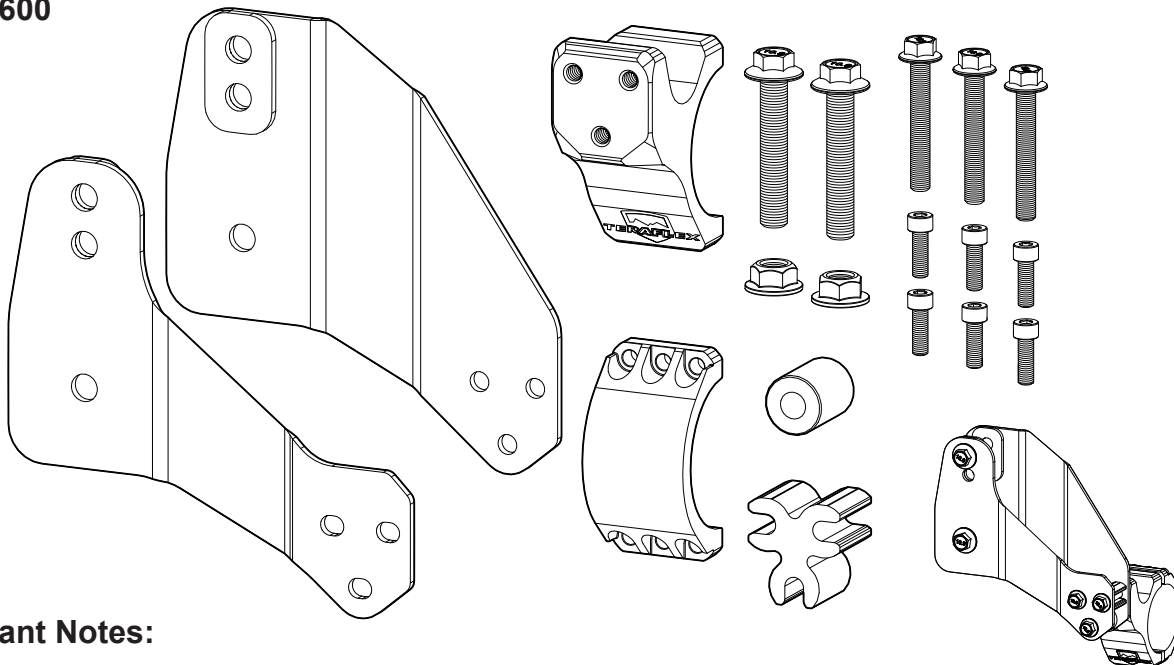




JEEP JT REAR TRACK BAR BRACKET INSTRUCTIONS

1963600



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. A factory service manual should be used in conjunction with these installation instructions.

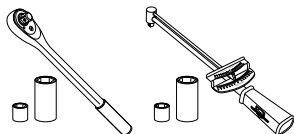
This product will change the highway handling characteristics of your vehicle, exercise caution. After altering the suspension it is always advisable to have an alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.

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.

This product requires a minimum of a 2" bump stop spacer in the rear suspension to prevent interference with other components at full suspension compression.

