



Alpine CT3 Suspension System

Instructions

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#1223033 JK 2-Dr 3" Alpine CT3 (w/ 3.3 Falcon Shocks)

#1223032 JK 2-Dr 3" Alpine CT3 (w/ 3.2 Falcon Shocks)

#1223031 JK 2-Dr 3" Alpine CT3 (w/ 3.1 Falcon Shocks)

#1223021 JK 2-Dr 3" Alpine CT3 (w/ 2.1 Falcon Shocks)

#1223000 JK 2-Dr 3" Alpine CT3 (No Shocks)

#1323033 JK 4-Dr 3" Alpine CT3 (w/ 3.3 Falcon Shocks)

#1323032 JK 4-Dr 3" Alpine CT3 (w/ 3.2 Falcon Shocks)

#1323031 JK 4-Dr 3" Alpine CT3 (w/ 3.1 Falcon Shocks)

#1323021 JK 4-Dr 3" Alpine CT3 (w/ 2.1 Falcon Shocks)

#1323000 JK 4-Dr 3" Alpine CT3 (No Shocks)



Important Notes:

Prior to beginning this or any installation read these instructions to familiarize yourself with the required steps and evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

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 does not contain a spring retainers.** A Spring Retainer Kit does come with the Piggyback Falcon Shock kit. If planning to use non-Falcon Shocks then **Spring Retainer Kit # 94-12-99-136** can be purchased separately.

***The front and rear bumpstop pads** provided in this kit are **intended to be used with Falcon Shocks.** **If installing another shock**, the point at which the suspension bottoms-out will need to be checked to ensure that the shocks and/or mounts are not damaged due to the shock reaching it's minimum length before the pads can hit the bumpstops.

Item ID	JK 2 Door Alpine CT3 Suspension System Kit	Qty
1151232	2 Door JK 3" Lift Kit Spring Box For CT3	1
1415610	JK Alpine All 8 HD Adjustable Control Arm Kit	1
1467125	JK SpeedBump 1.25" Front Lower Bumpstop Pad Kit (1 Pair)	1
1753418	JK Front Forged Monster Trackbar Kit	1
1953750	JK 3" Front SpeedBump Kit (Pair)	1
4946810	JK Front SpeedBump Spring Bucket Jounce Tube Brace Kit	1

Item ID	JK 4 Door Alpine CT3 Suspension System Kit	Qty
1151230	4 Door JK 3" Lift Kit Spring Box For CT3	1
1415610	JK Alpine All 8 HD Adjustable Control Arm Kit	1
1467125	JK SpeedBump 1.25" Front Lower Bumpstop Pad Kit (1 Pair)	1
1753418	JK Front Forged Monster Trackbar Kit	1
1953750	JK 3" Front SpeedBump Kit (Pair)	1
4946810	JK Front SpeedBump Spring Bucket Jounce Tube Brace Kit	1



Tools Needed

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- Ratchets - 1/4" and 1/2"
- 1/4" Drive Socket Set - 1/4", 5/16", 10mm, 7/16"
- 1/2" Drive Swivel/Wobbly Sockets - 18mm, 21mm, 3/4"
- 1/2" Drive Socket Set - 18mm, 21mm, 3/4"
- 1/2" Extension - 12" Long
- Allen Wrench - 3/16", 5mm
- End Wrench Set - 7/16", 1/2", 9/16", 1-1/8", 13mm, 15mm, 16mm, 18mm, 19mm, 21mm
- Drill and Drill Bit Set - 1/8", 1/4", 3/8", 1/2" - or step drill bit
- Reciprocating Saw and Bi-metal Blade
- Wire Cutters
- Locking Pliers
- Large Pry Bar
- Air Hammer (or Hammer)
- Chisel
- Measuring Tape
- Blue Loctite

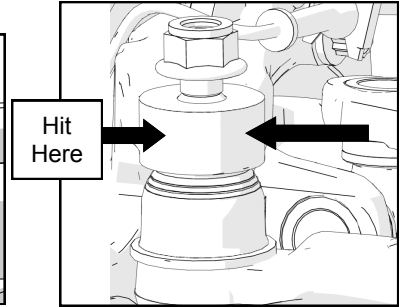
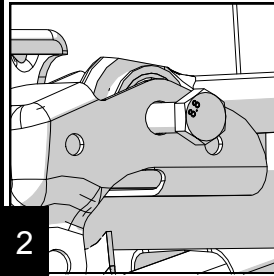
Lift the vehicle and support it by the frame.
 Remove wheels and support the front axle.
 Loosen all the control arms bolts (front and rear), but do not remove.
 Remove the exhaust skid plate/cross member using an 18mm.
 The exhaust skid plate will not be reused.



1

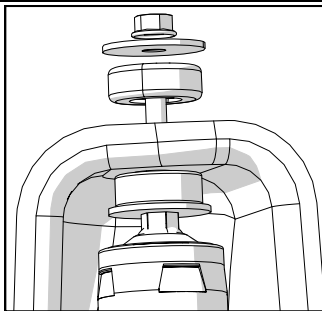
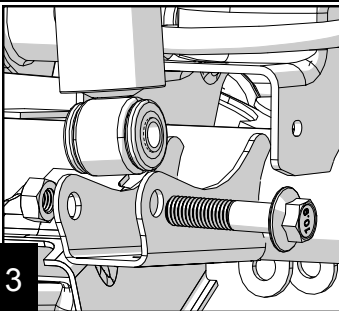
Front Installation

Remove the front driveline at the axle and support it up out of the way with a bungie or strap (15mm).
 Completely remove the front track bar (21mm).
 Loosen the nut on the drag link at the axle with a 21mm (see illustration below). Use an air hammer or hammer to tap on the steering knuckle to free the ball joint. Once free remove the nut and support drag link up out of the way.



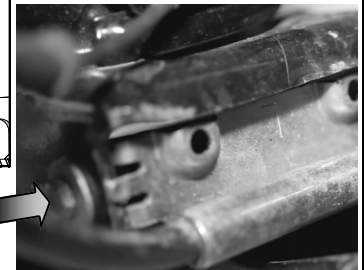
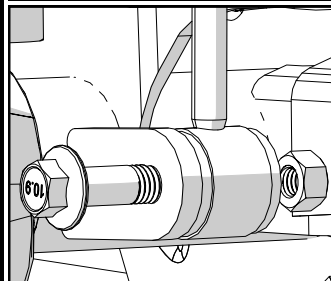
2

Remove the front shocks (18mm for lower bolt and 16mm for upper nut).
 On 2012+ JK's, the passenger side upper shock mount is not accessible due to the battery tray.
 Use a pair of diagonal pliers and cut/break out enough of the thin plastic to gain access to the top



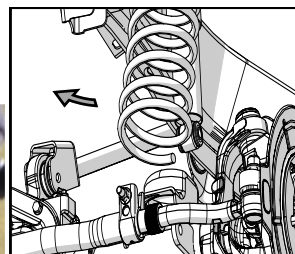
3

Remove both swaybar links with an 18mm.
 2011+ JK's have brake line retainers located under the spring perches. Use a 10mm to remove the retainer bracket from the axle.
 This portion of brake line will be getting replaced.



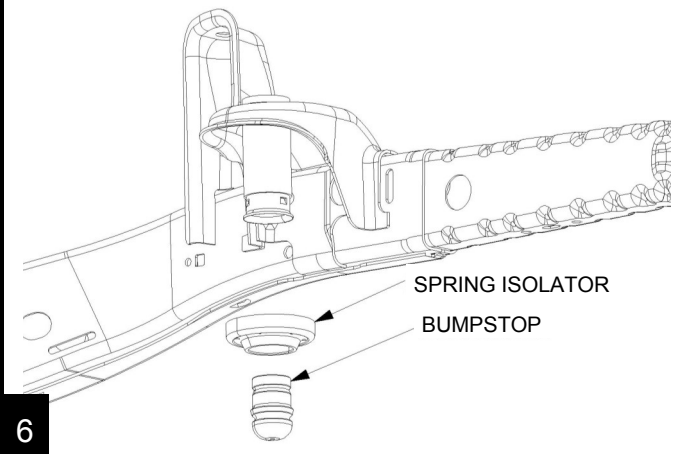
4

Unclip the ABS lines, and extend the axle breather tube by sliding the tube retainer clip down the shock tower 3". This will prevent the tube from being pulled tight during full axle droop.
 Also remove Locker Actuators and Sensor Harnesses if your vehicle is equipped with them. Lower the front axle and remove the springs. Be sure to check for any lines that can be pulled or damaged.



