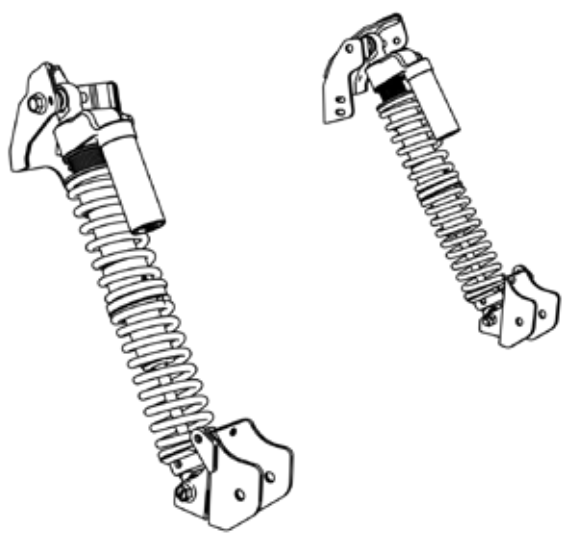




JL Rear Coilover Bracket Kit

www.TERAFLEX.com

- # 1357200
- # 1357400
- # 1357600



Important Notes:

Before starting the installation, read the instructions thoroughly to familiarize yourself with the required steps. Evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

This product will change the highway handling characteristics of your vehicle, exercise caution. **After altering the suspension it is always advisable to have an alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.**

Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local TeraFlex dealer for assistance.

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

-
- | | |
|--|--|
| Tools Needed: | - Torque Wrench |
| - Metric Sockets and Open End Wrenches | - Factory Service Manual |
| - General Mechanics Tools | - Drill bits: 1/2, 11/16, 3/4, 7/8 |
| - Air Hammer or Ball Joint Separator | - Rotary Tool |
| - Brake Line Hose Clamps | - Plasma Torch or Body Saw/Cut-off Wheel |
-

Maintenance Note:

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

ATTENTION

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

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

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

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

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

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

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

Axle/Tire Width Build Plan

Inside Tire to Inside Tire Width Must be ≥ 58.5 "

1 = Axle WMS - WMS

2 = Wheel Offset*

3 = Tire Width

4 = Wheel Spacer Thickness

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

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

Examples

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

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

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

Your Axle/Tire Build Plan

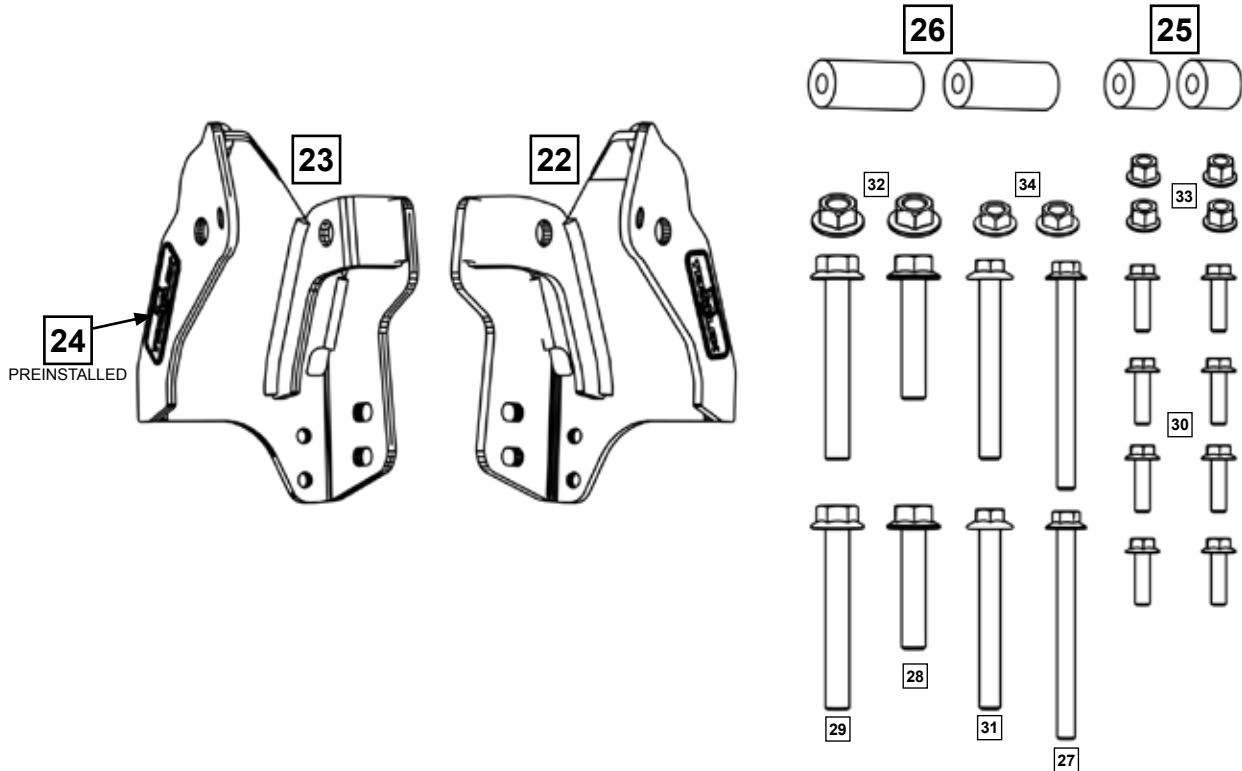
$$\underline{\quad \quad \quad} - \underline{\quad \quad \quad} - \underline{\quad \quad \quad} - \underline{\quad \quad \quad} + \underline{\quad \quad \quad} + \underline{\quad \quad \quad} = \underline{58.5"} \text{ or greater}$$

