

PART #	DESCRIPTION
71510	15-UP COLORADO/CANYON 2.5 VS RR COILOVER KIT

COMPONENTS INCLUDED	
(1) 174953R 15+ COLORADO 2.5 VS RR CO (DRVR)	(1) 611065 15-UP COLORADO/CANYON SWAY BAR RELOCATOR
(1) 174953R 15+ COLORADO 2.5 VS RR CO (PASS)	(1) 611051 #40 2 1/16-3" HOSE CLAMP KIT
(1) 611019 COILOVER HARDWARE KIT	
HARDWARE INCLUDED	
611019 HARDWARE KIT	
(6) 605101 3/8" X 1.000 BOLT	(6) 605131 3/8" SPLIT LOCK WASHER
611065 HARDWARE KIT	
(2) 177093 15-UP COLORADO/CANYON SWAY BAR RELOCATOR KIT	(4) 605133 3/8" FLAT WASHER (4) 605100 3/8" X .750 BOLT
611051 HARDWARE KIT	
(4) 605931 1/2 X 2 1/16 - 3 ID #40 SS HOSE CLAMP	
TOOLS REQUIRED	
TORQUE WRENCH RECIPROCATING SAW SANDER 2LB SLEDGE HAMMER 5/16" SOCKET / WRENCH 9/16" SOCKET / WRENCH	10MM SOCKET / WRENCH 13MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 22MM SOCKET / WRENCH
TECH NOTES	
1. THE SHOCKS SHIP AT ICON'S RECOMMENDED RIDE HEIGHT. DO NOT PRELOAD THE COIL BEYOND .9" OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE TOP OF THE COIL NUT. INCREASING PRELOAD BEYOND THE FACTORY SETTING WILL CAUSE COIL TO BIND. 2. YOUR NEW COILOVER ASSEMBLIES COME CHARGED WITH THE CORRECT AMOUNT OF NITROGEN. DO NOT RELEASE PRESSURE FROM THE CHARGE PORT, AS THIS CAN CAUSE THE SHOCK TO MALFUNCTION.	



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.

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.
- Remove the front plastic skidplate covering the sway bar using a 15mm socket/wrench. (FIGURE 1)

FIG.1



FIG.2



- Remove the OEM sway bar link bolt on both driver and passenger sides using a 15mm socket/wrench on top and 13mm socket/wrench on bottom. (FIGURE 2)
- Remove the 4 bolts holding sway bar to chassis using a 10mm socket/wrench.
- Install supplied sway bar relocation brackets to shift the sway bar forward. Use the factory hardware to fasten to the frame using a 10mm socket/wrench. [Torque to factory spec]

NOTE: Leave the sway bar off until after the coilovers are installed.

6. Remove the 3 nuts holding the factory coilover to the coil bucket using an 18mm socket/wrench. (**FIGURE 3**)

FIG.3



7. Remove lower bolt using a 21mm socket/wrench.

8. Remove the tie rod from the knuckle. Use a 21mm socket/wrench to remove the nut and a 10mm socket/wrench to hold the stud from spinning. Use a hammer to break the seat of the taper. (**FIGURE 4**)

FIG.4



9. Remove upper ball joint nut to allow room for coilover removal, use a 21mm socket/wrench and a 2lb sledge on the knuckle to unseat taper. Tie up the neck of the knuckle so the CV joints do not over extend. (**FIGURE 5 AND 6**)

FIG.5



FIG.6



10. With the OEM coilover removed, sway bar removed, and UCA free from the knuckle, sand the lower shock tab as shown. Failure to sand this section will allow the CV boot to rub at full droop and full steering lock. Be careful not to hit the CV boot. (**FIGURE 7 AND 8**)

FIG.7



FIG.8



11. With a reciprocating saw, cut the UCA droop tab from the coil bucket. Paint all exposed metal. (FIGURE 9)

FIG.9



12. Slide the ICON coilover assembly into position and fasten it using the supplied 3/8" bolts and washers with a 9/16" socket/wrench [Torque to 30ft-lbs]. Make sure the reservoir hose is pointing toward the rear of the truck. (FIGURE 10) Place the reservoir mount on top of the coil bucket before as shown. (FIGURE 11)

FIG.10



FIG.11



13. The bottom spacers on the coilover assembly push the coilover away from the CV boot. Installing these spacers backwards will cause the CV boot to rub the rod end. Reuse the factory lower bolt and a 21mm socket/wrench to fasten. [Torque to factory spec] (FIGURE 12)

