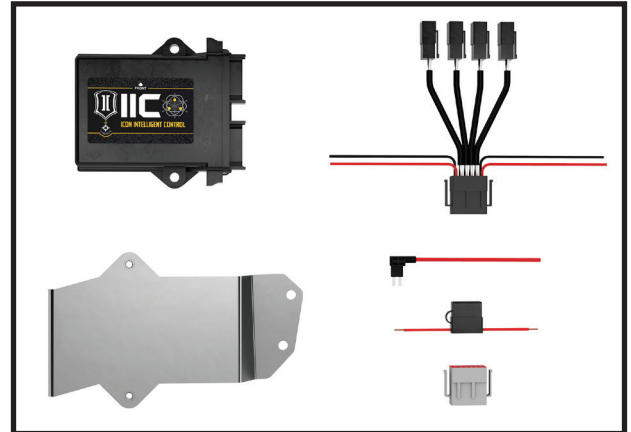


PART #	DESCRIPTION
23502	18-UP JEEP JL / 20-UP JEEP JT IIC INSTALL KIT

COMPONENTS INCLUDED	
(1) 255600 IIC CONTROLLER (1) 255601 BLOCK OFF PLUG	(1) 255602 MAIN IIC WIRE HARNESS (1) 254400 JL/JT IIC MOUNT
HARDWARE INCLUDED	
(1) 255608 FUSE TAP MICRO2 (1) 255605-10 INLINE ATO FUSE HOLDER W/10 AMP FUSE (6) 605926 #12 (3/4) ADEL CLAMP ZINC PLATED EPDM CUSHION (2) 605984 RUBBER STRIP 1" X 3" ADHESIVE BACK (2) 605069 1/4-20 X 1.25 BOLT (3) 605800 M6-1.0 FLANGE NUT (2) 605801 M6-1.0 X 16MM FLANGED BOLT	(3) 605751 5/16 TERMINAL CONNECTOR W/ HEAT SHRINK (2) 605750 BUTT CONNECTOR (1) 605755 MICRO 2 FUSE 5 AMP (7FT) 605760 WIRE LOOM 1/4" (3) 605092 WASHER .344" X 1.25" X .042" ZINC PLATED STEEL (1) 605926-BLK-100 5-1/2 X 0.14 NYLON CABLE TIE, BLACK, 100PK
SUPPLIED WITH SHOCKS	
JEEP JL	
(1) 255604-04 4-FT WIRE (1) 255604-22 22-FT WIRE	(1) 255604-10 10-FT WIRE (1) 255604-26 26-FT WIRE
JEEP JT	
(1) 255604-04 4-FT WIRE (1) 255604-18 18-FT WIRE	(1) 255604-10 10-FT WIRE (1) 255604-22 22-FT WIRE
TOOLS REQUIRED	
WIRE STRIPPER WIRE CRIMPER WIRE CUTTERS HEAT GUN OR LIGHTER	TORQUE WRENCH 10MM SOCKET / WRENCH 12MM SOCKET / WRENCH 7/16 SOCKET / WRENCH
TECH NOTES	
<ol style="list-style-type: none"> <li>1. WIRE LENGTHS ARE MEASURED FOR A 3.6L V6 JL 4 DOOR AND A 3.6L V6 JT.</li> <li>2. GOLD WIRE COLOR IN FIGURES DENOTES BASIC WIRE PATH (FOR CLARITY).</li> <li>3. SEE PAGE 7 &amp; 8 FOR JL, JT WIRE ROUTING DIAGRAMS.</li> <li>4. SYSTEM FITS 3.6L V6 ONLY</li> </ol>	
FUSE OPTIONS	
CIGARETTE LIGHTER	



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

1. Disconnect the positive battery terminal using a 12mm.
2. Remove the factory bolts from the driver fender using a 10mm.
3. Position the IIC mount as shown. Install the factory bolt using a 10mm. Install the 2 supplied M6 bolts (PN: 605801). [FIGURE 1 & 2]



FIG.1

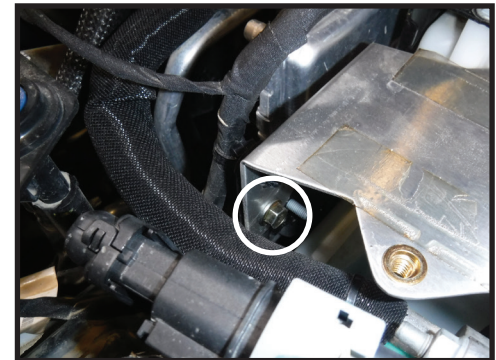


FIG.2

4. Install the 2 adhesive strips on the mount as shown. [FIGURE 3]

FIG.3



**5.** Connect the IIC to the mounting plate using the supplied 1/4-20 bolts (PN: 605069). Using a 7/16, torque to 50 in-lbs. [FIGURE 4]

