



Alpine CT4 Suspension Installation Guide

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- | | |
|---|---|
| #1224033 JK 2-Dr 4" Alpine CT4 (w/ 3.3 Falcon Shocks) | #1324033 JK 4-Dr 4" Alpine CT4 (w/ 3.3 Falcon Shocks) |
| #1224032 JK 2-Dr 4" Alpine CT4 (w/ 3.2 Falcon Shocks) | #1324032 JK 4-Dr 4" Alpine CT4 (w/ 3.2 Falcon Shocks) |
| #1224031 JK 2-Dr 4" Alpine CT4 (w/ 3.1 Falcon Shocks) | #1324031 JK 4-Dr 4" Alpine CT4 (w/ 3.1 Falcon Shocks) |
| #1224021 JK 2-Dr 4" Alpine CT4 (w/ 2.1 Falcon Shocks) | #1324021 JK 4-Dr 4" Alpine CT4 (w/ 2.1 Falcon Shocks) |
| #1224000 JK 2-Dr 4" Alpine CT4 (No Shocks) | #1324000 JK 4-Dr 4" Alpine CT4 (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.

Item ID	JK 2 Door Alpine CT4 Suspension System Kit	Qty
1152482	JK 2 Door 4" Lift Kit Spring Box w/out Bumpstop Extensions	1
1315001	JK Alpine Lower Long Arm Kit	1
1315002	JK Alpine Upper Long Arm Kit	1
1467265	JK Rear Upper Speedbump Bumpstop Cup Extension KIT	1
1753418	JK Front Forged Monster Trackbar Kit	1
1754418	JK Rear Forged Monster Trackbar Kit	1
1944730	JK 3" Front SpeedBump 1/4" & 3/4" Adjustment Spacer Kit	1
1953750	JK 3" Front SpeedBump Kit (Pair)	1
1954615	JK SpeedBump 2.25"-3" Rear Lower Bumpstop Subassembly	1
1957000	JK Long FlexArm Bracket Kit for Adjustable FlexArms	1
1992014	JK Rear Upper Microcellular Bumpstop Kit (Pair)	1
2610000	JK Exhaust Spacer Kit for 2012+ JKs with the 3.6 Pentastar	1
4946810	JK Front SpeedBump Spring Bucket Jounce Tube Brace Kit	1

Item ID	JK 4 Door Alpine CT4 Suspension System Kit	Qty
1151484	JK 4 Door 4" Lift Kit Spring Box w/out Bumpstop Extension	1
1315001	JK Alpine Lower Long Arm Kit	1
1315002	JK Alpine Upper Long Arm Kit	1
1467265	JK Rear Upper Speedbump Bumpstop Cup Extension KIT	1
1753418	JK Front Forged Monster Trackbar Kit	1
1754418	JK Rear Forged Monster Trackbar Kit	1
1944730	JK 3" Front SpeedBump 1/4" & 3/4" Adjustment Spacer Kit	1
1953750	JK 3" Front SpeedBump Kit (Pair)	1
1954615	JK SpeedBump 2.25"-3" Rear Lower Bumpstop Subassembly	1
1957000	JK Long FlexArm Bracket Kit for Adjustable FlexArms	1
1992014	JK Rear Upper Microcellular Bumpstop Kit (Pair)	1
2610000	JK Exhaust Spacer Kit for 2012+ JKs with the 3.6 Pentastar	1
4946810	JK Front SpeedBump Spring Bucket Jounce Tube Brace Kit	1

Tools Needed

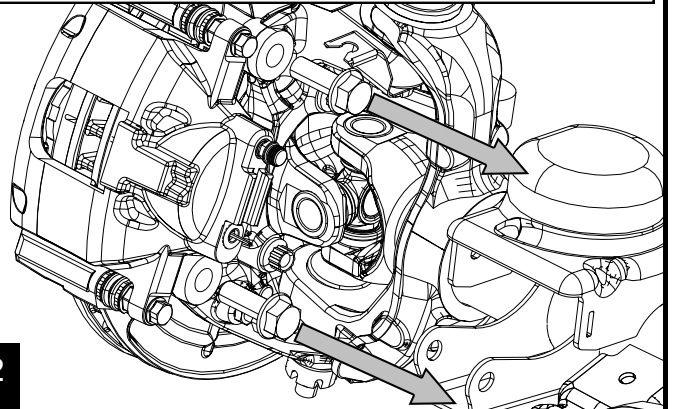
- Jack
- Car Lift (or Jack Stands)
- MIG Welder
- Ratchet - 1/4" and 1/2"
- 1/4" Drive Socket Set - 1/4", 5/16", 10mm, 7/16"
- 1/2" Drive Swivel/Wobbly Sockets - 18mm, 21mm, 3/4"
- 1/2" Drive Socket Set - 18mm, 21mm, 3/4"
- 1/2" Extension - 12" Long
- Allen Wrench - 3/16", 5mm
- End Wrench Set - 7/16", 1/2", 9/16", 1-1/8", 13mm, 15mm, 16mm, 18mm, 19mm, 21mm
- Drill
- Drill Bits - 1/8", 1/4", 3/8", 1/2" - or step drill bit
- Reciprocating Saw and Bi-metal Blade
- Wire Cutters
- Locking Pliers
- Heel Pry Bar
- Hammer
- Chisel
- Measuring Tape
- Blue Loctite
- FT - LBS Torque Wrench
- Safety Glasses
- Recommended: Transmission Jack, Air Gun, Plasma Cutter, Car Lift

Lift the vehicle

Lift the vehicle and support it by the frame. Remove wheels and support the front axle with jack stands.

1

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



2

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



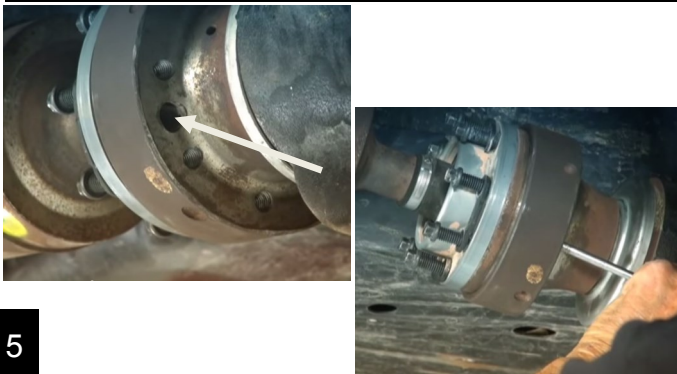
3

Remove front and rear drivelines. The front driveline will be removed with a 5/16" on the 8 CV bolts and a 15mm on the u-joint flange bolts.



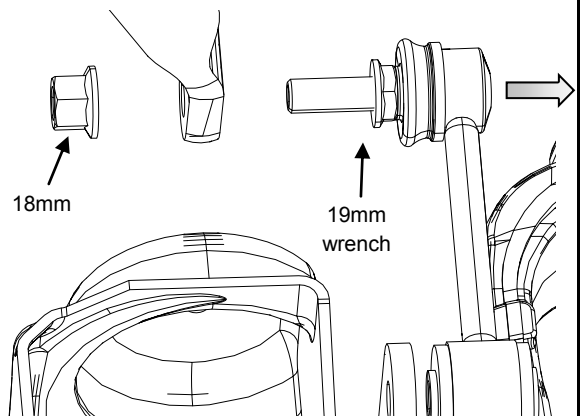
4

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



5

Remove the sway bar links, using an 18mm socket and wrench, at the axle, and an 18mm socket and 19mm wrench, at the sway bar.



6

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



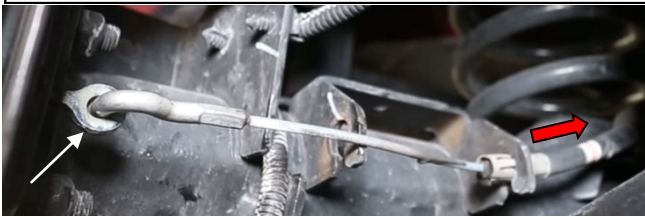
7

Completely remove the Front and Rear Track Bar using a 21mm.

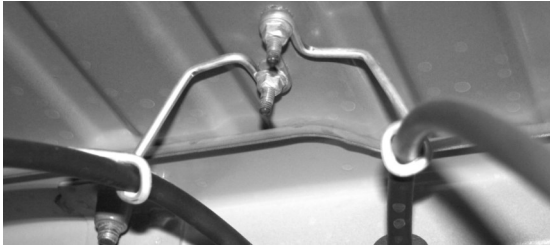


8

Remove the parking brake cables and bracket, using a 10mm deep well socket, and discard the bracket.



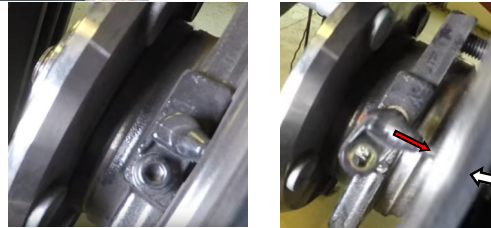
9



Remove wheel speed sensors. For the rear use a 10mm. For the front loosening the 3 13 mm 12 point bolts in wheel hub bearings so the brake dust plate to move out of the way and the sensors can be removed.

