

# TERRA FLEX

## PRODUCT INSTALLATION GUIDE

### TJ SPEED BUMPS

Part # 1958700

Part # 1958720



**THIS KIT IS  
DESIGNED TO  
WORK ON A TJ  
WITH 4+” OF LIFT**

#### **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.*

*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 retailer for assistance.*

#### **Tools Needed:**

13, 14, 15, 17mm sockets and wrenches

3/16” allen wrench

2 5/8” hole saw

Drill

Die grinder

Measuring tape

Grinder

Welder

Cutting torch or equivalent

Silicon

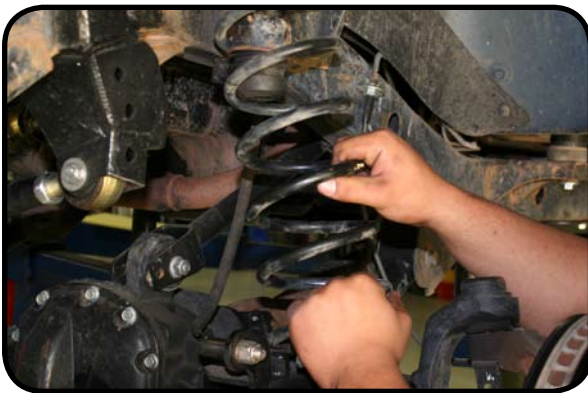
Hammer

# Front Installation

1. Jack up front end of vehicle so the front suspension will drop as far as possible and support with jack stands. Remove wheels.
2. Place jack under front axle and jack up slightly to remove the shock bolts at the axle side using an 13mm socket.



3. Once bolts are removed, lower jack so the front springs can be removed. If springs are still tight and will not come out you can remove more suspension components like sway bar links and track bar.



4. Remove the bump stop by pulling it away from the frame.



5. Remove the jounce cup with a 17mm socket.



6. Remove the spring isolator.
7. Measure from the taper on the jounce tube 3/4" down and mark with a paint pen.



8. Cut the jounce tube with a cut off wheel, this cut is made to locate the hole saw. You may need to pry the jounce tube towards the frame to completely cut through the tube.



9. Drill a 2 5/8" hole saw through the jounce tube.



10. You may need to use a die grinder to open up the hole to get the hole saw to cut through the second layer.



11. After you have cut through both layers grind the jounce tube flat to ensure a good fit and weld with the new Speedbump bracket.



12. Prep the new Speedbump bracket for welding.



13. Tack weld the new Speedbump bracket into place.



14. Once the bracket is in its final location, finish welding it into place. Paint all of the welding areas.



15. Install the new coil spring isolator.



16. Smear silicon onto the Speedbump to protect it from water entering the void in between the Speedbump and the mount.



17. Install the Speedbump into the mount. Place the collar on top and use a 3/16" allen to torque the pinch bolt. Wipe the excess silicon away with a damp cloth.



18. Install the new bump stop pads by drilling out the center of the spring pad with a 5/16 drill bit and tap to 3/8"-16. To determine what pad height to use depends on how long your shocks are and how big your tires are. Make sure that the bump stop adjustments are correct for your vehicle. Refer to the diagram in the back for more details.
19. Reinstall the coil spring.



20. Reinstall the shocks, sway bar links and track bar if they were removed.

## Rear Installation

21. Place jack under the rear axle and jack up slightly to remove the shock bolts at the axle side using an 15mm and 18mm socket.
22. Remove the coil spring.



23. Remove or protect anything that may melt or burn do to the heat from cutting such as brake lines and electrical wires.



24. Cut off the old coil perch using a torch or cut off wheel.



25. Grind the frame flush so that the new TeraFlex Speedbump coil perch mounts correctly.



26. Jack up on the axle to locate where the new coil perch needs to mount. Place the mount on the frame and align it so that the Speedbump will contact the center of the spring perch.



27. Mark around the mount. This will be where you need to prep the frame for welding.



28. Prep the bracket for welding.



29. Tack the bracket into place. Make sure that the bracket lines up to the axle. Once you have the bracket located correctly weld it in completely and paint all of the welded or raw areas.



