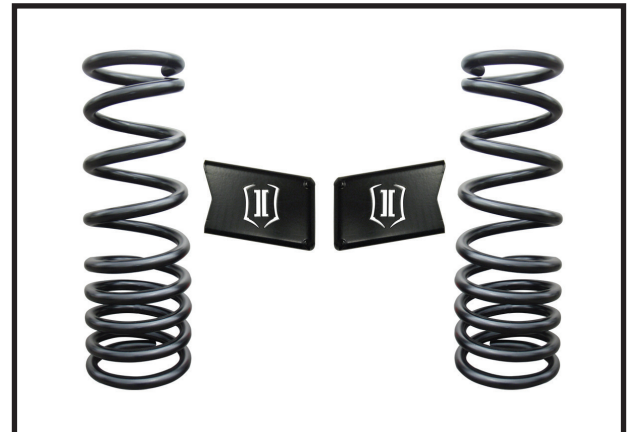


PART #	DESCRIPTION
214010	03-12 RAM HD 4WD 4.5" FRONT DUAL RATE COIL SPRING KIT

COMPONENTS INCLUDED	
(1) 214015 03-12 RAM HD SWAY BAR DROP (DRVR) (1) 214016 03-12 RAM HD SWAY BAR DROP (PASS)	(2) 218400 03-12 RAM HD 4.5" FRONT DUAL RATE COIL SPRING
HARDWARE INCLUDED	
(4) 605203 7/16" X 1" BOLTS (4) 605220 7/16" NYLOCK NUTS	(8) 605230 7/16" FLAT WASHERS
TOOLS REQUIRED	
JACK JACK STAND SAWZALL WITH 8" BI-METAL BLADE CENTERING PUNCH HAMMER PITMAN ARM PULLER 8MM TORQUE WRENCH 13MM SOCKET / WRENCH	15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 22MM SOCKET / WRENCH 24MM SOCKET / WRENCH 27MM SOCKET / WRENCH 9/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH
TECH NOTES	
N/A	



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

1. Jack up the front end of the truck and support the frame at the front frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE!
2. Remove the sway bar links from the sway bar. (Set bushings, washers, and nuts aside.) Leave the links connected to the differential. (15mm)
3. Remove the sway bar from the frame and set aside. (15mm) Mark the passenger side of the sway bar and take note to prevent the sway bar from being accidentally flipped during reinstallation later on.
4. Remove the upper track bar bolt from the frame. (21mm)
5. Open the hood and disconnect both negative battery terminals. (8mm)
6. Jack up the front end of the truck and support the frame at the front frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
7. Remove tires and inner fender liners. Fender liners must be removed during this install. (8mm)
8. Remove the drag link from the pitman arm on the steering box. (21mm)
9. Support the differential with a heavy duty floor jack. With the housing supported, remove the lower shock mount bolts going through the differential. (21mm) THE DIFFERENTIAL IS EXTREMELY HEAVY AND IS LIMITED BY THE SHOCKS; MAKE SURE THE DIFFERENTIAL IS SECURELY SUPPORTED BY THE JACK.
10. Remove upper shock bushing and nut. Then remove the 3 shock tower nuts and remove the shock mount. (15mm) The shock can then be guided up through the coil spring and removed from under the hood. REMOVING THE SHOCKS WILL ALLOW THE DIFFERENTIAL TO OVER DROOP (FALL). MAKE SURE THE HOUSING IS SECURELY SUPPORTED BY THE JACK AND CAN BE LIFTED AND LOWERED SAFELY.
11. Disconnect the brake line brackets located on each the side of the axle housing in between the control arms. (13mm) (PowerWagon models: disconnect wiring to front differential locker.)
12. Slowly lowering the differential will begin to unload the coil springs.

13. The OEM upper control arms may bind on the frame before the suspension becomes completely unloaded. Remove the front bolt on both of the upper control arms to allow suspension to droop far enough to remove the coil spring. This may require some effort as the links might still be under a small amount of load. REMOVING THE UPPER ARMS WILL ALLOW THE HOUSING TO ROTATE FORWARD AND BACK, PROPERLY SUPPORT THE HOUSING USING (2) JACKS AS NEEDED. (18mm, 21mm, 22mm)

NOTES: The passenger side frame bolt for the upper link is very close to the exhaust and was installed from the factory going from the inside out. This bolt can be removed in 1 of 2 methods. #1: Removing the exhaust is quite labor intensive, but allows for ease of access to the bolt, and the same bolt can be reused OR #2: the bolt can be cut off. (A replacement bolt is provided) An extra shallow socket can reach the bolt head to loosen it. Then slide the bolt out until it hits the exhaust. Using a SawzAll with an 8" long metal cutting blade, cut off the head of the bolt and feed it through the other side. The 6.7L Diesel is the tightest, and method #2 is highly recommended.

