

PART #	DESCRIPTION
56102	07-UP FJ/03-UP 4RUNNER/05-UP TACOMA S2 SHOCK HOOP KIT

COMPONENTS INCLUDED	
(1) 150106 S2 TACO/FJ/4RUN DRIVER HOOP (2) 150107 S2 TACO/FJ/4RUN PASS HOOP	(1) 56102H SECONDARY SHOCK HARDWARE KIT FJ/4RUN/TACO
HARDWARE INCLUDED	
56102H SECONDARY SHOCK HARDWARE KIT	
(2) 157014 TACO/FJ/4RUN BILLET PUCK (2) 159008 S2 STEERING STOP RAW (2) 154012 1/2-13 NUT TAB (2) 155517 BRAKE LINE, 4RUN/FJ/TACOMA (1) 159007 SLEEVE .750 X .510 X 1.530 RAW (2) 290010 3/16 TAB 1.250 TALL x .531 HOLE NOTCHED RAW (2) 605012 5/16 SPLIT LOCK WASHER (2) 605077 5/16-18 x .75 SELF TAPPING SCREW W/FLANGE	(6) 605131 3/8 SPLIT LOCK WASHER (6) 605133 3/8 SAE FLAT WASHER (6) 605155 3/8-16 X 2.5 HHCS (2) 605300 1/2-13 X 1.000 HHCS (2) 605306 1/2-13 X 2.500 HHCS (2) 605307 1/2-13 X 2.750 HHCS (4) 605322 1/2-13 C-LOCK NUT (10) 605330 1/2 SAE FLAT WASHER
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 3/4" WRENCH 3/4" SOCKET 9/16" WRENCH	10MM WRENCH CENTER PUNCH DRILL 1/2" DRILL BIT SANDER WELDER
TECH NOTES	
<ol style="list-style-type: none"> ICON coilover and S2 skid plate (Part #56101 or Part #56106) required for installation. Steering stop required (supplied). Skilled welder required to weld on lower control arm shock tab. Skilled welder required to weld on steering stop. Failure to flip lower coilover bolt direction before welding will require cutting off to remove coilover. Recommended tire size 285/70/17 	



WARNING!

**** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!**

**** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.**

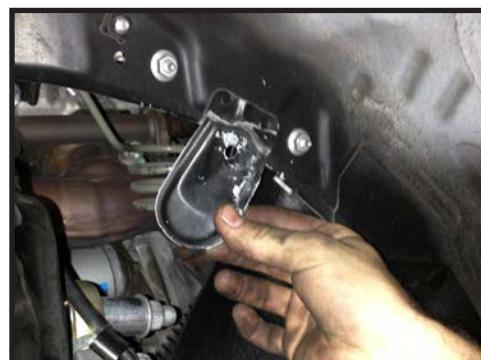
INSTALLATION

1. Disconnect negative battery terminal.
2. Ensure truck is in gear or in park, set parking brake, turn off engine and chock tires. Lift and support frame with jack stands.
3. Remove front tires.
4. Remove the 3 upper coilover bolts from driver side coilover using a 9/16" wrench (These will not be used with hoop kit). ICON coilover and S2 LCA Skid Plate (Part #56101 or Part #56106) required for installation.
5. Locate driver side hoop, spacer, and 3/8"-16 X 2.50 bolts, washers, and lock washers. (FIGURE 1)

FIG.1



FIG.2



6. Some fender liners have a sheet metal tab that has to be removed and two screws protruding that need to be sanded flat to get the hoop to locate properly on the frame. (FIGURE 2)

7. Loosely assemble hoop on top of bucket with supplied spacer and 3/8" hardware. Use of anti-seize is recommended. (FIGURE 3)



FIG.3

8. Hold hoop firmly against raised portion of frame at top, snug the 3, 3/8" mounting bolts on top of coilover and mark center hole on frame. Drill frame at mark with 1/2" drill bit. (FIGURE 4 - FIGURE 6)



FIG.4



FIG.5

9. Using supplied nut tab, assemble hoop to frame with 1/2" hardware. [Torque to 120 ft-lbs] (FIGURE 7)



FIG.6



FIG.7

10. Tighten the 3 coilover bolts [Torque to 40 ft-lbs]. At this time, flip the factory bolt in the lower coilover mount so that the head of the bolt is facing the front of the vehicle and the nut is facing the rear. If this is skipped, you will be required to cut the bolt to remove it after the tab is welded in Step 15.

