



# JT Alpine Long Arms and Brackets

[www.TERAFLEx.com](http://www.TERAFLEx.com)

# 1968000

# 1317010

# 1318010



## 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 may not be compatible with all aftermarket rock sliders and some disassembly or modification of rock sliders may be needed for install.**

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

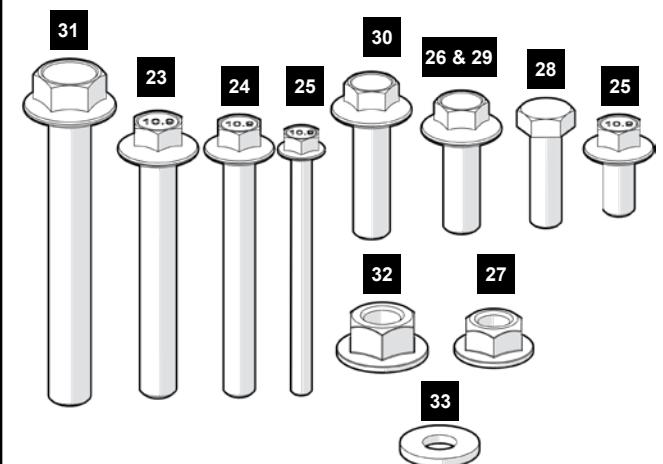
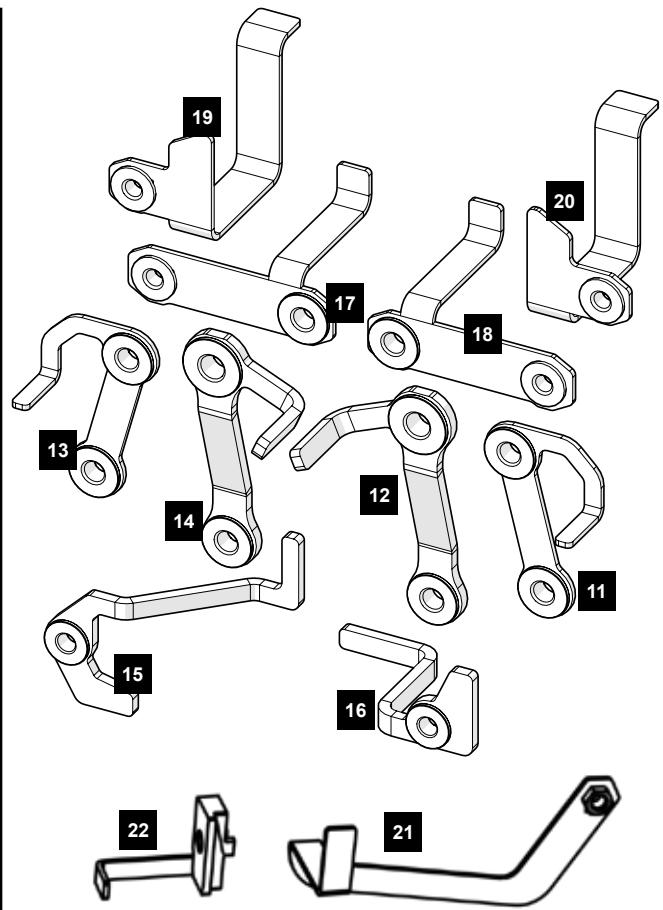
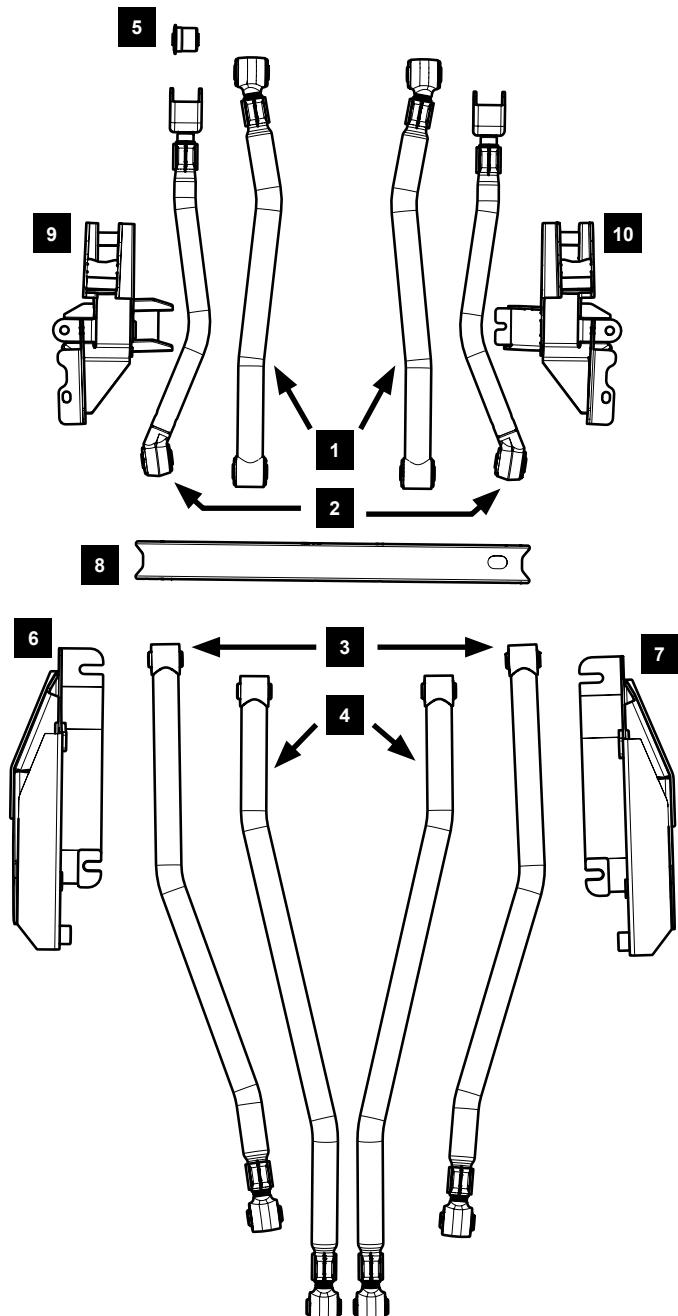
## Tools Needed:

- Metric Sockets and Open End Wrenches	- Factory Service Manual
- Torque Wrench	- General Mechanics Tools
- Drill and 11/16" Drill Bit	- Cut Off Wheel / Grinder / Torch
- 5/8" Drill Bit (for Mojave models only)	

## Maintenance Note:

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

## PARTS



NOTE:

\* IF YOU ARE INSTALLING CONTROL ARMS WITH ALPINE BUSHINGS, LOWER THE JEEP TO THE GROUND AND FINISH THE INSTALLATION BY TORQUING THE CONTROL ARM BOLTS. THE CONTROL ARM BOLTS MUST BE TORQUED WITH THE JEEP AT RIDE HEIGHT, SITTING ON ITS OWN WEIGHT.

\* IF YOU ARE INSTALLING CONTROL ARMS WITH THE ALPINE IR BUSHINGS THE CONTROL ARM BOLTS CAN BE TORQUED WITH THE JEEP RAISED IN THE AIR.

# JT 4 DOOR ALPINE IR

1318010 JT 4DR Alpine IR HD Adjustable Long Control Arm Kit w/ Bracket Kit				
Item #	Part No.	Description	QTY	
	<b>1318005</b>	<b>JT Alpine IR HD Adjustable Long Control Arm Kit</b>		
1	1310500	Alpine IR JL Front Lower Long Arm Kit	1	
2	1310520	Alpine IR JL Front Upper Long Arm Kit	1	
3	1418550	Alpine IR JT Rear Upper Long Arm Kit	1	
4	1418560	Alpine IR JT Rear Lower Long Arm Kit	1	
5	611018	Front Upper Axle Revolver Rubber Bushing, Small	2	
	<b>1968000</b>	<b>4 Door JT Long Arm Bracket Kit</b>		
6	15-11-002-300	Bracket, Control Arm Rear / Driver / Assembly	1	
7	15-11-002-400	Bracket, Control Arm, Rear / Passenger / Assembly	1	
8	15-11-001-031	Bracket, Control Arm, Reinforcement Crossmember	1	
9	15-11-001-100	Bracket, Control Arm, Front / Driver / Assembly	1	
10	15-11-001-200	Bracket, Control Arm / Front / Passenger / Assembly	1	
		<b>Hardware</b>		
11	47-03-003-030	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Front	2	
12	47-03-003-040	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Back	1	
13	47-03-003-050	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Front	1	
14	47-03-003-060	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Back	1	
15	47-03-003-070	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Bottom Front	1	
16	47-03-003-080	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Bottom Back	1	
17	47-03-002-007	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Short Flag / Left Front	1	
18	47-03-002-008	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Short Flag / Right Front	1	
19	47-03-002-021	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Double Flag / Right Front	1	
20	47-03-002-022	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Double Flag / Left Front	1	
21	47-03-002-011	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Extra Long Flag / Right Front	1	
22	47-03-002-013	Flag Nut Assy, Steel / Zinc, Contoured M14 x 2.0 / Right Front	1	
	<b>5218</b>	<b>Hardware Pack, Long Arm Front Brackets, Jeep JL Wrangler, 4XE Anti-roll</b>		
23	45-02-005-001	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 100mm	4	
24	45-02-005-002	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M12 x 1.75 x 100mm	2	
25	45-02-005-006	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M12 x 1.75 x 35mm	2	
26	45-02-005-024	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 40 mm	2	
27	45-08-004-001	Hardware (S), Flange Top Lock Nut, Alloy Steel / PS11036-S, M14 x 2.0	4	
	<b>5129</b>	<b>Hardware Pack, Rear Long Arm Kit, Jeep JT Gladiator</b>		
28	45-01-005-003	Hex Cap Screw, Alloy Steel / PS11036-S, M12 x 1.5 x 40 mm	2	
29	45-02-005-024	Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 40 mm	4	
30	45-02-005-025	Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 50mm	2	
31	45-02-005-026	Hex Flange Bolt, Alloy Steel / PS11036-S, M16 x 2.0 x 120mm	4	
32	45-08-004-003	Flange Top Lock Nut, Alloy Steel / PS11036-S, M16 x 2.0	2	
33	45-10-005-005	Flat Washer, Alloy Steel / PS11036-S, M12 x 30mm OD	2	

# JT 4 DOOR ALPINE

1317010 JT 4DR Alpine HD Adjustable Long Control Arm Kit w/ Bracket Kit				
Item #	Part No.	Description	QTY	
	<b>1317005</b>	<b>JT Alpine HD Adjustable Long Control Arm Kit</b>		
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2	1316520	Alpine JL Front Upper Long Arm Kit	1	
3	1417560	Alpine JT Rear Lower Long Arm Kit	1	
4	1417570	Alpine JT Rear Upper Long Arm Kit	1	
	<b>1968000</b>	<b>4 Door JT Long Arm Bracket Kit</b>		
6	15-11-003-102	Long Arm, JL Wrangler, Front / Left / Assembly	1	
7	15-11-003-101	Long Arm, JL Wrangler, Front / Right / Assembly	1	
8	15-11-003-049	Long Arm, JL Wrangler, Reinforcement Crossmember	1	
9	15-11-001-100	Bracket, Control Arm, Front / Driver / Assembly	1	
10	15-11-001-200	Bracket, Control Arm / Front / Passenger / Assembly	1	
		<b>Hardware</b>		
11	47-03-003-030	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Front	2	
12	47-03-003-040	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Back	1	
13	47-03-003-050	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Front	1	
14	47-03-003-060	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Back	1	
15	47-03-003-070	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Bottom Front	1	
16	47-03-003-080	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Bottom Back	1	
17	47-03-002-007	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Short Flag / Left Front	1	
18	47-03-002-008	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Short Flag / Right Front	1	
19	47-03-002-021	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Double Flag / Right Front	1	
20	47-03-002-022	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Double Flag / Left Front	1	
21	47-03-002-011	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Extra Long Flag / Right Front	1	
22	47-03-002-013	Flag Nut Assy, Steel / Zinc, Contoured M14 x 2.0 / Right Front	1	
	<b>5218</b>	<b>Hardware Pack, Long Arm Front Brackets, Jeep JL Wrangler, 4XE Anti-roll</b>		
23	45-02-005-001	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 100mm	4	
24	45-02-005-002	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M12 x 1.75 x 100mm	2	
25	45-02-005-006	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M12 x 1.75 x 35mm	2	
26	45-02-005-024	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 40 mm	2	
27	45-08-004-001	Hardware (S), Flange Top Lock Nut, Alloy Steel / PS11036-S, M14 x 2.0	4	
	<b>5129</b>	<b>Hardware Pack, Rear Long Arm Kit, Jeep JT Gladiator</b>		
28	45-01-005-003	Hex Cap Screw, Alloy Steel / PS11036-S, M12 x 1.5 x 40 mm	2	
29	45-02-005-024	Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 40 mm	4	
30	45-02-005-025	Hex Flange Bolt, Alloy Steel / PS11036-S, M14 x 2.0 x 50mm	2	
31	45-02-005-026	Hex Flange Bolt, Alloy Steel / PS11036-S, M16 x 2.0 x 120mm	4	
32	45-08-004-003	Flange Top Lock Nut, Alloy Steel / PS11036-S, M16 x 2.0	2	
33	45-10-005-005	Flat Washer, Alloy Steel / PS11036-S, M12 x 30mm OD	2	

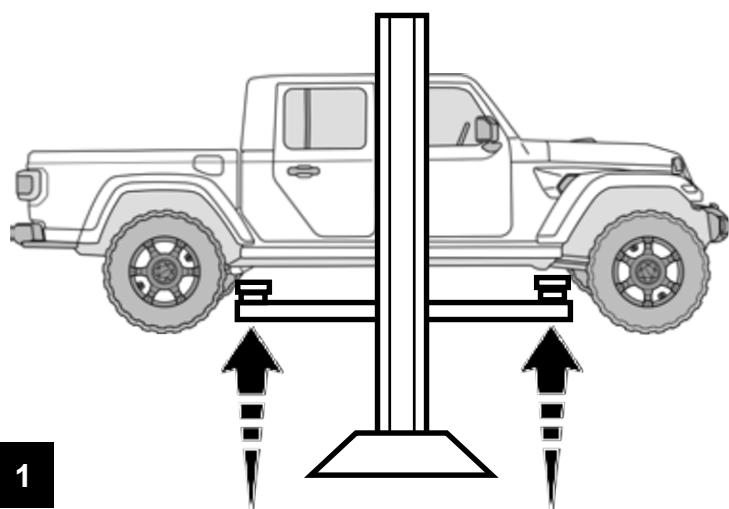
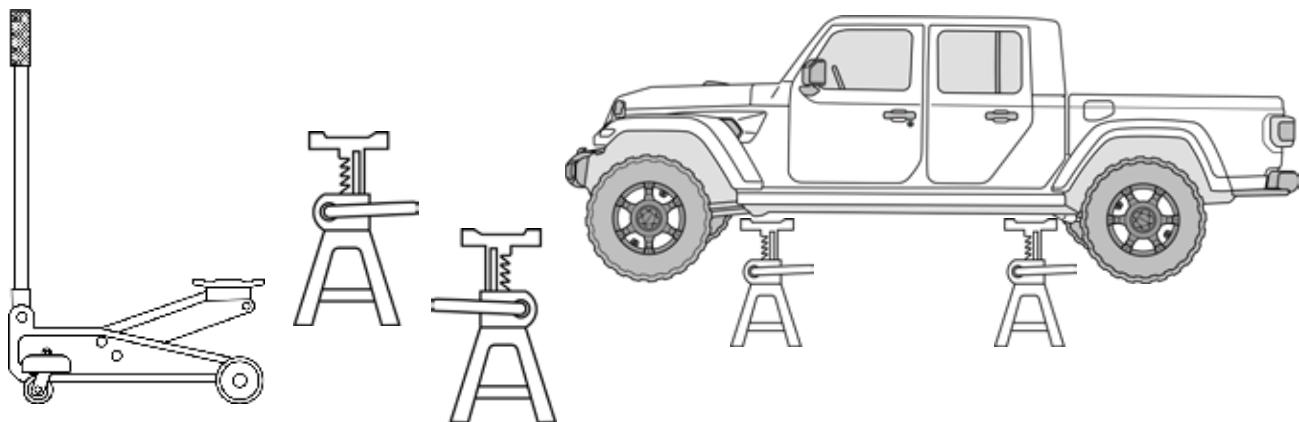
## FRONT DISASSEMBLY

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.

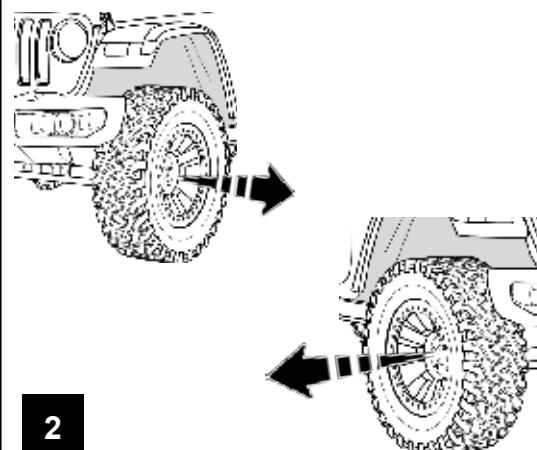
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### LIFT AND SUPPORT AT FRAME

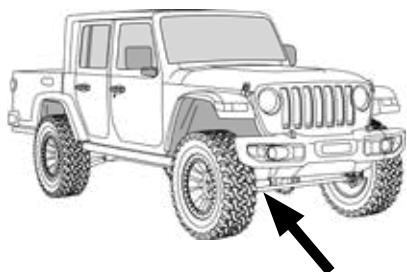


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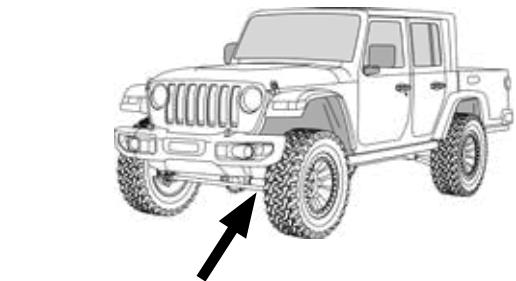
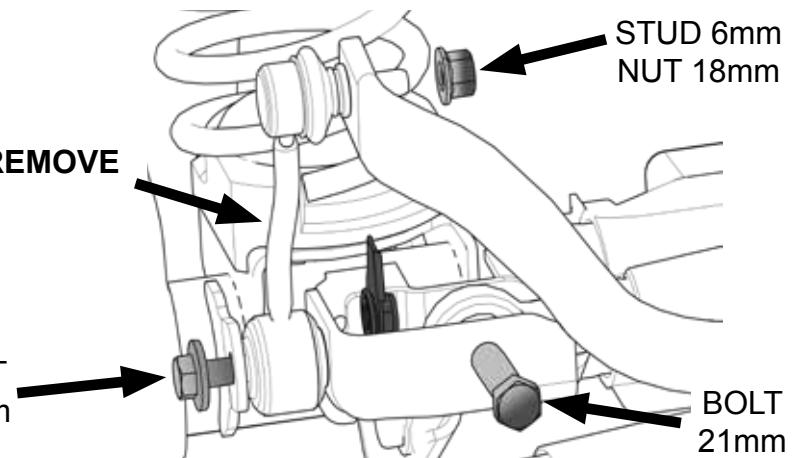
### REMOVE FRONT TIRES



