



JT Alpine Long Arms and Brackets

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.

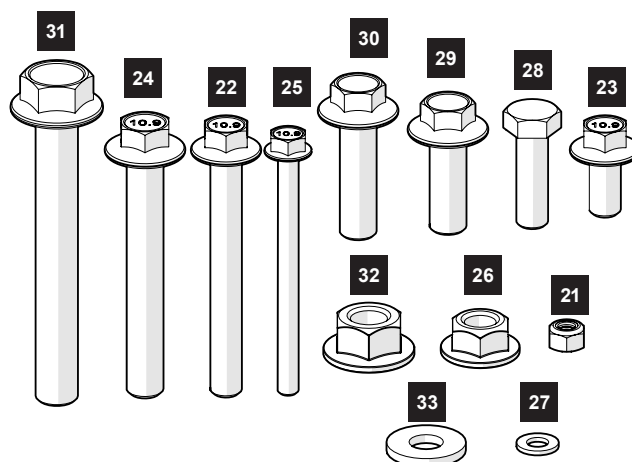
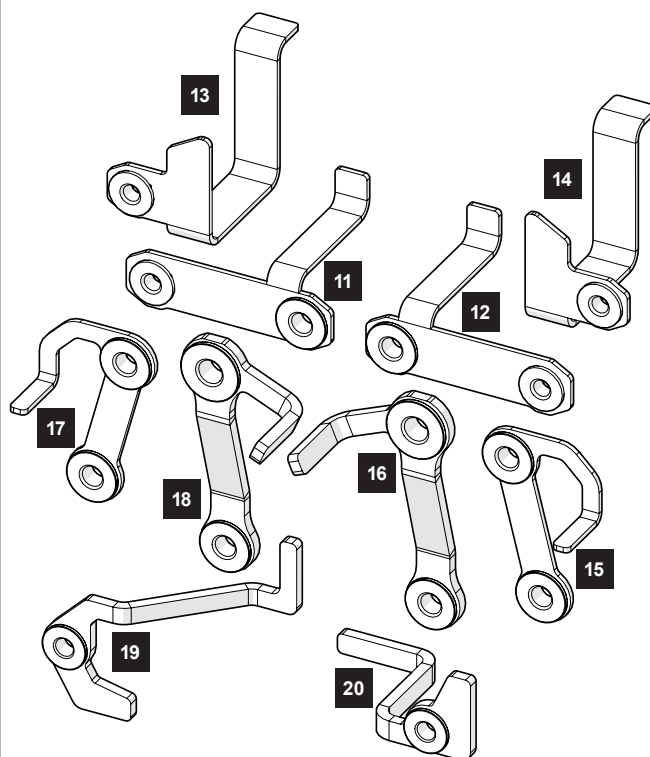
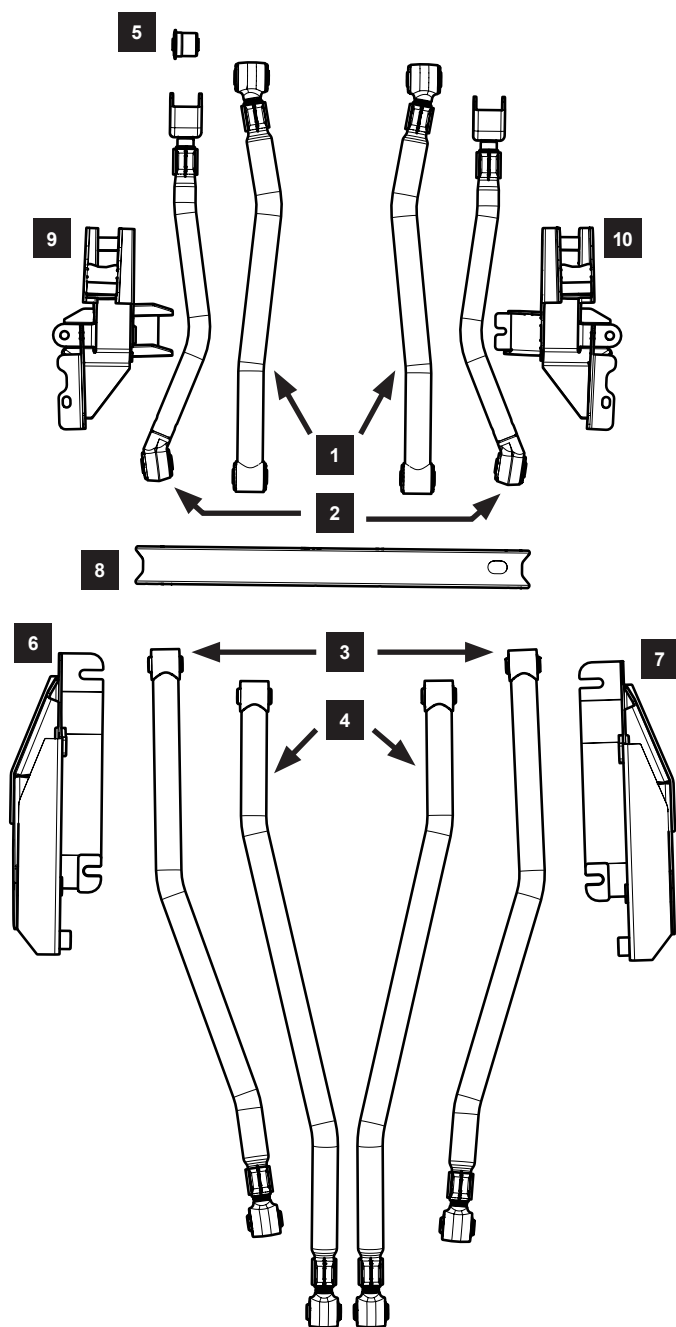
Tools Needed:

- | | |
|---|-----------------------------------|
| - 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
	1318005	JT Alpine IR HD Adjustable Long Control Arm Kit	
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
	1968000	4 Door JT Long Arm Bracket Kit	
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
		Hardware	
11	47-03-002-005	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Long Flag / Left Front	1
12	47-03-002-006	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Long Flag / Right Front	1
13	47-03-002-007	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Short Flag / Left Front	1
14	47-03-002-008	Flag Nut Assy, Steel / Zinc, M12 x 1.75 / Top Lock / Short Flag / Right Front	1
15	47-03-003-030	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Front	2
16	47-03-003-040	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Back	1
17	47-03-003-050	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Front	1
18	47-03-003-060	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Back	1
19	47-03-003-070	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Bottom Front	1
20	47-03-003-080	Flag Nut Assy, Jeep JT Gladiator, Rear / Passenger / Bottom Back	1
	5103	Hardware Pack, Long Arm Front Brackets, 4 Door	
21	169	Nut M8 x 1.25 pitch Nylock Hex zinc	4
22	221	Bolt M12 x 1.75 x 100mm Long Grade 10.9 Flanged Hex Head	2
23	45-02-003-013	Hex Flange Bolt, Alloy Steel / Yellow Zinc, M12 x 1.75 x 25mm	2
24	45-02-003-019	Hex Flange Bolt, Alloy Steel/ Yellow Zinc, M14 x 2.0 x 100mm	4
25	45-02-003-024	Hex Flange Bolt, Alloy Steel / Yellow Zinc, M8 x 1.25 x 100mm	4
26	45-08-003-003	Flange Top Lock Nut, Alloy Steel/Yellow Zinc, M14 x 2.0mm	2
27	11403	Washer, M8 x 16mm OD, Zinc Coating	4
	5129	Hardware Pack, Rear Long Arm Kit, Jeep JT Gladiator	
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

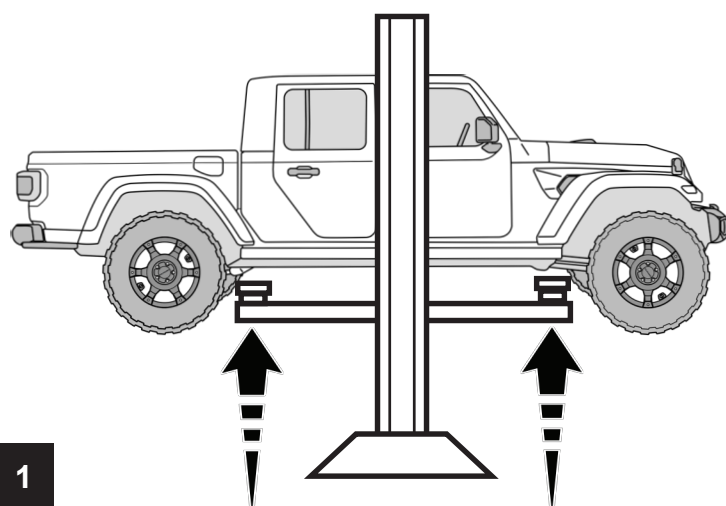
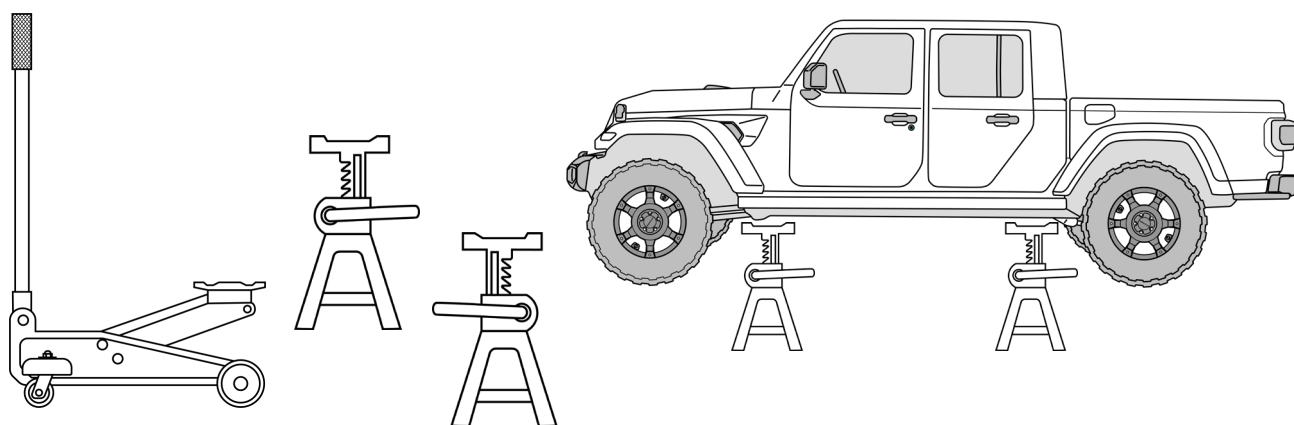
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	1968000	4 Door JT Long Arm Bracket Kit	
6	15-11-002-300	Bracket, Control Arm, Rear / Driver / Assembly	1
7	15-11-002-400	Bracket, Control Arm, Rear / Passenger / Assembly	1
8	15-11-001-031	Bracket, Control Arm, Reinforcement Crossmember	1
9	15-11-001-100	Bracket, Control Arm, Front / Driver / Assembly	1
10	15-11-001-200	Bracket, Control Arm / Front / Passenger / Assembly	1
		Hardware	
11	47-03-002-005	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Long Flag / Left Front	1
12	47-03-002-006	Flag Nut Assy, Steel / Zinc, M14 x 2.0 / Top Lock / Long Flag / Right Front	1
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18	47-03-003-060	Flag Nut Assy, Jeep JT Gladiator, Rear / Driver / Back	1
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33	45-10-005-005	Flat Washer, Alloy Steel / PS11036-S, M12 x 30mm OD	2

FRONT DISASSEMBLY

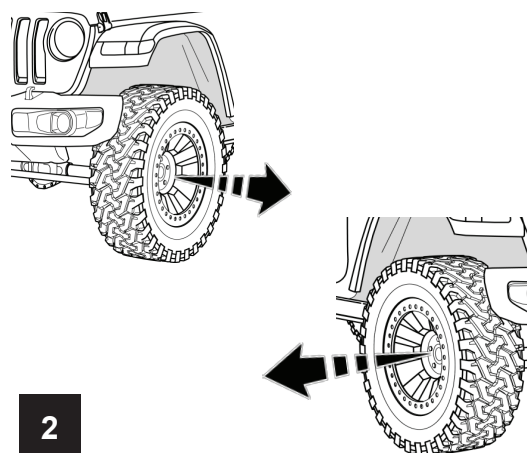
DISCONNECT THE BATTERY ACCORDING TO THE FACTORY SERVICE MANUAL

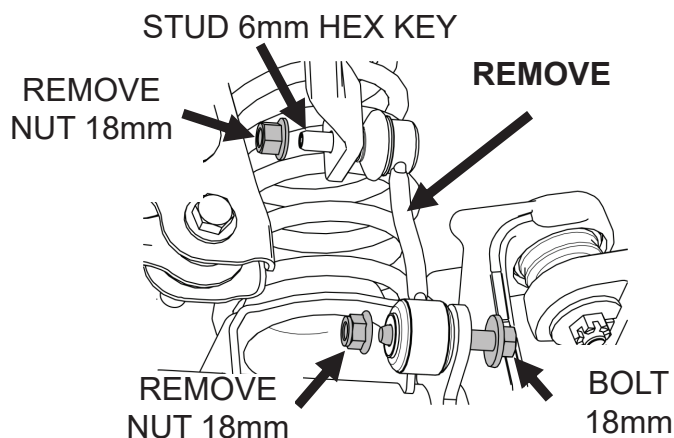
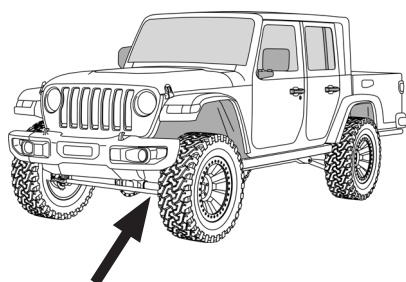
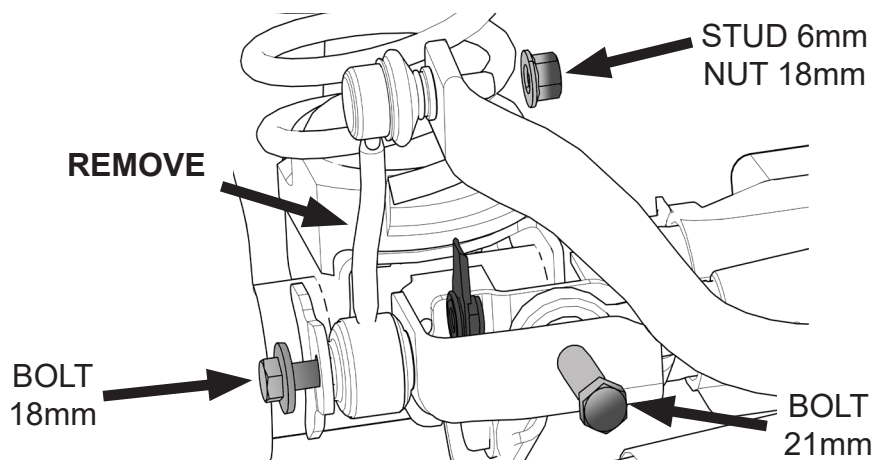
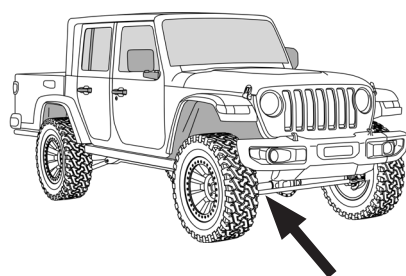
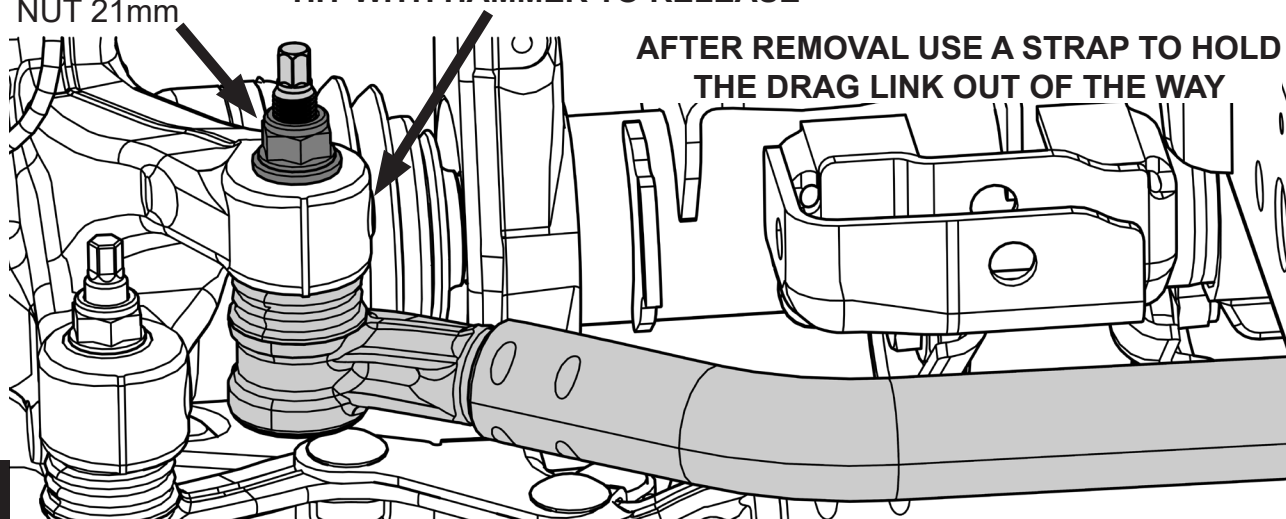
YOU WILL NEED TO BE ABLE TO ACCESS SEVERAL POINTS OF THE FRAME DURING INSTALL. IF YOUR JEEP IS EQUIPPED WITH OEM ROCK SLIDERS YOU CAN SUPPORT THE JEEP AT THE SLIDERS FOR EASY ACCESS TO THE FRAME. IF YOUR JEEP IS NOT EQUIPPED WITH OEM ROCK SLIDERS YOU MAY NEED TO LIFT AND ADJUST YOUR SUPPORTS AT DIFFERENT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

