

| PART # | DESCRIPTION |
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| 59923P | 07-UP TUNDRA RXT 2.5" RR OMEGA SHOCKS (PAIR) |

| COMPONENTS INCLUDED | |
|---|---|
| (2) 154884OR 07 TUNDRA RXT REAR 2.5 OMEGA (2) 250003 10" RESERVOIR MOUNTING PLATE | (2) 611008 RXT STEM BUSHING KIT (4) 605931 1/2 X 2 1/16 - 3 ID HOSE CLAMP |
| HARDWARE INCLUDED | |
| (2) 605131 3/8" SPLIT LOCK WASHER | (2) 605144 3/8-12 X .750 SELF TAPPING BOLT |
| 611008 RXT STEM BUSHING KIT | |
| (2) HEAVY DUTY 9/16" ID STEM BUSHING (2) HEAVY DUTY 9/16" ID STEM WASHER | (2) M12-1.25 JAM NUT |
| TOOLS REQUIRED | |
| JACK JACK STANDS SANDER DRILL 17/32" DRILL BIT | TORQUE WRENCH 5/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH 17MM SOCKET / WRENCH 19MM SOCKET / WRENCH |
| TECH NOTES | |
| <p>1. FAILURE TO SAND LOWER SHOCK MOUNT WILL CAUSE DAMAGE TO THE RETAINING RING OF THE SHOCK.</p> <p>2. MAKE SURE THAT THE BYPASS TUBES ARE ORIENTED PROPERLY UPON INSTALLATION. FAILURE TO CLOCK BYPASS TUBES CORRECTLY WILL RESULT IN DAMAGE TO THE SHOCK AND/OR VEHICLE.</p> <p>3. IF PLANNING TO INSTALL THE HYDRAULIC BUMP STOP KIT IN THE FUTURE, ALLOW FOR A LITTLE EXTRA HOSE SLACK WHEN MOUNTING THE SHOCK RESERVOIR.</p> <p>4. YOUR ICON SHOCK ASSEMBLIES COME FACTORY CHARGED TO 250 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.</p> | |



| WARNING! |
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| <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 INSTALLATION 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. Remove the rear wheels.
- Remove the factory shock using (2) 17mm.
- The lower shock mount will need to be trimmed to allow for clearance on the RXT shock. [FIGURE 1 & 2]

FIG.1



FIG.2



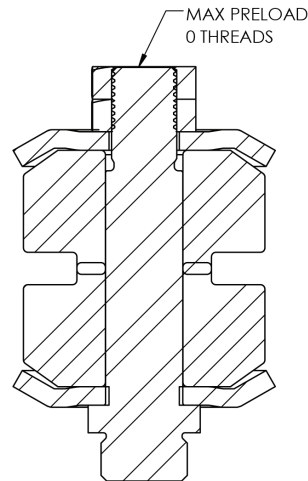
- Paint any exposed metal to avoid corrosion.

5. Install the RXT shock using the factory lower bolt and a 17mm. Use a 19mm for the stem top. [FIGURE 3]

FIG.3



6. Install stem bushings and hardware as shown in the diagram: Install the first nut and fasten until there are enough exposed threads available to secure the second jam nut. Install jam nut until it is flush with the top of the stem (DO NOT OVERTIGHTEN) and torque to 50 ft-lbs while holding the lower nut with a 19mm wrench. Do not overtighten bushing assembly, as this can lead to shock stem failure. Failure caused by incorrect installation of stem bushings and hardware is NOT covered under ICON's warranty policy.



7. Mount the reservoir bracket to the reservoir using the supplied hose clamps and a 5/16".

8. Hold the reservoir against the frame and mark the hole location of the mounting hole from the reservoir bracket. [FIGURE 4]

FIG.4



9. Remove the reservoir bracket from the reservoir.

10. Center punch the hole location previously marked. Drill an 11/32" hole in the frame. Take care tp not damage any lines running in the frame channel. [FIGURE 5 & 6]

FIG.6



FIG.7



11. Thread the holes using the supplied 3/8" self tapping bolts and a 9/16".

12. Mount the reservoir bracket using the self tapping bolts.

13. Mount the reservoir to the bracket using a 5/16" and the supplied hose clamps. [FIGURE 7] [CDC SHOCK SHOWN]

FIG.7



14. Install wheels and lower the vehicle back to the ground. [Torque lugs to factory spec]

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.



ICON VEHICLE DYNAMICS®
PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS