

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

| PART # | DESCRIPTION |
|--------|--|
| 91710 | 2014-UP FORD F-150 4WD 2.5 VS IR COILOVER KIT |

| COMPONENTS INCLUDED | |
|---|---|
| (2) 194950 14-UP FORD F-150 IR VS COILOVER (1) 611019 COILOVER HARDWARE KIT | (1) 611052 14-UP F150 CO LOWER HARDWARE KIT |
| HARDWARE INCLUDED | |
| 611019 HARDWARE KIT | |
| (6) 605101 3/8-16 X 1.000 BOLT | (6) 605131 3/8 SPLIT LOCK WASHER |
| 611052 HARDWARE KIT | |
| (4) 605201 7/16-14 X 3.000 BOLT (4) 605230 7/16 FLAT WASHER | (4) 605231 WASHER 1.00 X .469 X .125 |
| TOOLS REQUIRED | |
| FLOOR JACK JACK STANDS HAMMER TORQUE WRENCH | 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 9/16" SOCKET / WRENCH 5/8" SOCKET / WRENCH |
| TECH NOTES | |
| <p>1. DO NOT preload the spring beyond 2.625" of threads between the bottom of the top cap and the top of the coil nut.</p> <p>2. Your new coilover assemblies come charged with the correct amount of nitrogen. Do not release pressure from the charge port, as this can cause the shock to malfunction.</p> | |



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. Raise the front end of the truck. Support the frame at the frame rail with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE.** Remove the front wheels.
2. Disconnect the sway bar from the links using an 18mm. (Refer to Figure 1)

FIG.1

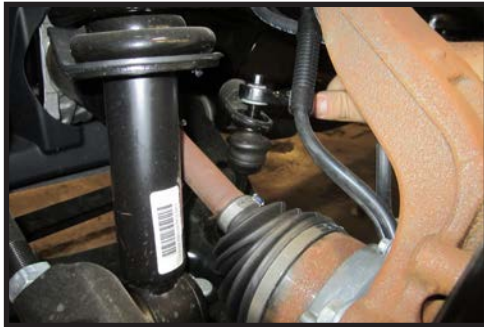


FIG.2



3. Remove the nuts from the lower bar pin studs on the factory coilover using an 18mm. (Refer to Figure 2)
4. Use a hammer to push the studs out of the bar pin. (Refer to Figure 3)

FIG.3



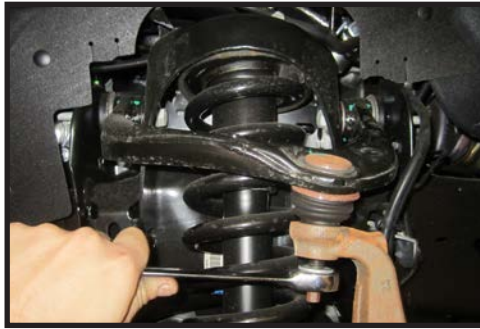
FIG.4



5. Loosen the nut connecting the steering knuckle to the tie rod using a 21mm. (Refer to Figure 4)
6. Using a hammer or a ball joint separator, separate the taper from the knuckle, remove the nut and disconnect the tie rod.

7. Loosen the nut connecting the steering knuckle to the UCA using a 21mm. (Refer to Figure 5)

FIG.5



8. Using a hammer or a ball joint separator, separate the taper from the knuckle. Remove the nut and disconnect the UCA from the knuckle.

9. Tie the steering knuckle close to the frame to prevent over extending the CV joints on the axles.

10. Using a 15mm, remove the 3 nuts from the upper shock mount and remove the factory coilover. (Refer to Figure 6)

FIG.6



11. Install the coilover using the supplied 3/8 hardware. Bolt the upper mount to the coil bucket and tighten with a 9/16 [Torque to 30 ft-lbs]. The driver side has two upper holes rearward and 1 forward. The passenger side is the opposite.

12. Install the 7/16 hardware from the bottom of the lower A-arm and connect to the bar pin using a 5/8 [Torque to 50 ft-lbs]. The bar pin is installed offsetting the shock forward to increase axle clearance. The supplied thick washer goes on the bottom side of the arm with the standard washer going on top of that.

