

| PART # | DESCRIPTION |
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| 57825CP | 08-UP LAND CRUISER 200 0-2" REAR REAR 2.5 VS RR CDCV SHOCKS |

| COMPONENTS INCLUDED | |
|---|---|
| (1) 154853RC 08+ LAND CRUISER 200 0-2" REAR 2.5 VS RR CDCV UPKG (DRIVER) | (2) 611007 9/16" MEDIUM DUTY STEM BUSHING |
| (1) 154853RC 08+ LAND CRUISER 200 0-2" REAR 2.5 VS RR CDCV UPKG (PASSENGER) | (1) 611051 2 1/16-3" HOSE CLAMP KIT |
| | (2) 250002 7.5" UNIVERSAL RESI MT PLATE |
| | (2) 605936 3/4" ADEL CLAMP, .400 HOLE |
| HARDWARE INCLUDED | |
| 611007 STEM BUSHING HARDWARE KIT | |
| (2) MED DUTY 9/16" ID STEM BUSHING | (1) MED DUTY 12MM ID STEM WASHER |
| (1) MED DUTY 9/16" ID STEM WASHER | (1) M12-1.25 NYLOCK NUT |
| 611051 HOSE CLAMP HARDWARE KIT | |
| (4) 605931 2 1/16-3" HOSE CLAMPS | |
| TOOLS REQUIRED | |
| JACK | 12MM SOCKET / WRENCH |
| JACK STANDS | 14MM SOCKET / WRENCH |
| TORQUE WRENCH | 17MM SOCKET / WRENCH |
| 8MM NUT DRIVER | 19MM SOCKET / WRENCH |
| 9/16" SOCKET / WRENCH | 4.5MM ALLEN WRENCH |
| TECH NOTES | |
| 1. THIS UNIT IS CHARGED WITH 150PSI OF NITROGEN. DO NOT DISCHARGE. | |

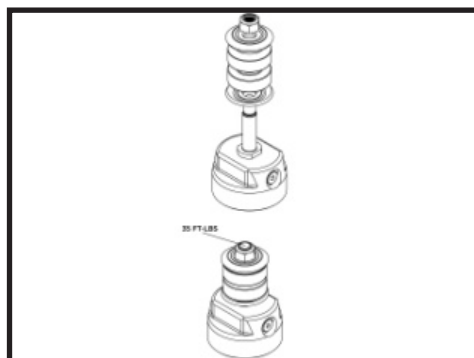


| WARNING! |
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| ** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE! |
| ** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS. |

INSTALLATION

1. ENSURE TRUCK IS IN GEAR OR IN PARK, SET PARKING BRAKE, TURN OFF ENGINE AND CHOCK REAR TIRES!
2. Jack up the rear of the truck and support with jack stands under the frame rail and remove the wheels.
3. Deactivate the KDSS: on the inside of the left frame rail you will find a hydraulic valve block that the KDSS lines go to. On the bottom there are 2 set screws that are normally in the closed position. Using a 4.5mm allen wrench loosen both set screws 2 turns each. This will allow the suspension to droop equally without the sway bars fighting its movement while work is performed.
4. With a floor jack under the rear end, slightly raise the rear axle housing. Using a 17mm socket/wrench loosen and remove the lower shock bolts. Make sure the axle is well supported. Keep all of the hardware, it will be reused.
5. Using a 17mm socket/wrench 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.
6. Install the shock stem washer and bushing onto the top of the shock assemblies as follow: 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 and install the remaining bushing, washer and lock nut. (Driver and passenger shocks only vary by sticker orientation). (FIGURE 1)

FIG.1



7. Using a 19mm socket/wrench, tighten the nylock nut so 2-3 threads are showing through the nut. (Reservoir manifold/hose fitting should be oriented to the front of the vehicle).
8. 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.

9. 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. Using a 17mm socket/wrench tighten the bolt. [Torque to factory spec]

10. Route the reservoir above and along the E-brake cable to the outside of the frame.

11. Mount the reservoir to the outside of the frame: mount the reservoir bracket to the frame using the existing bolt for the E-brake cable bracket forward of the lower link pivot. Slip the hose clamps under the bracket in the notches before fully tightening the bracket. Position the reservoir on the bracket and secure with the hose clamps. (FIGURE 2 AND 3)

FIG.2



FIG.3



12. Using the supplied adel clamps secure the hose above the E-brake cable using the existing e-brake bracket bolts. (FIGURE 4)

FIG.4



13. Install wheels and carefully place vehicle back on the ground.

14. Close the KDSS bypass valve: with the vehicle sitting on the ground and level screw both set screws in until they bottom. (FIGURE 5)

FIG.5



VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.