FIG.4



**6.** Connect the block off plug to the grey port on the IIC.

**7.** Connect the Wire Harness to the black port on the IIC.

**8.** Connect the 4-FT wire to the Channel 4 pigtail. Route the 4-FT wire around the washer fluid bottle to the driver fender. Route the wire along the AC line toward the back of the firewall. Route the wire down into the driver front fender well. [FIGURE 5 & 6]

FIG.5



FIG.6



**9.** Connect the 10-FT wire to the Channel 3 pigtail. Run the 10-FT wire across the top of the firewall to the passenger side.

**10.** Connect the 18-FT wire to the Channel 1 pigtail. Run the 18-FT wire across the top of the firewall to the passenger side.

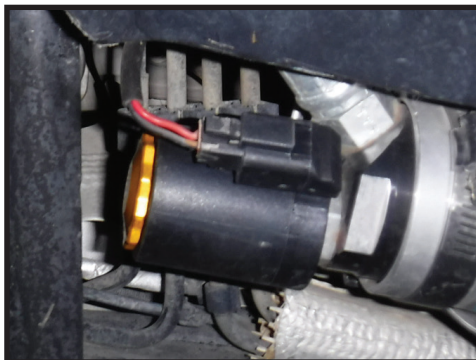
- JL uses an 20-FT wire
- JT uses a 18-FT wire

**11.** Connect the 22-FT wire to the Channel 2 pigtail. Run the 22-FT wire across the top of the firewall to the passenger side.

- JL uses a 26-FT wire
- JT uses a 22-FT wire

**12.** Plug the 4-FT wire into the driver front CDE-Shock solenoid and zip-tie the remaining wires up and away from the exhaust. Be sure to leave some slack in the wire to ensure there is freedom of movement and the ability to unplug the wire from the shock. [FIGURE 7]

FIG.7



**13.** Route the wires (4 shock wires & 4 power supply wires) around the washer fluid bottle to the driver fender. Route them along the AC line toward the firewall. Zip-tie the wires in place as you go. [FIGURE 8]

FIG.8

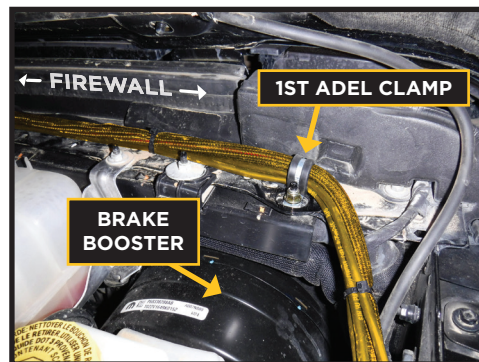


**14.** Slide the supplied wire loom (PN: 605760) over the power supply wires (2 red & 2 black) and up against the IIC.

**15.** Fasten the wire bundle (3 shock wires & 4 power supply wires) to the top of the firewall using the supplied adel clamps (PN: 605984).

**16.** The 1ST adel clamp mounts above the brake booster. Remove the factory nut from the stud using a 10mm. Place a washer (PN: 605092) over the stud, and fasten the adel clamp using one of the supplied M6 nylock nuts (PN: 605800). [FIGURE 9]

FIG.9



**17.** The 2ND adel clamp utilizes the factory nut. Remove the nut from the coolant bracket stud using a 10mm. Install the adel clamp and re-install the nut.

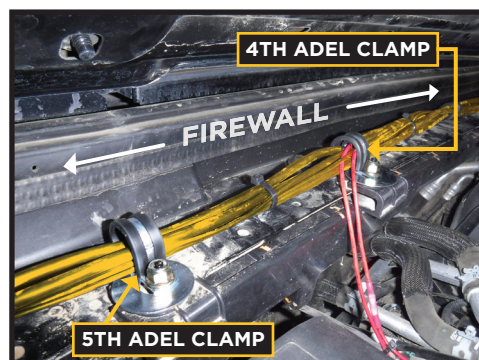
**18.** The 3RD adel clamp utilized the factory bolt in the top center of the firewall. Remove and install the adel clamp using the factory bolt and a 10mm. [FIGURE 10]

