ICON VEHICLE DYNAMICS

22020 INSTALLATION INSTRUCTIONS

PART #	DESCRIPTION
22020	07-17 JEEP JK CENTERLINE STEERING STABILIZER

COMPONENTS INCLUDED

(1) 124916 07-17 JK 2.0 THRU SHAFT STABILIZER

HARDWARE INCLUDED

(1) 605137 3/8-16 X 1.000 BHCS
(4) 605056 1/4-20 X 1.750 ALLEN SCREW
(1) 297200 1.375 BILLET TUBE CLAMP FRONT
(1) 605443 9/16-12 X 4.500 BOLT
(1) 605450 9/16-12 C-LOCK NUT
(2) 605432 9/16" HEAVY WASHER, SILVER ZINC
(2) 605455 9/16" WASHER, YELLOW ZINC

TOOLS REQUIRED

TORQUE WRENCH
15MM SOCKET / WRENCH
18MM SOCKET / WRENCH
21MM SOCKET / WRENCH
3/16" ALLEN WRENCH
13/16" SOCKET / WRENCH
7/8" SOCKET / WRENCH
CRESCENT WRENCH

TECH NOTES

1. THIS KIT IS INTENDED FOR USE WITH A 3-6" LIFT AND WILL NOT WORK ON A STOCK VEHICLE. A MINIMUM OF 1" BUMPSTOP SPACER IS REQUIRED FOR ADEQUATE CLEARANCE.

2. 4.5" KITS AND TALLER ALLOW THE RESERVOIR OF THE STABILIZER TO BE ROTATED STRAIGHT UP ABOVE THE SHOCK BODY. 3" KITS REQUIRE THE RESERVOIR TO BE ROTATED DOWN BEHIND THE SHOCK BODY AS SHOWN.

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.*

*** 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.*

INSTALLATION

1. Park on level ground with the wheels pointing straight forward. Make sure that the vehicle is in PARK, chock the tires, and engage the emergency brake.

2. Remove the factory steering stabilizer from the differential housing using an 18mm.

3. Remove the steering stabilizer from the tie rod clamp bracket using a 15mm. Remove the bolt clamping the bracket to the tie rod. Using 2 large crescent wrenches, bend the clamp open to release it from the tie rod.

4. Remove the track bar bolt from the factory track bar bracket on the differential housing using a 21mm.

5. Mount the rod end of the centerline stabilizer in front of the track bar using the supplied 9/16-12 x 4.5" bolt and thinner gold washers. Make sure the thicker spacer is between the rod end and the track bar bracket to push the stabilizer away from the differential. If you have a 3" lift that does not utilize a track bar bracket, add 2 thick silver washers between the rod end spacer and the factory track bar bracket on the axle housing to make up for the thickness difference and move the stabilizer forward. [Torque to 110 ft-lbs using a 13/16" and 7/8"]

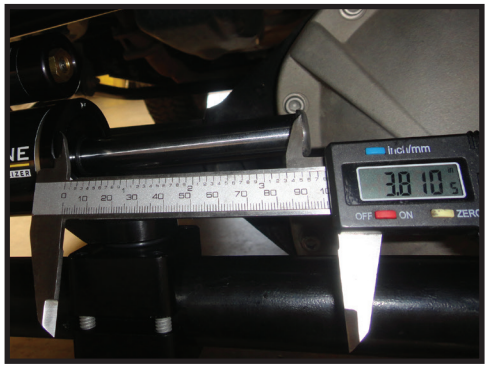
6. If installing on a 4.5" lift kit, remove the 3/8" bolt from the track bar bracket and replace it with the supplied 3/8" button head bolt. **[FIGURE 1 & 2]**

FIG.1

FIG.2

7. Check to make sure the wheels are still straight. VERY IMPORTANT! Using the supplied shock shaft spacer, slide the shock body until the shaft spacer hits the aluminum cap on the end of the shaft and the seal head of the shock body. This centers the stabilizer in its travel. Turning the 'Drive Zone' adjuster counter clockwise will soften the shock and make it easier to move. **[FIGURE 3]**

FIG.3



8. Clamp the stabilizer to the tie rod using the supplied tube clamp and 1/4" hardware. Torque to 8 ft-lbs using a 3/16 Allen head. **[FIGURE 4]** Make sure the bottom of the clamp is lined up on the same plane as the tie rod ball joints. **[FIGURE 5]**

FIG.4

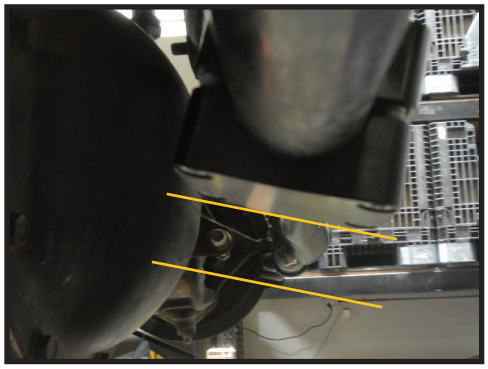
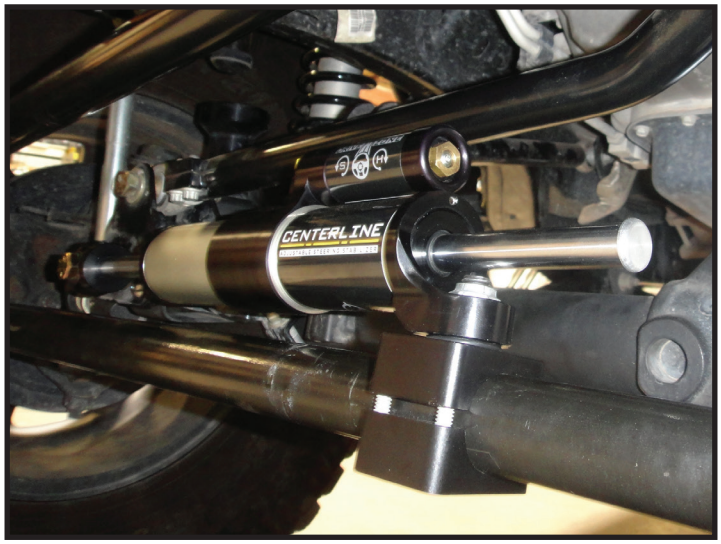


FIG.5

9. CAUTION: To run the reservoir in the shown upward position, a minimum of a 2.75" bump stop spacer must be used to prevent the reservoir from interfering on compression. On smaller lifts with a shorter bump stop spacer the reservoir must be rotated backwards and down 135 degrees between tie rod and axle tube. The internal friction of the O-rings make it stiff to resist rotation but it will rotate when force is applied.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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



2.0 ALUMINUM SERIES 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 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)

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)

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 after every outing.

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PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS