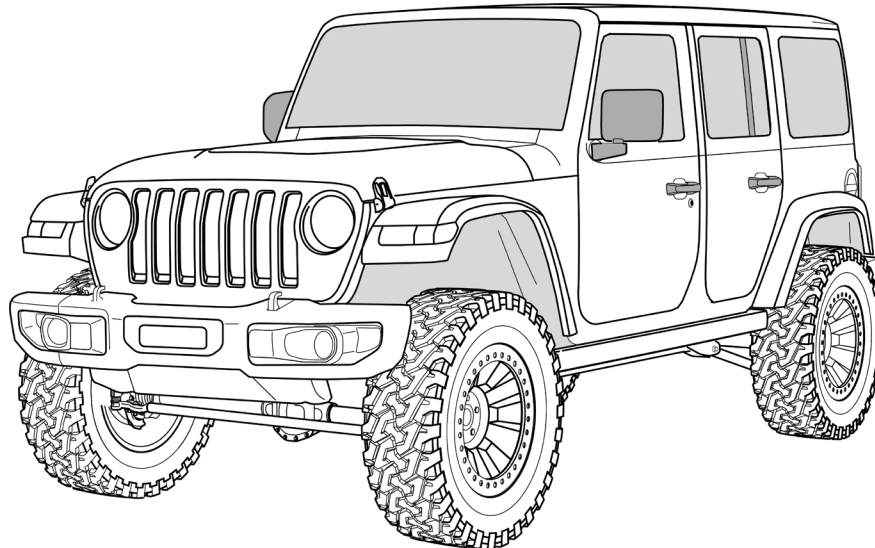




# Jeep JL 2.5" Spring Lift



## Important Notes:

Prior to beginning this install, or any installation, read the instructions thoroughly to familiarize yourself with the required steps. Evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

This product will change the highway handling characteristics of your vehicle, exercise caution. After altering the suspension it is always advisable to have an alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.

Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local TeraFlex dealer for assistance.

**NOTE: Some form of caster correction is required for the base spring lift kit**

If a 37" tire is being installed on a Sport or Sahara additional up travel limit may be required using Bumpstop Spacer Kit #1959300.

Due to differences from Jeep to Jeep, there may be a need to purchase the Rear Track Bar Bracket to help prevent contact between the drive shaft and gas tank.

**Rear Track Bar Bracket Part # 1953600**

---

### Tools Needed:

- Metric Sockets and Open End Wrenches
  - Torque Wrench
  - Factory Service Manual
  - General Mechanics Tools
- 

### Maintenance Note:

After the first 300 miles and every 3,000 miles after that, re-torque all the suspension components and bolts.





**\*NOTES\***

**\*FOR ALPINE & ALPINE IR CONTROL ARM KITS: Refer to Instruction #999321 before continuing.**

**-CONTROL ARMS WITH  BUSHINGS can be torqued with the Jeep raised in the air.**

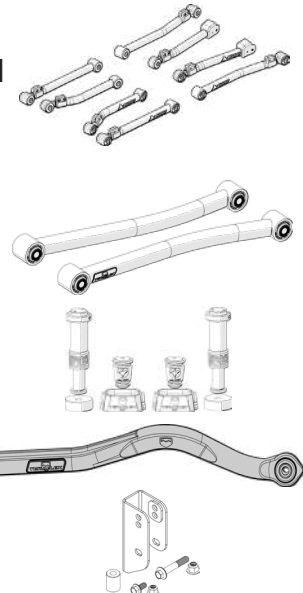
**-CONTROL ARMS WITH  BUSHINGS Will need to leave the control arms loose until the end of the installation.**

**\*FOR SPORT CONTROL ARM KITS: Refer to Instruction #999325 before continuing.**

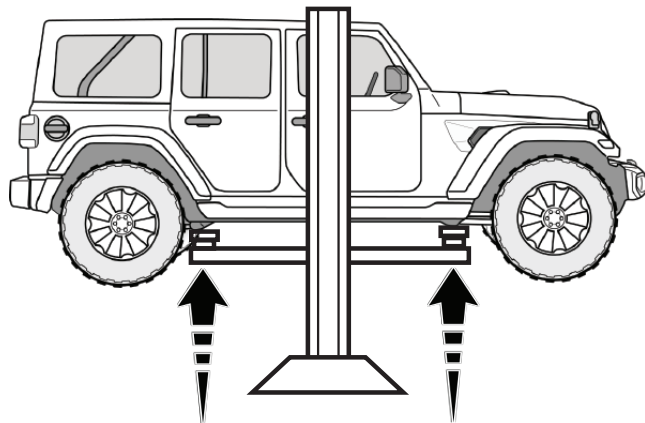
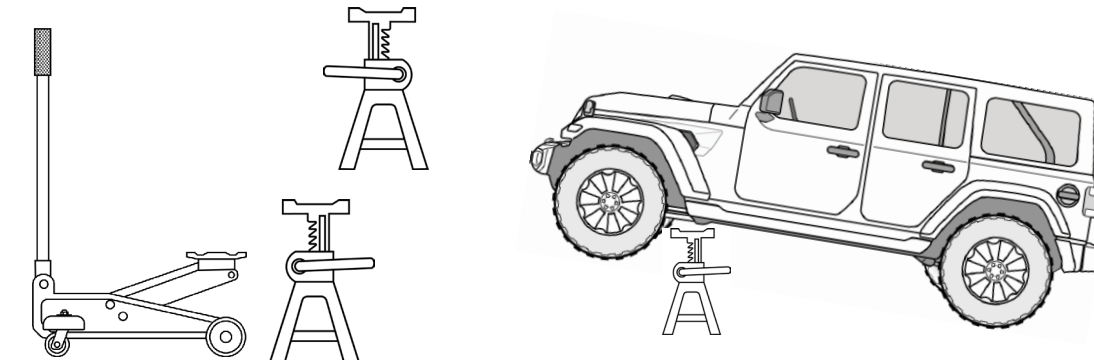
**\*FOR SPEEDBUMP KITS: Refer to Instruction #999329 before continuing.**

**\*FOR FRONT TRACK BAR: Refer to Instruction 999340**

**\*FOR REAR TRACK BAR BRACKET: Refer to Instruction 999311**

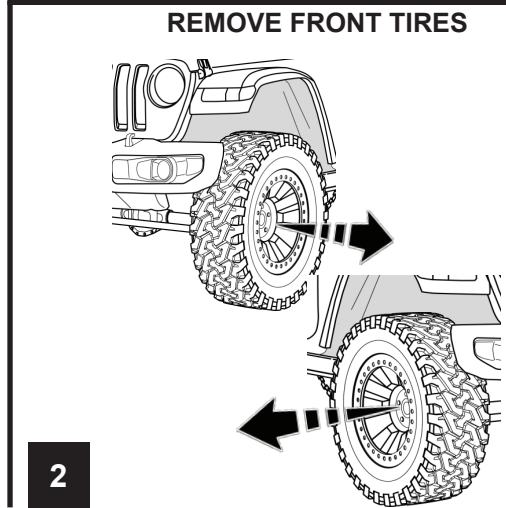


**FRONT INSTALLATION  
LIFT AND SUPPORT AT FRAME**



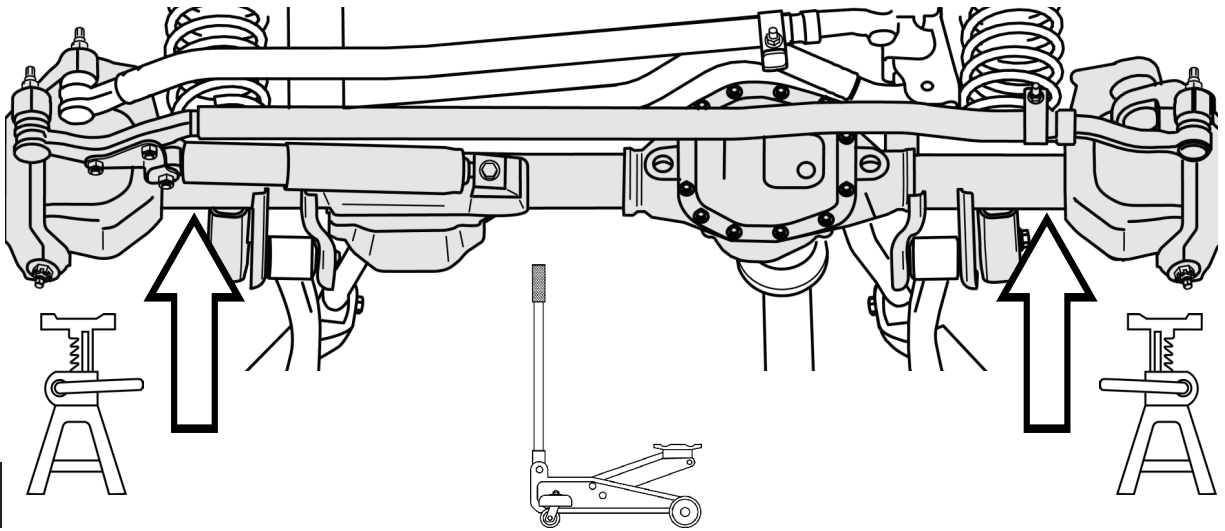
**1**

**REMOVE FRONT TIRES**

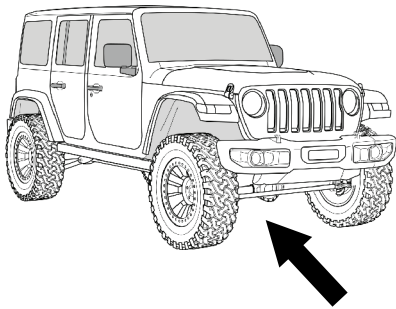


**2**

### SUPPORT FRONT AXLE

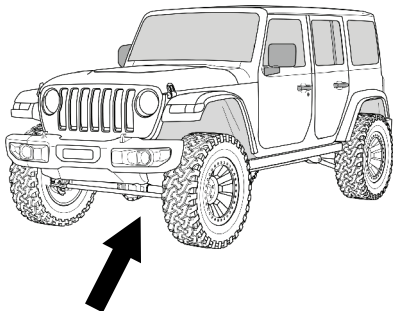
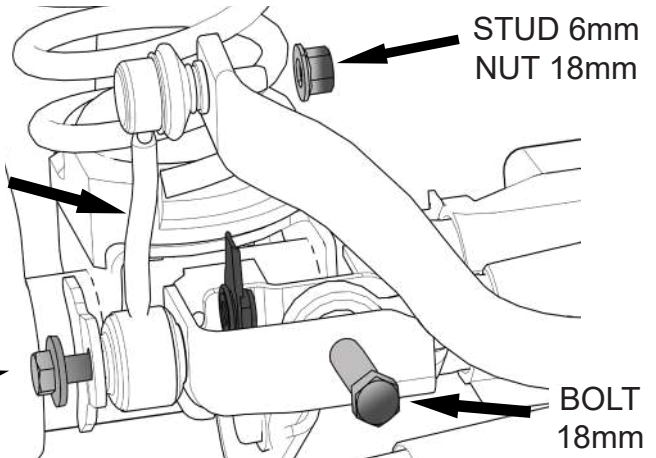


### REMOVE SWAY BAR LINKS & REMOVE TRACK BAR BOLT AT AXLE



REMOVE &  
DISCARD

BOLT  
18mm



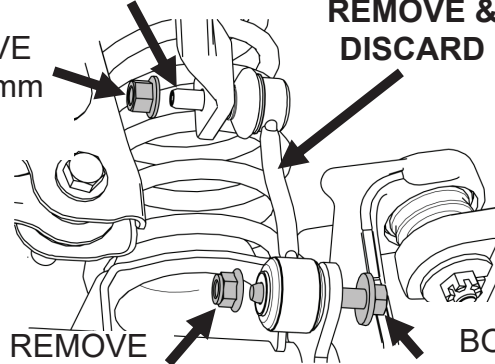
REMOVE  
NUT 18mm

STUD 6mm HEX KEY

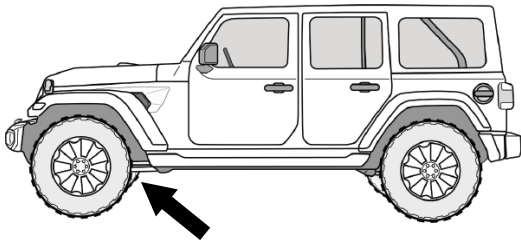
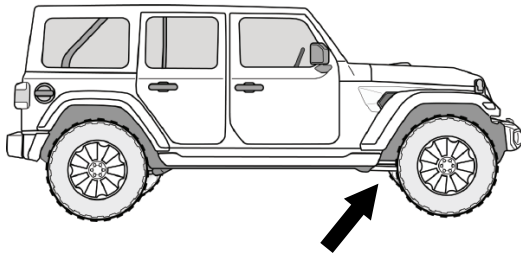
REMOVE &  
DISCARD

REMOVE  
NUT 18mm

BOLT  
18mm

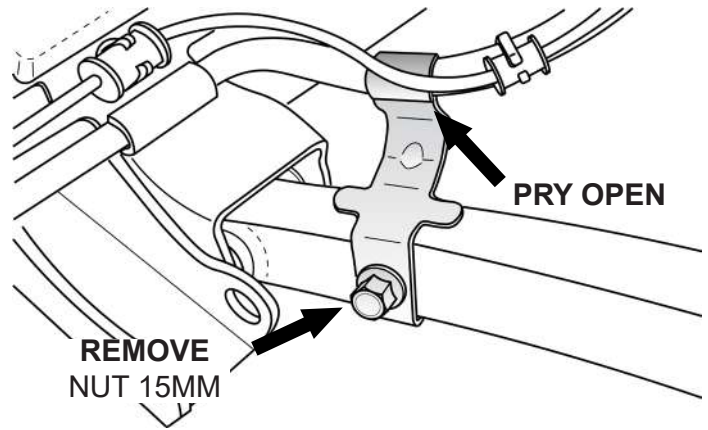


**REMOVE AND DISCARD BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS**

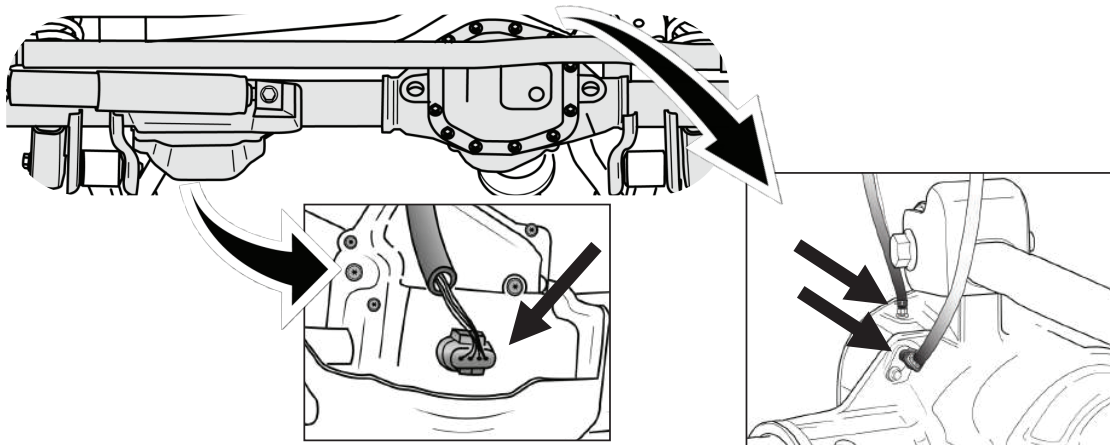


2X

6

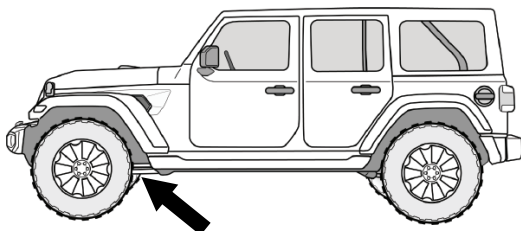
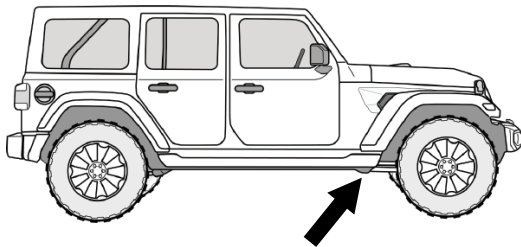


