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FOX-4WD-KIT

Fox Shock System for Syncro

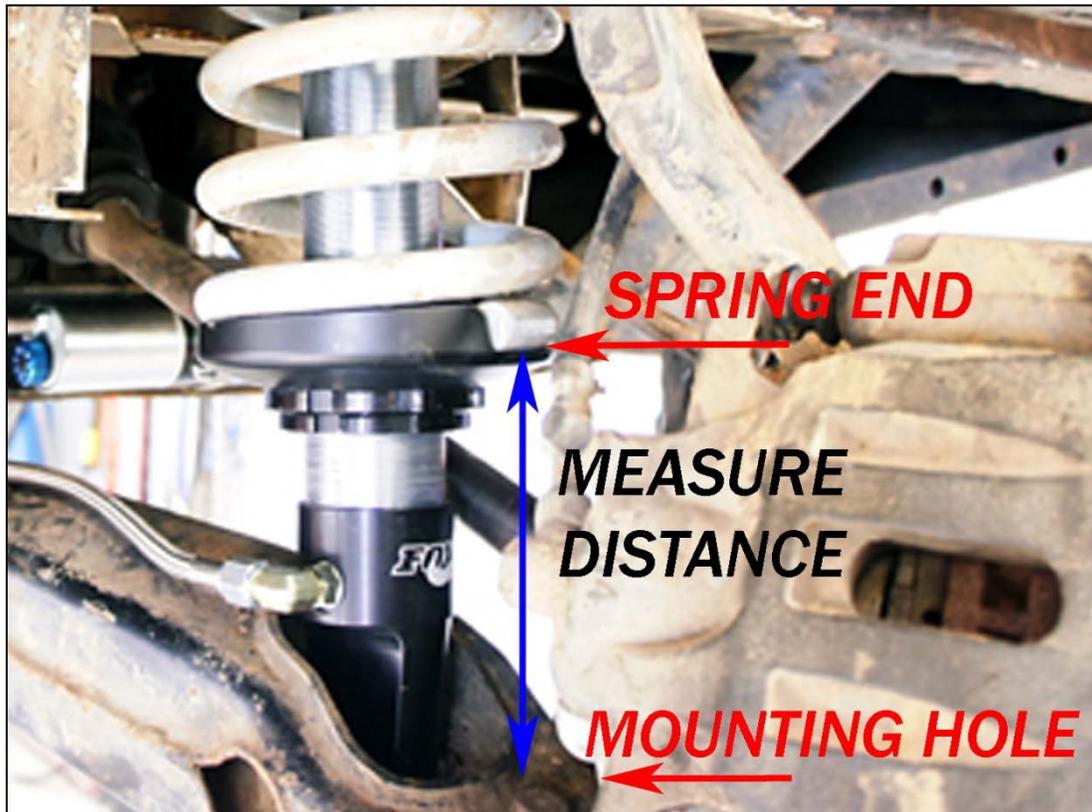
Your GoWesty Fox shocks are a direct replacement for the original shocks, and the procedure to replace them can be found in your workshop manual. The installation of these (or any) shocks requires specialized tools and experience. If you do not possess both of these things, please take them to your local automotive specialist for installation.

The following are additional notes regarding the differences between the stock shocks and your new GoWesty Fox shocks.

Front Shocks

The front shocks have a remote reservoir, adjustable lower spring perch, and require a GoWesty upper ball joint spacer (included). *NOTE: If you purchased the non-adjustable shocks, simply ignore the references to the remote reservoir, everything else applies.*

- 1) Prior to installing the front shock absorber, you will have to set the lower spring perch height. If you do not want to change the height of the vehicle, simply measure the distance between the spot where the very end of the spring sits on the original front shock and the center of the mounting hole at the bottom. Using the same measuring points on the new shock, set the spring perch to that same distance and the height of the vehicle will not change. Changing this distance up or down by 0.630", or a fraction thereof, will change the vehicle front suspension height up or down by 1", or a fraction thereof. That is, if you set the spring perch at 0.315" farther from the lower mounting hole; that will raise the vehicle ½".





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When installing the nuts and perch onto the shock body anti-seize compound should be used on the threads of each nut as well as between the contact surfaces of the perch and support nut and the jam nut and support nut. To tighten the jam nut, use the included set of hook spanner wrenches along with a couple of 3/8" ratchets. Initially, the lower spring perch should be rotated, such that the spot where the very end of the spring sits on the perch is oriented outboard, towards the tire. When the desired height is finalized, check the suspension at full droop to see if there is any contact between the inside of the upright/ball joint area and the spring. If there is any interference, rotate the spring such that there is an open space between the coils at the point so no contact is made. To make adjustments to the spring perch once the shocks are installed, it is recommended to compress the springs with a suitable spring compressor prior to rotating the perch up or down to avoid any chance of stripping or damaging the threads.

Note: Wait to tighten jam nut on strut until after installation on the vehicle. There will be enough friction between the main adjustment nut and spring perch to keep the main nut from spinning when you tighten the jam nut using the supplied tool. To adjust ride height (move spring perch up or down with main adjuster nut) after installation, be sure to lubricate the threads and the surface between the main adjuster nut and perch (pry perch up against spring slightly to create a small space for lube). A GW-SHOCK-WRENCH (sold separately) is optional, but the extra leverage makes the job easier.

Note: If you do change the height—this only changes the FRONT, not the rear. You will also have to make changes in the rear (spring pads or new springs), and you will need to have a 4-wheel alignment done as well. **IMPORTANT: When installing, tighten top mounting nut to 35-55 ft-lbs.**

- 2) The plumbing for the remote reservoir is to be oriented REARWARD, at the back of the shock body with the elbow oriented INWARD, so the hose runs toward the center of vehicle. As delivered, the elbow there is pointing in the same direction on both shocks. To move the elbow, simply loosen the jam nut 1/4 turn, rotate the elbow so the hose is routed toward the center of the vehicle, and tighten jam nut. No oil or gas will escape.
- 3) The hose for the remote reservoir should be routed along the lower control arm and secured with the supplied Adel clamp and self-drilling screw.





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- 4) The remote reservoir is to be mounted on the sub frame using the rubber mounts and clamps provided.



Rear Shocks

The rear shocks install with the piggyback reservoir oriented towards the front of the vehicle.

