

PART #	DESCRIPTION
57800P	96-02 4RUNNER 0- 3" REAR 2.5 REMOTE <a href="#">RESERVOIR SHOCK</a>

COMPONENTS INCLUDED	
(2) 154925R 96-02 4RUNNER 0-3" REAR 2.5 REMOTE RESERVOIR SHOCK	(2) 611007 9/16 MED DUTY STEM BUSHING KIT (2) 250002 7.5" UNIVERSAL RESI MT PLATE
HARDWARE INCLUDED	
(4) 605931 1/2 X 2 1/16 - 3 HOSE CLAMP (2) 605033 #14-14 X .750 SELF TAP HEX HEAD SCREW (2) 605934 #12 ADEL CLAMP ZINC PLATED	(2) 605131 3/8 HEAVY LOCK WASHER (2) 605144 3/8-12 X .750 FLANGED SELF TAP BOLT
611007 BUSHING KIT HARDWARE	
(2) MED DUTY 9/16 ID STEM BUSHING (1) MED DUTY 9/16 ID STEM WASHER	(1) MED DUTY 12MM ID STEM WASHER (1) M12-1.25 LOCK NUT
TOOLS REQUIRED	
JACK JACK STANDS 8MM / 5/16" NUT DRIVER 11/32" DRILL BIT DRILL	14MM SOCKET / WRENCH 17MM SOCKET / DEEP SOCKET / WRENCH 19MM SOCKET / DEEP SOCKET / WRENCH 9/16" SOCKET / WRENCH
TECH NOTES	
1. THIS UNIT IS CHARGED WITH 250PSI OF NITROGEN. DO NOT DISCHARGE.	



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

- ENSURE TRUCK IS IN GEAR OR IN PARK, SET PARKING BRAKE, TURN OFF ENGINE AND CHOCK FRONT TIRES!
- Jack up the rear of the truck and support with jack stands under the frame rail and remove the wheels
- With a floor jack under the rear end, slightly raise the rear axle housing, loosen and remove the lower shock bolts. Make sure the axle is well supported. Keep all of the hardware, it will be reused.
- Disconnect top of the shock. Reach up over the top mount near the coil bucket to access the upper stem nut. This can be a little hard to reach, when loose you may be able to spin the shock to aid in removal
- Install the shock stem washer and bushing onto the top of the shock assemblies as follows: washer, bushing, OEM shock mount, bushing, washer, lock nut. Put the lower washer and bushing on the shock stem, raise the shock up into position with the outlet to the reservoir toward the front of the vehicle and install the remaining bushing washer and lock nut.
- Tighten the lock nut so 2-3 threads are showing through the nut. Over-tightening can hinder performance
- There are 2 spacers that go on either side of the bearing on the lower shock mount stud on the axle. The fit of the spacers and the lower shock bearing is a very tight tolerance. It is common for the stud on the axle to get corroded over time. You may need to clean the stud of buildup prior to installation of the spacers and bearing. Emery cloth or sand paper works best.
- Slide 1 spacer over the stud then the lower shock bearing followed by the other spacer. To assist in lining up the bearing with the stud you will have to jack up the axle very slowly so the parts align. You will also need to rotate the inner part of the bearing to be parallel with the stud, this can be easily done using the female head of a 3/8" extension in the bearing for leverage. Use the OE bolt and captive washer to clamp the lower bearing and spacers [Torque to 35 ft-lbs].
- Route the reservoir under and to the outside of the frame toward the back of the vehicle.
- Mount the reservoir to the outside of the frame. There is an existing hole toward the back of the wheel well on the outside of the frame, measure down 1-7/8" and drill an 11/32" hole (FIGURE 1). Mount the reservoir bracket using the supplied 3/8" x .75" thread forming bolt such that the reservoir is above the hole you drilled. Leave loose enough to fit the hose clamps behind the bracket in the locating notches. Secure the reservoir as shown with the hose clamps and then tighten the bracket against the frame with a 9/16" open end wrench (FIGURE 2).

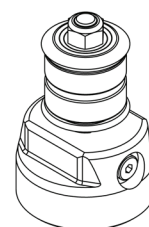
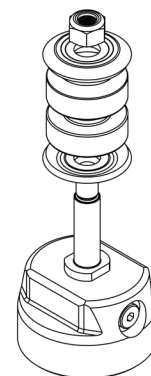


FIG.1



FIG.2



**11.** Secure the reservoir hose: Make a mark on the bump stop bracket mid way from the top to the hole below (FIGURE 3). Place the Adel clamp on the hose such that it locates the hose inward over the bump stop bracket. Secure using the self-drilling screw where marked. (FIGURE 4)

FIG.3



FIG.4



**12.** Reinstall wheel and carefully place vehicle back on the ground.

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