## REMOVE SWAY BAR LINKS &amp; REMOVE TRACK BAR BOLT AT AXLE



REMOVE

BOLT  
18mmSTUD 6mm HEX KEY  
REMOVE  
NUT 18mm

REMOVE

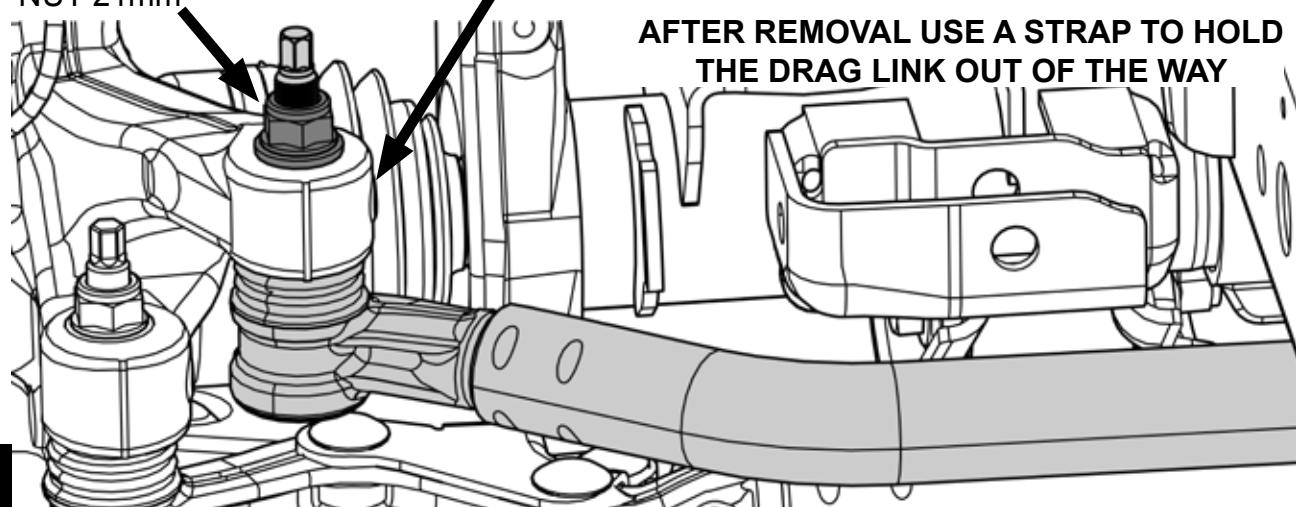
REMOVE  
NUT 18mmBOLT  
18mm

3

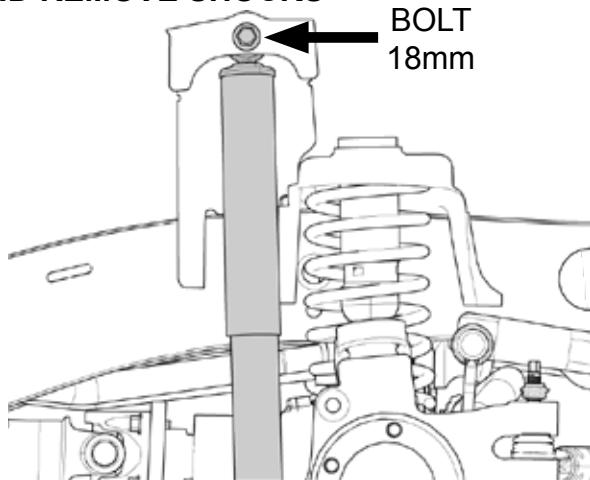
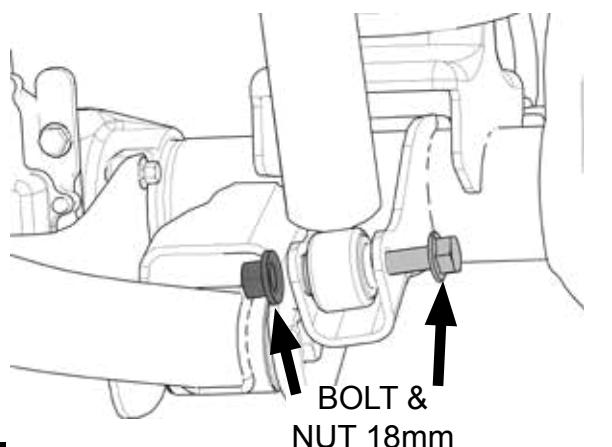
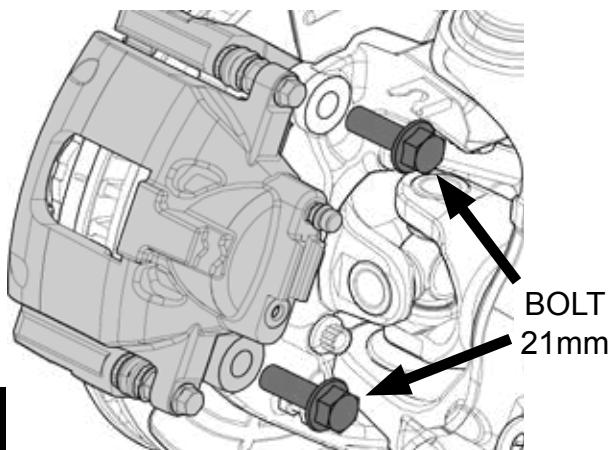
## REMOVE THE DRAG LINK AT THE KNUCKLE

REMOVE  
NUT 21mm

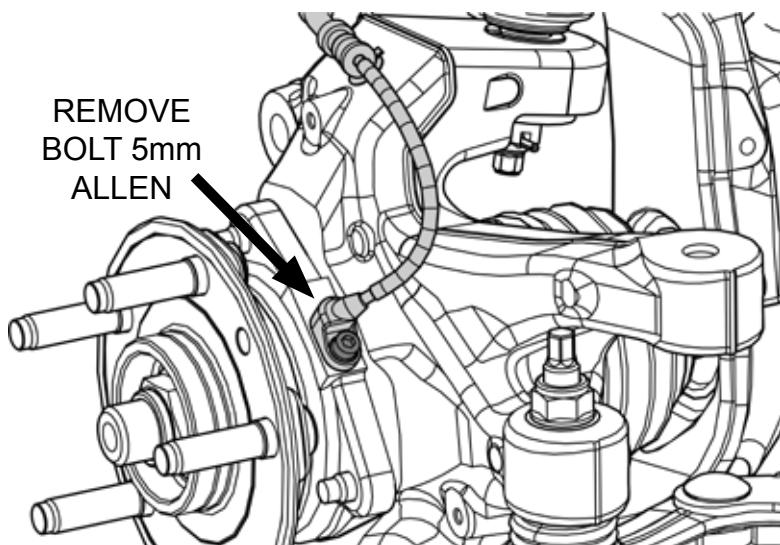
HIT WITH HAMMER TO RELEASE

AFTER REMOVAL USE A STRAP TO HOLD  
THE DRAG LINK OUT OF THE WAY

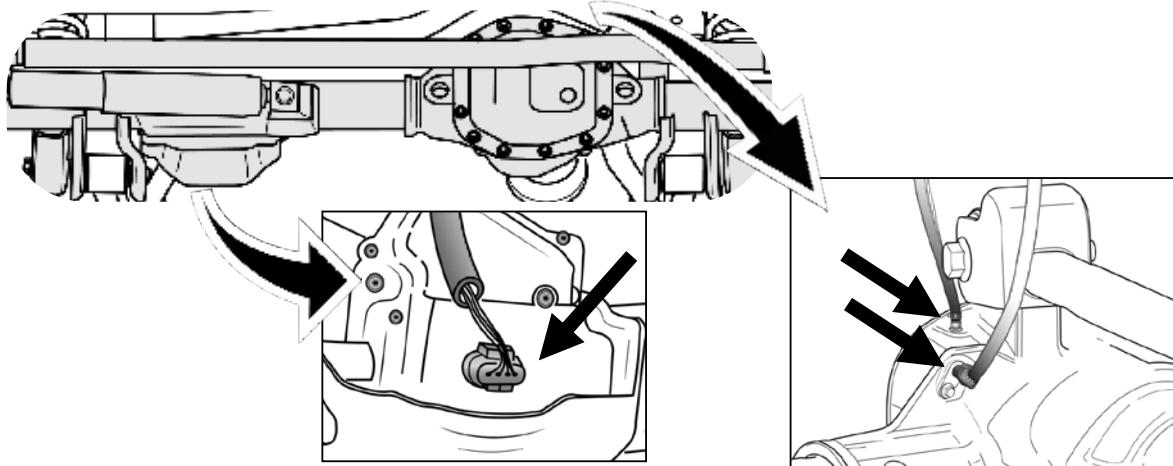
4

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

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

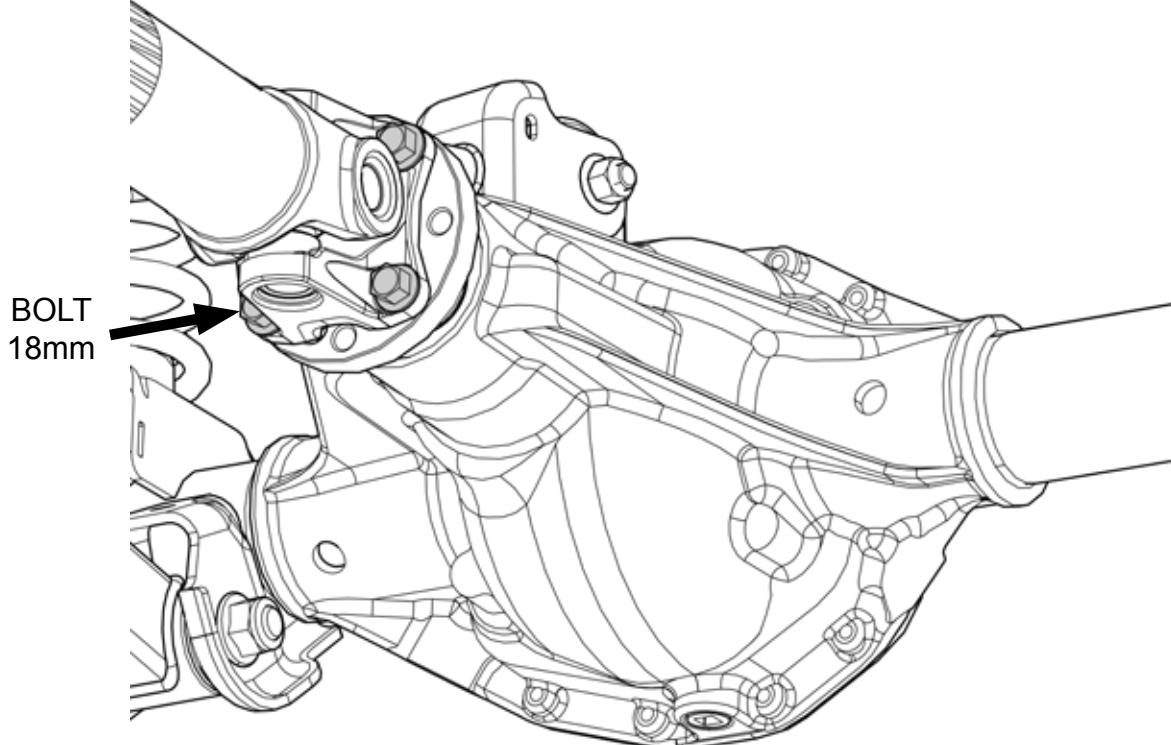
**6****DISCONNECT THE ABS LINES FROM THE AXLE****7**

**DISCONNECT ACTUATORS AND VENT HOSE AT THE FRONT AXLE**



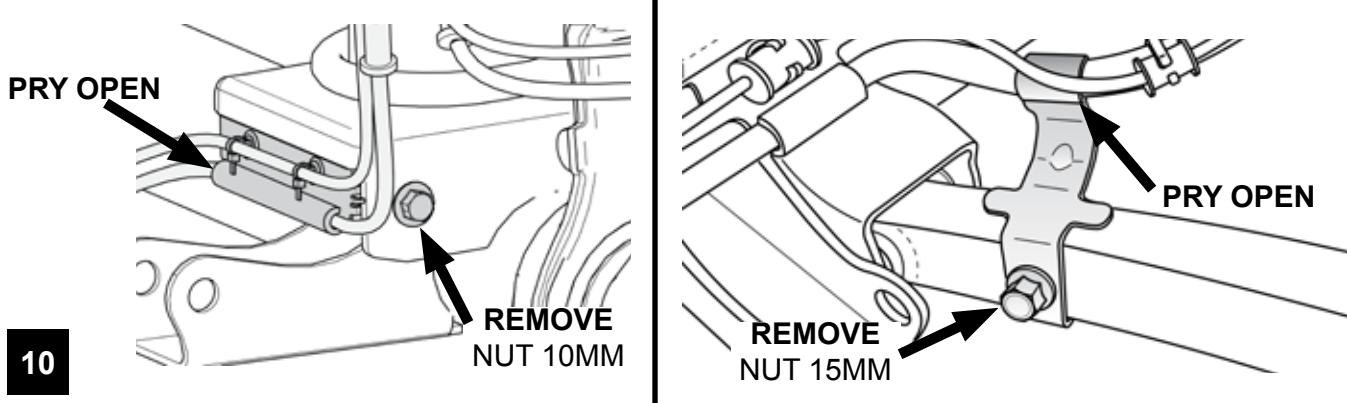
**REMOVE THE FRONT DRIVE SHAFT**

**REMOVE THE DRIVE SHAFT AT THE AXLE AND SUPPORT  
THE DRIVE SHAFT OUT OF THE WAY USING A STRAP**

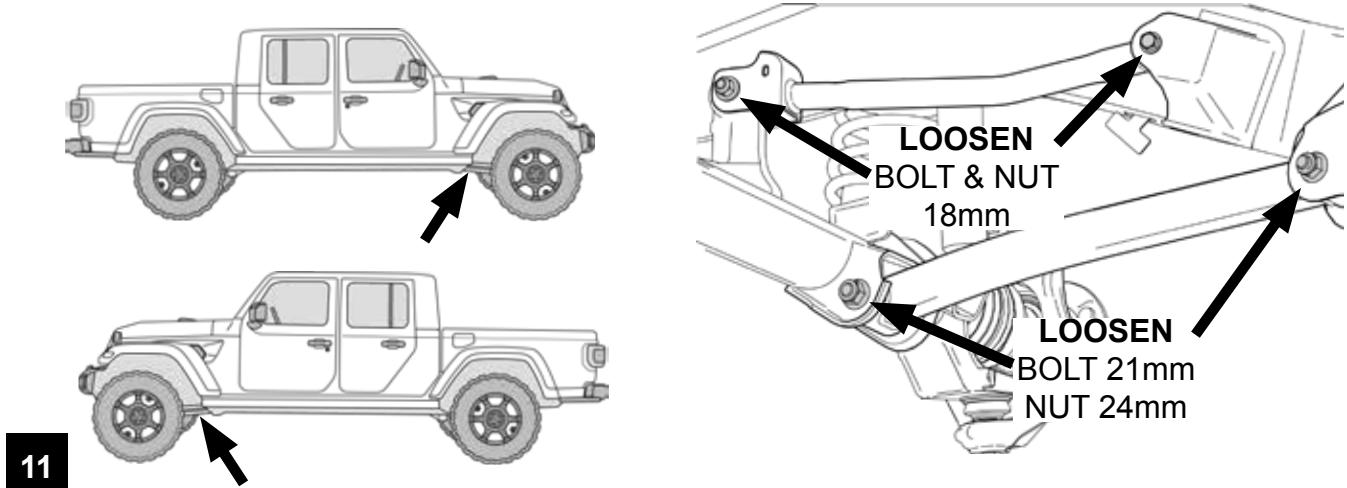


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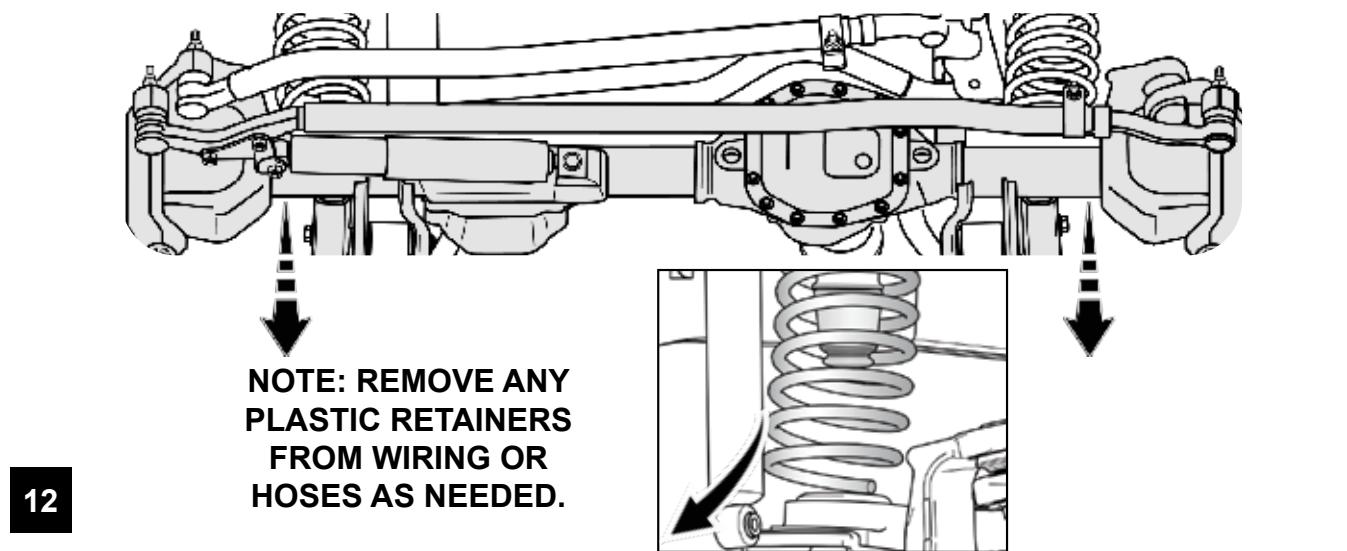
**REMOVE AND DISCARD BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS AND SPRING MOUNTS**



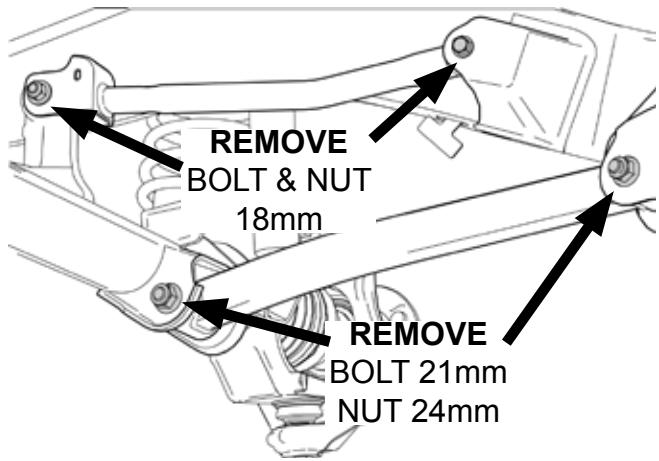
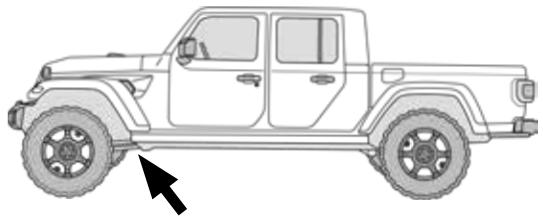
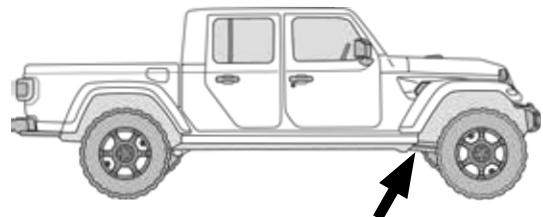
**LOOSEN FRONT CONTROL ARM BOLTS  
DO NOT REMOVE THE CONTROL ARM BOLTS**



**LOWER AXLE AND REMOVE FRONT SPRINGS**



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



13

**REMOVE AND LOWER THE AXLE OUT OF THE WAY**

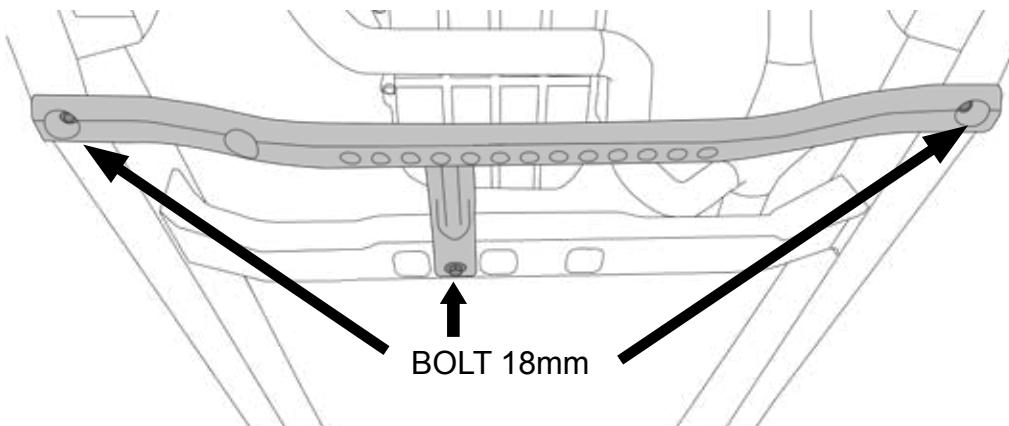
**NOTE: ON DIESEL MODELS THE EXHAUST BLOCKS THE PASSENGER SIDE UPPER CONTROL ARM BOLT FROM COMING OUT. THE FOLLOWING STEPS ARE FOR GETTING THE BOLT FREE.**

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 SKID PLATE**

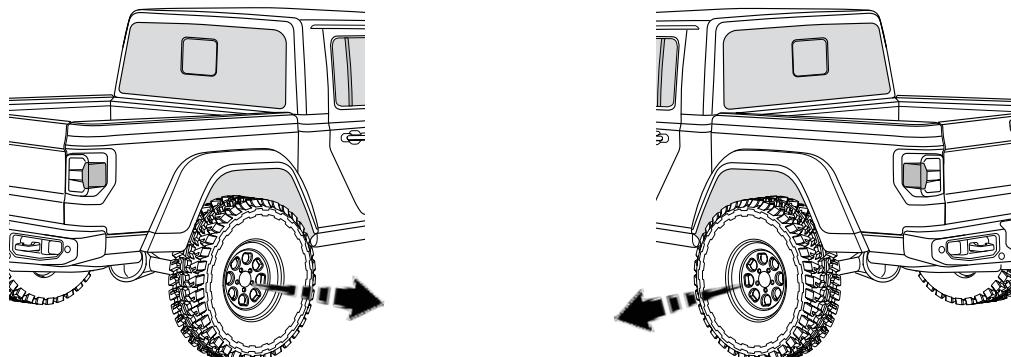
**DO NOT DISCARD THE FACTORY BOLTS OR NUT. BOLTS WILL BE REUSED IN STEPS 56 AND 61**



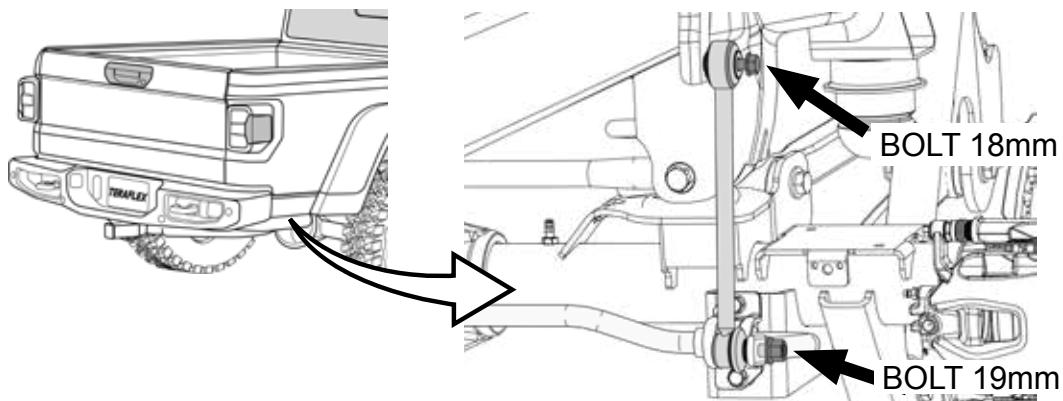
14

## REAR DISASSEMBLY

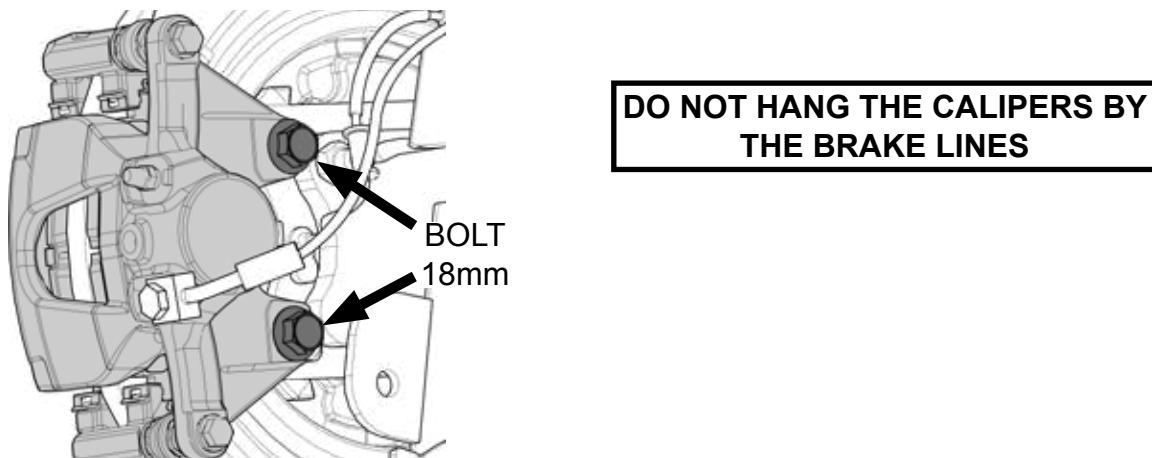
### REMOVE REAR TIRES



### REMOVE REAR SWAY BAR LINKS

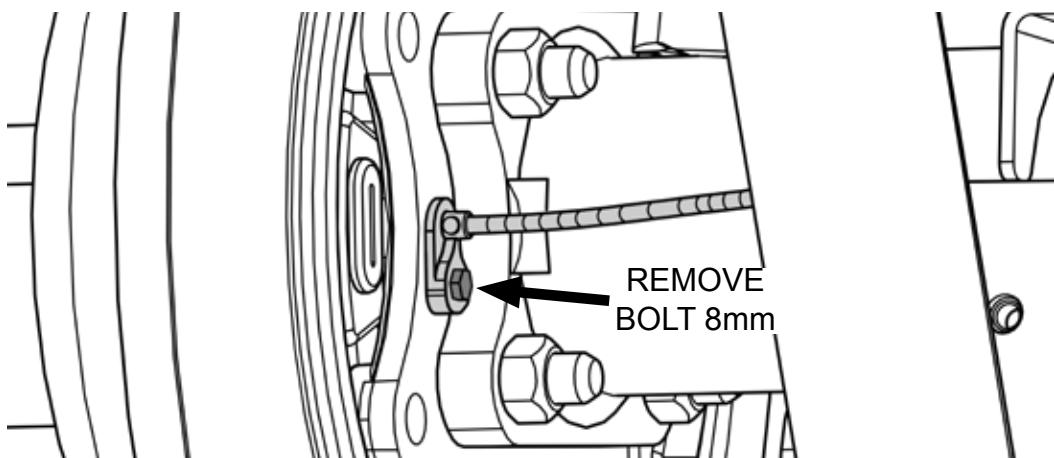


### REMOVE THE REAR CALIPERS FROM THE AXLE

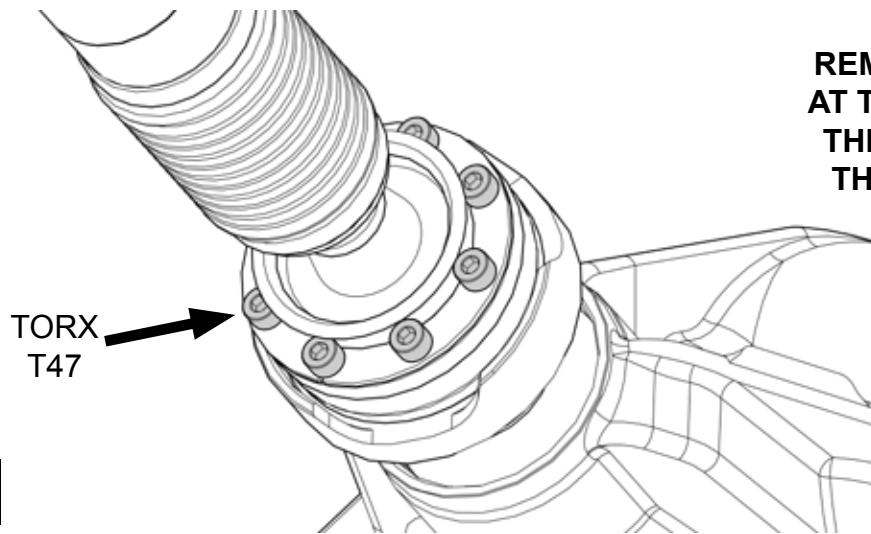


## DISCONNECT THE ABS LINES FROM THE AXLE

18

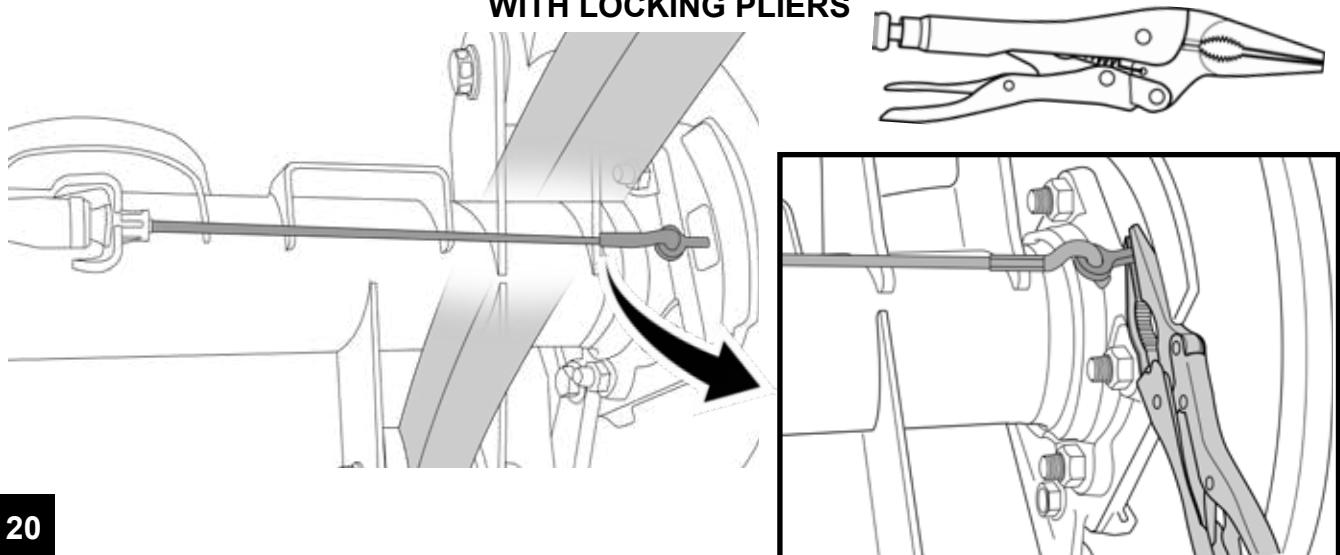


## REMOVE THE REAR DRIVE SHAFT



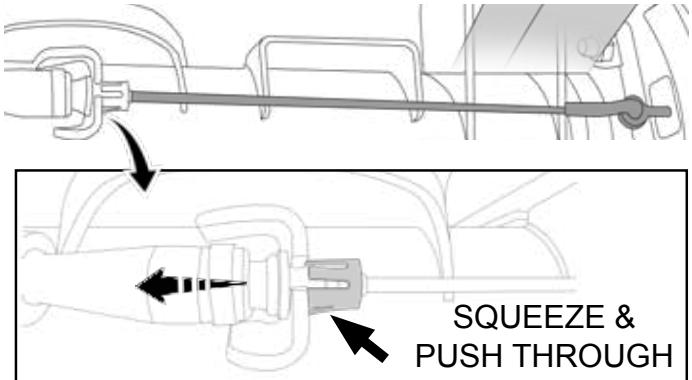
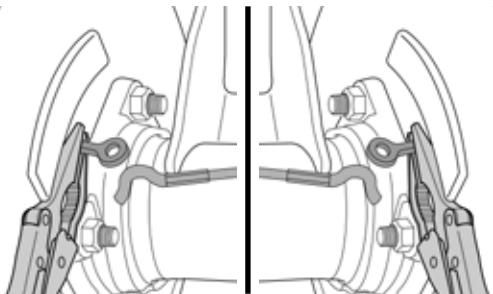
REMOVE THE DRIVE SHAFT  
AT THE AXLE AND SUPPORT  
THE DRIVE SHAFT OUT OF  
THE WAY USING A STRAP

19

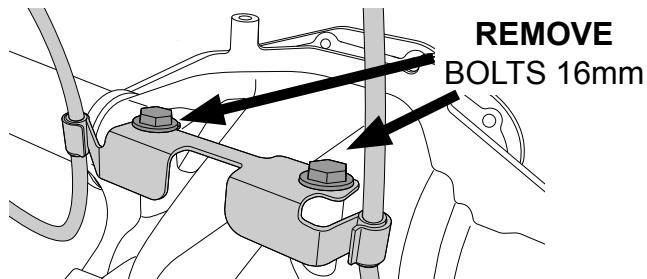
SET THE E-BRAKE AND CLAMP BOTH E-BRAKE EYELETS AGAINST BACKING PLATES  
WITH LOCKING PLIERS

20

**RELEASE E-BRAKE AND DISCONNECT CABLES FROM  
BOTH EYELETS AND AXLE BRACKETS**

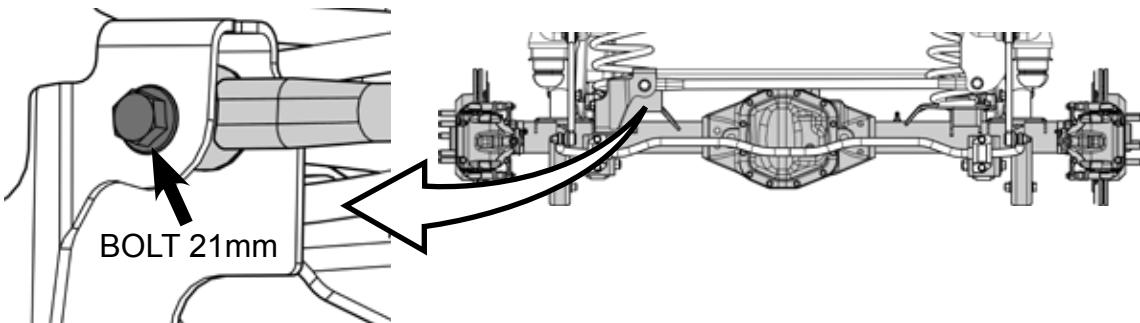


**NOTE: DO NOT REMOVE LOCKING  
PLIERS FROM E-BRAKE EYELETS**



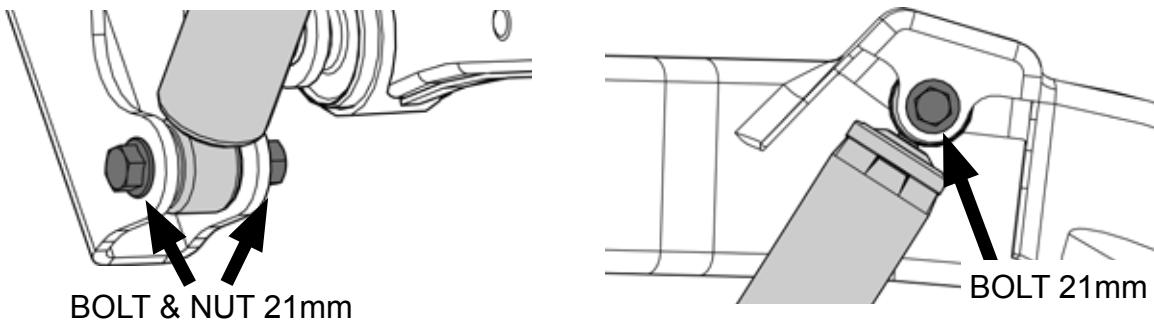
**21**

**REMOVE THE TRACK BAR FROM THE AXLE**



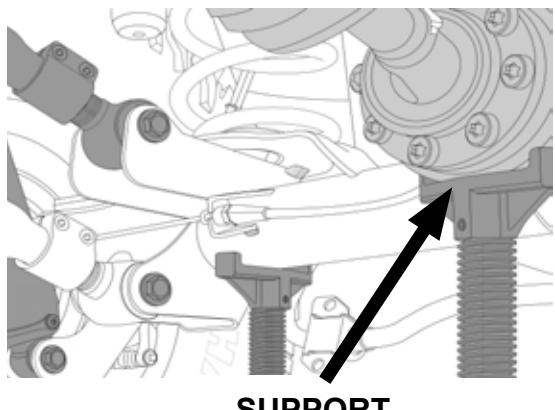
**22**

**REMOVE THE REAR SHOCKS**



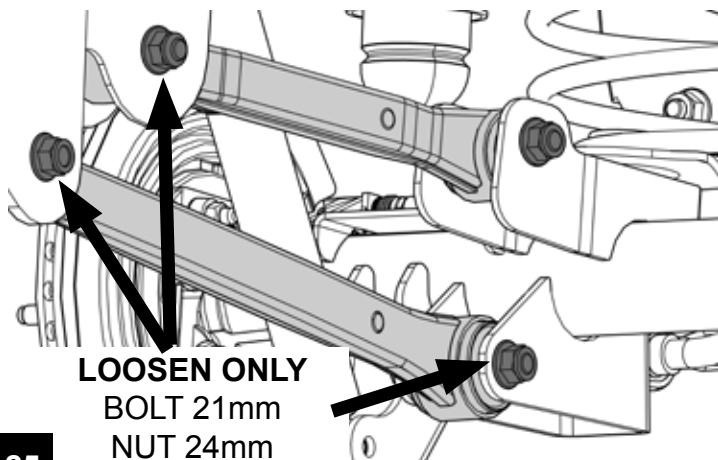
**23**

## SUPPORT FRONT OF REAR AXLE



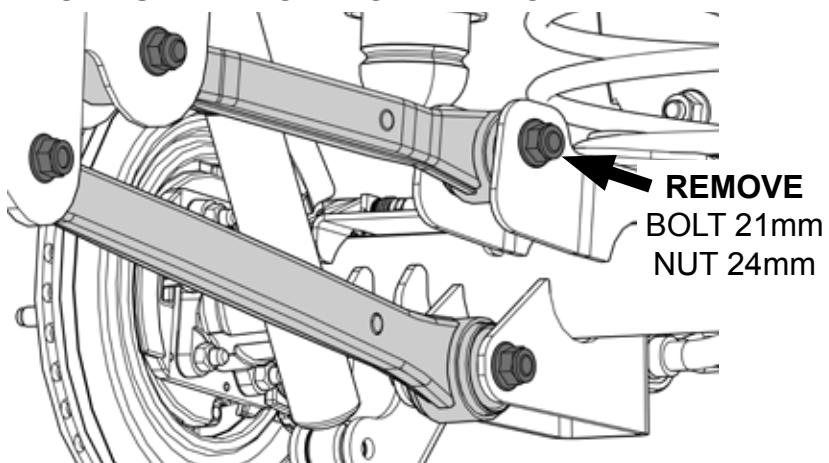
24

## LOOSEN REAR CONTROL ARM BOLTS



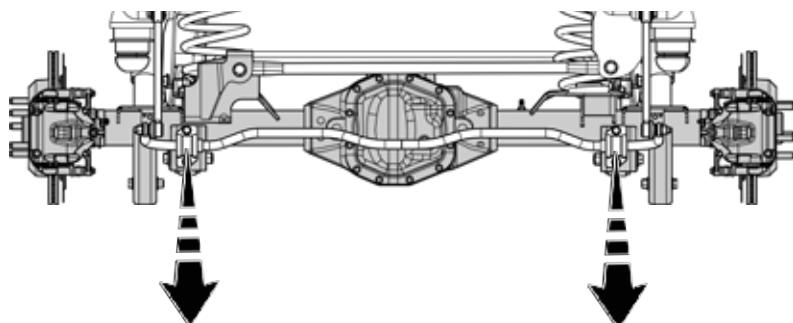
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## REMOVE UPPER CONTROL ARM BOLT AT THE AXLE