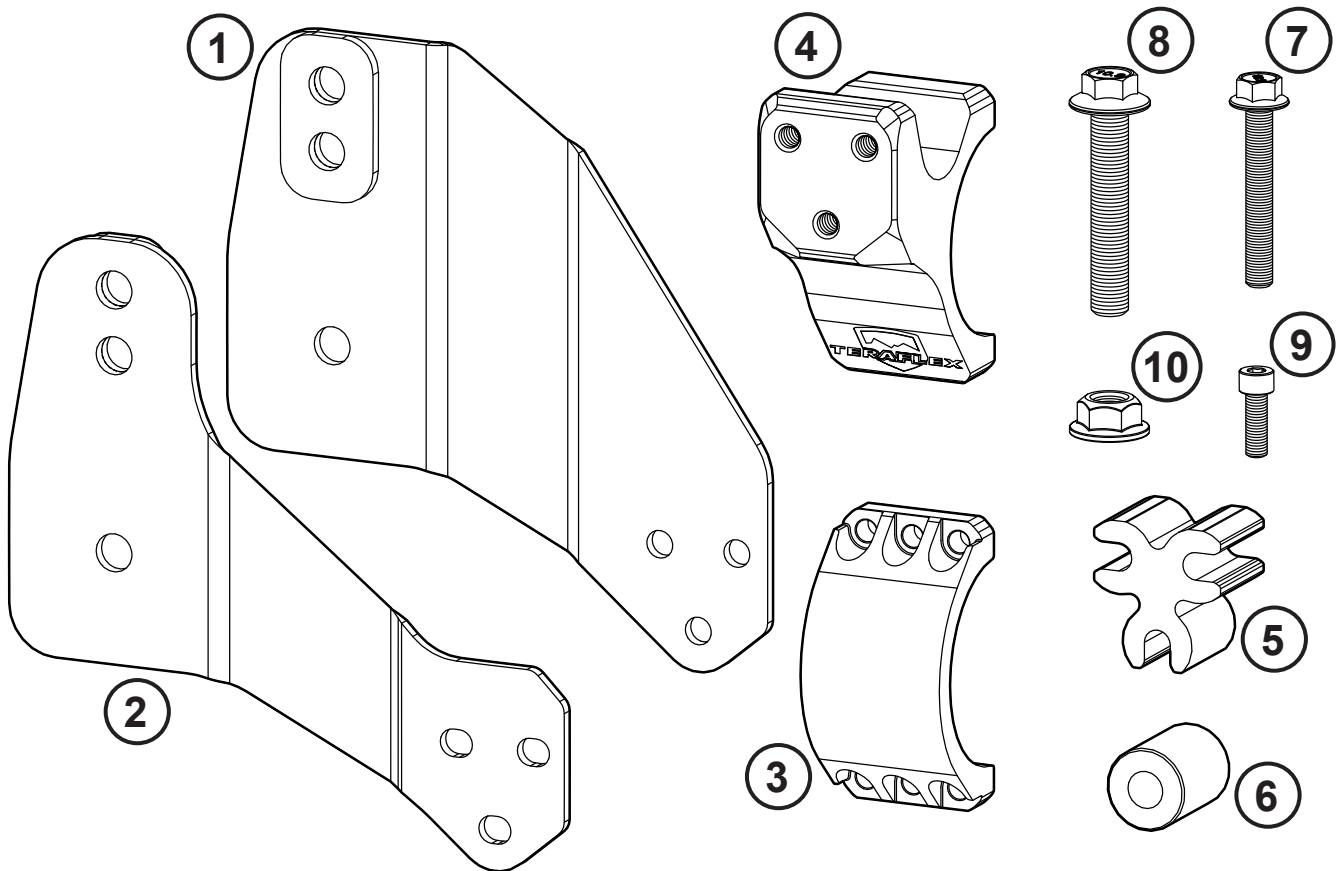
When reinstalling OEM hardware, refer to the torque specs given in the Factory Service Manual.

Tools Needed:



Maintenance Note:

components and bolts.



