



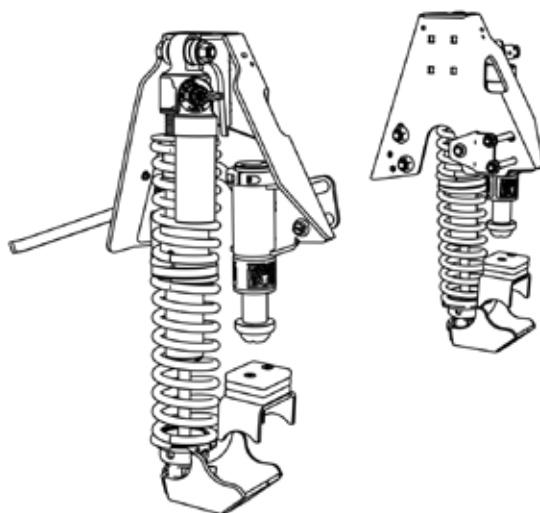
JL/JT Front Coilover Bracket Kit

www.TERAFLEX.com

1357110

1357300

1357500



Important Notes:

Before starting the 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
- General Mechanics Tools
- Air Hammer or Ball Joint Separator
- Brake Line Hose Clamps

- Torque Wrench
- Factory Service Manual
- Drill bits: 1/2, 11/16, 3/4, 7/8
- Rotary Tool
- Plasma Torch or Body Saw/Cut-off Wheel

Maintenance Note:

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

ATTENTION

The JL Coilover Kit requires a JL Long Arm and Bracket Kit 1310510 be installed on your vehicle for the Coilover shocks to work correctly. This kit can be installed in tandem with the JL Long Arm and Bracket Kit.

On the JT, in addition to the 3.5"-4.5" Rear Falcon Shocks, the rear suspension must have either TeraFlex Long Arms or TeraFlex Short Arms with extended travel brackets (19382254, included in ST/RT Short Arm Suspension Systems).

The JL Coilover Kit can be installed with the factory Dana 44 Rubicon axles or on TeraFlex's Tera 60 axles. The instructions for cutting off and welding on brackets for both axles are included.

Double check that the axle brackets you have purchased match the axle on your vehicle before you begin the installation process. If they do not match contact TeraFlex's customer service at **801-713-3314** to obtain the correct brackets or if you have any questions regarding the installation process after reading these instructions in their entirety.

Other after market components required to install this kit that are not included:

- Front and rear drive shaft
- Inner fender liners with increased clearance
- Fenders with increased clearance or Rubicon Fender Chop Kit
- 1774100 TeraFlex JL Rear Sway Bar Kit (or other relocated rear sway bar)
- 1863920 TeraFlex HD Forged Drag Link Kit (or other HD Drag Link)
- 1863910 TeraFlex HD Chromoly Tie Rod Kit (Optional)
- 1057000 TeraFlex 1.75" Wheel Offset Adapter Kit - 5x5" to 5x5" (The inner-tire to inner-tire width needs to be 58.5" minimum. Depending on your axle width, tire width and wheel backspacing, you may need wheel spacers.)

Please contact TeraFlex customer service with any questions at 801-713-3314 or at TeraFlex.com

Axle/Tire Width Build Plan

Inside Tire to Inside Tire Width Must be $\geq 58.5"$

1 = Axle WMS - WMS

2 = Wheel Offset*

3 = Tire Width

4 = Wheel Spacer Thickness

$$\underline{\quad 1 \quad} - \underline{\quad 2^* \quad} - \underline{\quad 2^* \quad} - \underline{\quad 3 \quad} + \underline{\quad 4 \quad} + \underline{\quad 4 \quad} = \underline{58.5" \text{ or greater}}$$

* Verify wheel offset is positive (+) or negative (-) and include (+) or (-) in the equation

Examples

1	2	3	4
Axle WMS-WMS	Wheel Offset	Tire Width	Wheel Spacer Thickness
Rubicon - 68.5"	Nomad Off-Road Wheel = 0.0"	13.5"	1.75"
Tera 60 - 70"	Olympus Off-Road Wheel = -25mm (-0.984")	13.5"	No Spacers Needed

$$\text{Rubicon Axle } \underline{68.5} - \underline{0.0} - \underline{0.0} - \underline{13.5} + \underline{1.75} + \underline{1.75} = \underline{58.5"}$$

$$\text{Tera60 Axle } \underline{70.0} - \underline{-1.0} - \underline{-1.0} - \underline{13.5} + \underline{0.0} + \underline{0.0} = \underline{58.5"}$$

Your Axle/Tire Build Plan

$$\begin{array}{ccccccc} \underline{\hspace{1cm}} & - & \underline{\hspace{1cm}} & - & \underline{\hspace{1cm}} & - & \underline{\hspace{1cm}} & + & \underline{\hspace{1cm}} & + & \underline{\hspace{1cm}} & = & \underline{\hspace{1cm}} \\ \text{Axle WMS-} & & \text{Wheel Offset} & & \text{Wheel Offset} & & \text{Tire Width} & & \text{Wheel Spacer} & & \text{Wheel Spacer} & & \text{58.5" or greater} \\ \text{WMS} & & & & & & & & \text{Thickness} & & \text{Thickness} & & \end{array}$$

Axles are measured from wheel mounting surface to wheel mounting surface (WMS - WMS) and includes brake rotors.

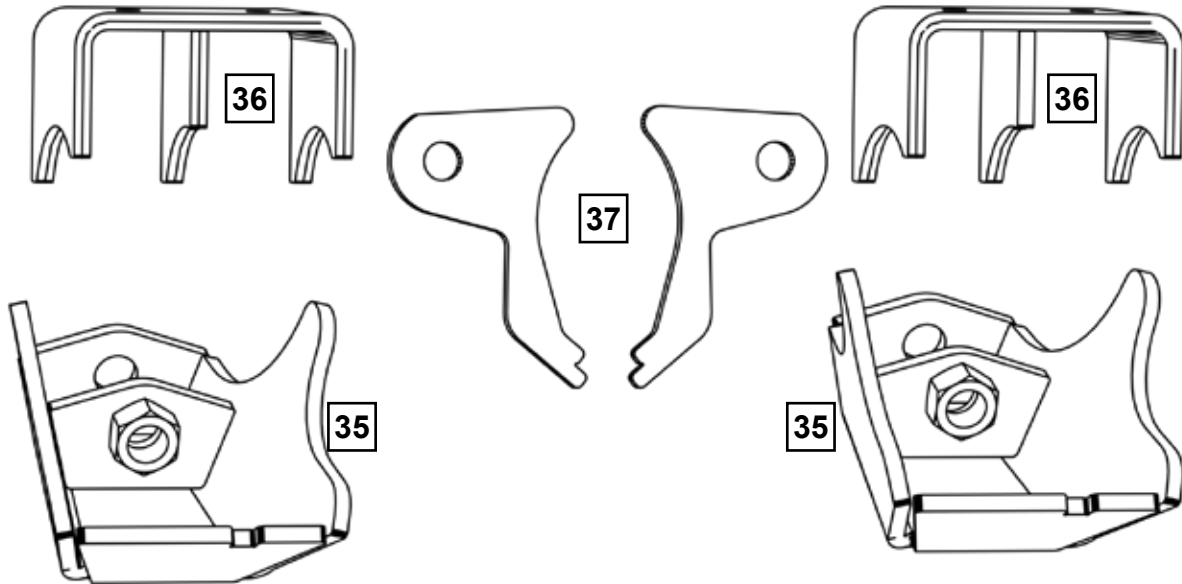
Wheel offset conversion millimeters to inches: $\frac{\text{wheel offset (mm)}}{25.4} = \text{wheel offset (in)}$

This diagram illustrates the front view of a vehicle chassis with various components labeled for identification and assembly order. The components are numbered 1 through 21. The main chassis frame is shown in the center, with two side rails (4) and two side panels (3). The front suspension system is shown on the left, including the upper control arm (7), lower control arm (8), and steering knuckle (6). The front end of the chassis is shown on the right, including the front bumper (1) and front fender (2). The front suspension components are shown in an exploded view, including the upper control arm (7), lower control arm (8), and steering knuckle (6). The front end of the chassis is shown on the right, including the front bumper (1) and front fender (2). The front suspension components are shown in an exploded view, including the upper control arm (7), lower control arm (8), and steering knuckle (6). The front end of the chassis is shown on the right, including the front bumper (1) and front fender (2).

Revision B

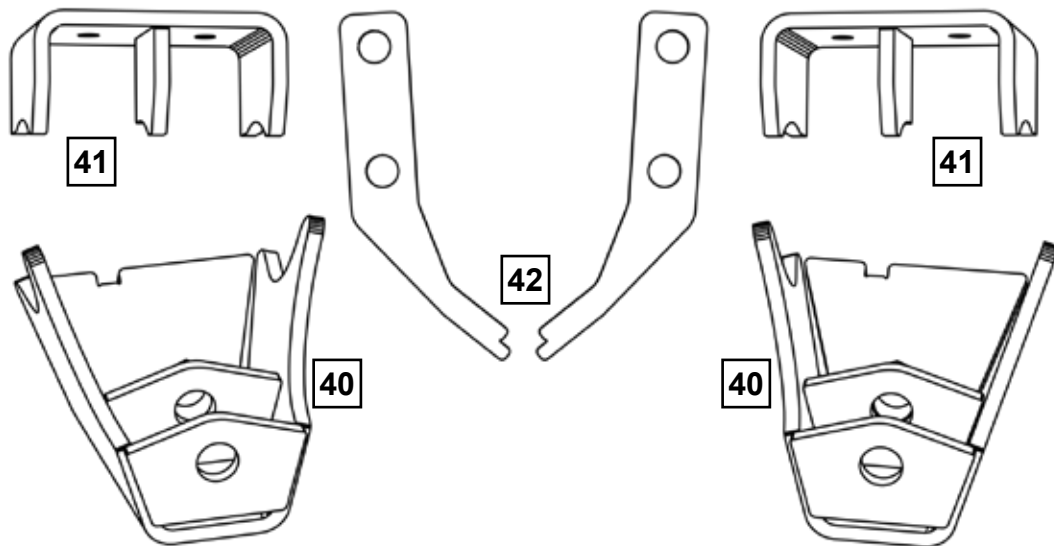
ONLY ONE SET OF FRONT AXLE BRACKETS ARE INCLUDED, DEPENDING ON WHAT YOU ORDERED. DOUBLE CHECK THE BRACKETS YOU ORDERED MATCH YOUR AXLE BEFORE YOU BEGIN THE INSTALLATION PROCESS.

1357300 JL/JT COILOVER FRONT RUBICON DANA 44 BRACKET KIT



Number	Part #	Name	Qty
35	15-03-001-017	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Front Lower Bracket Welded Assembly	2
36	15-05-001-003	Bracket (S), Bump Stop, Jeep JL Wrangler, Coil Over Front Axle Bump Pad Welded Assembly	2
37	51-01-001-002	Tool (S), Locating Tool, Coil Over Front Axle Bracket Locator Tool	2

1357500 JL/JT COILOVER FRONT TERA 60 AXLE BRACKET KIT



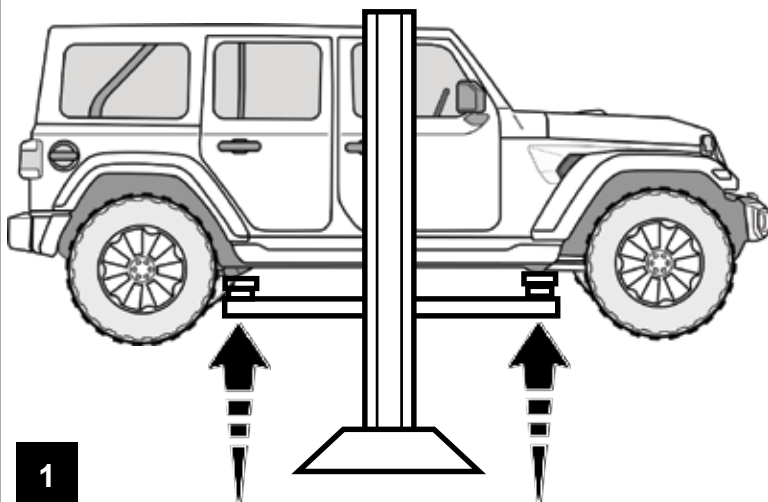
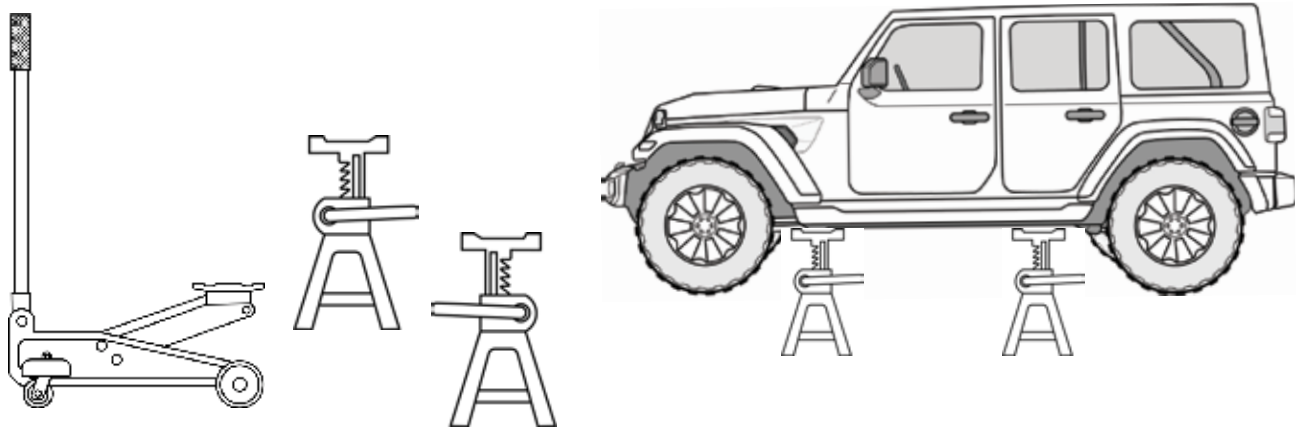
Number	Part #	Name	Qty.
40	15-03-001-021	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Front Lower Bracket Welded Assembly	2
41	15-05-001-006	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Front Axle 60 Bump Pad Welded Assembly	2
42	51-01-001-003	Tool (S), Locating Tool, Coil Over Front Axle 60 Bracket Locator Tool	2

FRONT DISASSEMBLY

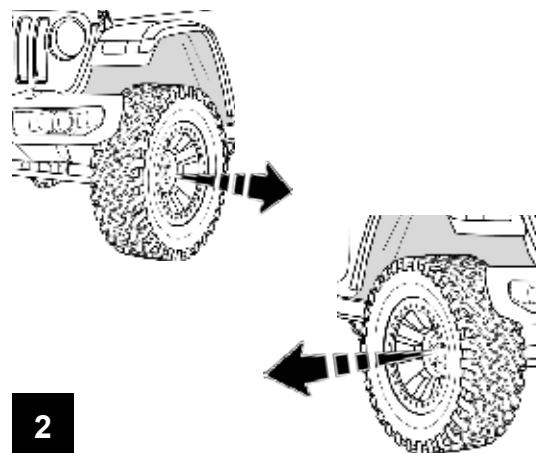
DISCONNECT THE BATTERY ACCORDING TO THE FACTORY SERVICE MANUAL

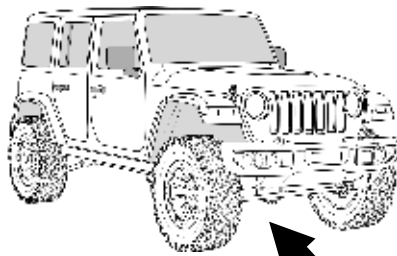
YOU WILL NEED TO BE ABLE TO ACCESS SEVERAL POINTS OF THE FRAME DURING INSTALL. IF YOUR JEEP IS EQUIPPED WITH OEM ROCK SLIDERS YOU CAN SUPPORT THE JEEP AT THE SLIDERS FOR EASY ACCESS TO THE FRAME. IF YOUR JEEP IS NOT EQUIPPED WITH OEM ROCK SLIDERS YOU MAY NEED TO LIFT AND ADJUST YOUR SUPPORTS AT DIFFERENT TIMES DURING THE INSTALLATION.

