



OWNERS MANUAL
MAVERICK X3 iQS

VEHICLE FIT

This kit is intended to fit the following vehicles:

MAVERICK X3 SERIES 2017-UP
MAVERICK X3 MAX SERIES 2017-UP

Shocks will need to be sent in to one of the following FOX Service Centers
or to an authorized FOX Service Dealer prior to kit installation.

FOX Midwest Service Center

13461 Dogwood Drive
Baxter, MN 56425
servicemn@ridefox.com

FOX Service Center

750 Vernon Way Suite 101
El Cajon, CA 92020
orservice@ridefox.com

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SAFETY INSTRUCTIONS

Thank you for choosing FOX upgrades 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 Maintenance and Service section for more information.

1. Read all instructions carefully before installing this kit. Use your factory authorized service manual as reference while installing this kit.
2. Torque all fasteners to the manufacturer's specifications.
3. If you do not possess the tools or the technical knowledge to install your FOX shocks, have it performed by an authorized dealer.

⚠ WARNING

The FOX iQS upgrade should always be installed on all four shocks 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 may result in SERIOUS INJURY or DEATH. It is your responsibility to thoroughly understand the modified vehicle handling characteristics before any rigorous vehicle operation. Wear body protective gear including head protection when appropriate.

FOX 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 any FOX 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.

Do not switch the system continuously for extended periods of time, as damage to the ECU and actuators may occur.

Riding a UTV is inherently dangerous and can result in SERIOUS INJURY or DEATH. Take responsibility for yourself and others seriously. Keep your vehicle and its suspension systems in optimal working condition. Always wear protective clothing, eye protection, and a helmet. Know your limits and ride within them.

INSTALLATION GUIDELINES

This manual provides step-by-step instructions on how to set-up and maintain your iQS system. This manual **does not** contain step-by-step shock rebuild instructions. Rebuilding should only be carried out by an authorized FOX service technician.

⚠ WARNING

Always use the appropriate lift equipment (floor jack, jack stand, or hoist) for the installation of shocks, and make certain that the raised vehicle is securely attached to the lift equipment 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 lift equipment, or you will subject yourself to the risk of SERIOUS INJURY or DEATH.

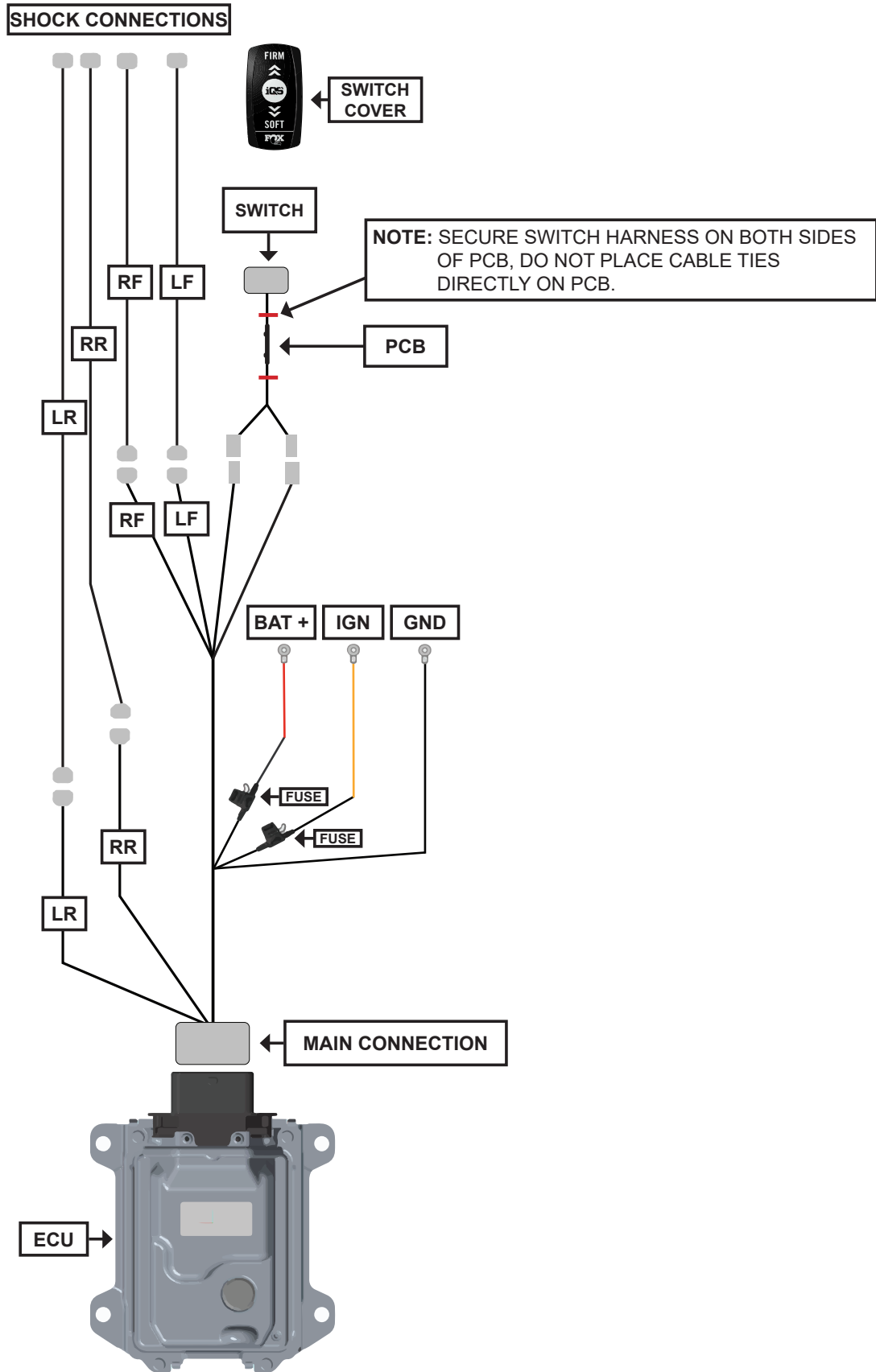
⚠ CRUSH HAZARD

NEVER get under the vehicle until you have checked to ensure that the vehicle will be stable during installation. Placing body parts beneath an unstable vehicle may lead to SERIOUS INJURY or DEATH.

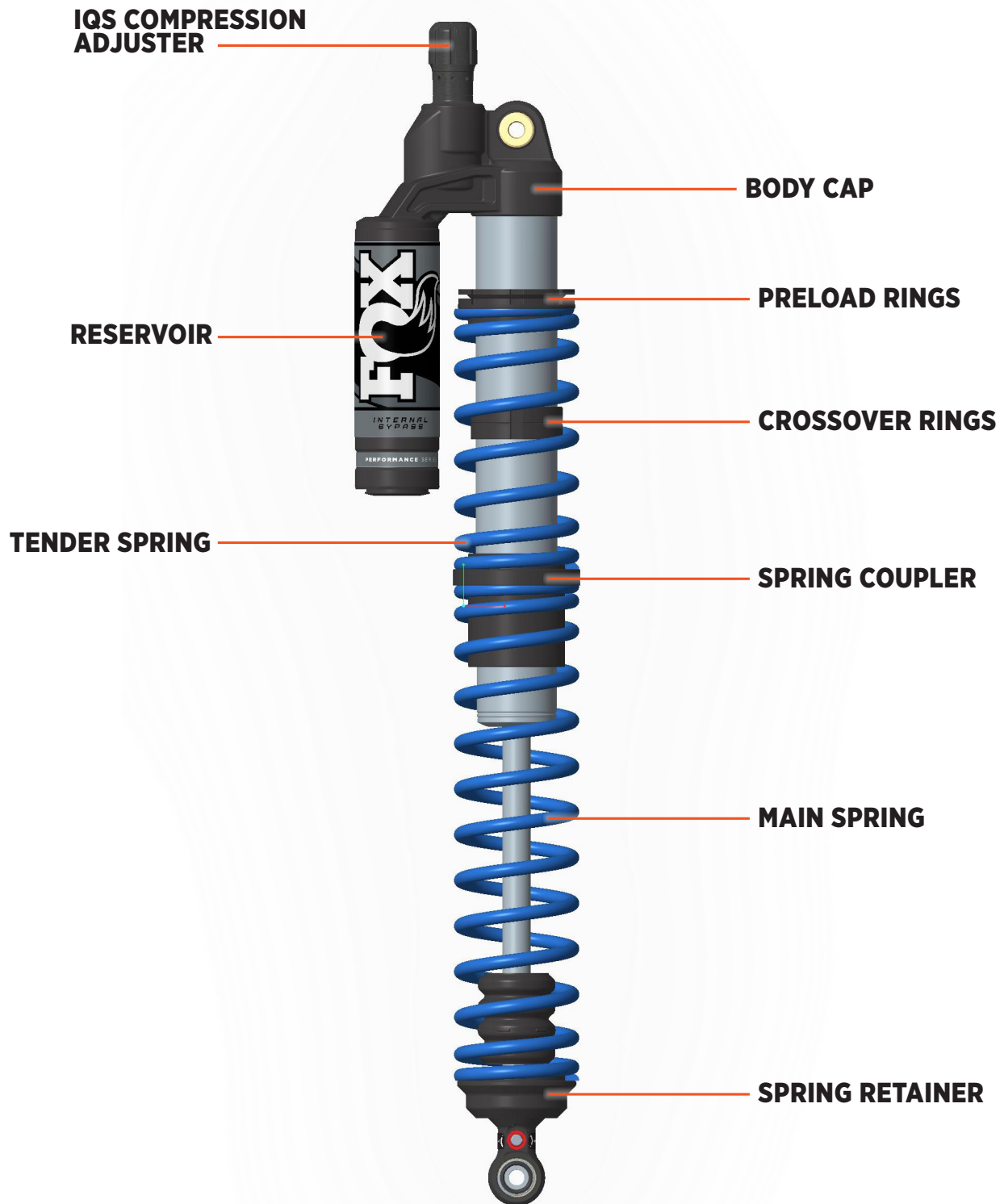
HAZARDOUS WASTE DISPOSAL

The FOX iQS electronics system may contain hazardous material and is considered e-waste. In case of disposal, it cannot be thrown away with household waste. Please adhere to your local and federal regulations regarding e-waste and locate a designated e-waste handler or recycler.

