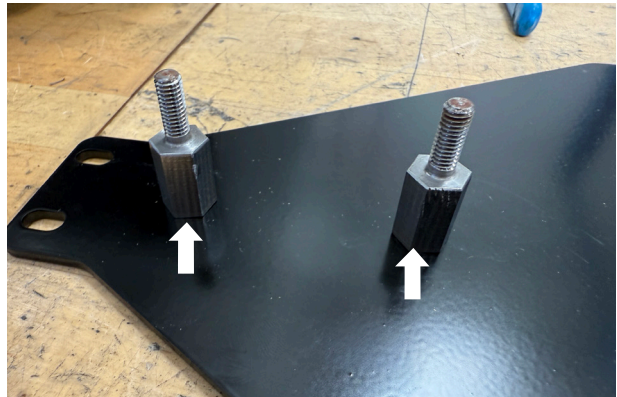


Fig. 7: Install the IMU standoffs onto the bracket.

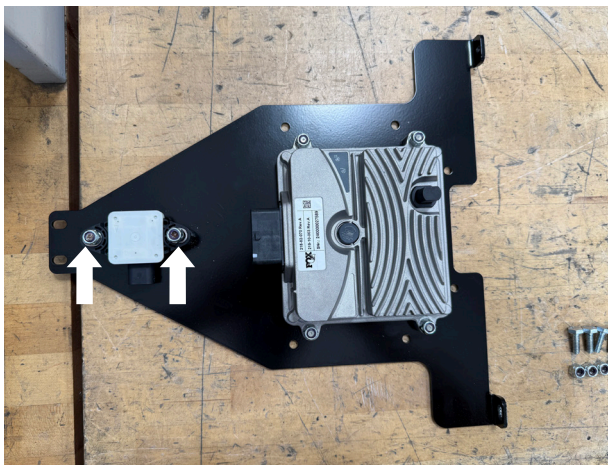


Fig. 8a: Install the IMU onto the bracket.

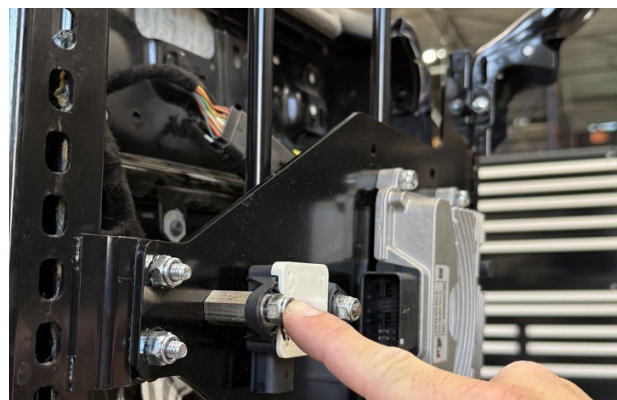


Fig. 8b: Correct IMU orientation.

5. The ECU/IMU bracket (026-01-351) mounts to the bottom of the seat at four points. One hole already exists. The other three must be drilled out. Align the bracket on the bottom of the seat (Fig. 10). Mark the hole locations. Use a 1/4" drill bit to drill out the remaining 3 holes (Fig. 9a-9c and Fig. 10).
6. Mount the bracket using the supplied bolts (018-01-082) and nuts (018-01-087). The ECU and IMU are mounted on PEMS studs on the bottom of the bracket, which should be facing the floor of the vehicle. Torque to 70 in-lb (Fig. 10).



Fig. 9a: Identify the three tabs for mounting the bracket.

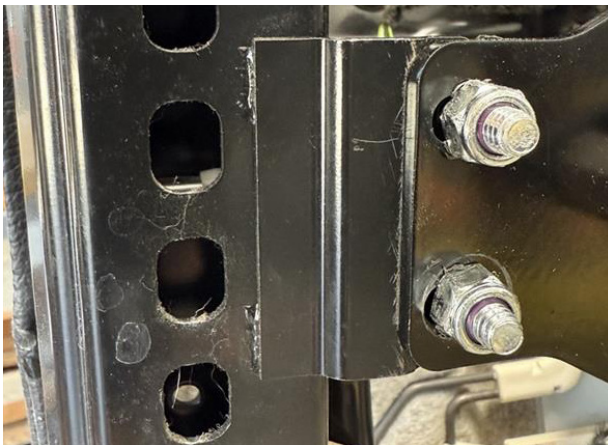


Fig. 9b: Identify the three tabs for mounting the bracket.

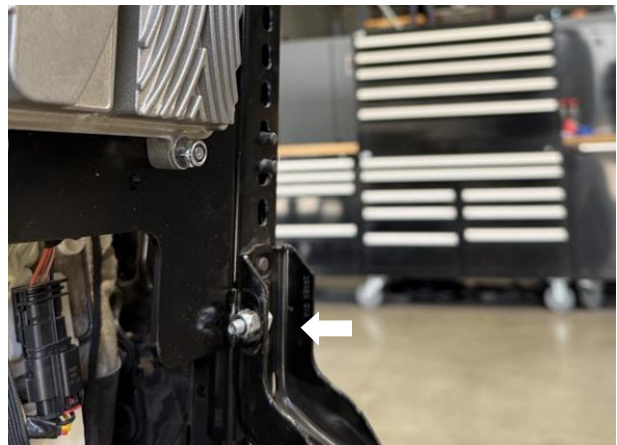


Fig. 9c: Identify the three tabs for mounting the bracket.