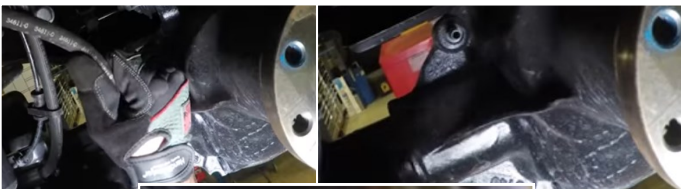


10



Backing Plate

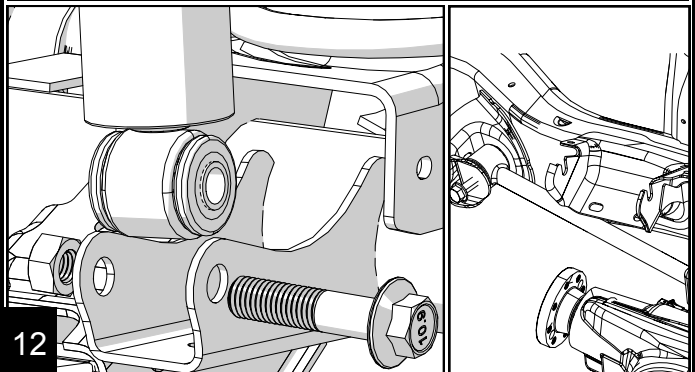
Remove the Breather Hoses and Harness Fasteners from the axles. Also remove Locker Actuators and Sensor Harnesses if your vehicle is equipped with them.



11

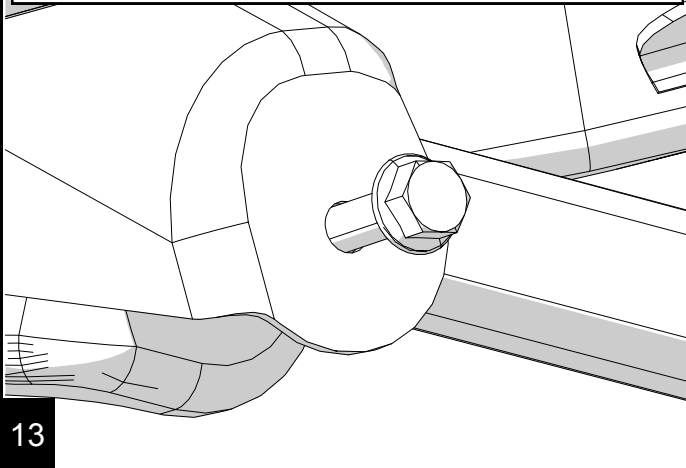


Support the front axle and remove the shocks with an 18mm on the bottom and a 17mm top. **Note:** On 2012+ JK's, the passenger side upper shock mount is not accessible due to the battery tray. Use a pair of pliers and break out enough of the thin plastic to gain access to the 17mm nut.

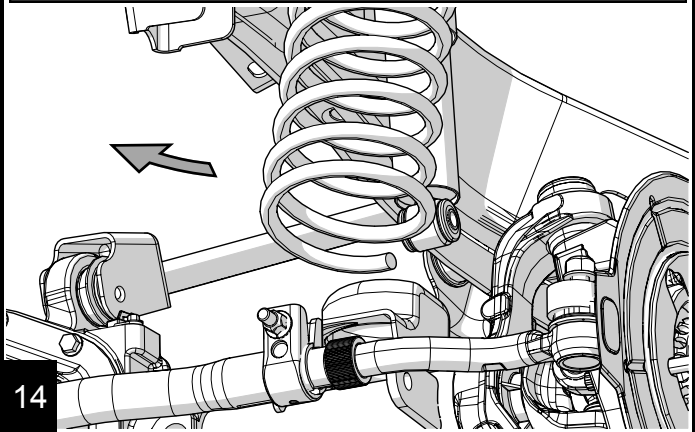


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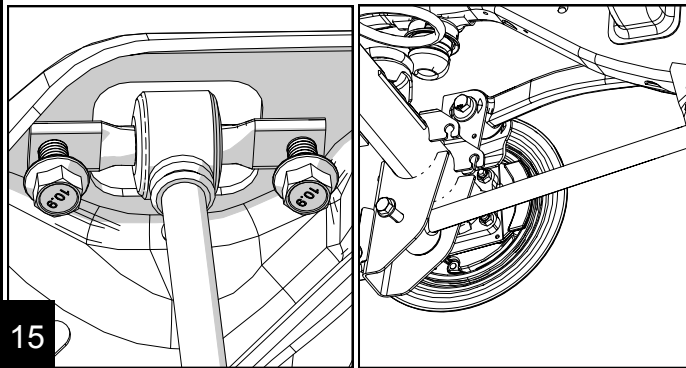
Remove all four front control arms with a 21mm or an 18mm. Keep the hardware.



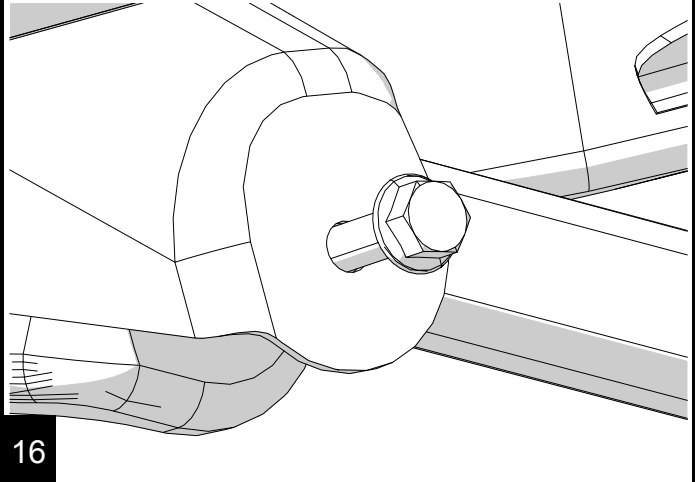
Lower the axle and remove the front springs. Be sure to check for any lines that may have been missed earlier to avoid damaging them. Set front axle in a safe place.



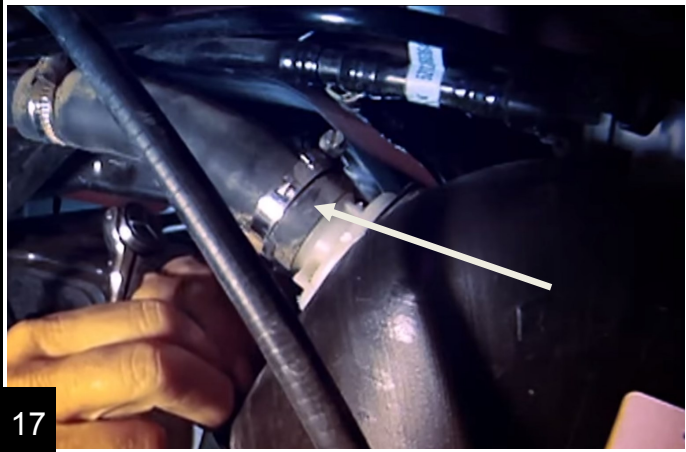
Support the front axle. Apply penetrating oil. These are captured nuts and a broken bolt here is a real inconvenience. Remove the two upper bolts with a 16mm. Remove the lower nut and bolt with an 18mm.



Remove all four front control arms with a 21mm or an 18mm. Keep the hardware.



Remove Gas Tank starting with the filler neck with a 6mm.



Use a screwdriver or equivalent to depress the white release to disconnect the vent line.



Disconnect the supply and return lines by squeezing the blue tabs. **Caution!** The supply line may still be under pressure. Have a rag ready to absorb any fuel leaks.



19

Be sure to cap/protect any open fuel lines. On most models the supply and return lines can be snapped together.



20

Disconnect the EVAP lines that run between the EVAP system and the fuel tank.



21

Remove the 8 bolts supporting the tank and slowly lower it. Beware of fuel/electrical lines that are still connected. Once you have access, remove the remaining electrical connections.



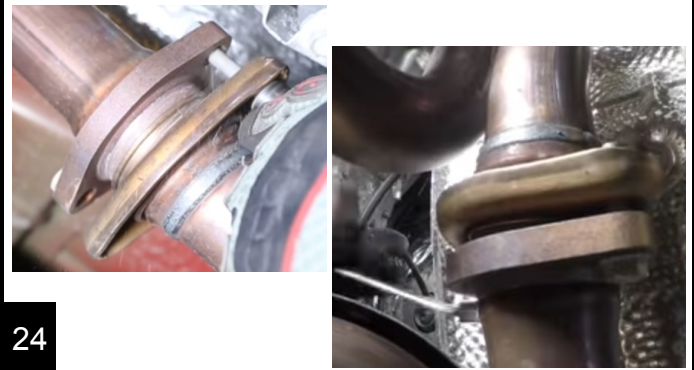
22

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



23

Remove exhaust starting with four 14mm flange bolts. Spray exhaust hangers with some silicon spray or penetrating oil. Use a pry bar to pry rubber hangers off and remove exhaust.



24

With this portion of exhaust out of the way reinstall the transfer case cross member with bolts pointing forward. Remove transfer case support.