LIFT AND SUPPORT AT FRAME

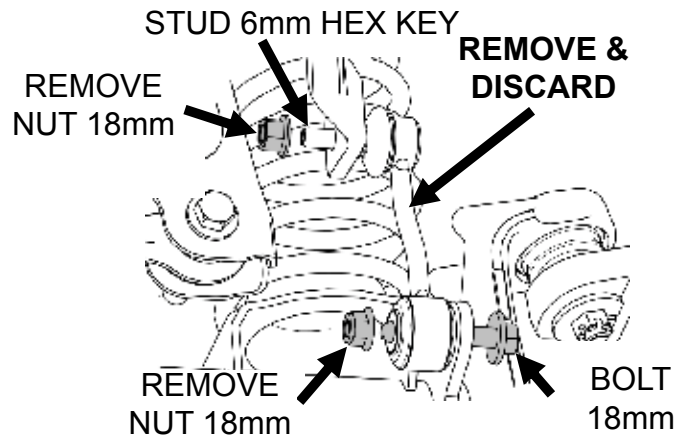
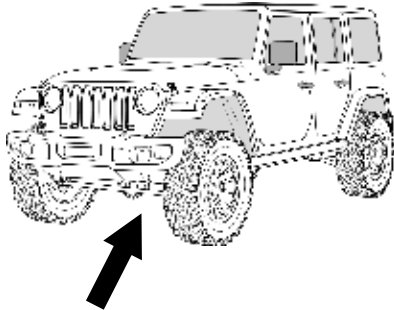
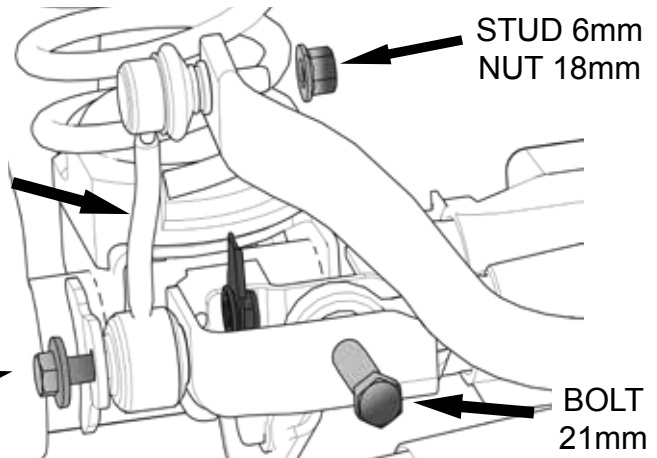


REMOVE FRONT TIRES



REMOVE SWAY BAR LINKS & REMOVE TRACK BAR BOLT AT AXLE

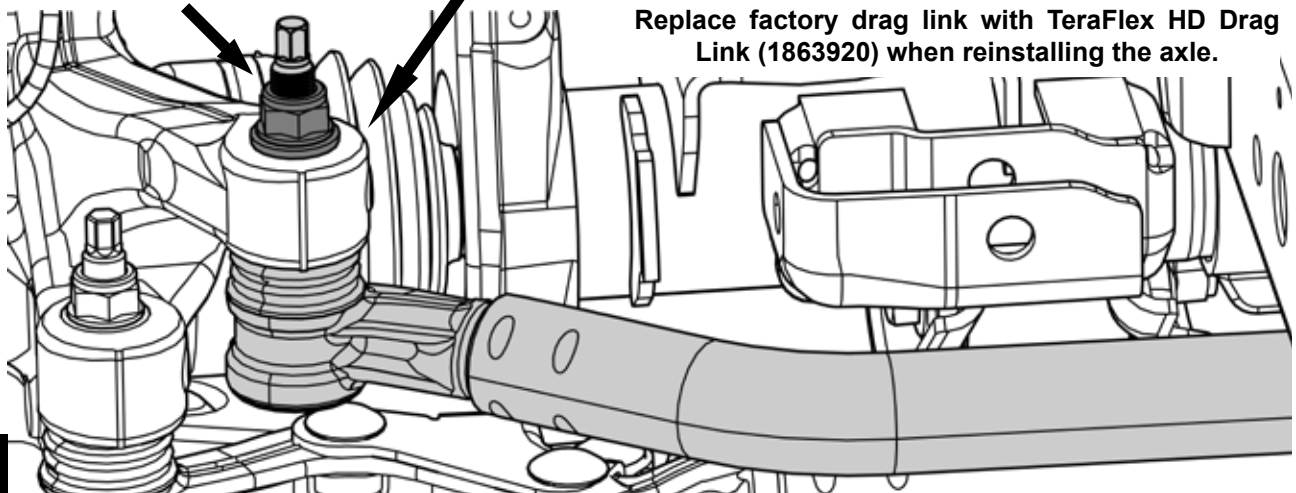
**REMOVE &
DISCARD**
Will be replaced by
JL Coilover Front
Quick Disconnect Kit
(1764002)

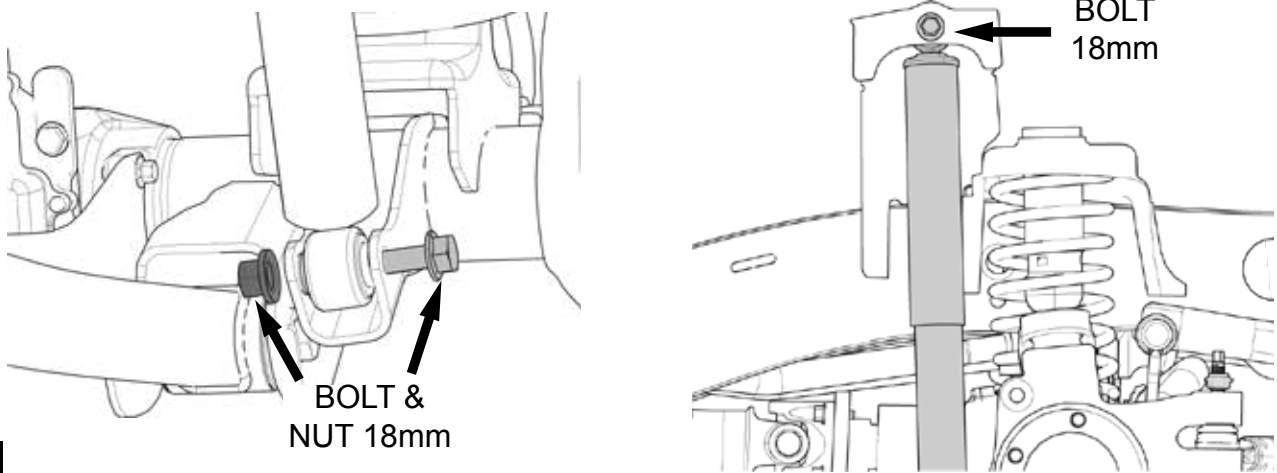
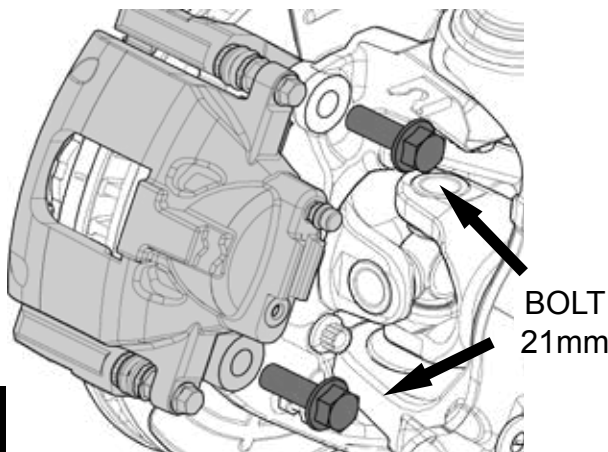
**3****REMOVE THE DRAG LINK AT THE KNUCKLE**

REMOVE
NUT 21mm

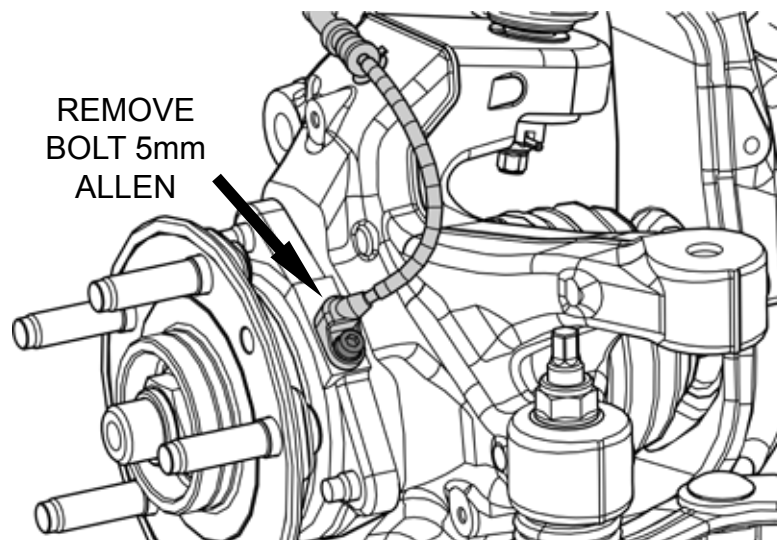
HIT WITH HAMMER TO RELEASE

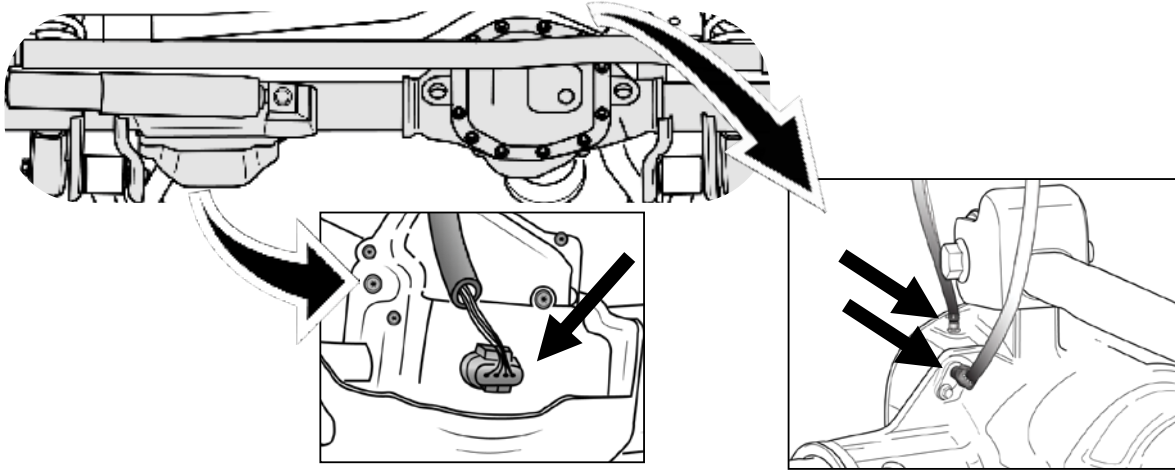
Replace factory drag link with TeraFlex HD Drag Link (1863920) when reinstalling the axle.

**4**

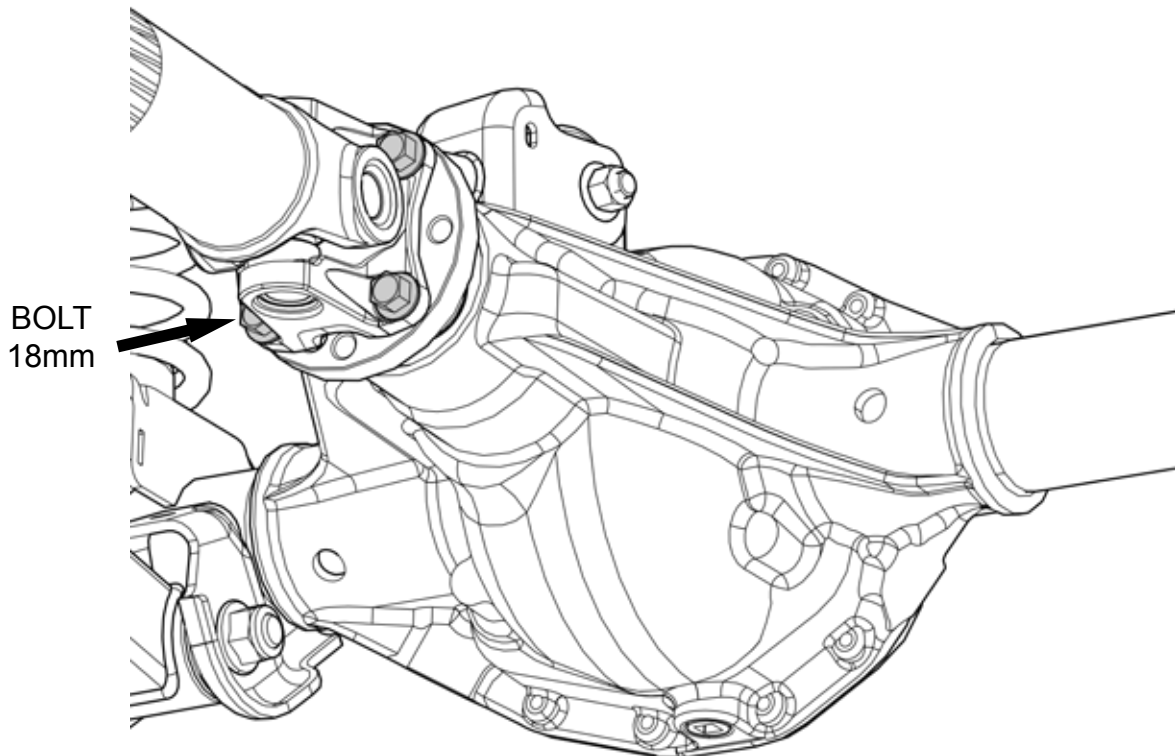
SUPPORT THE FRONT AXLE AND REMOVE SHOCKS**5****REMOVE THE FRONT CALIPERS FROM THE AXLE**

**DO NOT HANG THE CALIPERS BY
THE BRAKE LINES**

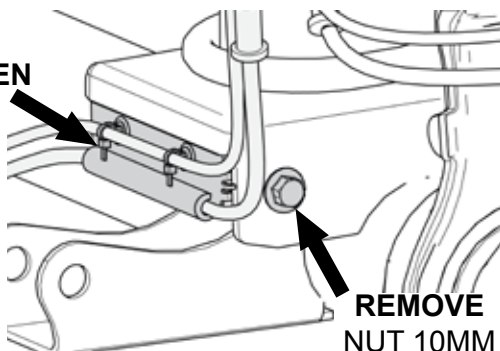
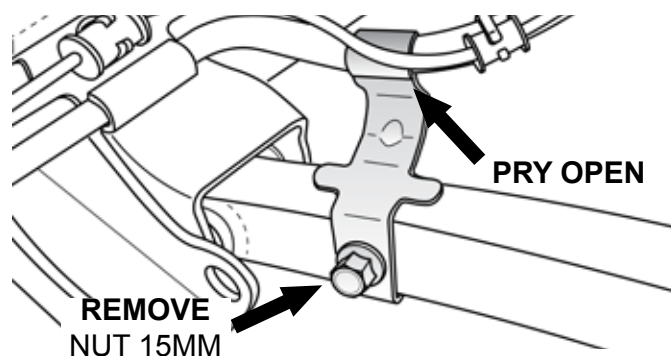
6**DISCONNECT THE ABS SENSOR FROM THE AXLE****7**

DISCONNECT ACTUATORS AND VENT HOSE AT THE FRONT AXLE**8****REMOVE THE FRONT DRIVE SHAFT**

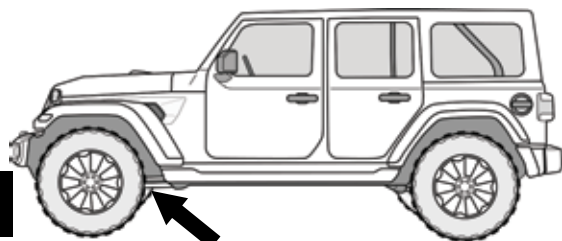
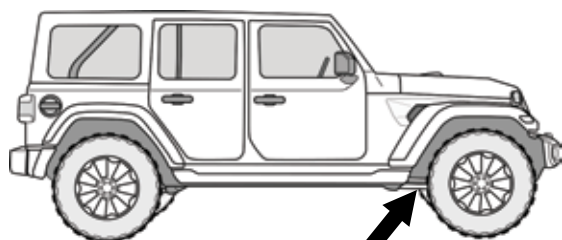
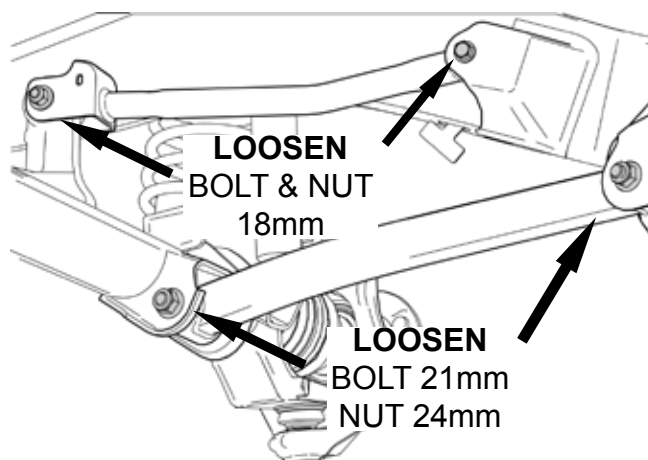
**REMOVE THE DRIVE SHAFT. MUST BE REPLACED WITH AFTER
MARKET DRIVE SHAFT WHEN REINSTALLING THE AXLE**

**9**

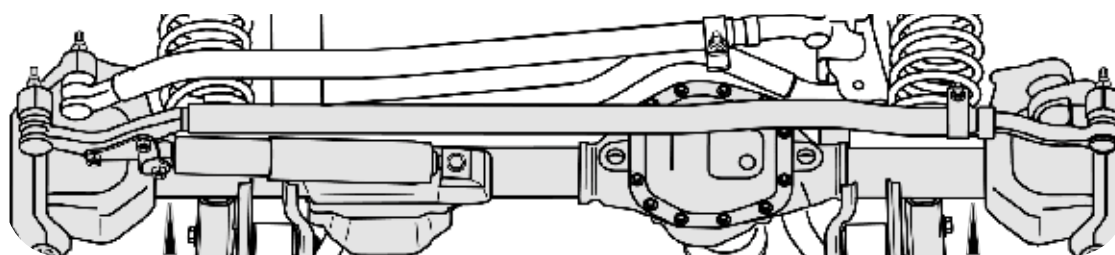
REMOVE AND DISCARD BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS AND SPRING MOUNTS

PRY OPEN**10**

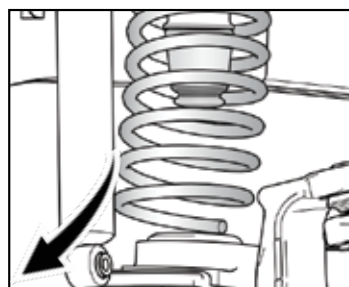
LOOSEN FRONT CONTROL ARM BOLTS DO NOT REMOVE THE CONTROL ARM BOLTS

**11**

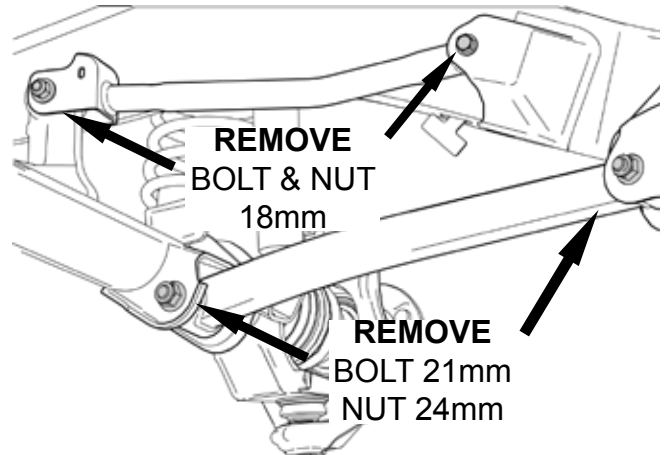
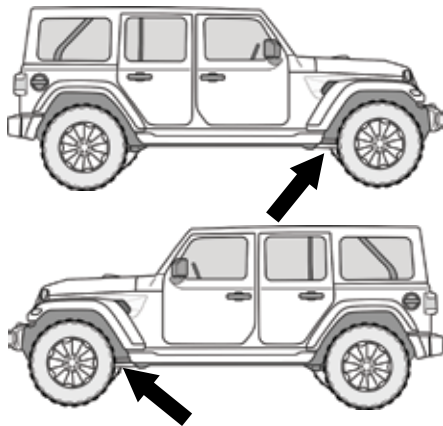
LOWER AXLE AND REMOVE FRONT SPRINGS



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

12

SUPPORT THE FRONT AXLE AND CONTINUE BY COMPLETELY REMOVING THE FRONT CONTROL ARM BOLTS



13

REMOVE AND LOWER THE AXLE OUT OF THE WAY

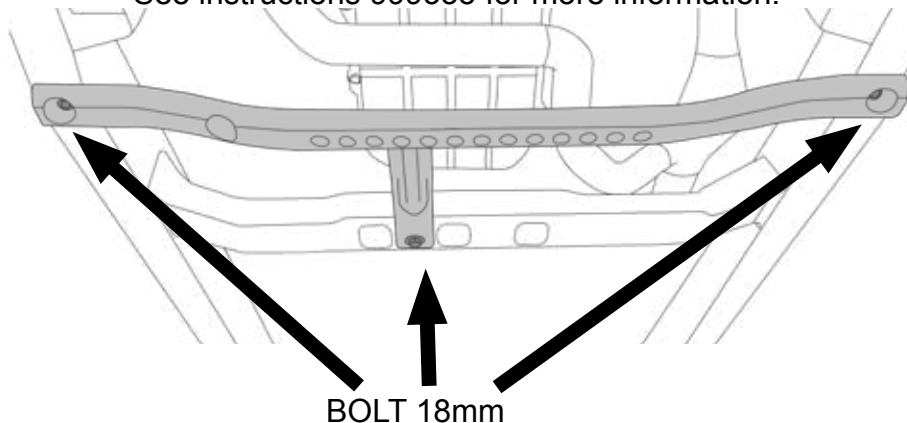
NOTE: ON DIESEL MODELS THE EXHAUST BLOCKS THE PASSENGER SIDE UPPER CONTROL ARM BOLT FROM COMING OUT. THE FOLLOWING STEPS ARE FOR GETTING THE BOLT FREE.