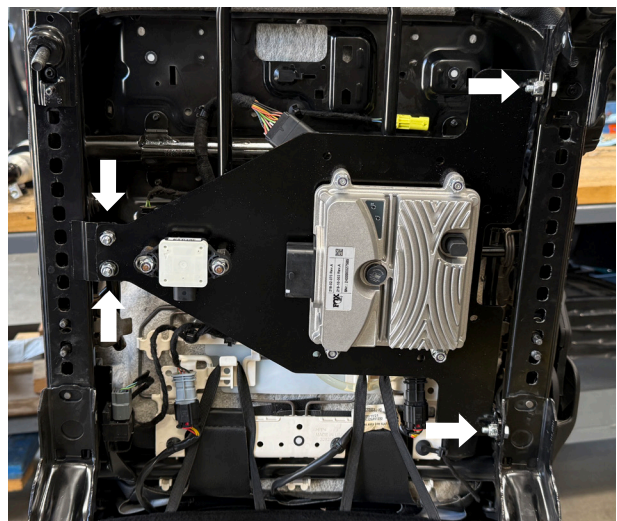


Fig. 10: Install the ECU/IMU bracket onto the seat.

7. 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 “Touchpoint” branch of the CAN harness (218-02-052). You may coil up that branch of the harness and secure in a hidden location. Additional detail to be provided later in this install guide.

8. Assemble the provided ball mount (803-04-388) and attach the touchpoint to it (Fig. 11). Then use the provided hardware (or other hardware, if applicable to your mounting strategy) to mount the assembly to the vehicle. Fig. 12a and Fig. 12b show examples of mounting locations.



Fig. 11: Ball mount and touchpoint assembly.



Fig. 12a: Example touchpoint mounting location.



Fig. 12b: Example touchpoint mounting location.

HARNES INSTALLATION

1. Remove the front driver door sill trim piece to gain access to the carpet under the driver seat.
2. Pull back the carpet to expose the grommets (Fig. 13).
3. Pry out the round OEM plug that is adhered to the cab floor (Fig. 14).
4. Use a stepper bit to open up the existing hole to 1.125" diameter (Fig. 15).



Fig. 13: Expose grommet.



Fig. 14: Remove/pry grommet out.



Fig. 15: Open up grommet hole to 1.125".

5. The harness grommet (026-01-298) must be modified to fit this application. Cut off the end as shown (Fig. 16 and Fig. 17).
6. Near the 12V+ power cable ring terminals, there is a fuse block with two micro2 fuses. Remove the cap and tree plug from this power fuse block before passing this part of the harness through the grommet. Slide the larger opening of the grommet over the all the cables on the main harness (218-02-083) except the two short 8 pin connectors labeled CAN & SENSOR. Slide the grommet toward the 48 pin connector (Fig. 18).
7. Pass the wires (power, ground, ignition, and all four 2-pin connectors) of the main harness (218-02-083) through the hole in the cab floor (Fig. 19).
8. Install the grommet into the cab floor, leaving approximately 2 feet of harness inside the cab (Fig. 20).
9. Pause harness installation here and move onto the next section, Vehicle CAN Integration.



Fig. 16: The 026-01-298 grommet before modification.



Fig. 18: Assemble grommet onto harness.

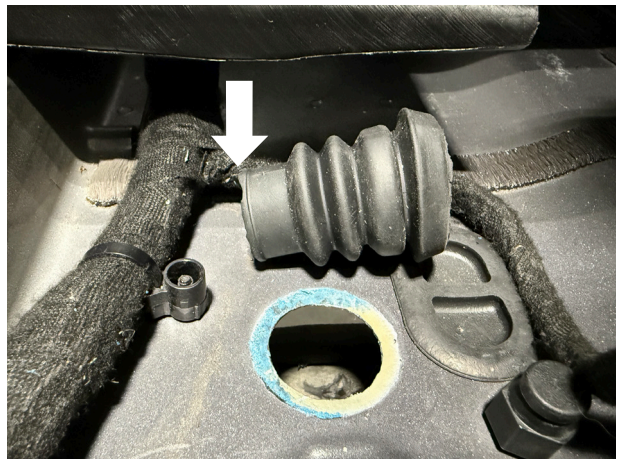


Fig. 17: Modified grommet.



Fig. 19: Pass wires through cab floor.



Fig. 20: Install grommet in cab floor

VEHICLE CAN INTEGRATION

1. Locate the 16-pin black connector and harness inside the cab that you disconnected from underneath the driver seat. Carefully identify Pin # 13 (orange/CAN H) and Pin # 14 (yellow/CAN L) using Fig. 21. Peel back the wire tape to expose approximately 2-3 inches of wire behind this 16-pin connector (Fig. 24).
2. Locate the T-Tap harness (218-02-106). The solid brown wire is CAN H, and the white with brown stripe wire is CAN L (Fig. 22a-22b).
3. Use a set of pliers to crimp the T-Tap using the solid brown wire from 218-02-106 and the orange wire from Pin #14 on the seat harness connector (Fig. 23).