25

Disconnect all four O2 sensor connects, one black and one white on each side. Remove both catalytic converters from the manifolds by removing the 10mm bolts at the top of the flange.

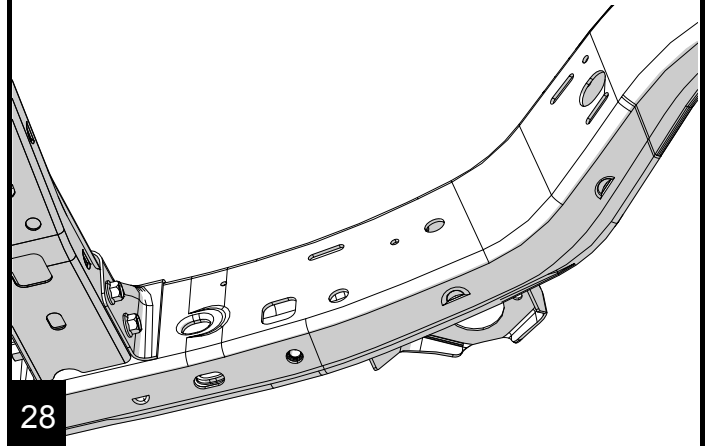


26

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

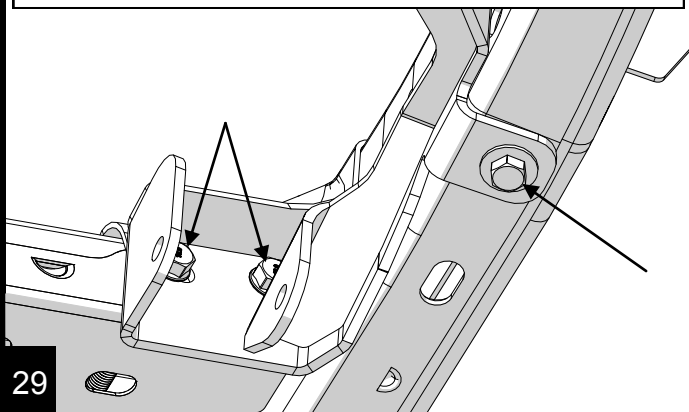
27

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



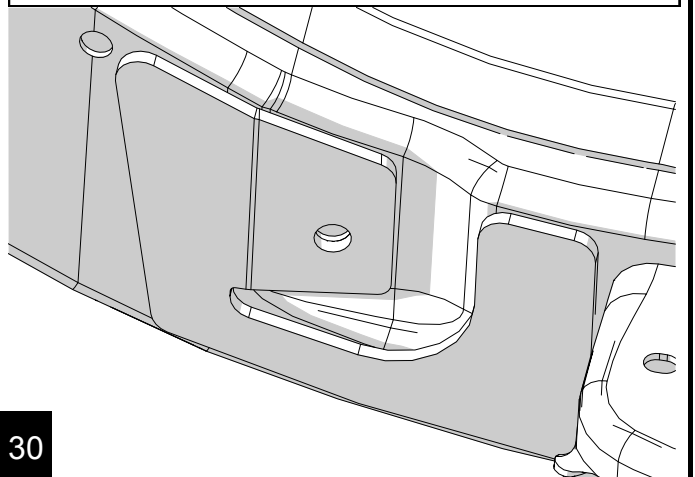
28

The front brackets index to a hole in the bottom of the frame and two bolts in the cross-member. Replace the cross-member bolts with longer, provided bolts. 2010-2011 See page 9-10 now.



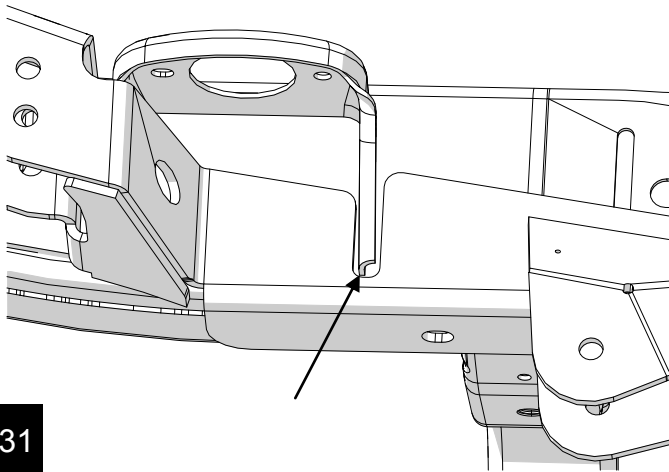
29

The rear gusset plate locates to a control arm hole in the frame. This will be welded in place before the rear bracket.



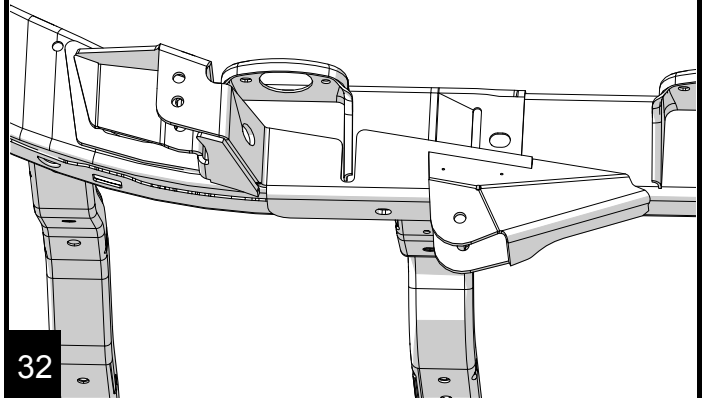
30

The rear brackets index around a body mount bracket. Center the slot in the bracket around the body mount.



31

Mark where the brackets and gussets will contact the frame. Clean off any paint within 1" of where welding will occur. A clean surface is key to a strong, lasting weld.



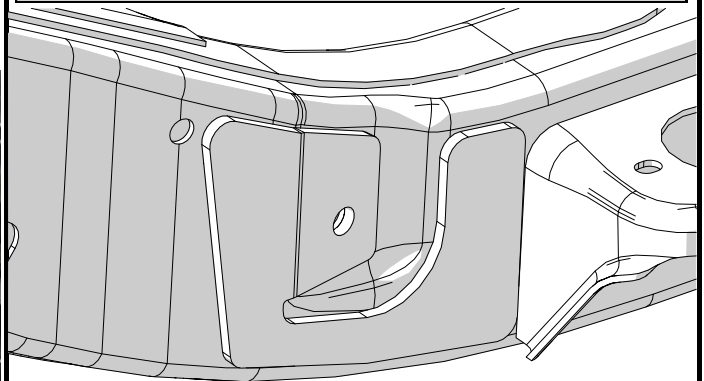
32

Use C-clamps to eliminate any gaps between the new brackets and the frame. Do several tack welds around the bracket to keep it from warping as you weld. Minimizing the bracket gap will make for a much better weld.



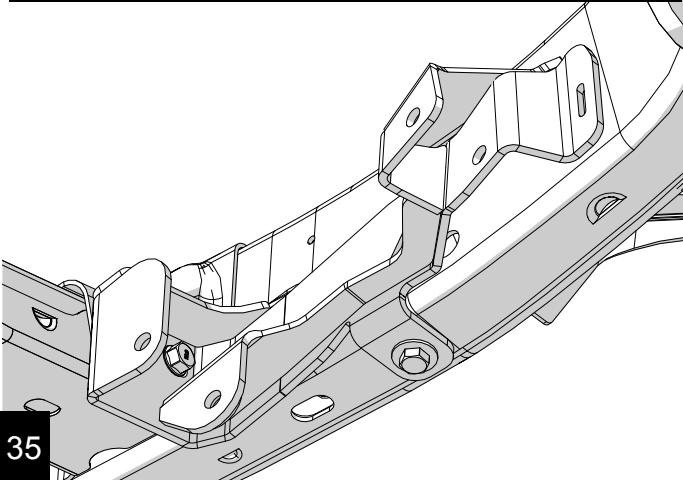
33

Weld the rear frame gussets on first. The rear brackets will weld to the new gussets. Weld on the rear brackets next.



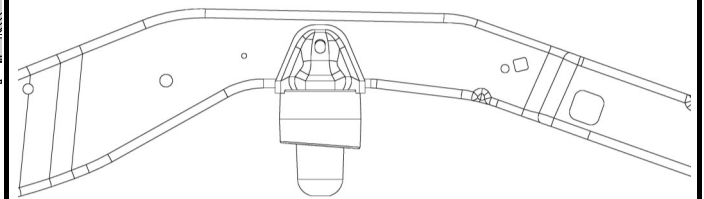
34

Weld the front brackets. Take some time after welding to clean these sections and paint to prevent rust.



