

BUMP STOP KIT
INSTALLATION GUIDE



- 883-02-168, 18-ON Jeep JT Rear, 2.5"+ Lift, Gen2, Bump Stop 2.0 Series,
IFP, 2.00" Travel, 10.00" EXT

605-01-280 REV A



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Thank you for choosing FOX direct-replacement shocks for your vehicle. FOX products are designed, tested, and manufactured by the finest professionals in the industry.

FOX recommends that you become completely familiar with the handling characteristics of your modified vehicle before operating it under rigorous conditions, helping to avoid potential rollover situations and other loss of control events. FOX further recommends that you use appropriate protective equipment at all times when operating your vehicle.

To achieve the best performance and product longevity, periodic service and maintenance is required. Please refer to the Service and Upgrades section for more information.

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SAFETY INSTRUCTIONS

WARNING

- FOX direct-replacement shocks are designed to fit and allow proper clearance with the stock suspension. If aftermarket suspension components are installed it is the customer's responsibility to ensure that interference between the FOX shocks and other vehicle components does not occur at any point in the shock stroke.
- FOX direct-replacement shocks should always be installed as a set for maximum performance.
- Proper installation and service procedures are essential for the safe and reliable operation of the suspension components, requiring the experience and tools specially designed for this purpose. Installation and maintenance procedures for this product must be performed by a qualified service technician, to avoid potentially unsafe vehicle handling characteristics, which may result in SERIOUS INJURY or DEATH.
- Modifying your vehicle's suspension will change the handling characteristics of your vehicle. Under certain conditions, your modified vehicle may be more susceptible to loss of control or rollover, which can result in SERIOUS INJURY or DEATH. Thoroughly familiarize yourself with the modified vehicle handling characteristics before any rigorous vehicle operation. Wear protective body gear and a helmet when appropriate. Installation of vehicle roll bars or cage is highly recommended.
- FOX direct-replacement shocks are gas-charged and are highly pressurized. Placing shocks in a vise or clamp, applying heat, or attempting to open or service the shock without the proper tools and training can result in SERIOUS INJURY or DEATH. Do not attempt to modify, puncture or incinerate a FOX direct-replacement shock absorber.
- Any attempt to misuse, misapply, modify, or tamper with any FOX product voids any warranty and may result in SERIOUS INJURY or DEATH.

INSTALLATION GUIDELINES

WARNING

- Always use a chassis lift for the installation of shocks, and make certain that the raised vehicle is securely attached to the lift to prevent the vehicle from slipping, falling, or moving during the installation process.
- DO NOT install any FOX product without the necessary special tools, expertise and chassis lift or you will subject yourself to the risk of SERIOUS INJURY or DEATH. If you elect to not use a chassis lift (which may result in SERIOUS INJURY or DEATH), ensure that the vehicle is: (1) on level ground, (2) that all tires on the ground during installation are blocked to prevent vehicle movement, (3) that at least two tires are on the ground at all times, and (4) that adequately secured jack stands are used to support the vehicle. NEVER get under the vehicle until you have checked to ensure that the vehicle will be stable during installation.
- FOX direct-replacement shocks are designed to fit your vehicle's shock mounts without modification except the reservoir placement on specific models and applications.
- If a preload adjustment is necessary for your application DO NOT adjust preload with the coil-over on the vehicle. Remove the coil-over from the vehicle and use a spring compressor to remove the spring hardware and spring. Once the spring is removed, you can adjust the snap ring position.

BUMP STOP KIT INSTALLATION INSTRUCTIONS - REAR

*Medium-strength thread-locker is recommended on all bolts.

1. Please read the installation guidelines on how to properly lift and secure vehicle.
2. Remove both rear wheels.
3. Disconnect the battery.
4. Disconnect any necessary components in order for springs to be free from upper mount. Remove rear coil springs. A spring compressor is recommended and may be necessary in some applications. You will need the rear axle to droop out as far as possible.
5. Remove factory bump stop by prying it free from the bump stop holder.
6. Once removed, make a mark that is in the center of the top portion OEM bump stop holder (Figure 1).