13. Connect the UCA to the knuckle using a 21mm [Torque to factory spec].

14. Connect the tie rod to the knuckle using a 21mm [Torque to factory spec].

15. Connect the sway bar to the sway bar links [Torque to factory spec].

16. Remount the front wheels and lower the vehicle to the ground [Torque to spec].

17. Have the truck professionally aligned.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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



TECHNICAL INFORMATION

ICON SHOCK ABSORBERS ARE A HIGH QUALITY REBUILDABLE RACE STYLE SHOCK ABSORBER DESIGNED FOR OPTIMAL PERFORMANCE. WITH A UNIT OF THIS CALIBER ON YOUR VEHICLE, ROUTINE MAINTENANCE IS REQUIRED TO KEEP THEM LOOKING AND OPERATING IN LIKE NEW CONDITION. RESIDUAL OIL AND ASSEMBLY LUBE MAY BE PRESENT AT ALL SEAL PATHS FROM THE FACTORY OUT OF THE BOX AND IS CONSIDERED NORMAL. POOLING OF OIL HOWEVER IS NOT ACCEPTABLE AT ANY TIME AND ONE SHOULD CONTACT THE ICON DEALER WHERE PURCHASED.

BELOW ARE GUIDELINES BASED ON HOW YOU USE YOUR VEHICLE BUT YOUR MILEAGE MAY VARY

STREET USE:

- Send in for factory servicing every 40,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Remove any buildup of road salt, mud, or debris from shocks and coil springs anytime accrued
- Clean with mild soap and water with each oil change or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure yearly. (252004 charge needle assembly available at any ICON distributor)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

STREET/DIRT:

- Send in for factory servicing every 15,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Clean with mild soap and water with each oil change, offroad trip, or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure each dirt outing. (252004 charge needle assembly available at any ICON distributor)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

DIRT USE:

- Send in for factory servicing every 1,000 miles.
- Check nitrogen pressure each outing. (252004 charge needle assembly available at any ICON distributor)
- Remove any buildup of mud or debris from shocks and coil springs after every outing.

SELF-SERVICE:

- Contact ICON for service kits & tools at (951) 689-4266.

ICON VEHICLE DYNAMICS LIMITED LIFETIME WARRANTY

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.

Icon Vehicle Dynamics' obligation under this warranty is limited to the repair or replacement, at Icon Vehicle Dynamics' discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered.

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.

ICON VEHICLE DYNAMICS

PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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| PART # | DESCRIPTION |
|--------|--|
| 97720P | 09-UP F150 2/4WD 04-08 F150 4WD REAR 2.5 VS PB PAIR |

| COMPONENTS INCLUDED | |
|---|--|
| (2) 194954P 09-UP F150 2/4WD 04-08 F150 4WD REAR 2.5 VS PB SHOCK | (1) 194017 15+ F150 REAR E-BRAKE TAB |
| HARDWARE INCLUDED | |
| N/A | |
| TOOLS REQUIRED | |
| JACK JACK STANDS PRY BAR TORQUE WRENCH | 10MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH |
| TECH NOTES | |
| <p>1. FAILURE TO INSTALL THE SUPPLIED (194017) BRACKET WILL LEAD TO FAILURE AND IS NOT COVERED BY WARRANTY.</p> <p>2. YOUR ICON SHOCK ASSEMBLIES COME FACTORY CHARGED TO 250 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>3. IF SHOCK RESERVOIR IS NOT CLOCKED CORRECTLY, IT MAY RUB AGAINST THE EMERGENCY BRAKE CABLE AND CAUSE PREMATURE WEAR ON THE STICKER.</p> | |

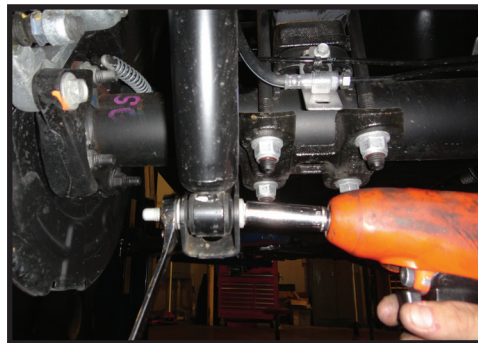


| WARNING! |
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INSTALLATION

- Using a properly rated jack, raise the rear 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 factory rear shocks using a 15mm and 18mm socket/wrench. [FIGURE 1]

FIG.1

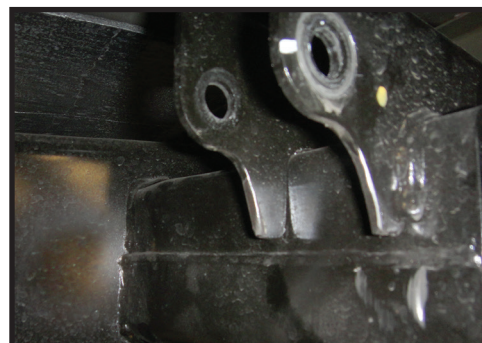


- The passenger side upper shock mount needs to be sanded slightly in order for adequate top cap clearance throughout the travel. Sand mount as shown. [FIGURE 2 & 3]

FIG.2



FIG.3



4. Paint exposed metal to prevent rust.

5. Install the ICON rear shocks using a 15mm and an 18mm socket/wrench. Note that the reservoir points away from the axle. [Torque to factory spec] [FIGURE 4 & 5]

FIG.4



FIG.5



6. Remove the factory parking brake cable bracket (if required) using a 10mm socket/wrench. Pry the bracket open, and remove it from the cable. [FIGURE 6]

FIG.6



FIG.7



7. Slide the supplied parking brake cable bracket over the metal sleeve on the cable. Then connect it to the differential using the factory screw and a 10mm socket/wrench. [Torque to factory spec] [FIGURE 7]

8. Ensure that the shock reservoir is clocked properly so that it doesn't make contact with the leaf spring. Check this with the heim spacers rotated towards the frame/leaf spring.

***VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.
RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.***



2.5 VS SERIES SHOCK & COILOVER TECHNICAL INFORMATION

MAINTENANCE

ICON shock absorbers are a high quality rebuildable race style shock absorber designed for optimal performance. With a unit of this caliber on your vehicle, routine maintenance is required to keep them looking and operating in like new condition. Residual oil and assembly lube may be present at all seal paths from the factory out of the box and is considered normal. Pooling of oil however is not acceptable at any time and one should contact the ICON dealer where purchased.

BELOW ARE GUIDELINES BASED ON HOW YOU USE YOUR VEHICLE BUT YOUR MILEAGE MAY VARY:

STREET USE:

- Send in for factory servicing every 40,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Remove any buildup of road salt, mud, or debris from shocks and coil springs anytime accrued
- Clean with mild soap and water with each oil change or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure yearly. (252004 charge needle assembly available at any ICON distributor)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

STREET/DIRT:

- Send in for factory servicing every 15,000 miles or if a leak develops, ride quality decreases, or they begin to make excessive noise.
- Clean with mild soap and water with each oil change, offroad trip, or anytime you notice build up.
- Wax the cylinders yearly with automotive wax to prevent corrosion.
- Check nitrogen pressure each dirt outing. (252004 charge needle assembly available at any ICON distributor)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

DIRT USE:

- Send in for factory servicing every 1,000 miles.
- Check nitrogen pressure each outing. (252004 charge needle assembly available at any ICON distributor)
- Remove any buildup of mud or debris from shocks and coil springs after every outing.

SELF-SERVICE:

- Contact ICON for service kits & tools at (951) 689-4266.

PRODUCT REGISTRATION

Please visit: <http://www.iconvehicledynamics.com/tech-support/registration/> to register your product.

ICON VEHICLE DYNAMICS SHOCK ABSORBER WARRANTY

This shock absorber has a 1 year warranty against any manufacturer's defects. If a shock fails within the initial year of ownership, the shock must be shipped to ICON Vehicle Dynamics for inspection and service. If a shock is inspected and it has been determined the shock failed due to neglect, damage caused by improper installation or any other reason besides "normal wear and tear", the owner of said shock is responsible for all service costs. This includes labor, parts, and shipping.

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.

ICON Vehicle Dynamics' obligation under this warranty is limited to the repair or replacement, at ICON Vehicle Dynamics' discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered.

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.