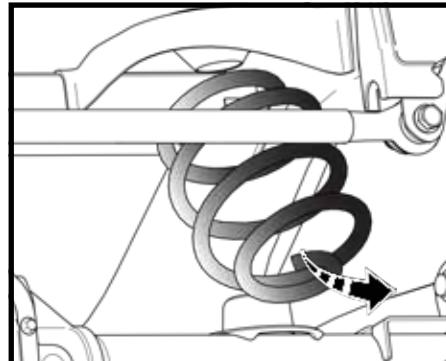
26

## LOWER AXLE TO REMOVE REAR SPRINGS

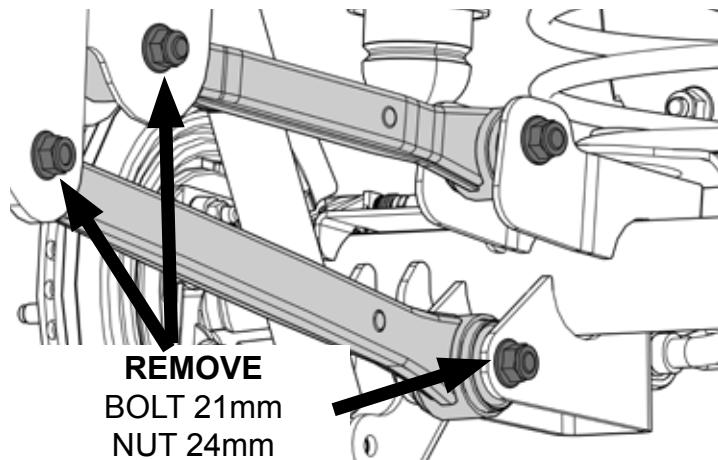


27

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



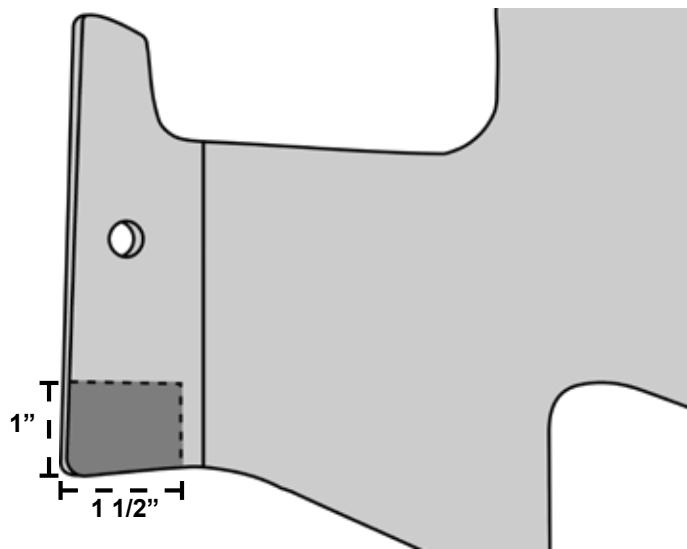
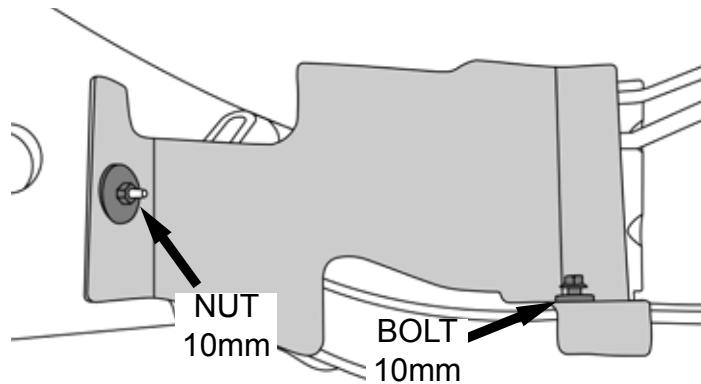
**SUPPORT THE REAR AXLE AND CONTINUE BY COMPLETELY  
REMOVING THE REAR CONTROL ARM BOLTS**



28

**DISCONNECT LOCKER AND BREATHER HOSE AND  
REMOVE AND LOWER THE AXLE OUT OF THE WAY**

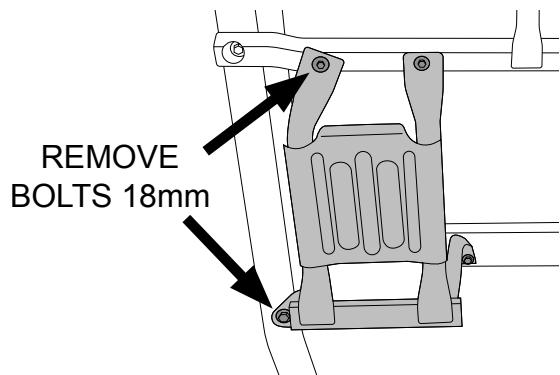
**ON 3.6L MODELS ONLY  
REMOVE FUEL LINE SHIELD AND TRIM**



29

## EXHAUST REMOVAL (DIESEL)

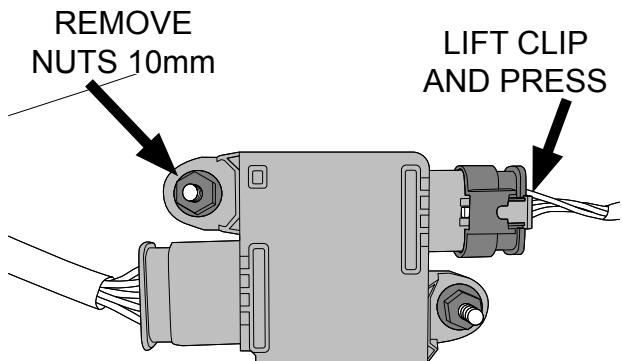
### REMOVE SELECTIVE CATALYTIC REDUCTION SKID PLATE



30

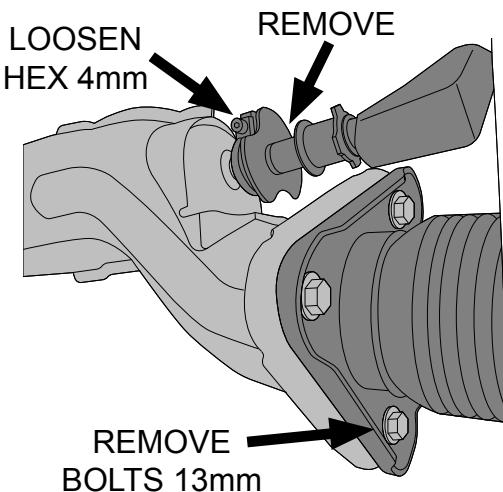
NOTE: REMOVE SELECTIVE CATALYTIC REDUCTION AND MUFFLER  
TOGETHER TO AVOID DAMAGING GASKET

### REMOVE PARTICULATE MATTER SENSOR MODULES FROM THE FRAME AND DISCONNECT WIRE HARNESS

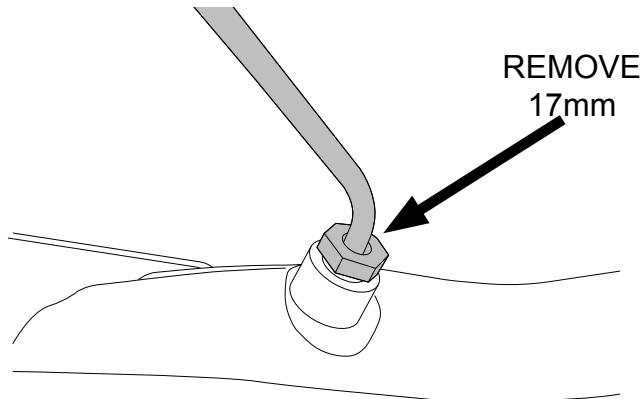


31

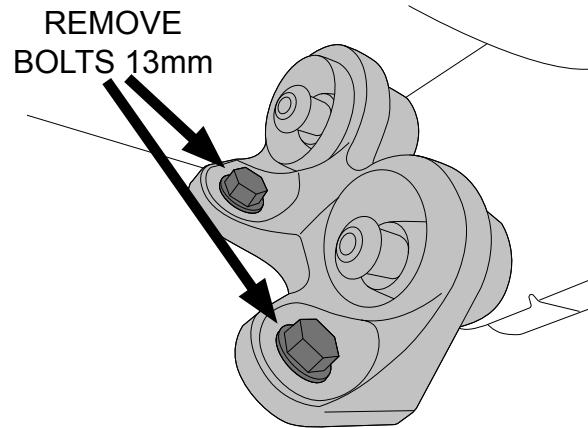
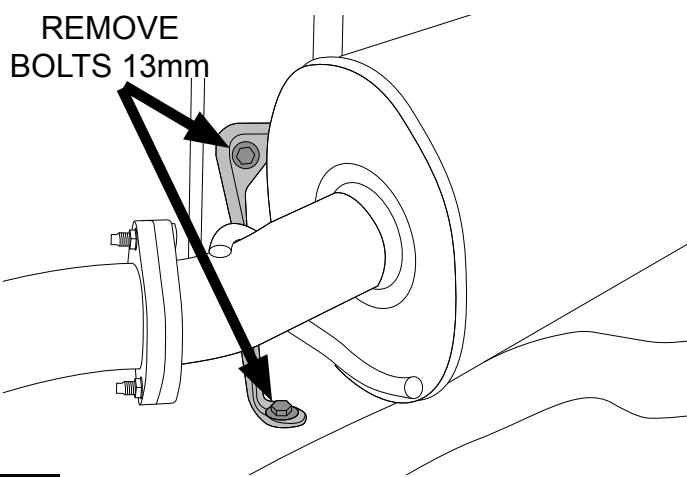
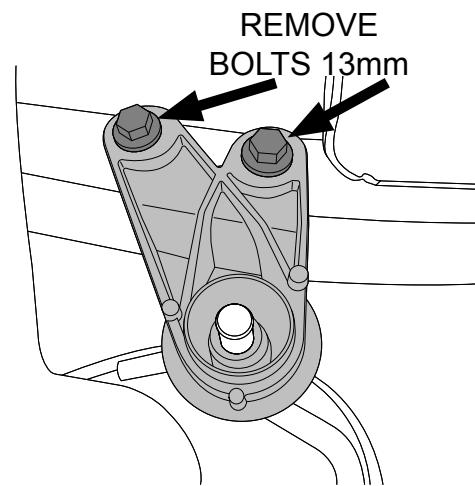
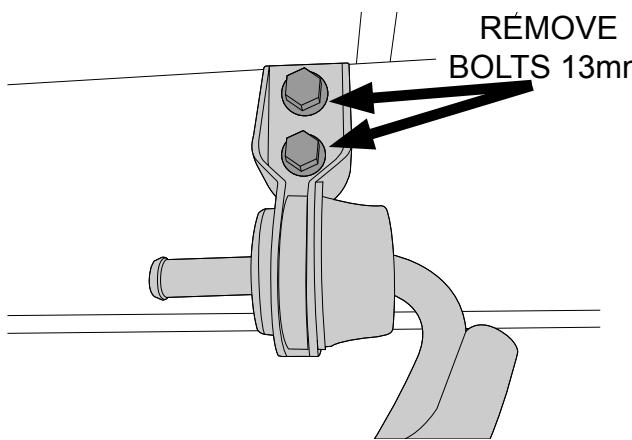
### REMOVE DEF INJECTOR AND BOLTS SECURING SELECTIVE CATALYTIC TO THE DIESEL PARTICULATE FILTER



32

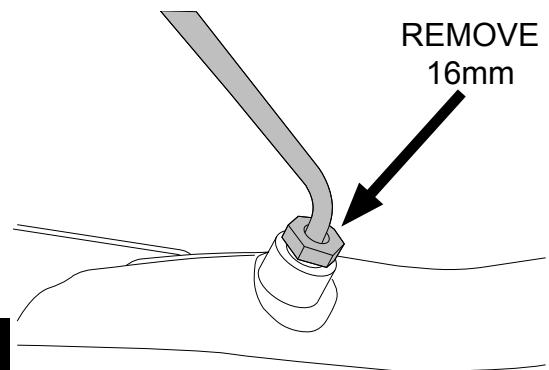
**REMOVE THE EXHAUST GAS TEMPERATURE SENSOR**

33

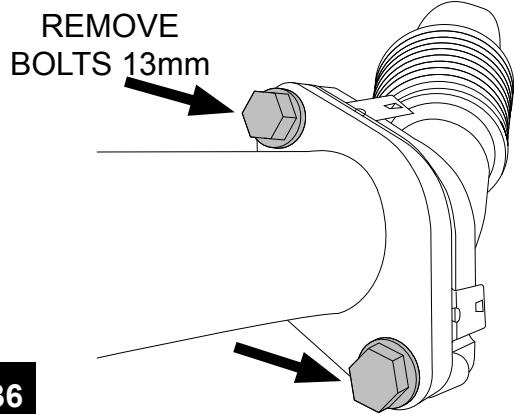
**REMOVE THE EXHAUST MOUNTS FROM THE FRAME AND REMOVE SELECTIVE CATALYTIC REDUCTION AND MUFFLER SECTION**

34

## REMOVE THE DIESEL PARTICULATE FILTER

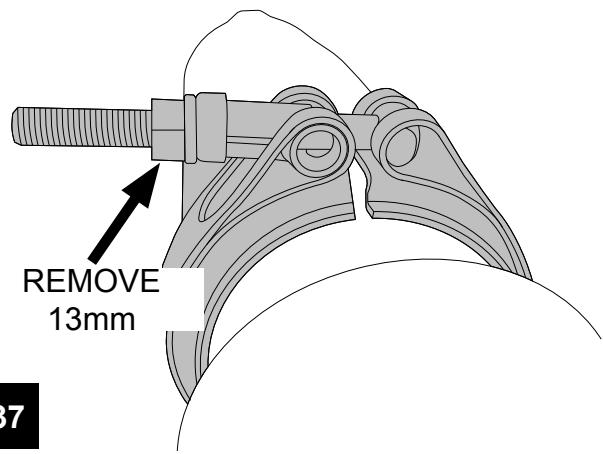
REMOVE THE EXHAUST GAS  
TEMPERATURE AND DIFFERENTIAL  
PRESSURE SENSORS

35

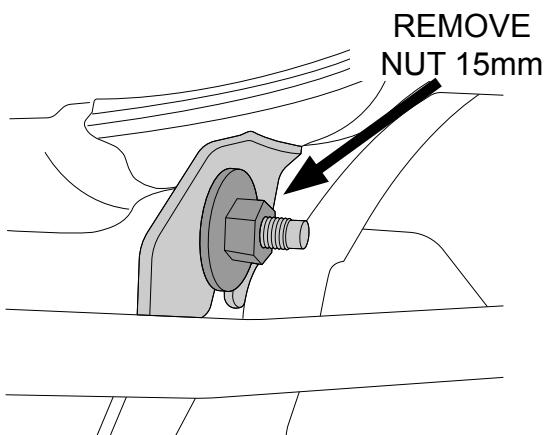
REMOVE LOW PRESSURE  
EGR TUBE BOLTS

36

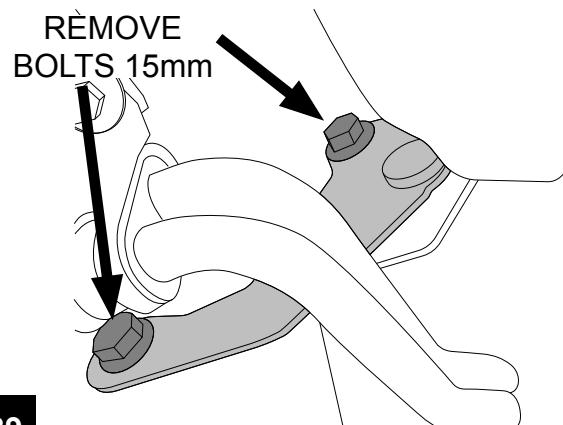
## LOOSEN DPF INLET V-BAND CLAMP



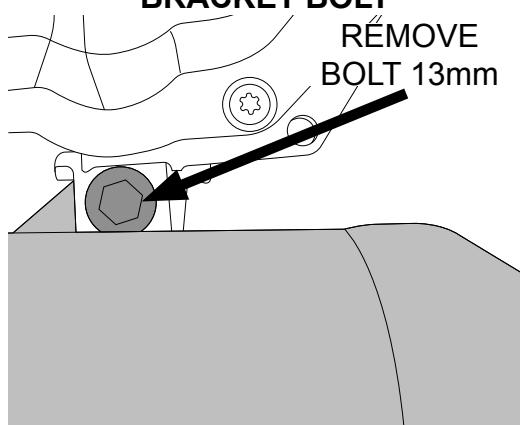
37

REMOVE STEADY REST  
BRACKET NUT

38

REMOVE BOLTS AND STEADY REST  
BRACKET

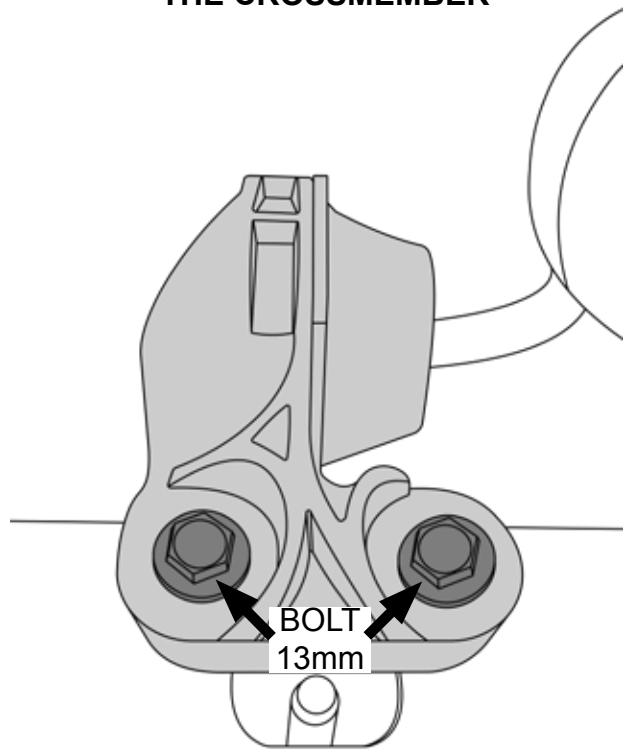
39

REMOVE REAR EXHAUST  
BRACKET BOLT

40

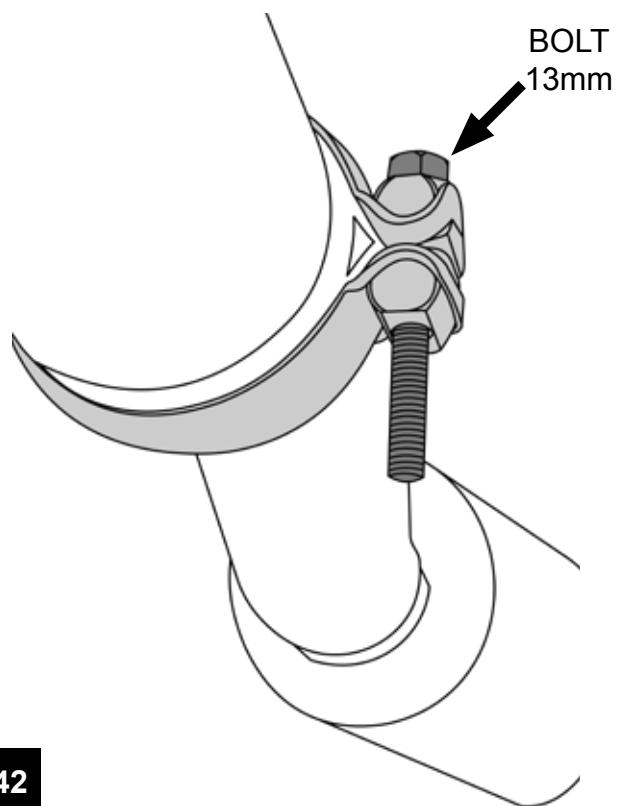
## EXHAUST REMOVAL (3.6L)

