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PART #	DESCRIPTION
95201	2010-2014 FORD RAPTOR RXT 3.0 ZETA REMOTE RESERVOIR BYPASS SHOCKS

COMPONENTS INCLUDED	
194963D - BOX 1 OF 2	
(1) 194963D 10+ RAPTOR REAR RXT 3.0 ZETA RR (DRVR)	(1) 300004 3.0 X 12.5 RESI BRACKET (DRVR)
194963P - BOX 2 OF 2	
(1) 194963P 10+ RAPTOR REAR RXT 3.0 ZETA RR (PASS)	(1) 300005 3.0 X 12.5 RESI BRACKET (PASS)
HARDWARE INCLUDED	
(1) 611051 #40 2-1/16 - 3" HOSE CLAMP KIT (2) 605033 #14-14 X .750 SELF DRILLING/TAPPING SCREW	(6) 605052 1/4-20 NYLOCK NUT (6) 605055 1/4-20 X .750 BHCS SS 18-8 RAW
TOOLS REQUIRED	
FLOOR JACK JACK STANDS TORQUE WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 19MM SOCKET / WRENCH 7/16" SOCKET / WRENCH	3/16" ALLEN WRENCH 5/16" NUT DRIVER 3/8" NUT DRIVER 1/4" DRILL BIT AND DRILL MOTOR CUT-OFF WHEEL OR SANDER C-CLAMP
TECH NOTES	
1. TO GAIN THE FULL TRAVEL POTENTIAL OF THESE SHOCKS THEY MUST BE USED WITH THE ICON REAR LEAF KIT (95220) AND THE ICON BUMP STOP KIT (95120). SEE DETAILS BELOW FOR CONFIGURING BUMP KIT FOR MAX TRAVEL.	
2. IT IS RECOMMENDED TO INSTALL THE LEAF SPRING KIT FIRST SO THAT THE SUSPENSION CAN DROOP FULLY, AIDING IN THE INSTALLATION OF THE RXT SHOCKS.	
3. IF INSTALLING THE BUMP STOP KIT AT THE SAME TIME PLEASE SEE BELOW FOR "CONFIGURING BUMP STOP KIT FOR MAX TRAVEL".	



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 rear end of the truck. Support the frame at the frame rail with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the rear wheels.
2. Support the axle assembly with a floor jack and drop the suspension. Remove the factory rear shocks.
3. Clearance sheet metal bed rib for the Anti-Wobble Link (Patent Pending): using an abrasive cutting disc or body saw, trim the sheet metal bed rib behind the upper shock mount using the existing square hole in the bottom of the sheet metal as a guide (FIGURE 1). De-bur cut edge and treat with paint or rust inhibitor.

FIG.1



FIG.2



4. Install reservoir mount brackets: position reservoir mount bracket in the rear of the wheel well against the rear bed rib and pinch weld as shown. Note side as the brackets are bent opposite for left/right installation (300004, driver) (300005, passenger). Clamp the bracket to the pinch weld with a C-clamp. Attach to the rear bed rib using the supplied #14 self-drilling screw. Using a 1/4" drill bit and the bracket as a guide drill 3 holes through the bed pinch weld. Secure with the included 1/4" x 3/4" button head screws and nylock nuts. (FIGURE 2)

5. Prep the shock for installation: Remove the bolt that is loosely installed in the upper mount. And remove the zip tie holding the lower bearing spacers. Note side and orientation. Reservoir hoses go towards the rear of the vehicle and bypass tubes go towards the outside of the vehicle.