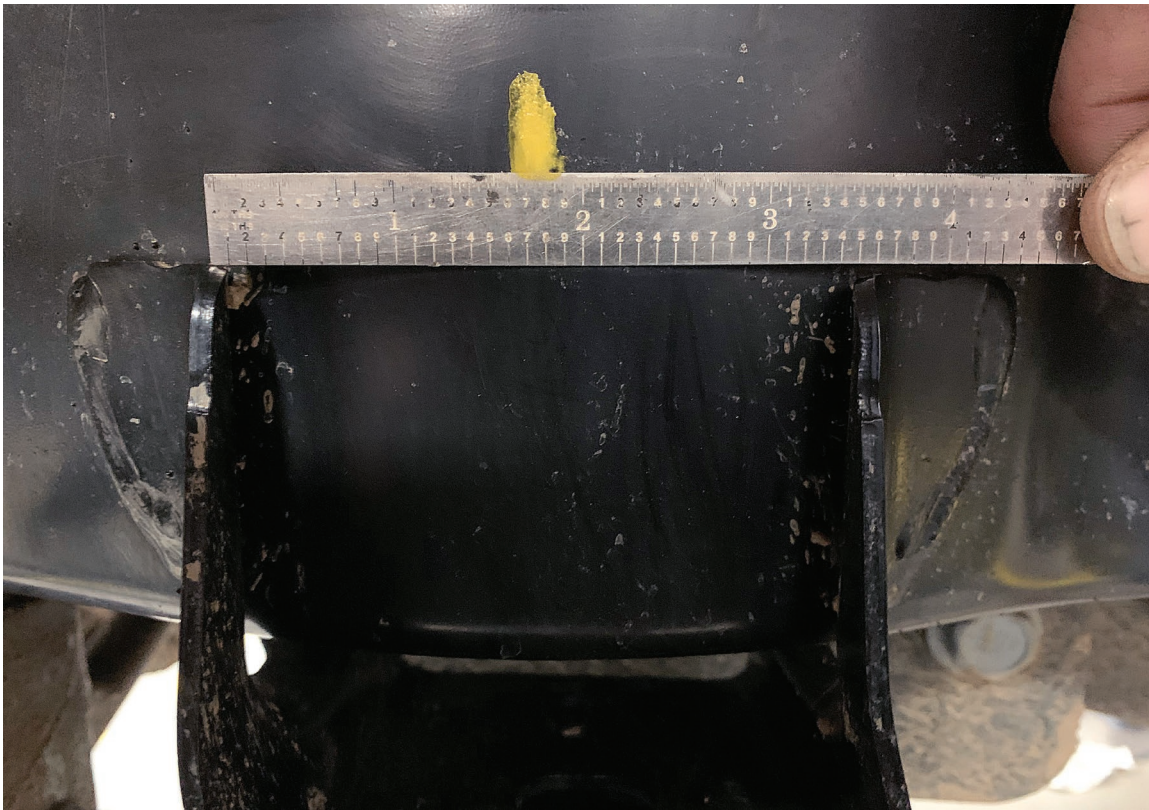


Figure 1: Passenger side shown

- Using the mark you just made, draw a line that goes from the mark you just made to the bottom of the frame rail. This is going to be the centerline of where to mount the bump stop (Figure 2).



Figure 2: Passenger side shown

- At this point, You will need to remove the OEM bump stop mount and holder from the frame. To do so, using a cutoff wheel or reciprocating saw cut/ grind off the welds that attach the OEM bump stop holder to the frame. **DO NOT CUT INTO THE FRAME. DO NOT GRIND THE AREA SMOOTH YET OR REMOVE THE LINE YOU JUST MADE IN THE PREVIOUS STEP!** You will be using these for reference (Figure 3).



Figure 3: Passenger side shown

- Using the line you made earlier, continue that line across the bottom of the frame rail. Make sure the line is between the 2 welds on the bottom of the frame (Figure 4).



