ICON VEHICLE DYNAMICS ™

58716 INSTALLATION INSTRUCTIONS

2-11-2015 REV.A

PART #	DESCRIPTION
58716	96-02 4RUNNER 2.5 VS EXT TRAV RR COILOVER KIT

COMPONENTS INCLUDED

(2) 154927R 96-02 4RUNNER 2.5 VS EXT TRAV RR COILOVER UPKG (1) 611019 COILOVER HARDWARE KIT PAIR	(1) 154007 96-04 TACO RESI MNT (DRVR) (1) 154008 96-04 TACO RESI MNT (PASS) (1) 611051 #40 2 1/16-3" HOSE CLAMP KIT

HARDWARE INCLUDED

(4) 605144 3/8-12 X .750 FLANGED SELF TAP BOLT CZINC	
611019 COILOVER HARDWARE KIT	
(6) 605101 3/8-16 X 1.000 HHCS GR8 YZINC	(6) 605131 3/8 SPLIT LOCK WASHER GR8 YZINC
611051 HOSE CLAMP HARDWARE KIT	
(4) 605931 1/2 X 2 1/16 - 3 ID #40 SS HOSE CLAMP	

TOOLS REQUIRED

JACK JACK STANDS SCREWDRIVER TORQUE WRENCH	14MM SOCKET / WRENCH 19MM SOCKET / WRENCH 5/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH

TECH NOTES

1. EXTENDED TRAVEL SHOCKS MUST BE USED WITH ICON UPPER CONTROL ARM (58400)

2. THE COIL SPRING ADJUSTER HAS BEEN PRELOADED AT THE FACTORY TO NET APPROXIMATELY 2" OF LIFT. DO NOT EXCEED 2.25" OF EXPOSED THREAD WITH (152504) COIL AND 1.5" OF EXPOSED THREAD WITH (158508) COIL BETWEEN SHOCK TOP CAP AND ADJUSTER RING.

3. YOUR ICON COILOVER 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.

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

1. 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.

2. Remove the (3) 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 will result in the stock coil assembly to come apart violently, causing damage to components and possible injury.

3. Remove the bolt connecting the shock to the lower control arm. Note orientation, as this bolt will be reused.

4. Remove the stock shock assembly. Due to rubber bushing stiffness you may need to pull down on the suspension. To make this easier you can use a pry bar over the top of the upper control arm and under the pivot bolt for additional leverage. Be careful not to damage any brake lines or wires that may be routed down the arm.

5. Install new coil assembly. Install upper mount with the hose pointing forward and outward using (605101) bolts and (605131) lock washers. [Torque to 35 ft-lbs]

6. Connect the shock to the lower control arm: The lower shock mount has (1) long and (1) short spacer, make sure the long spacer is oriented toward the rear of the vehicle. This will position the shock further toward the front of the lower control arm to ensure adequate axle clearance. Re-install the factory lower shock bolt. [Torque to factory spec]

7. Install the reservoir mount. The mount is designed to use existing holes in the frame that currently have plastic clips in them for retaining the fender liners. With a flat head screw driver pop the clips from the holes. Place the reservoir bracket on the frame over the fender liner and align with holes. Using the supplied (605144) thread forming screws to attach the bracket to the frame. [Torque to 25 ft-lbs]

8. Mount the reservoir using the supplied hose clamps with a 5/16” nut driver. The lower hose clamp goes through the slot in the bracket and the upper registers in the notches at the top of the bracket. Position the reservoir so the clamp bands are in the recessed groove on the reservoir and secure. **(FIGURE 1)**

FIG.1

9. Repeat steps 2 - 8 on opposite side.

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

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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