FIG.10



**19.** The 4TH & 5TH adel clamps mount to the studs on the passenger side of the firewall. Remove the factory nut. Place a washer over the stud and fasten the adel clamp using the supplied M6 nylock nuts. (Notice the red wires separate from the rest after the 4TH adel clamp). [FIGURE 11]

FIG.11



**20.** The 6TH adel clamp utilizes the factory bolt on the passenger side of the firewall. Remove the bolt and use it to fasten the adel clamp in place using a 10mm. [FIGURE 12]



FIG.12

**21.** Run the wire bundle (3 shock wires & 2 black power supply wires) around the corner of the engine compartment and fuse box. Separate 2 black wires. Feed the 3 shock wire bundle down into the passenger front wheel well from the small opening right in front of the fuse box. [FIGURE 13 & 14]

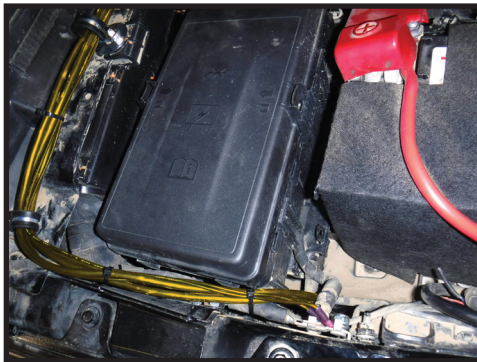


FIG.13

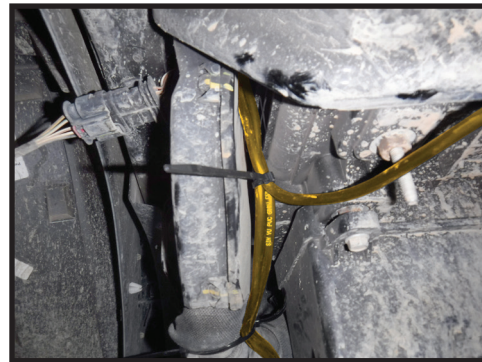


FIG.14

**22.** From inside the wheel well, the 10-FT wire splits off to the Passenger Front shock. Plug into the CDE-Shock solenoid and zip-tie the remaining wire up away from the exhaust. Be sure to leave some slack in the wire to ensure there is freedom of movement and the ability to unplug the wire from the shock. [FIGURE 15]



FIG.15

**23.** Continue routing the 22-FT & 26-FT for JL, 18-FT & 22-FT for JT bundle toward the firewall and down the firewall. [FIGURE 16 & 17]

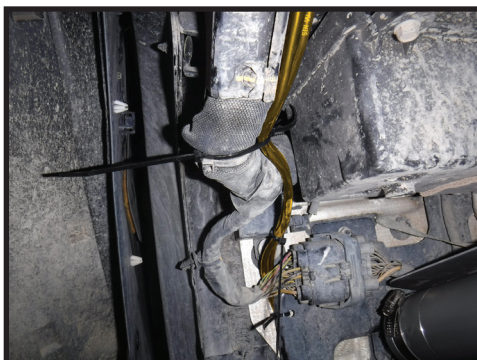


FIG.16



FIG.17

**24.** Feed the wire bundle along the top of the passenger side frame rail. Zip-tie to the factory wire harness. You may not be able to see it along the top of the frame rail, but you can feel it. [FIGURE 18 & 19]

FIG.18

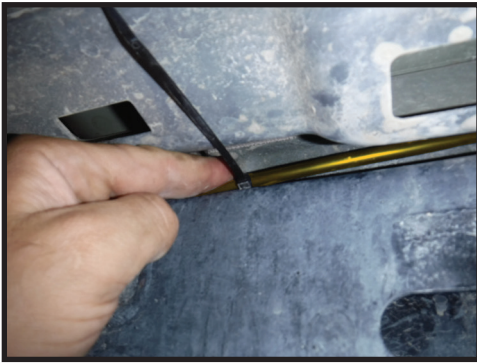


FIG.19

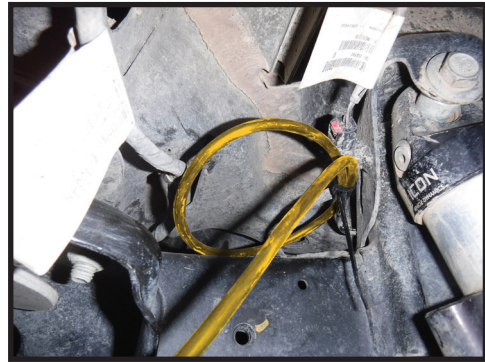


**25.** Continue routing the wire bundle along the top of the frame rail until you get to the passenger rear wheel well. Plug the 22-FT (JL) or 18-FT (JT) wire into the CDE-Shock solenoid and zip-tie the remaining wire up away from the exhaust. Be sure to leave some slack in the wire to ensure there is freedom of movement and the ability to unplug the wire from the shock. [FIGURE 20 & 21]

FIG.20



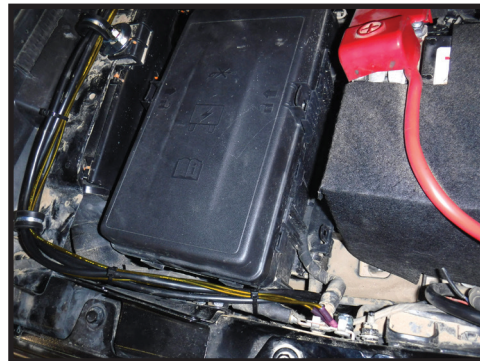
FIG.21



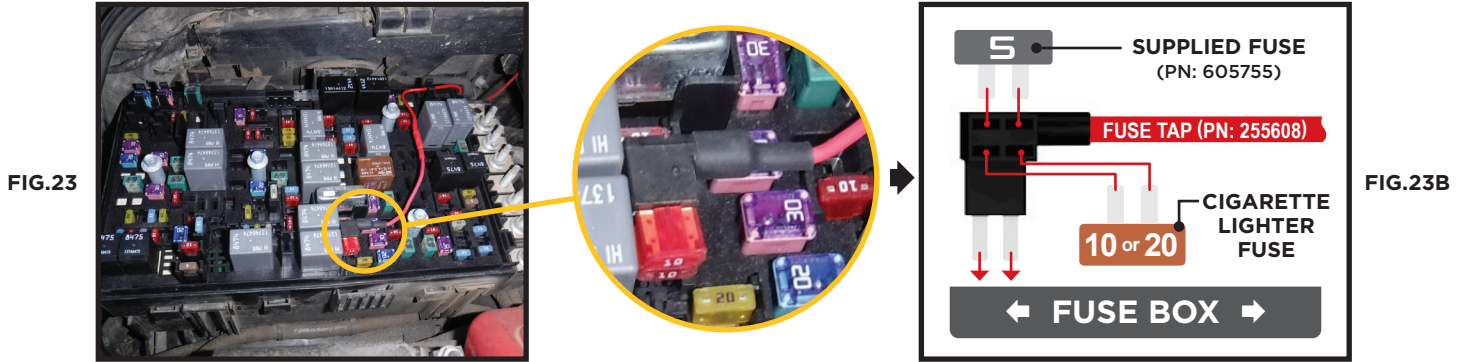
**26.** Feed the 26-FT (JT) or 22-FT (JL) wire over the frame rail and along the top of the cross member as shown. Route along the top of the driver side frame rail to the driver rear shock. Plug the 26-FT (JL) or 22-FT (JT) wire into the CDE-Shock solenoid and zip-tie the remaining wire. Be sure to leave some slack in the wire to ensure there is freedom of movement and the ability to unplug the wire from the shock.

**27.** Route the 2 black ground wires along the firewall and passenger fender to the battery ground terminals on the fender. With wires routed nicely, trim excess. Strip the end of the wires and crimp the supplied terminal connectors (PN: 605751) on. Use a heat gun to seal the crimp connection with heat shrink. [FIGURE 22]

FIG.22



**28.** Remove the cover to the FUSE BOX. Using the diagram on the inside of the cover, locate the fuse for the CIGARETTE LIGHTER (should be 10 or 20AMP). Replace the fuse with the supplied Fuse Tap (PN: 255608). Put the original 10 or 20AMP fuse in the bottom position and the supplied 5AMP fuse (PN: 605755) in the top position. [FIGURE 23 & 23B]



**29.** Route the red wire labeled “ACC” to the fuse tap and trim excess. Use the supplied butt connector (PN: 605750) to connect the wire to the fuse tap. Use a heat gun to seal the crimp connection with heat shrink.

**30.** Replace the fuse box cover. [FIGURE 24]



**31.** Route the red wire labeled “PWR” to the positive terminal of the battery. Use the supplied butt connector (PN: 605750) to connect the wire to the inline fuse (PN: 255605-10). Crimp the supplied terminal connector (PN: 605751) on and use a heat gun to seal the crimp connections with heat shrink. Connect to one of the terminal studs on the positive side of the battery using a 12mm. [FIGURE 25]

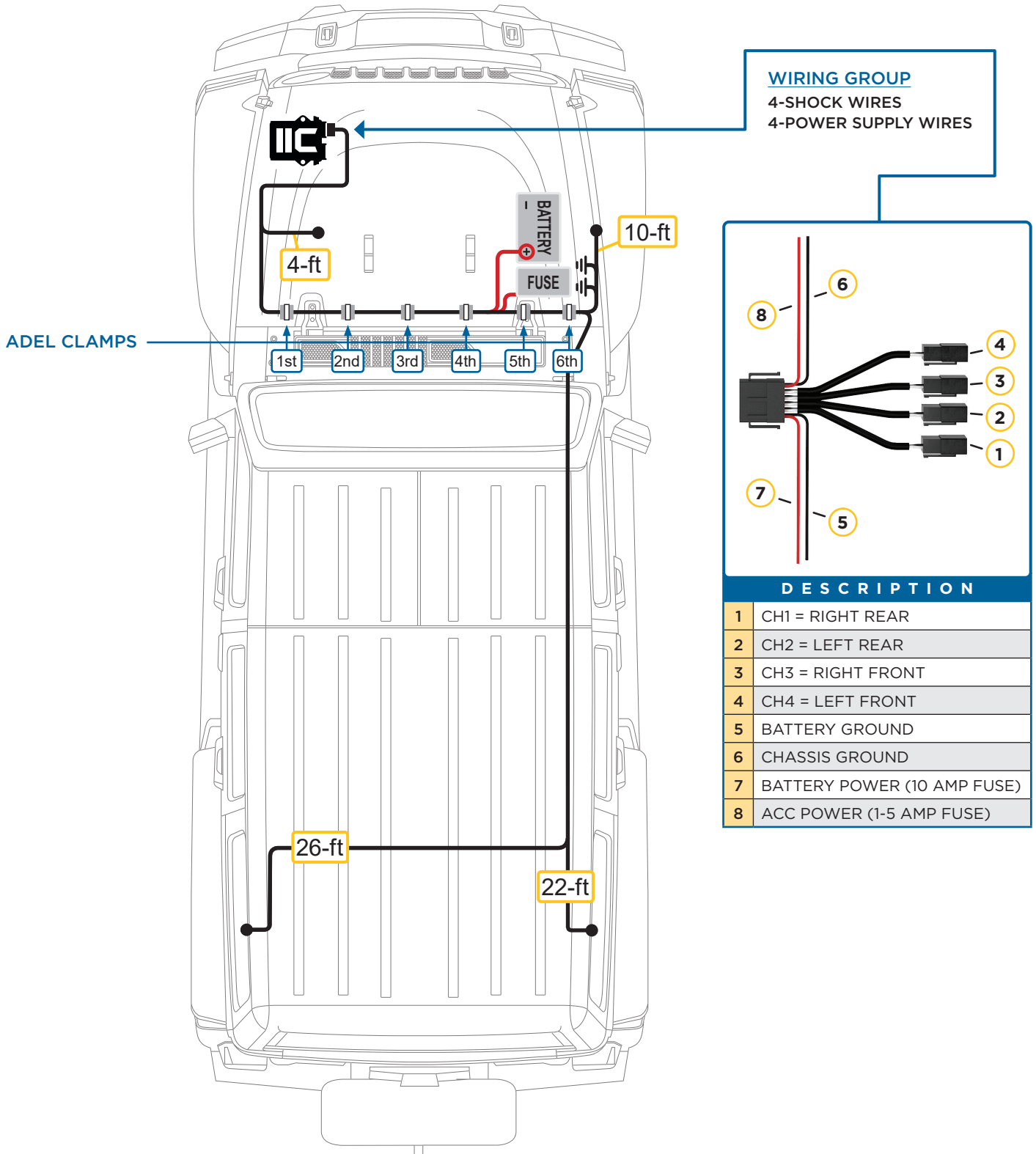


**32.** Connect the positive battery terminal using a 12mm.

**33.** Download the ICON INTELLIGENT CONTROL App on you device. Open the app and turn on the vehicle.

***VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.  
RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.***

# WIRE ROUTING DIAGRAM: Jeep JL



# WIRE ROUTING DIAGRAM: Jeep JT