Axle WMS-WMS
Wheel Offset
Wheel Offset
Tire Width
Wheel Spacer Thickness
Wheel Spacer Thickness

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

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

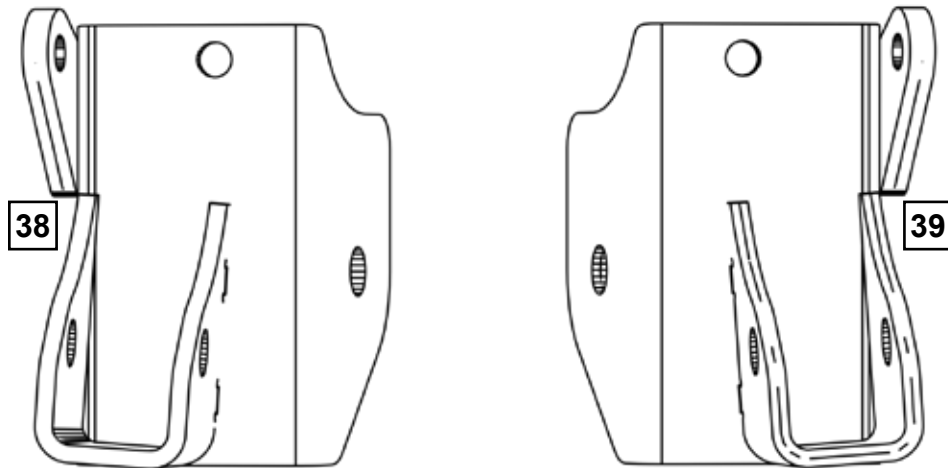
1357200 JL COILOVER REAR FRAME BRACKET KIT



Number	Part #	Name	Qty
22	15-03-001-032	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Rear Upper Shock Mount Welded Assembly Driver	1
23	15-03-001-033	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Rear Upper Shock Mount Welded Assembly Pasngr	1
24	36-01-001-000	Accessory (S), Badge, Teraflex / Shield Logo, 3.21" Long / 1.00" Tall / Aluminum / Flat	2
25	55-50-125-114-2-2	Spacer (T), .50" ID, 1.25" OD, 1.14" Length, Steel, Black	2
26	55-50-125-279-2-2	Spacer (T), .50" ID, 1.25" OD, 2.79" Length, Steel, Black	2
	5228	Hardware Pack for JL Coil, Rear Bracketry	1
27	45-02-009-001	Hardware (S), Hex Flange Bolt, M12 x 1.5 x 140mm, Class 10.9 / ZnAl / Silver	2
28	45-02-009-003	Hardware (S), Hex Flange Bolt, M16 x 2.0 x 80mm, Class 10.9 / ZnAl / Silver	2
29	45-02-009-005	Hardware (S), Hex Flange Bolt, M16 x 2.0 x 120mm, Class 10.9 / ZnAl / Silver	2
30	45-02-009-006	Hardware (S), Hex Flange Bolt, M10 x 1.5 x 35mm, Class 10.9 / ZnAl / Silver	8
31	45-02-009-007	Hardware (S), Hex Flange Bolt, M14 x 2.0 x 120mm, Class 10.9 / ZnAl / Silver	2
32	45-08-004-003	Hardware (S), Flange Top Lock Nut, Alloy Steel / PS11036-S, M16 x 2.0	2
33	45-14-009-002	Hardware (S), Flange Hex Nut, M10 x 1.5, Class 10.9 / ZnAl / Silver	4
34	45-08-004-001	Hardware (S), Flange Top Lock Nut, Alloy Steel / PS11036-S, M14 x 2.0	2