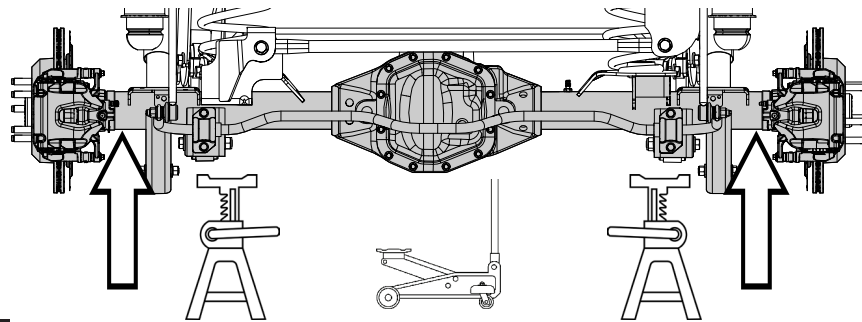
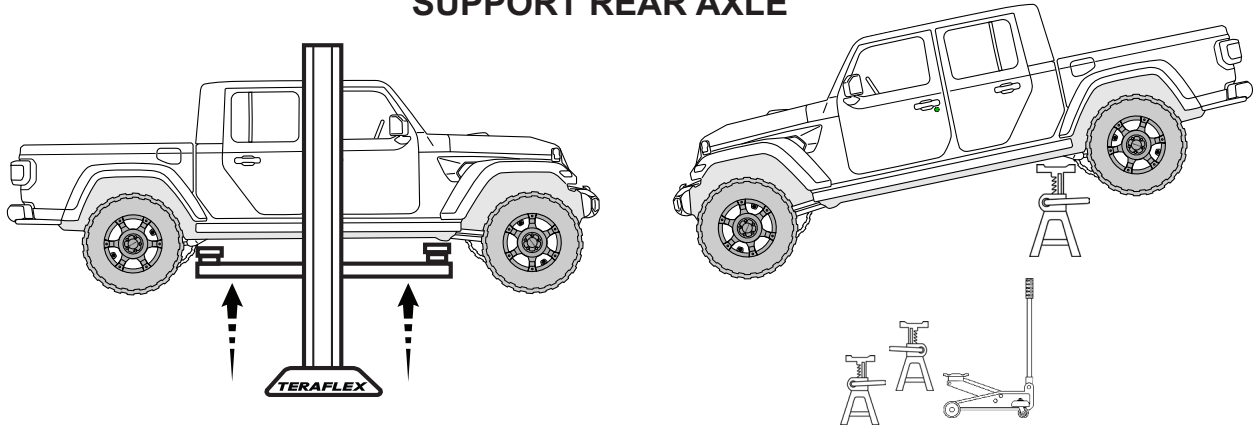
Part No. 1963600 - JT Rear Track Bar Bracket

Item #	Part No.	Description	QTY
1	15-04-309-100	Bracket, Track Bar, Rear / Jeep JT, Inner Assembly	1
2	15-04-309-101	Bracket, Track Bar, Rear / Jeep JT Gladiator / Outer Assembly	1
3	23-03-07-001	Clamp, Rear Track Bar, 80MM Tube / Front	1
4	23-03-07-002	Clamp, Rear Track Bar, 80MM Tube / Rear	1
5	23-08-07-001	Spacer, Rear Track Bar, 1.50" Tri-lobe Extrusion	1
6	56-13-16-056-4-6	Spacer, 1.25" OD, 1.63" Length, 0.563" ID, Steel	1

Part No. 5108 - Hardware Pack

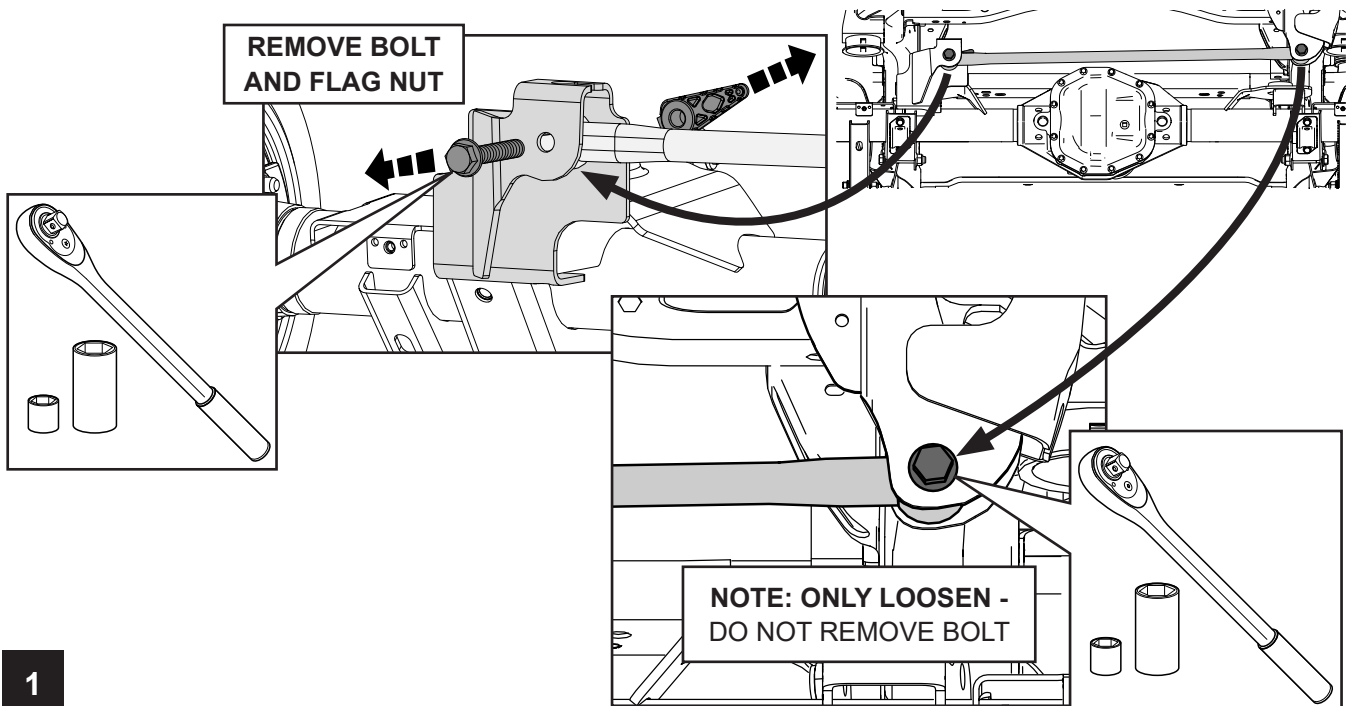
Item #	Part No.	Description	QTY
7	45-02-005-009	Hex Flange Bolt , Alloy steel, M10 x 1.50 x 70mm	3
8	45-02-005-010	Hex Flange Bolt , Alloy steel M14 x 2.0 x 80mm	2
9	45-03-004-001	Socket Cap Screw, Alloy Stee, M8 x 1.25 x 25mm	6
10	45-08-004-001	Flange Top Lock Nut, Alloy Steel, M14 x 2.0	2