FIG.12



FIG.13



15. Mount the reservoir to the reservoir mount using the supplied hose clamps and a 5/16" nut driver. (FIGURE 13)

14. Use the supplied 3/8" hardware to fasten the sway bar back to the chassis using a 9/16" socket/wrench. [Torque to 45 ft-lbs] Failure to install this relocater kit will cause the sway bar ends to make contact with the coil cup. (FIGURE 14)

FIG.14



15. Using a 13mm socket/wrench loosen the brake line bracket on the coil bucket. Push it down and slightly bend it rearward. [Torque to factory spec] (FIGURE 15 AND 16)

FIG.15



FIG.16



16. Reattach the UCA to the knuckle using a 18mm socket/wrench. [Torque to factory spec] (FIGURE 17)

FIG.17



FIG.18



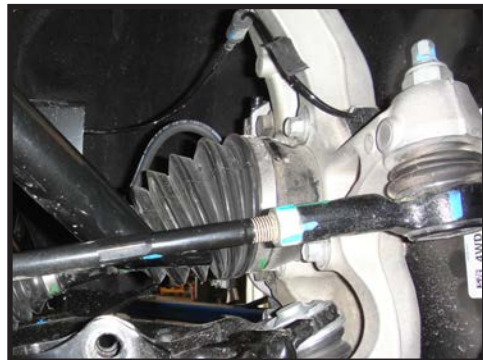
17. Verify that brake line tab and UCA do not make contact at full droop. (FIGURE 18)

18. Reassemble sway bar links using 13mm and 15mm socket/wrench. [Torque to factory spec] (FIGURE 19)

FIG.19



FIG.20



19. Reconnect the tie rod to the knuckle using a 21mm socket/wrench. [Torque to factory spec] (FIGURE 20)

20. Repeat all installation steps on the passenger side.

21. Reinstall plastic skidplate using 15mm socket/wrench. [Torque to factory spec] (FIGURE 21)

FIG.21



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

23. Have the truck professionally aligned.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

2.5 VS SERIES SHOCK & COILOVER 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 and coil springs 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)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

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)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

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 and coil springs 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

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PART #	DESCRIPTION
77750P	15-UP COLORADO/CANYON 0-2" REAR 2.5 VS PB SHOCKS

COMPONENTS INCLUDED	
(1) 174954P 15+ COLORADO/CANYON 0-2" REAR 2.5 VS PB (DRVR)	(1) 174954P 15+ COLORADO/CANYON 0-2" REAR 2.5 VS PB (PASS)
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS SANDER	13MM SOCKET / WRENCH (DIESEL ONLY) 21MM SOCKET / WRENCH TORQUE WRENCH
TECH NOTES	
1. IT IS EASIEST TO INSTALL THESE SHOCKS WHEN THE AXLE IS AT FULL DROOP. COMPRESSING THE SHOCKS BY HAND IS DIFFICULT. 2. YOUR ICON SHOCK ASSEMBLIES COME FACTORY CHARGED TO 250 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. 3. THE NITROGEN CHARGE WILL LIFT THE REAR OF THE VEHICLE APPROXIMATELY 1".	



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INSTALLATION

1. 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.

2. Remove the OEM rear shocks using a 21mm socket/wrench. (FIGURE 1)

FIG.1



3. DIESEL ONLY: The diesel exhaust fluid tank must be dropped slightly in order to remove the upper shock bolt. Remove the (3) bolts connecting the DEF tank to the crossbar in front of the tank. Remove the 2 nuts from the driver side metal strap using a 13mm socket/wrench and remove the strap. Gently pull down on the tank while removing the bolt. The tank should be able to move enough to get the bolt out. (FIGURE 2 & 3)

FIG.2



FIG.3



4. The driver side upper inside tab needs to be sanded to clear the top cap as pictured. Failure to sand will not allow shock to be installed at full extension and could lead to damage not covered by warranty. (FIGURE 4 AND 5)

FIG.4



FIG.5



5. The passenger side tabs (both) need to be sanded as pictured. Failure to sand will not allow shock to be installed at full extension and could lead to damage not covered by warranty. (FIGURE 6 AND 7)

FIG.6



FIG.7



6. Install the upper bolt first with the wide spacer to the outside, spacing the shock away from the frame for added clearance. Use a 21mm socket/wrench. [Torque to factory spec] (FIGURE 8 AND 9)

FIG.8



FIG.9



7. DIESEL ONLY: Reconnect all bolts and strap for DEF tank using a 13mm socket/wrench. [Torque to factory spec]

8. Install the lower bolt using a 21mm socket/wrench. Use the offset spacers provided to space the shock away from the frame. It helps to have the suspension fully drooped for this step. [Torque to factory spec] (FIGURE 10)

FIG.10



VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

2.5 VS SERIES SHOCK & COILOVER 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 and coil springs 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)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

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)
- Check bearings for excessive wear yearly.
- DO NOT apply any type of lube to the upper and lower bearings.

