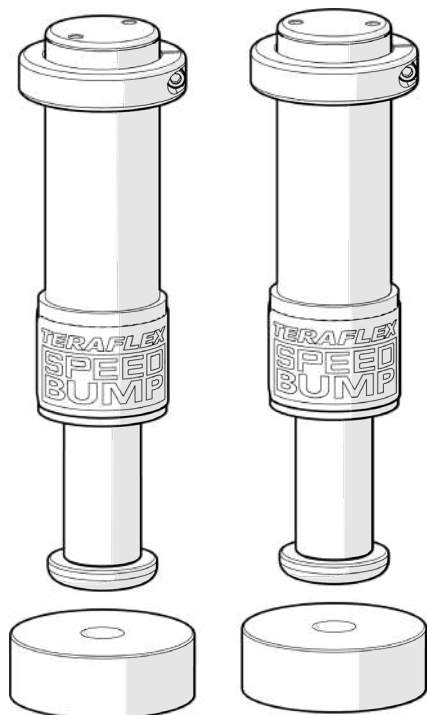




Jeep JL Front SpeedBump Kit

#1958325



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.

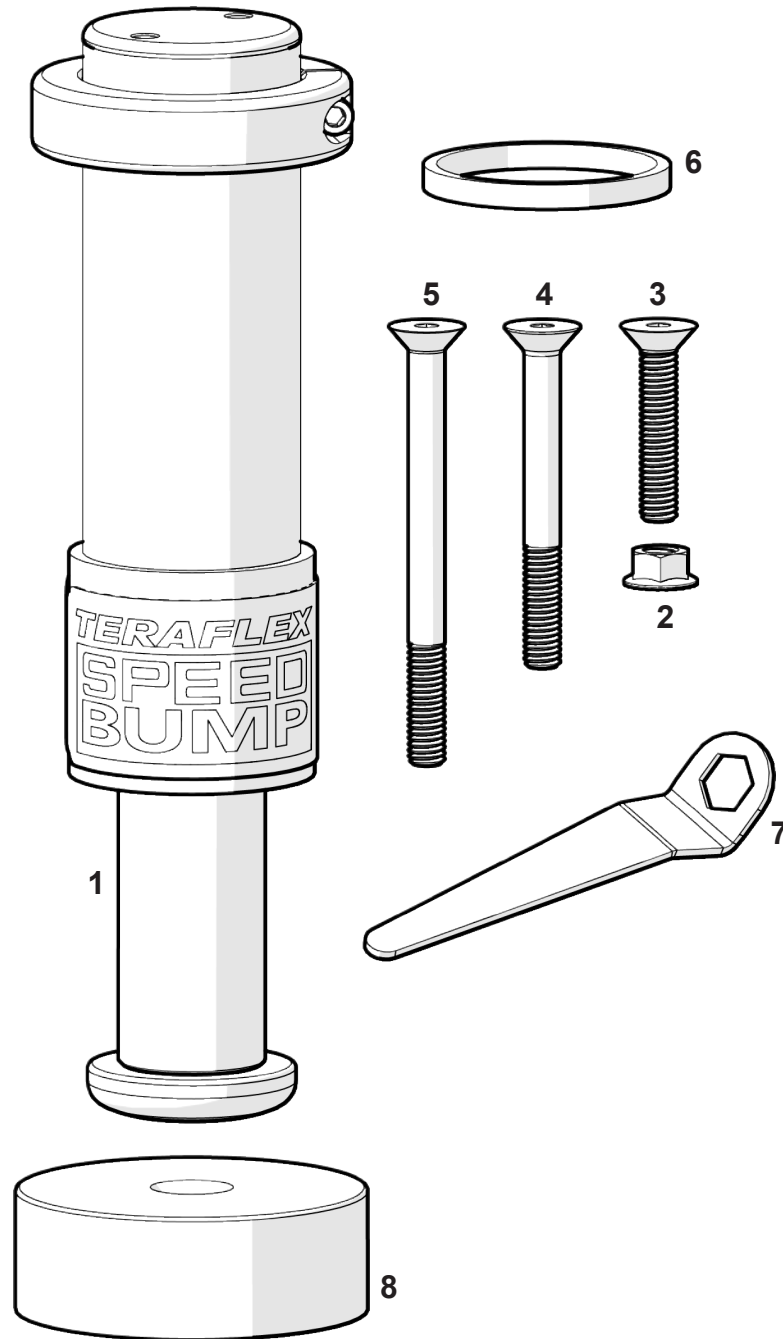
When reinstalling OEM hardware, refer to the torque specs given in the Factory Service Manual.

Tools Needed:

- | | |
|--|---------------------------|
| - Metric Sockets and Open End Wrenches | - Factory Service Manual |
| - Torque Wrench | - General Mechanics Tools |
| - Pipe Cutter / Cut Off Wheel | - RTV Sealant |

