

PART #	DESCRIPTION
91710	2014-UP FORD F-150 4WD 2.5 VS IR COILOVER KIT

COMPONENTS INCLUDED	
(2) 194950 14-UP FORD F-150 IR VS COILOVER (1) 611019 COILOVER HARDWARE KIT	(1) 611052 14-UP F150 CO LOWER HARDWARE KIT
HARDWARE INCLUDED	
611019 HARDWARE KIT	
(6) 605101 3/8-16 X 1.000 BOLT	(6) 605131 3/8 SPLIT LOCK WASHER
611052 HARDWARE KIT	
(4) 605201 7/16-14 X 3.000 BOLT (4) 605230 7/16 FLAT WASHER	(4) 605231 WASHER 1.00 X .469 X .125
TOOLS REQUIRED	
FLOOR JACK JACK STANDS HAMMER TORQUE WRENCH	15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 9/16" SOCKET / WRENCH 5/8" SOCKET / WRENCH
TECH NOTES	
1. DO NOT preload the spring beyond 2.625" of threads between the bottom of the top cap and the top of the coil nut. 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.	



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. Raise the front end of the truck. Support the frame at the frame rail with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE.** Remove the front wheels.

2. Disconnect the sway bar from the links using an 18mm. (Refer to Figure 1)

FIG.1

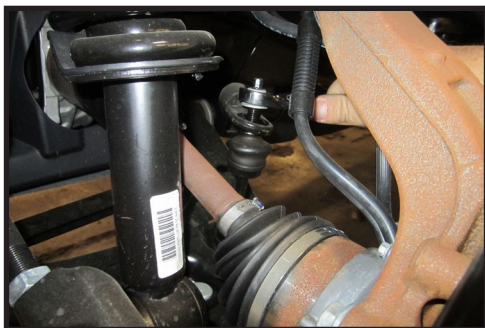
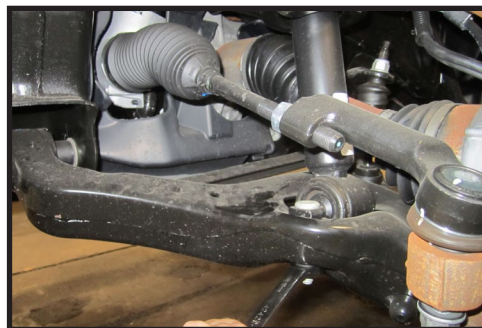


FIG.2



3. Remove the nuts from the lower bar pin studs on the factory coilover using an 18mm. (Refer to Figure 2)

4. Use a hammer to push the studs out of the bar pin. (Refer to Figure 3)

FIG.3



FIG.4

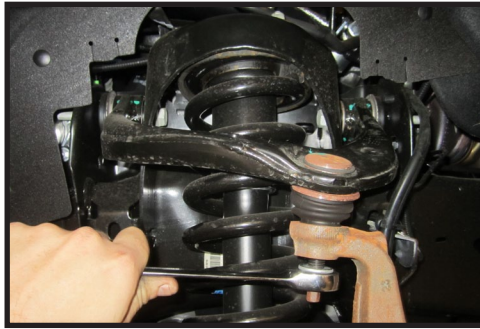


5. Loosen the nut connecting the steering knuckle to the tie rod using a 21mm. (Refer to Figure 4)

6. Using a hammer or a ball joint separator, separate the taper from the knuckle, remove the nut and disconnect the tie rod.

7. Loosen the nut connecting the steering knuckle to the UCA using a 21mm. (Refer to Figure 5)

FIG.5



8. Using a hammer or a ball joint separator, separate the taper from the knuckle. Remove the nut and disconnect the UCA from the knuckle.

9. Tie the steering knuckle close to the frame to prevent over extending the CV joints on the axles.

10. Using a 15mm, remove the 3 nuts from the upper shock mount and remove the factory coilover. (Refer to Figure 6)

FIG.6



11. Install the coilover using the supplied 3/8 hardware. Bolt the upper mount to the coil bucket and tighten with a 9/16 [Torque to 30 ft-lbs]. The driver side has two upper holes rearward and 1 forward. The passenger side is the opposite.

12. Install the 7/16 hardware from the bottom of the lower A-arm and connect to the bar pin using a 5/8 [Torque to 50 ft-lbs]. The bar pin is installed offsetting the shock forward to increase axle clearance. The supplied thick washer goes on the bottom side of the arm with the standard washer going on top of that.

13. Connect the UCA to the knuckle using a 21mm [Torque to factory spec].

14. Connect the tie rod to the knuckle using a 21mm [Torque to factory spec].

15. Connect the sway bar to the sway bar links [Torque to factory spec].

16. Remount the front wheels and lower the vehicle to the ground [Torque to spec].

17. Have the truck professionally aligned.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