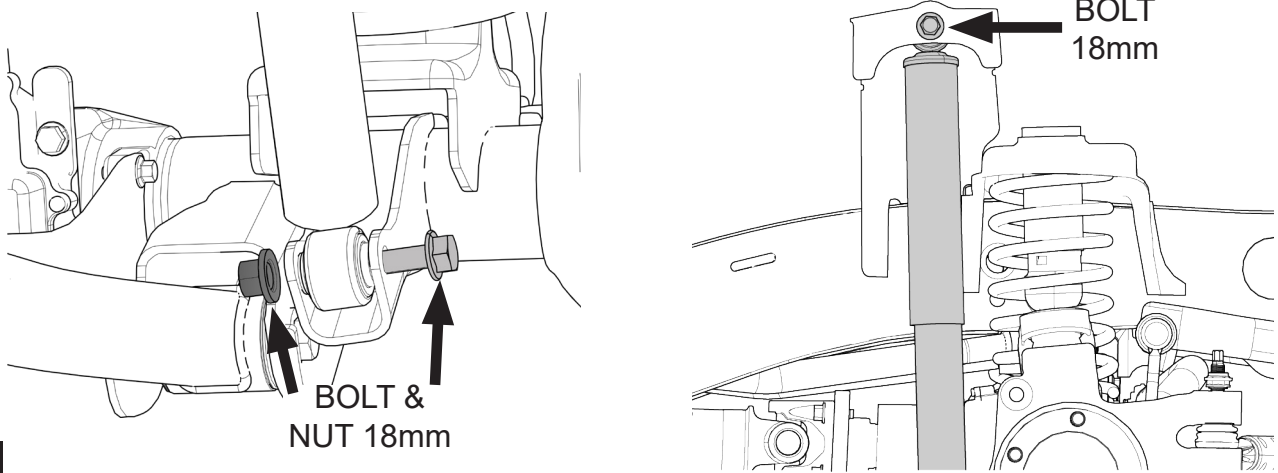
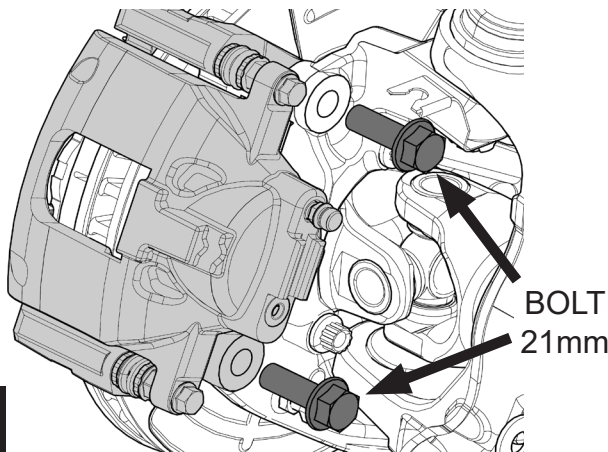
LIFT AND SUPPORT AT FRAME



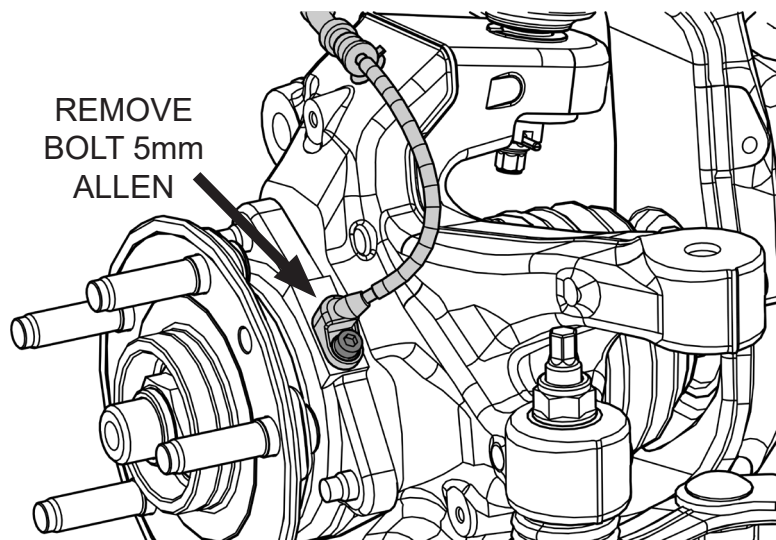
REMOVE FRONT TIRES

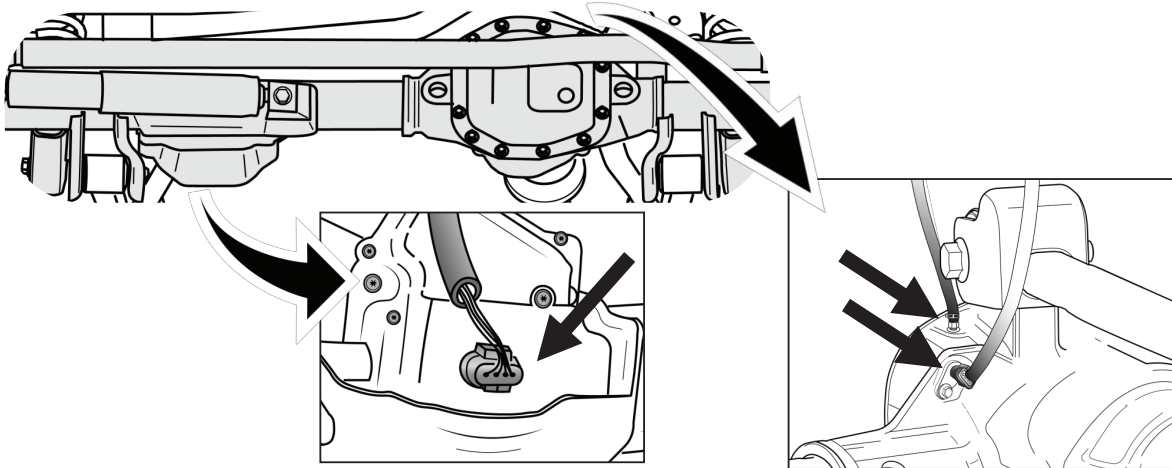


REMOVE SWAY BAR LINKS & REMOVE TRACK BAR BOLT AT AXLE**3****REMOVE THE DRAG LINK AT THE KNUCKLE****REMOVE
NUT 21mm****HIT WITH HAMMER TO RELEASE****AFTER REMOVAL USE A STRAP TO HOLD
THE DRAG LINK OUT OF THE WAY****4**

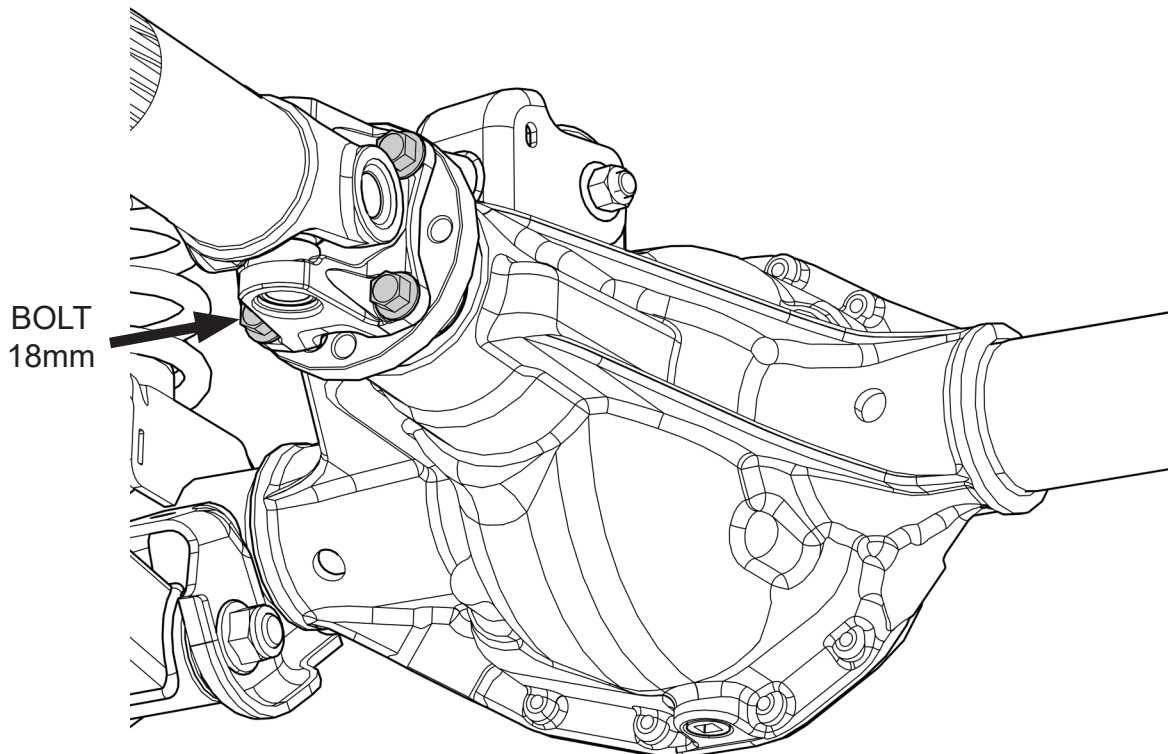
SUPPORT THE FRONT AXLE AND REMOVE SHOCKS**5****REMOVE THE FRONT CALIPERS FROM THE AXLE****6**

DO NOT HANG THE CALIPERS BY THE BRAKE LINES

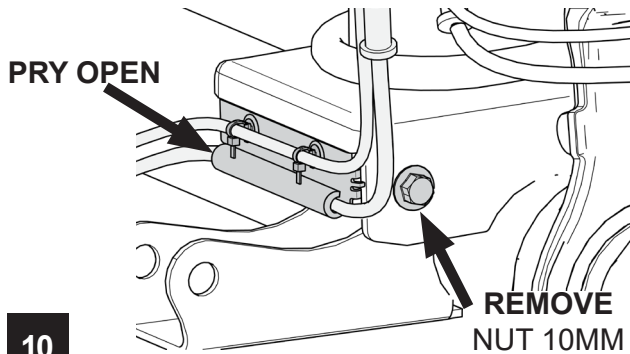
DISCONNECT THE ABS LINES FROM THE AXLE**7**

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

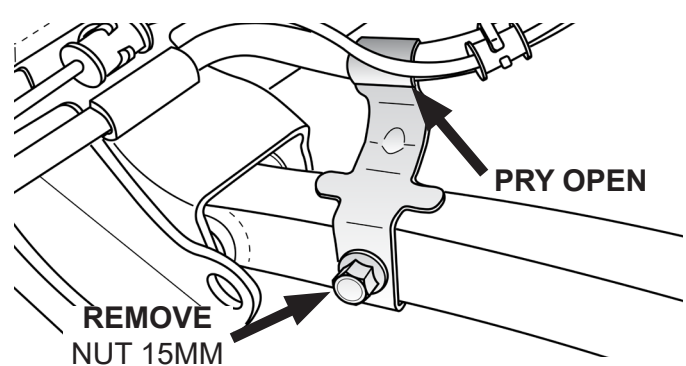
**REMOVE THE DRIVE SHAFT AT THE AXLE AND SUPPORT
THE DRIVE SHAFT OUT OF THE WAY USING A STRAP**

**9**

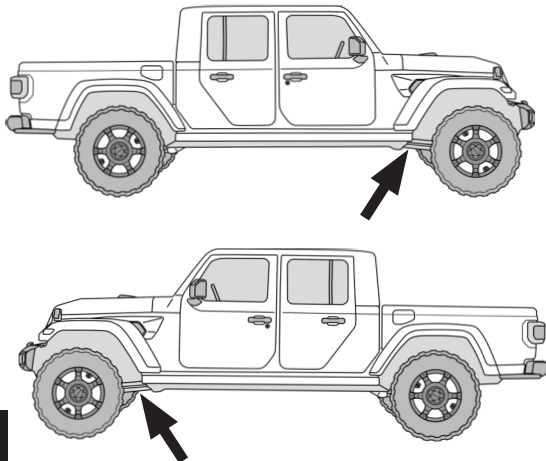
REMOVE AND DISCARD BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS AND SPRING MOUNTS



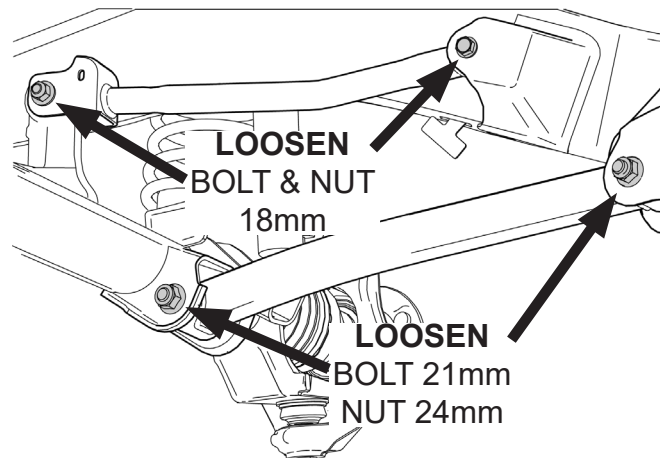
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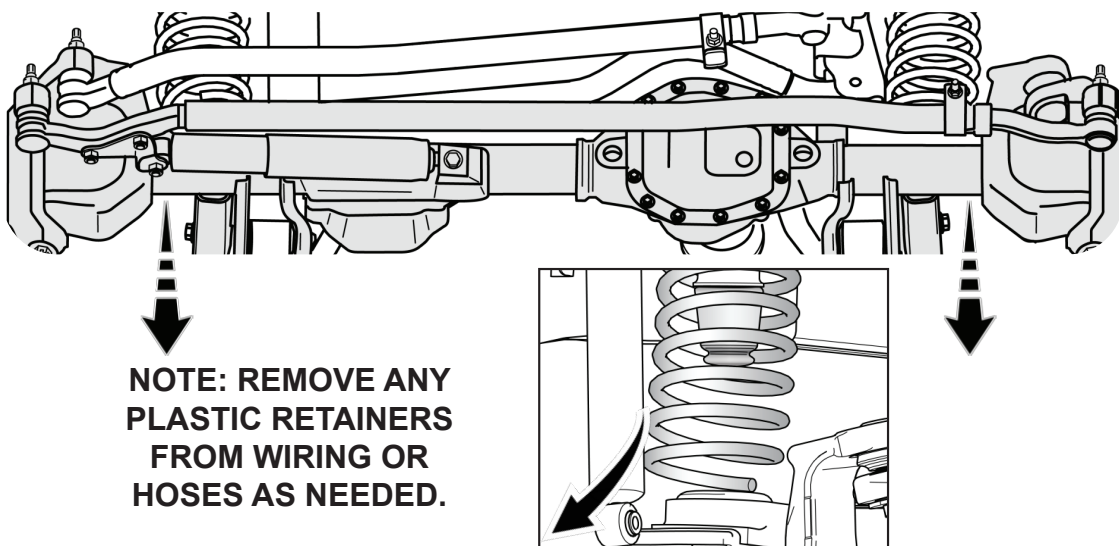
LOOSEN FRONT CONTROL ARM BOLTS DO NOT REMOVE THE CONTROL ARM BOLTS



11

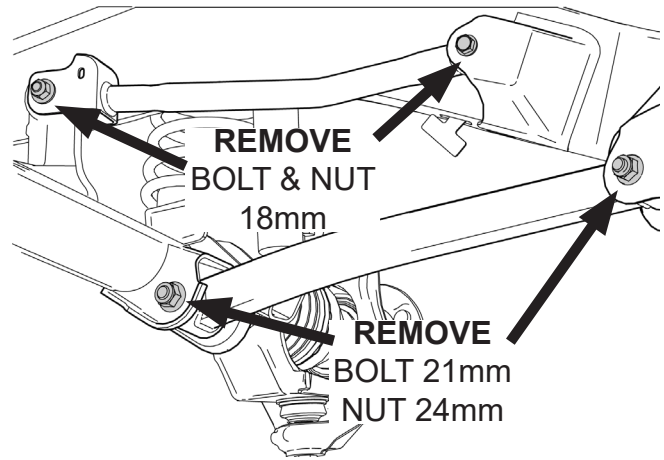
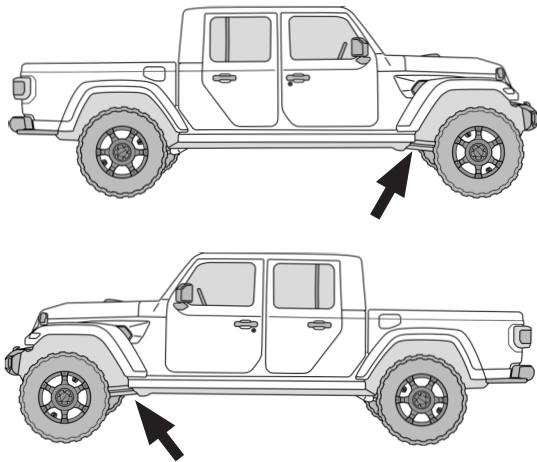


LOWER AXLE AND REMOVE FRONT SPRINGS



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

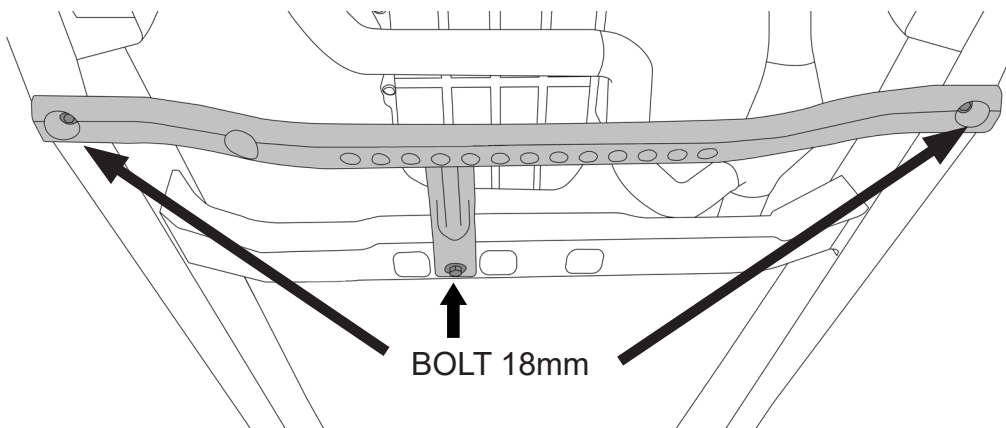
NOTE: ON DIESEL MODELS THE EXHAUST BLOCKS THE PASSENGER SIDE UPPER CONTROL ARM BOLT FROM COMING OUT. THE FOLLOWING STEPS ARE FOR GETTING THE BOLT FREE.