iQS MAIN HARNESS WIRING DIAGRAM



iQS SHOCK PARTS DIAGRAM



iQS COMPRESSION ADJUSTER

The FOX iQS system gives you the ability to quickly and easily adjust the compression damping of your shocks on-the-fly. The iQS system has three unique modes:



SUSPENSION MODE DETAILS // FOX FACTORY			
	FRONT	REAR	RIDE CHARACTERISTICS
MODE 1	FIRM	FIRM	AGGRESSIVE RIDING AND INCREASED LOAD CARRYING CAPABILITY
MODE 2	MID	MID	BALANCED ALL AROUND SETTING
MODE 3	SOFT	SOFT	MAXIMUM TRAIL COMFORT

Compression Setting

Compression damping affects how quickly the shock reaches full bottom-out. Adjusting the compression setting affects how quickly the shock compresses when bumps and corners are encountered.

The optimum compression setting usually requires the least amount of damping possible without bottoming out the shock.

Soft compression damping will typically feel plush at slow speeds. Firm compression damping will typically be felt as more supportive at high speeds and during larger g-outs and jumps. Firm compression damping can also provide more stability when cornering. Medium compression damping will typically be the best all-around setting.

HARNES COMPONENTS AND HARDWARE



Item	Qty	P/N	Description
1	1	218-02-005	iQS: BOSCH ES5001 Stepper ECU
2	1	218-00-027	iQS: AM UTV, Main Harness
3	1	218-00-028	iQS: AM UTV, Switch and Warning Light Harness
4	1	218-00-029	iQS: AM UTV, BRP X3, LF Shock Line
5	1	218-00-030	iQS: AM UTV, BRP X3, RF Shock Line
6	1	218-00-031	iQS: AM UTV, BRP X3, LR Shock Line
7	1	218-00-032	iQS: AM UTV, BRP X3, RR Shock Line
8	50	026-00-009	Mounting Hardware: Cable Tie, 19" Width x 11" Length, Black
9	2	026-01-200	Vibration-Damping Loop, Clamp, 304 Stainless Steel with EPD
10	2	019-01-145	Fastener, Standard (Metric): Screw [M4 X 0.7 X 12mm], Button Head Caps
11	2	019-00-021	Fastener, Standard (Metric): Nut [M4 X 0.7 X 5 TLG] Nylon Lock
12	2	019-01-147	Fastener, Standard (Metric): Washer M4 X 4.3mm ID X 9mm OD X 0.8mm
13	2	026-01-153	Mounting Hardware: Vibration Damping Grommet
14	1	218-02-002-1	iQS: Rocker Switch Actuator Cover, Vertical
15	4	815-04-160	Damping Adjust Assembly: iQS Base Valve & Motor, 1.435 Bore, 0.27 Jet
16	2	024-00-635	Decal: Vehicle [4.0 x 2.63] AM iQS
17	1	605-01-267	iQS ECU Drill Template

Components and parts pictured in this manual may look different from your specific UTV components and parts. Visit ridefox.com or contact a representative for the most up-to-date parts and supplies.

REQUIRED TOOLS

- 8mm Socket Wrench
- 8mm Combination Wrench
- 10mm Socket Wrench
- 10mm Combination Wrench
- 13mm Socket Wrench
- 13mm Combinaton Wrench
- 18mm Socket Wrench
- 18mm Combination Wrench
- 5mm Allen Wrench or Socket
- Torx T30
- 3/8" Ratchet
- 1/2" Ratchet
- Flat Blade Screwdriver
- Flush Cut Side Cutters
- #16 Drill Bit (.177in)
- Torque Wrench

Note: Sockets will need the appropriate ratchets and extension.

Required tools and supplies may change over time. Visit ridefox.com or contact a representative for the most up-to-date details.

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INSTALL IQS SHOCKS

1. Lift the rear of the UTV with a floor jack.
2. Using an 18mm socket wrench and 18mm combination wrench, install iQS rear shocks with the iQS connector facing the center of the vehicle as shown in Figure 1a. Torque the shock mounting hardware per the manufacturer's recommendation.

NOTE

Due to wire harness lengths, it is critical the remote reservoirs are mounted in their original location.



Figure 1a: Shows proper rear shock orientation with iQS connector facing toward the center of the vehicle.

INSTALL IQS SHOCKS (continued)

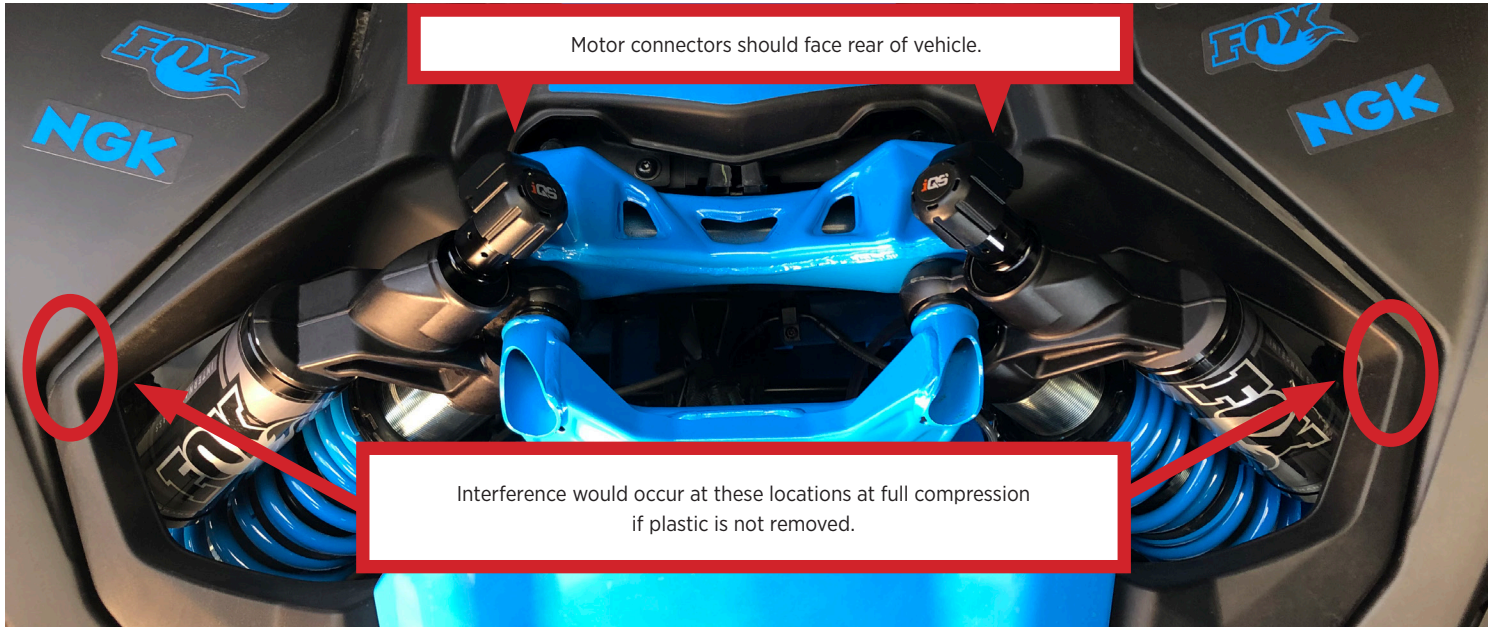


Figure 1b: Shows proper front shock orientation with reservoir facing outward. Plastic not cut in this image.