14. The differential will now only be supported by the lower control arms and jack, the axle is extremely heavy and extreme care must be taken when positioning the axle.

15. Continue to slowly lower the differential; the coils will become fully unloaded from the mount, slowly lower the jack until the coil springs become loose enough to slip them out. Remove the coil isolator and stud ring.

16. Stabilize the differential and replace the lower links. Be sure to grease the bushings before installing. Check to make sure there is a (dual rate) delrin ring in between the bushings. Cam the lower bolts all the way out (extending the differential all the way forward. (21mm, 24mm, 27mm)

NOTES: If the ICON Coilover Conversion Kit has been purchased, refer to coilover instructions for installation.

17. Slide the new springs into place. Be sure the coil isolator is installed on the top of the coil and the appropriate stud ring is in place.

18. Slowly lift the differential until just before the springs start to compress.

19. Connect the upper links and tighten ALL link bolts. The passenger side frame bolt must be inserted from the outside of the frame. The factory bolt was in the opposite direction. Washers have been supplied for the 6.7L Diesels. Use 1 washer on the outside of the frame and 3 washers on the inside of the frame. This will space the bolt away from the exhaust and space the nut up out of the pocket in the frame allowing a wrench to access it. (18mm or 21mm, 22mm)

20. Lower the ICON shock into the coil from under the hood. Connect and tighten the lower shock mount. This may be difficult to position by reaching through the coil. Make sure the lower shock spacers are spacing the shock forward. The longer spacer should go toward the back. (21mm)

NOTES: If the ICON Shock Tower has been purchased, refer to coilover instructions for shock tower install portion.

21. Then position the shock tower over the shock. Tighten the tower to the coil bucket. (15mm) Then tighten the stemtop and bushings of the shock onto the shock tower. (3/4") Depending on which shock was purchased, it may be easier to mount the shock tower to the shock before mounting to the coil bucket.

22. The track bar lowering bracket can now be installed. First install the T-nut in the crossmember. This is a tight fitting part, some sanding may be required. Use minimal sanding. Using the supplied 14mm bolt, connect the bracket to the stock mounting location. Swing the bracket us against the crossmember and thread the 7/16" bolt into the T-nut. Snug both bolts and mark hole to drill using a centering punch. Remove bracket and drill hole to 7/16" or slightly larger. Reinstall bracket and tighten.

23. If the ICON Adjustable Track Bar Kit was purchased, replace the factory track bar with the new ICON Adjustable track Bar, making sure the side with the rod end adjustment is connecting to the differential. Adjust the collar and heim so there are 1/4" more threads showing on the heim than the collar. (This makes it more accessible to adjust after installation. Use the correct bearing spacers and heim spacers for your truck. Check the bolt size to determine which spacer is needed. Only insert the bottom bolt. (21mm)

24. Unbend the brake line bracket where it has been slightly crimped to the brake line. Slide the bracket about 1/2-1" closer to the brake caliper. This is necessary to allow for the additional droop in the suspension. Re-mount the brake lines in their factory location. (13mm)

25. Remove the stock pitman arm from the steering box using a pitman arm puller and replace with the ICON dropped pitman arm. Torque Nut to factory specs. Loosen and rotate the tapered end of the drag link 180 degrees so the taper is pointing up (13mm, 15mm) and connect to the pitman arm. (21mm)

26. Pull or pry the stock bumpstop out. Slide the bumpstop retainer plate up and backwards. It should lock into place and catch the original retaining tabs. Then mount the bumpstop spacer to the frame threading it into the retainer plate. Bolt the bumpstop to the spacer and tighten. (9/16")

27. Go back through and torque all the partially installed hardware.

28. Re-install the inner fender well. (8mm)

29. (Reservoir shocks only) Mount the reservoir to reservoir mount on top to the shock tower using the supplied hose clamps. (8mm)

30. Re-install the tires and lower vehicle to the ground.

31. Install the sway bar drop brackets. (15mm) The open side goes toward the center of the truck with the shield pointing down.

