

7929 Lincoln Ave. Riverside, CA 92504
 Phone: 951.689.ICON Fax: 951.689.1016

PART #	DESCRIPTION
21000	07-UP JEEP WRANGLER JK 4.5" REAR BOX KIT

COMPONENTS INCLUDED

(1) 124001 JK REAR TRACK BAR LIFT BRACKET (2) 124009 JK REAR SWAY BAR LINK (2) 127056 JK REAR BUMPSTOP SPACER 2" (1) 125100 JK REAR BRAKE LINE KIT	(1) 21000H JK REAR 4.5 HARDWARE KIT (2) 295512 JM08T ROD END (2) 605355 1/2-20 JAM NUT THIN
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HARDWARE INCLUDED

21000H HARDWARE KIT

(2) 139001 SLEEVE .625 X .508 X 1.625 (2) 169003 SLEEVE .750 X .510 X .250 (4) 297024 SWAY BAR BUSHING (2) 605119 3/8-16 X 2.50 FHSCS SS 18-8 (4) 605124 3/8-16 NYLOCK THIN (17/64 TALL) (2) 605134 3/8-16 X .750 BLT (2) 605136 3/8-16 X 1.000 ALLEN BLT	(4) 605122 3/8-16 C-LOCK NUT (6) 605133 3/8 SAE FLAT WASHER (1) 605151 3/8-16 U-BOLT (2) 605322 1/2-13 C-LOCK NUT (2) 605341 1/2-13 X 1.750 BOLT (2) 605455 9/16 SAE FLAT WASHER (1) 605445 9/16-12 X 3.000 BOLT (1) 605450 9-16-12 C-LOCK NUT
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TOOLS REQUIRED

FLOOR JACK JACK STANDS TAPE MEASURE CRESCENT WRENCH TORQUE WRENCH DRILL 3/8" DRILL BIT 7/32" ALLEN WRENCH 10MM SOCKET / WRENCH	12MM SOCKET / WRENCH 16MM SOCKET / WRENCH 18MM SOCKET / WRENCH 19MM SOCKET / WRENCH 21MM SOCKET / WRENCH 9/16" SOCKET / WRENCH 13/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH 7/8" SOCKET WRENCH
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TECH NOTES

1. THE FOLLOWING PARTS ARE REQUIRED FOR COMPLETE INSTALLATION OF THIS KIT:

PART #24015 REAR COIL KIT
 PART #21046 OR PART #21045 REAR UPPER LINK
 PART #21041 OR PART #21040 REAR LOWER LINK

2. THE CORRECT LENGTH OF THE REAR ARMS IS CRITICAL TO AVOID COMPONENT COLLISION.



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 rear 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 rear wheels from the vehicle.
- Remove the rear brake line bracket from the frame using a 10mm socket/wrench. (FIGURE 1)

FIG.1



FIG.2



- Remove the rear track bar completely using a 21mm socket/wrench. The axle may move slightly when taking the bolts out. (FIGURE 2)
- Remove the ABS wire connectors from the rear differential.
- [RUBICON ONLY] Disconnect the rear locker solenoid. Slide red tab to the side before disconnecting.
- Remove the breather tube from the rear differential.

8. Unhook the parking brake cables from the hooks above the driveshaft. (FIGURE 3)

FIG.3



9. Use (2) 18mm wrenches to remove the lower bolt from the rear sway bar links. Use (1) 18mm and (1) 19mm wrench to remove the rear sway bar links from the sway bar.

10. With the rear axle supported with a floor jack, remove the rear shocks by loosening the upper bar pin with a 16mm and lower bolt with (2) 18mm. The shocks are limiting droop so **MAKE SURE THE AXLE IS SUPPORTED OR THE AXLE WILL FALL** when the shocks are removed.

11. Remove the rear shocks using (2) 18mm on the bottom bolt, and a 16mm on the upper bar pin.

12. Once the shocks are removed, slowly lower the axle while watching for any lines that might snag. Lower the axle enough to remove the rear coils.

13. Remove the rear coil springs. The stock upper rubber isolator seats will be reused.

14. Refer to upper & lower link installation instructions and install now.

15. Install the rear coil springs. Reuse the upper rubber isolator on top of the spring. You may need to lower the axle more to allow access for the new taller coils, watch for wiring and hoses that may be stretched. Make sure the bottom of the coil spring is seated properly into the factory mount.

16. Slowly raise the axle making sure the coils align and seat properly in the upper and lower seats. Lift the axle just far enough to install the new rear shocks. Be careful not to lift the vehicle off of its supports.

17. Refer to ICON shock installation instructions included in shock box. ICON recommends only ICON Vehicle-Specific shocks as using non-ICON shocks will result in a reduced ride quality on and off-road while also effecting your warranty.

18. Install the rear track bar bracket: slide the new bracket into the stock track bar mount on the axle and position around the axle tube. 2 holes need to be drilled on the top side of the original bracket. Mark the 2 holes with a center punch. Remove the bracket and drill the holes using a 3/8" drill bit. Reinstall the bracket. Use the supplied 9/16" bolt through the lower hole in the stock position. Using a 13/16" and a 7/8" [Torque to 115 ft-lbs]. Install the U-bolt around the axle using a 9/16" [Torque to 35 ft-lbs]. Install and tighten both of the 3/8" button head bolts using a 7/32" allen and a 9/16" [Torque to 35 ft-lbs].

19. If the ICON adjustable rear track bar (Part #21025) has been purchased, install the new track bar using the supplied track bar instructions.

20. REVERSE THE DIRECTION OF THE UPPER FACTORY BOLT using (2) 21mm (FIGURE 4). The bolt head needs to be closer to the differential. The nut needs to be closer to the back of the vehicle. This is critical, as the threads of the bolt will hit the bumpstop plate and spacer as the suspension compresses [Torque to factory spec].

FIG.4



21. Assemble rear sway bar links. Use antisieze on rod end threads. Thread the jam nut onto the rod end, then thread the rod end into the link. Grease bushings and insert into eyelet. Slide bushing sleeve into bushings.

22. Install the supplied ICON sway bar links on the rear. The provided spacers go between the sway bar and the sway bar link. The bend in the link is for tire clearance and goes away from the tire. The upper sway bar bolts must feed from the inside out, allowing more frame clearance (**FIGURE 5**). Use (2) 18mm to tighten the stock lower bolt and use (2) 3/4" to tighten the upper bolt [Torque to 75 ft-lbs].

FIG.5



23. Install the rear bumpstop spacers onto the original pads using the supplied 3/8" x 2.5" allen bolt and 3/8" x .75" button head hardware and (2) 9/16" wrenches. [Torque to 33 ft-lbs]

24. Remove the stock rear brake lines. Clamp off the hose close to the caliper. Using a 15mm, disconnect the hose from the caliper. Place new copper seals on both sides of banjo (block) fitting on new brake lines and reuse stock banjo bolt [Torque to factory spec] (**FIGURE 6**).

FIG.6



FIG.7



25. Using a 12mm, disconnect the upper brake line fitting. Disconnect bracket from the frame with a 10mm. (**FIGURE 7**)

26. Connect new brake line to hard line on frame. Make sure to feed bracket onto brake line before connecting. The brake line goes between the sway bar and the frame rail, not outside. Reconnect brake line bracket to frame with a 10mm.

27. Reconnect the ABS clips to the differential and frame.

28. (RUBICON) Reconnect the rear locker solenoid. Slide red tab into place.

29. Reconnect the rear breather tube to the differential.

30. Reinstall tires and lower vehicle to the ground.

31. Re-hook the parking brake cables above the driveshaft.

32. Adjust links for optimal axle position (tire/fender clearance), alignment, and pinion angle. It is recommended that you have your vehicle professionally aligned whenever lift components are installed. A certified alignment technician with lifted vehicle experience is highly recommended. See link installation instructions for link length recommendations and orientation. Installing links that are adjusted too long will result in collision of suspension components.