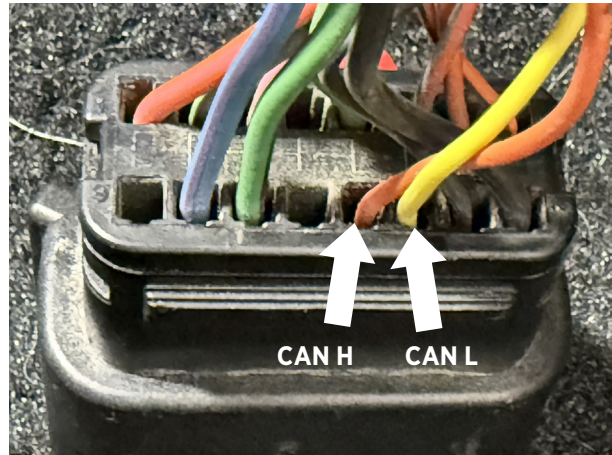


Fig. 21: Driver seat harness pin out

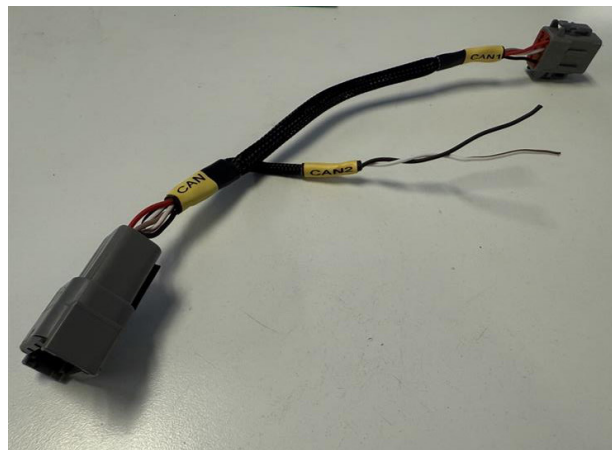


Fig. 22a: Brown and white with brown stripe wires on 218-02-106 T-Tap harness

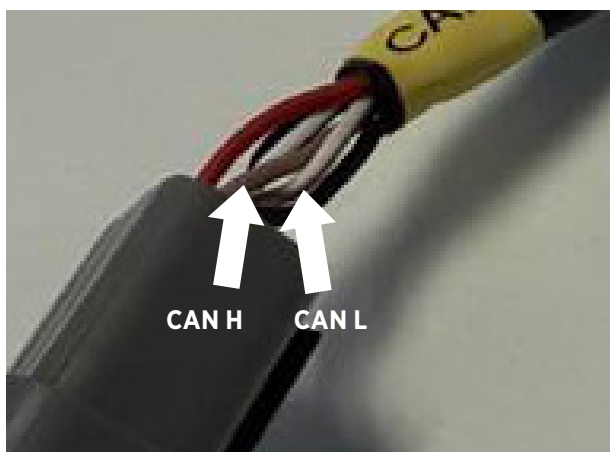


Fig. 22b: Brown and white with brown stripe wires on 218-02-106 T-Tap harness

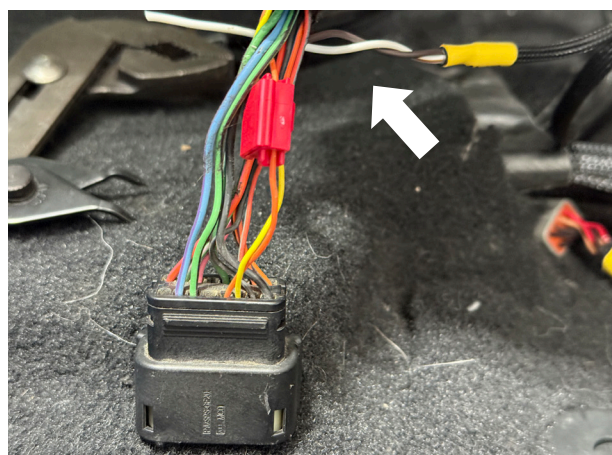


Fig. 23: T-Tap orange and brown wires

4. Use a set of pliers to crimp the T-Tap using the white wire with brown stripe from 218-02-106 and the yellow wire from Pin #13 on the seat harness connector (Fig. 24).
5. Zip tie the 218-02-106 harness to the OE harness near the connector for strain relief (Fig. 24, arrows).
6. The “ROTARY” branch on the main harness (218-02-083) is not used in this application. Install the 8-pin dust cap (218-02-102) on the “ROTARY” branch 8-pin connector (Fig. 25).
7. The “TOUCHPOINT” branch on the CAN harness (218-02-052) is not used in this application. Install the 4-pin dust cap (218-02-103) on the “TOUCHPOINT” white 4-pin connector (Fig. 26).

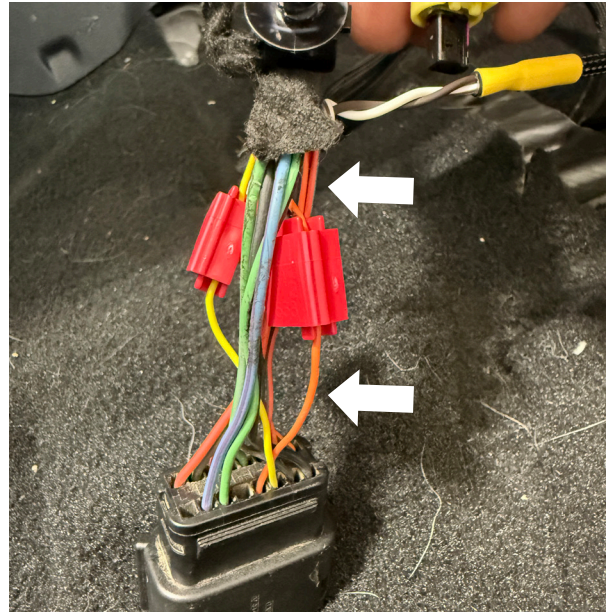


Fig. 24: T-Tap yellow and brown with white stripe wires. Arrows indicate areas for zip ties



