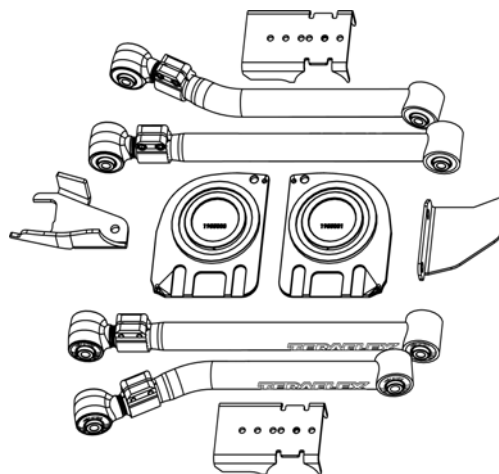
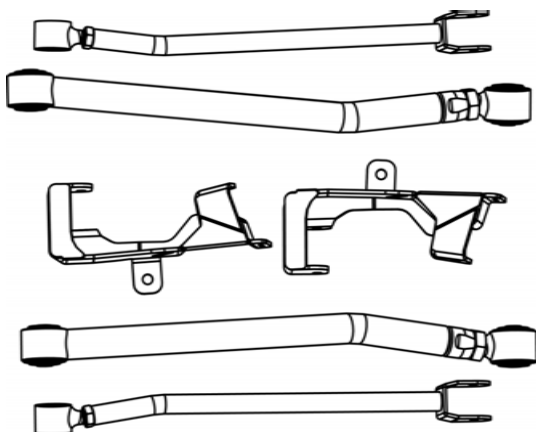




JK/JKU Adjustable Alpine Front Long Flexarm & Rear Stretch Kit



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.

THIS KIT REQUIRES MODIFICATION OF EXHAUST!

***This kit does not contain a spring retainers. The Teraflex Spring Retainer Kit # 94-12-99-136 can be purchased separately. Also a Spring Retainer Kit does come with the Falcon Series 3 Piggyback Shock kits.**

TOOLS NEEDED

- | | |
|---|---|
| <ul style="list-style-type: none"> • Jack • Car Lift (or Jack Stands) • MIG Welder • Ratchet - 1/4" and 1/2" • 1/4" Drive Socket Set - 1/4", 5/16", 10mm, 7/16" • 1/2" Drive Swivel/Wobbly Sockets - 18mm, 21mm, 3/4" • 1/2" Drive Socket Set - 18mm, 21mm, 3/4" • 1/2" Extension - 12" Long • Allen Wrench - 3/16", 5mm • End Wrench Set - 7/16", 1/2", 9/16", 1-1/8", 13mm, 15mm, 16mm, 18mm, 19mm, 21mm • Drill | <ul style="list-style-type: none"> • Drill Bits - 1/8", 1/4", 3/8", 1/2" - or step drill bit • Reciprocating Saw and Bi-metal Blade • Wire Cutters • Locking Pliers • Heel Pry Bar • Hammer • Chisel • Measuring Tape • Blue Loctite • FT - LBS Torque Wrench • Safety Glasses • Recommended: Transmission Jack, Air Gun, Plasma Cutter, Car Lift |
|---|---|

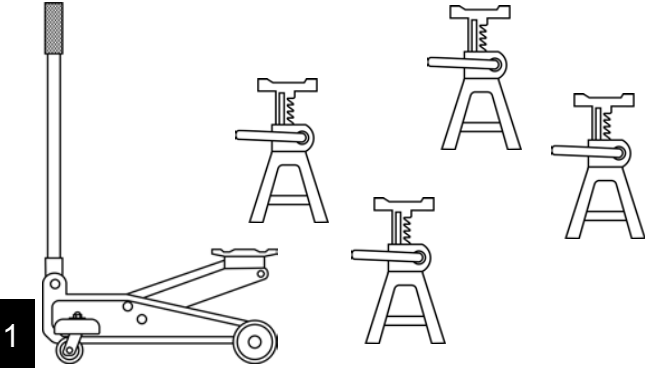
MAINTENANCE INFORMATION:

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 #	Part No.	Description	QTY
	1259100	JK/JKU Adjustable Alpine Front Long Flexarm & Rear Stretch Kit	1
	1257100	JK 2 Door 2" Rear Stretch Kit	1
1	151510	Alpine JK Rear Lower Driver HD Adjustable Control Arm for 2" Stretch	1
2	151520	Alpine JK Rear Lower Passenger HD Adjustable Control Arm for 2" Stretch	1
3	151530	Alpine JK Rear Upper Driver HD Adjustable Control Arm for 2" Stretch	1
4	151540	Alpine JK Rear Upper Passenger HD Adjustable Control Arm for 2" Stretch	1
5	1955001	LH Rear Spring Perch Relocation Bracket for 2" Stretch Kit	1
6	1955003	RH Rear Spring Perch Relocation Bracket for 2" Stretch Kit	1
7	3990062	JK Rear Bumpstop Landing Pad for 2" Stretch	2
8	4954300	JK Rear Lower Spring Retainer Kit	1
9	56-18-20-025-2-1	Spacer (T), 1.82" OD, 2.00" Length, 0.250" ID, 6061-T6 Aluminum	1
10	731	Nutsert M10 x 1.5 w/ 3.8mm-7.9mm Grip Yellow Chromate Steel	2
11	733	Nutsert tool for M10 nutserts	1
12	737	Bolt M10 x 1.5 P x 40mm Hex Head Yellow Zinc Plated Grade 10.9	1
13	739	Washer M10, External-Tooth Lock Zinc Plated	1
14	94-12-99-024	Subassembly, Hardware, Kit, 07-17 Jeep JK Rear Lower Stud Mount	1
15	944783	Rear Track Bar Relocation Bracket for 2" Stretch	1
16	944784	Rear Trackbar Relocation Bracket Frame Brace for 2" Stretch Kit	1
	5051	Hardware Pack for 2" Stretch Kit	1
17	215	Nut 1/2"-20 UNF Stover Lock Nut Hex Head Zinc Plated	4
18	235	Bolt 1/2"-20 UNF x 1" Full Thread Hex Head Zinc-Nickel Grade 5	4
19	37	Washer 1/2" Flat Zinc Plated	4
20	47	Bolt 1/4"-28 UNF x 1" Long Hex Head Zinc Plated	2
21	76	Nut 1/4"-28 UNF Nylock Zinc Coated	2
22	89	Washer 1/4" Flat Stainless Steel	2
	1315510	Alpine JK Front Upper/Lower Long Arm Kit	1
23	131522	Alpine JK Front Long Upper Driver HD Adjustable Control Arm	1
24	131532	Alpine JK Front Long Upper Passenger HD Adjustable Control Arm	1
25	131542	Alpine JK Front Long Lower Driver HD Adjustable Long Control Arm	1
26	131552	Alpine JK Front Long Lower Passenger HD Adjustable Control Arm	1
27	611011	FlexArm Bushing, Sleeve 14mm ID x 66.5mm Wide, For 47mm Bore, Fixed	4
28	611013	Front Upper JK Control Arm Bushing with 14mm Bolt Hole	2
29	796	Teraflex Alpine Control Arm Decal	4
	1953050	JK Long Arm Flex Arm Mount Bracket Right/Left	1
30	953010	Bracket RAW JK Long Arm Front Left Flex Arm Mount @ Frame	1
31	953020	Bracket RAW JK Long Arm Front Right Flex Arm Mount @ Frame	1
	5083	JK 8 Arm Stretch Kit Hardware Pack	1
32	111	Bolt 9/16"-12 UNC x 3.5" Long Hex Head Zinc Plated	2
33	112	Bolt M12 x 1.5 Px 40mm Long Full Thread Hex Zinc	2
34	134	Washer 7/16" Flat Zinc Plated	2
35	243	Bolt M12 x 1.75 x 130mm Long Grade 10.9 Flanged Hex Head Zinc Plated	4
36	277	Bolt 9/16"-12 UNC x 4.5" Long Hex Head Zinc Plated	2
37	278	Nut 9/16"-12 UNC Nylock Zinc Plated	4
38	318	Washer 9/16" Flat Zinc Plated	8

LIFT THE VEHICLE

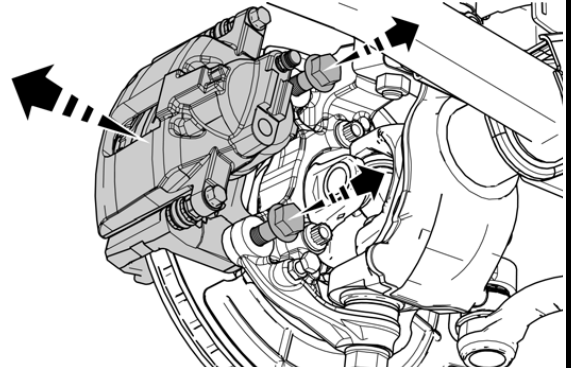
Lift the vehicle and support it by the frame AND remove wheels and tires.



1

FRONT BRAKE CALIPERS

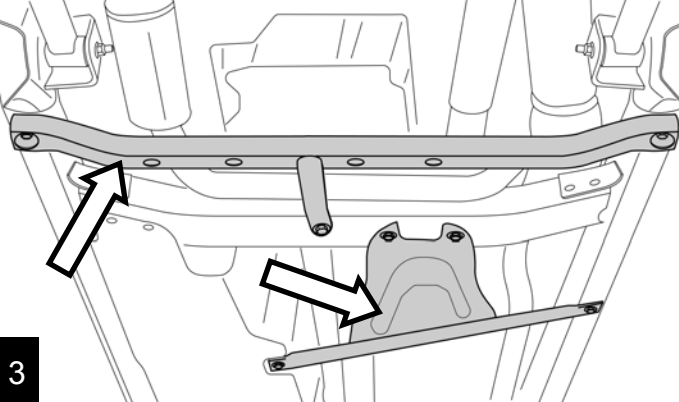
Remove Brake Calipers with the anchor bracket from the front axles using a 21mm. Support the caliper from the frame, do not allow the caliper to hang from the brake hose. A plastic zip tie works well.



2

REMOVE SKID PLATES AND CROSS MEMBER

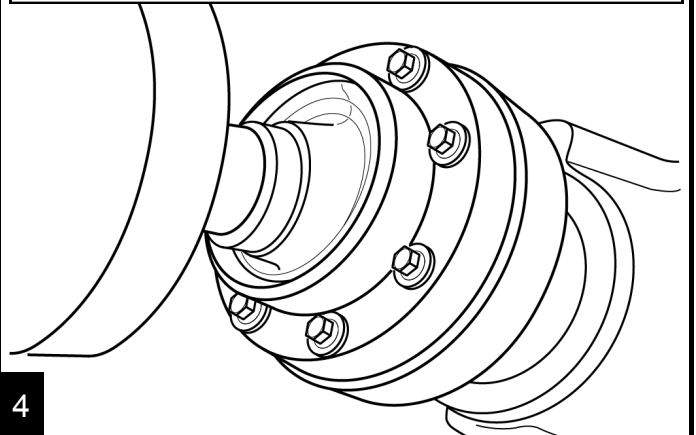
Remove the transfer case skid plate and exhaust skid plate/cross member using an 18mm. The exhaust skid plate will not be reused.



3

FRONT DRIVELINE

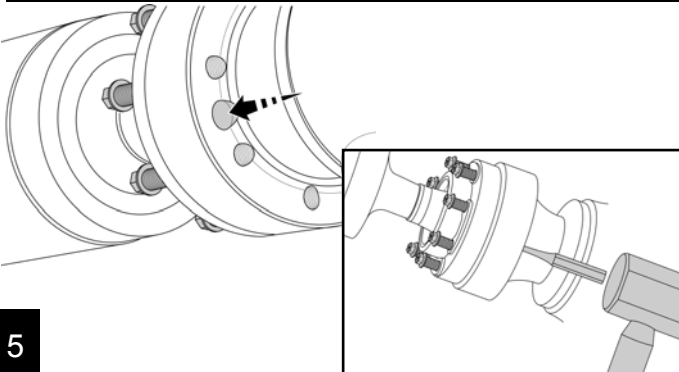
Remove front driveline. Use a 5/16" on the 8 CV bolts and a 15mm on the u-joint flange bolts.



4

REAR DRIVELINE

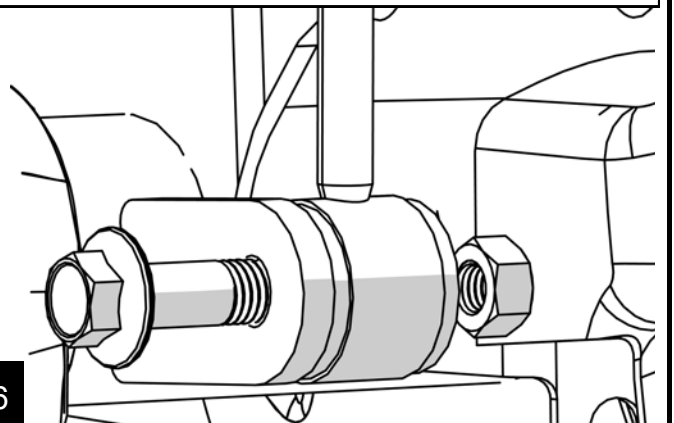
The rear driveline use the same 5/16". Through the two access holes in the rear flange, use a punch to free the driveline from the axle. Do not let the axle hang from the CV joint. The transfer case end will be easier to remove.



5

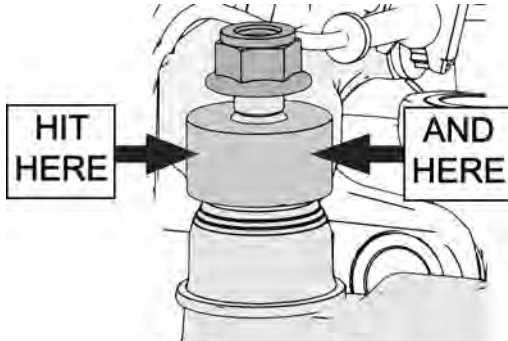
SWAY BAR LINKS

Remove the sway bar links at the axle, using an 18mm socket and wrench.



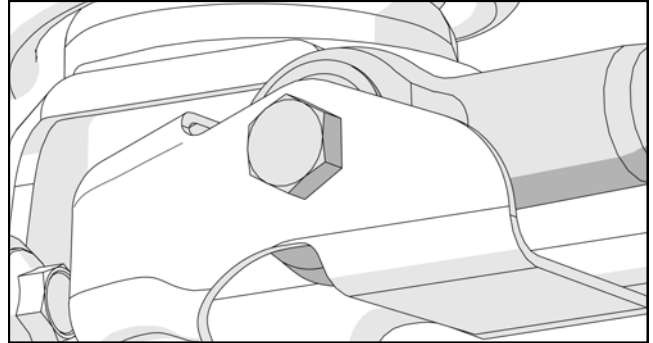
6

Disconnect Drag Link from Axle
Loosen 21mm Drag Link nut at the knuckle, do not completely remove nut. Hit the knuckle with a hammer, where the drag link rod end goes through it, to release drag link from the knuckle.
Remove nut and tie drag link up out of the way.



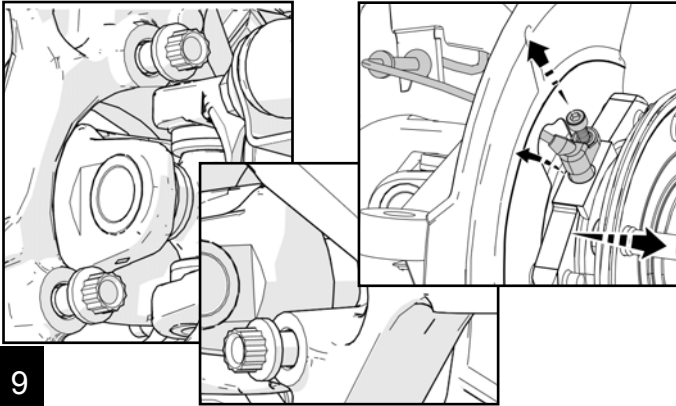
7

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



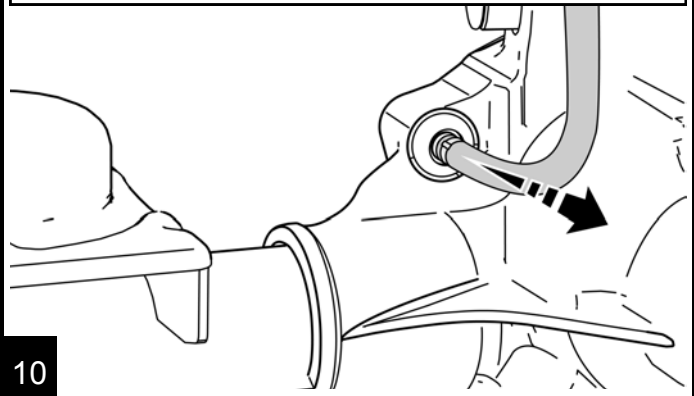
8

Remove wheel speed sensors. To remove the sensor loosening the three 12 point bolts in the wheel hub bearing. With the brake dust plate now loose move it out of the way so the sensor can be removed.



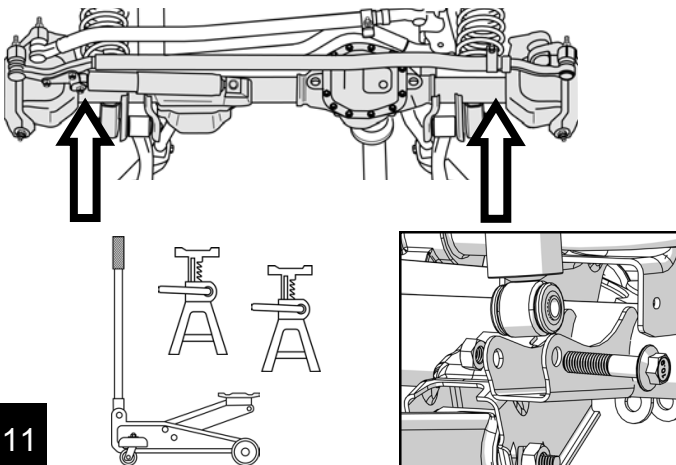
9

Remove the Breather Hoses and Harness Fasteners from the axles. Also remove Locker Actuators and Sensor Harnesses if your vehicle is equipped with them.



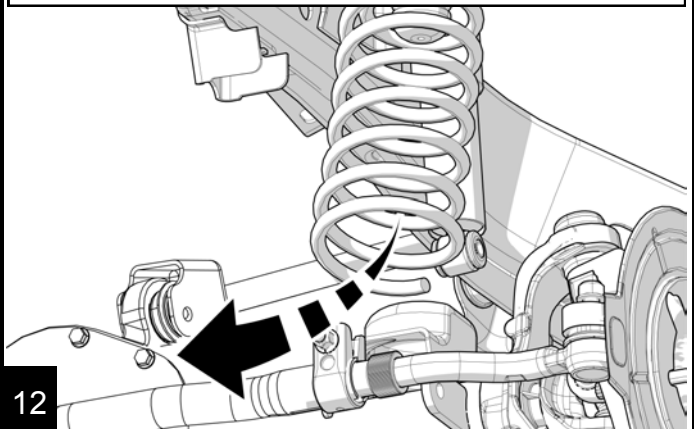
10

Support the front axle and remove the shocks from the axel with an 18mm.