33. Tighten all factory hardware to factory specs.

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.

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PART #	DESCRIPTION
21010	07-UP JEEP WRANGLER JK 4.5" FRONT BOX KIT

COMPONENTS INCLUDED	
(1) 124000 JK FRONT TRACK BAR LIFT BRACKET (2) 127013 JK FRONT BUMPSTOP SPACER	(1) 124022 JK DRAG LINK (1) 21010H JK FRONT 4.5" HARDWARE KIT
HARDWARE INCLUDED	
(2) 120038 JK BRAKE LINE DROP (1) 127001 JK STEERING FLIP ADAPTER STEM (1) 127002 JK STEERING FLIP TOP DOME (1) 127003 JK STEERING FLIP TAPER SLEEVE (1) 295511 JM12T ROD END (2) 605052 1/4-20 NYLOCK NUT (4) 605053 1/4 FLAT WASHER (2) 605054 1/4-20 X .750 BOLT (3) 605101 3/8-16 X 1.000 BOLT	(2) 605117 3/8-16 X 3.500 ALLEN BOLT (7) 605122 3/8-16 C-LOCK NUT (10) 605133 3/8 SAE FLAT WASHER (1) 605150 3/8-16 U-BOLT (1) 605350 1/2-20 C-LOCK NUT (2) 605445 9/16-12 X 3.000 BOLT (2) 605450 9/16-12 C-LOCK NUT (4) 605455 9/16 FLAT WASHER (1) 605640 3/4-16 JAM NUT THIN
TOOLS REQUIRED	
FLOOR JACK JACK STANDS TAPE MEASURE HAMMER CRESCENT WRENCH TORQUE WRENCH DRILL 3/8" DRILL BIT 7/32" ALLEN WRENCH 8MM SOCKET / WRENCH 10MM SOCKET / WRENCH	15MM SOCKET / WRENCH 16MM SOCKET / WRENCH 18MM SOCKET / WRENCH 19MM SOCKET / WRENCH 21MM SOCKET / WRENCH 3/8" SOCKET / WRENCH 7/16" SOCKET WRENCH 9/16" SOCKET / WRENCH 13/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH 7/8" SOCKET WRENCH
TECH NOTES	
<p>1. THE FOLLOWING PARTS ARE REQUIRED FOR COMPLETE INSTALLATION OF THIS KIT:</p> <p>#24010 FRONT COIL KIT #21036 OR PART #21035 FRONT UPPER LINK #21031 OR PART #21030 FRONT LOWER LINK #22016 (07-11 MODELS) OR PART#22014 (12+ MODELS) FRONT DRIVESHAFT #22011 (12+ MODELS) EXHAUST SPACER KIT</p> <p>2. CASTER SPECIFICATIONS FOR ICON FIXED LOWER LINKS AND ICON ADJUSTABLE UPPER LINKS:</p> <p>18.75" UPPER LINK LENGTH = 4.8 DEGREES OF CASTER 19.00" UPPER LINK LENGTH = 3.4 DEGREES OF CASTER</p>	



WARNING!

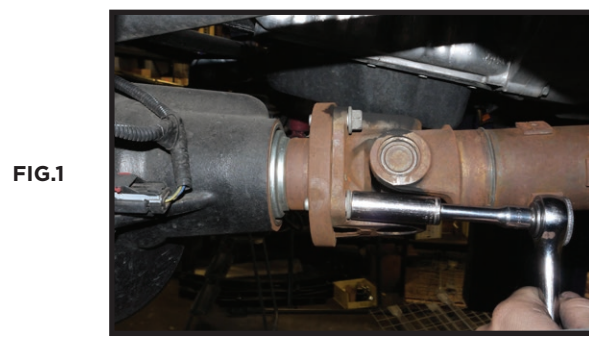
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INSTALLATION

