

7929 Lincoln Ave. Riverside, CA 92504  
 Phone: 951.689.ICON Fax: 951.689.1016

PART #	DESCRIPTION
21000	07-UP JEEP WRANGLER JK 4.5" REAR BOX KIT

COMPONENTS INCLUDED	
(1) 124001 JK REAR TRACK BAR LIFT BRACKET (2) 124009 JK REAR SWAY BAR LINK (2) 127056 JK REAR BUMPSTOP SPACER 2" (1) 125100 JK REAR BRAKE LINE KIT	(1) 21000H JK REAR 4.5 HARDWARE KIT (2) 295512 JM08T ROD END (2) 605355 1/2-20 JAM NUT THIN
HARDWARE INCLUDED	
21000H HARDWARE KIT	
(2) 139001 SLEEVE .625 X .508 X 1.625 (2) 169003 SLEEVE .750 X .510 X .250 (4) 297024 SWAY BAR BUSHING (2) 605119 3/8-16 X 2.50 FHSCS SS 18-8 (4) 605124 3/8-16 NYLOCK THIN (17/64 TALL) (2) 605134 3/8-16 X .750 BLT (2) 605136 3/8-16 X 1.000 ALLEN BLT	(4) 605122 3/8-16 C-LOCK NUT (6) 605133 3/8 SAE FLAT WASHER (1) 605151 3/8-16 U-BOLT (2) 605322 1/2-13 C-LOCK NUT (2) 605341 1/2-13 X 1.750 BOLT (2) 605455 9/16 SAE FLAT WASHER (1) 605445 9/16-12 X 3.000 BOLT (1) 605450 9-16-12 C-LOCK NUT
TOOLS REQUIRED	
FLOOR JACK JACK STANDS TAPE MEASURE CRESCENT WRENCH TORQUE WRENCH DRILL 3/8" DRILL BIT 7/32" ALLEN WRENCH 10MM SOCKET / WRENCH	12MM SOCKET / WRENCH 16MM SOCKET / WRENCH 18MM SOCKET / WRENCH 19MM SOCKET / WRENCH 21MM SOCKET / WRENCH 9/16" SOCKET / WRENCH 13/16" SOCKET / WRENCH 3/4" SOCKET / WRENCH 7/8" SOCKET WRENCH
TECH NOTES	
1. THE FOLLOWING PARTS ARE REQUIRED FOR COMPLETE INSTALLATION OF THIS KIT:  PART #24015 REAR COIL KIT PART #21046 OR PART #21045 REAR UPPER LINK PART #21041 OR PART #21040 REAR LOWER LINK	
2. THE CORRECT LENGTH OF THE REAR ARMS IS CRITICAL TO AVOID COMPONENT COLLISION.	



**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 INSTALLTION 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

- 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 rear wheels from the vehicle.
- Remove the rear brake line bracket from the frame using a 10mm socket/wrench. (FIGURE 1)



FIG.1



FIG.2

- Remove the rear track bar completely using a 21mm socket/wrench. The axle may move slightly when taking the bolts out. (FIGURE 2)
- Remove the ABS wire connectors from the rear differential.
- [RUBICON ONLY] Disconnect the rear locker solenoid. Slide red tab to the side before disconnecting.
- Remove the breather tube from the rear differential.

**8.** Unhook the parking brake cables from the hooks above the driveshaft. (FIGURE 3)

FIG.3



**9.** Use (2) 18mm wrenches to remove the lower bolt from the rear sway bar links. Use (1) 18mm and (1) 19mm wrench to remove the rear sway bar links from the sway bar.

**10.** With the rear axle supported with a floor jack, remove the rear shocks by loosening the upper bar pin with a 16mm and lower bolt with (2) 18mm. The shocks are limiting droop so **MAKE SURE THE AXLE IS SUPPORTED OR THE AXLE WILL FALL** when the shocks are removed.

**11.** Remove the rear shocks using (2) 18mm on the bottom bolt, and a 16mm on the upper bar pin.

**12.** Once the shocks are removed, slowly lower the axle while watching for any lines that might snag. Lower the axle enough to remove the rear coils.

**13.** Remove the rear coil springs. The stock upper rubber isolator seats will be reused.

**14.** Refer to upper & lower link installation instructions and install now.

**15.** Install the rear coil springs. Reuse the upper rubber isolator on top of the spring. You may need to lower the axle more to allow access for the new taller coils, watch for wiring and hoses that may be stretched. Make sure the bottom of the coil spring is seated properly into the factory mount.

**16.** Slowly raise the axle making sure the coils align and seat properly in the upper and lower seats. Lift the axle just far enough to install the new rear shocks. Be careful not to lift the vehicle off of its supports.

**17.** Refer to ICON shock installation instructions included in shock box. ICON recommends only ICON Vehicle-Specific shocks as using non-ICON shocks will result in a reduced ride quality on and off-road while also effecting your warranty.

**18.** Install the rear track bar bracket: slide the new bracket into the stock track bar mount on the axle and position around the axle tube. 2 holes need to be drilled on the top side of the original bracket. Mark the 2 holes with a center punch. Remove the bracket and drill the holes using a 3/8" drill bit. Reinstall the bracket. Use the supplied 9/16" bolt through the lower hole in the stock position. Using a 13/16" and a 7/8" [Torque to 115 ft-lbs]. Install the U-bolt around the axle using a 9/16" [Torque to 35 ft-lbs]. Install and tighten both of the 3/8" button head bolts using a 7/32" allen and a 9/16" [Torque to 35 ft-lbs].

**19.** If the ICON adjustable rear track bar (Part #21025) has been purchased, install the new track bar using the supplied track bar instructions.

**20.** REVERSE THE DIRECTION OF THE UPPER FACTORY BOLT using (2) 21mm (FIGURE 4). The bolt head needs to be closer to the differential. The nut needs to be closer to the back of the vehicle. This is critical, as the threads of the bolt will hit the bumpstop plate and spacer as the suspension compresses [Torque to factory spec].

FIG.4



**21.** Assemble rear sway bar links. Use antisieze on rod end threads. Thread the jam nut onto the rod end, then thread the rod end into the link. Grease bushings and insert into eyelet. Slide bushing sleeve into bushings.

**22.** Install the supplied ICON sway bar links on the rear. The provided spacers go between the sway bar and the sway bar link. The bend in the link is for tire clearance and goes away from the tire. The upper sway bar bolts must feed from the inside out, allowing more frame clearance (**FIGURE 5**). Use (2) 18mm to tighten the stock lower bolt and use (2) 3/4" to tighten the upper bolt [Torque to 75 ft-lbs].

**FIG.5**



**23.** Install the rear bumpstop spacers onto the original pads using the supplied 3/8" x 2.5" allen bolt and 3/8" x .75" button head hardware and (2) 9/16" wrenches. [Torque to 33 ft-lbs]

**24.** Remove the stock rear brake lines. Clamp off the hose close to the caliper. Using a 15mm, disconnect the hose from the caliper. Place new copper seals on both sides of banjo (block) fitting on new brake lines and reuse stock banjo bolt [Torque to factory spec] (**FIGURE 6**).

**FIG.6**



**FIG.7**



**25.** Using a 12mm, disconnect the upper brake line fitting. Disconnect bracket from the frame with a 10mm. (**FIGURE 7**)

**26.** Connect new brake line to hard line on frame. Make sure to feed bracket onto brake line before connecting. The brake line goes between the sway bar and the frame rail, not outside. Reconnect brake line bracket to frame with a 10mm.

**27.** Reconnect the ABS clips to the differential and frame.

**28. (RUBICON)** Reconnect the rear locker solenoid. Slide red tab into place.

**29.** Reconnect the rear breather tube to the differential.

**30.** Reinstall tires and lower vehicle to the ground.

**31.** Re-hook the parking brake cables above the driveshaft.

**32.** Adjust links for optimal axle position (tire/fender clearance), alignment, and pinion angle. It is recommended that you have your vehicle professionally aligned whenever lift components are installed. A certified alignment technician with lifted vehicle experience is highly recommended. See link installation instructions for link length recommendations and orientation. Installing links that are adjusted too long will result in collision of suspension components.

**33.** Tighten all factory hardware to factory specs.

***VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.***

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

## **ICON VEHICLE DYNAMICS LIMITED LIFETIME WARRANTY**

ICON Vehicle Dynamics warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. ICON Vehicle Dynamics does not warrant the product for finish, alterations, modifications and/or installation contrary to ICON Vehicle Dynamics instructions. ICON Vehicle Dynamics products are not designed, nor are they intended to be installed on vehicles used in race applications, for racing purposes or for similar activities. (A "race" is defined as any contest between two or more vehicles, or a contest of one or more vehicles against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America and Canada.

ICON Vehicle Dynamics' obligation under this warranty is limited to the repair or replacement, at ICON Vehicle Dynamics' discretion, of the defective product. Any and all costs of removal, installation or re-installation, freight charges and incidental or consequential damages are expressly excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered.

ICON Vehicle Dynamics components must be installed as a complete kit as shown in our current application guide. Any substitutions or exemptions of required components will immediately void the warranty. Some finish damage may happen to parts during shipping and is not covered under warranty.

This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been improperly installed, modified or customized subject to accident, negligence, abuse or misuse.

# **ICON VEHICLE DYNAMICS**

PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

7929 Lincoln Ave. Riverside, CA 92504 Phone: 951.689.ICON Fax: 951.689.1016  
[www.iconvehicledynamics.com](http://www.iconvehicledynamics.com)



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