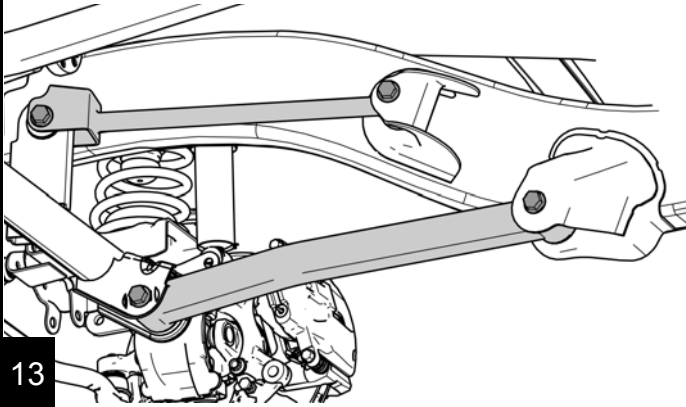
11

Lower the axle and remove the front springs. Be sure to check for any lines that may have been missed earlier to avoid damaging them.



12

Remove all four front control arms with a 21mm or an 18mm. Keep the hardware. Now that the axle is fully detached from the Jeep set front axle down in a safe place.



13

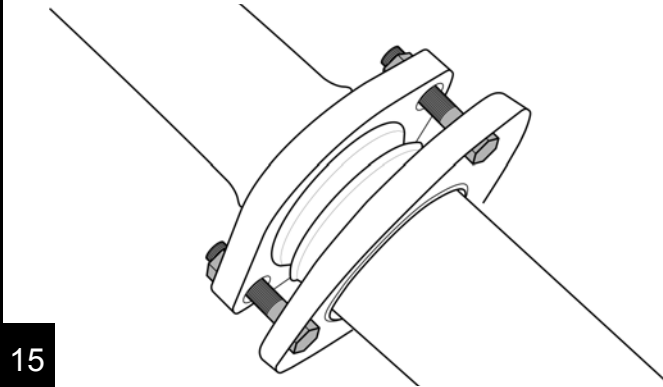
Support transfer case and remove the nuts and bolts from the cross member. Leave one passenger side bolt in and swing cross member out of the way.

TIP: The transfer case can be supported by a heavy duty ratchet strap, allowing the lifting and lower of the Jeep easier while cross member removed.



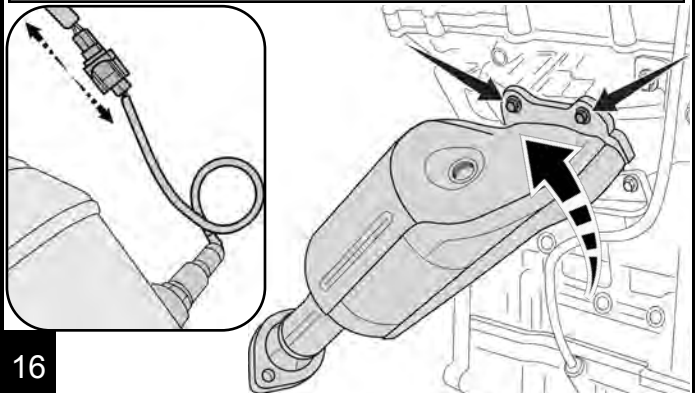
14

Remove exhaust starting with four 13mm flange bolts. Spray exhaust hangers with some silicon spray or penetrating oil. Use a pry bar to pry rubber hangers off and remove exhaust.



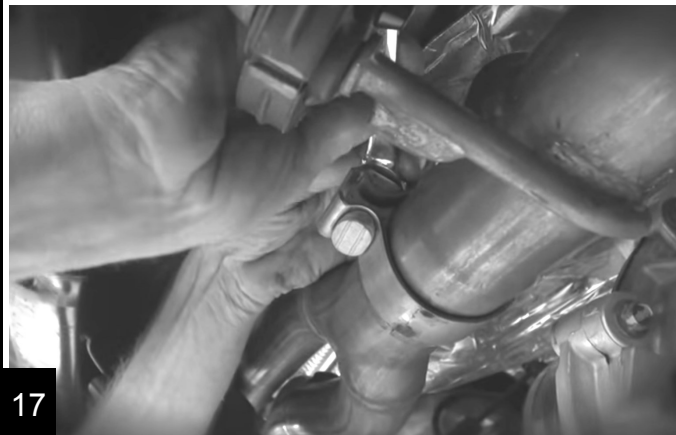
15

Remove Catalytic Converter/ Manifold. Disconnect all four O2 sensor connectors, one black and one white on each side. Remove both catalytic converters from the engine by removing the 2 bolts at the top of the flange with a 10mm.



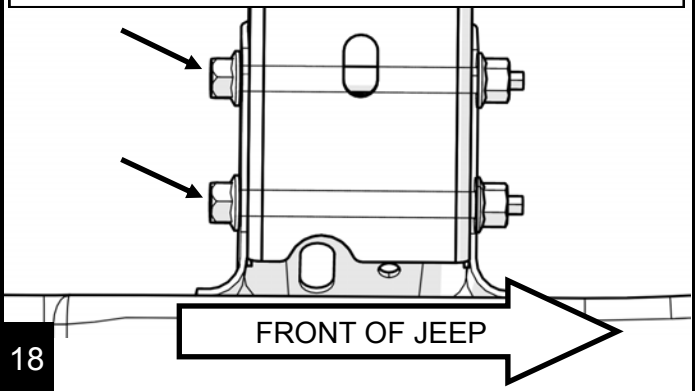
16

Remove rear part of the exhaust from the Y-pipe. Remove the Y-pipe and the rear exhaust.



17

Reinstall T-case cross member. With this portion of exhaust out of the way reinstall the transfer case cross member with the 4 provided M12 x 130mm bolts pointing forward (do not tighten bolts). Remove the transfer case support stand.

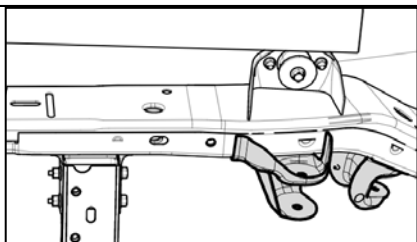


18

CUT OFF CONTROL ARM BRACKETS

Un-clip all wire loom and fuel lines near where you will be cutting and welding. Tuck them above the frame or where they will not be damaged. With the front control arms removed, begin cutting and removing the front control arm brackets from the frame. Take extra care not to cut into the frame. Pay special attention to the direction of your flames and sparks as well as any hoses or wires that could be effected by the heat. Beware of any brake lines above the upper control arm mount on the drivers side as well.

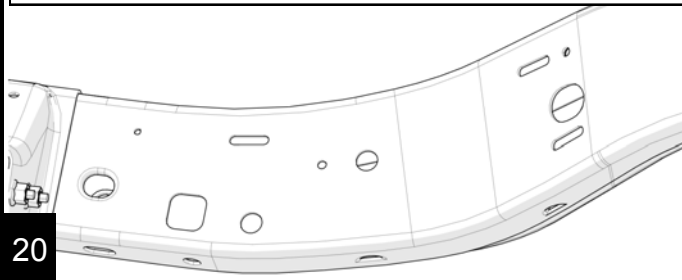
19

**CHASSIS & BRACKET PREPARATION**

After cutting is complete, grind down all remaining slag and metal to make a smooth surface for mounting the new brackets. We suggest using a flapper wheel on a 4" angle grinder.

WELDING NOTE: When welding on brackets avoid long, vertical welds on the frame all at once; this may lead to cracking and frame failure.

20

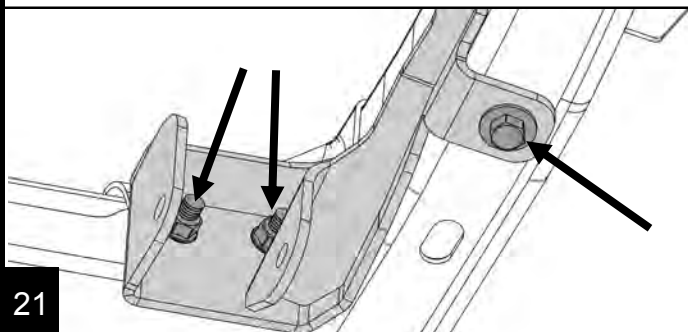


The long arm brackets index to a hole in the bottom of the frame and to the two bolts in the cross-member. Mark the locations to be welded on the frame and remove the bracket.

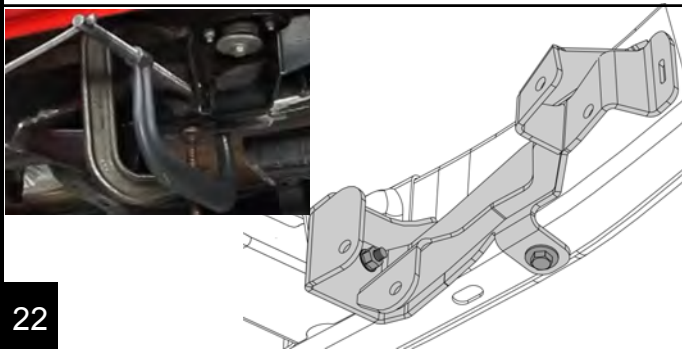
Clean off any paint within 1" of where welding will occur. Also, the new long arm brackets will need to have the powder coat cleaned off from the welding surfaces. A clean surface is key to a strong, lasting weld.