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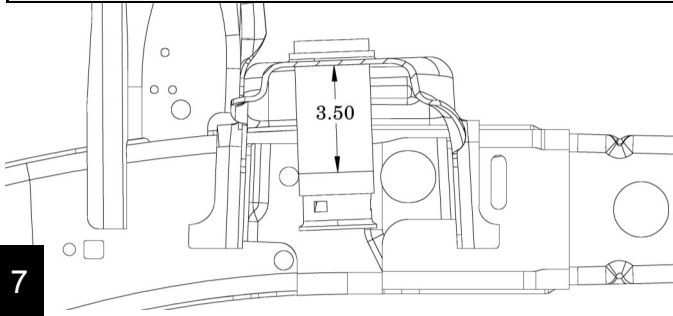
Remove the rubber spring isolators and the bump stops from the upper spring buckets.



6

SpeedBump Install

With the isolator removed, measure down from the bottom side of the upper spring bucket 3.5" and mark. As a cut guide, wrap a piece of tape around the jounce tube at the mark and use a reciprocating saw, or cut off wheel to make the cut along the marked line.

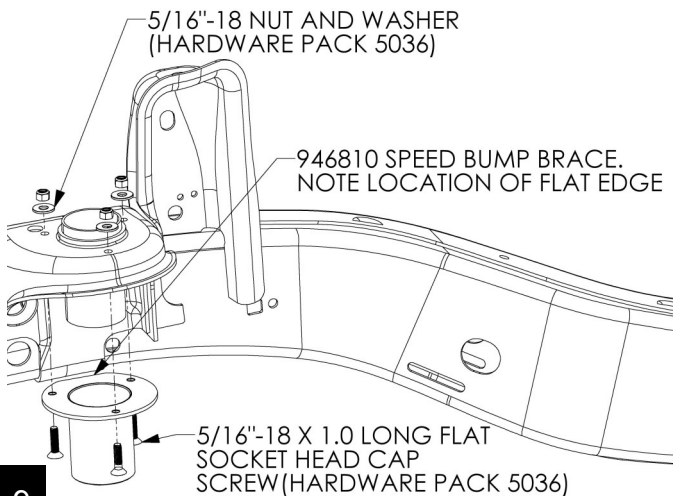


7

Position the SpeedBump Spring Bucket Jounce Tube Brace with the flat edge on the inside of the spring tower (see step 9). Using the support tube as a guide, mark and center punch one hole as a guide. Drill a pilot hole and then drill out the hole to 3/8".

Locate the 5/16" bolt, washer and nut from the Jounce Tube Brace hardware bag (5036), and bolt the support tube into position with a single bolt. With the support tube in place as a guide, pilot and finish drill the remaining two holes. Torque the socket head cap screws to 200 in-lbs. (22 N-m)

8



9

Trim any excess material until the support tube and the original tube are flush with each other. Finish all sharp edges on the inside and outside of the tube. It is important that the speed bump has a smooth, even surface to rest up against.

Remove the clamp on the SpeedBump cylinder by loosening the socket head cap screw with a 3/16" Allen wrench. Test fit the SpeedBump in the factory jounce tube. If there are any slag or burrs in the tube that restricts the install, clean the tube as required.

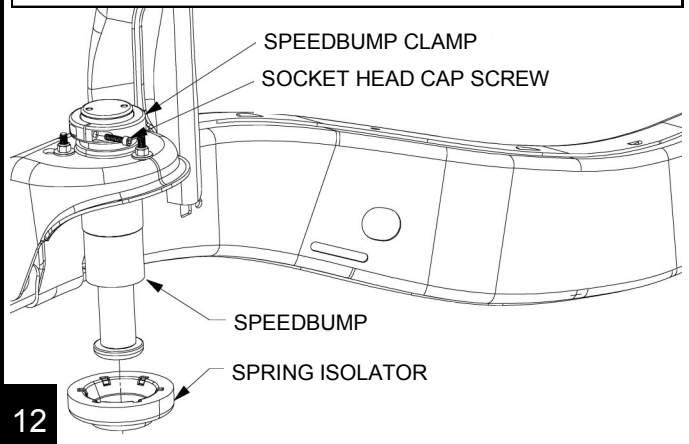
10

Coat the lower portion of the SpeedBump with black RTV silicone to help with noise and corrosion. Slide the bump stop into position.



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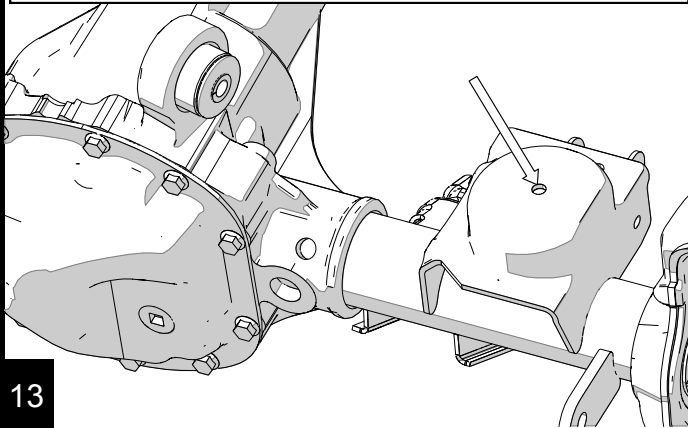
Apply pressure on the SpeedBump to make sure that it is completely seated and install retainer clamp. Torque to 74.5 in-lbs (8 N-m) and reinstall the factory isolator.



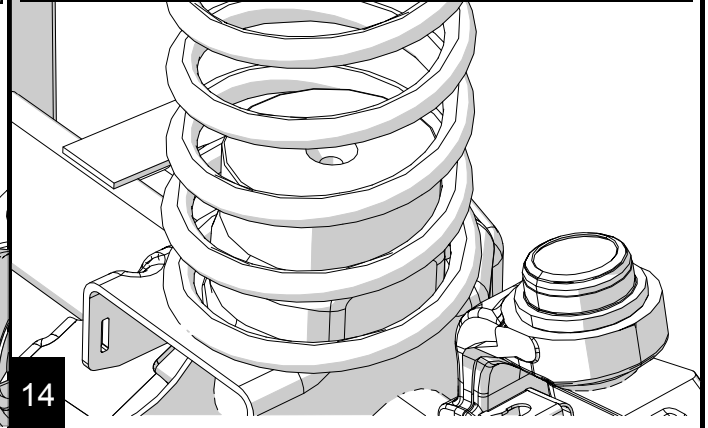
12

Drill Out Hole for SpeedBump Pad

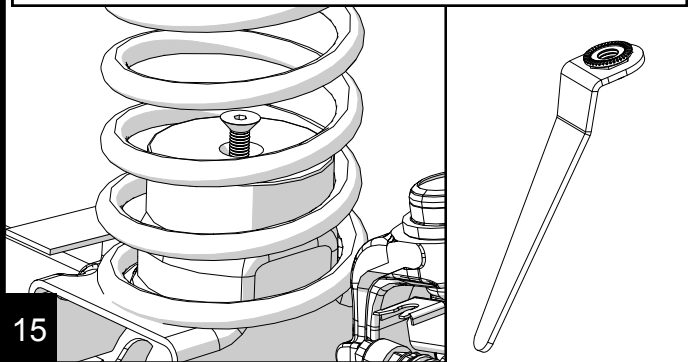
Locate the center of the spring pad and drill a 3/8" hole for the SpeedBump pads.

**Front Springs**

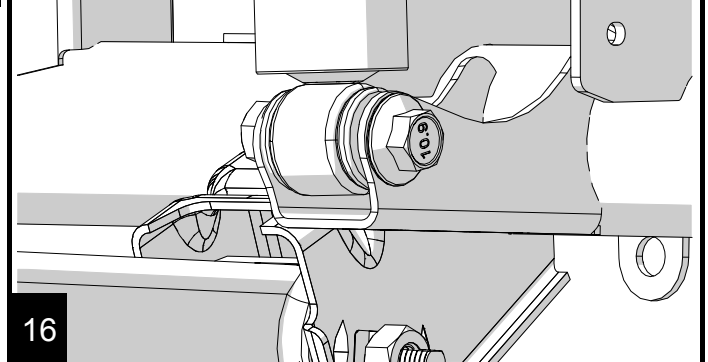
Install new front springs. Slip the 1.25" SpeedBump Pad into the spring.

**SpeedBump Pad**

Install the supplied 3/8" x 2" Flat Head Allen Bolt through the SpeedBump Pad with the 3/8" Flanged Serrated Nut below the spring pad. Use the supplied wrench to position and hold the nut and tighten the bolt.

**Front Shocks**

If using Falcon Shocks follow instruction included with them to install the fronts now. If using other shocks install them now. Torque the top nut to 20 ft-lbs (27 N-m). Leave lower bolt loose for the brake line anchor install.

