ELECTRONICS
INSTALLATION GUIDE

TOYOTA TACOMA (2024-ON)

FACTORY RACE SERIES 3.2 LIVE VALVE

803-02-243 Kit: Mounting Electronics, 24-ON Toyota Tacoma, Connected Suspension

605-01-437 REV A

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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 QR Code

TOOLS NEEDED

- Flathead screwdriver
- Small Phillips head screwdriver
- Socket wrench
- 8, 10, and 12 mm sockets
- T50 Torx Bit
- 8” or longer extension bar for socket wrench
- Plastic trim removal tools

SUPPLIED PARTS

ELECTRONICS KIT			
FOX PN	**DESCRIPTION**	**QTY**	**NOTES**
026-01-398	MOUNTING HARDWARE: 24-ON TOYOTA TACOMA ECU BRACKET	1	MATES WITH 218-02-070
026-01-399	MOUNTING HARDWARE: 24-ON TOYOTA TACOMA IMU BRACKET	1	MATES WITH 218-02-036
803-02-244	KIT: STW CONTROLLER ASSEMBLY	N/A	
218-02-070	ELECTRONIC PART: ECU, FOX CONTROLLER 8-VALVE, IP6K9K	1	MATES WITH 026-01-398
803-02-245	KIT: CABLE HARNESS ASSEMBLY, MOUNTING HARDWARE	N/A	
026-00-012	MOUNTING HARDWARE: CABLE TIE, .19" WIDTH X 11" LENGTH, BLACK	80	SECURES CABLE HARNESS
026-01-298	MOUNTING HARDWARE: RUBBER PUSH-IN GROMMET, UNIVERSAL FIREWALL BOOT, FOR 1.250" HOLE, 0.0747" THK PLATE, BLACK	2	MATES WITH 026-01-316
026-01-316	MOUNTING HARDWARE: RUBBER PUSH-IN GROMMET, FOR 1-3/4" HOLE, 1/8" THK PLATE, BLACK	2	MATES WITH 026-01-298
218-02-068	CONNECTED SUSPENSION: TRUCK, VEHICLE CAN READER HARNESS	1	MATES WITH 218-02-052
218-02-052	CONNECTED SUSPENSION: TRUCK, CAN HARNESS	1	MATES WITH 218-02-121
218-02-121	CONNECTED SUSPENSION: TOYOTA, 3CS MAIN HARNESS, SINGLE VALVE	1	MATES WITH 218-02-070
218-02-102	ELECTRONIC PART: DUST CAP, ATM SERIES 8-RECEPTACLE	1	PLUGS UNUSED CONNECTOR ON 218-02-121
218-02-103	ELECTRONIC PART: DUST CAP, JST 4-PIN	1	PLUGS UNUSED CONNECTOR ON 218-02-052
803-04-388	KIT: RAM MOUNT, B-SIZE BASE, ARM, AND 1/4-20 STUD	1	SECURES 803-34-006 TO VEHICLE
803-02-246	KIT: ECU/IMU ASSEMBLY, MOUNTING HARDWARE, GEN 1 CONTROLLER, GENERIC	N/A	
218-02-036	ELECTRONIC PART: SENSOR, BOSCH MM7.10 IMU, 500 KBPS	1	MATES WITH 026-01-399
019-01-247	FASTENER, STANDARD (METRIC): WASHER [M6, 6.4MM ID X 11MM OD X 1.6MM THK], 18-8 STAINLESS	6	SECURES IMU AND ECU TO MATING BRACKETS
019-00-030	FASTENER, STANDARD (METRIC): NUT [M6 X 1.0] NYLON LOCKING, CLASS 8, ZINC PLATED	6	SECURES IMU TO MATING BRACKETS
803-02-315	KIT: ORAM WIRELESS MODE SELECTOR ASSEMBLY	N/A	
803-34-006	KIT: CONNECTED SUSPENSION MODE SELECTOR, ORAM, WIRELESS	1	MATES WITH 803-04-388

⚠ 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. Disconnect the ground cable on the vehicle's battery.
2. Slide the driver and passenger seat all the way backwards.
3. Pull the boot down the shift knob (Fig. 1).
4. Use a flathead screwdriver to push on the wire clip (Fig. 2).
5. Lift the shift knob straight up (Fig. 3).
6. Pull up the shifter trim to release the clips. Lift it up and over the shift lever (Fig. 4).
7. Disconnect the electrical connectors on the bottom of the trim piece, then remove the trim piece from the vehicle (Fig. 5).



Fig. 1: Pull the boot down.

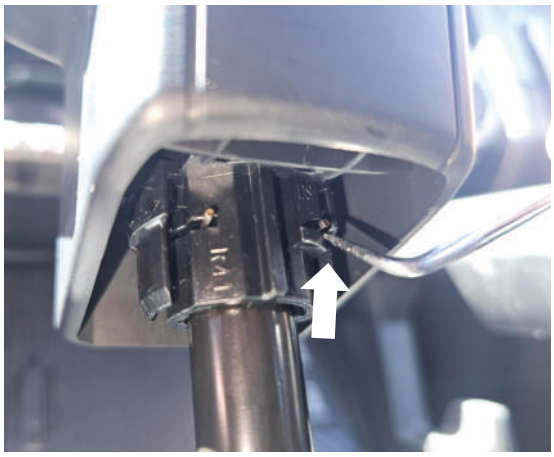


Fig. 2: Push the wire clip.



Fig. 3: Lift the shift knob up.



Fig. 4: Lift the shifter trim over the lever.

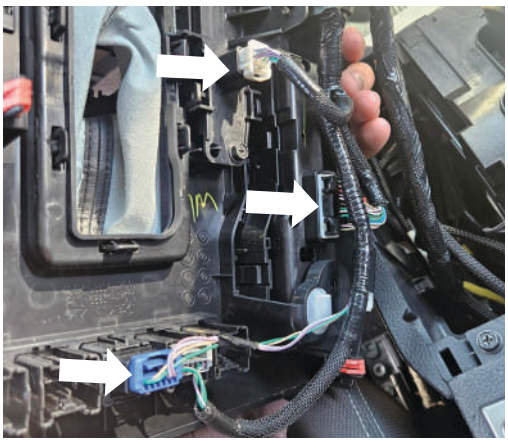


Fig. 5: Disconnect 3 connectors; remove the shifter trim.

8. On the passenger side, pry open the small trim panel to expose the two 10 mm bolts under the center console grab handle (Fig. 6). Remove both bolts (Fig. 7).
9. Remove the three 8 mm bolts underneath the gear shifter trim (Fig. 8).



Fig. 6: Pry open the small trim panel.

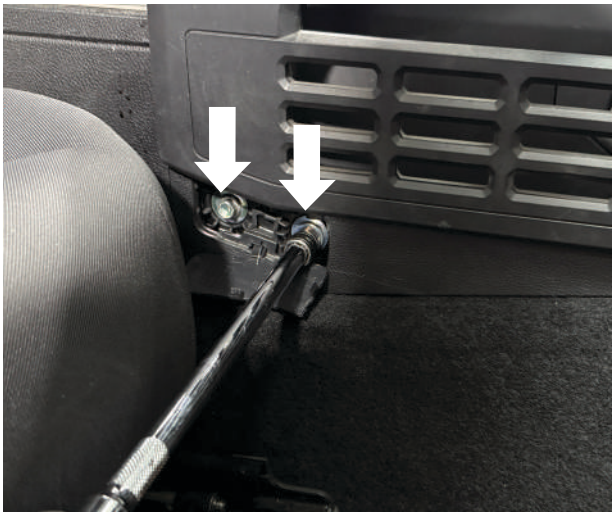


Fig. 7: Remove the two bolts.

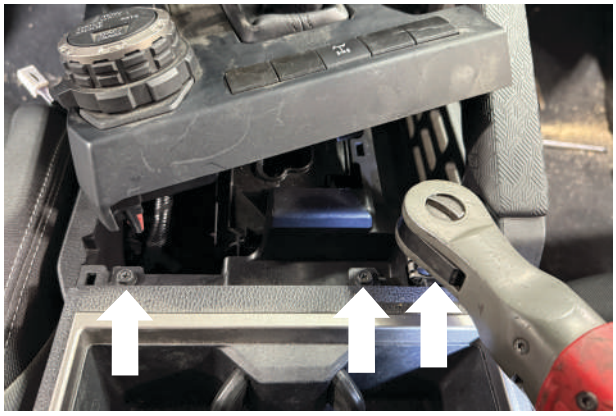


Fig. 8: Remove the three bolts.

10. Remove the plastic fastener in the passenger footwell (Fig. 9).
11. Remove the trim piece between the HVAC controls and passenger airbag. Starting at the bottom, pull the trim peice away from the dashboard (Fig. 10).
12. Pull the other trim piece towards the passenger door to expose the grab handle screws (Fig. 11).
13. Remove the two screws that fasten the passenger grab handle (Fig. 12).

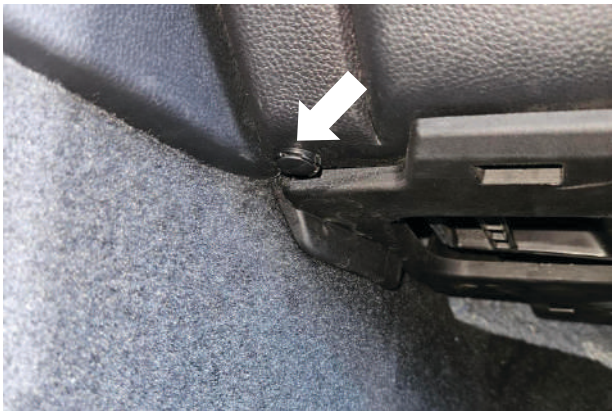


Fig. 9: Remove the plastic fastener.

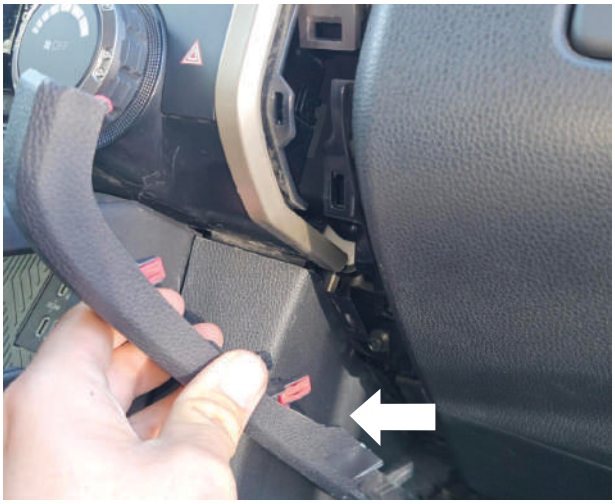


Fig. 10: Remove the trim piece.

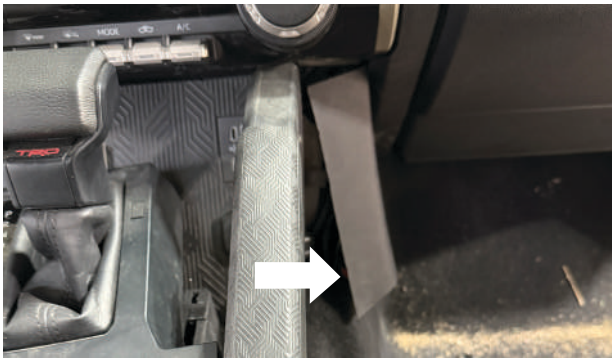


Fig. 11: Pull the trim toward the passenger door.

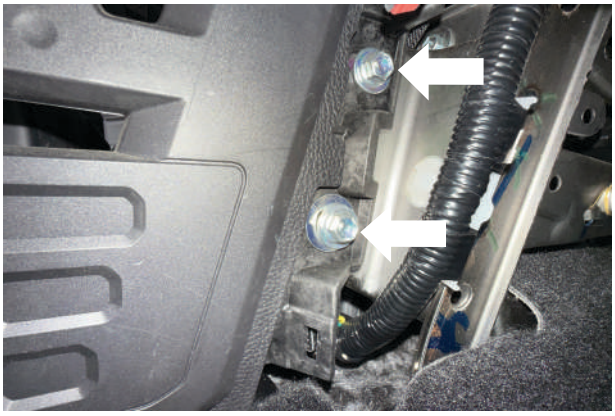


Fig. 12: Remove the two bolts.

14. Open the hinged lid on the center console. Remove the fabric at the bottom (Fig. 13). Then, remove the four 10 mm bolts underneath the fabric (Fig. 14).

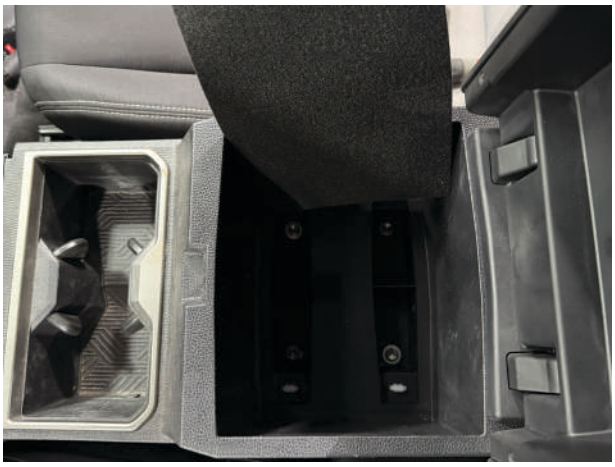


Fig. 13: Remove the center console fabric.

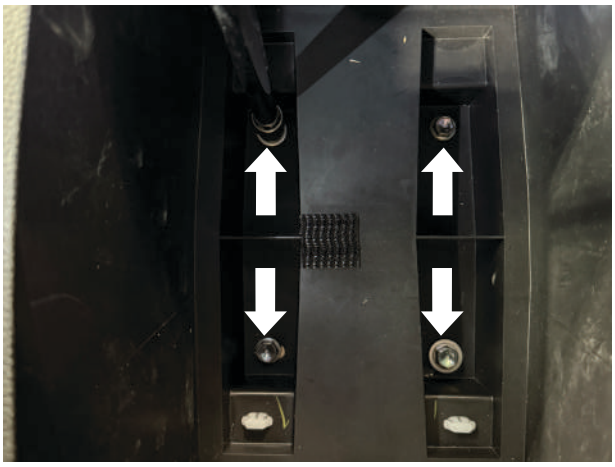


Fig. 14: Remove 4 bolts.

15. Tilt the center console backwards and disconnect the two white connectors underneath it (Fig. 15 and Fig. 16).
16. Remove the center console, which includes the trim with storage and cupholders, from the vehicle.
17. In the driver side footwell, locate the 8 mm bolt under the trim just to the right of the steering wheel. Remove the bolt (Fig. 17).
18. Remove the trim piece underneath the steering wheel in footwell (Fig. 18).



Fig. 15: Disconnect white connectors.



Fig. 16: Disconnected white connectors.

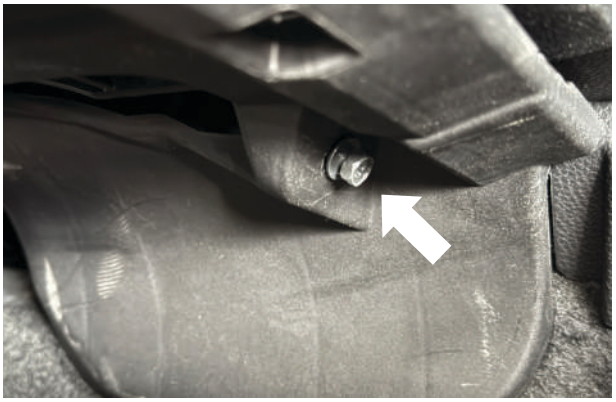


Fig. 17: Remove bolt under trim.



Fig. 18: Remove trim.

19. Locate and remove the 10 mm bolt that was exposed after removing center console (Fig. 19).
20. Locate the trim underneath the HVAC control that contains the wireless phone charger. Pull this trim straight out to release 5 of the 6 plastic retaining clips (Fig. 20). To release the 6th clip, pull it upwards (Fig. 21 and Fig. 22).



Fig. 19: Remove bolt under center console.

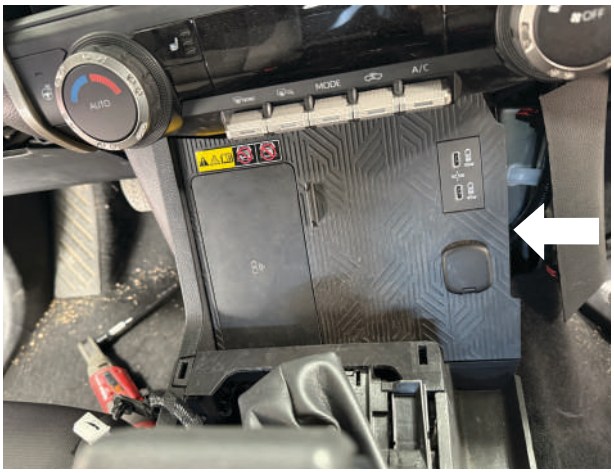


Fig. 20: Pull trim straight out.

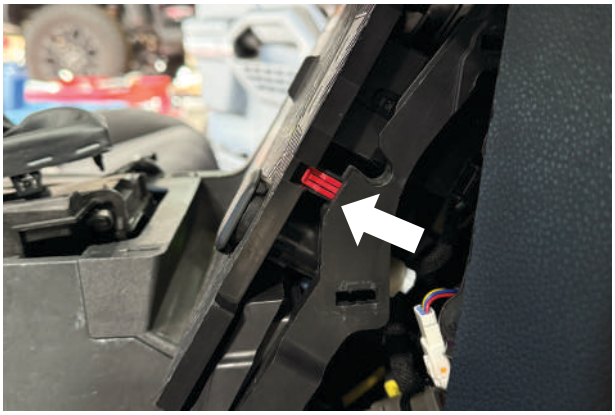


Fig. 21: Pull straight out to release retaining clips.



Fig. 22: Pull trim straight up to release 6th retaining clip.

21. Flip this trim piece over toward the passenger side, exposing the wire harness. Disconnect the 3 connectors and white retaining clip to remove the trim piece (Fig. 23).
22. Lastly, pull on the top of remaining shell of a trim piece to release the retaining clips (Fig. 24). Take note of where and how the wire harnesses pass through this trim piece.

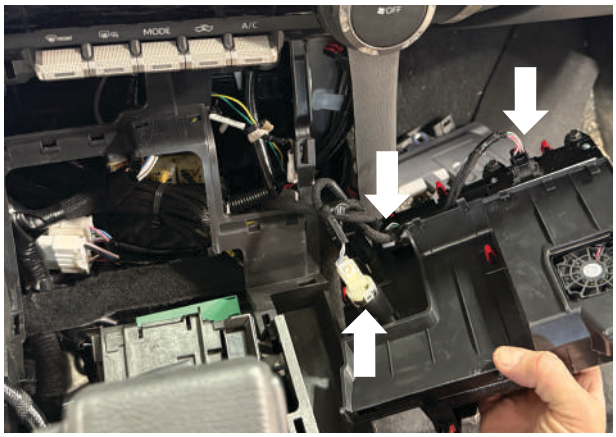


Fig. 23: Disconnect 3 connectors.

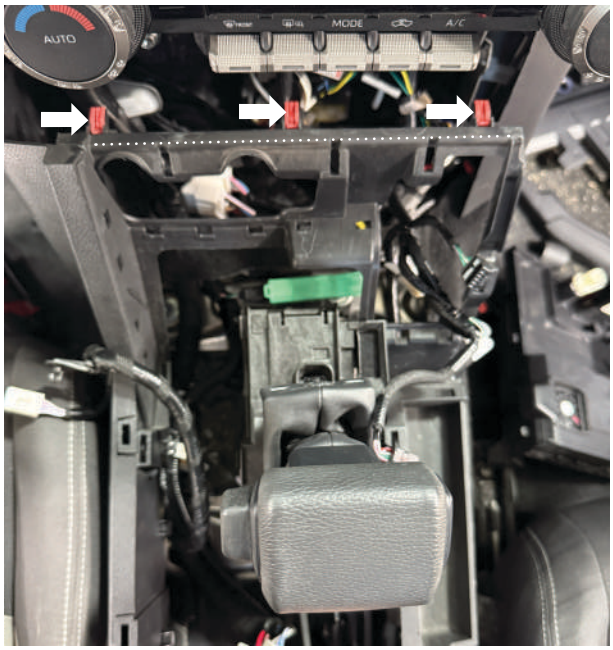


Fig. 24: Pull at dotted line to remove trim piece and release the retaining clips (arrows).

23. Remove this trim piece to expose the OE harness needed for vehicle CAN integration (Fig. 25).
24. See Vehicle CAN Integration for next steps.

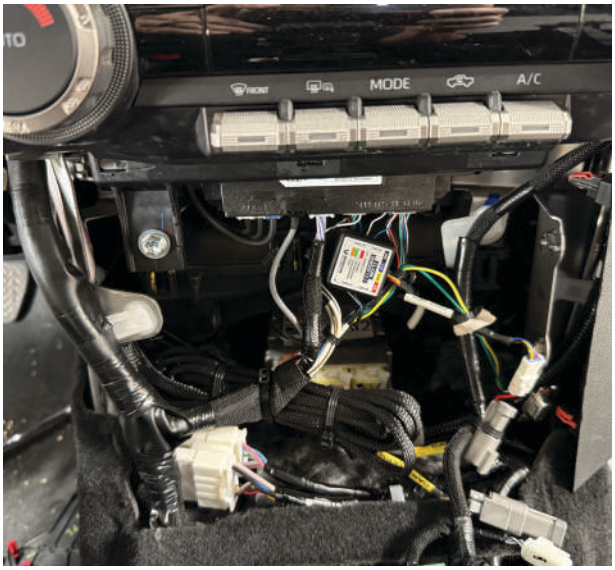


Fig. 25: Expose OE harness.

SEAT REMOVAL

1. Slide both the driver and passenger seats all the way backward to expose the front two bolts of each seat (Fig. 26).
2. Use a T50 Torx bit to remove both front bolts on each seat (Fig. 26).
3. Slide the seats forward to expose the rear bolts on both seats. Use a T50 Torx bit to remove both rear bolts on both seats (Fig. 27 and Fig. 28)
4. Slide the seat backwards on the rails, then tilt the seats backwards (Fig. 29).
5. Disconnect the connectors under the seats, move the harness out of the way and remove both front seats from the vehicle (Fig. 29).

NOTE: Removing the front seats provides access to the grommet underneath the carpet as well as harness routing.

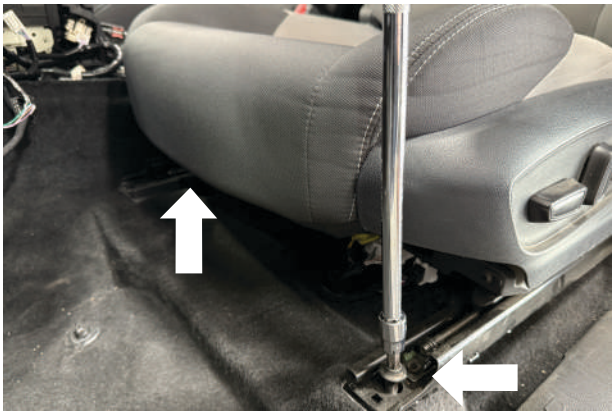


Fig. 26: Remove front bolts.



Fig. 27: Remove rear bolts.

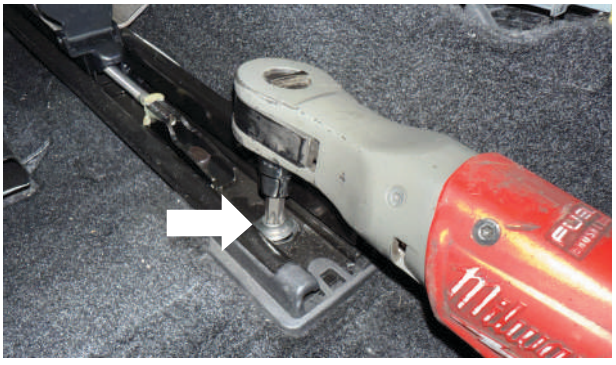


Fig. 28: Remove rear bolts.

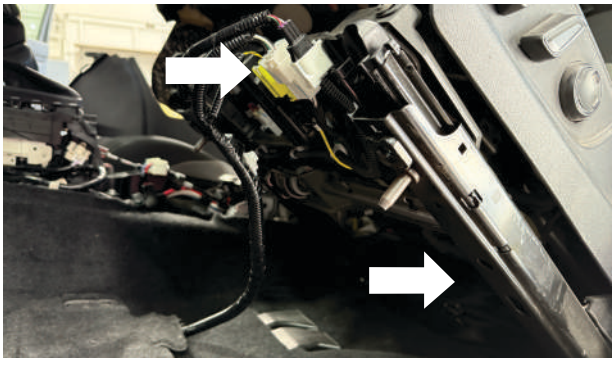


Fig. 29: Tilt seat backwards and disconnect the connectors.

6. Remove the door sill trim on the front and rear of both driver and passenger sides by pulling straight up (Fig. 30).
7. Identify the 3 white retaining clips holding the carpet in place on each side of the vehicle where the door sill trim was removed (Fig. 31).
8. Use a flathead screwdriver to release each clip (Fig. 32 and Fig. 33).
9. Pull the carpet up and out of the way once all the clips are released (Fig. 34).

NOTE: The cable harness will be routed underneath the carpet, and you will replace the OE grommets on each side of the vehicle later in this procedure.

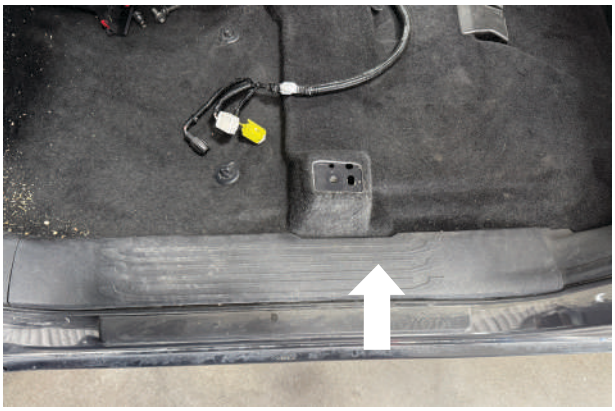


Fig. 30: Remove door sill trim.

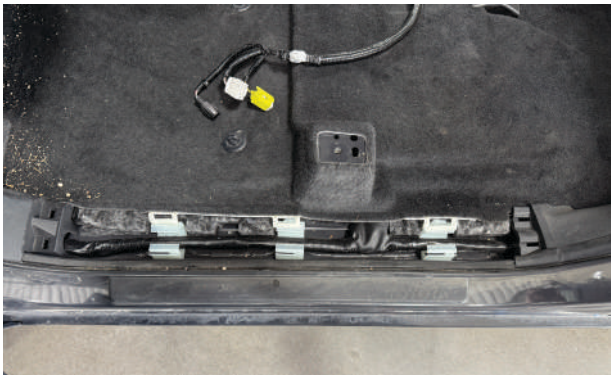


Fig. 31: Identify 3 retaining clips.



Fig. 32: Release clip.

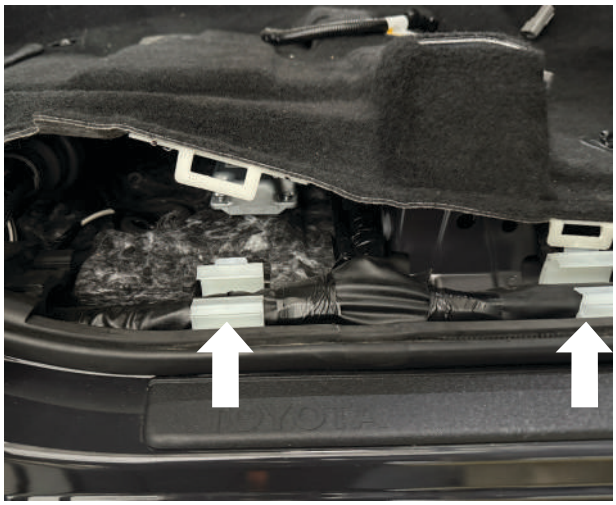


Fig. 33: Release clip.

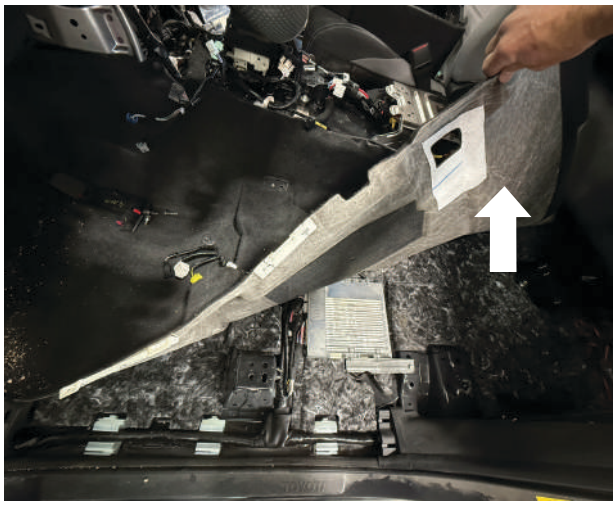


Fig. 34: Pull carpet up.

HARNESS PREPARATION

1. Identify grommet P/Ns 026-01-316 and 026-01-298 (Fig. 35).
2. Modify both grommets as shown below:
   - 026-01-298 - Cut off the end as shown (Fig. 35).
   - 026-01-316 – Cut an “X” pattern or circle in the grommet as shown (Fig. 35).

   NOTE: Wire branches on the main harness (218-02-121) should be separated/organized as they will exit the vehicle at different locations

3. Place the 026-01-298 grommet inside the 026-01-316 grommet (Fig. 35). Repeat steps 2 and 3 for the other set of grommets.

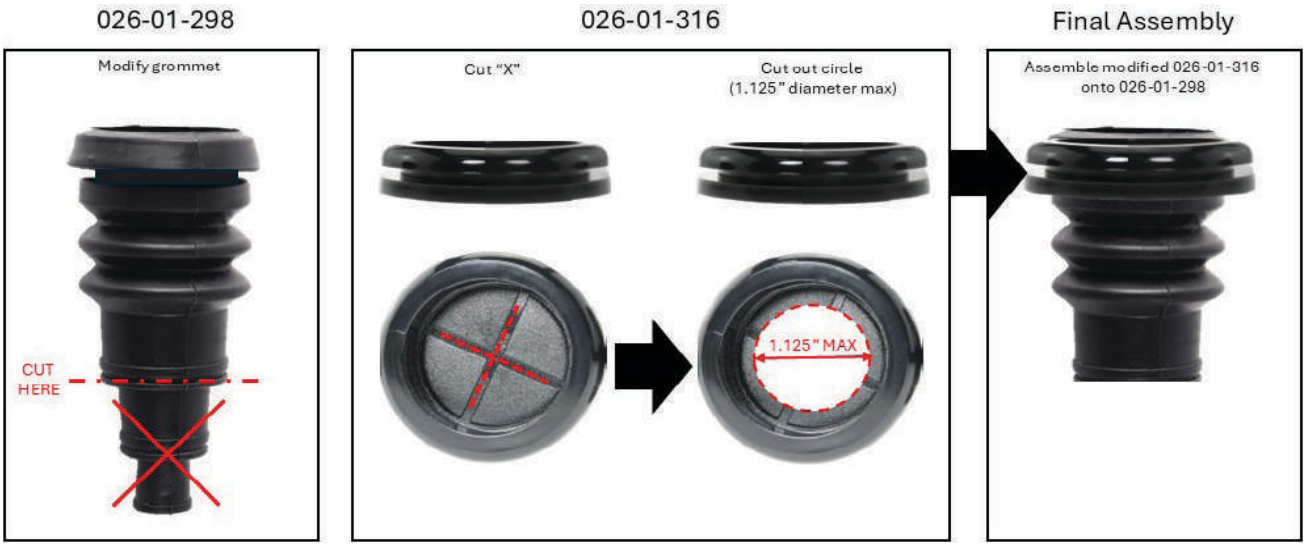


Fig. 35: Identify grommets.

4. Bundle the FLC and RLC branches together and push through an assembled grommet (Fig. 36).
5. Bundle the FRC, RRC, power, ground and ignition branches together and push through the other assembled grommet (Fig. 37).

   IMPORTANT: On iForce MAX hybrid models, do not bundle the power and ground branch. They must be routed to the 12v battery under the rear seat.



Fig. 36: Bundle the FLC and RLC branches.



Fig. 37: Bundle the FRC, RRC, power, ground and ignition branches.

ECU/IMU INSTALLATION

1. Secure the ECU (218-02-070) to the ECU bracket (026-01-398).
   - Align the ECU with the PEM studs on the ECU bracket, as shown (Fig. 38).
   - Assemble 3 of the 4 provided nuts and washers (019-00-030) to secure ECU onto the bracket as shown (Fig. 38). Torque to 70 in-lb.
   - Assemble the "GND_ECU" ring terminal over the 4th post, then assemble the final nut and washer. Torque to 70 in-lb (Fig. 39).
   - Connect the 48 pin connector from the main harness to the ECU. Ensure the latch is locked and secure.
2. Place the ECU on the floor of the vehicle in the general area of the driver seat (Fig. 40). It will be secured during driver seat re-installation in a later step.



Fig. 38: Align the ECU/PEM studs on the bracket; 3 nuts assembled first.



Fig. 39: GND_ECU and 4th nut assembled.



Fig. 40: Place ECU at the driver seat area.

3. Secure the IMU (218-02-036) to the IMU bracket (026-01-399).
    - Align the IMU with the PEM studs on the bracket, as shown (Fig. 41). Use the (2) provided nuts and washers (019-00-030) to install the IMU onto the bracket. Torque to 70 in-lb.
4. Identify the location under the center console to mount the IMU bracket the holes in the provided bracket should line up with the rear threaded holes of the OE bracket (Fig. 42).
5. Place double-sided adhesive on the bottom of the IMU bracket.
6. Align the slots on the IMU bracket with the holes on the OE bracket such that the IMU bracket is backwards as far as possible, as shown (Fig. 43). Press down to secure the double sided adhesive.
7. Test fit the center console. Make sure the two rear center console screws pass through the IMU bracket (Fig. 43). The center console will be re-installed at a later step (Fig. 44).

NOTE: Pay close attention to IMU orientation. Connector must be facing rear of vehicle.

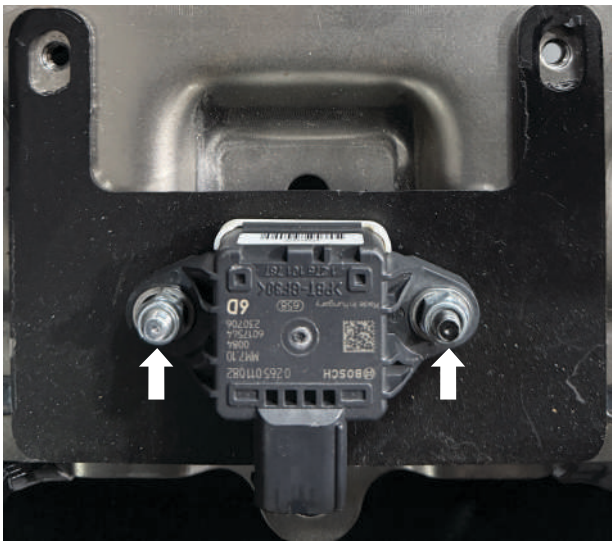


Fig. 41: Install the IMU onto the bracket.

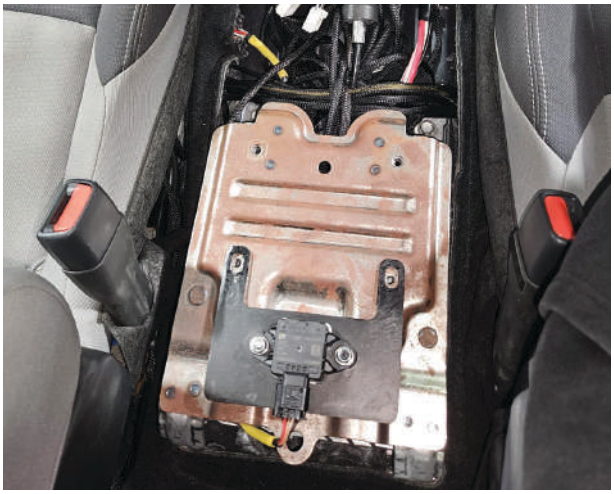


Fig. 42: Identify the location to mount the IMU bracket.

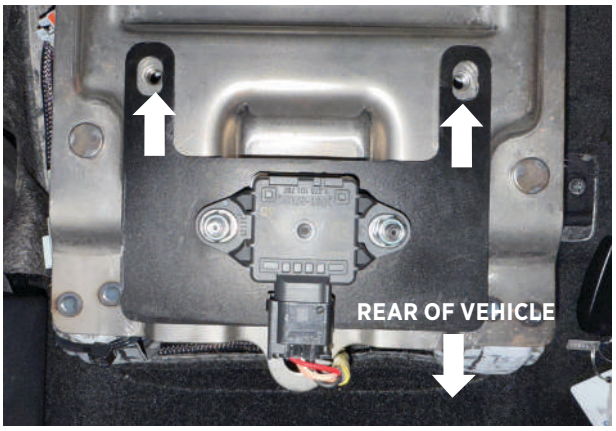


Fig. 43: Align IMU bracket slots with OE bracket holes.



Fig. 44: Confirm bolt alignment in center console storage area.

HARNESS INSTALLATION

NOTE: The CAN harness (218-02-052) routes entirely inside the vehicle. The sensor "ROTARY" branch of the main harness is unused in this application.

NOTE: Hybrid trucks require the power and ground branch be routed differently. Please see the "Hybrid Wiring" section on page 26.

1. Route the power, ground, ignition, FRC and RRC bundle of wires from the center console and under the carpet to the passenger footwell area.
2. Locate the OE grommet under carpet on passenger side of vehicle (Fig. 45).
3. Follow the cable passing through the grommet to the frame on exterior of vehicle (Fig. 46).
4. Use a 10 mm socket to remove the OE ground cable bolt (Fig. 47). Use a trim removal tool to remove the two white plastic clips from the frame and body.



Fig. 45: Locate the OE grommet.

