ICON VEHICLE DYNAMICS ™

# 58650 INSTALLATION INSTRUCTIONS

| PART # | DESCRIPTION |
|---|---|
| 58650 | 07-UP TUNDRA 2.5 VS IR COILOVER KIT |

## COMPONENTS INCLUDED

| | |
|---|---|
| (1) 154956 07+ TUNDRA CO IR (DRVR)<br>(1) 154956 07+ TUNDRA CO IR (PASS) | (1) 611025 CO HARDWARE KIT (PAIR) |

## HARDWARE INCLUDED

611025 HARDWARE KIT

| | |
|---|---|
| (8) 605101 3/8-16 X 1.000 HHCS GR8 YZINC | (8) 605131 3/8 SPLIT LOCK WASHER GR8 YZINC |

## TOOLS REQUIRED

| | |
|---|---|
| JACK<br>JACK STANDS<br>TORQUE WRENCH<br>PLIERS | 18MM SOCKET / WRENCH<br>22MM SOCKET / WRENCH<br>24MM SOCKET / WRENCH<br>9/16" SOCKET WRENCH |

## TECH NOTES

*1. YOUR ICON COILOVER ASSEMBLIES COME FACTORY CHARGED TO 250 PSI. RELEASING NITROGEN PRESSURE MAY LEAD TO SHOCK MALFUNCTION AND REDUCED RIDE QUALITY. FAILURE CAUSED BY LOW NITROGEN PRESSURE IS NOT COVERED UNDER ICON'S WARRANTY POLICY.*

*2. YOUR ICON COILOVER ASSEMBLIES COME SHIPPED AT ICON'S RECOMMENDED RIDE HEIGHT. REDUCING DROOP TRAVEL WILL REDUCE RIDE QUALITY. DO NOT PRELOAD THE COIL BEYOND 2.00" OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE COIL ADJUSTER NUT. ADJUSTING PRELOAD BEYOND THIS SETTING WILL CAUSE THE COIL TO BIND AND DAMAGE WILL OCCUR TO COILOVER AND/OR VEHICLE.*

**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.*** 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.

***2***. Support the lower control arm with a jack. To make room for the coilover to be replaced you will need to separate the lower ball joint from the spindle. It is easier to move the lower control arm if you loosen the inner lower control arm pivots so you don't have to fight the bushing stiffness. Note the position of the alignment cams. **[FIGURE 1 AND 2]**

**FIG.1**

**FIG.2**

***3***. Remove the 4 nuts securing the upper coil seat to the coil bucket. Do not loosen or remove the larger center nut securing the spring seat to the shock shaft. Removal of the nut will cause the stock coilover assembly to come apart violently causing damage to components and possible injury. **[FIGURE 3]**

**FIG.3**

***4***. Remove the bolt holding the lower shock eye to the lower control arm. Note orientation, this bolt will be reused. **[FIGURE 4]**

**FIG.4**

***5***. Remove the stock coilover assembly. Due to rubber bushing stiffness, you may need to push down on the suspension. To make it easier you can use a pry bar over the top of the upper control 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 arm.

***6***. Install new ICON coilover assembly: there are (7) threaded holes in the top of the upper shock mount, you will use 4 of them. Using a 9/16" socket/wrench, install upper mount with the charge port facing outward using (4) of the supplied 3/8" X 1" bolts and lock washers. [Torque to 33 ft-lbs]

***7***. Install lower shock mount to lower control arm: The lower shock mount has (1) long and (1) short spacer. Make sure the short spacer is oriented toward the rear of the vehicle. This will place the shock further toward the rear of the vehicle to ensure adequate clearance of the rod end in the arm. Install the factory lower shock bolt. [Torque to factory spec]

***8***. Attach the lower control arm to the spindle. [Torque to factory spec]

***9***. Install wheels and lower vehicle back to the ground [Torque to factory spec]. **NOTE:** If the inner lower control arm pivots were loosened in step 2, tighten them now with the vehicle on the ground. [Torque to factory spec]

***10***. Have the vehicle professionally aligned.

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

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