- 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 SKID PLATE

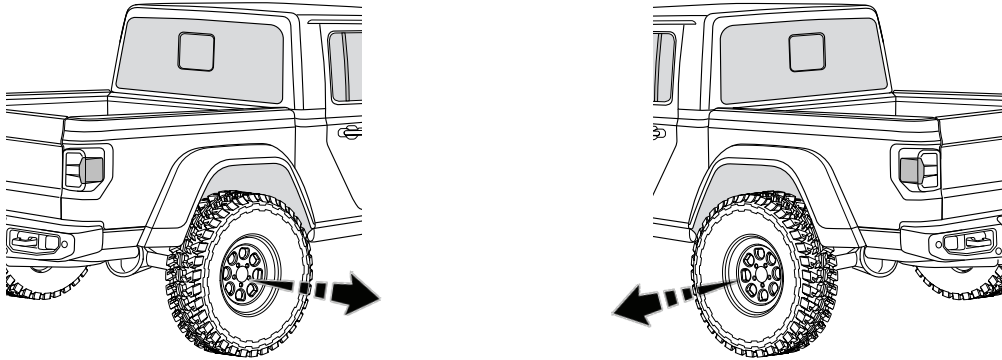
DO NOT DISCARD THE FACTORY BOLTS OR NUT. BOLTS WILL BE REUSED IN STEPS 56 AND 61



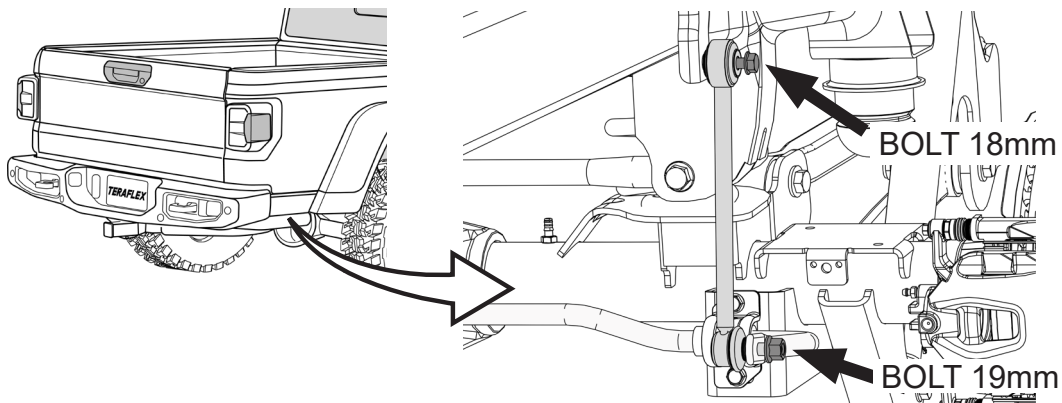
14

REAR DISASSEMBLY

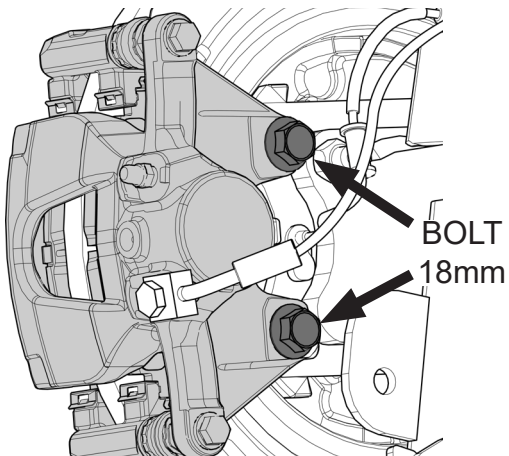
REMOVE REAR TIRES



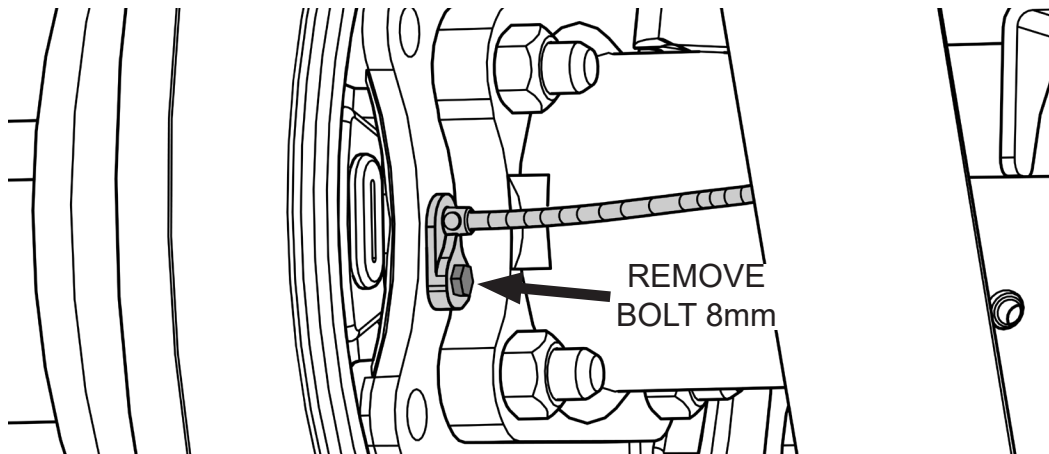
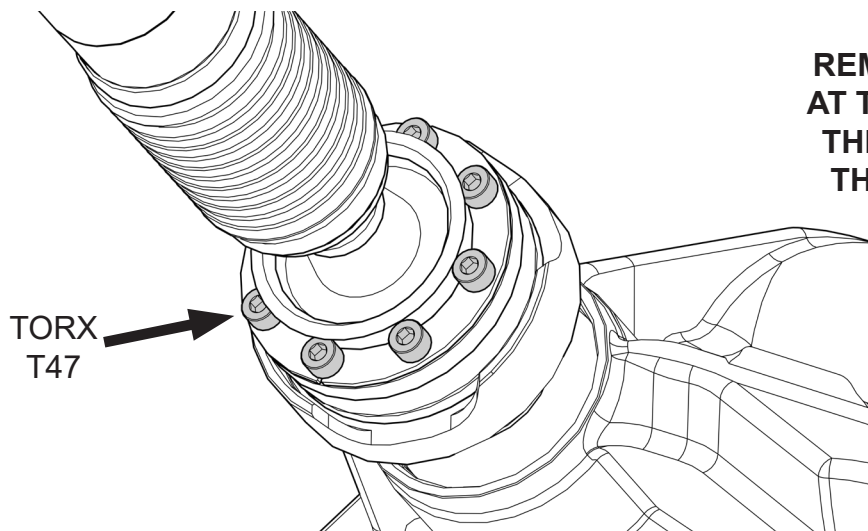
REMOVE REAR SWAY BAR LINKS



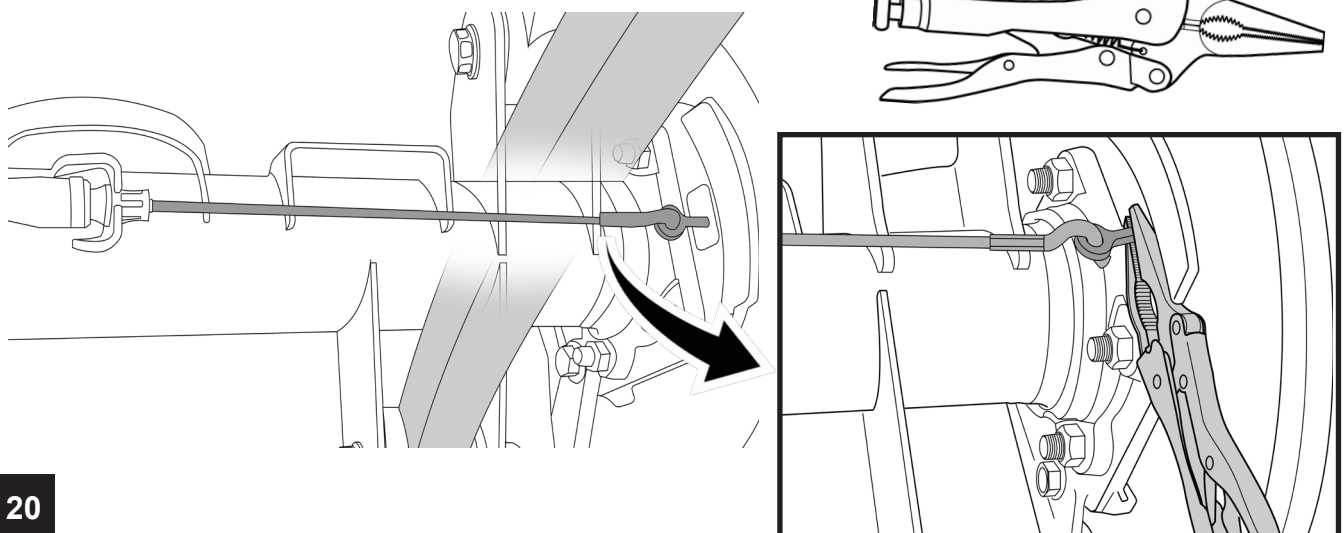
REMOVE THE REAR CALIPERS FROM THE AXLE



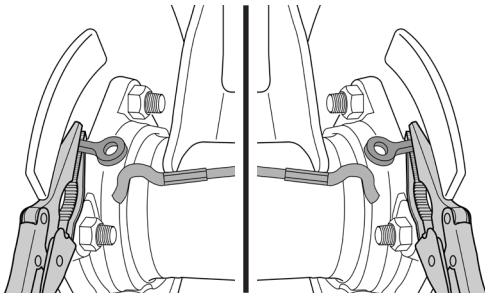
**DO NOT HANG THE CALIPERS BY
THE BRAKE LINES**

DISCONNECT THE ABS LINES FROM THE AXLE**18****REMOVE THE REAR DRIVE SHAFT****19**

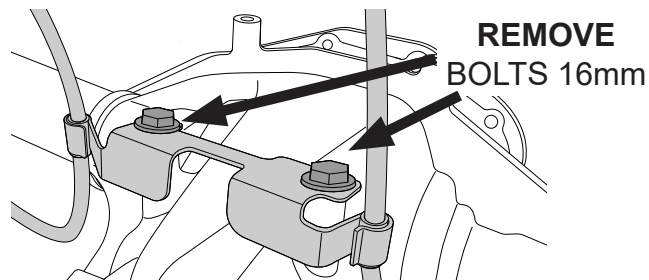
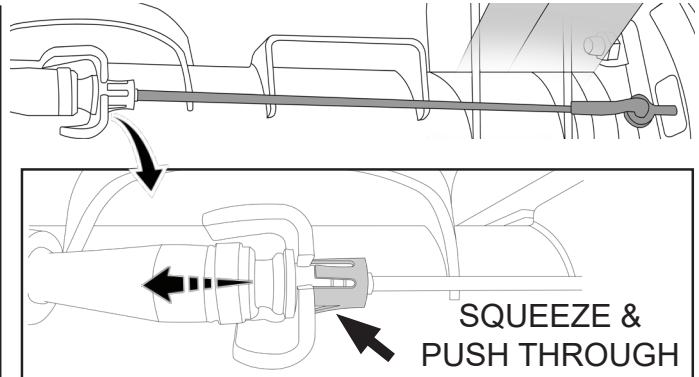
**REMOVE THE DRIVE SHAFT
AT THE AXLE AND SUPPORT
THE DRIVE SHAFT OUT OF
THE WAY USING A STRAP**

**SET THE E-BRAKE AND CLAMP BOTH E-BRAKE EYELETS AGAINST BACKING PLATES
WITH LOCKING PLIERS****20**

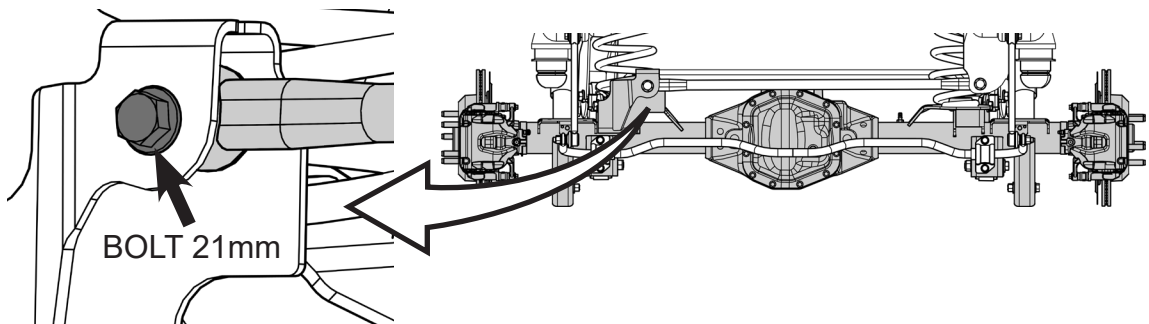
RELEASE E-BRAKE AND DISCONNECT CABLES FROM BOTH EYELETS AND AXLE BRACKETS



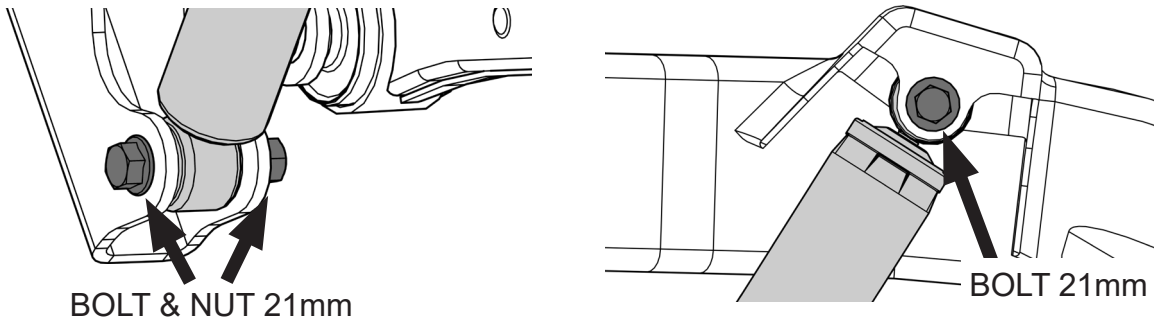
NOTE: DO NOT REMOVE LOCKING PLIERS FROM E-BRAKE EYELETS

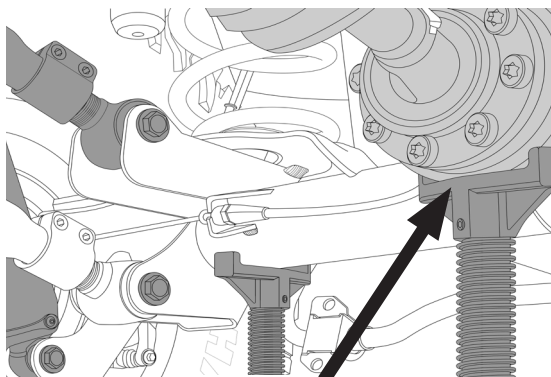
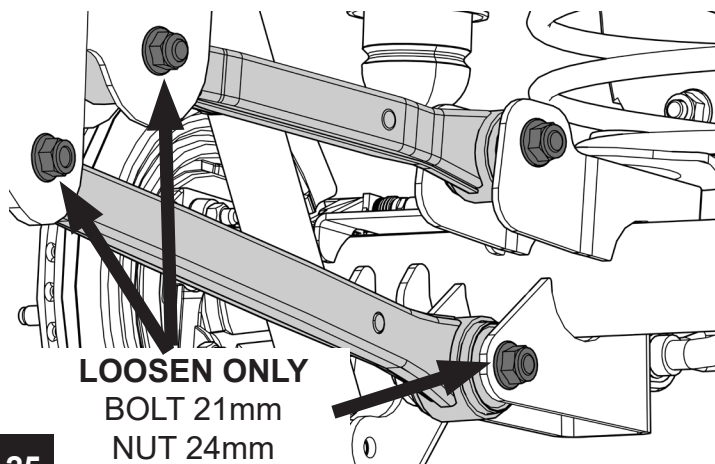
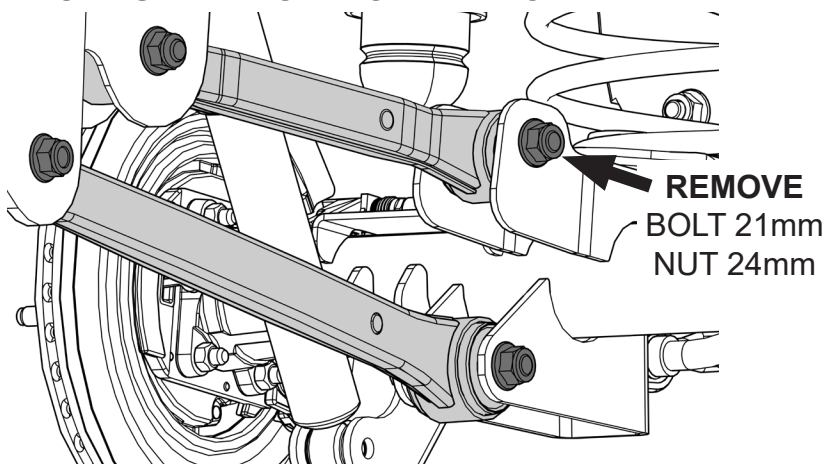
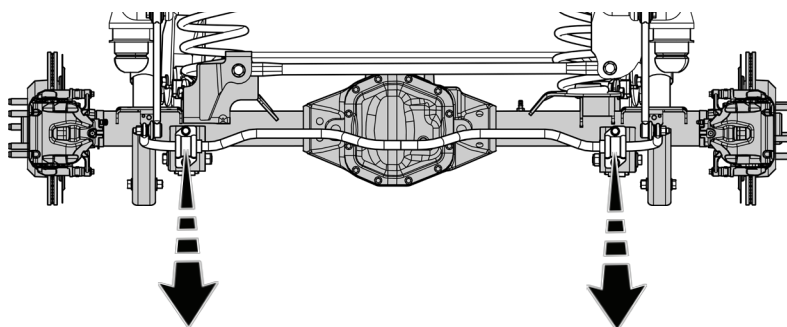
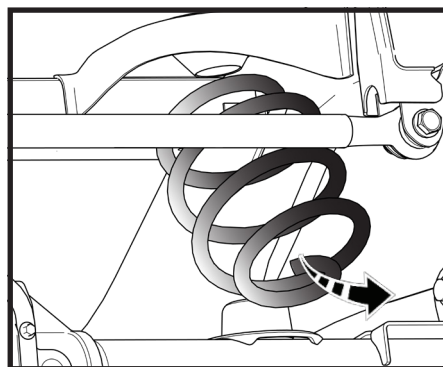
**21**

REMOVE THE TRACK BAR FROM THE AXLE

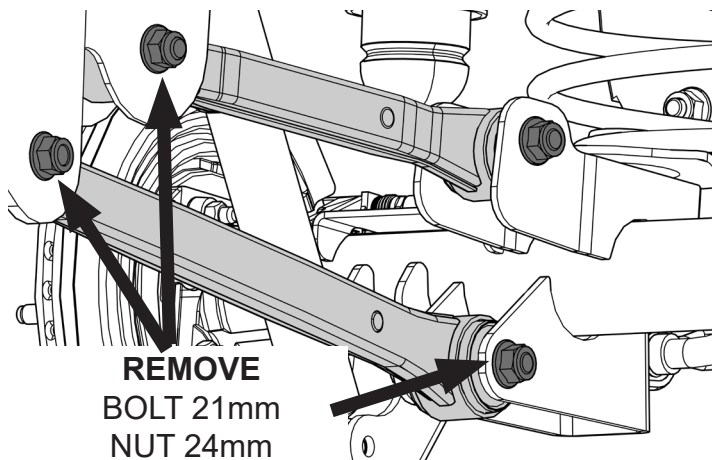
**22**

REMOVE THE REAR SHOCKS

**23**

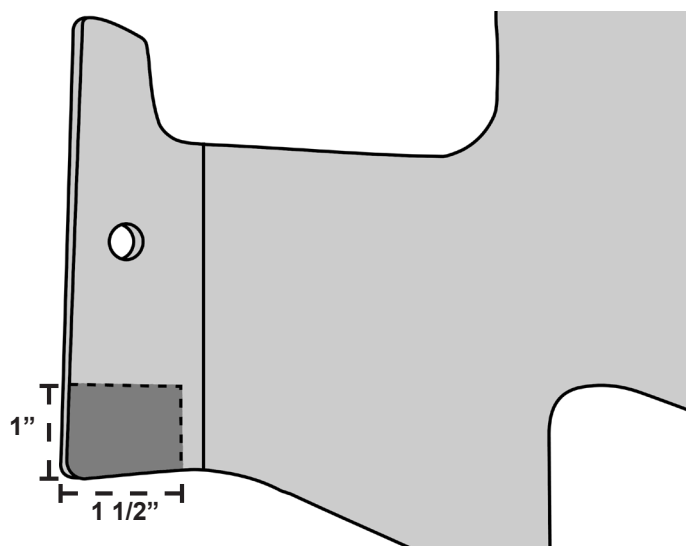
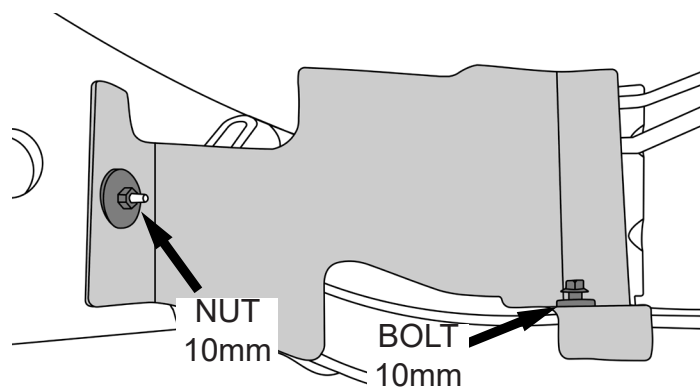
SUPPORT FRONT OF REAR AXLE**24****SUPPORT****LOOSEN REAR CONTROL ARM BOLTS****25****LOOSEN ONLY**
BOLT 21mm
NUT 24mm**REMOVE UPPER CONTROL ARM BOLT AT THE AXLE****26****REMOVE**
BOLT 21mm
NUT 24mm**LOWER AXLE TO REMOVE REAR SPRINGS****NOTE: REMOVE ANY PLASTIC RETAINERS
FROM WIRING OR HOSES AS NEEDED.****27**

**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**



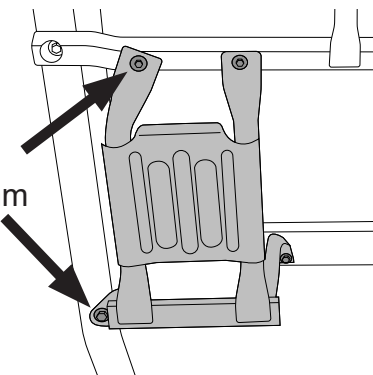
**REINSTALL FUEL
LINE SHIELD**

29

EXHAUST REMOVAL (DIESEL)

REMOVE SELECTIVE CATALYTIC REDUCTION SKID PLATE

REMOVE
BOLTS 18mm



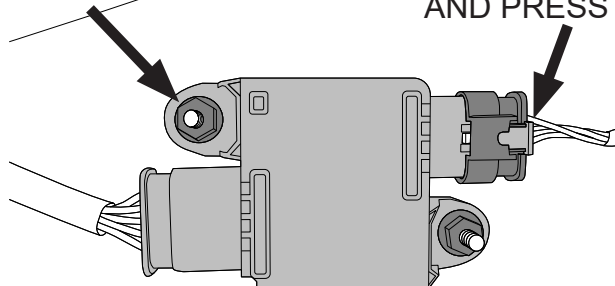
30

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

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

REMOVE
NUTS 10mm

LIFT CLIP
AND PRESS

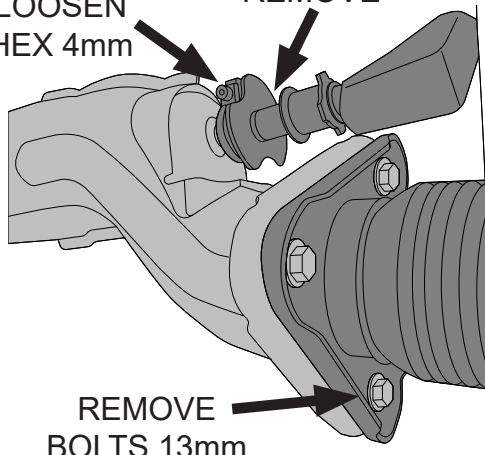


31

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

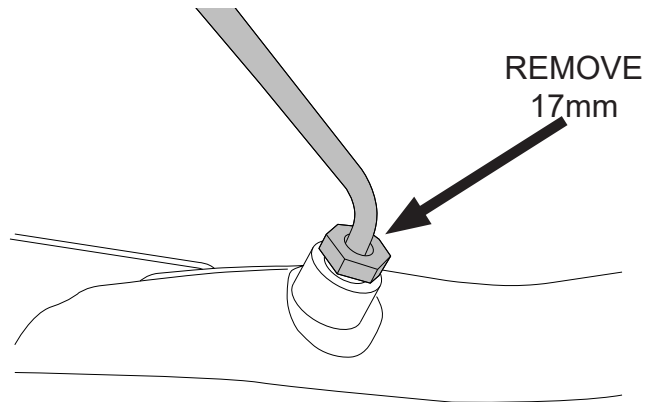
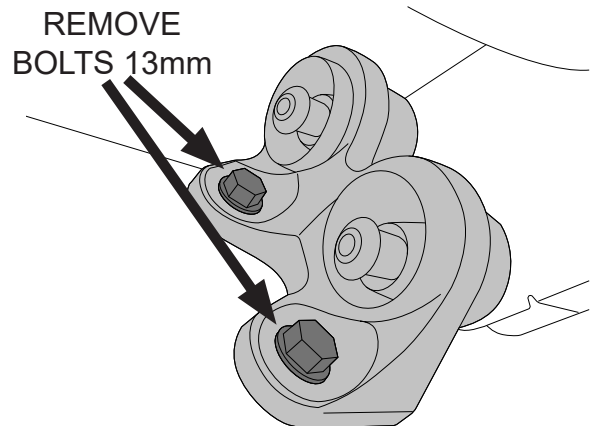
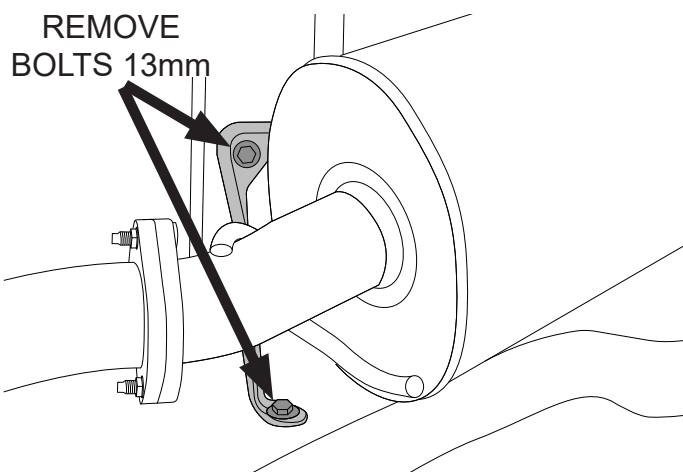
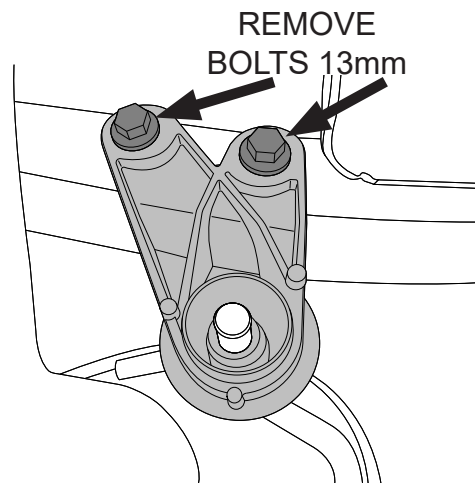
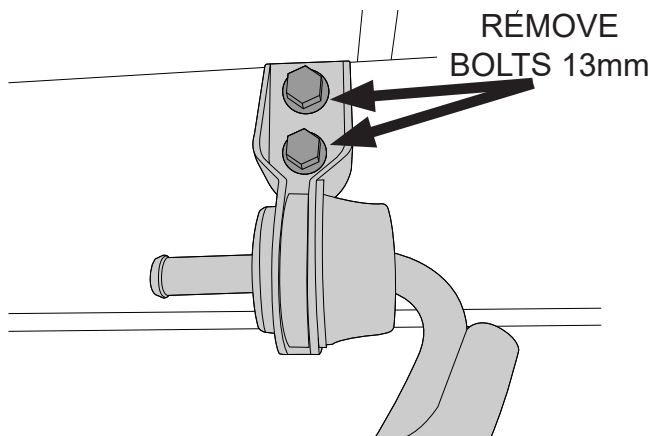
LOOSEN
HEX 4mm

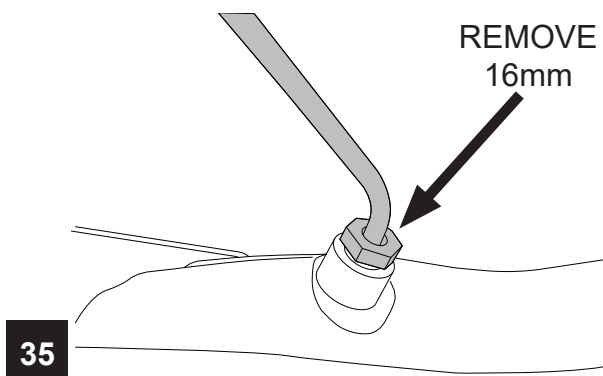
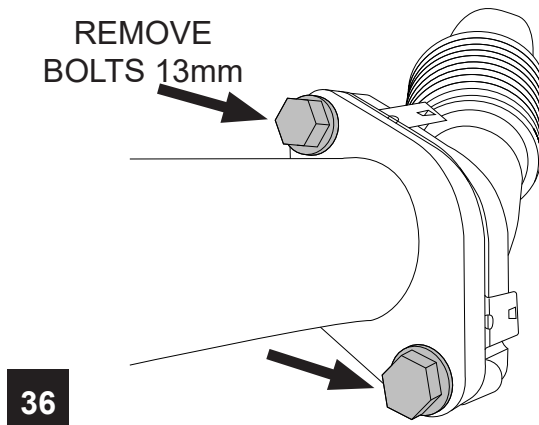
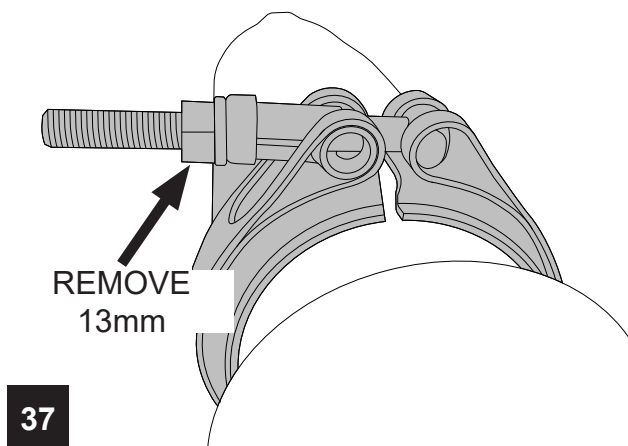
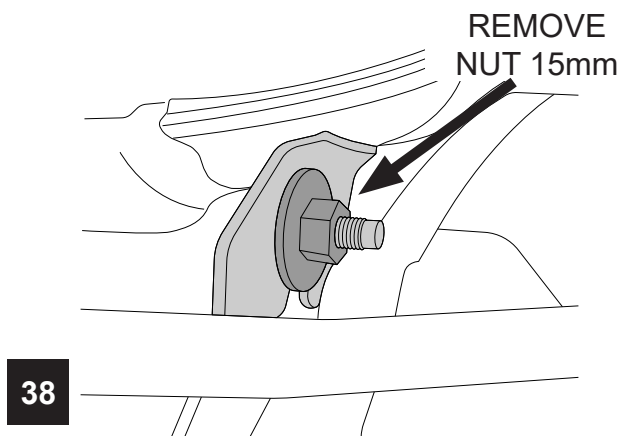
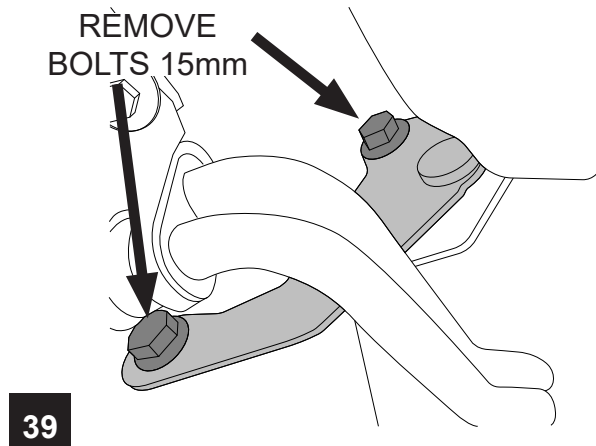
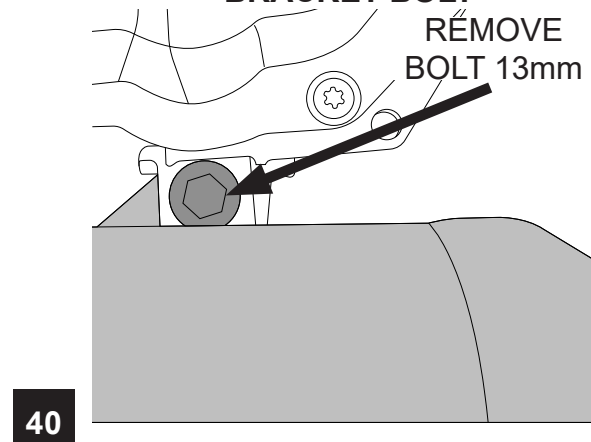
REMOVE



REMOVE
BOLTS 13mm

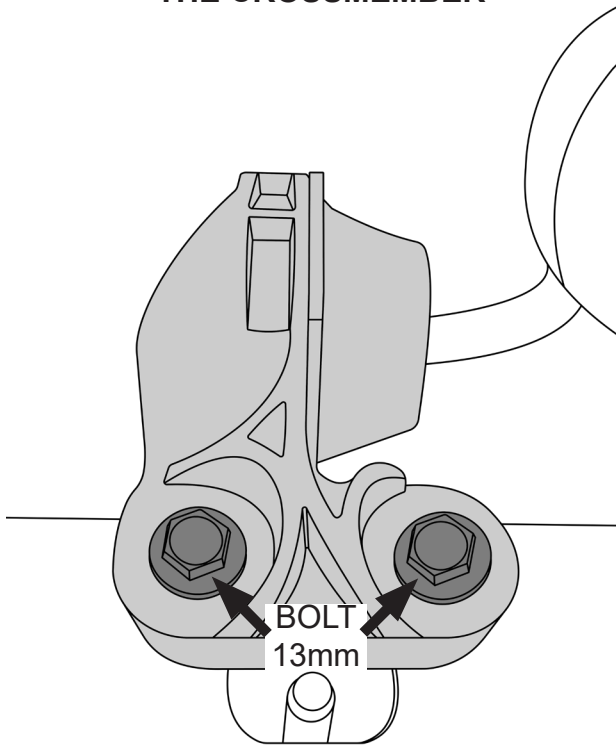
32

REMOVE THE EXHAUST GAS TEMPERATURE SENSOR**33****REMOVE THE EXHAUST MOUNTS FROM THE FRAME AND REMOVE SELECTIVE CATALYTIC REDUCTION AND MUFFLER SECTION****34**

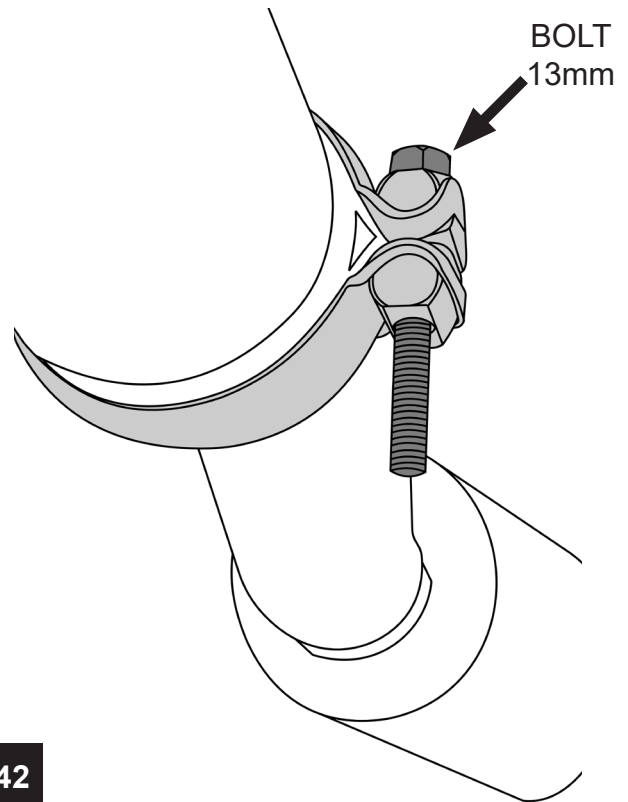
REMOVE THE DIESEL PARTICULATE FILTER**REMOVE THE EXHAUST GAS TEMPERATURE AND DIFFERENTIAL PRESSURE SENSORS****REMOVE LOW PRESSURE EGR TUBE BOLTS****LOOSEN DPF INLET V- BAND CLAMP****REMOVE STEADY REST BRACKET NUT****REMOVE BOLTS AND STEADY REST BRACKET****REMOVE REAR EXHAUST BRACKET BOLT**

EXHAUST REMOVAL (3.6L)

