

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

PART #	DESCRIPTION
91805C	09-13 F150 2WD 2.5 VS RR CDCV COILOVER KIT

COMPONENTS INCLUDED	
(2) 194943C 09-13 F150 4WD 2.5 CO RR CDCV (2) 250002 7.50 UNIVERSAL RESI MT PLATE (1) 611019 COILOVER HARDWARE KIT (PAIR)	(1) 611046 09-13 F150 LCA CO MOUNT HARDWARE (PAIR) (2) 250002 7.50 UNIVERSAL RESI MT PLATE (1) 611051 HOSE CLAMP KIT
HARDWARE INCLUDED	
(2) 605144 3/8-12 X .750 FLANGED SELF TAP BOLT	(2) 605131 3/8 SPLIT LOCK WASHER
611019 HARDWARE KIT	
(6) 605101 3/8-16 X 1.000 BOLT	(6) 605131 3/8 SPLIT LOCK WASHER
611046 HARDWARE KIT	
(2) 605502 5/8-11 X 4.500 BOLT (2) 605520 5/8-11 NYLOCK NUT	(4) 605530 5/8 FLAT WASHER (4) 197012 09-13 F150 & RAPTOR ADAPTER LCA
611051 HARDWARE KIT	
(4) STAINLESS STEEL HOSE CLAMP	
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH CENTER PUNCH DRILL 11/32" DRILL BIT	15MM SOCKET / WRENCH 21MM SOCKET / WRENCH 27MM SOCKET / WRENCH 29MM SOCKET / WRENCH 5/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH 15/16" SOCKET / WRENCH
TECH NOTES	
<p>1. YOUR ICON COILOVER ASSEMBLIES COME FACTORY CHARGED TO 150 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>2. YOUR ICON COILOVER ASSEMBLIES COME SHIPPED AT ICON'S RECOMMENDED RIDE HEIGHT. REDUCING DROOP TRAVEL WILL REDUCE RIDE QUALITY. DO NOT PRELOAD THE COIL BEYOND 1.13" OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE TOP OF THE COIL ADJUSTER NUT. ADJUSTING PRELOAD BEYOND THIS SETTING WILL CAUSE THE COIL TO BIND AND DAMAGE WILL OCCUR TO COILOVER AND/OR VEHICLE.</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.**

**\*\* 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

- 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.
- Disconnect the outer tie rod end using a 21mm socket/wrench. Loosen the nut a few turns. Strike the end of the steering arm with a large hammer to dislodge the taper. Remove the nut and swing the tie rod out of the way. [FIGURE 1 & 2]

FIG.1



FIG.2



**3.** Support the lower control arm with a jack and remove the (3) nuts securing the upper shock mount to the coil bucket using a 15mm socket/wrench. Do not loosen or remove the larger center nut securing the spring seat to the shock shaft. This will result in the stock coil assembly to come apart violently, causing possible damage to components and injury. [FIGURE 3]



FIG.3



FIG.4

**4.** Use a 29mm socket, and a 27mm socket/wrench to remove the bolt holding the lower shock eye to the lower control arm. [FIGURE 4]

**5.** Lower the jack and remove the stock coilover assembly. Due to rubber bushing stiffness you may need to pull down on the suspension to make room for removal. To make this easier you can use a pry bar over the top of the upper control 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 arm.

**6.** Install new ICON coilover assembly. Install upper mount with the hose fitting facing towards the front of the truck using three (605101) bolts and three (605131) lock washers. Tighten using a 9/16" socket/wrench. [Torque to 35 ft-lbs] [FIGURE 5]



FIG.5

**7.** NOTE: Stuff a rag in the lower control arm pocket in case spacers fall in pocket. Install lower shock mount to lower control arm: First install the adapter (197012) into the lower mount as shown. Cut the zip tie off the lower shock eye and make sure that the spacers don't fall out. Slide the lower end of the shock between the adapters (197012) and install the supplied lower (605502) bolt with (605530) washers. Tighten using a 15/16" socket/wrench. [Torque to 150 ft-lb] [FIGURE 6]