**DISCONNECT ACTUATORS AND VENT HOSE AT THE FRONT AXLE**



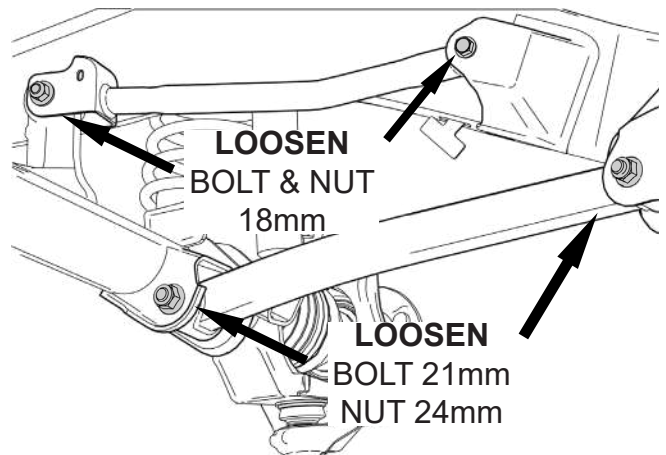
7

**LOOSEN FRONT CONTROL ARM BOLTS  
DO NOT REMOVE THE CONTROL ARM BOLTS**

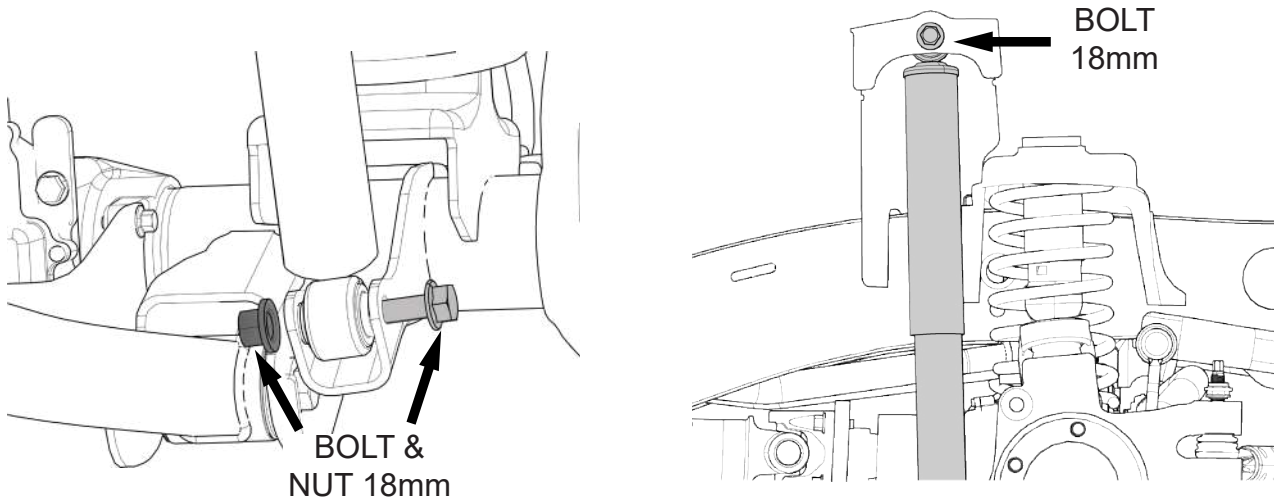


2X

8

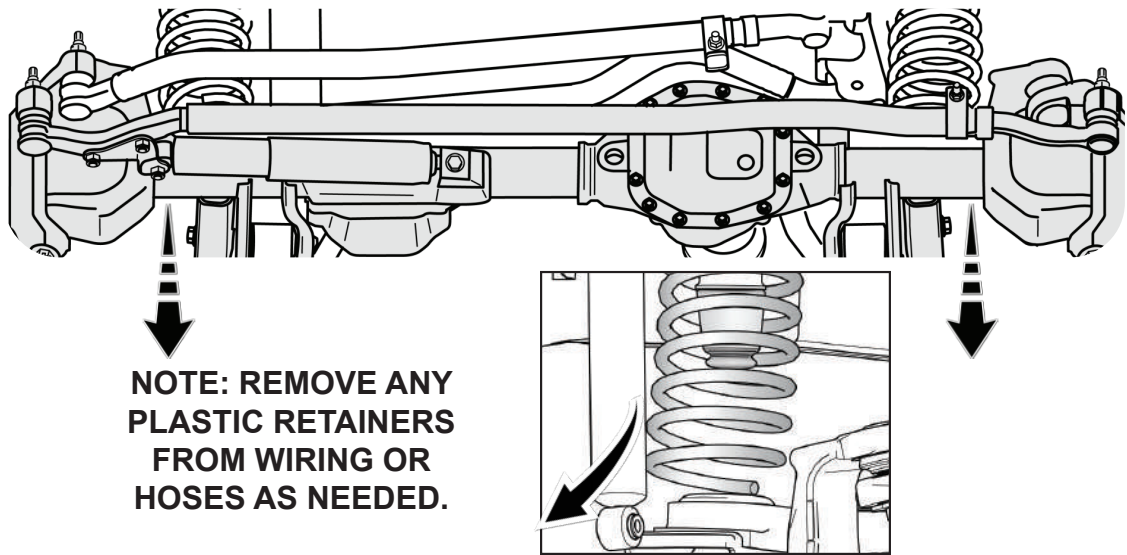


### REMOVE FRONT SHOCKS



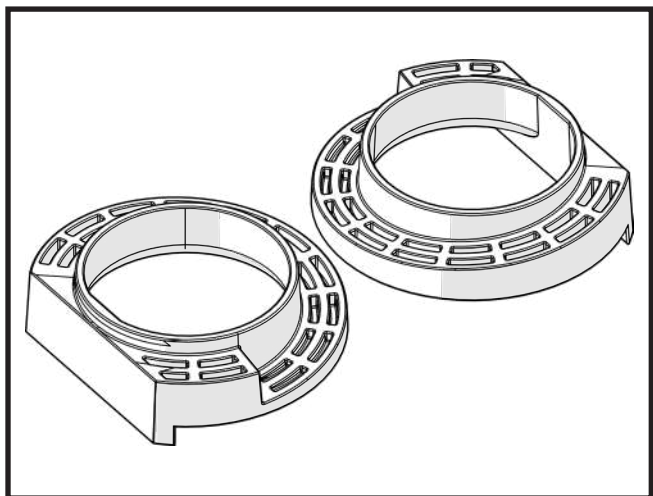
2X  
9

### LOWER AXLE AND REMOVE FRONT SPRINGS



2X  
10

### REFER TO THE SPRING PERCH INSTRUCTIONS #999365

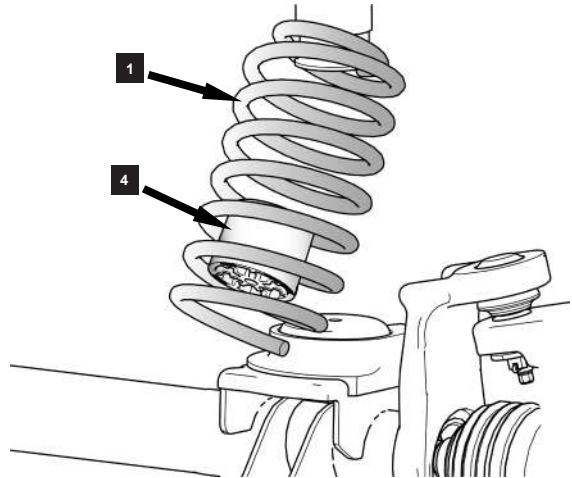


11

## INSTALL BUMPSTOP INTO NEW FRONT SPRING

### NOTE:

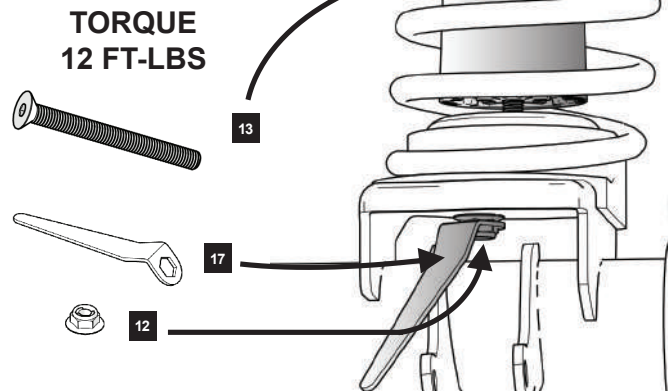
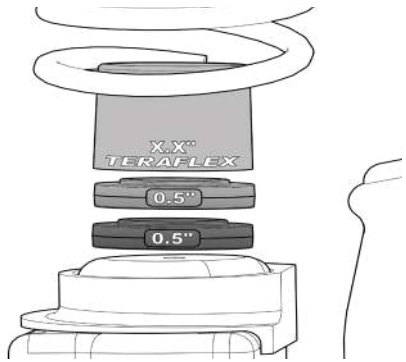
- FOR FALCON JOUNCE BUMPER KITS: Refer to instruction #999308
- FOR SPEEDBUMP KITS: Refer to Instruction #999329 before continuing.



2X

12

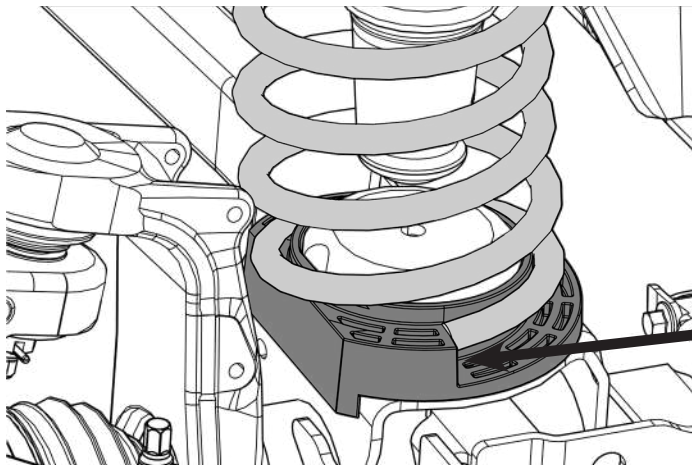
### NOTE: REFER TO PAGE 17 FOR BUMPSTOP SPACER GUIDE



2X

13

## FULLY SEAT THE SPRINGS INTO THE LOWER SPRING PERCH



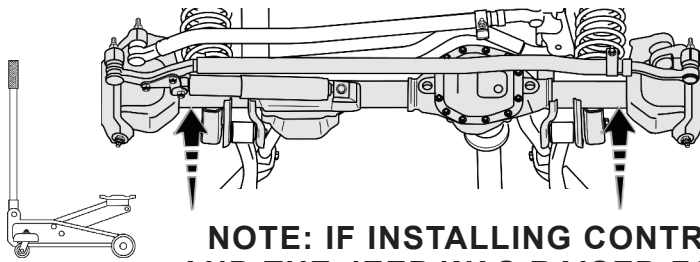
MAKE SURE SPRING IS FULLY SEATED ON PERCH

2X

14



## RAISE AXLE & INSTALL SHOCKS



## FOR INSTALLING FALCON SHOCKS

(REFER TO QUICK START GUIDE INSIDE FALCON SHOCK BOX)

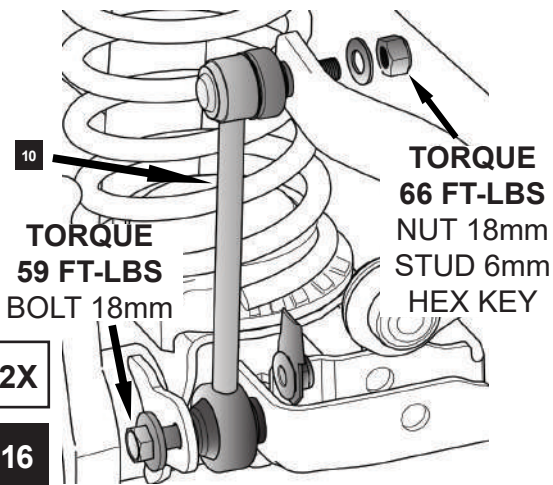


**NOTE: IF INSTALLING CONTROL ARMS WITH ALPINE BUSHINGS, AND THE JEEP WAS RAISED FOR INSTALLATION, LOWER THE JEEP TO THE GROUND AND FINISH INSTALLATION BY TORQUING THE CONTROL ARM BOLTS.**

**NOTE: IF INSTALLING CONTROL ARMS WITH ALPINE IR BUSHINGS THE CONTROL ARMS CAN BE TORQUED WITH THE JEEP RAISED IN THE AIR. REFER TO PAGE 16 FOR TORQUE SETTINGS**

15

## INSTALL NEW SWAY BAR LINKS



2X

16

## RECONNECT CONNECTIONS TO FRONT AXLE

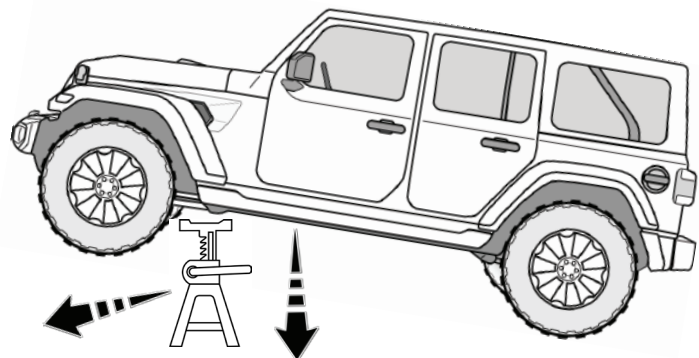
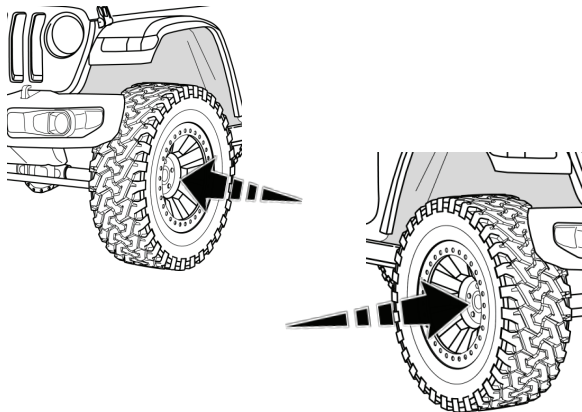


**RECONNECT PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED.**

17

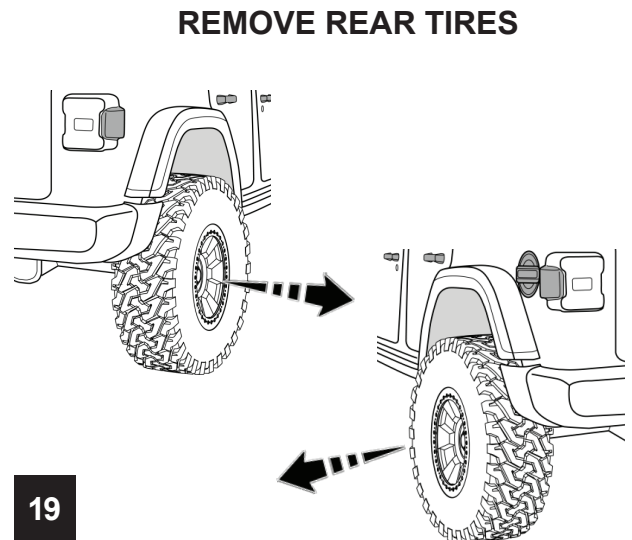
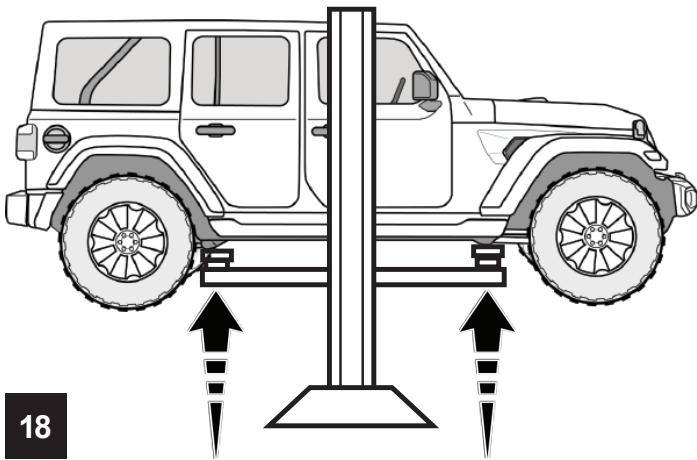
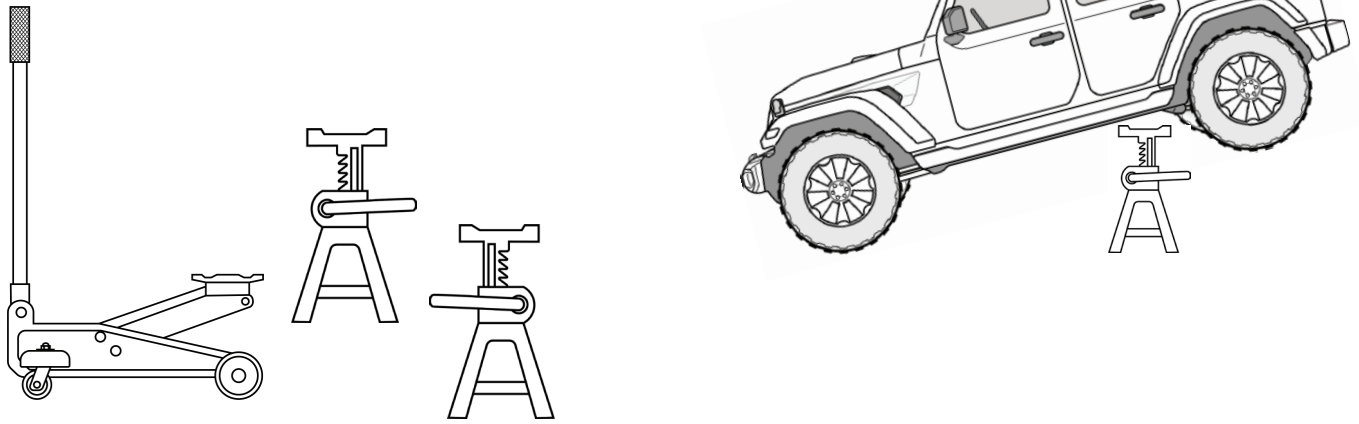
**NOTE: IT IS EASIEST TO RE-INSTALL TRACK BAR AFTER JEEP IS BACK ON THE GROUND**

