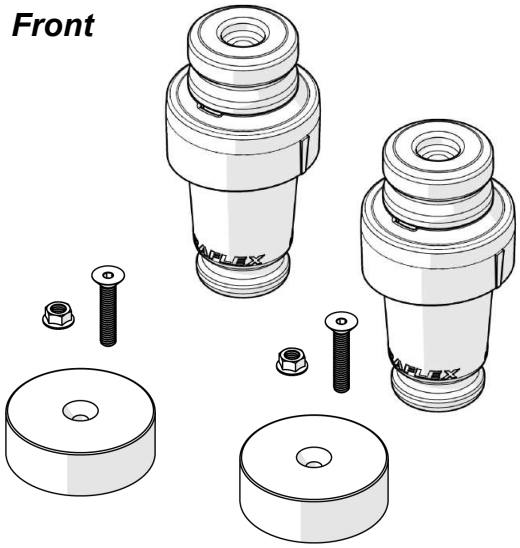
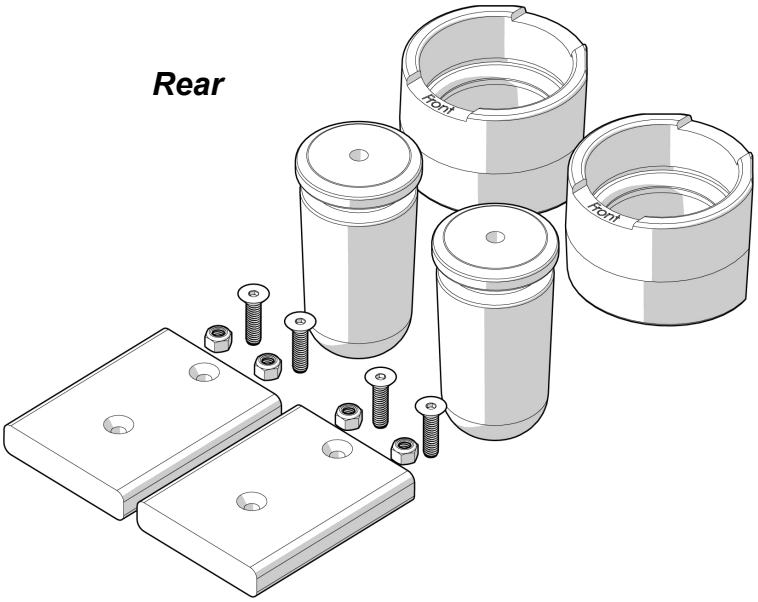
JK Front & Rear 2.5 Inch Lift Speed Bump Instructions

KIT# 1958200 - JK Front/Rear 2.5" Lift Speed Bump Kit

Front



Rear



Important Notes:

