

PART #	DESCRIPTION
22019	2007+ JEEP JK 2/4 DOOR FRONT HYDRAULIC BUMPSTOP SYSTEM

**** 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! ****

**** WARNING! ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS. ****

SYSTEM COMPONENTS
(2) 2.5" Travel Hydraulic Bumpstops (2) Bumpstop Mounts (1) Hardware Kit
HARDWARE INCLUDED
(2) 1.25" Washers (2) 3/8" x 1.5" Flat Head Bolts (2) 3/8" Nylock Nuts (2) 1/4" x 2" Bolts (2) 1/4" Nylock Nuts



TOOLS REQUIRED:

21mm Socket	18mm Wrench & Socket
9/16" Wrench	Hex Key Set
Sawzall w/8" Blade or Cutoff Wheel	Small Sander or Grinder
Floor Jack	Jack Stands

INSTALLATION

- Jack up the front of the vehicle and support on jack stands under the frame rails. The vehicle needs to be high enough to droop the suspension beyond full droop to disassemble front suspension.
- With the axle safely supported with a floor jack, disconnect the shock at the lower mount, the swaybar link at the axle, and the lower brake line bracket at the axle. Disconnect the track bar. Depending on lift height and type of front drive shaft you may also need to disconnect the front drive shaft at the pinion. Disconnect locker wires going to the front differential if applicable.
- Slowly lower the front axle to unload the coil springs. Remove the front coils from the vehicle. Remove the rubber coil isolator from the bucket and put aside for reassembly.
- The tube in the middle of the coil bucket must be removed by cutting the weld where it goes through the bucket. This can be done with a sawzall or an abrasive cut off wheel. If using a sawzall put masking tape over the front of the coil bucket to prevent the foot of the sawzall from scratching the bucket. Repeat on opposite side. (FIG.1)

FIG.1



FIG.2



- Once the weld has been removed loosen the bumpstop tube with a hammer and remove the tube. Clean up the cut surface with a sander or grinder and cover the bare metal surface with spray paint. (FIG.2 , FIG.3)
- The bumpstop mount is retained primarily by the coil, but there is an additional retaining bolt to keep it from rotating and to hold it in place for assembly. Position the mount as shown and bolt it in place using the supplied 3/8" flat head bolt going up through the mount and bucket. Place the large OD washer on the top side of the bucket and secure with the supplied nylock nut. Center the mount tube in the middle of the bucket as you tighten the retaining bolt. Repeat on opposite side. (FIG.4)
- If this is being installed with a coilover conversion kit the bumpstop mount will replace the tower anchor doubler plate. Use the doubler plate to drill the hole pattern in the bucket then remove the doubler plate and install the bumpstop mount. The bumpstop mount has the appropriate bolt pattern.

FIG.3



FIG.4



8. Slide the factory rubber coil isolator over the bumpstop mount. Preassemble the 1/4" bolt and nut through the pinch tubes. Slide the hydraulic bumpstop up into the mount and tighten the pinch bolt. Do not over tighten. Repeat on opposite side. (FIG.5)

FIG.5



9. Reinstall the spring and slowly jack the axle up until you can reconnect the shock, swaybar links, brake line brackets and wiring.

10. Replace wheels and lower the vehicle to the ground.

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

For technical assistance or suggestions on how to make our product better call (951) 689-ICON Monday-Friday between the hours of 8am-12pm and 1pm-5pm Pacific-standard time, certain holidays excluded.

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