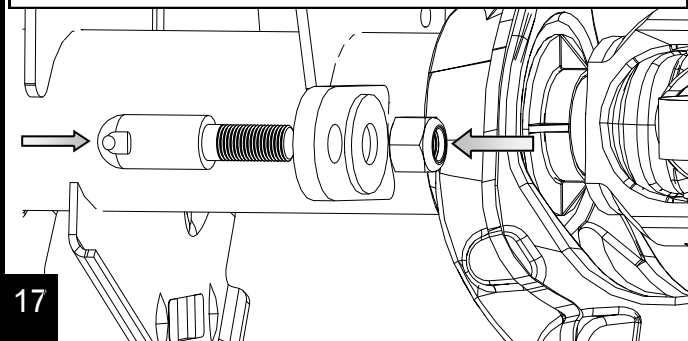
**Quick Disconnect Sway Bar Links**

Insert 3/4" QD stud into axle bracket (as shown). Place 1/2" washer and nylock nut onto the QD stud.

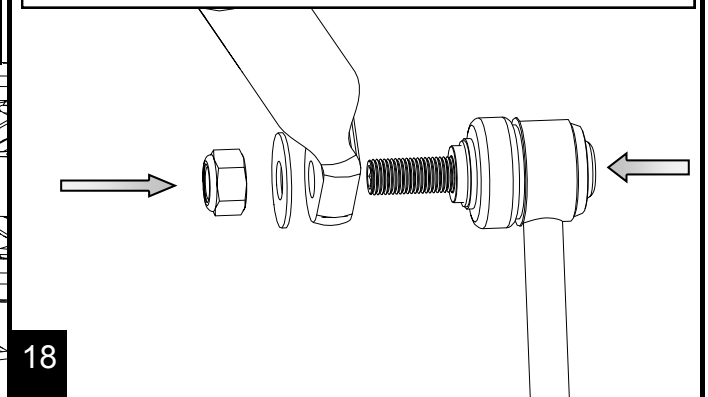
Note: The stud is stainless steel and the threads are soft.

Take care to not over tighten the nut.

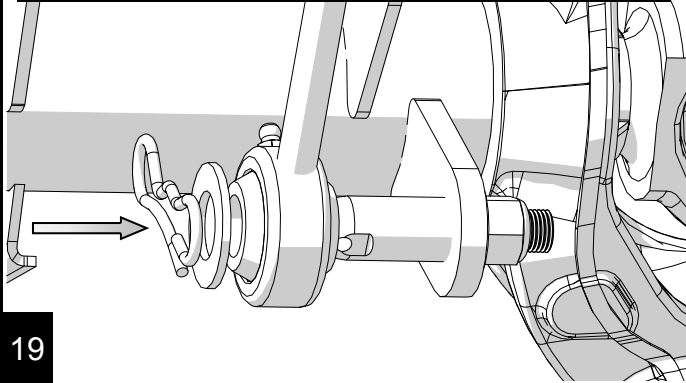
Torque nylock nut to **75 ft-lbs**.



Install the swivel stud of the quick disconnect sway bar link into the sway bar. Place 7/16" washer and M12 nylock nut onto the stud. Use a 6mm allen to hold the stud, tighten down the nut with a 18mm wrench. Torque nylock nut to **75 ft-lbs**

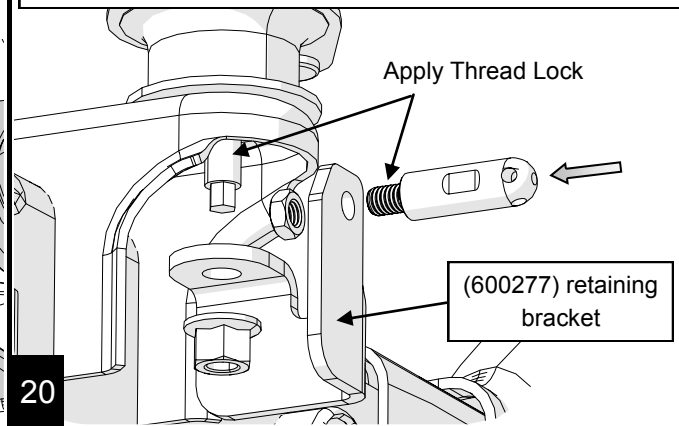


Slide the lower end of sway bar link onto the stud installed in Step 3. Place washer 3801 on stud and insert Bow Tie Pin. Note: This should be a tight fit for better sway bar function. Applying a bit of grease to the stud and bushing will help with install.



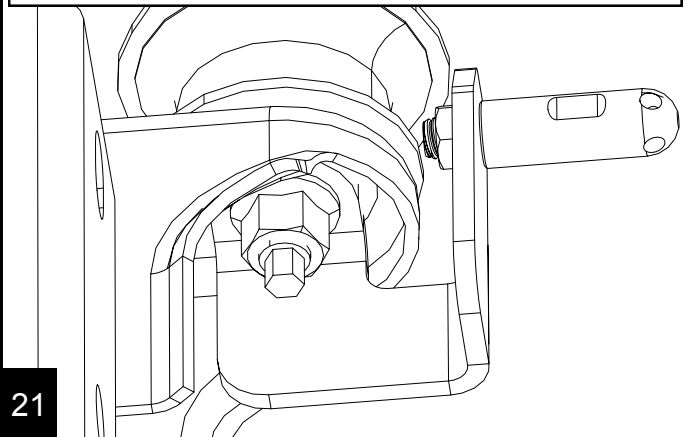
19

Remove the front body mount nut from the stud and slide on (600277) retaining bracket. Next insert 5/8" QD stud into retaining bracket and install 3/8" jam nut.



20

Torque the body mount to **80 ft-lb** and jam nut to **75 ft-lb**.



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Front Control Arms Installation

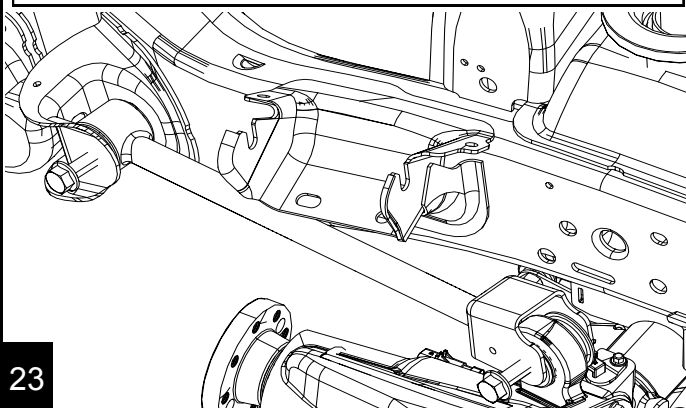
With the shocks mounted, keeping the axle supported, its time to replace the front upper and lower control arms.

For this part of the install it might be helpful to have a few **helper tools (heavy duty ratchet strap, jack stands and good sized pry bar)** handy to manipulate the axle if the bolts holes do not want to line up.

Do not remove more than 2 arms at a time.

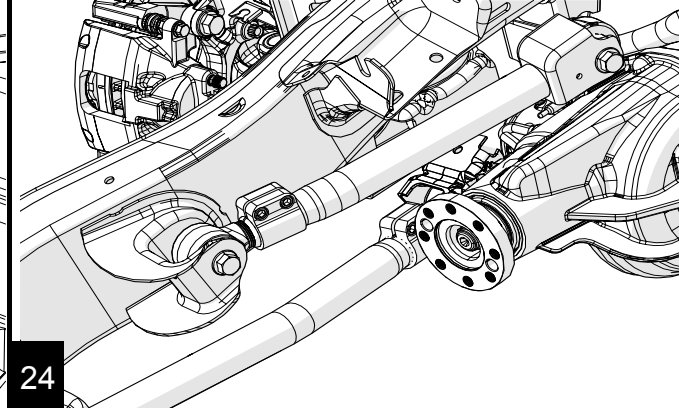
22

Front Upper Control Arms
Remove any wiring attached to the upper control arms. Remove both upper control arms (18mm at axle and frame ends).



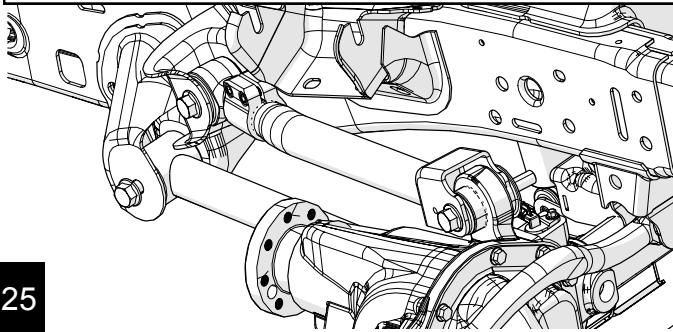
23

Lengthen the new Alpine arm to 18 7/8". Install the adjustable end into the frame side with the decal facing outwards. Install all bolts **slightly tight**. If needed use the helper tools to rotate the axle and line up the holes.