To send a shock in for warranty please visit our website <http://www.iconvehicledynamics.com/tech-support/shock-service/>

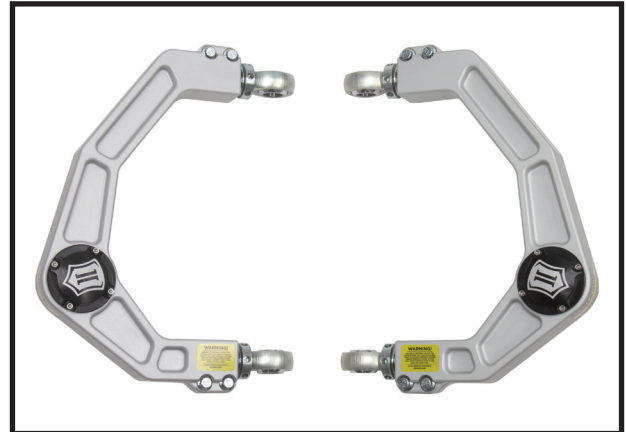
ICON VEHICLE DYNAMICS LIABILITY DISCLAIMER

ICON does not make any representations or warranties regarding the fitness of any ICON product for a particular installation or conformance of any ICON product with a particular vehicle application. Installation of any ICON suspension system is at the sole discretion of the end user and in making a purchase of any ICON suspension system, the purchaser assumes the responsibility and liability for any and all damage or injury, of any kind or nature whatsoever, caused by, resulting from, arising out of, or occurring in connection with the use or installation of any ICON suspension system. ICON is not liable for and specifically disavows any installation that is not in conformance with original equipment manufacturer's recommendations or instructions. Purchaser agrees that in the event of any claim or lawsuit arising out of the installation or use of an ICON suspension system, purchaser shall indemnify and hold harmless ICON, its agents, employees, officers and owners from and against any and all loss, expense, damage or injury that ICON may sustain as the result of such claim. [ICON defers to and recommends recalibration after suspension installation on 2018 model Toyota vehicles and other manufacturers who make any similar recommendations.]

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| PART # | DESCRIPTION |
|---------|---|
| 98505DJ | 04-UP F150/14-UP EXPEDITION BILLET UCA DJ KIT |

| COMPONENTS INCLUDED | |
|--|---|
| (1) 197517 04-UP F150 BILLET UCA (DRVR) | (1) 197518 04-UP F150 BILLET UCA (PASS) |
| HARDWARE INCLUDED | |
| (2) 197200BJ 04-UP F150 DELTA JOINT | (1) 605968 VIBRATITE BLUE THREAD LOCK |
| HEIM SPACER KIT | |
| (4) 197502 HEIM SPACER RSMX12 X 14MM X 2.125 | (4) 197503 HEIM SPACER RSMX12 X 14MM X 2.775 |
| DUST COVER COMPONENTS KIT | |
| (2) 155110 -032 O-RING, NITRILE 70A (2) 157507 BILLET UCA DUST COVER | (8) 605002 6-32 X 0.500 SOCKET SCREW |
| TOOLS REQUIRED | |
| JACK JACK STANDS 3MM ALLEN WRENCH TORQUE WRENCH | 15MM SOCKET / WRENCH 21MM SOCKET / WRENCH 24MM SOCKET / WRENCH 3/8" 12PT SOCKET / WRENCH |
| TECH NOTES | |
| <p>1. ALL ICON UPPER CONTROL ARMS HAVE BEEN ENGINEERED TO ALLOW FOR THE MOST POSSIBLE CASTER, WHILE STILL ALLOWING THE VEHICLE TO BE PROPERLY ALIGNED. NOTIFY YOUR PROFESSIONAL ALIGNMENT SHOP OF THIS INFORMATION SO THAT MAXIMUM RIDE QUALITY CAN BE ACHIEVED.</p> <p>2. ICON DELTA JOINTS ARE PRE-GREASED FROM THE FACTORY. ICON RECOMMENDS GREASING THE DELTA JOINT EVERY 3,000 MILES (OR EVERY OIL CHANGE). ADD NEW GREASE UNTIL ALL OF THE OLD GREASE IS EXPELLED FROM THE BOTTOM OF THE DELTA JOINT ASSEMBLY, WIPE AWAY EXCESS WITH A RAG OR SHOP TOWEL.</p> <p>3. DO NOT EXCEED 1.875" ADJUSTMENT FROM THE CENTER OF THE ROD END TO THE EDGE OF THE BILLET UPPER CONTROL ARM. FAILURE CAUSED BY EXCESSIVE ADJUSTMENT WILL NOT BE COVERED UNDER ICON'S WARRANTY POLICY. REFER TO TECH NOTE PHOTO.</p> | |



| WARNING! |
|---|
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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.
- Remove the coilover/strut assembly to gain access to the upper control arm bolts. Remove the lower shock bolt and then remove the (3) nuts on top of the coilover (use a 15mm, 27mm & 30mm socket/wrench for stock assembly, 9/16" & 15/16" socket/wrench for ICON assembly). Removing the lower shock end out of the pocket in the arm can be difficult because you are fighting the bushing stiffness from the lower control arm and sway bar tension. Disconnect the sway bar links and/or the top of the other shock to relieve some of this tension. [FIGURE 1 & 2]