Reinstall the long arm bracket and weld it onto the frame. **NOTE:** Use C-clamps to eliminate any gaps between the new brackets and the frame. Do several tack welds around the bracket to keep it from warping as you weld. By minimizing the bracket gap you will get a much better weld. Clean the welded sections and paint any exposed metal to prevent rust.

21



22



Lengthen the new front control arms.
(Estimated lengths for a 4" lift, center to center)

* Front Uppers: 27 3/4"

* Front Lowsers: 33 11/16"

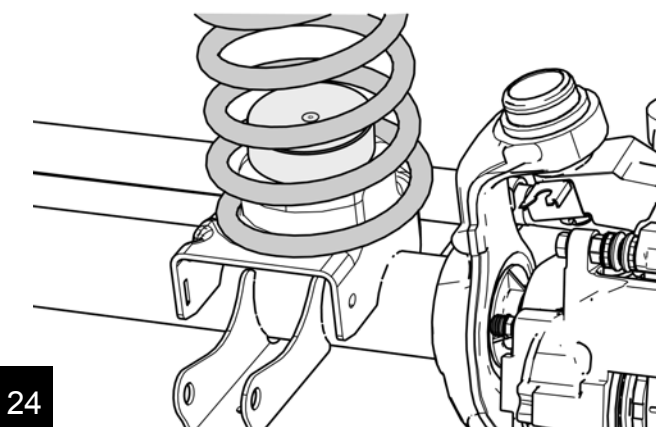
All lifts must have a four wheel alignment after installation.

This is essential to have a great driving Jeep.

23

REINSTALL AXLE UNDER JEEP

Position front axle under Jeep. Place springs onto the axle and lift axle into position.

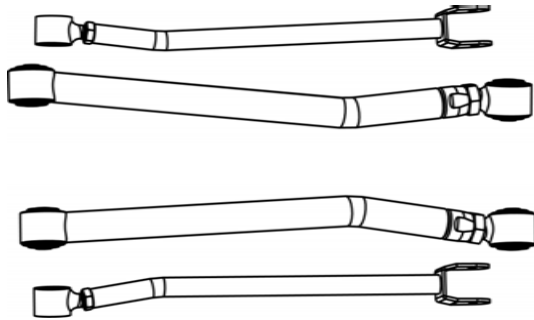


24

INSTALL ALPINE ARMS

Install new upper and lower Alpine control arms.

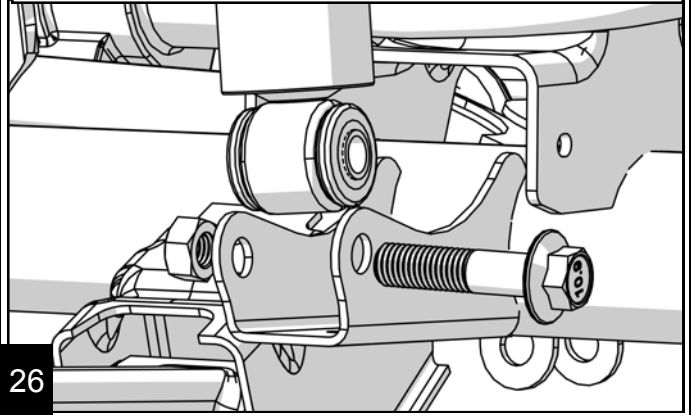
NOTE: Do NOT Torque Bolts until Jeep is back on the ground.



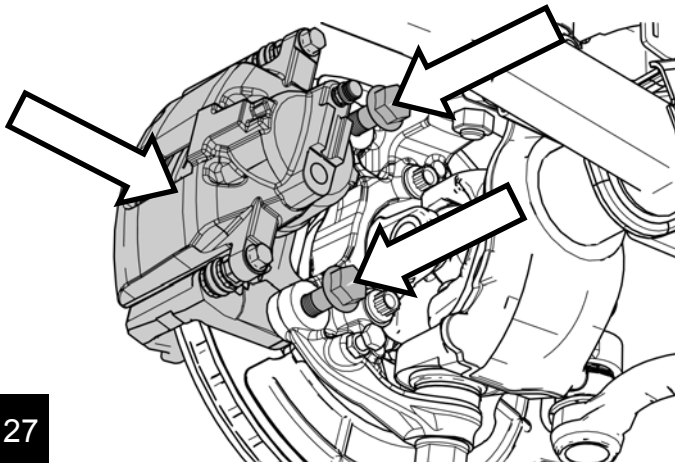
25

REINSTALL FRONT SHOCKS

Torque the top nut to 20 ft-lbs. and lower bolt to 72 ft-lbs.

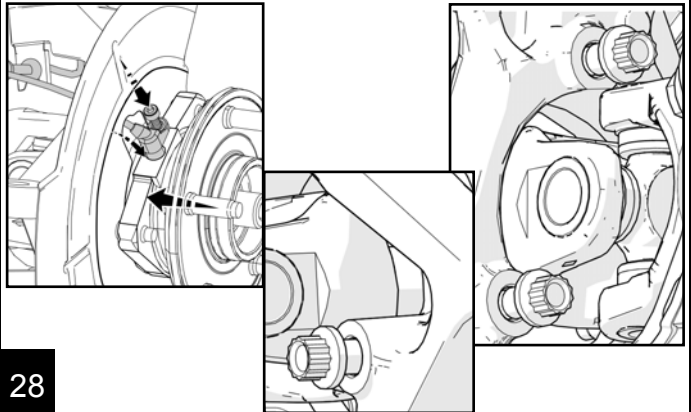


26

REINSTALL FRONT CALIPERS

27

REINSTALL WHEEL SPEED SENSORS
and tighten the three 12 point bolts in the wheel hub bearing.

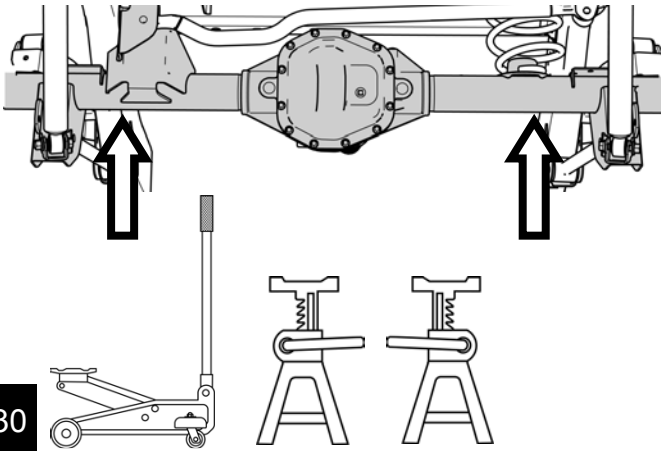


28

REINSTALL DRAG LINK AT THE AXLE

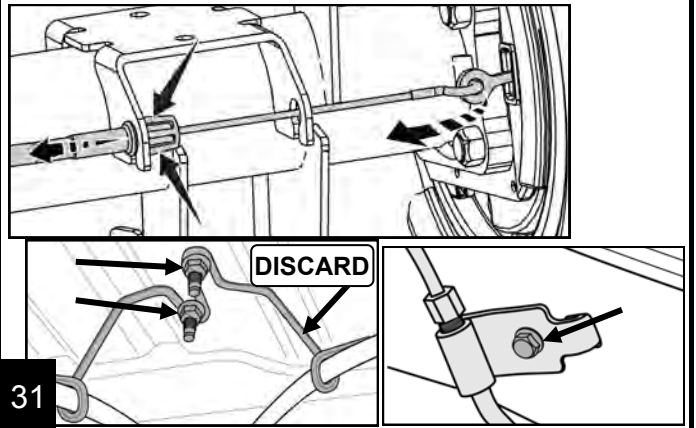
29

SUPPORT REAR AXLE



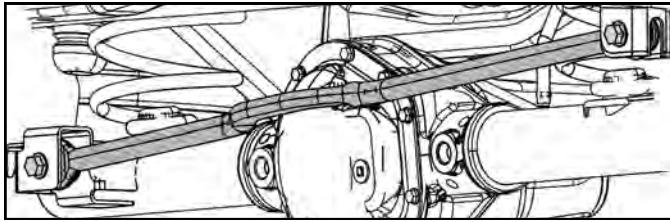
30

Remove E-brake cables from axle. Remove E-brake bracket from the body with a 10mm and discard the bracket. Using a 10mm, unbolt the brake line bracket from the frame.



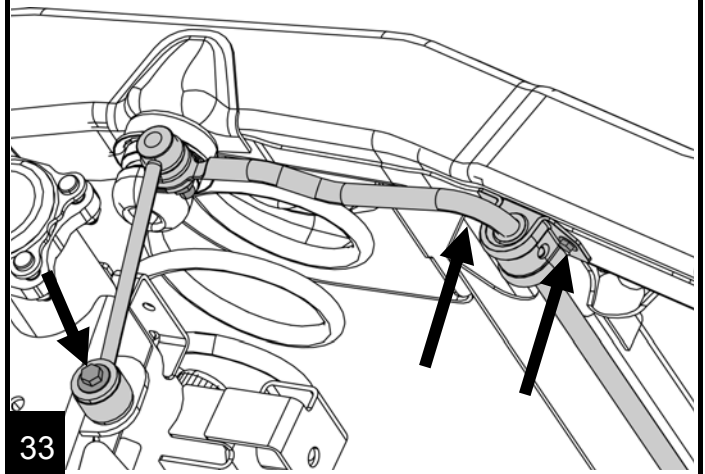
31

Completely remove the Rear Track Bar using a 21mm.



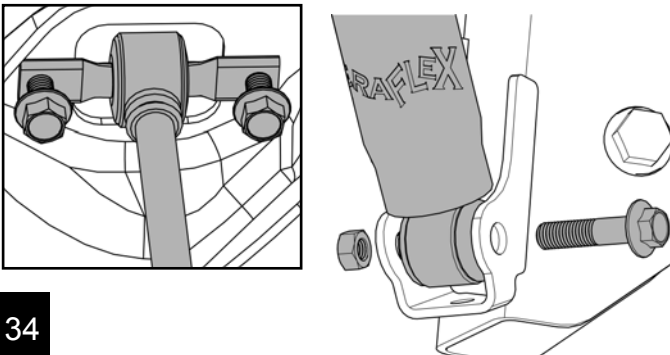
32

Completely remove the rear sway bar.



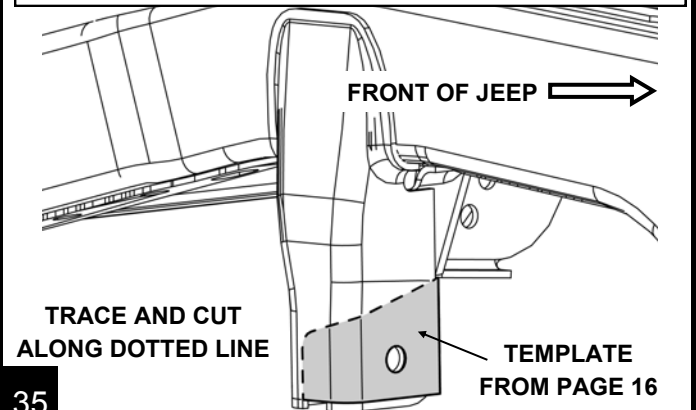
33

Remove the rear shocks. Remove the lower nut and bolt with an 18mm. These are captured nuts and a broken bolt here is a real inconvenience. Apply penetrating oil. Remove the two upper bolts with a 16mm. Lower the rear axle and remove the springs.



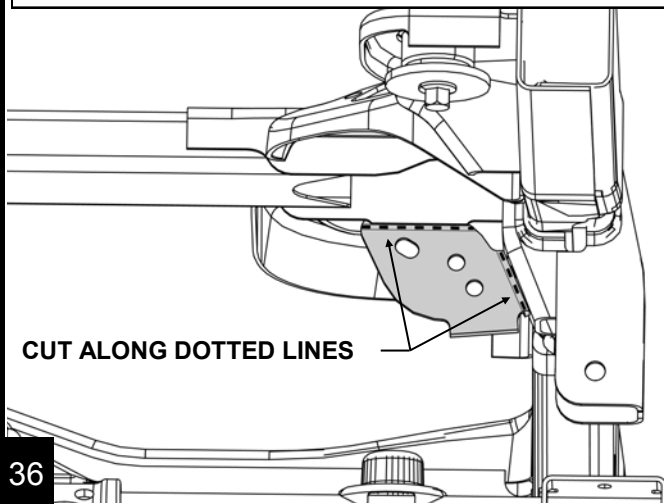
34

Using the template found on the last page of these instructions, trace and cut the front ear of the frame side track bar bracket.



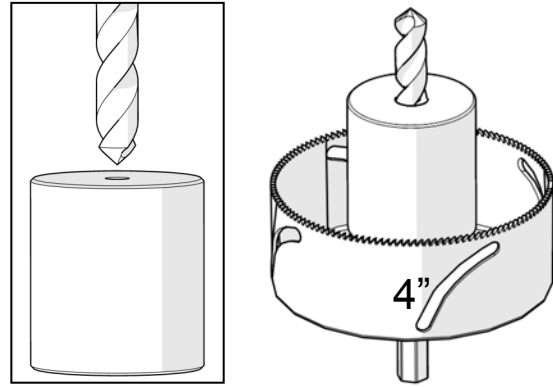
35

Use a cutoff wheel to remove the track bar brace.



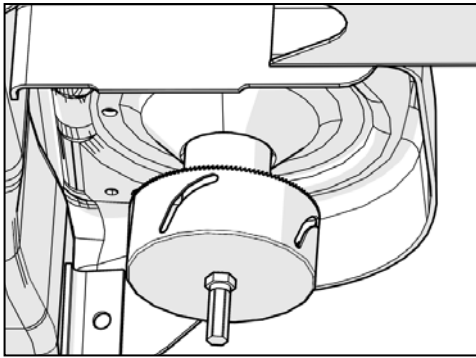
36

Use provided spacer as a drill index when cutting out spring perch dimples. Use a drill bit that matches the hole size in the center of the indexing spacer or drill hole in spacer to match the drill bit size being used in the hole saw.



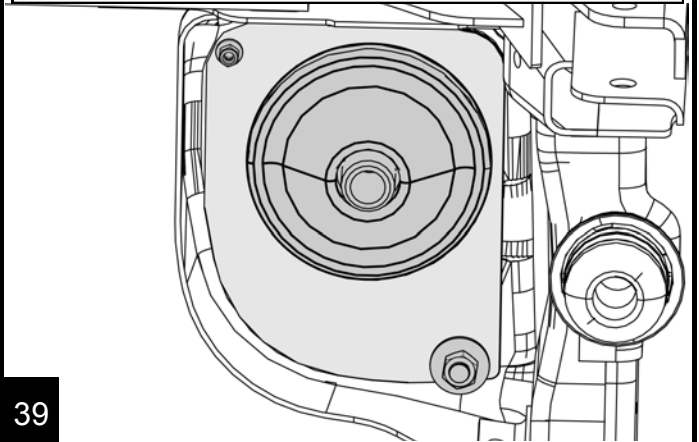
37

Use 4" hole saw, with the centering spacer installed, to cut holes in the spring perches. Use centering spacer to help center the hole saw. Clean up as required until spring perch relocation bracket fits.



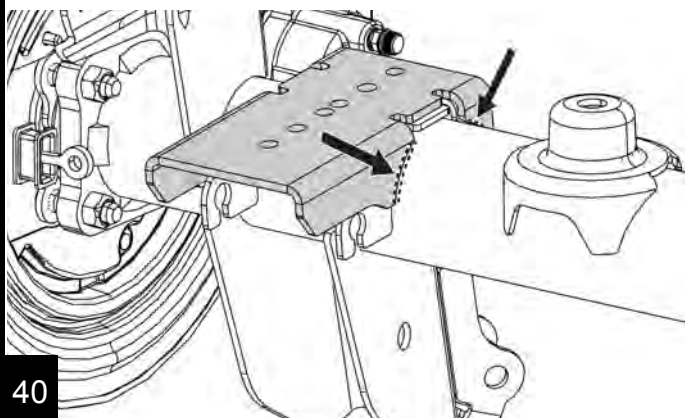
38

Install the spring perch relocation brackets using the supplied hardware pack (5051). Apply red thread locker. Slide factory spring isolator onto the bracket.



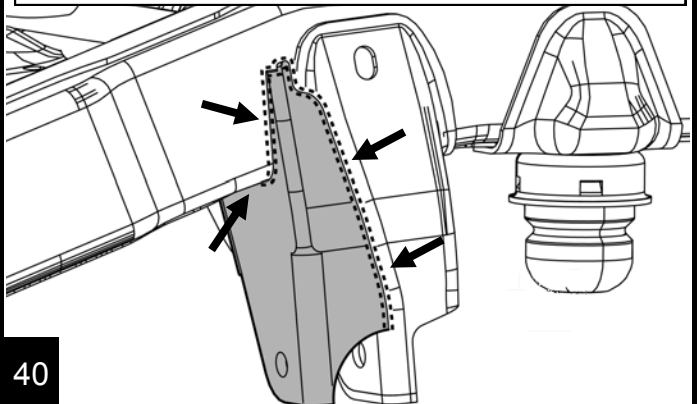
39

Orient the extended bump stop striker pads on top of factory brackets as shown. Verify the holes are aligned and surfaces are prepped for welding. Weld in place.



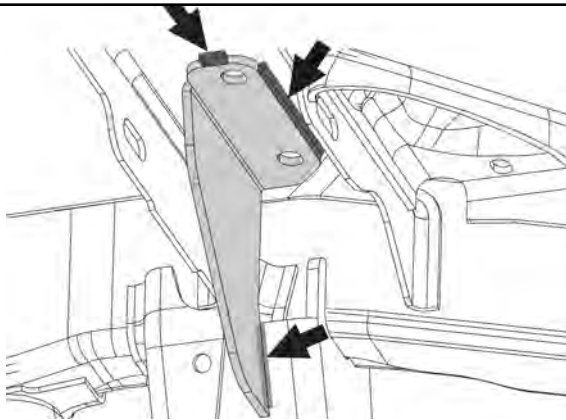
40

Orient track bar relocation bracket as shown. Prep surfaces for welding. Verify holes are aligned by installing the track bar. Tack in place. Remove track bar and weld bracket.



40

Place frame brace as shown. Prep surfaces for welding and weld in place. Note: Some models will have holes in the cross member. If so, use supplied hardware to bolt the brace to the cross member. Primer and paint all uncoated surfaces.



42

Cut the exhaust approximately 3 inches behind the resonator and remove exhaust from the resonator back.