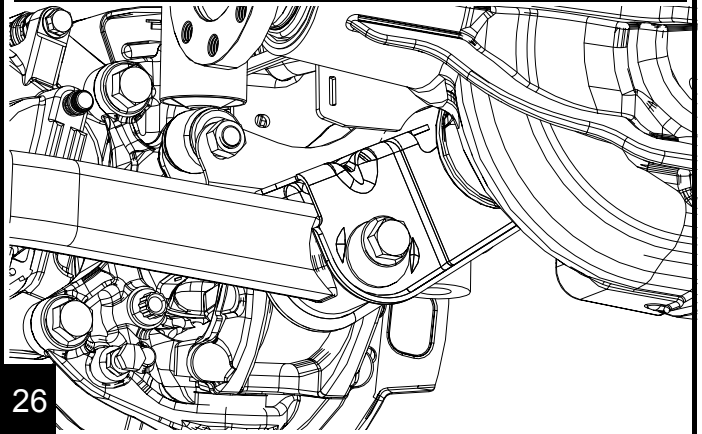
24

Reattach any removed wiring. After the vehicle is on the ground, torque all bolts to 75 ft-lbs (102 Nm). Next, gradually tighten the aluminum clamp bolts equally until a final torque of 30 ft-lbs (41 Nm) is achieved. Go back and forth between the clamp bolts a couple times to ensure proper torque.



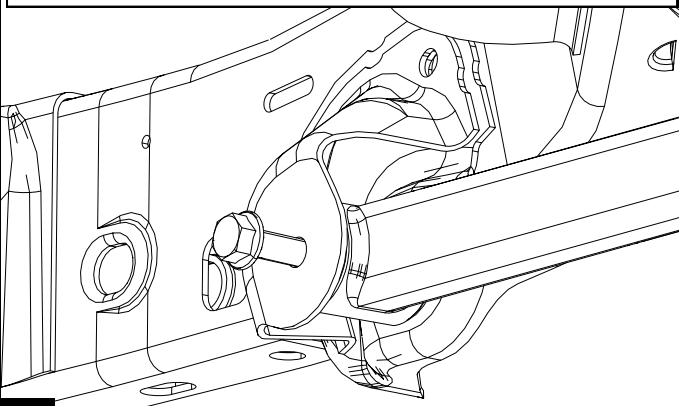
25

Front Lower Control Arms
With a 21mm, remove the axle side bolts on both lower control arms.



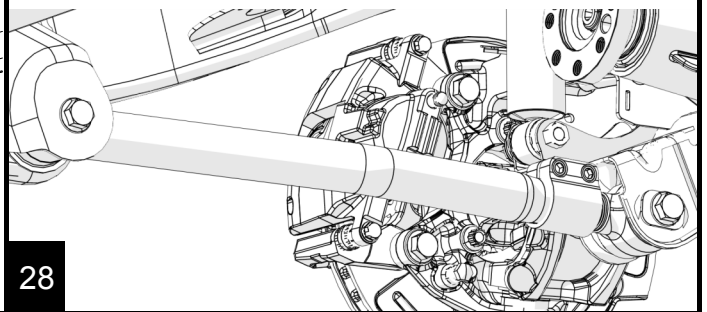
26

Remove the frame side bolts with a 21mm and remove the lower control arms.



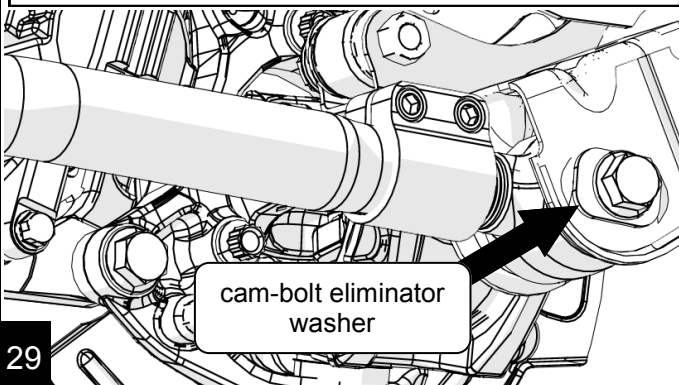
27

Lengthen the new Front Lower Alpine Control Arm to 23 1/8". Install your new Lower Alpine Control Arms with the adjustable end going onto the axle. The fixed end of the control arm will be installed on the frame side and the sticker facing outwards.



28

Use the provided cam-bolt eliminator washers (2 per control arm) on the axle side control arm bracket. Install the axle side bolt slightly tight enough that the eliminator washer stays between the raised .



29

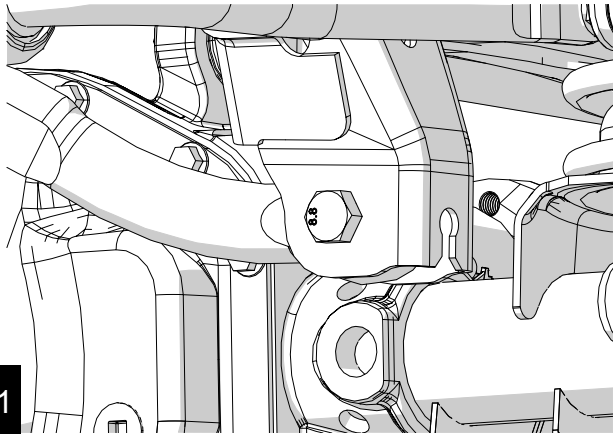
Gradually tighten the aluminum clamp bolts, on the control arm bolts equally until a final torque of 30 ft-lbs (41 Nm) is achieved. Go back and forth between the clamp bolts a couple times to ensure proper torque.

Once the vehicle is on the ground and at ride height, torque the upper control arm bolts to 117 ft-lbs (159 Nm) and the lower control arm bolts to 125 ft-lbs (169 Nm).

30

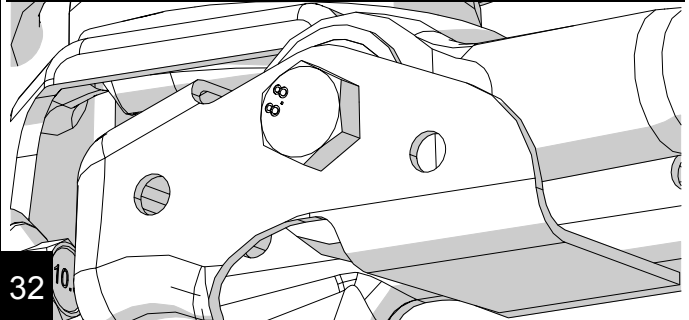
Monster Track Bar Install

Using the original hardware, install the track bar into the frame bracket (slightly tight).



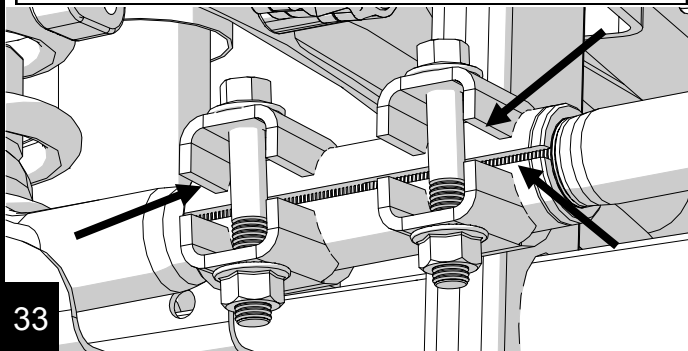
Install the track bar into the axle bracket.

Tech Tip: If the hole does not line up then the axle side can be installed once the Jeep is on the ground. Have someone move the steering wheel, this will move the Jeep relative to the axle and help the holes to line up. Tighten bolts finger tight. **Once the Jeep is on the ground, torque both bolts to 125 ft-lbs.**



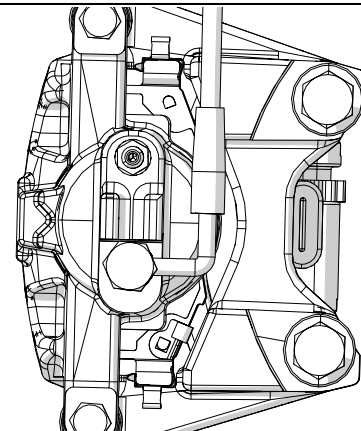
To center the axle under the Jeep, use a 15mm to loosen the adjustment sleeve clamps and turn the sleeve. When adjustment is finalized, torque clamp bolts to 45 ft-lbs. 1/2" longer than the stock track bar eye to eye is a good starting point for this lift kits.

Note: Make sure the clamps and sleeve relief cuts match up.



