

PART #	DESCRIPTION
77750CP	15-UP COLORADO/CANYON 0-2" REAR 2.5 VS PB CDCV SHOCKS

COMPONENTS INCLUDED	
(1) 174954C 15+ COLORADO/CANYON 0-2" REAR 2.5 VS PB CDCV (DRVR)	(1) 174954C 15+ COLORADO/CANYON 0-2" REAR 2.5 VS PB CDCV (PASS)
HARDWARE INCLUDED	
N/A	
TOOLS REQUIRED	
JACK JACK STANDS SANDER	21MM SOCKET / WRENCH TORQUE WRENCH
TECH NOTES	
<p>1. IT IS EASIEST TO INSTALL THESE SHOCKS WHEN THE AXLE IS AT FULL DROOP. COMPRESSING THE SHOCKS BY HAND IS DIFFICULT.</p> <p>2. YOUR NEW SHOCK ASSEMBLIES COME CHARGED WITH THE CORRECT AMOUNT OF NITROGEN. DO NOT RELEASE PRESSURE FROM THE CHARGE PORT, AS THIS CAN CAUSE THE SHOCK TO MALFUNCTION.</p> <p>3. THE NITROGEN CHARGE WILL LIFT THE REAR OF THE VEHICLE APPROXIMATELY 0.5"</p>	



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>

INSTALLATION

- Using a properly rated jack, raise the rear 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 OEM rear shocks using a 21mm socket/wrench. (FIGURE 1)

FIG.1



- The driver side upper inside tab needs to be sanded to clear the top cap as pictured. Failure to sand will not allow shock to be installed at full extension and could lead to damage not covered by warranty. (FIGURE 2 AND 3)

FIG.2



FIG.3



4. The passenger side tabs (both) need to be sanded as pictured. Failure to sand will not allow shock to be installed at full extension and could lead to damage not covered by warranty. (FIGURE 4 AND 5)

FIG.4

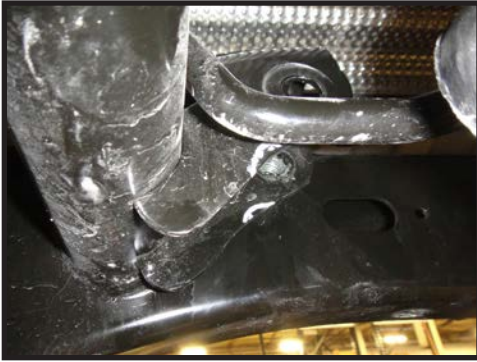


FIG.5



5. Install the upper bolt first with the wide spacer to the outside, spacing the shock away from the frame for added clearance. Use a 21mm socket/wrench. [Torque to factory spec] (FIGURE 6 AND 7)

FIG.6

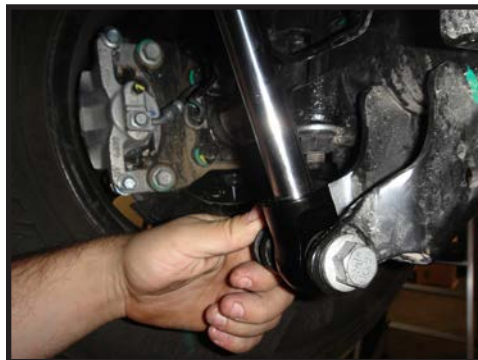


FIG.7



6. Install the lower bolt using a 21mm socket/wrench. Use the offset spacers provided to space the shock away from the frame. It helps to have the axle fully drooped for this step. [Torque to factory spec] (FIGURE 8)

FIG.8



VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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