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| PART # | DESCRIPTION |
|--------|------------------------------|
| 67035 | 2017-UP FSD FRONT 7" BOX KIT |

| COMPONENTS INCLUDED | |
|--|--|
| (1) 164027 FSD TRACK BAR BRACKET (2) 164030 SWAY BAR DROP BRACKET (2) 167011 FSD FRONT BUMPSTOP SPACER | (2) 168040 FSD DROP PITMAN ARM (1) 61110 FRONT EXTENDED BRAKE LINE KIT (1) 67035H HARDWARE KIT |
| HARDWARE INCLUDED | |
| 67035H HARDWARE KIT | |
| (4) 605101 3/8-16 X 1.000 BOLT (4) 605133 3/8" FLAT WASHER (1) 605203 7/16-14 X 1.000 BOLT (1) 605220 7/16-14 NYLOCK NUT | (2) 605230 7/16" FLAT WASHER (2) 605804 M8-1.25 X 120MM BOLT (1) 605900 1/8 X 2.000 COTTER PIN (1) 605969 VIBRATITE RED 2ML BULLET |
| TOOLS REQUIRED | |
| JACK JACK STANDS BRASS HAMMER STEEL HAMMER PLIERS TORQUE WRENCH 3/8" SOCKET / WRENCH 1/2" SOCKET / WRENCH 5/8" SOCKET / WRENCH 3/4" SOCKET / WRENCH | 15/16" SOCKET / WRENCH 10MM SOCKET / WRENCH 13MM SOCKET / WRENCH 15MM SOCKET / WRENCH 16MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 24MM SOCKET / WRENCH 30MM SOCKET / WRENCH 46MM SOCKET / WRENCH |
| TECH NOTES | |
| <p>1. REQUIRED KITS: ICON 4-LINK KIT PN: (61560 2017-UP) OR RADIUS ARM DROP KIT PN: (64055 2017-UP) AND CASTER CAM KIT PN: (63530)</p> <p>2. OEM STEERING STABILIZER IS NOT COMPATABLE WITH THIS KIT.</p> <p>3. MUST FLIP DRAG LINK ON PITMAN ARM.</p> | |



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 INSTALLTION 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

- 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 front wheels.
- Remove the sway bar links from the sway bar using an 18mm socket/wrench. Leave them connected to the differential. [FIGURE 1]

FIG.1

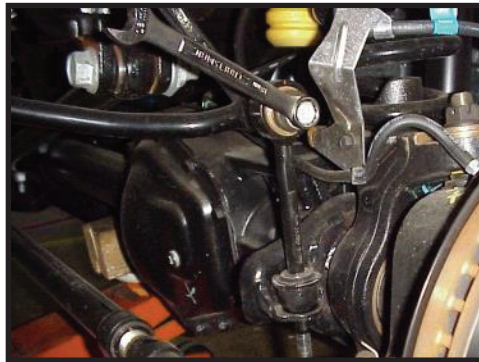


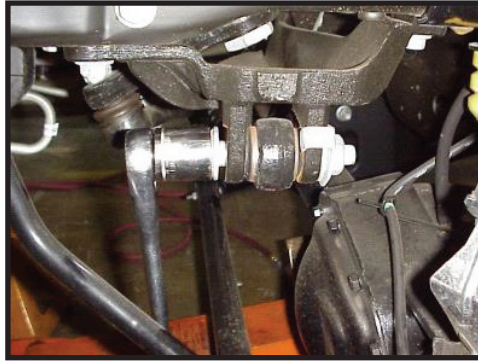
FIG.2



- Disconnect the upper brake line brackets from the frame using a 13mm socket/wrench and lower brake line brackets from the differential using a 10mm socket/wrench. Install new extended brake lines: Refer to the factory Ford service manual to install new brake lines. Bleed brakes according to the instructions in your factory Ford service manual. [FIGURE 2]

4. On the driver side of the track bar, remove the nut and the upper track bar bolt using (2) 30mm socket/wrenches. [FIGURE 3]

FIG.3



5. Support the axle with a floor jack and remove the front shocks. The shocks are limiting droop so make sure that the axle is supported or it will fall when the shocks are removed. (21mm socket/wrench, 18mm socket/wrench)

6. Slowly lower the axle, the coils will unload from the mounts and can be removed. Be careful not to stretch or damage any lines connected to the axle or radius arms.

7. Remove the stock track bar bracket: Remove the (2) bolts going up into the frame using an 18mm and the (3) nuts on the crossmember using a 21mm. Remove the stud plate from the crossmember and fully remove the track bar bracket.

8. Refer to 4-Link instructions (61560) or radius arm kit (64055) and install now.

9. If using radius arm kit, caster cams are required. Install caster cams now:

9a. Remove the driver side stock alignment cam: Remove the cotter pin from the ball joint castle nut. Remove the castle nut from the upper ball joint using a 24mm. With a brass hammer, strike the ball joint stud to dislodge the taper. Be careful not to damage the threads. Remove stock alignment cam.

