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PART #	DESCRIPTION
78601DJ	16-UP GM 1500 TUBULAR UCA DJ KIT (LARGE TAPER)

COMPONENTS INCLUDED	
(1) 174600 07+ GM 1500 UCA (DRVR)	(1) 174601 07+ GM 1500 UCA (PASS)
HARDWARE INCLUDED	
(2) 177058BJ DELTA JOINT (8) 150025 WASHER 2.125 X .565 X .188 (4) 179107 SLEEVE 1.000 X .563 X 1.766 (4) 605903 1/4-28 X 90 DEG STEEL ZERK FITTING	(8) 297034 HAT BUSHING 1.625 X 1.000 X .850 (4) 605053 1/4 FLAT WASHER (2) 605800 M6-1.0 FLANGE NUT (2) 605862 M6-1.0 X 25MM SHSS
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH	18MM SOCKET / WRENCH 21MM SOCKET / WRENCH
TECH NOTES	
<p>1. ICON RECOMMENDS OPTIONAL BILLET DUST COVER SET (191011) TO PREVENT DEBRIS FROM PACKING UP AROUND THE ZERK FITTING.</p> <p>2. ALL ICON UPPER CONTROL ARMS HAVE BEEN ENGINEERED TO ALLOW FOR THE MOST POSSIBLE CASTER, WHILE STILL ALLOWING THE VEHICLE TO BE PROPERLY ALIGNED. NOTIFY YOUR PROFESSIONAL ALIGNMENT SHOP OF THIS INFORMATION SO THAT MAXIMUM RIDE QUALITY CAN BE ACHIEVED.</p> <p>3. IF YOUR VEHICLE IS EQUIPPED WITH A SMALL TAPER SPINDLE BORE, STOP AND RETURN KIT FOR (78600/78600DJ).</p> <p>4. ICON DELTA JOINTS ARE PRE-GREASED FROM THE FACTORY. ICON RECOMMENDS GREASING THE DELTA JOINT EVERY 3,000 MILES (OR EVERY OIL CHANGE). ADD NEW GREASE UNTIL ALL OF THE OLD GREASE IS EXPELLED FROM THE BOTTOM OF THE DELTA JOINT ASSEMBLY, WIPE AWAY EXCESS WITH A RAG OR SHOP TOWEL.</p>	

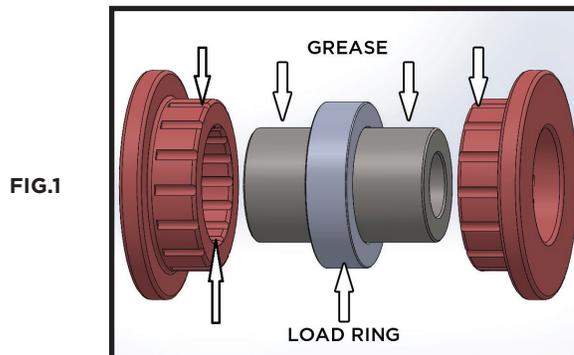


WARNING!
<p>** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!</p> <p>** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</p> <p>**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.</p>

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 the front wheels.
- Using a jack, slightly lift the lower control arm to prevent the suspension from being at full droop.
- Turning the steering wheel to the driver side will allow easy access to the nut on the upper control arm ball joint that connects the spindle and upper control arm. Remove the safety cotter pin and loosen the ball joint nut using an 18mm socket/wrench.
- Support the spindle so that it does not overextend the CV joints when detached.
- With the upper control arm disconnected from the spindle, loosen the upper control arm from its mounts in the frame using a 21mm wrench/socket. Remove OEM upper control arm.
- Before installing your new upper control arms, care must be taken to grease the bushings (liberally) prior to installing assembly. Failure to grease properly will cause premature bushing wear and increased noise. [FIGURE 1]

NOTE: PHOTO USED FOR ILLUSTRATION PURPOSES ONLY, NOT ALL BUSHINGS WILL INCLUDE A LOAD RING.



7. Due to variations in GM manufacturing tolerances, some models may need the frame trimmed for adequate upper control arm clearance. This will only apply to the backside of the forward upper control arm pocket on the passenger side. Paint exposed metal to prevent corrosion. [FIGURE 2 & 3]



FIG.2



FIG.3

8. With the control arm completely assembled, slide the arm into the upper mounts (with large washers on each side of the bushings) and insert the OEM hardware loosely.

9. Pivot the Delta Joint stem so that it is inline with the taper bore in the spindle. The new Delta Joint will be very stiff the first time you move it.

10. Rotate the upper control arm downward and install the stem through the spindle taper. Install the supplied flanged nut on the taper pin. [Torque to 60 ft-lbs]

11. Tighten the upper control arm mounts on the chassis using a 21mm socket/wrench. [Torque to factory spec]

12. Install wheels and lower vehicle to the ground. [Torque to factory spec]

13. Repeat steps on opposite side.

14. 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.

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.