**NOTE: IF ONLY FRONT OF JEEP WAS LIFTED, REINSTALL TIRES AND LOWER JEEP BACK TO THE GROUND BEFORE LIFTING THE REAR**

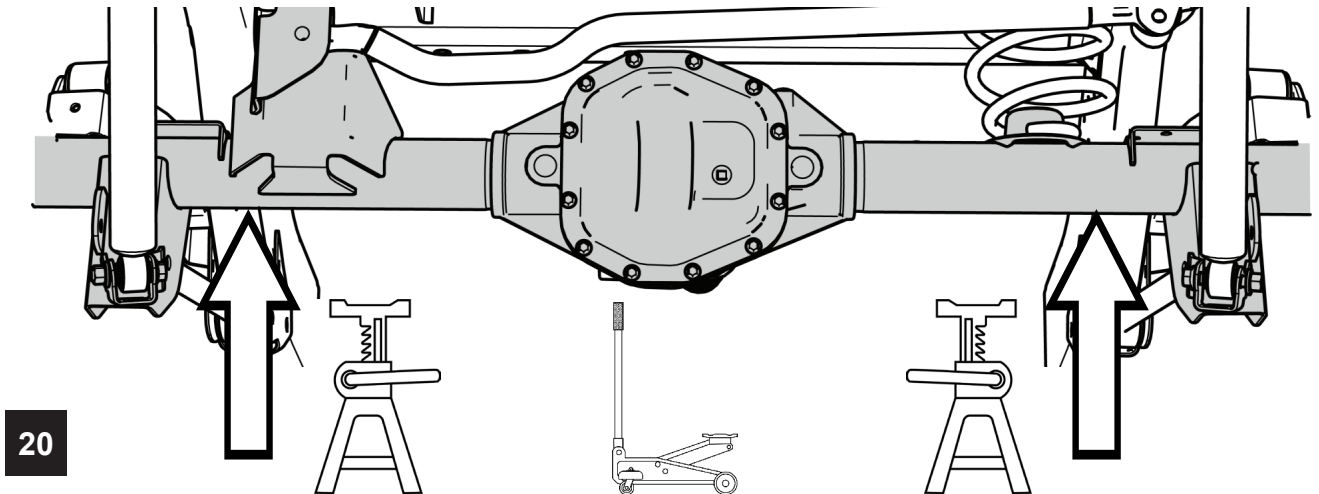


**\*TORQUE THE FRONT TIRES TO 130 FT LBS\***

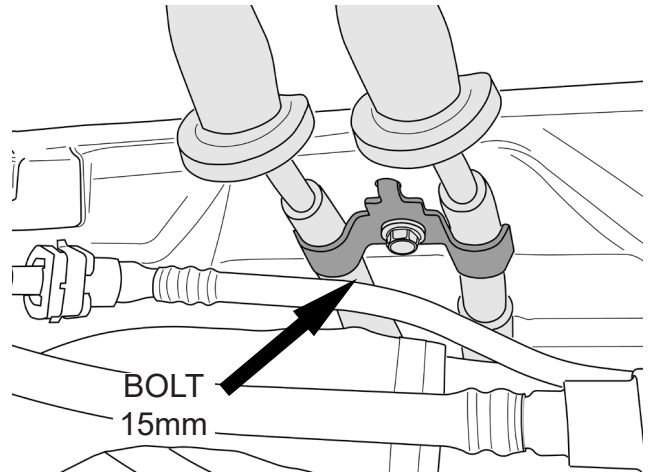
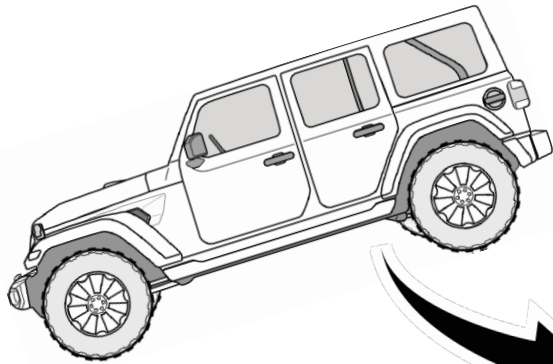
**REAR INSTALL  
LIFT AND SUPPORT AT FRAME**



**SUPPORT REAR AXLE**

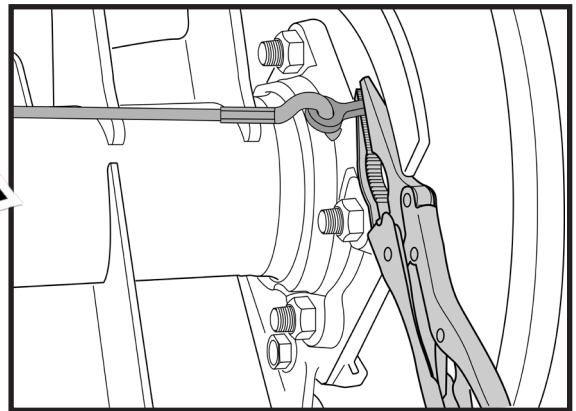
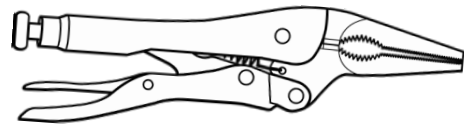
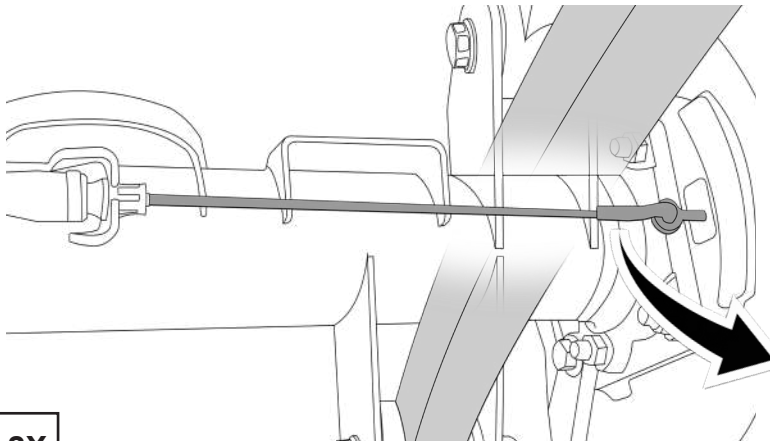


**REMOVE E-BRAKE CABLE BRACKET AND DISCARD**



**21**

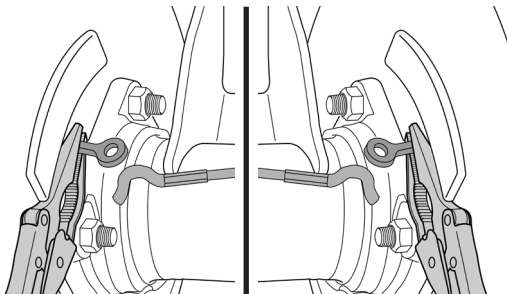
**SET THE E-BRAKE AND CLAMP BOTH E-BRAKE EYELETS AGAINST BACKING PLATES WITH LOCKING PLIERS**



**2X**

**22**

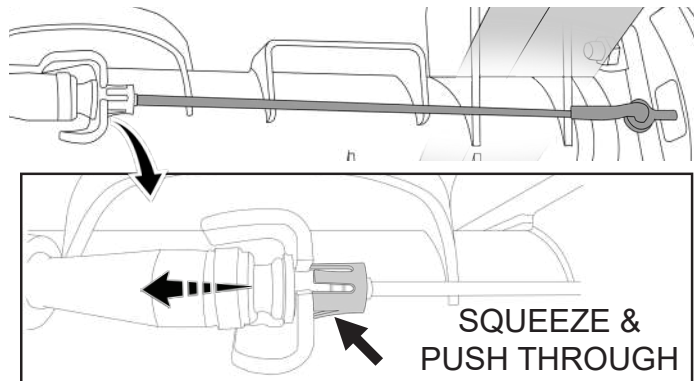
**RELEASE E-BRAKE AND DISCONNECT CABLES FROM BOTH EYELETS AND AXLE BRACKETS**



**2X**

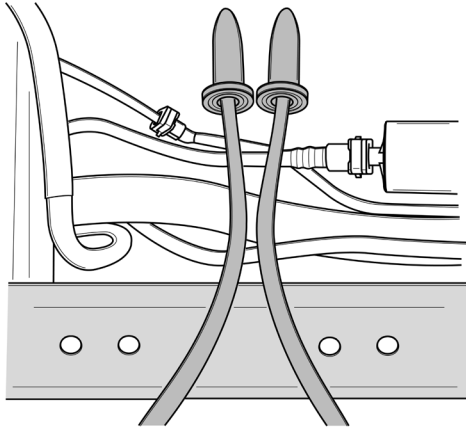
**23**

**NOTE: DO NOT REMOVE LOCKING PLIERS FROM E-BRAKE EYELETS**



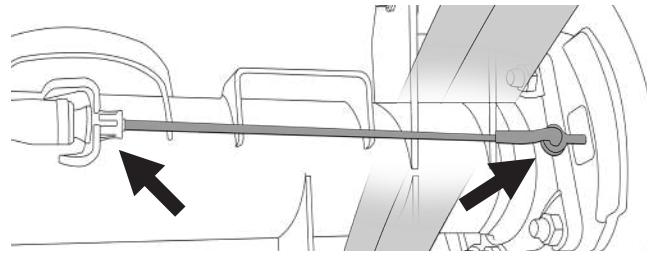
**SQUEEZE & PUSH THROUGH**

**ROUTE E-BRAKE CABLES UNDER  
CROSS MEMBER AND FUEL LINES.**



**24**

**RECONNECT E-BRAKE CABLES TO THE  
AXLE BRACKETS AND THEN THE  
E-BRAKE EYELETS.**



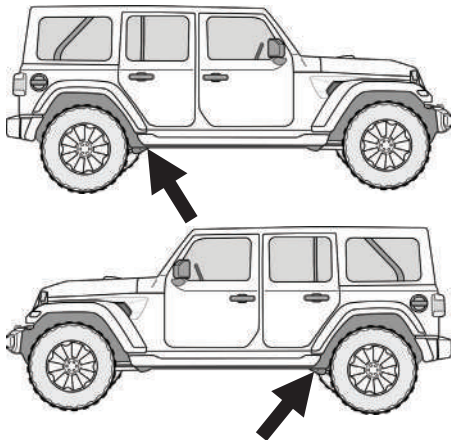
**2X**

**REMOVE PLIERS FROM  
E-BRAKE EYELETS**

**25**

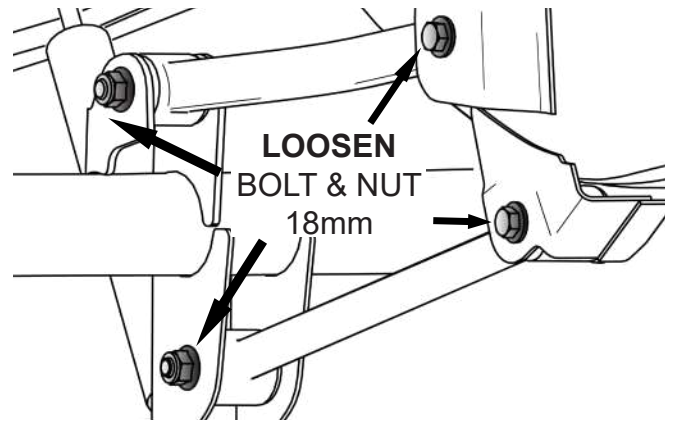
**LOOSEN REAR CONTROL ARM BOLTS**

**DO NOT REMOVE THE CONTROL ARM BOLTS**

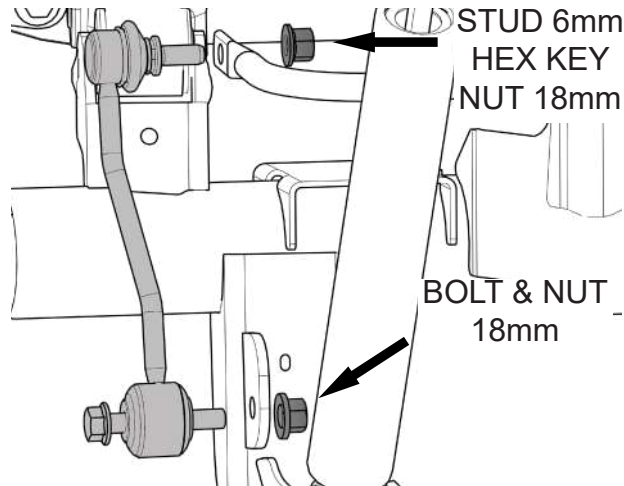


**2X**

**26**



**REMOVE AND DISCARD SWAY BAR LINKS**

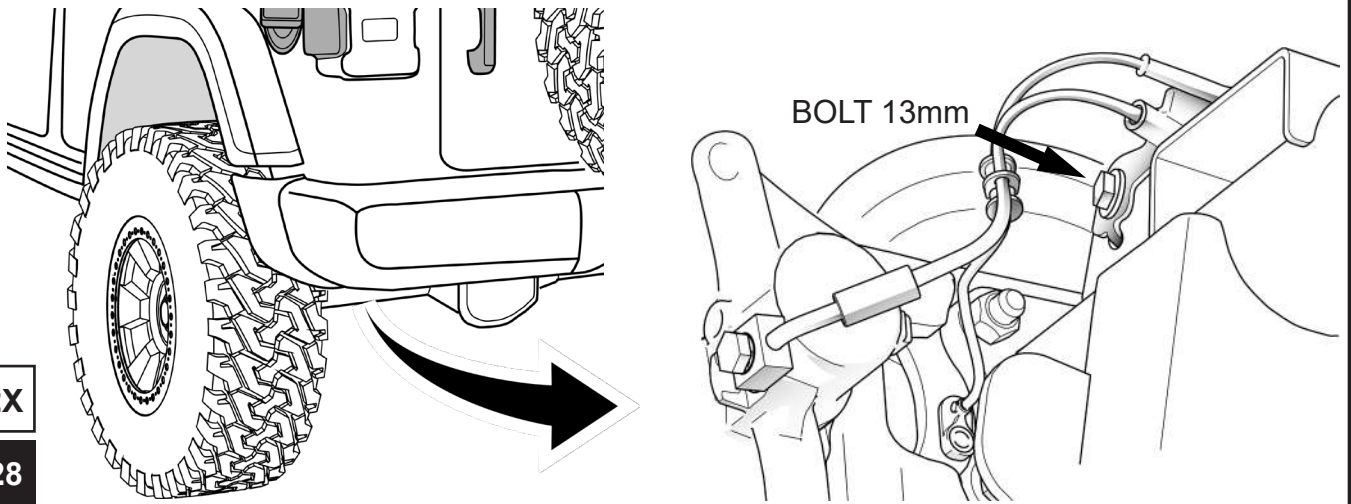


**2X**

**27**

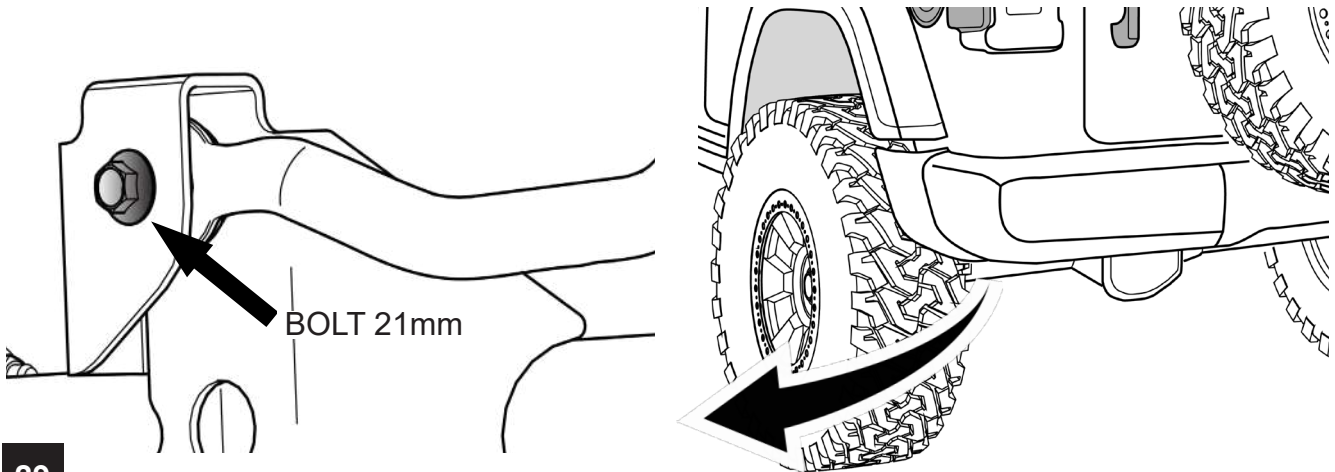
**REMOVE BRAKE LINE BRACKETS FROM BOTH SIDES OF THE AXLE**

**2X**  
**28**



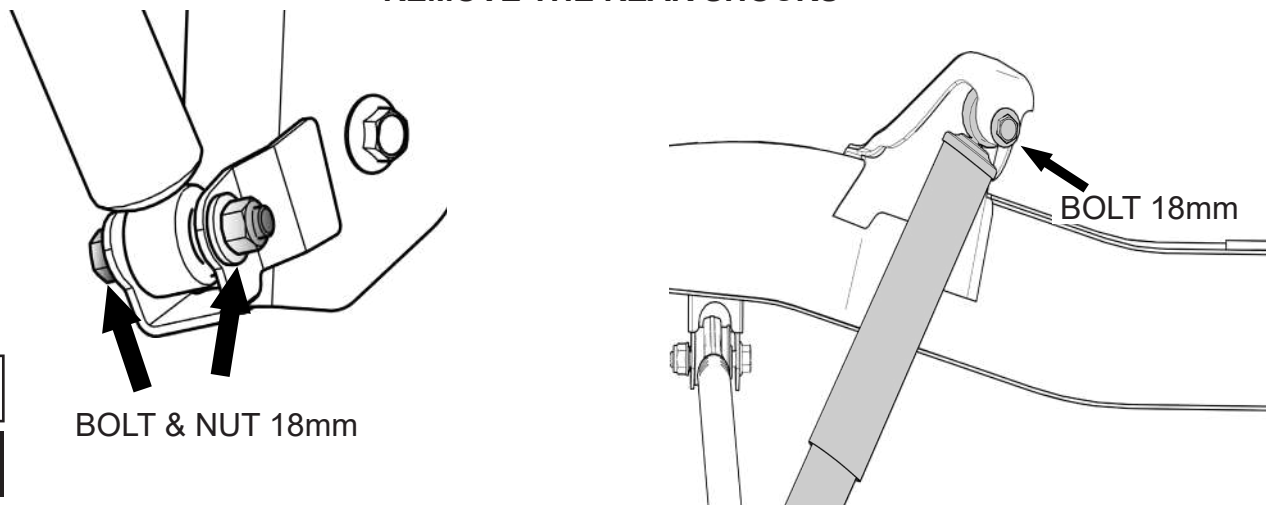
**REMOVE THE TRACK BAR FROM THE AXLE**

**29**

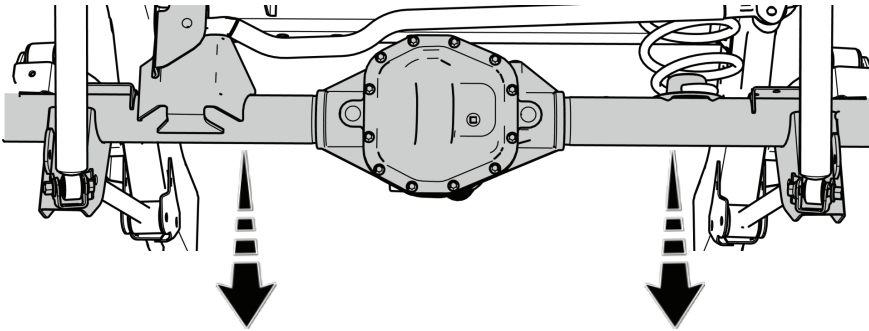


**REMOVE THE REAR SHOCKS**

**2X**  
**30**



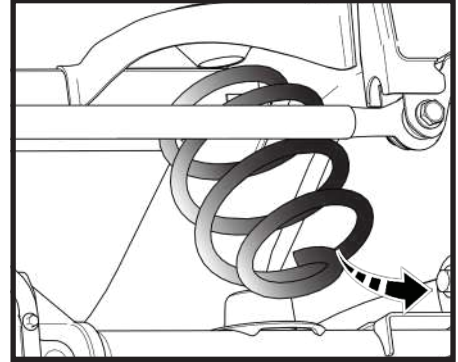
## LOWER AXLE TO REMOVE & DISCARD REAR SPRINGS



2X

31

**NOTE: REMOVE ANY PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED.**



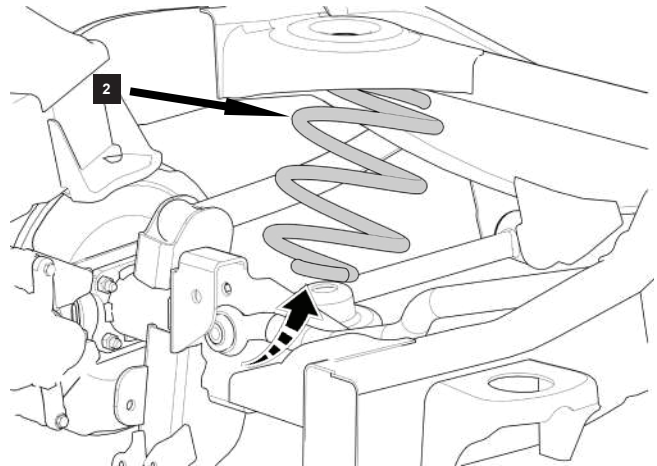
## INSTALL NEW REAR SPRINGS

**INSTALL THE DRIVERS SIDE SPRING FIRST**

**NOTE: PAY SPECIAL ATTENTION TO INSTALL THE CORRECT SPRING ON THE CORRECT SIDE OF THE JEEP. THE REAR SPRINGS ARE SIDE SPECIFIC.**

**LEFT REAR SPRINGS**  
4 DOOR: 02-22-211-250-1  
2 DOOR: 02-22-311-250-1

32

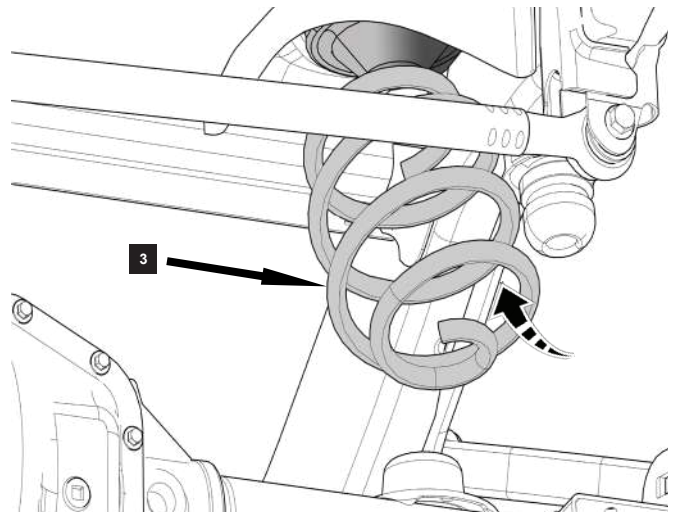


**INSTALL THE PASSENGERS SIDE SPRING**

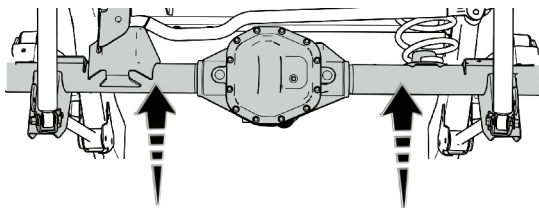
**RIGHT REAR SPRINGS**  
4 DOOR: 02-22-221-250-1  
2 DOOR: 02-22-321-250-1

2X

33



**RAISE THE REAR AXLE AND INSTALL SHOCKS**



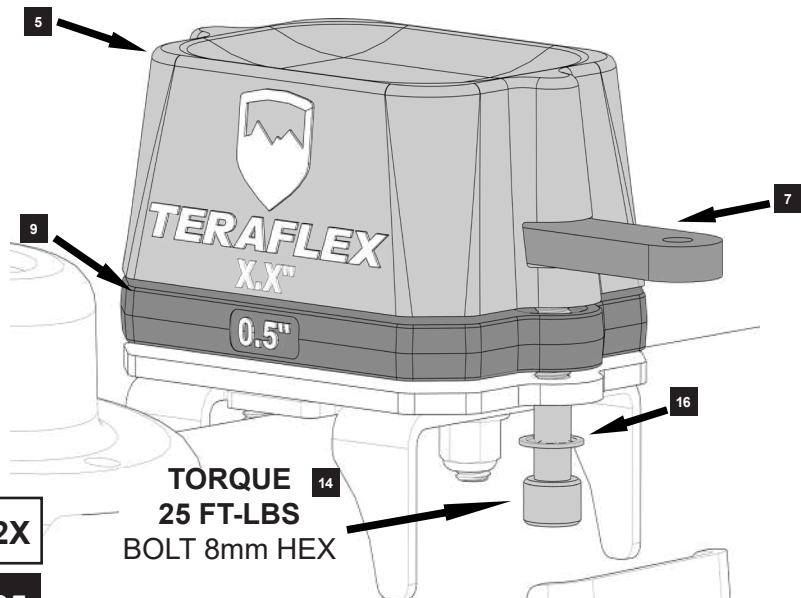
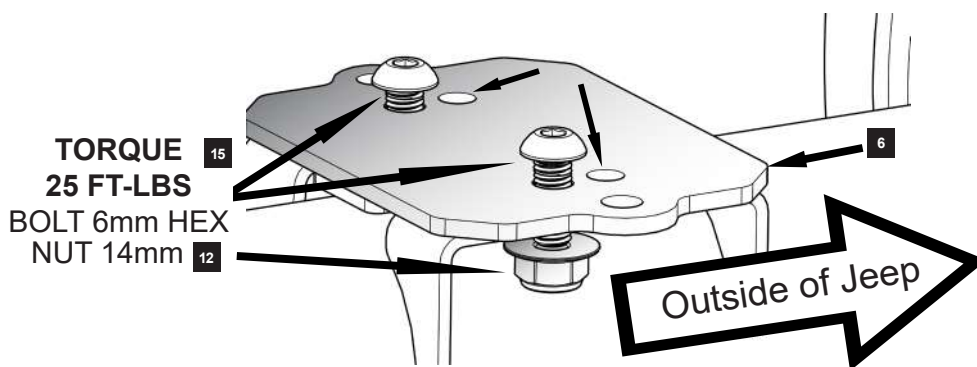
**MAKE SURE TO FULLY SEAT THE SPRINGS INTO THE UPPER SPRING ISOLATOR**

**INSTALLING FALCON SHOCKS**  
 (REFER TO QUICK START GUIDE INSIDE FALCON SHOCK BOX)

**NOTE: IF INSTALLING CONTROL ARMS WITH ALPINE BUSHINGS, AND THE JEEP WAS RAISED FOR INSTALLATION, LOWER THE JEEP TO THE GROUND AND FINISH INSTALLATION BY TORQUING THE CONTROL ARM BOLTS.**

**IF INSTALLING CONTROL ARMS WITH ALPINE IR BUSHINGS THE CONTROL ARMS CAN BE TORQUED WITH THE JEEP RAISED IN THE AIR. REFER TO PAGE 16 FOR TORQUE SETTINGS**

**34**



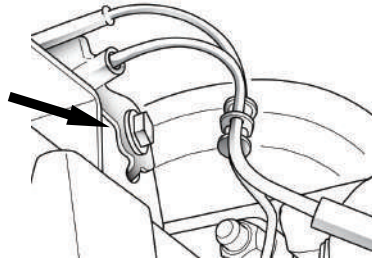
**NOTE: REFER TO PAGE 17 FOR BUMPSTOP SPACER GUIDE**

**2X**

**35**

**REINSTALL BRAKE LINE BRACKETS  
RECONNECT PLASTIC RETAINERS FROM  
WIRING OR HOSES AS NEEDED**

REINSTALL  
BOLT 13mm



2X

**NOTE: DO NOT TIGHTEN THE  
CONTROL ARM BOLTS UNTIL  
THE JEEP IS ON THE GROUND**

36

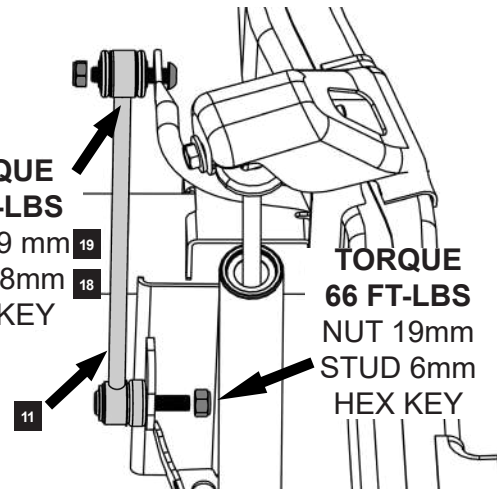
**INSTALL NEW SWAY BAR LINKS**

**TORQUE  
45 FT-LBS**  
NUT 19 mm  
BOLT 8mm  
HEX KEY

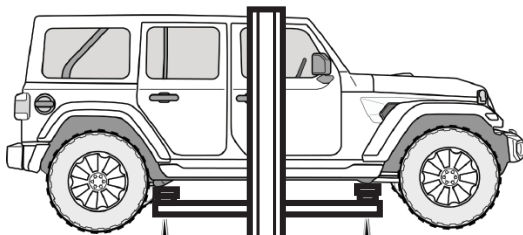
2X

37

**TORQUE  
66 FT-LBS**  
NUT 19mm  
STUD 6mm  
HEX KEY



**REINSTALL TIRES AND LOWER TO  
THE GROUND**



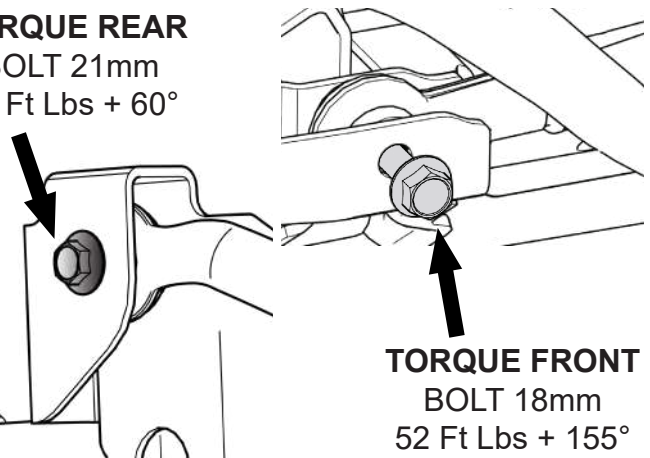
38

**TORQUE TO 130 FT LBS**

**REINSTALL TRACK BARS AND  
TORQUE TO THE FOLLOWING SPECS**

**TORQUE REAR**  
BOLT 21mm  
74 Ft Lbs + 60°

39



**TORQUE FRONT**  
BOLT 18mm  
52 Ft Lbs + 155°

**TORQUE CONTROL ARMS**

REAR

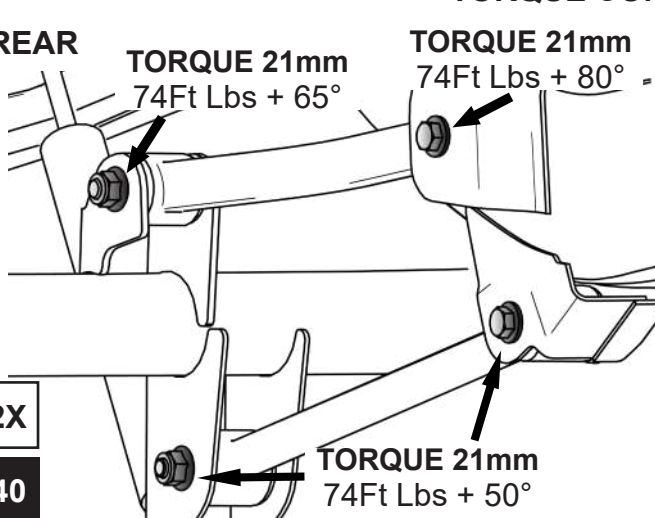
**TORQUE 21mm**  
74Ft Lbs + 65°

**TORQUE 21mm**  
74Ft Lbs + 80°

**TORQUE 21mm**  
74Ft Lbs + 50°

2X

40

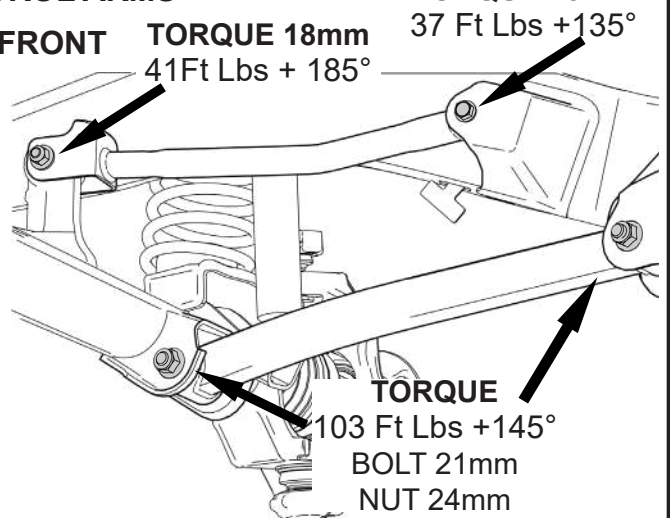


FRONT

**TORQUE 18mm**  
41Ft Lbs + 185°

**TORQUE 18mm**  
37 Ft Lbs +135°

**TORQUE**  
103 Ft Lbs +145°  
BOLT 21mm  
NUT 24mm





# JL Tire Clearance Guide (FACTORY FENDERS)

By limiting suspension up travel, TeraFlex Bump Stops allow the use of larger tires while keeping the factory fenders.

JL Rubicon models feature high-clearance fenders that allow for more up travel, while the lower-clearance fenders on JL Sport and Sahara restricts tire size due to fender rubbing.

In order to address these fender differences, TeraFlex designed a proprietary modular bump stop system, which can be adapted to fit several different lift height and tire size configurations.

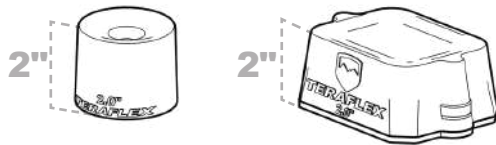
In addition to the main 2" bump stop spacers, this system includes multiple 0.5" interlocking spacers that can be added to fine tune bump stop height to limit suspension up travel.

JL RUBICON

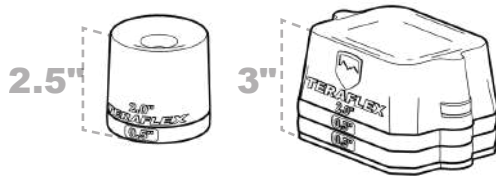
## JL Rubicon with Factory Fenders:

See Notes: Not all Tires Measure the Same

- 33" - No Bump Stops
- 35" - 2" Front & 2" Rear Bump Stops



- 37" - 2.5" Front & 3" Rear Bump Stops

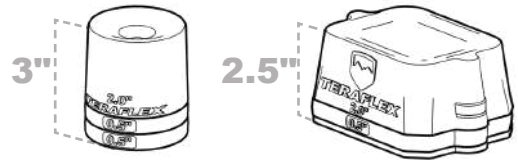


JL SPORT/SAHARA

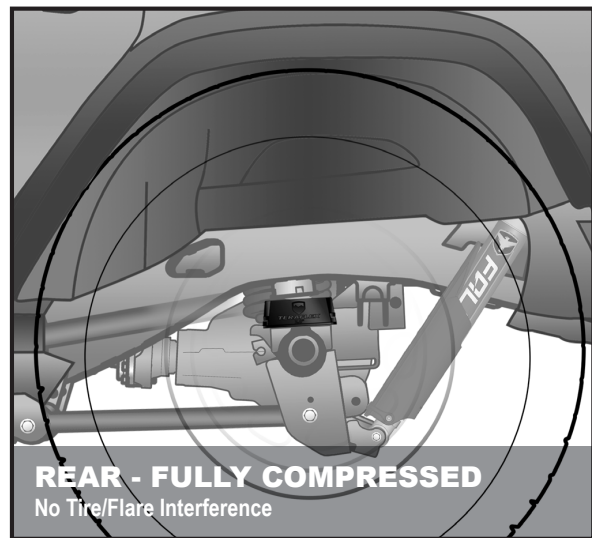
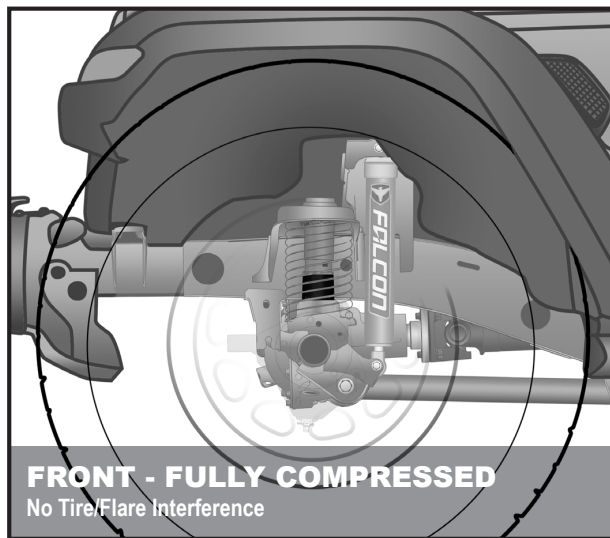
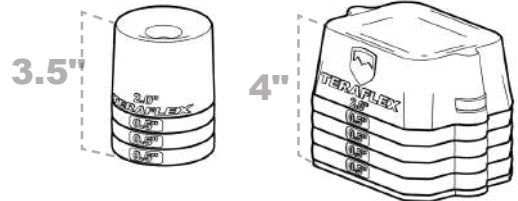
## JL Sport/Sahara with Factory Fenders:

See Notes: Not all Tires Measure the Same

- 33" - No Bump Stops
- 35" - 3" Front & 2.5" Rear Bump Stops



- 37" - 3.5" Front & 4" Rear Bump Stops

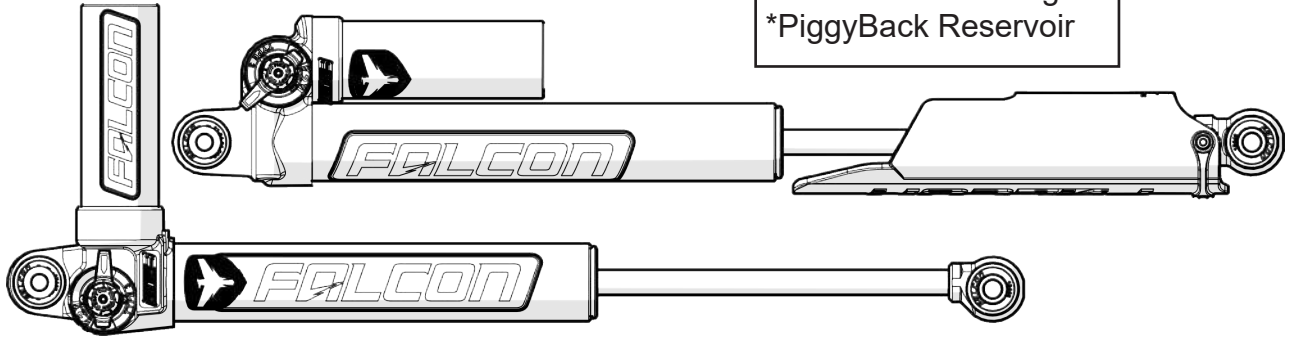


## 2-4 Inch Shock Options

### JL Falcon Adjustable PiggyBack Shocks

- 4 Door Series 3.3, 11-01-33-400-200-3
- 2 Door Series 3.3, 10-01-33-400-200-3

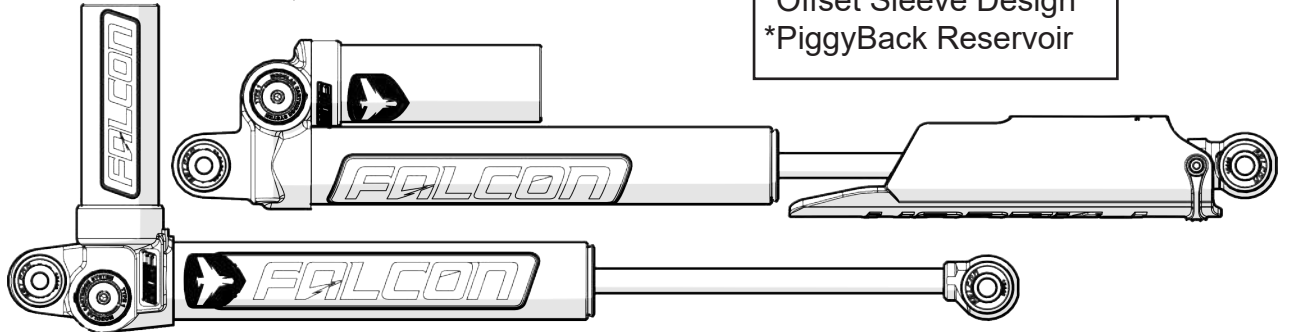
- \*Fast Adjust Knob
- \*High Flow Oil Channel
- \*Offset Sleeve Design
- \*PiggyBack Reservoir



### JL Falcon PiggyBack Shocks

- 4 Door Series 3.1, 11-01-31-400-200-3
- 2 Door Series 3.1, 10-01-31-400-200-3

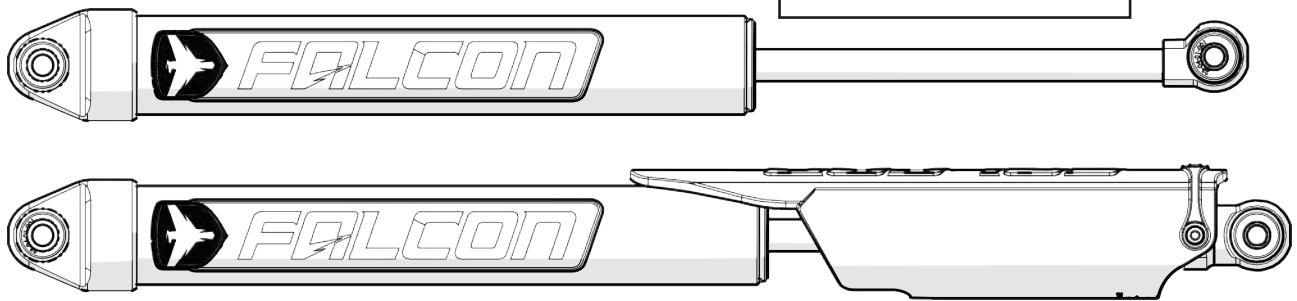
- \*Series 3.3 Upgradable
- \*High Flow Oil Channel
- \*Offset Sleeve Design
- \*PiggyBack Reservoir



### JL Falcon Monotube Shocks

- 4 Door Series 2.1, 11-01-21-400-200-3
- 2 Door Series 2.1, 10-01-21-400-200-3

- \*Oil Gas Separator
- \*3/4" Chrome Shaft
- \*Offset Sleeve Design
- \*JL Specific Shock



# **TERAFLEX**

## **PRODUCT INFORMATION**

### **MAINTENANCE INFORMATION:**

It is the buyer's responsibility to have all suspension, drivetrain, steering, and other components checked for proper tightness and torque after the first 100 miles and every 3000 miles after that.

### **NOTICE TO INSTALLER:**

The enclosed "Warning to Driver" sticker must be installed in the vehicle in driver's view. This sticker is to act as a constant safety reminder when operating the vehicle. It is your responsibility as the equipment installer to install the provided sticker and to forward the product instructions to the vehicle's owner for review. If a "Warning to Driver" sticker or product installation guide were not included in the kit, FREE replacement stickers and instructions are available by request. It is the installer's duty to ensure a safe and controllable vehicle after the modifications have been performed.

### **WARNING:**

Neither the seller nor the manufacturer will be liable for any loss, damage, or injury directly or indirectly arising from the use of or inability to determine the use of these products. Before using, the user shall determine the suitability of the products for its intended use, and the user shall assume all responsibility and risk in connection therewith.

### **WARNING TO DRIVER:**

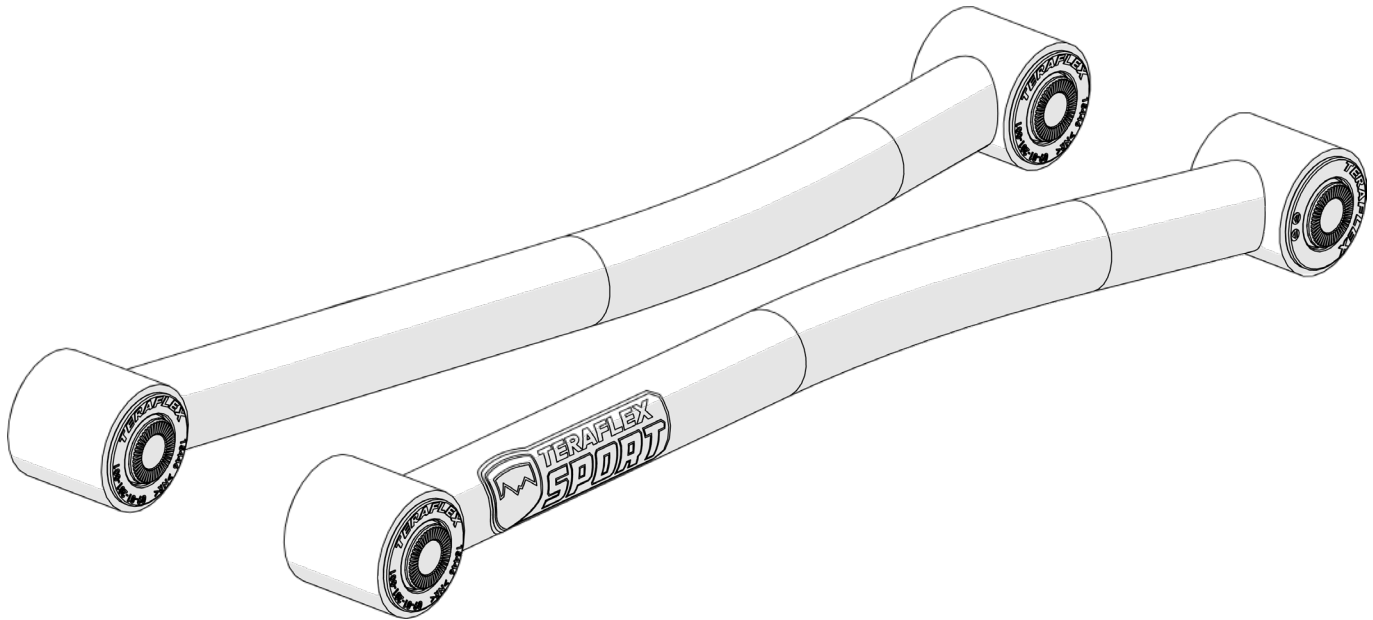
This vehicle has been modified to enhance off road performance and has unique handling characteristics. Use in harsh environments can cause ex-treme stress on the components. Vehicle should be inspected after being off road to make sure that all the components are in working order and safe to travel on the highway. All fasteners should be checked so that they are at the correct torque specifications as the vibration and stresses from off roading may cause critical fasteners to work loose. Extra care should be taken to inspect the critical components, steering, and brake systems. During each oil change components such as arms, tie rod ends, etc should be greased and checked for excessive wear. Any worn components should be replaced. When returning to the pavement always set or restore tire air pressure to the factory recommendation and connect or engage any disabled sway bar mechanisms. Because of the higher center of gravity and larger tires, this vehicle handles and reacts differently than many passenger cars, both on and off road. You must drive it safely! Extreme care should be taken to prevent vehicle rollover or loss of control, which can result in serious injury or death. Avoid sudden sharp turns or abrupt maneuvers. Generally, braking performance and capabilities are decreased when significantly larger/heavier tires are used, especially when used in combination with transfer case low-range reduction kits. Take this into consideration while driving. Do not add, alter or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the TeraFlex product purchased. Mixing component brand is not recommended. TeraFlex Inc. will not be responsible for any altered product or any improper installation or use of our products. We will be happy to answer any questions concerning the design, function, and correct use of our products. It is ultimately the buyer's responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then every 3000 miles. Wheel alignment, steering system, suspension and drive line systems must be inspected by a qualified professional mechanic at least every 3000 miles.

**TERAFLEX**



# JL/JT Sport Control Arm Kit

# 1253000



## Important Notes:

Prior to beginning this install, or any installation, read the instructions thoroughly to familiarize yourself with the required steps. Evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

This product will change the highway handling characteristics of your vehicle, exercise caution. After altering the suspension it is always advisable to have an alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.

Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local TeraFlex dealer for assistance.

**When reinstalling OEM hardware, refer to the torque specs given in the Factory Service Manual.**

## Tools Needed:

- Metric Sockets and Open End Wrenches
- Torque Wrench
- Factory Service Manual
- General Mechanics Tools

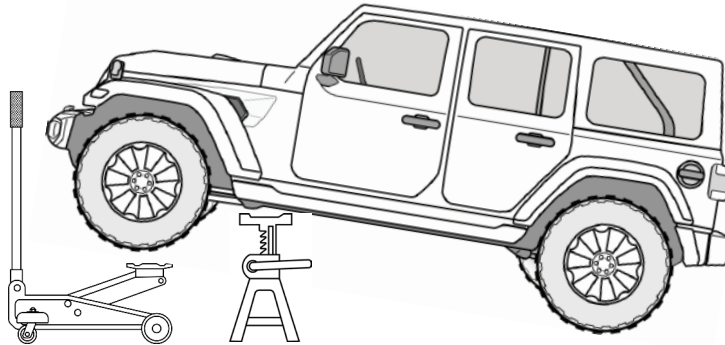
## Maintenance Note:

After the first 300 miles and every 3,000 miles after that, re-torque all the suspension components and bolts.

**INSTALLATION OF THE CONTROL ARMS IS BEST DONE WITH ALL FOUR TIRES ON THE GROUND BECAUSE THE WEIGHT OF THE JEEP HELPS ALIGN THE BOLTS.**

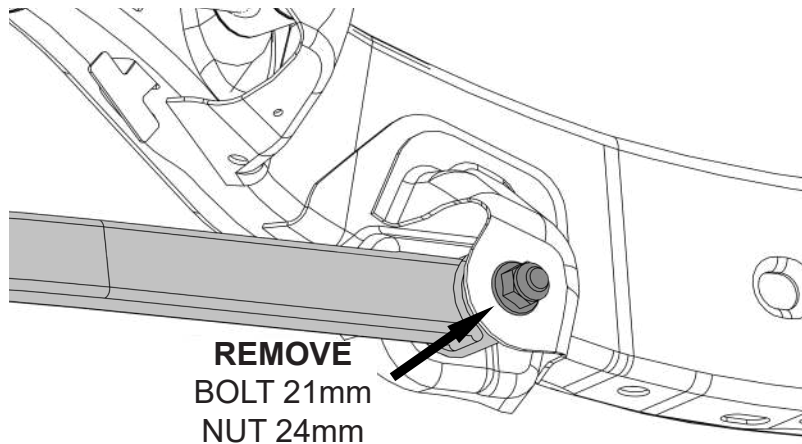
**IF YOU CHOOSE TO LIFT THE FRONT OF THE JEEP, PLACE JACK STANDS AT THE FRAME AND USE THE FLOOR JACK TO LIFT THE AXLE AND RELIEVE THE PRESSURE FROM THE CONTROL ARMS.**

**REMOVE AND REPLACE ONLY ONE CONTROL ARM AT A TIME.**



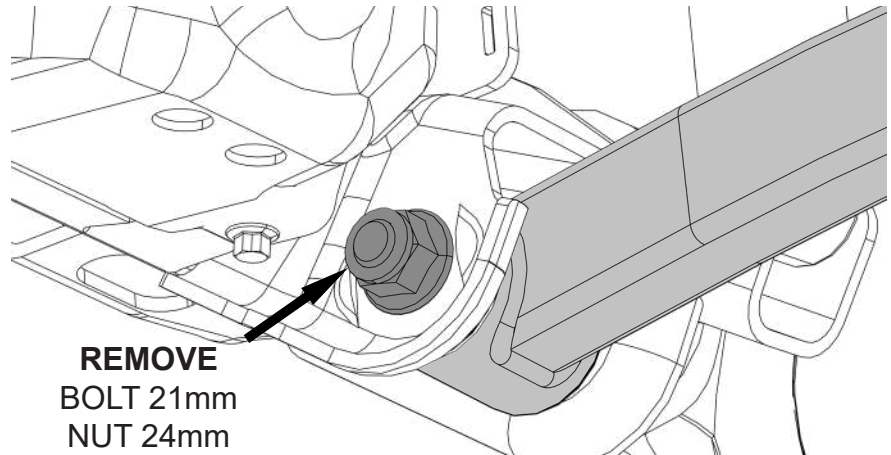
**1**

**REMOVE THE FRAME SIDE LOWER CONTROL ARM BOLT**



**2**

**REMOVE THE AXLE SIDE LOWER CONTROL ARM BOLT**

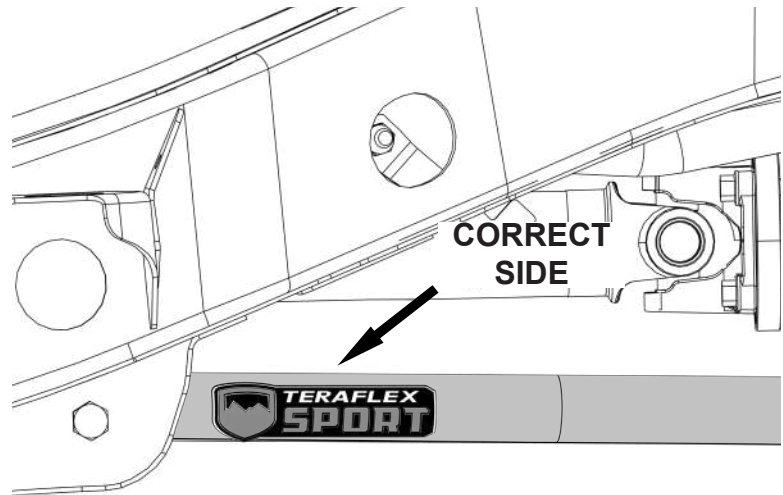


**3**

## INSTALL THE NEW SPORT CONTROL ARMS

THESE ARE SIDE SPECIFIC. TO ENSURE THE CONTROL ARM IS ON THE CORRECT SIDE, MAKE SURE THE STICKER IS CLOSER TO THE FRAME AND RIGHT SIDE UP.

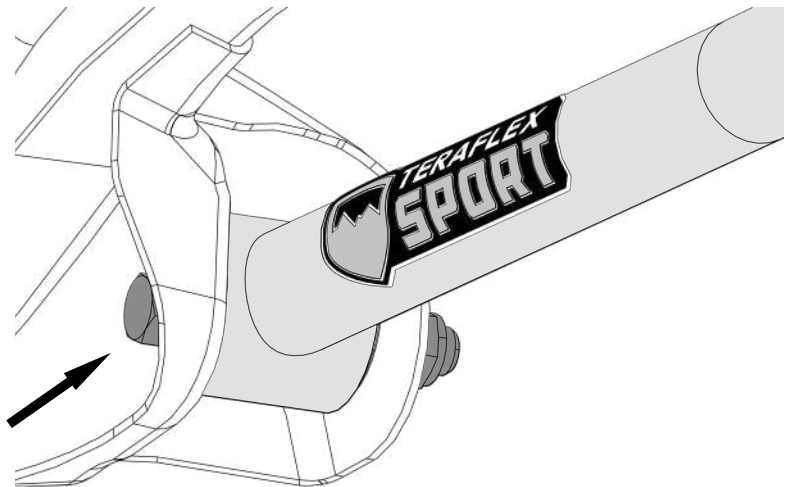
DO NOT TORQUE THE CONTROL ARM BOLTS UNTIL THE JEEP IS LEVEL ON THE GROUND



4

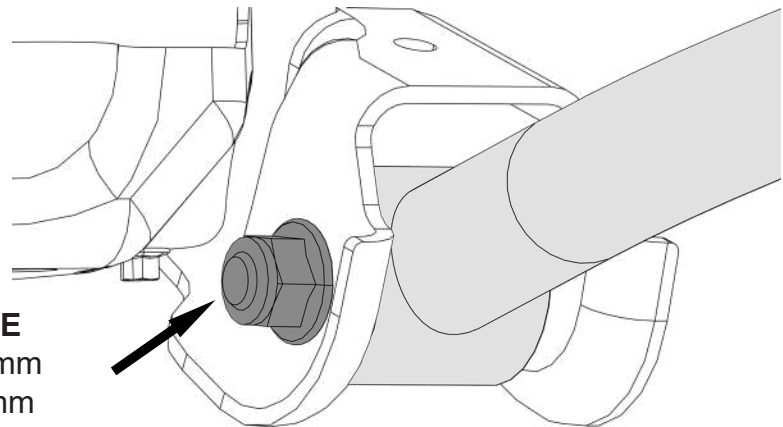
## TORQUE THE NEW SPORT CONTROL ARMS

**TORQUE**  
BOLT 21mm  
NUT 24mm  
103 Ft Lbs + 145°



5

**TORQUE**  
BOLT 21mm  
NUT 24mm  
103 Ft Lbs + 145°

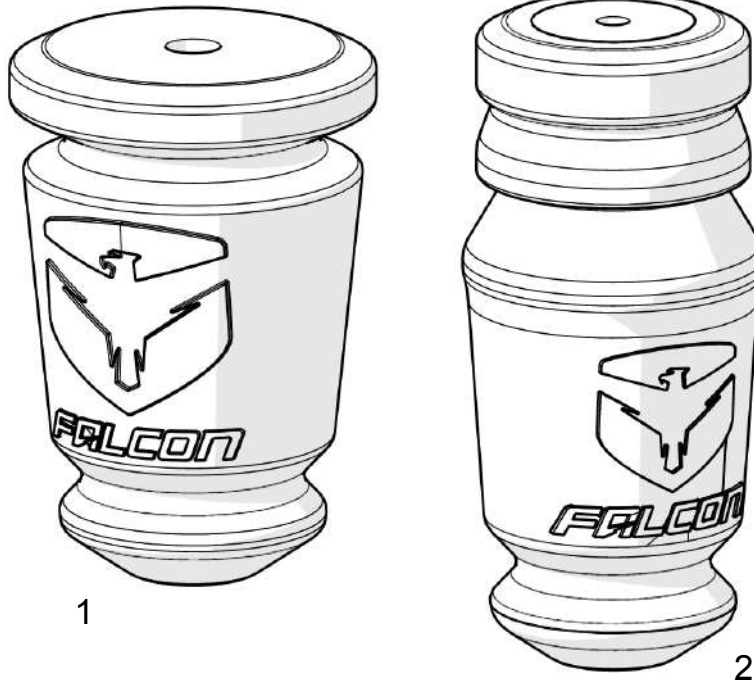


6



# Jeep JL Wrangler Jounce Bumper Instructions

Kit #1959200 - Jounce Bumper Kit, Jeep JL Wrangler



Item No.	Part Number	Description	Qty
1	45-02-02-002	Bumper (S), Foam, Snap-In, 3.90" Tall	2
2	45-02-03-001	Bumper (S), Foam, Snap-In / 1.97" Dia. 4.72" Tall	2

## Important Notes:

Prior to beginning this install, or any installation, *read the instructions thoroughly* to familiarize yourself with the required steps. Evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

After altering the suspension it is always advisable to have an alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.

Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local TeraFlex dealer for assistance.

**Refer to the factory service manual for the torque specs of the originally equipped hardware.**

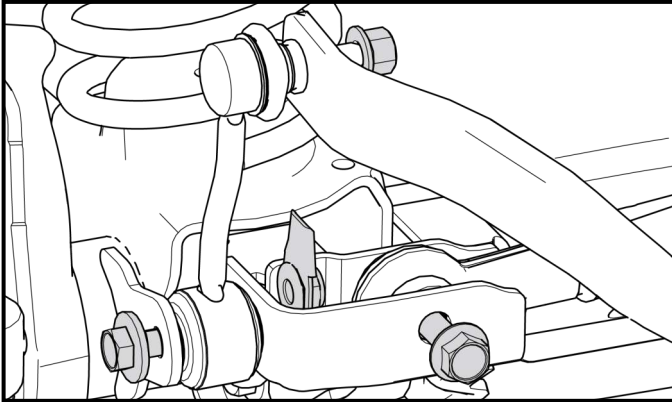
## Tools needed:

- This installation guide
- Basic mechanics tool set

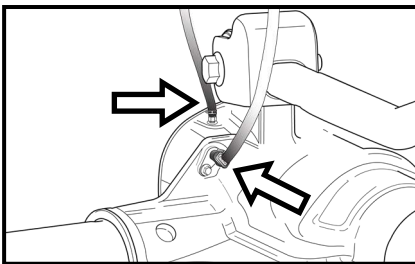
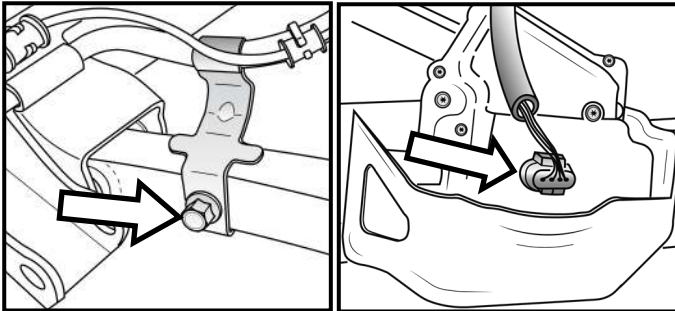
## FRONT AXLE

REFER TO THE FACTORY SERVICE MANUAL FOR LIFT LOCATIONS.

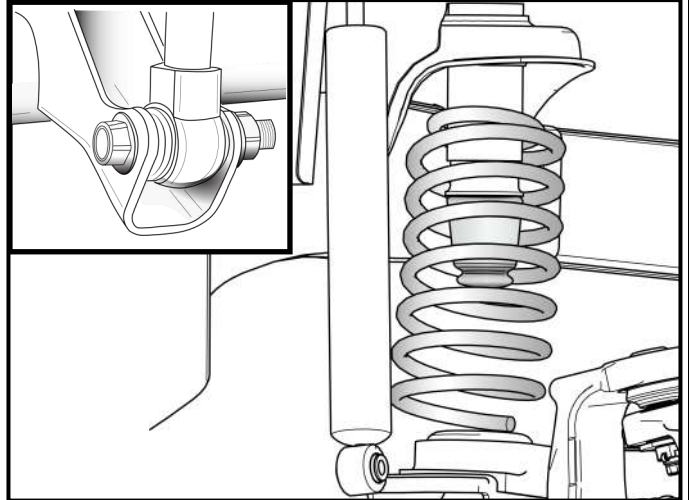
1. Raise and support the vehicle at the frame.
2. Remove the front tires and wheels.
3. Support the front axle with a jack or jack stands.
4. Remove the sway bar links at the axle.
5. Remove the track bar at the axle.



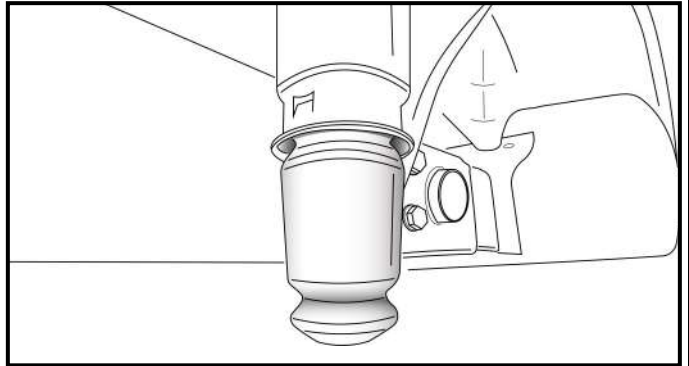
6. Remove the ABS/brake line anchor bracket from the frame (driver and passenger side).
7. Remove the breather hose and axle actuator from the axle. **NOTE:** On Rubicon models the locker actuator will need to be removed as well.



8. Remove the shock at the axle.
10. Lower the axle until the springs are free and remove the springs. **NOTE:** Watch brake lines and wiring harnesses while lowering axle.



10. Remove the front bumpstops.
11. Install the new Front Extended Bumpstops into the factory jounce tubes. **Note:** If needed use a small amount of silicone lube spray, to help install the bumpstops.



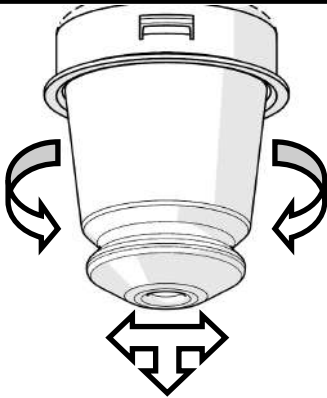
12. Reinstall the springs. **NOTE:** Check that the upper spring isolator is installed correctly with the locating pins aligned with holes in the upper spring mount.
13. Rotate the spring until pig tail end is fully seated into lower spring pads.
14. Raise the axle enough to reinstall the shocks. Torque shock bolts to 56 ft-lbs.
15. Reinstall sway bar links and torque bolts to 69 ft-lbs.



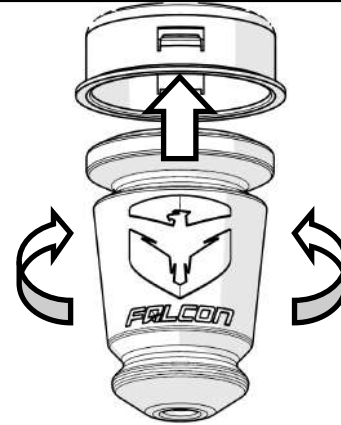
16. Reinstall brake line brackets, axle actuator plug and breather hose and any plastic retainers from wiring or hoses that were removed.  
Rubicon models: Reinstall locker actuator plug.
17. Reinstall the front wheels and tires and lower Jeep to the ground. Torque lug nuts to factory recommended specs.
18. Reinstall the front track bar and torque bolt to factory recommended specs.

**REAR AXLE**

19. Remove the bumpstop from the frame mount by simply pulling downward with a twisting motion.



20. Install new bumpstop by twisting and pushing up. Note: If needed use a small amount of silicone lube spray, to help install the bumpstops.



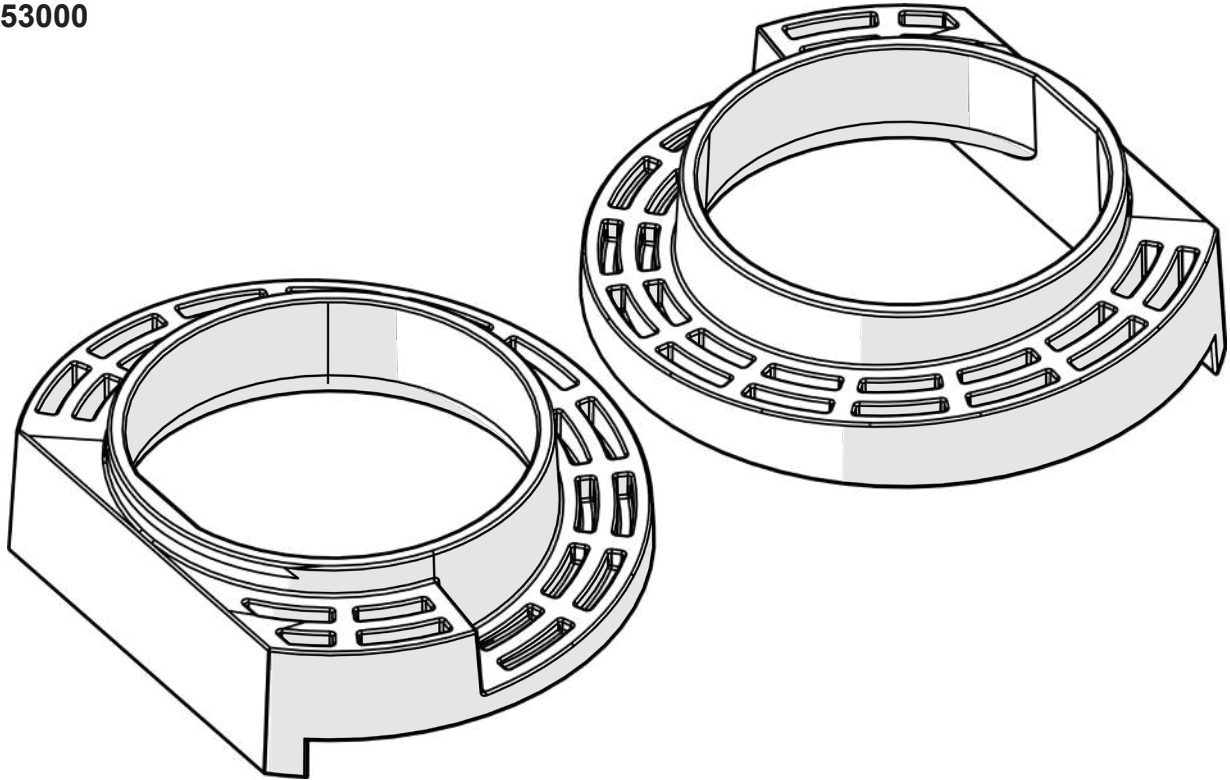
**CONFIRM THAT ALL BRACKETS  
ARE REINSTALLED AND FASTENERS  
TORQUED CORRECTLY BEFORE  
OPERATING THE JEEP.**

**INSTALLATION IS COMPLETE!**



# JL/JT Front Lower Spring Perch

# 4953000



## Important Notes:

Prior to beginning this install, or any installation, read the instructions thoroughly to familiarize yourself with the required steps. Evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

This product will change the highway handling characteristics of your vehicle, exercise caution. After altering the suspension it is always advisable to have an alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.

Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local TeraFlex dealer for assistance.

**When reinstalling OEM hardware, refer to the torque specs given in the Factory Service Manual.**

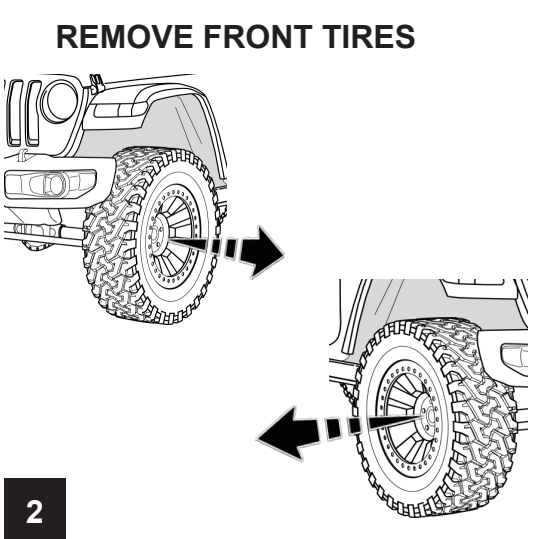
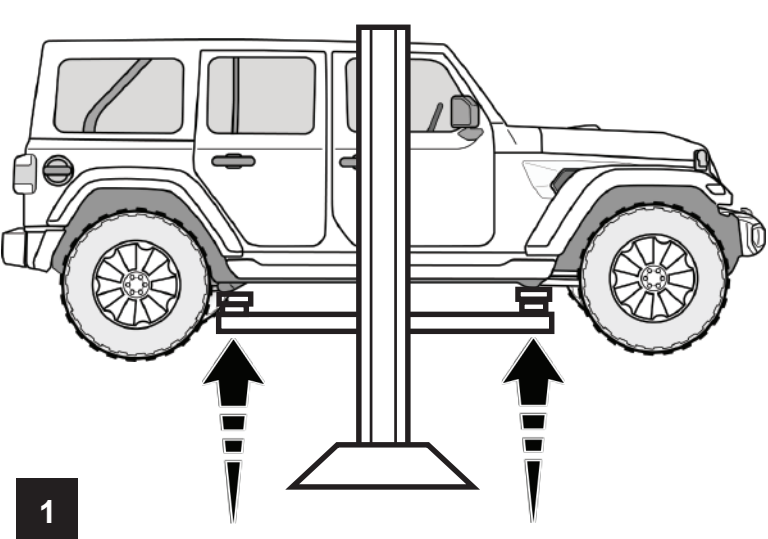
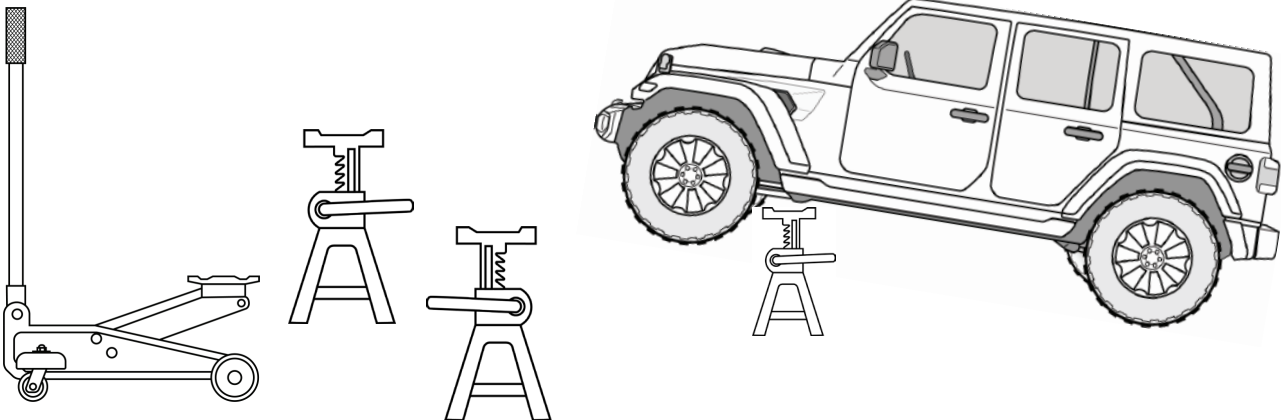
## Tools Needed:

- Metric Sockets and Open End Wrenches
- Torque Wrench
- Factory Service Manual
- General Mechanics Tools

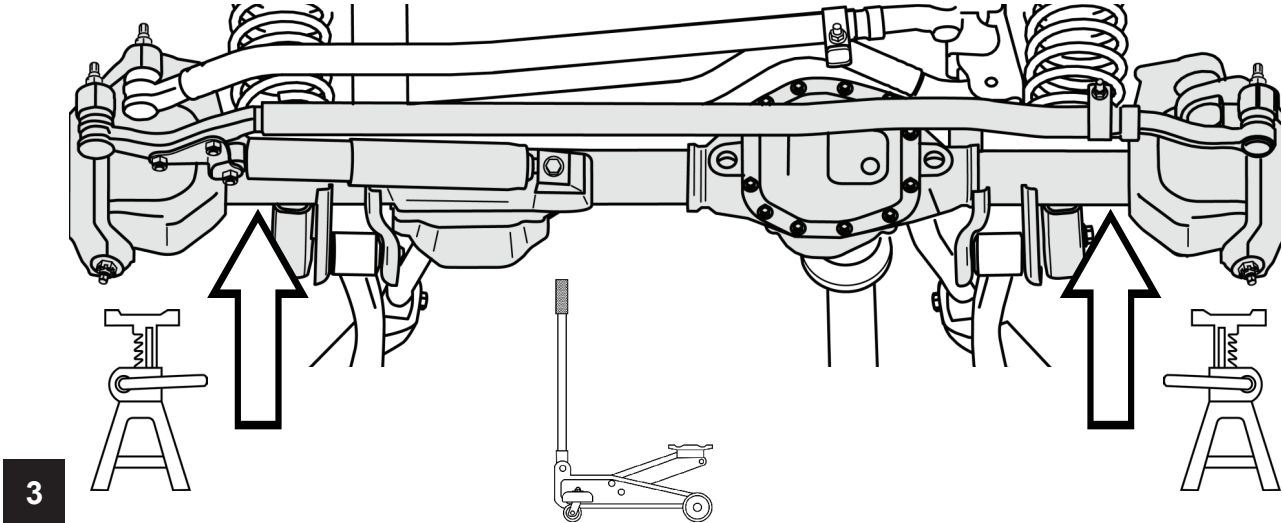
## Maintenance Note:

After the first 300 miles and every 3,000 miles after that, re-torque all the suspension components and bolts.

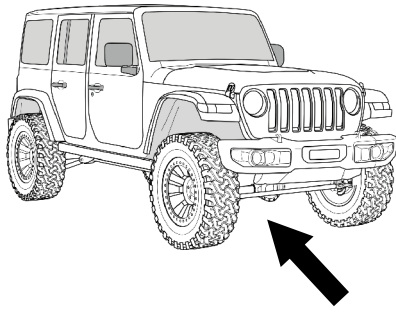
**FRONT INSTALLATION  
LIFT AND SUPPORT AT FRAME**



**SUPPORT FRONT AXLE**

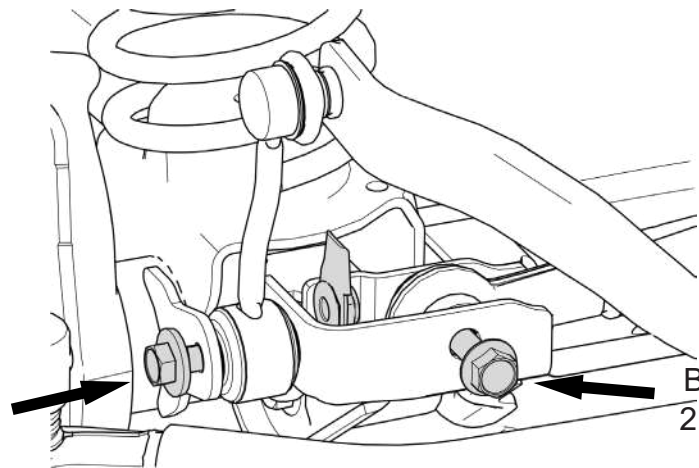


**REMOVE SWAY BAR LINKS & TRACK BAR BOLT AT THE AXLE**

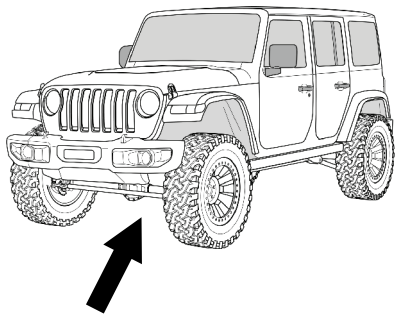


**4**

**BOLT  
18mm**

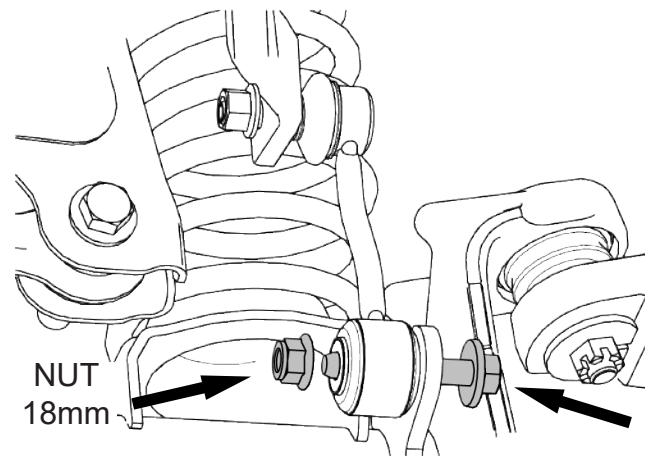


**BOLT  
21mm**



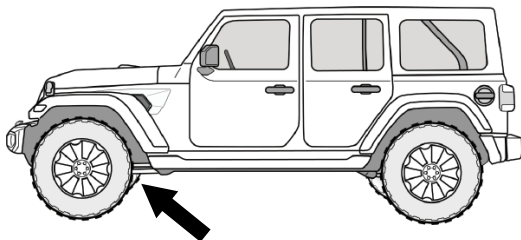
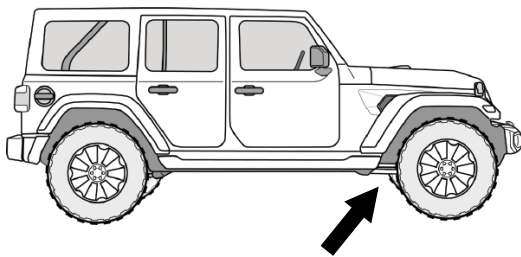
**5**

**NUT  
18mm**

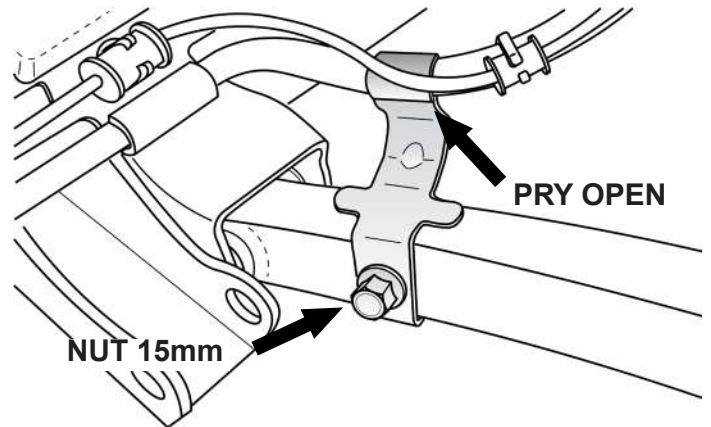


**BOLT  
18mm**

**REMOVE BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS**



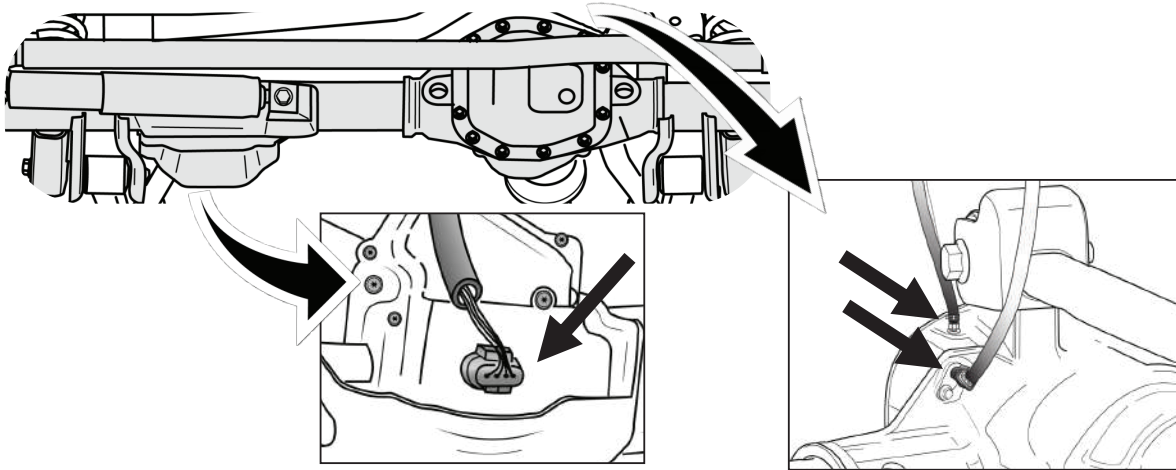
**6**



**NUT 15mm**

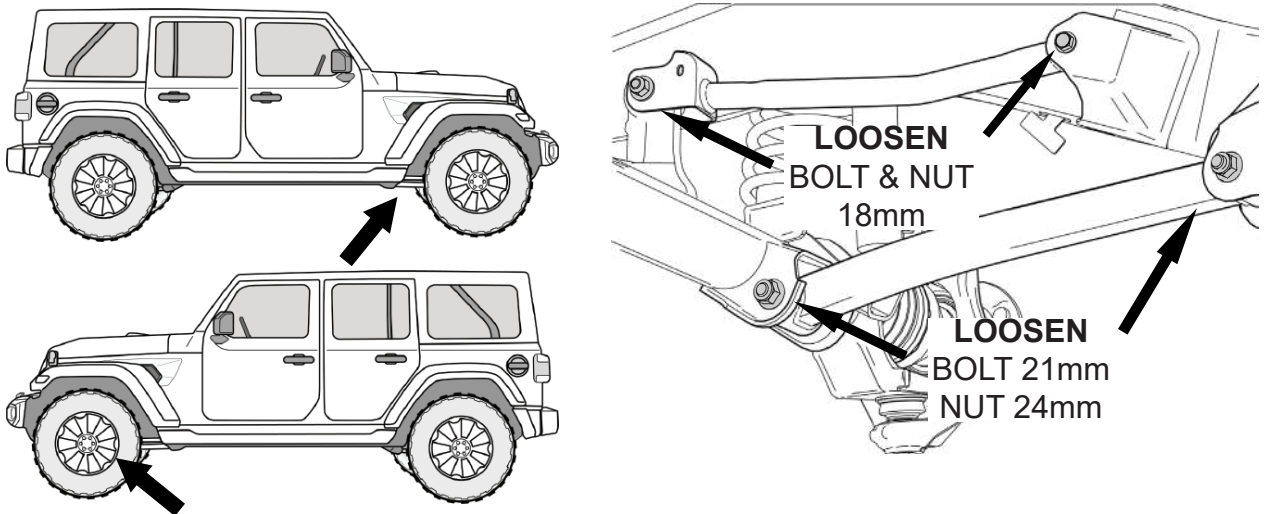
**PRY OPEN**

**DISCONNECT ACTUATORS AND VENT HOSE AT THE FRONT AXLE**



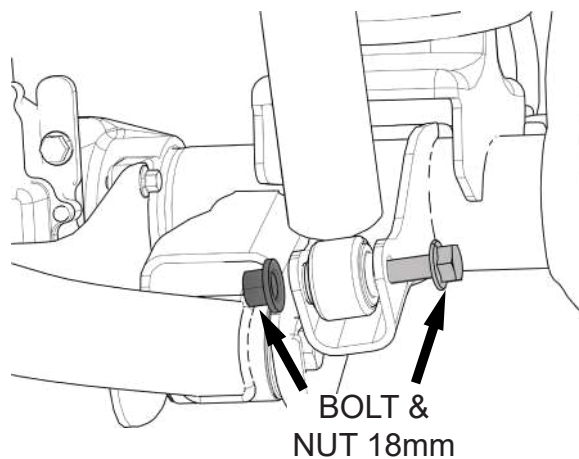
**7**

**LOOSEN FRONT CONTROL ARM BOLTS  
DO NOT REMOVE THE CONTROL ARM BOLTS**



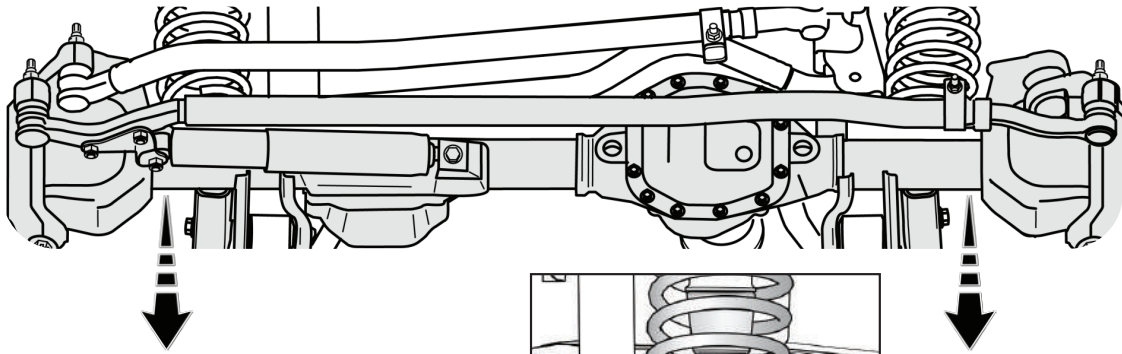
**8**

**REMOVE FRONT SHOCKS AT THE AXLE**

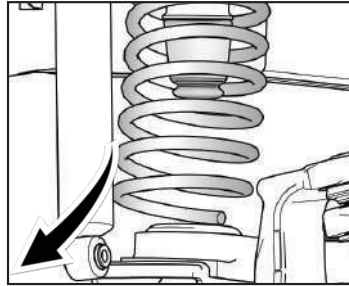


**9**

**LOWER AXLE AND REMOVE FRONT SPRINGS**



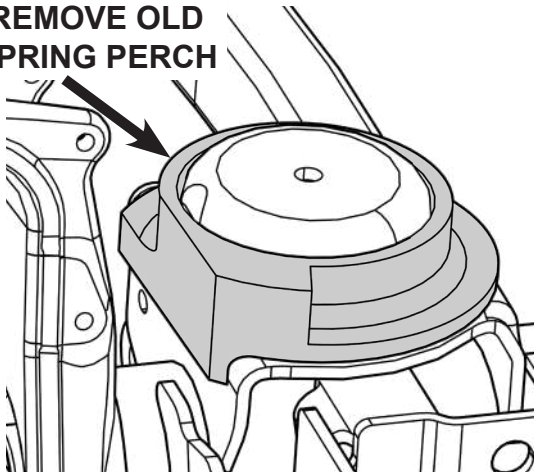
**NOTE: REMOVE ANY PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED.**