- 1. REMOVE UPPER CONTROL ARM FROM AXLE.**
- 2. REMOVE REAR NUT FROM THE FRAME AND PULL BOLT OUT TILL IT IS JUST ABOUT TO TOUCH THE EXHAUST.**
- 3. CRANK CONTROL ARM HARD TOWARDS THE ENGINE BLOCK UNTIL BOLT CAN CLEAR THE TOP OF THE EXHAUST. BOLT SHOULD BE ABLE TO SLIDE OUT AND THE CONTROL ARM CAN BE REMOVED.**

OPTIONAL METHOD WOULD BE TO CUT THE BOLT. BOLT WILL NOT BE REUSED.

REMOVE AND DISCARD THE EXHAUST CROSSMEMBER SKID PLATE

New Crossmember included in Long Arm Bracket Kit.
See instructions 999335 for more information.

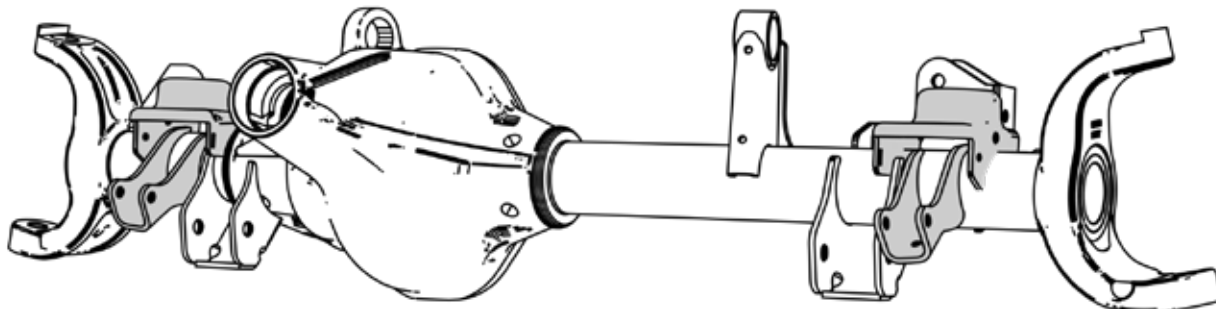


14

FRONT TERA 60 AXLE BRACKET INSTALL

CUT OFF SPRING PERCH AND SHOCK MOUNTS AND GRIND DOWN UNTIL SMOOTH AGAINST AXLE TUBES

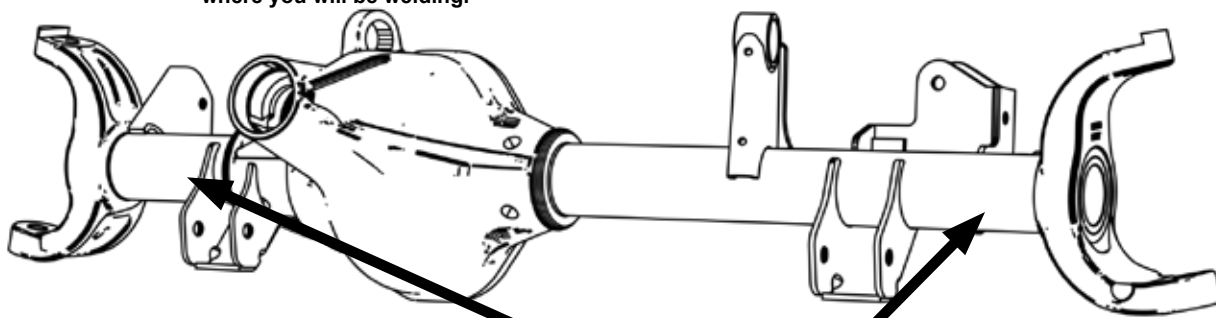
**REMOVE SHOCK MOUNT
AND SPRING PERCH**



A PLASMA CUTTER WILL BE MORE EFFECTIVE THAN CUT-OFF WHEEL OR BODY SAW

GRIND SURFACE SMOOTH

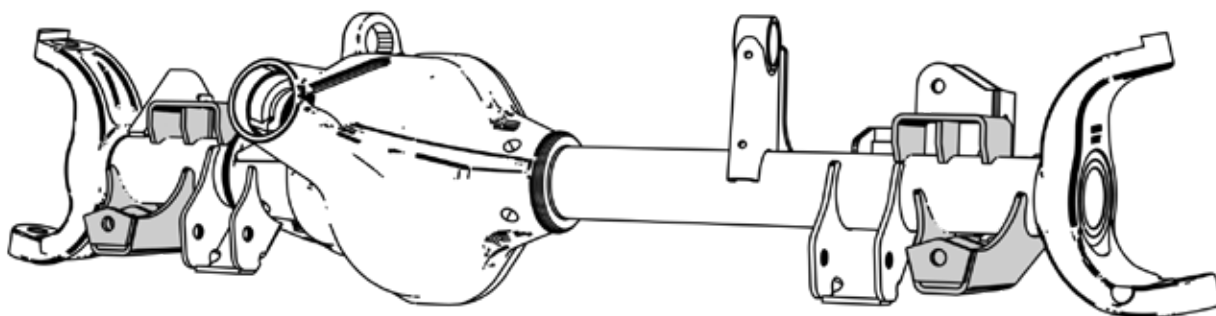
Remove powder coat in the areas around where you will be welding.



**SURFACE NEEDS TO
BE SMOOTH FOR NEW
COILOVER BRACKETS**

WELD ON NEW BRACKETS

For welding process see the steps 34-37

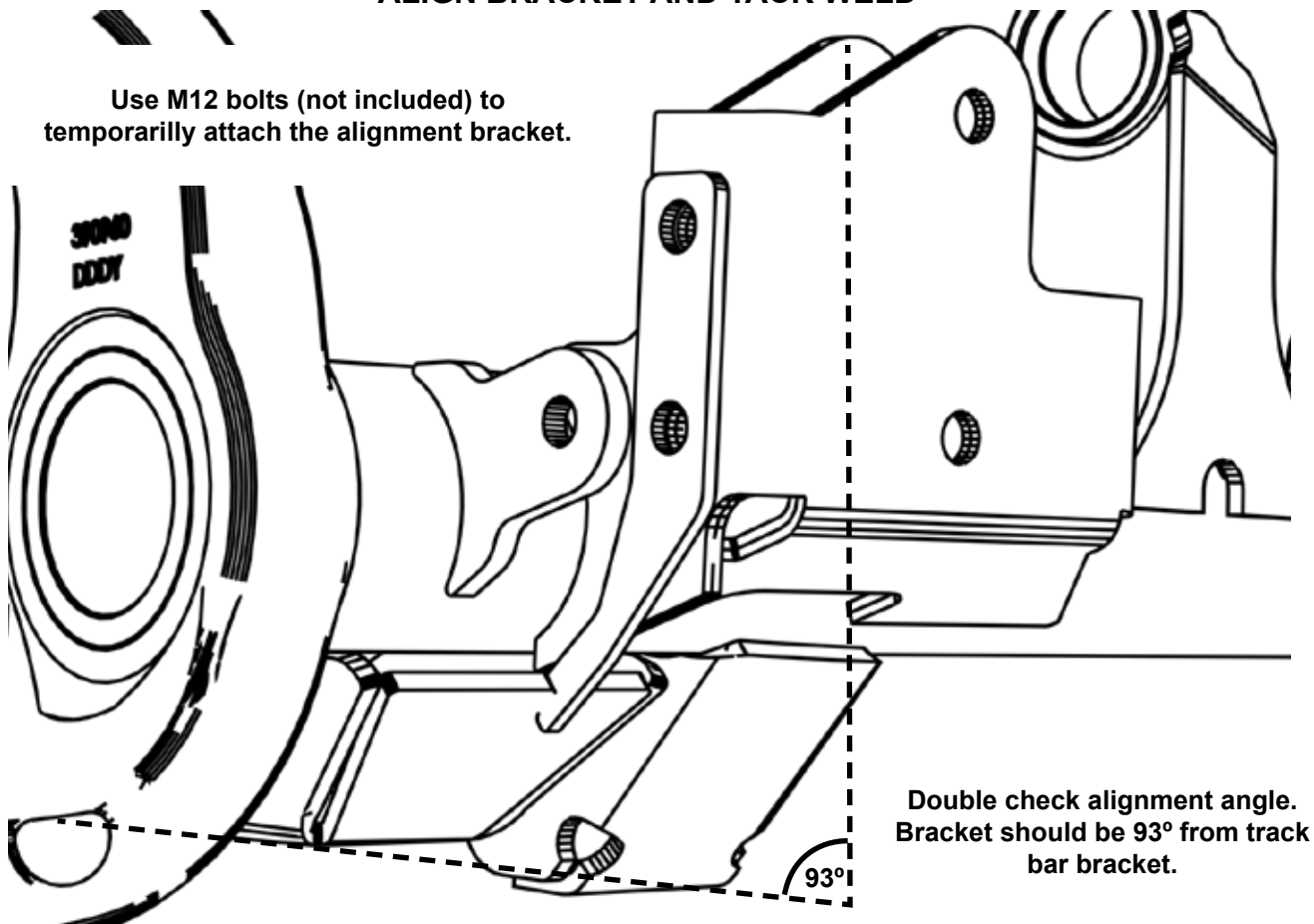


FRONT TERA 60 AXLE BRACKET ALIGNMENT

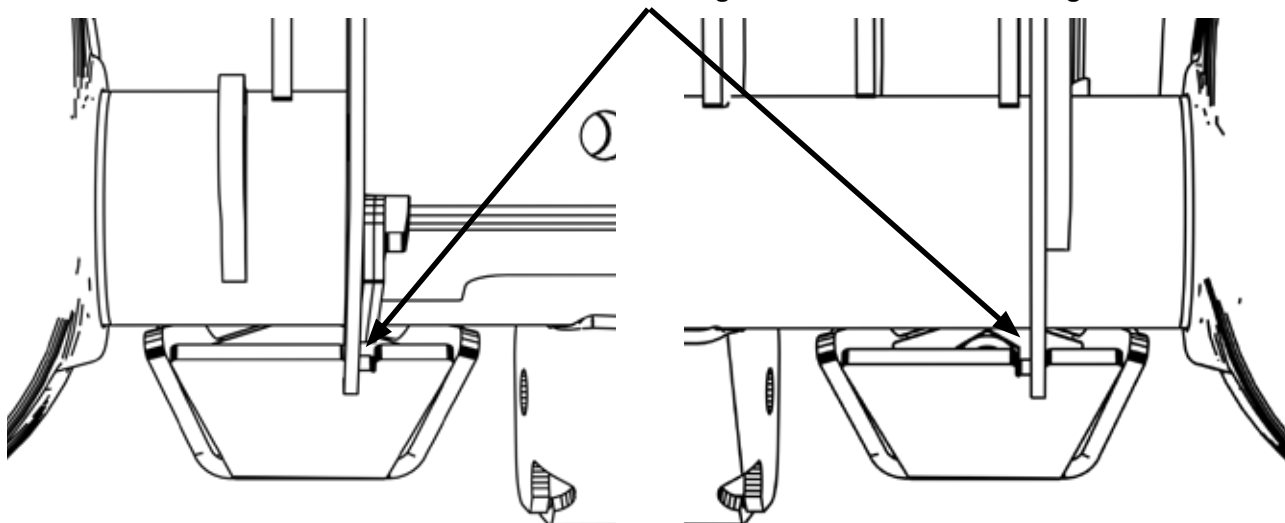
INSTALL LOCATING TOOL TO TRACK BAR/SWAY BAR TAB.

ALIGN BRACKET AND TACK WELD

Use M12 bolts (not included) to temporarily attach the alignment bracket.



Position so lower control arm bracket touches the alignment bracket on outer edge of the notch

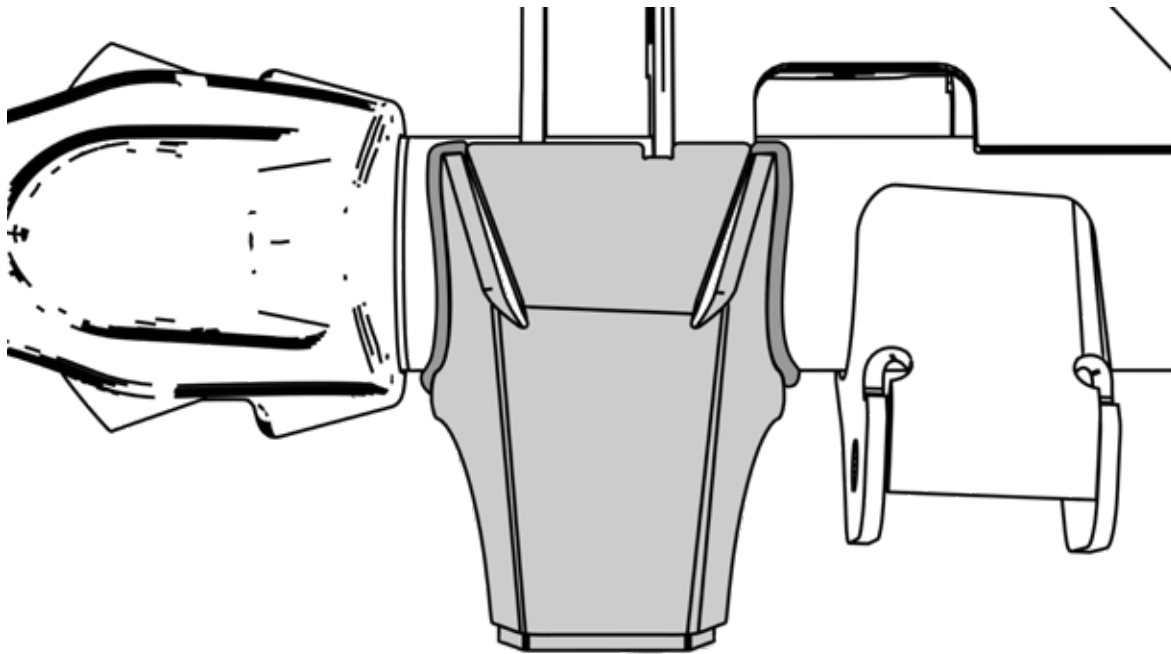
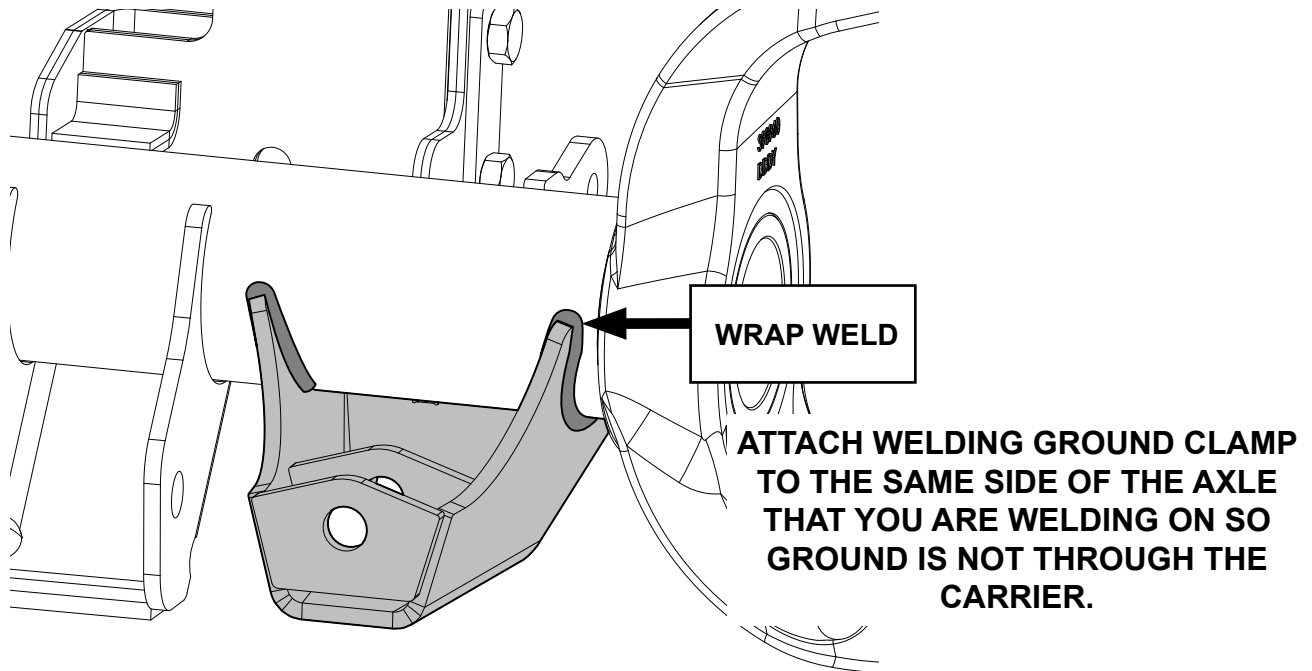


Passenger Side

Driver Side

FRONT TERA 60 AXLE BRACKET WELDING

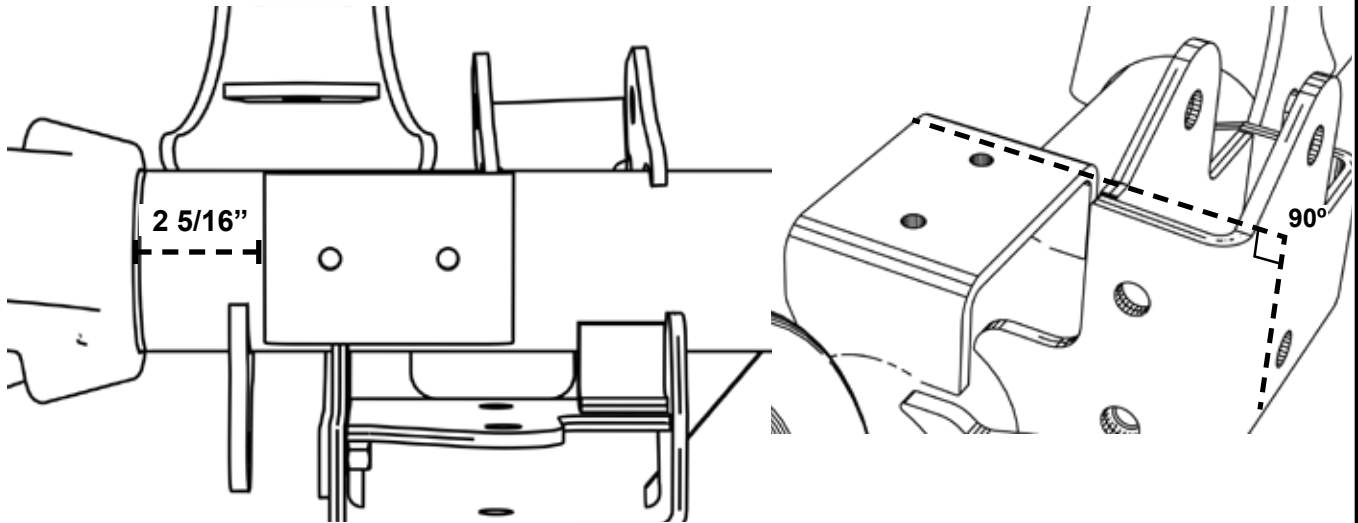
TACK AND DOUBLE CHECK FITMENT BEFORE WELDING BRACKET TO AXLE TUBE



FRONT TERA 60 STRIKE PAD MOUNT

The speed bump spacer mount should be $2 \frac{5}{16}$ " from the knuckle and the top of the mount should rest 90° from the face of the track bar mount.

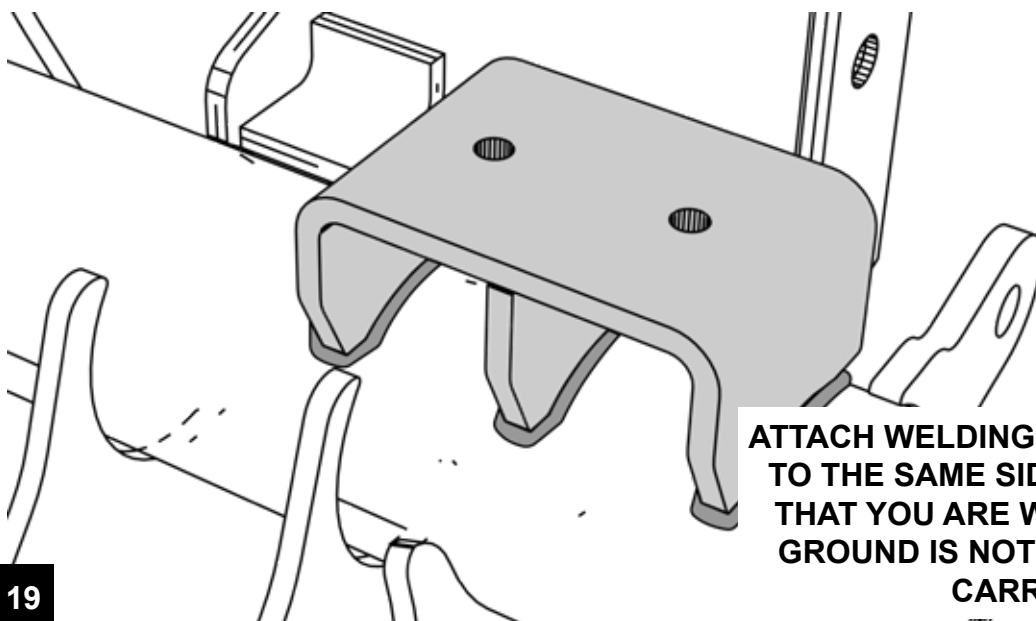
The best way to get it on right is to use a digital angle gauge.



Measurements given are for Tera 60 Axles only. For Rubicon Axles see Step 23.

18

TACK AND DOUBLE CHECK THE FITMENT BEFORE WELDING BRACKET TO AXLE TUBE



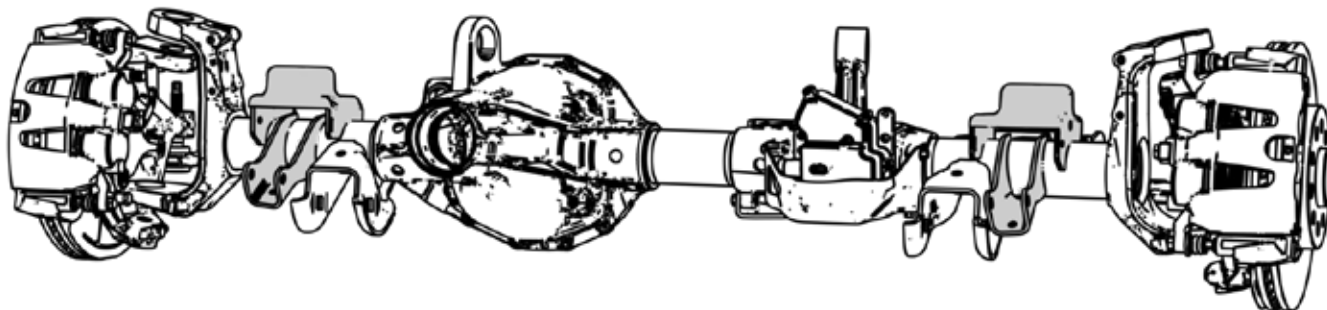
ATTACH WELDING GROUND CLAMP
TO THE SAME SIDE OF THE AXLE
THAT YOU ARE WELDING ON SO
GROUND IS NOT THROUGH THE
CARRIER.

19

FRONT RUBICON 44 AXLE BRACKET INSTALL

CUT OFF SHOCK MOUNTS AND SPRING PERCHES, THEN GRIND UNTIL SMOOTH AGAINST THE AXLE TUBE.

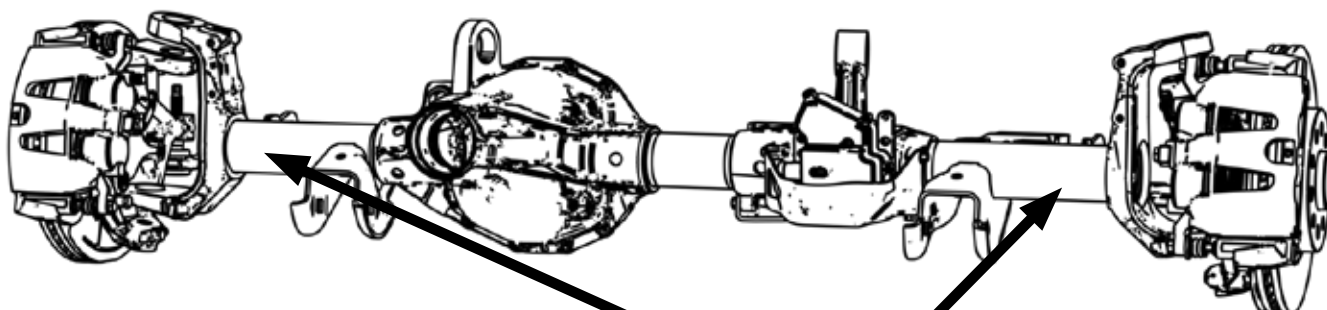
REMOVE SHOCK MOUNT
AND SPRING PERCH



A PLASMA CUTTER WILL BE MORE EFFECTIVE THAN CUT-OFF WHEEL OR BODY SAW

GRIND SURFACE SMOOTH

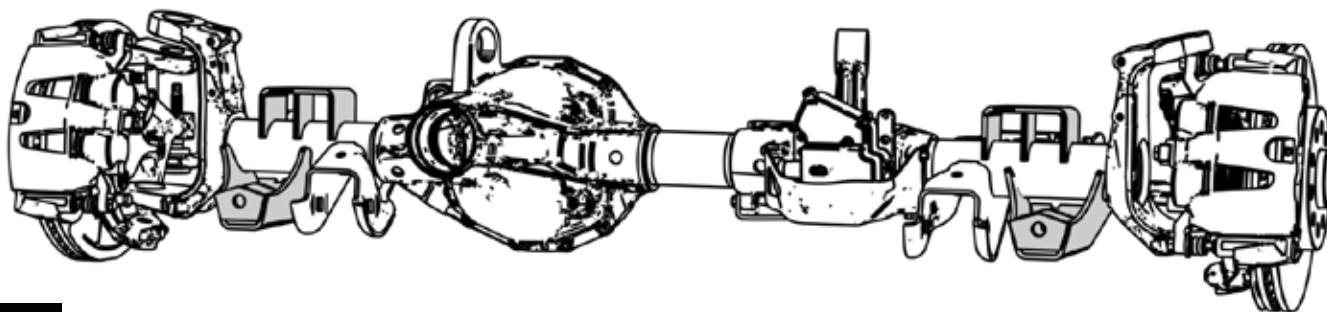
Remove powder coat in the areas around where you will be welding.



SURFACE NEEDS TO
BE SMOOTH FOR NEW
COILOVER BRACKETS

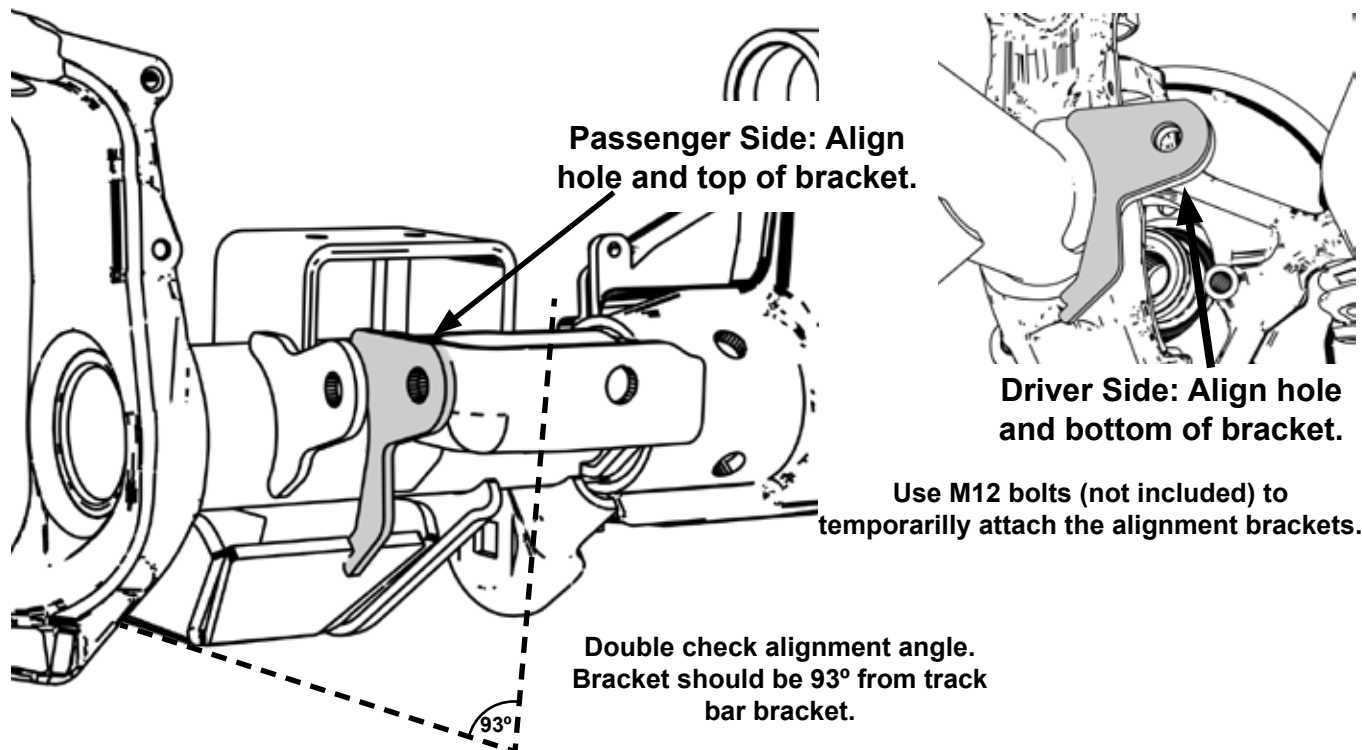
WELD ON NEW BRACKETS

For welding process see the steps 42-44

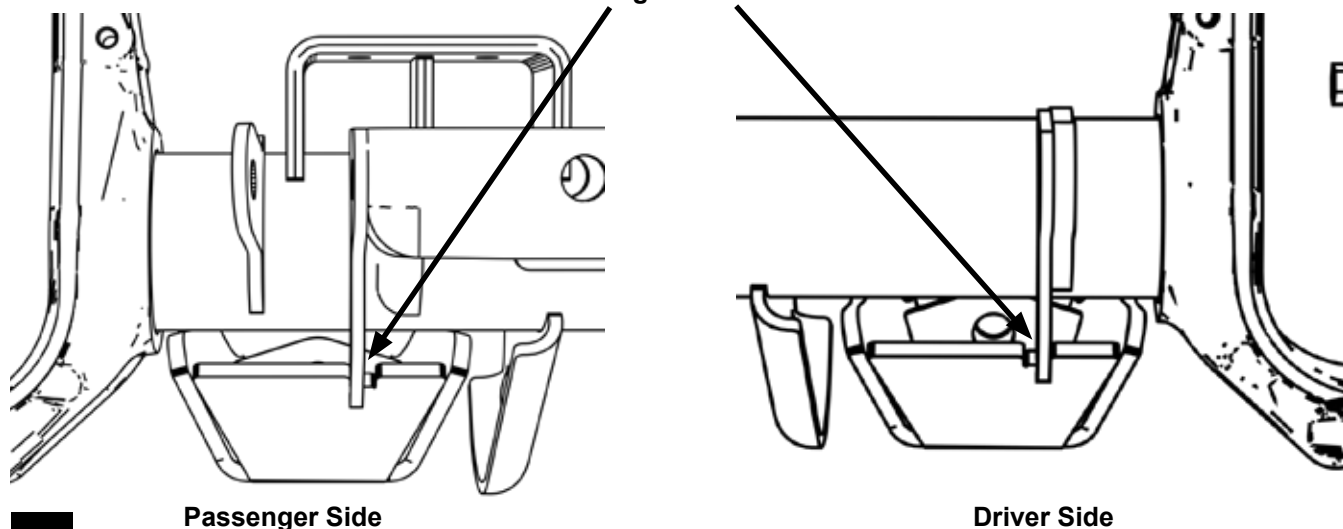


FRONT RUBICON 44 AXLE BRACKET ALIGNMENT

ATTACH LOCATING TOOL TO DRIVER SIDE SWAY BAR AND TRACK BAR TO ALIGN NEW SHOCK MOUNT BRACKETS.

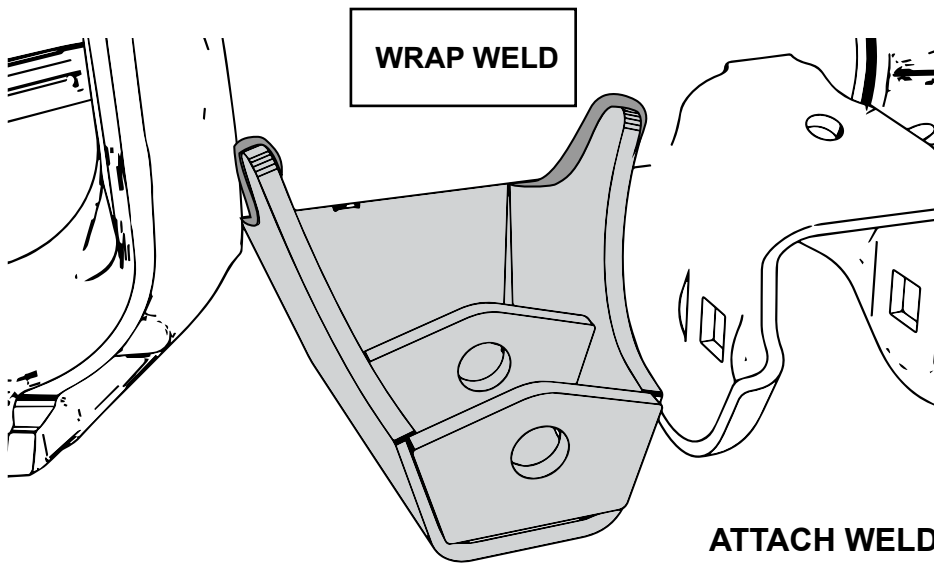


Position so lower control arm bracket touches the alignment bracket on outer edge of the notch.

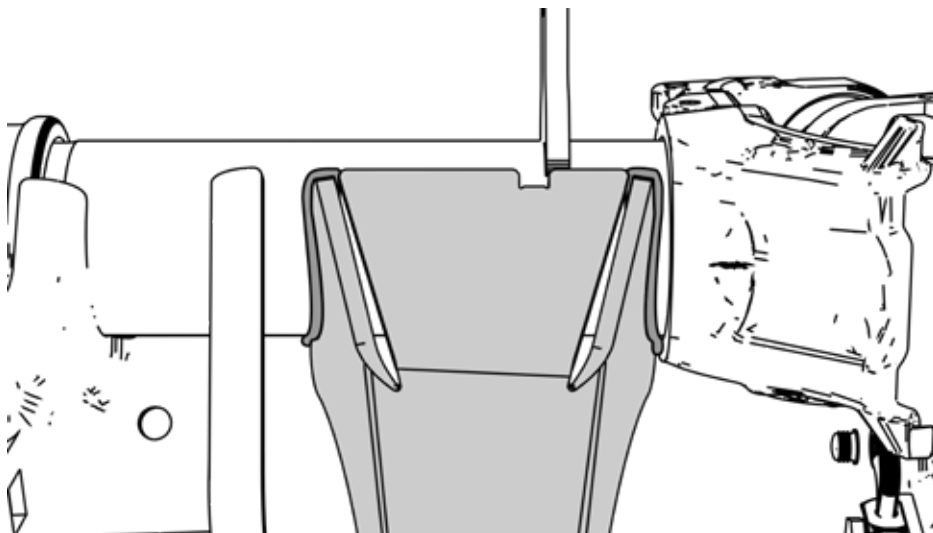


FRONT 44 RUBICON AXLE SHOCK MOUNT BRACKET WELDING

TACK AND DOUBLE CHECK THE FITMETN BEFORE WELDING
BRACKET TO AXLE TUBE

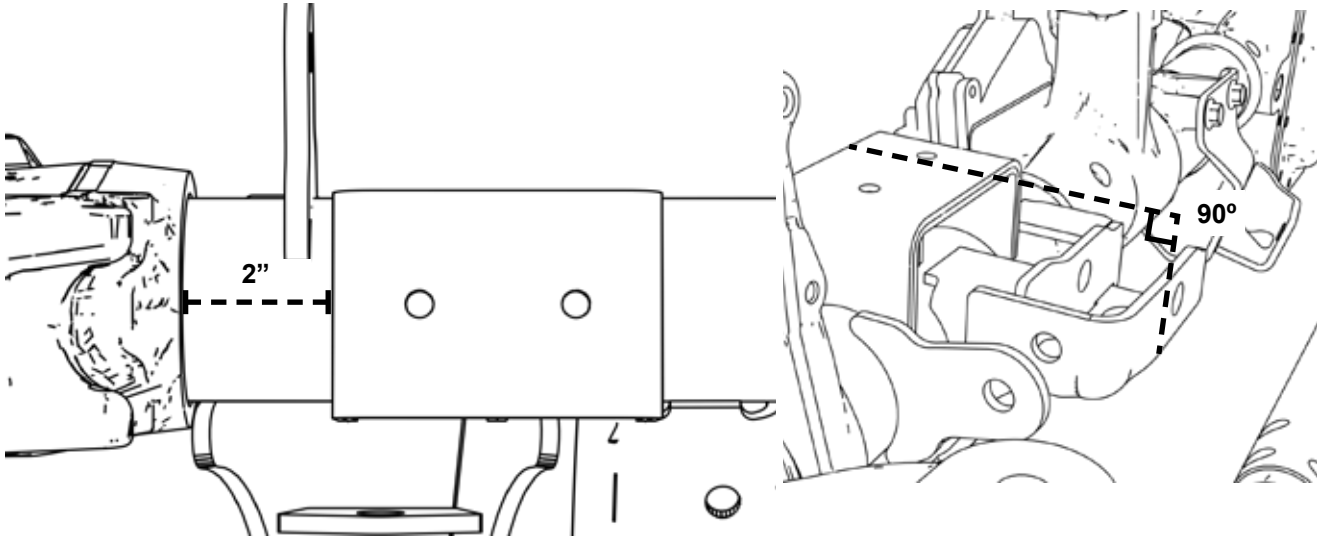


ATTACH WELDING GROUND CLAMP
TO THE SAME SIDE OF THE AXLE
THAT YOU ARE WELDING ON SO
GROUND IS NOT THROUGH THE
CARRIER.



