

PART #	DESCRIPTION
58735C	05-UP TACOMA/03-UP 4RUNNER EXT TRAVEL 2.5 VS RR <a href="#">CDCV COILOVER KIT</a>

COMPONENTS INCLUDED	
(1) 154950C 05+ TACOMA CO RR EXT TRAVEL CDCV (DRVR) (1) 154950C 05+ TACOMA CO RR EXT TRAVEL CDCV (PASS) (1) 154005 05+ TACO / FJ RESI MOUNT (DRVR) (1) 154004 05+ TACO / FJ RESI MOUNT (PASS)	(1) 611019 COILOVER HARDWARE KIT (PAIR) (1) 611030 05+ TACO / 07-09 FJ SWAYBAR RELOCATION KIT (1) 611051 HOSE CLAMP KIT
HARDWARE INCLUDED	
611019 HARDWARE KIT	
(6) 605101 3/8-16 X 1.000 BOLT	(6) 605131 3/8 SPLIT LOCK WASHER
611030 HARDWARE KIT	
(2) 157100 05+ TACO / 07-09 FJ SWAYBAR RELOCATION BRACKET	(4) 605100 3/8-16 X .750 BOLT (4) 605133 3/8 SAE FLAT WASHER
611051 HARDWARE KIT	
(4) 605931 1/2 X 2 1/16 - 3 ID #40 SS HOSE CLAMP	
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH HAMMER 5/16" NUT DRIVER	12MM SOCKET / WRENCH 14MM SOCKET / WRENCH 17MM SOCKET / WRENCH 19MM SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. 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.</p> <p>2. YOUR ICON COILOVER ASSEMBLIES COME SHIPPED AT ICON'S RECOMMENDED RIDE HEIGHT. REDUCING DROOP TRAVEL WILL REDUCE RIDE QUALITY. DO NOT PRELOAD THE COIL BEYOND 1.75" (1.13" FOR 700LB COIL #158508) OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE COIL ADJUSTER NUT. ADJUSTING PRELOAD BEYOND THIS SETTING WILL CAUSE THE COIL TO BIND AND DAMAGE WILL OCCUR TO COILOVER AND/OR VEHICLE.</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 the front wheels.
- Disconnect the outer tie rod end on both sides. Remove the cotter pin and loosen the nut until it is flush with the end of the threads. Strike the end of the steering knuckle arm with a large hammer to dislodge the taper. Remove the nut and swing the tie rod out of the way.
- Disconnect the sway bar from the frame on both sides. Remove bolts using a 14mm socket/wrench and remove the bracket from the sway bar. Move the sway bar forward to make room for removal and installation of the shock.
- To make room for removal of the factory coilover assembly, disconnect the knuckle from the upper control arm. Once the knuckle is disconnected from the upper control arm, support the knuckle so that brake line damage does not occur.
- Support the lower control arm with a jack and remove the (3) nuts securing the upper shock assembly mount to the coil bucket. Do not loosen or remove the large center nut securing the spring seat to the shock shaft. Failure to comply will result in the stock coil assembly to come apart violently, causing damage to components and possible injury.
- Loosen the bolt connecting the shock to the lower control arm. Lower jack and remove the bolt. Note orientation: as this bolt will be reused. The head of the bolt should be facing forward.
- Remove the stock coil 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 upper control arm.
- Install new coilover assembly. Install upper mount with the reservoir hose pointing outward using (605101) bolts and (605131) lock washers.

**9.** Install lower shock mount to lower control arm: The lower shock mount has (1) long and (1) short spacer. Make sure the long spacer is toward the front of the vehicle. This will position the shock further toward the rear of the lower control arm to ensure adequate sway bar clearance. Reinstall the factory lower shock bolt. [Torque to factory spec] (FIGURE 1)

FIG.1



**10.** Reinstall the upper control arm to the knuckle and tighten balljoint nut. [Torque to factory spec]

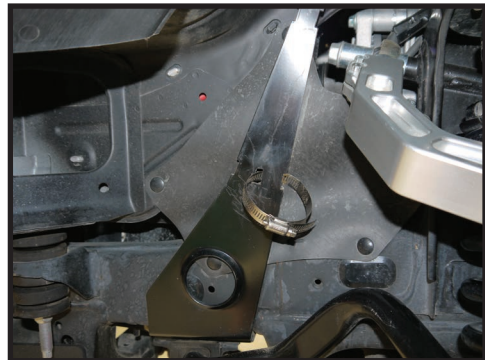
**11.** Repeat steps 4-9 on opposite side.

**12.** Install the reservoir mount and sway bar relocation block. Using the factory hardware, bolt the block to the frame with the reservoir mount sandwiched between the relocation block and frame as shown. The heads will be recessed in the block. Make sure the block is positioned so that the new threaded holes are forward of the countersunk holes. Using the supplied (605100) bolts, (605133) washers and factory U-clamp, reinstall the sway bar in its new position, forward of factory location. (FIGURE 2 AND 3)

FIG.2



FIG.3



**13.** Mount reservoir according to appropriate year and model; 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 can and secure. (FIGURE 4 AND 5)

FIG.4

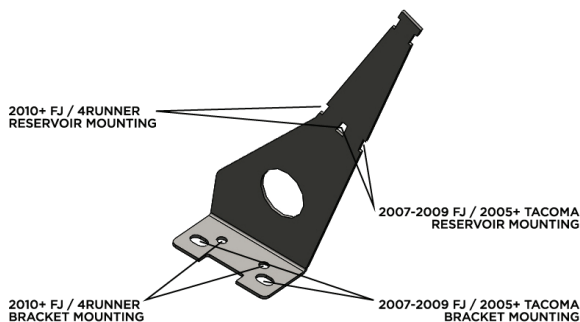


FIG.5



**14.** Reinstall the outer tie rod end [Torque to factory spec] and install cotter pin.

**15.** Install wheels and lower vehicle back to 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.**