6. Install the shock with the supplied upper bolt and factory lower bolt. Line up the special nut that the Anti-Wobble Link (Patent Pending) is attached to on the back side of the upper mount and secure with the supplied bolt. The rod end assembly has been preset from ICON. The purpose of the Anti-Wobble Link (Patent Pending) is to keep the shock from flopping side to side and keep the body of the shock from contacting the leaf spring; subsequently you can rock the shock back and forth to line up the special back nut with the bolt for proper alignment. [Torque to 78 ft-lbs] (FIGURE 3)

FIG.3



7. If you have NOT already installed the ICON leaf pack the suspension will likely not droop far enough to line up the lower eyelet and you will need to compress the shock to get the lower eyelet in place, this will take some muscle. [Torque to 78 ft-lbs]

8. Mount the reservoir to the bracket: route the supplied hose clamps through the slots in the bracket. Position the Dual Hose Recirculating Reservoir (Patent Pending) and tighten the clamps. Make sure the clamps are positioned in the grooves of the reservoir. (FIGURE 4)

FIG.4



CONFIGURING BUMP STOP KIT FOR MAX TRAVEL

1. The standard configuration of the ICON bump stop kit (95120) incorporates a spacer ring between the bump stop and the clamp sleeve in which it mounts. With this ring installed in its standard configuration the suspension stops at the same position as factory and is compatible with stock OEM shocks and standard Icon bypass rear shocks (95200).

2. The new RXT rear shocks have a shorter compressed length allowing the suspension to compress further than stock for increased wheel travel. This allows us to remove the spacer ring to position the bump stop higher in the chassis.

3. Droop the suspension to allow room for the bump stop to come out. Loosen the (2) 1/4" bolts that clamp the bump stop cylinder in the mount. Slide the bump stop down and out.

4. Remove the spacer ring and reinstall the bump stop. The top of the bump stop cylinder should now be sticking out of the top of the mount 1". (FIGURE 5)

FIG.5



5. Retighten the pinch bolt to retain the bump stop. Do not over tighten.
6. Remount the front wheels and lower the vehicle to the ground. [Torque to factory spec]

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.

FIELD TUNING GUIDE

COMPRESSION TUBE 1	VALVE ON BOTTOM, THE SHORTER OF THE 2 TUBES. THIS VALVE HAS THE MOST FLOW AND WHEN OPEN ATTRIBUTES TO A SOFT RIDE. CAN BE LEFT MOSTLY OPEN UNLESS CARRYING A HEAVY LOAD. THE MORE ITS OPEN THE FASTER THE WHEEL CAN GO OVER AN OBSTACLE WITHOUT UPSETTING THE VEHICLE WHEN HIT AT SPEED. EFFECTIVE TO 65% OF TRAVEL
COMPRESSION TUBE 2	VALVE ON BOTTOM, THE LONGER OF THE 2 TUBES. THIS VALVE SLOWS DOWN THE WHEEL AS IT GETS CLOSER TO THE BUMP ZONE. WHEN DRIVING AGGRESSIVELY THIS VALVE KEEPS THE WHEEL FROM BLOWING THROUGH THE TRAVEL THE MORE IT IS CLOSED. EFFECTIVE TO 85% OF TRAVEL
REBOUND 2	VALVE ON TOP, INDEPENDENT TUBE. THIS VALVE CONTRIBUTES MOST TO THE OVERALL FEELING OF STABILITY. THE MORE ITS OPEN THE FASTER THE WHEEL CAN FOLLOW THE GROUND WHEN CYCLING QUICKLY. THE MORE ITS CLOSED THE MORE IT HOLDS THE CHASSIS DOWN. GENERALLY HAVING IT OPEN AS MUCH AS POSSIBLE WITHOUT MAKING IT TOO "FLOATY" IS BEST FOR OFF ROAD.

RECOMMENDED SETTINGS

	GENERAL OFFROAD	HIGH SPEED WHOOPS	UNLOADED STREET	LOADED	TOWING
COMP 1	7 (OPEN)*	7 (OPEN)*	7 (OPEN)*	5	4
COMP 2	4	2 - 3	4	3	2
REBOUND	5	5.5 - 7.5	4	3	1.5 - 2

SETTINGS REFERENCE FULL TURNS OUT (COUNTERCLOCKWISE) FROM FULLY CLOSED (CLOCKWISE). (4 CLICKS PER TURN)

*BYPASS VALVE WILL STOP CLICKING AT 6 FULL TURNS OUT, BUT WILL CONTINUE TO TURN ONE MORE REVOLUTION TO FULLY OPEN POSITION.

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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