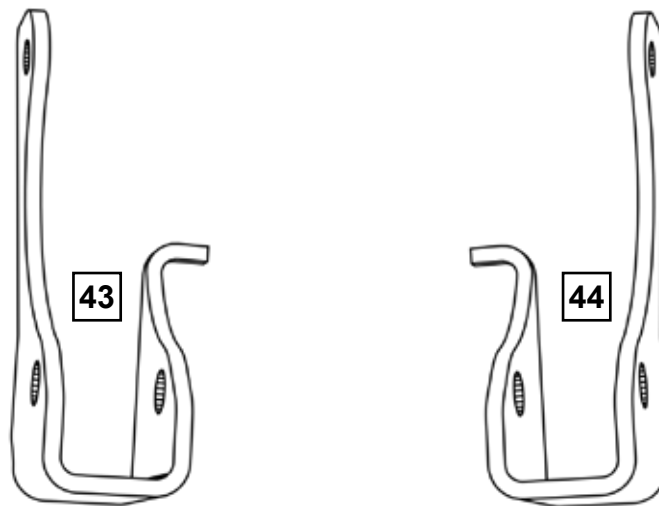
ONLY ONE SET OF REAR AXLE BRACKETS ARE INCLUDED, DEPENDING ON WHAT YOU ORDERED. DOUBLE CHECK THE BRACKETS YOU ORDERED MATCH YOUR AXLE BEFORE YOU BEGIN THE INSTALLATION PROCESS.

1357400 JL COILOVER REAR RUBICON DANA 44 BRACKET KIT



Number	Part #	Name	Qty.
38	15-03-001-040	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Rear Lower Bracket Welded Assembly Driver	1
39	15-03-001-041	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Rear Lower Bracket Welded Assembly Passenger	1

