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PART #	DESCRIPTION
78500	11-UP GM HD TUBULAR UCA KIT

COMPONENTS INCLUDED

(1) 174062 11+ GM HD UCA (DRVR) (1) 172063 11+ GM HD UCA (PASS)

HARDWARE INCLUDED

(2) 177058 00+ GM HD / 15+ F150 UCA TAPERED PIN
 (1) 605969 VIBRATITE RED 2ML BULLET
 (2) 157506 BEARING CAP .500 ID
 (4) 177094 SLEEVE 1.000 X .630 X 2.550
 (8) 297034 HAT BUSHING 1.625 X 1.000 X .850
 (4) 297043 POLY RING 1.590 X 1.005 X .450
 (2) 605337 1/2-20 X .875 12PT FLANGED CAP SCREW
 (2) 605838 M12-1.75 FLANGED NYLOCK NUT

TOOLS REQUIRED

JACK
 JACK STANDS
 2LB SLEDGE HAMMER
 BALL JOINT SEPERATOR
 TORQUE WRENCH
 1/2" 12PT SOCKET / WRENCH
 18MM SOCKET / WRENCH
 22MM SOCKET / WRENCH
 24MM SOCKET / WRENCH

TECH NOTES

1. CHECK THE PACKAGING DATE ON THE BOX LABEL. IF YOUR BOX WAS PACKAGED PRIOR TO 8/15/2015 PLEASE CONTACT ICON FOR ALTERNATE INSTALLATION INSTRUCTIONS AT (951) 689-4266.
2. THE MAJOR PERFORMANCE ADVANTAGE OF 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 MAXIMUM FACTORY RECOMMENDED SETTINGS TO TAKE ADVANTAGE OF THE DYNAMICS EFFECTS OF INCREASED CASTER.
3. IF VEHICLE FRAME IS BAD ENOUGH THAT THE FRONT CAMS ARE MAXED OUT AND THE ARM HAS TO COME TOWARDS THE TIRE, SLIGHT SANDING MAY BE REQUIRED ON THE DROOP STOP PORTION OF THE CHASSIS TO CLEAR THE UPPER CONTROL ARM GUSSET AT FULL DROOP. DO NOT REMOVE THE DROOP STOP!
4. CHECK THE UCA'S WITH THE SUSPENSION FULLY EXTENDED. IF THE WRONG LENGTH SHOCKS ARE USED OR IF THE TORSION BARS ARE OVER-PRELOADED, THE UCA'S MAY BIND LEADING TO FAILURE NOT COVERED UNDER ICON'S WARRANTY POLICY.
5. IF THE FENDER TO HUB MEASUREMENT AT RIDE HEIGHT EXCEEDS 26.15" (WITHOUT SUBFRAME KIT) THEN THE VEHICLE MAY BE OVER-LIFTED. COMPENET FAILURE CAUSED BY TOO MUCH PRE-LOAD IN THE TORSION BARS IS NOT COVERED UNDER ICON'S WARRANTY POLICY.



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!

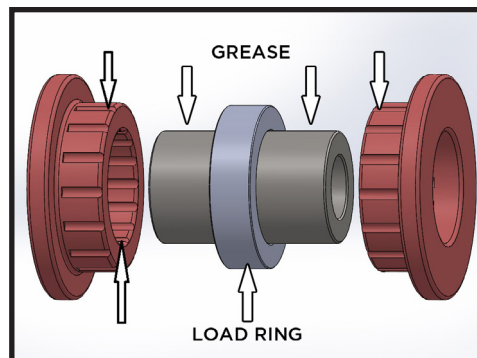
** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.

** 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. Remove the front wheels.
2. Using a jack, slightly lift the lower control arm to prevent the suspension from being at full droop.
3. Remove the ball joint nut with a 21mm socket/wrench.
4. The spindle will need to be supported so that it will not over extend the CV's on 4wd models, or possibly damage steering components. Using a ball joint separator, detach the ball joint from spindle.
5. With the upper control arm detached from the spindle, begin to loosen the upper control arm from its mounts in the frame using a 24mm wrench/socket and remove factory upper control arm.
6. Before installing your new ICON upper control arm, apply grease to the bushings. Failure to apply grease will result in premature wear of bushings as well as increased noise. [FIGURE 1]

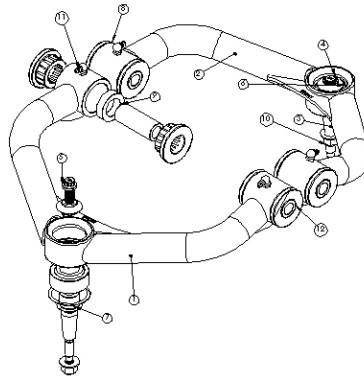
FIG.1



7. Install the supplied tapered pin adapter (177058) into the control arm bearing. Insert the (157506) bearing cap into the top of the bearing and hand tighten the 12pt bolt. This will be torqued later with RED thread locker.

8. With the (174062) control arm completely assembled, slide the arm into the upper mounts and insert the OEM hardware loosely.
9. Line up the taper pin with the spindle and insert it without damaging the threads. Use supplied flange lock nut (605838) to install the taper to the spindle. [Torque to 75 ft-lbs]
10. Before tightening the factory hardware, grease the pivots at the zerk fittings with a grease gun until grease begins to come out of the bushing housing.
11. Tighten the factory upper control arm pivot hardware. [Torque to factory spec]
12. Repeat steps on passenger side.
13. Install wheels and lower vehicle back to the ground. [Torque to factory spec]
14. With the vehicle on the ground, apply the supplied red thread lock to to the (605337) 12pt bolt and tighten. [Torque to 90 ft-lbs]
15. Have the vehicle professionally aligned, see tech note on alignment.

ITEM NO.	PART NUMBER	DESCRIPTION	QTY
1	174062	11+ GM HD UCA DRVR	1
2	174063	11+ GM HD UCA PASS	1
3	177058	00+ GM HD / 15+ F150 UCA TAPER PIN	2
4	157506	BEARING CAP, .500 I.D.	2
5	605337	1/2-20 X .875 12 PT FLANGED CAP SCREW GR8 BLKZINC	2
6	295550	HCOM 1 GT STAINLESS STEEL BEARING	2
7	605950	WHT-200 SPIRAL RET RING	2
8	297034	HAT BUSHING 1.625 X 1.000 X .850	8
9	297043	POLY RING 1.590 X 1.005 X .450 (75D) BLK	4
10	605838	M12-1.75 FLANGED NYLOCK NUT GR8.8 CZINC	2
11	605903	1/4-28 X .90 DEC STEEL ZERK FITTING CZINC	4
12	177094	SLEEVE 1.000 X .600 X 2.650 YZINC	4



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.

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.

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.

ICON VEHICLE DYNAMICS

PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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