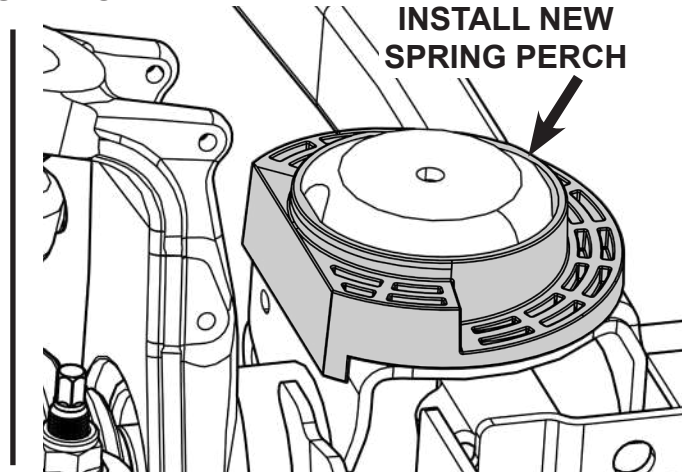
**10**

**REMOVE THE STOCK SPRING PERCH FROM THE AXLE AND INSTALL THE NEW TERAFLX SPRING PERCH**

**REMOVE OLD SPRING PERCH**

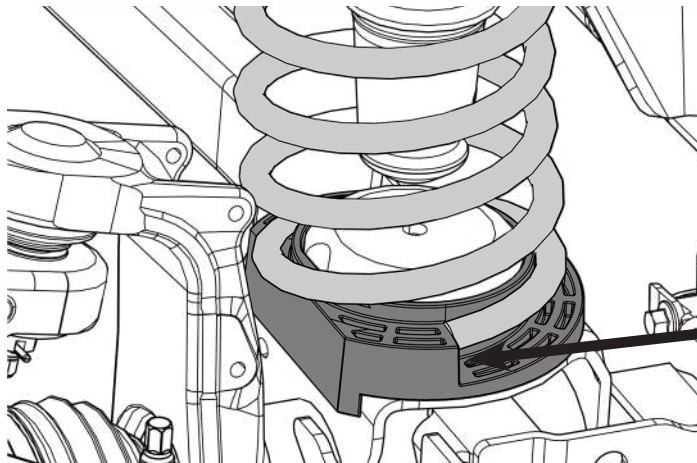


**INSTALL NEW SPRING PERCH**



**11**

**REINSTALL THE SPRINGS**



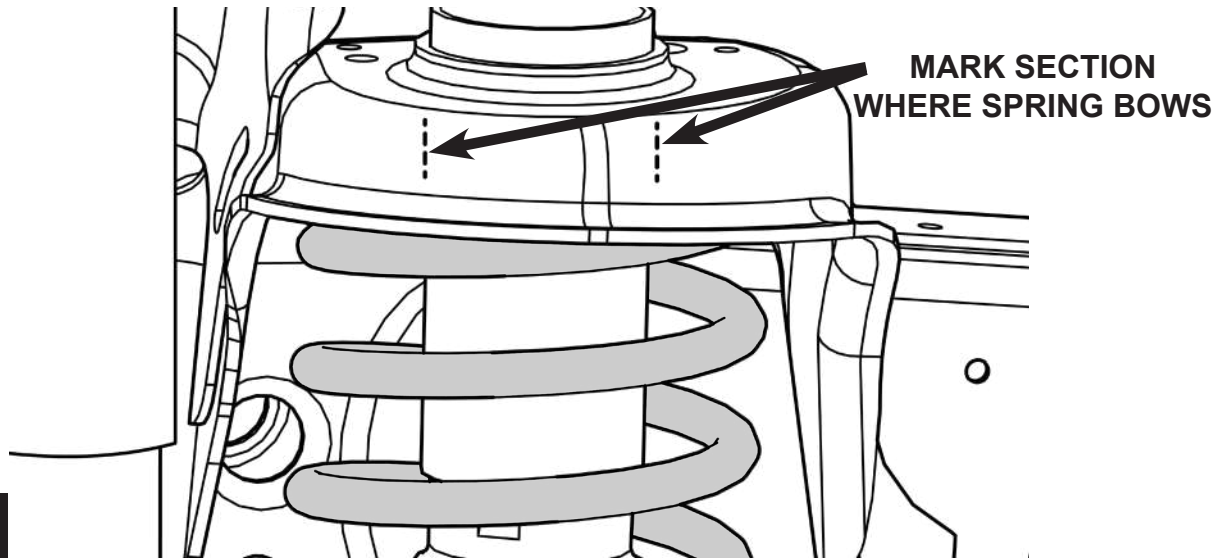
**MAKE SURE SPRING IS FULLY SEATED ON PERCH**

**12**

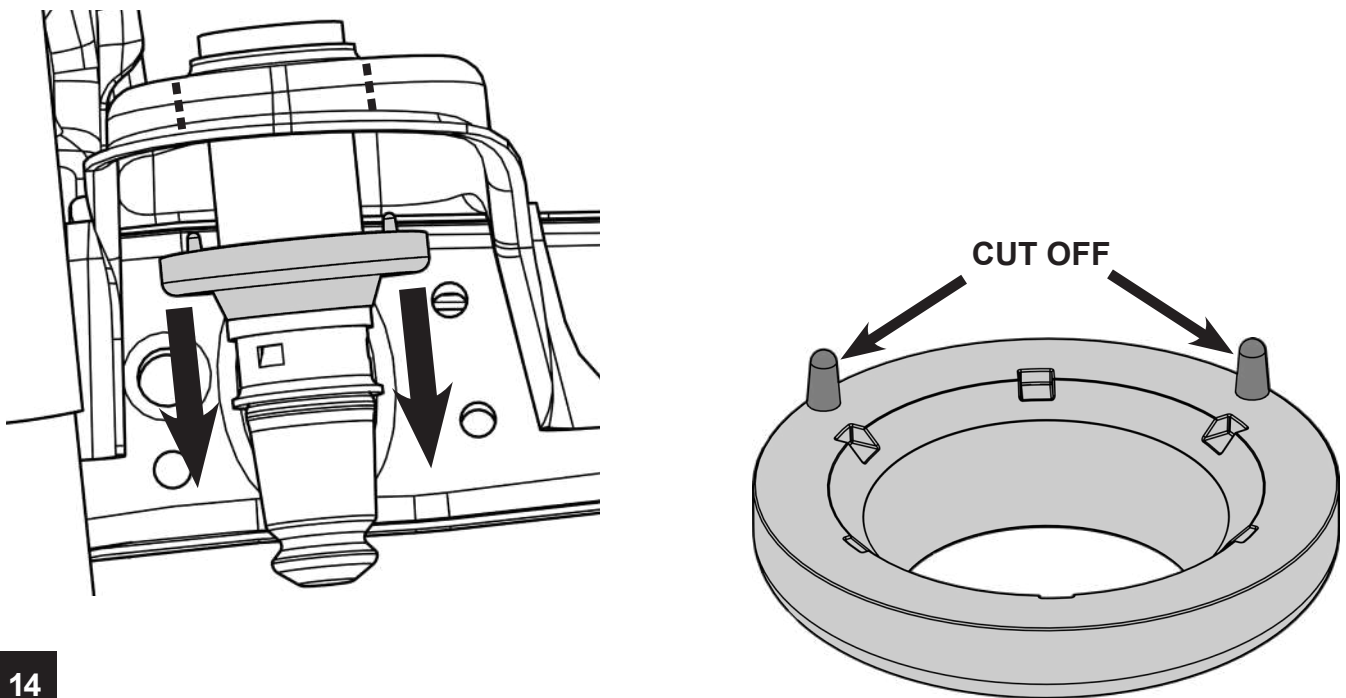
**WITH SPRINGS REINSTALLED LOWER THE JEEP TO RIDE HEIGHT. IF THE SPRINGS APPEAR TO BE BOWING OUT YOU MAY NEED TO MODIFY THE UPPER SPRING ISOLATOR AS SHOWN IN STEPS 13-16.**

**NOTE: ONLY CONTINUE WITH STEPS 13-16 IF YOUR SPRINGS APPEAR TO BE BOWING. IF YOU ARE HAPPY WITH HOW YOUR SPRINGS SIT SKIP TO STEP 17.**

**MARK ON THE SPRING TOWER WHERE THE SPRING IS BOWING. LOWER THE AXLE AND REMOVE THE SPRINGS.**

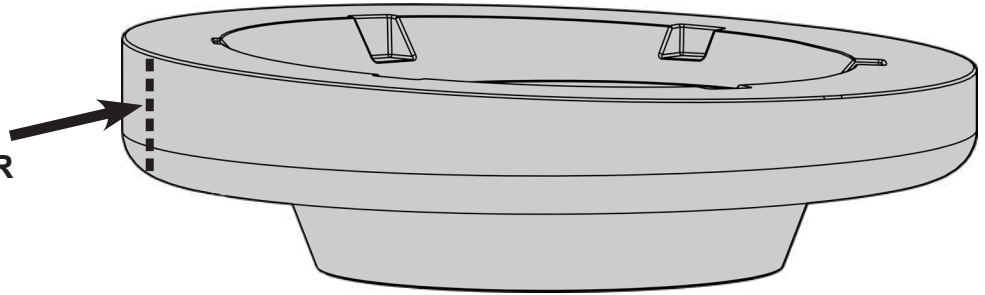


**REMOVE THE UPPER SPRING ISOLATOR AND CUT OFF THE TWO ALIGNMENT PINS**



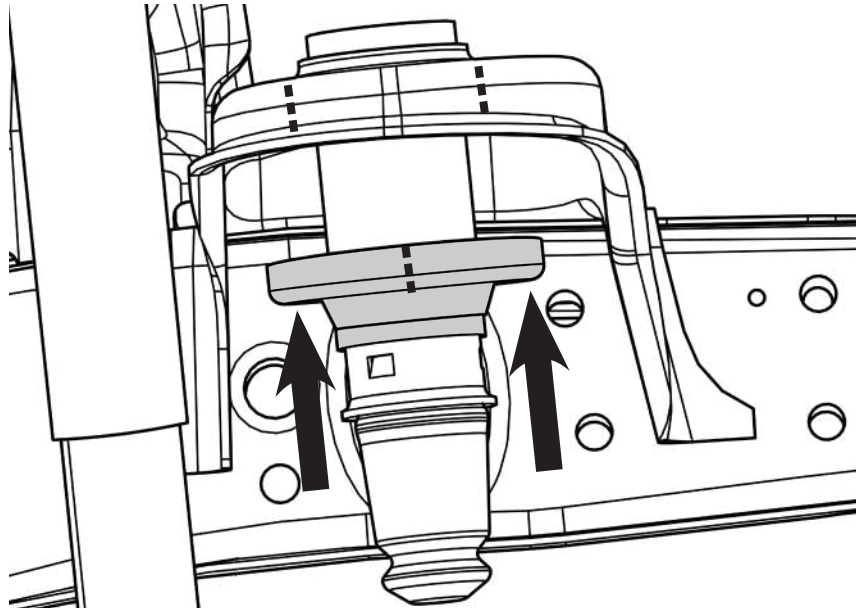
**MARK THE THICKER SIDE OF THE UPPER SPRING ISOLATOR**

**MARK THICKER  
SIDE OF ISOLATOR**



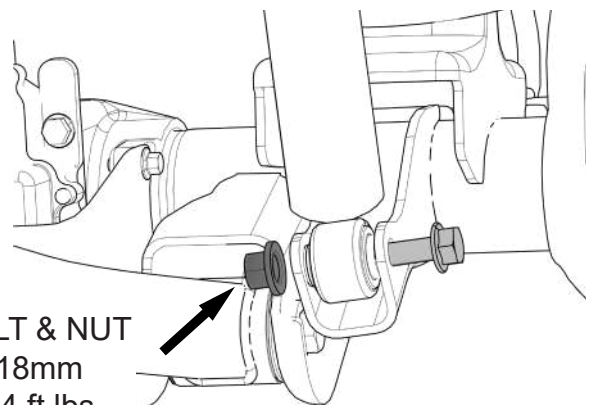
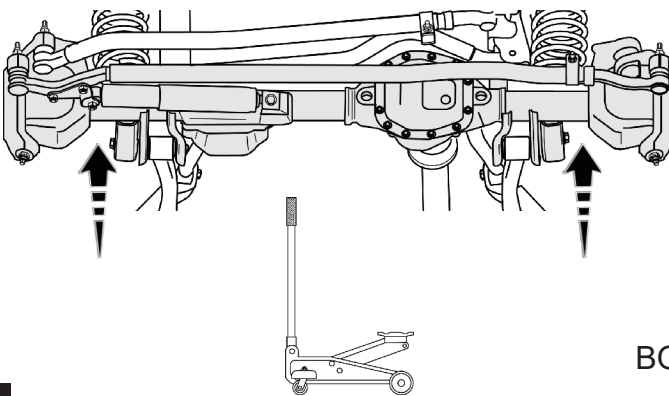
**15**

**REINSTALL THE UPPER SPRING ISOLATOR WITH THE THICKER SIDE MARKING  
IN BETWEEN THE MARKINGS OF WHERE THE SPRING IS BOWING**



**16**

**RAISE AXLE & REINSTALL SHOCKS**

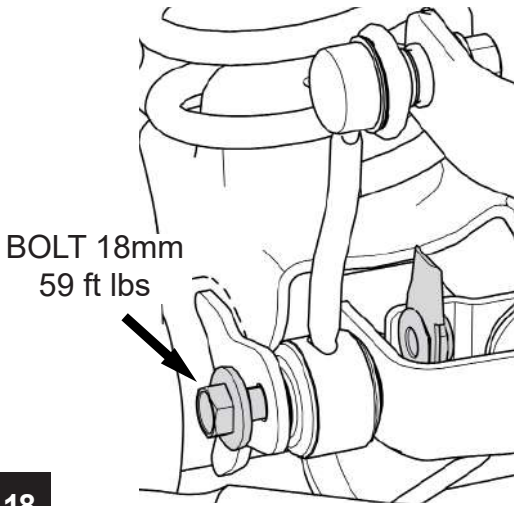


**BOLT & NUT**  
18mm  
74 ft lbs

**17**



**REINSTALL SWAY BAR LINKS AT AXLE**



BOLT 18mm  
59 ft lbs

**18**

**RECONNECT CONNECTIONS TO FRONT AXLE**



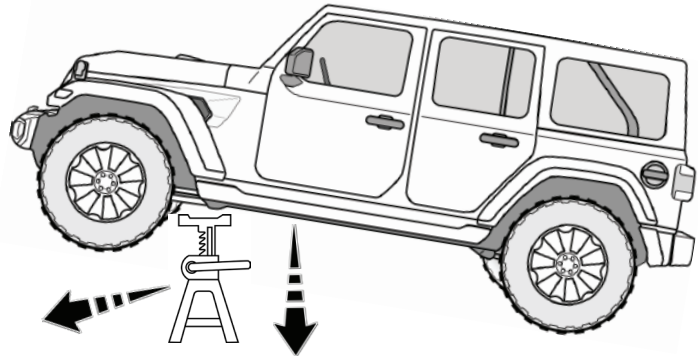
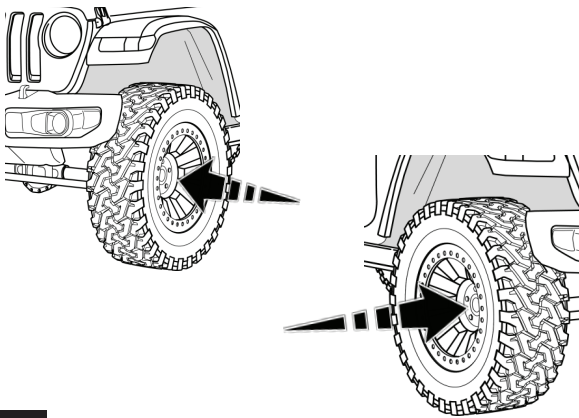
**RECONNECT PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED.**

**NOTE: DO NOT TIGHTEN THE CONTROL ARM BOLTS UNTIL THE JEEP IS ON THE GROUND**

**WAIT TO RE-INSTALL TRACK BAR UNTIL THE JEEP IS LOWERED TO THE GROUND**

**19**

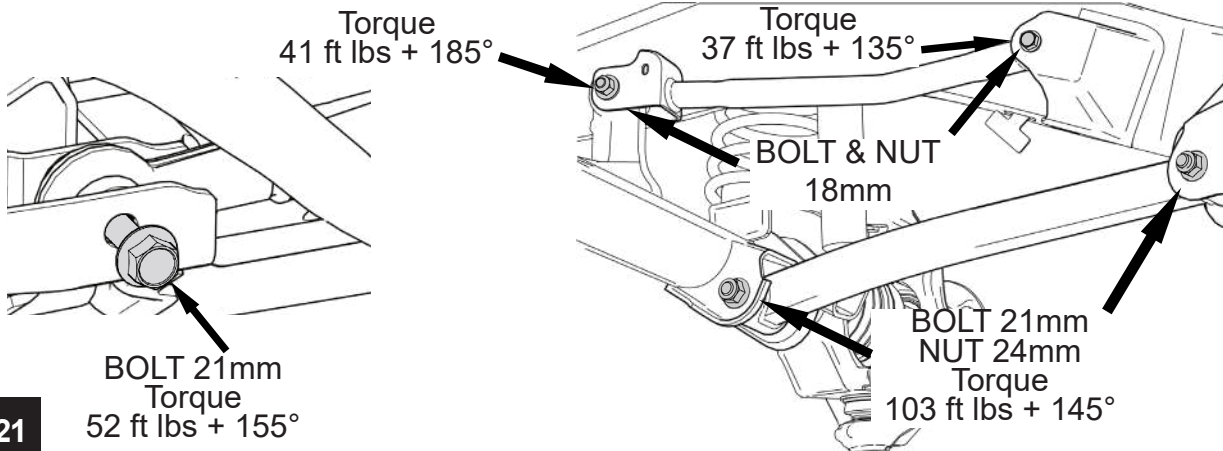
**REINSTALL TIRES AND LOWER JEEP BACK TO THE GROUND**



**20**

**TORQUE TO 130 FT LBS**

**REINSTALL FRONT TRACK BAR AND TORQUE TO 52 FT. LBS PLUS 155° TORQUE FRONT CONTROL ARM BOLTS**



Torque  
41 ft lbs + 185°

Torque  
37 ft lbs + 135°

BOLT & NUT  
18mm

BOLT 21mm  
Torque  
52 ft lbs + 155°

BOLT 21mm  
NUT 24mm  
Torque  
103 ft lbs + 145°

**21**