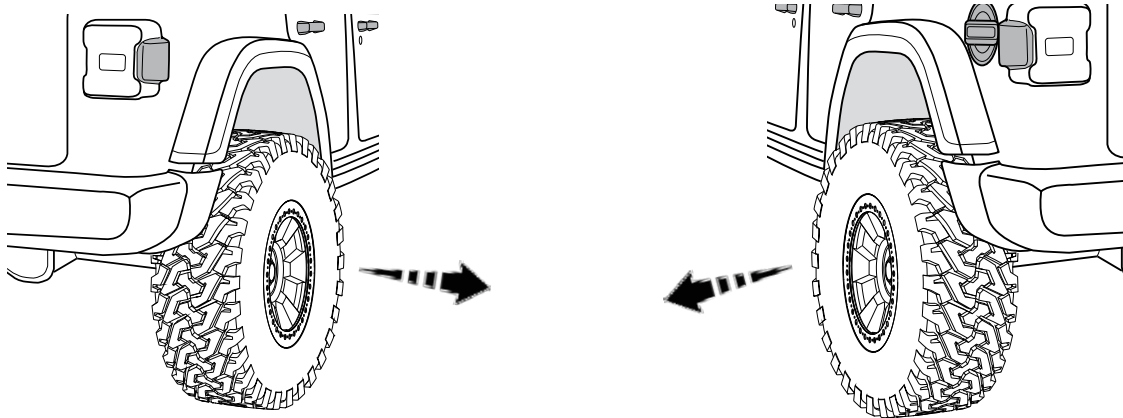
1357600 JL COILOVER REAR TERA 60 AXLE BRACKET KIT



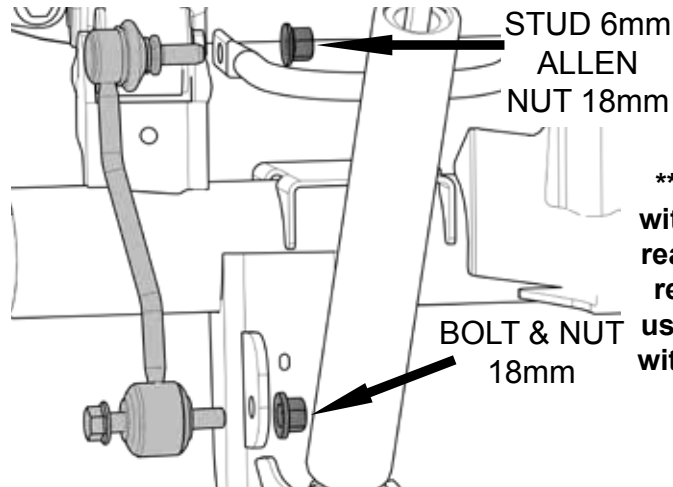
Number	Part #	Name	Qty.
43	15-03-001-046	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Rear Axle 60 Shock Bracket - Driver	1
44	15-03-001-047	Bracket (S), Shock Mount, Jeep JL Wrangler, Coil Over Rear Axle 60 Shock Bracket - Passenger	1