Front Brake Line Install

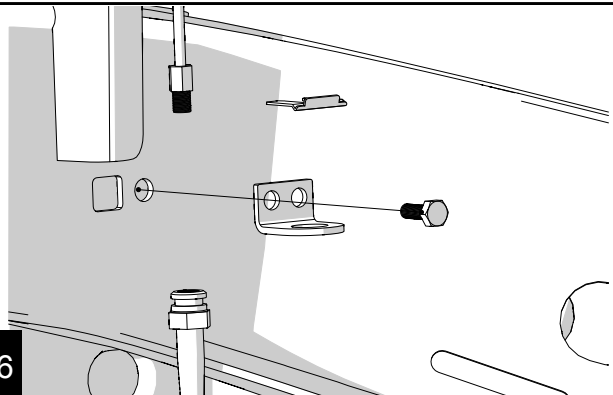
Remove the banjo bolt from the caliper with a 15mm. Use a pan to catch the released fluid.



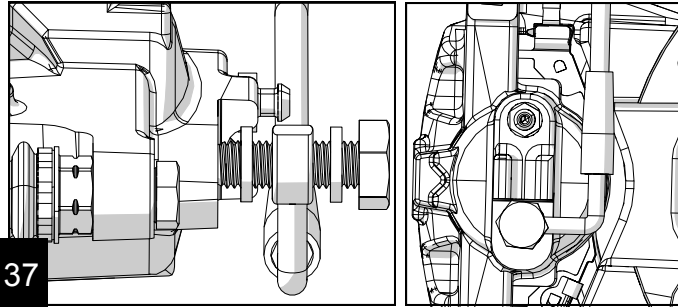
Remove the soft line from the hard line with a 12mm then remove the brake line from the frame with a 10mm.



Mount the new L bracket to the frame with the original bolt. Insert the new line through the bracket. Hand tighten the hard line into the new line. Install retaining clip after torquing hard line in the next step.



Place the new provided copper washer on the banjo bolt and insert it through the end of the brake line. Place another new copper washer between the fitting and the caliper. Orient the line as shown on the caliper. Torque banjo bolt to 23 ft-lbs. Torque hard line connection to 14 ft-lbs. and install the retain-er clip in the L-bracket. Bleed brakes according to standard procedure.



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Installation of Brake Line Anchor

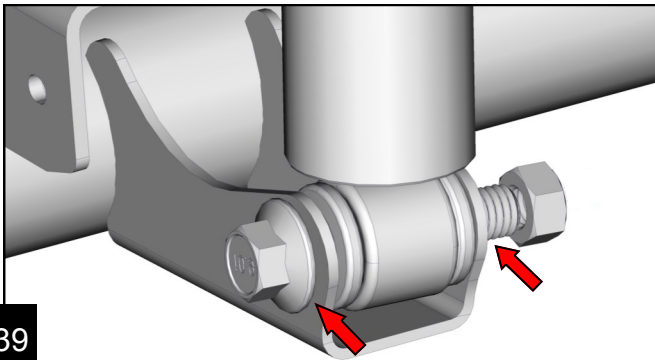
Use some cable ties to route the ABS and brake lines together so they are uniform and equal.

Note: Zip ties provided in the kit are for mounting the lines to the Anchor. Extra cable ties can be picked up from just about any hardware store.



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The Rubber Brake Line Anchor can be mounted on the inside or outside of the bottom shock mount bolt.



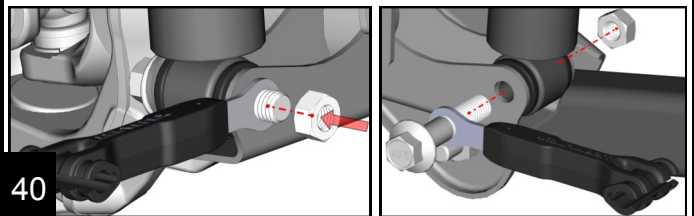
39

If there is plenty of length to your lines then mount the anchor on the inside, directly under the nut.

If your lines are stiff or length is an issue it might be better to install the anchor on the out side of the shock mount.

Notes: Use a large screwdriver or pry bar under the shock to help install shock mount bolt.

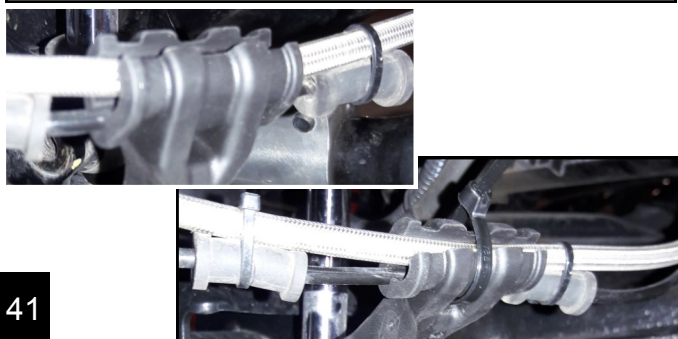
Do not tighten the shock mount bolt



40

Once the anchor is installed then install the ABS line into the anchor followed by the brake line.
(see picture)

Next, loosely install a cable tie. Inspect the lines and adjust the line positions as needed.

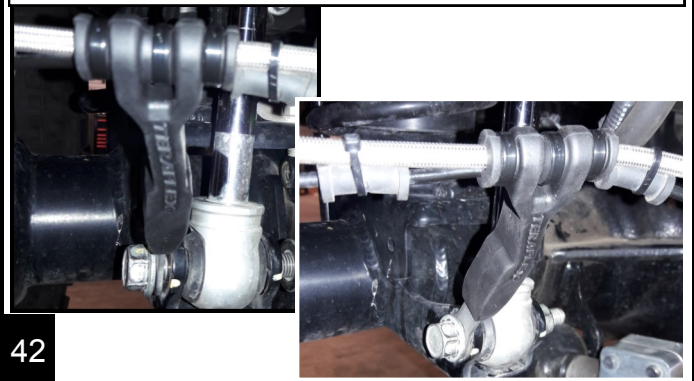


41

We installed the lines so that the anchor was pulled slightly toward the tire when it was turned out. This was to help the lines stay clear of the tire when it is turned the opposite way.

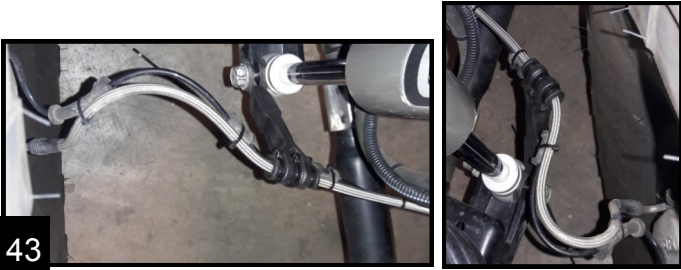
Loosely install the rest of the cable ties.

Slightly tighten the shock bolt.



42

Test the position of the lines and anchor by turning the wheel from lock to lock and articulating the axle. With the shock bolt only snug the anchor can be rotated to help find the best angle.



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IMPORTANT NOTE! **Watch the anchor for clearance from the shock body.**

Once the best position is found, that keeps the brake lines safe from snags or damage, tighten and trim the cable ties and torque the shock bolts. 56 ft. lbs. (76Nm)

44

Reinstall the front drive line. Apply thread locker to the bolts and torque to 15 ft-lbs. (20Nm)

Do not torque the trackbar bolts until the vehicle is lowered to the ground.

Final torquing of all suspension and trackbar bolts will take place once the Jeep is on the ground at ride height.

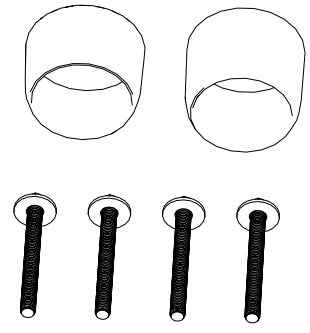
45

Exhaust Spacer Installation

If you are installing this lift on a 2012 or newer Jeep JK, you must install the exhaust spacer kit.

If you are installing this kit on a 2007-2011 Jeep JK, please proceed to Step 52.

46

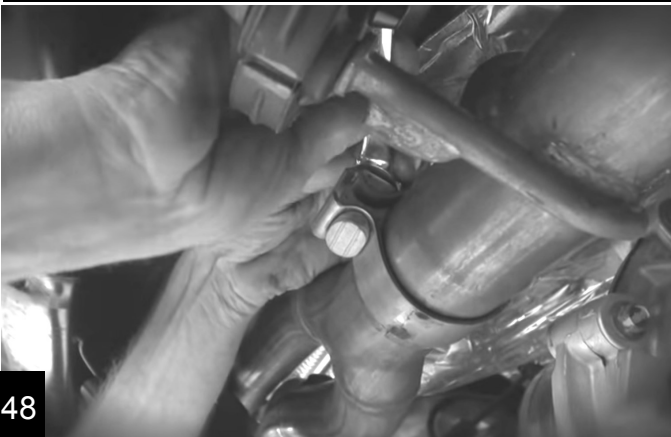


Using a 13mm, remove the four exhaust flange bolts at the left and right crossover pipe collectors.



