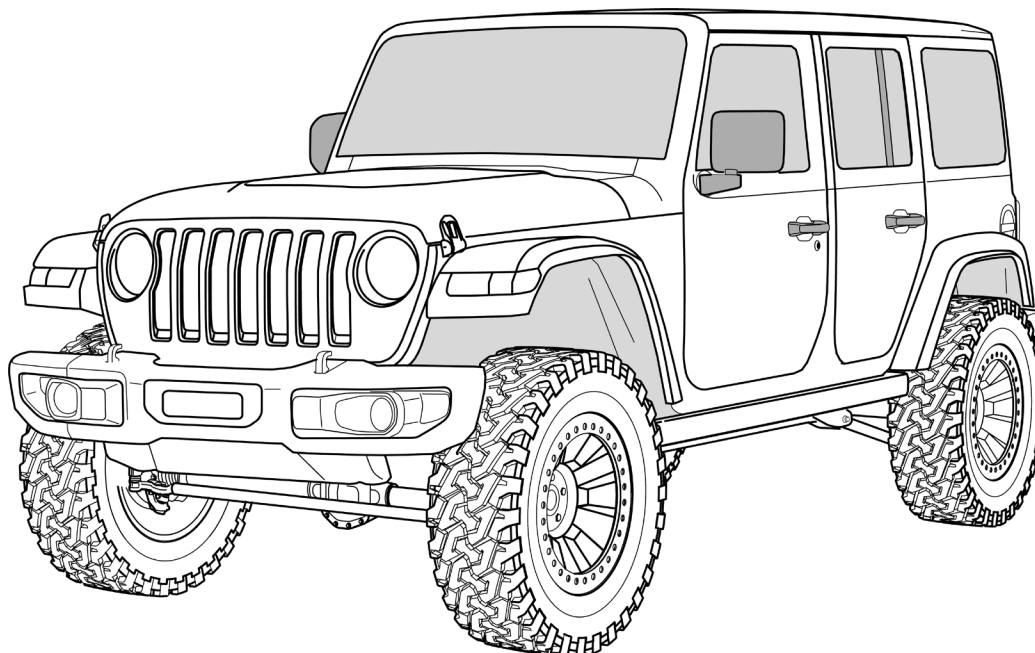




Jeep JL 3.5" Spring Lift



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




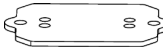
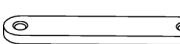






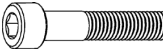





If a 37" tire is being installed on a Sport or Sahara additional up travel limit may be required using Bumpstop Spacer Kit #1959300.

Tools Needed:

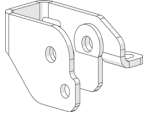

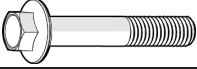
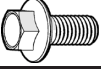


- Metric Sockets and Open End Wrenches
- Torque Wrench
- Drill and 1/2" Drill Bit
- Factory Service Manual
- General Mechanics Tools





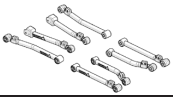

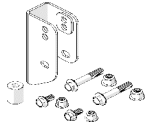

Maintenance Note:

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

			Alpine CT3		Sport ST3		RT3		Base Kit		
Description			Item #		4DR	2DR	4DR	2DR	4DR	2DR	
	1	Front	02-21-401-250-1	2	-	2	-	2		2	-
			02-21-201-250-1	-	2	-	2		2	-	2
	2	Rear Left	02-22-411-250-1	1	-	1	-	1	-	1	-
			02-22-211-250-1	-	1	-	1	-	1	-	1
	3	Rear Right	02-22-421-250-1	1	-	1	-	1	-	1	-
02-22-221-250-1			-	1	-	1	-	1	-	1	
	4	Front Bumpstops	12-01-109-200	2	2	2	2	-	-	2	2
	5	Rear Bumpstops	12-01-209-200	2	2	2	2	-	-	2	2
	6	Rear Bumpstop Bracket	12-02-209-002	2	2	2	2	-	-	2	2
	7	Rear Bumpstop Mounting Strap	12-02-209-001	2	2	2	2	-	-	2	2
	8	Front Bumpstop Spacers	12-02-109-050	4	4	4	4	-	-	4	4
	9	Rear Bumpstop Spacers	12-02-209-050	4	4	4	4	-	-	4	4
	11	Front Swaybar link 10.75"	744500	2	2	2	2	2	2	2	2
	12	Rear Swaybar Link 11.50	21-01-001-115	2	2	2	2	2	2	2	2
	13	M10 x 1.5 Fuji Nut	23-07-03-001	6	6	6	6	-	-	6	6
	14	M10 x 1.5 x 100mm Flat Socket Cap Screw	45-04-003-001	2	2	2	2	-	-	2	2
	15	M10 x 1.5 x 50mm Socket Cap Screw	45-03-003-001	4	4	4	4	-	-	4	4
	16	M10 x 1.5 x 25mm Button Socket Cap Screw	45-05-003-003	4	4	4	4	-	-	4	4
	17	M10 Lock Washer	45-12-002-001	4	4	4	4	-	-	4	4
	18	Nut Wrench Tool	600271	1	1	1	1	-	-	1	1
	19	M12 x 1.75 x 55mm Button Socket Cap Screw	45-05-003-001	2	2	2	2	2	2	2	2
	20	M12 x 1.75mm Black Fuji Nut	23-07-02-002	2	2	2	2	2	2	2	2

Spring Box Components

	Description	Item #	Alpine CT3		Sport ST3		RT3		Base Kit	
			4DR	2DR	4DR	2DR	4DR	2DR	4DR	2DR
				21 Front Track Bar Bracket	15-04-109-006	1	1	1	1	1
	22 M12 x 1.75 Flanged Serrated Nut	45-12-003-001	1	1	1	1	1	1	1	1
	23 M14 x 2.0 x 80mm Hex Flange Bolt	45-02-003-011	1	1	1	1	1	1	1	1
	24 M12 x 1.75 x 25mm Hex Flange Bolt	45-02-003-013	2	2	2	2	2	2	2	2
	25 M12 X 1.75 Flange Top Lock Nut	45-08-003-001	1	1	1	1	1	1	1	1
	26 M14 x 2.0 Flange Top Lock Nut	45-08-003-003	1	1	1	1	1	1	1	1

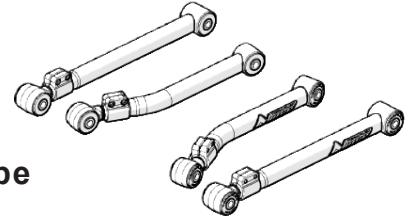
	Description	Item #	Alpine CT3		Sport ST3		RT3		Base Kit	
			4DR	2DR	4DR	2DR	4DR	2DR	4DR	2DR
				Brake Line Anchor Kit	1101255	1	1	1	1	1
	Jounce Bumpers Kit	1959200	1	1	1	1	-	-	-	-
	Alpine Control Arm Kit	1416510	1	1	-	-	-	-	-	-
	Front Arm Drop Bracket Kit	1938125	-	-	1	1	-	-	-	-
	Alpine IR Control Arm Kit	1416510	-	-	-	-	1	1	-	-
	SpeedBump Kit 2"	1958352	-	-	-	-	1	1	-	-
	Rear Track Bar Kit	1953600	1	1	1	1	1	1	1	1
	Front Track Bar	1753420	-	-	-	-	1	1	-	-

NOTES

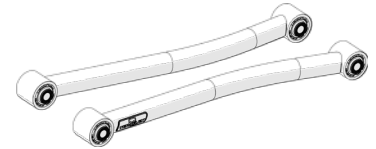
***FOR ALPINE & ALPINE IR CONTROL ARM KITS: Refer to Instruction #999321 before continuing.**

-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.**



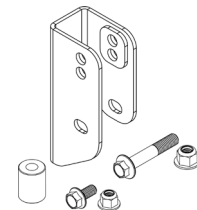
***FOR SPEEDBUMP KITS: Refer to Instruction #999329 before continuing.**



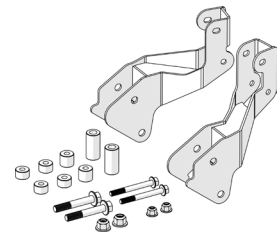
***FOR FRONT TRACK BAR: Refer to Instruction #999340 before continuing.**



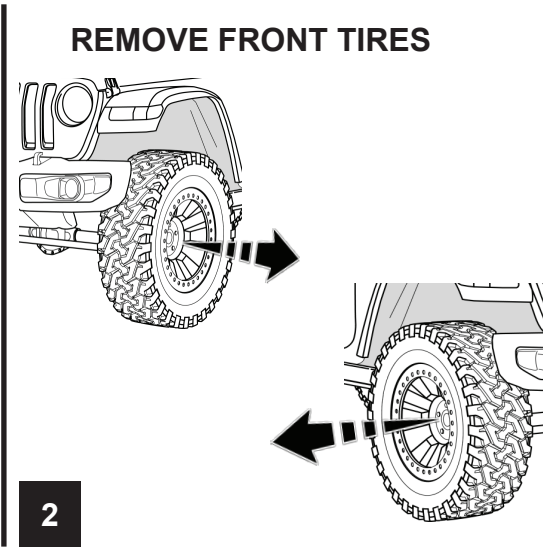
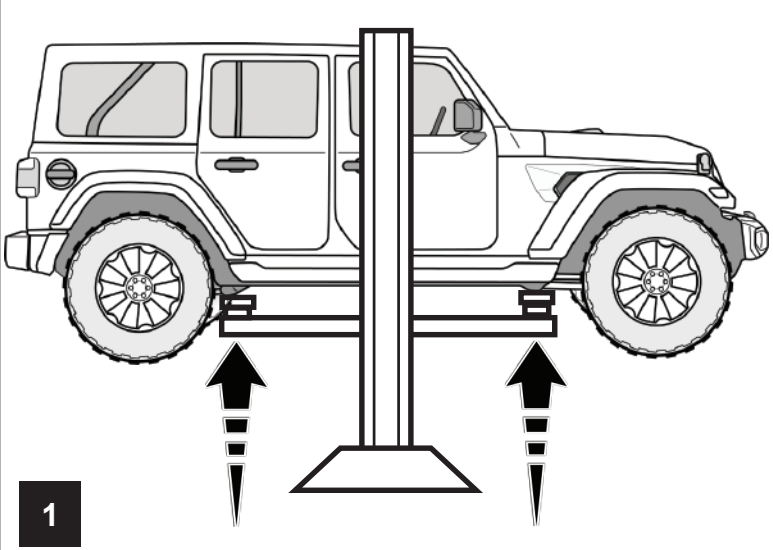
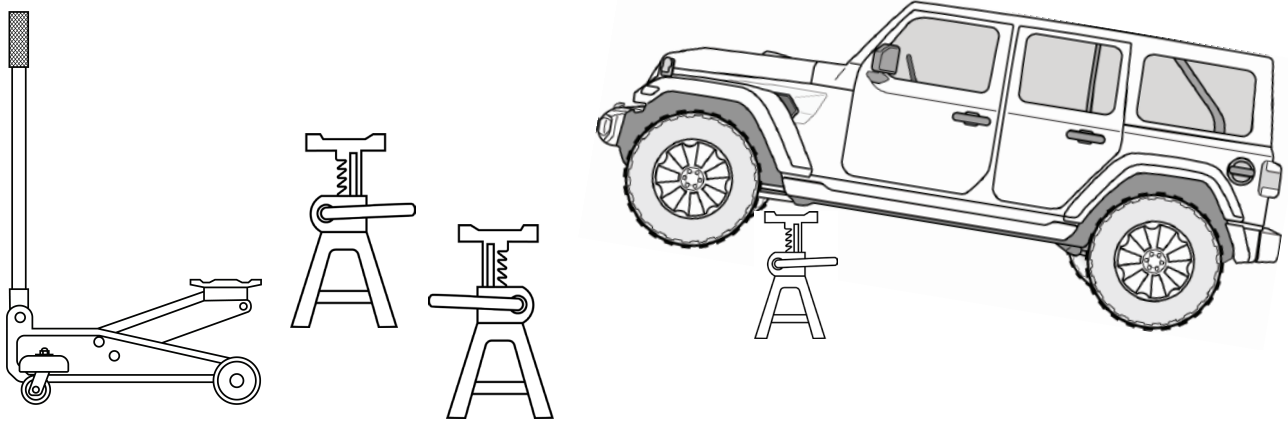
***FOR REAR TRACK BAR BRACKET: Refer to Instruction #999311 before continuing.**



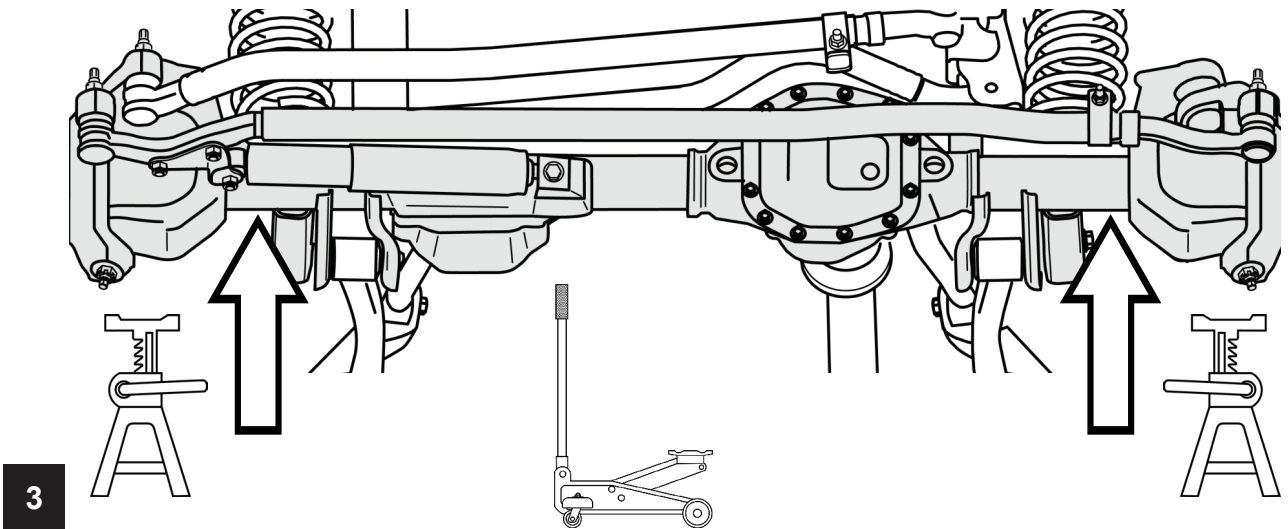
***FOR FRONT DROP BRACKET KITS: Refer to Instruction #999309 before continuing.**



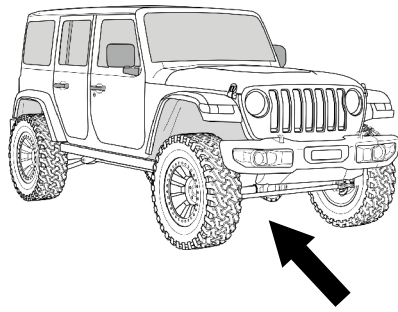
FRONT INSTALLATION LIFT AND SUPPORT AT FRAME



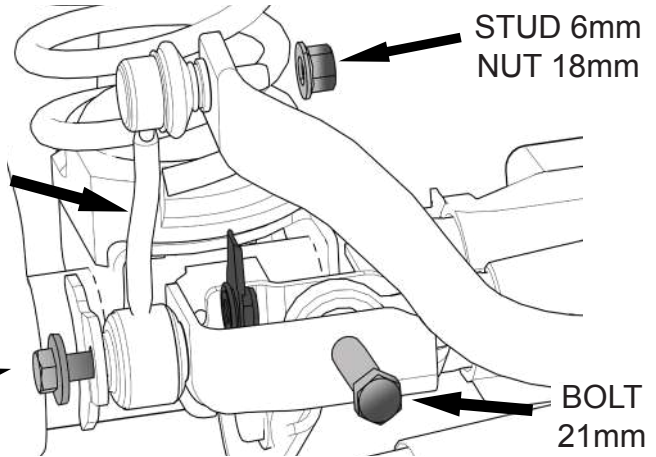
SUPPORT FRONT AXLE



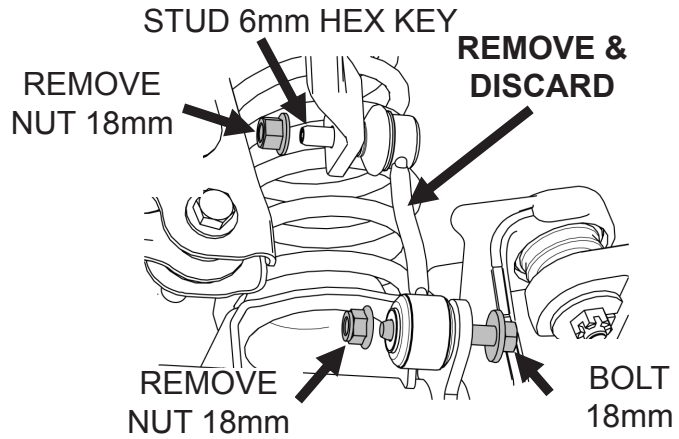
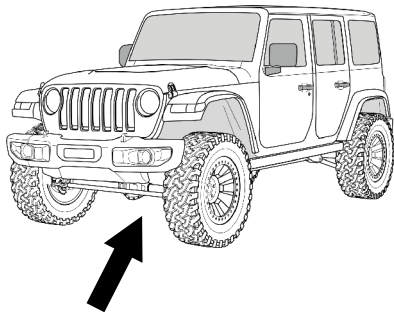
REMOVE SWAY BAR LINKS & REMOVE TRACK BAR BOLT AT AXLE



REMOVE & DISCARD

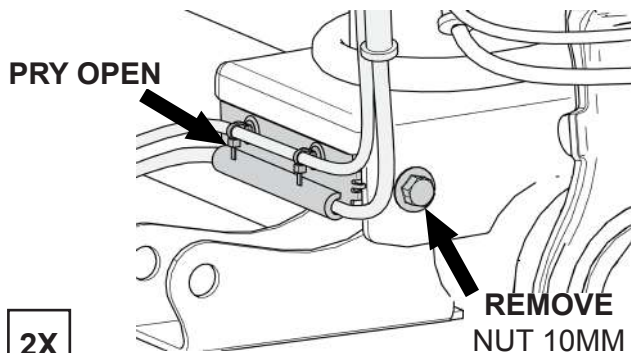


4



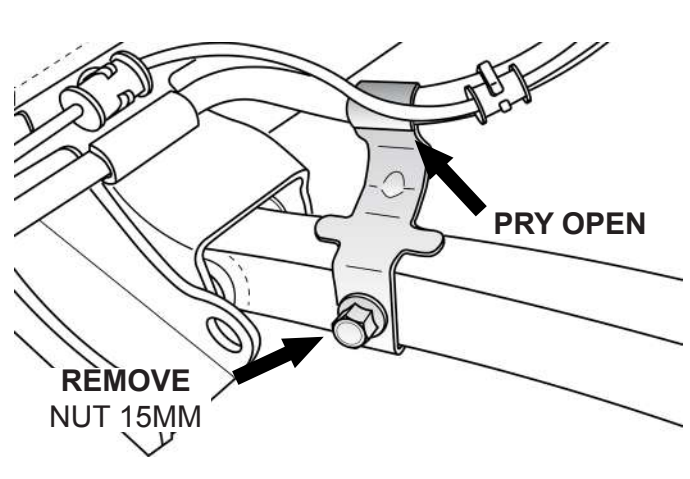
5

REMOVE AND DISCARD BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS AND SPRING MOUNTS

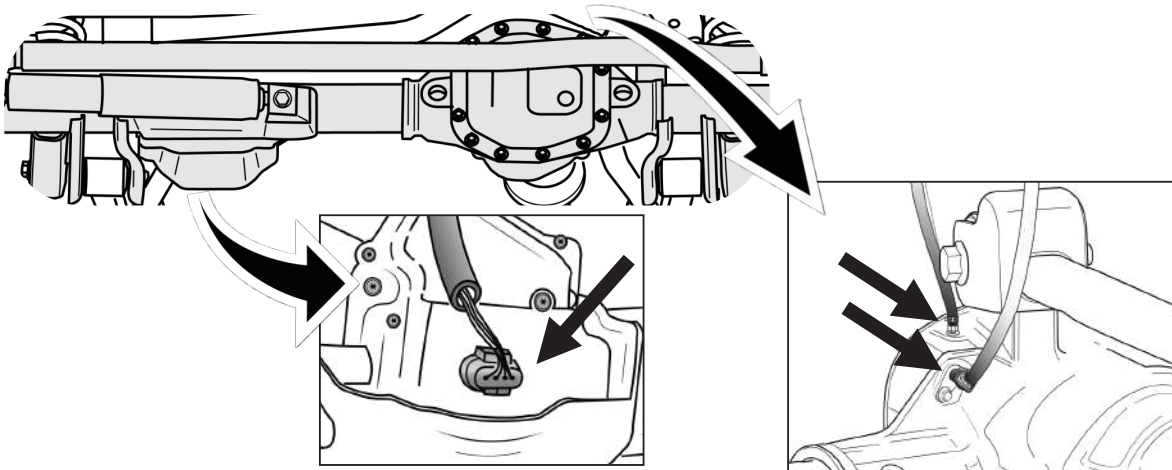


2X

6

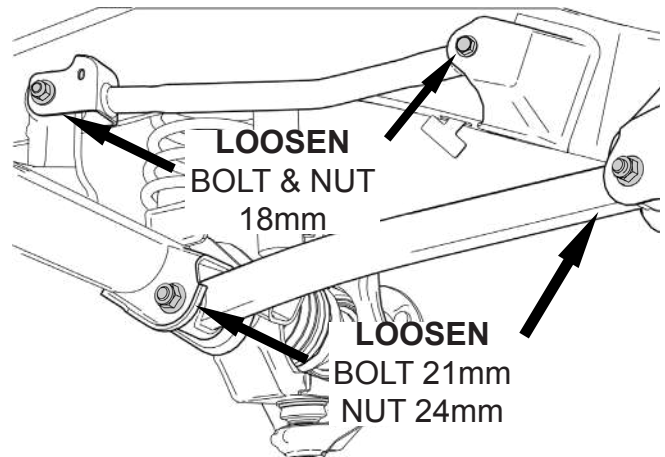
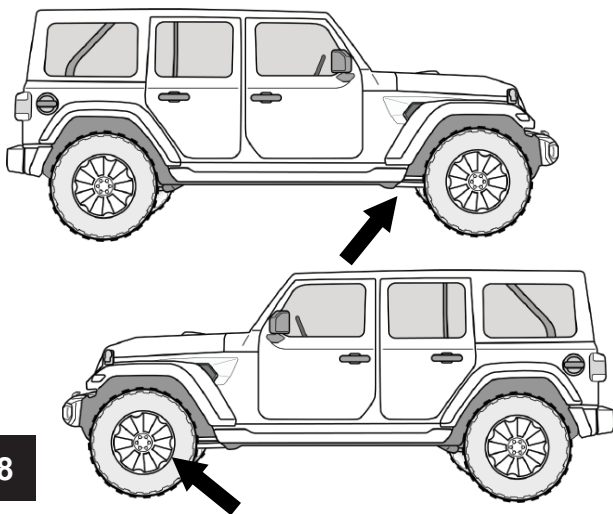


DISCONNECT ACTUATORS AND VENT HOSE AT THE FRONT AXLE



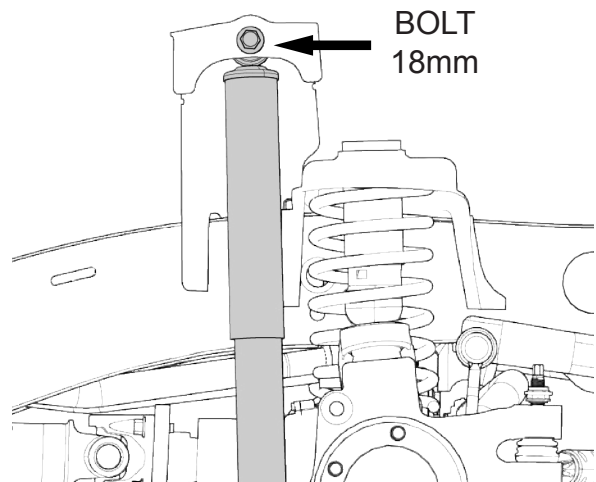
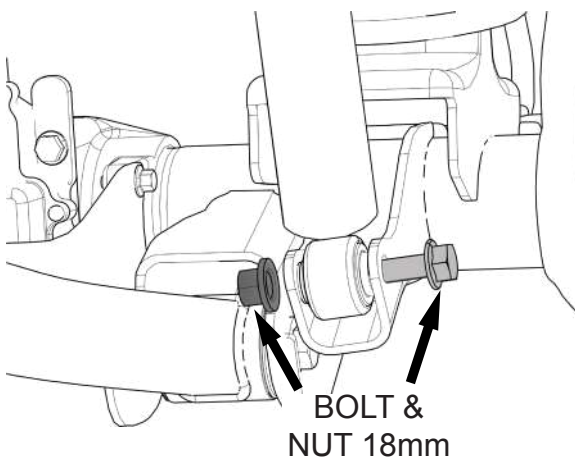
7

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



8

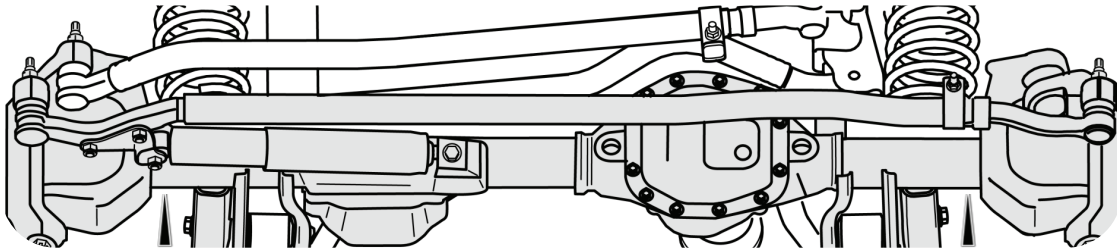
REMOVE FRONT SHOCKS



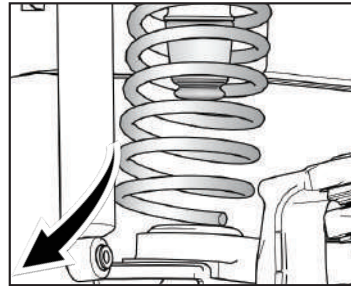
2X

9

LOWER AXLE AND REMOVE FRONT SPRINGS



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

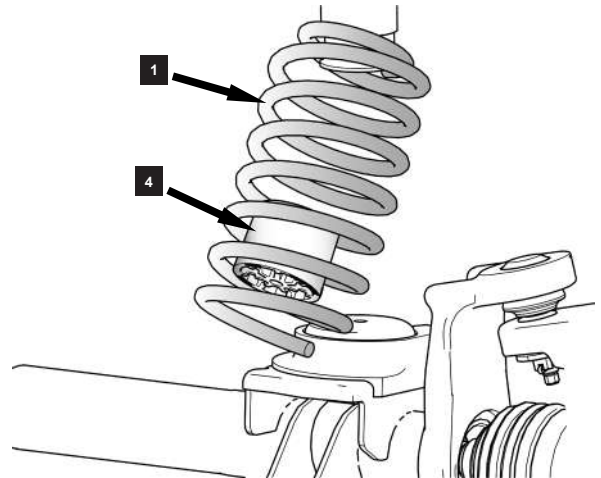
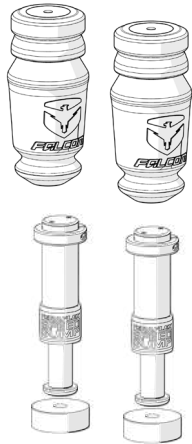


2X
10

INSTALL BUMPSTOP INTO NEW FRONT SPRING

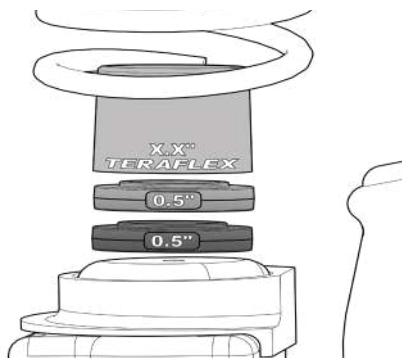
NOTE:

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

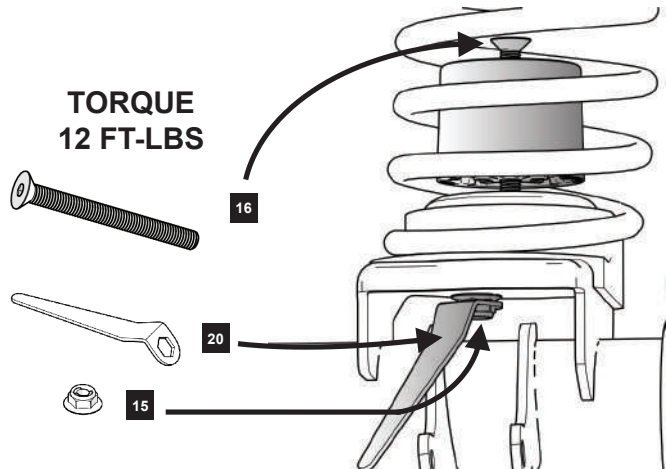


2X
11

NOTE: REFER TO PAGE 19 FOR BUMPSTOP SPACER GUIDE

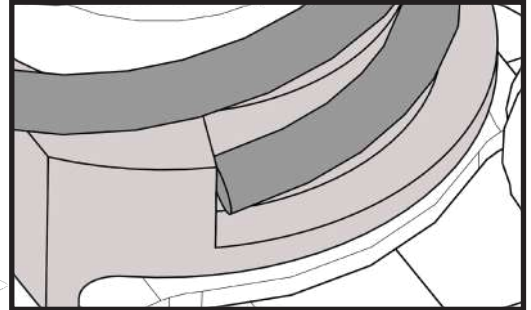
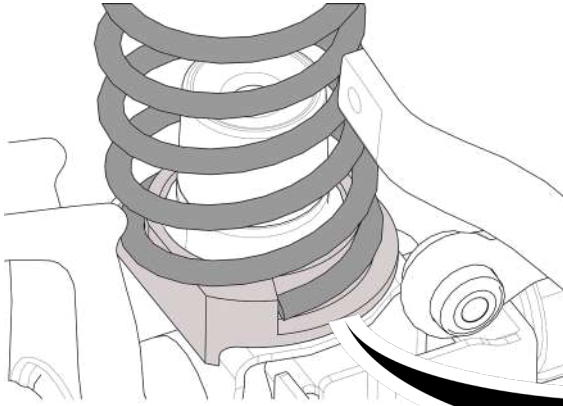


TORQUE 12 FT-LBS



2X
12

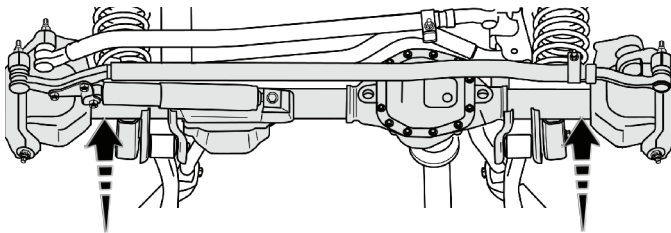
FULLY SEAT THE SPRINGS INTO THE LOWER SPRING ISOLATOR



2X

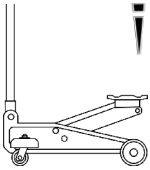
13

RAISE AXLE & INSTALL SHOCKS



FOR INSTALLING FALCON SHOCKS

(REFER TO QUICK START GUIDE INSIDE FALCON SHOCK BOX)



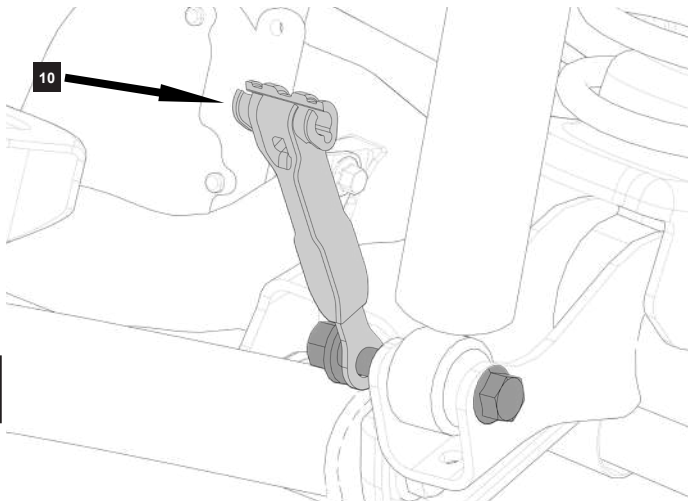
NOTE: IF INSTALLING CONTROL ARMS WITH ALPINE BUSHINGS, AND THE JEEP WAS RAISED FOR INSTALLATION, LOWER THE JEEP TO THE GROUND AND FINISH INSTALLATION BY TORQUING THE CONTROL ARM BOLTS.

2X

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 18 FOR TORQUE SETTINGS

14

INSTALL BRAKE LINE ANCHORS

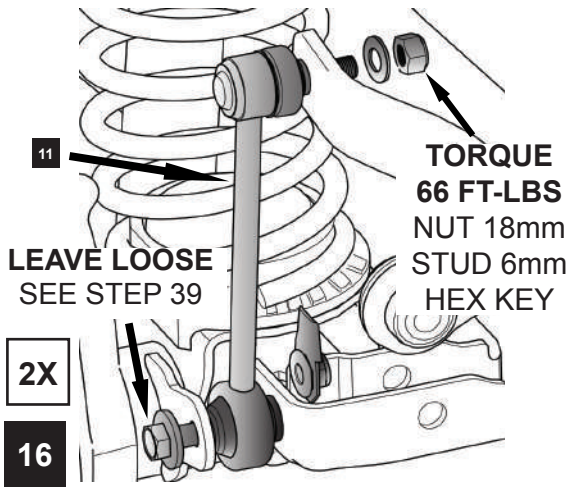


REFER TO THE INSTRUCTIONS ON THE BACK OF THE BRAKE LINE ANCHOR KIT BOX FOR PROPER INSTALLATION.

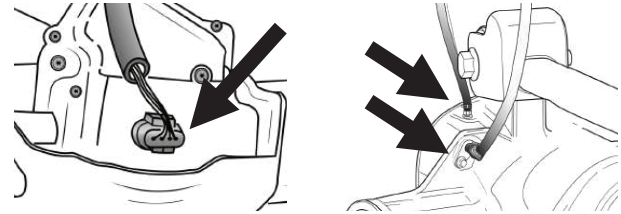
2X

15

INSTALL NEW SWAY BAR LINKS



RECONNECT CONNECTIONS TO FRONT AXLE

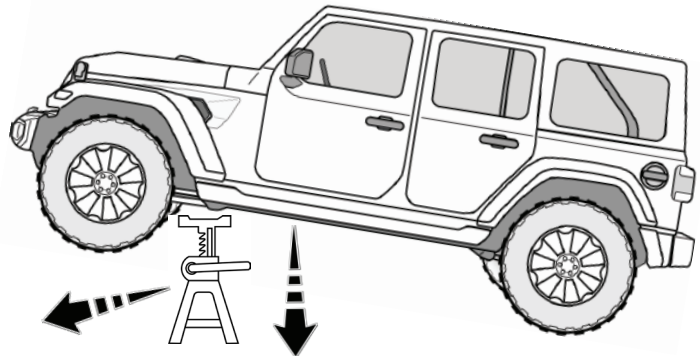
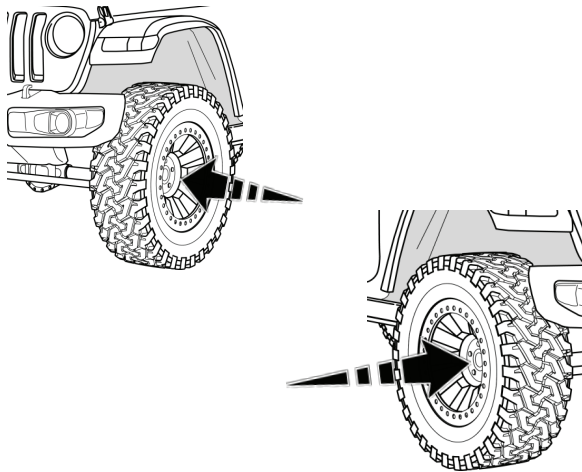


RECONNECT PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED.

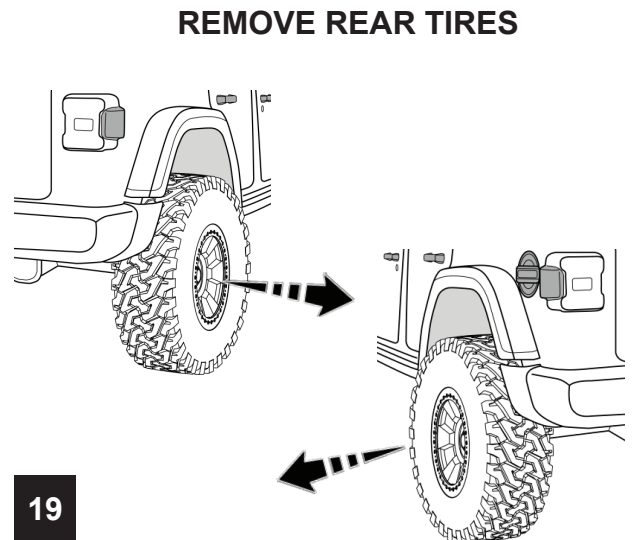
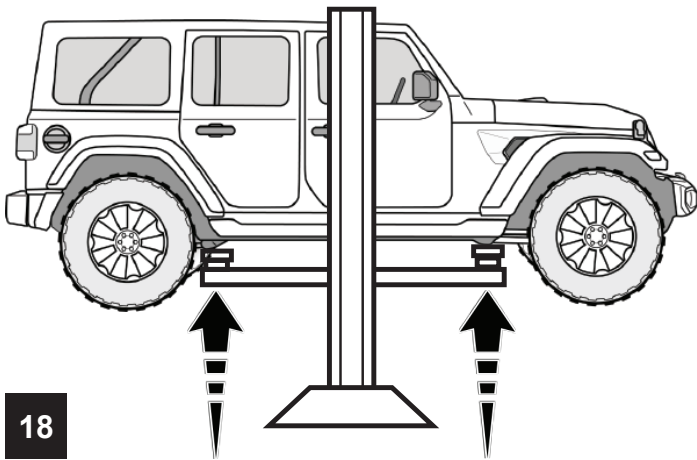
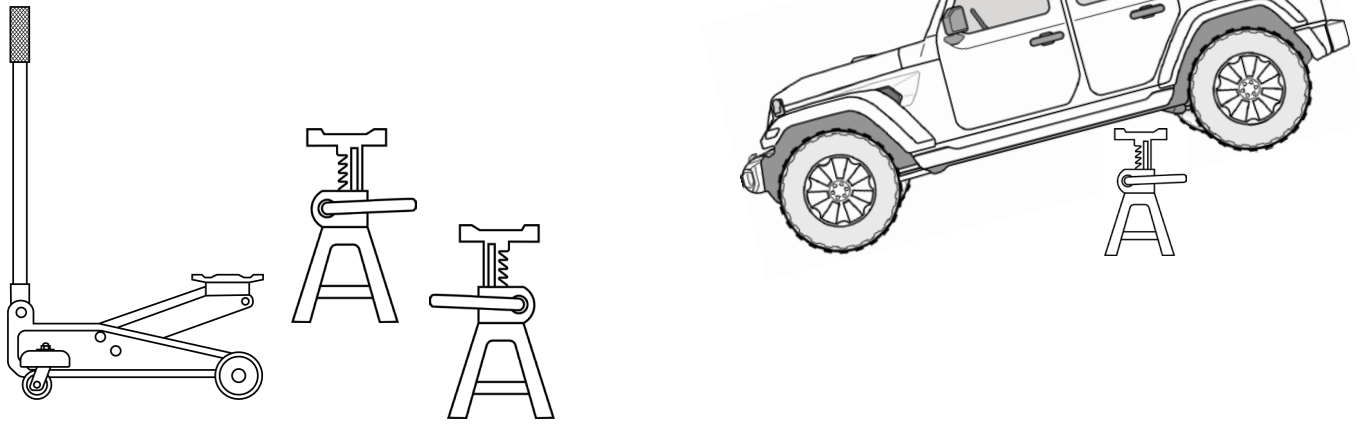
NOTE: DO NOT TIGHTEN THE CONTROL ARM BOLTS UNTIL THE JEEP IS ON THE GROUND

17 **WAIT TO RE-INSTALL TRACK BAR UNTIL THE END OF THE LIFT KIT INSTALL.**

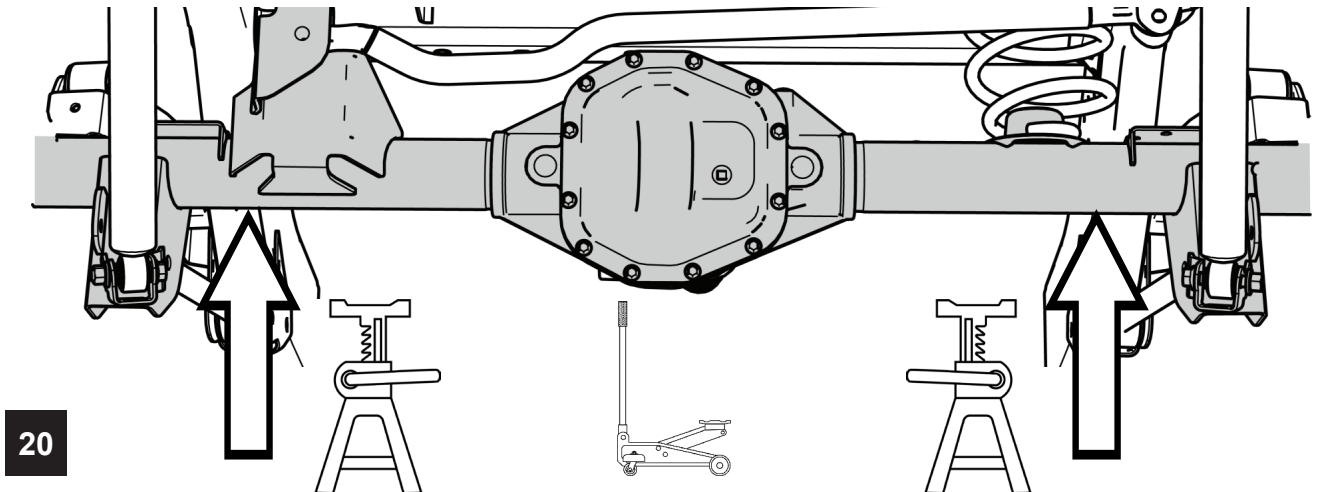
NOTE: IF ONLY FRONT OF JEEP WAS LIFTED, REINSTALL TIRES AND LOWER JEEP BACK TO THE GROUND BEFORE LIFTING THE REAR



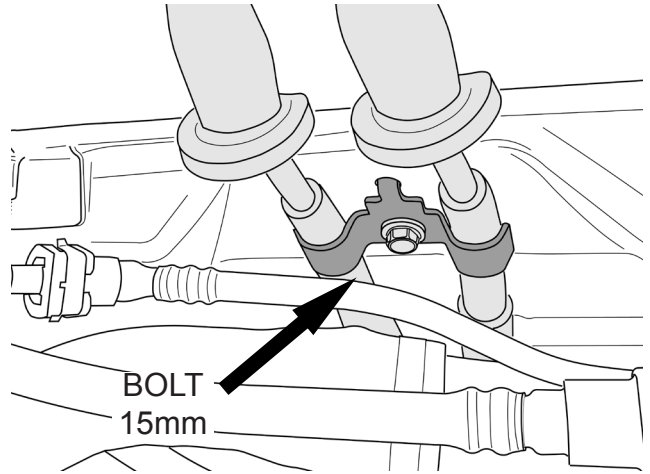
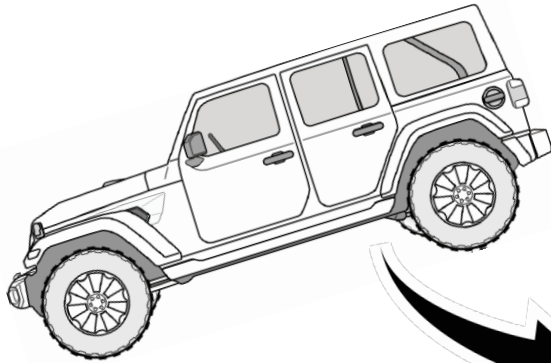
REAR INSTALL LIFT AND SUPPORT AT FRAME



SUPPORT REAR AXLE

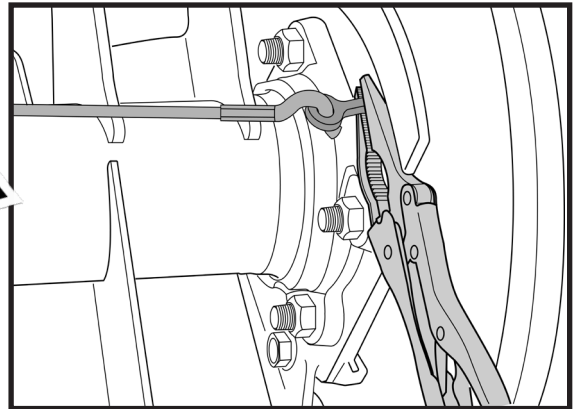
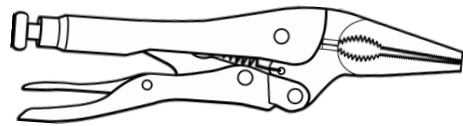
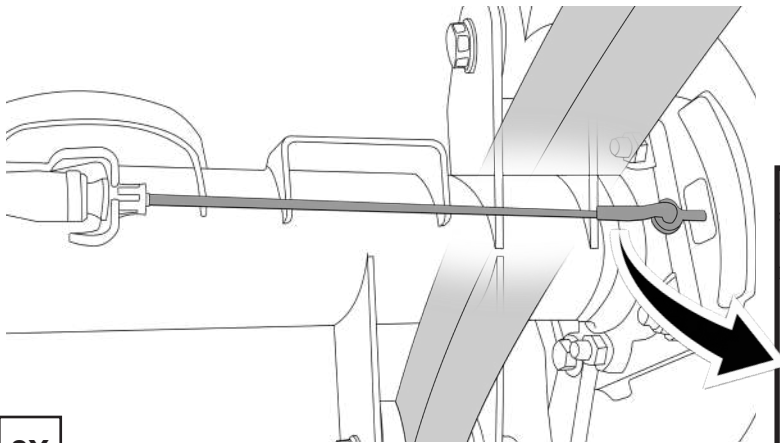


REMOVE E-BRAKE CABLE BRACKET AND DISCARD



21

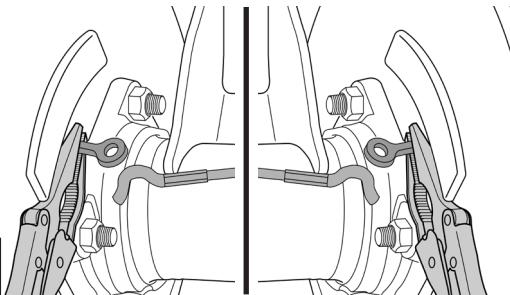
SET THE E-BRAKE AND CLAMP BOTH E-BRAKE EYELETS AGAINST BACKING PLATES WITH LOCKING PLIERS



2X

22

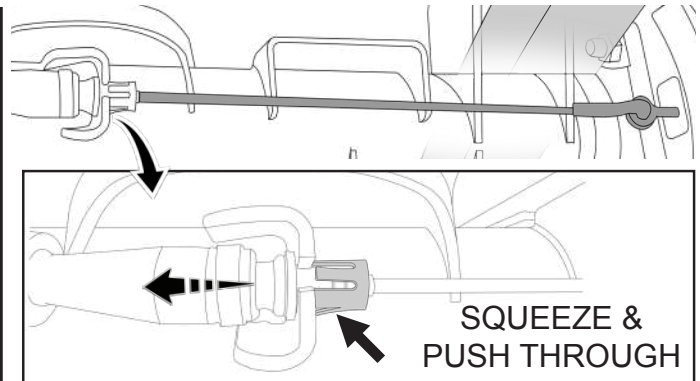
RELEASE E-BRAKE AND DISCONNECT CABLES FROM BOTH EYELETS AND AXLE BRACKETS



2X

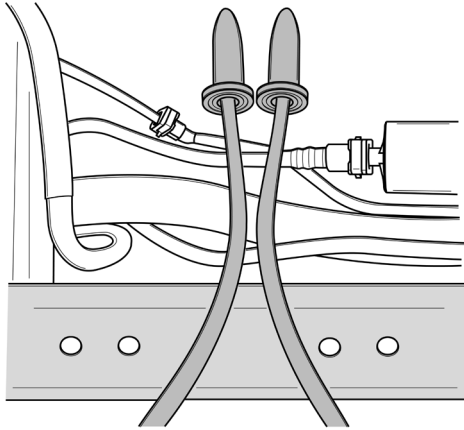
23

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



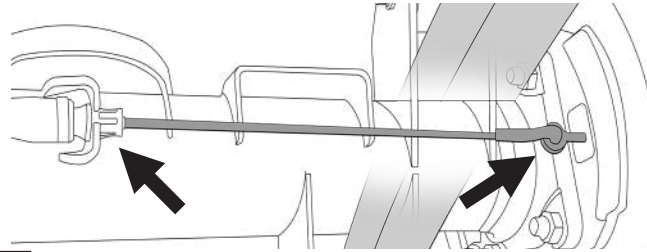
SQUEEZE & PUSH THROUGH

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



24

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



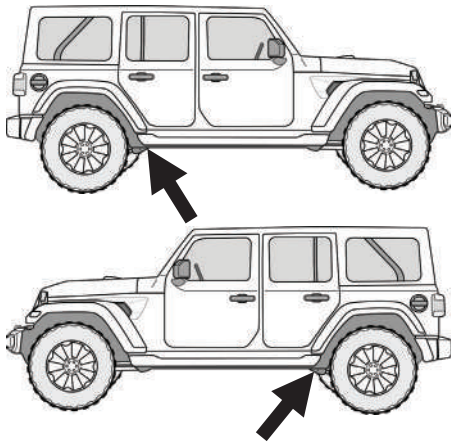
2X

REMOVE PLIERS FROM E-BRAKE EYLETTS

25

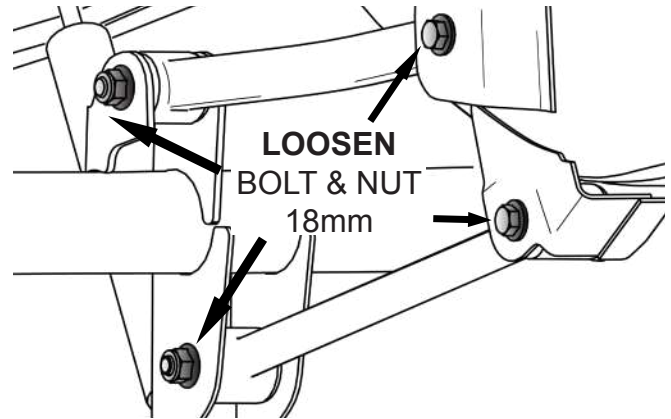
LOOSEN REAR CONTROL ARM BOLTS

DO NOT REMOVE THE CONTROL ARM BOLTS

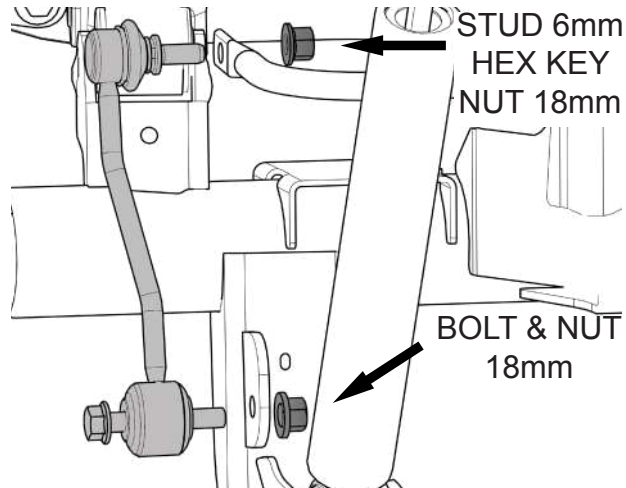


2X

26



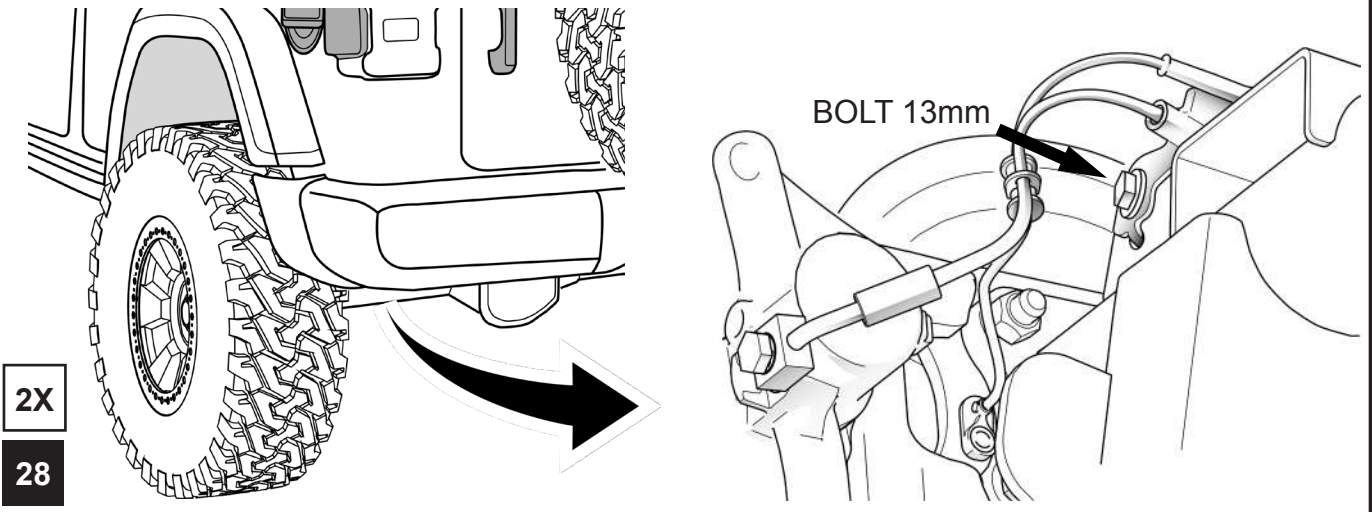
REMOVE AND DISCARD SWAY BAR LINKS



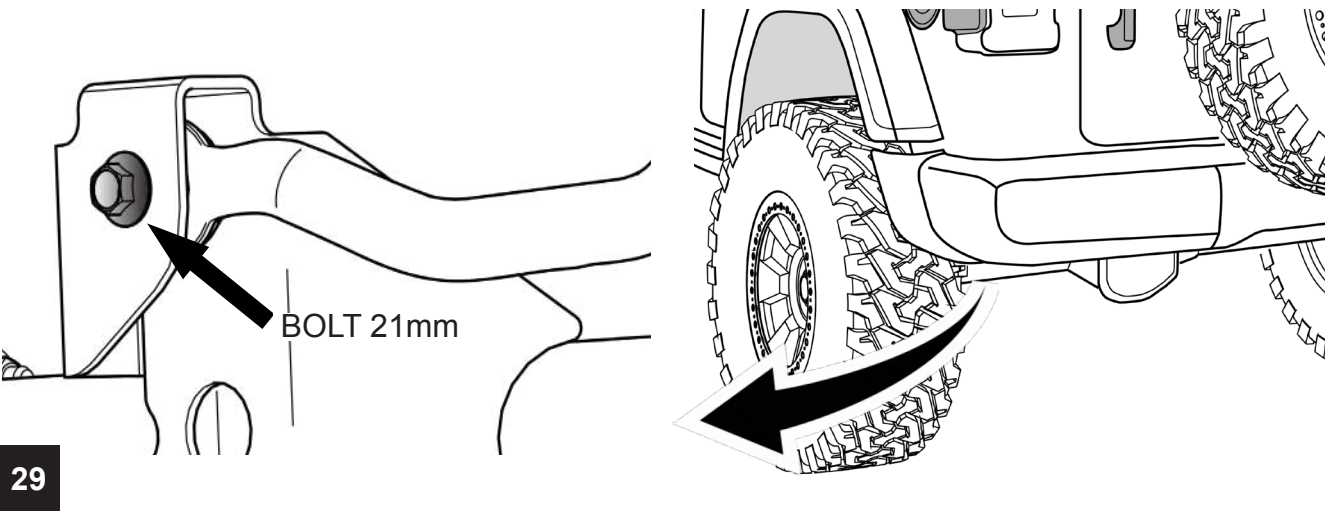
2X

27

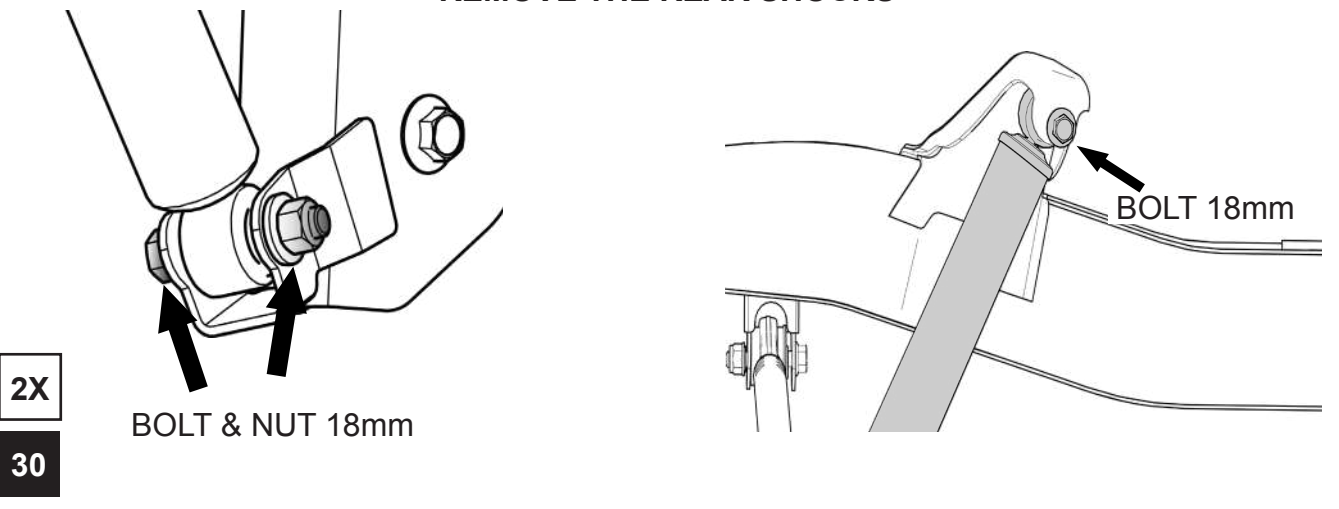
REMOVE BRAKE LINE BRACKETS FROM BOTH SIDES OF THE AXLE



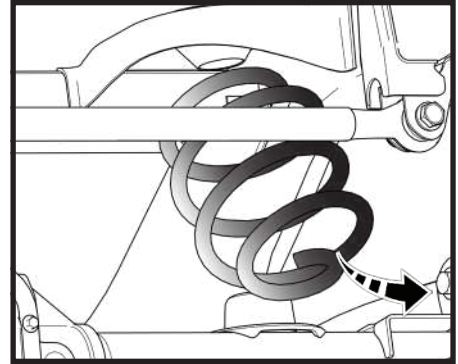
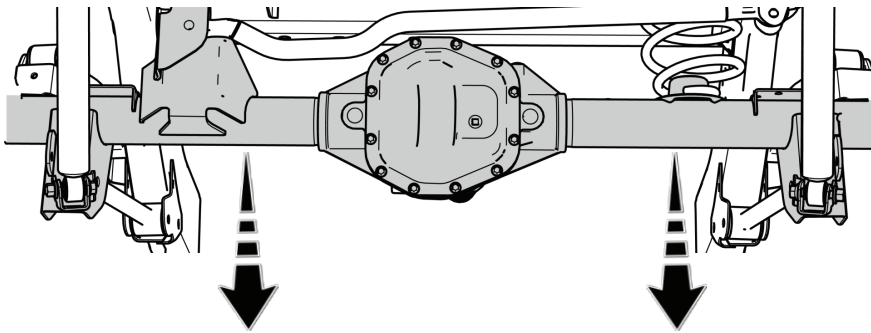
REMOVE THE TRACK BAR FROM THE AXLE



REMOVE THE REAR SHOCKS



LOWER AXLE TO REMOVE & DISCARD REAR SPRINGS



2X

31

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

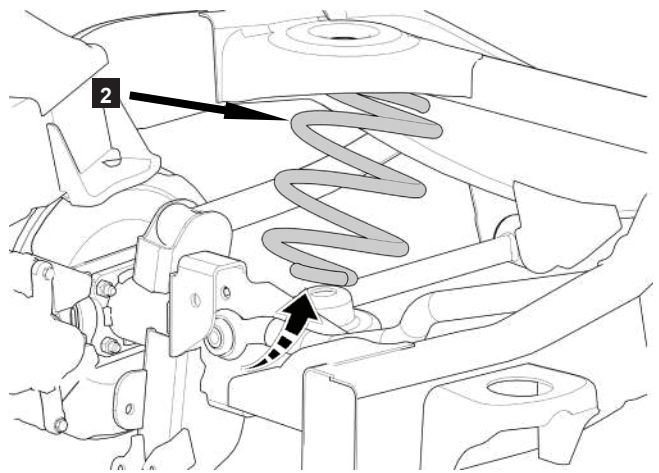
INSTALL NEW REAR SPRINGS

INSTALL THE DRIVERS SIDE SPRING FIRST

LEFT REAR SPRINGS
4 DOOR: 02-22-411-250-1
2 DOOR: 02-22-211-250-1

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

32

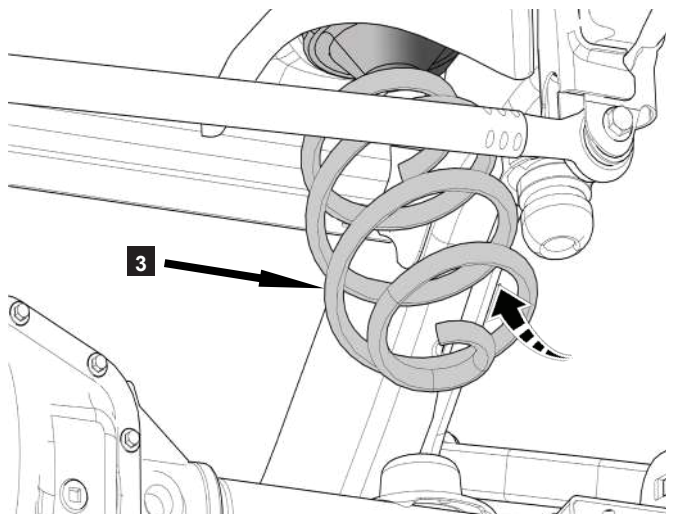


INSTALL THE PASSENGERS SIDE SPRING

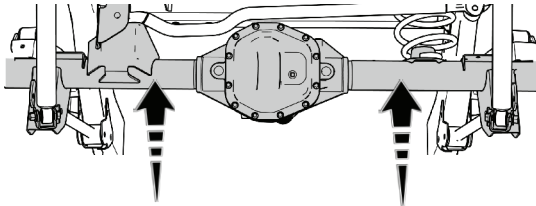
RIGHT REAR SPRINGS
4 DOOR: 02-22-421-250-1
2 DOOR: 02-22-221-250-1

2X

33



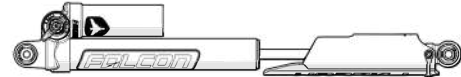
RAISE THE REAR AXLE AND INSTALL SHOCKS



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

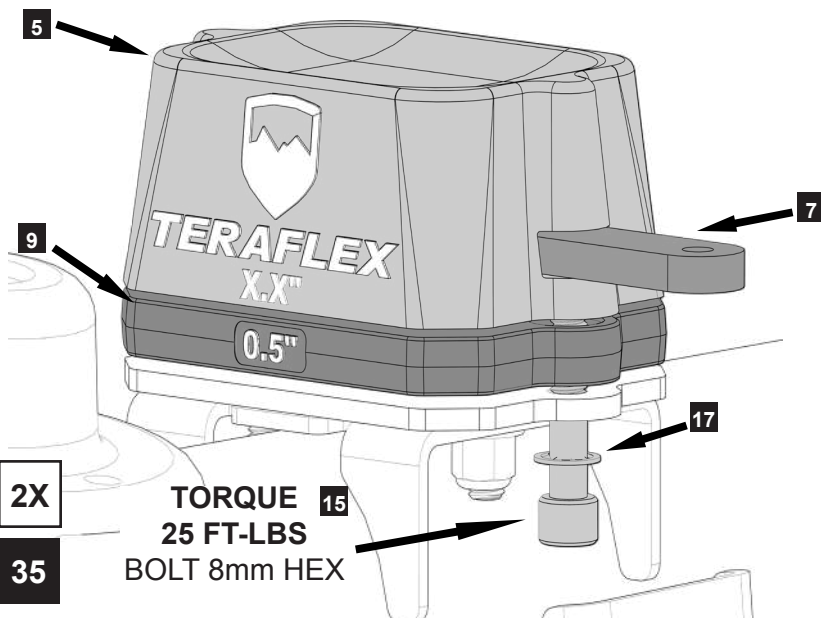
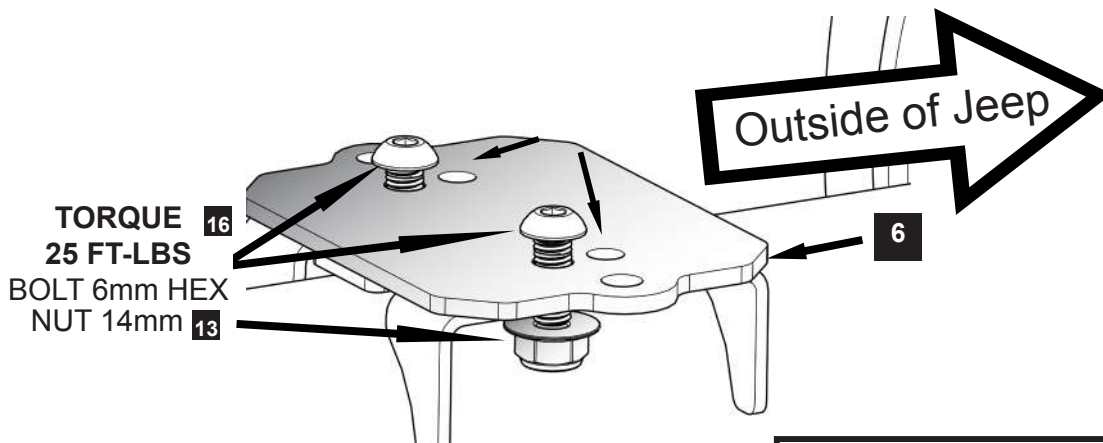
INSTALLING FALCON SHOCKS

(REFER TO QUICK START GUIDE INSIDE FALCON SHOCK BOX)

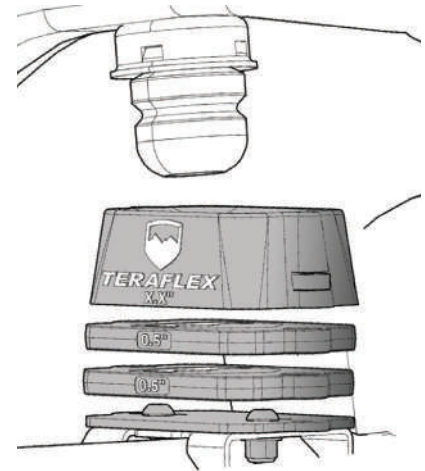


NOTE: IF INSTALLING CONTROL ARMS WITH ALPINE BUSHINGS, AND THE JEEP WAS RAISED FOR INSTALLATION, LOWER THE JEEP TO THE GROUND AND FINISH INSTALLATION BY TORQUING THE CONTROL ARM BOLTS.

34 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 18 FOR TORQUE SETTINGS



NOTE: REFER TO PAGE 19 FOR BUMPSTOP SPACER GUIDE



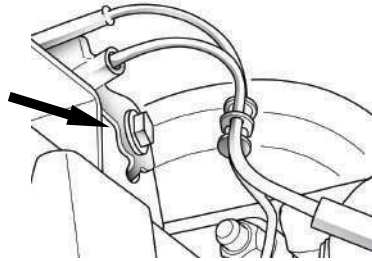
2X

35

REINSTALL BRAKE LINE BRACKETS

RECONNECT PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED

REINSTALL BOLT 13mm



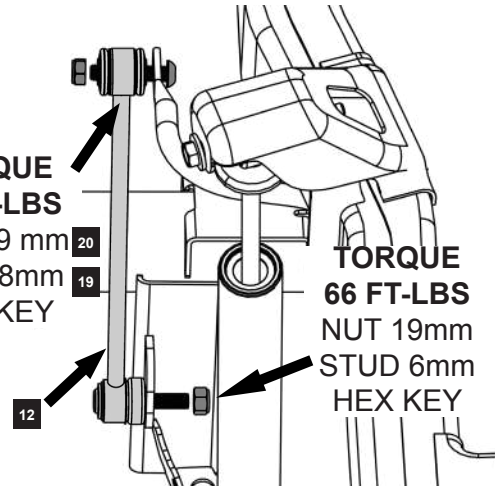
2X
36

INSTALL NEW SWAY BAR LINKS

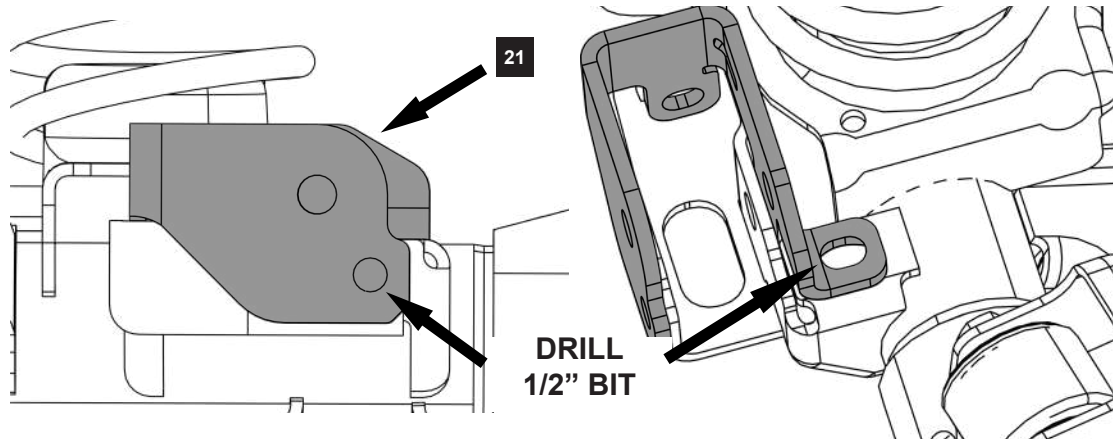
TORQUE
45 FT-LBS
NUT 19 mm
BOLT 8mm
HEX KEY

2X
37

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

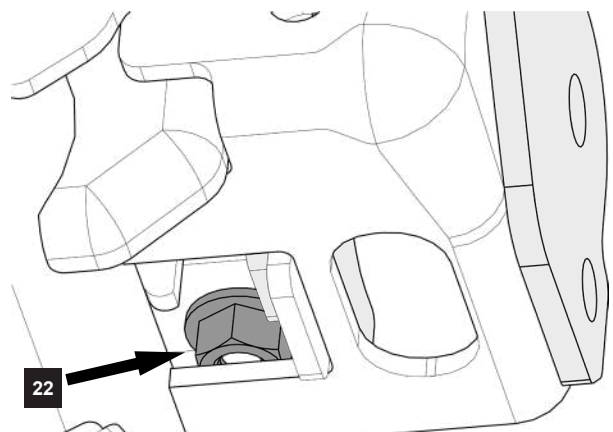
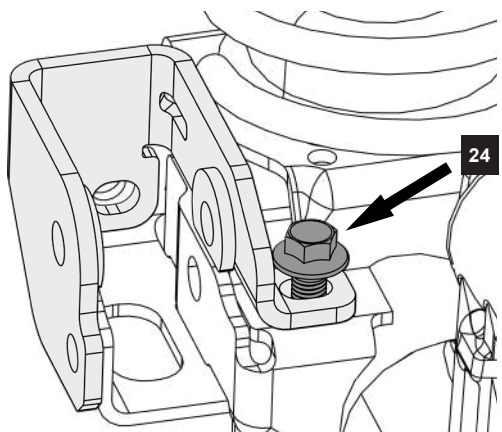


SLIDE THE FRONT TRACK BAR BRACKET INTO PLACE AND MARK THE FRONT AND REAR HOLES THAT NEED TO BE DRILLED. ONCE MARKED REMOVE THE BRACKET AND DRILL THE HOLES.



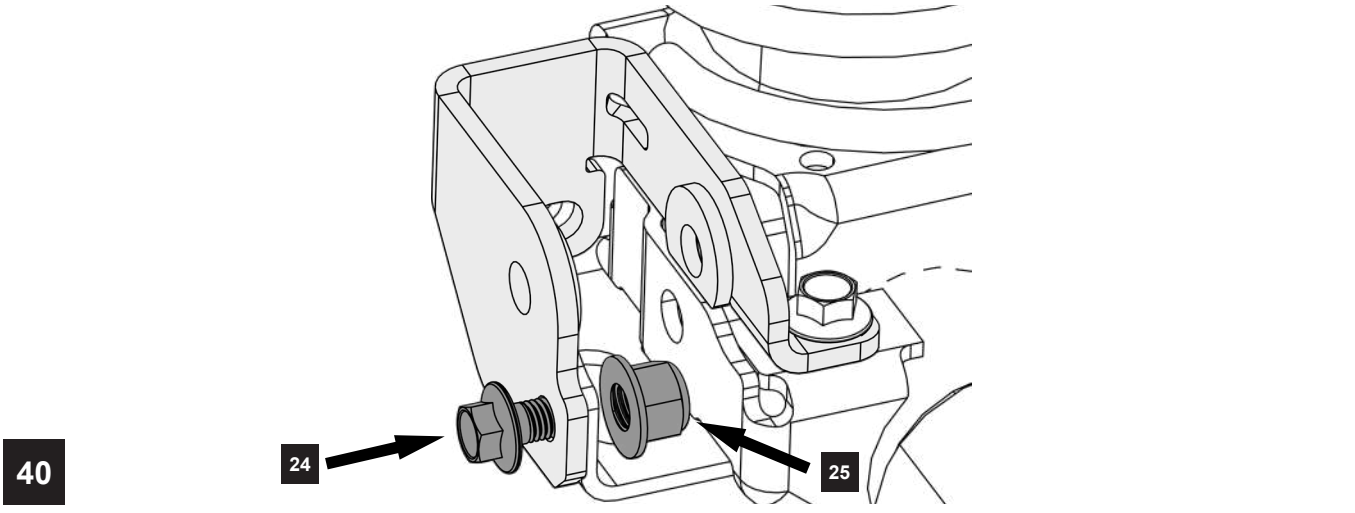
38

INSTALL ONE OF THE M12 BOLTS AND THE PROVIDED SERRATED NUT THROUGH THE BOTTOM. THREAD THE NUT ONTO THE BOLT FINGER TIGHT.

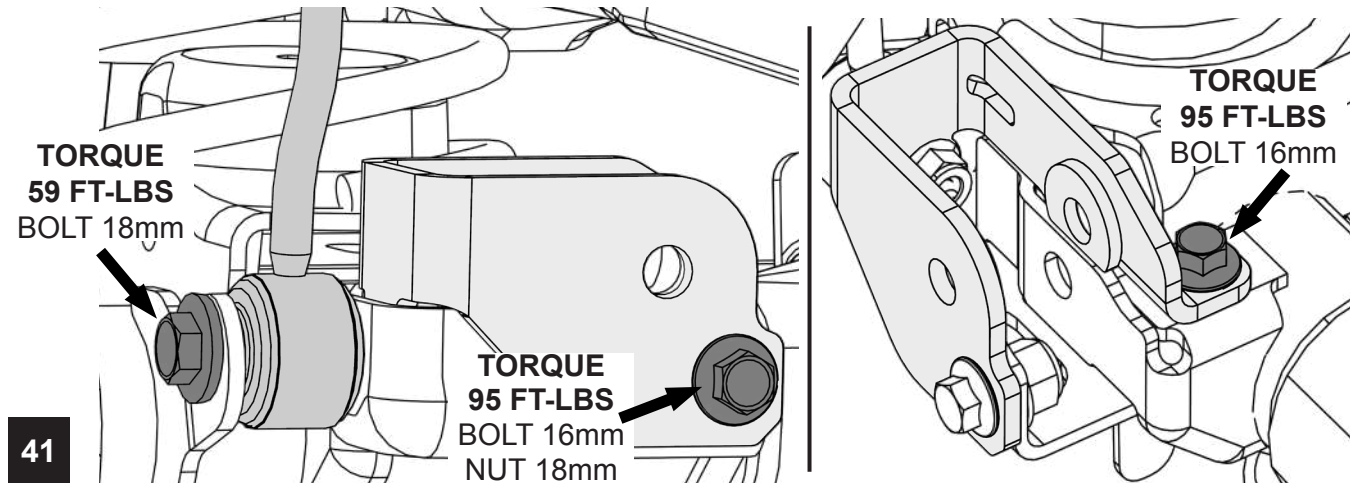


39

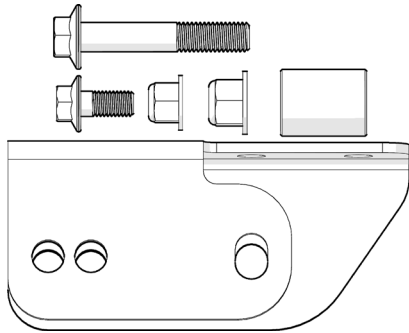
INSTALL THE OTHER M12 BOLT AND NUT. LEAVE LOOSE



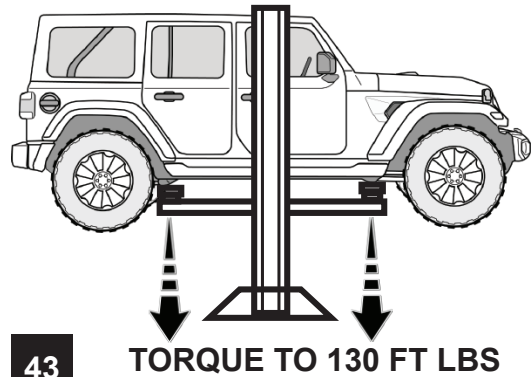
REINSTALL THE SWAYBAR LINK USING THE FACTORY HARDWARE AND TIGHTEN FIRST THEN TIGHTEN THE OTHER BOLTS AND TORQUE.



REFER TO INSTRUCTIONS #999311 FOR PROPER INSTALLATION OF THE REAR TRACK BAR BRACKET



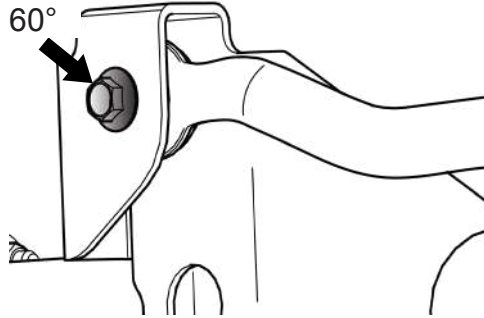
REINSTALL TIRES AND LOWER TO THE GROUND



REINSTALL THE REAR TRACK BAR INTO THE NEW BRACKET AND TORQUE TO THE FOLLOWING SPECS

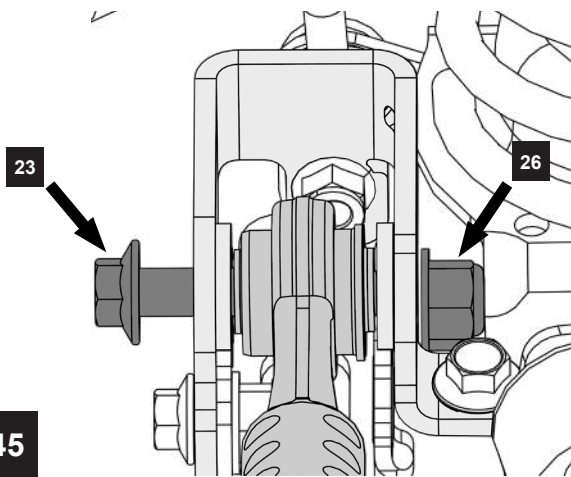
TORQUE REAR

BOLT 21mm
74 Ft Lbs + 60°

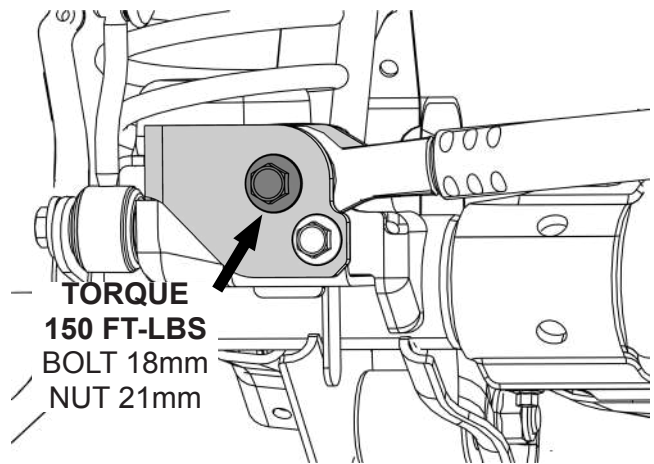


44

REINSTALL THE FRONT TRACK BAR USING THE SUPPLIED HARDWARE



45



TORQUE
150 FT-LBS
BOLT 18mm
NUT 21mm

TORQUE CONTROL ARMS

REAR

TORQUE 21mm
74Ft Lbs + 65°

TORQUE 21mm
74Ft Lbs + 80°

FRONT

TORQUE 18mm
41Ft Lbs + 185°

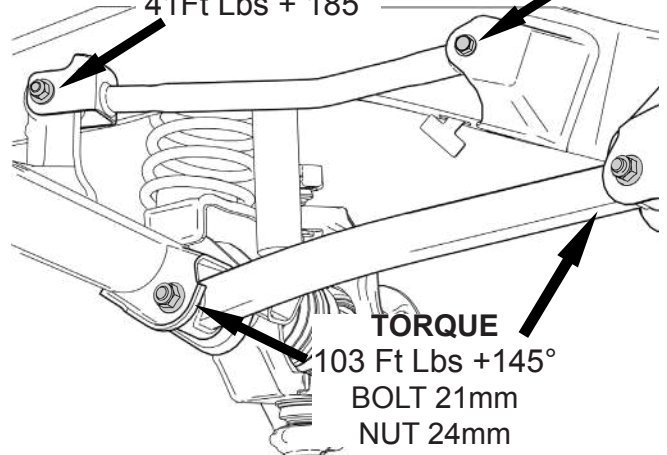
TORQUE 18mm
37 Ft Lbs +135°

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

2X

46

TORQUE 21mm
74Ft Lbs + 50°



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

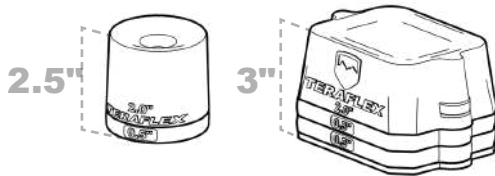
JL Rubicon with Factory Fenders:

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

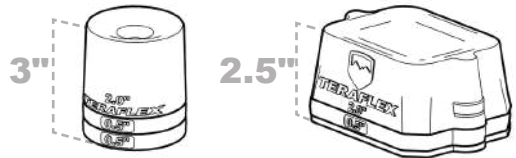


JL SPORT/SAHARA

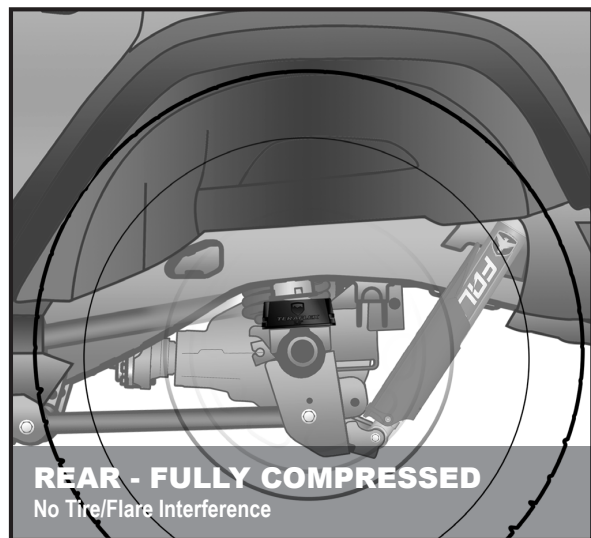
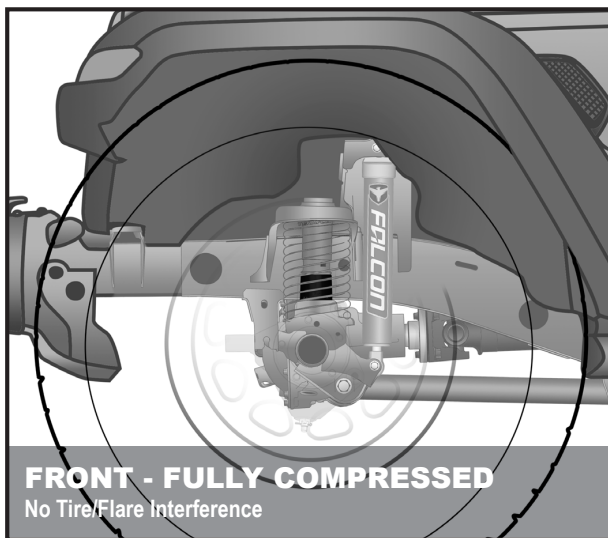
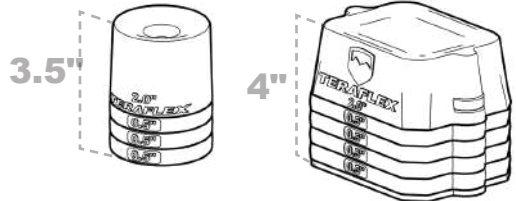
JL Sport/Sahara with Factory Fenders:

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

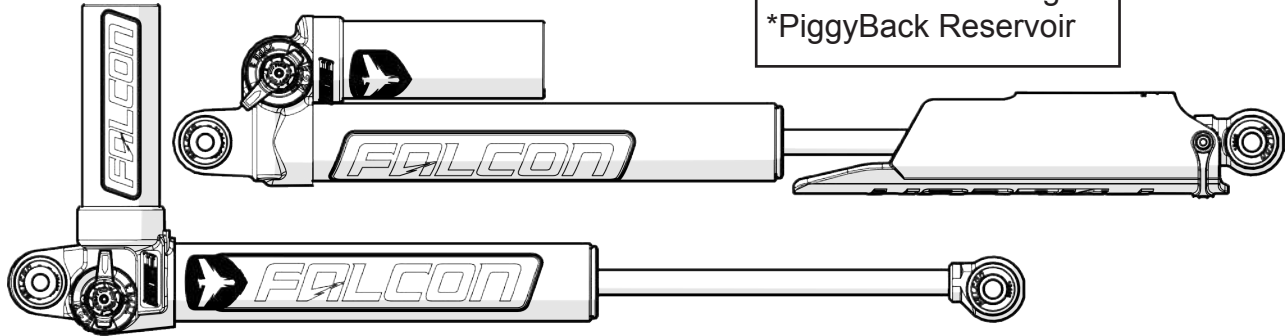


2-4 Inch Shock Options

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

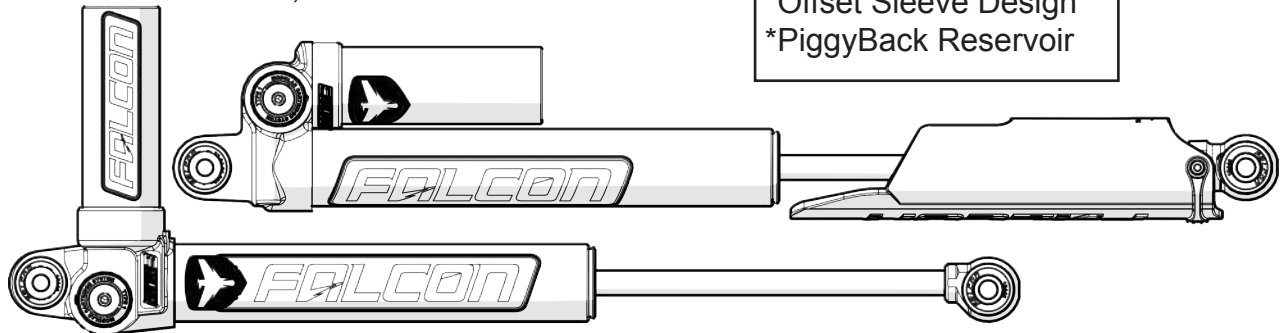
- *Fast Adjust Knob
- *High Flow Oil Channel
- *Offset Sleeve Design
- *PiggyBack Reservoir



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

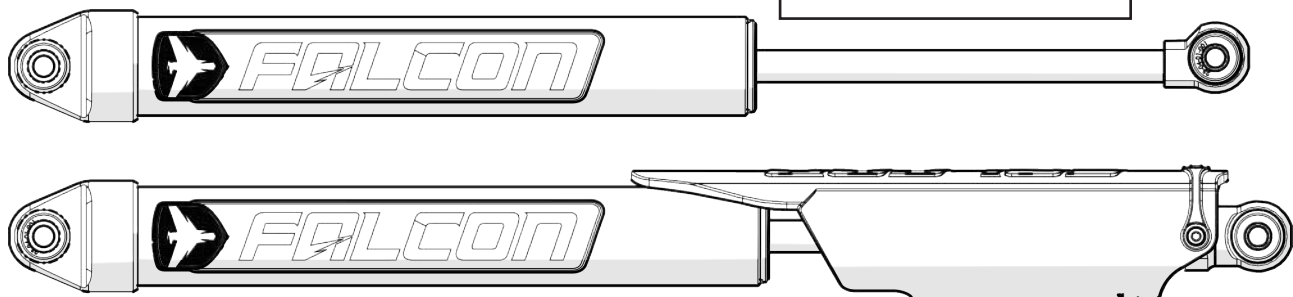
- *Series 3.3 Upgradable
- *High Flow Oil Channel
- *Offset Sleeve Design
- *PiggyBack Reservoir



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

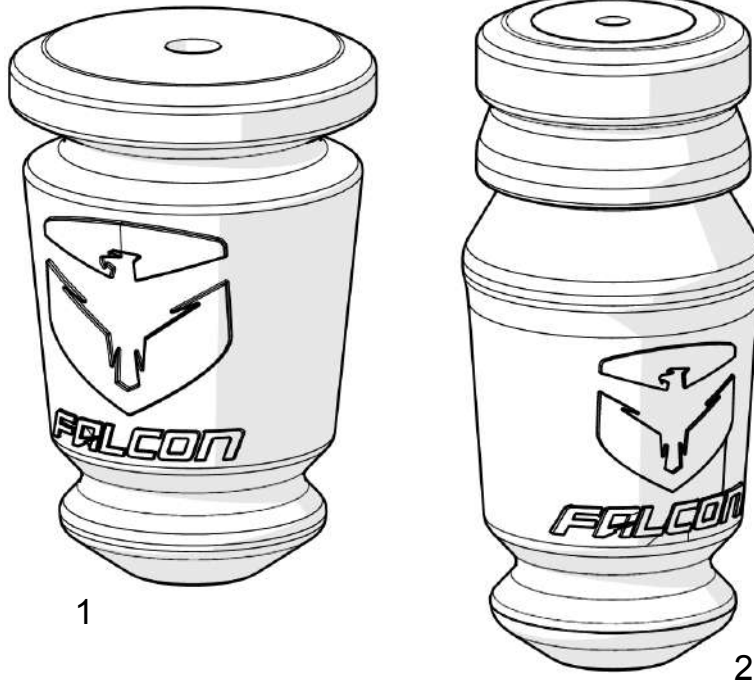
- *Oil Gas Separator
- *3/4" Chrome Shaft
- *Offset Sleeve Design
- *JL Specific Shock





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.

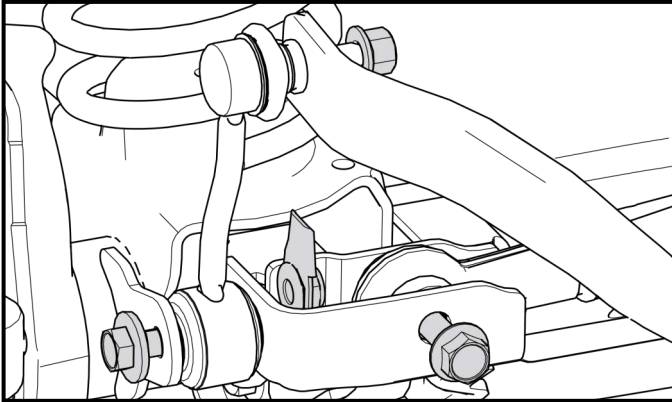
Tools needed:

- This installation guide
- Basic mechanics tool set

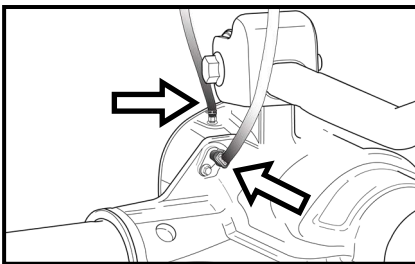
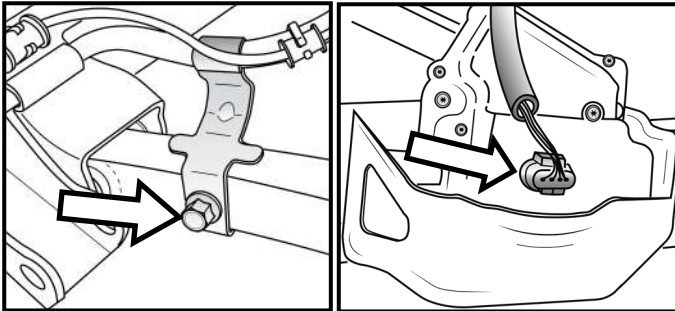
FRONT AXLE

REFER TO THE FACTORY SERVICE MANUAL FOR LIFT LOCATIONS.

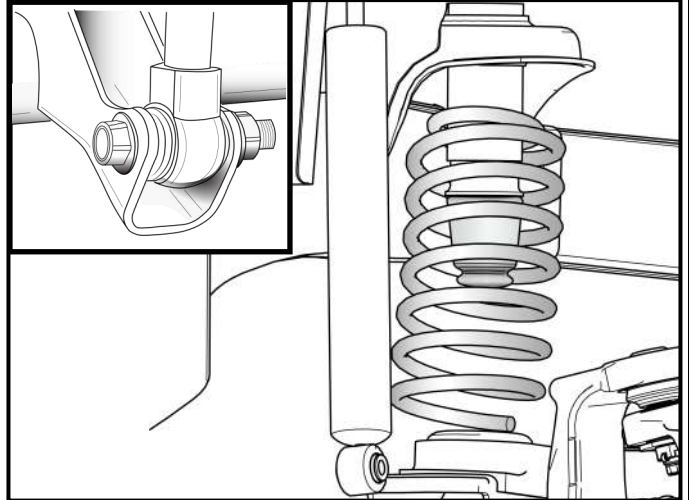
1. Raise and support the vehicle at the frame.
2. Remove the front tires and wheels.
3. Support the front axle with a jack or jack stands.
4. Remove the sway bar links at the axle.
5. Remove the track bar at the axle.



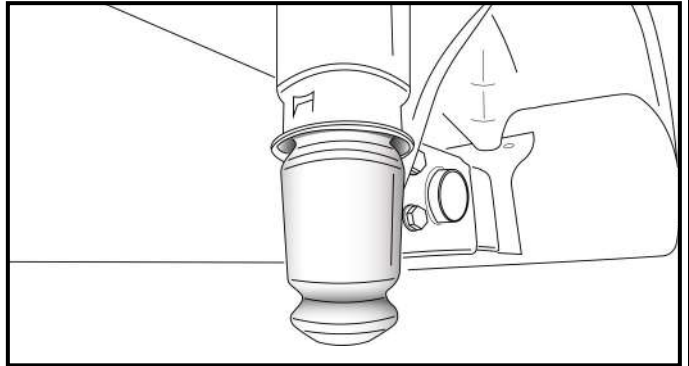
6. Remove the ABS/brake line anchor bracket from the frame (driver and passenger side).
7. Remove the breather hose and axle actuator from the axle. **NOTE:** On Rubicon models the locker actuator will need to be removed as well.



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.

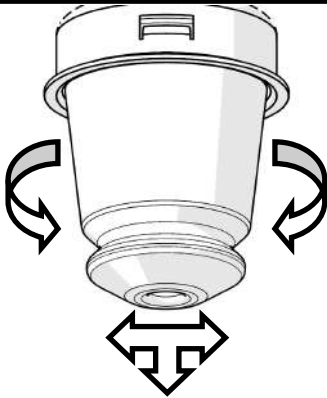


12. Reinstall the springs. **NOTE:** Check that the upper spring isolator is installed correctly with the locating pins aligned with holes in the upper spring mount.
13. Rotate the spring until pig tail end is fully seated into lower spring pads.
14. Raise the axle enough to reinstall the shocks. Torque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

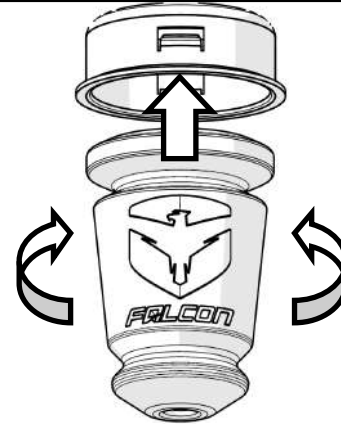
16. Reinstall brake line brackets, axle actuator plug and breather hose and any plastic retainers from wiring or hoses that were removed.
Rubicon models: Reinstall locker actuator plug.
17. Reinstall the front wheels and tires and lower Jeep to the ground. Torque lug nuts to factory recommended specs.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



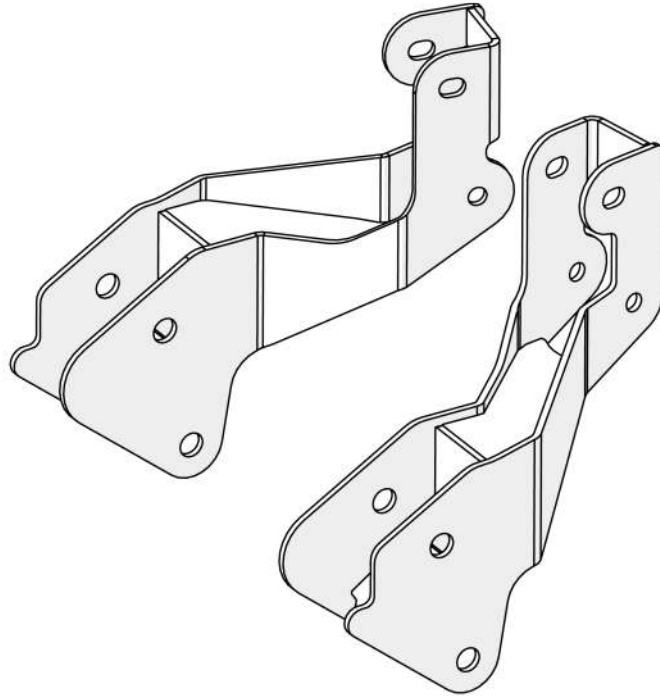
**CONFIRM THAT ALL BRACKETS
ARE REINSTALLED AND FASTENERS
TORQUED CORRECTLY BEFORE
OPERATING THE JEEP.**

INSTALLATION IS COMPLETE!



JL/JT Front Drop Bracket Kit Instructions

Kit #1938125



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.

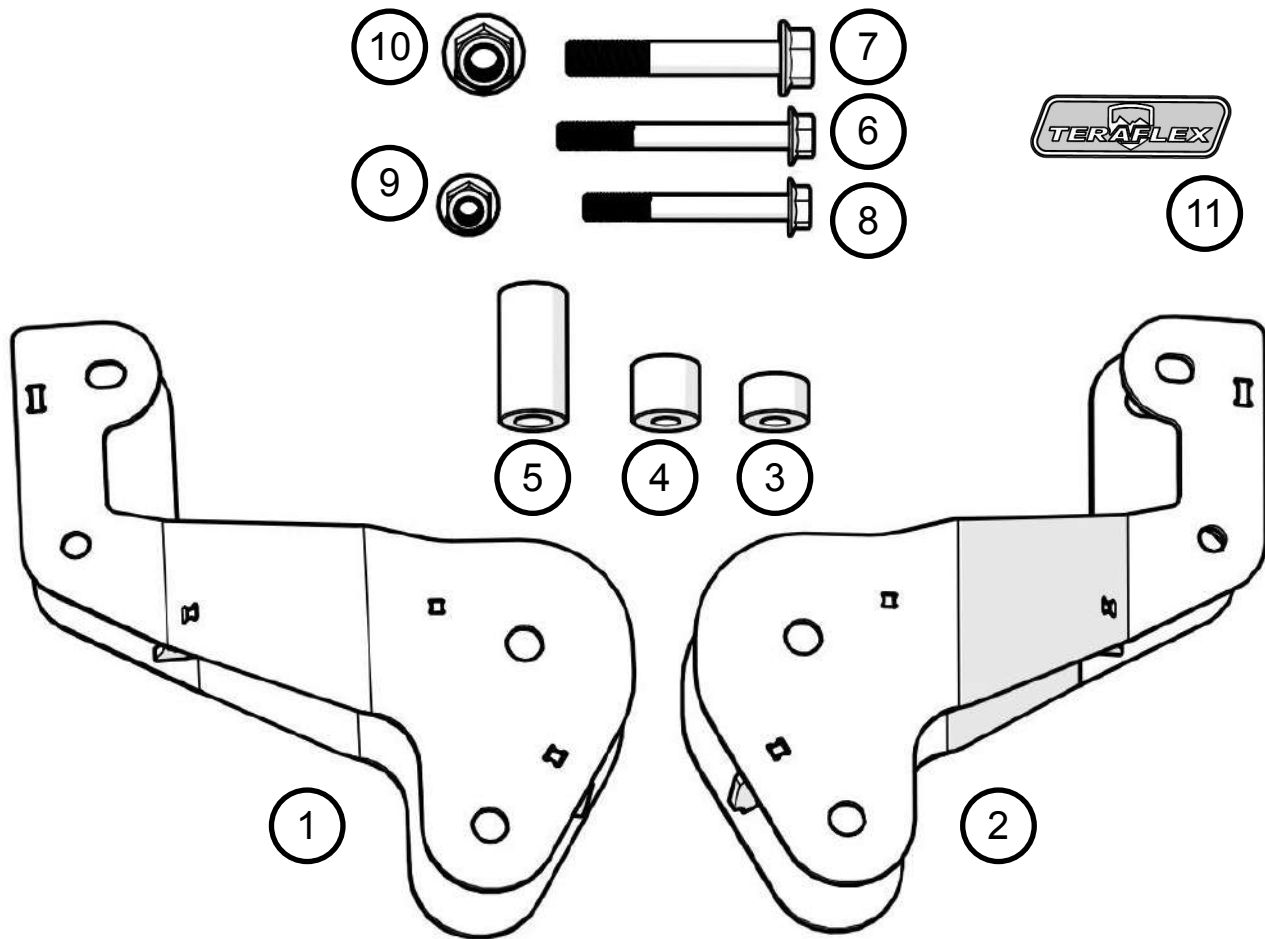
Refer to the factory service manual for the torque specs of the originally equipped hardware.

TOOLS NEEDED:

- This installation guide
- Basic mechanics tool set
- Factory Service Manual

MAINTENANCE INFORMATION:

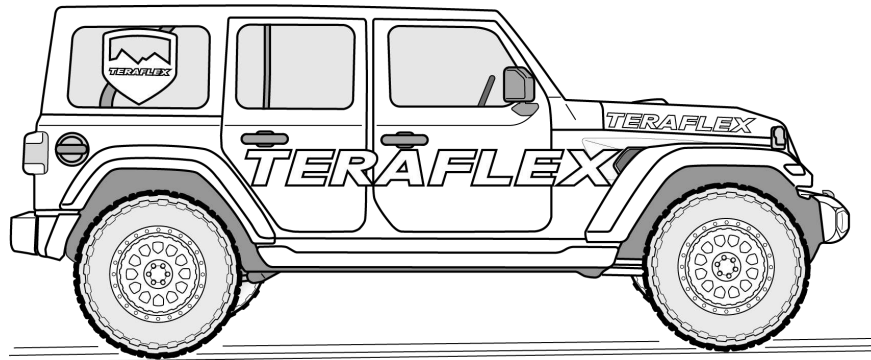
It is the buyer's responsibility to have all suspension, drivetrain, steering, and other components checked for proper tightness and torque after the first 300 miles and every 3000 miles after that.



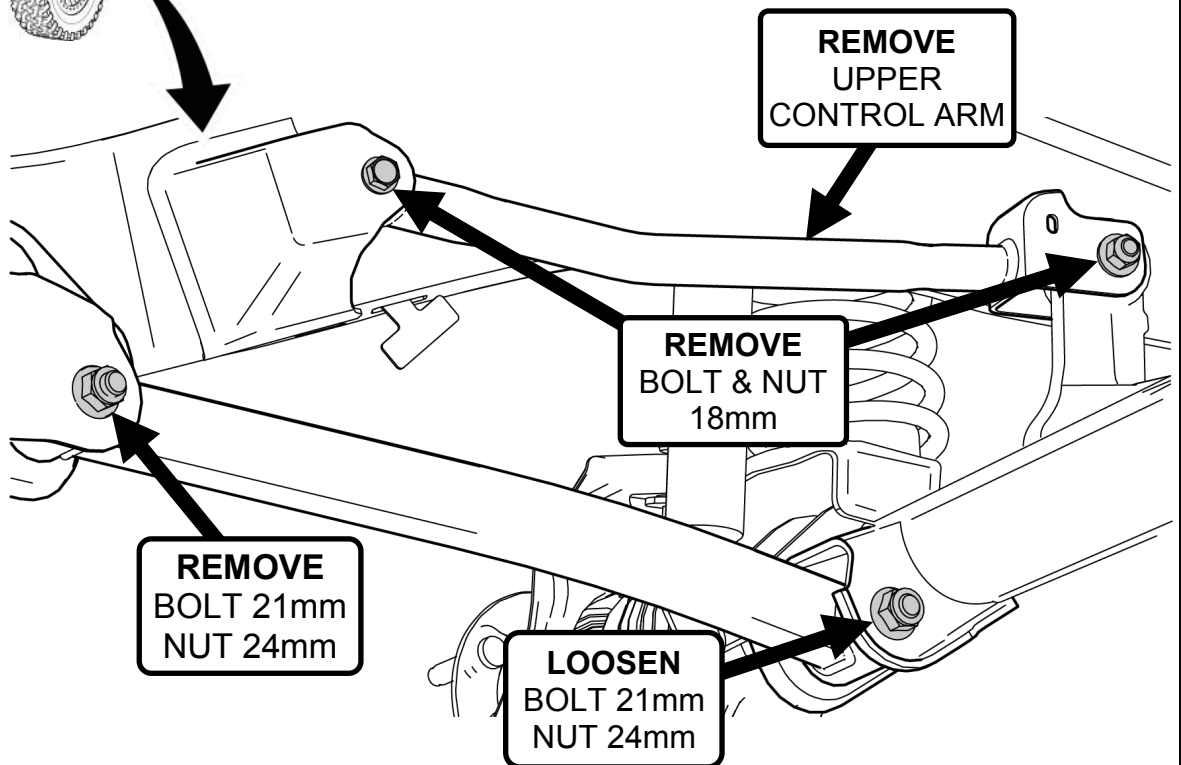
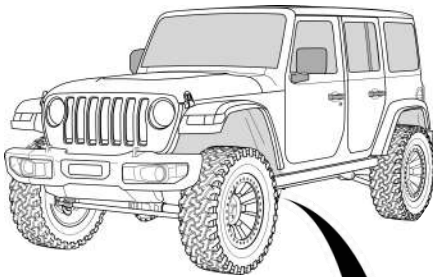
Item No.	Part Number	Description	Qty
1	15-07-001-001	Bracket, Drop, Jeep JL / JT Wrangler, Front / Driver	1
2	15-07-002-001	Bracket, Drop, Jeep JL / JT Wrangler, Front / Passenger	1
3	56-13-08-050-2-1	Spacer, 1.25" OD, .75" Length, .500" ID, Aluminum 6061-T6	4
4	56-13-11-050-2-1	Spacer, 1.25" OD, 1.05" Length, .500" ID, Aluminum 6061-T6	2
5	56-13-24-069-2-1	Spacer, 1.25" OD, 2.43" Length, .6875" ID, Aluminum 6061-T6	2
6	45-02-003-008	Hex Flange Bolt, Alloy Steel / Yellow Zinc, M12 x 1.75 x 110mm	2
7	45-02-003-009	Hex Flange Bolt, Alloy Steel / Yellow Zinc, M16 x 2.0 x 100mm	2
8	45-02-003-014	Hex Flange Bolt, Alloy Steel/Yellow Zinc, M12 x 1.75 x 80mm	2
9	45-08-003-001	Flange Top Lock Nut, Alloy Steel / Yellow Zinc, M12 X 1.75	4
10	45-08-003-002	Flange Top Lock Nut, Alloy Steel / Yellow Zinc, M16 X 2.0	2
11	36-01-001-000	Badge, Teraflex/Shield / Aluminum Flat	2

NOTE: THIS INSTALLATION IS BEST DONE WITH THE JEEP ON THE GROUND AND WITH THE SUSPENSION LOADED.

If choosing to do installation while the Jeep is raised, refer to the factory service manual for safe lifting locations and support the front axle with a jack or jack stands.

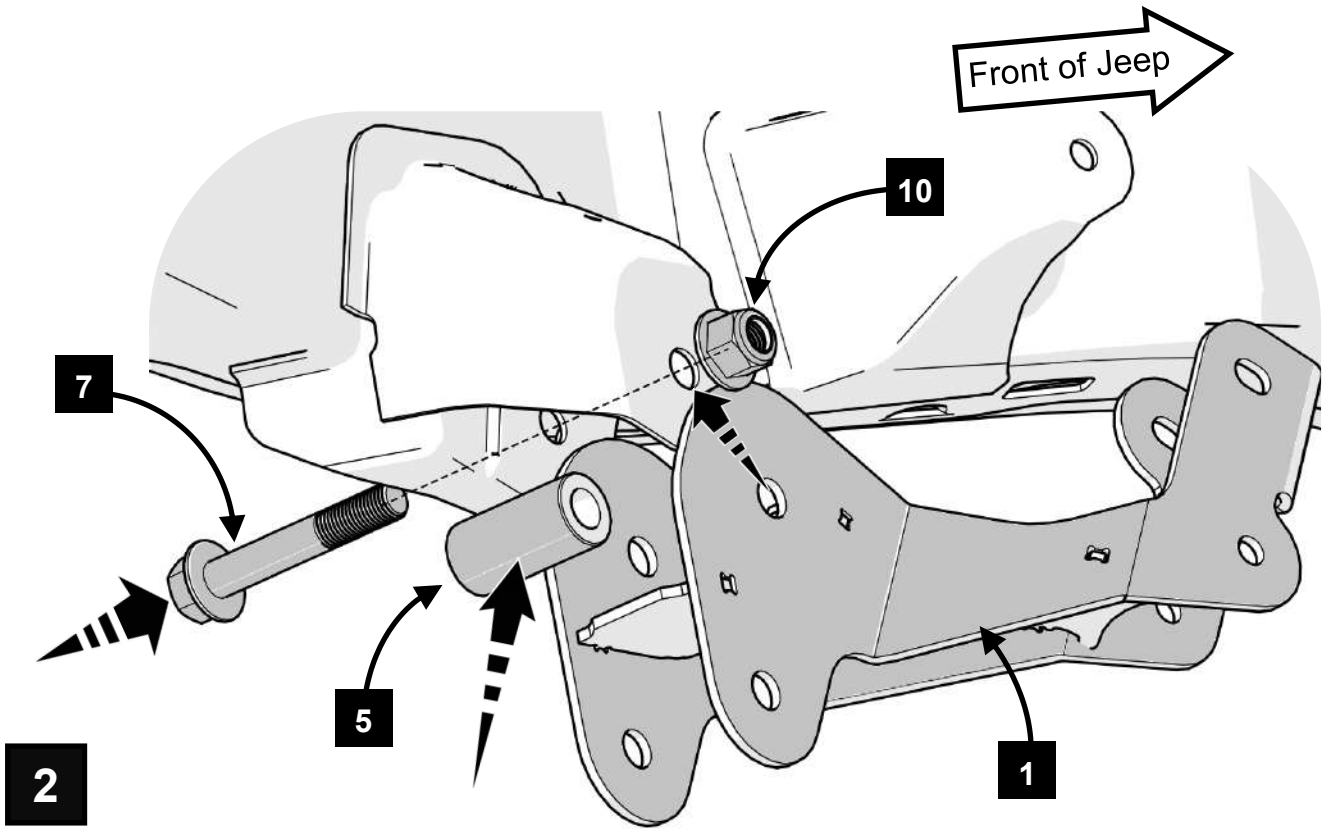


START ON THE DRIVER SIDE

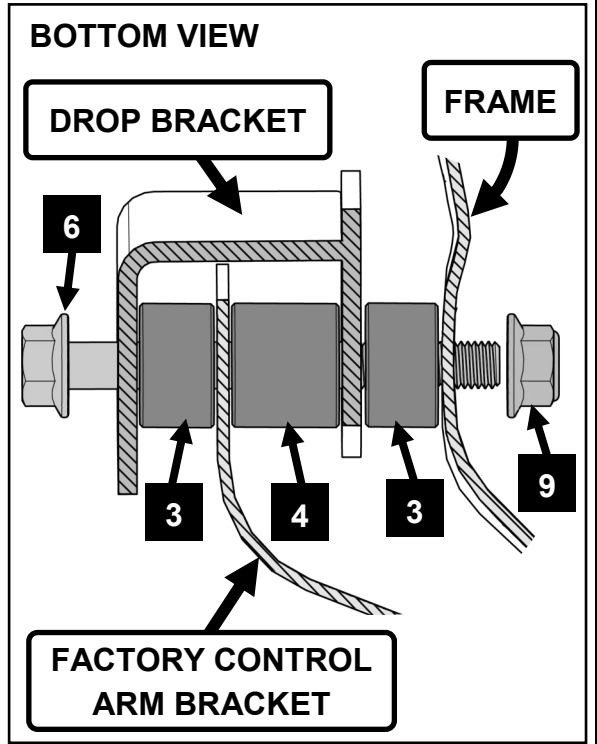
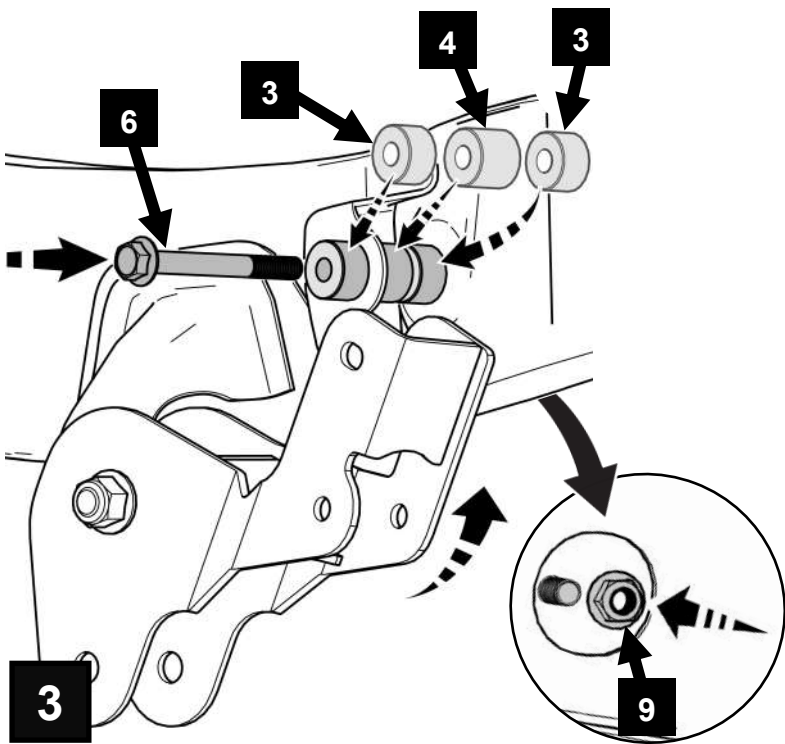


1

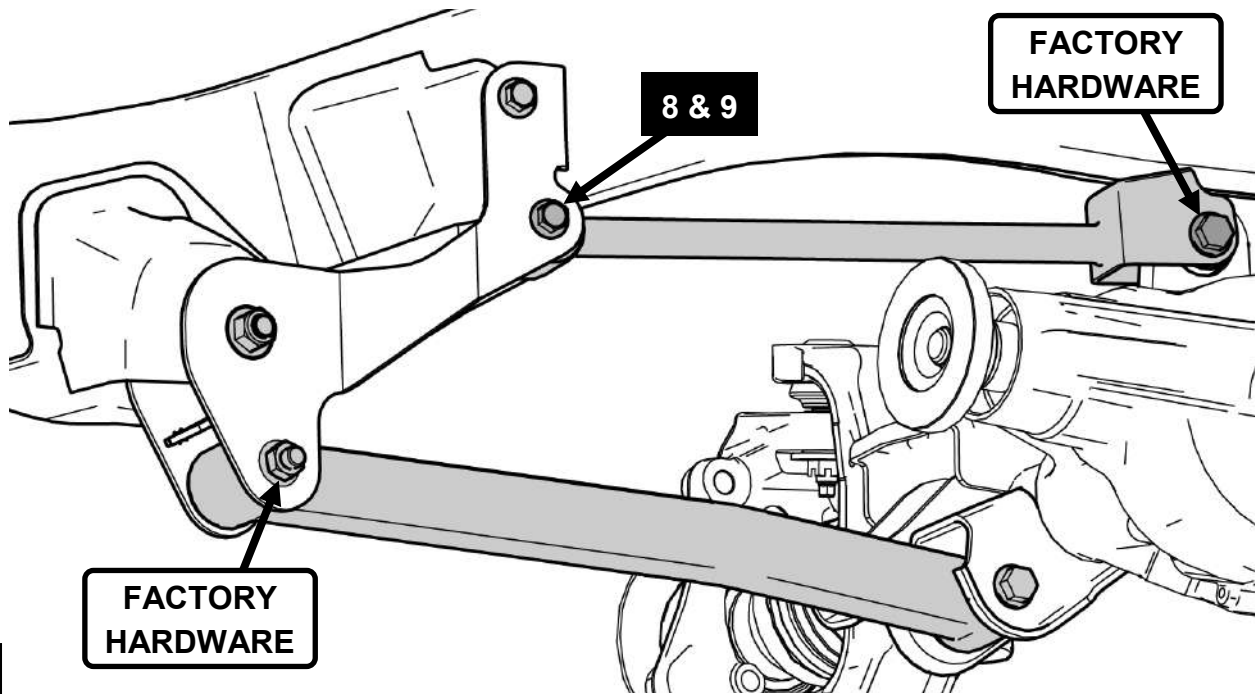
LOOSELY INSTALL DROP BRACKET ONTO LOWER CONTROL ARM BRACKET



LOOSELY INSTALL DROP BRACKET ONTO UPPER CONTROL ARM BRACKET

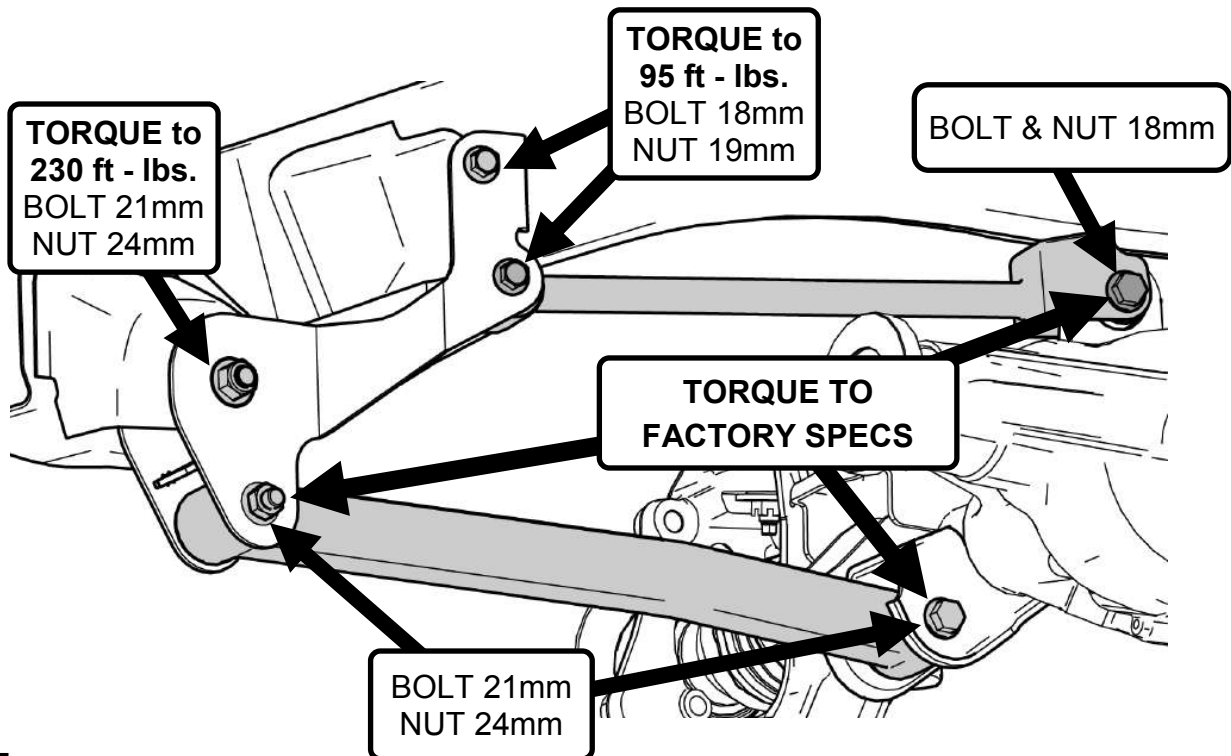


LOOSELY REINSTALL CONTROL ARMS



4

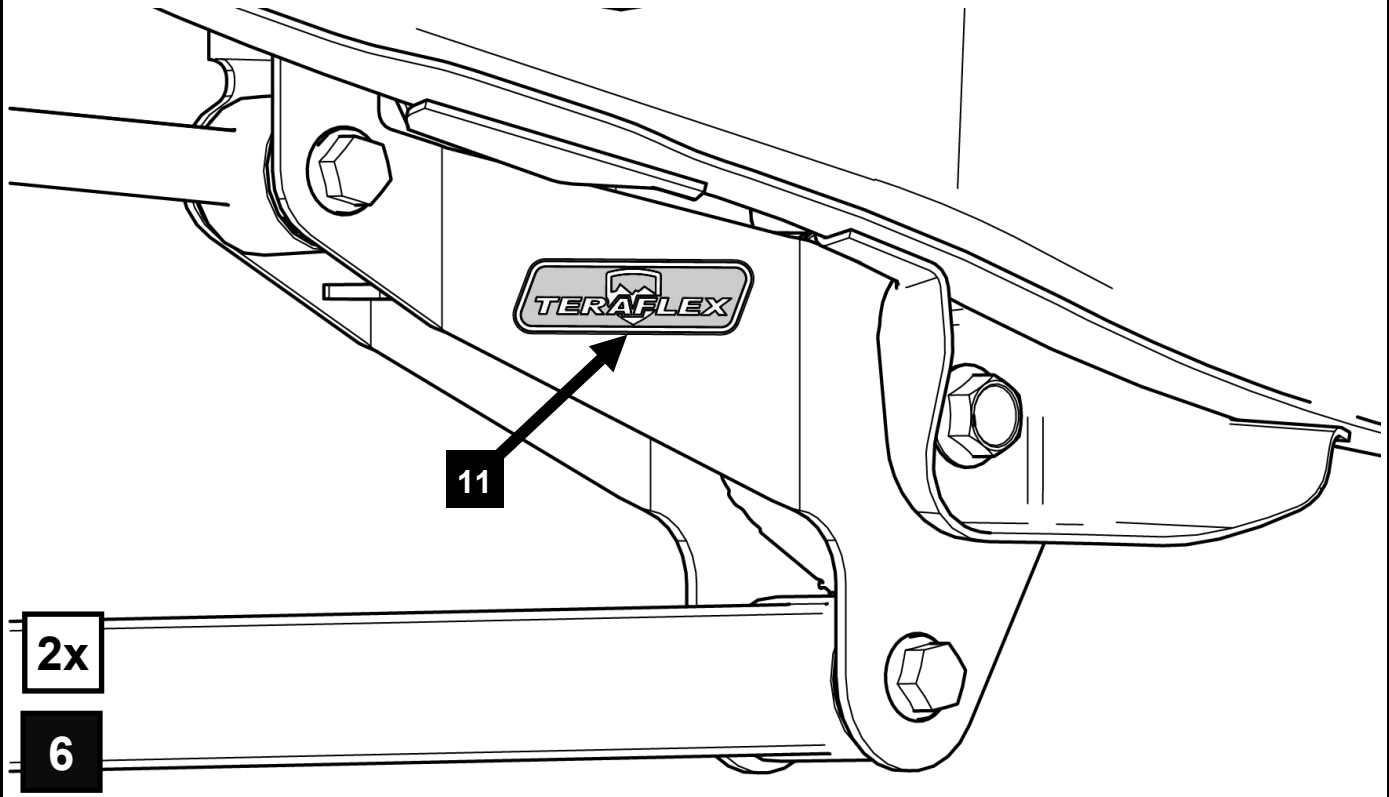
TORQUE HARDWARE



5

REPEAT STEPS 1-5 FOR THE PASSENGER SIDE

APPLY DECALS TO DROP BRACKETS



INSTALL IS NOW COMPLETE!

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 extreme 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.