35

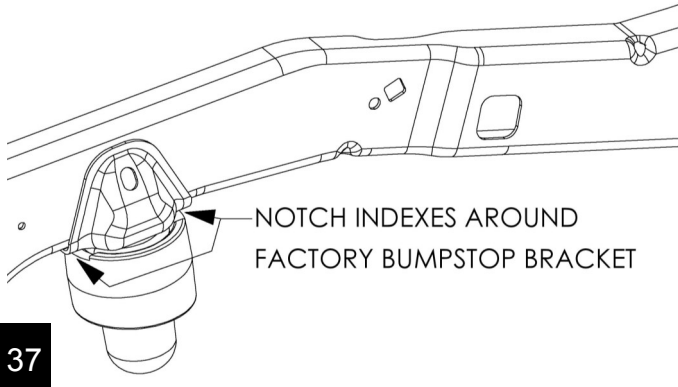
Install the upper SpeedBump cups. The cup snaps onto the frame bump stop bells. (It will take some pressure)



36

← FRONT OF VEHICLE

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.



37

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



38

Reinstall the fuel tank in the reverse order removed. Don't forget any fuel lines, EVAP lines or electrical connections. Torque strap bolts to 30 ft-lbs.



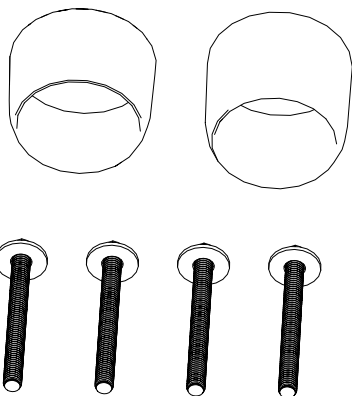
39

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



40

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



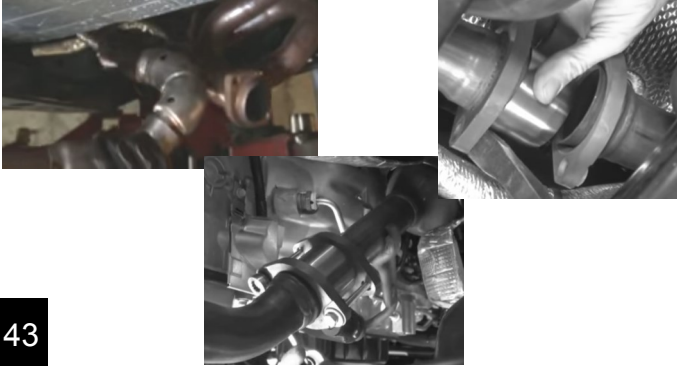
41

Loosen Y-pipe exhaust clamp bolt and remove indexing nub from Y-pipe. Separate Y-pipe from the rear section of the exhaust.



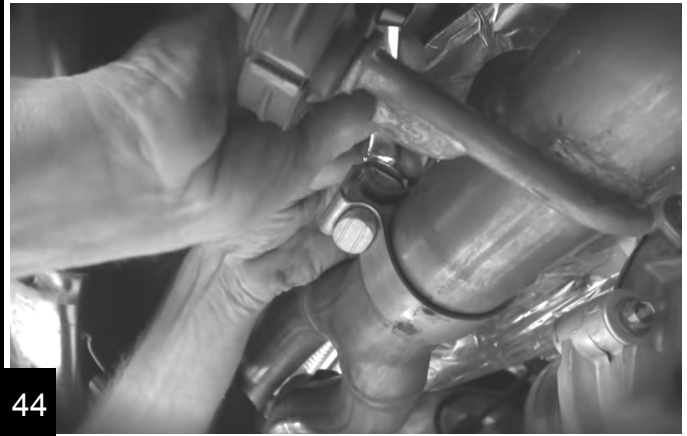
42

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



43

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



44

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

- * Front Uppers: 27 3/4"
- * Front Lower: 33 11/16"
- * Rear Uppers: 19 1/2"
- * Rear Lower: 35 1/8"

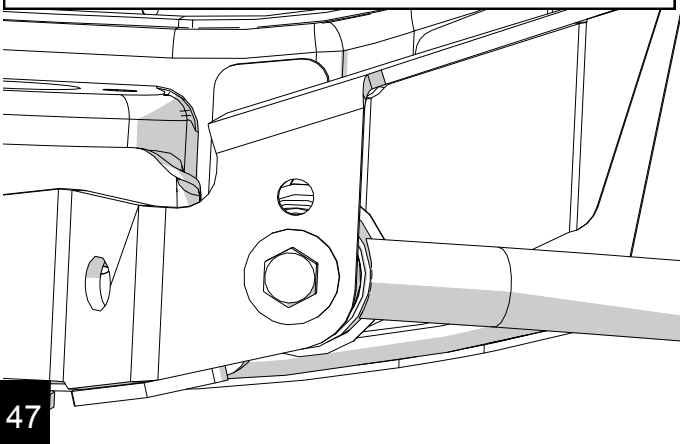
All lifts must have a four wheel alignment after installation. This is essential to have a great driving Jeep.

45

Install the new long arms with the adjustment end at the axles. The new hardware will be used in the new frame brackets. Original hardware will be used at the axles. Do not completely tighten any joint or bushing until the Jeep is on the ground. This is important for bushing life, flex and ride quality.

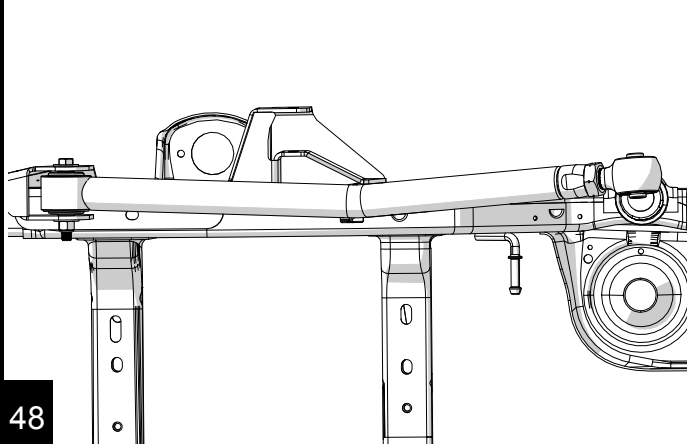
46

Position rear axle under Jeep. For most applications the rear upper arms will be mounted in the lower holes. Use the 9/16" x 3.5" bolt and washers.



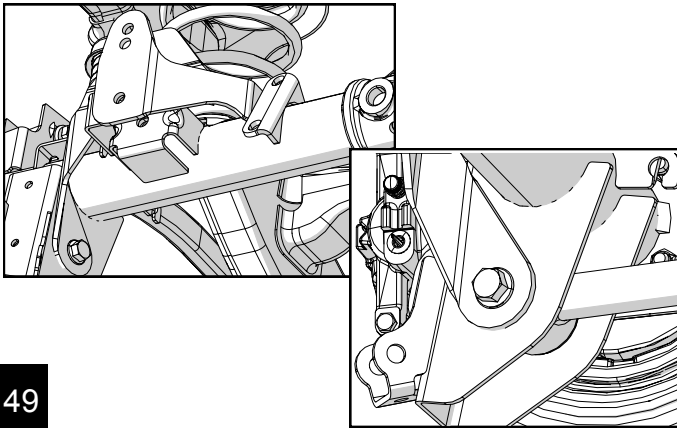
47

The rear lower arms are mounted with the bends up and in for maximum clearance. Use the 9/16" x 4.5" bolt and washers.



