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PART #	DESCRIPTION
78660DJ	23 GM CANYON/COLORADO TUBULAR UCA DJ PRO KIT

COMPONENTS INCLUDED	
(1) 174082 GM 31XX-2 DRVR TUBULAR UCA (1) 174083 GM 31XX-2 PASS TUBULAR UCA	(2) 290023 UCA CAP 3M DBL STICK 2.6 X 2.2 X 5MIL
HARDWARE INCLUDED	
4) 177092 SLEEVE 1.000 X .565 X 2.550 CZINC (8) 297034 HAT BUSHING 1.625 X 1.000 X .850 (4) 297043 POLY RING 1.590 X 1.005 X .450 75D BLK (4) 605903 1/4-28 X 90 DEG STEEL ZERK FITTING CZINC	(1) 605969 VIBRATITE RED 2ML BULLET (2) 605862 M6-1.0 X 25MM SHSS 18-8 RAW (2) 605053 1/4 SAE FLAT WASHER GR8 YZINC (2) 605800 M6-1.0 FLANGE NUT GR10.9 YZINC
TOOLS REQUIRED	
JACK JACK STANDS HAMMER ADJUSTABLE WRENCH TORQUE WRENCH T15 T27 TORX 10MM SOCKET / WRENCH 15MM SOCKET / WRENCH	18MM SOCKET / WRENCH 21MM SOCKET / WRENCH PLASTIC PUSH PIN REMOVAL TOOL SMALL FLAT BLADE SCREWDRIVER SMALL PRY BAR BALL JOINT SEPARATOR
TECH NOTES	
<ol style="list-style-type: none"> ONLY COMPATIBLE WITH ULTRA WIDE STANCE TRUCKS. WILL NOT WORK ON CHEVROLET COLORADO WT, LT AND Z71 WORKS ON ALL GMC CANYON MODELS ESTIMATED INSTALL TIME: 4-5 HOURS 	



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.**

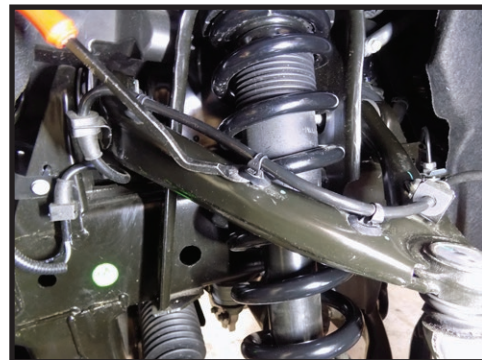
INSTALLATION

- Place the truck on a flat surface with the parking brake engaged, chock the rear tires.
- Use a suitable floor jack in the manufacturer designated spot on the frame to lift the front of the truck, then place a suitable jack stand under the frame and set the truck down securely on the jack stand. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove the front wheels and tires.
- Loosen and remove the speed sensor lines from the upper control arm (Driver side pictured, Passenger side is similar). 10mm can be used to remove the 2 screws that secure the harness. A plastic clip pry tool can be used to remove the clips. [FIGURE 1 & 2]

FIG.1



FIG.2



- Remove the 10mm bolts holding the brake lines and sensor wire onto the knuckle. Also remove the speed sensor itself from the front side of the knuckle, using a T27.

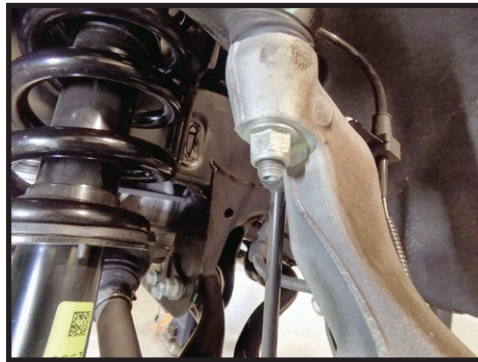
5. Remove the tie rod nut using a 21mm and remove the tie rod of the knuckle using a ball joint separator. [FIGURE 3]

FIG.3



6. Next you will need to loosen and remove the upper joint nut using an 18mm. Then use the ball joint separator to break the ball joint taper free from the knuckle. A well-placed hit with a hammer onto the knuckle can also free the taper. Leave the nut attached so the knuckle does not fall away and pull apart the CV joints. [FIGURE 4]

FIG.4



7. Now support the knuckle with a strap to the frame to keep it from fall away and pulling apart the CV axle. Then remove the nut from the upper ball joint. The knuckle should rotate out of the way to easier access the coilover.

8. Use a floor jack to support the lower control arm and remove the lower 15mm bolts that hold the coilover to the control arm. [FIGURE 5]

FIG.5



9. Remove the (3) 18mm nuts from the top of the coilover. There is a wire loom clip on one of the factory studs, use a screw driver or small pry bar to remove it. (For easier access, half of the fender liner can be removed and folded out of the way using a T15 torx and plastic clip removal tool.) [FIGURE 6 - 9]

FIG.6



FIG.7



FIG.8



FIG.9



10. The coilover can now be removed and access to the upper control arm pivot bolts is possible. [FIGURE 10]

FIG.10



11. Using a 21mm ratchet and 21mm wrench, loosen and remove the upper control arm from the frame mounts. Two ratchets are shown but a wrench can be used inside the coil bucket. [FIGURE 11 & 12]

FIG.11

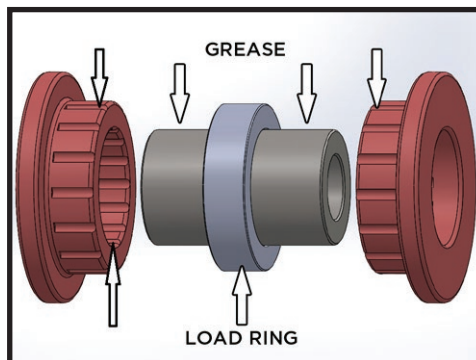


FIG.12



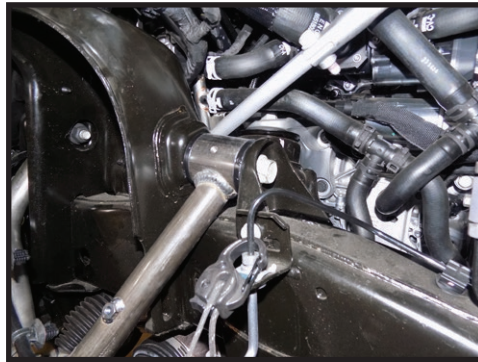
12. Now the ICON Tubular UCA can be prepped and assembled. You will want to apply a high quality Moly grease to the inner and outer diameter of each bushing before installing them into the UCA. Once installed with the sleeve and load ring, Apply a layer of grease to the outer surface that will contact the frame mount pockets. Install the supplied 90° grease zerks so that the zerk faces out when installed. [FIGURE 13]

FIG.13



13. Slip the UCA into the pockets and reinstall the OEM hardware as it was removed. Apply thread locker to the nuts and torque to 120 ft-lbs. Rotate the arm up so the coilover can be installed. [FIGURE 14]

FIG.14



14. Slip the coilover into place and secure with OEM hardware if using the OEM coilover or refer to ICON Coilover instructions for specific hardware.

15. Make sure the harness is routed on top of the arm then reconnect the upper ball joint into the knuckle and secure with supplied nylock nut. Torque to 60 ft-lbs. [FIGURE 15]

FIG.15



16. Secure the harness to the UCA with the supplied M6 hardware and push the clips into the arm. Install dust cover with the supplied 3M tape. [FIGURE 16]

FIG.16



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

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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.



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