11. The S2 LCA Skid Plate should be loosened so ideal weld on tab location is used. Using the supplied raw sleeve (#159007) in the hardware kit, assemble the raw tab (#290010) to the S2 LCA Skid Plate locating tab and fasten together with the supplied 1/2" hardware. Outline the weld on tab with a marker or scribe on the lower control arm.

NOTE: The tab has a notch to fit multiple lower control arm contours. Late model SUV arms will locate the notch on the welded bump stop pad, while every other model will locate the notch to account for the bend in the arm where the tab locates.

12. Be sure that the S2 LCA Skid Plate is positioned so that the weld on tab and rod end will clear the CV boot at full steering lock (FIGURE 8, FIGURE 9). There are multiple CV boot revisions used by Toyota and the larger CV boot will come very close at full droop to the rod end with the extended travel shock (picture is with largest CV boot). Failure to locate the tab properly will result in CV boot damage. The S2 Skid mounting holes in the LCA can be drilled larger to allow for adequate orientation to clear the CV boot if needed.

FIG.8



FIG.9



13. Remove sleeve, tab, and hardware.

14. Sand outlined area.

15. Reassemble the sleeve and tab to the S2 LCA Skid Platetab locator.

16. Weld the lower supplied tab to the factory control arm. This step is to be performed by a professional welder. Proper penetration is critical to avoid failure. (FIGURE 10)

FIG.10



NOTE: If this tab is not welded on properly the system will fail.

17. Remove hardware and sleeve and weld inside of tab then spray paint to avoid corrosion.

18. Remove the factory steel brake line at the caliper and replace with the supplied brake line and route as pictured (FIGURE 11, FIGURE 12). Late model FJ / 4Runners with the taller LCA do not require the brake line.

NOTE: Failure to install the supplied brake line properly will lead to catastrophic failure of brake system.

FIG.11



FIG.12



19. Remove the factory brake line routing bracket from frame and relocate it as pictured using a 1/4" drill bit and supplied 5/16" self-tapping screw. [Torque to 25 ft-lbs] (FIGURE 13)

20. Install the ICON S2-specific shock with the wider high misalign hardware at the bottom and the narrow non high misalign at the top with the supplied 1/2" hardware [Torque to 120 ft-lbs]. Use of anti-seize is recommended on these bolts.

21. Route the reservoir hose up and along the hoop to the front of the fender well. Use the supplied zip ties (supplied with S2 shock) to secure it to the hoop.

22. Use ICON reservoir mount and mount as pictured (Mount and hardware supplied with S2-specific shock). (FIGURE 14)

FIG.13



FIG.14

23. If using a reservoir coilover with the S2 Secondary Shock, make sure the reservoirs do not touch as the frame-mounted reservoir will damage the body-mounted reservoir from rubbing during heavy off-road use.

24. Secure reservoir to supplied mounting bracket using the supplied hose clamps.

25. Weld on the supplied steering-stop as pictured and paint to prevent corrosion. (FIGURE 15, FIGURE 16)

FIG.15



FIG.16

26. Steer vehicle from left to right to make sure nothing binds up and brake line is routed correctly.

27. Bleed brakes.

28. Repeat steps 4-27 on passenger side.

29. Install wheels, torque lug nuts to factory specifications.

30. Reconnect battery.

31. Re-torque all hardware and wheels after 100 miles.

32. If using a coilover other than ICON or modified A-arm bump stops any implied warranty is void.

***VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.
RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.***



ICON VEHICLE DYNAMICS LIMITED LIFETIME WARRANTY

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ICON Vehicle Dynamics' obligation under this warranty is limited to the repair or replacement, at ICON Vehicle Dynamics' discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered.

ICON Vehicle Dynamics components must be installed as a complete kit as shown in our current application guide. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty.

This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.