Figure 4: Passenger side shown

- Once you draw your line, use a center punch to make an indent 1" away from the outside edge of the frame rail on your line. The indent should be some where on the OEM weld seam on the bottom of the frame rail (Figure 5).



Figure 5: Passenger side shown

11. Once the punch mark is made, use an 1/8" drill bit to drill a pilot hole in the frame (Figure 6).



Figure 6: Passenger side shown

12 Using a 2-1/2" Hole Saw and the pilot hole you just drilled, Cut a hole in the frame to accommodate the new FOX IFP Bump Stop holder. The hole saw will not make a complete circle hole in the frame because it will be hanging off the frame rail slightly (Figure 7).

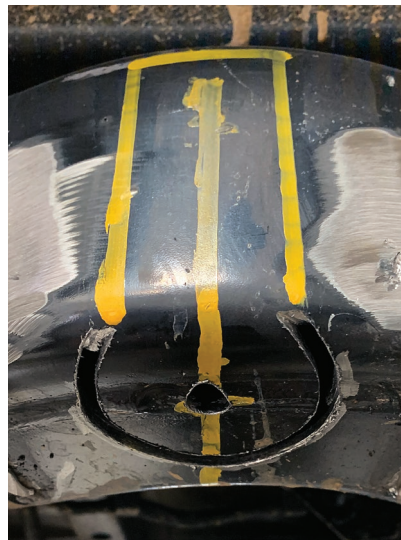


Figure 7: Passenger side shown

13. Once the hole is cut, using a straight edge, draw 2 4-1/4" lines straight up the frame that start at the edges where the hole you cut does not complete the circle. Then connect the 2 lines, you will have a rectangle (Figure 8).



Figure 8: Passenger side shown

14. Once you have your rectangle drawn, using a cut off wheel or reciprocating saw, cut out the rectangle from the frame rail (Figure 9).

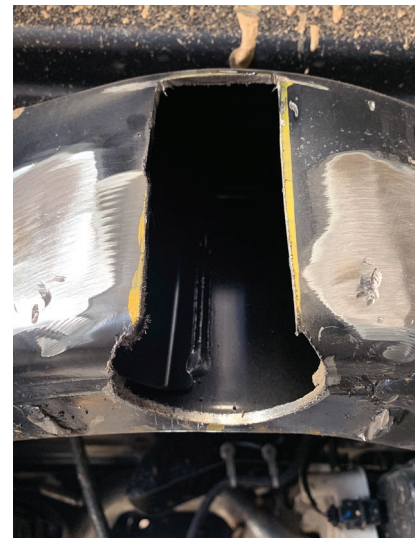


Figure 9: Passenger side shown

15. Once you have the rectangle is cut out of the frame rail, clean up any burrs that may interfere with the FOX Bump Stop Holder and clean up all the OEM bump stop holder welds on the frame so that the area is smooth and has no paint on it.

16. Once the area is cleaned up, insert the FOX Bump Stop Holder so that the **NON-THREADED** side is going into the frame rail and the **THREADED** side is pointing towards the ground. Using a welder, tack weld the bump stop holder into place. **DO NOT WELD THE BUMP STOP HOLDER WITH THE BUMP STOP THREADED INSIDE THE HOLDER, THIS MAY DAMAGE THE FOX IFP BUMP STOP** (Figure 10).



Figure 10: Passenger side shown

17. Once tack welded, fully weld the FOX bump stop holder into the frame (Figure 11).



Figure 11: Passenger side shown

18. Once fully welded, use some sort of corrosion inhibitor (Spray Paint) and cover the exposed steel (Figure 12).



Figure 12: Passenger side shown

19. After coating the exposed steel, thread the bump stop into the FOX Bump Stop holder.

20. Use the supplied lock ring to install the bump stop. Make sure the bump stop bearing cap protrudes at least 1.75" from the bump stop cup edge. Ensure that the **FLAT PART** on the lock ring goes against the FOX Bump Stop Holder. Apply medium strength thread locker to the lock ring. Tighten the lock ring using supplied spanner (Figure 13).