REAR DISASSEMBLY

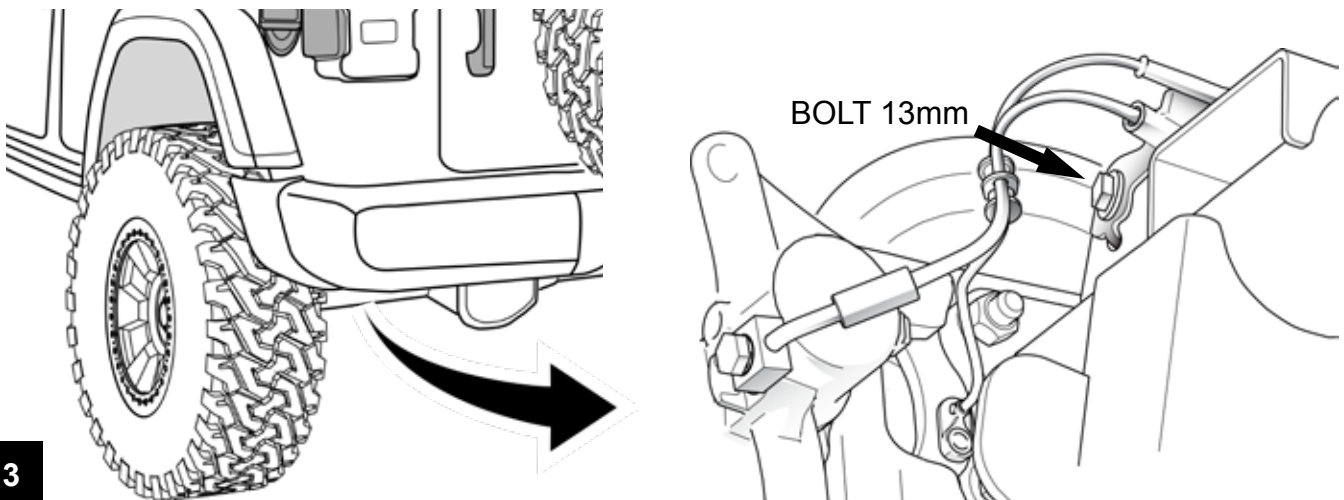
REMOVE REAR TIRES



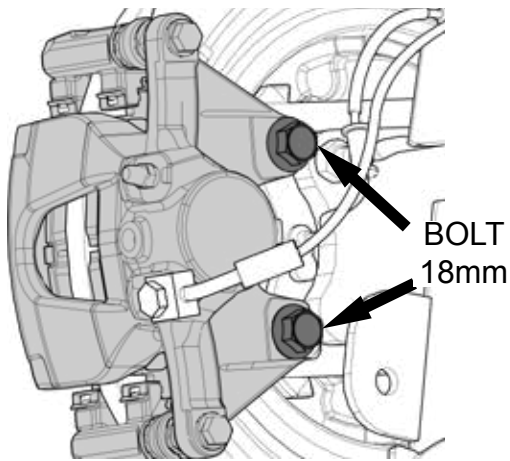
REMOVE AND DISCARD REAR SWAY BAR LINKS



REMOVE BRAKE LINE BRACKETS FROM BOTH SIDES OF THE AXLE



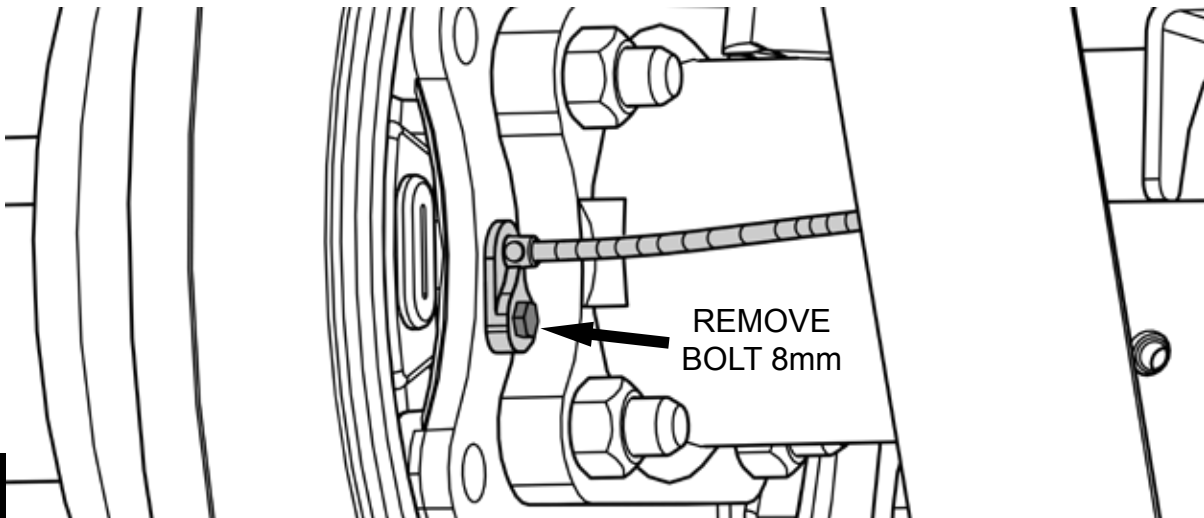
REMOVE THE REAR CALIPERS FROM THE AXLE



DO NOT HANG THE CALIPERS BY THE BRAKE LINES

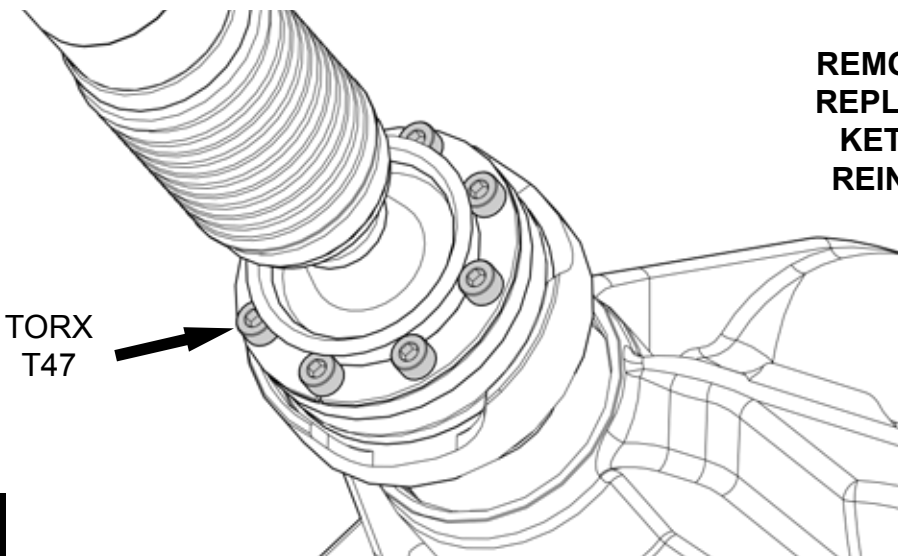
