ICON VEHICLE DYNAMICS ™

57625P INSTALLATION INSTRUCTIONS

PART #	DESCRIPTION
57625P	08-UP LAND CRUISER 200 REAR 2.5 VS NR SHOCKS

COMPONENTS INCLUDED

(2) 154853 08+ LAND CRUISER 200 0-2" REAR 2.5 VS NR UPKG	(2) 611007 9/16" MEDIUM DUTY STEM BUSHING KIT

HARDWARE INCLUDED

611007 STEM BUSHING HARDWARE KIT

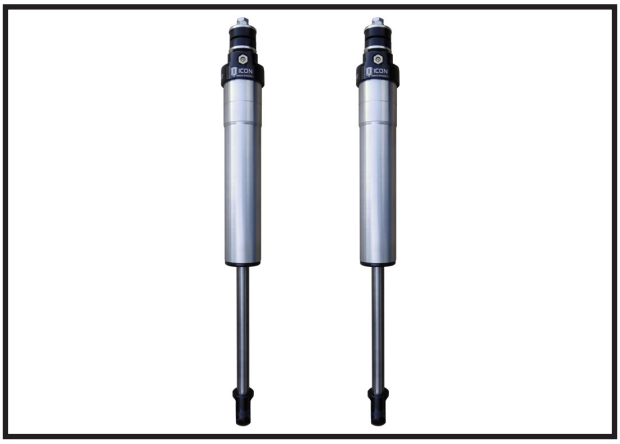
(2) MED DUTY 9/16" ID STEM BUSHING (1) MED DUTY 9/16" ID STEM WASHER	(1) MED DUTY 12MM ID STEM WASHER (1) M12-1.25 NYLOCK NUT

TOOLS REQUIRED

JACK JACK STANDS TORQUE WRENCH	14MM SOCKET / WRENCH 17MM SOCKET / WRENCH 19MM SOCKET / WRENCH 4.5MM ALLEN WRENCH

TECH NOTES

1. THIS UNIT IS CHARGED WITH 250PSI OF NITROGEN. DO NOT DISCHARGE.



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. ENSURE TRUCK IS IN GEAR OR IN PARK, SET PARKING BRAKE, TURN OFF ENGINE AND CHOCK REAR TIRES!

2. Jack up the rear of the truck and support with jack stands under the frame rail and remove the wheels.

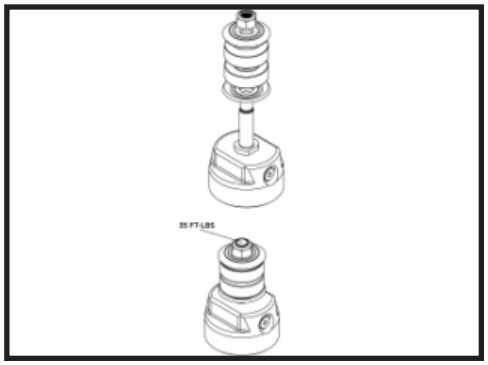
3. Deactivate the KDSS: on the inside of the left frame rail you will find a hydraulic valve block that the KDSS lines go to. On the bottom there are 2 set screws that are normally in the closed position. Using a 4.5mm allen wrench loosen both set screws 2 turns each. This will allow the suspension to droop equally without the sway bars fighting its movement while work is performed.

4. With a floor jack under the rear end, slightly raise the rear axle housing. Using a 17mm socket/wrench loosen and remove the lower shock bolts. Make sure the axle is well supported. Keep all of the hardware, it will be reused.

5. Using a 17mm socket/wrench disconnect top of the shock: Reach up over the top mount near the coil bucket to access the upper stem nut. This can be a little hard to reach, when loose you may be able to spin the shock to aid in removal.

6. Install the shock stem washer and bushing onto the top of the shock assemblies as follows: washer, bushing, OEM shock mount, bushing, washer, lock nut. Put the lower washer and bushing on the shock stem, raise the shock up into position and install the remaining bushing, washer and lock nut. (Driver and passenger shocks only vary by sticker orientation). **(FIGURE 1)**

FIG.1



7. Using a 19mm socket/wrench, tighten the lock nut so 2-3 threads are showing through the nut.

8. There are 2 spacers that go on either side of the bearing on the lower shock mount stud on the axle. The fit of the spacers and the lower shock bearing is a very tight tolerance. It is common for the stud on the axle to get corroded over time. You may need to clean the stud of buildup prior to installation of the spacers and bearing. Emery cloth or sand paper works best.

9. Slide 1 spacer over the stud then the lower shock bearing followed by the other spacer. To assist in lining up the bearing with the

stud you will have to jack up the axle very slowly so the parts align. You will also need to rotate the inner part of the bearing to be parallel with the stud, this can be easily done using the female head of a 3/8" extension in the bearing for leverage. Use the OE bolt and captive washer to clamp the lower bearing and spacers. Using a 17mm socket/wrench tighten the bolt. [Torque to factory spec]

10. Install wheels [Torque to factory spec] and carefully place vehicle back on the ground.

11. Close the KDSS bypass valve: with the vehicle sitting on the ground and level, screw both set screws in until they bottom. **(FIGURE 2)**

FIG.2

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.