FRONT RUBICON STRIKE PAD MOUNT

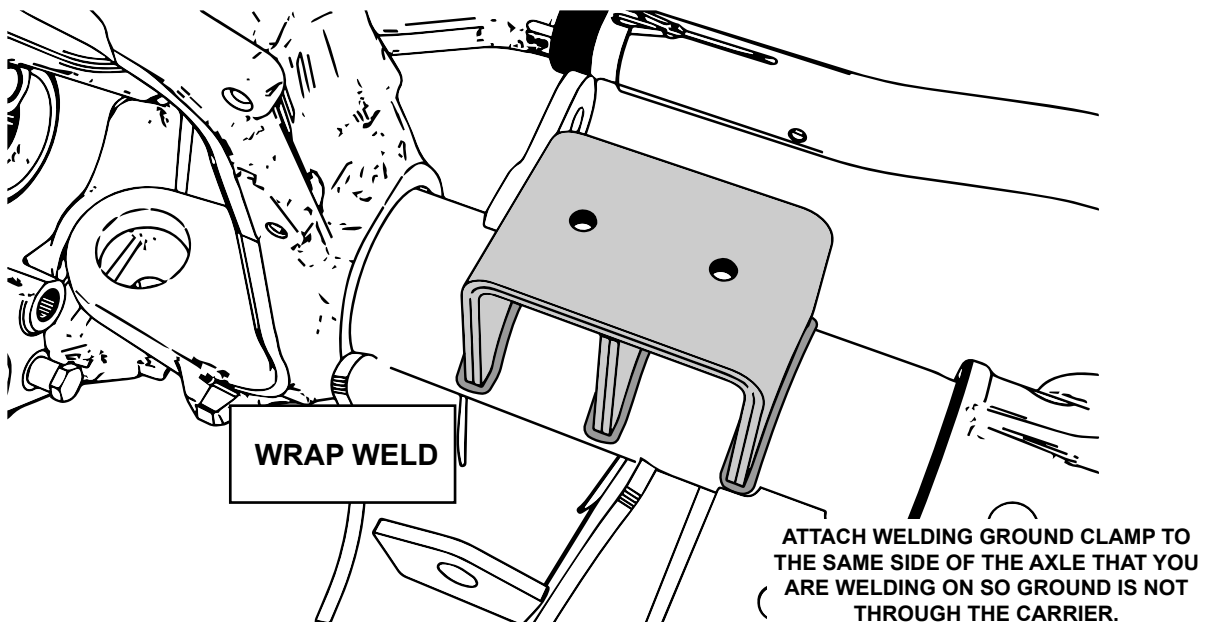
The speed bump spacer mount should be 2" from the knuckle and the top of the mount should rest 90° from the face of the track bar mount. The best way to get it on right is to use a digital angle gauge.



Measurements given are for Rubicon Axles only. For Tera 60 Axles see Step 18.

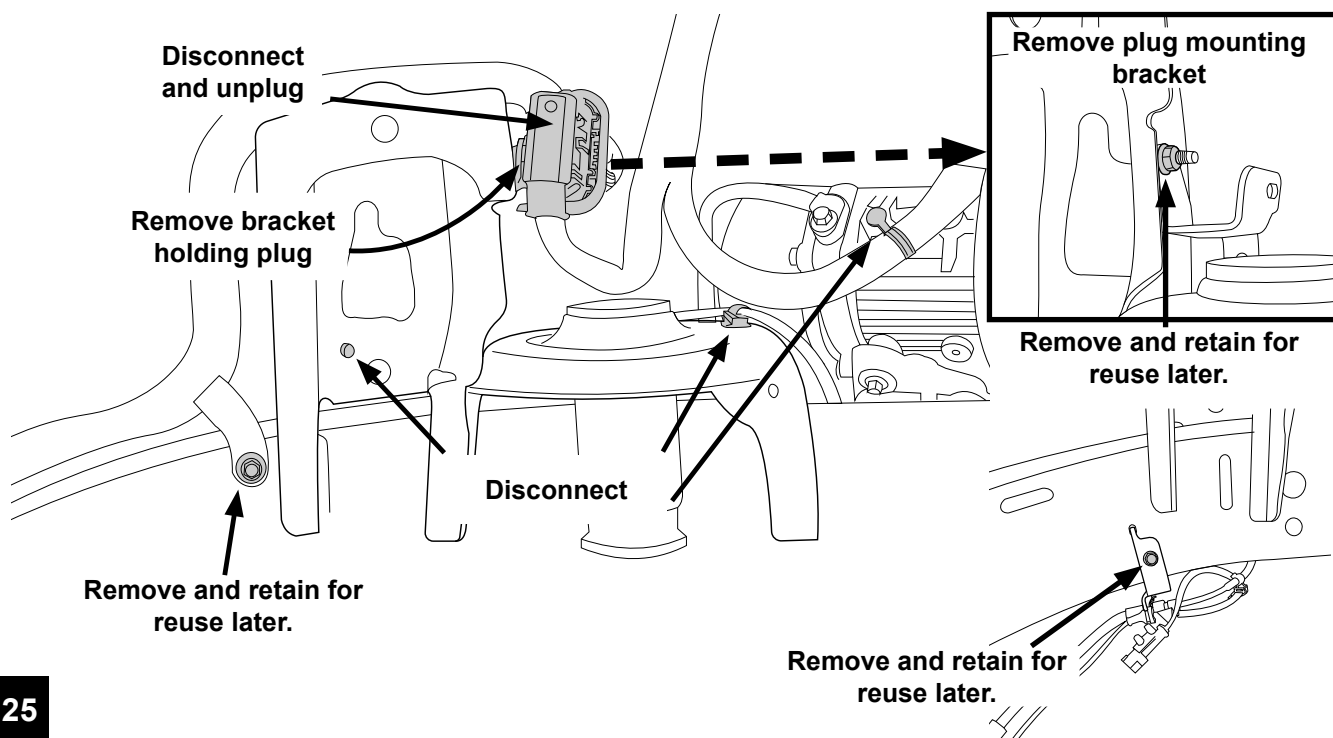
23

TACK AND DOUBLE CHECK THE FITMENT BEFORE WELDING BRACKET TO AXLE TUBE

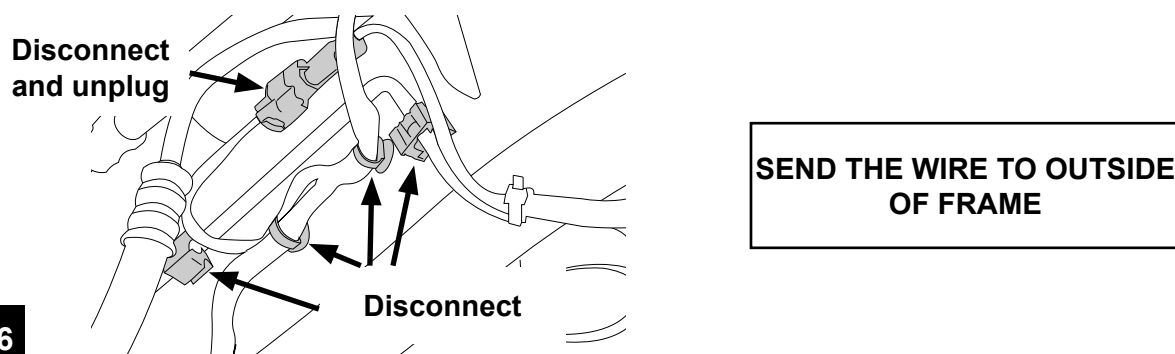
**24**

FRONT FRAME BRACKET REMOVAL

DISCONNECT WIRE HARNESS AND REMOVE PLUGS FROM FRAME

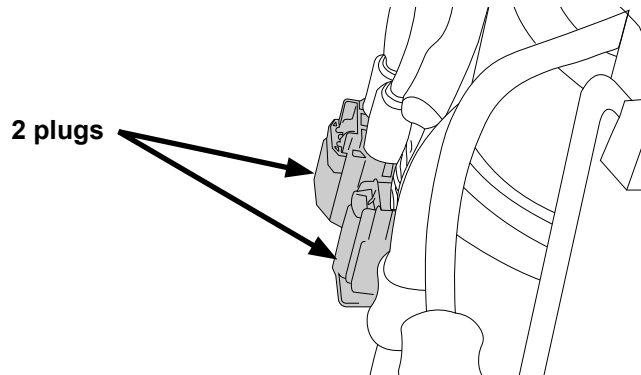
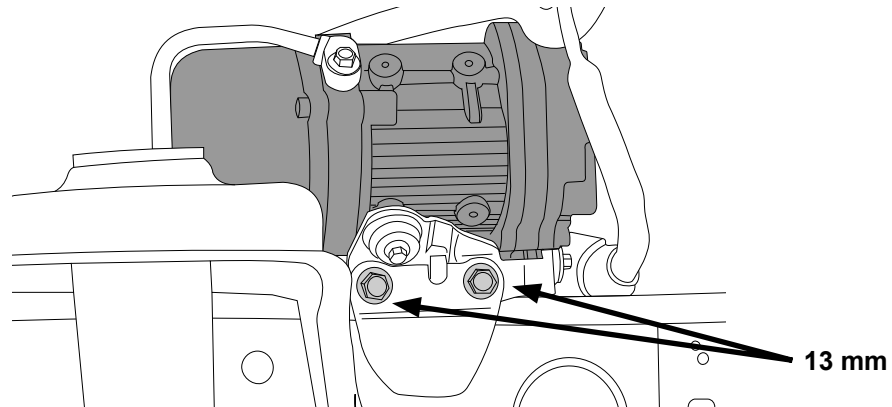
**25**

DISCONNECT WIRE HARNESS AND REMOVE PLUGS FROM INNER FRAME

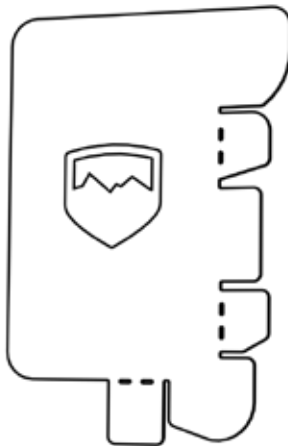
**26**

TIE UP ALL LOOSE WIRES OUT OF THE WAY.

27

DISCONNECT WIRE HARNESSES FROM STEERING PUMP**28****UNBOLT POWER STEERING PUMP FROM FRAME
AND PUSH IT AWAY FROM THE BRACKET****29**

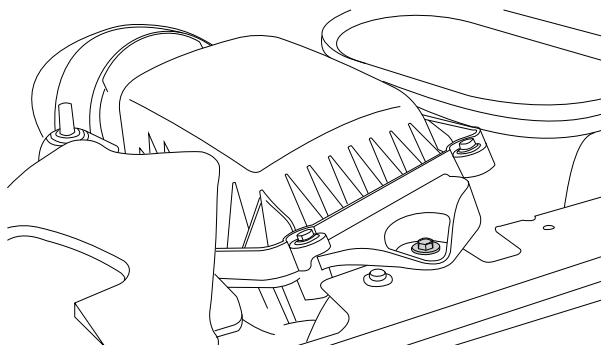
**IF VEHICLE IS A DIESEL, INSTALL AIR BOX BRACKET INCLUDED IN KIT 1357040
FOLLOWING INSTRUCTIONS 999455**

**30**

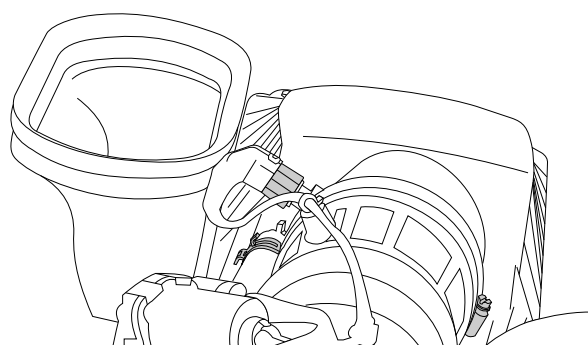
392 ONLY AIR BOX AND BRACKET TRIMMING

IF JEEP IS NOT A 392, SKIP STEPS 31-34

REMOVE THE AIR BOX



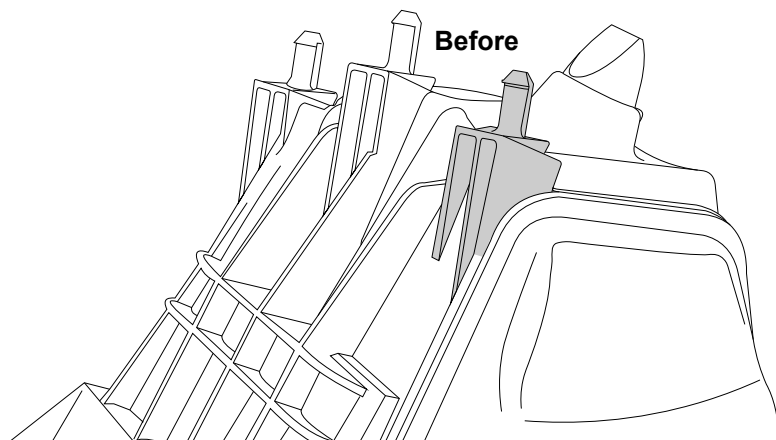
Remove the bolt connecting the air box to the outside of the engine bay.



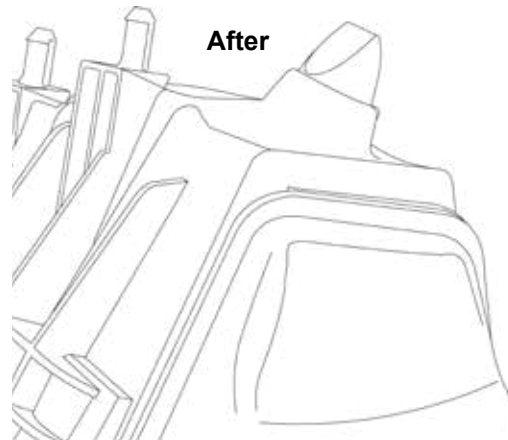
Disconnect the plug and hose and loosen the clamp to disconnect the air hose to the box.

31

REMOVE AIR BOX AND CUT OFF BOTTOM CORNER



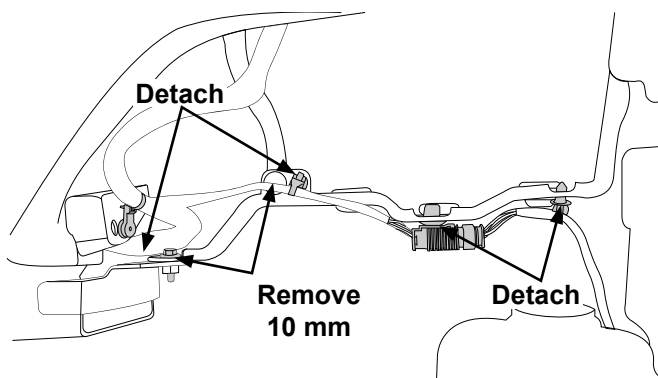
Cut off the bottom corner of the air box as shown in the image.



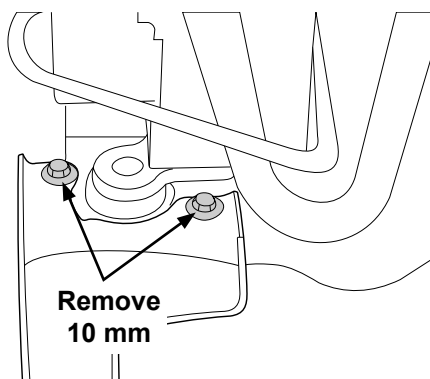
Don't cut through the air box. Smooth over sharp edges.

32

REMOVE THE AIR BOX MOUNTING BRACKET



Detach all the clips connected to the bracket and remove all the screws holding it to the vehicle.

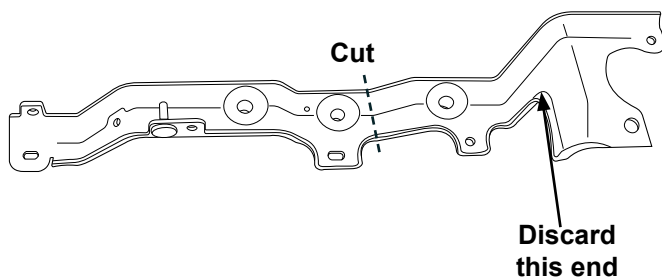


Two of the screws can only be accessed from inside the engine bay, they are under where the air box goes.

33

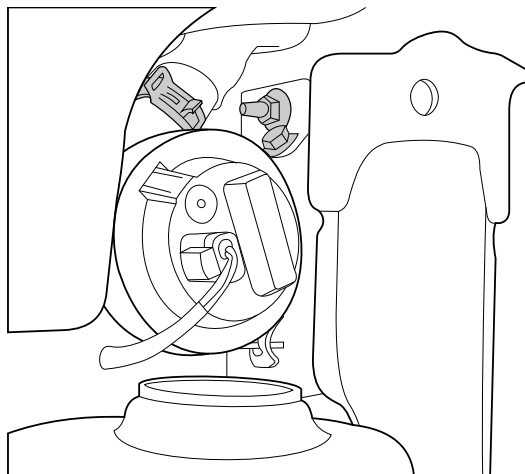
TRIM THE AIR BOX MOUNTING BRACKET

Remove the bracket and trim off the indicated section. Round over any sharp corners and paint the exposed metal.