LIFT AND SUPPORT AT FRAME & SUPPORT REAR AXLE



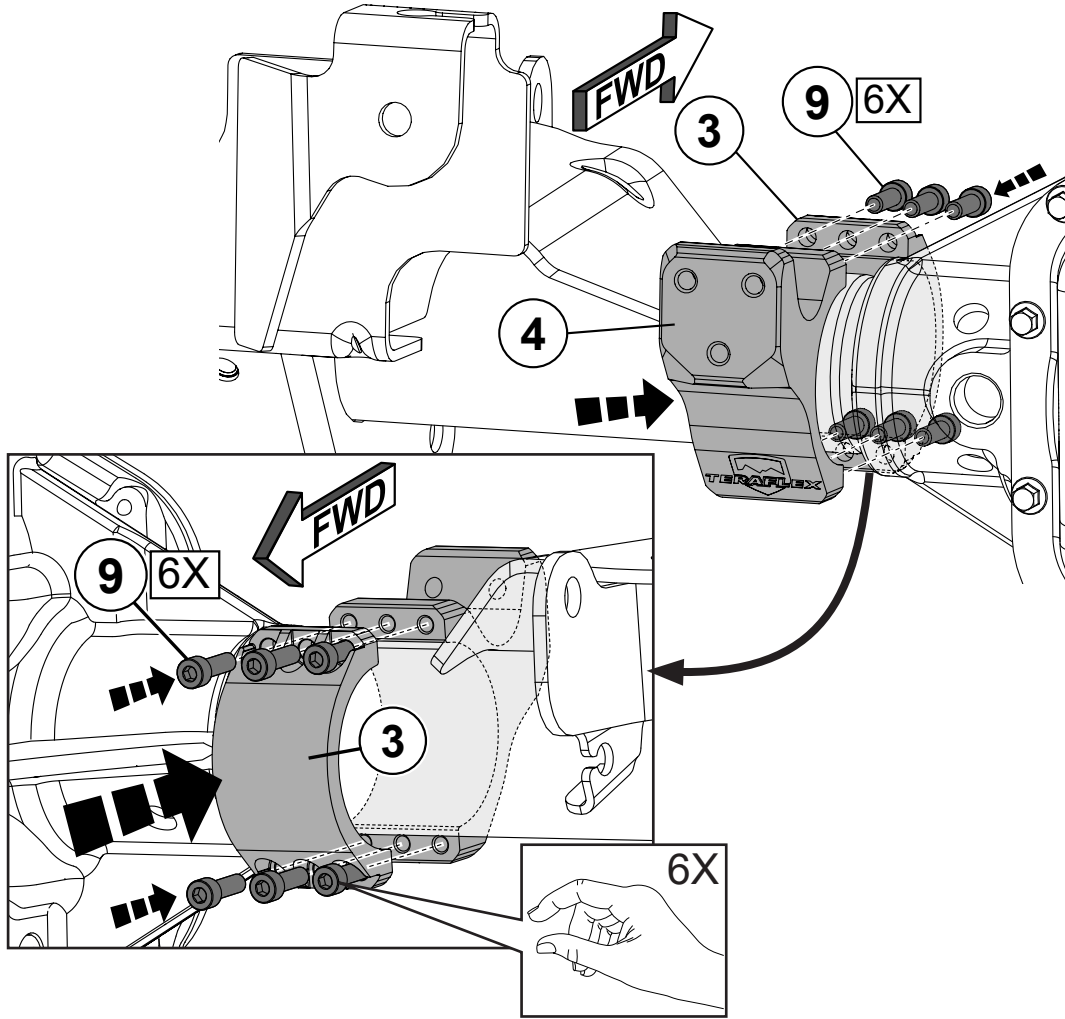
OPTIONAL

REMOVE REAR TRACK BAR BOLT AT AXLE AND LOOSEN BOLT AT FRAME



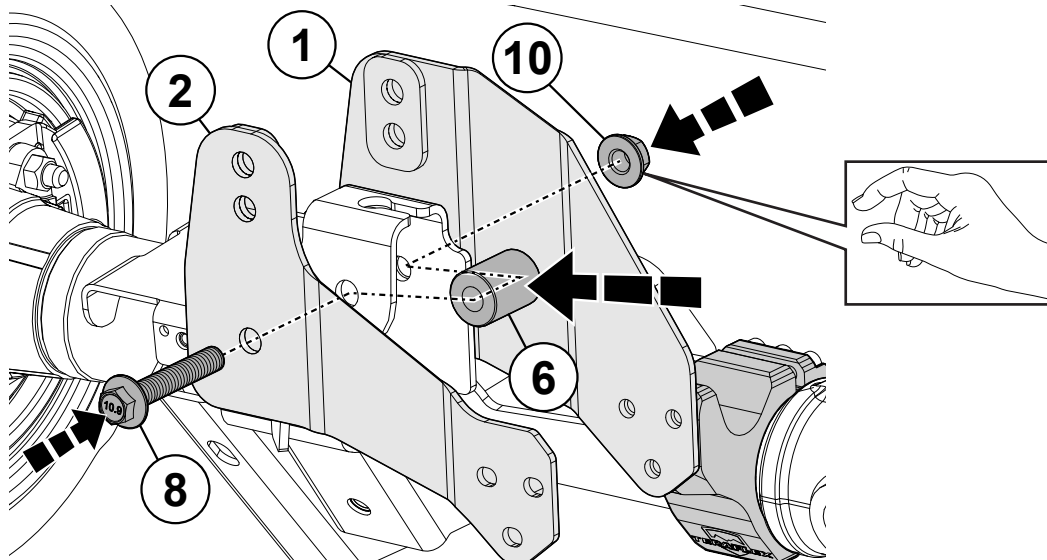