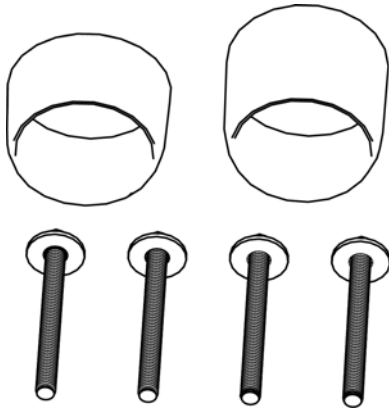


CUT HERE

REAR OF JEEP

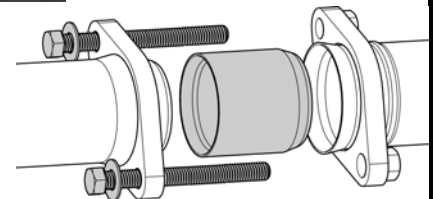
43

NOTE: If you are installing this lift on a 2012 or newer Wrangler, you must install the exhaust spacer kit. For 2007-2011 DO NOT install exhaust spacer.



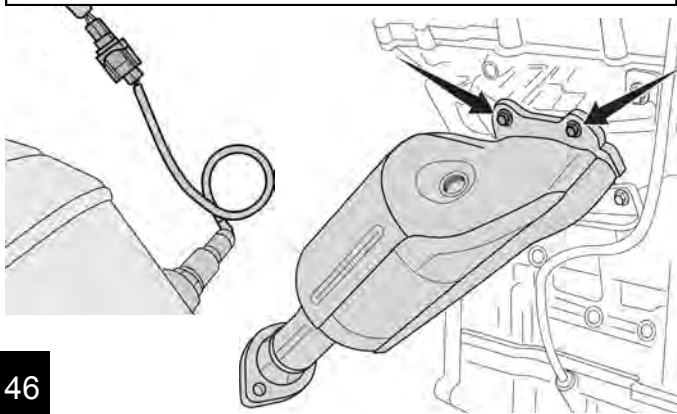
44

Reinstall Y-pipe exhaust with supplied exhaust spacers. Push rear of Y-pipe over the top of the transfer case cross member first. Insert the spacers between the flanges. (The longer spacer is used on the passenger side.) Install new longer bolts into the flanges and tighten evenly. Make sure the exhaust pipes are still properly aligned and the spacers are straight.



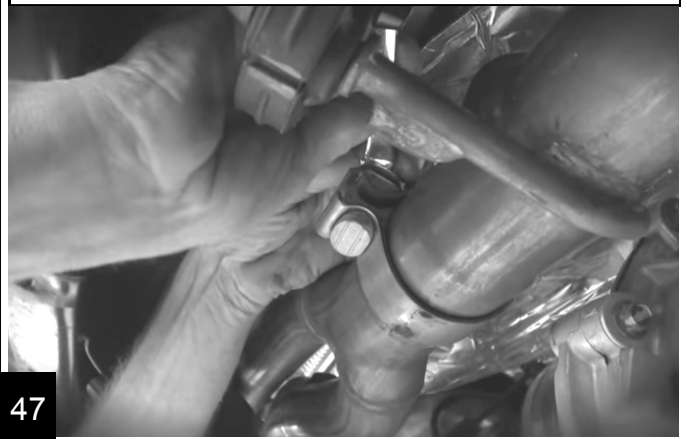
45

Re-install both catalytic converters from the manifolds. Reconnect all four O2 sensor connects, one black and one white on each side.



46

Re-install rear part of the exhaust back onto Y-pipe and onto the hangers. Check the exhaust system for clearance and retighten the Y-pipe clamp.

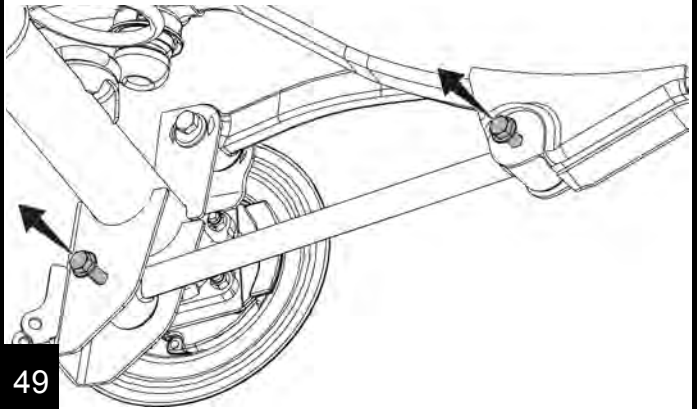


47

Once finished with the install, take the Jeep to a local exhaust shop to reattach the rear part of the exhaust that was cut off from behind the resonator.

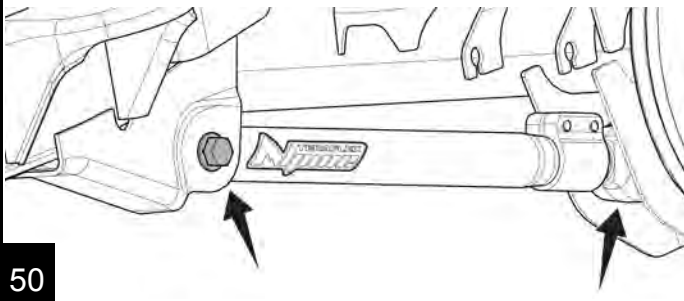
48

Rear Lower Control Arms
Remove both lower control arms with a 21mm.



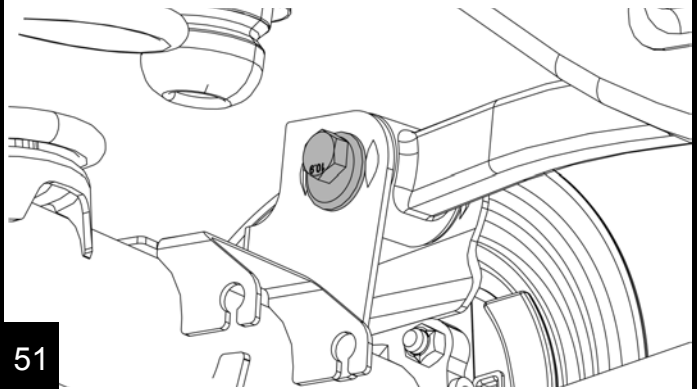
49

Install the lower control arms with the fixed end at the frame and the stickers facing out. Install all bolts finger tight.



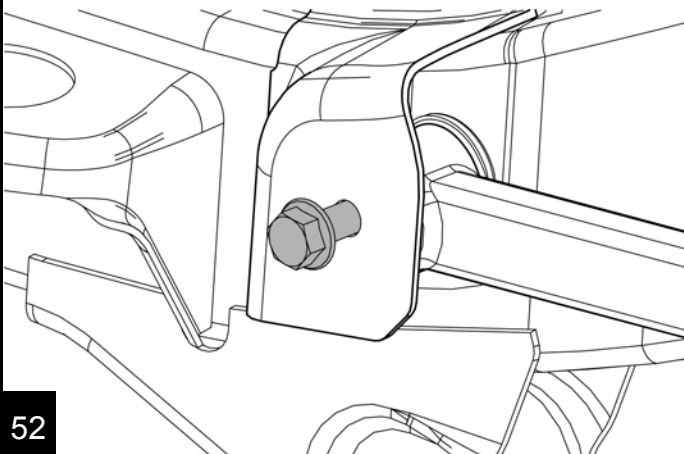
50

Rear Upper Control Arms
Remove the axle side bolt with an 18mm. If your vehicle is equipped with cam washers, they will be reused.



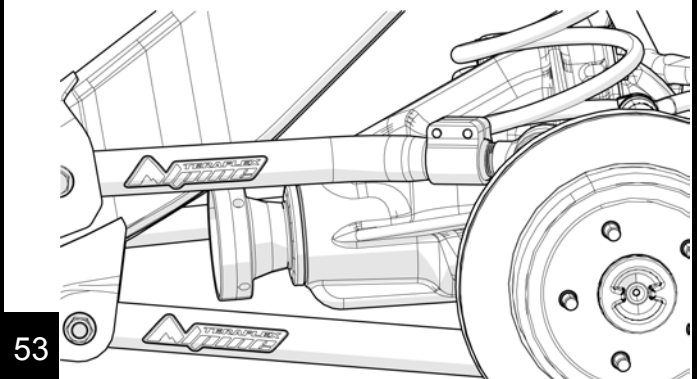
51

Remove the frame side bolt with a 21mm, the nut is a flag nut. Remove both upper control arms.



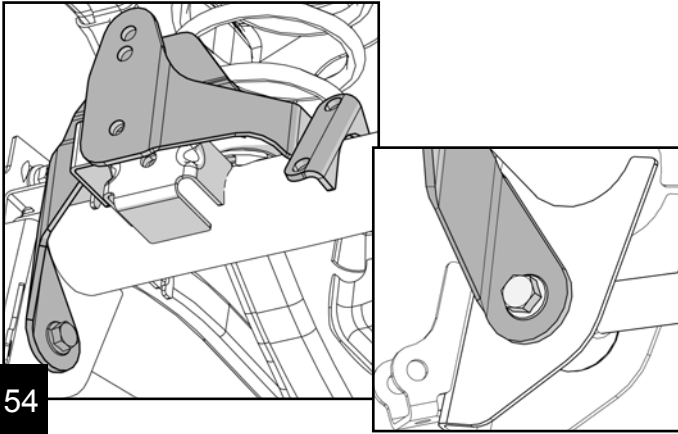
52

Install the new arms with the fixed end at the frame and the stickers facing out. Install all bolts finger tight.
TIP: Due to the flag nut it is easier to install the frame side of the control arm first.