32. Then mount the sway bar to the drop bracket in the same orientation as was removed. (5/8")

33. Connect the sway bar to the stock sway bar links using the stock bushings and washers. (15mm)

34. With the vehicle on the ground, use the steering to move the frame until the upper track bar holes line up and install the bolt. Center the front axle by adjusting the track bar adjusting collar (If applicable). Tighten the adjusting collar pinch bolts, alternating between the two bolts, back and forth 2-3 times in order to evenly apply pressure to secure the collar. (If the OEM track bar is used, there will be no need for centering the axle).

35. This lift will affect caster and steering wheel alignment. Point the tires straight ahead, make sure the steering column is not locked, loosen the clamps on the drag link turn buckle and rotate the turn buckle to center the steering wheel. Without the use of alignment equipment you may need to test drive the vehicle and re-center the wheel if it is off slightly.

36. The steering wheel being off center can effect computer sensor readings which will effect traction control. A full alignment should be performed by professional technicians.

37. All adjustable pinch housings in the links will need to be tightened. Before tightening, align the slot in the adjuster collar with the slot in the link. this maximizes the clamping effects on both the collar and the heim joint. Tighten both bolts alternating between the 2. (3/8" 12pt) Torque them to 35 ftlbs.

38. Check the torque on all hardware. Drive the truck 1-2 miles and re-torque all nuts, bolts and lugs. Re-center the steering wheel if necessary.

39. If the shock was discharged during installation, charge the shock reservoir accordingly with pure nitrogen.

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.

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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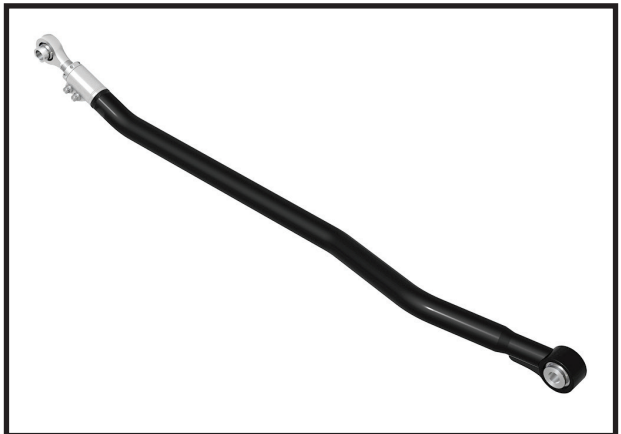


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PART #	DESCRIPTION
214030	2003-2012 RAM HD FRONT ADJUSTABLE TRACK BAR

COMPONENTS INCLUDED	
(1) 214009 03-12 RAM HD FRONT ADJ TRACK BAR	
HARDWARE INCLUDED	
(2) 217200 HEIM SPACER RSMX12 X .565 X 1.625 (2) 217201 HEIM SPACER RSMX12 X 16MM X 1.625 (2) 217205 HEIM SPACER COM16 X 14MM X 1.600 (2) 217206 HEIM SPACER JMX14 X 16MM X 1.600	(1) 217520 L-R ADJ SLEEVE 1 1/8-12L / 7/8-14 (1) 295501 COM16T BEARING (1) 295514 RSMX12T ROD END (2) 605145 3/8-16 X 1.000 12 PT (1) 605330 WHT-175 SPIRAL RET RING
TOOLS REQUIRED	
BARREL SANDER TORQUE WRENCH 1/4" ALLEN WRENCH	3/8" 12PT WRENCH 3/4" SOCKET / WRENCH 21MM SOCKET / WRENCH 36MM SOCKET / WRENCH 42MM SOCKET / WRENCH
TECH NOTES	
<p>1. TRACK BAR IS DESIGNED TO BE ADJUSTED ON THE VEHICLE VIA THE THREADED ADJUSTER HOLES. ADJUSTING IT OFF THE VEHICLE BY TURNING ONLY THE ROD END OR ONLY THE ADJUSTER CAN LEAD TO INCORRECT THREAD ENGAGEMENT AND FAILURE. ALWAYS ADJUST USING THE ADJUSTER WITH THE ROD END FIXED.</p> <p>2. SOLID MOUNTED ENDS INCREASE STEERING RESPONSE AND IMPROVE VEHICLE FEEDBACK BUT CAN GENERATE INCREASED ROAD NOISE</p> <p>3. TRACK BAR SHOULD BE ADJUSTED ROUGHLY 1/16" LONGER FOR EACH INCH OF LIFT ASSUMING FACTORY TRACK BAR MOUNTING LOCATION. FINAL NUMBER DETERMINED BY PROFESSIONAL ALIGNMENT.</p> <p>4. DO NOT EXCEED 2.375" OF ADJUSTMENT FROM THE CENTER OF THE ROD END TO THE EDGE OF THE TRACK BAR PINCH HOUSING. FAILURE CAUSED BY EXCESSIVE ADJUSTMENT WILL NOT BE COVERED UNDER ICON'S WARRANTY POLICY. REFER TO TECH NOTE PHOTO #4.</p>	