1

LOOSELY INSTALL TRACK BAR CLAMP ONTO AXLE



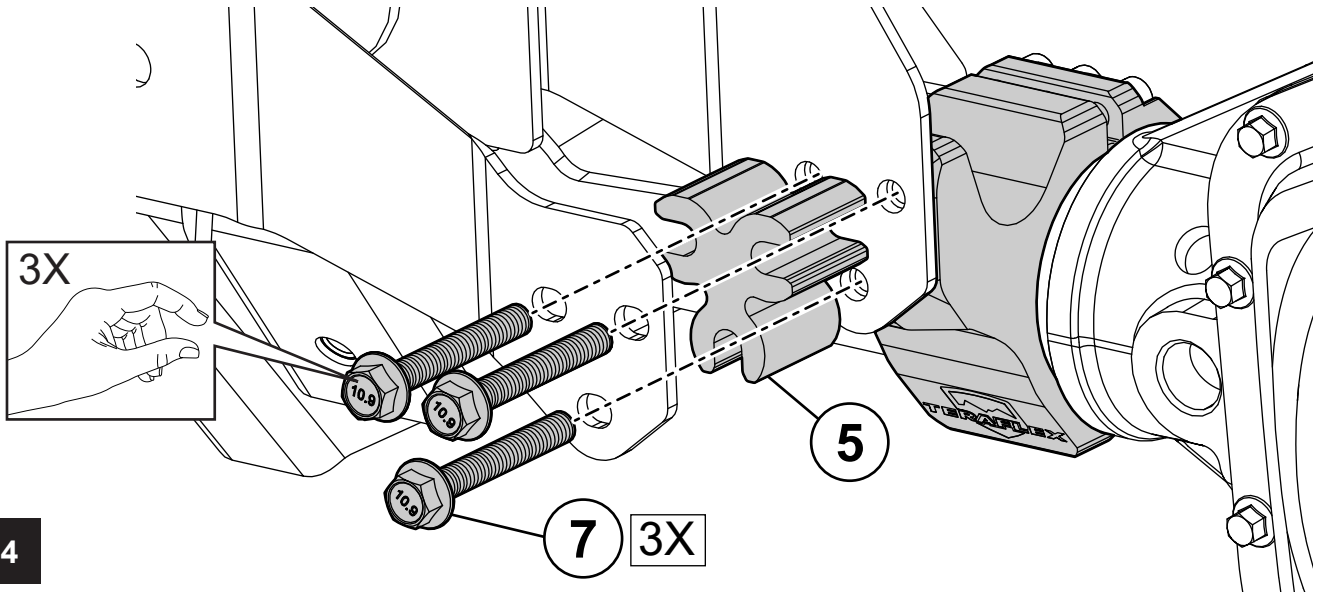
2

LOOSELY INSTALL TRACK BAR SPACER AND BRACKETS

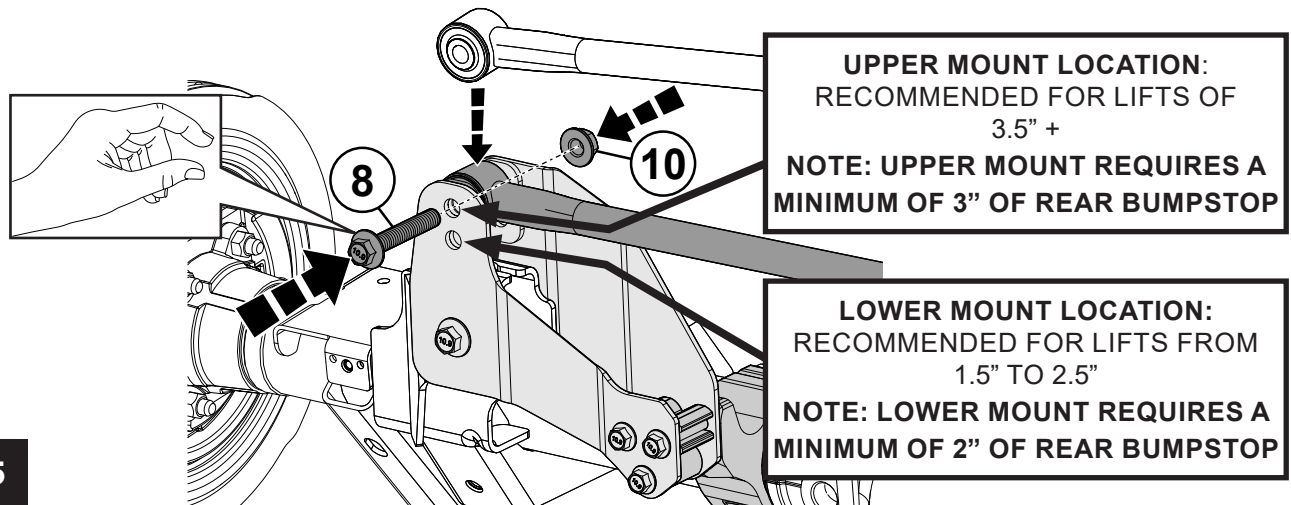


3

