

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

PART #	DESCRIPTION
37705P	99-UP FSD 4WD 0-3" REAR 2.5 VS PB PAIR

COMPONENTS INCLUDED

(2) 134944PB 99-UP FSD 4WD 0-3" REAR 2.5 PB

HARDWARE INCLUDED

N/A

TOOLS REQUIRED

JACK
JACK STANDS
TORQUE WRENCH

18MM SOCKET / WRENCH
21MM SOCKET / 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. THE LOWER HEIM SPACERS FOR 99-16 AND 17-UP ARE INCLUDED. USE THE 14MM SPACERS FOR 17-UP APPLICATIONS.


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

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.
2. Remove the factory shocks using 18mm and 21mm socket/wrench.
3. Slide the wider spacer onto the stud on the upper shock mount. Slide the shock into the shock mount with the reservoir facing away from the axle. The driver side reservoir may need to be clocked (toward the spare tire) away from a wiring harness. Slide the wide spacer on to the stud, followed by the upper shock eyelet, then the narrow spacer. [Torque to factory spec] [FIGURE 1 & 2]


FIG.1

FIG.2

4. Position the rod end in the lower mount and slide the bolt in. There are 2 sets of lower spacers provided. 99-16 FSDs have a 12mm bolt. 17-UP FSDs have 14mm bolt. Use the correct spacers for your vehicle. If using the 14mm bolt, offset the rod end toward the wheel. [Torque to factory spec] **[FIGURE 3]**

FIG.3



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

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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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67700P INSTALLATION INSTRUCTIONS

8-5-2021 REV.B

PART #	DESCRIPTION
67700P	05-UP FSD 4WD 0-2.5" FRONT 2.5 VS PB

COMPONENTS INCLUDED

(2) 164941 05-UP FSD 0-2.5" FRONT 2.5 VS PB (2) 611006 9/16" HD STEM BUSHING KIT

HARDWARE INCLUDED

611006 HARDWARE KIT

(2) HEAVY DUTY 9/16" ID STEM BUSHING
(2) HEAVY DUTY 9/16" ID STEM BUSHING
RETAINER

(1) M12-1.25 NUT
(1) M12-1.25 JAM NUT

TOOLS REQUIRED

JACK
JACK STANDS
TORQUE WRENCH

17MM SOCKET / WRENCH
18MM SOCKET / WRENCH
19MM SOCKET / WRENCH
21MM SOCKET / WRENCH

TECH NOTES

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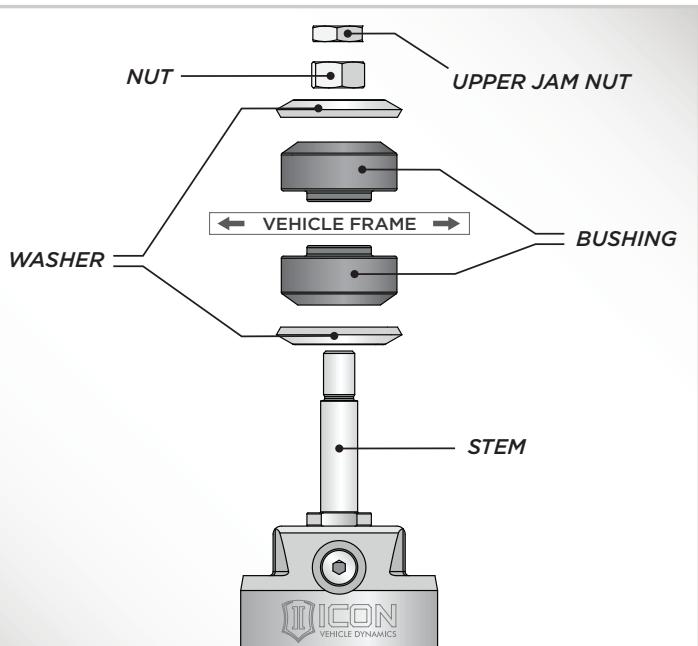
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INSTALLATION

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 the front wheels.

2. Use a jack to support the axle and then remove the factory shock using a 17mm and 18mm socket/wrench.

3. Install upper shock mount: Install stem hardware as seen in diagram. Install tall nut and fasten bushing assembly until 3-4 threads are exposed for the jam nut. Install nut and torque to 50 ft-lbs while holding with a 19mm wrench. 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. [SEE DIAGRAM] ➔



HD STEM BUSHING DIAGRAM

4. Install the lower shock mount: Install the wide heim spacer so that it orients the shock further away from the frame. Install the factory lower bolt using an 18mm socket/wrench. [Torque to factory spec] [FIGURE 1]

FIG.1



5. Install wheels and lower vehicle to the ground. [Torque to factory spec]

6. Have the vehicle professionally aligned.

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- 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.

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- Wax the cylinders yearly with automotive wax to prevent corrosion.
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- 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.

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62512 INSTALLATION INSTRUCTIONS

11-2-2023 REV.A

PART #	DESCRIPTION
62512	23 FORD F-250/F-350 FRONT 2.5" DIESEL DUAL RATE SPRING KIT

COMPONENTS INCLUDED

(2) 168500 - FSD 2.5" LIFT DUAL RATE COIL SPRING	(2) 167008 FSD ALIGNMENT CAM (2) 605900 1/8 X 2.000 COTTER PIN
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HARDWARE INCLUDED

N/A	
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TOOLS REQUIRED

JACK JACK STANDS PLIERS TORQUE WRENCH HAMMER BALL JOINT SEPARATOR 3/4" SOCKET / WRENCH	10MM SOCKET / WRENCH 13MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 24MM SOCKET / WRENCH 30MM SOCKET / WRENCH
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TECH NOTES

1. LIFT HEIGHTS ARE BASED ON CREW CAB DIESEL F-250 CONFIGURATIONS.

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. Remove the sway bar links from the sway bar using an 18mm socket/wrench. Leave them connected to the differential. [FIGURE 1]



FIG.1



WARNING!

