ICON VEHICLE DYNAMICS ™

71510C INSTALLATION INSTRUCTIONS

3-10-2015 REV.A

PART #	DESCRIPTION
71510C	15-UP COLORADO/CANYON 2.5 VS RR CDCV COILOVER KIT

COMPONENTS INCLUDED

(1) 174953C 15+ COLORADO 2.5 VS RR CDCV CO (DRVR) (1) 174953C 15+ COLORADO 2.5 VS RR CDCV CO (PASS)	(1) 611019 COILOVER HARDWARE KIT (1) 611065 15-UP COLORADO/CANYON SWAY BAR RELOCATOR (1) 611051 #40 2 1/16-3" HOSE CLAMP KIT

HARDWARE INCLUDED

611019 HARDWARE KIT	
(6) 605101 3/8" X 1.000 BOLT	(6) 605131 3/8" SPLIT LOCK WASHER
611065 HARDWARE KIT	
(2) 177093 15-UP COLORADO/CANYON SWAY BAR RELOCATOR KIT	(4) 605133 3/8" FLAT WASHER (4) 605100 3/8" X .750 BOLT
611051 HARDWARE KIT	
(4) 605931 1/2 X 2 1/16 - 3 ID #40 SS HOSE CLAMP	

TOOLS REQUIRED

TORQUE WRENCH RECIPROCATING SAW SANDER 2LB SLEDGE HAMMER 5/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH	10MM SOCKET / WRENCH 13MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 22MM SOCKET / WRENCH

TECH NOTES

1. THE SHOCKS SHIP AT ICON'S RECOMMENDED RIDE HEIGHT. DO NOT PRELOAD THE COIL BEYOND .9" OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE TOP OF THE COIL NUT. INCREASING PRELOAD BEYOND THE FACTORY SETTING WILL CAUSE COIL TO BIND.

2. YOUR NEW COILOVER ASSEMBLIES COME CHARGED WITH THE CORRECT AMOUNT OF NITROGEN. DO NOT RELEASE PRESSURE FROM THE CHARGE PORT, AS THIS CAN CAUSE THE SHOCK TO MALFUNCTION.

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. 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 front plastic skidplate covering the sway bar using a 15mm socket/wrench. **(FIGURE 1)**

FIG.1

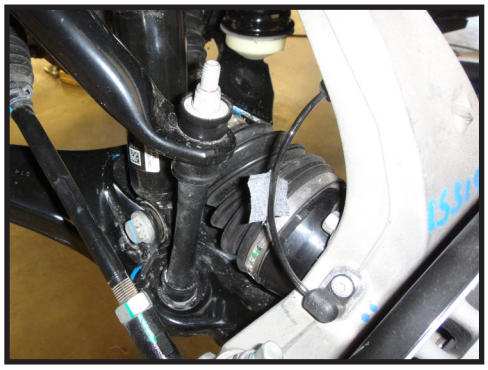


FIG.2

3. Remove the OEM sway bar link bolt on both driver and passenger sides using a 15mm socket/wrench on top and 13mm socket/wrench on bottom. **(FIGURE 2)**

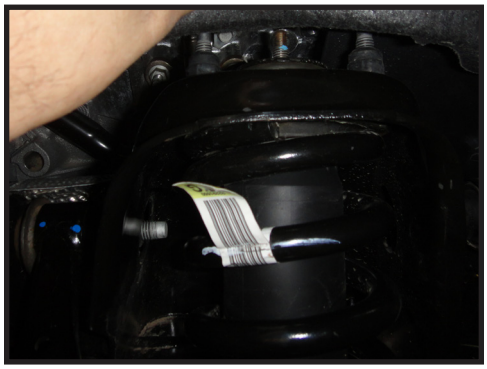
4. Remove the 4 bolts holding sway bar to chassis using a 10mm socket/wrench.

5. Install supplied sway bar relocation brackets to shift the sway bar forward. Use the factory hardware to fasten to the frame using a 10mm socket/wrench. [Torque to factory spec]

NOTE: Leave the sway bar off until after the coilovers are installed.

