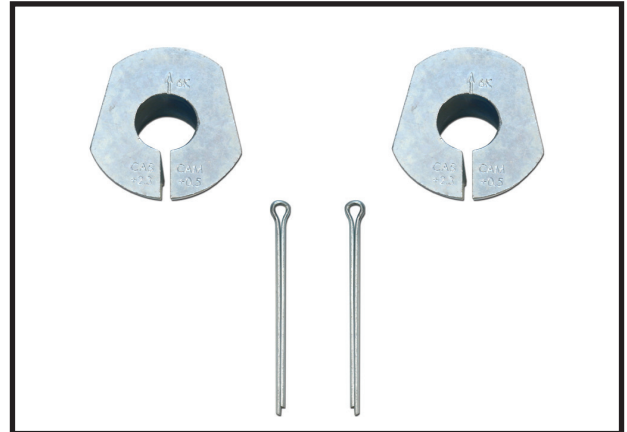


7929 Lincoln Ave. Riverside, CA 92504  
Phone: 951.689.ICON | Fax: 951.689.1016

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!
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** 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 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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PART #	DESCRIPTION
64038	2017-UP FSD ADJUSTABLE TRACK BAR KIT

COMPONENTS INCLUDED	
(1) 164037 2017-UP FSD ADJUSTABLE TRACK BAR (2) 167021 HEIM SPACER JM16 X .812 X 1.750 (1) 167027 LEFT/RIGHT ADJUSTER ROUND (1) 168001 05-UP TRACK BAR BALL JOINT W/NUT	(1) 295513 JM16-1T, 1-14 LH ROD END F1 FIT (2) 605145 3/8-16 X 1.000 12PT SCREW (1) 605951 SPIRAL RETAINING RING
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
TAPE MEASURE BALL JOINT SEPARATOR HAMMER 1/4" SPANNER WRENCH TORQUE WRENCH	3/8" 12PT SOCKET / WRENCH 13MM SOCKET / WRENCH 27MM SOCKET / WRENCH 30MM SOCKET / WRENCH (2)
TECH NOTES	
1. DO NOT EXCEED 3.375" 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.	



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** ICON VEHICLE DYNAMICS RECOMMENDS ALL INSTALLTION 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

1. Remove the stock track bar from the frame bracket using (2) 30mm sockets/wrenches. The vehicle may shift slightly.
2. Remove the track bar from the ball joint taper on the axle. Using a 27mm, remove the nut and separate the ball joint using a ball joint separator and hammer.
3. Connect the ICON track bar to the axle. Use a 13mm to keep the tapered stud from spinning while tightening the nut with a 27mm socket/wrench. [Torque to factory spec] [FIGURE 1]

FIG.1



4. Loosen the pinch bolts using a 3/8" 12pt socket/wrench.
5. Adjust the collar of the track bar while keeping the threaded bushing housing from spinning. Adjust as needed to line up in the frame bracket.

6. Install the factory upper track bar bolt using (2) 30mm sockets/wrenches. [Torque to 406 ft-lbs] [FIGURE 2]

FIG.2



**NOTE:** This track bar is adjustable from 36.75" - 37.75". The stock track bar measures 36.625" from eye to eye.

7. Adjust the collar to center the axle under the frame. Do not exceed the maximum adjustment range as outlined in the tech notes.
8. Tighten the pinch bolts using an alternating pattern and a 3/8" 12pt socket/wrench. [Torque to 35 ft-lbs]
9. Use the drag link adjustment to center the steering wheel before driving.
10. 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.***

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PART #	DESCRIPTION
65000	2005-UP FSD DUAL STABILIZER KIT

### COMPONENTS INCLUDED

(1) 164004 05-UP FSD STEERING STABILIZER CENTER BRACKET (4) 167009 05-UP FSD STEERING STABILIZER TIE ROD CLAMP	(1) 65000H 05-UP FSD DUAL STABILIZER HARDWARE KIT
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### HARDWARE INCLUDED

#### 65000H HARDWARE KIT

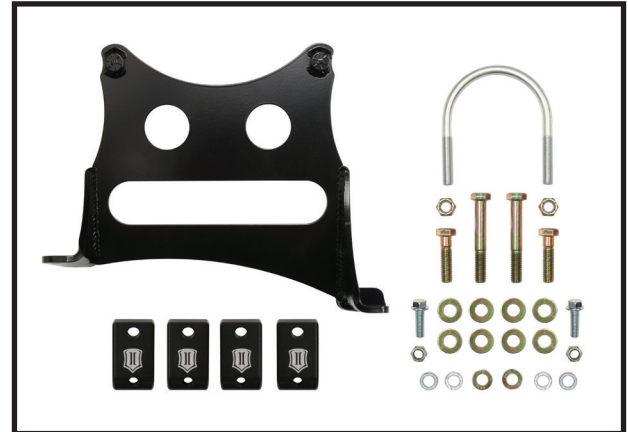
(4) 169003 SLEEVE .750 X .510 X .250 (2) 605107 3/8-16 X 1.250 FLANGE BOLT (2) 605221 7/16-20 NYLOCK NUT (2) 605230 7/16 FLAT WASHER (1) 605240 7/16-20 U-BOLT 3.750 ID X 4.00	(2) 605310 1/2-13 X 3.500 BOLT (2) 605319 1/2-13 X 2.000 BOLT (2) 605321 1/2-13 LOCK NUT (8) 605330 1/2 FLAT WASHER
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### TOOLS REQUIRED

