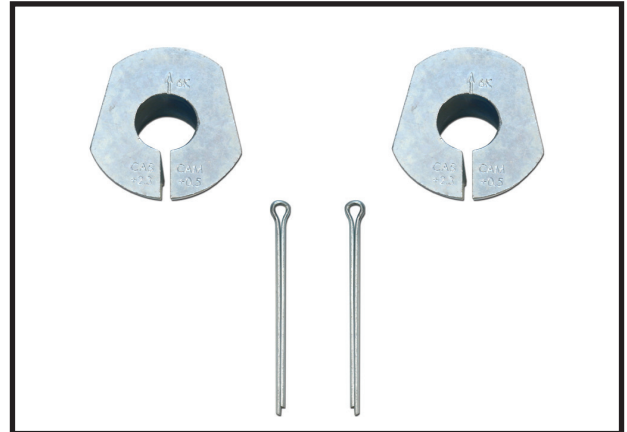


7929 Lincoln Ave. Riverside, CA 92504
Phone: 951.689.ICON | Fax: 951.689.1016

PART #	DESCRIPTION
62530	2005-UP FSD 2.5 ALIGNMENT CAM KIT

COMPONENTS INCLUDED	
(2) 167008 SD ALIGNMENT CAM 0.5 CAM/2.3 CAS	
HARDWARE INCLUDED	
(2) 605900 1/8 X 2.000 COTTER PIN STEEL	
TOOLS REQUIRED	
PLIERS BRASS HAMMER	TORQUE WRENCH 24MM SOCKET / WRENCH
TECH NOTES	
1. ALIGNMENT CAM INSTALLATION NOT REQUIRED FOR VEHICLES EQUIPED WITH ICON RADIUS ARM SYSTEM (#64041)	



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 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.

INSTALLATION

- Lift the front end of the truck and support the frame at the front frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove front wheels.
- Remove the driver side stock alignment cam: Remove the cotter pin from the ball joint castle nut. Remove the castle nut from the upper ball joint using a 24mm. With a brass hammer, strike the ball joint stud to dislodge the taper. Be careful not to damage the threads. Remove stock alignment cam.
- Install the new alignment cam: Make sure the arrow is pointing toward the front of the truck and the flat end of the cam is aligned with the flat end of the knuckle. Use the old sleeve to tap the new one down onto the taper. Install the castle nut using a 24mm [Torque to 69 ft-lbs]. Install the new cotter pin.
- Repeat the previous steps for the passenger side.
- Reinstall the wheels and lower the vehicle to the ground.
- Have the vehicle professionally aligned: Caster and camber are now set with the alignment cam.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

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ICON Vehicle Dynamics warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. ICON Vehicle Dynamics does not warrant the product for finish, alterations, modifications and/or installation contrary to ICON Vehicle Dynamics instructions. ICON Vehicle Dynamics products are not designed, nor are they intended to be installed on vehicles used in race applications, for racing purposes or for similar activities. (A "race" is defined as any contest between two or more vehicles, or a contest of one or more vehicles against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America and Canada.

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ICON Vehicle Dynamics components must be installed as a complete kit as shown in our current application guide. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty.

This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.



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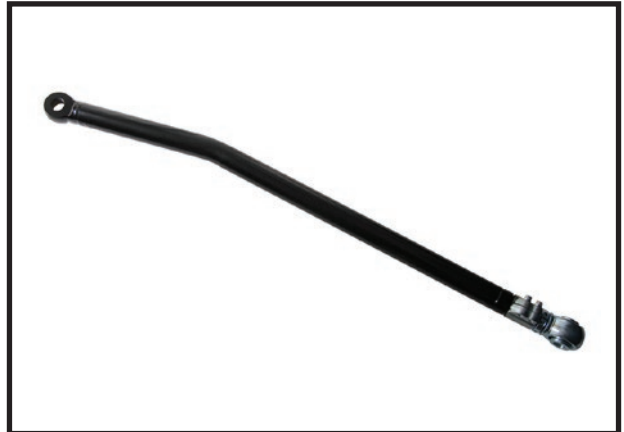




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PART #	DESCRIPTION
64035	05-16 FSD ADJUSTABLE FRONT TRACK BAR W/FK ROD END

COMPONENTS INCLUDED	
(1) 164036 05-16 FSD ADJUSTABLE TRACK BAR	
HARDWARE INCLUDED	
(2) 167021 HEIM SPACER JM16 X .812 X 1.732 (1) 167027 LEFT/RIGHT ADJUSTER	(1) 295513 JM16-1T, 1-14 LH ROD END F1 FIT (2) 605145 3/8-16 X 1.00 FLANGED CAP SCREW
TOOLS REQUIRED	
TAPE MEASURE BALL JOINT SEPERATOR HAMMER TORQUE WRENCH	13MM SOCKET / WRENCH 24MM SOCKET / WRENCH 3/8" 12PT WRENCH
TECH NOTES	
<p>1. THE FACTORY TRACK BAR MEASURES 36.91" EYE TO EYE. ICON TRACK BAR ADJUSTMENT RANGE IS 36.70 - 37.50".</p> <p>2. CHECK CLEARANCES WHEN USING AFTERMARKET DIFFERENTIAL COVERS WITH ICON TRACK BAR.</p> <p>3. DO NOT EXCEED 2.625" OF ADJUSTMENT FROM THE CENTER OF THE ROD END TO THE EDGE OF THE TRACK BAR PINCH HOUSING. FAILURE CAUSED BY EXCESSIVE ADJUSTMENT WILL NOT BE COVERED UNDER ICON'S WARRANTY POLICY.</p>	