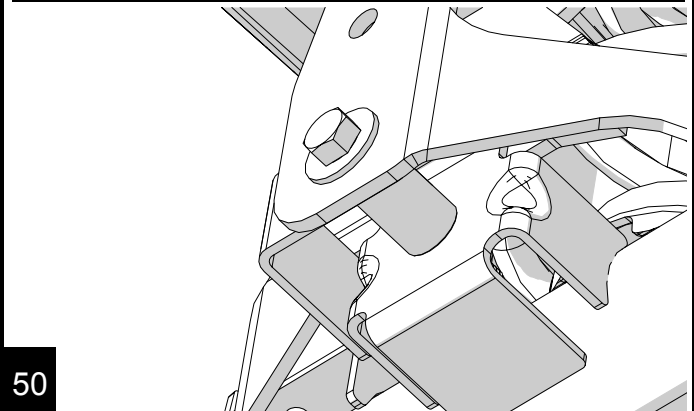
48

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



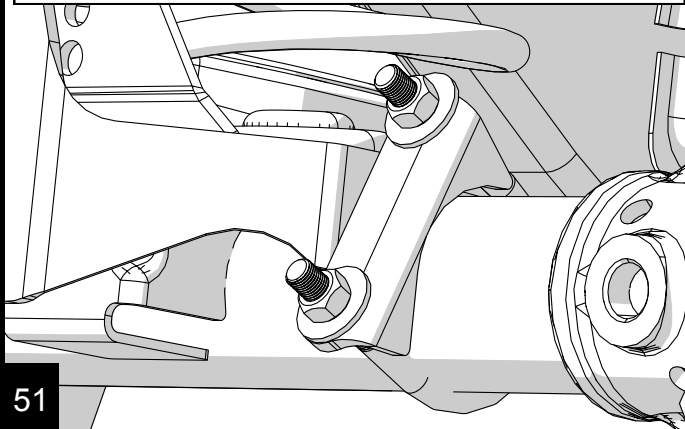
49

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



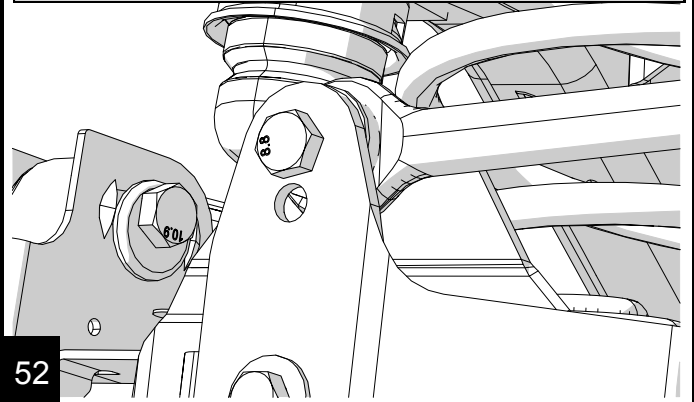
50

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



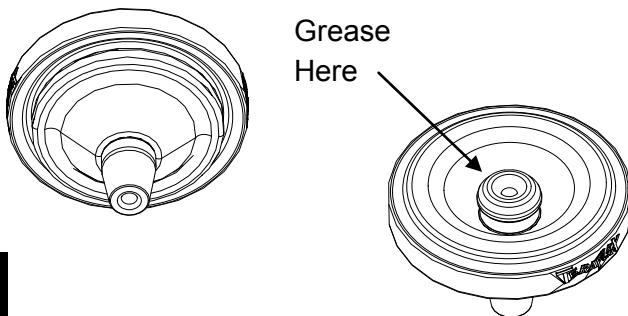
51

Install Rear Monster Trackbar using the upper hole in bracket and 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.



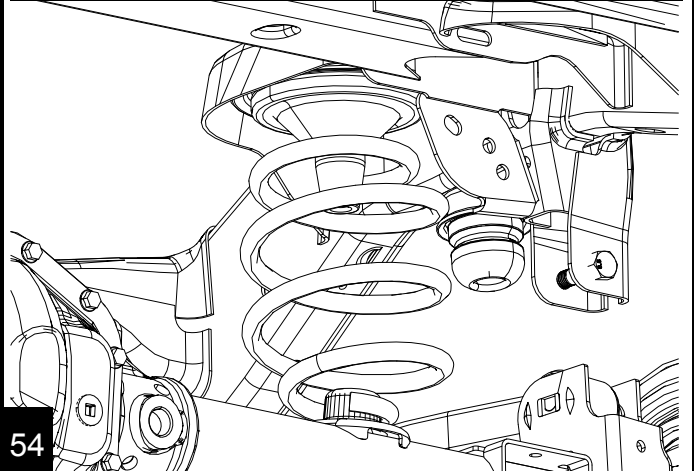
52

Remove the factory isolator from the upper spring perch and install onto the new spring spacer. To aid in installation, apply grease to the top of the new spacer. Press the isolator and spacer assembly into the upper spring perch. You can use a piece of wood as a spacer between spring spacer and the axle, then raise the axle to press the spacer in.



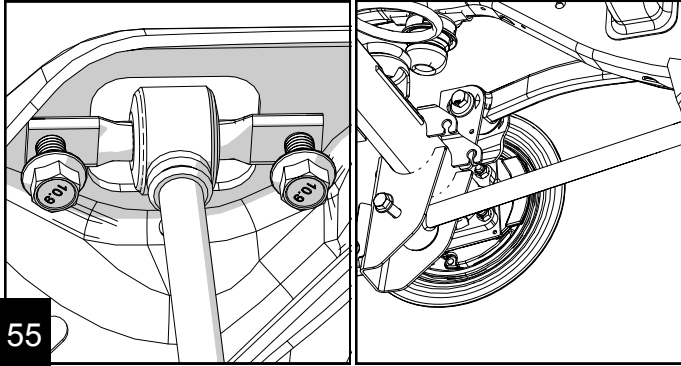
53

Install the spring. Raise the axle high enough to reinstall the shocks. Torque shock bolts to 56 ft-lbs (76 Nm).



54

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).

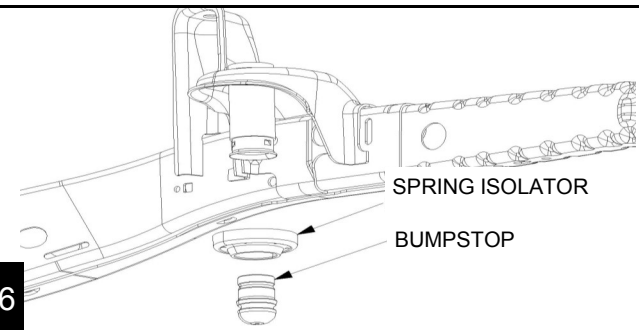


55

Position front axle under Jeep and install new upper and lower Alpine control arms.

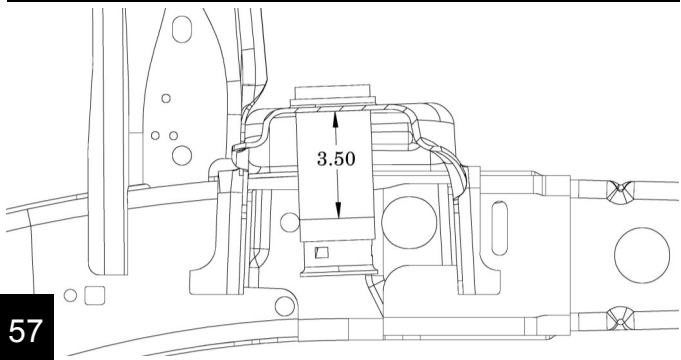
Install new Front Monster Trackbar

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



56

With the isolator removed, measure down from the bottom of the 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.

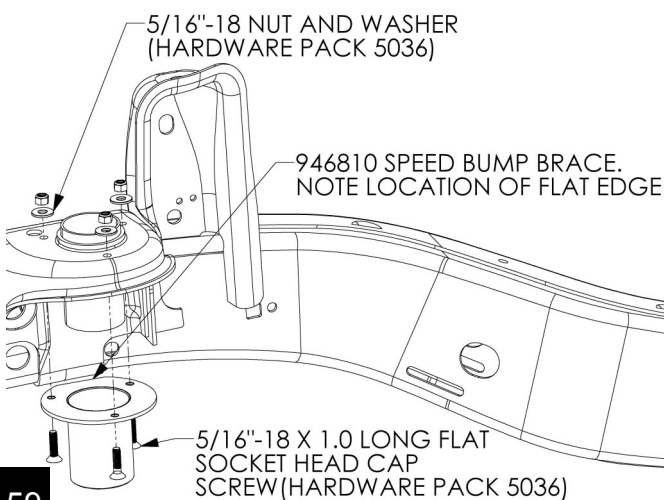


57

Position the SpeedBump support tube 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. Pilot drill a hole and final drill to 3/8".

Locate the jounce tube brace hardware bag (5036), and bolt the support tube into position with a single bolt. Using the support tube as a guide, pilot and finish drill the remaining two holes. Torque the socket head cap screws to 200 in-lbs. (22 N-m)

58



59

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

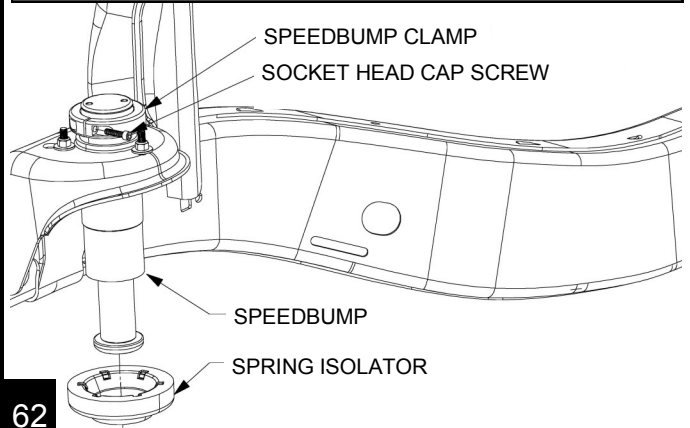
60

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



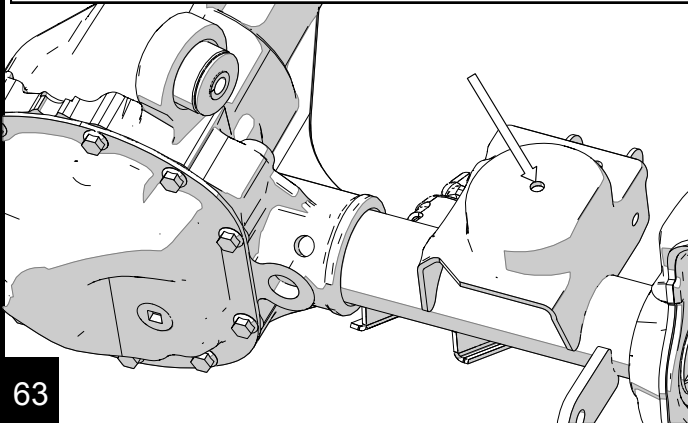
61

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.