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 and coil springs after every outing.

SELF-SERVICE:

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

PRODUCT REGISTRATION

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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/>

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PART #	DESCRIPTION
78650DJ	15-UP COLORADO TUBULAR UCA DJ KIT

COMPONENTS INCLUDED

(1) 174301 15+ COLORADO UCA (DRVR)	(1) 174302 15+ COLORADO UCA (PASS)
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HARDWARE INCLUDED

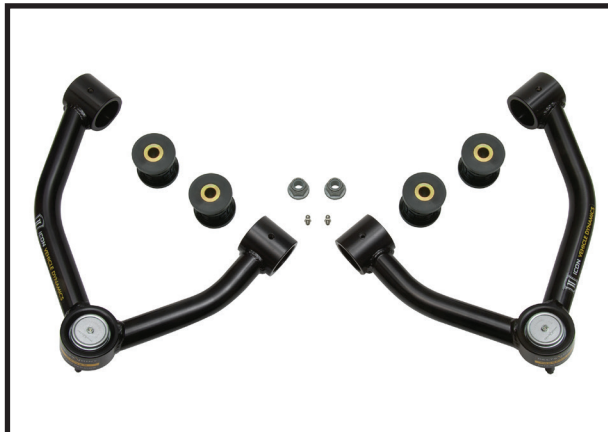
(2) 177058BJ DELTA JOINT (4) 177092 SLEEVE 1.000 X .565 X 2.550 (8) 297034 HAT BUSHING 1.625 X 1.000 X .850 (4) 297043 POLY RING 1.590 X 1.005 X .450	(4) 605902 1/4-28 STRAIGHT STEEL ZERK FITTING (2) 605950 WHT-200 SPIRAL RET RING
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TOOLS REQUIRED

JACK JACK STANDS TORQUE WRENCH 2LB SLEDGEHAMMER	BALL JOINT SEPARATOR 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH
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TECH NOTES

1. ICON RECOMMENDS OPTIONAL BILLET DUST COVER SET (191011) TO PREVENT DEBRIS FROM PACKING UP AROUND THE ZERK FITTING.
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.
3. 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.



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 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

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 front wheels.
2. Remove the nut from the tie rod using a 21mm socket/wrench. Use a ball joint separator or a hammer to break the taper free from the knuckle, then pull it free and away from the knuckle.
3. Using a jack, slightly lift the lower control arm to prevent the arms from being at full droop.
4. Remove the safety cotter pin if present and loosen the ball joint nut using an 18mm socket/wrench. [FIGURE 1]

FIG.1



5. The spindle will need to be supported so as not to cause overextension of the CV's on 4WD equipped trucks or possibly damaging steering. Using a ball joint separator, split the ball joint from the spindle.

6. With the upper control arm detached from the spindle begin to loosen the upper control arm from its mounts in the frame using a 21mm socket/wrench. Once completed, remove OEM assembly. [FIGURE 2]

FIG.2

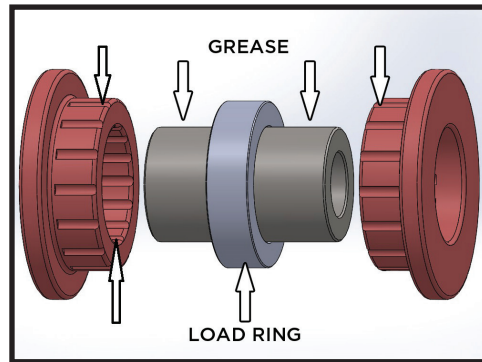


FIG.3

7. Before installing the new ICON upper control arms, care must be taken to grease the bushings (liberally) prior to installing the assembly. Failure to grease properly will cause premature bushing wear and increased noise. [FIGURE 3]

8. With the control arm completely assembled, slide the arm into the upper mounts 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. [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

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