

PART #	DESCRIPTION
217802CP	14-UP RAM 2500 2.5" FRONT 2.5 VS RR CDCV SHOCKS

COMPONENTS INCLUDED	
(1) 214946C 14+ RAM 2500 2.5" FRONT 2.5 RR CDCV (DRVR)	(4) 605136 3/8-16 X 1.000 BUTTON HEAD
(1) 214946C 14+ RAM 2500 2.5" FRONT 2.5 RR CDCV (PASS)	(2) 611006 9/16 HD STEM BUSHING KIT
(2) 250006 7.5 UNIVERSAL 90 DEGREE RESI MT	(1) 611051 HOSE CLAMP KIT
	(4) 605133 3/8 WASHER
	(4) 605124 3/8-16 LOCKNUT THIN
HARDWARE INCLUDED	
611006 CONTENTS	
(2) 255200 STEM BUSHING 9/16 ID	(1) 605809 M12-1.25 JAM NUT
(2) 254200 9/16 STEM WASHER	(1) 605810 M12-1.25 NUT
611051 CONTENTS	
(4) 605931 1/2 X 2 1/16 - 3 ID #40 SS HOSE CLAMP	
TOOLS REQUIRED	
JACK	7/32" ALLEN
JACK STANDS	5/16" NUT DRIVER
TORQUE WRENCH	9/16" WRENCH
DRILL	19MM WRENCH (X2)
7/16" DRILL BIT	21MM SOCKET / WRENCH
TECH NOTES	
1. FAILURE TO INSTALL THE BRAKE LINE RELOCATION BRACKETS (PART #214108/214109) SUPPLIED WITH THE ICON 2.5" SPRING KIT (PART #214200) WILL LEAD TO BRAKE LINE FAILURE FROM THE SHOCK CRASHING INTO THE BRAKE LINES.	
2. THE DRIVER SIDE SHOCK IS SHOWN ON THE RIGHT SIDE IN THE PHOTO.	



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.
- Support the front axle with a jack and remove the driver side and passenger side front shocks using a 21mm socket/wrench for the lower shock mount and 19mm socket/wrench for the stem.
- Install the shock using the (254200) stem washer on the stem, followed by a (255200) bushing and then inserting the shock stem into the factory mount. Install the supplied (255200) 9/16" bushing and then a (254200) washer on top of the bushing followed by the taller m12 nut. Install the nut only a few turns so the upper assembly is loose. (FIGURE 1)

FIG.1



NOTE: Installing the upper stem bushing tight before installing the lower bolt will increase the difficulty of the lower bolt installation due to the way the radius arm swings as it cycles down. Leaving it loose allows it much more freedom.

NOTE: Take care not to wedge the reservoir hose against the clip referenced in (FIGURE 1) as it will cut the hose casing.

4. With the upper assembly loose, line up the shock in the lower mount using the jack to position the axle at the right height to install the factory lower shock bolt with a 21mm socket/wrench. [Torque to factory spec] (FIGURE 2)

FIG.2



FIG.3

5. Fasten the supplied (605810) large nut until 2-3 threads are showing and then install the supplied (605809) thin jam nut to lock it against the tall nut. [Torque the jam nut to 50ft-lbs] (FIGURE 3)

6. Locate the reservoir bracket and clamp it to the coil bucket to mark the two holes that need to be drilled. (FIGURE 4)

FIG.4



FIG.5

7. Remove the bracket and protect the backside of where you will be drilling thru. Drill two holes with a 7/16" drill bit. (FIGURE 5)

8. Spray paint the exposed metal to prevent corrosion.

9. Install the bracket with supplied 3/8" button head screws, washers and lock nuts. Use a 7/32" allen wrench and 9/16" socket/wrench to tighten. [Torque to 30 ft-lbs] (FIGURE 6)

FIG.6



FIG.7

10. Attach the reservoir to the bracket using the supplied hose clamps and a 5/16" nut driver. Roll the reservoir into the clamps to roll the hose inward, this will make the compression adjuster knob more accessible. (FIGURE 7)

11. Repeat steps on the passenger side.

NOTE: Over tightening the large stem nut will cause too much bushing preload which will cause premature wear on internal shock components and also effect vehicle ride characteristics.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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