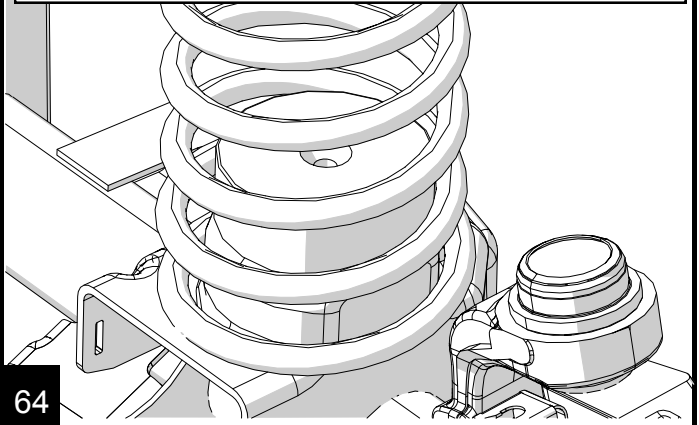
62

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



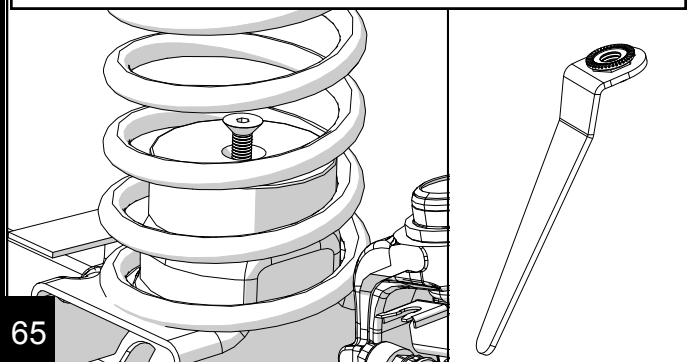
63

Front Springs
Install new front springs. Slip the 1.25" Speed-Bump Pad into the spring.



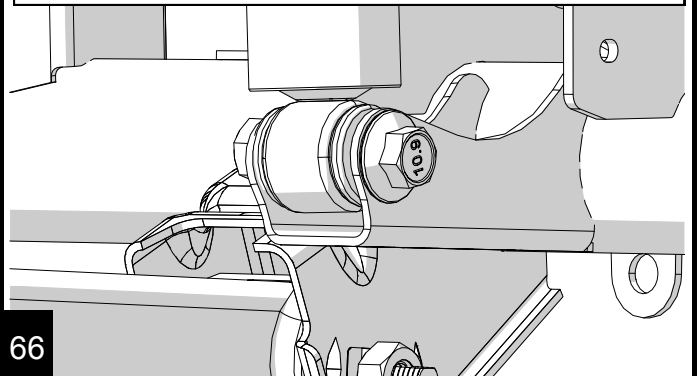
64

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.



65

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.



66

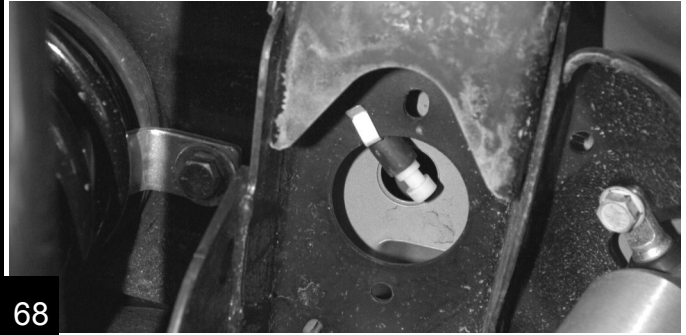
Reinstall drivelines and align the flange marks. At the transfer case; torque to 15 ft-lbs. Front axle flange; torque to 81 ft-lbs. Rear axle flange; torque to 15 ft-lbs.

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



67

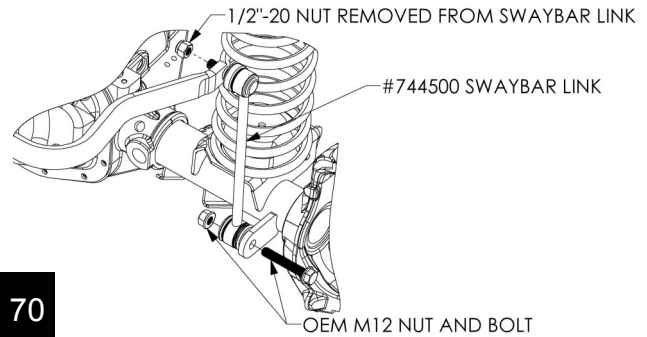
Re-install Breathers and Harnesses back on to axles, as well as locker system cables if applicable. Secure the axle breather tube to the cross member.



68

Re-install Park Brake Cable, Front and Rear Wheel Speed Sensors, and Drag Link at Passenger Side.

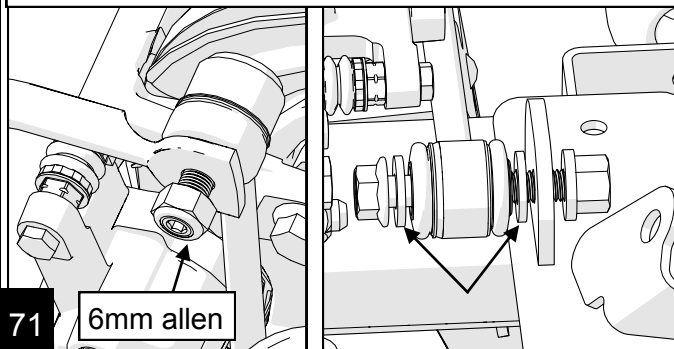
Install the new front upper swaybar link swivel stud on the outside of the swaybar arm using a 5mm Allen wrench and a 19mm wrench. The lower swaybar link eyelet mounts on the inside of the axle bracket. Use the factory lower swaybar bolts and torque to 75 ft-lbs. (102 Nm)



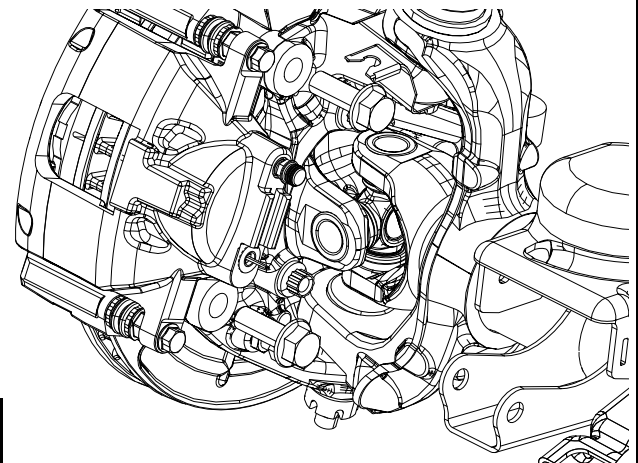
70

Install new rear swaybar link the swivel end of the link into the swaybar from the outside. Install the new lock nut using the 19mm end wrench and the 6mm allen wrench. Torque to 66 ft-lbs Using the 18mm install the factory hardware and two provided washers on the lower end of the link. Place the washers on either side of the bushing. Torque to 75 ft-lbs.

Re-install Front and Rear Brake Calipers.



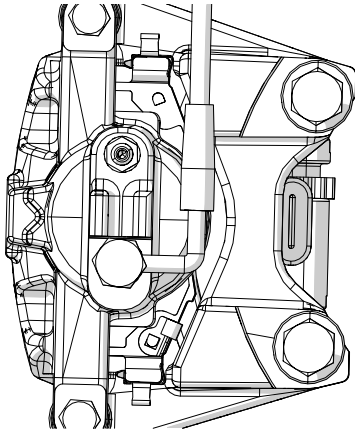
71



72

Front Brake Line Install

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



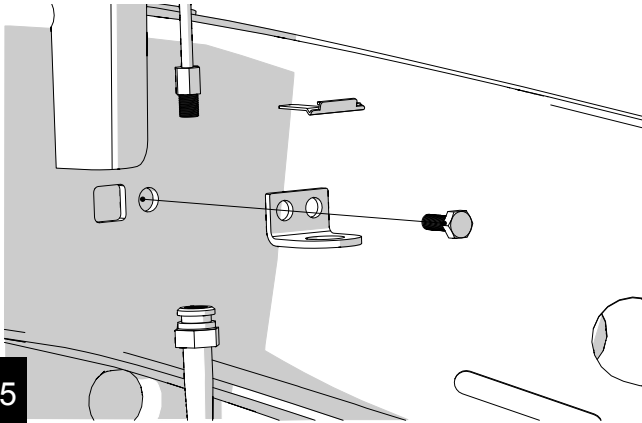
73

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



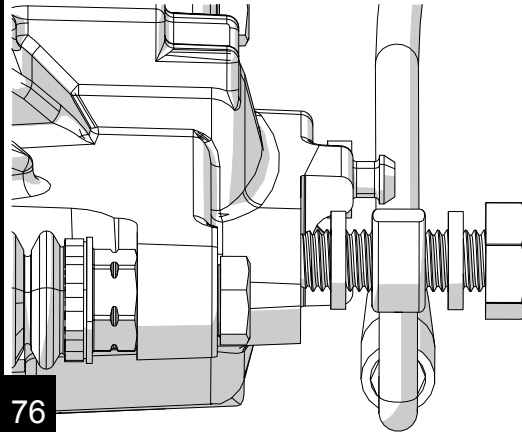
74

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.



