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PART #	DESCRIPTION
91210C	2011-UP FORD RANGER T6 4WD 2.5 VS REMOTE RESERVOIR CDC COILOVER KIT

COMPONENTS INCLUDED	
(2) 194952C 2011 UP FORD T6 RANGER 4WD 2.5 VS RR COILOVER (2) 250002 7.50 UNIVERSAL RESI MT PLATE (1) 611019 COILOVER HARDWARE KIT	(1) 611051 #40 2 1/16-3 HOSE CLAMP KIT (2) 605144 3/8IN-12 X 0.750IN SELF TAPPING BOLT
HARDWARE INCLUDED	
611019 HARDWARE KIT	
(6) 605101 3/8-16 X 1.000 BOLT	(6) 605131 3/8 SPLIT LOCK WASHER
TOOLS REQUIRED	
FLOOR JACK JACK STANDS HAMMER TORQUE WRENCH DRILL 11/32" DRILL BIT	15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 9/16" SOCKET / WRENCH 5/16" NUT DRIVER
TECH NOTES	
1. DO NOT PRELOAD THE SPRING BEYOND 1.0" OF THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE TOP OF THE COIL NUT.	
2. YOUR NEW COILOVER ASSEMBLIES COME CHARGED WITH THE CORRECT AMOUNT OF NITROGEN. DO NOT RELEASE PRESSURE FROM THE CHARGE PORT, AS THIS CAN CAUSE THE SHOCK TO MALFUNCTION.	



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.

INSTALLATION

1. Raise the front end of the truck. Support the frame at the frame rail with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the front wheels.
2. Disconnect the sway bar links from the knuckle near the top using an 18mm.
3. Disconnect the ABS bracket from the knuckle near the top using an 8mm
4. Loosen the nut on the tie rod end to the end of the threads but do not remove completely. Using a large hammer dislodge the taper by striking the side of the knuckle as shown. Remove the nut and swing the tie rod forward and out of the way.
5. Loosen the nut on the upper ball joint to the bottom of the threads but do not remove completely. Using a large hammer dislodge the taper by striking the side of the knuckle as shown. Remove the nut and disconnect the knuckle from the upper control arm. Secure the knuckle to the side with a strap or bungee cord so as not to over extend the brake lines or CV joint. (FIGURE 1)
6. Remove the 3 upper nuts securing the stock shock to the bucket. 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 connecting the shock to the lower A-arm. Note orientation, as this bolt will be reused. Remove the stock shock.

FIG.1



FIG.2



8. Install the coilover with the charge port facing forward slightly (note upper mount orientation for left and right side). Bolt the upper mount to the coil bucket using the supplied 3/8 hardware and tighten with a 9/16 [Torque to 30 ft-lbs]. (FIGURE 2)
9. Connect the lower shock eye to the lower A-arm with the factory bolt [Torque to factory spec]

10. Remove the plastic clips holding the inner fender skirt and move out of the way. Drill out the rearward hole closest to the coil bucket to 11/32". Position the reservoir bracket as shown and secure using the supplied 3/8 self-tapping bolt. The fender skirt can be replaced back to its original position with one original clip and sandwiched between the reservoir bracket and the frame on the rearward hole. (FIGURE 3, FIGURE 4)

FIG.3



FIG.4



11. Secure the reservoir to the bracket with the supplied hose clamps as shown.

12. Connect the UCA to the knuckle using a 21mm. [Torque to factory spec]

13. Connect the tie rod to the knuckle. [Torque to factory spec]

14. Connect the sway bar links to the knuckle. [Torque to factory spec]

15. Reattach the ABS line to the knuckle. Reinstall cotter pins

***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 TECHNICAL INFORMATION

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.

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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