



TM

# ICON VEHICLE DYNAMICS

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## ***Instruction Sheet:***

**Part No. 5-8630 & 5-8640**  
**Toyota Coil-Over Kit**  
**2005+ Toyota Tacoma 4WD and Pre-runner**  
**2003+ Toyota 4Runner (6 lug wheel)**  
**2007+ Toyota FJ Cruiser**

## ***Enclosed Parts List:***

(2) Coil Over Shock Assemblies	(6) 3/8"-16 x 1" Bolt, Gr.8
(2) Sway Bar Relocation Brackets	(6) 3/8" Lock Washer, Gr.8
	(4) 3/8"-16 x 3/4" Bolt, Gr.8
	(4) 3/8" Flat Washer, Gr.8

***\*\*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!***

***\*\*Warning!*** *Icon Vehicle Dynamics* recommends that you exercise extreme caution when working under a vehicle that is supported with jack stands.

Your new coil-over assemblies come charged with the correct amount nitrogen!  
Do not release pressure from the charge port, for that will cause the shock to malfunction!  
Your new coil over assembly has been pre-loaded at the factory to net approximately 2" of lift.

## **INSTALLATION INSTRUCTIONS:**

1. ***ENSURE TRUCK IS IN GEAR OR IN PARK, SET PARKING BRAKE, TURN OFF ENGINE AND CHOCK TIRES!***
2. With the vehicle sitting on level ground, measure from the center of the wheel hub to the top of the fender opening. Record this measurement; you will refer to it later to set ride height.
3. Jack up the front of the truck and support with jack stands under the frame rail. Remove the front wheels
4. Disconnect the outer tie-rod end on both sides. Remove the cotter pin and 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.
5. Disconnect the sway bar from the frame on both sides. Remove the (2) 14mm bolts per side, and the u-clamp from the sway bar, and move the sway bar forward to make room for removing and installing the shock.
6. Remove the 3 nuts securing the upper coil seat to the frame perch. **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 damage to components and possible injury!**
7. Remove the bolt holding the lower shock eye to the lower A-arm. Note orientation, this bolt will be reused.
8. Remove the stock assembly. Due to rubber bushing stiffness you may need to pull down on the suspension. To make this easier you can use a pry bar over the top of the upper A-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 A-arm.
9. Install new coil assembly. Install upper mount with the charge port pointing outward using (3) 3/8" x 1" bolts and (3) lock washers.
10. Install lower shock mount to A-arm: The lower shock mount has (1) long and (1) short spacer. Make sure the long spacer is toward the front of the vehicle. This will position the shock further toward the rear of the A-arm to ensure adequate sway bar clearance. Re-install the factory lower shock bolt.
11. Install the sway bar relocation block. Using the factory hardware bolt the block to the frame with the heads recessed in the block. Make sure the block is positioned so that the new threaded holes are forward of the countersunk holes. Using the supplied 3/8" X 3/4" bolts, washers and factory u-clamp, reinstall the sway bar in its new position, forward of factory position.
12. Reinstall the outer tie rod end; torque to 54 ft\*lb, and install cotter pin.

13. Reinstall the wheels and put the vehicle back on the ground. Roll the vehicle back and forth a couple of feet and bounce the front end to allow the suspension to settle to its new ride height. Re-measure from the wheels hub center to top of fender opening, compare to measurement in step 2 to see actual lift height.
14. The coil spring adjuster has been preloaded at the factory to net approximately 2 inches of lift. However the ride height is adjustable using a spanner wrench. To adjust ride, height raise vehicle off the ground and support with jack stands; loosen set screw in adjuster ring and turn ring down for more lift, or up for less lift. **Do not exceed 2" of exposed thread between shock top cap and adjuster ring!!** Retighten set screw, but **do not over tighten or damage to the treads will occur! Although up to 3.5" of lift is attainable from this coil-over, it is not recommended to go over 2.5" due to alignment limitation of the stock A-arms. The addition of an aftermarket A-arm will allow proper alignment at higher lift heights**

**For technical assistance or suggestions on how to make our product better call (951) 272-ICON Monday-Friday between the hours of 8am-12pm and 1pm-5pm Pacific-standard time, certain holidays excluded.**

***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.

Coil over take-apart shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. We do not warranty any other product not directly manufactured by *Icon Vehicle Dynamics*.

*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.