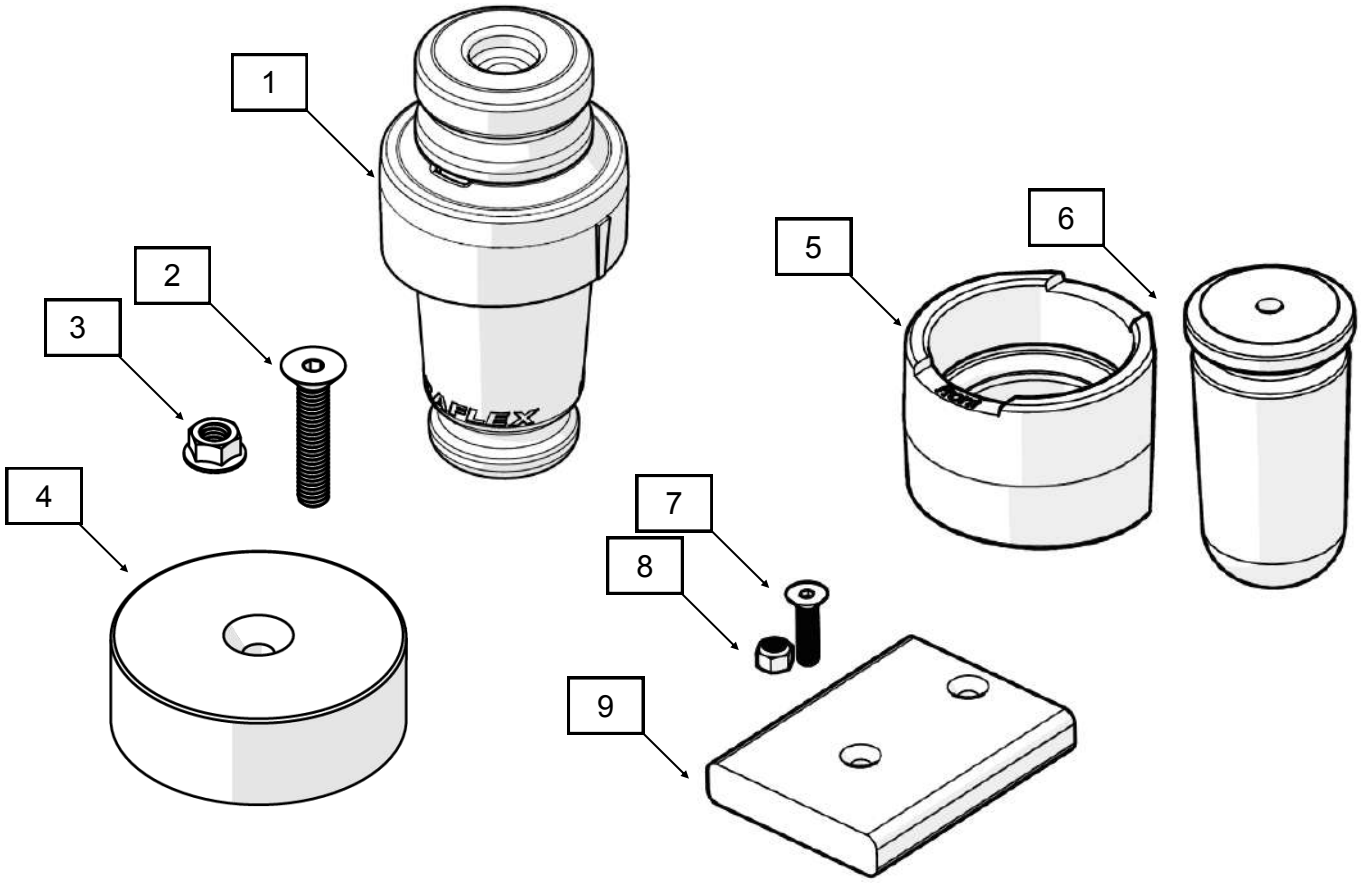
Prior to beginning this or any installation read these instructions to familiarize yourself with the required steps and evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

This product will change the highway handling characteristics of your vehicle, exercise caution.

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.

Tools needed:

- This installation guide
- Basic mechanics tool set



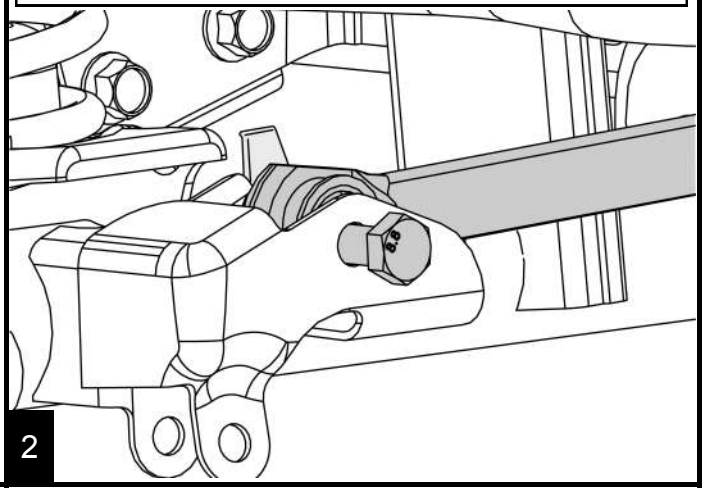
Item No.	Part Number	Description	Qty
1	998000	JK Front Upper Foam Bumpstop & Extension	2
2	315	Bolt 3/8"-16 UNC x 2" Long Flat Head Socket Screw Black	2
3	85	Nut 3/8"-16 UNC Flanged Serrated	2
4	467125	Bumpstop RAW JK Front Speedbump 1.25” Tall x 3.5” OD	2
5	467265	JK Rear Upper Speedbump Bumpstop Cup Extension	2
6	992012	JK Rear Extended Microcellular Urethane Foam Bumpstop	2
7	179	Bolt 5/16"-18 UNC x 1.25" Long Flat Head Socket Cap Screw	4
8	630	Nut 5/16"-18 UNC Nylock Zinc Plated	4
9	954600	JK Rear Lower 3/4" Tall Bumpstop Space	2

FRONT REMOVAL

Refer to the factory service manual for lift locations. Raise and support the vehicle. Remove the tires and wheels and support the axle with a jack or jack stands.

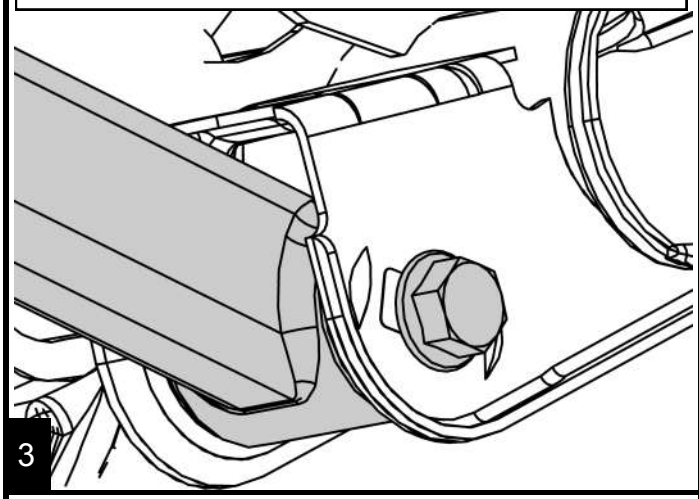
1

Remove the track bar at the axle with a 21mm.



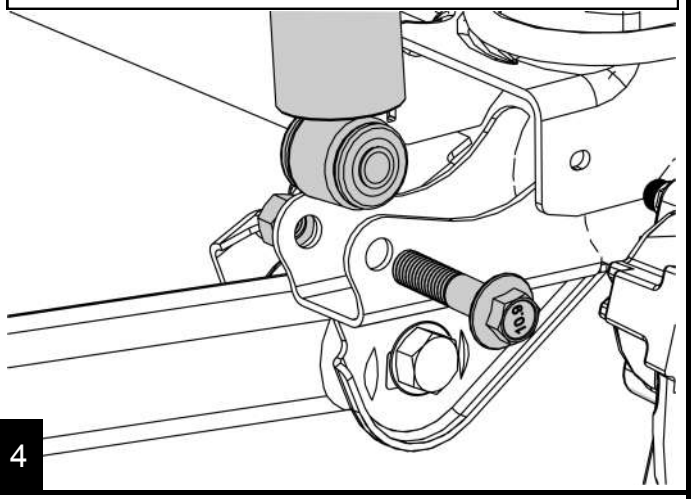
2

Loosen all front control arm bolts with a 21mm. DO NOT REMOVE ARMS OR BOLTS.



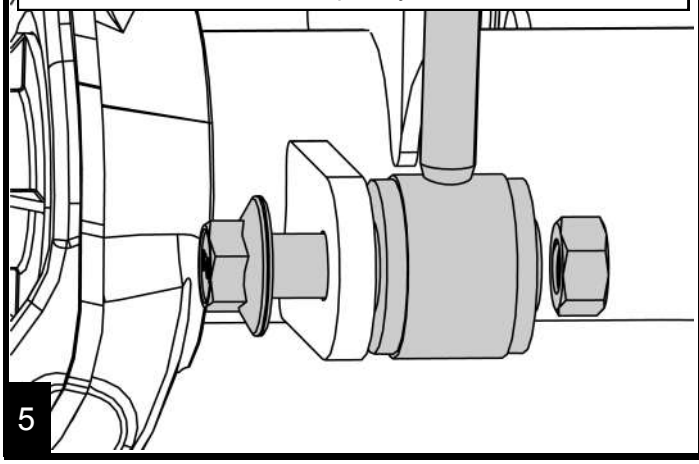
3

Remove the shocks at the axle with an 18mm wrench and socket.



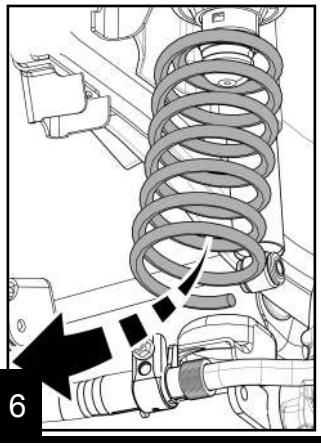
4

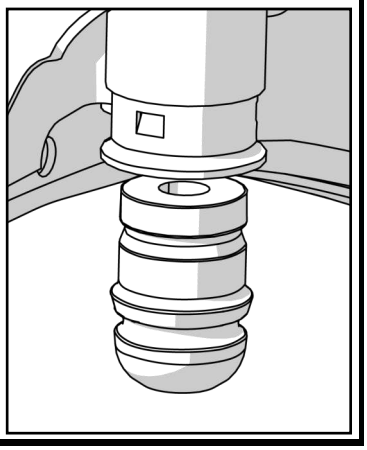
Remove the sway bar links with an 18mm wrench and socket at the axle. If you are replacing the links, remove completely.



5

Lower the jack until the spring is free. Remove the coil spring. Be sure to watch the ABS, brake lines and breathers that they are not over stretched. Remove bump stop from jounce tube.

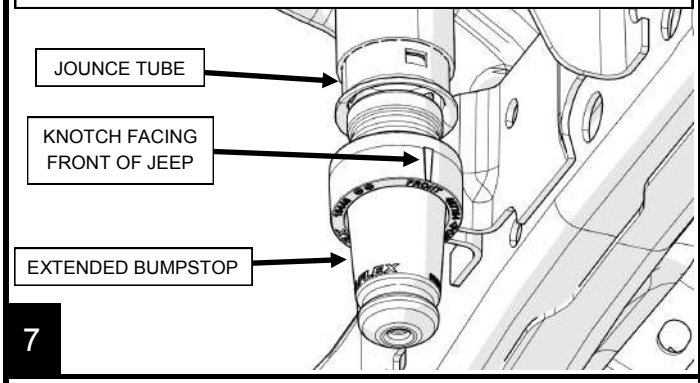




6

INSTALL EXTENDED BUMPSTOP

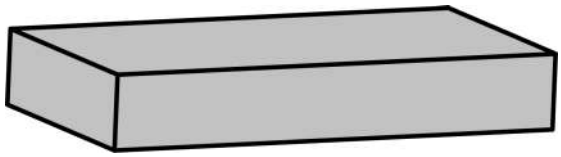
Install the Front Extended Bumpstop by aligning the factory jounce tube and bumpstop. The marking on Cup Extension is to be facing the front of the Jeep, as shown below.



7

Use a hydraulic jack and raise the axle until they are seated together.

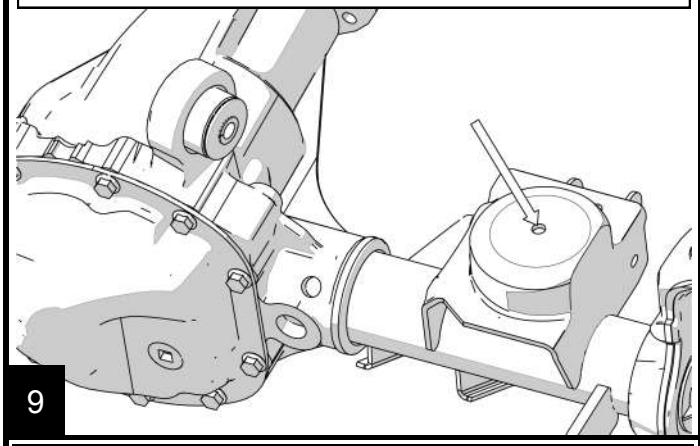
Note: A block of wood between the axle and bumpstop may be necessary, as well as a small amount of silicone spray, to help install the bumpstops and extensions. Repeat process for the other side.



8

DRILL HOLES FOR SPEEDBUMP PAD

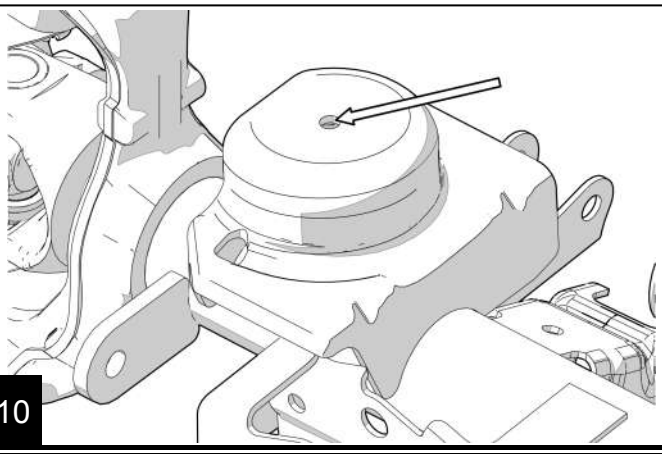
Locate the center of the front axle spring pad and drill a 3/8” [9.5mm] hole in the center of the pad.



9

Repeat for other side.

Speedbump pad will be installed along with the springs.

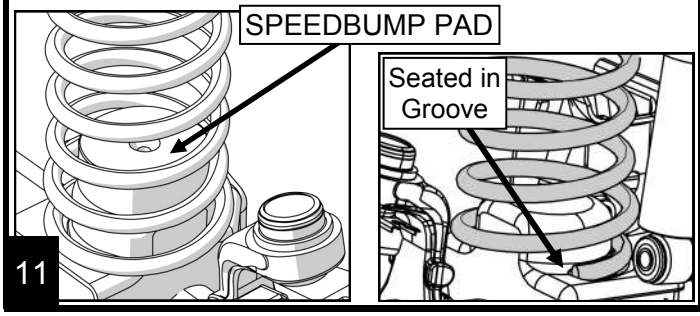


10

FRONT INSTALLATION

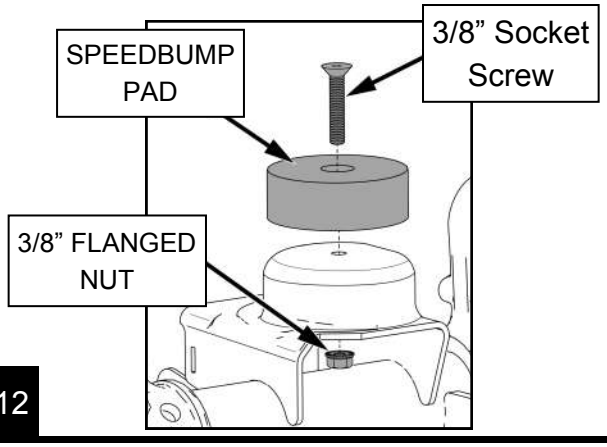
SPRINGS AND SPEEDBUMP PADS

If the factory rubber spring isolator was removed make sure it gets reinstall. To help install the springs, install the Speed Bump Pads along with springs over the spring pad. Install the driver side first followed by the passenger side. Rotate the spring until it is fully seated in lower perch.



