

PART #	DESCRIPTION
61720	05-UP FSD 2.5" 2.5 VS RR BOLT IN CO <a href="#">CONVERSION KIT</a>

COMPONENTS INCLUDED	
(2) 164948R 05+ FSD 2.5" 2.5 VS RR BOLT IN CO	(1) 61720H HARDWARE KIT
HARDWARE INCLUDED	
61720H HARDWARE KIT	
(2) 164017 05+ FSD C/O LOWER MOUNT REVC (2) 164035 05+ FSD CO CONV 7.5" RESI BRACKET (2) 167004 05+ FSD 2" BUMP STOP SPACER (2) 167008 FSD ALIGNMENT CAM 0.5 CAM/2.3CAS (6) 605011 5/16-18 X 0.750 SCREW (12) 605016 5/16 FLAT WASHER (6) 605076 5/16-18 LOCK NUT (6) 605108 3/8-16 X 1.250 SCREW	(6) 605131 3/8 SPLIT LOCK WASHER (2) 605308 1/2-13 X 3.000 SCREW (2) 605322 1/2-13 LOCK NUT (2) 605330 1/2 FLAT WASHER (2) 605803 M8-1.25 X 70MM SCREW (2) 605806 M14-2.00 X 30MM SCREW (2) 605900 1/8 X 2.000 COTTER PIN (1) 611051 HOSE CLAMP KIT
TOOLS REQUIRED	
JACK JACK STANDS RECIPROCATING SAW SANDER DRILL 7/16" DRILL BIT TORQUE WRENCH	10MM SOCKET / WRENCH 22MM SOCKET / WRENCH 24MM SOCKET / WRENCH 5/16" SOCKET / WRENCH 7/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH
TECH NOTES	
<p>1. RETURNING TO A STOCK COIL SPRING REQUIRES FABRICATION. IF YOU PLAN TO RETURN VEHICLE TO STOCK AT A LATER DATE DO NOT THROW AWAY THE COIL CENTERING CUP THAT IS REMOVED IN STEP 8.</p> <p>2. THIS KIT WILL GIVE THE ABILITY TO ADJUST FOR VARIOUS LOADS. DO NOT EXCEED .75" OF THREADS SHOWING ON THE BODY OR THE COIL WILL BIND. INCREASING LIFT BEYOND 2.75" WILL DECREASE CASTER OUTSIDE ALIGNABLE PARAMETERS. RIDE HEIGHTS WERE DETERMINED WITH A CREW CAB DIESEL.</p>	



### 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

- 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 wheels.
- Remove driver and passenger front shocks with a 3/4" socket/wrench. (FIGURE 1 AND 2)

FIG.1



FIG.2



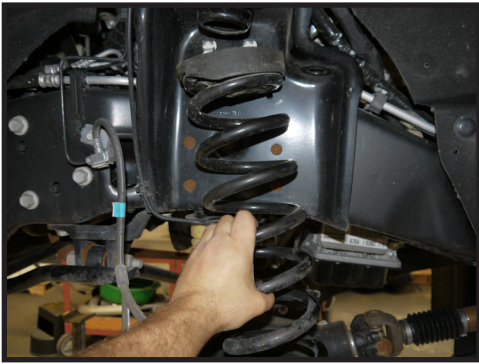
- Remove trackbar bolt at frame. (FIGURE 3)

FIG.3



**4. Lower front axle until coils can be removed from vehicle. (FIGURE 4 AND 5)**

**FIG.4**



**FIG.5**



**5. Remove lower coil mount with a 22mm socket/wrench and the lines attached to it using 10mm socket/wrench. (FIGURE 6 AND 7)**

**FIG.6**



**FIG.7**



**6. Remove the inner fender liner.**

**7. With a reciprocating saw and a 10" blade use the coil bucket as a guide and cut out the centering cup from the upper coil mount on both driver and passenger side. (FIGURE 8)**

**FIG.8**



**8. Sand any material that keeps the upper coil bucket from being flat. (FIGURE 9)**

**FIG.9**



**9.** Locate (164035) reservoir mount which is also the drill template. With a c-clamp or welding vise grips, clamp the reservoir mount so the 90 degree flange is parallel to the length of the vehicle as shown. (FIGURE 10)

FIG.10



**10.** Using a transfer punch, transfer punch the locations of all 3 holes in the reservoir bracket.

**11.** Protecting all components in the engine compartment, using a 7/16" drill bit carefully drill the 3 holes that were marked with the reservoir bracket.

**12.** Spray paint the coil bucket to prevent corrosion from the removal of the cup or the drilled holes.

**13.** Locate (164017) lower shock mount and install using the supplied M14 hardware as shown with a 22mm socket/wrench. [Torque to 100 ft-lbs] (FIGURE 11)

FIG.11



**14.** Using the supplied 5/16" hardware, reattach the factory lines that were attached to the factory lower coil seat with a 1/2" socket/wrench. [Torque to 24 ft-lbs]

**15.** Remove the foam bumpstop from the factory cup and remove the factory bolt holding the cup to the chassis with a 10mm socket/wrench. Locate the billet bumpstop spacer (167004) and 8MMx170 bolt and install in between the factory cup and the frame on both the driver and passenger side. [Torque to 20 ft-lbs] (FIGURE 12 AND 13)

FIG.12



FIG.13





**16.** Locate the driver side coilover. The reservoir hose will point towards the front of the vehicle indicating the driver side. With the reservoir bracket sandwiched between the coil bucket and the coilover mount, use the supplied 3/8" hardware to fasten the coilover to the coil bucket. [Torque to 45 ft-lbs] Twist the hose and loop around to the reservoir mount as shown and attach reservoir to mount using the supplied hose clamps with a 5/16" socket/wrench. (FIGURE 14)

FIG.14



NOTE: failure to use the supplied reservoir bracket will cause the hose fitting to crash into the coil bucket.

**17.** With the supplied 1/2" hardware mount the lower eyelet of the shock to the axle. Use a jack to help locate the assembly. [Torque to 100 ft-lbs] (FIGURE 15)

FIG.15



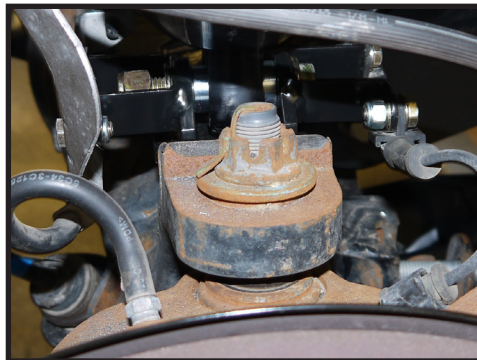
**18.** Reinstall the plastic wheel liner. (FIGURE 16)

FIG.16



**19.** Remove the cotterpin from the ball joint and remove the nut with a 24mm socket/wrench and remove the stock alignment cam. (FIGURE 17)

FIG.17



- 20.** Install new alignment cam supplied in kit: make sure arrow is pointing toward front of truck and flat end of cam is aligned with flat end on knuckle. Use the old cam to tap in the new cam and install castle nut. [Torque to 69 ft-lbs] Install cotter pin.
- 21.** Repeat steps on passenger side. Reattach the trackbar. [Torque to factory spec]
- 22.** Install wheels/tires and remove vehicle from jack stands. [Torque lugs to factory spec]
- 23.** Adjust steering wheel by adjusting tie rod adjuster. (FIGURE 18)

FIG.18



- 24.** Have vehicle professionally aligned.

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

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