Reinstall the trimmed bracket and then the air box.

34

3.6/2.0 ETORQUE & 4XE UNBOLT AND DISCONNECT PUMP FROM BRACKET

If your vehicle is a 3.6 eTorque, 2.0 eTorque or a 4xe install the pump relocation kit that goes with your vehicle.

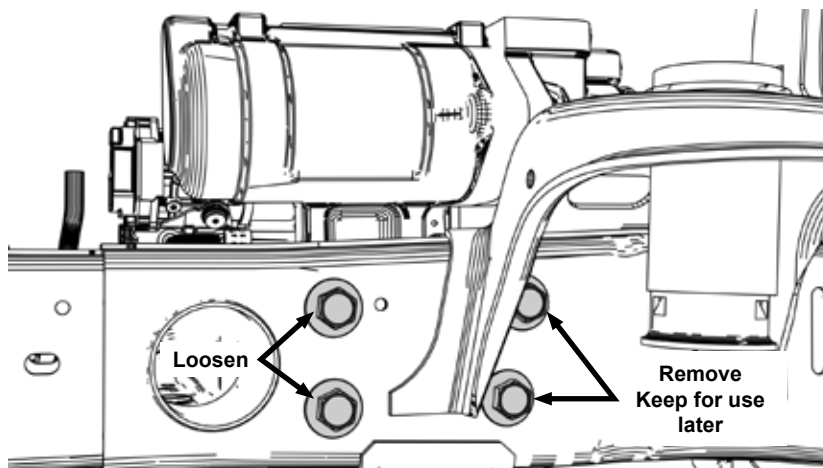
Do not install if your vehicle is not an eTorque or 4xe.

If you want to install the relocation kit after cutting, that is fine, but make sure you remove the pump before cutting.

To remove the pump:

1. Remove the hardware holding it to the shock tower.
2. Clamp the hoses
3. Disconnect the hoses.

35

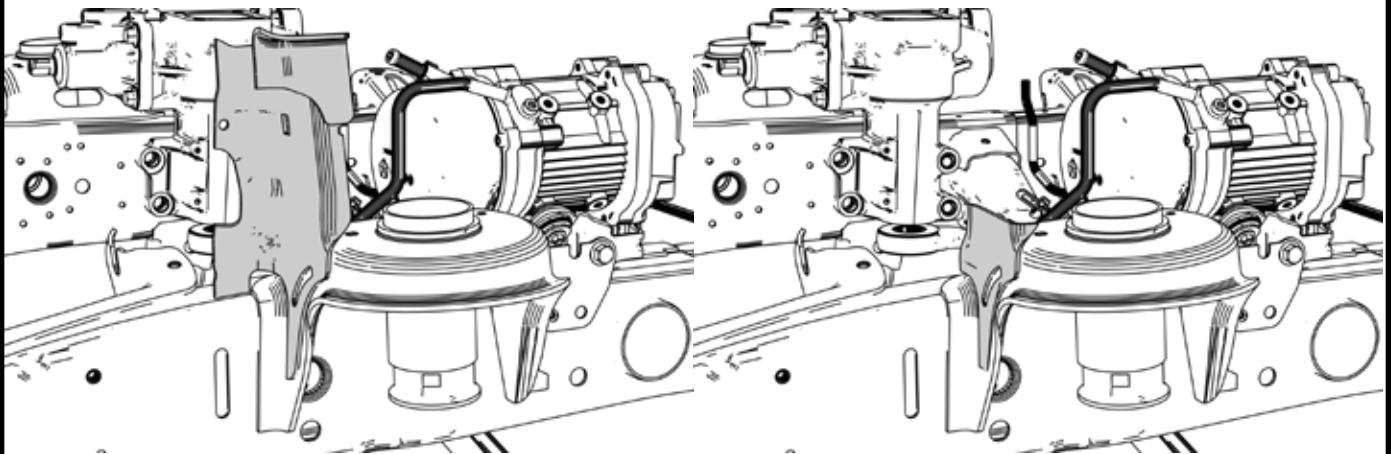
LOOSEN/REMOVE STEERING BOX BOLTS

36

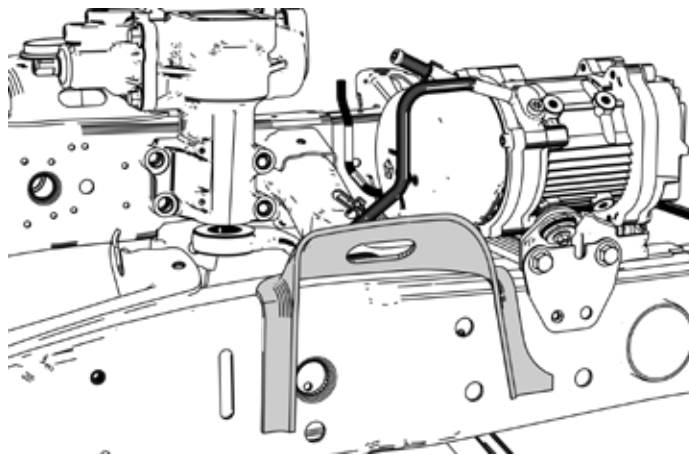
If you are cutting the brackets off with a plasma or acetalyn torch, you will need to disconnect any plastic clips holding any wires, brake lines or connectors to the frame around the front spring bucket and shock mount. You need to cover any lines you can't move with soaking wet rags and place metal plates between where you are cutting and the inside of the engine bay.

If you are cutting the brackets off with a body saw and/or cutoff wheel, then remove wires and clips as needed.

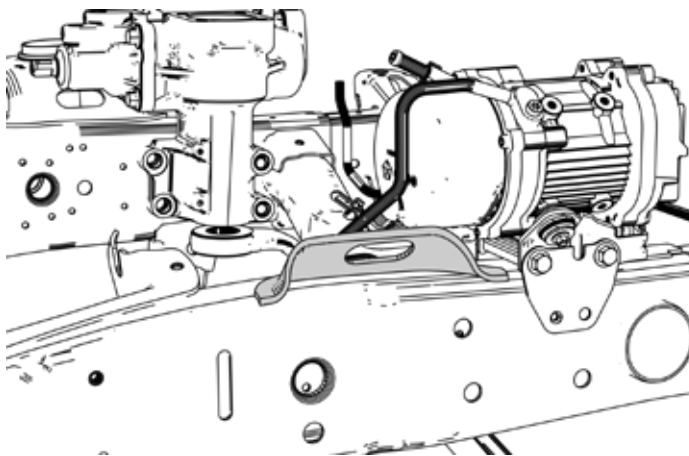
Cut carefully to avoid cutting through anything other than the brackets.

CUT OFF SPRING BUCKET AND SHOCK TOWER

Cut off the shock tower first. It helps to do it in stages.

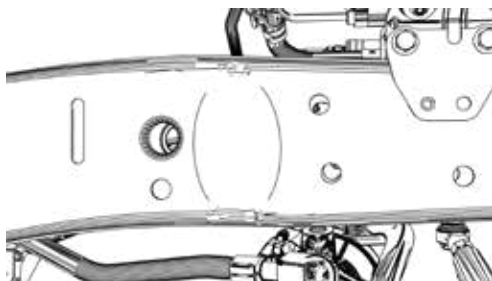


Cut off the spring bucket.



You only need to cut the spring bucket until it is flush with the outside of the frame.

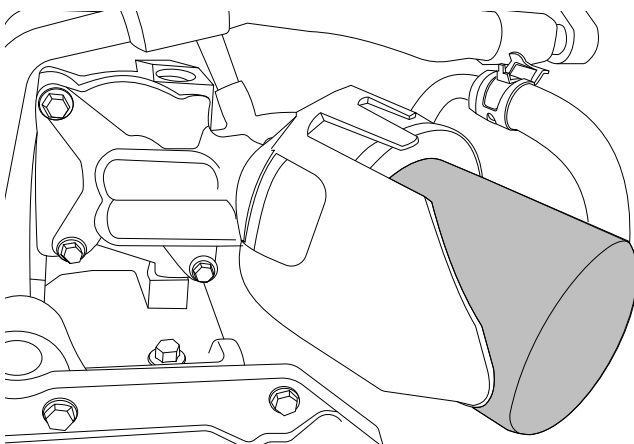
But if you desire a cleaner look, you can remove it from the top of the frame as well.

SMOOTH DOWN EXCESS METAL FROM BRACKETS TO FRAME IS SMOOTH**38**

Grind until the area where the brackets were is smooth. This is necessary for the new brackets to fit correctly.

392 ONLY BEFORE DRILLING

REMOVE OIL FILTER CONTAINER SO IT IS OUT OF THE WAY FOR DRILLING.

**39**

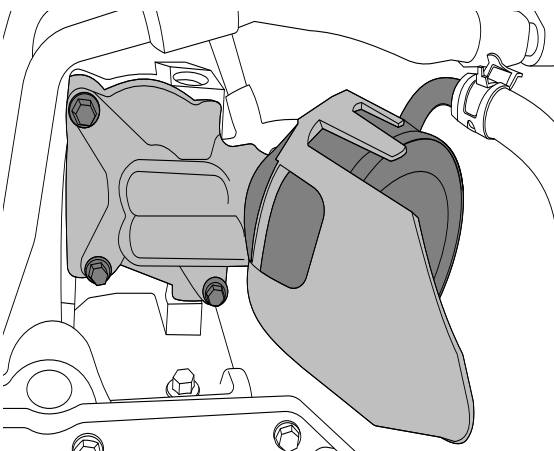
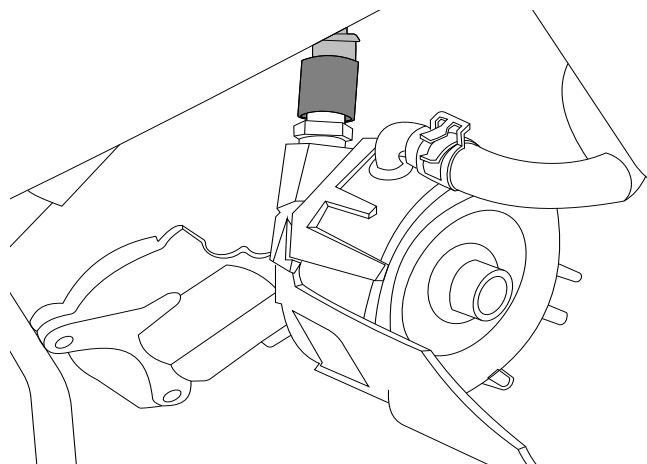
IF JEEP IS NOT A 392, SKIP STEPS 39-41

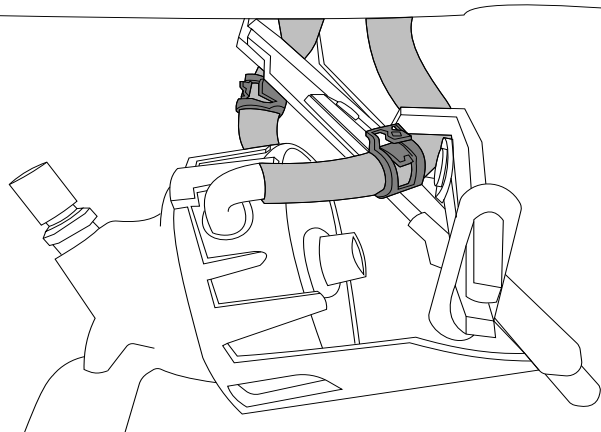
**DRAIN OIL FROM TANK
BEFORE OIL FILTER REMOVAL**

Clamp hoses if you don't want to do full oil change.

UNBOLT AND DISCONNECT OIL FILTER HOUSING

Cover exposed engine so contaminants don't enter oil system during drilling

**40**

CLAMP HOSES AND REMOVE OIL FILTER HOSUING

**REINSTALL AFTER DRILLING
HOLES IN THE FRAME**

41

**ENLARGE 2 HOLES AND DRILL 3RD ON INSIDE OF THE PASSENGER
SIDE FRAME USING THE PROVIDED TEMPLATE**

Enlarge using a
rotary tool to 3/4"

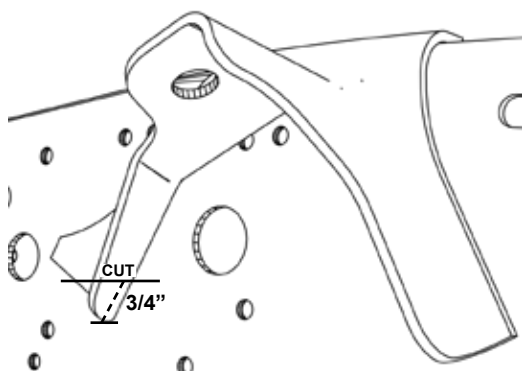
Drill to 3/4"

Cut out template
on page 41

Drill to 7/8"

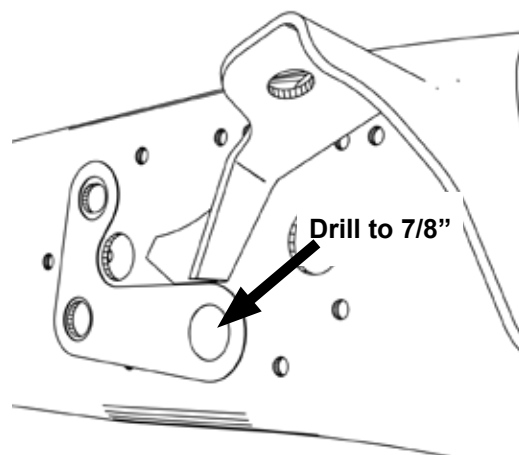
Before

After

**ON 3.6L JT GLADIATOR TRIM THE ENGINE MOUNT TO ALLOW
CLEARANCE FOR THE BACKING PLATE**

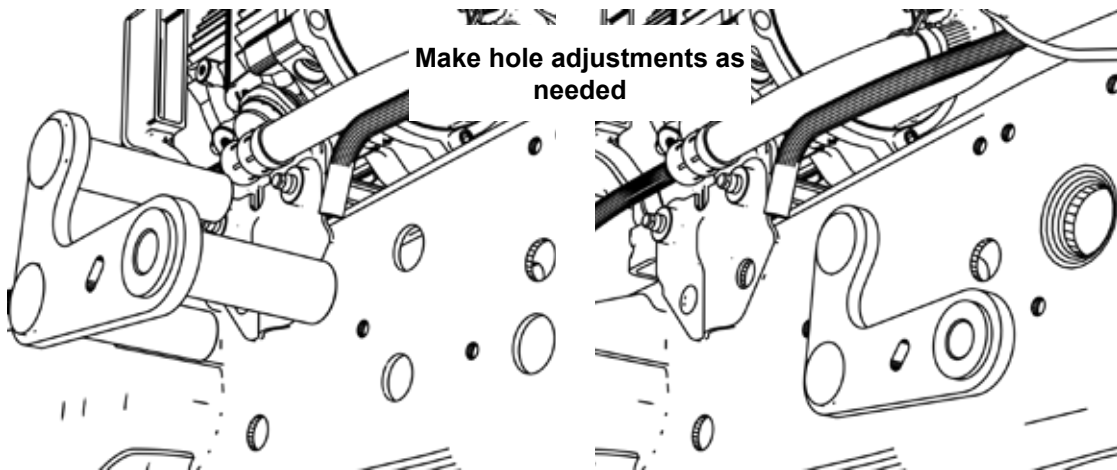
CUT
3/4"

Measure up 3/4" from the lowest point on the
inside of the bracket. Trim and grind across,
parallel to the ground, so the frame is smooth.

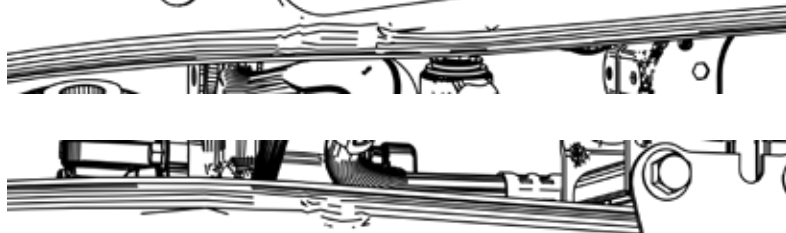
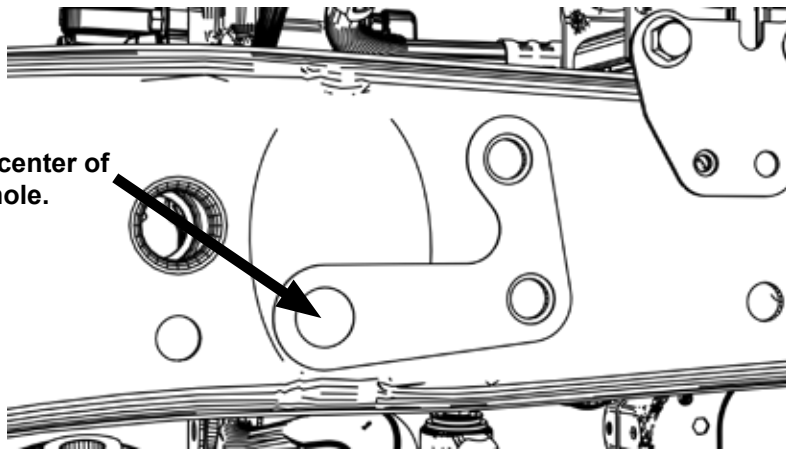


Drill to 7/8"

42

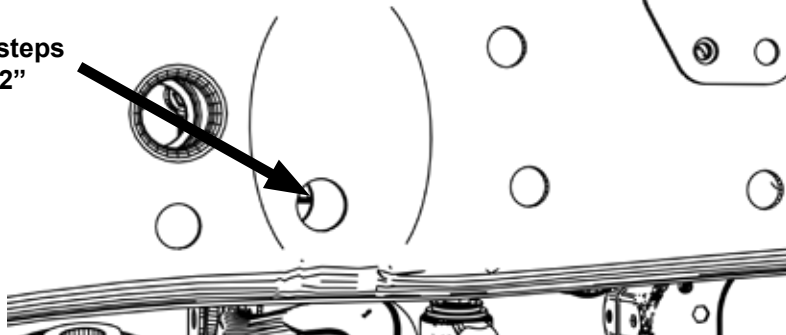
TEST FIT PASSENGER SIDE INNER BRACKET**43****ON THE OUTSIDE OF THE PASSENGER SIDE FRAME MARK AND DRILL THRID HOLE USING THE TEMPLATE**

Mark the center of the hole.