Fig. 25: 8-pin dust cap (218-02-102) on the “ROTARY” branch 8-pin connector



Fig. 26: 4-pin dust cap (218-02-103) on the “TOUCHPOINT” white 4-pin connector

HARNES INSTALLATION, CONTINUED

1. Loosely place the driver seat back in the vehicle. Tilt the seat backwards, propping it up to expose the bottom of the seat (Fig. 27).
2. Reinstall the OE harness under the driver seat. **NOTE:** The OE harness must pass through the notch on the driver's side of the ECU/IMU bracket (026-01-351) under the seat (Fig. 28).
3. First, connect the T-Tap harness (218-02-106) to the CAN harness (218-02-052). Ensure this branch routes to the front of the seat and underneath the 026-01-351 bracket. Secure the 8-pin "CAN" connector on the 218-02-052 harness to the bottom side of the ECU bracket with a zip tie. Use the existing hole in the ECU bracket (Fig. 27 and Fig. 29).
4. Connect the other end of the T-Tap Harness (218-02-106) to the "CAN" branch on the main harness (218-02-083) as shown. The "CAN" branch on the main harness should route up and over the back side of the 218-02-351 bracket (Fig. 27).



Fig. 27: Driver seat with bottom exposed

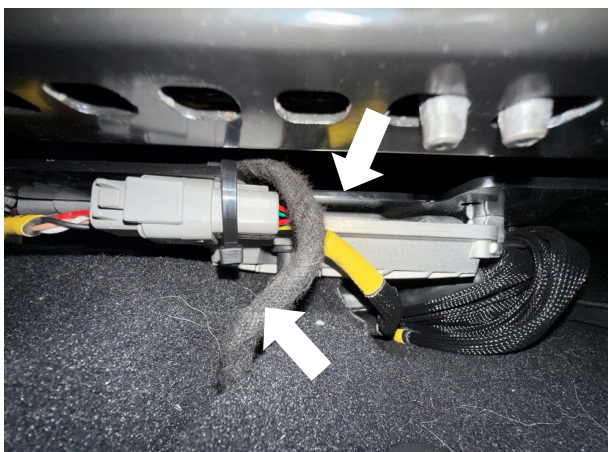


Fig. 28: OE harness (bottom arrow) routing through the notch (upper arrow) on the driver's side of the ECU/IMU bracket under the driver seat

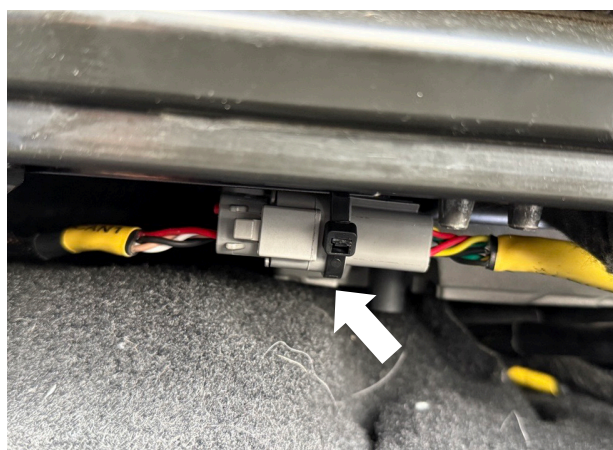


Fig. 29: Zip tie 218-02-106 to CAN Harness

5. Secure the T-Tap Harness (218-02-106) to the OE harness under the seat to ensure strain relief (Fig. 27, Fig. 30, and Fig. 31).
6. Coil up the “CAN2” and “Touchpoint” branches on the CAN harness (218-02-052) and secure them out of the way. These harness branches are not used in this application and can be stored underneath the driver seat, between the carpet and the cab floor. OR they can be routed underneath the drivers side door sill panel and secured underneath the steering column. Trim removal may be required.
7. Route the wires from the FOX harnesses (218-02-052, 218-02-083) as shown. Route them

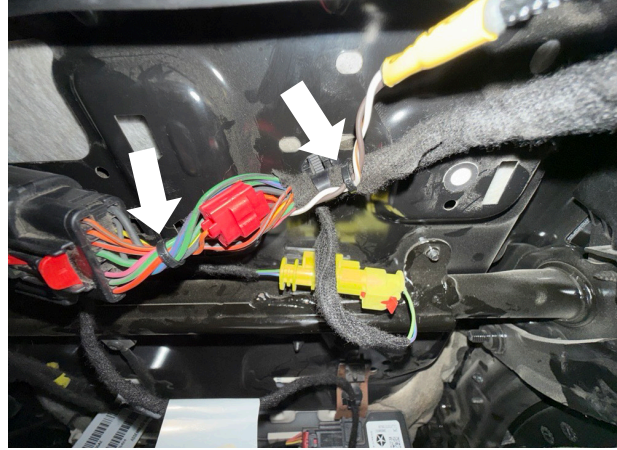


Fig. 30: Zip tie 218-02-106 to OE Harness

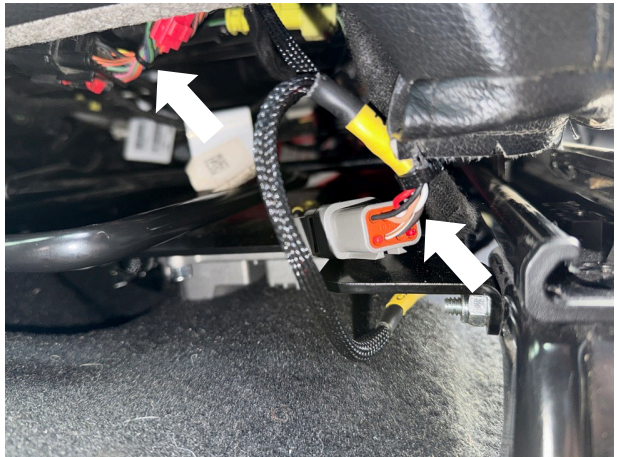


Fig. 31: Zip tie 218-02-106 to OE Harness

underneath the vent under the driver seat and carpet (Fig. 27).