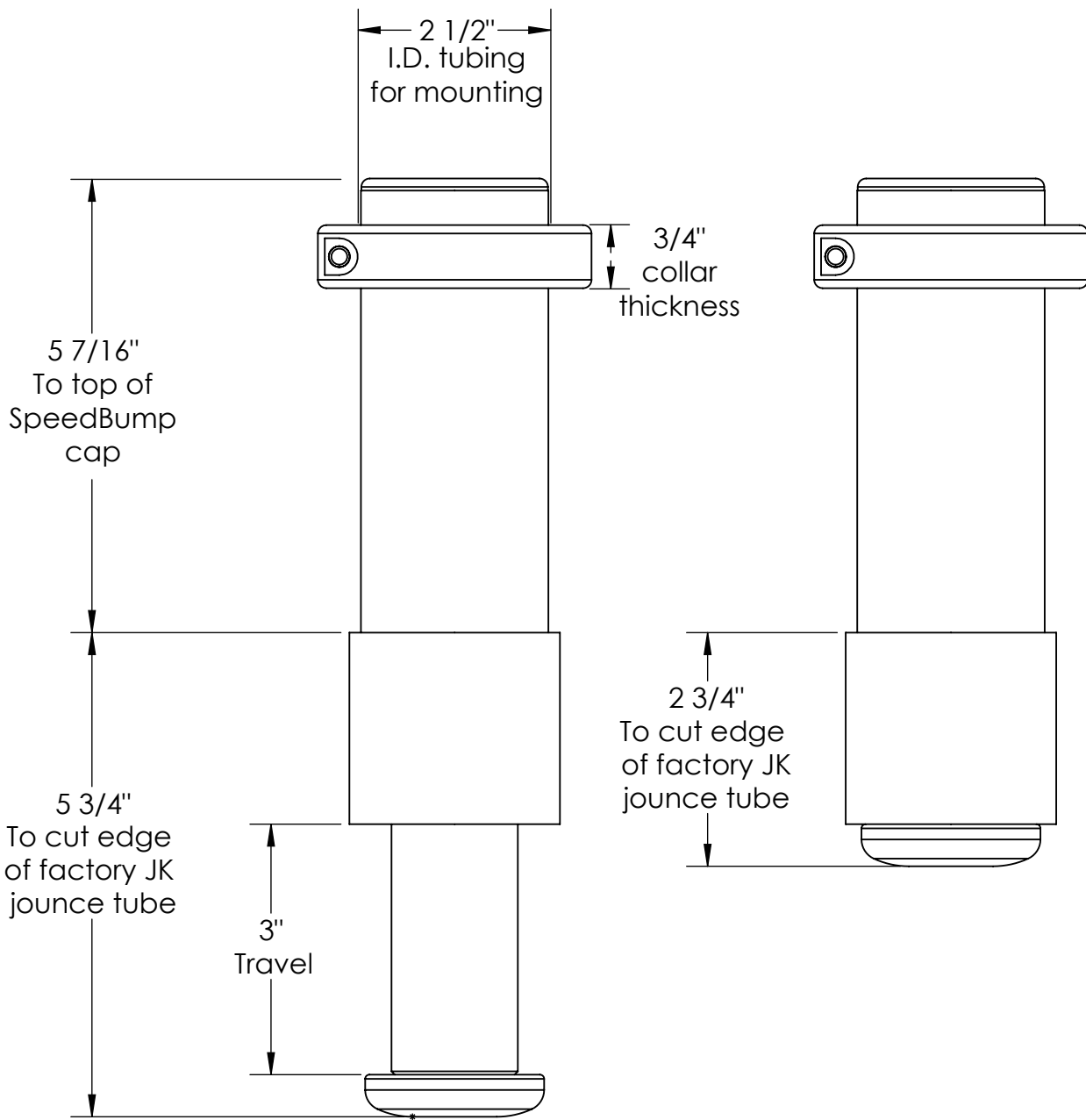
30. Install the new coil spring isolator.  
31. Smear silicon onto the Speedbump to protect it from water entering the void in between the Speedbump and the mount.  
32. Install the Speedbump into the mount. Place the collar on top and use a 3/16" allen to torque the pinch bolt through the access hole. Wipe the excess silicon away with a damp cloth.



33. Install the new bump stop pads by drilling out the center of the spring pad with a 5/16 drill bit and tap to 3/8"-16. To determine what pad height to use depends on how long your shocks are and how big your tires are. Make sure that the bump stop adjustments are correct for your vehicle. Refer to the diagram in the back for more details.  
34. Reinstall the coil spring.



35. Reinstall the shocks, sway bar links and track bar if they were removed.





# 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.

## **TERAFLEX PRODUCT WARRANTY:**

Tera Manufacturing warrants TeraFlex Suspension products to the original retail purchaser to be free of defects in material and workmanship for as long as the original purchaser owns the vehicle on which products were originally installed.

Failure to complete regular maintenance (grease every 3000 miles) on TeraFlex FlexArms will void this warranty. All other conditions of the standard TeraFlex product warranty apply.

All TeraLow products are covered by TeraFlex's two (2) year warranty to be free of defects in material and workmanship for two years from date purchased.

Tera axles are covered by a 12-month warranty to be free of defects in materials and workmanship.

This warranty does not cover or include product finish, improperly installed or applied products, improperly maintained products, products or components used for racing or competition or damage due to abuse or neglect, products that fail due to the use of larger tire and wheel combinations.

All returns must be accompanied by an original invoice. It is the customer's responsibility to remove the product from the vehicle. Shipping charges are the responsibility of the customer. Tera Manufacturing will pay the return freight if the product meets the terms of warranty.

This warranty is for the replacement or repair of defective TeraFlex products only and does not include freight charges, labor charges for removal of or installation of TeraFlex or related products or components, costs incurred due to down time of the vehicle, or lost profits due to vehicle down time.

A returned goods authorization number (RGA#) must accompany any returned products.