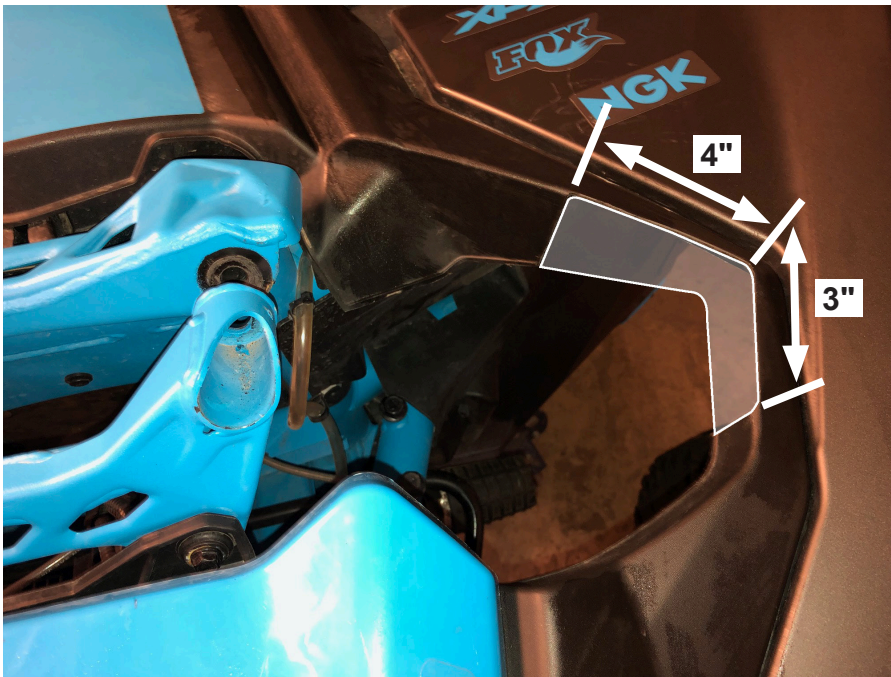


Figure 1c

1. Lift the front of the UTV with a floor jack.
2. With the shocks removed, cut out a portion of the front plastic as depicted in Figure 1c. Removing the material will avoid shock/plastic interference when the suspension is at full compression. A Dremel tool is helpful to accomplish this step.
3. Using an 18mm socket wrench and 18mm combination wrench, install the iQS front shocks in the OPPOSITE orientation and side from the original OEM mounting, as shown in Figure 1b.

VEHICLE PREPARATION

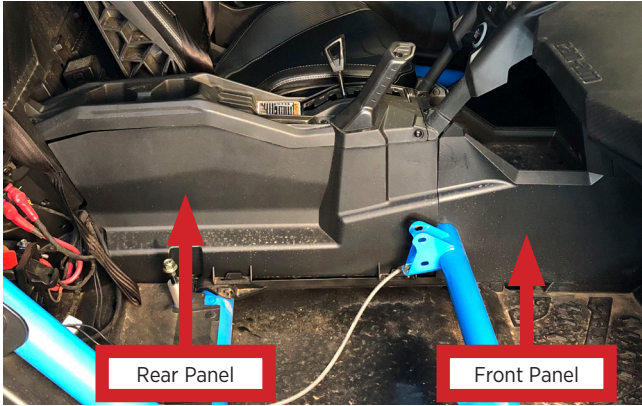


Figure 2a

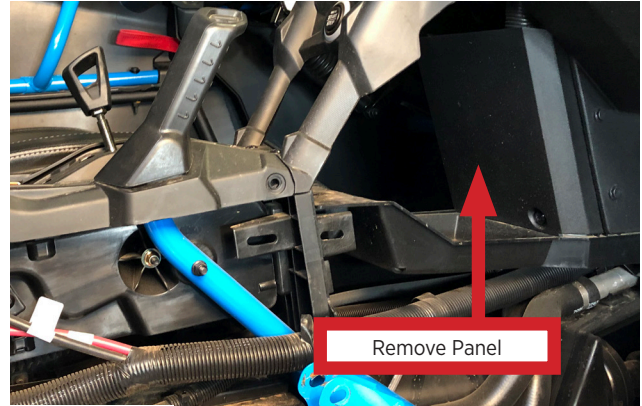


Figure 2b



Figure 2c

1. Remove the passenger seat per the manufacturer's recommended guidelines.
2. Remove the front center console panel on the passenger side (Figure 2a).
3. Remove the rear center console panel on the passenger side (Figure 2a).
4. Use a T30 Torx and flat-blade screwdriver to remove the plastic panel between the dash and center console (Figure 2b).
5. Detach metal plug clip behind rear center console panel and secure it to the main OEM harness using one of the supplied cable ties (Figure 2c).

VEHICLE PREPARATION (continued)

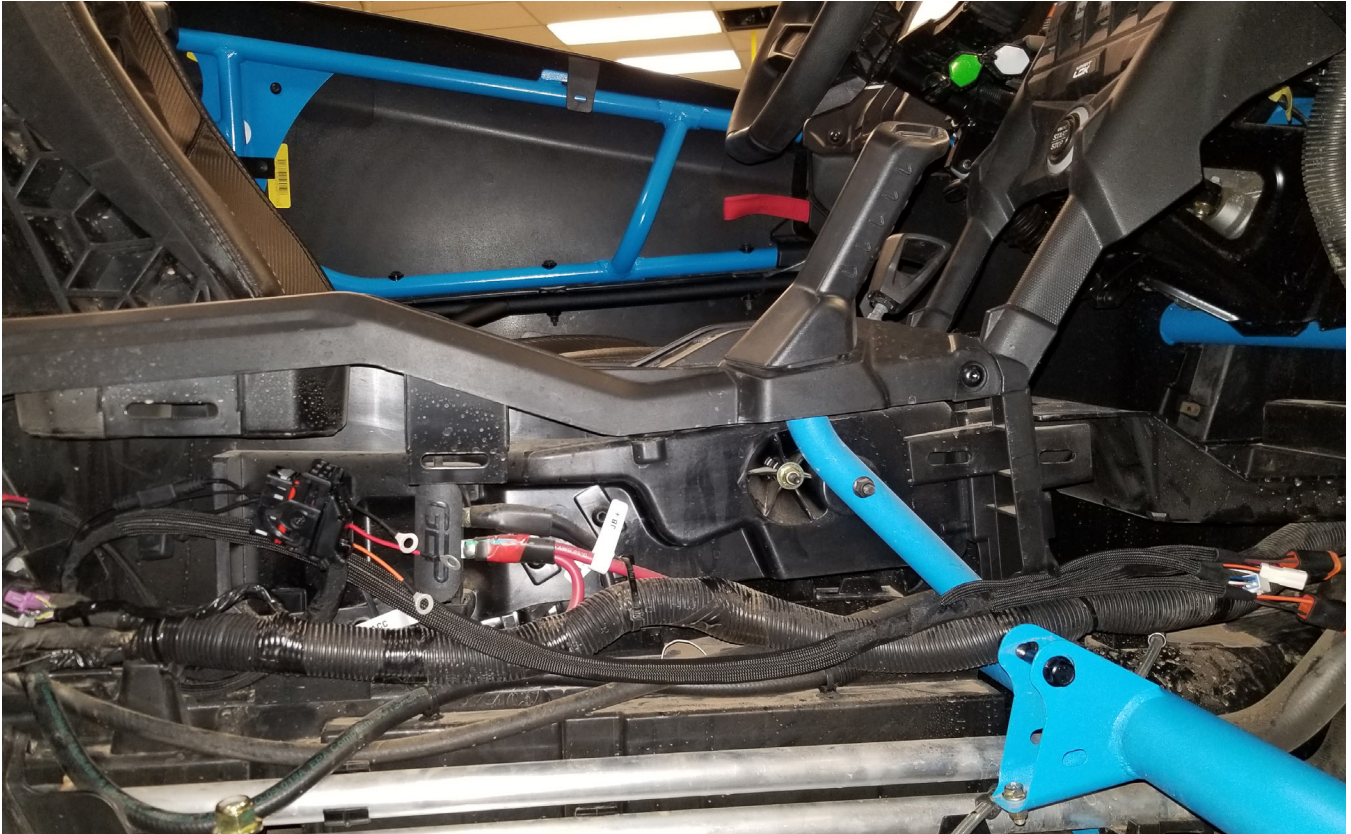


Figure 3

1. Place the main iQS wire harness into the center console cavity as shown in Figure 3.
2. Orient so the RR/RL leads point toward the rear of the vehicle and make a loop out of the first 16 inches of harness so the FR/FL, switch, and PWR/IGN/GND lines point toward the front of the vehicle as shown in Figure 3. Do not secure the harness to anything at this stage.

INSTALL FRONT SHOCK IQS LEADS

1. Remove the front radiator cover by pulling up. This step requires no tools.

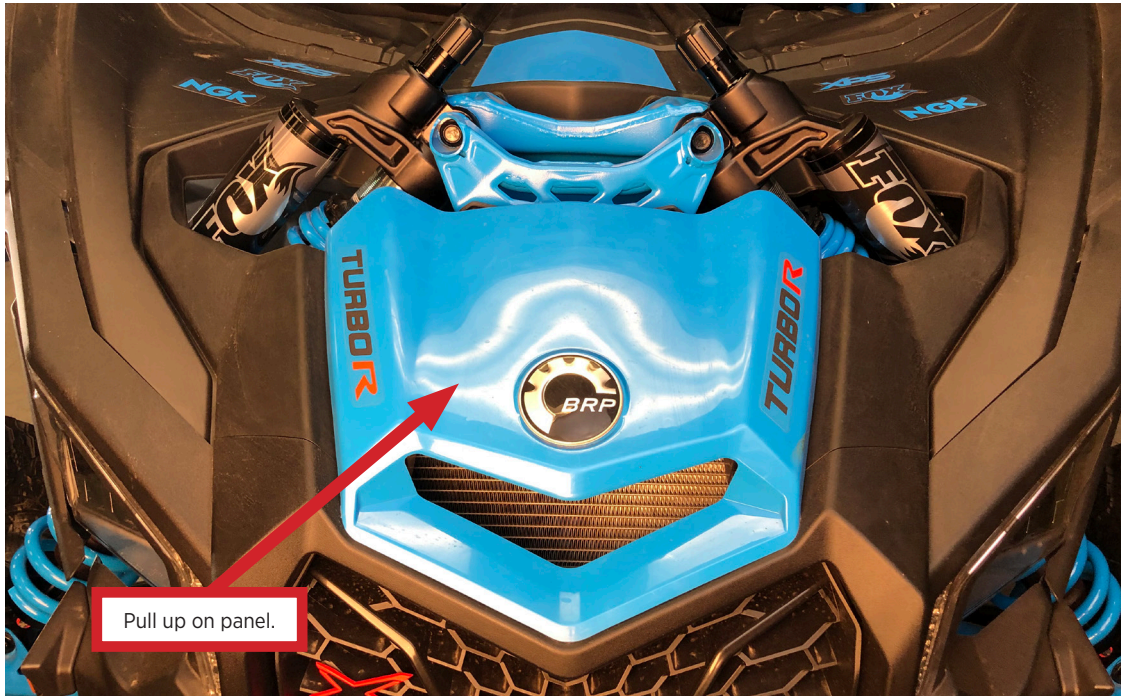


Figure 4a

2. Use a 10mm socket wrench and 10mm combination wrench to remove the upper radiator fan bolts (Figure 4b).
3. Plug each iQS front shock lead into its corresponding shock until you hear a click.
4. Route each lead down around the shock and forward towards the upper radiator fan bolts that were just removed (Figure 4c).