9b. Install the new alignment cam: Make sure the arrow is pointing toward the front of the truck and the flat end of the cam is aligned with the flat end of the knuckle. Use the old sleeve to tap the new one down onto the taper. Install the castle nut using a 24mm [Torque to 69 ft-lbs]. Install the new cotter pin.

9c. Repeat the previous steps for the opposite side.

10. Lower the axle just enough to install the new coil springs. Place the original rubber isolator on top of the new coil and install. Be careful not to stretch or damage any lines. Check the rotation/clocking of the coil to make sure it is properly seated in the lower spring perch.

11. Lift the axle high enough to connect the shocks but be careful not to lift the truck off of its supports. Use the original bolt on the lower shock mount and tighten with an 18mm socket/wrench [Torque to factory spec]. Tighten the stem top nut using a 3/4" socket/wrench. (Refer to shock Instructions)

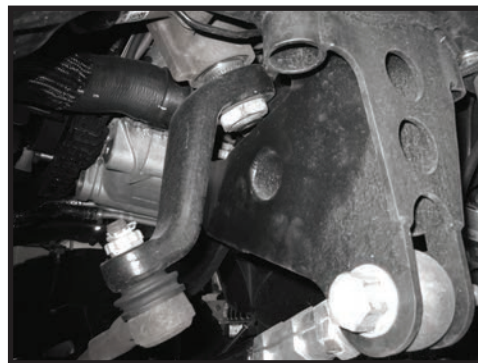
12. Slowly lower the axle after the shocks are installed.

13. Remove the steering stabilizer from the factory frame bracket using a 15mm. Remove the bracket from the frame using an 18mm. Remove the steering stabilizer from the drag link using an 18mm, then use a ball joint separator or a hammer to break the taper loose and remove the stabilizer.

14. Disconnect the drag link from the pitman arm. Remove the cotter pin using pliers, then the nut keeper, then remove the nut using a 21mm. Remove the drag link from the pitman arm using a hammer or ball joint separator.

15. Remove the stock pitman arm nut using a 46mm socket/wrench. Remove the pitman arm using a pitman arm puller. [FIGURE 4]

FIG.4



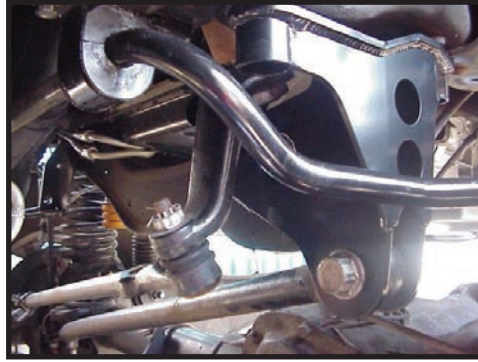
16. Line up the splines of the pitman arm with the sector shaft. Use thread locker on the threads and reuse the factory nut. [Torque to 350 ft-lbs]

17. Connect the drag link to the pitman arm using a 21mm [Torque to factory spec]. Reuse the nut keeper and install a new cotter pin.

NOTE: 2017 DRAG LINK MUST BE ROTATED AND WILL NOT WORK WITH THE OEM STEERING STABILIZER.

18. Install the new track bar bracket using stock hardware. Hold the track bar bracket in position and insert the stud plate through the crossmember and bracket. Use a small amount of thread locker on threads, and install nuts using a 21mm. Use thread lock on frame bolts and install using an 18mm. [Torque to factory spec] [FIGURE 5]

FIG.5



19. If an ICON adjustable track bar was purchased, refer to track bar installation instructions now.

20. Reconnect the track bar to the frame bracket using the factory hardware and (2) 30mm. You may have to raise or lower the axle to help line up the holes. [Torque to factory spec]

21. Pry the front bump stops out of the bump stop cup. Remove the bolt in the center of the cup using a 10mm. Install the bump stop spacer (167011) between the cup and the frame with the supplied bolt (605804). The cup has a flat side on its outer flange. Rotate the flat side to be near the coil for added clearance. [Torque to factory spec] [FIGURE 6]

FIG.6



22. Push the bump stops back into the cups until they clip/snap into place.

23. Remove the sway bar from the frame using a 13mm.

24. Install sway bar drop brackets (164030) using the factory hardware and a 13mm. [Torque to factory spec] [FIGURE 7]

FIG.7



25. Using 3/8" hardware (605101, 605133) and a 9/16" socket/wrench, install the sway bar to the new drop brackets. [Torque to 33 ft-lbs]

26. Reconnect the sway bar to the stock links using an 18mm. [Torque to factory spec]

27. If an ICON dual steering stabilizer kit (65000) has been purchased, refer to steering stabilizer instructions and install now.

28. Reinstall wheels and lower the vehicle to the ground. [Torque to factory spec]

29. Have the vehicle professionally aligned.

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.

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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.

ICON VEHICLE DYNAMICS

PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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