

PART #	DESCRIPTION
58635	05-UP TACOMA EXT TRAVEL 2.5 VS IR <a href="#">COILOVER KIT</a>

COMPONENTS INCLUDED	
(1) 154950 05+ TACOMA CO EXT TRAVEL IR UPKG (DRVR) (1) 154950 05+ TACOMA CO EXT TRAVEL IR UPKG (PASS)	(1) 611019 COILOVER HARDWARE KIT (1) 611030 05+ TACO / 07-09 FJ SWAYBAR RELOCATION KIT
HARDWARE INCLUDED	
611019 HARDWARE KIT	
(6) 605101 3/8-16 X 1.000 HHCS GR8 YZINC	(6) 605131 3/8 SPLIT LOCK WASHER GR8 YZINC
611030 HARDWARE KIT	
(2) 157100 05+ TACO SWAYBAR RELOCATION BRACKET	(4) 605100 3/8-16 X .750 HHCS GR8 YZINC (4) 605133 3/8 SAE FLAT WASHER GR8 YZINC
TOOLS REQUIRED	
JACK JACK STANDS PLIERS TORQUE WRENCH HAMMER 8MM ALLEN WRENCH 9/16" SOCKET / WRENCH	8MM SOCKET / WRENCH 10MM SOCKET / WRENCH 13MM SOCKET / WRENCH 14MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. THE SHOCKS SHIP AT ICON'S RECOMMENDED RIDE HEIGHT. DO NOT PRELOAD THE COIL BEYOND 1.75" (1.13" FOR 700LB COIL #158508) OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE TOP OF THE COIL NUT. INCREASING PRELOAD BEYOND THE FACTORY SETTING WILL CAUSE COIL TO BIND.</p> <p>2. YOUR NEW COILOVER ASSEMBLIES COME CHARGED WITH THE CORRECT AMOUNT OF NITROGEN. DO NOT RELEASE PRESSURE FROM THE CHARGE PORT, AS THIS CAN CAUSE THE SHOCK TO MALFUNCTION.</p> <p>3. ICON EXTENDED TRAVEL COILOVERS REQUIRE AN ICON UCA (BILLET OR TUBULAR).</p>	



WARNING!
<p>** 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!</p> <p>** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</p>

## INSTALLATION

- Using a properly rated jack, raise the front of the vehicle and support the frame rails with jack stands. Ensure the jack stands are secure and set properly before lowering the jack. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the front wheels.
- Disconnect the outer tie rod end on both sides. Remove the cotter pin and loosen the nut a few turns. Strike the end of the steering knuckle arm with a large hammer to dislodge the taper. Remove the nut and swing the tie rod out of the way.
- Disconnect the sway bar from the frame on both sides. Remove the (2) bolts per side using a 14mm socket/wrench and remove the bracket from the sway bar. Move the sway bar forward to make room for removal and installation of the shock.
- Remove the (3) nuts securing the upper coil seat to the coil bucket. Do not loosen or remove the large center nut securing the spring seat to the shock shaft. Failure to comply will result in the stock coil assembly to come apart violently, causing damage to components and possible injury!
- Remove the bolt connecting the shock to the lower A-arm. Note orientation: as this bolt will be reused. The head of the bolt should be facing forward.
- Remove the stock coil assembly. Due to rubber bushing stiffness you may need to pull down on the suspension. To make this easier you can use a pry bar over the top of the upper A-arm and under the pivot bolt for additional leverage. Be careful not to damage any brake lines or wires that may be routed down the A-arm.

**7.** Install new coil assembly. Install upper mount with the hose pointing outward using (3) 3/8-16 X 1.000 bolts and (3) 3/8 lock washers. [Torque to 35 ft-lbs] (**FIGURE 1**)

**FIG.1**



**8.** Connect the shock to the lower A-arm: The lower shock mount has (1) long and (1) short spacer [Torque to factory spec]. Make sure the long spacer is toward the front of the vehicle as this will position the shock further toward the rear of the A-arm to ensure adequate sway bar clearance. Install the factory lower shock bolt.

**9.** Install the outer tie rod end using a 21mm socket/wrench [Torque to factory spec]. Install cotter pin.

**10.** Remove the skid plate using a 15mm socket/wrench and set aside.

**11.** Install the sway bar relocation block. Using the supplied 10mm hardware, bolt the block to the frame. The allen heads will be recessed in the block. [Torque to factory spec] using an 8mm allen wrench. Make sure the block is positioned so that the new threaded holes are forward of the countersunk holes. Using the supplied 3/8" bolts, washers and factory bracket, reinstall the sway bar in its new position and [Torque to 35 ft-lbs]. (**FIGURE 2**)

**FIG.2**



**12.** Install the skid plate using factory hardware and tighten with a 15mm socket/wrench. [Torque to factory spec]

**13.** Install the wheels [Torque to factory spec] and lower the vehicle back to the ground.

***VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.***

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