

PART #	DESCRIPTION
78650DJ	2015-UP COLORADO/CANYON TUBULAR UCA DJ KIT

COMPONENTS INCLUDED	
(1) 174301 15+ COLORADO UCA (DRIVER)	(1) 174302 15+ COLORADO UCA (PASSENGER)
HARDWARE INCLUDED	
(2) 177058BJ DELTA JOINT (4) 177092 SLEEVE 1.000 X .565 X 2.550	(8) 297034 HAT BUSHING 1.625 X 1.000 X .850 (4) 297043 POLY RING 1.590 X 1.005 X .450
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 2LB SLEDGEHAMMER	BALL JOINT SEPARATOR 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. ICON RECOMMENDS OPTIONAL BILLET DUST COVER SET (191011) TO PREVENT DEBRIS FROM PACKING UP AROUND THE ZERK FITTING.</p> <p>2. ALL ICON UPPER CONTROL ARMS HAVE BEEN ENGINEERED TO ALLOW FOR THE MOST POSSIBLE CASTER, WHILE STILL ALLOWING THE VEHICLE TO BE PROPERLY ALIGNED. NOTIFY YOUR PROFESSIONAL ALIGNMENT SHOP OF THIS INFORMATION SO THAT MAXIMUM RIDE QUALITY CAN BE ACHIEVED.</p> <p>3. ICON DELTA JOINTS ARE PRE-GREASED FROM THE FACTORY. ICON RECOMMENDS GREASING THE DELTA JOINT EVERY 3,000 MILES (OR EVERY OIL CHANGE). ADD NEW GREASE UNTIL ALL OF THE OLD GREASE IS EXPELLED FROM THE BOTTOM OF THE DELTA JOINT ASSEMBLY, WIPE AWAY EXCESS WITH A RAG OR SHOP TOWEL.</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 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 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 front wheels.
- Remove the nut from the tie rod using a 21mm socket/wrench. Use a ball joint separator or a hammer to break the taper free from the knuckle, then pull it free and away from the knuckle.
- Using a jack, slightly lift the lower control arm to prevent the arms from being at full droop.
- Remove the safety cotter pin if present and loosen the ball joint nut using an 18mm socket/wrench. [FIGURE 1]

FIG.1



- The spindle will need to be supported so as not to cause overextension of the CV's on 4WD equipped trucks or possibly damaging steering. Using a ball joint separator, split the ball joint from the spindle.

6. With the upper control arm detached from the spindle begin to loosen the upper control arm from its mounts in the frame using a 21mm socket/wrench. Once completed, remove OEM assembly. [FIGURE 2]

FIG.2

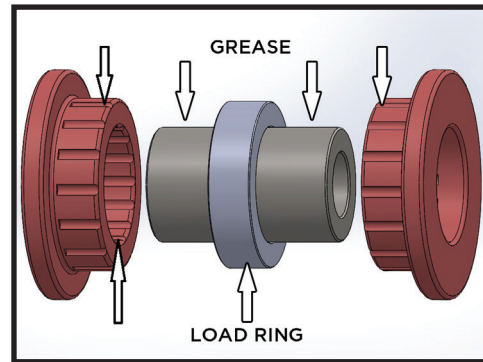


FIG.3

7. Before installing the new ICON upper control arms, care must be taken to grease the bushings (liberally) prior to installing the assembly. Failure to grease properly will cause premature bushing wear and increased noise. [FIGURE 3]

8. With greased bushings installed, place the driver side upper control arm into the arm mounts on the chassis and hand tighten OEM hardware.

9. Pivot the Delta Joint stem so that it is inline with the taper bore in the spindle. The new Delta Joint will be very stiff the first time you move it.

10. Rotate the upper control arm downward and install the stem through the spindle taper. Install the supplied flanged nut on the taper pin. [Torque to 60 ft-lbs]

11. Tighten the upper control arm mounts on the chassis. [Torque to factory spec]

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

13. Repeat steps on opposite side.

14. 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.

