

PART #	DESCRIPTION
54100	07-UP FJ/03-UP 4RUNNER BILLET UPPER TRAILING ARM KIT

COMPONENTS INCLUDED	
(2) 157300 BILLET UPPER TRAILING ARM	
HARDWARE INCLUDED	
(2) 157420 NUT PLATE 3/8-16 X 2 (4) 157431 HEIM SPACER JM12 X .50 X 55MM (2) 157520 L-R ADJ SLEEVE 1.00-14L / .75-16 (2) 159001 SLEEVE 1.000 X .500 X 2.165	(2) 295511 JM12T ROD END (4) 297034 HAT BUSHING 1.625 X 1.000 X .850 (2) 297042 POLY RING 1.590 X 1.005 X .250 (4) 605146 3/8-16 X 1.500 12PT (2) 605903 1/4-28 X 90 DEG ZERK FITTING
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH BARREL SANDER	3/8" 12PT SOCKET / WRENCH 19MM SOCKET / WRENCH 21MM SOCKET / WRENCH 24MM SOCKET / WRENCH
TECH NOTES	
<p>1. DO NOT EXCEED 2.00" ADJUSTMENT FROM THE CENTER OF THE ROD END TO THE EDGE OF THE BILLET LINK. FAILURE CAUSED BY EXCESSIVE ADJUSTMENT WILL NOT BE COVERED UNDER ICON'S WARRANTY POLICY. REFER TO FIGURE 3.</p> <p>2. STOCK LINK LENGTH IS 12.125" EYE TO EYE.</p>	

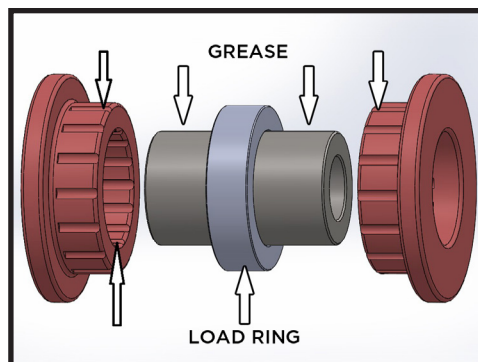


WARNING!
<p>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</p> <p>** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</p> <p>** ICON VEHICLE DYNAMICS RECOMMENDS ALL INSTALLTION TO BE PERFORMED BY A PROFESSIONAL SHOP/SERVICE TECHNICIAN. PRODUCT FAILURE CAUSED BY IMPROPER INSTALLATION WILL NOT BE COVERED UNDER ICON'S WARRANTY POLICY.</p>

INSTALLATION

- Using a properly rated jack, raise the rear 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.
- Before installing your new links, care must be taken to grease the bushings (liberally) prior to installing assembly. Failure to grease properly will cause premature bushing wear and increased noise. [FIGURE 1]

FIG.1



3. Remove one factory link at a time. Set the initial adjustment to factory length. The adjusting collar has left hand threads on the outside and right hand threads on the inside. Start with both the collar and the rod end threaded in all the way. Hold the rod end and the bar stationary and rotate only the collar, the rod end and the collar will move equal amounts. Set it next to the factory link you just removed and match the length (12.125"). [FIGURE 2]

FIG.2



4. Install the link. The rod end mounts to the axle and the bushing mounts to the frame. Slide the bolt through the frame end first but do not tighten, next insert the bolt through the axle end. If the axle has moved and the holes don't line up, you can turn the collar until the holes line up and the bolt slides in easily. Keep track of the number of turns, once the bolts are in you can turn the collar back to its stock length position and it will pull the axle back to its original location. [FIGURE 3]

5. Repeat steps on the opposite side.

6. Confirm that the links are close to the factory length. If custom pinion angle is desired, you can adjust this later with the vehicle on the ground.

7. Make sure that the slit in the collar is lined up with the slit in the pinch housing, apply blue thread locker, and then tighten pinch bolts using an alternating pattern [Torque to 40 ft-lbs]. Go back and forth between bolts 3 times to torque equally.

8. Never exceed the maximum length as listed in the tech notes. If your vehicle requires a length longer than our maximum specification, please call ICON. [FIGURE 3]

FIG.3



9. Tighten factory bolts to factory spec.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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