11

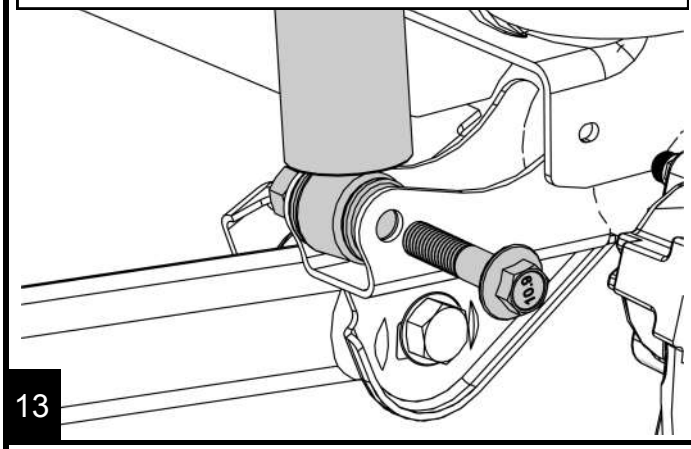
Install provided 3/8” flat head socket screw through both Speedbump pads followed by a 3/8” serrated flange nut on the bottom side of the spring perch.



12

REINSTALL FRONT SHOCKS

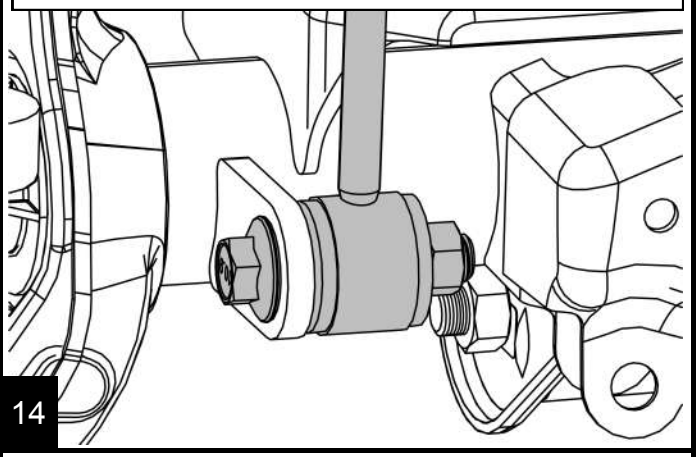
Raise the jack high enough to install the shocks. Torque to 56 ft-lbs (76 Nm).



13

REINSTALL SWAY BAR LINKS

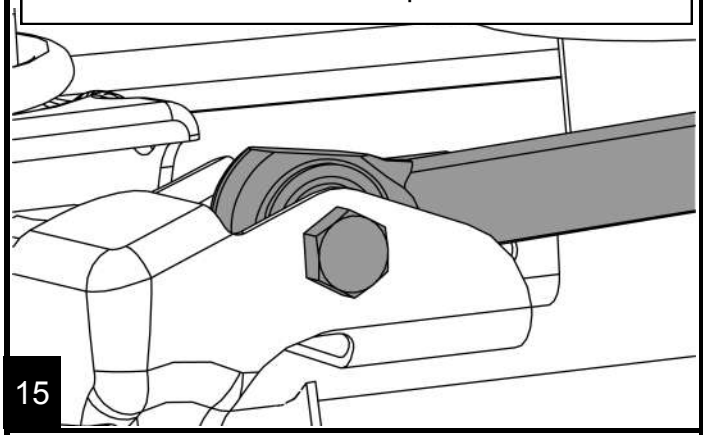
Reinstall the sway bar links or install new links if supplied. Torque top and bottom to 75 ft-lbs.



