

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

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!

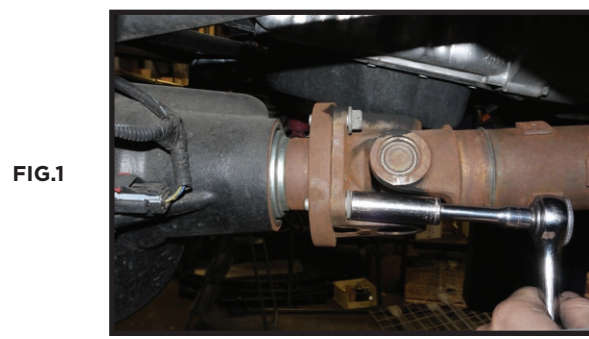
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**** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.**

**** 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 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

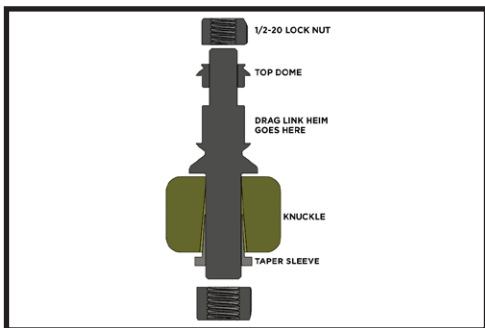


FIG.9

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

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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PART #	DESCRIPTION
21031	07-UP JEEP WRANGLER JK FRONT LOWER LINK KIT

COMPONENTS INCLUDED	
(2) 124039 JK FRONT LOWER FIXED LINK	
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
TORQUE WRENCH	21MM SOCKET / WRENCH
TECH NOTES	
N/A	



INSTALLATION

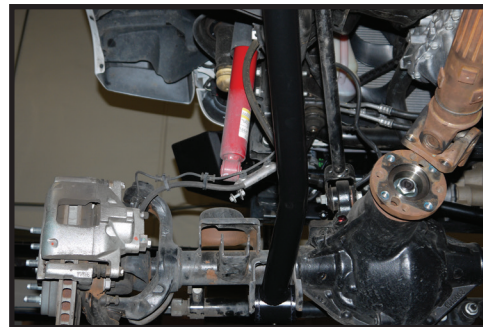
1. Remove stock front lower link from driver side of vehicle using (2) 21mm.
2. Install the new front lower link using a 21mm [Torque to factory spec]. The bend in the link goes inboard for added tire clearance. The bend should be closer to the axle than the frame [FIGURE 1].

WARNING!

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FIG.1



3. Repeat steps for passenger side.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.
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PART #	DESCRIPTION
21036	07-UP JEEP WRANGLER JK FRONT UPPER LINK KIT

COMPONENTS INCLUDED	
(2) 124038 JK FRONT UPPER ADJUSTABLE LINK	(1) 21036H JK FRONT UPPER LINK HARDWARE KIT
HARDWARE INCLUDED	
(4) 127006 HEIM SPACER .500 X 2.000 (2) 295511 JM12T ROD END	(2) 605640 3/4-16 JAM NUT THIN
TOOLS REQUIRED	
TAPE MEASURE TORQUE WRENCH	10MM SOCKET / WRENCH 18MM SOCKET / WRENCH
TECH NOTES	
N/A	



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BEGIN INSTALLATION

1. Using a 10mm, remove heat shield from frame (FIG.1).

FIG.1



2. Remove stock upper link from driver side of vehicle using (2) 18mm.

3. Disconnect differential wire from link.

4. Assemble the upper links. Use anti seize on threads of rod end. Thread jam nut onto rod end, then thread rod end onto link. Adjust the length of the link to be 1/8" longer than the stock link. (Approx: 18 15/16") Insert the supplied heim spacers and install using the factory bolts. Using (2) 18mm [Torque to factory spec].

5. Mount the heat shield using a 10mm.

6. Repeat previous steps for passenger side.

7. Removing the passenger side upper link bolt can be very difficult due to bolt clearances with the exhaust (07-11 models). It can be removed by disconnecting the exhaust and moving it enough to remove the bolt. When reinstalling you can put the bolt in from the other direction. (18mm)

8. Tighten jam nut against the end of the link [Torque to 175ft-lbs].

9. Check pinion angle and caster, adjust link length as needed.

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

COMPONENTS INCLUDED

(1) 124911R 07-18 JK 4.5" FRONT 2.0 RR (2) 295000 RESERVOIR HOURGLASS ISOLATOR	(1) 611007 MEDIUM DUTY STEM BUSHING KIT (2) 605927 1/2 X 3 1/16 - 4 ID #56 SS HOSE CLAMP
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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
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TOOLS REQUIRED

JACK JACK STANDS TORQUE WRENCH 5/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH	16MM SOCKET / WRENCH 17MM SOCKET / WRENCH 18MM SOCKET / WRENCH 19MM SOCKET / WRENCH
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TECH NOTES

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.
2. REQUIRES USE OF BUMP STOP SPACERS SUPPLIED WITH ICON'S 4.5" BOX KIT (#21010).



WARNING!