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3. Disconnect the upper brake line brackets from the frame using a 13mm socket/wrench and lower brake line brackets from the differential using a 10mm socket/wrench. [FIGURE 2]



FIG.2

4. On the driver side of the track bar, remove the nut and the upper track bar bolt using (2) 30mm socket/wrenches. [FIGURE 3]

FIG.3



5. Support the axle with a floor jack and remove the front shocks. The shocks are limiting droop so make sure that the axle is supported or it will fall when the shocks are removed. (21mm socket/wrench, 18mm socket/wrench)

6. Slowly lower the axle, the coils will unload from the mounts and can be removed. Be careful not to stretch or damage any lines connected to the axle or radius arms.

7. Lower the axle just enough to install the new springs. Place the original rubber isolator on top of the new coil and install. Be careful to not stretch or damage any lines. Check the rotation/clocking of the coil to make sure it is properly seated in the lower spring perch.

8. Lift the axle high enough to connect the shocks but be careful not to lift the truck off of its supports. Use the original bolt on the lower shock mount and tighten with an 18mm socket/wrench [Torque to factory spec]. Tighten the stem top nut using a 3/4" socket/wrench. (Refer to shock Instructions)

9. Install the alignment cams (167008). Remove the cotter pin from the ball joint castle nut then remove the castle nut from the upper ball joint using a 24mm. Using a hammer (or ball joint separator), strike the knuckle to dislodge the taper, be careful not to damage the threads. Remove stock alignment cam.

10. 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 into the taper. Install the castle nut using a 24mm [Torque to 69 ft-lbs]. Install the new cotter pin.

11. Repeat steps 9-11 for the opposite side.

12. Connect the sway bar links to the sway bar using an 18mm socket/wrench. [Torque to factory spec]

13. Reconnect the upper brake line bracket to the frame using a 13mm socket/wrench and the lower bracket using a 10mm socket/wrench [Torque to factory spec]. Depending on the year of the truck, the brake line may need to be manipulated down to not overextend at full droop.

14. Reconnect the track bar using (2) 30mm socket/wrenches. [Torque to factory spec]

15. Install the wheels and lower the vehicle to the ground.

16. Have the vehicle professionally aligned.

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ICON VEHICLE DYNAMICS LIMITED LIFETIME WARRANTY

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PART #	DESCRIPTION
64042	2023 RADIUS ARM SYSTEM

COMPONENTS INCLUDED

(1) 164048 2023 FSD RADIUS ARM DRIVER (1) 164049 2023 FSD RADIUS ARM PASSENGER

HARDWARE INCLUDED

(1) 297078 ALIGNMENT CAM KIT: 2 M18 BOLTS,
2 M18 NYLOCK NUTS, 4 CAM WASHERS
(2) 605820 M18-2.5 X 130MM HHCS GR10.9 YZINC

(2) 605832 M18 FLAT WASHER GR10.9 YZINC
(2) 605833 M18X2.5 C-LOCK NUT CZINC

TOOLS REQUIRED

JACKS
JACK STAND
RATCHET
EXTENSIONS
TORQUE WRENCH

18MM SOCKET / WRENCH
21MM SOCKET / WRENCH
24MM SOCKET / WRENCH
27MM SOCKET / WRENCH

TECH NOTES

1. FACTORY KNUCKLE ALIGNMENT CAMS RECOMMENDED.
2. MINIMUM CASTER SETTING IS THE SAME AS FIXED OEM RADIUS ARM.


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INSTALLATION

1. Lift vehicle and securely place heavy duty jack stands under the manufacturer recommended lifting locations for the front of the vehicle. Take care when lifting the vehicle, and allow 3-4" of ground clearance from the tire. Remove front tires. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the wheels/tires. [FIGURE 1]

2. Support axle housing and remove the shock using an 18mm for the lower bolt and a 21mm for the upper stem nut. [FIGURE 2]


FIG.1

FIG.2

3. Remove the vacuum line clip from the radius arm using a clip removal tool, as shown. [FIGURE 3]



FIG.3

4. Support the radius arm and remove the frame side bolt using a 24 and 27mm wrench/socket. [FIGURE 4]



FIG.4

5. Remove the 2 bolts on the axle mounts using a 24mm. Remove the radius arm.

6. Install the new ICON radius arm into place, driver and passenger are not identical. The slotted hole goes on the bottom axle pivot for the cam bolt.

7. Use the supplied cam bolt kit as shown. [FIGURE 5]



FIG.5

8. Install the supplied M18 x 130mm bolt with 1 washer into the upper hole and mount. No washer on the inside as there is not enough room between the nut and the differential housing. [FIGURE 6]



FIG.6

9. Install the radius arm into the frame pocket and use the OEM bolt and nut. [FIGURE 7]

FIG.7



10. Reinstall factory shock now in reverse order as removal. If Icon shocks are to be installed, reference those instructions now.

11. Reinstall wheels/tires, and lower vehicle back to the ground.

12. Torque the axle side bolts to 240 ft-lbs. Torque the frame pivot bolt to factory spec.

13. Reinstall the vacuum line (driver side) into the hole on the inside of the radius arm.

14. Get vehicle professionally aligned.

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64038 INSTALLATION INSTRUCTIONS

12-7-2016 REV.A

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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PRODUCT IMAGE



COMING SOON

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.

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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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.

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