

PART #	DESCRIPTION
51100	96-UP TACOMA/00-06 TUNDRA 1.5" ADD A LEAF KIT

COMPONENTS INCLUDED	
(2) 158501 05+ TACOMA/00-06 TUNDRA ADD A LEAF PACK	(1) 52050 8" U-BOLT KIT
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS CUT OFF WHEEL CENTER PUNCH	9/16" SOCKET / WRENCH 7/8" SOCKET / WRENCH 14MM SOCKET / WRENCH 19MM SOCKET / WRENCH TORQUE WRENCH
TECH NOTES	
<p>1. SOME LEAF PACKS MAY HAVE A SPRING CLIP THAT WILL NEED TO BE REMOVED TO ALLOW FOR INSTALLATION OF THE ICON ADD A LEAF KIT.</p> <p>2. LEAVING THE FACTORY OVERLOAD LEAF INSTALLED IS NOT RECOMMENDED.</p>	



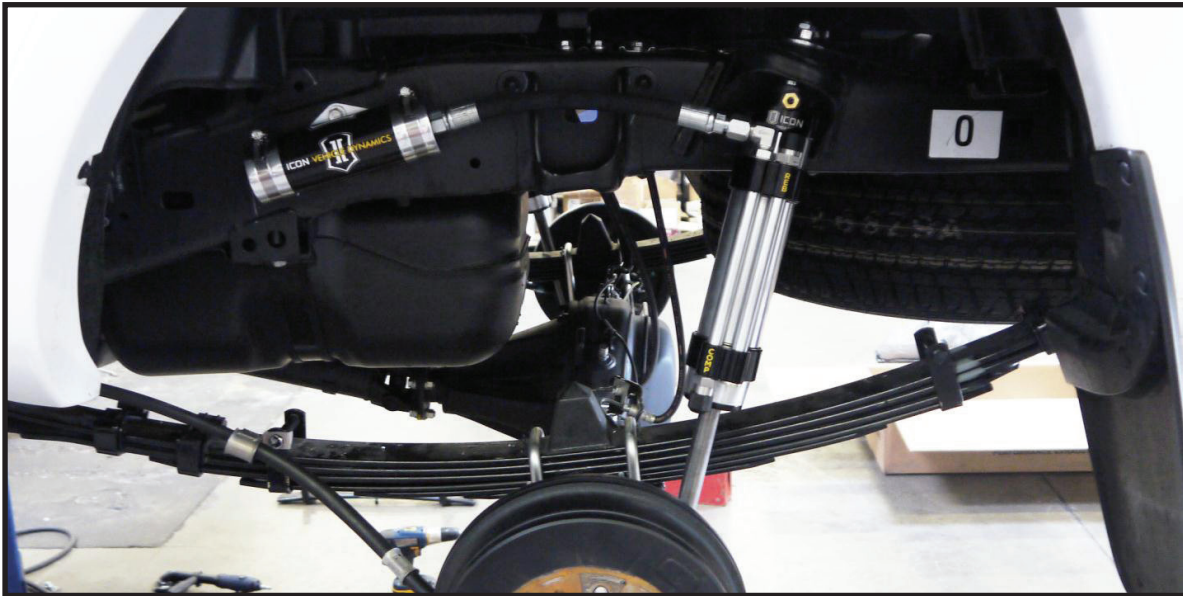
WARNING!
<p><b>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</b></p> <p><b>** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</b></p> <p><b>** 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.</b></p>

## INSTALLATION

1. 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 rear wheels.
2. Remove the lower rear shock bolts using a 19mm socket/wrench.
3. Use a jack to support the axle then loosen and remove the driver side U-bolts using a 19mm socket/wrench. Make sure the axle is well supported or it could fall when the U-bolts are removed.
4. Slowly lower the axle away from the springs and remove the factory centering pin and factory overload spring. Clamp the factory spring together before removing center pin. Remove the factory overload spring at this time, this will not be reused.
5. If your factory leaf pack is equipped with a spring clip that interferes with the ICON add a leaf spring clip, the factory spring clip must be removed from the leaf. To remove the spring clip, cut the head of the rivet off and pound the rivet out of the leaf with a center punch. Sand the rivet hole smooth on both sides. Use touch up paint to prevent corrosion.
6. The add a leaf has a different length front to rear of the centering pin. The longer side is to be placed towards the REAR of the vehicle.
7. Remove the spring clip hardware and center pin nut from ICON add a leaf for installation.
8. Place the new add a leaf pack between the axle and factory spring pack, make sure the ICON add a leaf clamp bolts and center pin nut are unbolted before installation. Slide new center pin through factory leaf spring pack, reinstall the supplied center pin nut and tighten. Trim the excess length of the center pin, leaving about 1/2" of threads sticking out from the top of the nut.
9. Use a jack to raise the axle and guide the spring center pin into the hole on the top of the axle. Install supplied U-bolts (long U-bolts on driver side), washers, and nuts. [Torque to 90ft-lbs]
10. Reinstall the spring clip bolts.
11. Reinstall shock to the factory lower shock mount using a 19mm socket/wrench. [Torque to factory spec]
12. Repeat steps 2-11 on opposite side of the vehicle.
13. Reinstall wheels and lower to the ground. [Torque to factory spec]

**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**

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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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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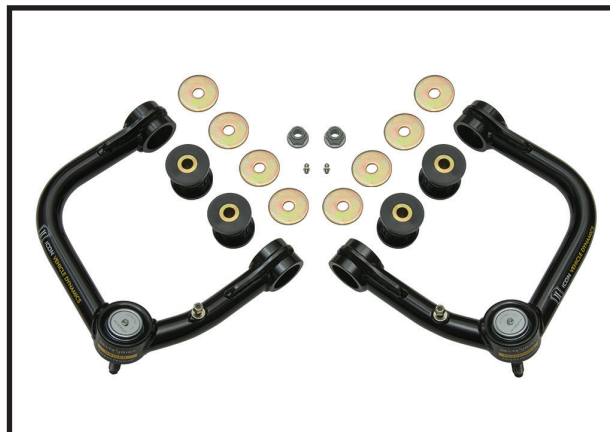
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PART #	DESCRIPTION
58450DJ	05-UP TACOMA TUBULAR UCA DJ KIT

COMPONENTS INCLUDED	
(1) 154100 05+ TACOMA/07+ FJ TUBULAR UCA (DRVR)	(1) 154101 05+ TACOMA/07+ FJ TUBULAR UCA (PASS)
HARDWARE INCLUDED	
(8) 150025 WASHER 2.125 X .565 X .188 (2) 157517BJ 05-UP TACO/07-UP TUNDRA/16-UP TITAN XD DELTA JOINT (4) 159207 SLEEVE 1.000 X .563 X 2.060 (8) 297034 HAT BUSHING 1.625 X 1.000 X .850 (4) 297042 POLY RING 1.590 X 1.005 X .250 (75D) (4) 605053 1/4 FLAT WASHER	(2) 605800 M6-1.0 FLANGE NUT (4) 605813 M14 FLAT WASHER (2) 605862 M6-1.0 25MM STUD (4) 605903 1/4-28 X 90 DEG STEEL ZERK FITTING (2) 605950 WHT-200 SPIRAL RET RING
TOOLS REQUIRED	
JACK JACK STANDS LARGE HAMMER TORQUE WRENCH NEEDLE NOSE PLIERS	7/64" ALLEN WRENCH 10MM SOCKET / WRENCH 19MM SOCKET / WRENCH 21MM SOCKET / WRENCH 3/8" SOCKET / WRENCH
TECH NOTES	
<p>1. 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>2. ICON RECOMMENDS OPTIONAL BILLET DUST COVER SET (191011) TO PREVENT DEBRIS FROM PACKING UP AROUND THE ZERK FITTING.</p> <p>3. 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>	



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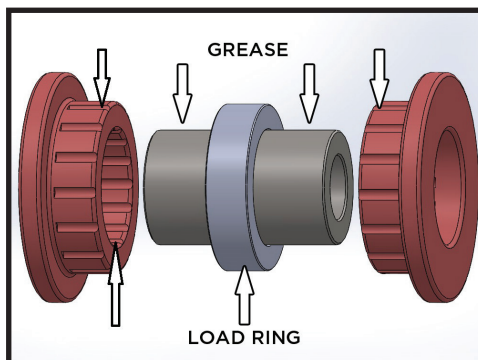
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## INSTALLATION

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. Using a jack, slightly lift the lower control arm to prevent the arms from being at full droop.
3. Disconnect the upper ball joint: remove the cotter pin securing the upper ball joint nut. Using a 19mm socket/wrench, loosen the nut to the end of the shank but do not remove entirely so that the nut protects the threads. Dislodge the taper by either using a ball joint separator or by striking the spindle on the outside of the taper with a large hammer or hand sledge.
4. Support the spindle so that it does not overextend the CV joints when detached.
5. Using a 10mm socket/wrench, disconnect the ABS line that is routed down the top of the arm. Remove the ball joint nut and disconnect the upper control arm from the spindle.
6. Using a 19mm socket/wrench, remove the large upper control arm pivot bolt. This hardware will be reused, note direction and order of components. Remove the nut and washer from the rear side of the long pivot bolt. Carefully feed the bolt forward until it clears the front of the A-arm. Remove the stock upper control arm.
7. Before installing your new upper control arms, care must be taken to grease the bushings (liberally) prior to installing assembly. Failure to grease properly will cause premature bushing wear and increased noise. [FIGURE 1]

FIG.1



**8.** Install the new ICON tubular upper control arm into the chassis: Note the side and orientation of the arms, the Delta Joint should be oriented to the back of the vehicle. Make sure that there is a washer placed on each side of the bushings then carefully feed the pivot bolt through the pivots of the arm and through the pivot tube in the chassis. Use the 150025 washers against bushings. Place the 605813 washers under the nut and under the head of the bolt. Grease the zerk fittings until you can see that the grease has worked itself all the way into the bushings and then tighten pivot bolt. [Torque to factory spec]

**9.** Pivot the Delta Joint stem so that it is inline with the taper bore in the spindle. The new Delta Joint will be very stiff the first time you move it.

**10.** Rotate the upper control arm downward and install the stem through the spindle taper. Install the supplied flanged nut on the taper pin. [Torque to 75 ft-lbs]

**11.** Using a 10mm socket/wrench reattach the ABS line to the threaded hole in the arm with the factory bolt.

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

**13.** Repeat steps on opposite side.

**14.** 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.***

#### **ALIGNMENT NOTE**

***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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PART #	DESCRIPTION
59905P	05-UP TACOMA 0-2" REAR 2.5 OMEGA RR PAIR

### COMPONENTS INCLUDED

(2) 154965R 05+ TACO OMEGA 2.5 RR REAR (2) 611007 MED DUTY 9/16" STEM BUSHING KIT	(2) 250002 7.50 UNIVERSAL RESI MT PLATE (1) 611051 #40 2 1/16-3" HOSE CLAMP KIT (4)
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### HARDWARE INCLUDED

(2) 605131 3/8 SPLIT LOCK WASHER GR8 (2) 257151 LOWER HEIM SPACER	(2) 605144 3/8-12 X .750 FLANGED SELF TAP BOLT
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#### 611007 HARDWARE KIT

(2) 9/16" ID STEM BUSHING (1) 12MM ID STEM WASHER	(1) 9/16" ID STEM WASHER (1) M12-1.25 NYLOCK NUT
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#### 611051 HARDWARE KIT

(4) 605931 1/2 X 2 1/16 - 3 ID #40 SS HOSE CLAMP

### TOOLS REQUIRED

JACK  
JACK STANDS  
DRILL  
CENTER PUNCH  
21/64 DRILL BIT  
LOCKING PLIERS

5/16" SOCKET / WRENCH  
9/16" SOCKET / WRENCH  
14MM SOCKET / WRENCH  
15MM SOCKET / WRENCH  
17MM SOCKET / WRENCH  
19MM SOCKET / WRENCH  
TORQUE WRENCH

### TECH NOTES

1. 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.

2. IF YOUR VEHICLE IS TWO OR MORE INCHES TALLER THAN STOCK, RIDE QUALITY WILL DIMINISH.



### WARNING!

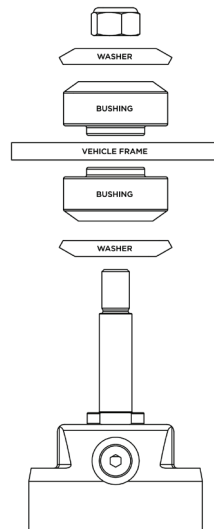
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## INSTALLATION

1. 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 rear wheels.
2. Place a floor jack under the axle housing and slightly raise the jack to remove tension from the shock. Loosen and remove the lower shock bolt using a 17mm socket/wrench. Make sure the axle is well supported, then remove the stem bushing nut and upper stem bushings using a 17mm socket/wrench.
3. Remove the rear shock.
4. Install the lower shock mount in the factory location with the supplied misalignment spacers (257151) and reinstall the factory shock bolt and nut using a 17mm socket/wrench. [Torque to factory spec]
5. Use a jack to raise the axle housing far enough to guide the shock stem into position in the factory shock mount. Install stem hardware as seen in diagram. Use a 19mm socket/wrench to install the lock nut until lock is engaged. Do not overtighten bushing assembly as this can lead to premature bushing wear. Failure caused by incorrect installation of bushings is not covered under ICON's warranty policy.



**6.** Mount the remote reservoir to the reservoir mount plate (250002) using the provided (605931) hose clamps. Be sure to install the hose clamps to the ends of the reservoir within the machined areas on the outer surface of the remote reservoir.

**NOTE:** Step 6 is just for mockup of reservoir mounting. The reservoir must be removed from the bracket before final installation to allow for adequate clearance while fastening to the frame rail.

**7.** Orient the reservoir mounting bracket on the frame rail and mark the center of the hole. The remote reservoir and bracket should not come in contact with any part of the frame or frame brackets. **[FIGURE 1]** **NOTE:** Be sure to allow adequate slack in the reservoir hose (before mounting the bracket) so that it does not create tension as the suspension cycles.

**FIG.1**



**8.** Center punch and drill to 21/64". **[FIGURE 2]**

**FIG.2**



**9.** Thread the supplied (605144) self tap bolt into the frame rail using a 9/16" socket/wrench, minimum of 2 full rotations.

**10.** Remove the (605144) self tap bolt and secure the remote reservoir bracket using a 9/16" socket/wrench. [Torque to 30ft-lbs]

**11.** Place reservoir in the reservoir mounting bracket with the ICON shield logo oriented up into the fender well and secure reservoir with the supplied (605931) hose clamps using an 5/16" nut driver.

**12.** Repeat steps 2-11 on opposite side.

**13.** Install wheels and lower vehicle back to the ground. [Torque to factory spec]

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***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.

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

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