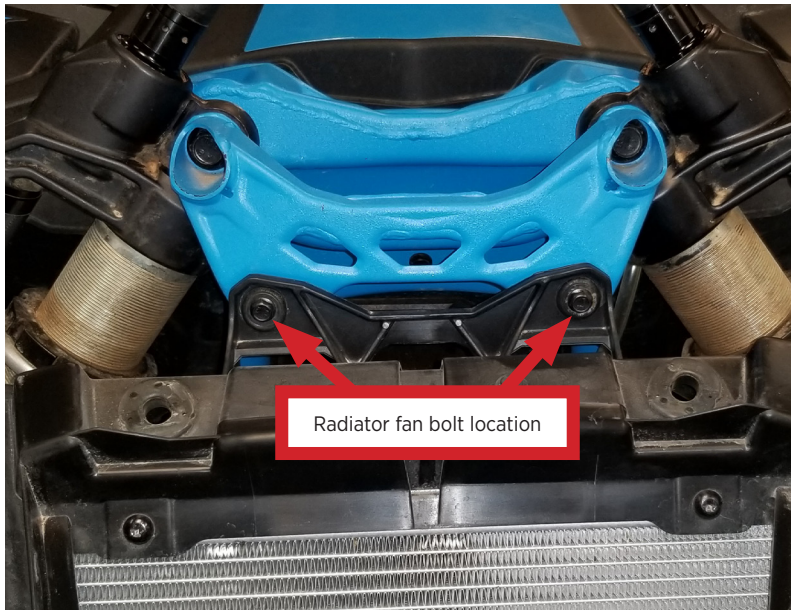


Figure 4b: Shows the front radiator cover removed and the upper radiator fan bolts that are to be temporarily removed.



Figure 4c: iQS motor connection facing rearward with leads passing under upper shock mounting bolt.

INSTALL FRONT SHOCK IQS LEADS (continued)

1. Secure the front shock leads to the upper radiator mount with two of the supplied p-clamps and the 10mm upper radiator mount bolts that were just removed. Torque the bolts per the manufacturer's recommendation.
2. Ensure the paint pen marking is showing ABOVE the p-clamp and aligned with the top edge of each p-clamp (Figure 5). This is critical to providing proper slack for the wire harness.
3. Ensure the p-clamps are oriented toward the center of the vehicle (as shown) for proper routing.

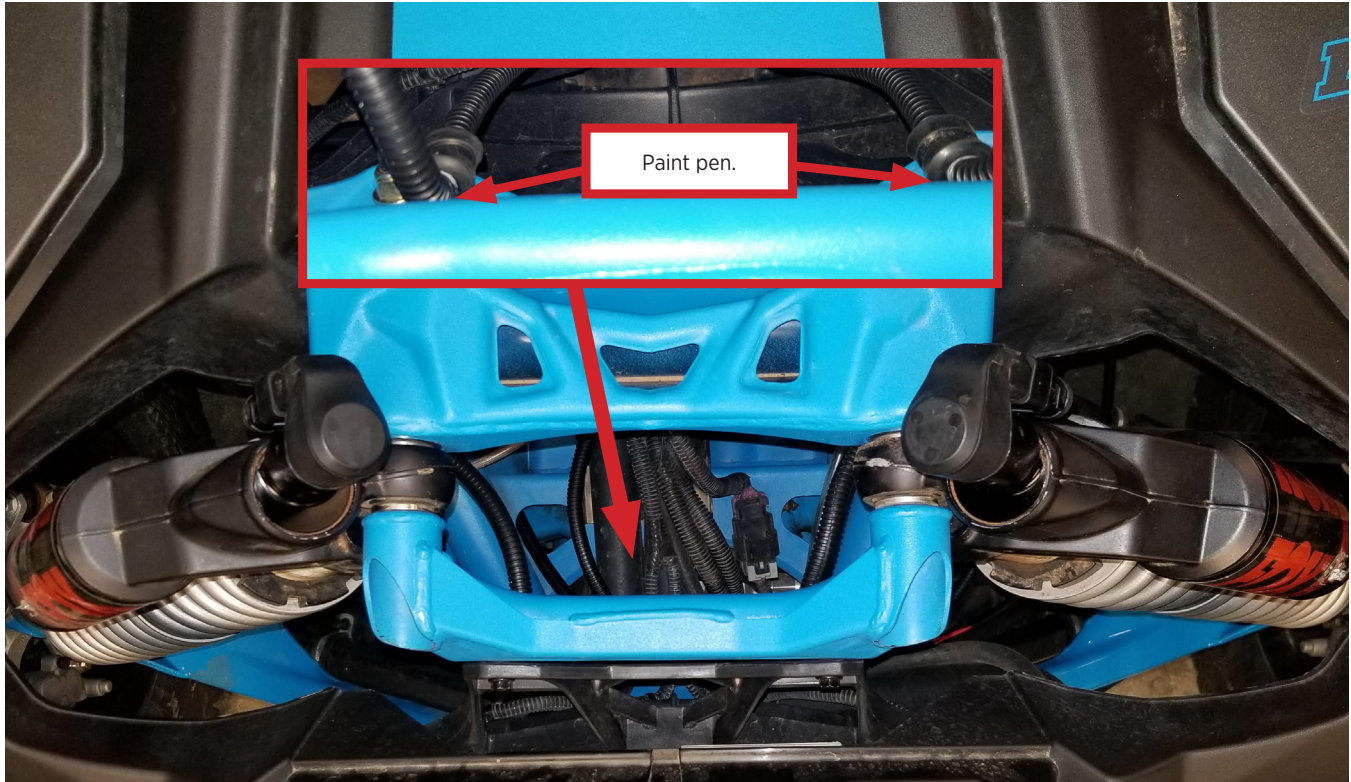


Figure 5: Shows the critical routing and the critical paint pen markings ABOVE the two p-clamps that are installed so the leads run vertically down behind the frame.

INSTALL FRONT SHOCK IQS LEADS (continued)

1. Run the iQS front shock leads downwards using two of the supplied cable ties to secure each of the iQS front shock leads to the OEM headlight harnesses on the back of the radiator fan (Figure 6).
2. Tighten the iQS cable ties as near as possible to the OEM headlight harness zip-ties. This step is critical for ensuring the iQS wire harness does not interfere with the radiator fan.
3. Remove the zip tie around the rubber center console housing and route the iQS front shock leads into the center console cavity. Plug the leads into their respective main harness receptacles until you hear a click. Re-install a cable tie around the rubber center console housing, OEM harness bundle, and iQS front shock leads (Figure 6).