- Using a properly rated hydraulic jack, raise the vehicle and support the frame rails with jack stands. Ensure jack stands are secure and set properly before lowering the hydraulic jack. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove wheels.
- Using (2) 18mm wrenches, remove the sway bar link bolts from the axle. Using (1) 18mm wrench and (1) 19mm wrench, remove the front sway bar links from the sway bar. Set sway bar links aside. These will be used on the front later on.
- Using a 15mm socket/wrench, disconnect the driveshaft from the front differential. Using an 8mm socket/wrench, disconnect the driveshaft from the transfer case. The stock driveshaft will not be reused. Refer to drive shaft instructions. [FIGURE 1]



4. Using a 21mm socket/wrench, disconnect the steering drag link from the knuckle. To free the taper from the knuckle, use a tie rod splitter or a hammer [FIGURE 2]. Using a 15mm socket/wrench, loosen the turn buckle, and unthread the drag link from the collar. (LEFT HAND THREAD)

FIG.2



FIG.3

5. (2012 MODELS) With a 10mm socket/wrench, remove the front brake line bracket from the axle [FIGURE 3]. Free the lower bracket from the coil seat. (2007-2011 models do not have this bracket)

6. Using a 21mm socket/wrench, remove the front track bar from the axle. The axle may move slightly when taking the bolt out.

7. Remove the front breather tube from the front differential.

8. (RUBICON ONLY) Disconnect the locker control wires from the front differential. Red tab slides to the side to unlock connector. [FIGURE 4]

FIG.4



9. While supporting the front axle with a floor jack, remove front shocks using a 16mm socket/wrench for the stem and (2) 18mm wrenches for the lower bolt. The shock may spin when you try to remove the stem hardware you will need to hold onto the shock body if this happens. The shocks are limiting suspension droop so make sure that the axle is supported, or it will fall when the shocks are removed.

10. Once the shocks are removed, slowly lower the axle while watching for any lines that might snag. Lower the axle enough to remove the front coils. Carefully remove coils.

11. Refer to upper and lower link instructions and install upper and lower links now.

12. Install the front track bar bracket: slide the new bracket into the stock track bar mount on the axle and position around the axle tube. Install the factory bolt through the lower hole in the stock position using blue thread locker. Install the U-bolt around the axle as shown and fasten with supplied 3/8" lock nuts and washers. Install all 4 of the 3/8" x 1.0" bolts [Torque to 35 ft-lbs] [FIGURE 5].

FIG.5



13. If ICON adjustable track bar (Part #21020) has been purchased, install the track bar to the bracket using the supplied 9/16" bolt, washers, and nut [Torque to 115 ft-lbs].

14. Install the front bumpstop spacers by drilling a 3/8" hole in the middle of the lower spring seat where the bumpstop hits using the supplied template. [FIGURE 6]

FIG.6



FIG.7

15. As you install the front coil springs, hold the bumpstop spacer in the spring. Carefully lower the axle far enough to allow access for the new coils, watch for wiring and hoses that may be stretched. Make sure the factory upper spring isolator is in the upper bucket. Make sure the pig tail (lower end) of the spring is seated properly. [FIGURE 7]

16. Once the spring is in place, bolt the bump stop spacer to the spring seat through the coil using the allen bolts supplied with a 7/32" allen, and a 9/16" [Torque to 20 ft-lbs].

17. Slowly lift the axle making sure the coils align in the upper and lower seats. Lift the axle just high enough to install the new front shocks. Be careful not to lift vehicle off of stands.

18. Refer to shock instructions for details on shock and reservoir installation.

19. Thread the drag link into the factory turn buckle. Make sure the drag link and factory tie rod end have equal thread engagement.