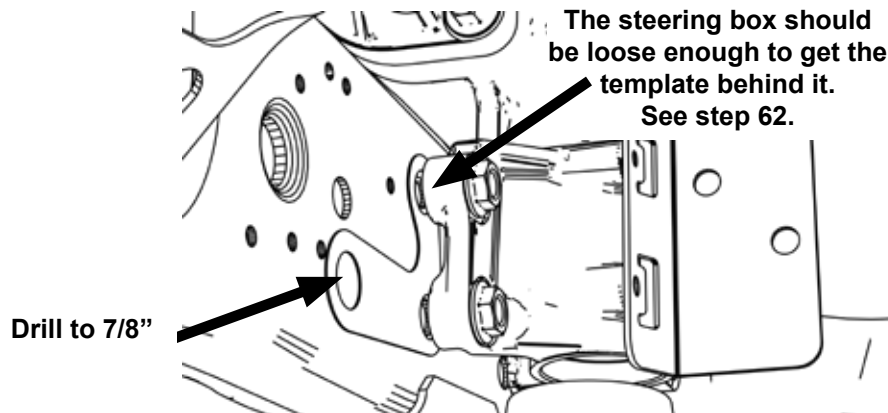


The drilling surface is not flat so you should verify the hole location with the bracket before drilling.

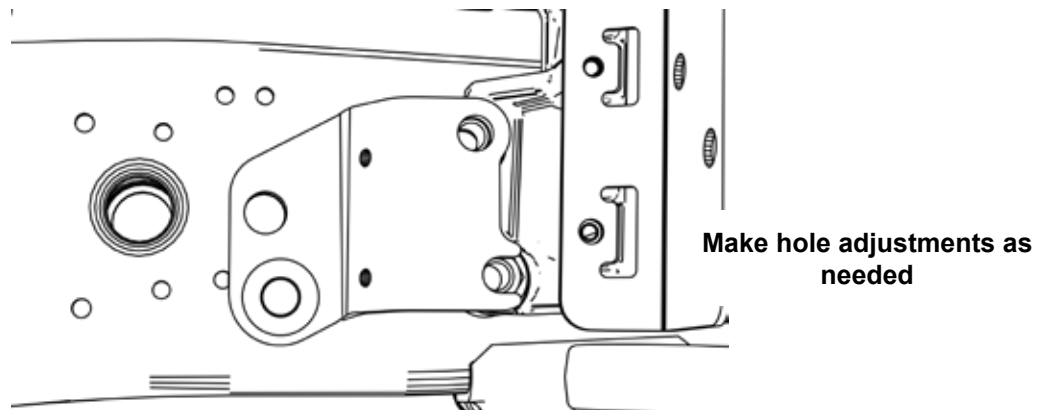
Drill in steps to 1/2"

**44**

USE THE TEMPLATE TO MARK THE INSIDE OF THE FRAME ON THE DRIVER SIDE

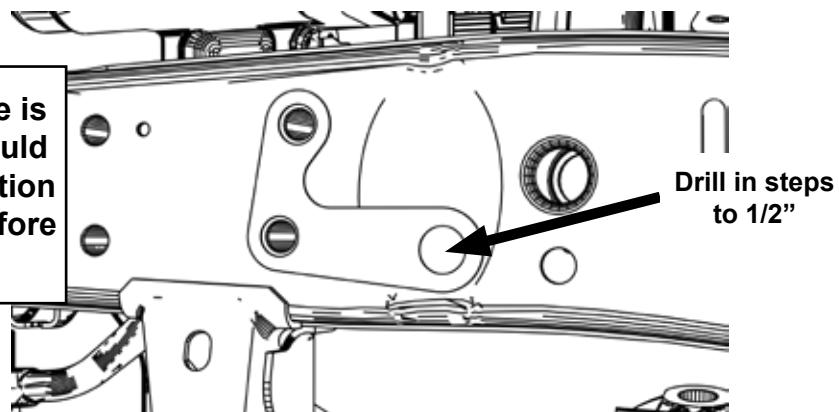


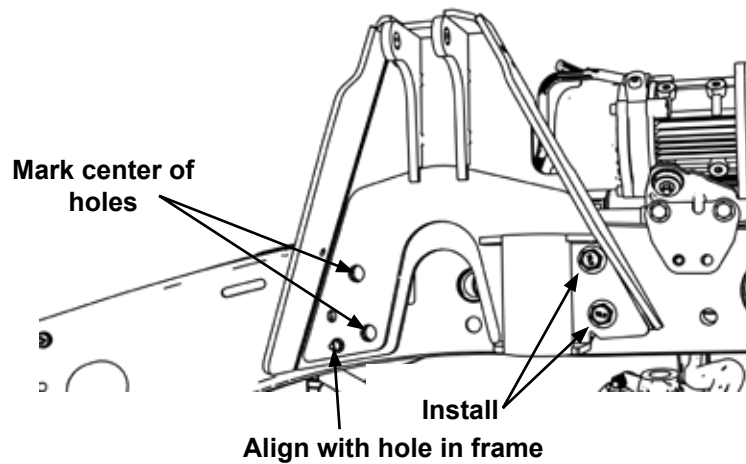
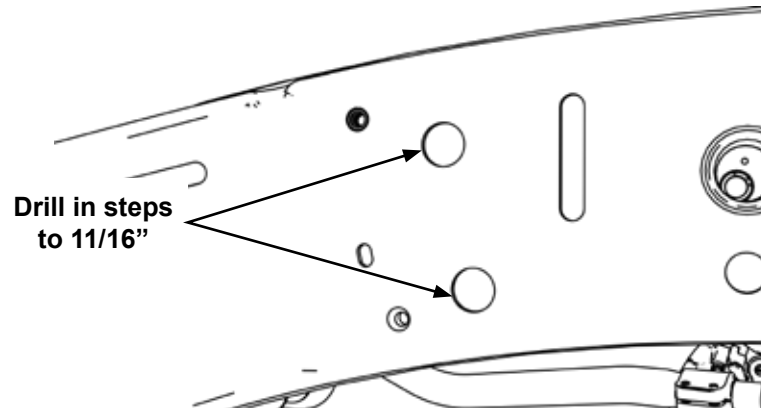
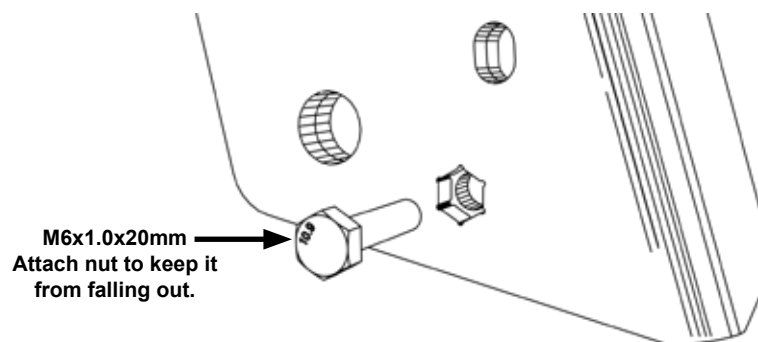
TEST FIT DRIVER SIDE INNER BRACKET



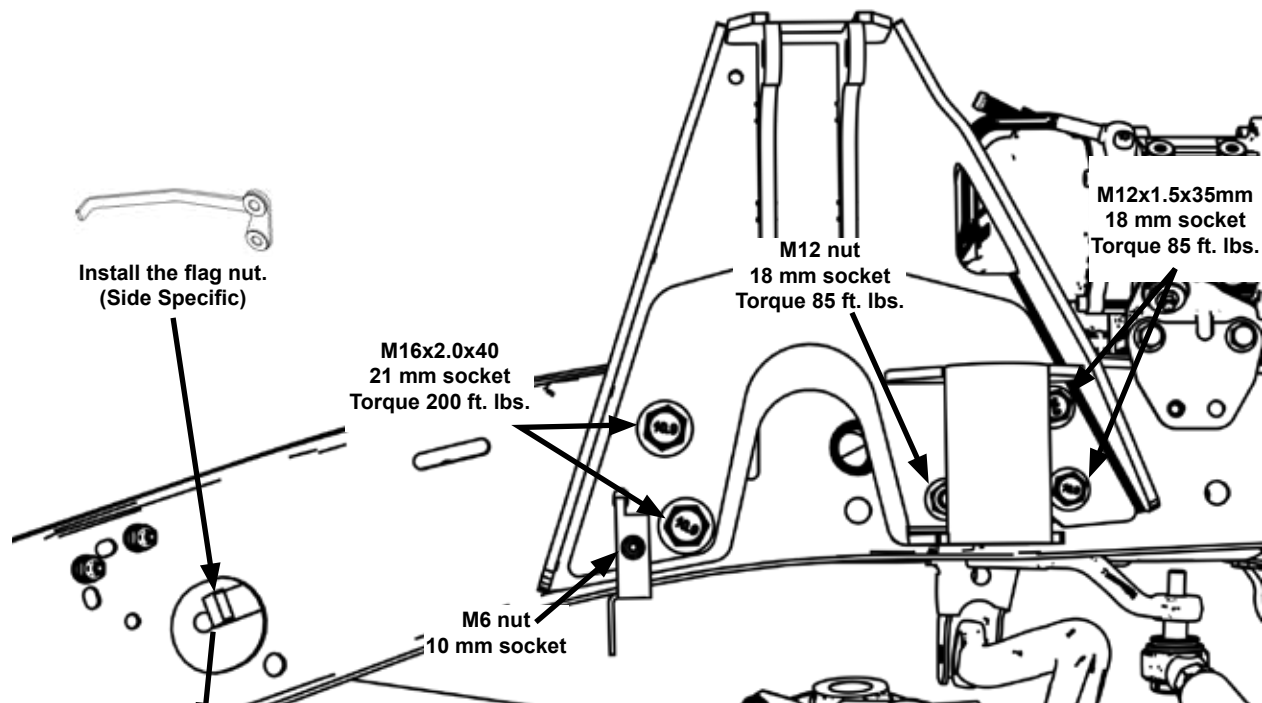
MARK AND DRILL THE OUTSIDE OF THE DRIVER SIDE FRAME USING THE TEMPLATE

The drilling surface is not flat so you should verify the hole location with the bracket before drilling.

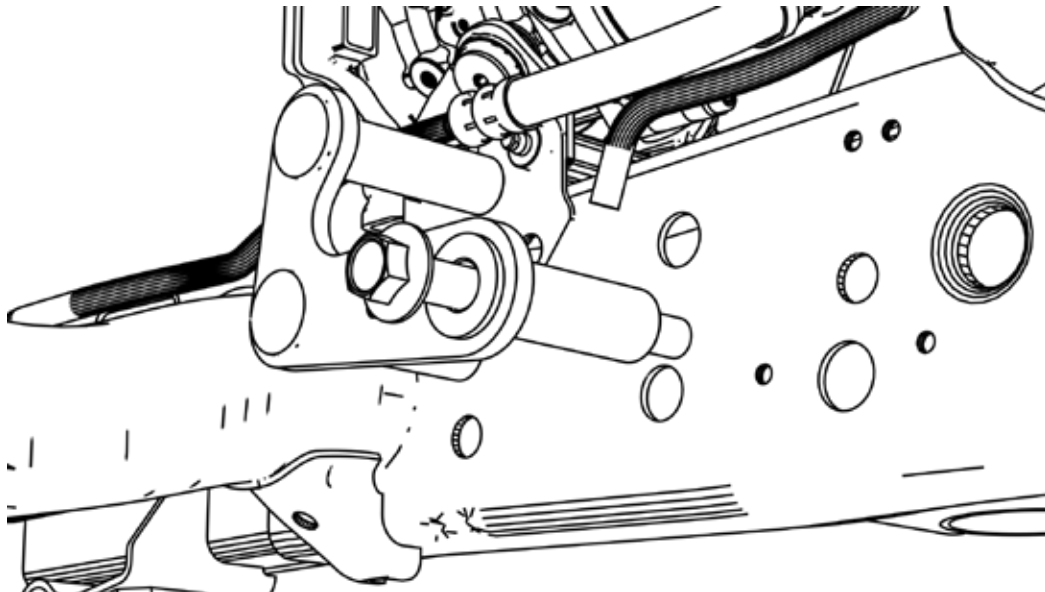


INSTALL THE OUTER BRACKET AND MARK THE TWO HOLES FOR DRILLING**48****REMOVE THE BRACKET AND DRILL TWO HOLES****49****BEFORE INSTALLING BRACKETS SET SMALL BOLT INTO PLACE BEHIND THE OUTER BRACKETS****50**

INSTALL THE PASSENGER BRACKETS

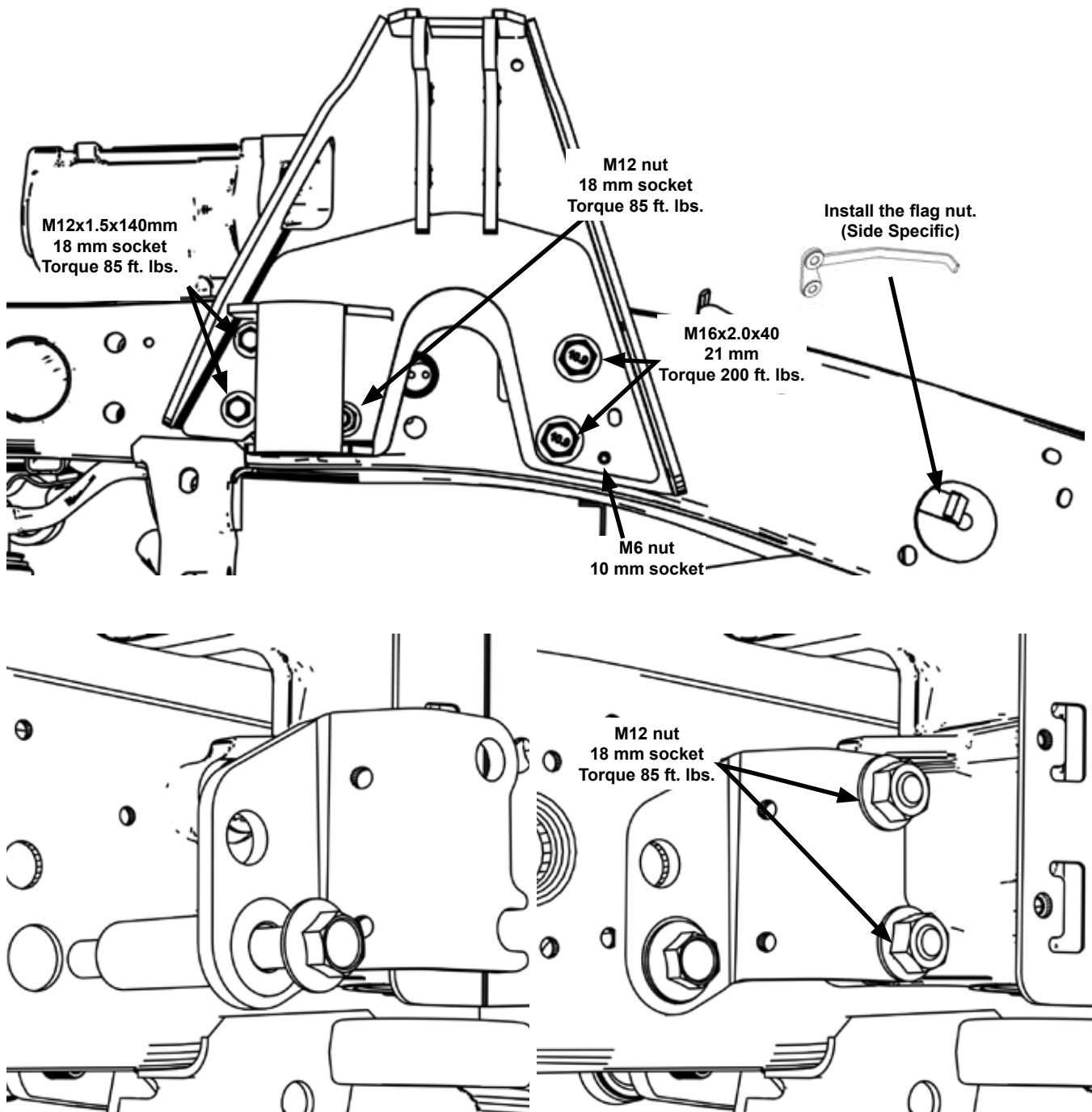


If your vehicle is MY 2023+, trim the section of the tire deflector bracket that is partially blocking the hole to install the flag nut on the passenger side.



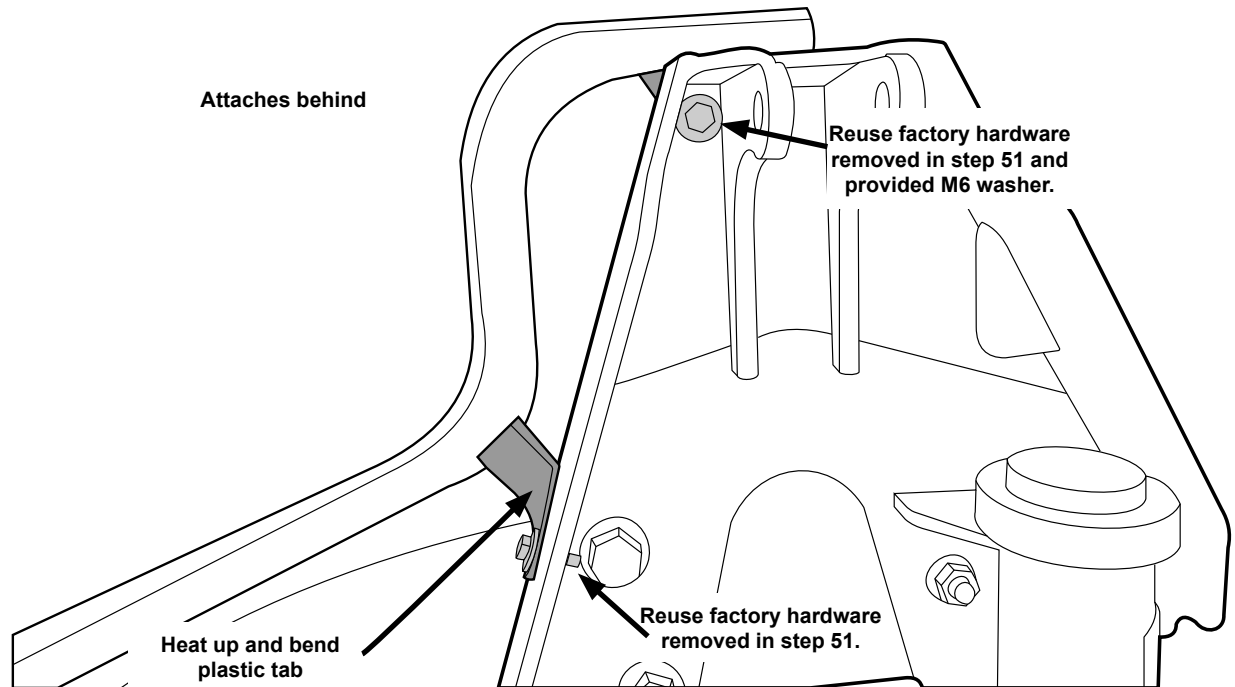
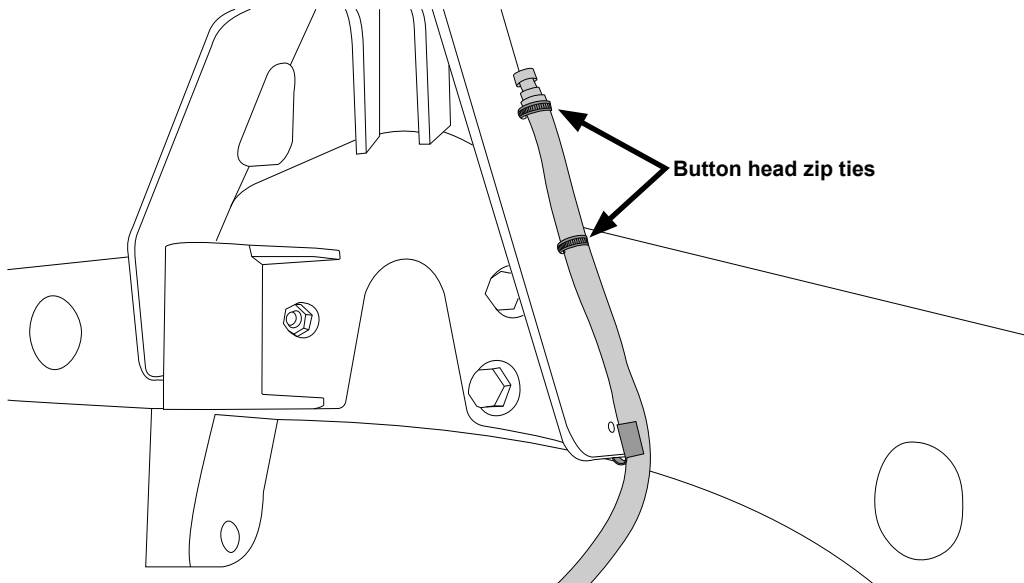
The bolt that installs from the inside of the frame is one of the bolts removed in step 62. Install with the provided nuts.