14

REINSTALL THE FRONT TRACK BAR

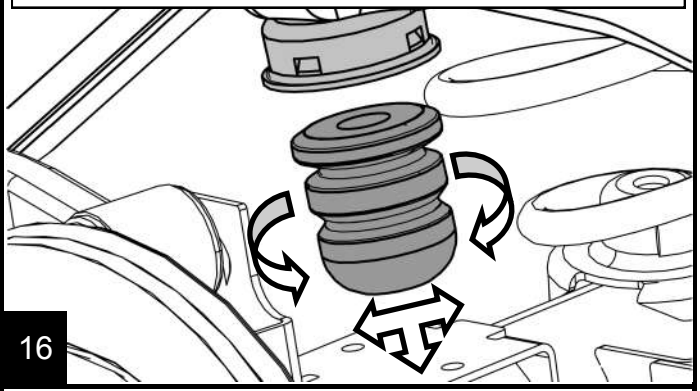
Once the vehicle is sitting on the ground reinstall the front track bar. Torque bolt to 125 ft-lbs.



15

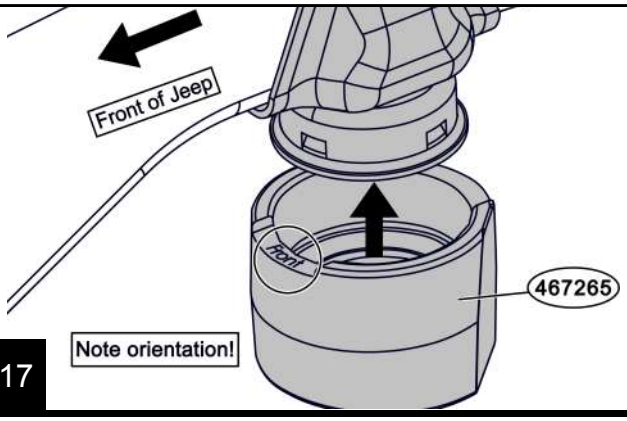
REAR BUMP STOPS

Begin with removing the factory bump stop from the frame mount by simply pulling in a downward position with a slight twisting motion.



16

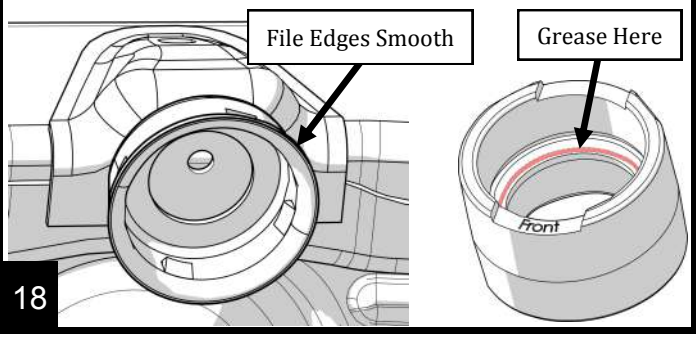
NOTE ORIENTATION: The upper SpeedBump cup snaps onto the frame bumpstop bell. Align the SpeedBump cup with the frame. The notched cutouts on the top side of the cup index around the factory bumpstop frame bracket.



17

INSTALL REAR BUMP STOP EXTENSION CUPS

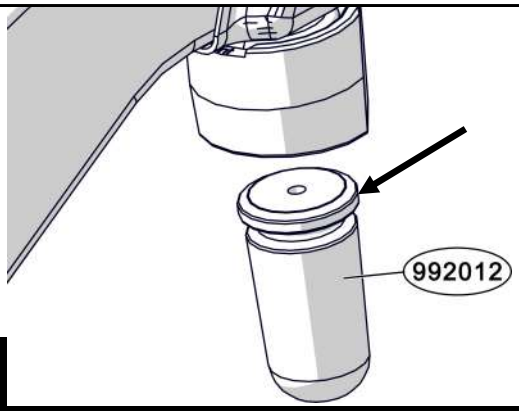
On Jeeps with slightly larger bumpstop bells the cup will be a tight fit. To help with this use a hand file and smooth any sharp edges on the bumpstop bell. Also apply a thin layer of grease to the cups inside lip. Then with a mallet give the cup a few quick taps to aid in installation.



18

INSTALL SPEEDBUMP BUMPSTOP

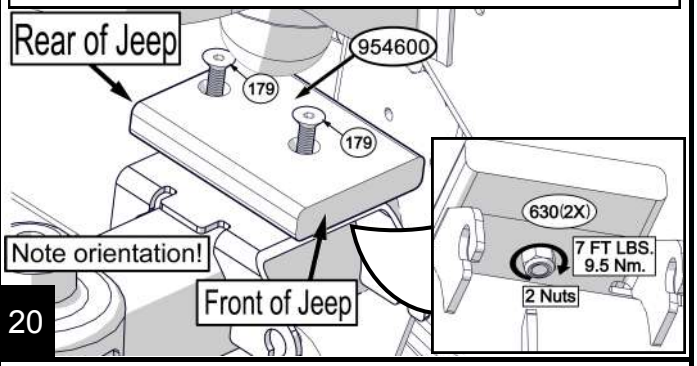
Next, twist and push the new Speedbump Bumpstop into position. Use some silicone spray lubricant to help pop it into place.



19

REAR LOWER BUMP STOP PADS

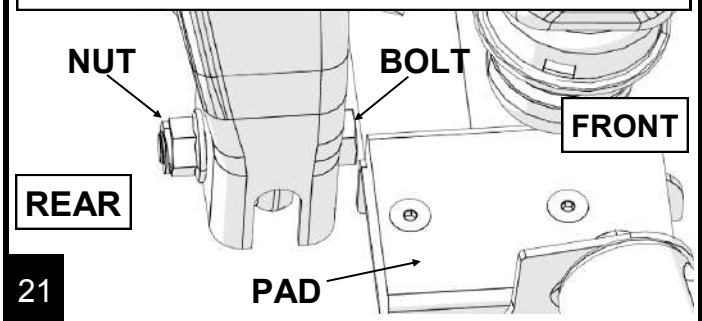
Locate and position rear lower bumpstop pad (954600) with the extended end facing the front of the Jeep, as shown. Each pad will receive two 179 bolts and two 630 Nylock nuts. Finish up the installation by torqueing each of the 4 fasteners to 7 ft-lbs (9.5 Nm).



20

IMPORTANT NOTE! Due to clearance issues with the bumpstop pad on the axle it is important to have the frame side factory trackbar bolt installed from the front, and the nut to the rear.

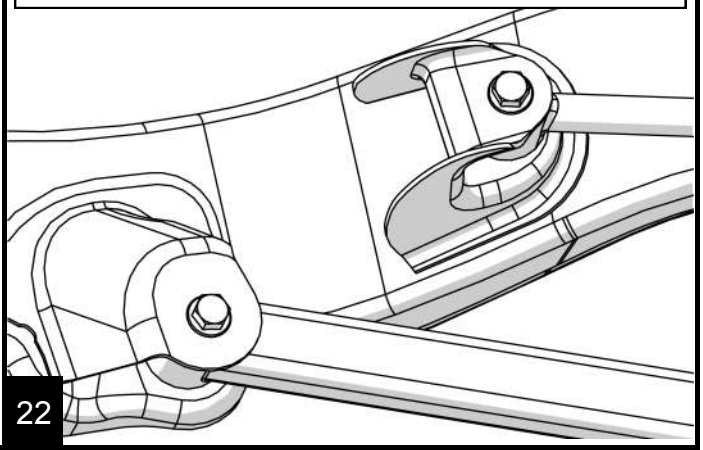
Refer back to the lift instructions now or reinstall the tires, remove supports and lower Jeep to the ground. Reinstall the front trackbar and torque to 125 ft-lbs.



21

FRONT CONTROL ARMS

Once the vehicle is on the ground, torque upper control arm bolts to 75 ft-lbs and all lowers to 125 ft-lbs.



22

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 Tera-Flex 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.

Learn more about performance suspension parts we have.