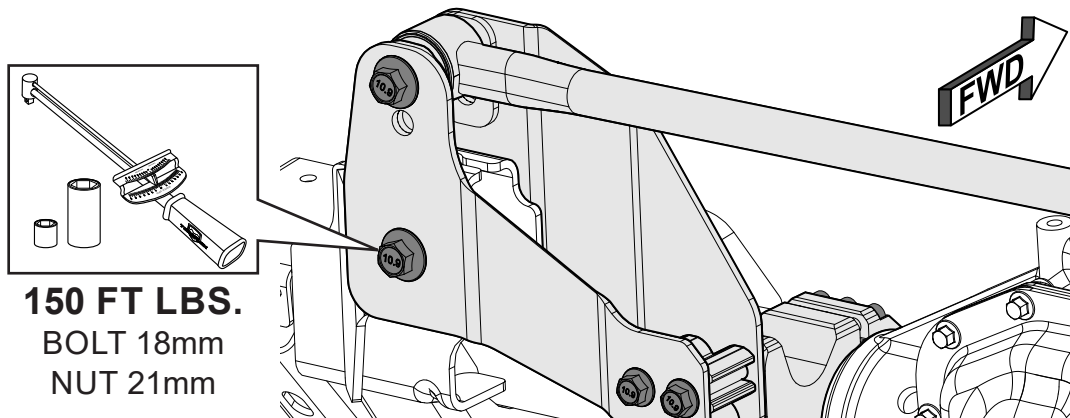
LOOSELY INSTALL TRACK BAR TRI-LOBE SPACER



LOOSELY INSTALL TRACK BAR AT AXLE

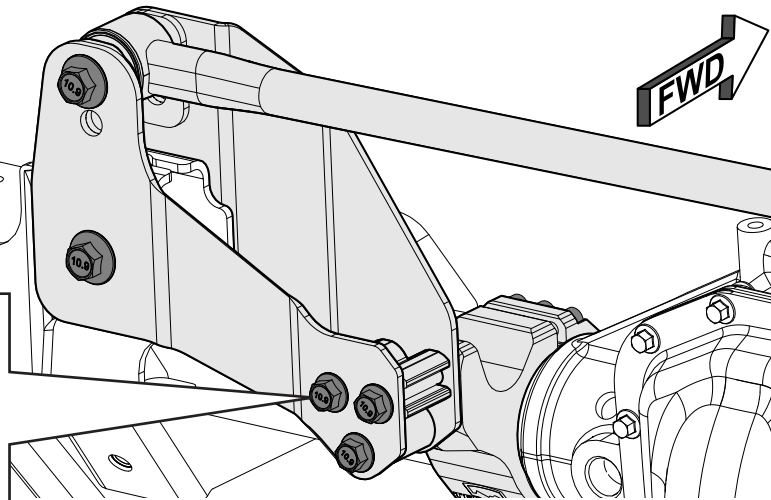
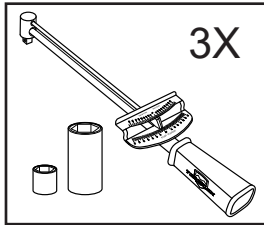