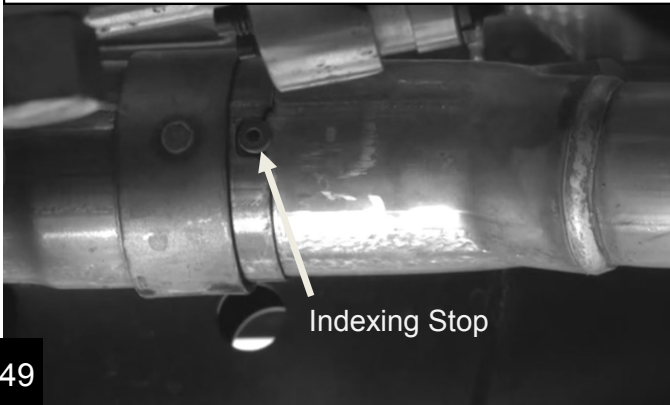
47

Loosen the Y-pipe clamp that joins the front and rear sections of pipe. This will allow the exhaust to slide together to maintain correct positioning of the exhaust.



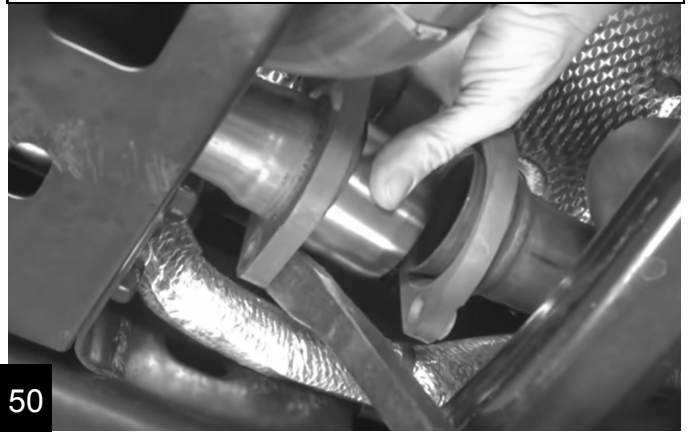
48

Using a chisel, remove the spot welded indexing stop on the intermediate pipe. This will allow the intermediate pipe to slide into the y-pipe to provide added clearance.



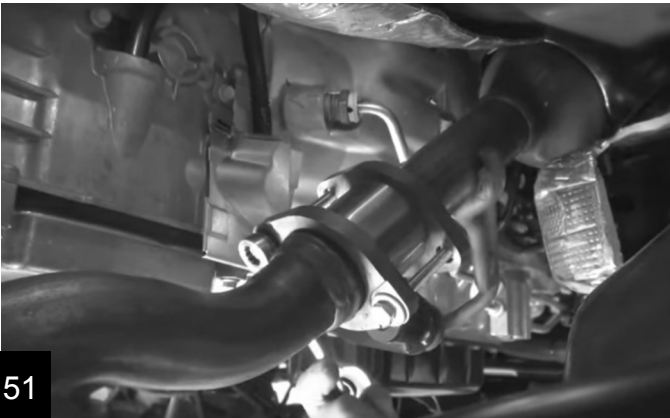
49

Place a pry bar between the front skid bar and the driver side rear pipe flange; separate the exhaust and insert the spacers between the flanges. The longer spacer is used on the passenger side.



50

Install the supplied bolts into the exhaust flanges and tighten evenly. Make sure the exhaust pipes are still properly aligned and the spacers are straight. Check the exhaust system for clearance and retighten the Y-pipe clamp.



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Rear Installation

Support the rear axle. Remove the rear shocks and trackbar at the axle. Remove rear swaybar links.

Remove the rear driveline at the axle and support it up out of the way with a bungee or a strap (15mm).

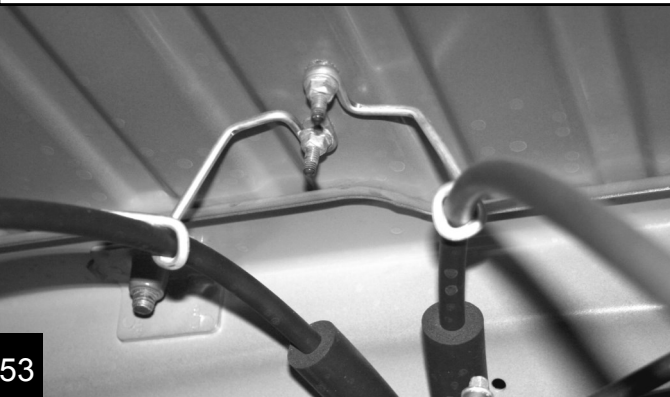
Release the axle breather tube from the upper retaining clip on the underside of the Jeep body.

Release the ABS line from the two retaining clips on the axle (on each side).

For Rubicon owners release the plastic retainer for the locker wiring harness.

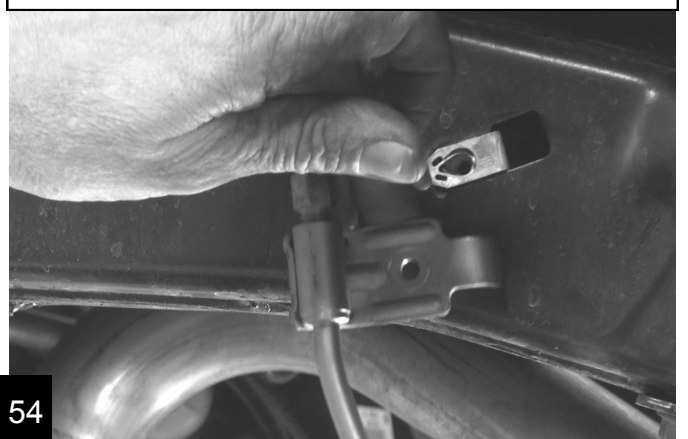
52

With a 10mm remove the park brake cable bracket from the bottom of the Jeep. Fully remove the park brake cables from the hanger bracket and discard the bracket.



53

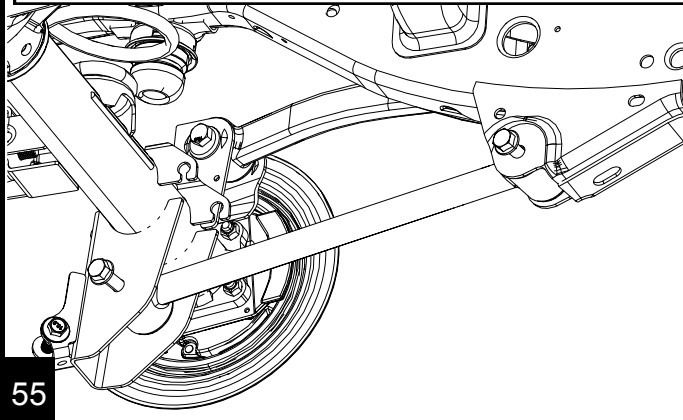
Loosen the brake line support brackets and lower the axle enough to remove the coil springs.



54

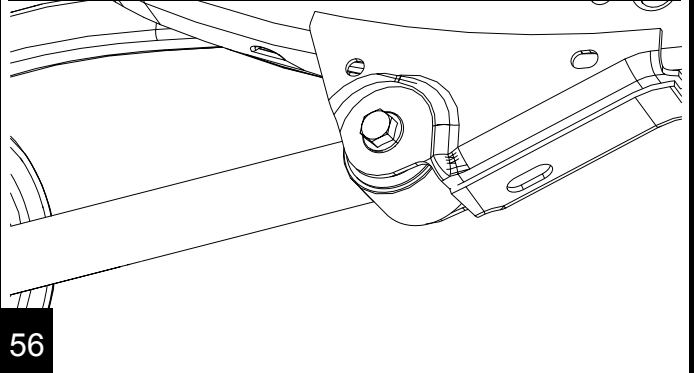
Rear Lower Control Arms

Support the pinion and remove the axle and frame side bolts with a 21mm. Remove both lower control arms.