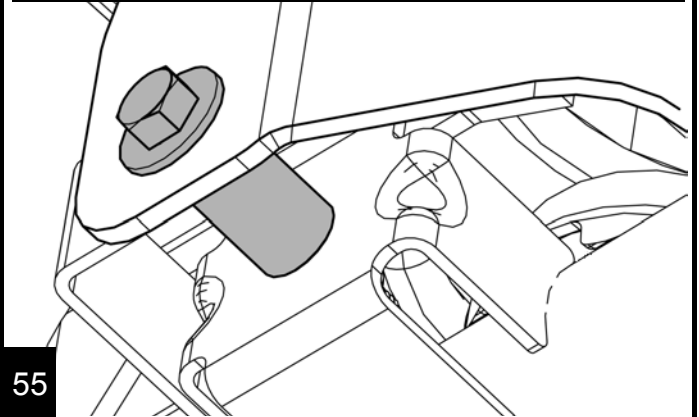
53

Position the TeraFlex bracket so it installs over the factory bracket and lines up with the lower control arm bolt. Reinstall the control arm bolt finger tight.



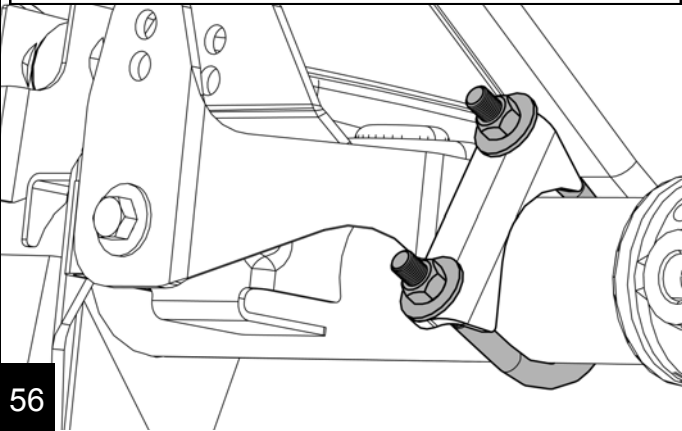
54

Use the provided sleeve as a spacer and install the 1/2"x3.5" bracket bolt with washers on either side and a locknut.



55

Install the U-bolt around the axle and into the bracket. Do not torque control arm bolt. Torque: 1/2" bracket bolt to 75 ft-lbs and U-bolt nuts to 85 ft-lbs.



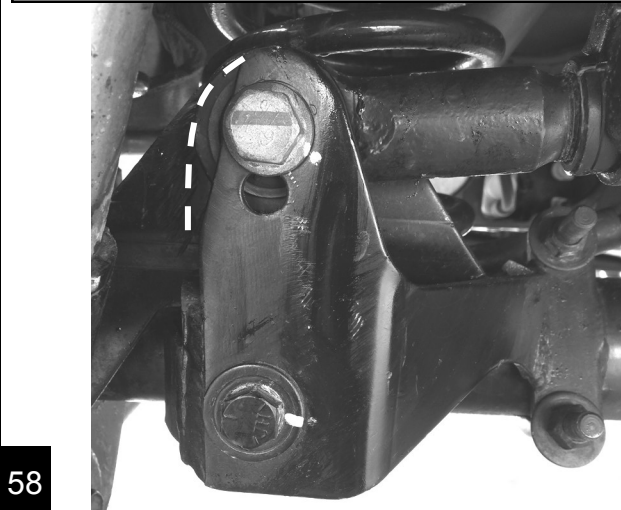
56

Before installing the springs, cycle the suspension. Check for shock clearance around the axle side track bar bracket. If you have an aftermarket axle side track bar bracket, you may need to clearance it, as shown in step 59.



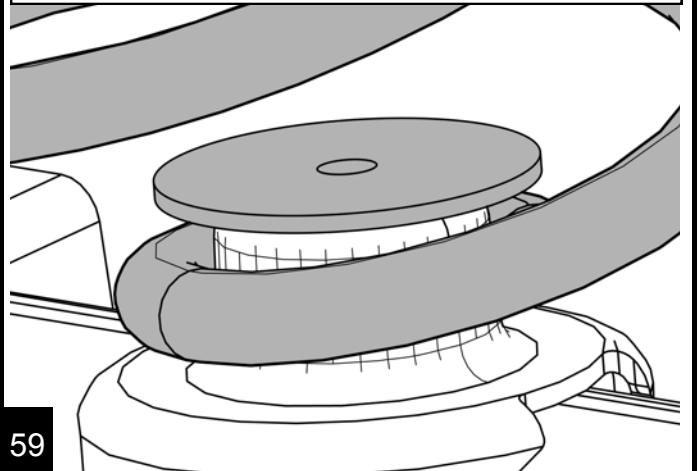
57

Example of trimmed TeraFlex track bar bracket.



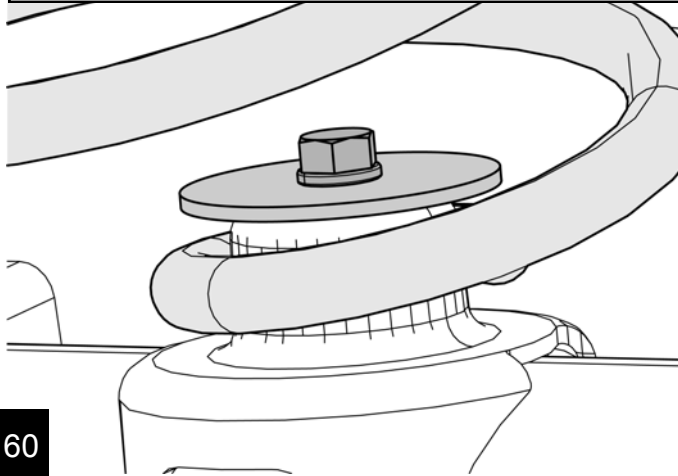
58

Install the springs and place the retainer on the lower spring pad.



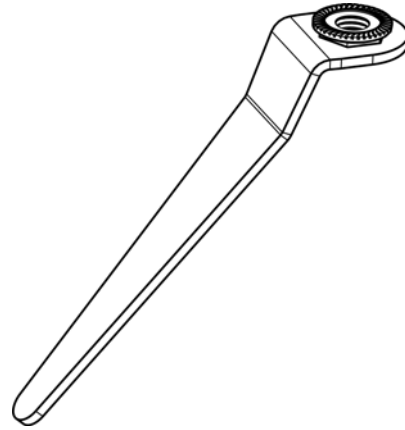
59

Install the 3/8" bolt and lock washer through the spring retainer and spring pad.



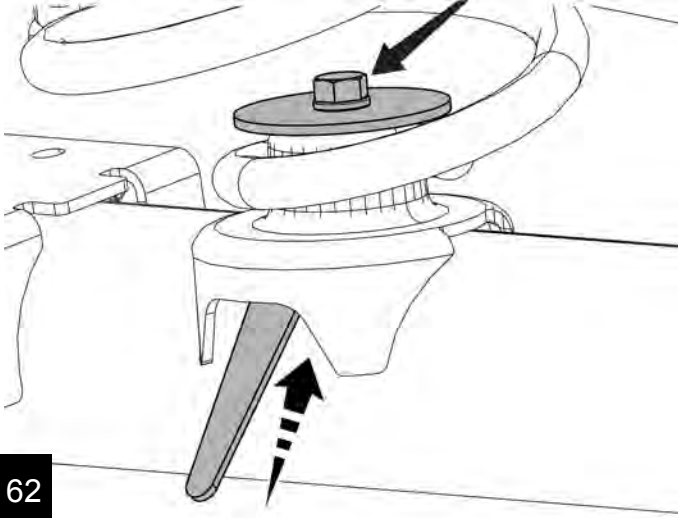
60

Place a nut in the provided tool. Slide the tool underneath the spring pad from the front of the axle and thread the bolt into the nut.



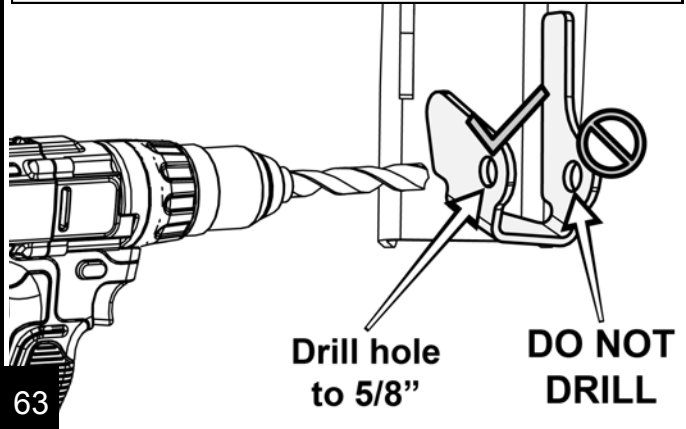
61

Torque the bolts to 30 ft-lbs.