20. Install the steering flip adapter: The 5/8" shank end goes down through the steering arm and the taper sleeve adapter is inserted up around the stem from the bottom, start the nut. Slide the drag link rod end onto the adapter followed by the upper dome spacer and 1/2" nut. Tighten the 5/8 bottom nut using a 15/16" [Torque to 100 ft-lbs]. Tighten the top nut using a 3/4" [Torque to 75ft-lbs]. [Torque rod end jam nut to 150ft-lbs]

21. If the steering adaptor is not properly installed as seen in [FIGURE 8 & 9], failure will occur.

FIG.8

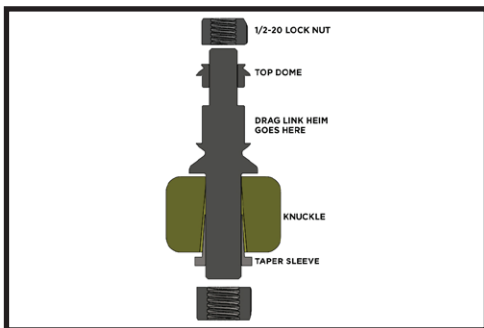


FIG.9

22. Reconnect the front breather tube to the differential.

23. Install front sway bar links (original rear sway bar links removed earlier): Use (2) 18mm for the lower bolt and (1) 18mm and (1) 19mm for the upper stud.

24. Disconnect the upper brake line bracket from the frame using a 10mm socket/wrench. Connect the brake line drop bracket (120038) using the stock bolt with the offset going under the frame. Carefully straighten the hard line without kinking it. Connect to the brake line drop bracket using a 7/16" and the supplied 1/4" hardware. [Torque 1/4" hardware to 10 ft-lbs]

25. Bend the 90 degree angle in the brake line down approximately 20 degrees without kinking it. [FIGURE 10]

FIG.10



26. (2012+ models) Reconnect the brake line bracket to the axle using a 10mm socket/wrench.

27. (RUBICON) Reconnect the front locker solenoid. Slide red tab back into place locking connection.

28. Install the ICON driveshaft (07-11 models Part #22016) (12+ models Part #22014) and the exhaust spacer kit (12+ models Part #22011) using the provided instructions.

29. Certain Jeep packages came equipped with a skid plate that will still interfere with the aftermarket drive shaft at full extension. Trimming of the skid plate is required for those models.

30. Tighten all factory hardware to factory specs.

31. With vehicle on the ground and wheels straight, loosen the turn buckle on the drag link using a 15mm socket/wrench. Adjust the length of the drag link by rotating to turn buckle until the steering wheel is centered. Tighten the turn buckle. [Torque to factory spec]

32. Failure to center the steering wheel before driving will result in computer stability control issues.

33. 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

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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.

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PART #	DESCRIPTION
21041	07-18 JK REAR LOWER ADJ LINK KIT

COMPONENTS INCLUDED	
(2) 124041 JK REAR LOWER ADJUSTABLE LINK	(1) 21041H JK REAR LOWER LINK HARDWARE KIT
HARDWARE INCLUDED	
(4) 127005 HEIM SPACER JM16 X .570 X 2.625 (2) 295510 JM16-IT, 1-14 RH ROD END F1 FIT	(2) 605920 1-14 JAM NUT THIN GR5
TOOLS REQUIRED	
LARGE CRESCENT WRENCH TORQUE WRENCH	21MM SOCKET / WRENCH
TECH NOTES	
N/A	



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INSTALLATION

1. Assemble the rear lower links. Use anti seize on the rod end threads. Thread the jam nut onto the rod end, and then thread the rod end onto the link.
2. Remove the driver side rear lower link using a 21mm. This can be done with the vehicle on the ground or in the air.
3. Adjust the length of the link to be 1/8" longer than the stock link. (Approx: 19 15/16")
4. Using the supplied heim spacers, mount the rod end into the frame pocket using the factory bolt [Torque to factory spec].
5. Mount the bushing side of the link to the axle using (2) 21mm [Torque to factory spec].
6. Tighten the jam nut against the end of the link [Torque to 300 ft-lbs].
7. Repeat steps on the passenger side.
8. Check for proper pinion angle and adjust as needed.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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PART #	DESCRIPTION
26517	07-18 JK 4.5" FRONT 2.0 VS IR

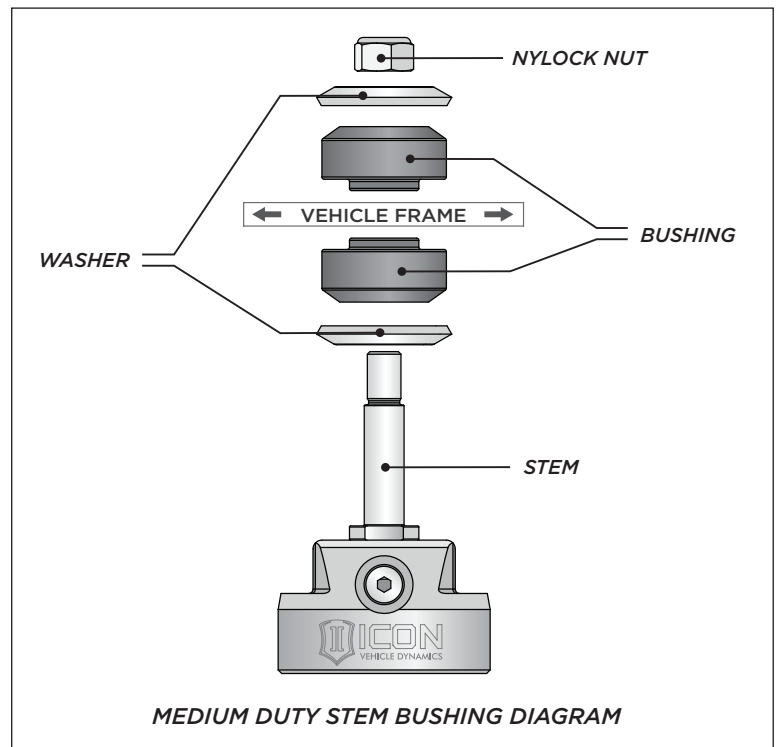
COMPONENTS INCLUDED	
(1) 124911 07-18 JK 4.5" FRONT 2.0 NR	(1) 611007 MEDIUM DUTY STEM BUSHING KIT
HARDWARE INCLUDED	
611007 HARDWARE KIT	
(2) MED DUTY 9/16" ID STEM BUSHING (1) MED DUTY 9/16" ID STEM WASHER	(1) MED DUTY 12MM ID STEM WASHER (1) M12 - 1.25 NYLOCK NUT
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 9/16" SOCKET / WRENCH	16MM SOCKET / WRENCH 17MM SOCKET / WRENCH 18MM SOCKET / WRENCH 19MM SOCKET / WRENCH
TECH NOTES	
<p>1. YOUR ICON SHOCK ASSEMBLY COMES FACTORY CHARGED TO 150 PSI. RELEASING NITROGEN PRESSURE MAY LEAD TO SHOCK MALFUNCTION AND REDUCED RIDE QUALITY. FAILURE CAUSED BY LOW NITROGEN PRESSURE IS NOT COVERED UNDER ICON'S WARRANTY POLICY.</p> <p>2. REQUIRES USE OF BUMP STOP SPACERS SUPPLIED WITH ICON'S 4.5" BOX KIT (#21010).</p>	



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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 floor jack, support the front axle (securely) to remove tension from the weight of the front suspension/drivetrain.
- Using an 18mm, loosen and remove the driver's side lower shock bolt.
- Use a 16mm to remove the upper shock stem nut then remove the shock from the vehicle.
- Install the shock in the lower shock mount, reuse factory hardware. [Torque to factory spec]
- Use a 19mm socket/wrench to install the shock stem bushing kit onto the factory shock mount as follows: 9/16" ID stem washer, stem bushing (locator lip up), factory shock mount, stem bushing (locator lip down), 12mm ID stem washer, 12mm nylock nut. Fasten until bushing assembly is snug and nylock is engaged. (REFER TO DIAGRAM)



NOTE: 2012+ models will require trimming the plastic box directly above the passenger side upper shock mount in order to gain access to the upper shock mount nut. [FIGURE 1]

FIG.1



7. Repeat steps 2-6 for passenger side shock

8. Reinstall the wheels and lower the vehicle back to the ground. [Torque lugs to factory spec.]

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

2.0 ALUMINUM SERIES TECHNICAL INFORMATION

MAINTENANCE

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 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)

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)

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 after every outing.

