

PART #	DESCRIPTION
58760	08-UP LAND CRUISER 200 2.5 VS RR COILOVER KIT

COMPONENTS INCLUDED	
(1) 154960R 08+ LAND CRUISER CO RR UPKG (DRIVER)	(2) 250002 7.50 UNIVERSAL RESI MT PLATE CZINC
(1) 154960R 08+ LAND CRUISER CO RR UPKG (PASSENGER)	(1) 611025 TUNDRA CO HARDWARE KIT (PAIR)
	(1) 611051 #40 2 1/16-3" HOSE CLAMP KIT
HARDWARE INCLUDED	
(2) 605131 3/8 SPLIT LOCK WASHER GR8 YZINC	(2) 605144 3/8-12 X .750 FLANGED SELF TAP BOLT CZINC
611025 COILOVER HARDWARE KIT	
(8) 605101 3/8-16 X 1.000 HHCS GR8 YZINC	(8) 605131 3/8 SPLIT LOCK WASHER GR8 YZINC
611051 HOSE CLAMP HARDWARE KIT	
(4) 605931 1/2 X 2 1/16 - 3 #40 SS HOSE CLAMP	
TOOLS REQUIRED	
JACK	5/16" SOCKET / WRENCH
JACK STANDS	9/16" SOCKET / WRENCH
TORQUE WRENCH	18MM SOCKET / WRENCH
DRILL	22MM SOCKET / WRENCH
11/32" DRILL BIT	24MM SOCKET / WRENCH
TECH NOTES	
1. YOUR NEW COILOVER ASSEMBLIES COME CHARGED WITH THE CORRECT AMOUNT OF NITROGEN. DO NOT RELEASE PRESSURE FROM THE CHARGE PORT AS THAT WILL 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. To make room for the coil over to be swapped out the bottom you will need to separate the lower ball joint from the spindle. It is also easier to move the lower A-arm if you loosen the inner A-arm pivots so you don't have to fight the bushing stiffness. Note the position of the alignment cams. (FIGURE 1 AND 2)

FIG.1



FIG.2



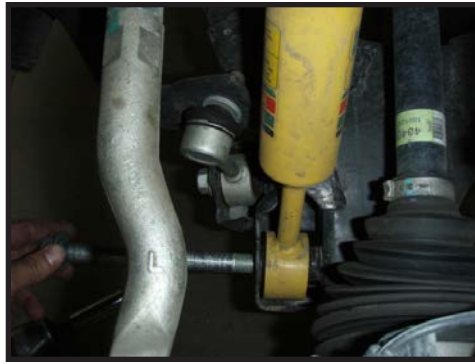
3. Remove the 4 nuts securing the upper coil seat to the coil bucket. Do not loosen or remove the larger center nut securing the spring seat to the shock shaft. This would result in the stock coil assembly to come apart violently causing damage to components and possible injury. (FIGURE 3)

FIG.3



4. Remove the bolt holding the lower shock eye to the lower A-arm. Note orientation, this bolt will be reused. (FIGURE 4)

FIG.4



5. Remove the stock assembly. Due to rubber bushing stiffness you may need to push down on the suspension. To make it easier you can use a pry bar over the top of the upper A-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 A-arm.

6. Install new coil assembly: there are 7 threaded holes in the top of the upper shock mount, you will be using 4 of them. Using a 9/16" socket/wrench, install upper mount with the charge port pointing outward using (4) of the supplied 3/8" X 1" bolts and lock washers. [Torque to 33 ft-lbs]

7. Install lower shock mount to A-arm: The lower shock mount has (1) long and (1) short spacer. Make sure the short spacer is toward the rear of the vehicle. This will orient the shock further toward the rear of the A-arm to ensure adequate clearance of the rod end in the arm. Install the factory lower shock bolt. [Torque to factory spec]

8. Remove the rectangular plastic cap in the frame rail forward of the coil bucket. Mark drill location 3/8" above the center of the hole. Drill an 11/32" diameter hole as a pilot for the supplied self-threading bolt. Mount the supplied reservoir bracket downward at approximately 60 degrees. (FIGURE 5 AND 6)

FIG.5



FIG.6



9. Mount the reservoir to the bracket with the supplied hose clamps. Make sure the hose clamps fit in the notches in the bracket and the grooves in the reservoir. (FIGURE 7)

FIG.7



10. Reattach the lower A-arm to the spindle. [Torque to factory spec]

11. Install wheels [Torque to factory spec] and lower vehicle back to the ground. **NOTE:** If the inner A-arm pivots were loosened in step 2, re-tighten them now with the vehicle on the ground. [Torque to factory spec]

12. 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.