WARNING!
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INSTALLATION

1. Place the vehicle on flat, level ground. Place vehicle in park, set the emergency brake, and chock the tires. Remove the factory track bar from the frame and axle using a 27mm socket/wrench.
2. The ICON track bar comes preassembled from ICON with the parts listed above.
3. Lay the ICON track bar assembly over the factory track bar and turn the adjuster while holding the rod end fixed until the eye to eye dimensions are close to the factory measurement.
4. Install the rod end side into the axle mounting pocket. Based on the year/factory bolt size, use the appropriate sized heim spacers supplied in the kit. Using the wrong spacers will lead to damage which will not be covered by ICON's warranty policy. Use a 21mm socket/wrench to thread the factory bolt into the nut tab. [Torque to factory spec]
5. Install the uniball side of the track bar in the frame mounting tabs using the appropriate spacers and factory hardware. [Torque to factory spec]
6. Verify axle is centered/adjust as needed. Tighten the pinch bolts using a 3/8" 12pt wrench. [Torque to 45 ft-lbs] [FIGURE 1]

FIG.1

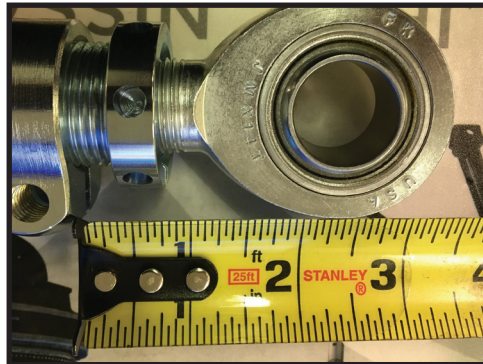


7. Center the steering wheel if needed by adjusting the drag link adjuster with a 36mm and 42mm wrench. [Torque to factory spec]
8. Have the vehicle professionally aligned.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

[TECH NOTE #4]



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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
217810P	2003-12 RAM HD FRONT 2.5 REMOTE RESERVOIR SHOCK

COMPONENTS INCLUDED	
(2) 210011 03-12 RAM HD 2.5 RESERVOIR MOUNT (2) 214943R 03-12 RAM HD 4.5" FRONT 2.5 REMOTE RESERVOIR SHOCK	(2) 611006 9/16 HEAVY DUTY STEM BUSHING KIT (1) 611051 1.188-2.750 STAINLESS HOSE CLAMP KIT (4)
HARDWARE INCLUDED	
(2) 605052 1/4-20 NYLOCK NUT (4) 605053 1/4 FLAT WASHER	(2) 605054 1/4-20 X .750 BOLT (2) 605934 #12 (3/4) ADEL CLAMP
611006 HARDWARE KIT	
(1) 250200 BUSHING RETAINER 1.900 X .572 X .134 (1) 250201 BUSHING RETAINER 1.900 X .510 X .134 (2) 255200 STEM BUSHING 9/16 ID	(1) 605809 M12-1.25 JAM NUT (1) 605810 M12-1.25 NUT
TOOLS REQUIRED	
FLOOR JACK JACK STANDS TORQUE WRENCH 8MM SOCKET / WRENCH 13MM SOCKET / WRENCH 15MM SOCKET / WRENCH	18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 24MM SOCKET / WRENCH 27MM SOCKET / WRENCH 7/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH
TECH NOTES	
1. 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.	