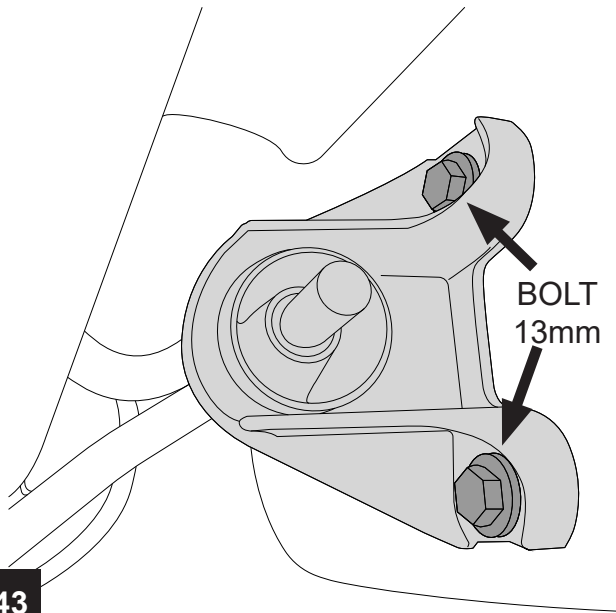
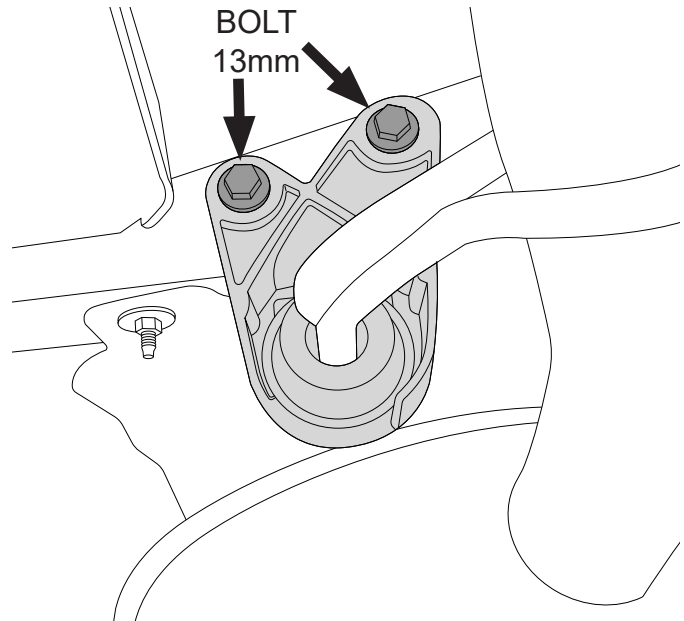
REMOVE THE EXHAUST MOUNT FROM THE CROSSMEMBER

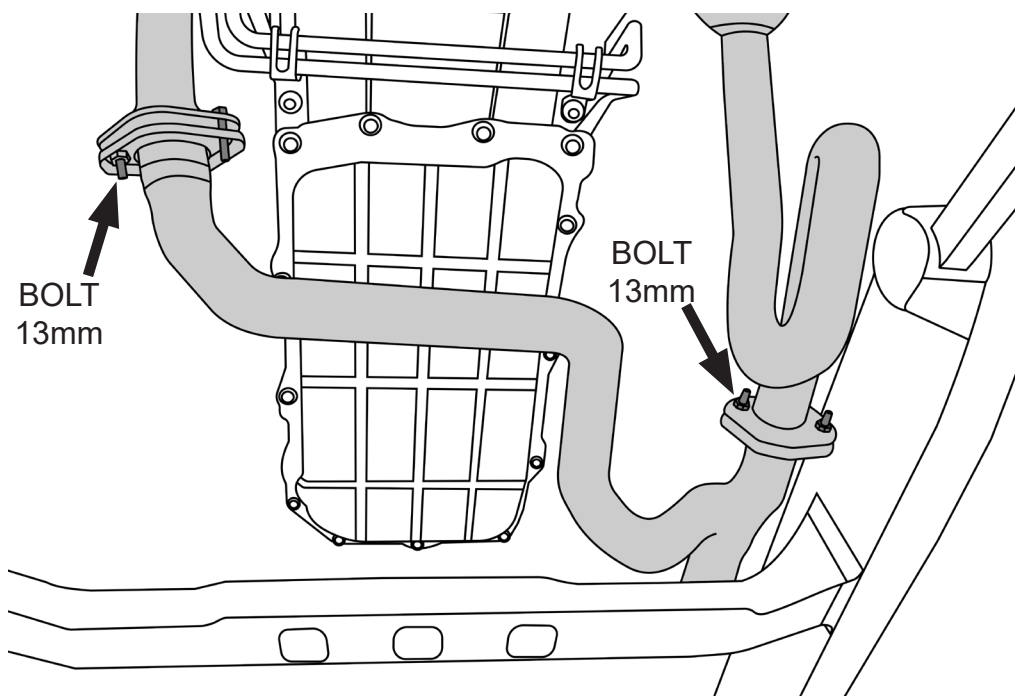
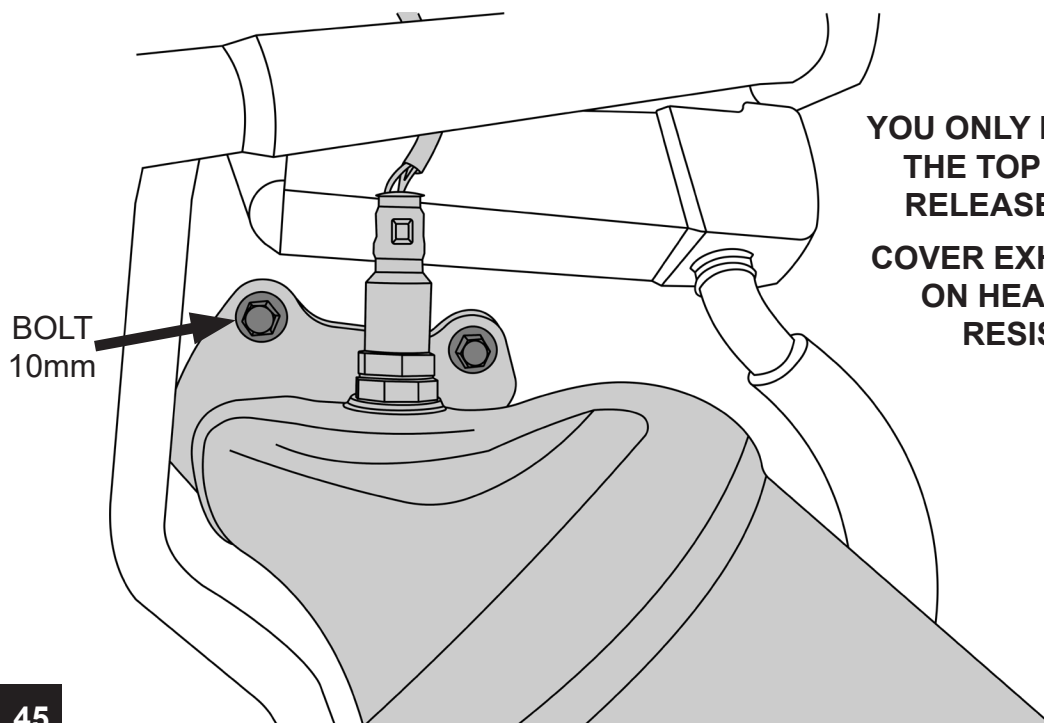
**41**

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**

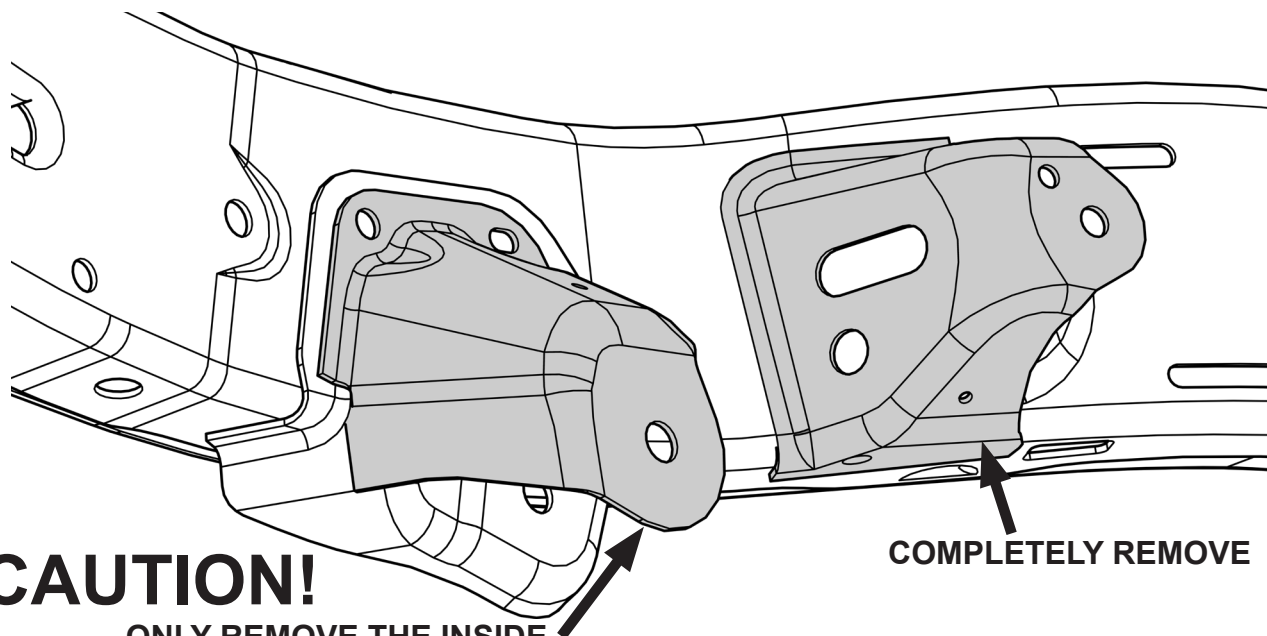
**YOU ONLY NEED TO REMOVE
THE TOP TWO BOLTS TO
RELEASE THE EXHAUST
COVER EXHAUST OPENINGS
ON HEADS WITH HEAT
RESISTANT TAPE**

45

STOCK CONTROL ARM BRACKET REMOVAL

FRONT BRACKET REMOVAL

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



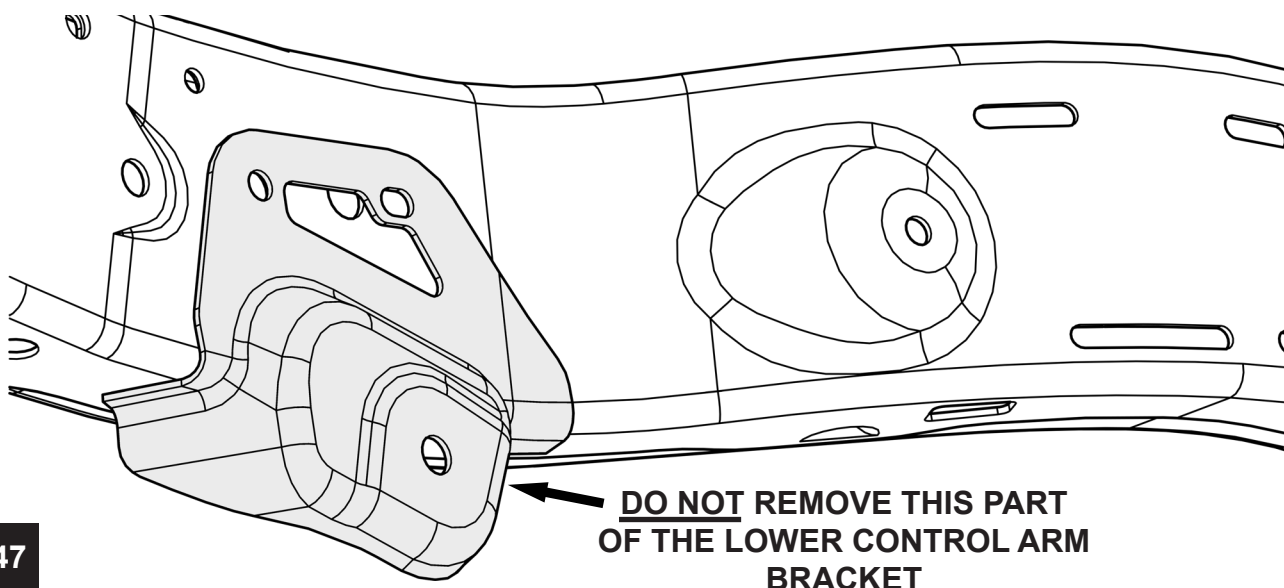
CAUTION!