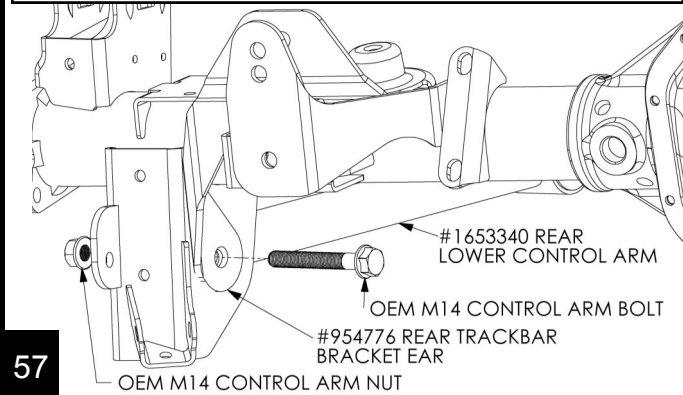
55

Lengthen the new Alpine arm to 20 1/8" for 2 door models and 20 1/2" for 4 door models. Torque the aluminum clamp bolts to 30 ft-lbs (41 Nm). Install the arm with the fixed end on the frame side. Do not install the axle side yet. Install bolts **finger tight**.



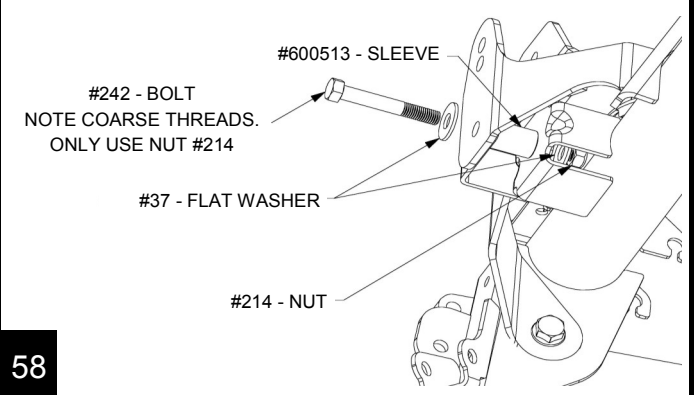
56

Locate the trackbar bracket and hardware kit (600080). The lower ear of the trackbar bracket, and the driver lower control arm share the same bolt. They will need to be installed together.



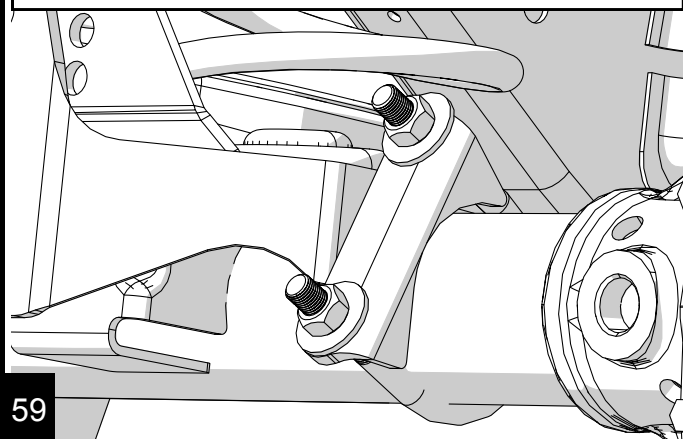
57

Position the trackbar bracket for install and swing the lower control arms up into place and insert the lower control arm bolts. Do not tighten. Install the trackbar bracket spacer and relevant hardware.



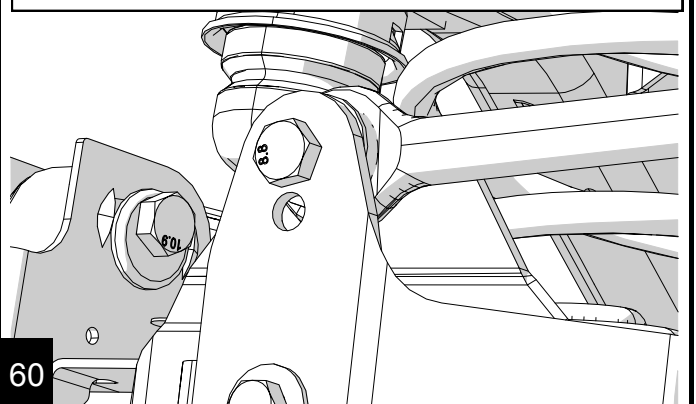
58

Install the U-bolt nuts and washers. Torque the U-bolt stover lock nuts to 45 ft-lbs Torque: 1/2" bracket bolt with the spacer to 75 ft-lbs



59

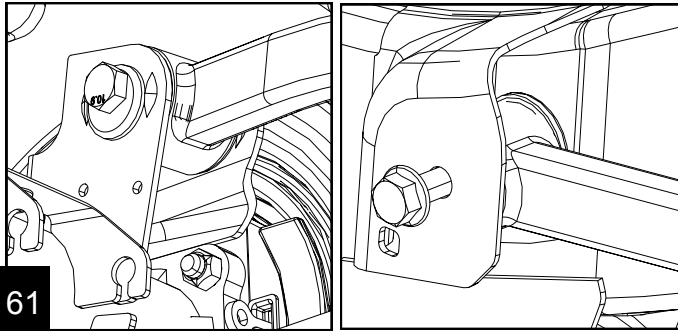
Install the rear trackbar using the upper holes in the bracket with the factory hardware **Do not tighten bolts**. If getting the bolt holes to line up is difficult wait until Jeep in on the ground, then push the Jeep from the side to line up holes.



60

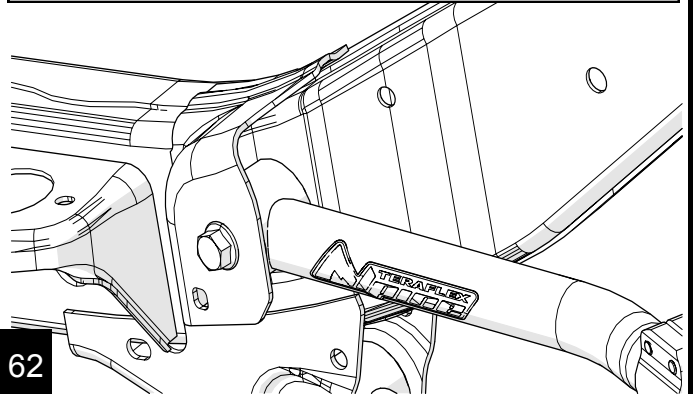
Rear Upper Control Arms

Remove the axle side bolt with an 21mm. If your vehicle is equipped with cam washers, they will be reused. Remove the frame side bolt with an 21mm and remove the arm.



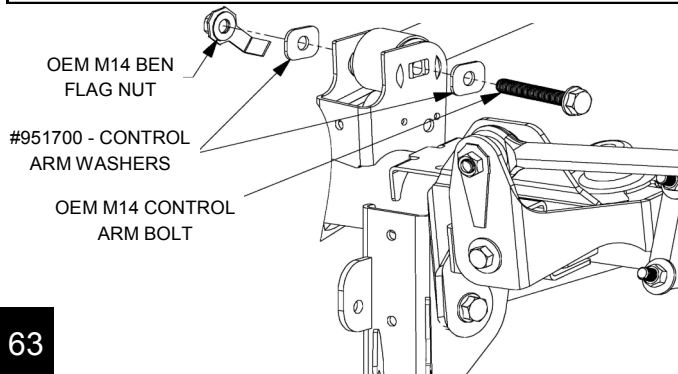
61

Lengthen the new Alpine arm to 18 5/16" for 2 door models and 18 1/2" for 4 door models. Install the fixed end into the frame side bracket with the decal facing out. Lightly tighten the bolt



62

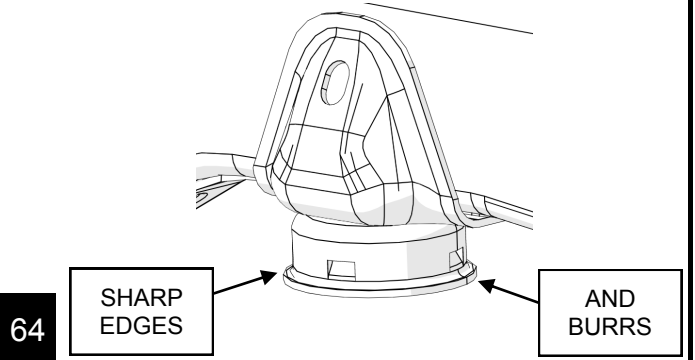
Install the adjustable end into the axle side bracket. If you choose to reuse your cam washers, rotate the washer to the full rear position. Other wise use the provided cam washer delete washers and bolt.



63

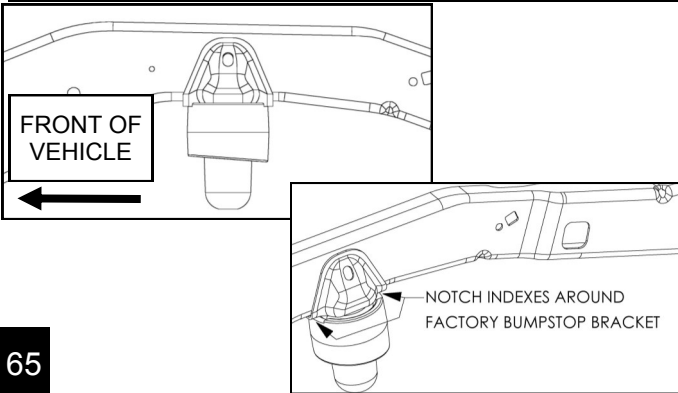
Install the Upper SpeedBump Cups.

