ICON VEHICLE DYNAMICS ™
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22014 INSTALLATION INSTRUCTIONS

12-20-2013 REV.A

PART #	DESCRIPTION
22014	2012-UP JEEP WRANGLER JK FRONT DRIVESHAFT KIT

COMPONENTS INCLUDED	
(1) DRIVESHAFT	(1) TRANSFER CASE YOKE
HARDWARE INCLUDED	
(4) 5/16 BOLTS	
TOOLS REQUIRED	
TORQUE WRENCH 8MM SOCKET / WRENCH 15MM SOCKET / WRENCH 18MM SOCKET / WRENCH	32MM SOCKET / WRENCH 5/16" SOCKET / WRENCH 3/8" SOCKET WRENCH
TECH NOTES	
1. Driveshaft works up to 4.5" of lift.	

WARNING!

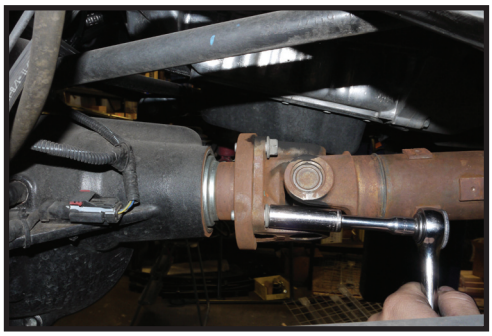
*** READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!*

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

BEGIN INSTALLATION

1. Disconnect the driveshaft from the pinion flange on the differential using a 15mm **(FIG. 1, FIG.2)**.

FIG.1



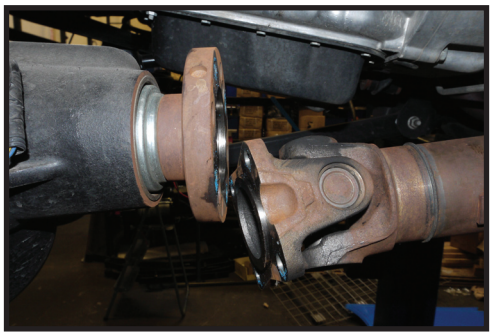


FIG.2

2. If equipped with a transfer case skid plate, remove skid plate with an 18mm.

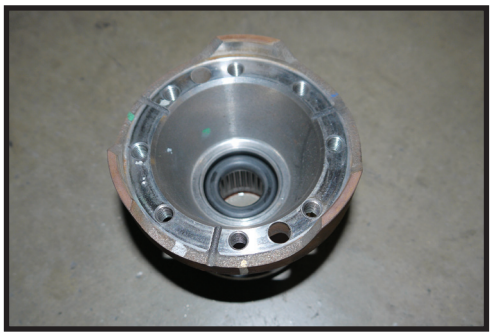
3. Using an 8mm, disconnect the driveshaft from the flange on the output shaft of the transfer case. It might be necessary to engage the 4WD in order to keep the drive shaft from spinning.

4. With the 4WD engaged, remove the nut holding the flange to the output shaft using a 32mm socket.

5. Slide the flange off of the output shaft. The transfer case may start leaking gear oil. Top off the fluid after changing driveshaft.

6. **TRANSFER THE O-RING FROM THE OLD FLANGE TO THE NEW YOKE (FIG.3, FIG.5).**

FIG.3



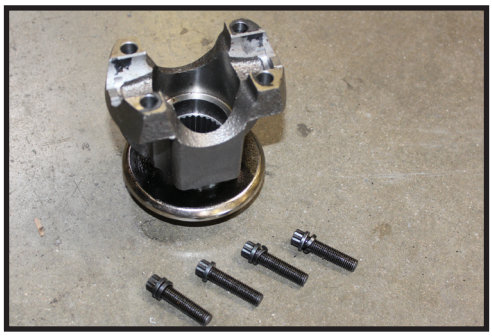
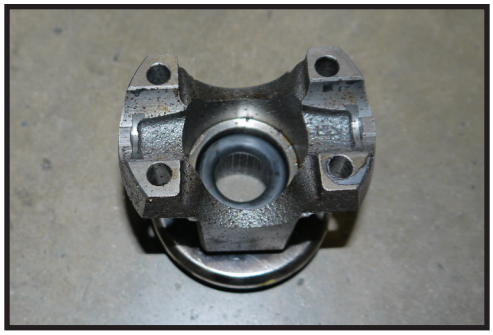


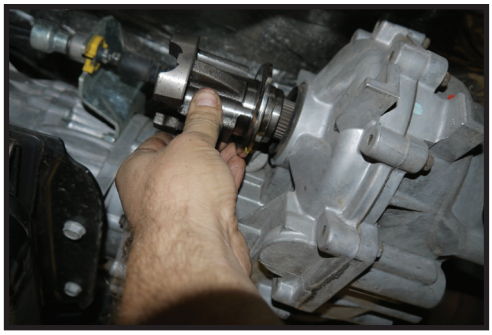
FIG.4

FIG.5



7. Slide the new yoke onto splines of the output shaft of the transfer case. Using the stock nut and thread lock [Torque to factory spec] **(FIG. 6).**

FIG.6



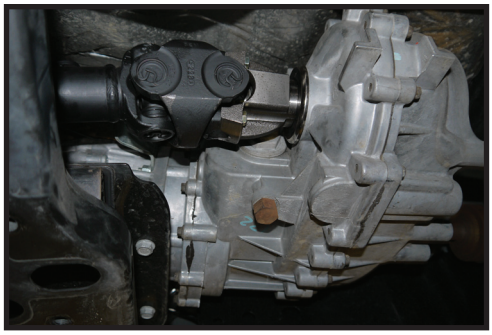


FIG.7

8. Connect the driveshaft to the transfercase yoke using the supplied 5/16" hardware. Use a 5/16" 12-pt or a 1/2" 6-pt depending on the supplied hardware. Use a small amount thread lock on the threads of the bolts [Torque to 21ft-lbs] **(FIG.7).**

9. Connect driveshaft to the differential using stock hardware and a 15mm [Torque to factory spec]. This may require disengaging the 4WD **(FIG.8).**

FIG.8

10. Reconnect the factory skid plate using an 18mm.

VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.

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

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PERFORMANCE SUSPENSION SYSTEMS AND SHOCK ABSORBERS

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