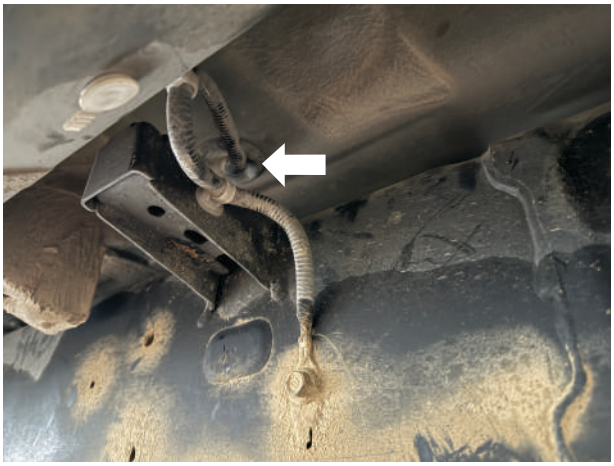


Fig. 46: Locate exterior grommet



Fig. 47: Remove the OE ground cable bolt.

5. Pull the OE grommet and OE wiring into the vehicle cab. Remove the OE grommet (Fig. 48).
6. Install the OE ground harness into the new FOX grommet assembly (Fig. 49).
7. Install the bundle of wires (power, ground, ignition, FRC, RRC and OE ground cable) into the hole where the OE grommet was in the cab floor on the passenger side. Assemble the FOX grommet in place (Fig. 50).
8. Reattach the OE ground cable to the frame with the bolt and plastic clips removed in step 4 (Fig. 50).



Fig. 48: Remove the OE grommet, pull wiring into cab.



Fig. 49: Install OE ground harness into FOX grommet/wiring assembly.



Fig. 50: Route wires into hole; install the FOX grommet (top arrow); reattach OE ground cable bolt (bottom arrow).

9. Route the FLC and RLC bundle of wires from the center console under the carpet to the driver side of the vehicle.
10. Locate the OE grommet under the carpet and under a bracket/module on the driver side of the vehicle.

    NOTE: FOX grommet is already installed in this image (Fig. 51).
11. Remove the two bolts securing the OE bracket/module to gain access to the grommet (Fig. 52 and Fig. 53)
12. Remove the OE grommet on the drivers side.
13. Route the bundle of wires (FLC and RLC) through the hole on the cab floor on the driver side and install the FOX grommet assembly.
14. Pull any excessive slack through the cab floor on both sides, leaving just enough for you to secure the harness as needed.



Fig. 51: Locate OE grommet under carpet.

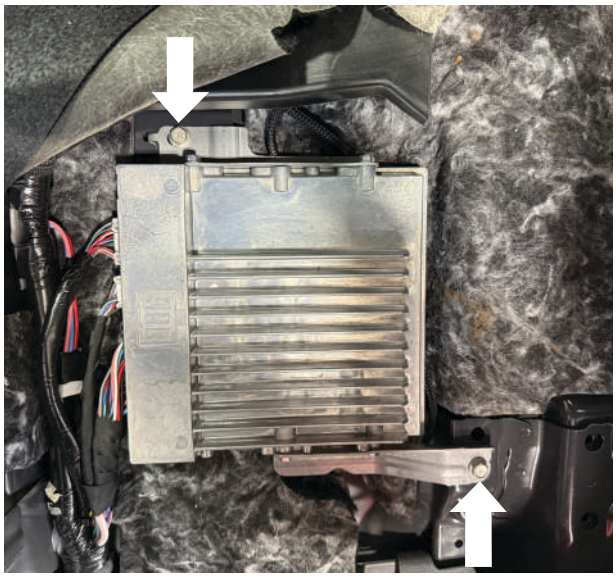


Fig. 52: Remove bolts on OE bracket/module.



Fig. 53: Module removed.

15. Since the “ROTARY” branch on the main harness (218-02-121) is not used in this application, install the 8-pin dust cap (218-02-102) on the “ROTARY” branch 8-pin connector (Fig 54).
16. Connect the CAN harness (218-02-052) to the main harness (218-02-121).
17. Since 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 white 4-pin connector (Fig. 55).
18. Coil up the CAN harness (218-02-052) and set it aside. CAN Harness integration is in a later step of this procedure.

NOTE: When routing the harnesses, use the provided zip ties to attach the looms to the existing OE 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, and avoid having too much slack in the sheathing, which can result in friction and wear over time.



Fig. 54: Install 8-pin dust cap.

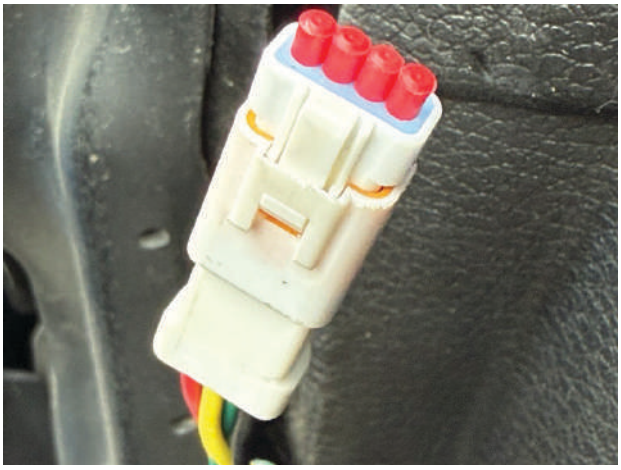


Fig. 55: Install 4-pin dust cap.

19. Route the FLC harness branch along the driver side frame rail toward the front driver side wheel well. Route as close to the reservoir as possible. Plug the “FLC” shock connector into the front driver side shock (Fig. 56 through Fig. 58).

⚠WARNING: Wires must be routed and secured in a location where they cannot be damaged by rock strikes or pinching/ chafing with the vehicle body and frame. FOX recommends using zip ties to attach wires to the OE wiring where possible.



Fig. 56: Route FLC harness.



Fig. 57: Route FLC harness.

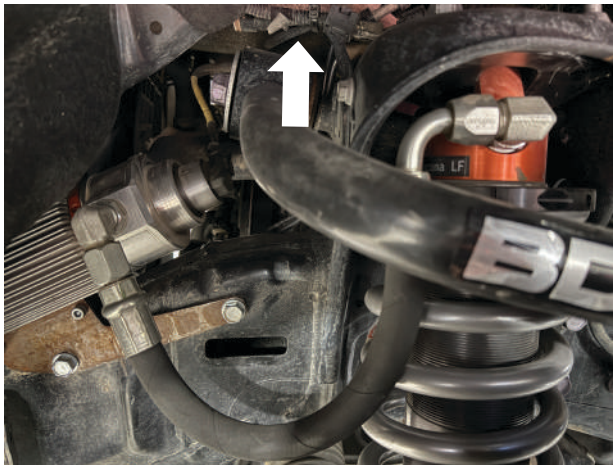


Fig. 58: Route FLC harness.

20. Route the RLC harness branch along the driver side frame rail toward the rear driver side wheel well. Route as close to the reservoir as possible. Plug the “RLC” shock connector into the rear driver side shock (Fig. 59 through Fig. 61).



Fig. 59: Route RLC harness.



Fig. 60: Route RLC harness.

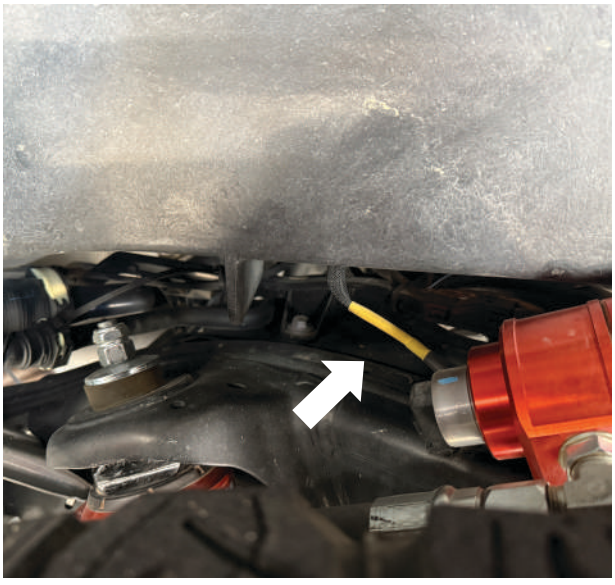


Fig. 61: Plug RLC connector into shock.

21. Route the FRC harness branch, as well as power, ground and ignition branches along the passenger side frame rail toward the front passenger side wheel well. Route the power, ground and ignition cables up into the engine bay by the firewall near the battery. Plug the “FRC” shock connector into the front passenger side shock, routing it as close to the reservoir as possible (Fig. 62 through Fig. 64).



Fig. 62: Route FRC harness, power, ground, and ignition branches.



Fig. 63: Route FRC harness, power, ground, and ignition branches.



Fig. 64: Plug FRC connector into shock.

22. Route the RRC harness branch along the passenger side frame rail toward the rear passenger side wheel well. Route as close to the reservoir as possible. Plug “RRC” shock connector into the rear passenger side shock (Fig. 65 through Fig. 67).
23. 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. 68).



Fig. 65: Route RRC harness branch.



Fig. 66: Route RRC harness branch.

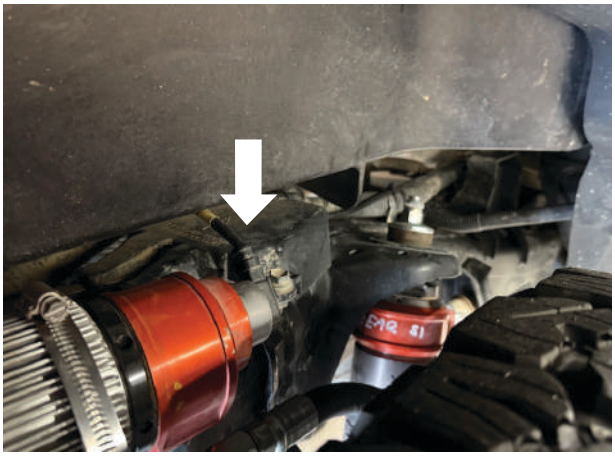


Fig. 67: Plug RRC connector into shock.