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

46

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

AFTER CUTTING GRIND THE FRAME SMOOTH AND PAINT ANY RAW METAL



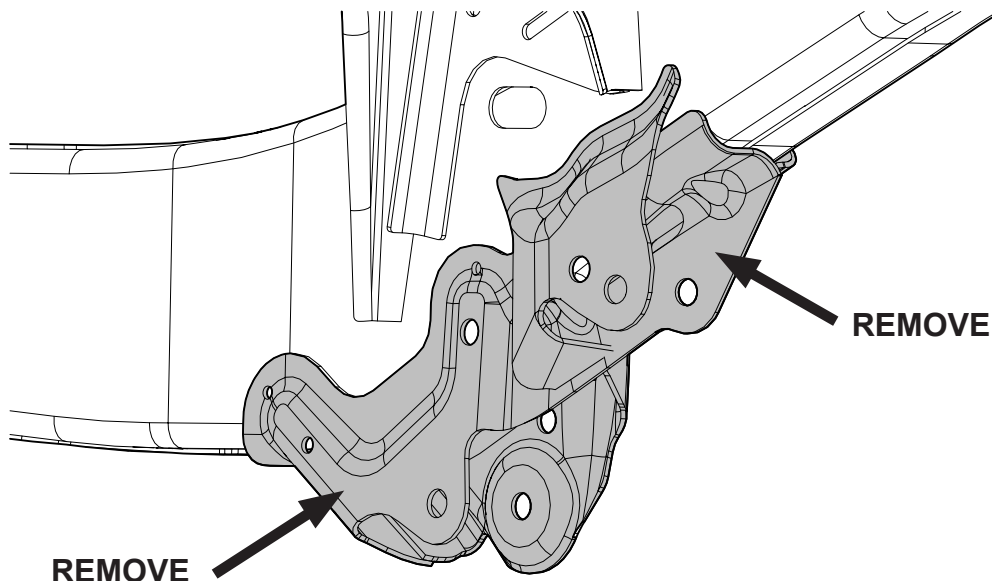
47

DO NOT REMOVE THIS PART
OF THE LOWER CONTROL ARM
BRACKET

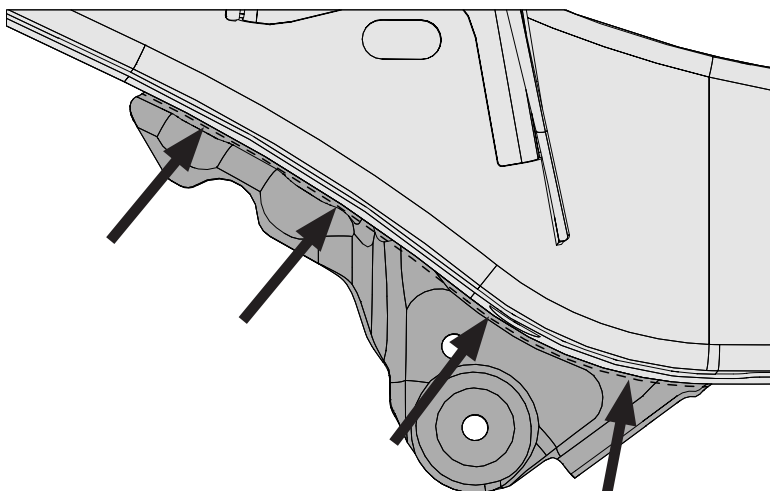
REAR BRACKET REMOVAL

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**

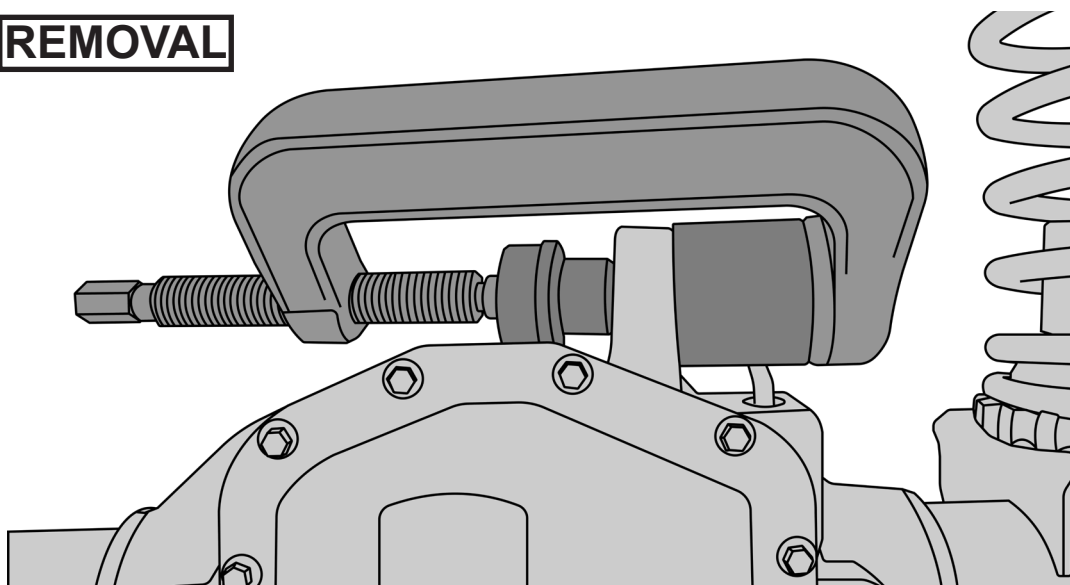
AFTER CUTTING GRIND THE FRAME SMOOTH AND PAINT ANY RAW METAL

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

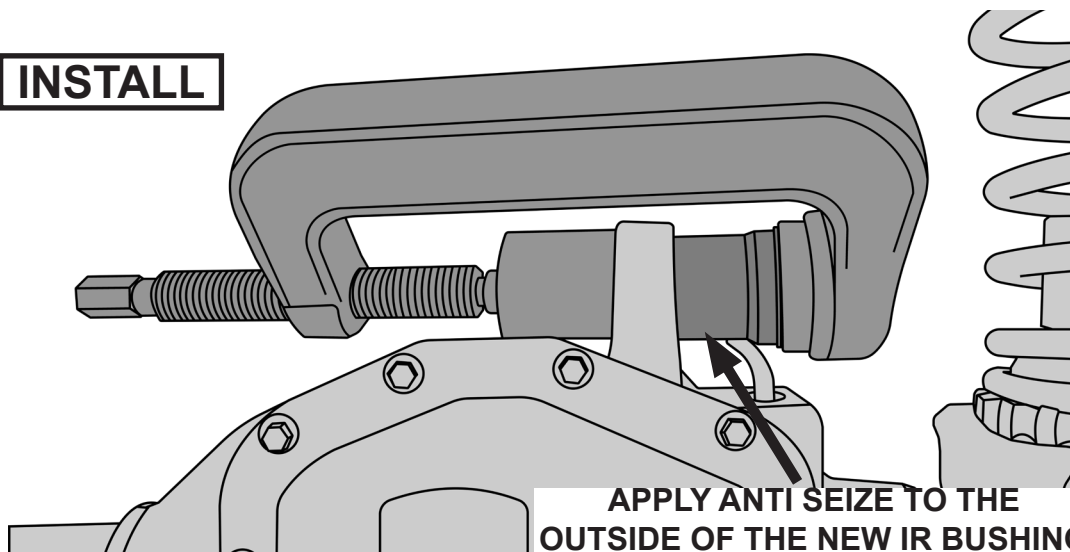
REMOVAL



50

PRESS THE BUSHING INTO THE AXLE UNTIL FULLY SEATED

INSTALL

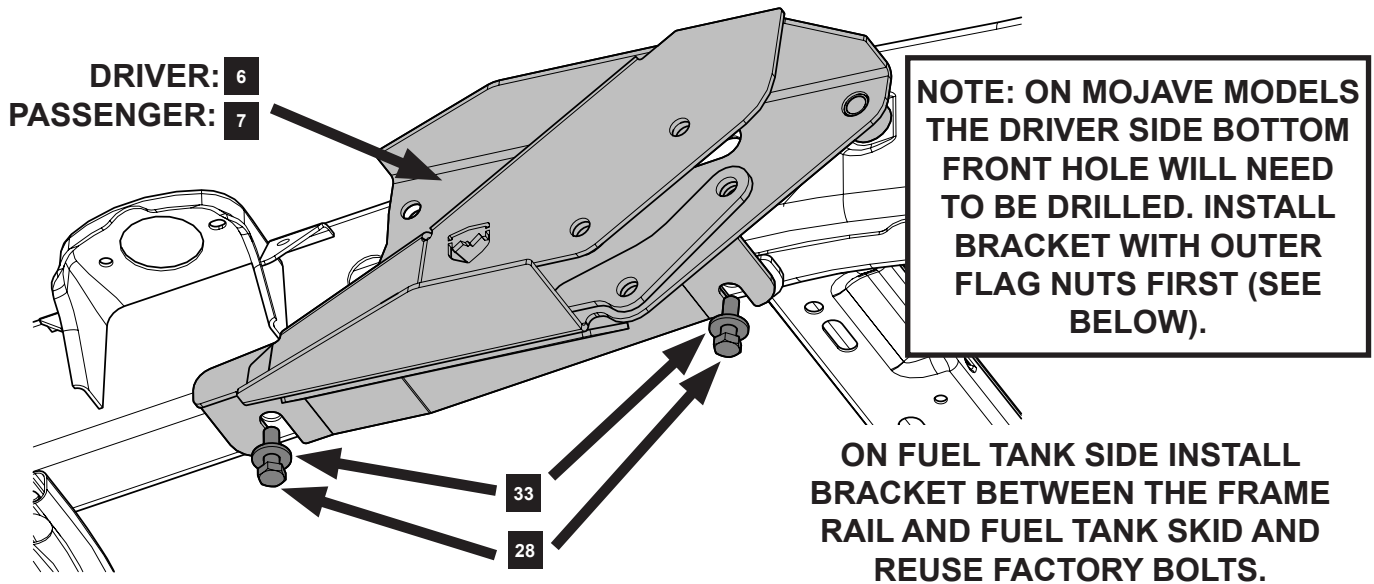


APPLY ANTI SEIZE TO THE
OUTSIDE OF THE NEW IR BUSHING

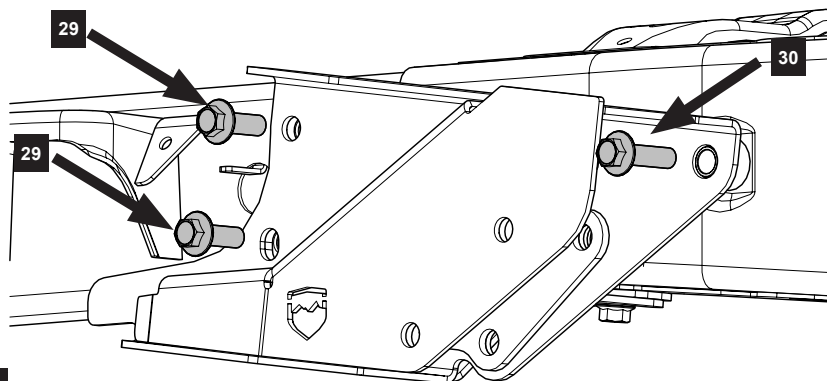
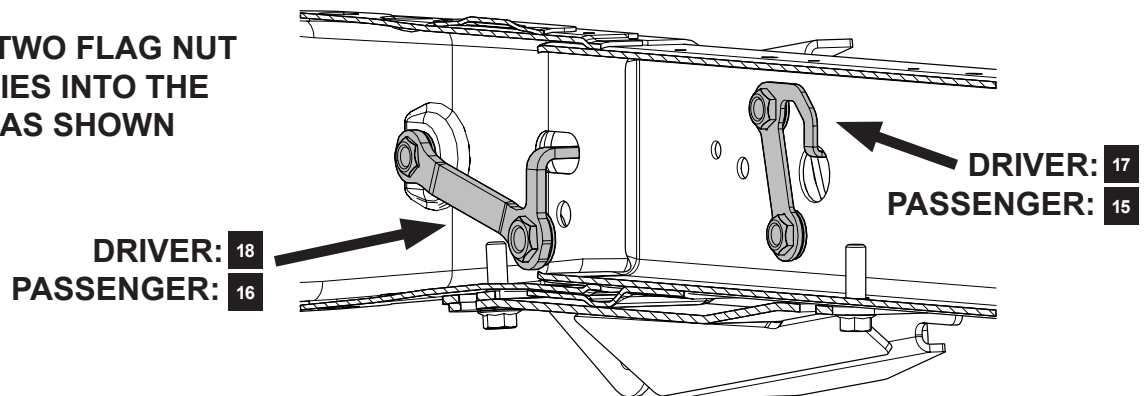
51

REAR LONG ARM BRACKET INSTALL

TEMPORARILY INSTALL THE REAR BRACKET WITH PROVIDED HARDWARE

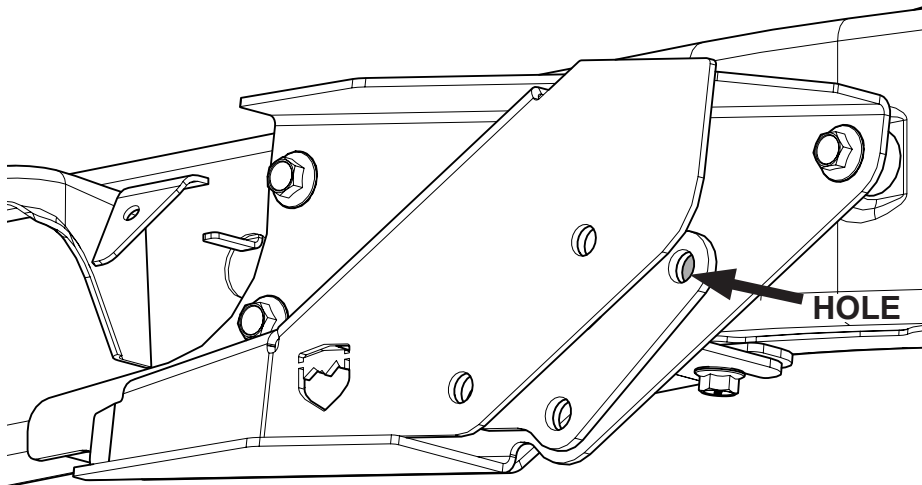


SLIDE THE TWO FLAG NUT ASSEMBLIES INTO THE FRAME AS SHOWN

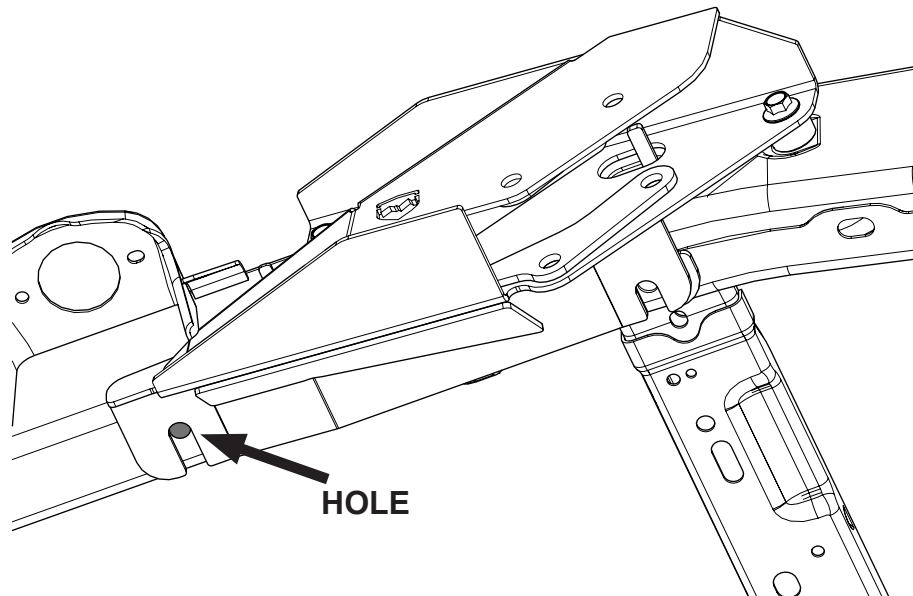


TIGHTEN THE BOLTS UNTIL THE BRACKET IS FIRMLY IN PLACE

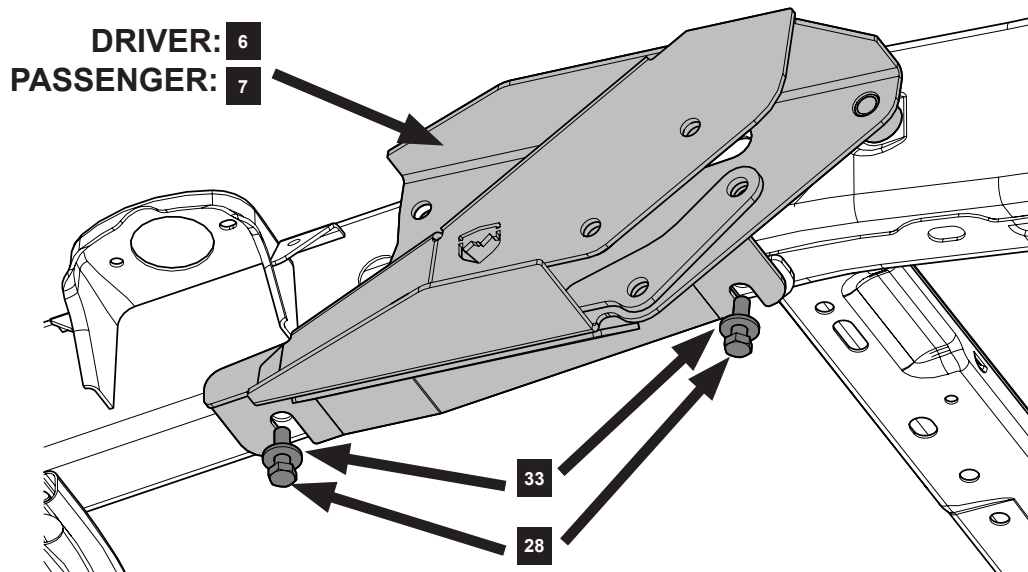
**MARK AND DRILL HOLE INTO THE FRAME USING A 13/16" DRILL BIT
WE RECOMMEND USING A TRANSFER TYPE CENTER PUNCH TO DRILL AN
ACCURATE HOLE. ONCE THE HOLES HAVE BEEN MARKED, REMOVE THE
BRACKET AND DRILL THE HOLES. PAINT ANY RAW METAL AFTERWARDS.**



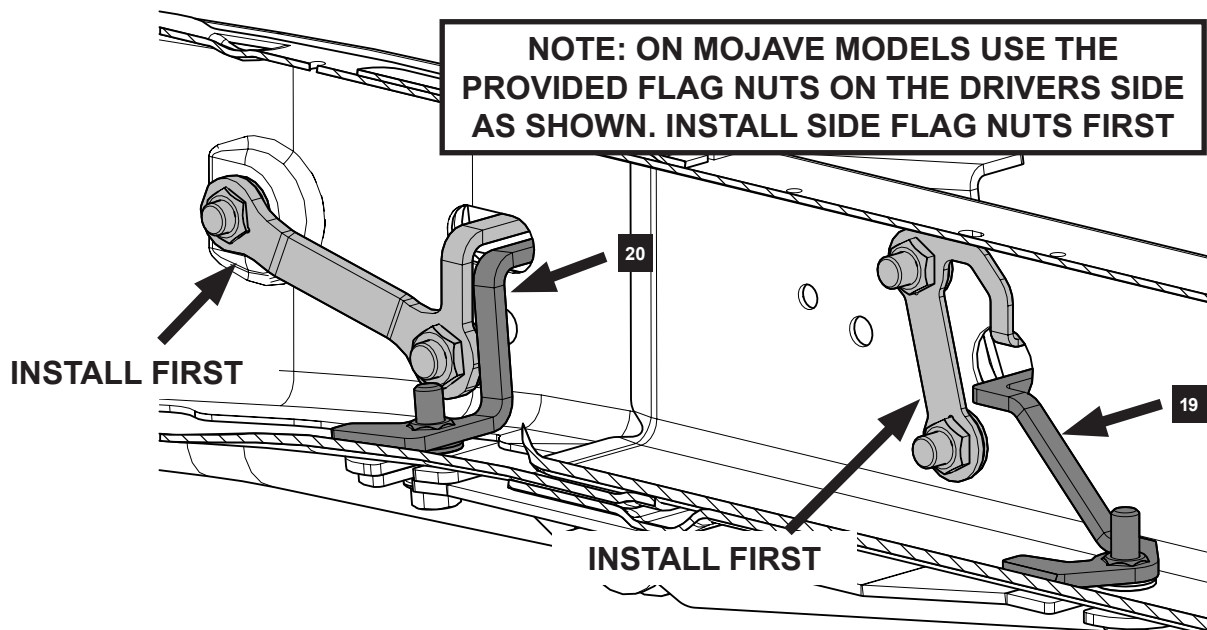
**NOTE: ON MOJAVE MODELS MARK THE BOTTOM FRONT HOLE BEFORE
REMOVING BRACKET. REMOVE THE BRACKET AND DRILL OUT HOLE TO 5/8".
PAINT ANY RAW METAL AFTERWARDS.**