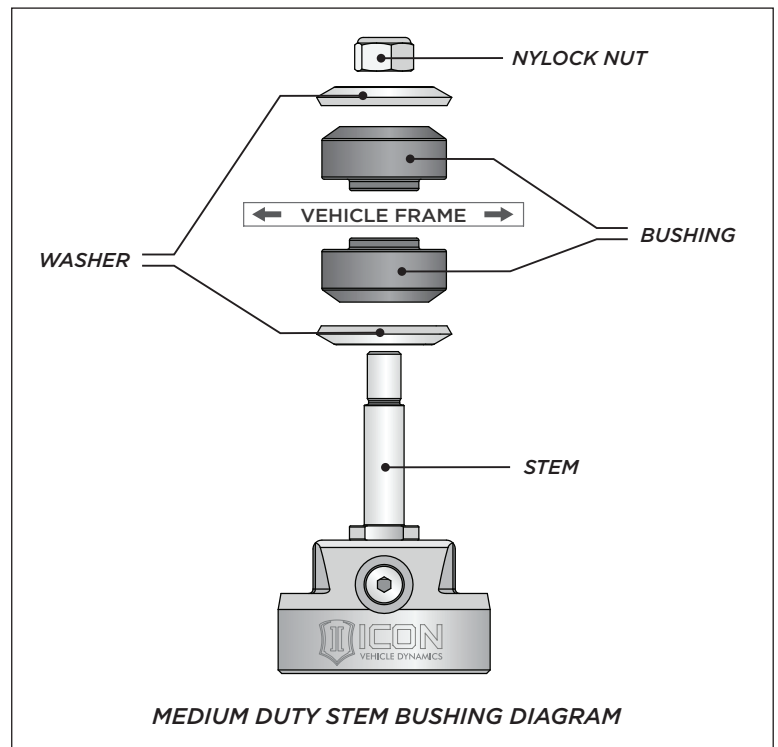
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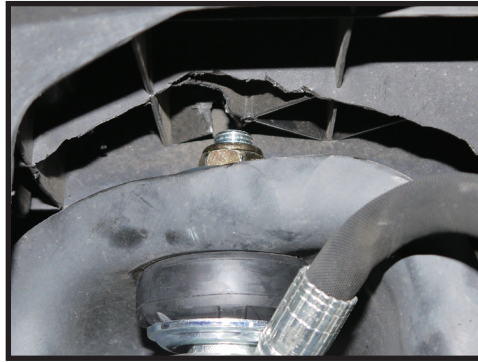
INSTALLATION

1. 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.
2. Using a floor jack, support the front axle (securely) to remove tension from the weight of the front suspension/drivetrain.
3. Using an 18mm, loosen and remove the driver's side lower shock bolt.
4. Use a 16mm to remove the upper shock stem nut then remove the shock from the vehicle.
5. Install the shock in the lower shock mount, reuse factory hardware. [Torque to factory spec]
6. 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. Secure the reservoir to the shock body using two urethane hourglass isolators (295000) and two hose clamps (605927). Do not clamp reservoir towards the middle, always secure reservoir at the each end outside of the witness marks on the reservoir. Do not overtighten hose clamps. Verify that the tire does not contact the shock reservoir while turning. (For reservoir bracket installation please refer to 611058 installation instructions)

8. Repeat steps 2-7 for passenger side shock.

9. 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.

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To send a shock in for warranty please visit our website <http://www.iconvehicledynamics.com/tech-support/shock-service/>



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

COMPONENTS INCLUDED	
(1) 124912R 07-18 JK 4.5" REAR 2.0 RR (1) 129500 07-18 JK REAR BAR PIN	(2) 295000 RESI HOURGLASS ISOLATOR (2) 605927 1/2 X 3 1/16 - 4 ID #56 SS HOSE CLAMP
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS VISE GRINDER / TABLE MOUNTED BELT SANDER GREASE / LUBE	TORQUE WRENCH 5/16" NUT DRIVER 16MM 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 THE ICON'S 4.5" BOX KIT (#21000).</p> <p>3. THE RESERVOIR FITTING NEEDS TO BE CLOCKED 45 DEGREES FROM CENTER TO AVOID CONTACT WITH THE REAR SWAY BAR. THE 90 DEGREE FITTINGS COMING OUT OF THE TOP OF THE SHOCKS HAVE BEEN CLOCKED 45 DEGREES TO THE RIGHT FOR THE DRIVER'S SIDE OF THE JEEP. YOU WILL NEED TO CHOOSE ONE SHOCK AND DESIGNATE IT AS THE PASSENGER SIDE.</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



9. Using a 9/16" open end wrench, slightly loosen the jam nut so the hose can be clocked opposite of the driver's side. Once the jam nut is loose the fitting should easily rotate clockwise. *****ROTATE THE RESERVOIR FITTING CLOCKWISE ONLY***** [FIGURE 5 & 6]

FIG.5



FIG.6



10. Once the fitting is clocked, hold the hose assembly and tighten the jam nut on the shock. [FIGURE 7]

FIG.7



11. Attach the reservoir to the shock body using the supplied hose clamps and hourglass isolators, or optional ICON billet aluminum reservoir clamps (#614600).

FIG.8



12. Install the upper shock bar pin the stock location reusing the factory hardware. [Torque to factory spec] **[FIGURE 8]**

13. 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]. Ensure that the shock reservoir will not make contact with any other components. **[FIGURE 9]**

FIG.9



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

14. Repeat steps 2-13 for opposite side.

15. Install wheels and lower 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.

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.

To send a shock in for warranty please visit our website <http://www.iconvehicledynamics.com/tech-support/shock-service/>

ICON VEHICLE DYNAMICS

PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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



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