

PART #	DESCRIPTION
61720C	05-UP FSD 2.5" 2.5 VS RR CDCV BOLT IN CO CONVERSION KIT

COMPONENTS INCLUDED	
(2) 164948C 05+ FSD 2.5" 2.5 VS RR CDCV 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

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 wheels.

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

FIG.1



FIG.2



3. 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

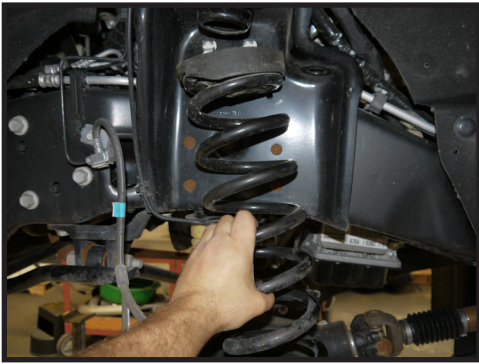


FIG.5



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



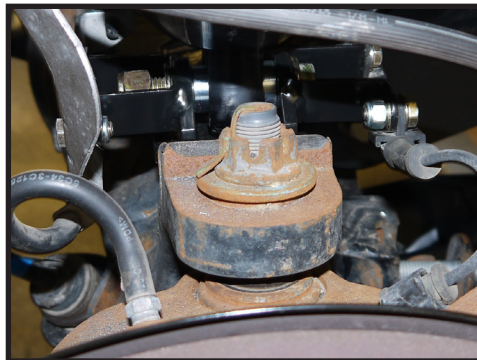
18. Reinstall the plastic wheel liner. (FIGURE 16)

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.

2.5 VS SERIES SHOCK & COILOVER TECHNICAL INFORMATION

MAINTENANCE

ICON shock absorbers are a high quality rebuildable race style shock absorber designed for optimal performance. With a unit of this caliber on your vehicle, routine maintenance is required to keep them looking and operating in like new condition. Residual oil and assembly lube may be present at all seal paths from the factory out of the box and is considered normal. Pooling of oil however is not acceptable at any time and one should contact the ICON dealer where purchased.

BELOW ARE GUIDELINES BASED ON HOW YOU USE YOUR VEHICLE BUT YOUR MILEAGE MAY VARY:

STREET USE:

- Send in for factory servicing every 40,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Remove any buildup of road salt, mud, or debris from shocks and coil springs anytime accrued
- Clean with mild soap and water with each oil change or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure yearly. (252004 charge needle assembly available at any ICON distributor)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

STREET/DIRT:

- Send in for factory servicing every 15,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Clean with mild soap and water with each oil change, offroad trip, or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure each dirt outing. (252004 charge needle assembly available at any ICON distributor)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

DIRT USE:

- Send in for factory servicing every 1,000 miles.
- Check nitrogen pressure each outing. (252004 charge needle assembly available at any ICON distributor)
- Remove any buildup of mud or debris from shocks and coil springs after every outing.

ICON VEHICLE DYNAMICS SHOCK ABSORBER WARRANTY

This shock absorber has a 1 year warranty against any manufacturer's defects. If a shock fails within the initial year of ownership, the shock must be shipped to ICON Vehicle Dynamics for inspection and service. If a shock is inspected and it has been determined the shock failed due to neglect, damage caused by improper installation or any other reason besides "normal wear and tear", the owner of said shock is responsible for all service costs. This includes labor, parts, and shipping.

ICON Vehicle Dynamics warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. ICON Vehicle Dynamics does not warrant the product for finish, alterations, modifications and/or installation contrary to ICON Vehicle Dynamics instructions. ICON Vehicle Dynamics products are not designed, nor are they intended to be installed on vehicles used in race applications, for racing purposes or for similar activities. (A "race" is defined as any contest between two or more vehicles, or a contest of one or more vehicles against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America and Canada.

ICON Vehicle Dynamics' obligation under this warranty is limited to the repair or replacement, at ICON Vehicle Dynamics' discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered.

ICON Vehicle Dynamics components must be installed as a complete kit as shown in our current application guide. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty.

This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.