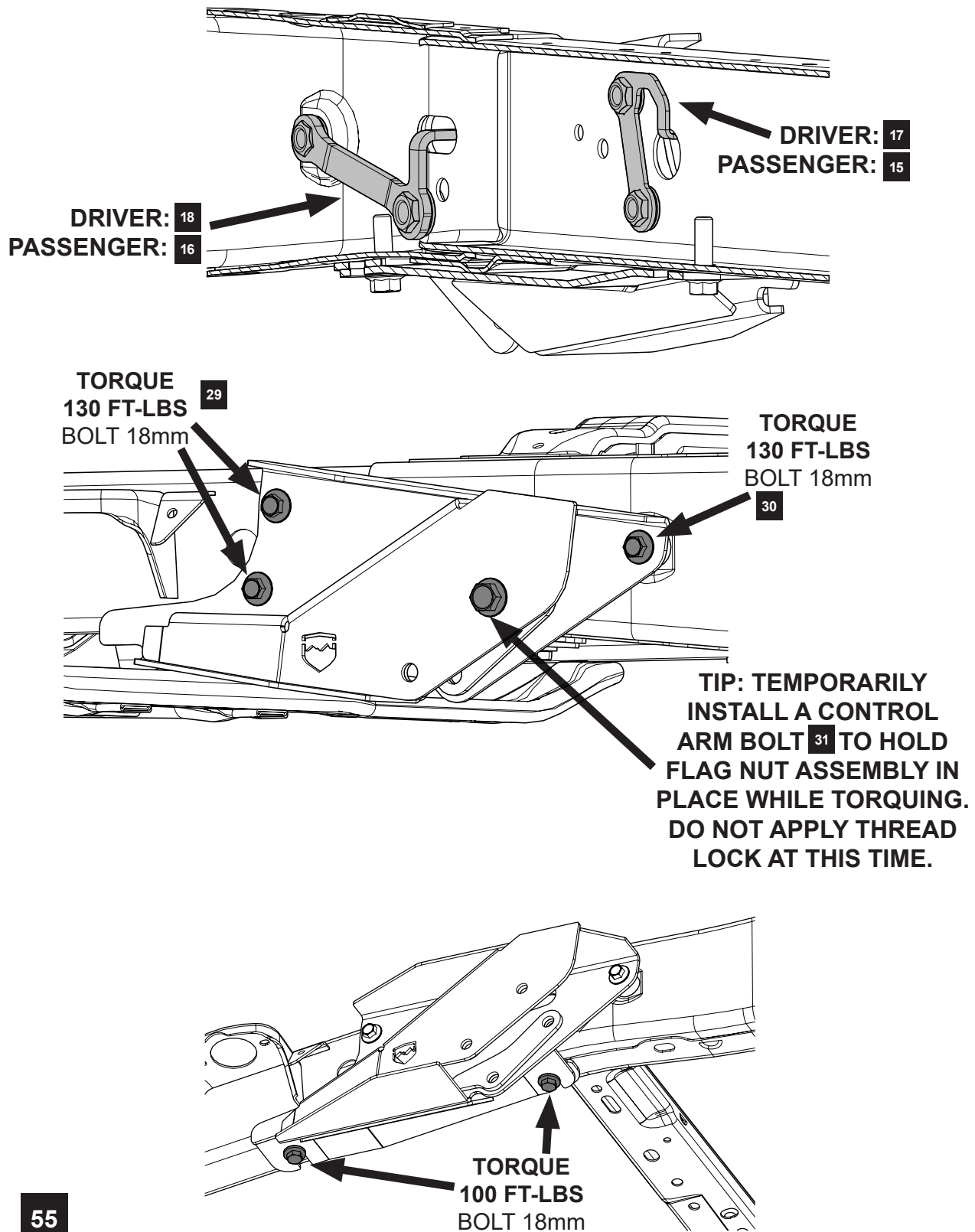


**REINSTALL THE REAR BRACKETS
APPLY RED THREAD LOCK TO ALL BOLTS**



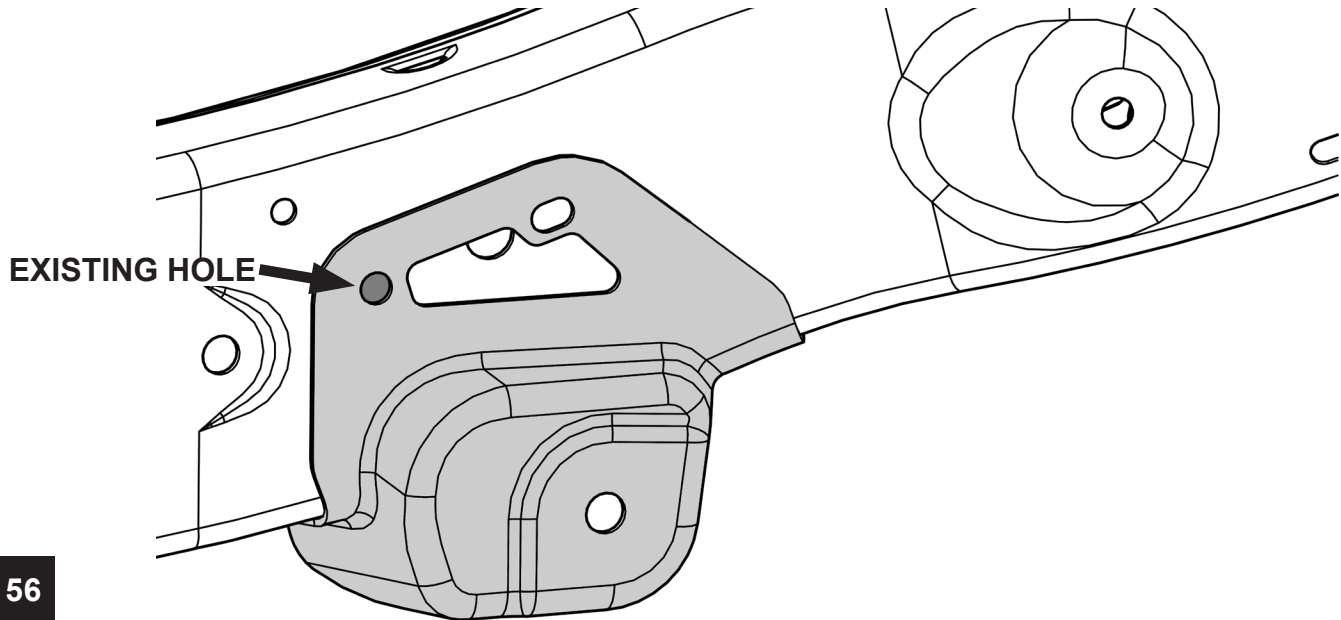
**NOTE: ON MOJAVE MODELS USE THE
PROVIDED FLAG NUTS ON THE DRIVERS SIDE
AS SHOWN. INSTALL SIDE FLAG NUTS FIRST**



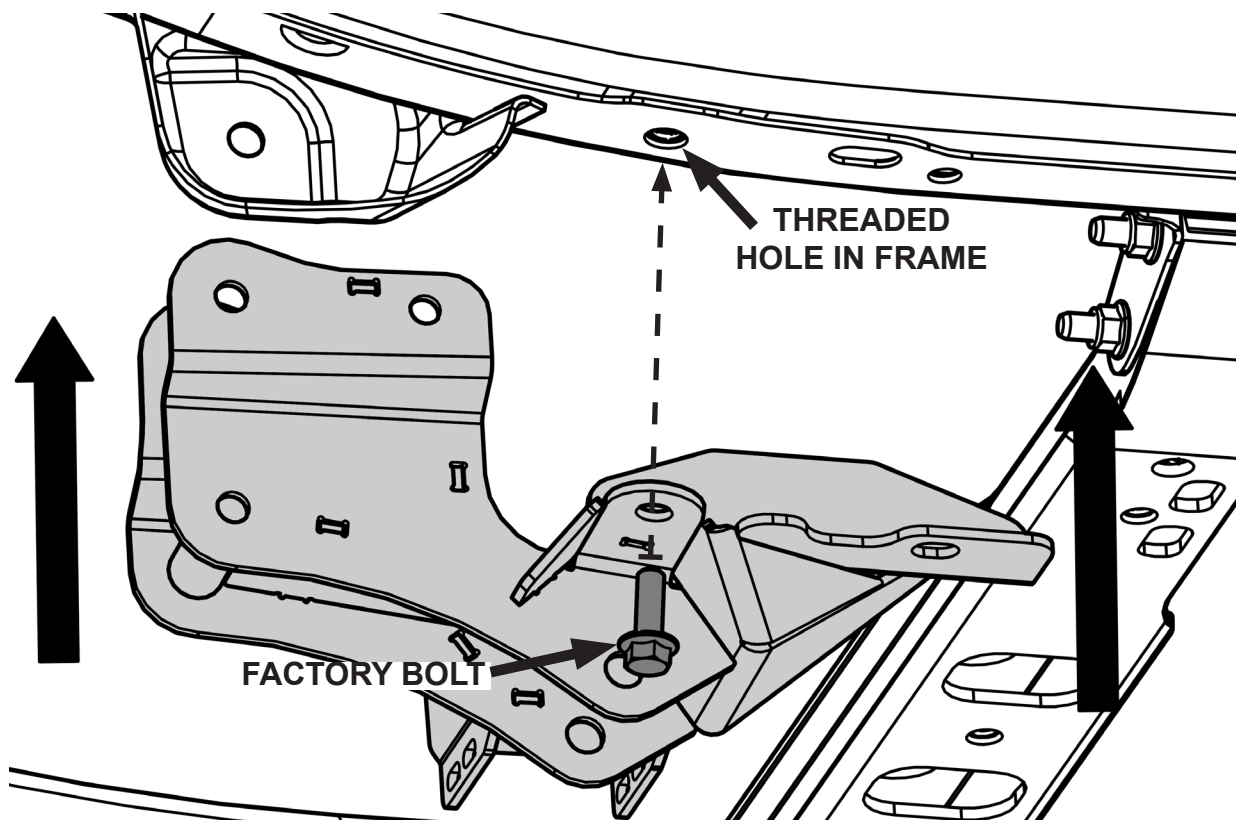
REINSTALL FLAG NUT ASSEMBLIES AND TORQUE BOLTS

FRONT LONG ARM BRACKET INSTALL

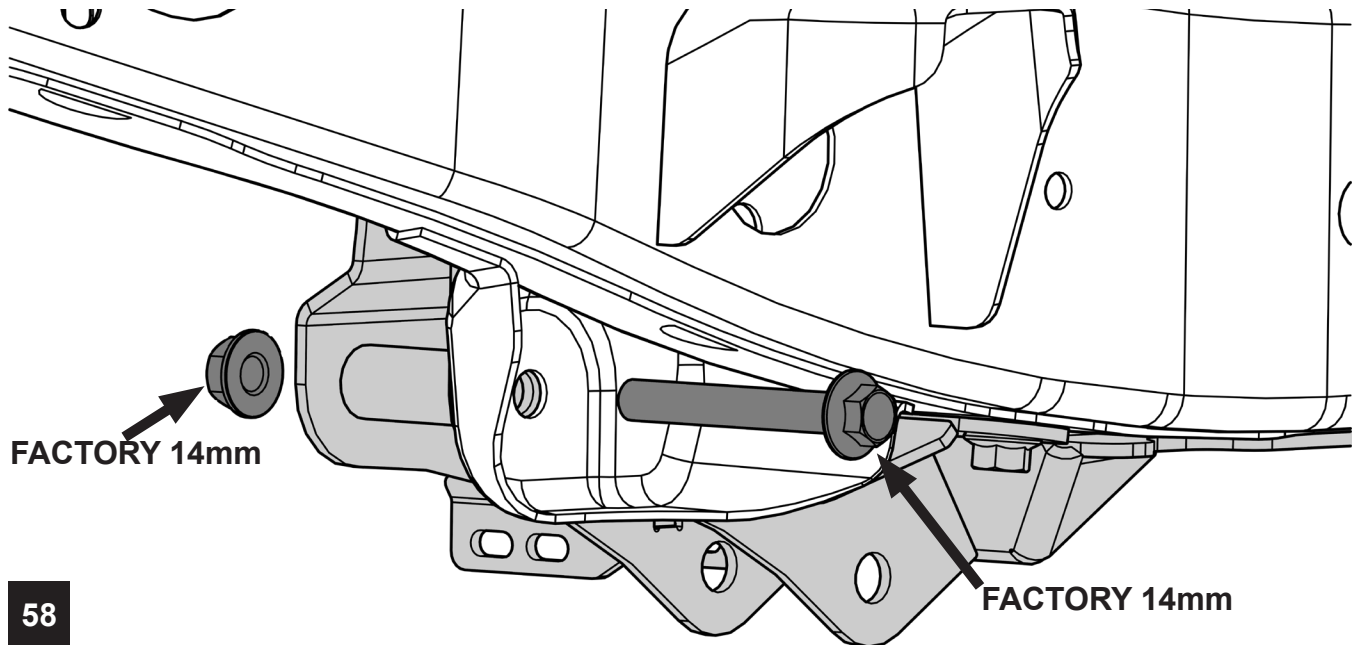
DRILL THE EXISTING HOLE BIGGER USING A 11/16" DRILL BIT



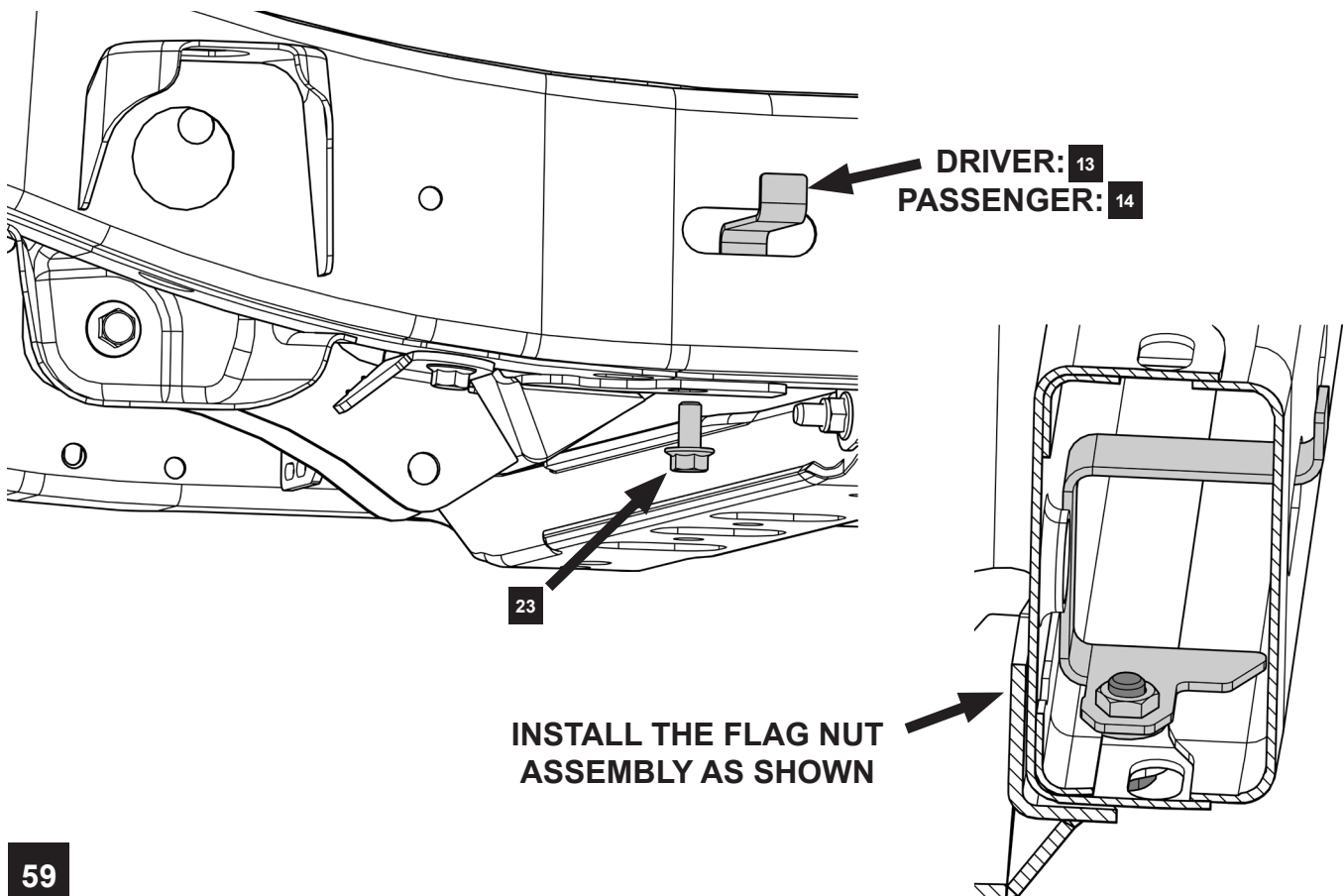
TEMPORARILY INSTALL THE FRONT BRACKET USING A FACTORY BOLT



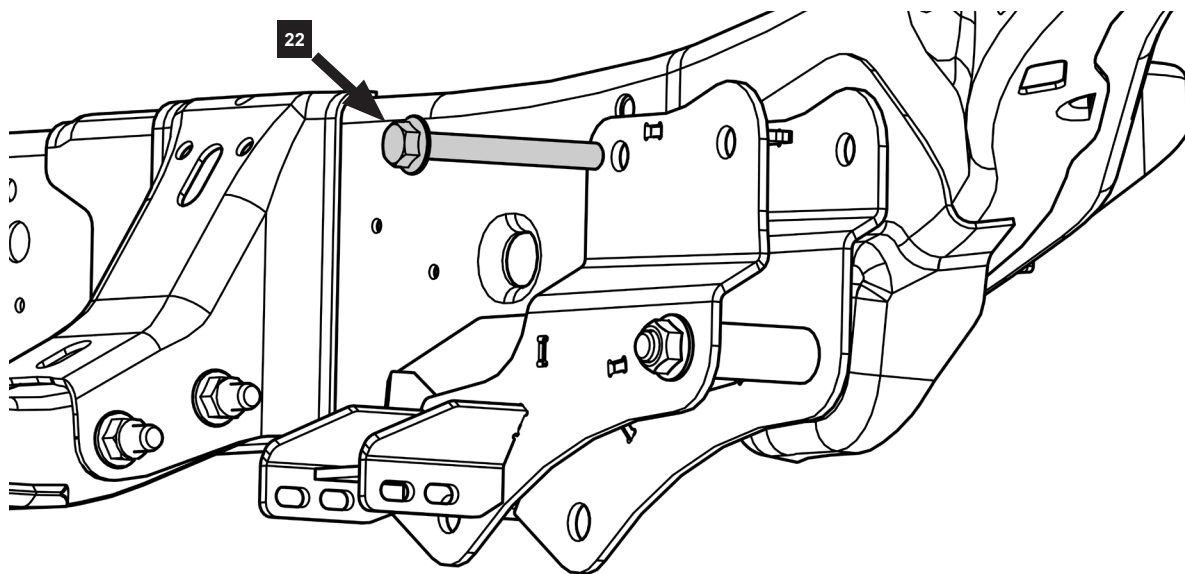
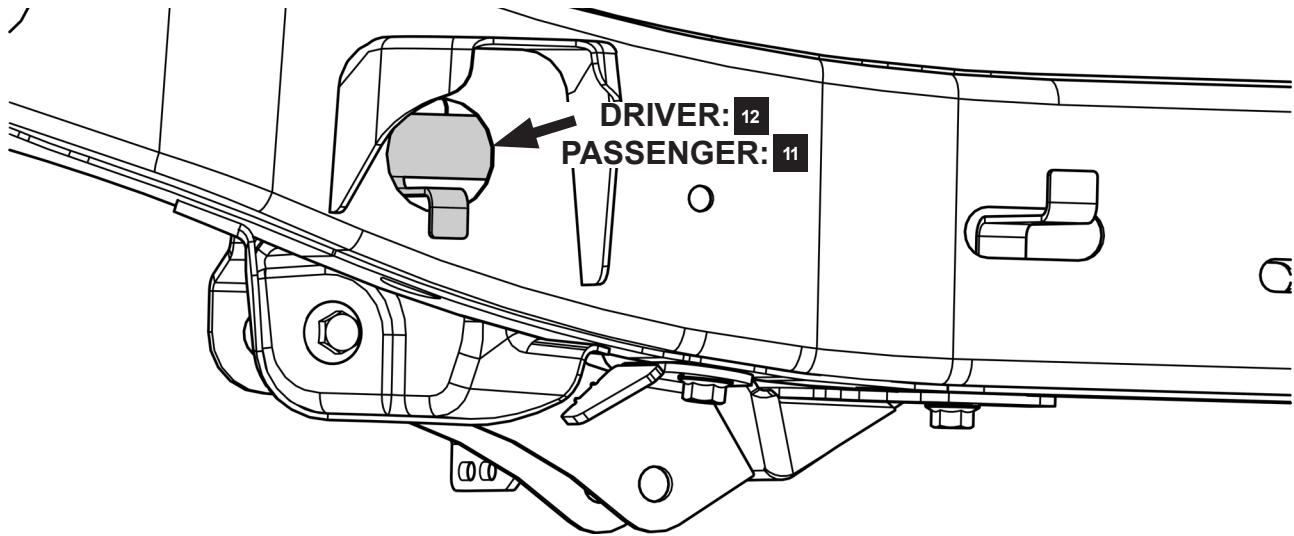
TEMPORARILY REUSE A FACTORY 14mm BOLT FROM THE FRONT CONTROL ARM