TORQUE M14 BRACKET/SPACER BOLT



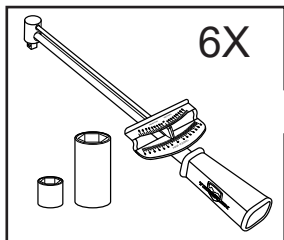
TORQUE M10 TRI-LOBE SPACER BOLTS

55 FT LBS.
BOLT 13mm

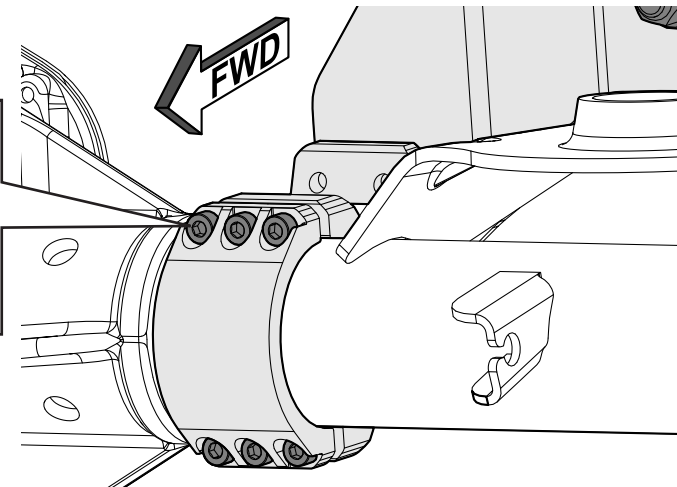


7

TORQUE M8 SOCKET CAP BOLTS



25 FT LBS.
BOLT 6mm HEX

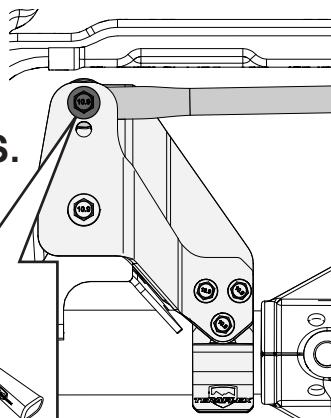
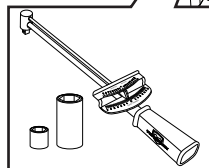


8

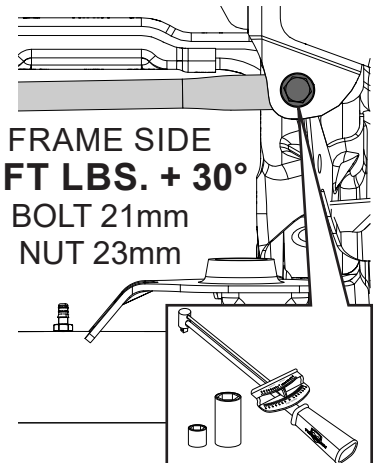
TORQUE TRACK BAR BOLTS

NOTE: TRACK BAR BOLTS SHOULD BE TORQUED ONCE THE VEHICLE IS BACK ON THE GROUND

AXLE SIDE
150 FT LBS.
BOLT 18mm
NUT 21mm



FRAME SIDE
74 FT LBS. + 30°
BOLT 21mm
NUT 23mm



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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 on-road performance and has unique handling characteristics. Use in harsh environments can cause extreme stress on the components. Vehicle should be inspected after being on-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 on-road 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.