FIG.1



FIG.2



3. Loosen the taper on the upper ball joint and the tie rod end using a 21mm socket/wrench. Using a hammer, strike the steering knuckle to separate the upper ball joint taper and tie rod end. Take care not to damage the threads. Support the steering knuckle so that it does not overextend the CV joints when detached. [FIGURE 3 & 4]

FIG.3



FIG.4



4. Using a jack, slightly lift the lower control arm to prevent the suspension from being at full extension.

5. With the upper control arm detached from the spindle, begin to loosen the upper control arm from its mounts in the frame using a 21mm socket/wrench and remove the OEM assembly. [FIGURE 5]

FIG.5

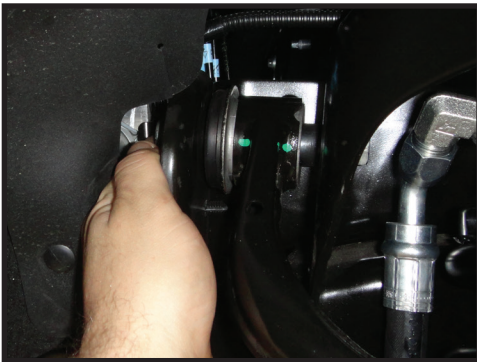


FIG.6



6. Place the ICON upper control arm into the mounts on the chassis and hand tighten using OEM hardware. [FIGURE 6]

7. Reinstall the factory shock assembly or refer to the appropriate ICON coilover installation instructions now.

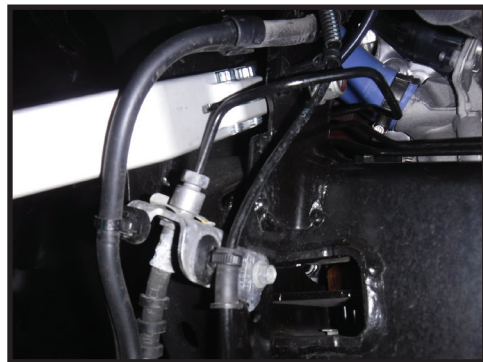
8. Take care when inserting tapered pin into the spindle to not damage the threads. Use a 21mm socket/wrench to fasten the supplied nut onto the tapered pin to get it to seat properly. [Torque to 75 ft-lbs]

9. If the brake line bracket behind the arm is making contact at the full droop position, bend the bracket outward slightly to allow clearance. Be careful not to damage the ABS wires or brake line. [FIGURE 7 & 8]

FIG.7



FIG.8



10. Tighten the upper control arm bolts on the chassis using a 21mm socket/wrench. [Torque to factory spec]

11. Repeat steps on the opposite side.

12. Reinstall wheels and carefully lower the vehicle to the ground. [Torque lugs to factory spec]

13. 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.

[TECH NOTE #3]



ALIGNMENT NOTE

ICON SHIPS THE BILLET UPPER CONTROL ARM AT THE MOST COMMON ALIGNMENT SETTING. ONE OF THE MAJOR PERFORMANCE ADVANTAGES OF AN ICON BILLET ADJUSTABLE UPPER CONTROL ARM IS THE ABILITY TO IMPROVE WHEEL POSITION. IMPROVING WHEEL POSITION IMPROVES FIREWALL CLEARANCE ALLOWING FOR LARGER TIRES AS THE SUSPENSION CYCLES. IN ORDER TO TAKE ADVANTAGE OF THIS FEATURE, DISCUSS WITH YOUR PROFESSIONAL ALIGNMENT SHOP THAT YOU WOULD LIKE TO CAM THE LOWER CONTROL ARM TO MAXIMIZE WHEEL POSITION FORWARD AND THEN ADJUST CAMBER AND CASTER WITH THE UPPER THREADED ADJUSTERS.

A MAJOR PERFORMANCE ADVANTAGE OF ALL ICON UPPER CONTROL ARMS IS INCREASED CASTER OVER STOCK. 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.

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