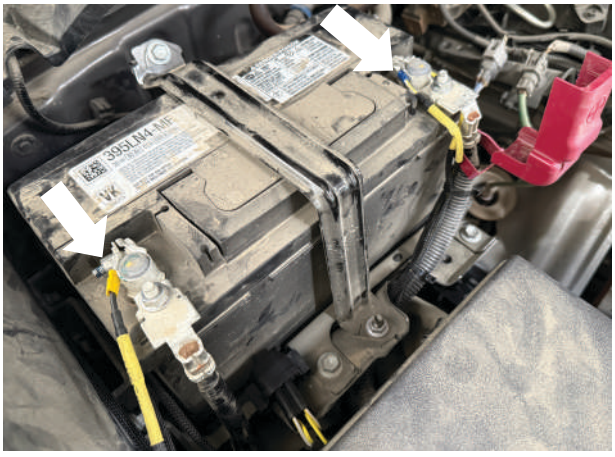


Fig. 68: Connect “12V 5A” and “12V 15A” ring terminals to positive terminal and “GND_BATT” ring terminal to ground terminal.

HYBRID WIRING

1. Remove the plastic plug holding the bottom part of the rear seat (Fig. 69).
2. Remove the black plastic plugs holding the trim piece, then push forward to release the clips (Fig. 70 and Fig. 71).
3. Route the power and ground branch under the carpet and trim piece to the battery compartment (Fig. 72).
4. 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. 73).



Fig. 69: Remove plastic plug.

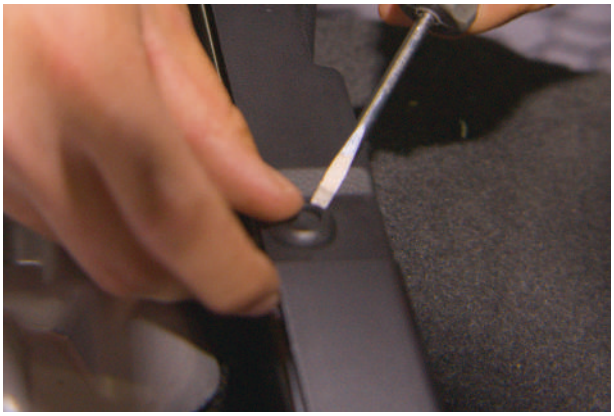


Fig. 70: Remove black plastic plugs.



Fig. 71: Push forward to release clips.



Fig. 72: Route power and ground branches to battery compartment.

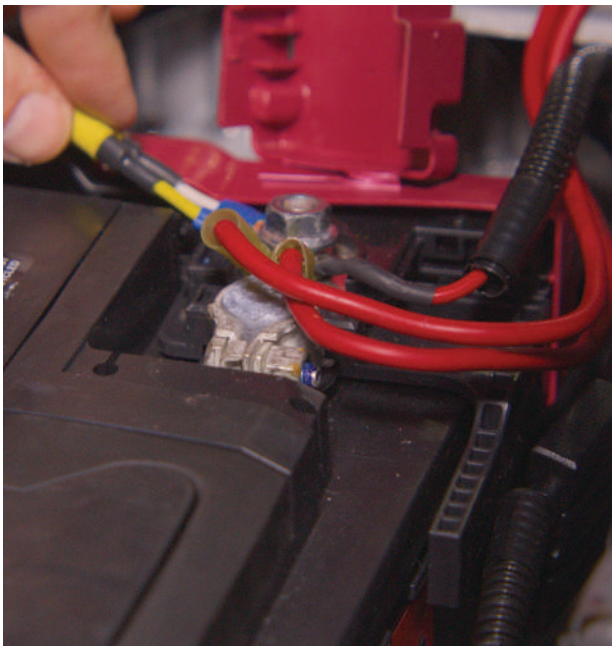


Fig. 73: Connect 12V 5A and 12V 15A ring terminals and GND_BATT ring terminal to battery.

FUSE TAP INSTALLATION

1. Remove the fuse box cover on the passenger side of the engine bay (Fig. 74).
2. Remove the 5A “ECU-IGP NO.1” low-profile mini fuse from slot # F5. This location can be verified using the diagram on your fuse box cover (Fig. 75).
3. Place this 5A fuse into the lower slot on the fuse tap (Fig. 76).
4. Place the provided 3A fuse into the upper slot (Fig. 77).
5. Assemble the fuse tap into the fuse box slot #F5 (Fig. 78). Reassemble the fuse box cover.

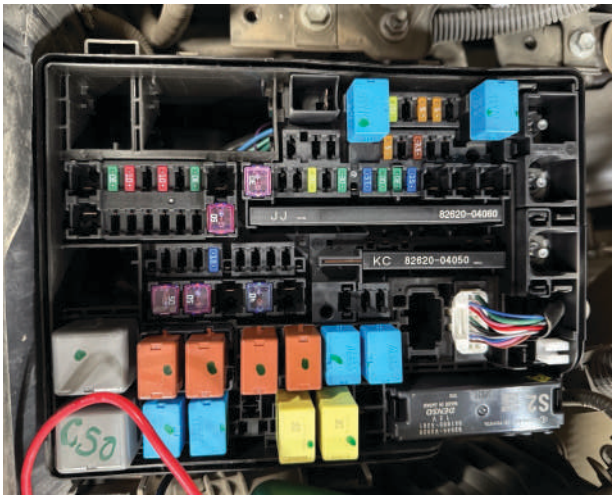


Fig. 74: Remove fuse box cover.

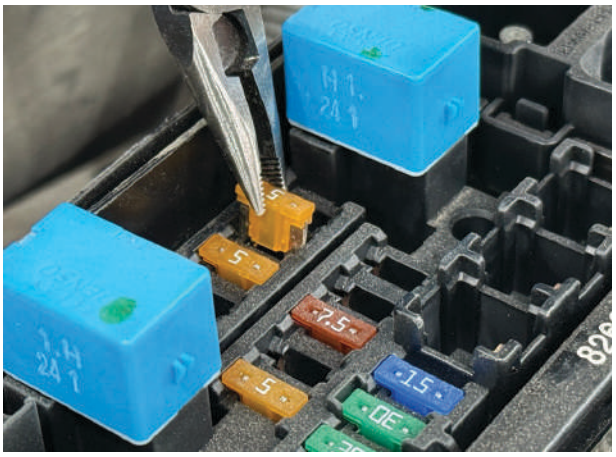


Fig. 75: Remove 5A mini fuse from slot # F5.

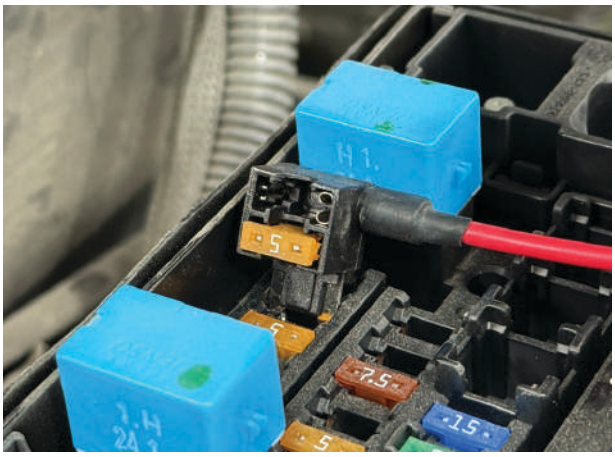


Fig. 76: Place 5A fuse into lower slot on fuse tap.

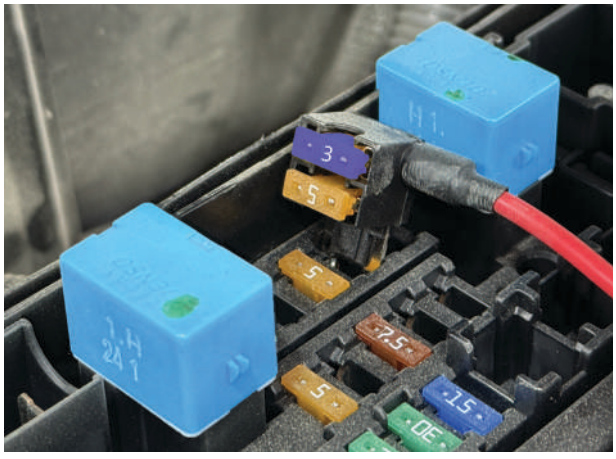


Fig. 77: Place 3A fuse into upper slot on fuse tap.

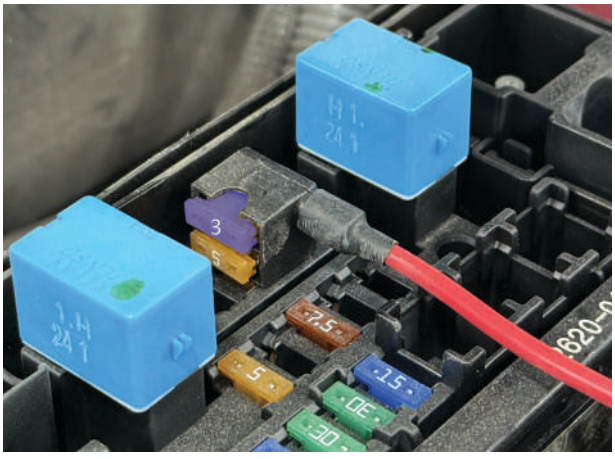


Fig. 78: Assemble fuse tap into fuse box slot.

VEHICLE CAN INTEGRATION

1. Locate the CAN harness that was coiled up previously. Uncoil the harness.
2. Connect the IMU connector from the CAN Harness (218-02-052) to the IMU as shown (Fig. 79).
3. Coil up the TOUCHPOINT branch of the CAN harness and secure it out of the way. It will remain in this location when installation is complete.
4. Route the CAN2_VEH harness branch through the center console, past the shifter, and into the area underneath the HVAC controls, behind the wireless charging trim.
5. Zip tie the FOX harnesses inside the cab to consolidate wiring.
6. Zip tie around the grommets on the exterior of the vehicle to secure the harness.
7. Locate the telematics transceiver module underneath the HVAC controls.

   NOTE: This image shows the CAN reader installed already (Fig. 80).

8. Identify and disconnect the gray 34-pin connector on the far-right side of the module (Fig. 81 and Fig. 82).

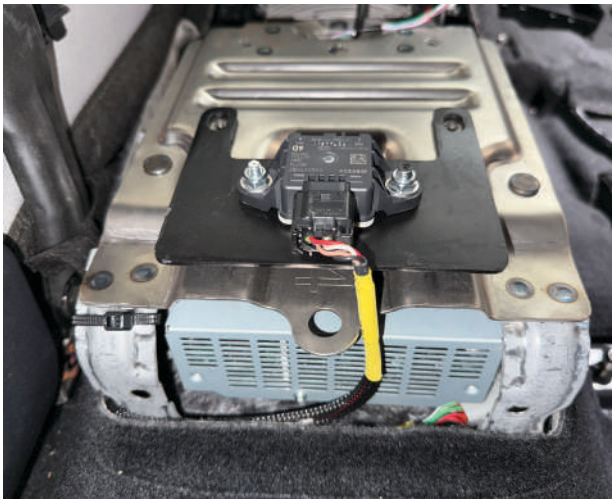


Fig. 79: Connect IMU connector to IMU.

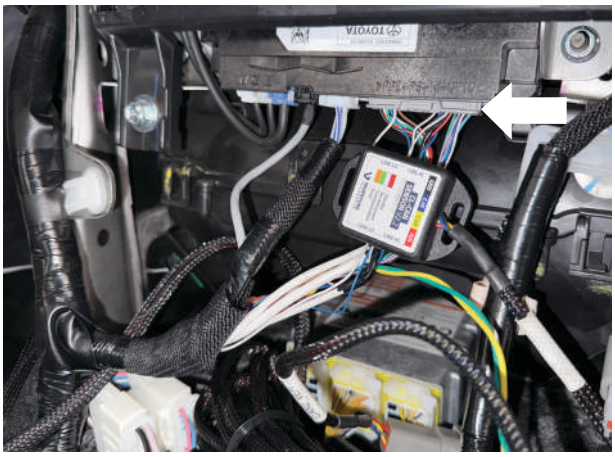


Fig. 80: Locate the telematics transceiver module.

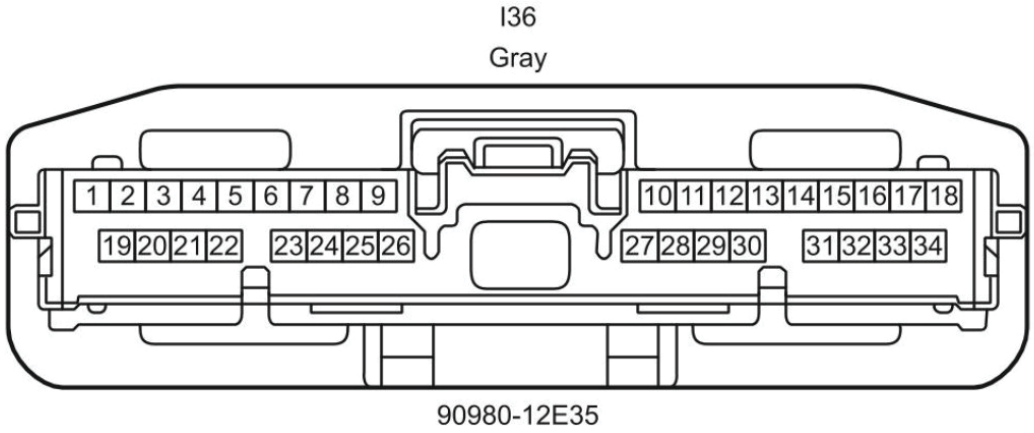


Fig. 81: Diagram of telematics transceiver module (DCM).

NOTICE: DO NOT CUT any wires. The provided CAN signal reader clamps onto existing wires.

9. Carefully identify the following wires (Fig. 81 and 82):
   - Pin # 28 (Blue) is CAN High
   - Pin # 27 (White) is CAN Low
10. Peel back the sleeving/tape on the OE harness to expose approximately 3 inches of wire behind this connector.
11. Locate the CAN Reader harness (218-02-068).
12. Use a small Phillips head screwdriver to remove the two screws holding the cover on the back of the contactless can reader (218-02-068).
13. Place the blue wire from Pin # 28 on the OE connector in the CAN High slot on the CAN reader (Fig. 82).
14. Place the white wire from Pin # 27 on the OE connector in the CAN Low slot on the CAN reader (Fig. 82).
15. Reinstall the two screws and the cover of the CAN reader (218-02-068), ensuring the wires stay in place (Fig. 83). The cover and the base must be assembled properly, with CAN HI and CAN LO labels matching.
16. Route the 4-pin white CAN2_VEH connector from the 218-02-052 CAN harness to the CAN reader and connect it (Fig. 84).
17. Bundle up the excess wire from the CAN2_VEH branch of the 218-02-052 CAN harness and secure it in the dash (Fig. 84).

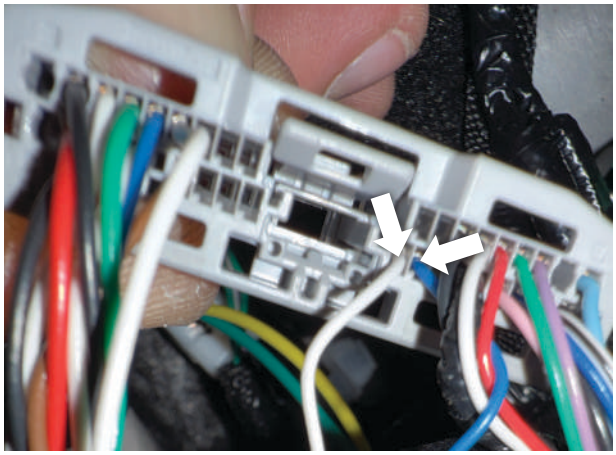


Fig. 82: Blue wire (Pin # 28) in CAN High; white wire (Pin # 27) in CAN Low.

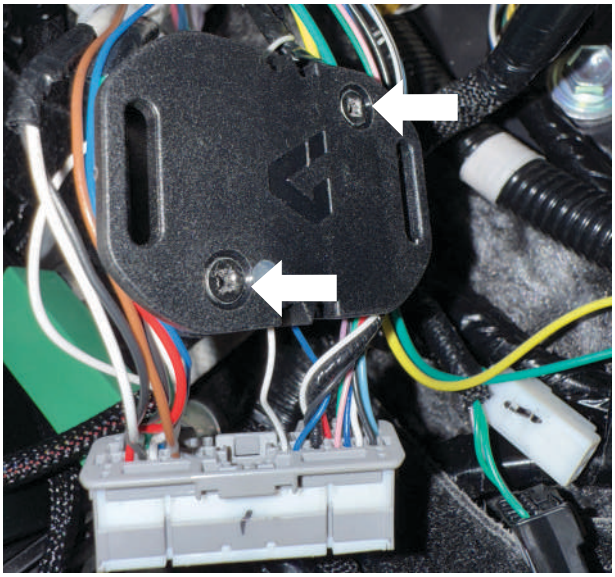


Fig. 83: Reinstall cover.



Fig. 84: Connect 4-pin connector to CAN reader (right arrow); secure excess wire (left arrow).

VEHICLE REASSEMBLY

1. Ensure all wires/harnesses are secured and out of the way.
2. Secure the carpet back in place (if removed).
3. Reinstall the interior trim and reconnect all OE connectors in reverse order.

   NOTE: Fox recommends plugging in connectors and turning on the vehicle to test the system. If the system needs troubleshooting, it is easier to do this before fully re-installing the center console trim.
4. Place the ECU bracket on the floor where the driver seat mounts. Align the holes in the bracket with the forward seat mount holes.
5. Place the seat in the vehicle and re-connect the electrical connectors.
6. Reconnect the ground cable to the battery. Torque to OEM specification.
7. Install the seat mounting bolts. Make sure the front bolts pass through the ECU mounting bracket (Fig. 85). Torque to OE specification.
8. Torque all bolts/nuts to OE specification.

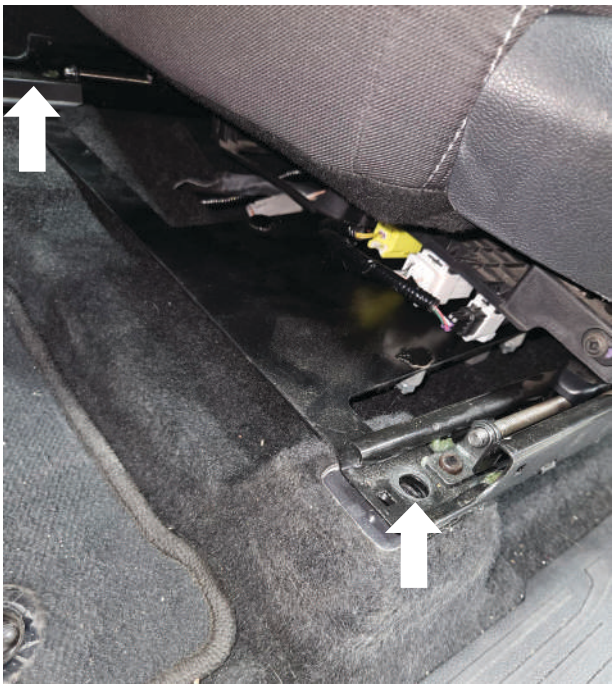


Fig. 85: Install the ECU bracket onto the rails.