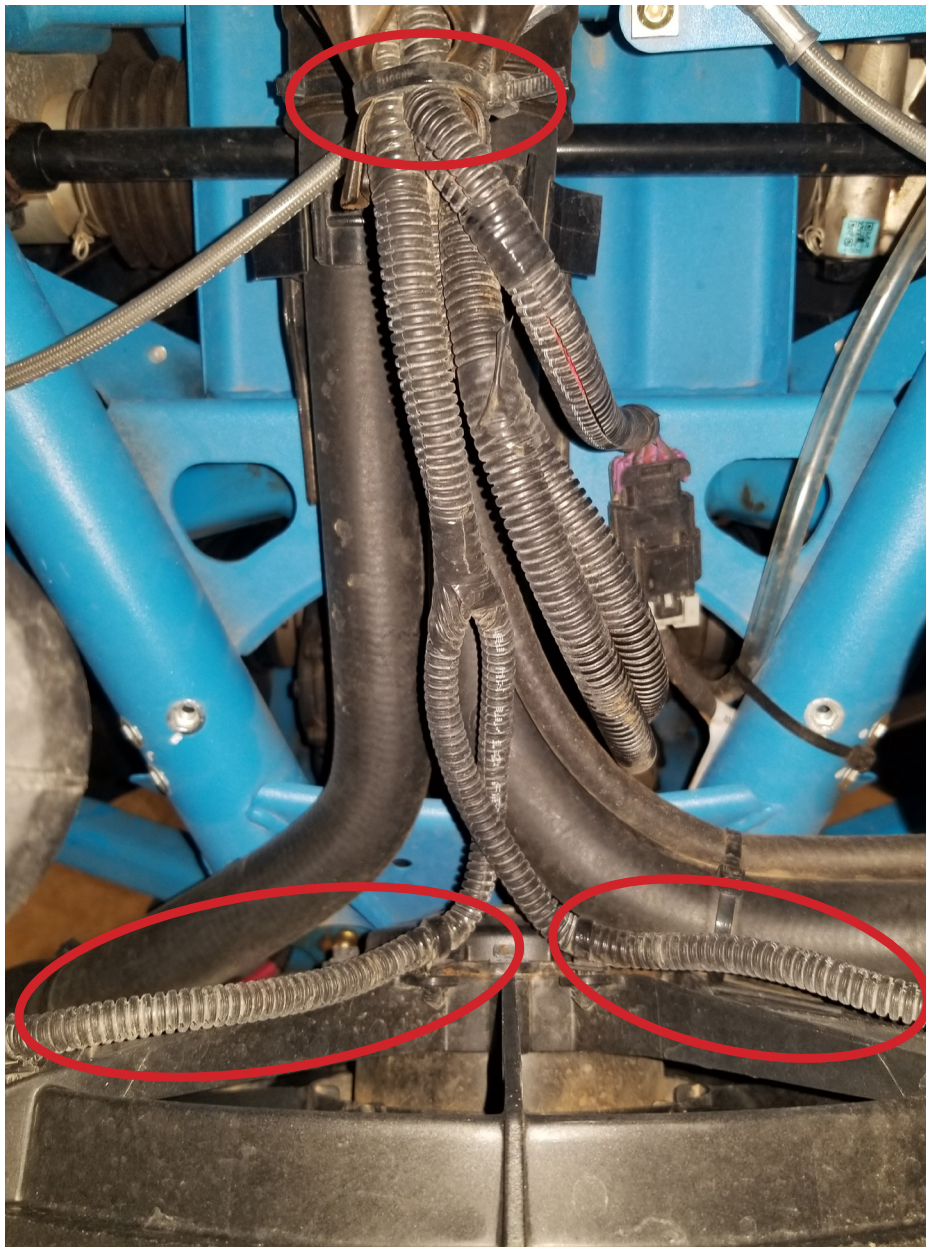


Figure 6: Shows the critical routing along the back of the radiator fan and through the center console housing.

INSTALL REAR SHOCK IQS LEADS

1. Use a T30 Torx to remove the two bolts holding the plastic rear cage trim to outside shoulder of each seat (Figure 7a).
2. Route each lead down and into the rear of the vehicle and secure to the frame as shown (Figure 7b).

NOTE

Ensure the paint pen marking is showing ABOVE the first cable tie point (Figure 7b). This is critical to providing proper slack for the wire harness.



Figure 7a

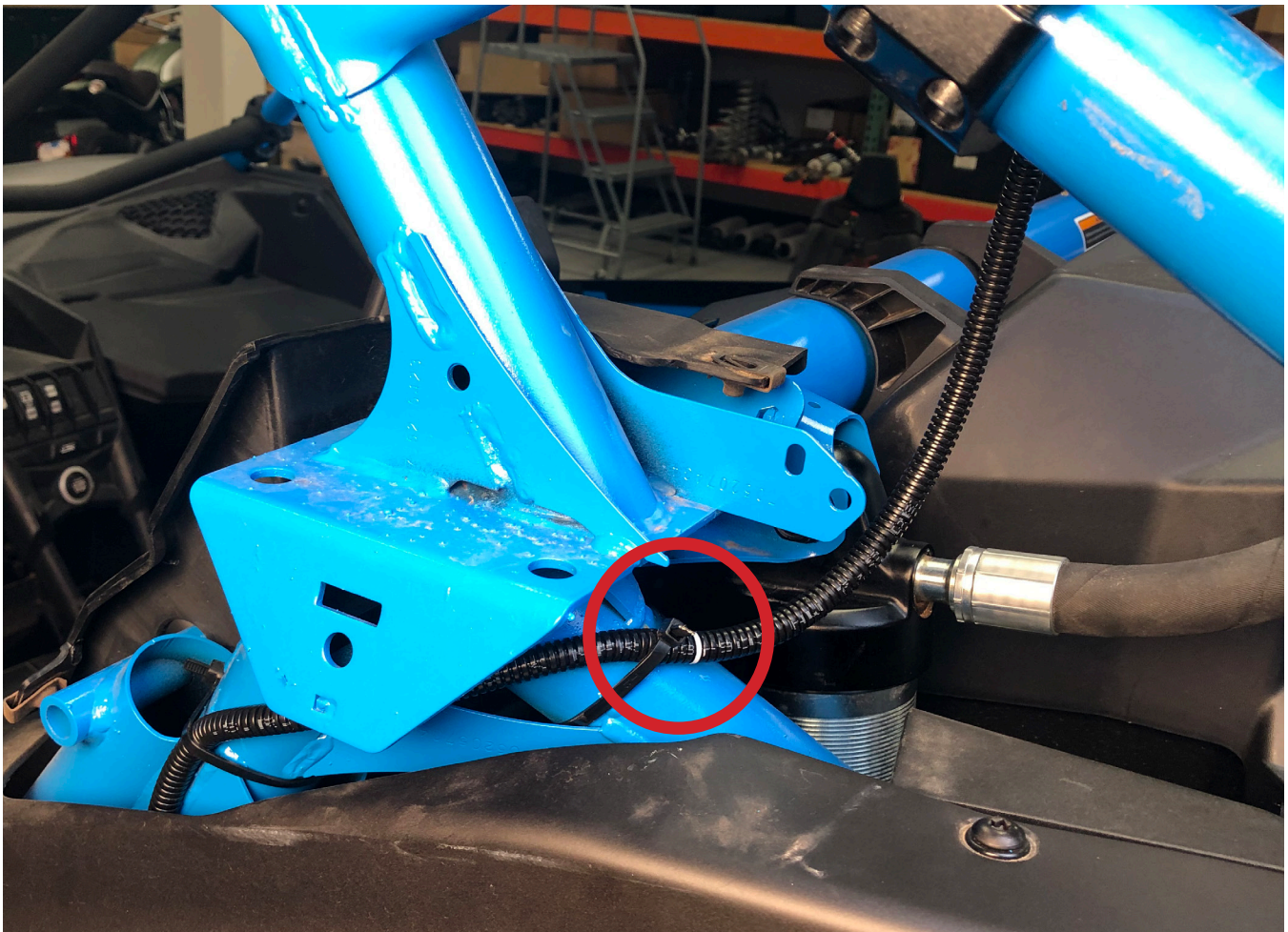


Figure 7b: Shows the critical routing to the first cable tie point with the paint pen mark ABOVE the cable tie.

INSTALL REAR SHOCK IQS LEADS (continued)

1. Route each rear shock lead down along the frame, along the OEM wire harness toward the center of the vehicle, and into the rear of the center console (Figure 9a).

NOTE

Some models may not have the cable channel shown in Figure 9b and 9c, but all models will have the OEM harness routed in the same spot. The cable channel requires an 8mm socket and combination wrench to remove. The left-side cable channel is shown in the images below, but the right side is similar.

NOTE

Always leave any extra slack from the harness inside the center console.

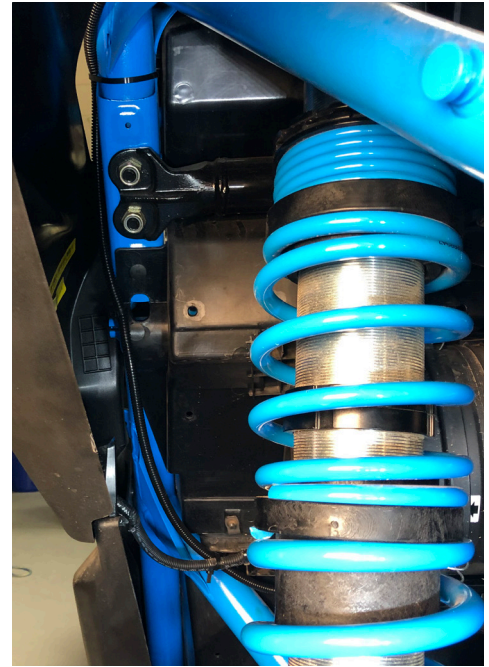


Figure 9a: Shows harness routing along the back of the left-side frame rails before reaching the OEM harness bundle.



Figure 9b: Shows harness being routed along the left-side cable channel located between the cab and the motor.



Figure 9c: Shows cable channel installed with the left-side rear shock lead.

INSTALL REAR SHOCK IQS LEADS (continued)



Figure 10: Shows harness routing along the back of the right-side frame rails before reaching the OEM harness bundle.

INSTALL REAR SHOCK iQS LEADS (continued)

1. For Maverick MAX 4-seat models, the rear seat and rear center console panel will need to be removed to route the rear shock wire harness leads towards the front of the vehicle (Figure 11a).
2. Plug the leads into their respective main harness receptacles until you hear a click. Secure the harnesses with cable ties as necessary.

NOTE

FOR 2 SEAT CUSTOMERS ONLY! The rear shock leads are long enough to accommodate 4-seat models. As a result, 2-seat customers will find the leads to have excess length. Consume the excess length on 2-seat models by routing the rear leads up and back through the center console as shown in Figure 11b below. Ensure there are no sharp bends in the wire!