6. Remove the 3 nuts holding the factory coilover to the coil bucket using an 18mm socket/wrench. **(FIGURE 3)**

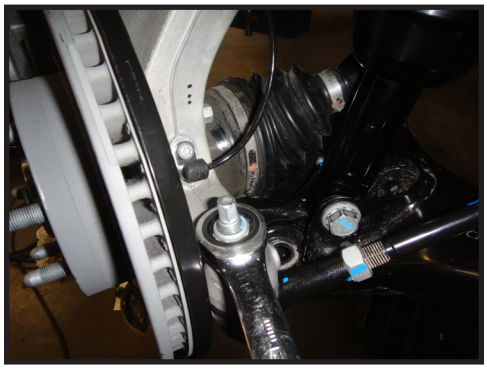
FIG.3



7. Remove lower bolt using a 21mm socket/wrench.

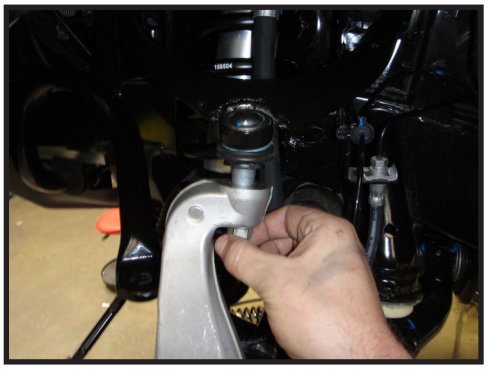
8. Remove the tie rod from the knuckle. Use a 21mm socket/wrench to remove the nut and a 10mm socket/wrench to hold the stud from spinning. Use a hammer to break the seat of the taper. **(FIGURE 4)**

FIG.4



9. Remove upper ball joint nut to allow room for coilover removal, use a 21mm socket/wrench and a 2lb sledge on the knuckle to unseat taper. Tie up the neck of the knuckle so the CV joints do not over extend. **(FIGURE 5 AND 6)**

FIG.5



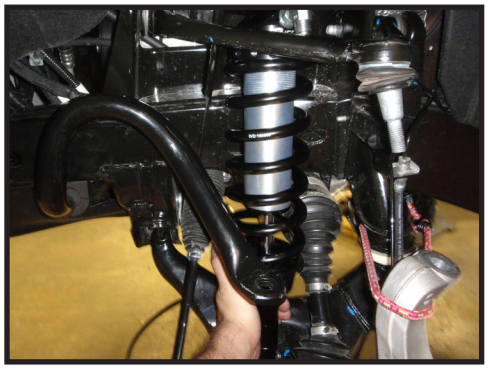


FIG.6

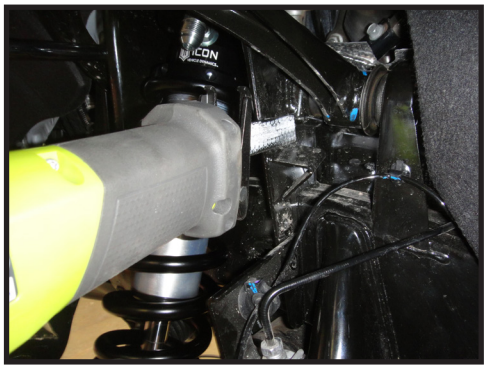
10. With the OEM coilover removed, sway bar removed, and UCA free from the knuckle, sand the lower shock tab as shown. Failure to sand this section will allow the CV boot to rub at full droop and full steering lock. Be careful not to hit the CV boot. **(FIGURE 7 AND 8)**

FIG.7

FIG.8

11. With a reciprocating saw, cut the UCA droop tab from the coil bucket. Paint all exposed metal. **(FIGURE 9)**

FIG.9



12. Slide the ICON coilover assembly into position and fasten it using the supplied 3/8" bolts and washers with a 9/16" socket/wrench [Torque to 30ft-lbs]. Make sure the reservoir hose is pointing toward the rear of the truck. **(FIGURE 10)** Place the reservoir mount on top of the coil bucket before as shown. **(FIGURE 11)**

FIG.10

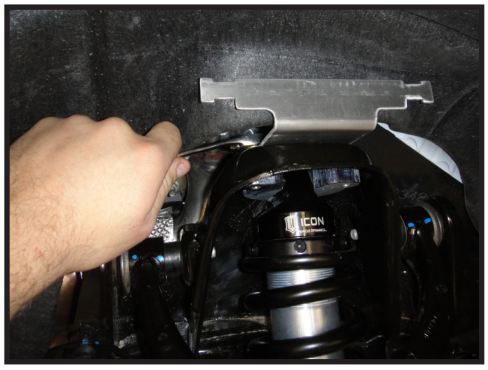


FIG.11

13. The bottom spacers on the coilover assembly push the coilover away from the CV boot. Installing these spacers backwards will cause the CV boot to rub the rod end. Reuse the factory lower bolt and a 21mm socket/wrench to fasten. [Torque to factory spec] **(FIGURE 12)**

