

PART #	DESCRIPTION
95000	FORD F-150 RAPTOR 3.0" COILOVER KIT

**\*\* 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. \*\***

SYSTEM COMPONENTS
(2) 3.0 Coilover Shock Assemblies Hardware
HARDWARE INCLUDED
(2) 5/8" x 5" Bolts (6) 3/8" x 1" Bolts (6) 3/8" Lock Washers (2) 5/8" Nylock Nuts (4) 5/8" Flat Washers (4) Shock Eye Adapters



### TOOLS REQUIRED:

15mm Socket	21mm Socket
21mm Wrench	27mm Wrench
30mm Socket	9/16" Socket
5/16" Nut Driver	15/16" Wrench
15/16" Deep Socket	Ball Peen Hammer
90 Degree Angle Grinder w / 1.5" Barrel Sander Attachment	

## INSTALLATION

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. 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.

fig.1



fig.2



**5. 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 coming apart violently, causing damage to components and possible injury!**

**6. Remove the bolt holding the lower shock eye to the lower A-arm.**

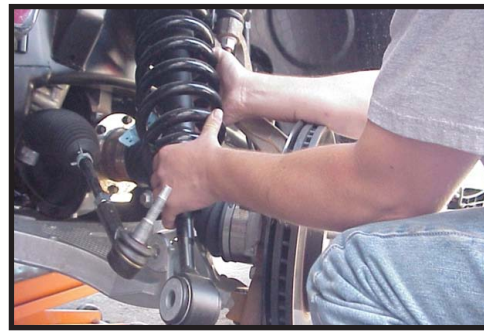
**7. Remove the stock assembly. Due to rubber bushing stiffness you may need to pull down on the suspension. To make this easier you can simply remove the upper a-arm by loosening the UCA nut from the spindle and breaking the taper, freeing the upper arm from the spindle. Be careful not to damage any brake lines or wires that may be routed down the A-arm.**

## INSTALLATION, CONT'D

fig.1



fig.2



**8.** Before installing the new 3.0" coilover, the stock coil bucket will need to be trimmed for clearance of the large hose attaching the remote reservoir and compression adjuster. Use the examples to lightly trim the edge to allow the fittings to pass through the bucket.

fig.1

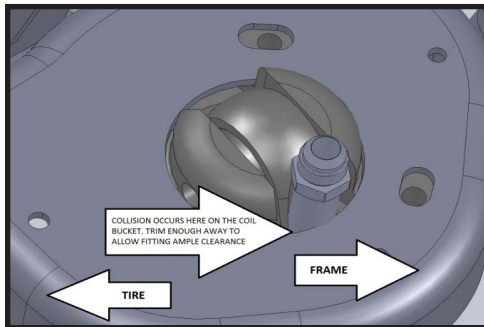
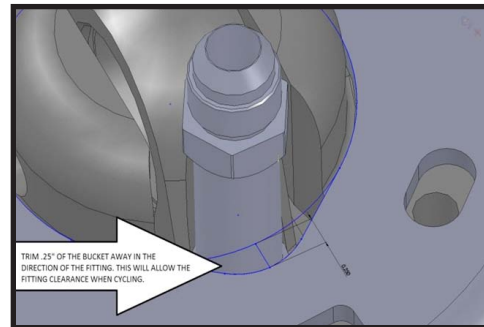


fig.2



**9.** Once the shock bucket has been trimmed, install the coilover assembly by guiding the remote reservoir through the hole in the bucket and route the reservoir towards the front of the chassis.

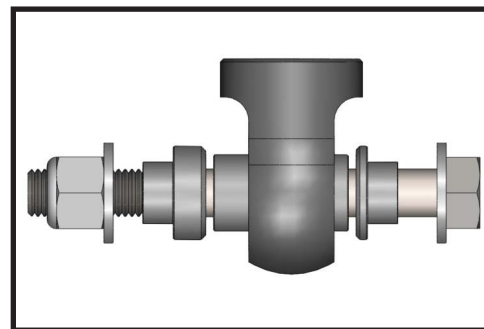
**10.** Install upper mount using (3) 3/8" x 1" bolts and (3) lock washers. **DO NOT RE-USE OLD COILOVER HAT!**

**11.** Install lower shock mount to A-arm: First install the adapter slugs into the lower mount from the inside out. The spacers are designed to space the shock as far forward as possible (away from the axle). Cut the zip tie of the lower shock eye; make sure the spacers don't fall out. Slide the lower end of the shock between the adapter slugs and install the supplied lower 5/8" bolt with washers. Torque to 120 ft\*lbs.

fig.1



fig.2



**12.** Reinstall the outer tie rod end; torque to 54 ft\*lbs, and install cotter pin.

**13.** Route reservoir hose in a safe manner putting the reservoir at the front of the coil bucket. Using the Upper control arm bolt, slide the reservoir mounting bracket onto the chassis. The reservoir bracket is mounted underneath the nut of the front upper a-arm bolt. Remove the nut from the a-arm bolt, slide the bracket over the bolt and up against the coil bucket. The passenger side also requires that you remove the ground strap and reinstall it through the reservoir bracket. Re-torque the a-arm nut to factory specs. Use hose clamps to attach the reservoir to the bracket.

**14.** 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.

**\*\* Your new coilover assemblies come charged with the correct amount nitrogen!  
Do not release pressure from the charge port, for that will cause the shock to malfunction! \*\***



**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.

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.