Figure 11a: Right rear seat and center panels removed on 4 seater.



Figure 11b: Shows how to consume excess wire length on 2-seat models.

INSTALL IQS ROCKER SWITCH

1. Using a flat-blade screwdriver, remove one of the rocker switch covers from the middle rocker switch panel in the dashboard (Figure 12a).
2. Feed the iQS rocker switch lead through the open cavity and push the rocker switch into the panel until it clicks into place and it sits flush (Figure 12b). Then snap on the rocker switch cover (Figure 12c).
3. Route the iQS switch leads downward along the OEM wire harness and into the center console as shown. Plug the leads into their respective main harness receptacles until you hear a click.
4. Install two cable ties on each side of the PCB markings as shown (Figure 12d).

NOTE

Do not install any cable ties between the two markings near the PCB (Figure 12d). This can cause damage to the PCB.

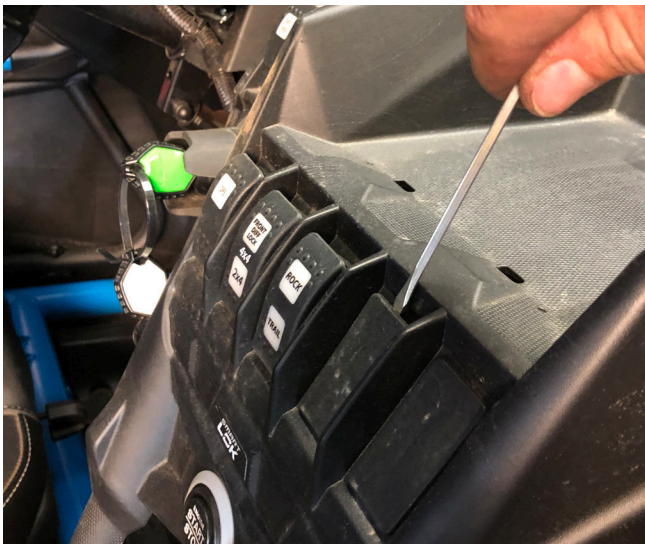


Figure 12a

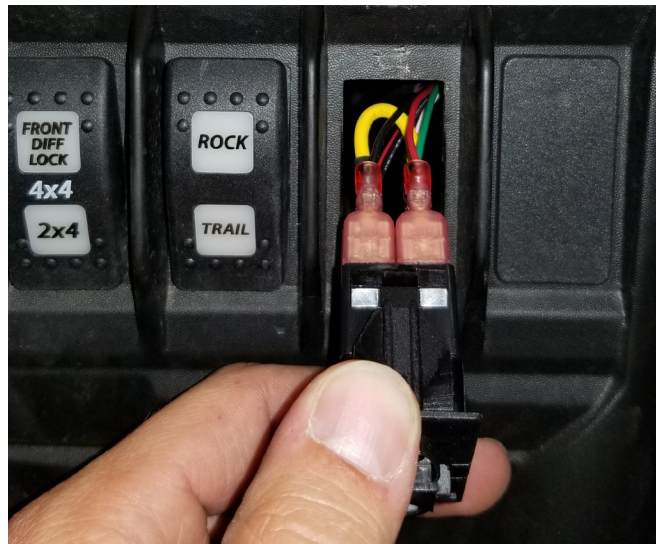


Figure 12b: Shows the iQS rocker switch being installed into one of the open rocker switch cavities on the dash.



Figure 12c: Switch Cover.



Figure 12d: Photo: taken from the left side of the vehicle.

INSTALL PWR/GND/IGN CONNECTIONS

1. Remove the vehicle's ground connection from the battery (Figure 13a).
2. Using a 10mm socket wrench, remove the nut holding the OEM power connection, install the iQS power lead, and re-install the nut (Figure 13b). Torque hardware per manufacturer's recommendation.

NOTE

Be careful as to not attach power to ground and vice versa. If you are not sure, refer to your manual.

3. Repeat step 2 for the iQS ground lead.
4. Repeat step 2 for the iQS ignition lead.
5. Re-install the vehicle's battery ground connection per manufacturer's recommendation.

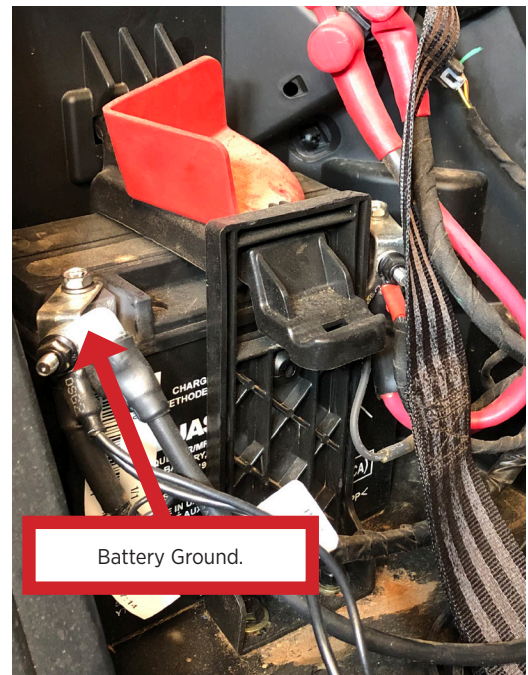


Figure 13a

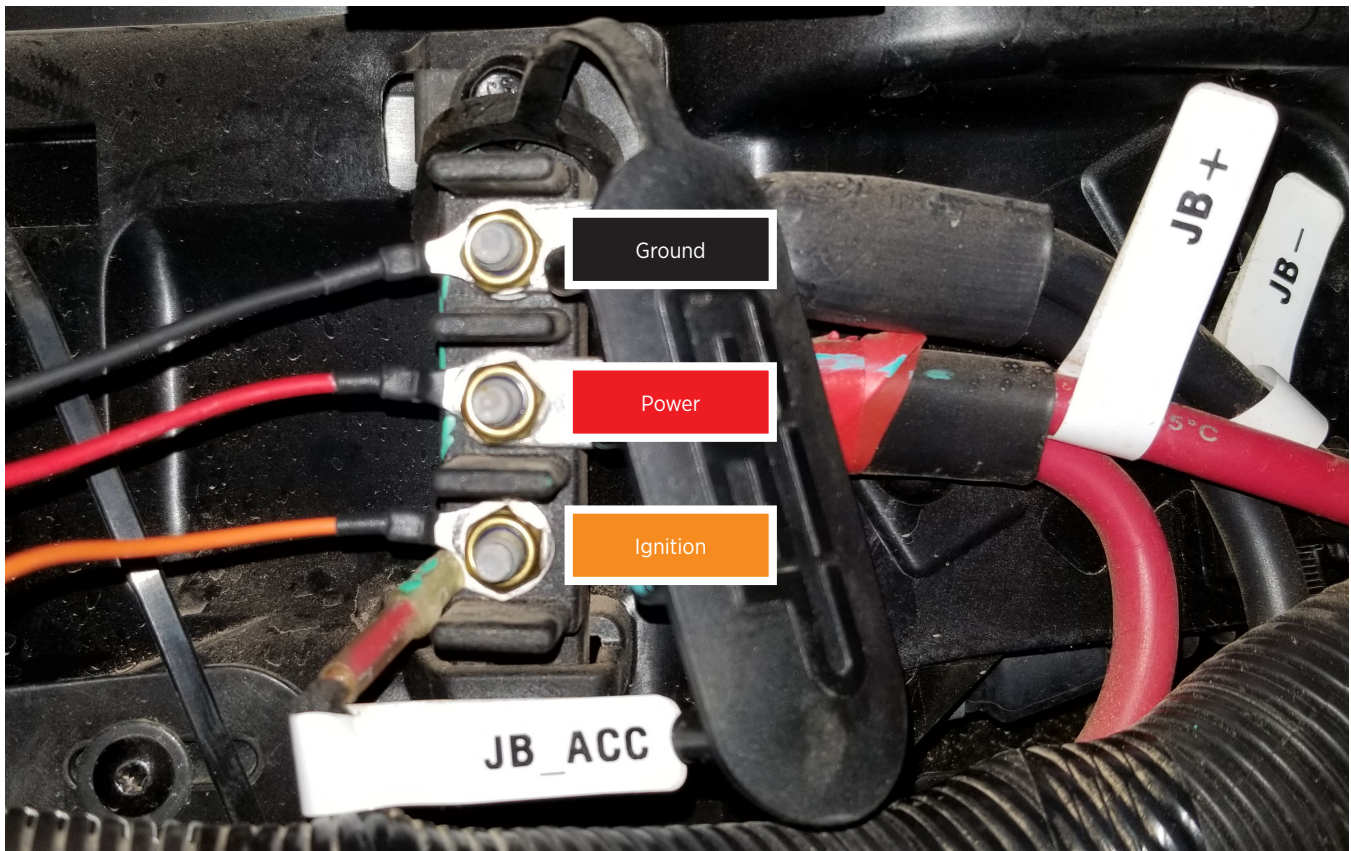


Figure 13b: Shows the iQS power, ground and ignition leads properly installed.

CLEAN UP CENTER CONSOLE ROUTING

1. Secure the main harness inside of the center console with cable ties as necessary (Figures 14a and 14b). Neatly loop and secure any excess length from the motor leads.



Figure 14a: Shows a secured portion of the main harness towards the rear of the center console. Note the loop created with the first 16 inches of the harness.



