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PART #	DESCRIPTION
58690	24 LEXUS GX 550 2.5 VS COILOVER KIT

COMPONENTS INCLUDED	
(2) 154605 24 GX550 2.5 VS CO	(1) 611025 HARDWARE KIT
HARDWARE INCLUDED	
(1) 605969 VIBRATITE RED	(1) 150122 5/16 BUMP STOP SPACER
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH RATCHET HAMMER BALL JOINT SEPARATOR FLAT BLADE SCREW DRIVER PLIERS, TORQUE WRENCH 9/16" WRENCH AND SOCKET	BARREL SANDER 5/16" NUT DRIVER 10MM SOCKET / WRENCH 12MM SOCKET / WRENCH 14MM SOCKET / WRENCH 19MM SOCKET / WRENCH 22MM SOCKET / WRENCH 24MM SOCKET / WRENCH 35MM SOCKET / WRENCH
TECH NOTES	
<p>1. YOUR ICON COILOVER 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>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 2" 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> <p>3. 55156 REQUIRED.</p> <p>4. LIFTING OVER 2" REQUIRES ICON UCA.</p> <p>5. ESTIMATED INSTALL TIME: 3 HOURS.</p>	



WARNING!
<p>** 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!</p> <p>** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</p> <p>** 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.</p>

INSTALLATION

1. Installation of (PN 55156) must be completed prior to starting the installation of the coilovers.
2. Place the truck on a flat surface with the parking brake engaged, chock the REAR/FRONT tires.
3. Use a suitable floor jack in the manufacturer designated spot on the frame to lift the front of the truck, then place a suitable jack stand under the frame and set the truck down securely on the jack stand. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the FRONT/REAR wheels and tires.
4. Remove sway bar link bolt using a 19mm socket. [FIGURE 1]

FIG.1



5. Remove the two bolts that hold on the brake line and ABS bracket to the knuckle using a 12mm socket. [FIGURE 2 & 3]

FIG.2



FIG.3



6. Remove the ABS sensor from knuckle using a 10mm socket. [FIGURE 4 & 5]

FIG.4



FIG.5



7. Remove the brake caliper from the spindle using a 19mm. Once removed, use a strap or rope to support the caliper so it does not hang by the brake line. Remove the brake rotor and set aside. [FIGURE 6 & 7]

FIG.6



FIG.7



8. Remove the cotter pin from the tie rod nut using pliers, then remove tie rod nut using 24mm. [FIGURE 8 & 9]

FIG.8



FIG.9



9. Use a ball joint separator or a hammer to loosen the tie rod taper. [FIGURE 10]

FIG.10



10. Remove the hub dust cap using a flat blade screwdriver. [FIGURE 11]

FIG.11



11. Using a screw driver, pry up the indent in the nut and remove with a 35mm socket. [FIGURE 12 & 13]

FIG.12



FIG.13



12. Using a dead blow hammer, hit the stub axle to free it from the hub. It will not come out completely yet. [FIGURE 14]

FIG.14



13. Remove the lower two knuckle bolts using a 22mm socket. [FIGURE 15 & 16]

FIG.15



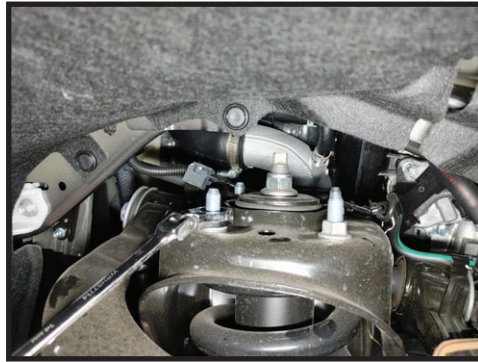
FIG.16



14. Support the CV shaft and remove steering knuckle.

15. Support the lower control arm. Using a 14mm socket, remove the (4) upper nuts from the factory coilover. [FIGURE 17]

FIG.17



16. Remove the lower shock mount using a 22mm socket and wrench. [FIGURE 18]

FIG.18



17. Located the marked area behind the shock stud located in [FIGURE 19]. Use a barrel sander and sand down approximately 3/16", paint after.

FIG.19



18. Using channel locks remove the factory bump stop. Locate (PN 150122) place it onto the factory bump stop. Using the provided red loctite reinstall the bump stop with spacer [FIGURE 20, 21]

FIG.20

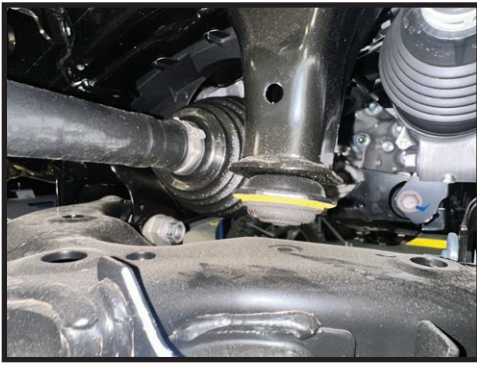


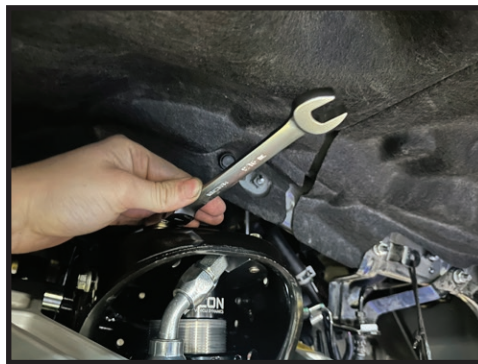
FIG.21



19. Install the ICON coilover on to the lower arm stud. [Torque to factory specs]

20. Install the four 3/8 bolt into the upper mount using the washer, lock washer and the supplied thread locker using a 9/16" wrench. Torque to 35 ft-lbs. [FIGURE 20]

FIG.20



21. Reinstall spindle, insert the stub axle back into the hub, making sure the splines are aligned. Insert the lower 2 bolts into the spindle. [Torque to factory specs]

22. Install tie rod and nut. Torque to factory spec and reinstall cotter pin.

23. Install the upper control arm balljoint into the spindle and secure with the nut.

24. Torque the lower balljoint bolts to factory spec. Torque the upper balljoint to factory spec if using the OEM arm, or 70 ft-lbs for ICON Delta Joint Pro.

25. Install the axle nut and torque to factory spec. Install nut lock plate and cotter pin. Then use a dead blow hammer to install the hub cap.

26. Install rotor onto hub and install brake caliper back onto spindle. [Torque bolts to factory spec]

27. Reconnect brake line and ABS brackets onto spindle.

28. Install ABS sensor back into the spindle and the bracket

29. Repeat steps on opposite side.

30. Install wheels and tires, lower vehicle to the ground. Torque lug nuts.

31. Get 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

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