4

DISCONNECT THE ABS SENSOR FROM THE AXLE



5

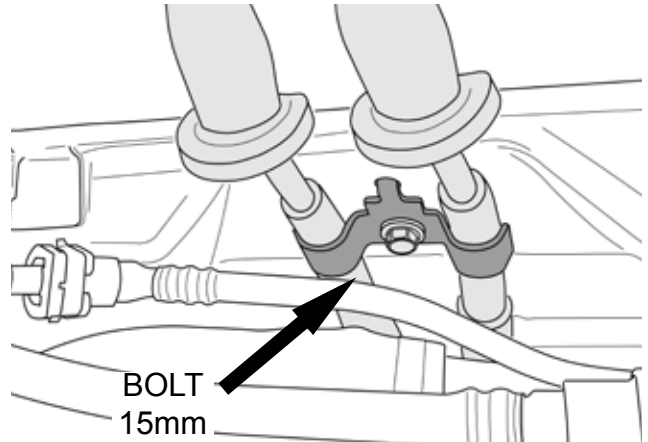
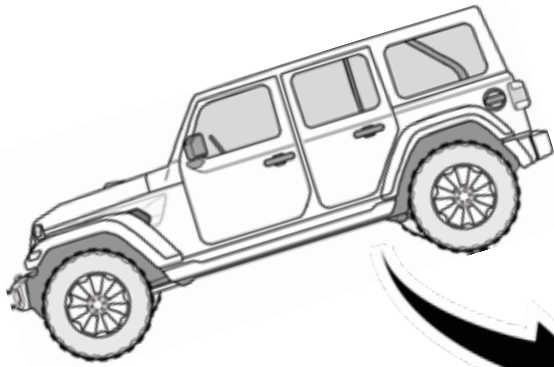
REMOVE THE REAR DRIVE SHAFT



**REMOVE THE DRIVE SHAFT.
REPLACE WITH AFTERMARKET DRIVE SHAFT WHEN
REINSTALLING THE AXLE.**

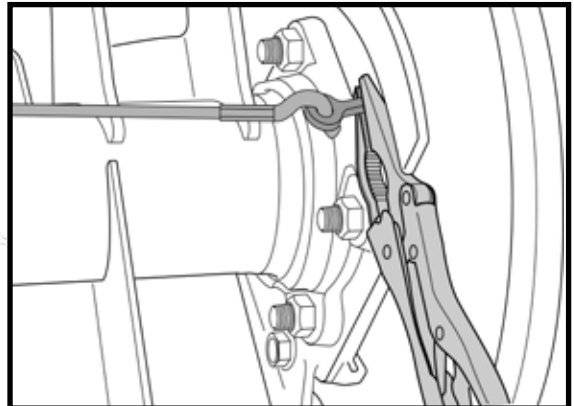
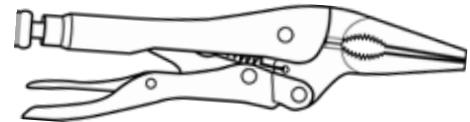
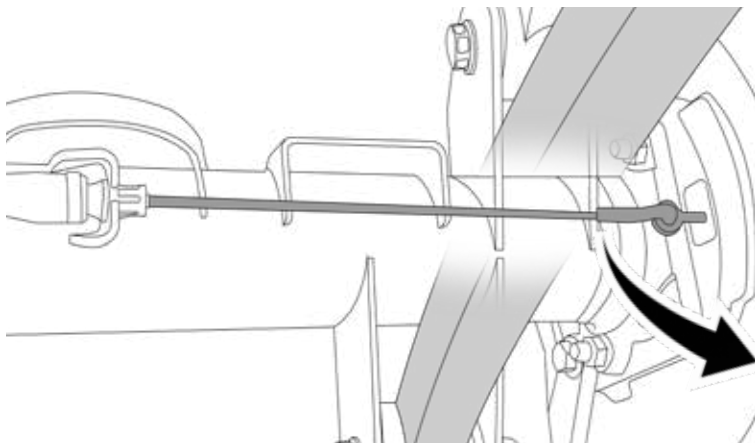
6