Figure 14b: Shows a secured portion of the main harness towards the front of the center console.

INSTALL IQS ECU

1. Use the supplied template in Appendix A of this manual to mark the center points for the two ECU mounting holes on the passenger-side center console cover (Figure 15a).
2. Using a #16 (.177in) drill bit, drill holes at the center points identified in step 1.
3. Install the supplied rubber grommets into the top right and bottom left holes of the ECU as shown in Figure 15b.

NOTE

The other two holes will remain un-used as shown (Figure 15b).

4. Use the supplied M4 mounting hardware to secure the ECU to the center panel as shown. For a cleaner look, we recommend installing with the nylon lock nuts facing inwards so only the bolt heads can be seen from the outside of the vehicle (Figure 15b).

NOTE

Tighten the nylon lock nuts only until the bolt is flush with the end of the nylon portion of the nut, and no more.

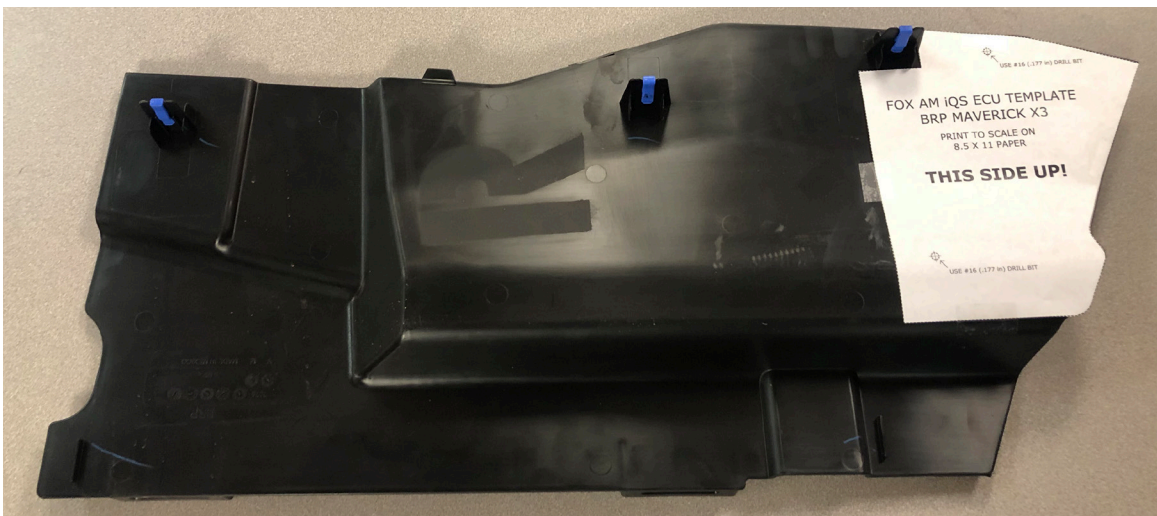


Figure 15a: Shows the supplied template properly aligned on the passenger-side center console cover.



Figure 15b: Shows the ECU installed to the panel with the supplied rubber grommets and M4 mounting hardware.

PLUG IN ECU

1. With the first 16 inches of the main harness still in a loose loop, plug the ECU into the main harness (Figure 16a). The connector will secure and click after turning the latch gently.
2. Neatly place the remaining loose loop as far back into the center console as possible and re-install the passenger-side center console cover with the ECU (Figure 16c).

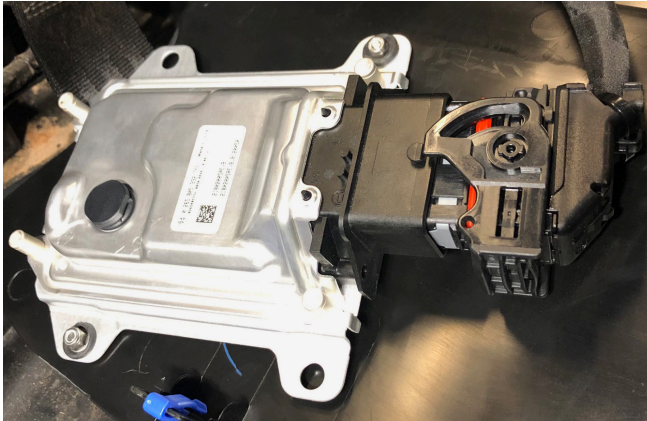


Figure 16a: Initial ECU latch orientation.

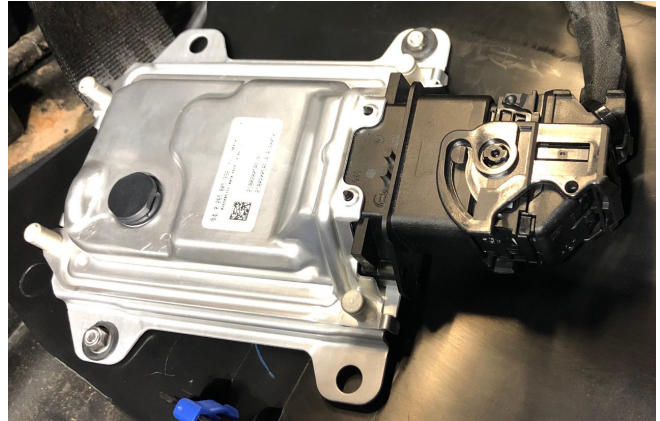


Figure 16b: Locked ECU latch orientation.

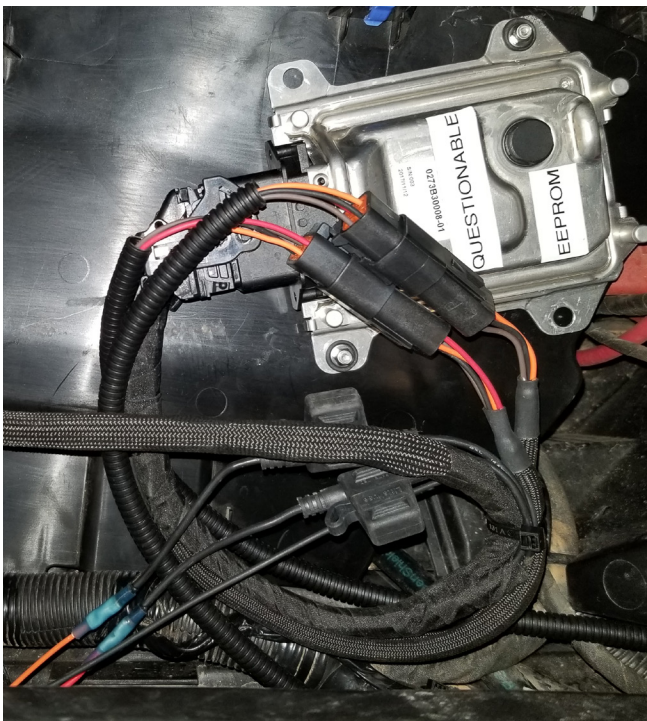


Figure 16c: Shows the ECU installed to the panel and plugged into the main harness with the remaining loose harness loop. Picture taken with driver side console cover removed.

IQS SYSTEM TEST

Once you have completed the installation and setup of your iQS system, run a quick test to ensure there are no issues. FOX recommends you run this test before every ride or any time you suspect there may be an issue.

1. Start the UTV.
2. The red rocker switch LED lights should illuminate solid during the short calibration sequence.
3. Once the calibration is complete (about 5 seconds), the system should default into last remembered mode.
4. Set the iQS rocker switch into "SOFT" mode.
5. Rock the UTV side to side to confirm the shocks feel soft.
6. Set the iQS rocker switch into "MEDIUM" mode.
7. Rock the UTV side to side to confirm the shocks feel stiffer than "SOFT" mode.
8. Set the iQS rocker switch into "FIRM" mode.
9. Rock the UTV side to side to confirm the shocks feel stiffer than "MEDIUM" mode.
10. If all is well, re-install all panels, the passenger seat, and seat belts per the manufacturer's recommendation.

SHOCK SETUP

One of the most important things you can do to optimize your vehicle's performance is to ensure it has the correct ride height and ground clearance.

Be sure to check ride height on both sides front and back of your vehicle.

Contact your local dealer for this information from the manufacturer.



iQS ADJUSTMENTS

ADJUSTMENTS	Result
Firm Setting	Increased bottom-out resistance Increased harshness at slow speeds
Mid Setting	Best all-around compression setting
Soft Setting	Decreased bottom-out resistance More plush ride at slow speeds

TROUBLESHOOTING

Fault Indication

If the red light on the iQS switch remains on after ignition and power up, this indicates a fault with one of the shocks or the electronics system. In the event of a fault, the iQS controller is designed to default to the medium setting for safety.

Before contacting FOX for service, please attempt to enter Diagnostic Mode per the instructions below. Understanding the fault and/or taking a video of the fault code will help us get you back in the driver's seat quicker.

Diagnostic Mode

The FOX iQS system comes with a built-in Diagnostic Mode that can help troubleshoot any issues you may have. To enter Diagnostic Mode, restart the UTV and enter the diagnostic mode sequence below within the first 10 seconds of restart.






Once entered into the Diagnostic Mode, fault codes are indicated as the number and duration of blinks from the iQS rocker switch's red LED lights. A list of diagnostic codes and a graphical representation of each can be found on the next page.

