

PART #	DESCRIPTION
217800CP	2003-12 RAM HD FRONT 2.5 REMOTE RESERVOIR CDCV SHOCKS

COMPONENTS INCLUDED	
(2) 210011 03-12 RAM HD 2.5 RESERVOIR MOUNT (2) 214942C RAM HD 2.5 FRONT RR CDCV SHOCK (2) 605934 #12 (3/4) ADEL CLAMP	(2) 611006 9/16 HEAVY DUTY STEM BUSHING KIT (1) 611051 #36 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
611006 HEAVY DUTY STEM BUSHING KIT	
(2) 250200 9/16" HD STEM BUSHING (2) 255200 9/16" STEM BUSHING RETAINER	(1) 605809 M12-1.25 JAM NUT (1) 605810 M12-1.25 LOCK NUT
TOOLS REQUIRED	
JACK JACK STANDS TORQUE WRENCH 7/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH 8MM SOCKET / WRENCH	13MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH 21MM SOCKET / WRENCH 24MM SOCKET / WRENCH 27MM SOCKET / WRENCH
TECH NOTES	
<p>1. YOUR ICON SHOCK ASSEMBLIES COME 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>	



WARNING!
<p><b>** 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!</b></p> <p><b>** ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.</b></p> <p><b>** 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.</b></p>

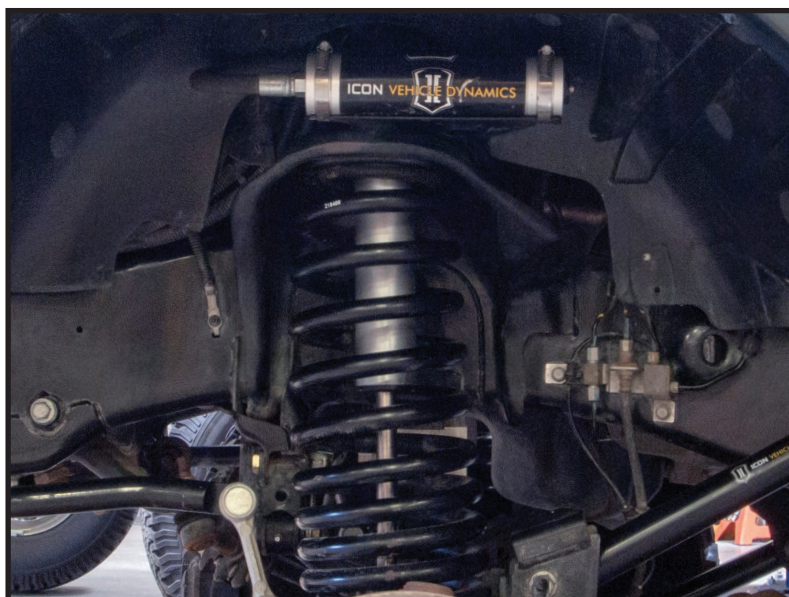
## INSTALLATION

- Remove the sway bar links from the sway bar (set the bushings, washers, and nuts aside) but leave them connected to the differential. (15mm)
- Open the hood and disconnect both negative battery terminals. (8mm)
- 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.
- 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.
- Remove the track bar from the frame using a 24mm and a 27mm.
- 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.
- 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).
- Slowly lowering the differential will begin to unload the coil springs.
- 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 may 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)
- 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.
- 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.
- Remove the factory shock.

- 13.** Slide the shock reservoir up through the coil bucket and continue up into the engine bay. Rotate the reservoir and feed it down into the wheel well.
- 14.** 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.
- 15.** 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]
- 16.** 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.
- 17.** Install the lower shock bolt. Make sure the spacers are oriented to place the shock towards the front of the vehicle. The larger spacer should be in the back. (21mm) [Torque to factory spec]
- 18.** Lift the differential slowly while guiding the shock into position.
- 19.** 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]
- 20.** Reconnect the upper links and tighten to factory specs. (18mm, 21mm)
- 21.** Reconnect the track bar. (24mm & 27mm) [Torque to factory spec]
- 22.** Install the sway bar. (15mm) [Torque to factory spec]
- 23.** Connect the sway bar to the sway bar links using the stock bushings and washers. (15mm)
- 24.** Go back through and torque all the partially installed hardware to factory specs.
- 25.** Reconnect the brake lines in the stock location. (13mm) [Torque to factory spec] (Powerwagon models: Reconnect the wiring to the front differential locker).
- 26.** Mount the reservoir using the supplied hose clamps. (8mm)
- 27.** 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.
- 28.** Reconnect both negative battery terminals. (8mm)
- 29.** Re-install the tires and lower vehicle to the ground. [Torque lugs nuts to factory spec]
- 30.** Check the torque on all hardware. 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.



**ICON VEHICLE DYNAMICS®**  
PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS