THUREN FABRICATION FOX STEERING DAMPER INSTRUCTIONS ADDENDUM

This addendum is applicable to the following part number: •983-02-147

Follow FOXs included instructions as well as this Addendum for the most accurate installation instruction and to clarify details during installation.

The purpose of these notes is to address the issue of incorrect installation of this particular part number. We have observed that when it is installed incorrectly, the damper mount bolt, where it attaches to the FOX Tie Rod Clamp, becomes loose. As a result, the damper on that end disconnects and drags on the ground, causing damage to the steering damper.

It's important to note that this situation does not fall under warranty coverage provided by Thuren Fabrication. If you believe you have installed it correctly and experience any issues, please contact FOX directly for warranty assistance.

When installed correctly, we have not encountered any issues.

This damper is designed for the 2008-2013 RAM 2500 Power Wagon and 2008-2013 RAM 3500. However, it can also be used on the 2003-2007 RAM 2500, 3500, and Power Wagons if you have upgraded to the 2008-2013 OEM MOPAR "T" style steering. It's worth mentioning that full suspension droop is not necessary for installation.

- 1) FOX installation instructions state to mount the Damper to the Track Bar. <u>DO NOT DO THIS</u>
 A. Mount to the Tie Rod as shown in the pamphlet photo.
- 2) Avoid rotating the steering damper reservoir to the top of the stabilizer, as it may cause the Track Bar to hit the damper. If rotation is required, the reservoir must remain at the bottom position.
- 3) Keep in mind that the steering does not need to be turned full right to the stops for the installation of this damper.
 - A. Alternatively, you can fully extend the damper, measure, and mark the center point of the chrome shaft with a Sharpie while the truck's steering is straight.
 - B. Install the damper clamp with the Sharpie line about to enter the shock body
 - C. The Sharpie mark should be about 4-1/8" from the end of the chrome shaft where it enters the black end.
- 4) The Damper clamp must be aligned as shown in the FOX pamphlet photo.
 - A. from a front view, the damper should be almost hidden behind the tie rod almost parallel to the horizontal ground surface

FINAL CHECKS

- 1) To ensure proper setup, drive your truck in an open area and make a full right turn until the steering stops.
 - A. Come to a complete stop and straighten the steering wheel.
 - B. Park your truck and inspect the portion of the chrome shaft that was utilized during the right turn.
 - C. You will notice a cleaned or dust-free section on the shaft, indicating the travel range.
 - D. The unused section of the shaft should measure between 1/8" to 1/4".
 - E. if you've reached the above measurements of unused area then your damper is set up perfectly
 - F. If it exceeds 1/4", adjust the damper position to achieve a measurement of 1/4" or smaller.
 - G. It's recommended to utilize the majority of the shaft travel within the prescribed 1/4" or less range.