8. Connect the IMU connector from the CAN Harness (218-02-052) to the IMU as shown (Fig. 32).
9. Connect the 48-Pin connector on main harness (218-02-083) to the ECU as shown. Ensure the latch is fully closed/engaged (Fig. 32).
10. Loosely set the driver seat back in place, while carefully positioning the wire bundles to ensure the best wire routing for your setup. Pull any additional or unnecessary harness slack under the cab outside the vehicle.

IMPORTANT: Carefully ensure the T-Tap harness (218-02-106) has slack when the driver seat moves all the way forward and backward on the guide rails. Since the T-Tap harness moves with the seat, it is best practice to add zip ties to provide strain relief.

11. Place zip ties around FOX harnesses inside the cab to consolidate wiring.
12. Place zip tie around the grommet and wire harness on the exterior of cab beneath the cab floor (Fig. 33).

NOTE: When routing the harnesses, use the provided zip ties to attach the looms to the existing harness paths as often as possible. It is recommended to secure zip ties every 6-8 inches. 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. 32: Connect the 48-Pin connector on main harness (218-02-083) to the ECU

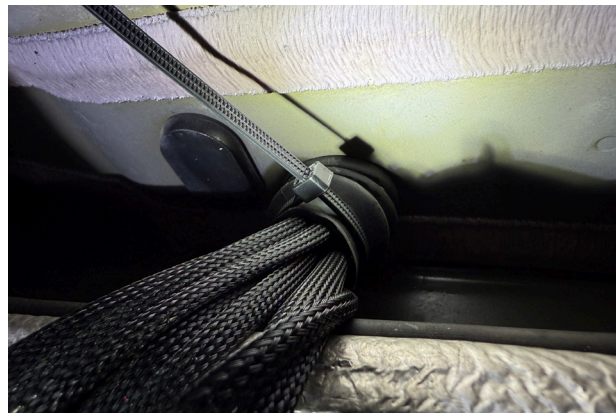


Fig. 33: Zip tie grommet and wire harness beneath the exterior cab floor

13. Route the rear shock harnesses along the driver side frame rail, securing it to the OE harness or brake line as able (Fig. 34a-34b).
14. Route the rear right shock harness along the top of the frame crossmember to the passenger side of the vehicle. Plug "RRC" shock connector into the rear right shock (Fig. 35a-35c).



Fig. 34a: Secure rear shock harnesses



Fig. 34b: Secure rear shock harnesses



Fig. 35a: Route right rear shock harness, plug RRC connector into rear right shock



Fig. 35b: Route right rear shock harness, plug RRC connector into rear right shock



Fig. 35c: Route right rear shock harness, plug RRC connector into rear right shock

15. Route the rear left shock harness into the driver side wheel well. Plug the “RLC” shock connector into the rear left shock (Fig. 36a-36d).
16. Route the power harness (ignition, 12V Constant and ground) and the front left and front right shock harnesses along the top of the driver side frame rail to the front driver side wheel well.
17. Separate the front left harness from the rest of the harness branches. Route and plug the “FLC” shock connector into the front left shock, routing it as close to the reservoir as possible. Secure hose to frame rail as shown with provided P-Clamp (Fig. 37).



Fig. 36a: Route left rear shock harness, plug RLC connector into rear left shock



Fig. 36b: Route left rear shock harness, plug RLC connector into rear left shock



Fig. 36c: Route left rear shock harness, plug RLC connector into rear left shock



Fig. 36d: Route left rear shock harness, plug RLC connector into rear left shock



Fig. 37: Plug the FLC connector into the front left shock

18. Route the power harness and front right shock harness up into the engine bay. Secure to the cowl under the hood and route over to the passenger side (Fig. 38).
19. Connect 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. 39a-39c).



Fig. 38: Route power harness and front right shock harness



Fig. 39a: Connect 12V 5A and 12V 15 A to positive terminal; connect GND BATT to ground terminal



Fig. 39b: Connect GND BATT to ground terminal

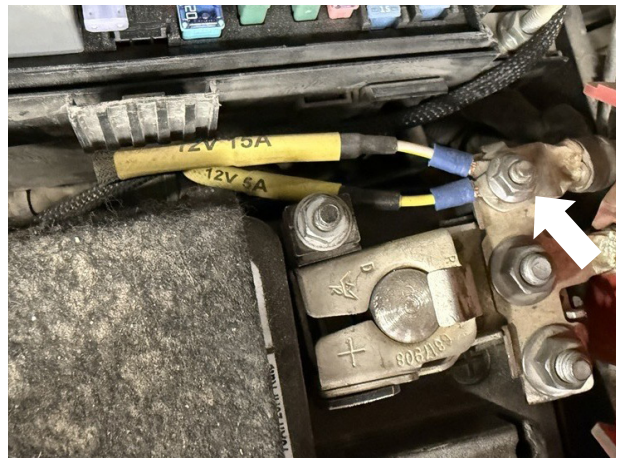


Fig. 39c: Connect 12V 5A and 12V 15 A to positive terminal

20. Secure the Christmas tree plug on the power cables in-line fuse block (12V Constant 5A/15A) (Fig. 40).
21. Route the front right shock harness branch into the passenger wheel well. Plug the “FRC” shock connector into the front right shock, routing it as close to the reservoir as possible. Secure hose to frame rail as shown with provided P-Clamp (Fig. 41).
22. Identify the ignition cable. Crimp the provided Micro2 fuse tap onto the ignition cable.
23. Place the provided 3A fuse into the fusetap upper slot (Fig. 42).