TORQUE WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH	9/16" SOCKET / WRENCH 5/8" SOCKET / WRENCH 3/4" SOCKET / WRENCH
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### TECH NOTES

1. WIDE TRACK AXLE EQUIPPED TRUCKS MUST HAVE THE SHOCKS MOUNTED WITH THE BODY SIDE TOWARDS THE WHEEL UNLESS (64036) SPACER KIT IS USED.
2. A 1.5" BUMP STOP SPACER (MINIMUM) IS REQUIRED TO KEEP THE CENTER BRACKET FROM HITTING THE ENGINE CROSSMEMBER AT FULL SUSPENSION COMPRESSION. AN ICON 2" SPACER KIT IS AVAILABLE (64037). IF YOU HAVE AN ICON 4.5" OR 7" LIFT SYSTEM, THE BUMPTOP SPACER IS INCLUDED IN THE SYSTEM.
3. STANDARD TRACK FRONT AXLE STABILIZER SHOCK PART NUMBER: 36511 (2 REQUIRED) WIDE TRACK FRONT AXLE STABILIZER SHOCK PART NUMBER: 66515 (2 REQUIRED)



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## INSTALLATION

1. ENSURE TRUCK IS IN GEAR OR IN PARK, SET PARKING BRAKE, TURN OFF ENGINE, AND CHOCK TIRES.
2. Using an 18mm, disconnect the factory steering stabilizer from the drag link. Hammer the tapered end out of the drag link, then use a 15mm to remove the bolt holding it to the frame bracket.
3. Install the center bracket: This bracket attaches to (2) front differential cover bolts; this will require moving a tag on the differential. Use a 15mm to remove the (2) bolts. After removing the tag, install the bracket using the stand off spacers between bracket and cover. If desired, the tag can be placed in front of the bracket. Replace the (2) factory bolts with the supplied 3/8" flanged bolts. [Torque to 33 ft-lbs]. Use the 7/16" U-bolt to clamp the bracket around the axle housing. Install the U-bolt facing downward using the supplied 7/16" lock nuts and washers. [Torque to 47 ft-lbs]
4. Install the billet aluminum clamp on the driver side tie rod end with the shield facing out and within 1/8" from the flat side of the tie rod. Place the clamp between the adjuster and the bend in the tie rod. Install the 1/2x2" long bolts through the bottom hole of the rear clamp into the threaded hole on the front clamp. Repeat process on passenger side. [FIGURE 1 & 2]

FIG.1

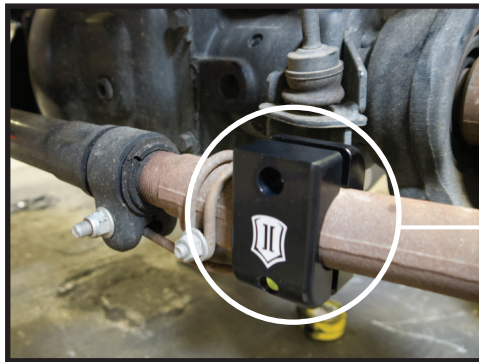
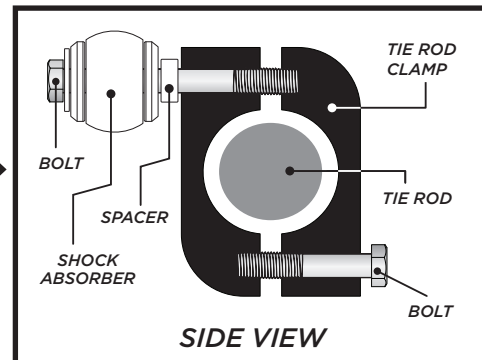


FIG.2



5. If installing steering stabilizers on a wide track axle Super Duty, you must mount the shocks with the bodies pointing towards the wheels (unless 64036 spacer kit is used). Use the supplied 1/2x3.5" bolt making sure to install the supplied washers on both sides of the shock sleeve. Use the (169003) spacer between the washer and billet clamp. If you do not have a wide track axle, you can mount the stabilizers in either direction. [Torque to 75 ft-lbs] alternating between the top and bottom bolt to make sure the gap is equal on both sides of the clamp.

6. Mount the free end of the shock to the center mount stud with the supplied nut and washer. [Torque to 75 ft-lbs]

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