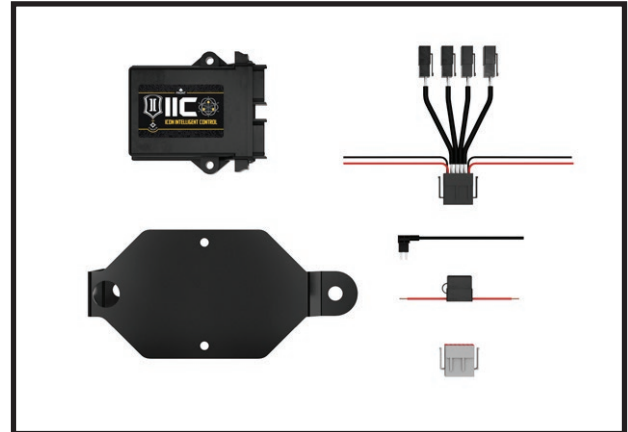


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PART #	DESCRIPTION
73000	23 GM CANYON/COLORADO IIC INSTALL KIT

COMPONENTS INCLUDED	
(1) 170159 23 CANYON COLORADO IIC MOUNT (1) 255600 IIC CONTROLLER	(1) 255601 BLOCK OFF PLUG (1) 255602 MAIN HARNESS IIC CONTROLLER
HARDWARE INCLUDED	
(1) 255605-10 FUSE HOLDER 10 AMP (1) 255607 FUSE TAP LOW PROFILE MINI (2) 605750 BUTT CONNECTOR, 18GA, HEAT SHRINK (3) 605751 TERM LUG 5/16", 18GA, HEAT SHRINK (1) 605753 FUSE, 2 AMP LOW PROFILE MINI (1) 605760 WIRE LOOM, 1/4" X 6 FT	(1) 605926-BLK 5-1/2 X 0.14 NYLON CABLE TIE, BLACK PACK OF 100 (2) RUBBER STRIP 1" X 3" X 1/32", ADHESIVE BACK, 50A (2) 605069 1/4-20 X 1.25 HHCS GR8 YZINC FULLY THREADED (2) 605052 1/4-20 NYLOCK NUT GR8 YZINC (4) 1/4 SAE FLAT WASHER GR8 YZINC
SUPPLIED WITH SHOCKS	
(1) 255604-04 4-FT WIRE HARNESS (1) 255604-08 8-FT WIRE HARNESS	(1) 255604-18 18-FT WIRE HARNESS (1) 255604-14 14-FT WIRE HARNESS
TOOLS REQUIRED	
TORQUE WRENCH WIRE STRIPPER WIRE CRIMPER FLUSH CUTS HEAT GUN	10MM 13MM 7/16 SOCKET / WRENCH 13MM SOCKET / WRENCH
TECH NOTES	
<ol style="list-style-type: none"> 1. WIRE LENGTHS ARE MEASURED FOR A CREW CAB WITH 5 FOOT BED. 2. GOLD WIRE COLOR IN FIGURES DENOTES BASIC WIRE PATH (FOR CLARITY) 3. SEE PAGE 6 FOR WIRE ROUTING DIAGRAM 	
FUSE OPTIONS	
IGN FUSE 20A	



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. Disconnect the positive battery terminal using a 10mm.
2. Begin by installing the shocks purchased alongside the IIC kit. Inside each shock box is the wiring needed to go from the IIC controller to the shocks.
3. Install the IIC controller onto the supplied IIC mount using the 1/4" hardware. There are 2 rubber adhesive strips that go between the mount and IIC controller, install those, then install the controller . [FIGURE 1 & 2]

NOTE: Install the bolt with the threads up for battery clearance.

4. Remove the two bolts that hold the battery clamp using a 13mm. Keep the mount in place and install the IIC mount over the top using the OEM hardware. Torque to 16 ft-lbs.

FIG.1



FIG.2



5. Install the grey block off plug into the grey port of the IIC. It will only fit one way, so do not force it in. [FIGURE 3]

FIG.3



6. Install the main harness into the remaining port of the IIC controller (Pictured controller has the secondary harness installed). [FIGURE 4]

FIG.4



7. Remove the fuse block cover by squeezing the three tabs on the front, rear and driver side.

8. First wire to be cut is the PWR 12V. It will be connected to the stud on the side of the fuse block. A 13mm socket and ratchet can remove that nut. Route the wire so as to leave some slack for future battery maintenance. You will also need to attach the supplied 10amp fuse holder to this wire using the butt connector. Cut the main wire down so the fuse holder can be crimped on and not be excessively long. Next, strip the end of the fuse wire approximately 1/4" and install the 5/16 lug and crimp. Use a lighter to shrink the rest of the terminal insulation around the wire. Install the lug onto the fuse block stud.

9. Next up is the ACC 12V wire. This one will be ran alongside the PWR wire and into the fuse block next to the stud.

10. You will need to pull the F37 (IGNITION COILS 20A) fuse and install the fuse tap in its place. The factory fuse will go in the lower portion of the fuse tap, the IIC 2amp fuse will be placed in the upper portion. As with the PWR wire, leave a little excess wire for future maintenance and install the butt connector and shrink the insulation around the wire with a lighter or heat gun.

FIG.10

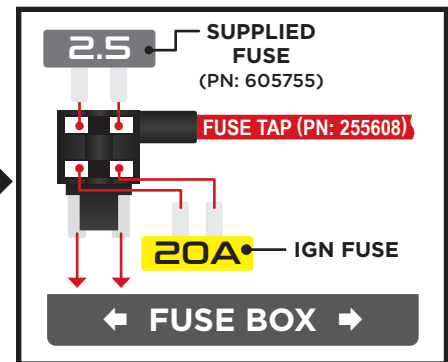
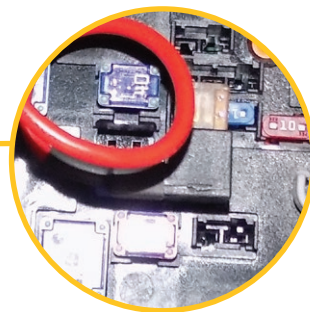
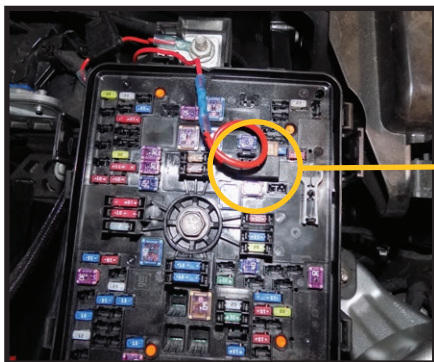


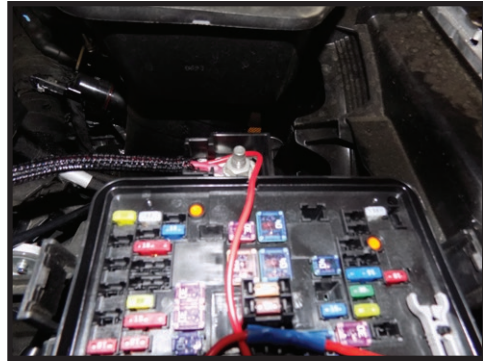
FIG.10B

11. You will need to make 3 small 'V' cuts in the fuse block and cover to allow the AUX wire to fit and the cover to close properly.

FIG.6

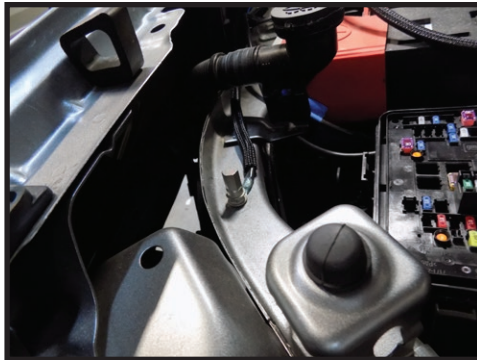


FIG.7

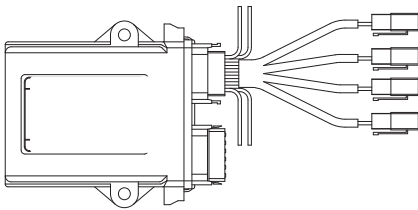


12. The ground wires will be tied together and hooked up just behind the passenger headlight on the factory ground lug. Use a 10mm to remove the lug and stud. Take the two black wires, cut them down to a reasonable length, strip them back about 1/4" and crimp the 5/16" terminal lug onto the end. Use the heat gun or lighter to shrink the terminal around the wire. Install the wire loom over the pair of ground wires and route them along the chassis, under the washer bottle filler neck. Install the terminal loop thru the stud, tighten it down to the chassis, then reinstall the grounding lug. [FIGURE 8]