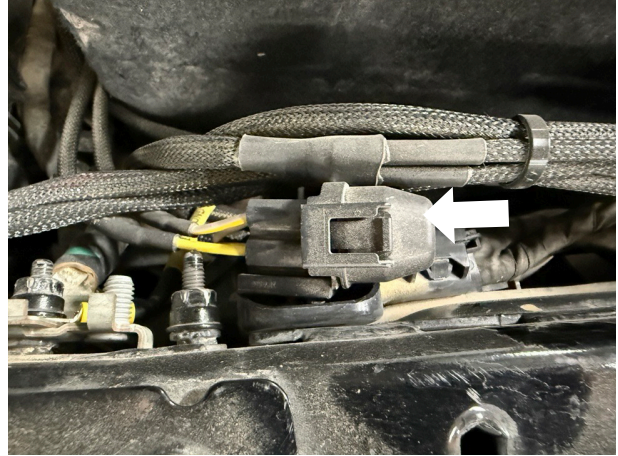


Fig. 40: Secure Christmas tree plug



Fig. 41: Plug FRC connector into front right shock

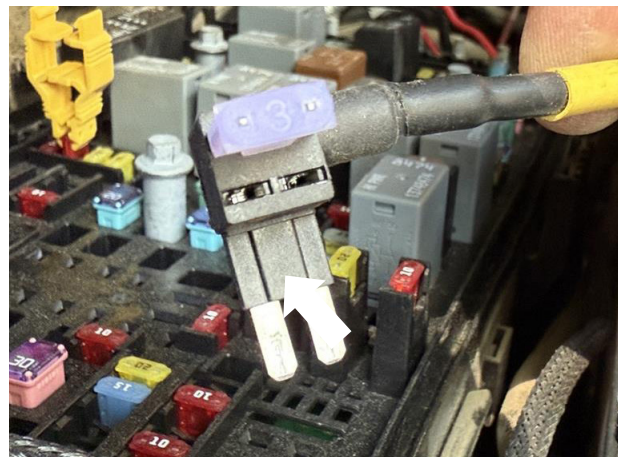


Fig. 42: 3A fuse into fusetap upper slot

24. Remove the fuse box cover on the passenger side of the engine bay.
25. Remove the 10A Micro2 fuse from slot F56 and place it into the lower slot on the fuse tap on the ignition cable (Fig. 43 and Fig. 44).
26. Assemble the fuse tap into the fuse box slot F56 (Fig. 45).
27. Route the harness as shown (Fig. 46).
28. Reassemble the fusebox cover and ensure all connections are secure.

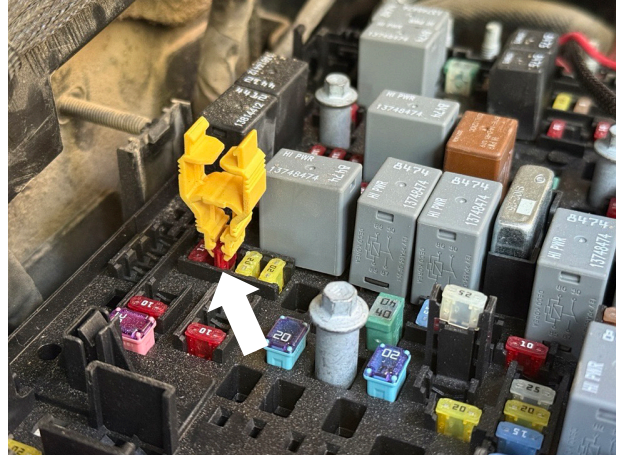


Fig. 43: 10A Micro2 fuse

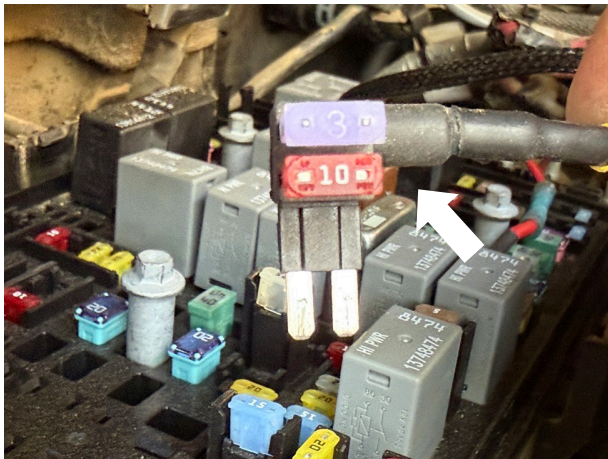


Fig. 44: 10A Micro2 fuse

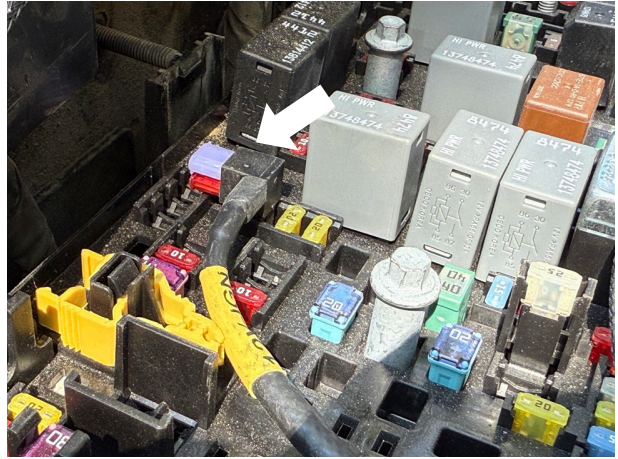


Fig. 45: Fuse tap into F56

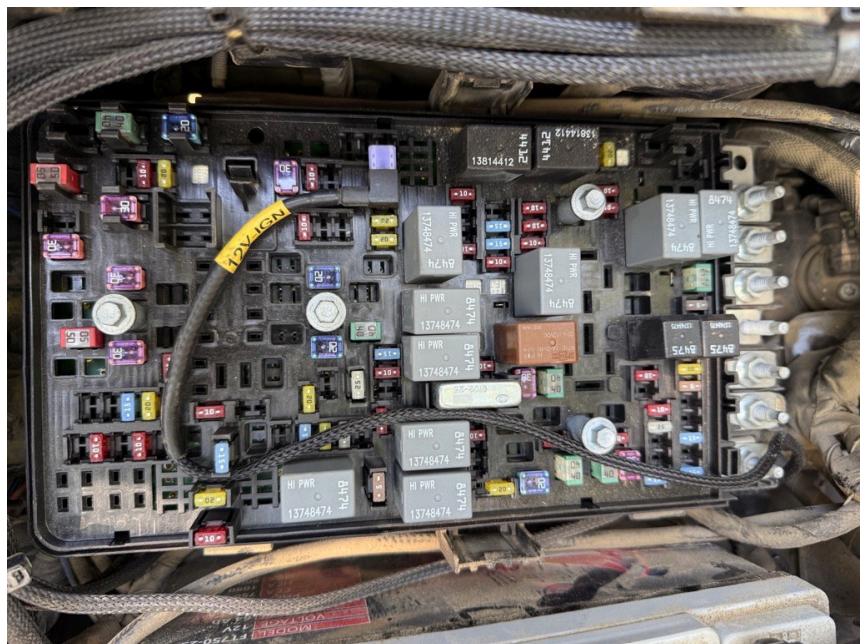


Fig. 46: Harness routing

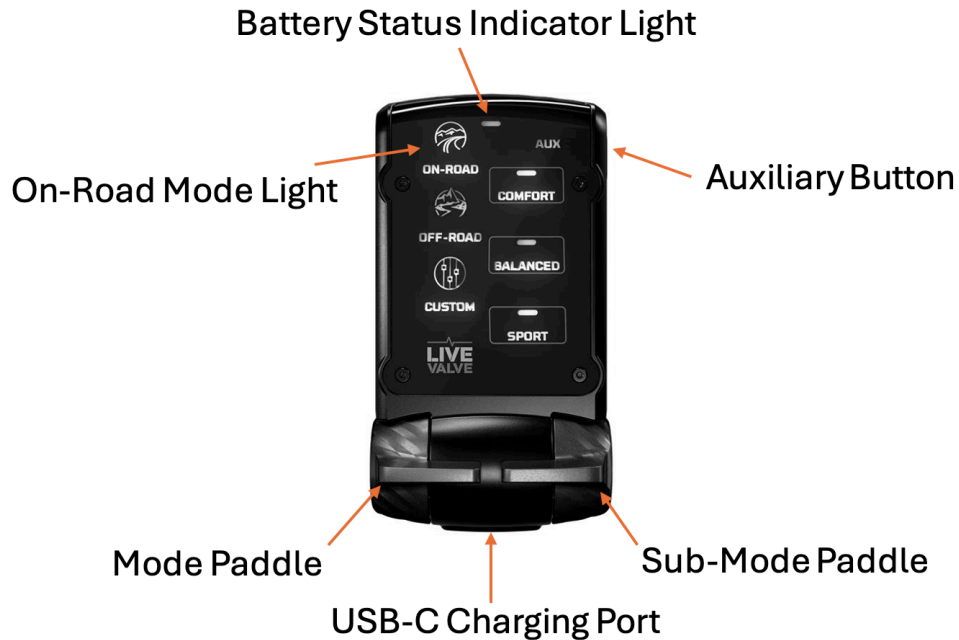
VEHICLE REASSEMBLY

1. Connect the vehicle battery. Torque to OE specification.
2. Ensure all wires/harnesses are secured and out of the way.
3. Secure the carpet back in place.
4. Reinstall the driver side door sill trim (if removed).
5. Reinstall the driver seat. Torque all 4 bolts to OE specification.

IMPORTANT: Carefully ensure the T-Tap harness (218-02-106) has slack when the driver seat moves all the way forward and backward on the guide rails. Since the T-Tap harness moves with the seat, it is best practice to add zip ties to provide strain relief, as able.

TOUCHPOINT AND MOBILE APP

1. BASIC OPERATION



POWER ON

Press and release the auxiliary button located on the top-right corner of the Touchpoint 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 Touchpoint 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

To charge the Touchpoint battery, connect a USB-C cable to the charging port located on the bottom of the Touchpoint.

TOUCHPOINT 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.