Figure 13: Passenger side shown

21. It is **EXTREMELY** important that you set up/adjust your bump stops so that the full bump position does not bottom out on the shock, or any other suspension component other than the bump stop/bump tube. Bump stop spacers may be required.

*If bump stop spacers are used, ensure that the spacer used is flat and does not have any protruding bolts or pieces, or large recesses that could potentially damage the rubber bump stop cap.

2. Repeat steps 1 through 19 on both sides of the vehicle.
3. Reinstall coil springs and any other previously removed suspension components and torque to OEM specifications.
4. Reinstall the wheels and torque to OEM specifications.
5. Reconnect the battery.



FOX LIMITED WARRANTY

FOX Factory, Inc., a Georgia corporation having an office at 6634 Highway 53 Braselton, GA 30517 (“FOX”), makes the following LIMITED WARRANTY with respect to its suspension products:

LIMITED ONE (1) YEAR WARRANTY ON SUSPENSION PRODUCTS

Subject to the limitations, terms and conditions hereof, FOX warrants, to the original retail owner of each new FOX suspension product, that the FOX suspension product, when new, is free from defects in materials and workmanship. Unless otherwise required by law, this warranty expires one (1) year from the date of the original FOX suspension product retail purchase from an authorized FOX dealer or from a FOX authorized Original Equipment Manufacturer where FOX suspension is included as original equipment on a purchased vehicle. If law requires a warranty duration of greater than one (1) year, then, subject to the other provisions hereof, this warranty will expire at the end of the minimum warranty period required by such law.

TERMS OF WARRANTY

This warranty is conditioned on the FOX suspension product being operated under normal conditions and properly maintained as specified by FOX. This warranty is only applicable to FOX suspensions purchased new from an authorized FOX source and is made only to the original retail owner of the new FOX suspension product and is not transferable to subsequent owners. This warranty is void if the FOX suspension product is subjected to abuse, neglect, improper or unauthorized repair, improper or unauthorized service or maintenance, alteration, modification, accident or other abnormal, excessive, or improper use.

Should it be determined by FOX in its sole and final discretion, that a FOX suspension product is covered by this warranty, it will be repaired or replaced, by a comparable model, at FOX’s sole option, which will be conclusive and binding. THIS IS THE EXCLUSIVE REMEDY UNDER THIS WARRANTY. ANY AND ALL OTHER REMEDIES AND DAMAGES THAT MAY OTHERWISE BE APPLICABLE ARE EXCLUDED, INCLUDING, BUT NOT LIMITED TO, INCIDENTAL OR CONSEQUENTIAL DAMAGES OR PUNITIVE DAMAGES.

This limited warranty does not apply to normal wear and tear, malfunctions or failures that result from abuse, improper assembly, neglect, alteration, improper maintenance, crash, misuse or collision. This limited warranty gives the consumer specific legal rights. The consumer may also have other legal rights which vary from state to state or country to country. Some states and countries do not allow the exclusion or limitation of incidental or consequential damages or warranties, and if dictated by law the above limitations or exclusions may not apply to you. If it is determined by a court of competent jurisdiction that a certain provision of this limited warranty does not apply, such determination shall not affect any other provision of this limited warranty and all other provisions shall remain in full effect

THIS IS THE ONLY WARRANTY MADE BY FOX ON ITS SUSPENSION PRODUCTS AND COMPONENTS, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION HEREIN. ANY WARRANTIES THAT MAY OTHERWISE BE IMPLIED BY LAW INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE EXCLUDED



SHOCKS NEED LOVE TOO

FOX SHOCKS SERVICE & UPGRADES

HAVE YOUR FOX PRODUCT SERVICED OR UPGRADED 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 SET UP YOUR SERVICE AND/OR UPGRADES YOU WILL RECEIVE A RETURN AUTHORIZATION NUMBER SHIPPING INSTRUCTIONS.

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EVERY 50,000 MILES
- 50% STREET/50% OFF-ROAD USE:
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