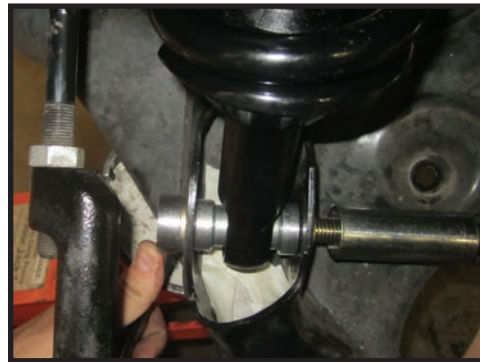


FIG.6

**8.** Reinstall the outer tie rod end using a 21mm socket/wrench [Torque to factory spec] and install cotter pin.

**9.** Hold the reservoir bracket in position as shown. Mark and center punch the bolt hole location. Ideally the reservoir hose fitting will be flush with the bottom of the frame (2015 F150 pictured, 2009-2013 mounts against front body mount). Use a 11/32" drill bit and drill the bolt hole. Then use the supplied self-tapping screws to mount the reservoir bracket using a 9/16" socket/wrench. [FIGURE 7]

FIG.7



FIG.8

**10.** Mount the reservoir to the reservoir bracket using the supplied hose clamps and a 5/16" socket/wrench. [FIGURE 8]

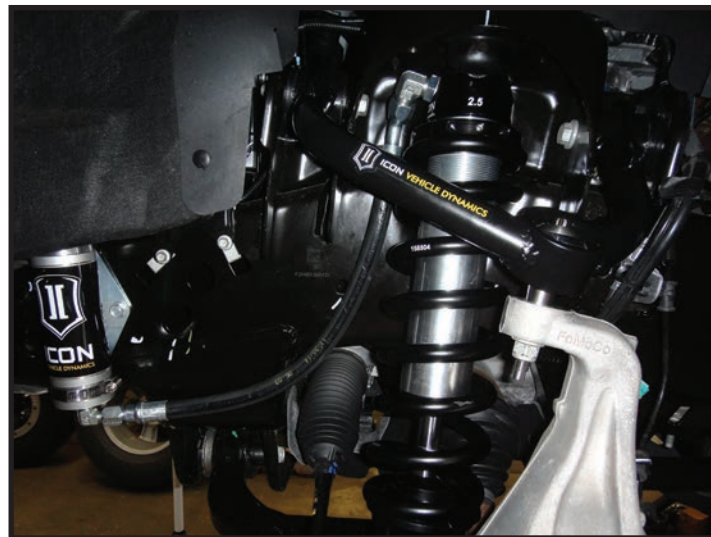
**11.** Repeat steps for passenger side.

**12.** Install the front wheels and lower the vehicle to the ground. [Torque to factory spec]

**13.** 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.***



## 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

PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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PART #	DESCRIPTION
97720CP	15-UP FORD F150 REAR 0-1" 2.5 VS PB SHOCKS

COMPONENTS INCLUDED	
(2) 194954C 15+ F150 REAR 2.5 PB CDCV 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	
N/A	



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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 an 18mm socket/wrench. [FIGURE 1]

FIG.1



- The passenger side upper shock mount needs to be sanded slightly in order for the ICON shock to fit. [FIGURE 2 & 3]

FIG.2



FIG.3



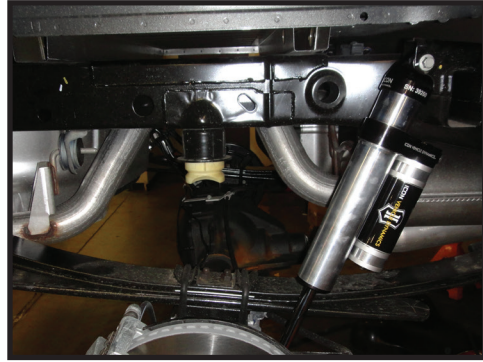
**4.** Paint all exposed metal to prevent rust.

