

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

COMPONENTS INCLUDED	
(1) 174301 15+ COLORADO UCA (DRIVER)	(1) 174302 15+ COLORADO UCA (PASSENGER)
HARDWARE INCLUDED	
(2) 177058 00+ GM HD/15+ COLORADO TAPER PIN (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	(2) 605323 1/2-20 X 1.000 12PT FLANGED BOLT (2) 605838 M12-1.75 FLANGED LOCK NUT (1) 605969 VIBRATITE RED 2ML BULLET
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 2LB SLEDGEHAMMER	BALL JOINT SEPARATOR 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 1/2" 12PT SOCKET
TECH NOTES	
1. THESE ARMS PROVIDE 1.6 DEGREES OF POSITIVE CASTER OVER STOCK. THE MAJOR PERFORMANCE ADVANTAGE OF ALL ICON UPPER CONTROL ARMS IS THIS INCREASED CASTER. DISCUSS WITH A PROFESSIONAL ALIGNMENT SHOP THAT YOU WANT THE VEHICLE ALIGNED WITH THE CASTER AT THE MAX OF THE FACTORY RECOMMENDED SETTINGS IF YOU WANT TO TAKE ADVANTAGE OF THE DYNAMIC EFFECTS OF INCREASED CASTER.	



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 front wheels.
2. 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.
3. Using a jack, slightly lift the LCA to prevent the arms from being at full droop.
4. Remove the safety cotter pin if present and loosen the ball joint nut using an 18mm socket/wrench. (FIGURE 1)

FIG.1



5. The spindle will need to be supported so as not to cause over-extension 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 UCA detached from the spindle begin to loosen the UCA from its mounts in the frame using a 21mm socket/wrench. Once completed, remove OEM UCAs. (FIGURE 2)

FIG.2

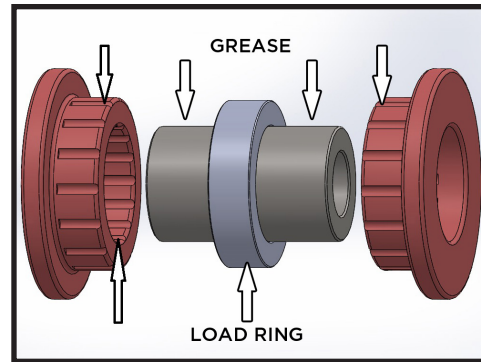


FIG.3

- 7.** Before installing your new UCAs, care must be taken to grease the bushings prior to installing the assembly. (FIGURE 3)
- 8.** Install the tapered pin adapter into the arm. Insert the dome cap and 1/2" 12pt bolt and leave finger-tight.
- 9.** Each arm is clearly labeled which side and direction it should be installed.
- 10.** With greased bushings installed, place the driver side UCA into the arm mounts on the chassis and hand-tighten OEM hardware using (2) 21mm socket/wrench. [Torque to factory spec]
- 11.** Take care when inserting tapered pin into the spindle to not damage the threads. Using the supplied flange nut, tighten the ball joint nut onto the tapered pin to snug taper into seat. [Torque to 70 ft-lbs]
- 12.** Remove the finger-tight bolt from step 7, apply supplied thread locker, and reinstall. [Torque to 50 ft-lbs]
- 13.** Repeat steps 2-12 on passenger side.
- 14.** Install wheels and lower vehicle to the ground. [Torque to factory spec]
- 15.** Vehicle will have to be aligned for caster, camber, and toe. ICON UCA's are designed to increase factory caster. Notify the alignment shop to set them at the high side of the spec for optimal performance.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