FIG.8



13. With that wiring complete, you can move onto routing the shock solenoid wires.



PLUG	POSITION	WIRE LENGTH	PART #
#4	DRIVER FRONT	8-FT WIRE	255604-08
#3	PASSENGER FRONT	4-FT WIRE	255604-04
#2	DRIVER REAR	18-FT WIRE	255604-18
#1	PASSENGER REAR	14-FT WIRE	255604-14

CONNECT 255604-08 wire to the #4 plug. Use a Marker, write DF on the connectors.

CONNECT 255604-04 wire to the #3 plug. Use a marker, write PF on the connectors.

CONNECT 255604-18 wire to the #2 plug. Use a marker, write DR on the connectors.

CONNECT 255604-14 wire to the #1 plug. Use a marker, write PR on the connectors.

14. When connecting the plugs to the solenoids, loop the harness back and zip-tie the harness to the solenoid as an added strain relief to the plug.

15. Route the #1 harness down beside the fuse block. Follow the factory harness across the front cross member to the driver shock reservoir. [FIGURE 9 & 10]

FIG.9



FIG.10

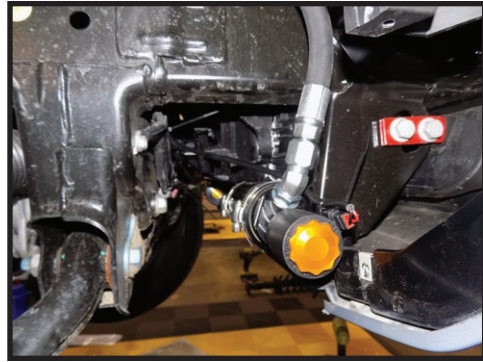


16. Route the #2 harness down beside the fuse block, run it down the inside of the frame rail and connect it to the passenger shock reservoir. [FIGURE 11 & 12]

FIG.11



FIG.12



17. Route the #3 and #4 harness down behind the battery, securing it to the harness and brake lines along the firewall. [FIGURE 13 & 14]

FIG.13

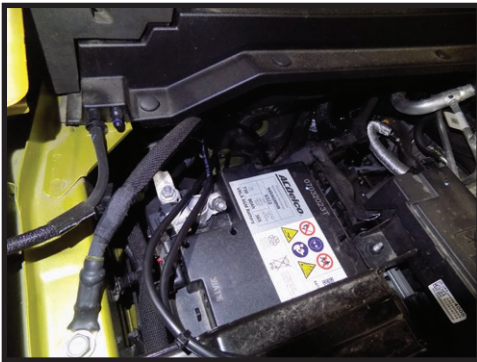
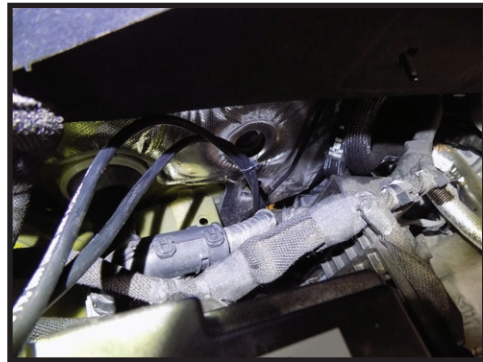


FIG.14



18. Continue along the passenger frame rail, following the main wiring loom all the way back to the passenger rear shock. Connect the PR harness to the passenger rear coil. [FIGURE 15 - 17]

FIG.15



FIG.16



FIG.17



19. Continue to route the DR rear harness along the factory wiring loom, securing it along the way until it reaches the shock and connect it to the coil. [FIGURE 18 - 20]

FIG.18



FIG.19



FIG.20



FIG.21



20. Make sure all the added wires are secured with the supplied cable ties and use flush cuts to cut the excess tie. If flush cuts are not available, a regular side cutter or sharp razor blade can be used as well.

21. Reconnect the ground cable to the battery.

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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WIRE ROUTING DIAGRAM: 23 GM CANYON/COLORADO