WARNING!
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INSTALLATION

1. Remove the sway bar links from the sway bar. (Set bushings, washers, and nuts aside.) Leave them connected to the differential. (15mm)
2. Open the hood and disconnect both negative battery terminals. (8mm)
3. Lift the front end of the truck and support the frame at the front frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE.
4. Remove tires.
5. Support the axle with a heavy duty floor jack. With the housing supported, remove the lower shock mount bolts going through the axle housing. THE AXLE HOUSING IS EXTREMELY HEAVY AND IS LIMITED BY THE SHOCKS; MAKE SURE THE HOUSING IS SECURELY SUPPORTED BY THE JACK.
6. Remove the track bar from the frame using a 24mm and a 27mm.
7. Remove upper shock bushing and nut. Then remove the 3 shock tower nuts using a 15mm. Lift the shock tower off of the studs and slide off out of the way.
8. Disconnect the brake line brackets located on each the side of the axle housing in between the control arms. (13mm) (Powerwagon models: disconnect wiring to front differential locker.)
9. Slowly lowering the differential will begin to unload the coil springs.
10. The factory upper control arms may bind on the frame before the suspension becomes completely unloaded. Remove the front bolt on both of the upper control arms to allow suspension to droop far enough to remove the coil spring. This may require some effort as the links might still be under a small amount of load. REMOVING THE UPPER ARMS WILL ALLOW THE HOUSING TO ROTATE FORWARD AND BACK, PROPERLY SUPPORT THE HOUSING USING (2) JACKS AS NEEDED. (18mm, 21mm)
11. The axle will now only be supported by the lower control arms and jack, the axle is extremely heavy and extreme care must be taken when positioning the differential.
12. Continue to slowly lower the differential, the coils will become fully unloaded from the mount, slowly lower the jack until the coil springs become loose enough to slip them out. Remove the coil isolator and stud ring.
13. Remove the factory shock.

- 14.** Slide the shock reservoir up through the coil bucket and continue up into the engine bay. Then rotate the reservoir and feed it down into the wheel well.
- 15.** Set the factory shock towers on the coil bucket over the shock. Make sure the hose is coming out of the front outer opening in the shock tower.
- 16.** The factory stud ring can now be installed and tightened onto the shock tower. Set the reservoir mount on top of the shock tower holes and tighten the factory nuts onto the stud rings. The reservoir mount can be mounted in 2 positions. It should be mounted in the rearward position, setting the reservoir slightly behind the shock tower. (15mm) [Torque to factory spec]
- 17.** Slide the coil isolator up over the shock under the coil bucket. Then slide the coil over the shock and set it in position on the lower mount. Line up the coil isolator with the coil on the top.
- 18.** Install the lower shock bolt. Make sure the spacers are spacing the shock forward. The larger spacer should be in the back. (21mm) [Torque to factory spec]
- 19.** Lift the differential slowly while guiding the shock into position.
- 20.** With stem bushings and bushing retainers on both above and below the shock mount, tighten the stem of the shock onto the shock tower until enough threads are exposed to fit the jam nut on top. Keep the first nut stationary. [Torque the jam nut to 35 ft-lbs]
- 21.** Reconnect the upper links and tighten to factory specs. (18mm, 21mm)
- 22.** Reconnect the track bar. (24mm & 27mm) [Torque to factory spec]
- 23.** Install the sway bar. (15mm) [Torque to factory spec]
- 24.** Connect the sway bar to the sway bar links using the stock bushings and washers. (15mm)
- 25.** Go back through and torque all the partially installed hardware to factory specs.
- 26.** Reconnect the brake lines in the stock location. (13mm) [Torque to factory spec] (Powerwagon models: Reconnect the wiring to the front differential locker)
- 27.** Mount the reservoir using the supplied hose clamps. (8mm)
- 28.** Use the supplied adel clamp and 1/4 hardware to clamp the reservoir hose to the wheel well. There is an existing hole on the driver side. The passenger side will need to be drilled. [FIGURE 1]

FIG.1



- 29.** Reconnect both negative battery terminals. (8mm)
- 30.** Re-install the tires and lower vehicle to the ground. [Torque lugs nuts to factory spec]
- 31.** Check the torque on all hardware. Drive the truck 1-2 miles and re-torque all nuts, bolts and lugs. Re-center the steering wheel if necessary.

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.

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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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