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INSTALLATION

- Place the vehicle in park and chock the tires. Remove the factory track bar from the frame bracket using two 24mm socket/wrenches. The vehicle may shift slightly when the track bar is loosened.
- Remove the track bar from the ball joint taper on the axle. Using a 24mm socket/wrench, remove the nut and separate the ball joint using a ball joint separator and hammer.
- Connect the ICON adjustable track bar to the axle. This may require you to keep the tapered stud from spinning with a 13mm socket/wrench, while tightening the factory nut with a 24mm socket/wrench. [Torque to factory spec]
- This track bar has been preset at 37", which is the average end-user length. Remove the pinch bolts using a 3/8" 12pt wrench.
- With a helper, have them slowly turn the steering wheel until the factory bolt can be installed. Fasten using a 24mm socket/wrench. [Torque to 406 ft-lbs]
- This track bar is adjustable from 36.70" - 37.50". The stock track bar measures 36.91" from eye to eye.
- If adjustment is needed, loosen the pinch bolts with a 3/8" 12pt wrench. Adjust the collar as needed to center the axle underneath the frame.
- Line up the slit in the track bar housing with the slit in the adjustment collar. Apply blue thread locker and then install the pinch bolts using a 3/8" 12pt wrench. Torque pinch bolts in an opposing pattern (at least 3 times) to 45 ft-lbs.
- If required, center the steering wheel using the drag link adjustment before driving per the factory service manual.
- Have the vehicle professionally aligned.

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PART #	DESCRIPTION
65052	05-UP FSD CENTERLINE STABILIZER KIT

COMPONENTS INCLUDED	
(1) 164050 05-UP CENTERLINE DIFF BRACKET (1) 164952 05-UP FSD 4WD STAB 2.5 PB UPKG	(1) 297206 1.735" (44MM) BILLET TUBE CLAMP FRONT
HARDWARE INCLUDED	
(4) 605056 1/4-20 X 1.750 SHCS 18-8 (3) 605126 3/8-16 X 1.50 FLANGE BOLT (1) 605160 3/8-16 X 1.50 BUTTON HEAD BOLT (1) 605306 1/2-13 X 2.500 HHCS	(1) 605330 1/2 SAE FLAT WASHER (1) 605333 1/2-13 FLANGED NYLOCK NUT
TOOLS REQUIRED	
TORQUE WRENCH TAPE MEASURE 10MM SOCKET / WRENCH 13MM SOCKET / WRENCH 18MM SOCKET / WRENCH	7/32" ALLEN WRENCH 3/16" ALLEN WRENCH 9/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH
TECH NOTES	
<p>1. AFTER INSTALLATION, CYCLE STEERING LEFT AND RIGHT TO ENSURE FULL RANGE OF STEERING IS ACHIEVABLE AND STABILIZER IS INSTALLED CORRECTLY.</p> <p>2. USE THE SUPPLIED 1" FRONT BUMP STOP SPACERS UNLESS THE SUSPENSION SYSTEM THAT YOU ARE USING CALLS FOR LARGER BUMP STOP SPACERS. IF USING A NON-ICON CONFIGURATION, CYCLE THE SUSPENSION TO VERIFY THAT THE STABILIZER DOES NOT MAKE CONTACT UPON FULL COMPRESSION.</p>	

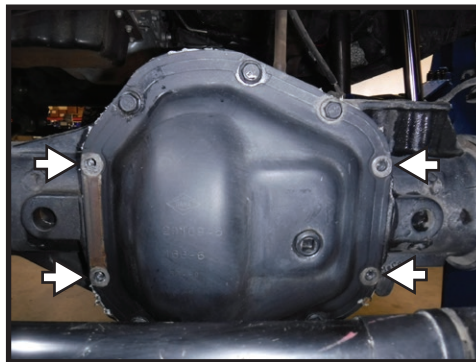


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INSTALLATION

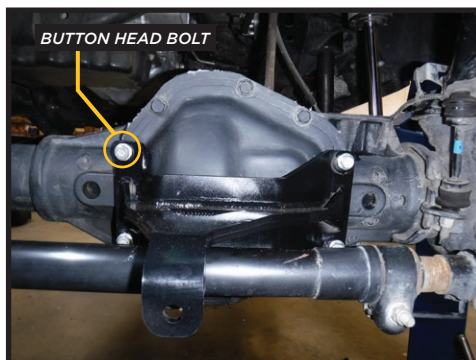
1. Remove the (4) highlighted bolts from the differential cover using a 9/16" socket/wrench. [FIGURE 1]

FIG.1



2. Install the steering stabilizer bracket over the differential cover using the supplied 3/8" bolts. Place the button head bolt in the top left corner to clear the engine crossmember. Tighten using a 9/16" socket/wrench and a 7/32" allen. [Torque to factory spec] [FIGURE 2]

FIG.2



3. Set the steering stabilizer so there is 4.340" of dead shaft showing. [FIGURE 3]

FIG.3



4. Install the steering stabilizer with the rod end side into the bracket using the supplied 1/2" hardware and a 3/4" socket/wrench. [Torque to 90 ft-lbs] [FIGURE 4]

FIG.4



5. Install stabilizer clamp onto the tie rod, being sure not to extend or collapse the stabilizer. Make sure steering wheel and tires are straight/centered. Use the (4) supplied 1/4-20 allen bolts to tighten the tube clamp using a 3/16" allen wrench. Being sure to tighten it evenly. Keep stabilizer parallel with tie rod while tightening. [Torque to 8 ft-lbs] Be sure the reservoir is position at 45°. [FIGURE 5]

FIG.5



6. After installation, cycle steering left and right to ensure full range of steering is achievable and stabilizer is installed correctly.



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