

PART #	DESCRIPTION
58765	08-UP LC 200 SERIES 3.0 VS RR CDCV COILOVER KIT

COMPONENTS INCLUDED	
(1) 154971RCD 08+ LC200 3.0 VS RR CDCV CO (DRVR)	(2) 250002 7.50 UNIVERSAL RESI MT PLATE
(1) 154971RCP 08+ LC200 3.0 VS RR CDCV CO (PASS)	(1) 611025 TUNDRA CO HARDWARE KIT (PAIR)
	(1) 611051 #40 2 1/16-3" HOSE CLAMP KIT
HARDWARE INCLUDED	
(2) 605131 3/8 SPLIT LOCK WASHER	(2) 605144 3/8-12 X .750 FLANGED SELF TAP
611025 COILOVER HARDWARE KIT	
(8) 605101 3/8-16 X 1.000 HHCS	(8) 605131 3/8 SPLIT LOCK WASHER
611051 HOSE CLAMP HARDWARE KIT	
(4) 605931 1/2 X 2 1/16 - 3 #40 SS HOSE CLAMP	
TOOLS REQUIRED	
JACK	5/16" SOCKET / WRENCH
JACK STANDS	9/16" SOCKET / WRENCH
TORQUE WRENCH	12MM SOCKET / WRENCH
DRILL	17MM SOCKET / WRENCH
11/32" DRILL BIT	19MM SOCKET / WRENCH
11MM ALLEN WRENCH	22MM SOCKET / WRENCH
	24MM SOCKET / WRENCH
TECH NOTES	
1. THIS 3.0 COILOVER KIT (58765) MUST BE USED IN CONJUNCTION WITH ICON UPPER CONTROL ARM KIT (58570).	
2. FAILURE TO TRIM BUMP STOP MOUNT (AS SHOWN) WILL RESULT IN SHOCK DAMAGE AND WILL NOT BE COVERED UNDER ICON'S WARRANTY POLICY.	
3. YOUR ICON COILOVER ASSEMBLIES COME FACTORY CHARGED TO 150 PSI. RELEASING NITROGEN PRESSURE MAY LEAD TO SHOCK MALFUNCTION AND REDUCED RIDE QUALITY. FAILURE CAUSED BY LOW NITROGEN PRESSURE IS NOT COVERED UNDER ICON'S WARRANTY POLICY.	
4. YOUR ICON COILOVER ASSEMBLIES COME SHIPPED AT ICON'S RECOMMENDED RIDE HEIGHT. REDUCING DROOP TRAVEL MAY REDUCE RIDE QUALITY. DO NOT PRELOAD THE COIL BEYOND 1.25" OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE MANIFOLD AND THE TOP OF THE COIL ADJUSTER NUT. ADJUSTING PRELOAD BEYOND THIS SETTING WILL CAUSE THE COIL TO BIND AND DAMAGE WILL OCCUR TO COILOVER AND/OR VEHICLE.	



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.
** 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.

## 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 tie rod end from the spindle using a 24mm. Disconnect the upper control arm from the spindle. Be careful to not over extend the CV joints by letting the spindle tilt away from the frame.
- Remove the (4) nuts securing the upper coil seat to the coil bucket. Do not loosen or remove the larger center nut securing the spring seat to the shock shaft. This would result in the stock coil assembly to come apart violently causing damage to components and possible injury. [FIGURE 1]

FIG.1



4. Remove the bolt holding the lower shock eye to the lower control arm. Note orientation, this bolt will be reused. [FIGURE 2]

FIG.2



5. Remove the factory coilover assembly. Due to rubber bushing stiffness you may need to push down on the suspension. Be careful not to damage any brake lines or wires that may be routed down the control arm.

6. Trim the edge of the bump stop and mount to clear the coil spring at full extension. [FIGURE 3 & 4]

FIG.3



FIG.4



7. Install new coilover assembly: there are 7 threaded holes in the top of the upper shock mount, you will be using 4 of them. Using a 9/16" socket/wrench, install upper mount with the charge port pointing outward using (4) of the supplied 3/8" X 1" bolts and lock washers. [Torque to 33 ft-lbs]

8. Install lower shock mount to lower control arm: The lower shock mount has slightly offset spacers. Make sure the short spacer is placed towards the rear of the vehicle. Install the factory lower shock bolt. [Torque to factory spec]

9. Attach the tie rod end and upper control arm taper to the spindle. [Torque to factory spec]

10. Remove the factory mud guard to allow for shock reservoir installation.

11. Remove the rectangular plastic cap in the frame rail forward of the coil bucket. Mark drill location 3/8" above the center of the hole. Drill an 11/32" diameter hole as a pilot for the supplied self-threading bolt. Mount the supplied reservoir bracket downward at approximately 60 degrees. [FIGURE 5 & 6]

FIG.5



FIG.6





**12.** Mount the reservoir to the bracket with the supplied hose clamps. Make sure the hose clamps fit in the notches in the bracket and the grooves in the reservoir. [FIGURE 7]

FIG.7



**13.** Verify that the reservoir hose does not make contact with the upper control arm at full extension. The manifold of the shock can be rotated to gain clearance if needed.

**14.** If desired, trim the plastic mud guard and reinstall it behind the reservoir. [FIGURE 8]

FIG.8



**15.** Install wheels [Torque lugs to factory spec] and lower vehicle back to the ground. **NOTE:** If the inner control arm pivots were loosened in step 2, retighten them now with the vehicle on the ground. [Torque to factory spec]

**16.** Have the vehicle professionally aligned.

***VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.***

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



## 3.0 ZETA 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**  
PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS