

PART #	DESCRIPTION
71615	23 GM CANYON COLORADO 2.5 VS IR COILOVER KIT

COMPONENTS INCLUDED

(1) 174961D 23 GM CANYON COLORADO 2" CO 2.5 VS IR DRV (1) 174961P 23 GM CANYON COLORADO 2" CO 2.5 VS IR PASS	(1) 611019 COILOVER HARDWARE KIT
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HARDWARE INCLUDED

(6) 605101 3/8-16 X 1.000 HHCS GR8 YZINC (6) 605131 3/8 SPLIT LOCK WASHER GR8 YZINC	(6) 605133 3/8 SAE FLAT WASHER GR8 YZINC
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TOOLS REQUIRED

FLOOR JACK JACK STANDS BALL JOINT SEPARATOR PLASTIC PUSH PIN PRY TOOL TORQUE WRENCH RATCHET 5/16 NUT DRIVER	T15 & T30 TORX 10MM SOCKET / WRENCH 13MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH
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TECH NOTES

1. YOUR ICON COILOVER 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.
2. YOUR ICON COILOVER ASSEMBLIES COME SHIPPED AT ICON'S RECOMMENDED RIDE HEIGHT. REDUCING DROOP TRAVEL WILL REDUCE RIDE QUALITY. DO NOT PRELOAD THE COIL BEYOND 2" OF EXPOSED THREADS BETWEEN THE BOTTOM OF THE TOP CAP AND THE TOP OF THE COIL ADJUSTER NUT. ADJUSTING PRELOAD BEYOND THIS SETTING WILL CAUSE THE COIL TO BIND AND DAMAGE WILL OCCUR TO COILOVER AND/OR VEHICLE.
3. ONLY COMPATIBLE WITH ULTRA WIDE STANCE TRUCKS.
4. WILL NOT WORK ON CHEVROLET COLORADO WT, LT OR Z71
5. ESTIMATED INSTALL TIME: 3-4 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

1. Place the truck on a flat surface with the parking brake engaged, chock the rear tires.
2. 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.

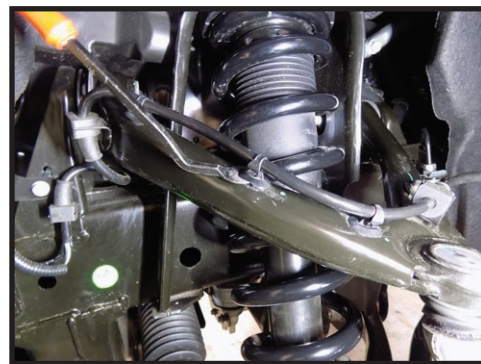
3. Loosen and remove the speed sensor lines from the upper control arm (Driver side pictured, Passenger side is similar). 10mm can be used to remove the 2 screws that secure the harness. A plastic clip pry tool can be used to remove the clips. [FIGURE 1 & 2]

4. 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.

FIG.1

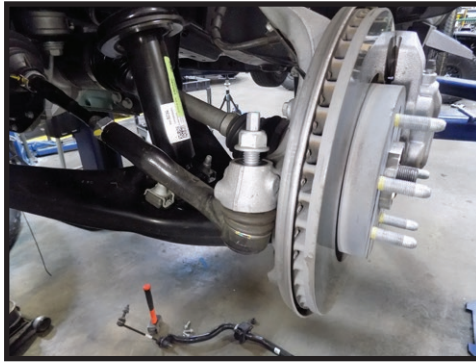


FIG.2



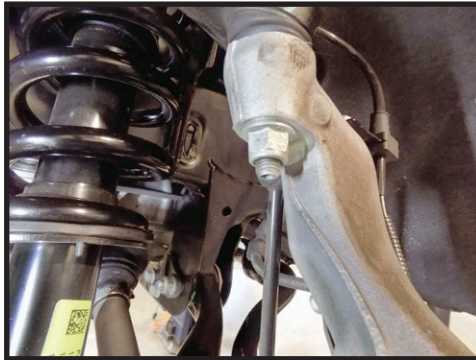
5. Remove the tie rod nut using a 21mm and remove the tie rod of the knuckle using a ball joint separator. **[FIGURE 3]**

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. For easy access in the next step, 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 & 7]**

FIG.6



FIG.7



10. 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. [FIGURE 8 & 9]

FIG.8



FIG.9



11. The coilover can now be removed. [FIGURE 10]

FIG.10



12. Grab the new ICON coilover and make sure the lower bar pin is oriented correctly for ease of bolt installation. This may require using an adjustable wrench or vise to rotate the barpin/bearing as shown. [FIGURE 11]

13. Note: Remote reservoir coilovers shown, process for mounting the coilover is the same.

FIG.11



14. With the new ICON UCA installed into the frame mounts, place the ICON coilover into the coil bucket and lower arm. Apply thread locker to the OEM barpin hardware and insert it through the arm and into the barpin, do this by hand so as to not cross thread the bolts. Torque to 45 ft-lbs. [FIGURE 12]

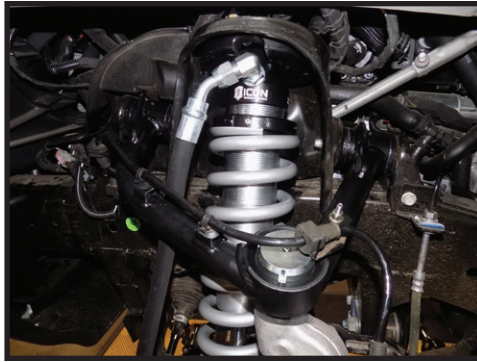
15. Note: The coilovers are labeled Driver/Passenger with a sticker on the upper mounting plate)

FIG.12



16. Use the supplied 3/8 bolts, washers and split washers to secure the upper mount to the coil bucket. Torque to 35 ft-lbs. [FIGURE 12]

FIG.12



17. Reattach the upper arm and tie rod now.

18. Repeat process on opposite side.

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®
PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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PART #	DESCRIPTION
76550	15-UP COLORADO 0-2" REAR 2.0 VS IR SHOCK

COMPONENTS INCLUDED	
(1) 174935 15+ COLORADO 0-2" REAR 2.0 VS IR	
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS	13MM SOCKET / WRENCH (DIESEL ONLY) 21MM SOCKET / WRENCH TORQUE WRENCH
TECH NOTES	
1. IT IS EASIEST TO INSTALL THESE SHOCKS WITH THE AXLE AT FULL DROOP. COMPRESSING THE SHOCKS BY HAND IS DIFFICULT. 2. YOUR ICON SHOCK ASSEMBLIES COME FACTORY CHARGED TO 180 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.	



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

1. Using a properly rated jack, lift the rear of the vehicle and support the frame rails with jack stands. Ensure jack stands are secure and set properly before lowering the jack. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.

2. 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 1 & 2)

FIG.1



FIG.2



3. Remove the OEM rear shocks using a 21mm socket/wrench. (FIGURE 3)

FIG.3



4. Install ICON shock upside down with the shaft pointing up. Installing right side up requires significant sanding to clear the top cap and is not recommended.

5. Install the upper bolt first using a 21mm socket/wrench. [Torque to factory spec] **(FIGURE 4)**

FIG.4



6. Install the lower bolt using a 21mm socket/wrench. It helps to have the axle fully drooped for this step. [Torque to factory spec] **(FIGURE 5)**

FIG.5



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

8. Remove vehicle from jackstands.

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.

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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.

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
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	
- 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!
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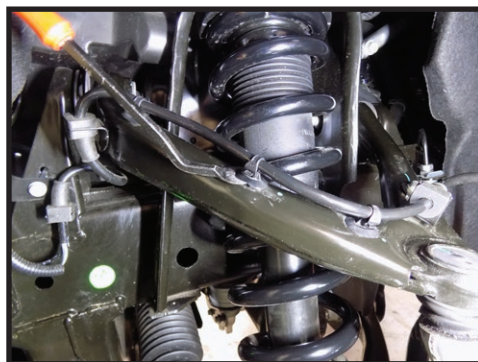
INSTALLATION

- 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.

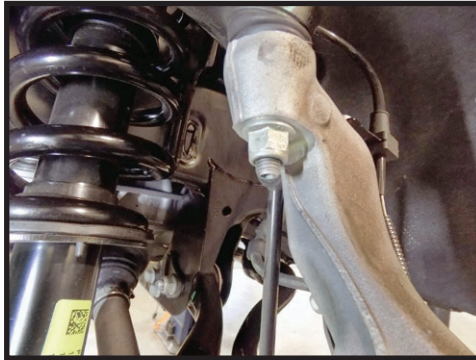
5. Remove the tie rod nut using a 21mm and remove the tie rod of the knuckle using a ball joint separator. **[FIGURE 3]**

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

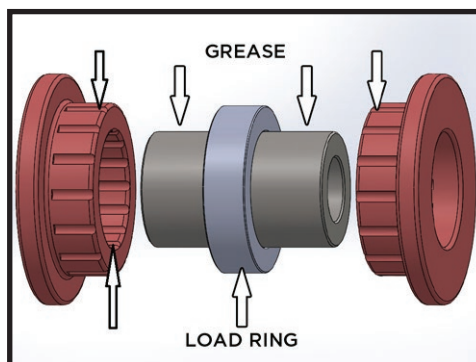


FIG.12



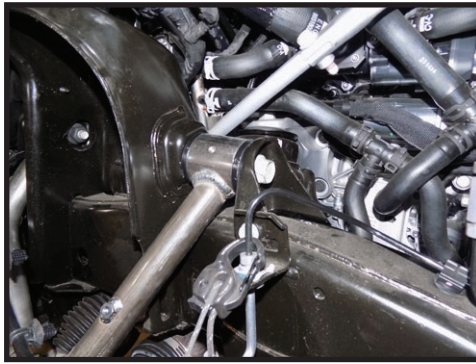
12. Now the ICON Tubular UCA can be prepped and assembled. You will want to apply a high quality Moly grease to the inner and outer diameter of each bushing before installing them into the UCA. Once installed with the sleeve and load ring, Apply a layer of grease to the outer surface that will contact 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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