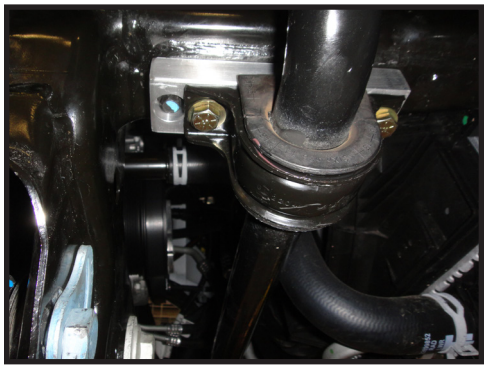
FIG.12

FIG.13

15. Mount the reservoir to the reservoir mount using the supplied hose clamps and a 5/16" nut driver. **(FIGURE 13)**

14. Use the supplied 3/8" hardware to fasten the sway bar back to the chassis using a 9/16" socket/wrench. [Torque to 45 ft-lbs] Failure to install this relocator kit will cause the sway bar ends to make contact with the coil cup. **(FIGURE 14)**

FIG.14



15. Using a 13mm socket/wrench loosen the brake line bracket on the coil bucket. Push it down and slightly bend it rearward. [Torque to factory spec] **(FIGURE 15 AND 16)**

FIG.15

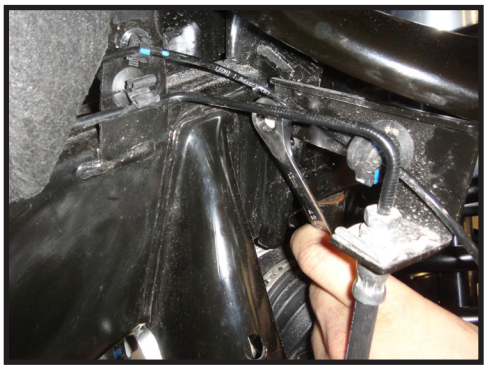
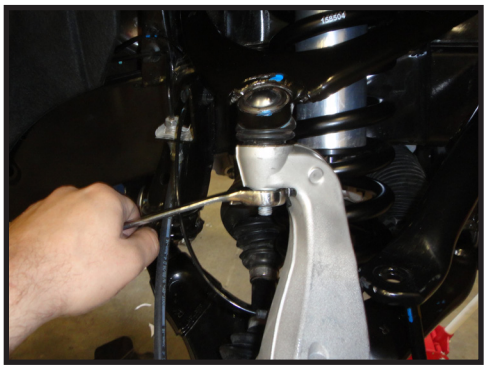


FIG.16

16. Reattach the UCA to the knuckle using a 18mm socket/wrench. [Torque to factory spec] **(FIGURE 17)**

FIG.17



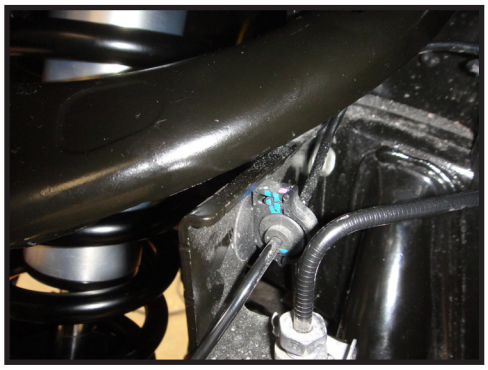


FIG.18

17. Verify that brake line tab, UCA and reservoir hose do not make contact at full droop. Failure to route the hose properly can cause damage to the hose which is NOT covered under warranty. **(FIGURE 18)**

18. Reassemble sway bar links using 13mm and 15mm socket/wrench. [Torque to factory spec] **(FIGURE 19)**

FIG.19

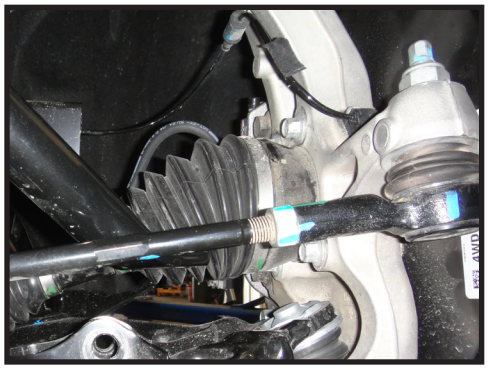


FIG.20

19. Reconnect the tie rod to the knuckle using a 21mm socket/wrench. [Torque to factory spec] **(FIGURE 20)**

20. Repeat all installation steps on the passenger side.

21. Reinstall plastic skidplate using 15mm socket/wrench. [Torque to factory spec] **(FIGURE 21)**

FIG.21

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

23. Have the truck professionally aligned.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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