MODE SELECTOR INSTALLATION

1. Choose a location in the vehicle to mount your Mode Selector (803-34-006). It is wireless and can be mounted anywhere inside the vehicle. Example locations are shown (Fig. 87 and Fig 88).

   NOTE: This Mode Selector is wireless, so you can ignore the "TOUCHPOINT" branch of the main ECU harness (218-02-076). You may coil up that branch of the harness and secure in a hidden location.
2. Assemble the provided ball mount (803-04-388) and attach the Mode Selector to it (Fig. 86). Then, use the provided hardware (or other hardware, if applicable to your mounting strategy) to mount the assembly to the vehicle (Fig. 87 and Fig. 88).



Fig. 86: Ball mount/Mode Selector assembly.



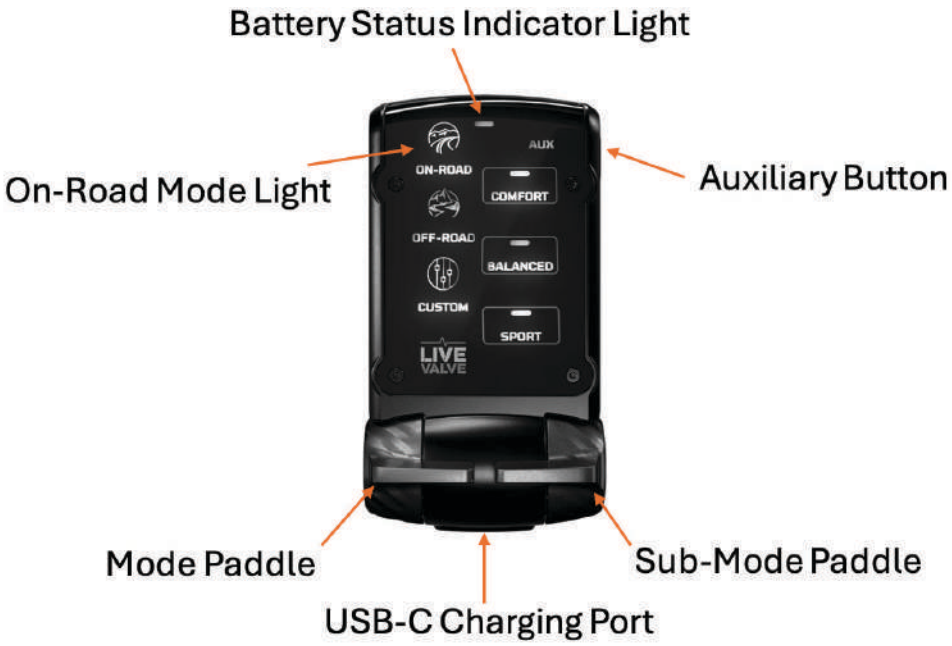
Fig. 87: Example mounting location.



Fig. 88: Example mounting location.

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

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

MODE SELECTOR CONNECTIVITY STATUS



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.



3. PAIRING PROCEDURES

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

NOTE: The Mode Selector 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 Mode Selector is powered on, it still needs to be paired. It is helpful to pair the Mode Selector before a smartphone, as the FOX Mode Selector AUX light will illuminate solid blue when the vehicle (ECU) is in pairing mode and ready to pair.

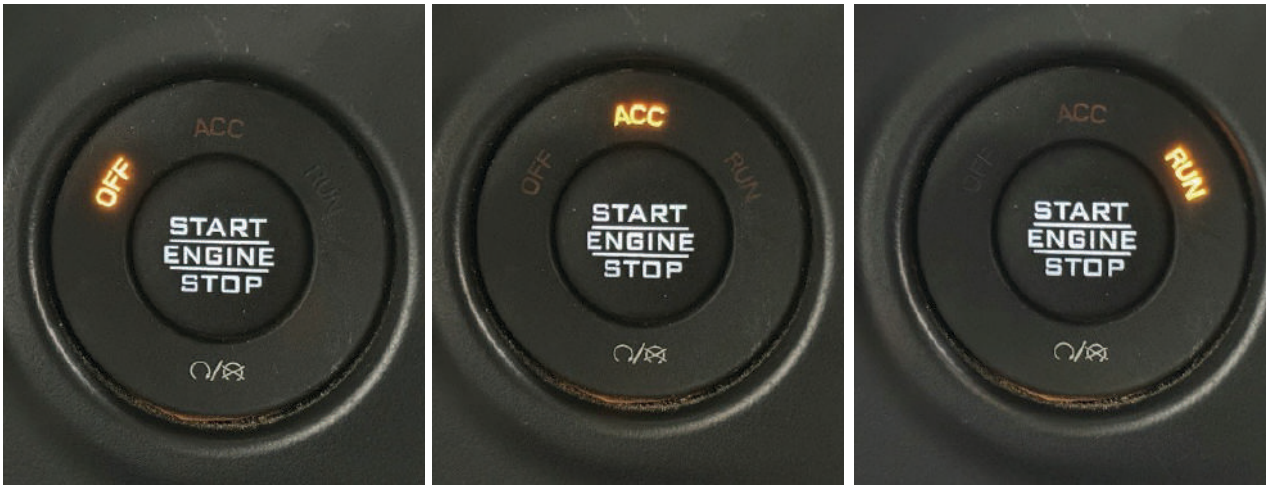
For pairing the Mode Selector and smartphones, follow the pairing procedure on the next pages.

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 MODE SELECTOR

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

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

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

Step 1: Power On the Mode Selector

Press and hold the auxiliary button to turn the Mode Selector 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 Mode Selector may turn light blue during the update process.
- The Mode Selector 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.

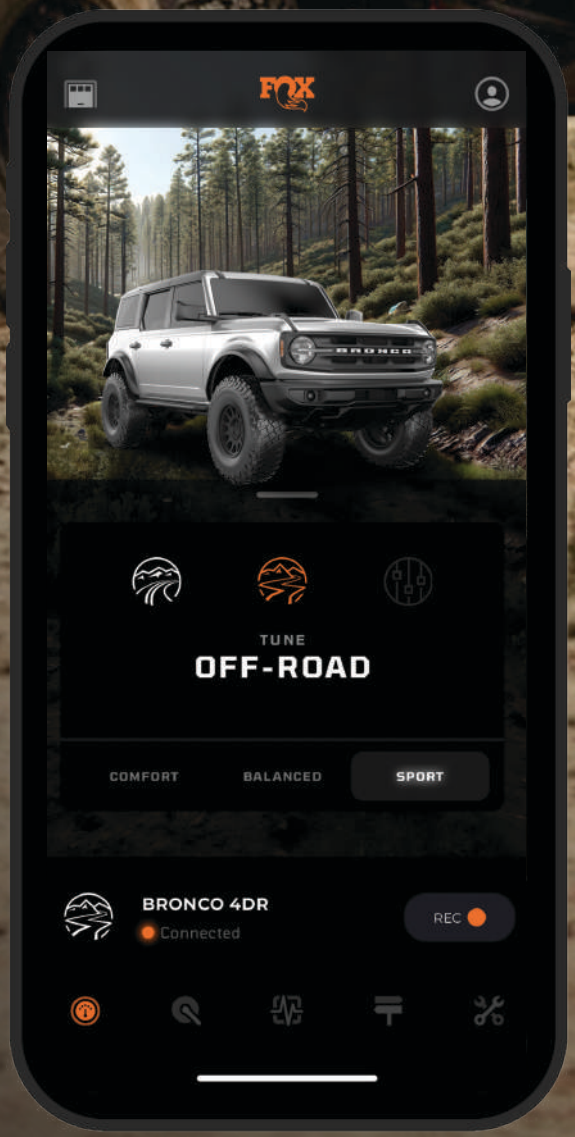
Enjoy the FOX app and take control of your vehicle to the next level.

- 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
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TAME ANY TERRAIN.

FOX



GET IT ON Google Play

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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.

FOX SERVICE AND UPGRADES

HAVE YOUR FOX SHOCKS SERVICED BY FOX TECHNICIANS. CALL OUR SERVICE CENTER AT 619.768.1800 TO GO OVER THE SERVICE AND UPGRADE OPTIONS AVAILABLE FOR YOUR PRODUCT. ONCE YOU'VE SETUP YOUR SERVICE AND/OR UPGRADES YOU WILL RECEIVE A RETURN AUTHORIZATION NUMBER AND SHIPPING INSTRUCTIONS.

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WARNING: Cancer and Reproductive Harm – www.P65Warnings.ca.gov

WARRANTY INFORMATION

FOX Factory, Inc., a California corporation having offices at 2055 Sugarloaf Circle, Suite 300, Duluth, GA 30097 (“FOX”), makes the following LIMITED WARRANTY with respect to its suspension products:

LIMITED (LIFETIME) WARRANTY ON STREET PERFORMANCE QS3 QSR, IFP QSR, AND IFP REAR MOTORCYCLE SHOCK SERIES PURCHASED AFTER 01/01/2026 (EXCLUDING CARTRIDGE KITS)

Subject to the limitations, terms and conditions hereof, FOX warrants, to the original retail owner of each new FOX Street Performance QS3 QSR, IFP QSR, AND IFP rear shock series suspension product, that the FOX suspension product, when new, is free from defects in materials and workmanship. The Warranty covers the Products against factory defects in material and workmanship, other than finish and coatings, when used on motorcycles under normal use and operating conditions, on the vehicle application it was designed for. (SEE TERMS OF WARRANTY)

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 Product, that the FOX 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 Product retail purchase from an authorized FOX dealer, or from a FOX authorized Original Equipment Manufacturer where a FOX Product is included as original equipment on a purchased ATV, Motorcycle, Snowmobile, or UTV. 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.

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