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

FIG.4



FIG.5



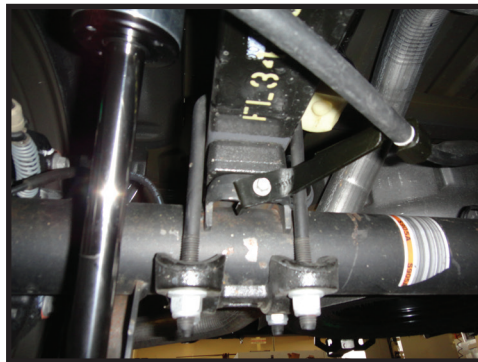
**6.** Remove the factory parking brake cable bracket from the differential using a 10mm socket/wrench. Pry the bracket opened, and remove it from the cable. [FIGURE 6]

FIG.6



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

FIG.7



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

## **ICON VEHICLE DYNAMICS LIMITED LIFETIME WARRANTY**

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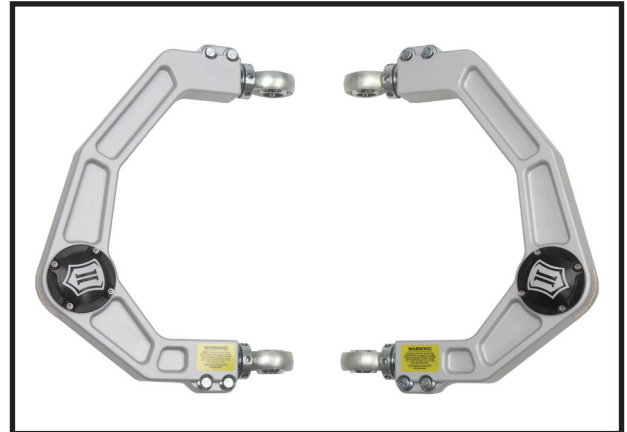
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PART #	DESCRIPTION
98505DJ	04-UP F150/14-UP EXPEDITION BILLET UCA DJ KIT

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

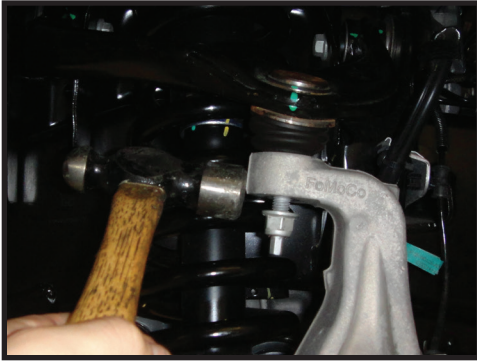


FIG.4



**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

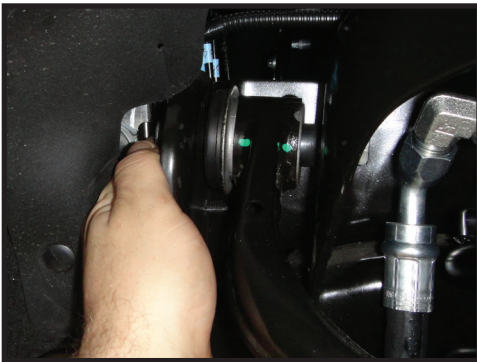


FIG.6



**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.

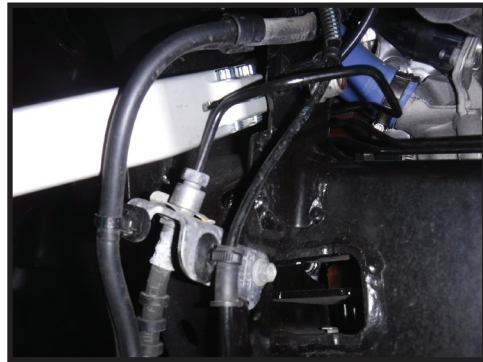
**8.** Take care when inserting tapered pin into the spindle to not damage the threads. Use a 21mm socket/wrench to fasten the supplied nut onto the tapered pin to get it to seat properly. [Torque to 75 ft-lbs]

**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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