REMOVE THE EXHAUST MOUNT FROM THE CROSSMEMBER



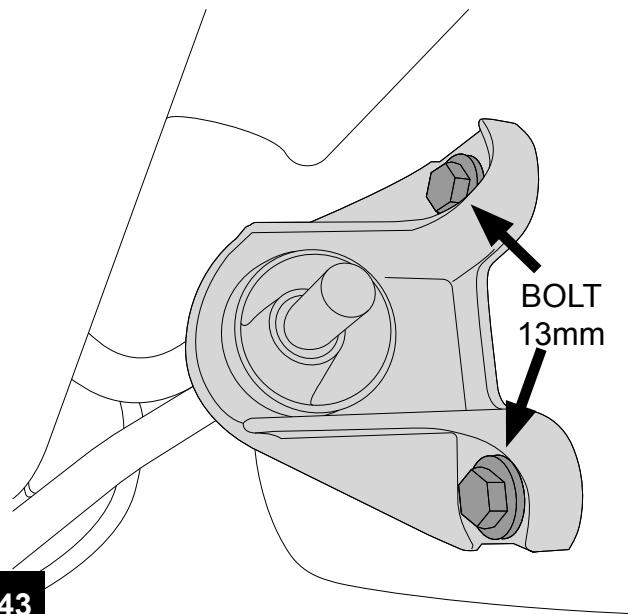
41

LOOSEN THE FRONT EXHAUST CLAMP

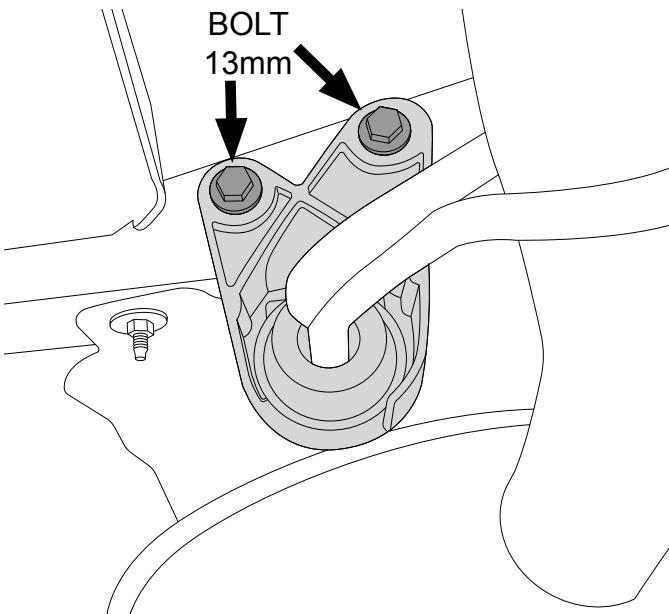


42

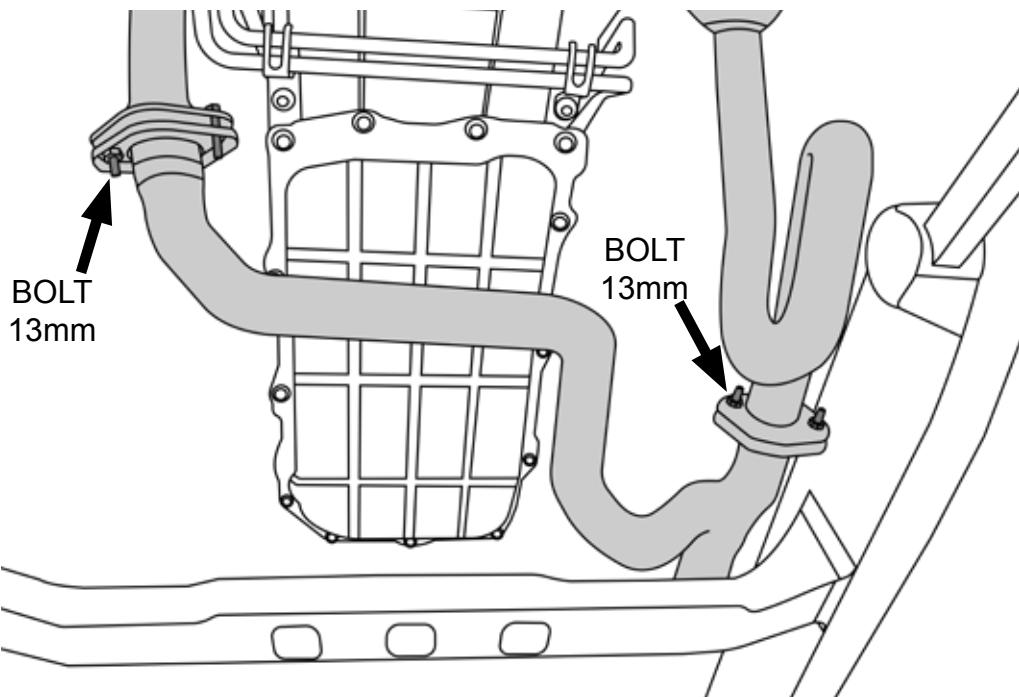
REMOVE REMAINING EXHAUST MOUNTS AND REMOVE REAR SECTION OF EXHAUST



43

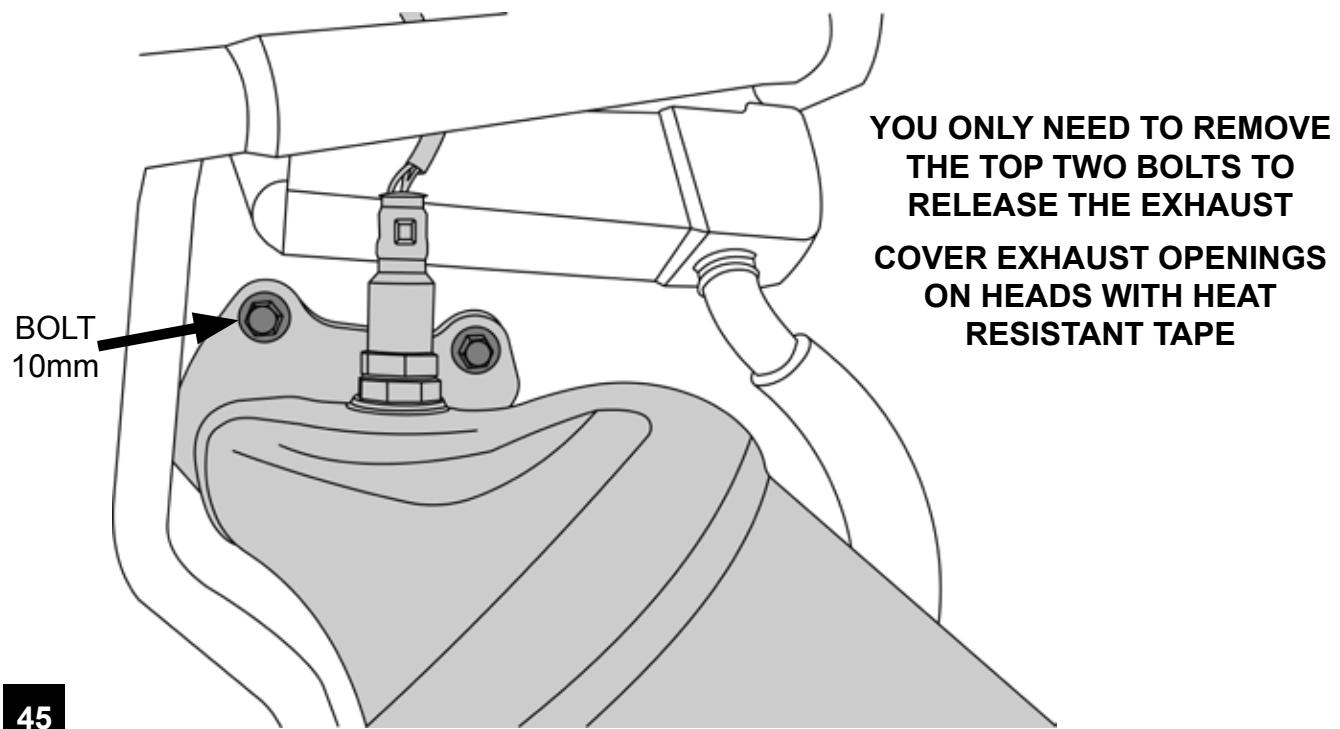


## REMOVE THE "Y" SECTION OF EXHAUST



44

## DISCONNECT THE OXYGEN SENSORS AND REMOVE THE EXHAUST AT THE HEADERS FROM BOTH SIDES OF THE ENGINE

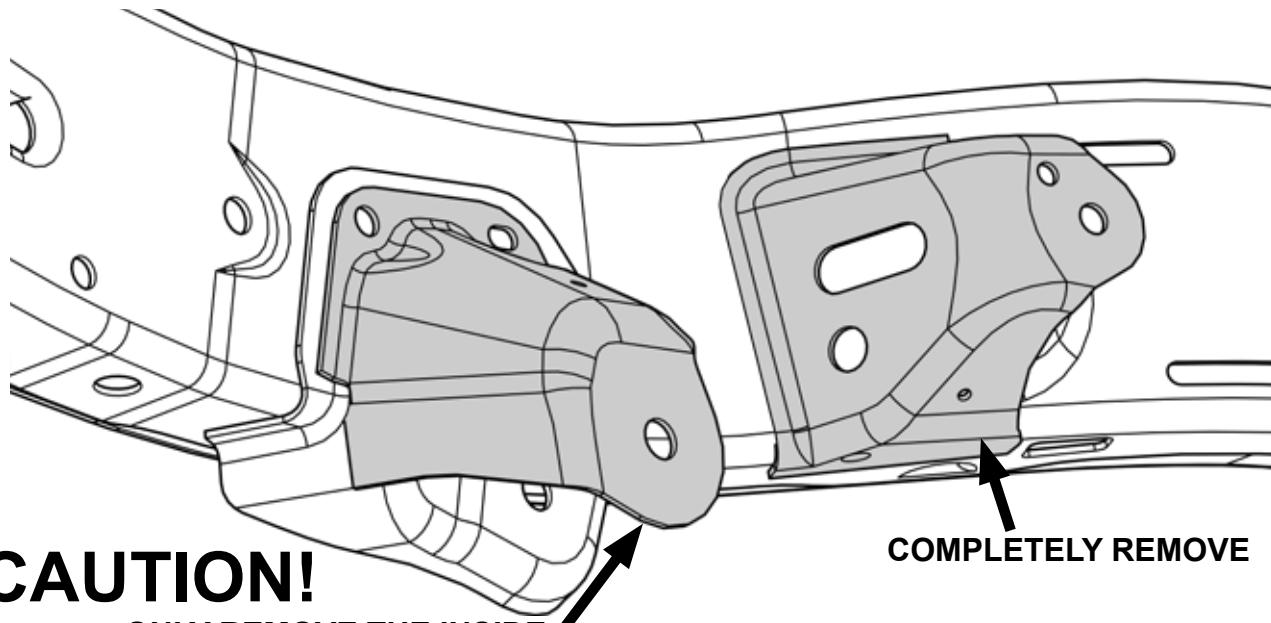


45

# STOCK CONTROL ARM BRACKET REMOVAL

## FRONT BRACKET REMOVAL

USE A CUTOFF WHEEL OR TORCH TO REMOVE THE FRONT STOCK BRACKETS



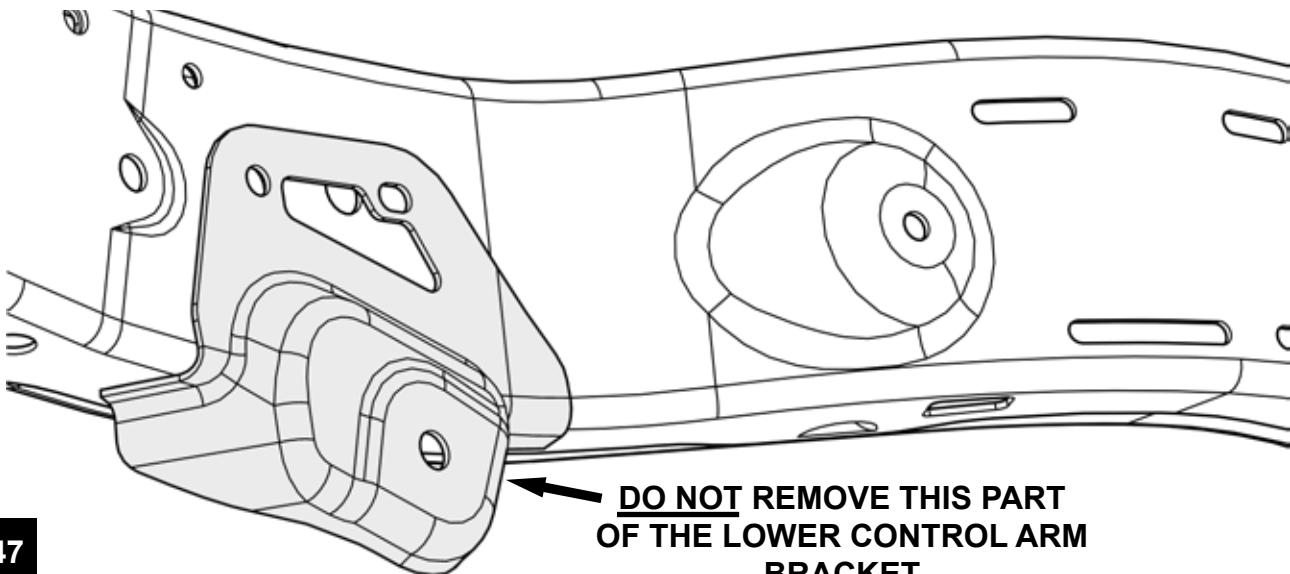
### CAUTION!

ONLY REMOVE THE INSIDE  
PORTION OF THE STOCK LOWER  
CONTROL ARM BRACKET

COVER ANY FUEL LINES WITH WET RAGS  
AND MOVE ANY WIRES OR LINES BEFORE  
CUTTING THE BRACKETS OFF

46

AFTER CUTTING GRIND THE FRAME SMOOTH AND PAINT ANY RAW METAL

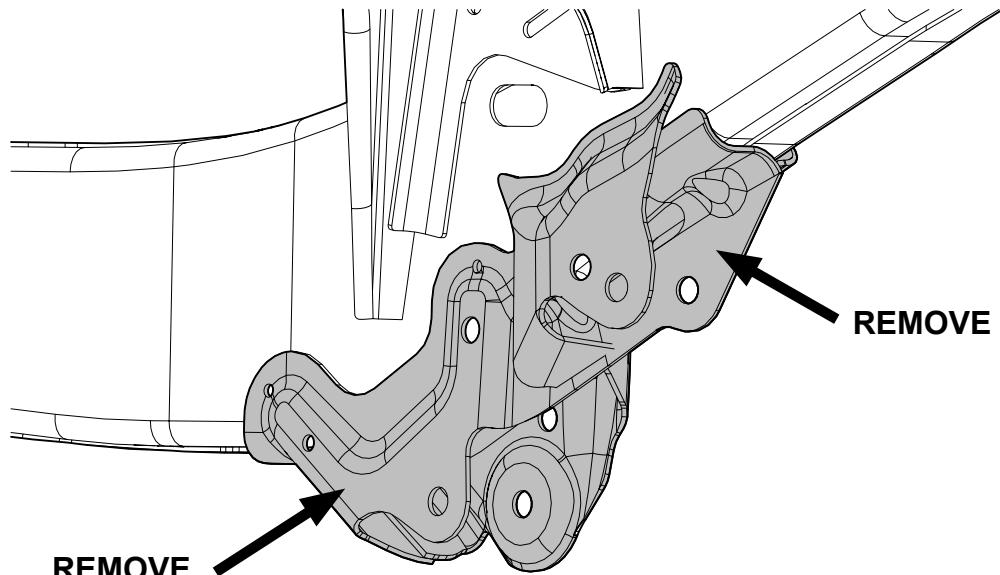


47

## REAR BRACKET REMOVAL

ON SIDE WITH OUT FUEL TANK USE A CUTOFF WHEEL OR TORCH TO REMOVE THE REAR STOCK BRACKETS

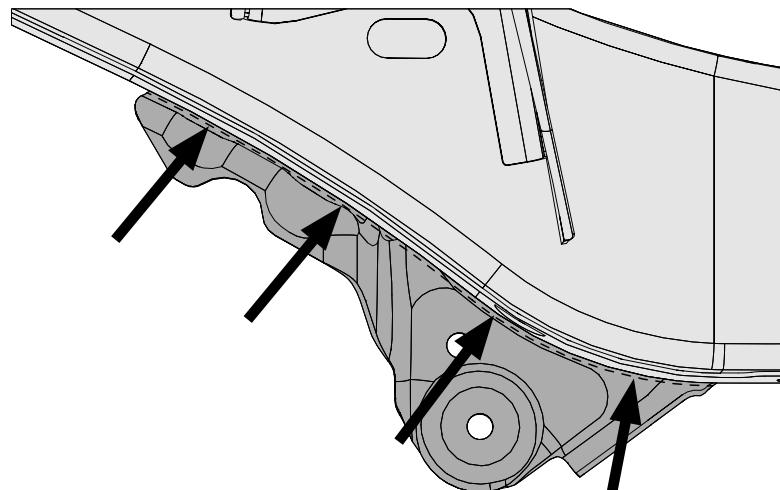
COVER ANY FUEL LINES WITH WET RAGS  
AND MOVE ANY WIRES OR LINES BEFORE  
CUTTING THE BRACKETS OFF



48

ON THE FUEL TANK SIDE USE A CUTOFF WHEEL TO CUT THE INNER  
BRACKETS FLUSH WITH BOTTOM OF FRAME

NOTE: USE A STEEL SHEET TO SHIELD THE FUEL TANK FROM CUT OFF WHEEL



49

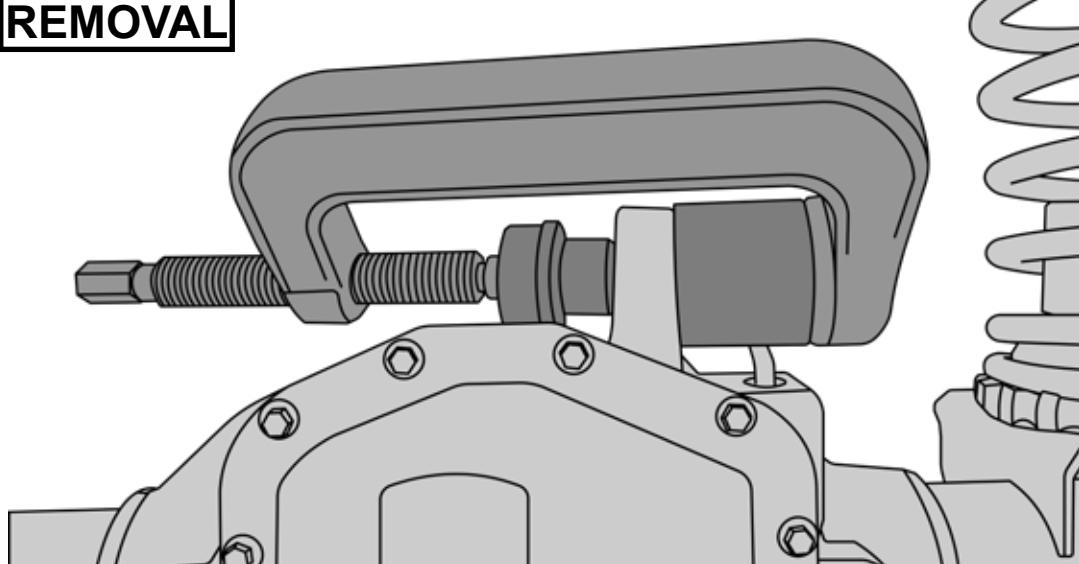
AFTER CUTTING GRIND THE FRAME SMOOTH AND PAINT ANY RAW METAL

## AXLE BUSHING REMOVAL / INSTALL (OPTIONAL)

USE A BALL JOINT PRESS TOOL TO REMOVE OLD BUSHING AND INSTALL THE NEW IR BUSHING

DISCONNECT THE AXLE BREATHER HOSE AND ANY ELECTRICAL WIRES THAT ARE IN THE WAY

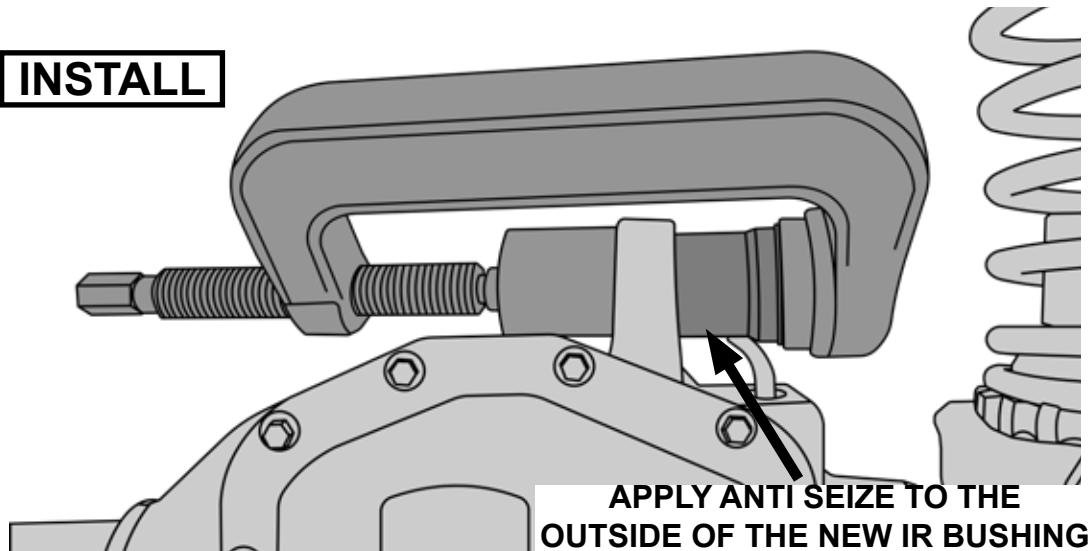
### REMOVAL



50

PRESS THE BUSHING INTO THE AXLE UNTIL FULLY SEATED

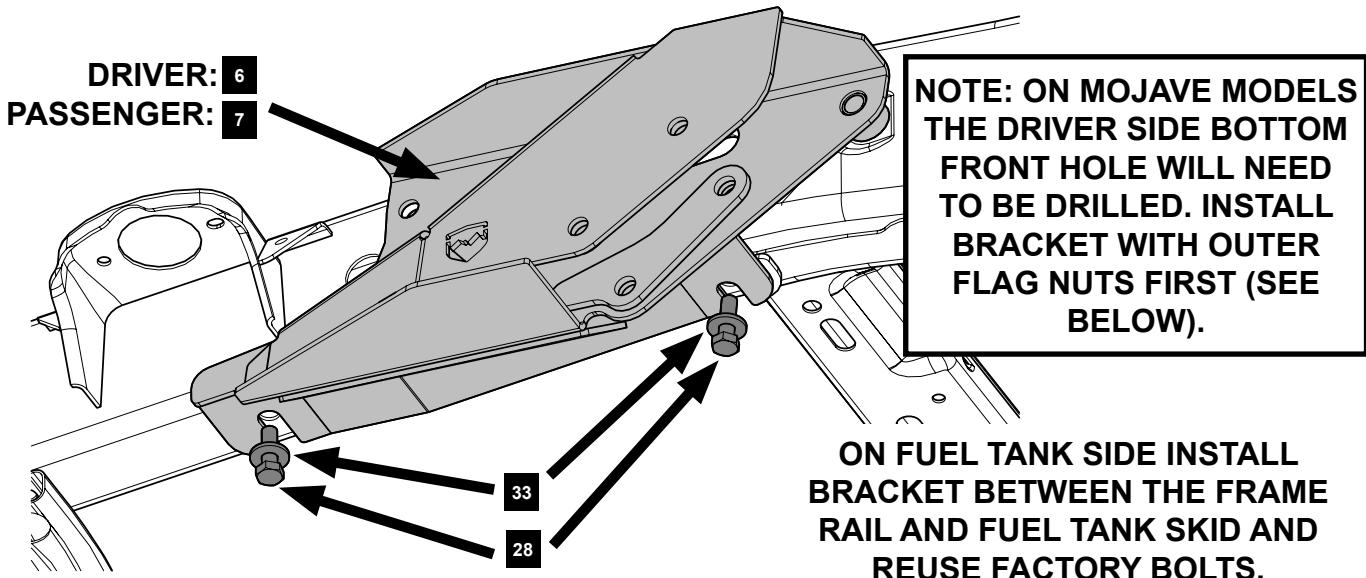
### INSTALL



51

## REAR LONG ARM BRACKET INSTALL

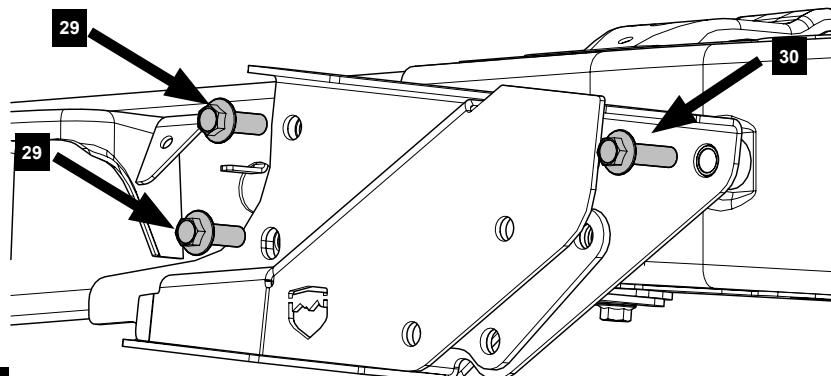
TEMPORARILY INSTALL THE REAR BRACKET WITH PROVIDED HARDWARE



SLIDE THE TWO FLAG NUT ASSEMBLIES INTO THE FRAME AS SHOWN

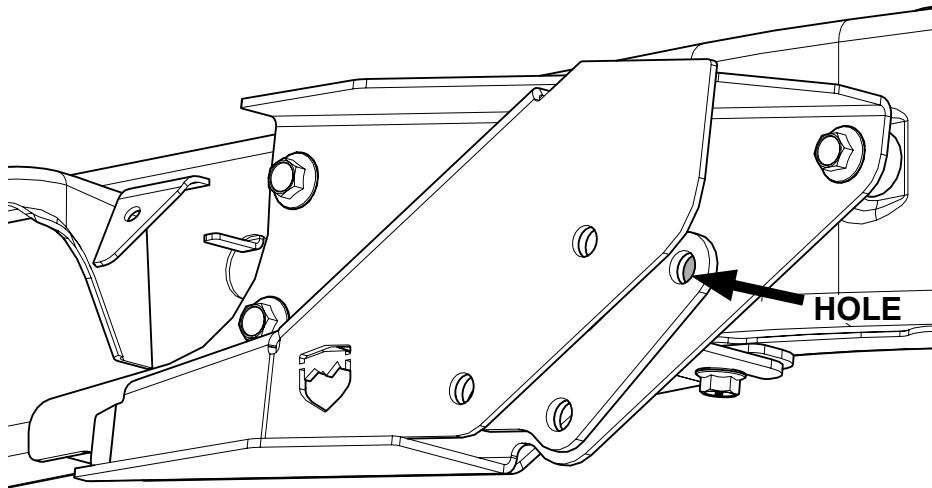
DRIVER: 18  
PASSENGER: 16

DRIVER: 17  
PASSENGER: 15

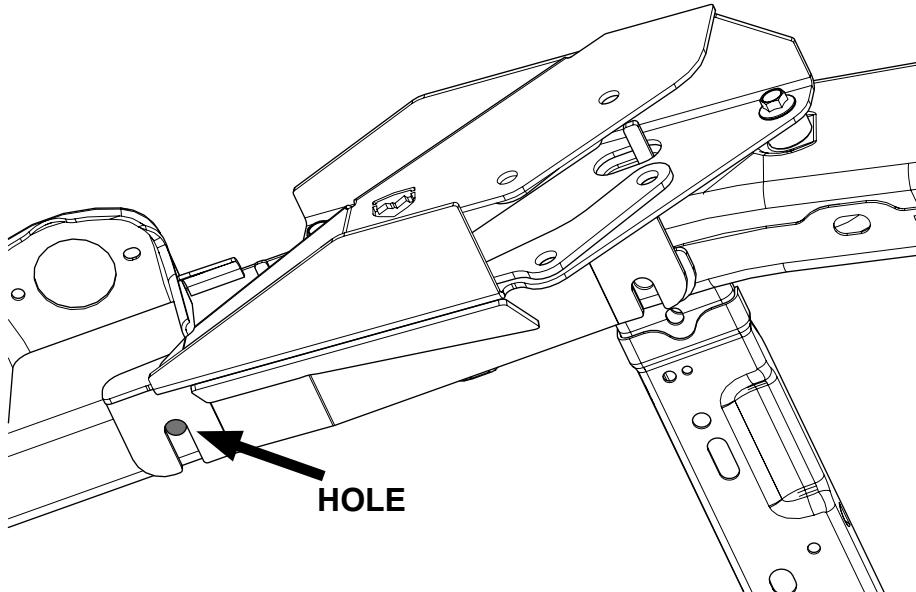


**MARK AND DRILL HOLE INTO THE FRAME USING A 13/16" DRILL BIT**

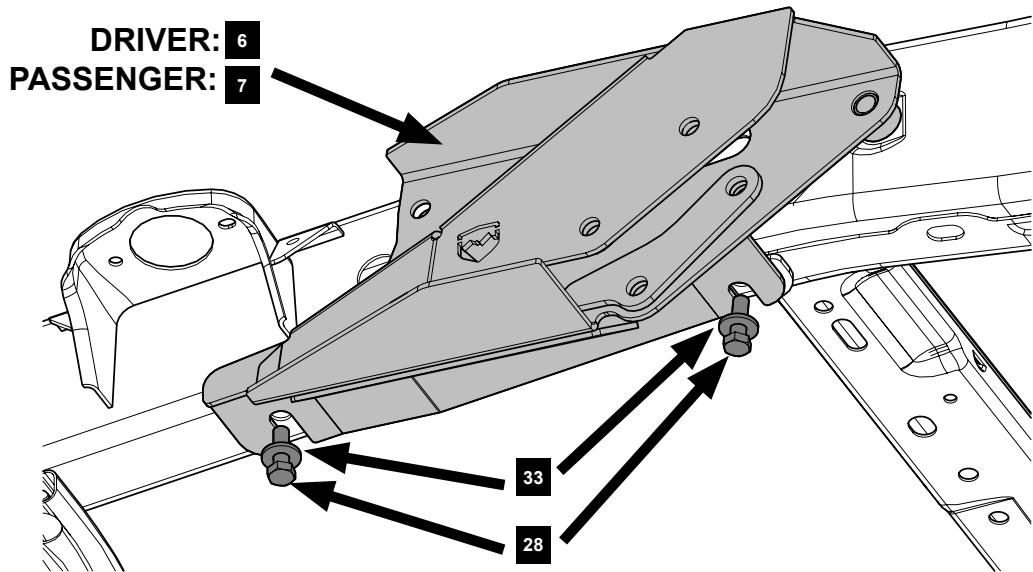
**WE RECOMMEND USING A TRANSFER TYPE CENTER PUNCH TO DRILL AN ACCURATE HOLE. ONCE THE HOLES HAVE BEEN MARKED, REMOVE THE BRACKET AND DRILL THE HOLES. PAINT ANY RAW METAL AFTERWARDS.**



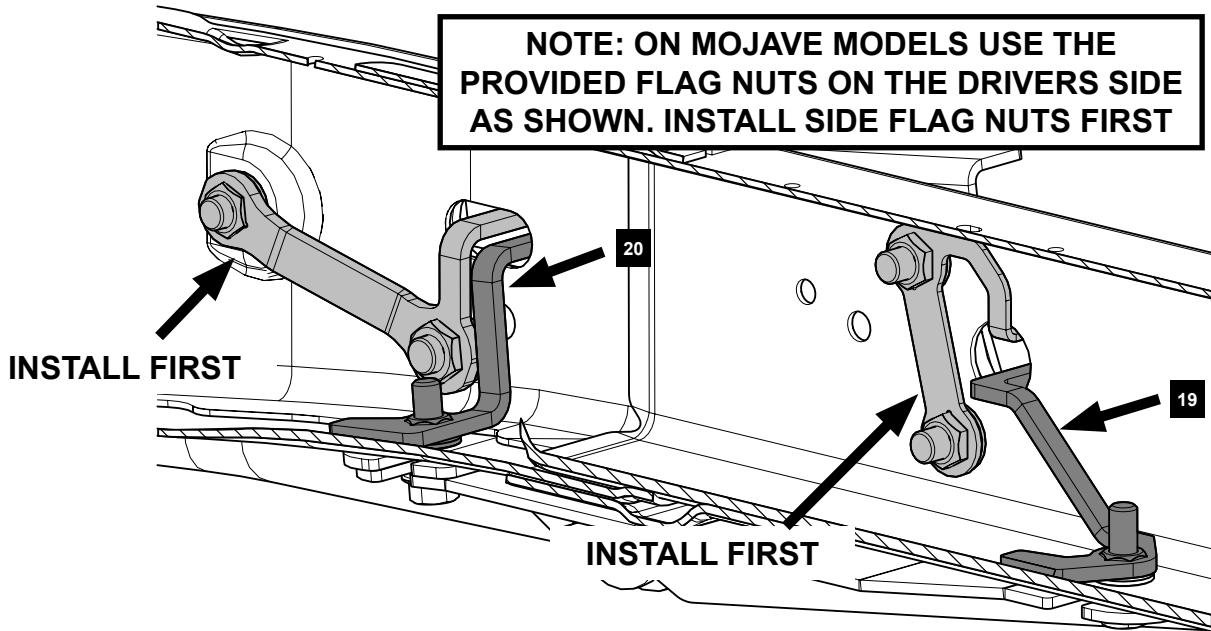
**NOTE: ON MOJAVE MODELS MARK THE BOTTOM FRONT HOLE BEFORE REMOVING BRACKET. REMOVE THE BRACKET AND DRILL OUT HOLE TO 5/8". PAINT ANY RAW METAL AFTERWARDS.**



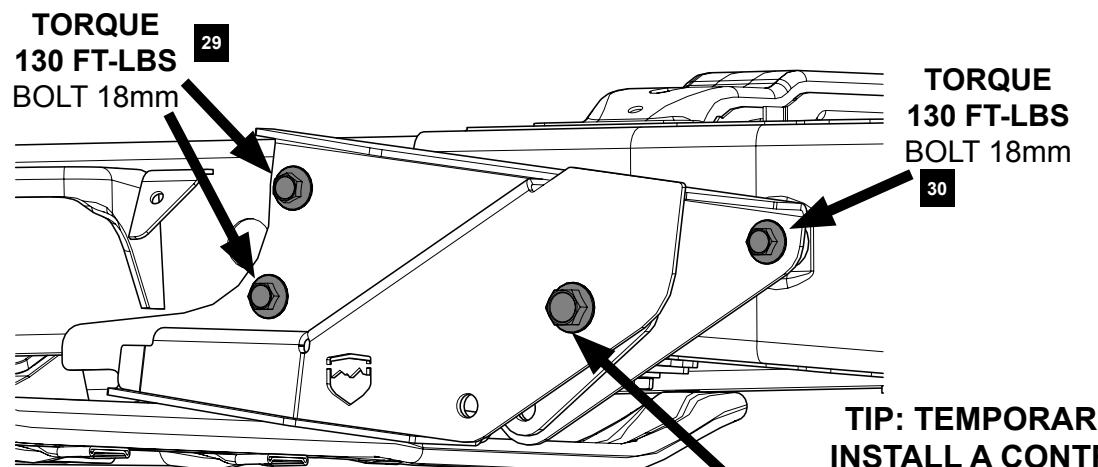
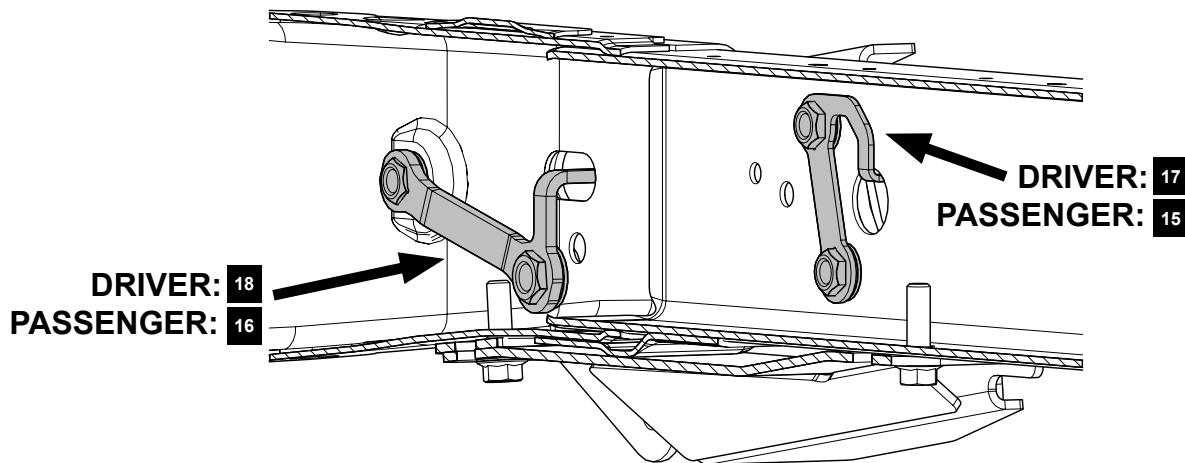
**REINSTALL THE REAR BRACKETS  
APPLY RED THREAD LOCK TO ALL BOLTS**



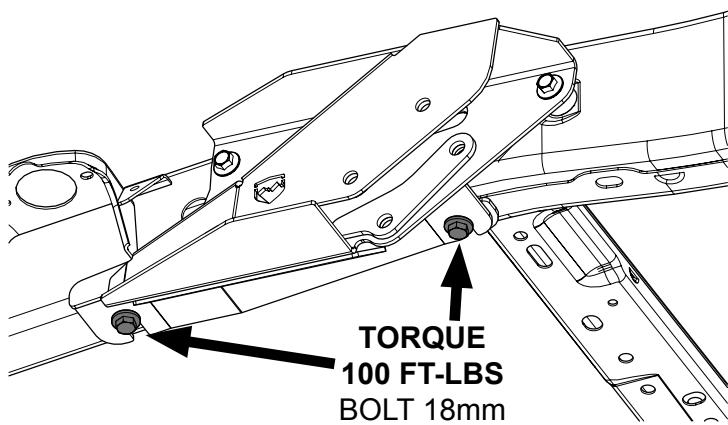
**NOTE: ON MOJAVE MODELS USE THE PROVIDED FLAG NUTS ON THE DRIVERS SIDE AS SHOWN. INSTALL SIDE FLAG NUTS FIRST**



## REINSTALL FLAG NUT ASSEMBLIES AND TORQUE BOLTS

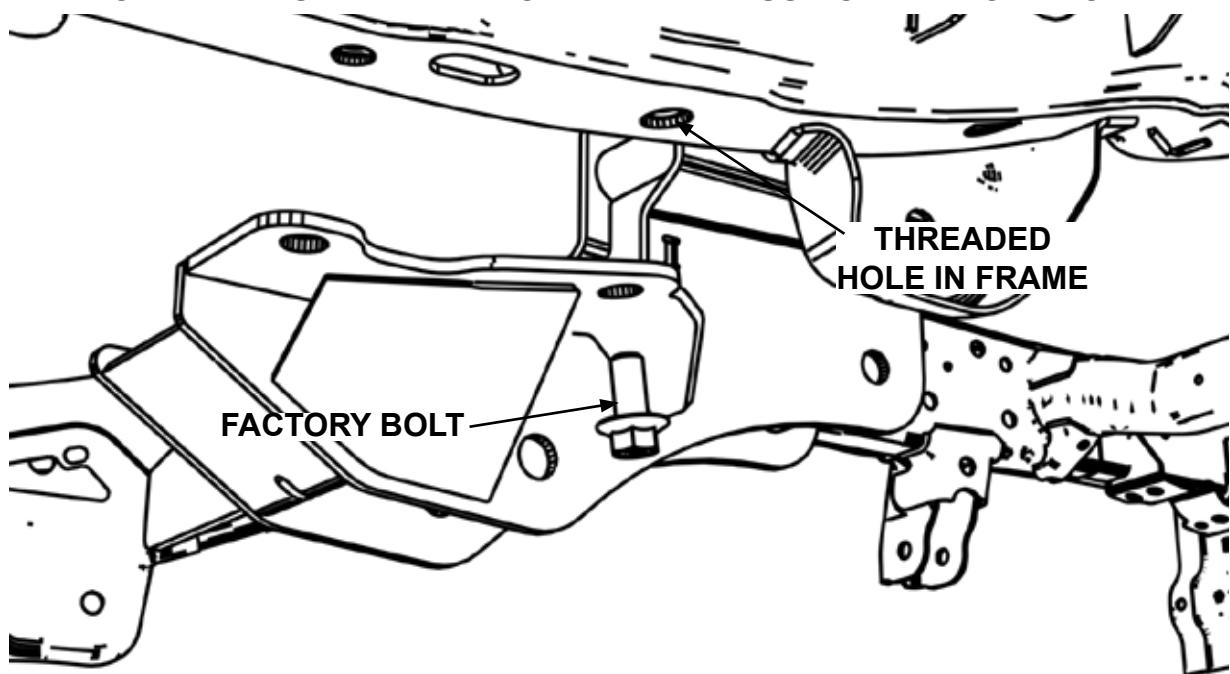


**TIP: TEMPORARILY  
INSTALL A CONTROL  
ARM BOLT **31** TO HOLD  
FLAG NUT ASSEMBLY IN  
PLACE WHILE TORQUING.  
DO NOT APPLY THREAD  
LOCK AT THIS TIME.**



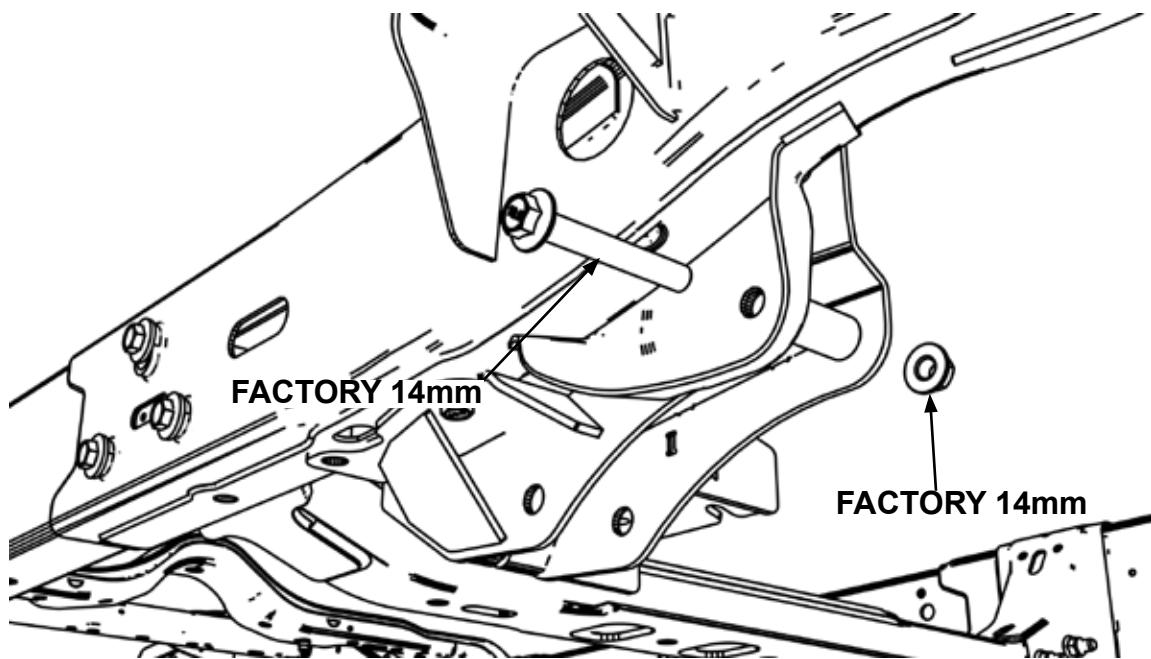
## FRONT LONG ARM BRACKET INSTALL

TEMPORARILY INSTALL THE FRONT BRACKET USING A FACTORY BOLT



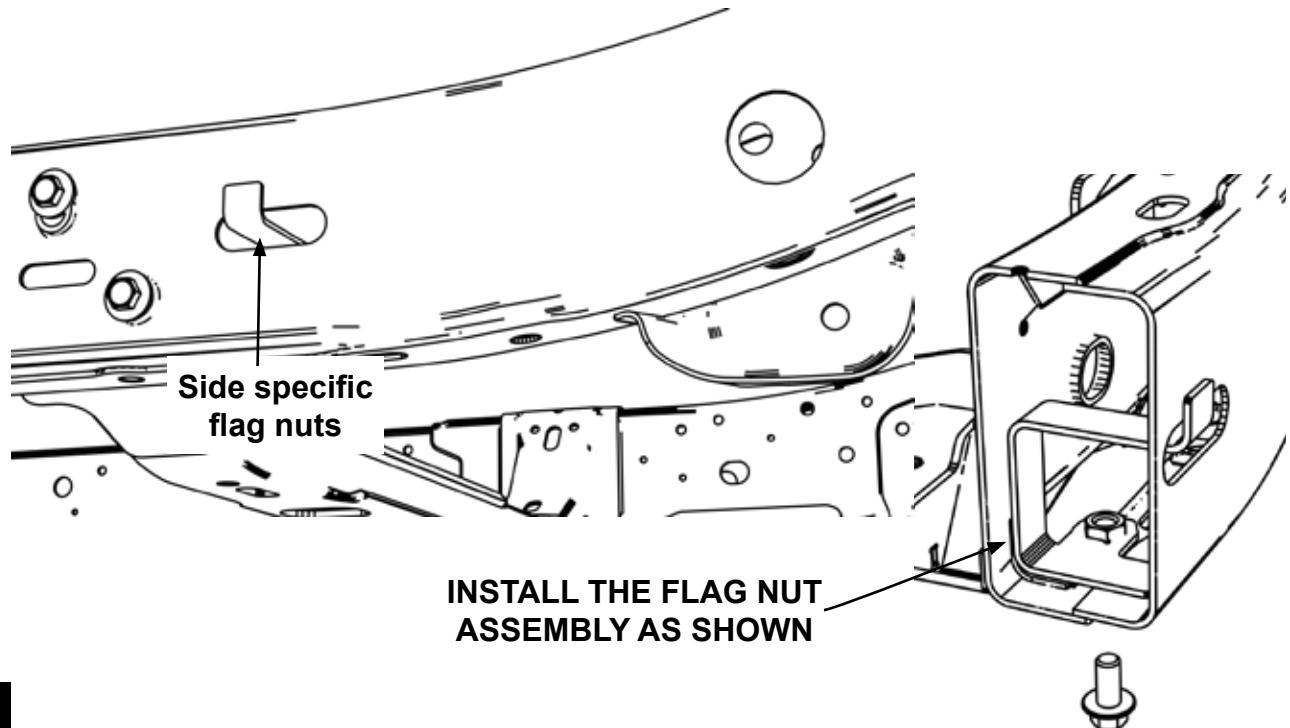
56

TEMPORARILY REUSE A FACTORY 14mm BOLT FROM THE FRONT CONTROL ARM



57

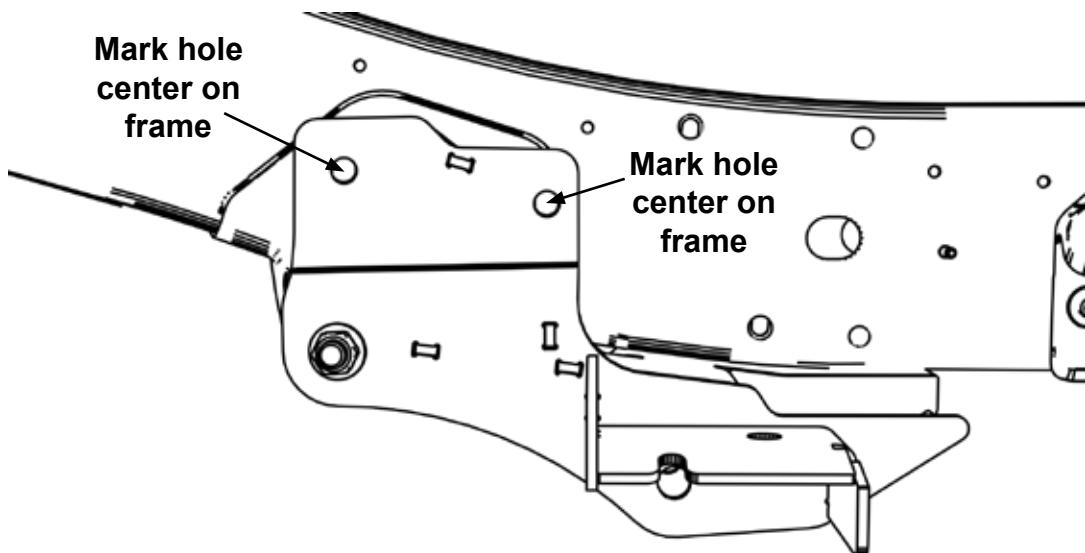
**SLIDE THE FIRST FLAG NUT ASSEMBLY INTO THE FRAME AND INSTALL THE PROVIDED HARDWARE**



58

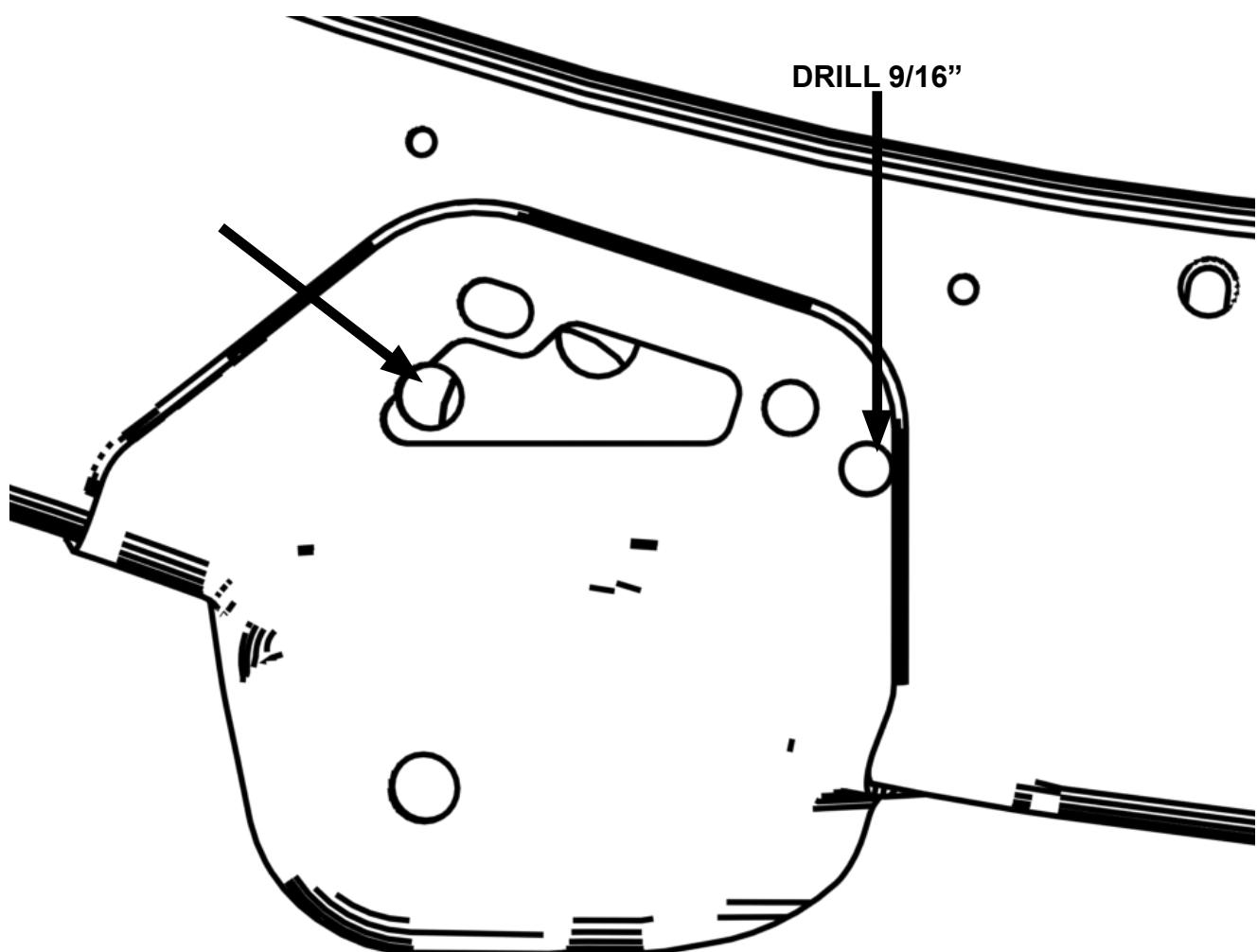
**MARK THE REMAINING HOLE AND REMOVE THE BRACKET**

**WE RECOMMEND USING A TRANSFER TYPE CENTER PUNCH TO DRILL AN ACCURATE HOLE.**

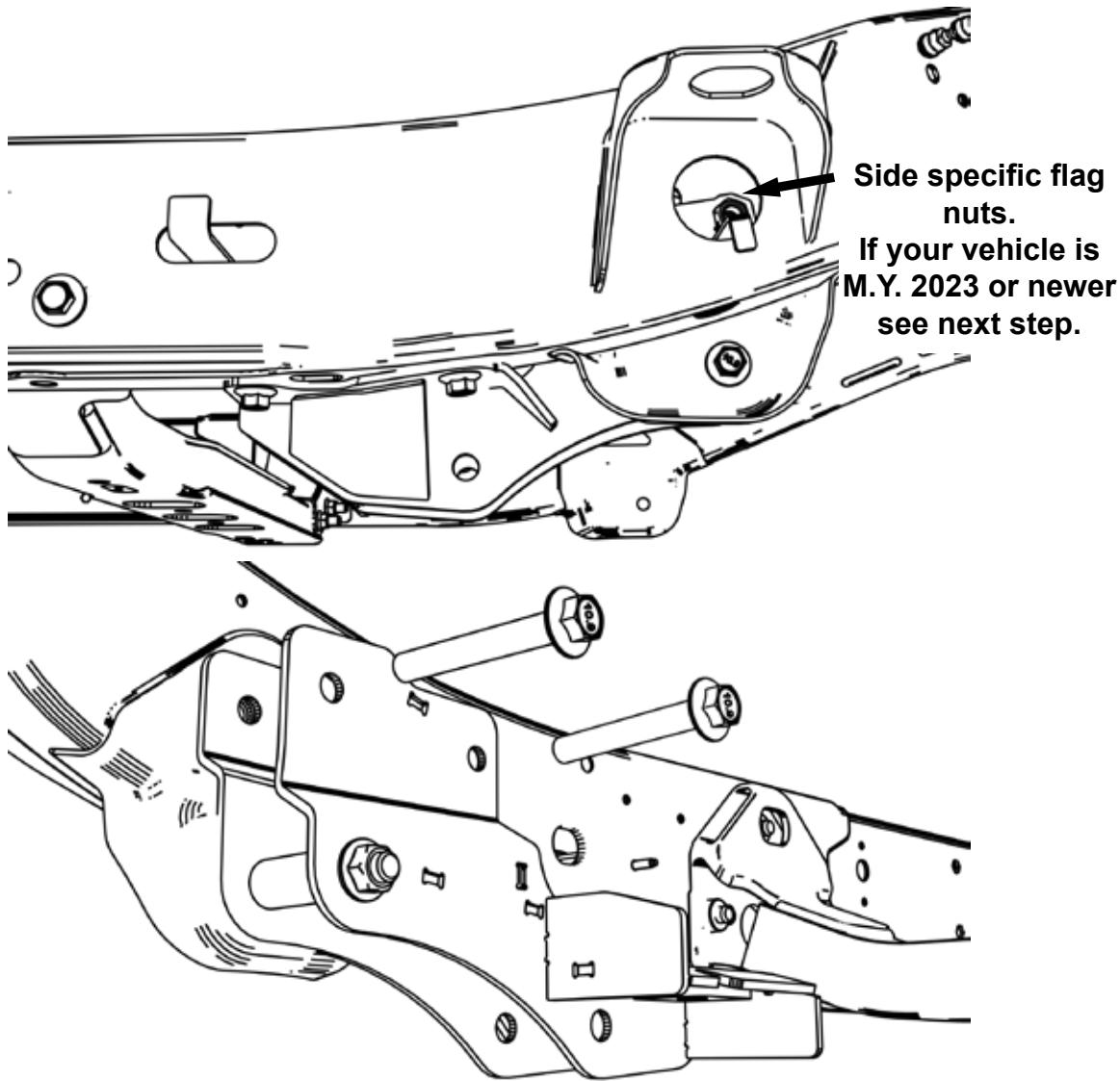


59

DRILL THE MARKED HOLES

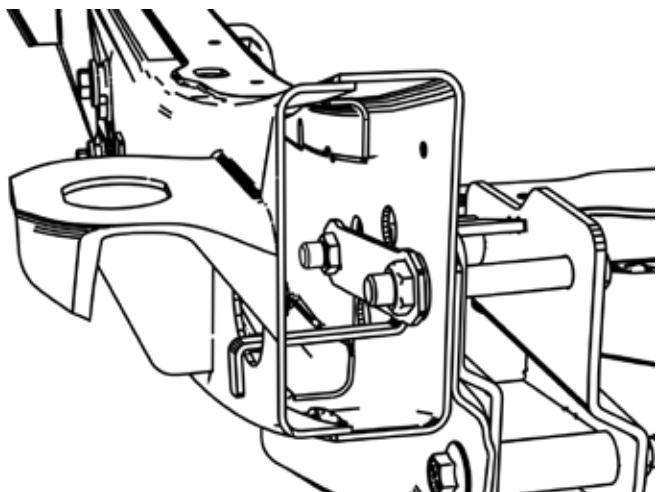


**SLIDE THE SECOND FLAG NUT ASSEMBLY INTO THE FRAME AND INSTALL THE PROVIDED HARDWARE**

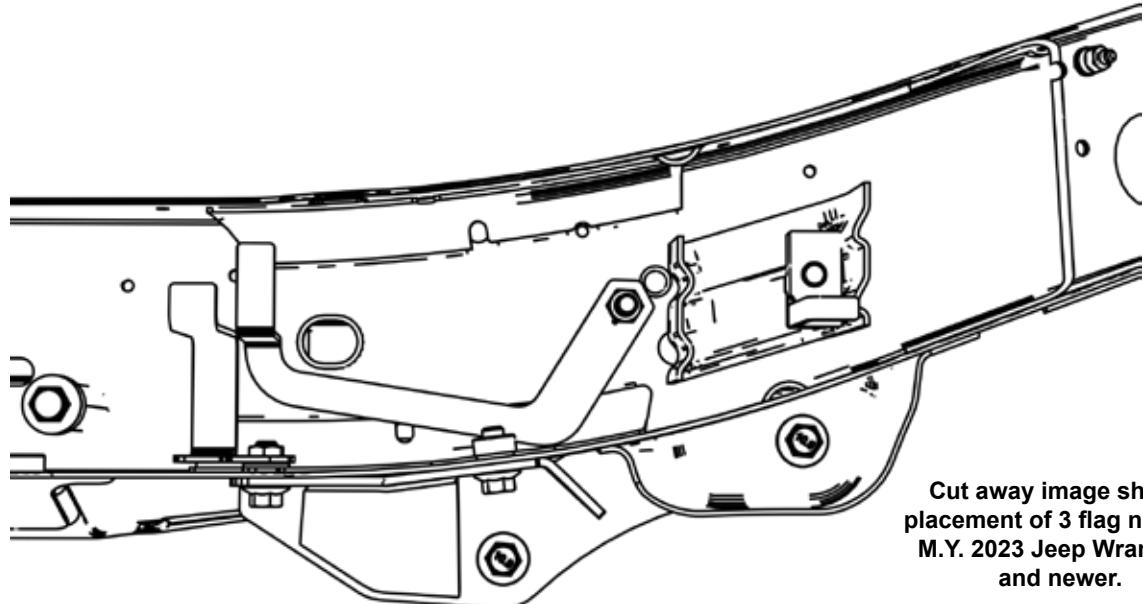


**SLIDE THE PROVIDED BOLT THROUGH  
THE BRACKET AND INTO THE FLAG  
NUT ASSEMBLY**

**TIGHTEN ALL THE BOLTS UNTIL THE  
BRACKET IS FIRMLY IN PLACE**



M.Y. 2023 AND NEWER JEEP WRANGLERS HAVE A SAFETY BRACKET ON THE PASSENGER SIDE FOR WHICH DIFFERENT FLAG NUTS HAVE BEEN INCLUDED