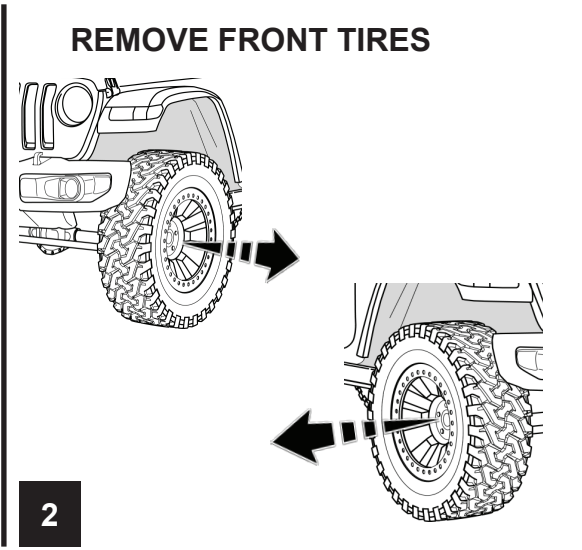
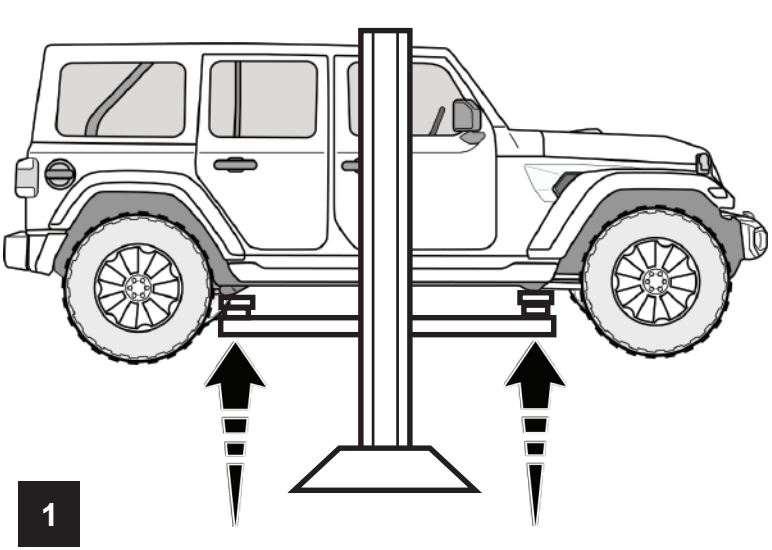
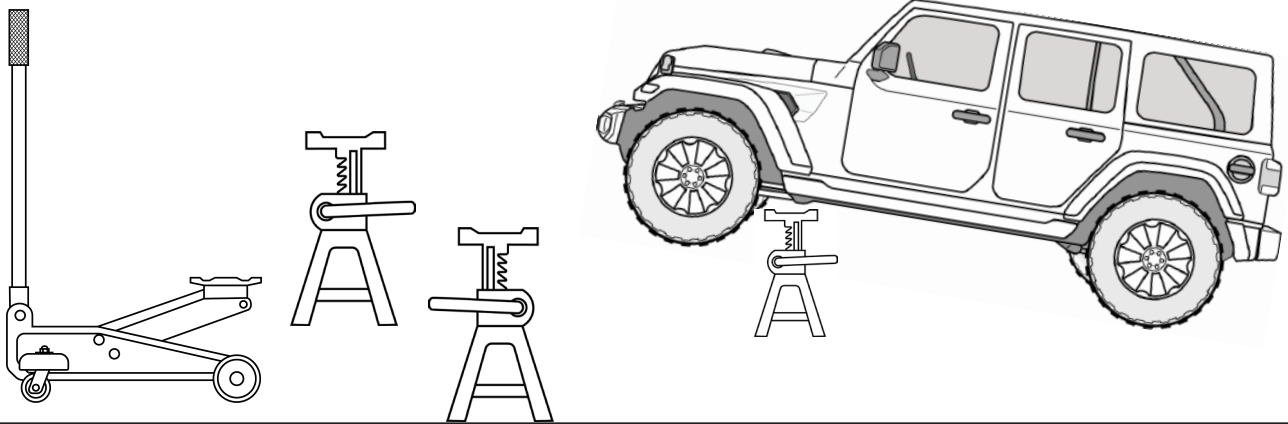
Maintenance Note:

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

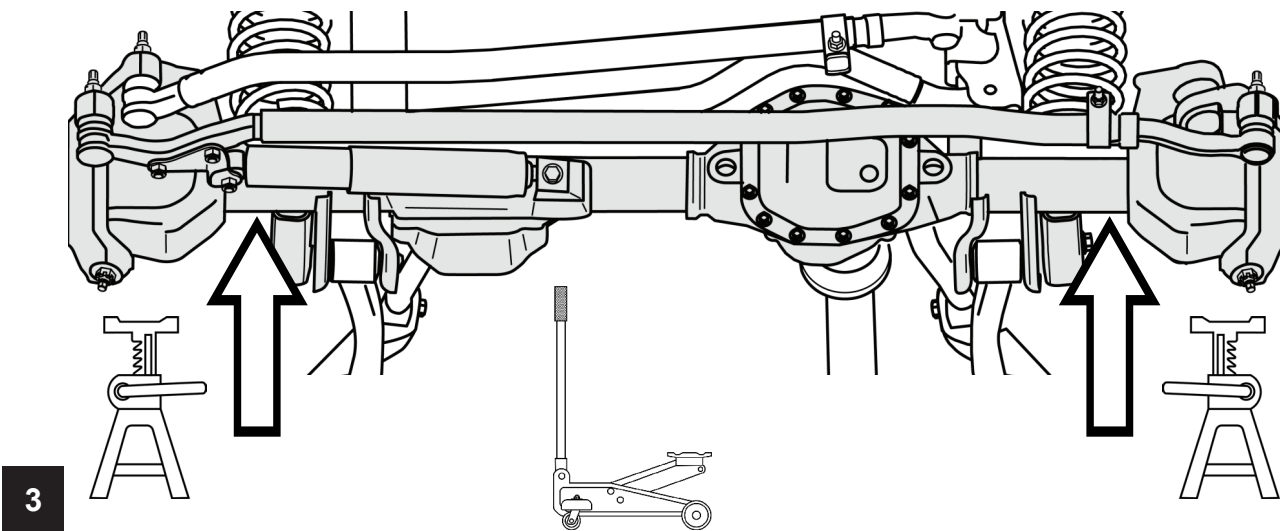


Item #	Part No.	Description	QTY
1	1953750	3" Front SpeedBump Kit (Pair)	1
2	85	Nut 3/8"-16 UNC Flanged Serrated	2
3	315	Bolt 3/8"-16 UNC x 2" Long Flat Head Socket Screw Black	2
4	45-04-002-001	Hardware, Flat Socket Cap Screw, Alloy Steel, 3/8"-16 x 3.5" Long	2
5	45-04-002-002	Hardware, Flat Socket Cap Screw, Alloy Steel, 3/8"-16 x 4.5" Long	2
6	944725	Speedbump Front Spacer Sleeve 0.25" Tall to lower Front Speedbumps	4
7	600271	Nut Wrench Tool	1
8	467125	Bumpstop RAW JL Front Speedbump 1.25" Tall x 3.5" OD Extruded	6