INSTALL THE DRIVER BRACKETS



The bolt that installs from the inside of the frame is one of the bolts removed in step 62. Install with the provided nuts.

Install the nuts onto the bolts to hold the bracket in place. Torque nuts only after you torque the bolts.

ATTACH WIRE HARNESS TO PASSENGER BRACKET**53****ATTACH BREATHER HOSE TO DRIVER BRACKET****54**

INSTALL THE JL COILOVER SPEEDBUMP AND PROGRESSIVE BUMP STOP KIT FOLLOWING INSTRUCTIONS 999453

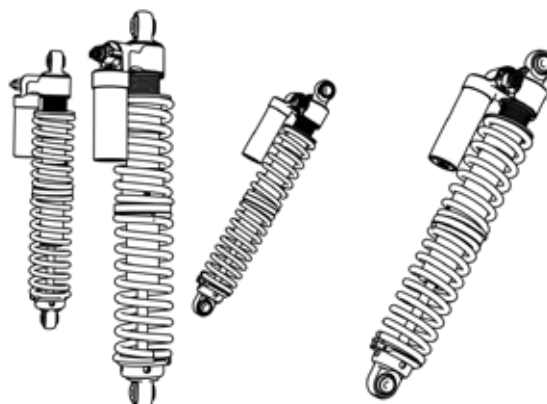
**55**

REINSTALL THE AXLES ONTO THE VEHICLE AND ANY PARTS INCLUDED IN THE RT4 SUSPENSION SYSTEM THAT CONNECT TO THE AXLES (TRACK BAR, SWAY BAR LINKS, ETC.)

IF YOU ARE INSTALLING A LONG ARM KIT IN TANDEM WITH THE COILOVER KIT. ENSURE THAT ALL STEPS ARE COMPLETED FOR INSTRUCTIONS 999335 (JL) OR 999400 (JT) BEFORE CONTINUING.

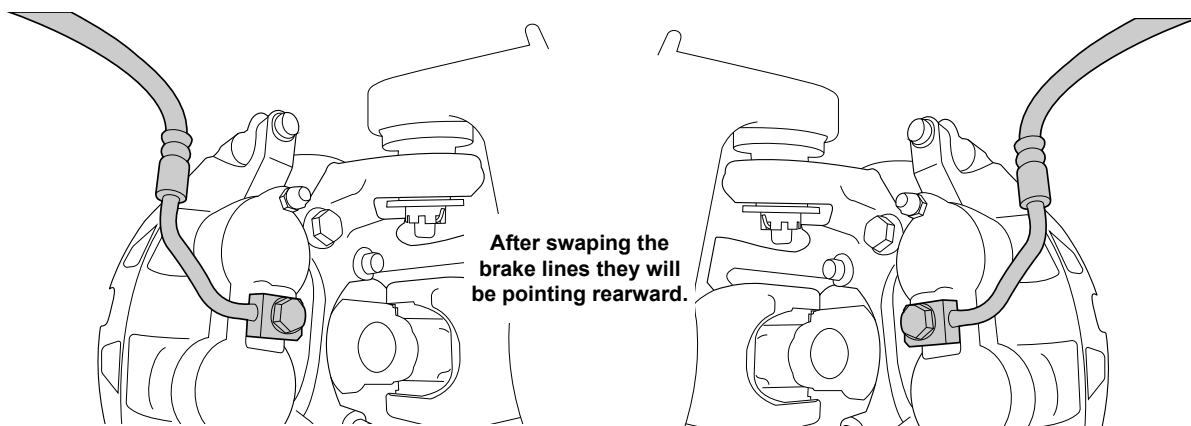
56

INSTALL THE FALCON COILOVER SHOCKS FOLLOWING THE ACCOMPANYING INSTRUCTIONS

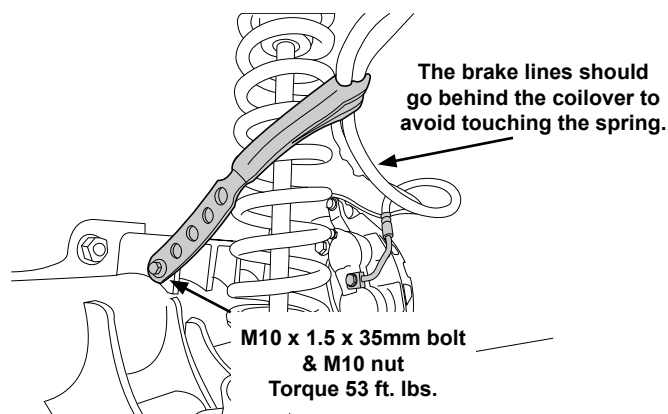
**57**

SWAP FRONT BRAKE LINES

Swap the brake lines quickly to avoid draining the master cylinder. Use new copper washers to prevent leaking (included in the RT4 base kit 1402101).

**58**

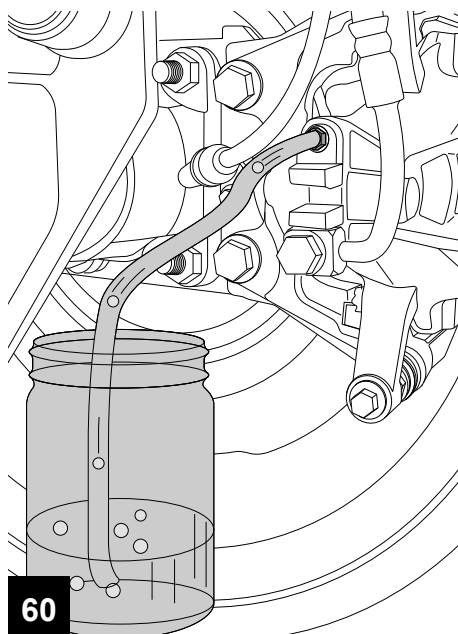
INSTALL THE BRAKE LINE ANCHOR BRACKET 1101356 INCLUDED IN THE BASE RT4 KIT (1402101) USING THE PROVIDED HARDWARE.

**59**

Make sure the brake lines do not rub on the steering, suspension or anything.

MANUAL METHOD OF BLEEDING THE BRAKES

- 1 FILL BRAKE RESERVOIR WITH APPROVED BRAKE FLUID**
- 2 READY A CONTAINER WITH SOME BRAKE FLUID TO CATCH THE BRAKE FLUID**
- 3 STARTING WITH REAR PASSENGER ATTACH BLEED HOSE TO BLEED SCREW AND SUBMERGE OTHER END OF BLEED HOSE INTO BRAKE FLUID**
- 4 OPEN THE BLEED SCREW**
- 5 HAVE A HELPER SLOWLY PRESS DOWN ON THE BRAKE PETAL UNTIL IT REACHES BOTTOM *KEEP BRAKE PETAL DOWN***
- 6 CLOSE THE BLEED SCREW**
- 7 HAVE HELPER RELEASE THE BRAKE PETAL AND SLOWLY PUMP BRAKE PETAL 3 - 4 TIMES**
- 8 REPEAT STEPS 4-7 UNTIL NO MORE AIR BUBBLES ARE VISIBLE IN BLEED HOSE (REFILL BRAKE RESERVOIR AS NEEDED)**
- 9 TORQUE BLEED SCREW TO 7 FT - LBS**
- 10 REPEAT PROCESS FOR THE REAR DRIVER BRAKE**



USE CAUTION WHILE TAKING THE JEEP FOR IT'S FIRST DRIVE.

IT MAY BE NECESSARY TO REPEAT THIS PROCESS ON ALL FOUR BRAKES TO PURGE ALL THE AIR FROM THE SYSTEM.

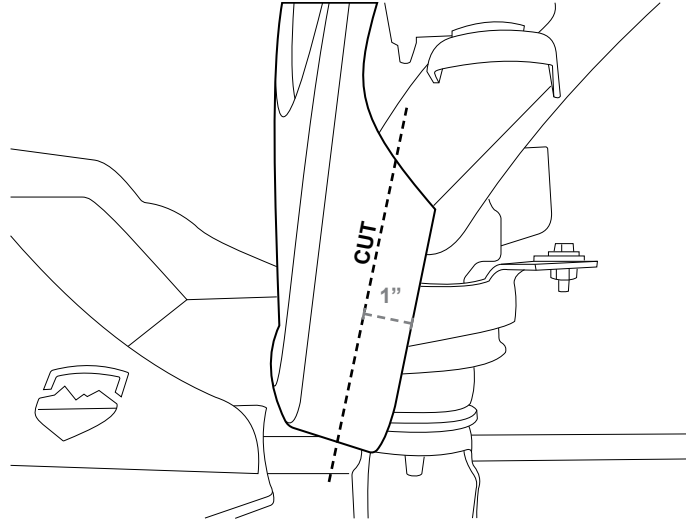
IF BRAKE RESERVOIR GETS TOO LOW ALL 4 BRAKES WILL NEED TO BE RE-BLED.

WHEN BLEEDING ALL 4 BRAKES BE SURE TO DO SO IN THIS ORDER - REAR PASSENGER, REAR DRIVER, FRONT PASSENGER THEN FRONT DRIVER.

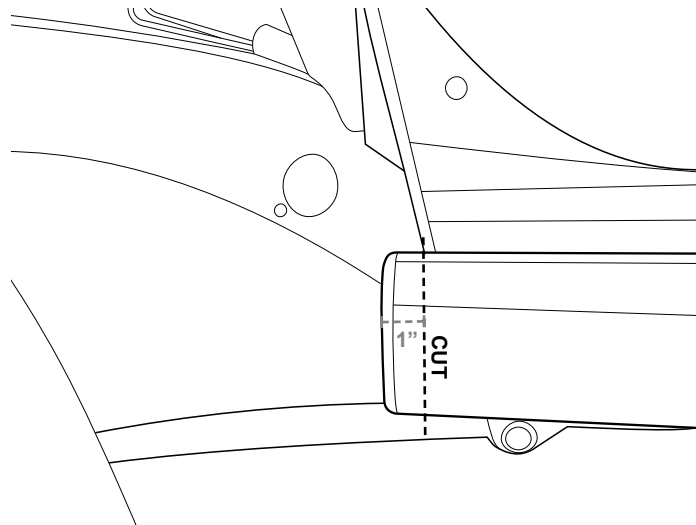
IF THE MASTER CYLINDER IS DRAINED AND AIR ENTERS THE SYSTEM, AN ABS BLEED USING A SCAN TOOL MAY BE NECESSARY.

TRIMMING FOR 40" TIRES

If you are installing 40" tires*, then there are a number of locations that you may need to trim in order for the tires to not rub. Depending on the tire, these might be different. Its highly recommended that you check for rubbing by cycling the suspension without the shocks, but with the tires.


61

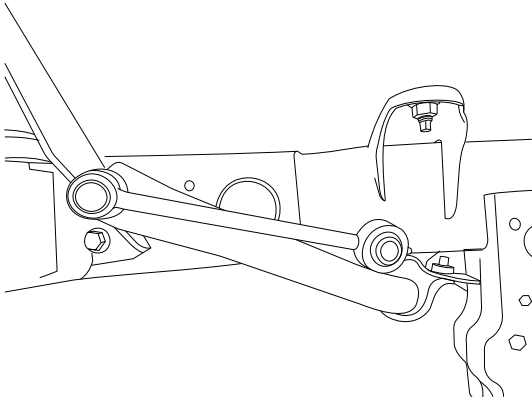
40" tires will rub on the side of the grill if you have Rubicon 44 Axles. It is recommended that you trim the indicated section to prevent rubbing.


62

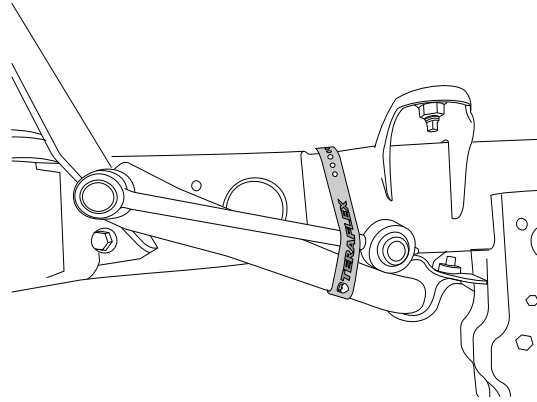
Sliders that stick out in front of the body should be trimmed back to the body.
Remove the sliders from the vehicle for trimming.

*The JL Coilover Kit is certified for highway driving with only 37" tires. Tires larger than 37" must be for off-road vehicles only.

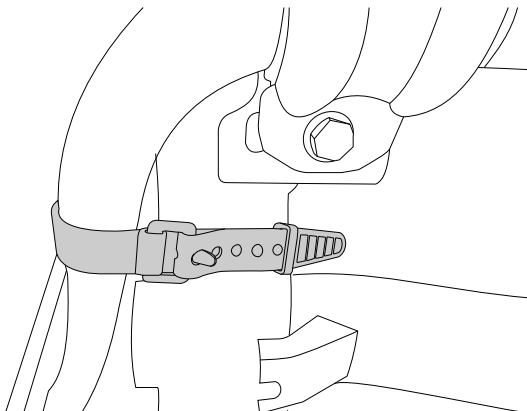
INSTALL THE QUICK DISCONNECT RETAINING STRAP ONTO THE FRAME.



Detach quick disconnect sway bar links and raise it up close to the frame.



Use the strap to hold the sway bar and sway bar link close to the frame.



The strap is UV and weather resisitant, so it can be left on the frame when it's not in use.

The strap can stretch so sinch it up tight.

63

Install any other after market components or kits needed to make the vehicle drivable. (ie. drive shafts, relocated sway bar, or fenders/fender liners)

Reassemble all factory components remaining on the vehicle. Make sure you reattach brake calipers, ABS lines and any wire harnesses that were disconnected.

Double check the torque on all hardware installed or reinstalled before driving.

64

UPON COMPLETING THE INSTALLATION PROCESS IT IS VITAL THAT YOU GET AN ALIGNMENT DONE AT A SHOP EXPERIENCED IN OFF-ROAD 4X4 VEHICLES BEFORE DRIVING ON- OR OFF-ROAD.

Alignments can be tricky with lifted Wranglers, but adding the coilover kit requires a little more care.

Before you get an alignment by a shop experienced in off-road 4x4 vehicles, you should cycle the suspension without the falcon coilover shocks installed, but with the wheels on.

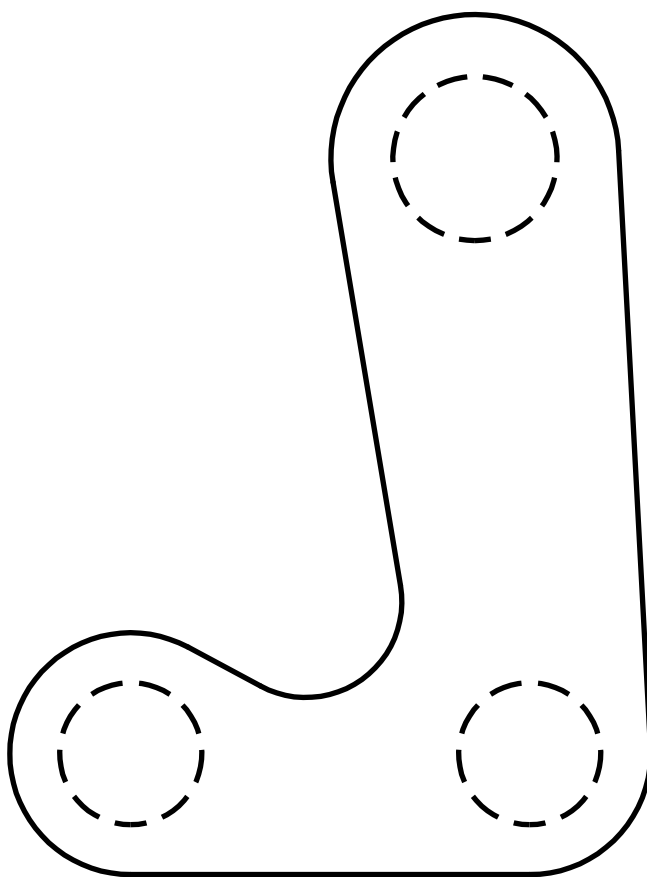
When you cycle the suspension:

- Check that the bump stop strike pads align with the SpeedBumps/bump stops. Adjust the long arms as needed. The lengths given in the Long Arm Kit instructions are a starting point and should be adjusted to fit your vehicle.
- In the rear check that the wheels sit correctly in the wheel well. Adjust the arms as needed.
- Check for any other clearance issues or spots where the wheels could rub. Make any necessary modifications so the tires do not rub.
- Check that the axles are square to the frame by measuring from the axle tube to a symmetrical hole on the frame.
- Check that the axles are centered left to right.
- Check that the pinion angles are correct (the front pinion angle is affected by the caster, so check this before and after the alignment.)

At the alignment shop:

- The caster, camber, pinion and toe angles should all be checked.
 - On factory Rubicon Axles, increased caster angles can cause the front bump stop strike pad to make contact with the coilover spring. This should be avoided.

CUT OUT TEMPLATE AND USE IT TO LOCATE HOLES IN STEPS 68, 70, 71 & 73.



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.

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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