

| PART # | DESCRIPTION |
|--------|--|
| 91811C | 15-UP F-150 4WD 2.5 VS RR CDCV COILOVER KIT |

| COMPONENTS INCLUDED | |
|---|--|
| (1) 194953C 15+ F-150 RR VS CDCV COILOVER (DRVR) | (2) 605144 3/8-12 X .750 FLANGED SELF TAP BOLT |
| (1) 194953C 15+ F-150 RR VS CDCV COILOVER (PASS) | (1) 611051 #40 1 1/16-3 HOSE CLAMP KIT |
| (1) 611019 COILOVER HARDWARE KIT | (1) 611052 14-UP F150 CO LOWER HARDWARE KIT |
| (2) 250002 7.50 UNIVERSAL RESI MT PLATE CZINC | |
| HARDWARE INCLUDED | |
| 611019 COILOVER HARDWARE KIT | |
| (6) 605101 3/8-16 X 1.000 BOLT | (6) 605131 3/8 SPLIT LOCK WASHER |
| 611051 HOSE CLAMP HARDWARE KIT | |
| (4) 605931 1/2 X 2 1/16 - 3 ID #40 SS HOSE CLAMP | |
| 611052 LOWER COILOVER HARDWARE KIT | |
| (4) 605201 7/16-14 X 3.000 BOLT | (4) 605231 WASHER 1.00 X .469 X .125 |
| (4) 605230 7/16 FLAT WASHER | |
| TOOLS REQUIRED | |
| JACK JACK STANDS HAMMER TORQUE WRENCH CENTER PUNCH DRILL 11/32" DRILL BIT | 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 5/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH 5/8" SOCKET / WRENCH |
| TECH NOTES | |
| <p>1. THE SHOCKS SHIP AT ICON'S RECOMMENDED RIDE HEIGHT. ICON DOES NOT RECOMMEND PRE-LOADING THE COIL BEYOND .3" OF THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE TOP OF THE COIL NUT. INCREASING PRELOAD BEYOND THE FACTORY SETTING WILL REDUCE RIDE QUALITY.</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> | |



| 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 sway bar from the links using an 18mm and an 8mm socket/wrench. (FIGURE 1)

FIG.1



FIG.2



- Remove the nuts from the lower bar pin studs on the factory coilover using an 18mm socket/wrench. (FIGURE 2)

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

FIG.3

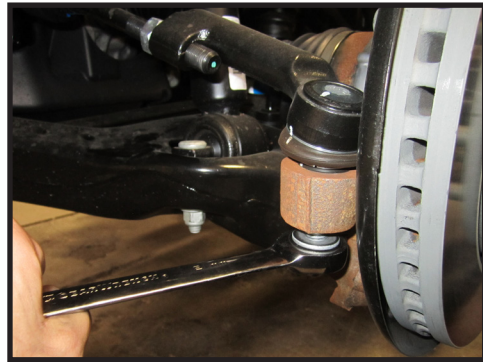
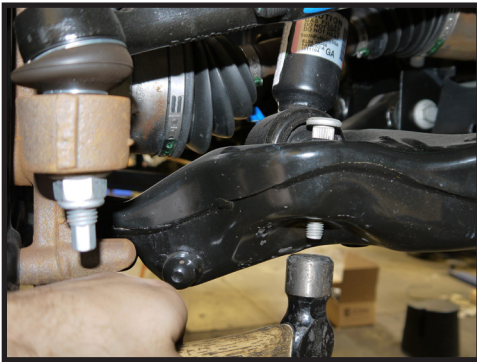


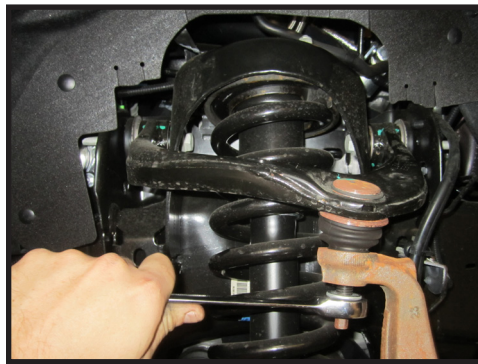
FIG.4

5. Loosen the nut connecting the steering knuckle to the tie rod using a 21mm and a 10mm socket/wrench. (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 18mm socket/wrench. (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. (FIGURE 6)

FIG.6



FIG.7

10. Using an 18mm socket/wrench, remove the 3 nuts from the upper shock mount and remove the factory coilover. (FIGURE 7)

11. Install the coilover using the supplied 3/8" hardware. Bolt the upper mount to the coil bucket and tighten with a 9/16" socket/wrench [Torque to 30 ft-lbs]. The reservoir hose points forward out of the top cap of the shock with the hose coming down close to the frame rail. (FIGURE 8)

FIG.8

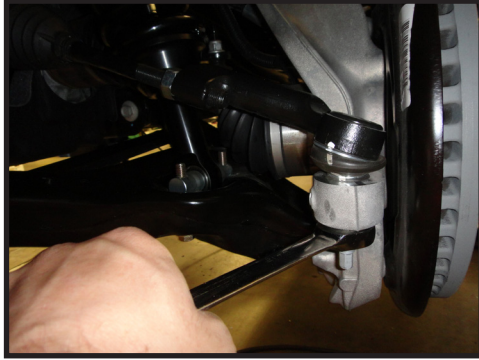


12. Install the 7/16" hardware from the bottom of the lower A-arm and connect to the bar pin using a 5/8" socket/wrench [Torque to 50 ft-lbs.]. The bar pin is installed to offset the shock forward to increase axle clearance.

13. Connect the UCA to the knuckle using a 18mm socket/wrench. [Torque to factory spec]

14. Connect the tie rod to the knuckle using a 21mm and a 10mm socket/wrench. [Torque to factory spec] (FIGURE 9)

FIG.9



15. Connect the sway bar to the sway bar links using an 18mm and an 8mm socket/wrench. [Torque to factory spec]

16. Hold the reservoir bracket in position as shown. Mark and center punch the bolt hole location. Use a 11/32" drill bit and drill the bolt hole. Then use the supplied self-tapping screws to mount the reservoir bracket using a 9/16" socket/wrench. (FIGURE 10)

FIG.10

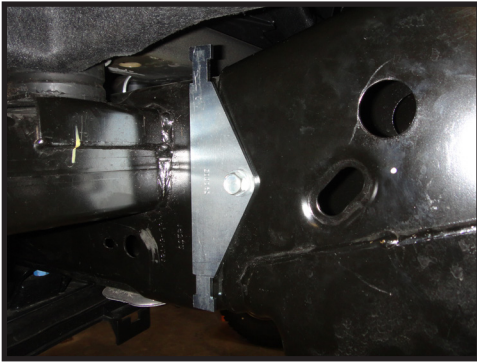


FIG.11



17. Mount the reservoir to the reservoir bracket using the supplied hose clamps and a 5/16" socket/wrench. (FIGURE 11)

18. Repeat steps for passenger side.

19. Install the front wheels and lower the vehicle to the ground. [Torque to factory spec]

20. 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.