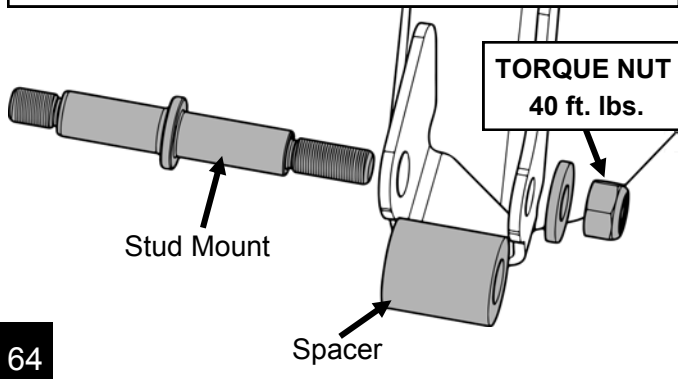
62

MOVE REAR SHOCKS OUTBOARD TO CLEAR AXLE
Modify rear axle shock brackets. Drill (5/8") outer tabs on lower shock brackets only. **Do NOT drill inner tab.**



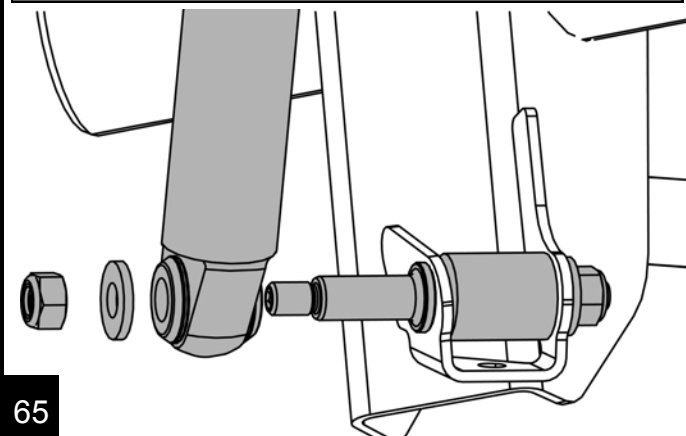
63

Position spacer in old shock mount location and install stud mount. Next install a washer and a Nylock nut, securing spacer, then torque. A 6mm hex wrench will prevent stud rotation.



64

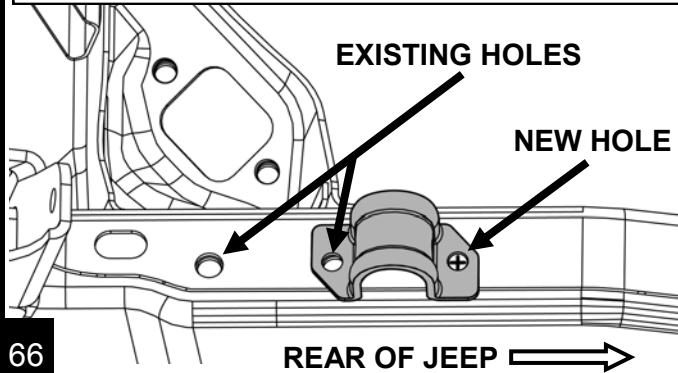
Install shock, washer and Nylock nut, torque nut to 40 ft. lbs.



65

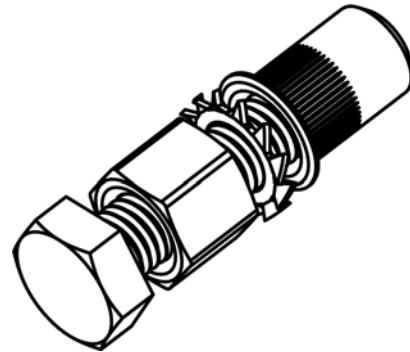
Sway Bar Relocation

Use the sway bar retainer bracket as a guide and position the front hole of the bracket over the rear sway bar mounting hole in the frame. Mark and center punch the rear hole of the bracket. Drill a 17/32" (13.5mm) hole.



66

Thread a nutsert onto the supplied nutsert installation tool. Orient spacer and washer as shown.

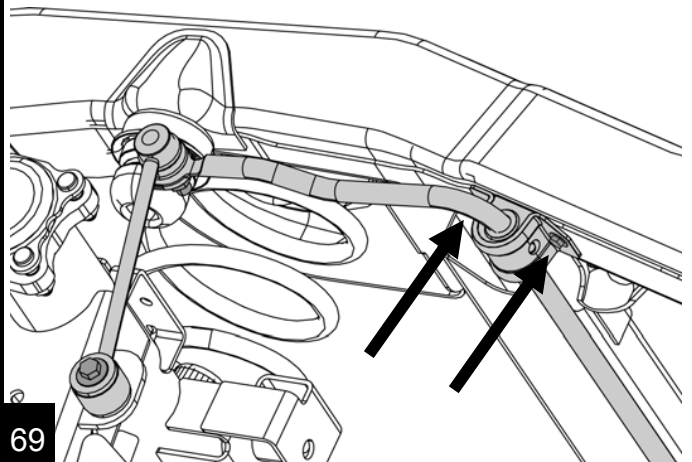


67

With the nutsert threaded onto the supplied bolt, insert the nutsert into one of the previously drilled holes. It may be a tight fit and a mallet may be required to gently tap the nutsert into the hole. Hold the spacer with a 16mm and thread the bolt down tight. Do not overtighten.

68

Reinstall the sway bar using the new holes. Torque to 45 ft-lbs (61 Nm).



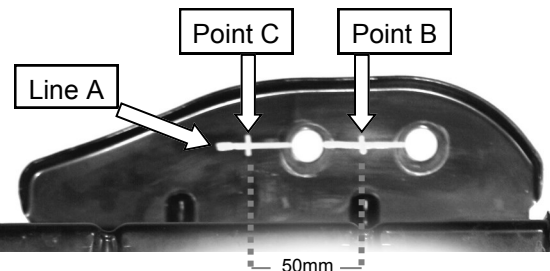
69

Note: 2012+ 4-Door Wrangler must relocate the EVAP canister for proper driveline clearance at full suspension articulation. 2007-2011 4-Door and all 2-Door JK's skip to step 74.

Locate the EVAP canister and skid plate located under the vehicle next to the rear driveline. Use a 16mm to remove the two front bolts of the EVAP canister. Loosen, but do not remove the rear bolt.

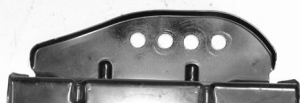
70

Mark a centerline of the existing holes (labeled Line A). Mark a spot about half way between the two existing holes (labeled Point B) and one 50mm to the left of Point B. (labeled Point C). Center punch and drill a 1/2" hole at Points B and C. Use a small block of wood as a spacer behind the bracket for drilling.

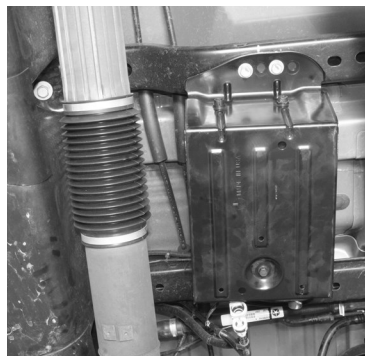


71

Remove the wood, rotate the canister and skid plate. Reinstall using the two new mounting holes. Torque all three bolts to 10 ft-lbs (14 Nm)



Results after drilling.



72

Reinstall the e-brake cables and brake line brackets.

Reinstall the rear driveline using blue thread locker. Torque to 15 ft-lbs (20Nm).

Reinstall the tires and wheels. Torque lug nuts to factory recommended specs. Lower the jeep to the ground.

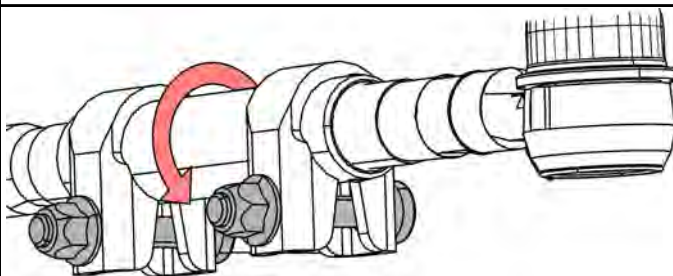
73

With the Jeep on the ground, torque control arm, track bars, trackbar brackets and all other bolts that have not been tightened. This will ensure that the bushing load is in a neutral position throughout the Jeep.

Front Upper Control Arms	75 ft-lbs	102 Nm
Rear Upper Control Arms	125 ft-lbs	169 Nm
Front & Rear Lower Control Arms	125 ft-lbs	169 Nm
Front & Rear Trackbars	125 ft-lbs	169 Nm
Control Arm Pinch Clamps	40 ft-lbs	55 Nm

74

Before test driving the Jeep, do a quick visual check and make sure the tires are straight. Adjust the drag link as needed to center the steering wheel. Drive a short distance down a straight road and, if necessary, readjust the steering wheel to center. Torque the drag-link adjusting sleeve to 26 ft-lbs (35 Nm).



75

Final Check

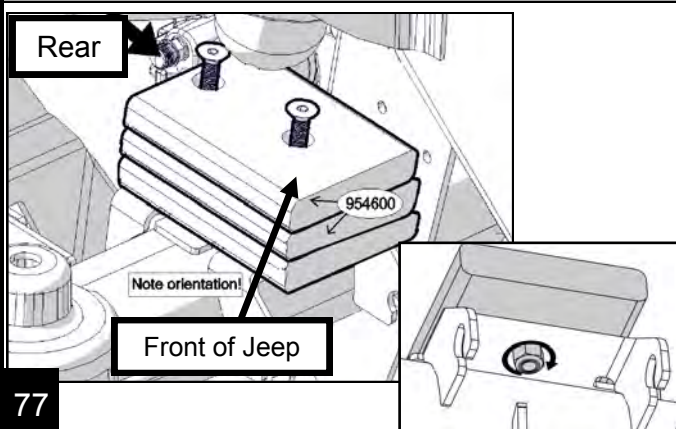
Perform a final check of the suspension and steering components and bolts.

Important: Your Jeep will require a 4 wheel alignment to be road worthy. It is advisable to have the alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.

After wheel alignment reinstall the rear lower bumpstop pads, if needed.

76

Position pad with the extended end facing the front of the Jeep, as shown. Torqueing each of the 4 fasteners to 7 ft-lbs (9.5 Nm).



77

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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:

TeraFlex Inc. 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 the TeraFlex two (2) year warranty to be free of defects in material and workmanship for two years from date purchased.

TeraFlex 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. TeraFlex Inc. 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. For more information please contact a TeraFlex customer service representative.

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TEMPLATE FOR STEP 36