TOUCHPOINT BATTERY STATUS

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

Fully Charged



Solid Green

Charging
in Process



Flashing Green

Normal Battery Level
(Not Charging)



Off

Low Battery
(Charge required)



Flashing Red

3. PAIRING PROCEDURES

For this system to function as designed, the Touchpoint and a mobile phone should be paired to the ECU.

NOTE: The Touchpoint should be pre-paired to the ECU at the factory. However, with the vehicle ON, if the ON-ROAD mode icon flashes yellow when the Touchpoint is powered on, it still needs to be paired. It is helpful to pair the Touchpoint before a smartphone, as the FOX Touchpoint AUX light will illuminate solid blue when the vehicle (ECU) is in pairing mode and ready to pair.

For pairing the Touchpoint and smartphones, follow the pairing procedure on the next pages.

ENTERING ECU PAIRING MODE

IMPORTANT: Keep the engine OFF throughout this entire procedure.

1. Verify the ignition is in the OFF position (initial state) and that the driver's door is open
2. Wait 30 seconds for the ECU to power off.
3. With foot off the brake, press the START/STOP button 11 times. The ignition will cycle through the following sequence:

FROM OFF → ACC → RUN → OFF → ACC → RUN → OFF → ACC → RUN → OFF → ACC → RUN



4. After the 11th press, the ECU enters pairing mode. The ignition will be in the RUN position.

NOTE: The pairing mode procedure must be repeated each time you pair a new device to the ECU.

PAIRING THE TOUCHPOINT

NOTE: The Touchpoint is intended to arrive factory pre-paired. However, if the vehicle is ON and the Touchpoint's ON-ROAD mode icon flashes yellow continuously immediately after power-up, the Touchpoint is not paired and must be paired.

NOTE: Pairing order recommendation: Pair the Touchpoint before pairing a smartphone.

NOTE: Pairing-mode indicator: If the Touchpoint is paired before a smartphone, then when the vehicle (ECU) is in pairing mode and ready to pair, all Touchpoint LEDs will turn OFF.

Step 1: Power On the Touchpoint

Press and hold the auxiliary button to turn the Touchpoint on.

Step 2: Enter Pairing Mode

Simultaneously hold the left (Mode) paddle DOWN and the right (Sub-Mode) paddle UP until the ON-ROAD indicator turns blue (approximately 3 seconds).

Step 3: Verify Connection

- The ON-ROAD indicator will blink yellow, then dark blue, then green, confirming the connection.
- If a firmware update is required, all indicators on the Touchpoint may turn light blue during the update process.
- The Touchpoint is ready to use when all indicators turn white, with one orange indicator on each side showing the current mode and sub-mode selection.

PAIRING A MOBILE PHONE

Step 1: Download the FOX Mobile App

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

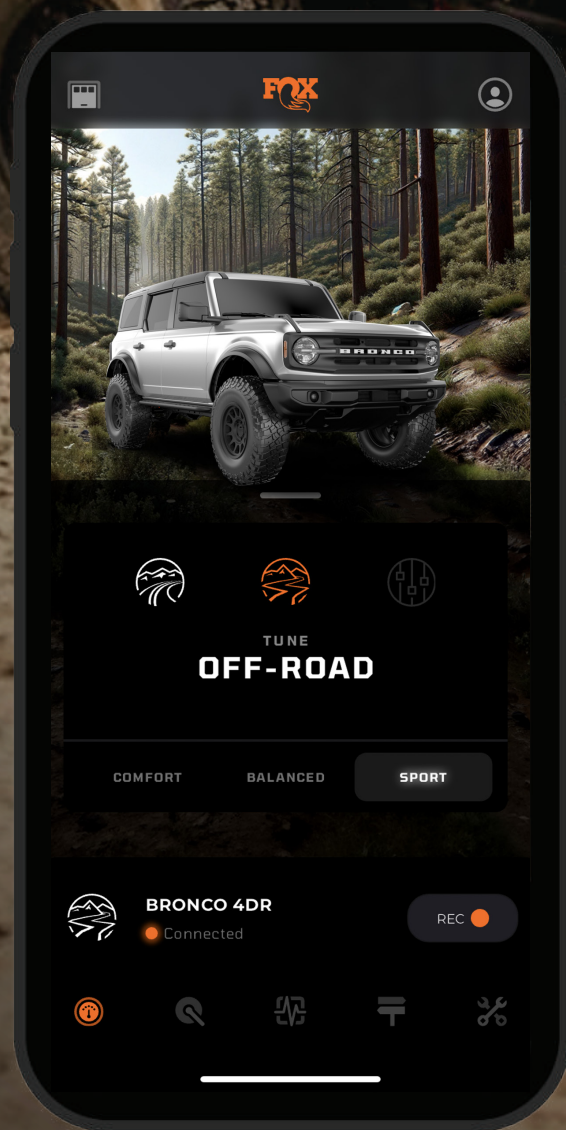
If you see “UNABLE TO PAIR. No compatible vehicles found,” the ECU is not in pairing mode. Re-enter pairing mode using the procedure in Section 3, then tap “SCAN” in the app to retry.

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

- Record your rides for optimal performance of your vehicle.
- 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.

The ultimate performance
& control at your fingertips

TAME
ANY
TERRAIN.



MAINTENANCE

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

NOTICE: To avoid corrosion, you should keep the shocks and springs clean and free of salt, debris and moisture. The wiper seal will clean deposits from the shaft, but the shock won't fully compress every time. This means you could accumulate debris 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 moisture inside the shock.

Make sure the ends of the spring and shock threads are clean and free of salt and debris 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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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.

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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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