REMOVE E-BRAKE CABLE BRACKET AND DISCARD



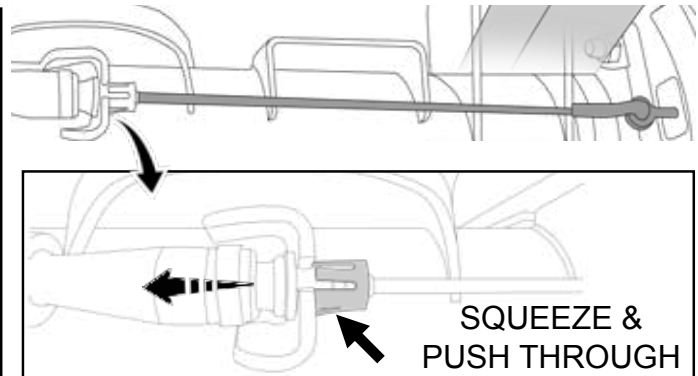
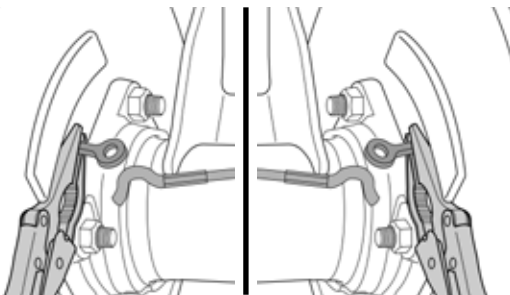
7

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



8

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

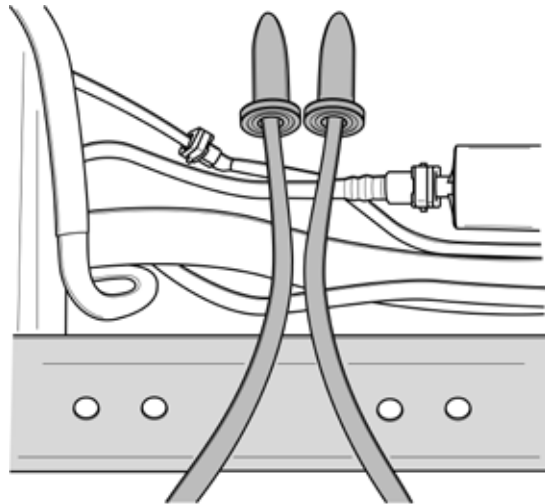


9

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

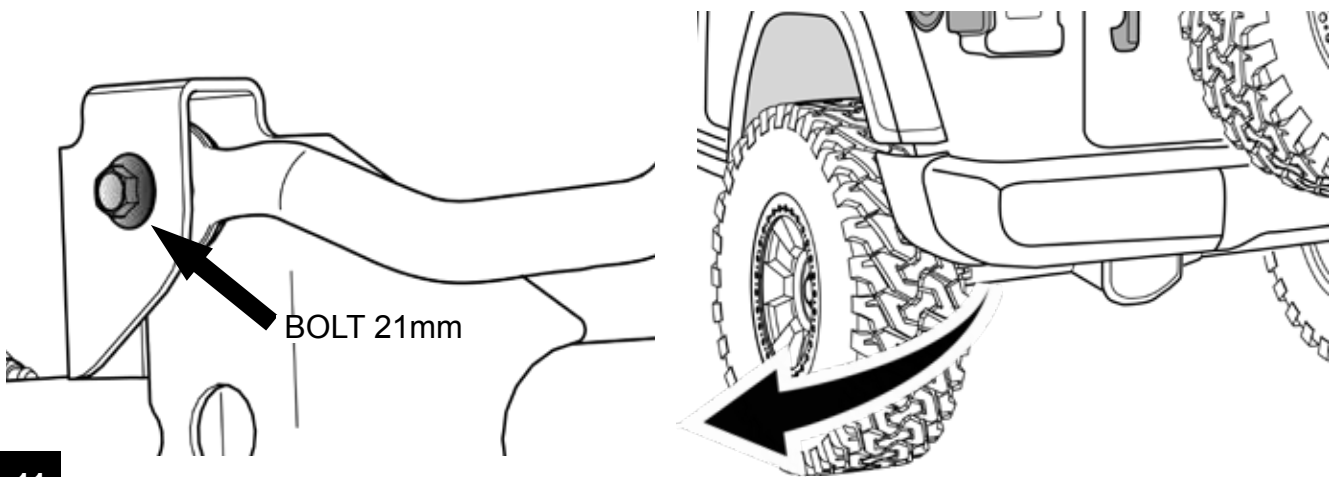
SQUEEZE & PUSH THROUGH

ROUTE E-BRAKE CABLES UNDER CROSS MEMBER AND FUEL LINES.



