

Fitting Instructions 92024-IS

92024 F4R Shock Absorbers

Ford Everest 2022-onwards UB



Description of Shock

The F4R Formula Rear Shock is a 3-way adjustable remote reservoirs shock specifically designed to suit your vehicle. The damper uses Fulcrums carefully chosen shim stacks to create the best damping characteristics for this vehicle.

The front damper has 3-way adjustability in compression Low-speed bypass, compression high-speed valve and rebound bypass.

The adjustment clickers allow the user to carefully control how much oil is allowed to flow and bypass the shim stacks in each direction. Opening the clickers allows more oil to bypass and flow, reducing the damping effort in either compression or rebound.

This allows tuning for different load scenarios and road conditions.

Use of adjustments

Please note that before making any adjustments you should always make a note of what settings you have and what you change them too. This will ensure you keep track of the positions and don't get lost. If you are ever unsure wind the clickers all the way clockwise and count back out to the desired position. Each clicker has direction of positive (more damping) and negative (less damping) listed on their surface.

Fulcrum recommends the following damping settings as a starting point. (Note that this number of clicks anti-clockwise from the fully closed position.)

Compression Low: 4 clicks (1 to 8 total) – Small adjuster on reservoir

Compression high: position 3 (1 to 6 total) – large adjuster on reservoir

Rebound: 2 clicks (1 to 12 total) – on shaft end mount, blue adjuster or silver pin clicker depending on vehicle.



Due to the heavy-duty design of the damper, it may be required to turn the adjusters one or two more clicks anticlockwise in compression and rebound for the first couple of thousand km, to reduce the stiffness and account for a running in period. Please make is full adjustment range on clickers before install as they may be stiff from assembly.

How to tune the damping settings

It is important to remember whenever tuning a passive damper, every adjustment is a compromise. An improvement in one area of ride and handling will detract somewhere else. The aim is to create the best compromise for your driving style and scenario.

As a basis, compression is generally lower in forces require to move than rebound. On compression of a shock (wheel moving into the guard) you have both spring and shock working together to absorb the bump and control the car. When the wheel is drooping or moving away from the guard, the shock will need to control the unsprung mass – which is all components that are not held by the spring (wheels, tyres, hubs, axle etc.) as well as the force of the spring wanting to extend.

It can be sometimes difficult to interpret how the suspension is performing and what adjustment may be required depending on the terrain being driven on, vehicle loads and set up as well as the drivers' requirements or wants from the vehicles handling performance. Please see the following guide to help on what may be required in adjustments to aid in vehicle shock tuning.

Problem	Damper Adjustment
Car easily bottoms out.	More high-speed compression.
Car feels lazy or unresponsive.	More low-speed compression.
Car feels too harsh over bumps.	Less low-speed compression on small bumps Less high-speed compression on large bumps
Car Kicks off bumps.	More rebound.
Car feels floaty.	More rebound.
Car is harsh over cracks or potholes.	Less rebound.
Front is too high.	Reduce front spring pre-load.
Front is too low.	Increase front spring pre-load.

Scan the QR code the right to watch a detailed video which explains everything you need know about the Formula 4x4 remote res shocks.



Install the shock assembly - Rear

The orientation of the new shock will be fitted into the vehicle with body on top and shaft below. The lower mount should have the rebound adjustment clicker point outwards from diff, making access easier. The new F4R shock will use a bespoke top bracket to mount to the chassis.



The positioning the hose and reservoir may need to be adjusted to suit fitment in vehicle. Please see suggested images below on fitment. To realign, simply undo the bolt holding the clamp and place reservoir as needed. The reservoir is on a swivel hose, so can be inverted if necessary. If required, trimming of wheel liner can be done to help fitment. It is always recommended to fit shock and articulate the vehicle to ensure no contact is made with the reservoir positioning.

Left side of vehicle from front



Right side of vehicle from front