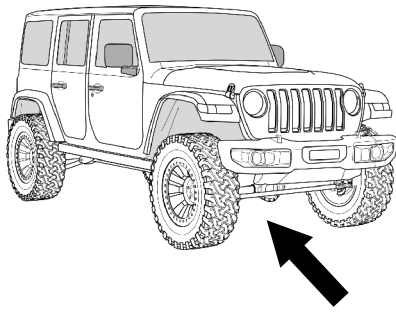
LIFT AND SUPPORT AT FRAME



SUPPORT FRONT AXLE

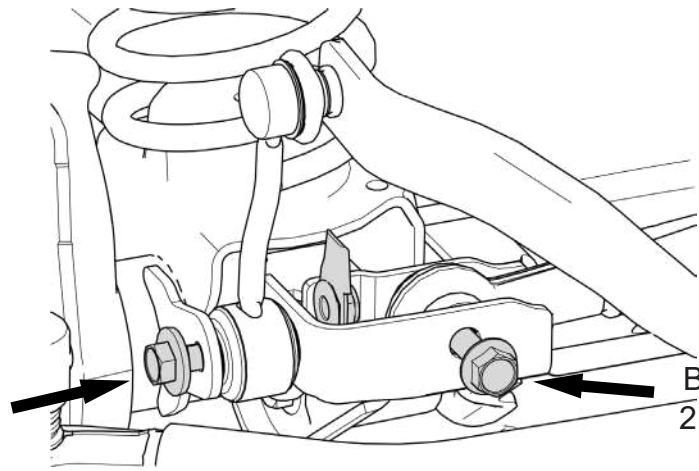


REMOVE SWAY BAR LINKS & TRACK BAR BOLT AT THE AXLE

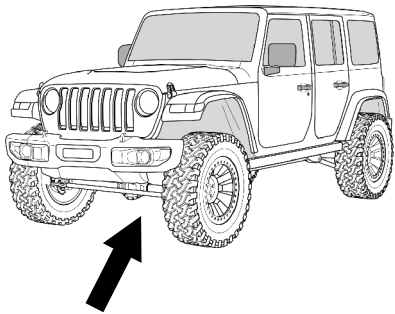


4

BOLT
18mm

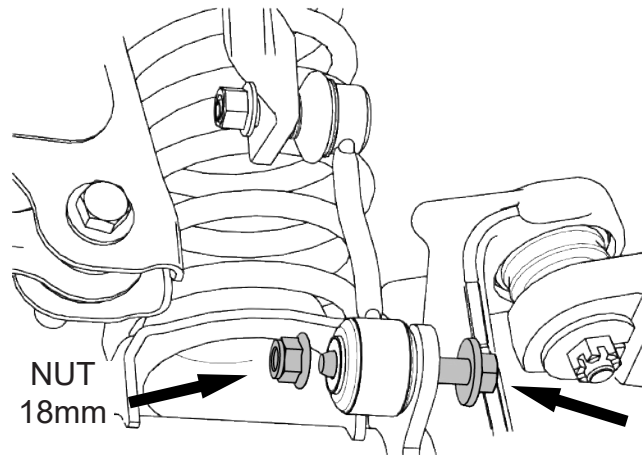


BOLT
21mm



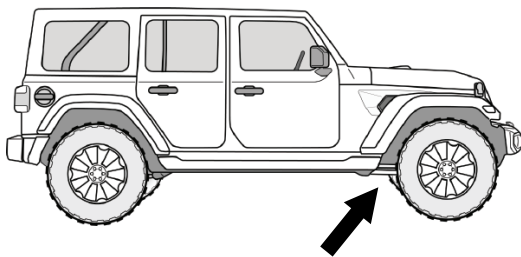
5

NUT
18mm



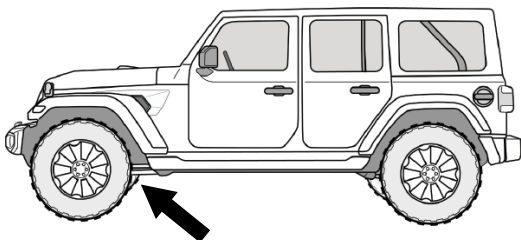
BOLT
18mm

REMOVE BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS

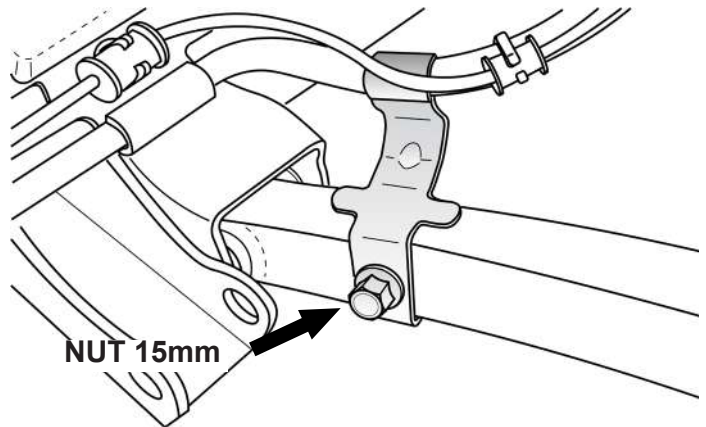


2X

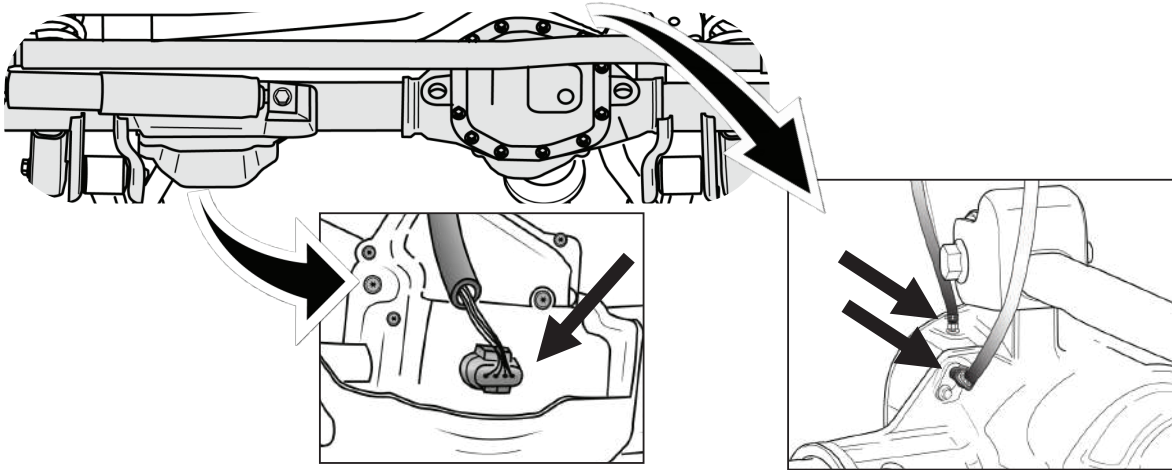
6



NUT 15mm

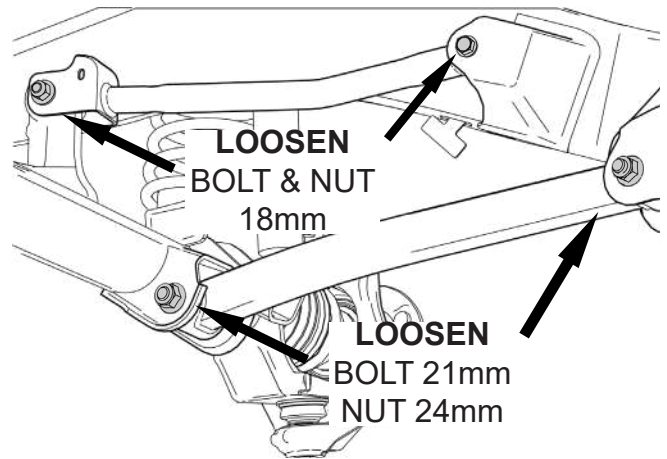
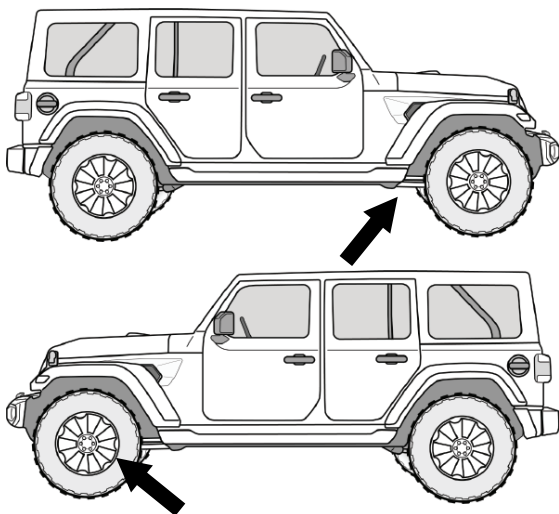


DISCONNECT ACTUATORS AND VENT HOSE AT THE FRONT AXLE



7

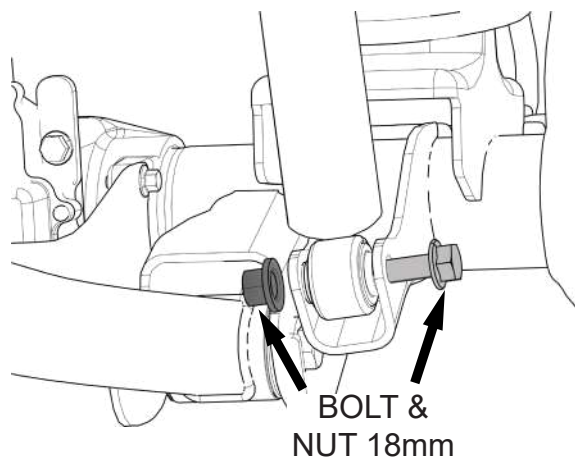
**LOOSEN FRONT CONTROL ARM BOLTS
DO NOT REMOVE THE CONTROL ARM BOLTS**



2X

8

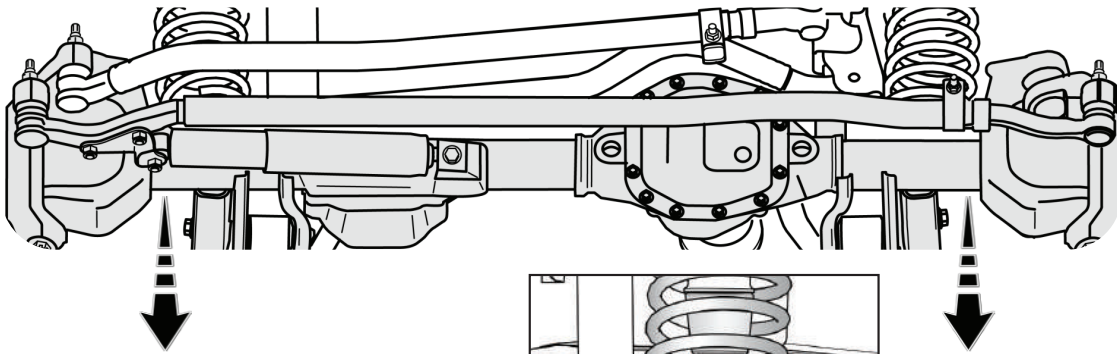
REMOVE FRONT SHOCKS AT THE AXLE



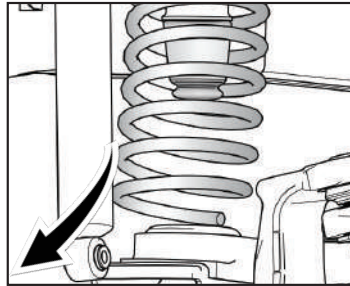
2X

9

LOWER AXLE AND REMOVE FRONT SPRINGS



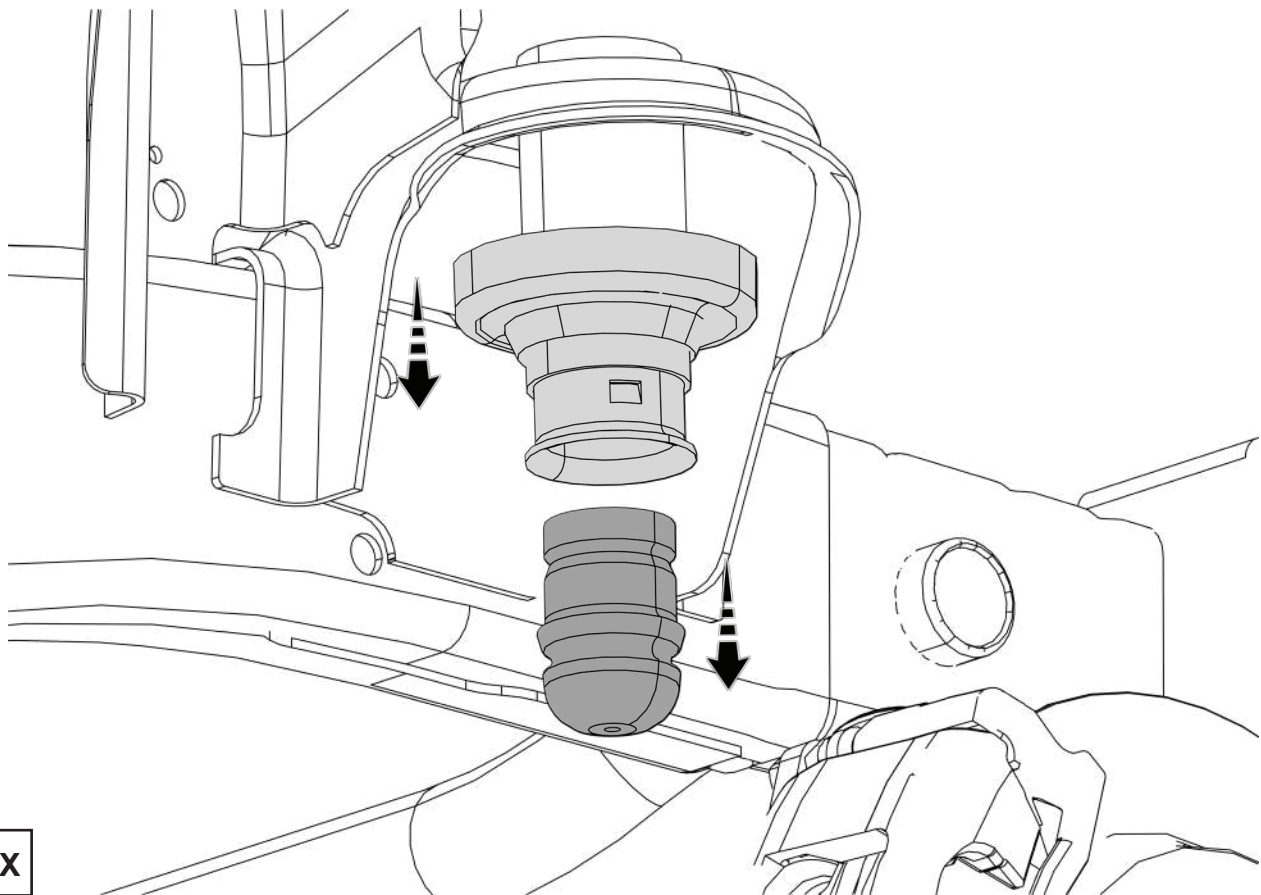
**NOTE: REMOVE ANY
PLASTIC RETAINERS
FROM WIRING OR
HOSES AS NEEDED**



2X

10

REMOVE SPRING ISOLATOR AND FACTORY BUMPSSTOP

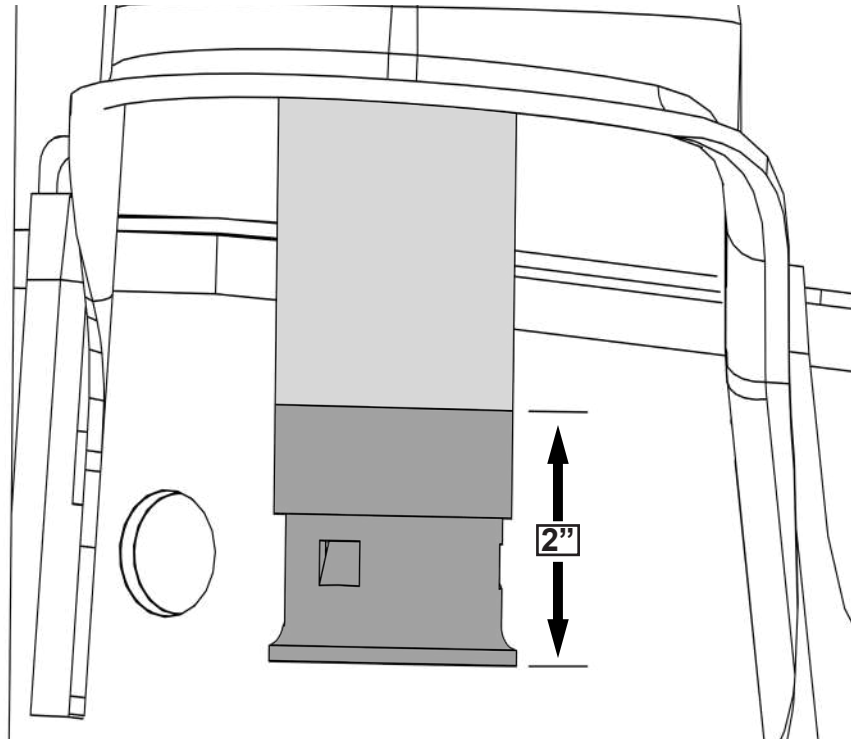


2X

11

CUT OFF THE BOTTOM 2" OF THE JOUNCE TUBE

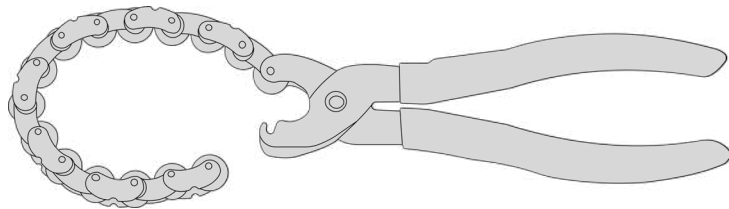
MARK AND USE TAPE TO ENSURE A STRAIGHT CUT



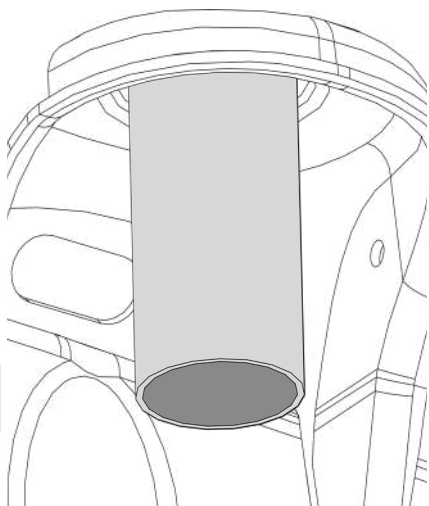
2X

TIP: USE A PIPE CUTTER SUCH AS THESE FOR AN EASY STRAIGHT CUT

12



USE A FILE TO REMOVE ALL SHARP EDGES



2X

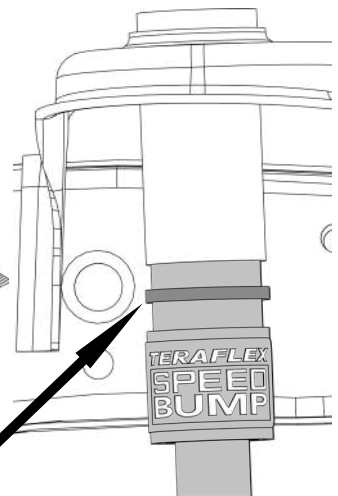
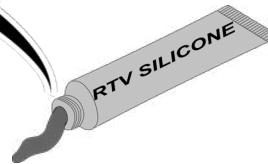
13

APPLY RTV TO THE LOWER PORTION OF THE SPEED BUMP



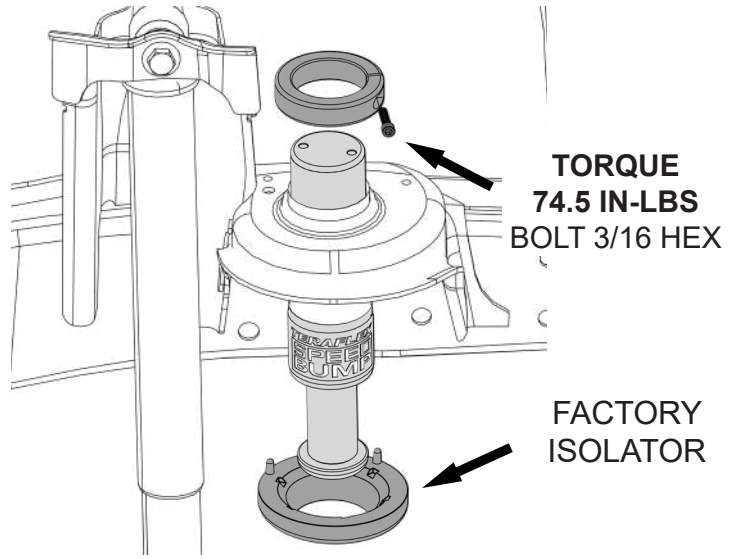
2X

14



OPTION: INSTALL SLEEVE SPACERS AT THIS TIME

WHILE PUSHING THE SPEEDBUMP UPWARDS, INSTALL THE RETAINER CLAMP AND TIGHTEN. REINSTALL THE FACTORY SPRING ISOLATOR



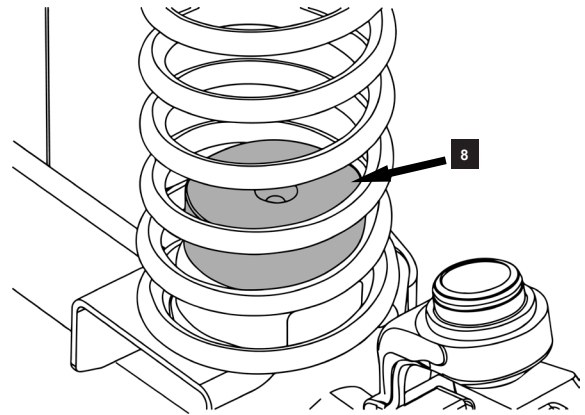
2X

15

PLACE BUMPSTOP SPACERS INTO SPRINGS AND REINSTALL SPRINGS

INSTALL BUMPSTOP SPACER INTO THE SPRING WITH THE COUNTER SUNK OPENING FACING UP

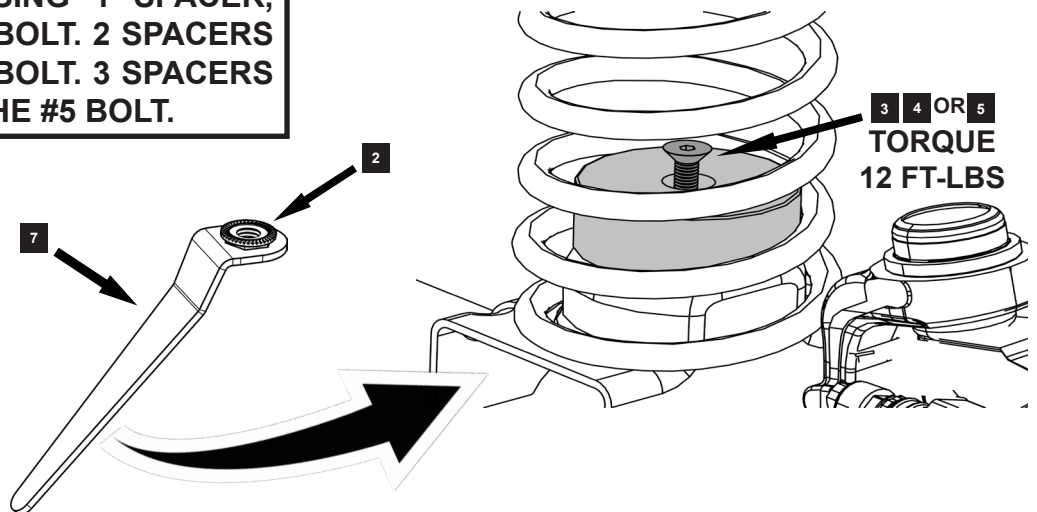
NOTE: FOR RECOMENDED AMOUNT OF SPACERS WITH PREFERED TIRE SIZE, REFER TO PAGE 11 FOR BUMPSTOP SPACER GUIDE