Remove the rear bumpstop from the frame. **Note:** The factory bumpstop cup bells have sharp edges and burrs around the outside. They will need to be removed by sanding and filing.



64

Position the Speed Bump cup with the longer side of the slope (the large end of the taper) facing the rear. The notched cuts index around the factory bump stop bracket.



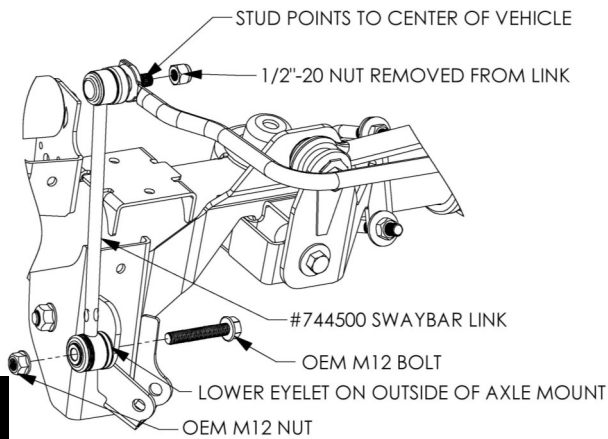
65

Twist and push the new Speedbump bump stops into position. Some silicone spray lubricant will help them pop into place.



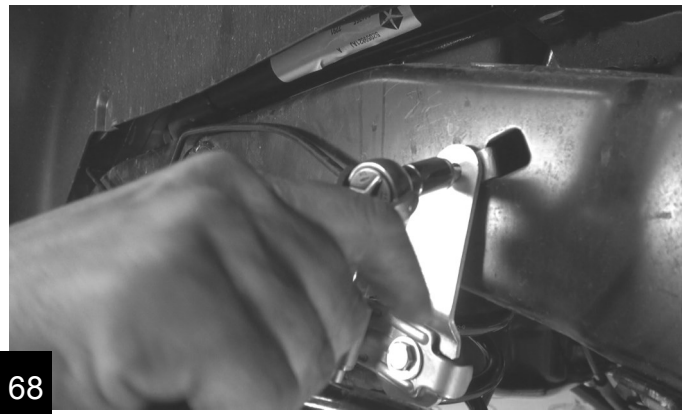
66

Install the new swaybar link with the swivel stud end at the top and the mounting stud pointing towards the frame. Torque upper and lower to 75 ft-lbs (102 Nm).



67

Locate the brake line extension hardware bag (5018). Use the supplied 1/4" bolt to attach the factory bracket to the new extension.



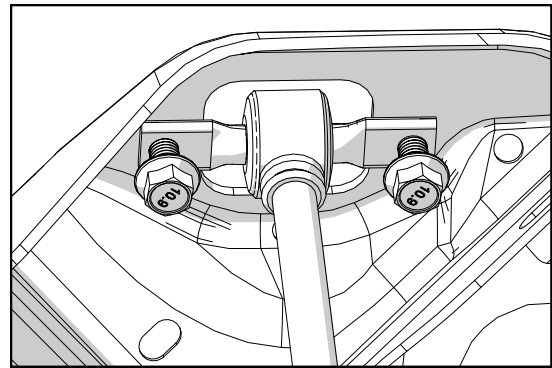
68

IMPORTANT NOTE! It is imperative at this time to cycle the swaybar and check for proper clearance between the swaybar and the brake line. Make the necessary bends in the brake line and bracket to clear the swaybar link as it goes through its range of travel.

If your kit came with Falcon Shocks then install them now, following their instructions. If installing other shocks install them using the two upper bolts with a 16mm and the lower nut and bolt with an 18mm. Torque the upper bolts to 37 ft-lbs (50 Nm) and lower bolts to 56 ft-lbs (76 Nm).



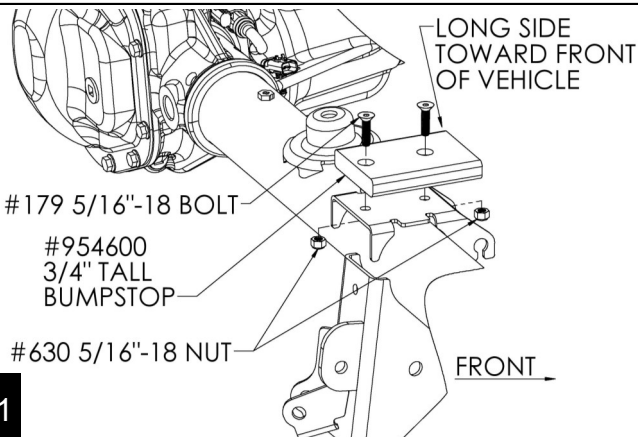
69



70

Locate the rear lower bump stop kit (19454605) and install the lower bump stop pad with the extended end facing forward. Torque to 200 in-lbs (22 Nm).

Secure the axle breather tube to the cross member.



71



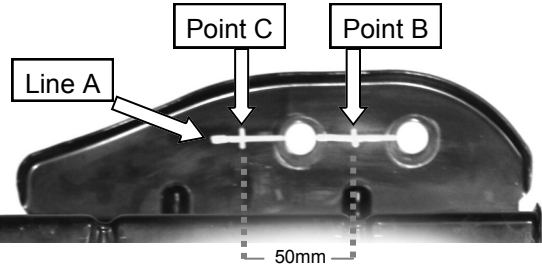
72

Note: 2012+ 4-Door Wrangler must relocate the EVAP canister for proper driveline clearance at full suspension articulation. 2007-2011 4-Door and all 2-Door JK's skip to step 76.

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

73

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

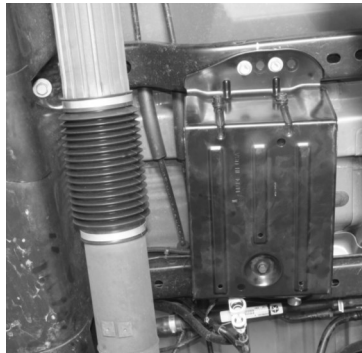


74

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



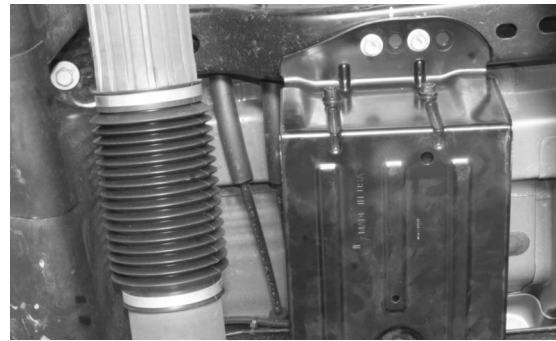
Results after drilling.



75

Reinstall the rear drive line. Apply thread locker to the bolts and torque to 15 ft-lbs. (20Nm).

Note: The rear drive line can be rotated, if desired, to get the boot out of harms way.



76

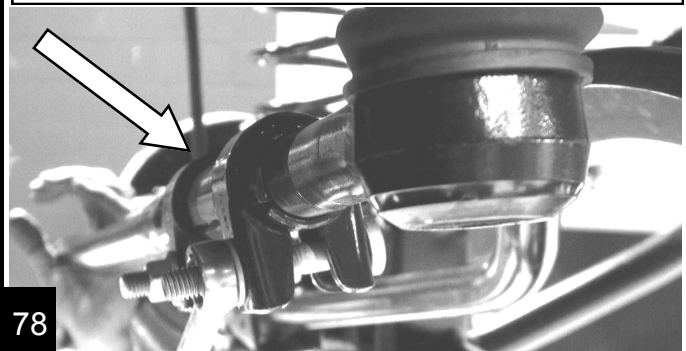
Reinstall the wheels and tires. Torque lug nuts to Factory Spec and lower the Jeep to the ground.

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

77

Front Upper Control Arms	75ft-lbs	102Nm
Rear Upper Control Arms	125ft-lbs	169Nm
Front and Rear Lower	125ft-lbs	169Nm
Front and Rear Trackbars	125ft-lbs	169Nm

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



78

Perform a final check of the suspension components and bolts.

Maintenance Note: After the first 100 miles and every 3,000 miles after that, re-torque all the suspension components and bolts.

79

Install is now Complete!

Congratulations! Your hard work, unprecedented dedication, and extreme attention to detail have earned you a very sweet ride. Go enjoy a day or two in the back country. After all, you earned it.

80

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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