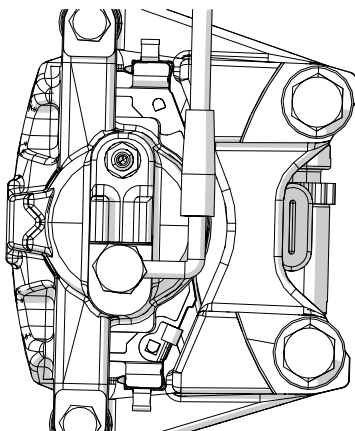
75

Place a new copper washer on the banjo bolt and insert through the end of the brake line. Place another copper washer between the fitting and the caliper.



76

Orient the line as shown on the caliper. Torque banjo bolt to 23 ft-lbs.



77

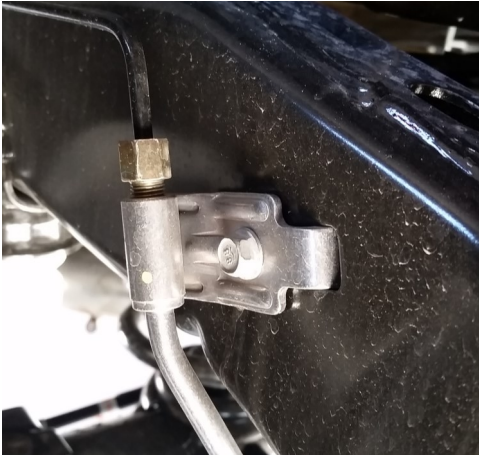
Rear Brake Line Install

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



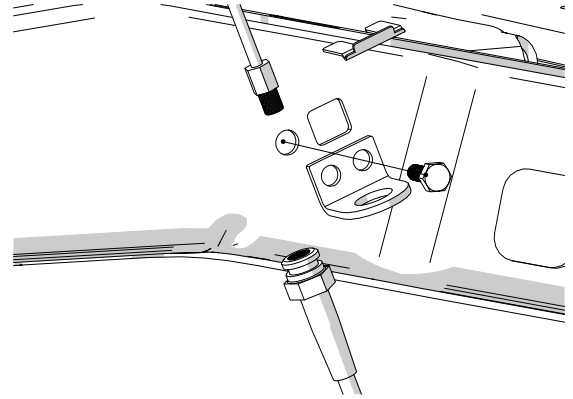
78

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



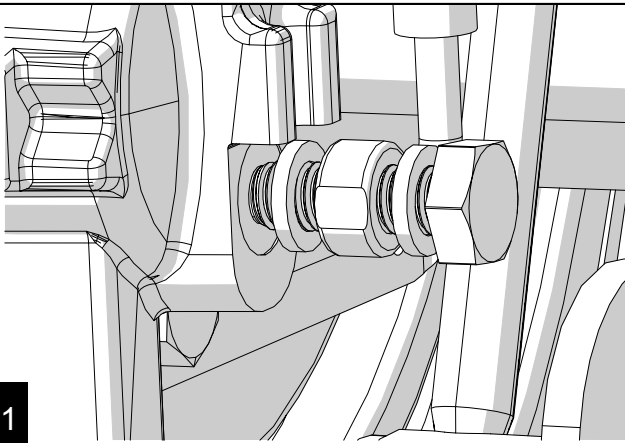
79

Install the new L bracket onto the frame with the original bolt. Insert the new line through the bracket. Hand tighten the hard line into the new line.



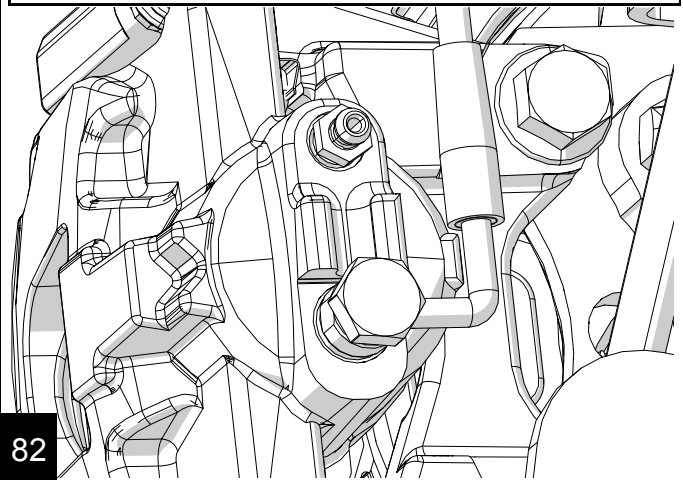
80

Place a new copper washer on the banjo bolt and insert through the end of the brake line. Place another copper washer between the fitting and the caliper.



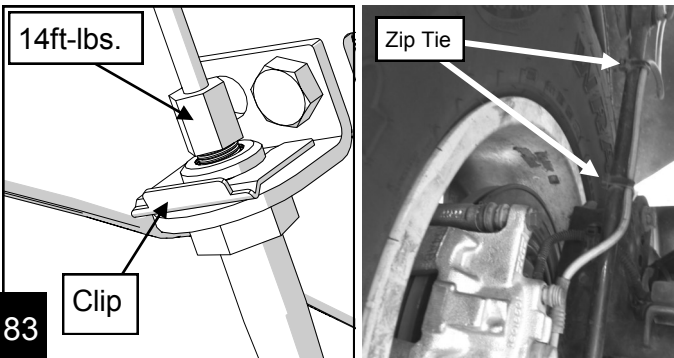
81

Orient the line as shown on the caliper. Torque banjo bolt to 23 ft-lbs.



82

Make sure the brake lines will not snag on any components as the suspension cycles. Tip: Zip tie the soft brake line to the rear swaybar link (away from the tire). Torque the hard line fitting to 14 ft-lbs install the retainer clip.



83

Bleed the brakes according to standard procedure. Starting with the rear right tire, the right to left, back to front.

84

Installation of Brake Line Anchor

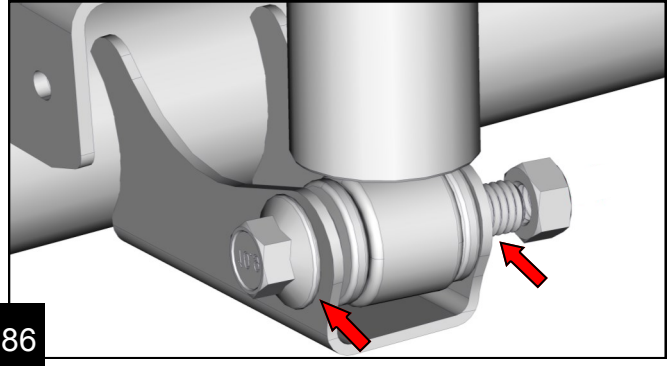
Use some cable ties to route the ABS and brake lines together so they are uniform and equal.

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.



85

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



86

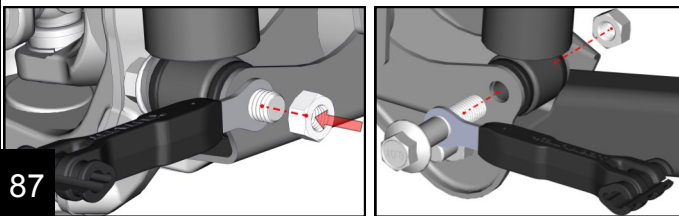
If there is plenty of length to your lines then mount the anchor on the inside, directly under the nut.
If your lines are stiff or length is an issue it might be better to install the anchor on the out side of the shock mount.

Notes: *Use a large screwdriver or pry bar under the shock to help install shock mount bolt.*
Do not tighten the shock mount bolt

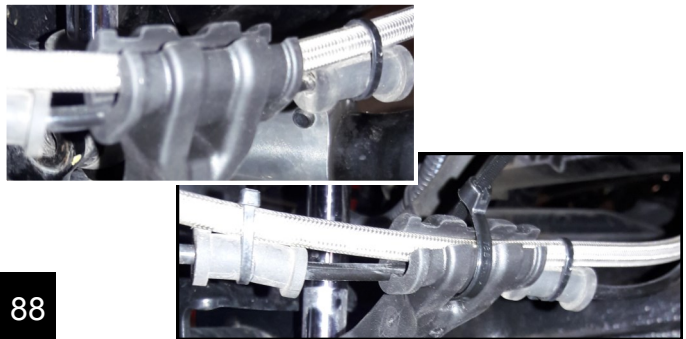
Once the anchor is installed then install the ABS line into the anchor followed by the brake line.