SELF-SERVICE:

- Contact ICON for service kits & tools at (951) 689-4266.

PRODUCT REGISTRATION

Please visit: <http://www.iconvehicledynamics.com/tech-support/registration/> to register your product.

ICON VEHICLE DYNAMICS SHOCK ABSORBER WARRANTY

This shock absorber has a 1 year warranty against any manufacturer's defects. If a shock fails within the initial year of ownership, the shock must be shipped to ICON Vehicle Dynamics for inspection and service. If a shock is inspected and it has been determined the shock failed due to neglect, damage caused by improper installation or any other reason besides "normal wear and tear", the owner of said shock is responsible for all service costs. This includes labor, parts, and shipping.

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.

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ICON VEHICLE DYNAMICS®
PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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PART #	DESCRIPTION
26518	07-18 JK 4.5" REAR 2.0 VS IR

COMPONENTS INCLUDED	
(1) 124912 07-18 JK 4.5" REAR 2.0 IR	(1) 129500 07-18 JK REAR BAR PIN
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS VISE GRINDER / TABLE MOUNTED BELT SANDER	TORQUE WRENCH 16MM SOCKET / WRENCH 18MM SOCKET / WRENCH GREASE / LUBE
TECH NOTES	
<p>1. YOUR ICON SHOCK ASSEMBLY COMES FACTORY CHARGED TO 150 PSI. RELEASING NITROGEN PRESSURE MAY LEAD TO SHOCK MALFUNCTION AND REDUCED RIDE QUALITY. FAILURE CAUSED BY LOW NITROGEN PRESSURE IS NOT COVERED UNDER ICON'S WARRANTY POLICY.</p> <p>2. REQUIRES USE OF BUMP STOP SPACERS SUPPLIED WITH ICON'S 4.5" BOX KIT (#21000).</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 rear 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 rear wheels.
- Remove the lower nut from the shock bolt using a 18mm socket/wrench.
- With a floor jack under the axle housing, slightly raise the jack to remove tension from the shock, then loosen and remove the lower shock bolts using an 18mm socket/wrench. Ensure that the axle is well supported. Remove the (2) bolts holding the bar pin to the upper mount using a 16mm socket/wrench.
- Remove the rear shock.
- Apply a generous amount of grease to the inside of the upper bushings. [FIGURE 1]

FIG.1



6. You will need to lightly chamfer the bar pin to allow it to slide in to the bushing easily. Slide the bar pin (chamfered end first) into the greased eyelet bushing as far as you can by hand, it will not be fully seated but it will be held in place until you press it in to the bushing. [FIGURE 2]

FIG.2



FIG.3

7. Using a standard bench vise, push the bar pin through the bushing until it bottoms out on the opposite jaw of the vice. [FIGURE 3]

NOTE: Be very careful not to crush the end of the bar pin!

8. Remove the shock from the vise and press the bar pin through the rest of the way using a table top or work bench. If enough grease was applied it will slide through with very little effort. [FIGURE 4]

FIG.4



FIG.5

9. Install the upper shock bar pin the stock location reusing the factory hardware. [Torque to factory spec] [FIGURE 5]

10. Install lower shock mount into factory mount. Insert OEM bolt into the factory shock mount and tighten using a 18mm socket/wrench. [Torque to factory spec] [FIGURE 6]

NOTE: Lifting and/or lowering of the axle housing may be necessary to align the bushing sleeve with the holes in the factory mount.

FIG.6



11. Repeat steps 2-10 for opposite side.

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

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DIRT USE:

- Send in for factory servicing every 1,000 miles.
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