2X

16

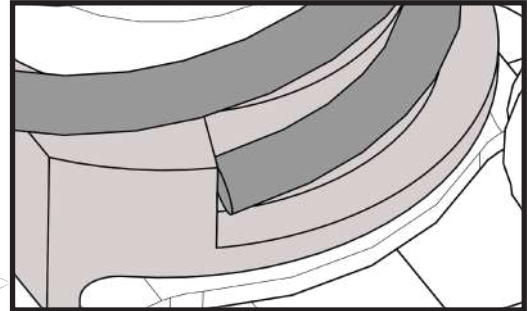
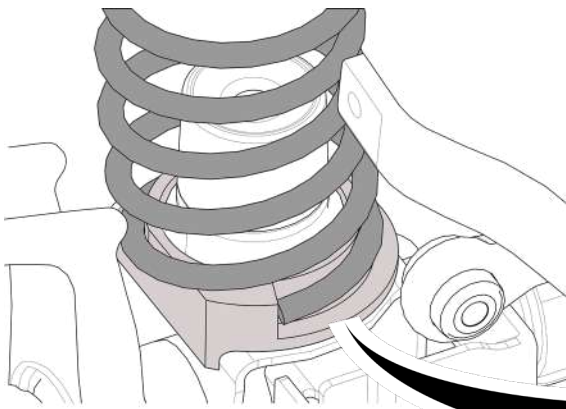
NOTE: IF USING 1 SPACER, USE THE #3 BOLT. 2 SPACERS USE THE #4 BOLT. 3 SPACERS USE THE #5 BOLT.



2X

17

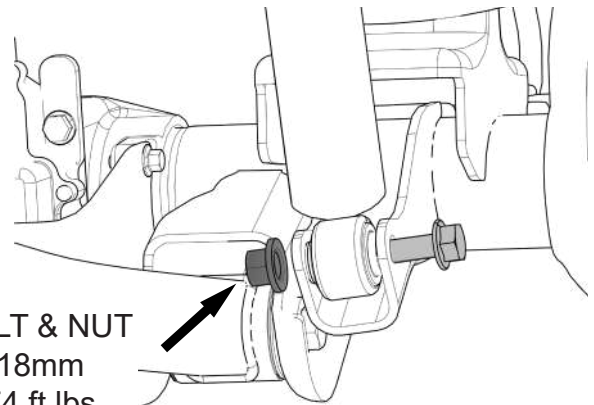
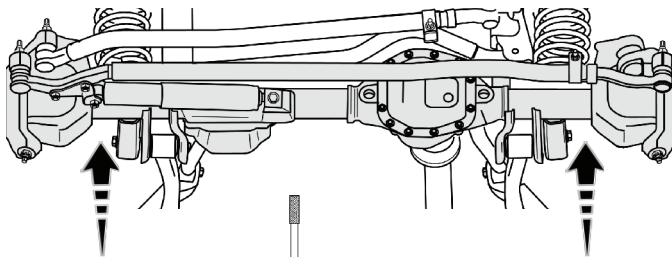
FULLY SEAT THE SPRINGS INTO THE LOWER SPRING ISOLATOR



2X

18

RAISE AXLE & REINSTALL SHOCKS

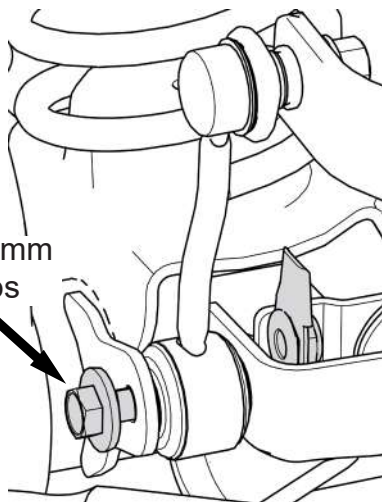


BOLT & NUT
18mm
74 ft lbs

2X

19

REINSTALL SWAY BAR LINKS AT AXLE



BOLT 18mm
59 ft lbs

2X

20

RECONNECT CONNECTIONS TO FRONT AXLE



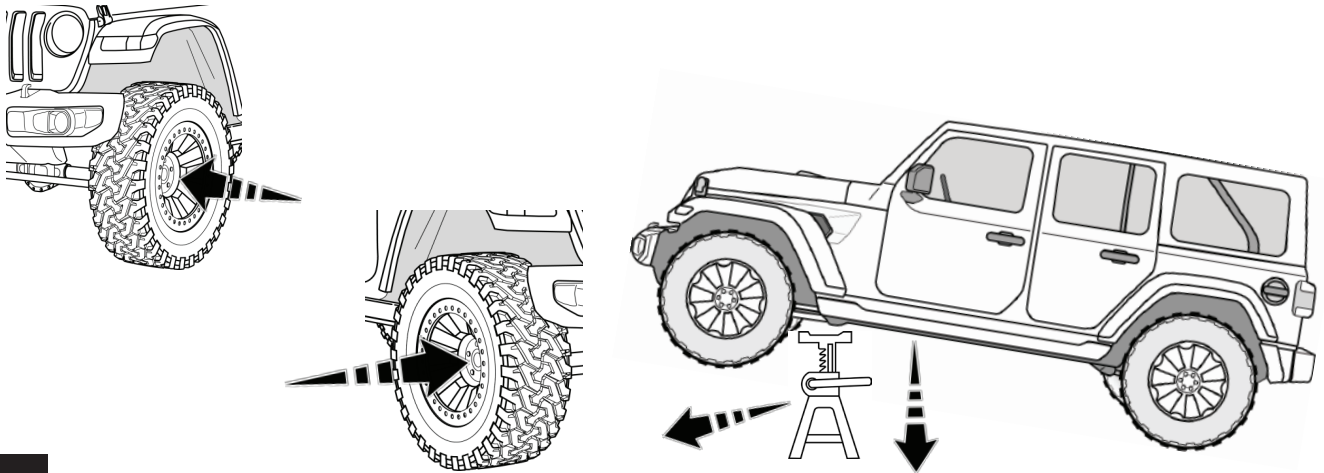
RECONNECT PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED

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

21

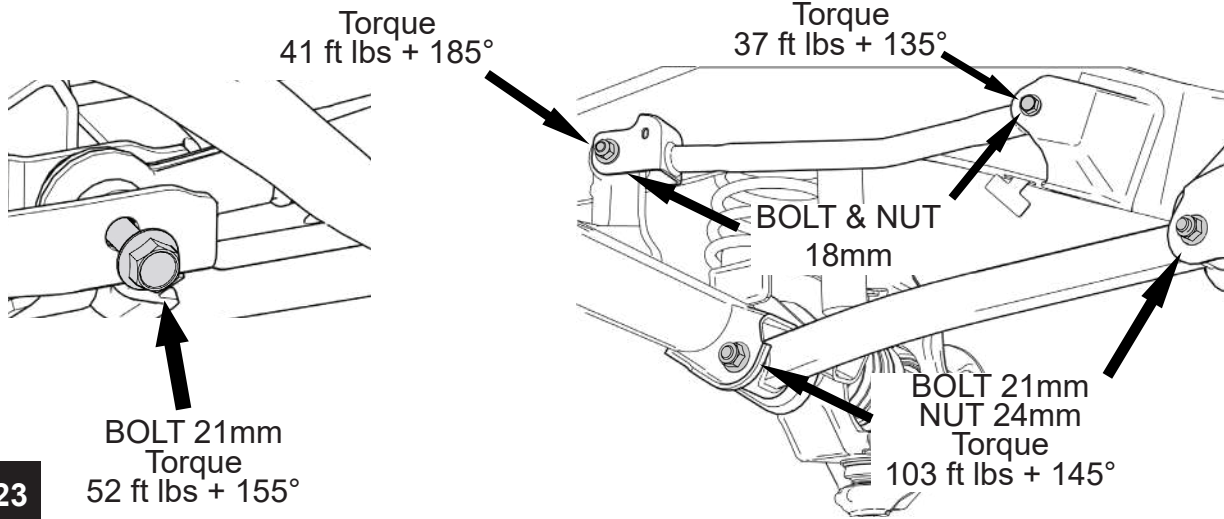
REINSTALL TIRES AND LOWER JEEP BACK TO THE GROUND



22

TORQUE TO 130 FT LBS

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



23

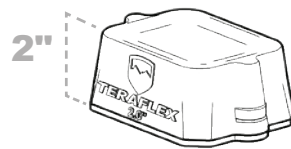
JL TIRE CLEARANCE GUIDE (with FACTORY FENDERS)

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

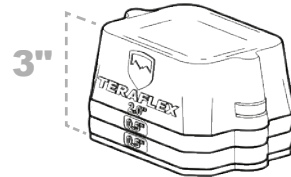
JL Rubicon models feature high-clearance fenders that allow for more up travel, while the lower-clearance fenders on JL Sport and Sahara restricts tire size due to fender rubbing.

JL RUBICON with Factory Flares.

- 35" -Front SpeedBump - 2" Rear Bump Stops
- x2 0.25" Spacer Sleeve (per side)
- x1 SpeedBump Bump Stop



- 37" -Front SpeedBump - 3" Rear Bump Stops
- x2 SpeedBump Bump Stop

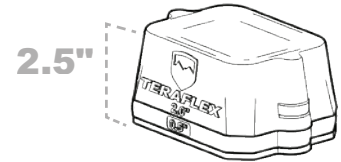


In order to address these fender differences, TeraFlex designed a proprietary modular bump stop system, which can be adapted to fit several different lift height and tire size configurations.

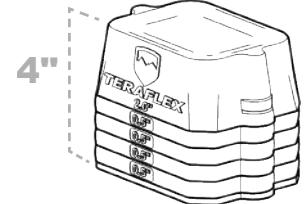
In addition to the main 2" bump stop spacers, this system includes multiple 0.5" interlocking spacers that can be added to fine tune bump stop height to limit suspension up travel.

JL SAHARA/SPORT with Factory Flares.

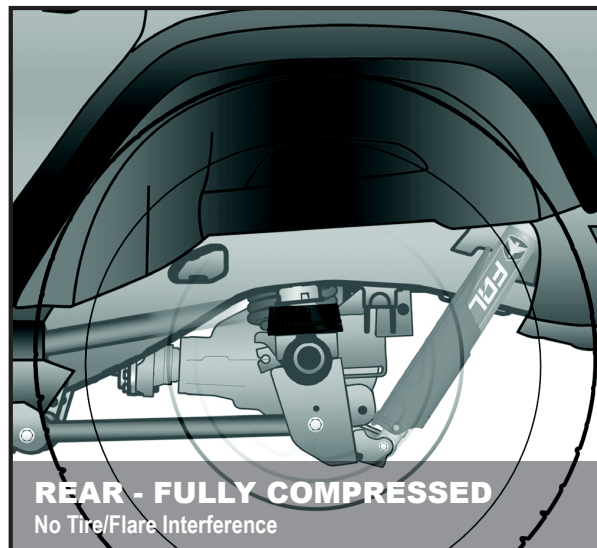
- 35" -Front SpeedBump - 2.5" Rear Bump Stops
- x2 0.25" Spacer Sleeve (per side)
- x2 SpeedBump Bump Stop



- 37" -Front SpeedBump - 3" Rear Bump Stops
- x3 SpeedBump Bump Stop



Recommended SpeedBump and Bump Stop configuration based on tested tires. Not all Tires Measure the Same. Cycling the suspension to check the shocks, springs and other suspension componets before driving is recommended.



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.