SEQUENCE	POSITION
1	MEDIUM
2	FIRM
3	MEDIUM
4	SOFT
5	MEDIUM

NOTE

- Only current faults will be displayed in diagnostic blink mode. No historic faults will be shown.
- A 1-2 start blink code will display upon entering Diagnostic Mode and before current system fault codes are displayed.
- The start code and current system fault codes will continue to repeat until the system is powered off and restarted.
- The only way to exit Diagnostic mode is to restart the UTV.

TROUBLESHOOTING (continued)

PROBLEM	TROUBLESHOOTING MEASURE
iQS rocker switch is unresponsive with no LED illumination	<ul style="list-style-type: none"> • Check iQS wire harness power, ground and ignition connections. • Check the in-line fuses on the iQS wire harness. Replace if bad.
iQS rocker switch is unresponsive with the red LED light illuminated solid	<ul style="list-style-type: none"> • Conduct a visual inspection of the wire harness and ECU. • If no clear harness damage, enter diagnostic mode to read fault code(s).
Diagnostic Mode Blink Pattern 1-1 ECU Failure 	<ul style="list-style-type: none"> • Inspect the ECU connector. Ensure it is properly plugged in and locked in place. • Unplug ECU connector. Inspect for water intrusion. If water intrusion has occurred, dry the connector and the ECU then reconnect. • If parts are physically damaged or the source of the fault cannot be identified, contact a FOX Representative at 1.831.740.4619.
Diagnostic Mode Blink Pattern 1-7 Left Front Failure 	<ul style="list-style-type: none"> • Inspect the left front harness for any damage. • Inspect the left front shock for damage to iQS adjuster motor. • Unplug wire harness from front left iQS compression adjuster motor, inspect for water intrusion. If water intrusion has occurred, dry connector and motor then reconnect • Unplug left front wire harness from the main wire harness, inspect for water intrusion. If water intrusion has occurred, dry both connectors and reconnect. • If parts are physically damaged or the source of the fault cannot be identified, contact a Fox Representative at 1.831.740.4619.
Diagnostic Mode Blink Pattern 1-8 Right Front Failure 	<ul style="list-style-type: none"> • Inspect the right front harness lead for any damage. • Inspect the right front shock for damage to iQS compression adjuster motor. • Unplug wire harness from right front iQS compression adjuster motor, inspect for water intrusion. If water intrusion has occurred, dry the connector and motor then reconnect. • Unplug right front wire harness from the main wire harness, inspect for water intrusion. If water intrusion has occurred, dry both connectors and reconnect. • If parts are physically damaged or the source of the fault cannot be identified, contact a Fox Representative at 1.831.740.4619.
Diagnostic Mode Blink Pattern: 1-9 Left Rear Failure 	<ul style="list-style-type: none"> • Inspect the left rear harness lead for any damage. • Inspect the left rear shock for damage to iQS compression adjuster motor. • Unplug wire harness from left rear iQS compression adjuster motor, inspect for water intrusion. If water intrusion has occurred, dry the connector and motor then reconnect. • Unplug left rear wire harness from the main wire harness, inspect for water intrusion. If water intrusion has occurred, dry both connectors and reconnect. • If parts are physically damaged or the source of the fault cannot be identified, contact a FOX Representative at 1.831.740.4619.
Diagnostic Mode Blink Pattern: 2-1 Right Rear Failure 	<ul style="list-style-type: none"> • Inspect the right rear harness lead for any damage. • Inspect the right rear shock for damage to iQS compression adjuster motor. • Unplug wire harness from right rear iQS compression adjuster motor, inspect for water intrusion. If water intrusion has occurred, dry the connector and motor then reconnect. • Unplug right rear wire harness from the main wire harness, inspect for water intrusion. If water intrusion has occurred, dry both connectors and reconnect. • If parts are physically damaged or the source of the fault cannot be identified, contact a FOX Representative at 1.831.740.4619.

MAINTENANCE

PROPER INSPECTION AND MAINTENANCE IS ESSENTIAL TO MAINTAIN PERFORMANCE AND RELIABILITY OF YOUR SHOCK ABSORBERS.

To avoid corrosion, you should keep the shock and spring clean and free of dirt or water. It is important to keep the shock shaft clean and free of mud. 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 rings. This will make the adjustment easier and reduce wear.

Ideally the shocks should be clean around the rebound adjusters when changing the damping setting (if fitted). A small blast of contact cleaner or brake cleaner before making adjustments will keep these parts clean and operating smoothly for years.

The recommended service duration depends on how frequently and aggressively the vehicle is driven. As a guideline, if you race this would depend on the type of racing. For long mileage desert racing, we would recommend every race and for short course racing, every 3-4 races. In non-racing environments to keep your shocks performing at optimum performance we recommend at least annually.

Service and rebuilding should only be carried out by an authorized FOX service Technician.

SERVICE

Contact FOX Service Center at 1.831.740.4619 or psservicemn@ridefox.com to receive a return authorization number before shipping shocks to one of the service centers listed below.

WARRANTY

All FOX products have a one-year warranty on defects in materials or workmanship. Please view the full warranty terms and conditions at ridefox.com Help/Powersports/Warranty or contact a representative at 1.831.740.4619. A service RMA will be issued. Ship shocks to one of the following service centers:

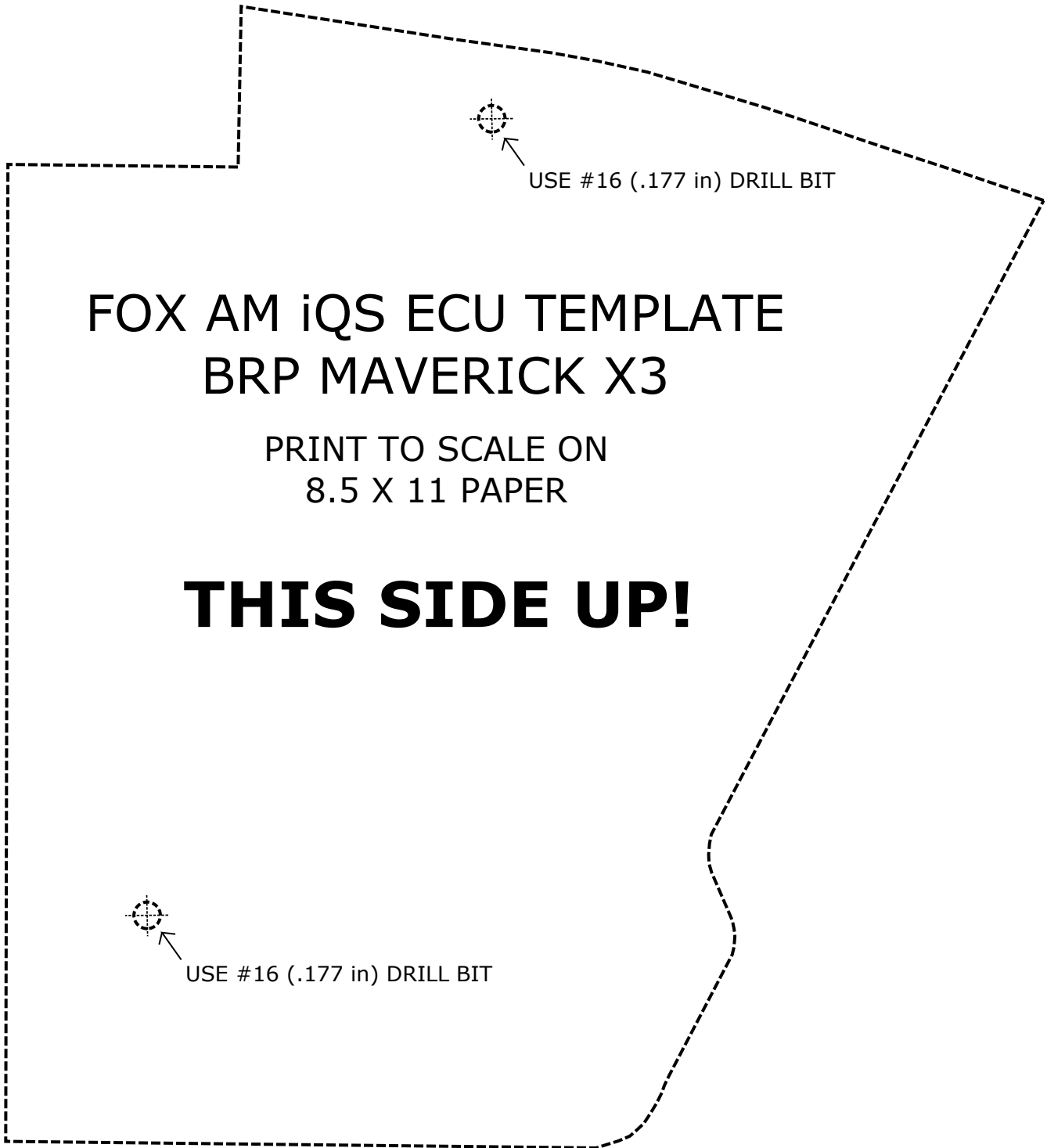
FOX Midwest Service Center

13461 Dogwood Drive
Baxter, MN 56425
servicemn@ridefox.com

FOX Service Center

750 Vernon Way Suite 101
El Cajon, CA 92020
orservice@ridefox.com

ECU MOUNTING TEMPLATE



**FOX AM IQS ECU TEMPLATE
BRP MAVERICK X3**

PRINT TO SCALE ON
8.5 X 11 PAPER

THIS SIDE UP!