(see picture)

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



87



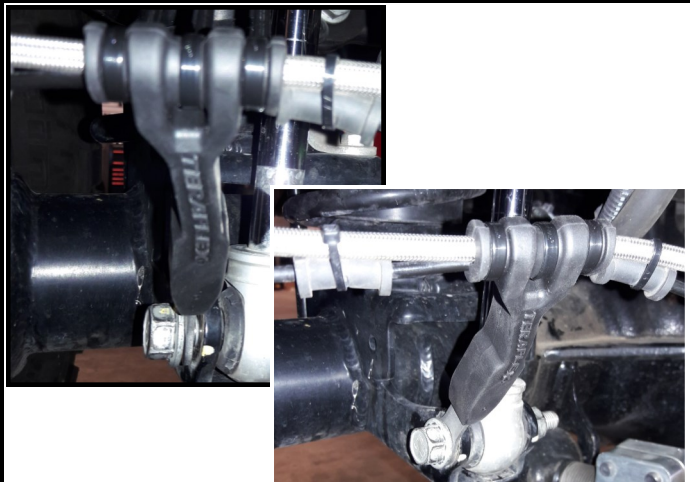
88

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.

Snug down the shock bolt.

89



90

Repeat steps 35 to 40 for the other side.

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.



91

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)

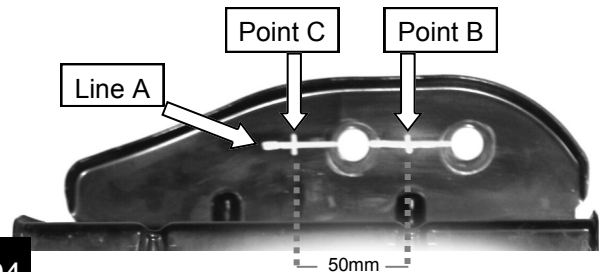
92

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.

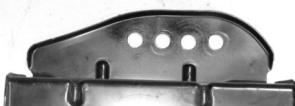
93

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.

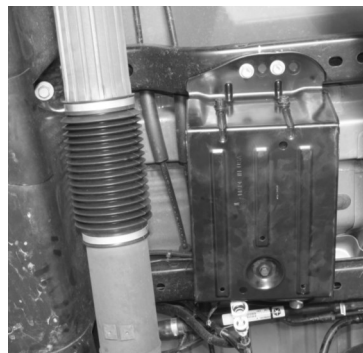


94

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.



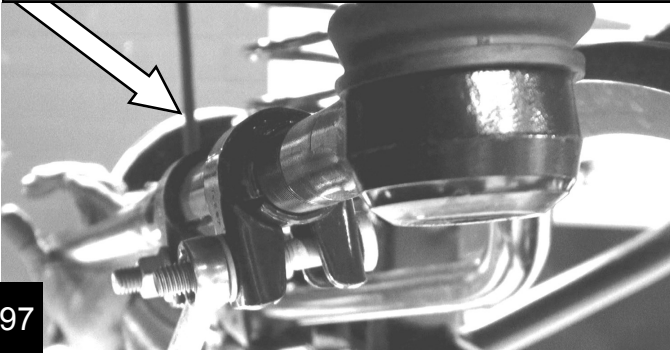
95

Reinstall the wheels and tires. Torque lug nuts to 85-125 ft-lbs (115-170 Nm) Lower the Jeep to the ground. With the Jeep on the ground, torque control arm, track bars, trackbar brackets and all other bolts that have not been tightened. This will ensure that the bushing load is in a neutral position throughout the Jeep.

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

96

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).



97

Perform a final check of the suspension components and bolts.

Important: Your Jeep will require a 4 wheel alignment to be road worthy.

After wheel alignment install the rear lower bumpstop pads.

98

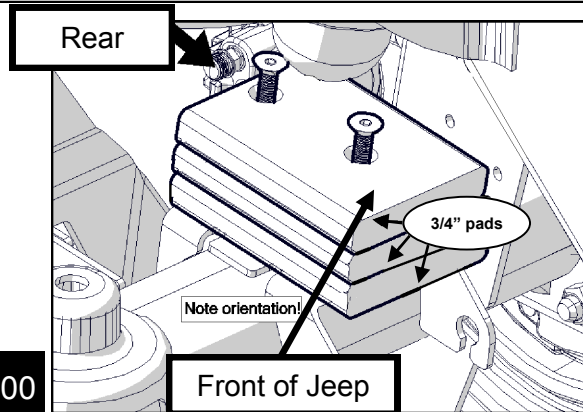
Now that the alignment is finished and control arms are adjusted the Lower Bumpstop Pads can be installed.

Jeeps with Monotube Falcon Shocks will be getting three 3/4" pads per side.

Jeeps with Piggyback Falcon Shocks will be getting four 3/4" pads per side.

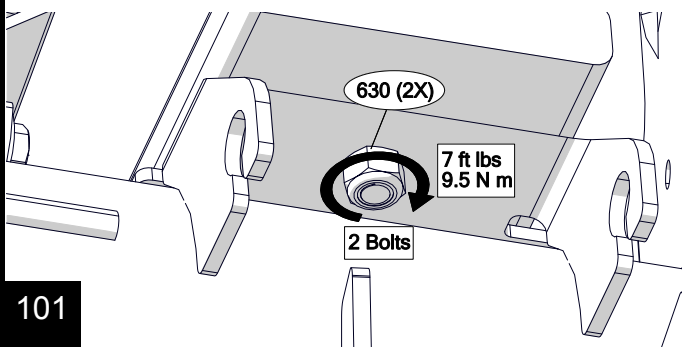
99

Locate the rear lower bumpstop pad (954600) and position pad with the extended end facing the front of the Jeep, as shown.



100

Each pad will receive two 179 bolts and two 630 Nylock nuts. Finish up the installation by torquing each of the 4 fasteners to 7 ft-lbs (9.5 Nm).



101

Install is now Complete

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

102

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PRODUCT INFORMATION

MAINTENANCE INFORMATION:

It is the buyer's responsibility to have all suspension, drivetrain, steering, and other components checked for proper tightness and torque after the first 100 miles and every 3000 miles after that.

NOTICE TO INSTALLER:

The enclosed "Warning to Driver" sticker must be installed in the vehicle in driver's view. This sticker is to act as a constant safety reminder when operating the vehicle. It is your responsibility as the equipment installer to install the provided sticker and to forward the product instructions to the vehicle's owner for review. If a "Warning to Driver" sticker or product installation guide were not included in the kit, FREE replacement stickers and instructions are available by request. It is the installer's duty to ensure a safe and controllable vehicle after the modifications have been performed.

WARNING:

Neither the seller nor the manufacturer will be liable for any loss, damage, or injury directly or indirectly arising from the use of or inability to determine the use of these products. Before using, the user shall determine the suitability of the products for its intended use, and the user shall assume all responsibility and risk in connection therewith.

WARNING TO DRIVER:

This vehicle has been modified to enhance off road performance and has unique handling characteristics. Use in harsh environments can cause extreme stress on the components. Vehicle should be inspected after being off road to make sure that all the components are in working order and safe to travel on the highway. All fasteners should be checked so that they are at the correct torque specifications as the vibration and stresses from off roading may cause critical fasteners to work loose. Extra care should be taken to inspect the critical components, steering, and brake systems. During each oil change components such as arms, tie rod ends, etc should be greased and checked for excessive wear. Any worn components should be replaced. When returning to the pavement always set or restore tire air pressure to the factory recommendation and connect or engage any disabled sway bar mechanisms. Because of the higher center of gravity and larger tires, this vehicle handles and reacts differently than many passenger cars, both on and off road. You must drive it safely! Extreme care should be taken to prevent vehicle rollover or loss of control, which can result in serious injury or death. Avoid sudden sharp turns or abrupt maneuvers. Generally, braking performance and capabilities are decreased when significantly larger/heavier tires are used, especially when used in combination with transfer case low-range reduction kits. Take this into consideration while driving. Do not add, alter or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the TeraFlex product purchased. Mixing component brand is not recommended. TeraFlex Inc. will not be responsible for any altered product or any improper installation or use of our products. We will be happy to answer any questions concerning the design, function, and correct use of our products. It is ultimately the buyer's responsibility to have all bolts/nuts checked for tightness after the first 100 miles and then every 3000 miles. Wheel alignment, steering system, suspension and drive line systems must be inspected by a qualified professional mechanic at least every 3000 miles.

TERAFLEX PRODUCT WARRANTY:

TeraFlex Inc. warrants TeraFlex Suspension products to the original retail purchaser to be free of defects in material and workmanship for as long as the original purchaser owns the vehicle on which products were originally installed.

Failure to complete regular maintenance (grease every 3000 miles) on TeraFlex FlexArms will void this warranty. All other conditions of the standard TeraFlex product warranty apply.

All TeraLow products are covered by the TeraFlex two (2) year warranty to be free of defects in material and workmanship for two years from date purchased.

TeraFlex axles are covered by a 12-month warranty to be free of defects in materials and workmanship.

This warranty does not cover or include product finish, improperly installed or applied products, improperly maintained products, products or components used for racing or competition or damage due to abuse or neglect, products that fail due to the use of larger tire and wheel combinations.

All returns must be accompanied by an original invoice. It is the customer's responsibility to remove the product from the vehicle. Shipping charges are the responsibility of the customer. TeraFlex Inc. will pay the return freight if the product meets the terms of warranty.

This warranty is for the replacement or repair of defective TeraFlex products only and does not include freight charges, labor charges for removal of or installation of TeraFlex or related products or components, costs incurred due to down time of the vehicle, or lost profits due to vehicle down time.

A returned goods authorization number (RGA#) must accompany any returned products. For more information please contact a TeraFlex customer service representative.

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