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

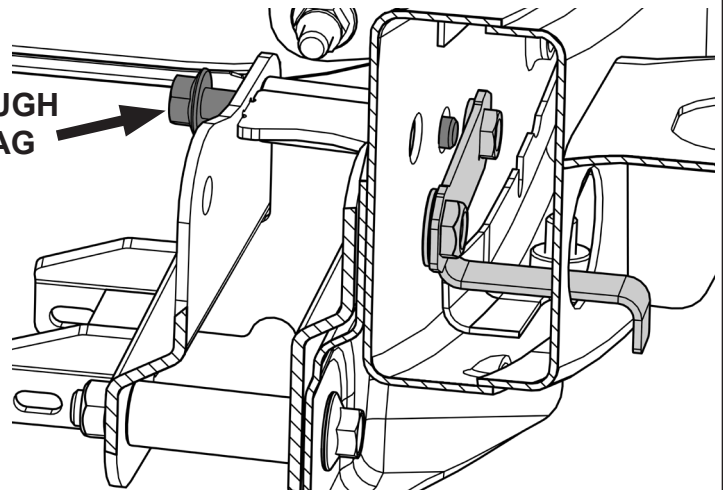


SLIDE THE SECOND FLAG NUT ASSEMBLY INTO THE FRAME AND INSTALL THE PROVIDED HARDWARE

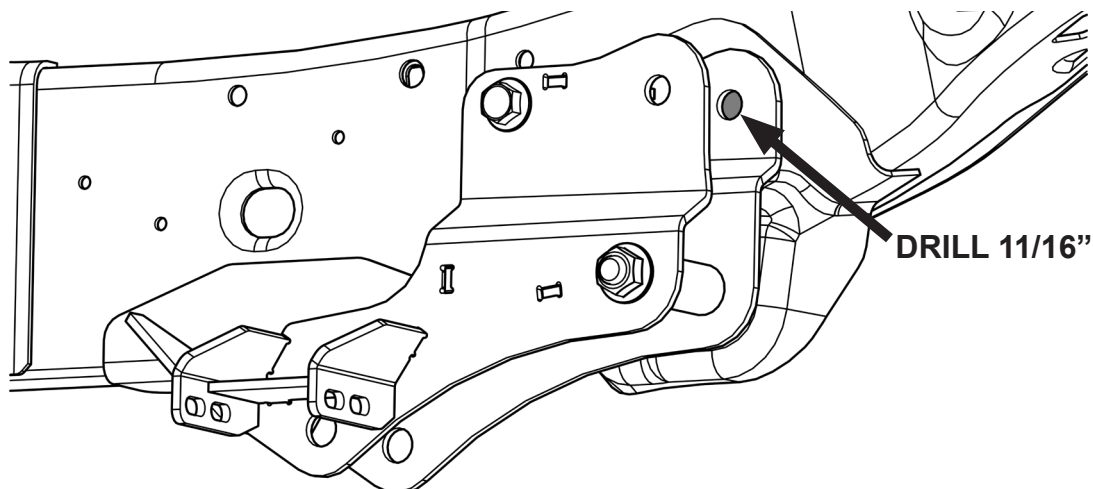


SLIDE THE PROVIDED BOLT THROUGH THE BRACKET AND INTO THE FLAG NUT ASSEMBLY

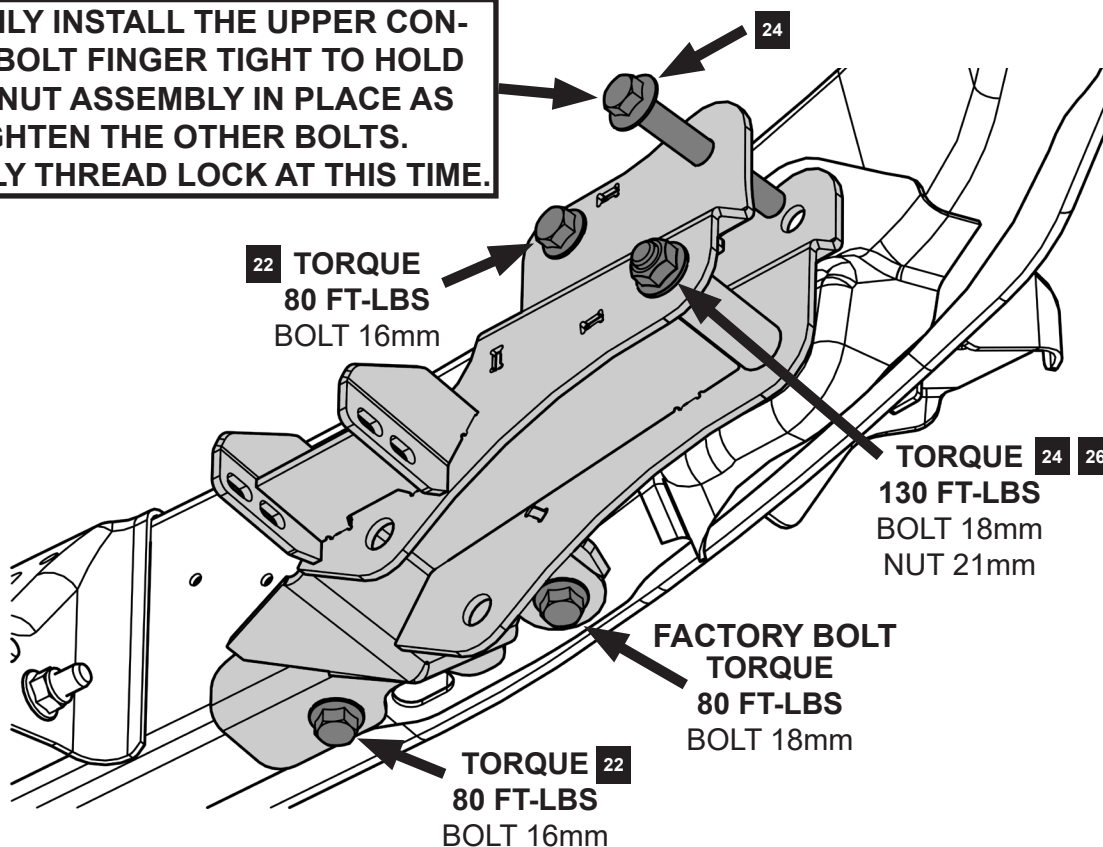
TIGHTEN ALL THE BOLTS UNTIL THE BRACKET IS FIRMLY IN PLACE



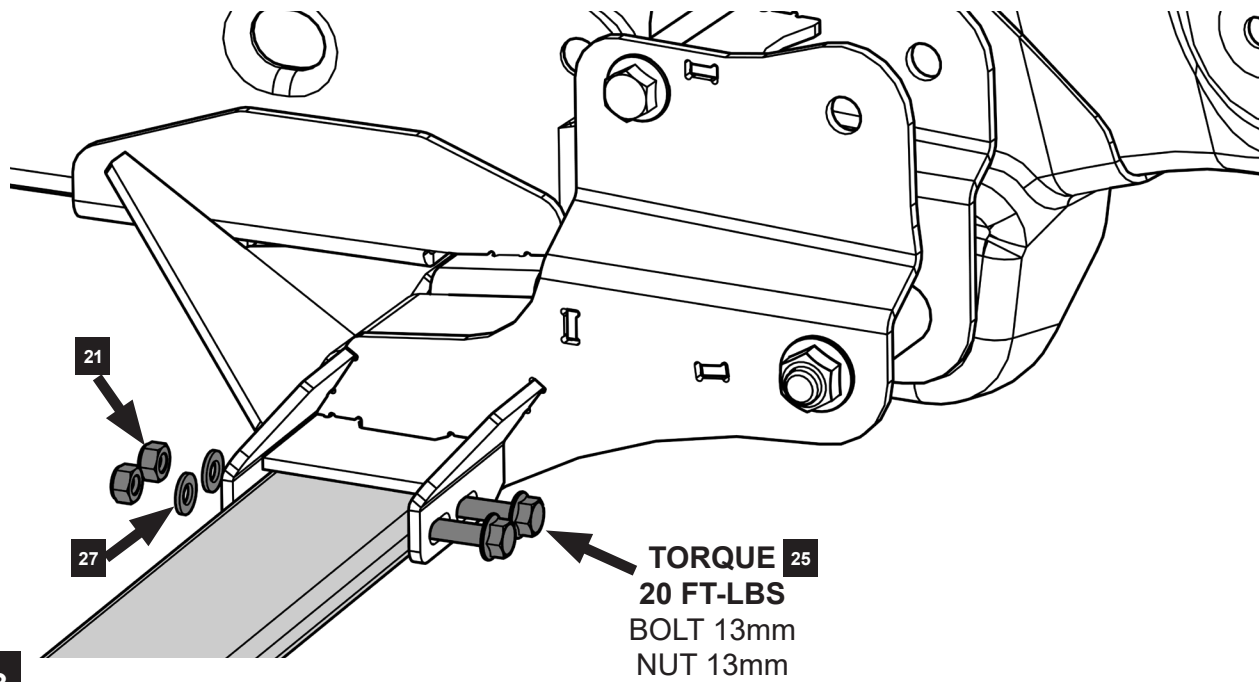
WE RECOMMEND USING A TRANSFER TYPE CENTER PUNCH TO DRILL AN ACCURATE HOLE. ONCE THE HOLES HAVE BEEN MARKED, REMOVE THE BRACKET AND DRILL THE HOLES. PAINT ANY RAW METAL AFTERWARDS.



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.

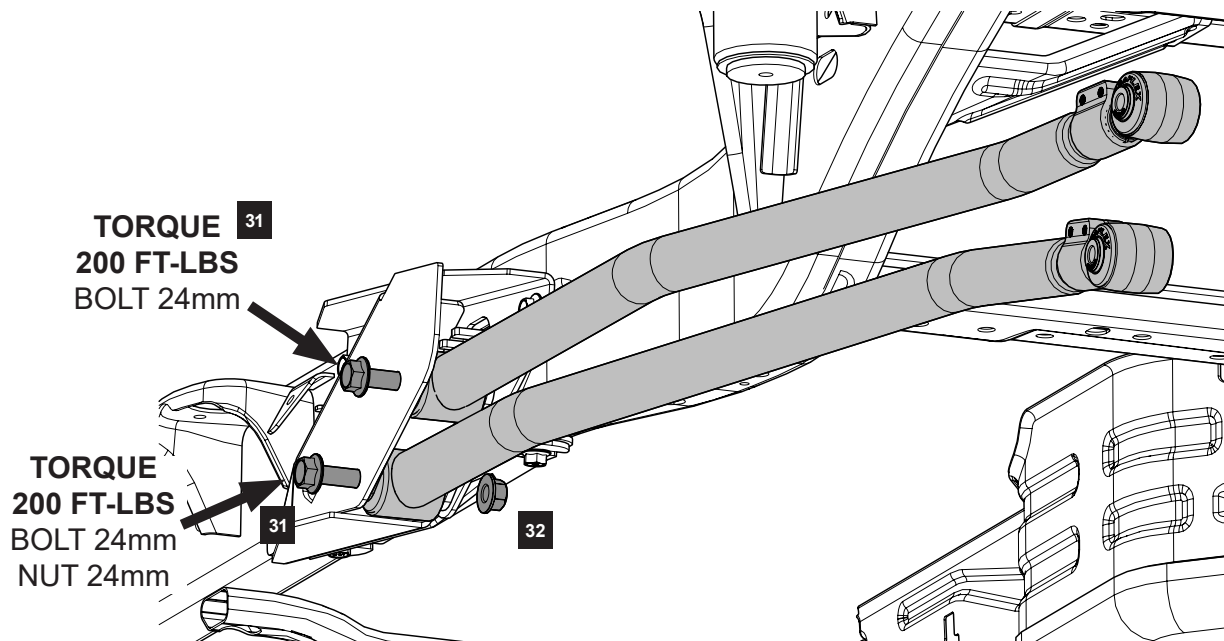


INSTALL THE CROSSMEMBER WITH THE PROVIDED HARDWARE

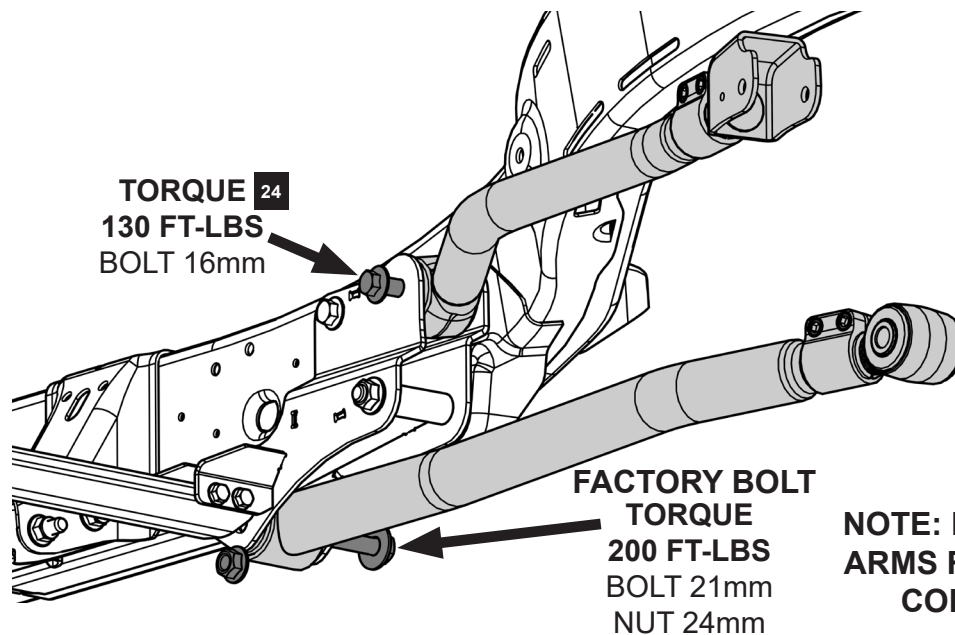


63

INSTALL THE LONG ARMS



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



**NOTE: FRONT LOWER LONG
ARMS REUSE THE FACTORY
CONTROL ARM BOLT**

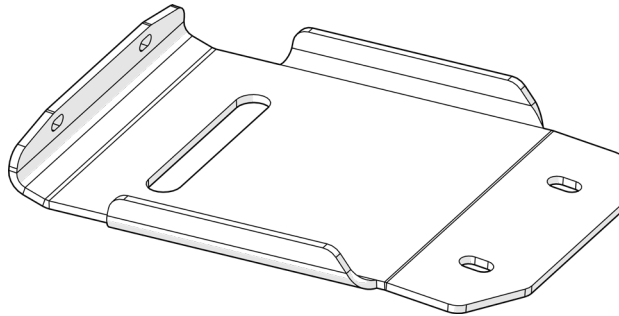
**IF INSTALLING LONG ARMS WITH IR
BUSHINGS YOU CAN TORQUE THE
ARM BOLTS NOW, OTHERWISE WAIT
UNTIL THE JEEP IS ON THE GROUND**

64

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**



65

REINSTALL THE EXHAUST IN REVERSE ORDER OF REMOVAL.

REINSTALL THE AXLES AND DRIVE LINES.

REFER TO PAGE 35 & 36 FOR TORQUE SPECS

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

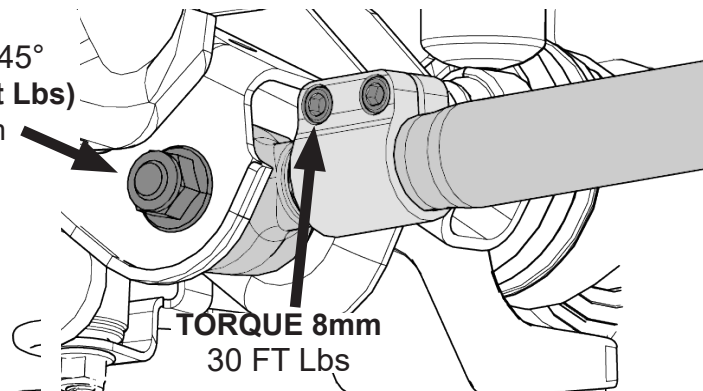
TORQUE SPECS

Step Number	Description	Torque Specs
Exhaust		
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.
Drive Line		
19	Rear Driveshaft to Rear Axle Flange Bolts	29 Ft. Lbs.
9	Front Driveshaft to Front Axle Flange Bolts	89 Ft. Lbs.
Other		
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

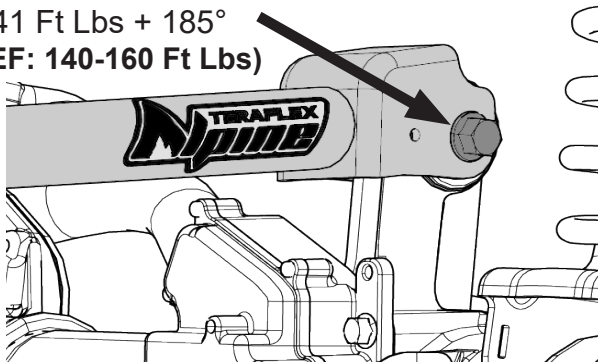
FRONT LOWER AT THE AXLE

TORQUE
103 Ft Lbs +145°
(REF: 230-250 Ft Lbs)
BOLT 21mm
NUT 24mm



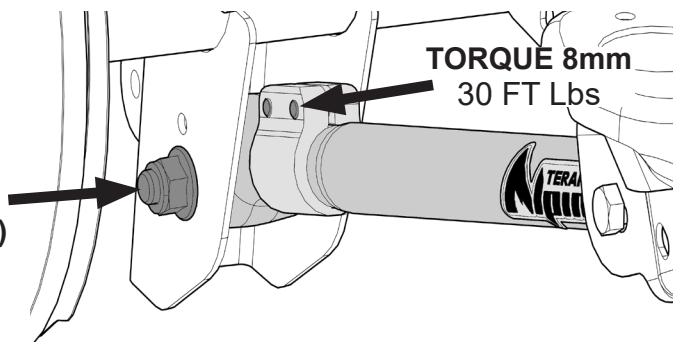
FRONT UPPER AT THE AXLE

TORQUE 18mm
41 Ft Lbs + 185°
(REF: 140-160 Ft Lbs)



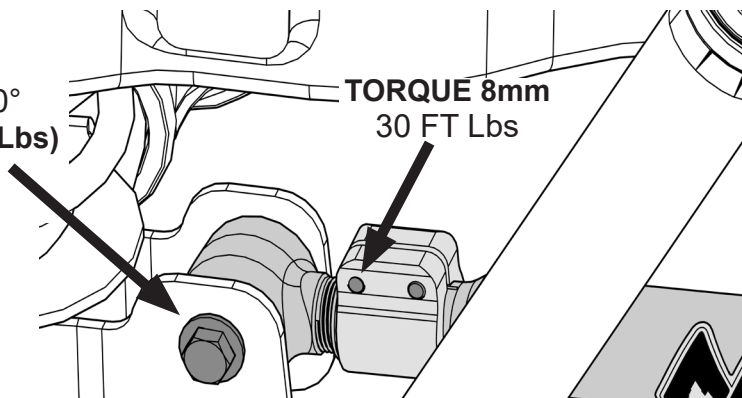
REAR LOWER AT THE AXLE

TORQUE
111 Ft Lbs + 60°
(REF: 200-220 Ft Lbs)
BOLT 21mm
NUT 24mm



REAR UPPER AT THE AXLE

TORQUE
111 Ft Lbs + 90°
(REF: 250-270 Ft Lbs)
BOLT 21mm
NUT 24mm



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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