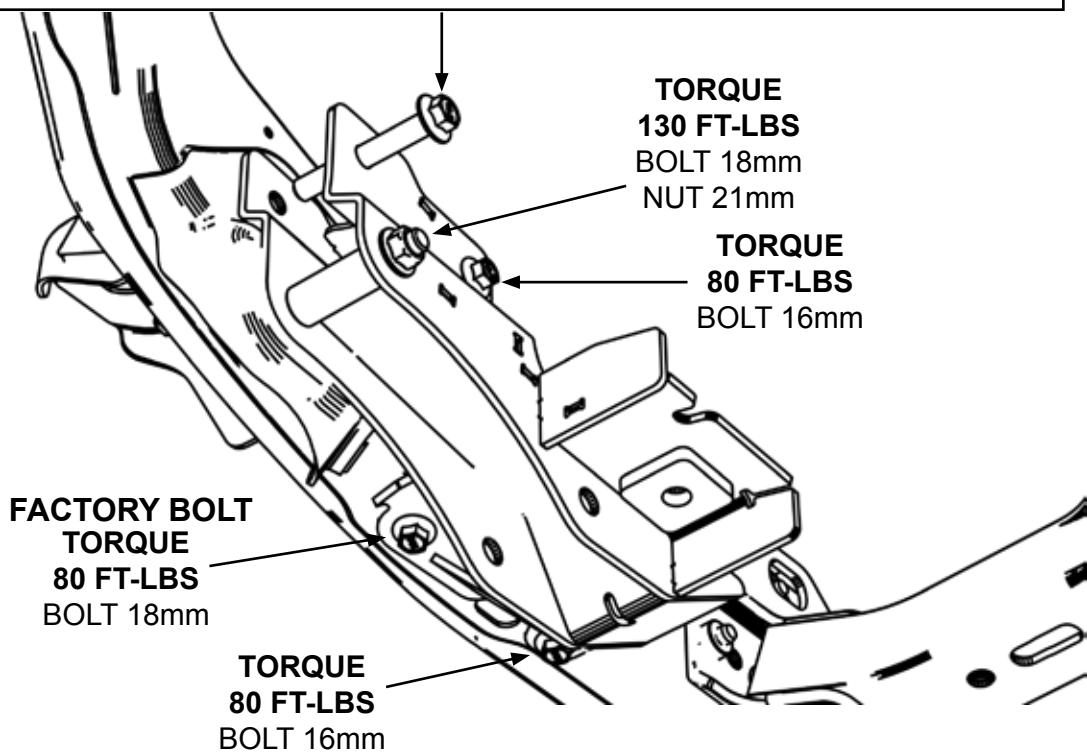


Cut away image shows placement of 3 flag nuts for M.Y. 2023 Jeep Wranglers and newer.

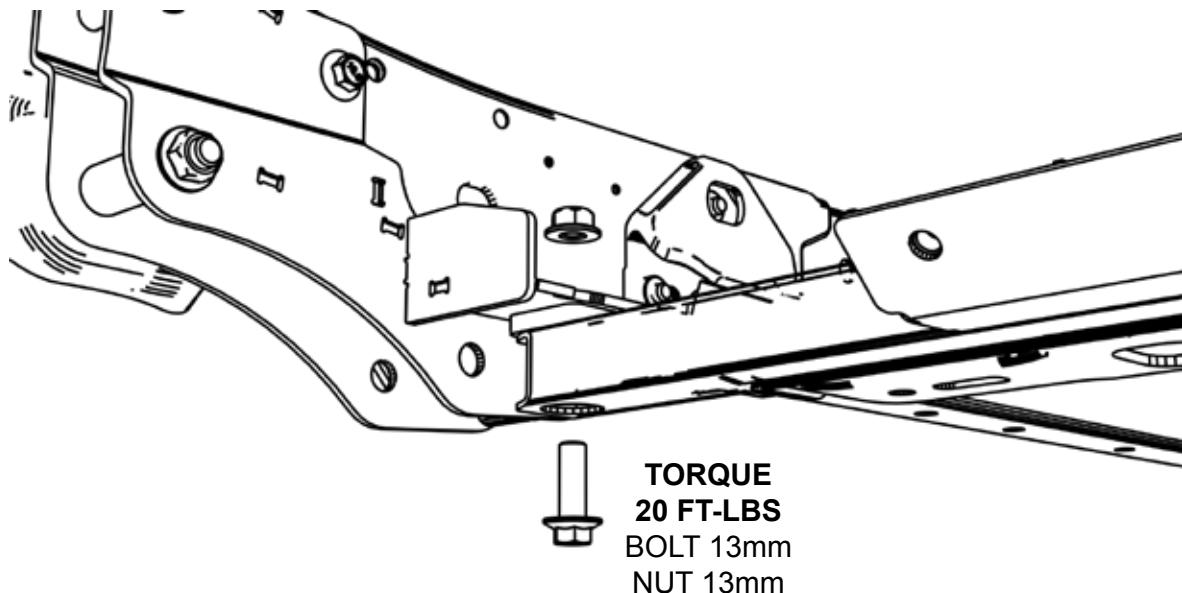
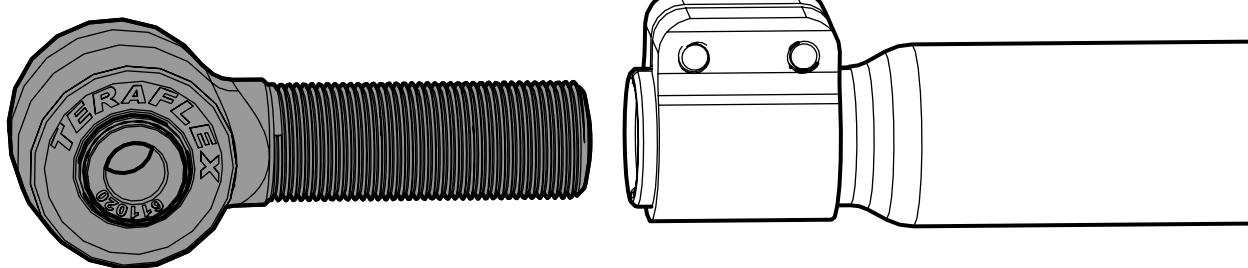
63

REINSTALL AND TORQUE THE FRONT BRACKET TO THE FRAME  
APPLY RED THREAD LOCK TO ALL BOLTS

TEMPORARILY INSTALL THE UPPER CONTROL ARM BOLT FINGER TIGHT TO HOLD THE FLAG NUT ASSEMBLY IN PLACE AS YOU TIGHTEN THE OTHER BOLTS. DO NOT APPLY THREAD LOCK AT THIS TIME.



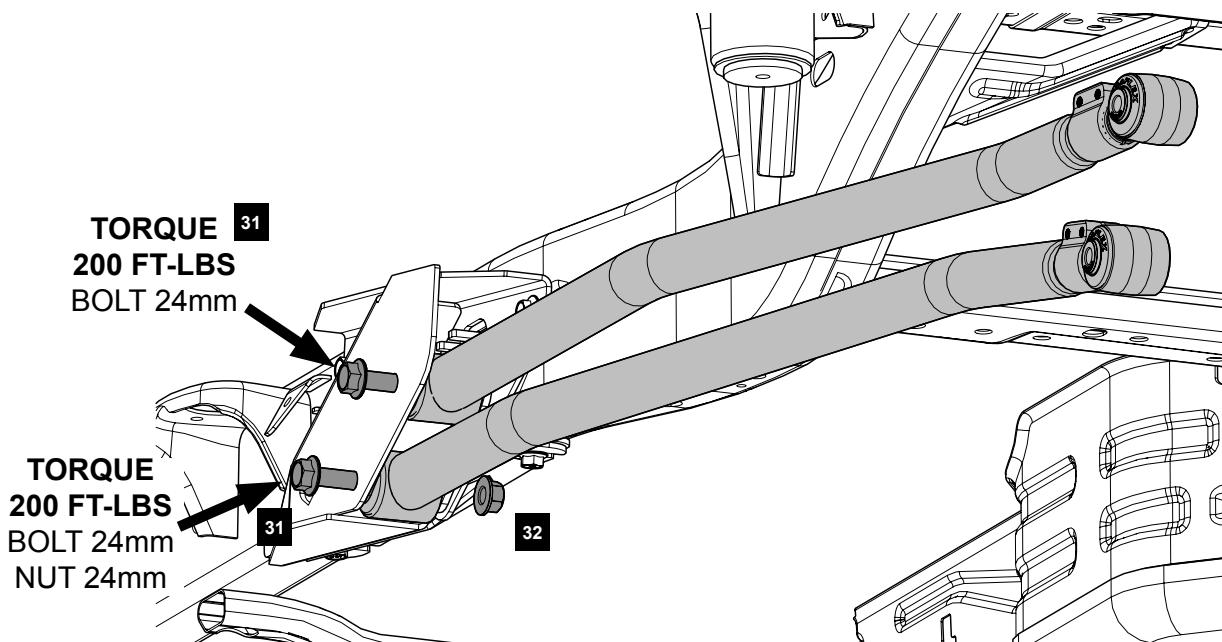
64

**INSTALL THE CROSMEMBER WITH THE PROVIDED HARDWARE****65****INSTALL BUSHING EYELETS ONTO REAR LOWER CONTROL ARMS**

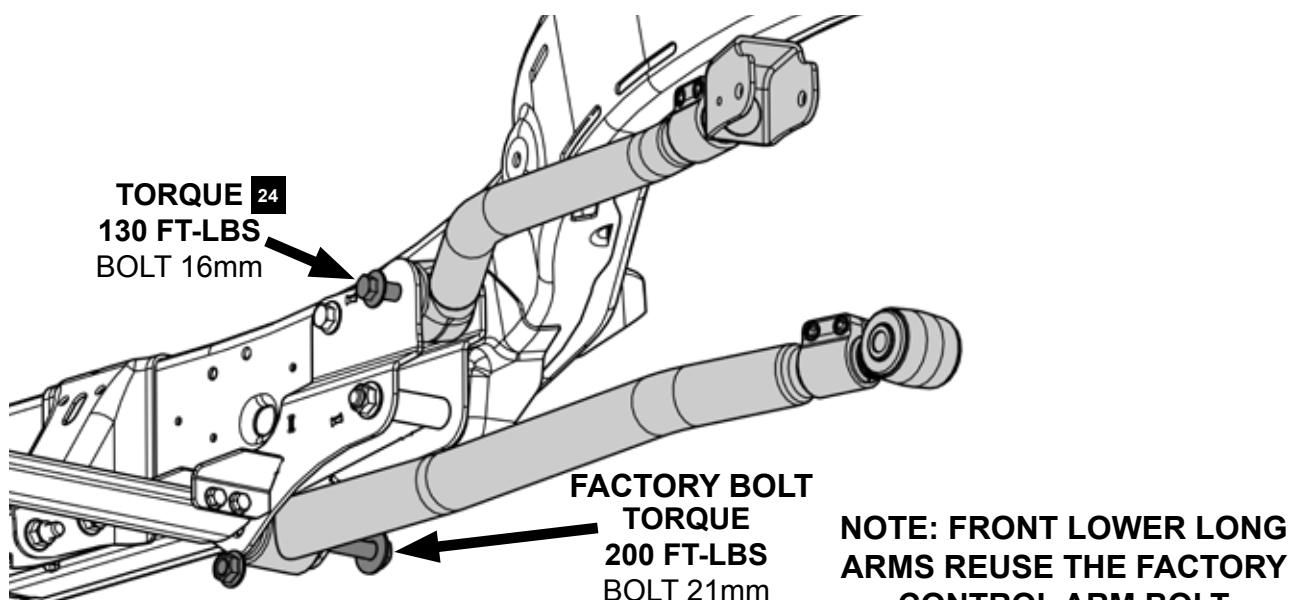
**ADJUST THE CONTROL ARMS TO THE RECOMMENDED STARTING LENGTH FOUND ON PAGE 33**

**66**

## INSTALL THE LONG ARMS



ADJUST THE LONG ARMS TO THE RECOMMENDED STARTING LENGTHS  
AND INSTALL THE HARDWARE WITH RED THREAD LOCK



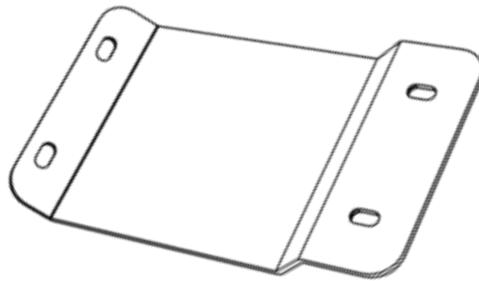
IF INSTALLING LONG ARMS WITH IR BUSHINGS YOU CAN TORQUE THE ARM BOLTS NOW, OTHERWISE WAIT UNTIL THE JEEP IS ON THE GROUND

67

Recommended Starting Lengths	
Front Upper Control Arms	28 1/8"
Front Lower Control Arms	31 5/8"
Rear Upper Control Arms	43 7/8"
Rear Lower Control Arms	48 1/8"

**INSTALL THE CROSSMEMBER SKID PLATE AT THIS TIME (SOLD SEPARATELY)**

**REFER TO INSTRUCTIONS #999359 FOR  
PROPER INSTALLATION OF THE  
CROSSMEMBER SKID PLATE**



68

**REINSTALL THE EXHAUST IN REVERSE ORDER OF REMOVAL.**

**REINSTALL THE AXLES AND DRIVE LINES.**

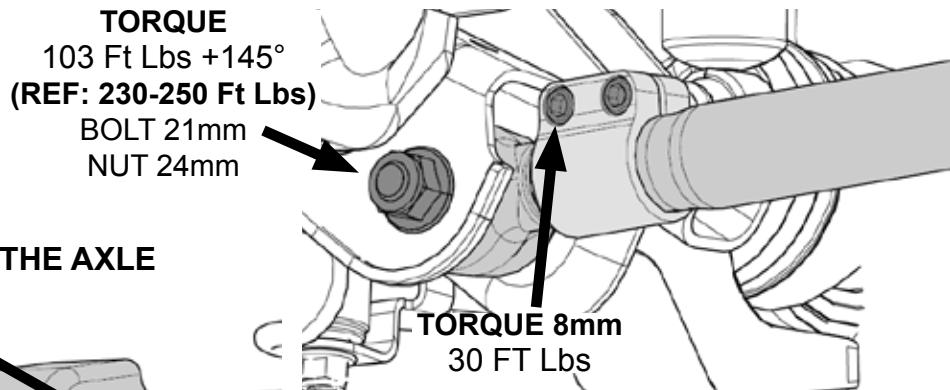
**REFER TO PAGE 36 & 37 FOR TORQUE SPECS**

**REFER TO THE SPRING BOX INSTRUCTIONS FOR COMPLETION OF YOUR LIFT KIT.**

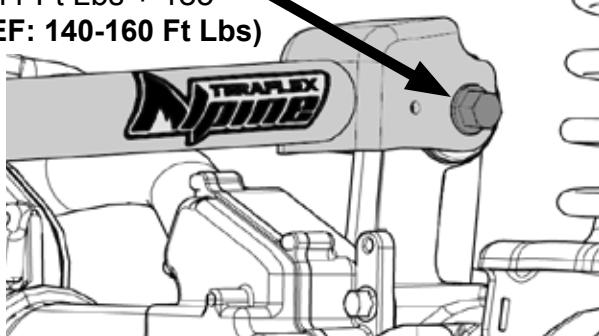
TORQUE SPECS		
Step Number	Description	Torque Specs
<b>Exhaust</b>		
44	Catalytic Converter to Cylinder Head Bolts	18 Ft. Lbs.
43	Exhaust Y-Pipe-to-Catalytic Converter Flange Bolts	18 Ft. Lbs.
41	Exhaust Resonator Clamp Bolt	30 Ft. Lbs.
40/42	Front Exhaust Isolator Bolts	22 Ft. Lbs.
30	Particulate Matter Sensor Module Nuts	24 In. Lbs.
31	Diesel Particulate Filter-to-Selective Catalytic Reduction Catalyst Bolts	22 Ft. Lbs.
32/34	Exhaust Temperature Sensor	33 Ft. Lbs.
33	Selective Catalytic Reduction Catalyst Isolator Bolts	18 Ft. Lbs.
35	Diesel Particulate Filter Inlet Elbow-to-Turbocharger Nuts	21 Ft. Lbs.
36	Diesel Particulate Filter-to-Inlet Elbow V-Band Clamp	89 In. Lbs.
37	Front Steady Rest Bracket to Diesel Particulate Filter Nut	21 Ft. Lbs.
38	Steady Rest Bracket-to-Diesel Particulate Filter Bolt	19 Ft. Lbs.
<b>Drive Line</b>		
19	Rear Driveshaft to Rear Axle Flange Bolts	29 Ft. Lbs.
9	Front Driveshaft to Front Axle Flange Bolts	89 Ft. Lbs.
<b>Other</b>		
18	Rear Wheel Speed Sensor Bolt	8 Ft. Lbs.
7	Front Wheel Speed Sensor Bolt	5 Ft. Lbs.
4	Drag Link Outer Nut (At Steering Knuckle)	47 Ft. Lbs.

IF INSTALLING LONG ARMS WITH IR BUSHINGS YOU CAN TORQUE THE ARM BOLTS NOW, OTHERWISE WAIT UNTIL THE JEEP IS ON THE GROUND

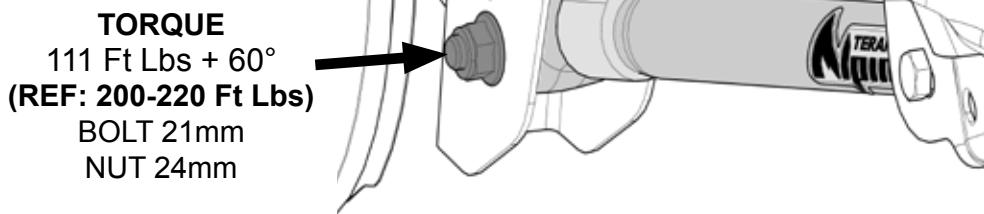
#### FRONT LOWER AT THE AXLE



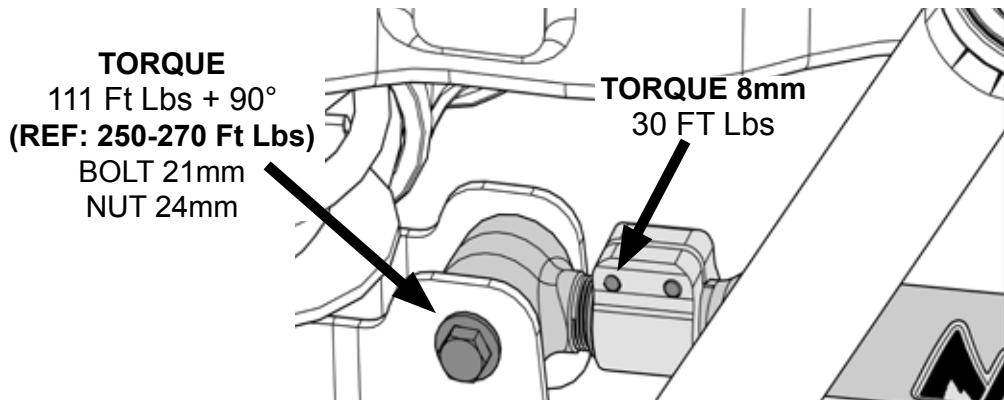
FRONT UPPER AT THE AXLE  
TORQUE 18mm  
41 Ft Lbs + 185°  
(REF: 140-160 Ft Lbs)



#### REAR LOWER AT THE AXLE



#### REAR UPPER AT THE AXLE



# 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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