

BUMP STOP KIT
INSTALLATION GUIDE



JEEP WRANGLER JK BUMP STOP KIT (07+)

883-02-128 - 2.0 Factory Series Bump Stop Kit 1.95"

883-02-129 - 2.0 Factory Series Bump Stop Kit 2.45"



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Thank you for choosing FOX bump stops 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.

WARNINGS

- FOX bump stops should always be installed as a pair for maximum performance.
- Proper installation and service procedures are essential for the safe and reliable installation of chassis parts, 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 body protective gear including head protection when appropriate.

Installation of vehicle roll bars or cage is highly recommended.

- FOX bump stops 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, coil-over 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**.

GUIDELINES

- Always use a chassis lift for the installation of shocks, and make certain that the raised vehicle is securely attached to the lift to prevent the vehicle from slipping, falling, or moving during the installation process.
- **DO NOT** install any FOX product without the necessary special tools, expertise and chassis lift, or you will subject yourself to the risk of **SERIOUS INJURY** or **DEATH**. If you elect to not use a chassis lift (which election

may result in SERIOUS INJURY or DEATH), ensure that the vehicle is on level ground, that all tires on the ground during installation are blocked to prevent vehicle movement, that at least two tires are on the ground at all times, and 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.

INSTRUCTIONS - FRONT

Medium-strength thread-lock (blue Loctite) is recommended on all bolts.

1. Please read the installation guidelines on how to properly lift and secure vehicle.
2. Remove both front wheels.
3. Disconnect any necessary components in order for springs to be free from upper mount. Remove front coil springs. A spring compressor is recommended and may be necessary in some applications.
4. Remove factory bump stop by prying it free from the bump stop holder.
5. Using a cut off wheel or reciprocating saw, cut bump stop holder directly above weld. Some models may require cutting slightly above the weld due to internal mounting plate for factory bump stop (Fig.1)

*Make sure that cut surface is square and free of any sharp edges or burrs. Uneven surface may cause issues when securing new FOX bump stop

6. Install tall lock ring onto lower portion of bump stop as shown (Fig.2). Slide bump stop upwards through the cut

factory bump stop tube and install short upper lock ring. Adjust bump stop height by moving lock rings until desired bump stop location is achieved.

*Check that your upper spring opening will clear the bump stop lock ring. It may be necessary to install spring with bump stop.

7. Tighten both lock rings using supplied spanner wrench.

* IMPORTANT: make sure that both upper and lower lock rings have full thread engagement on bump stop

8. Reinstall coil springs and any other previously removed suspension components, torque to factory specifications.

INSTRUCTIONS - REAR

Medium-strength thread-lock (blue Loctite) 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. Remove any necessary components in order to have full access to all areas around factory bump stop location.



Fig. 1: Front Factory bump stop holder removed

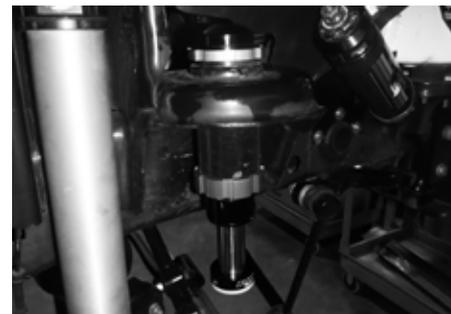


Fig. 2: Front Lock rings installed



Fig. 3: Rear Factory bump stop bracket removed

4. Remove factory bump stop by prying it free from the bump stop holder.
5. Drill a pilot hole through the center of the factory bump stop holder into the vehicle frame.

*Marking and drilling exactly through the center line of bump stop holder is crucial. Failure to hit center line will result in issues with further installation and incorrect placement of FOX bump stop.

6. Carefully remove factory bump stop bracket from vehicle frame by cutting welds along perimeter of bracket (Fig.3) Make sure not to gouge or damage vehicle frame when removing bracket.

7. Using the previously drilled reference hole, mark a 2.5" circle and cut vehicle frame as shown (Fig.4) It is recommended to use a hole saw to make sure the correct amount of material is removed.

*Removing too much material will result in incorrect mounting location and may cause structural issues with vehicle frame.

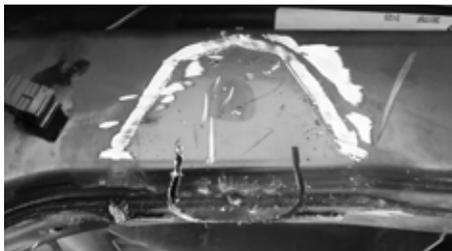


Fig. 4: Rear frame hole saw cut



Fig. 5: Rear frame ready for chassis tube



Fig. 6: Rear Chassis tube welded



Fig. 7: Rear lock ring installed

8. Transfer cut lines from previous step onto outside of frame rail as shown (Fig. 5) Height of cut lines should not exceed past top of vehicle frame.
9. Cut out marked area on outside of vehicle frame.
10. Install and tack weld in supplied chassis tube. Make sure that internal threads of chassis tube are oriented down.

*Orientation of tube is crucial. If not installed with threads down, you will not be able to install FOX bump stop.

11. With chassis tube tack welded in place, cycle suspension to make sure axle bump stop pads land on chassis

tube correctly. Make adjustments to chassis tube if necessary.

12. Weld in chassis tube to vehicle frame. Make sure to weld around entire perimeter of tube (Fig.6)

*It is recommended to apply protective coating to bare metal.

13. Install lock ring onto lower portion of FOX bump stop.
14. Thread in Fox bump stop into chassis tube.

*Allow chassis tube to cool after welding before installing FOX bump stop. Failure to do so will result in damage to FOX bump stop and chassis tube

15. Adjust bump stop height by moving lock ring and threading bump stop in chassis tube until desired bump stop location is achieved.
16. Tighten lock ring against chassis tube (Fig.7)
17. Reinstall any previously removed suspension components, torque to factory specifications.



FOX LIMITED WARRANTY

FOX Factory, Inc., a California corporation having offices at 130 Hangar Way, Watsonville, CA 95076 (“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 PUNATIVE DAMAGES.

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

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



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RACE PERFORMANCE FOR YOUR DAILY DRIVER

2.0 PERFORMANCE SERIES IFP SHOCK

REPLACE YOUR STOCK SHOCKS WITH RACE- WINNING TECHNOLOGY

HEAT-REDUCING DESIGN

- » Cold-forged, metal-impacted 6061 T6 aluminum shock body dissipates heat three times faster than a conventional steel body shock. The 2.0 Performance Series shock runs as cool as a 2.5 diameter shock on the same application.
- » FOX formulated race shock oil developed for ultimate performance at variable temperatures.

APPLICATION- SPECIFIC VALVING

- » During development we rigorously tested to maximize offroad performance by utilizing the same proprietary deburred valve shims and high-flow piston design that is found in FOX race products.

FADE-FREE PERFORMANCE

- » The Internal Floating Piston (IFP) design separates shock oil from the high-pressure nitrogen charged gas chamber, eliminating oil aeration and cavitation, while providing a predictable ride — capable of handling the roughest conditions with fade-free performance.

TOUGH FINISH

- » CNC machined aluminum components are Type II hard anodized to a scratch- and fade-free black finish.
- » Heavy-duty 5/8" chrome shafts are induction case hardened to over 55 Rockwell C, virtually eliminating scratches caused by roost and debris.



STAY INFORMED

REGISTER YOUR PRODUCT



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- 2 Let us know which products you own
- 3 Receive special offers on service, upgrades, and product



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