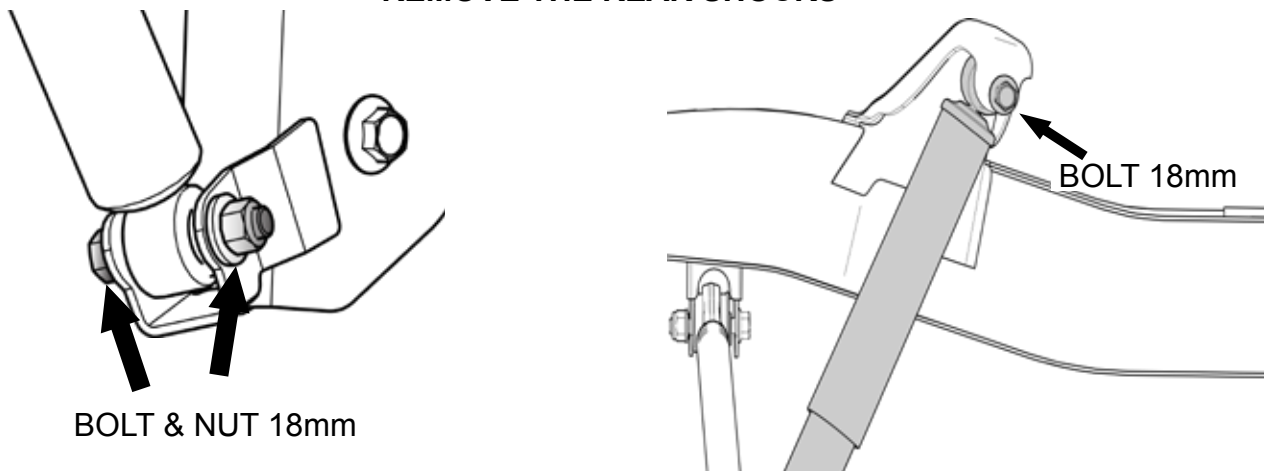
10

REMOVE THE TRACK BAR FROM THE AXLE



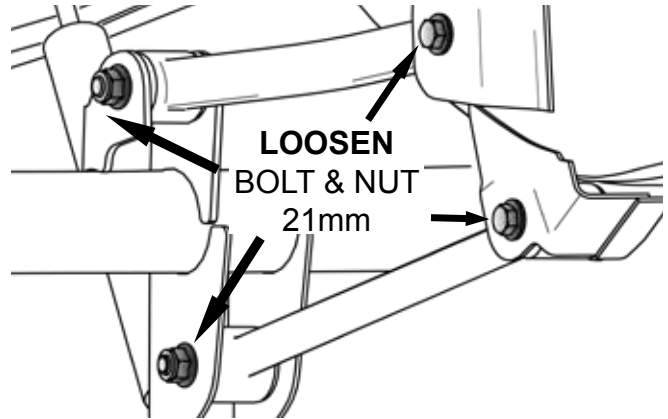
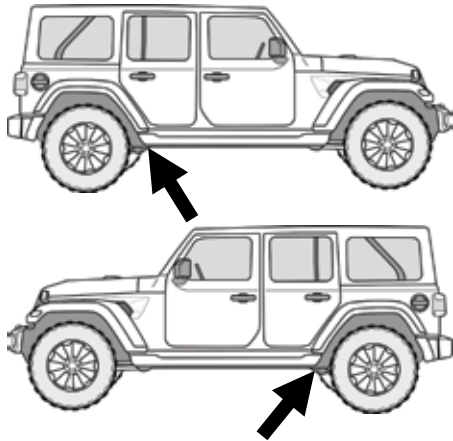
11

REMOVE THE REAR SHOCKS



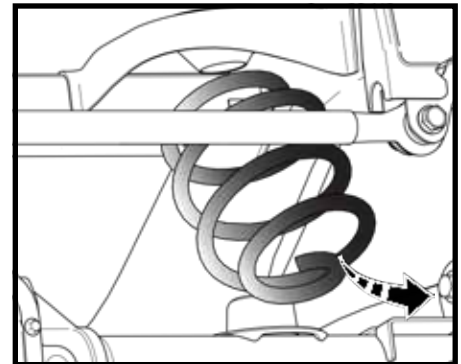
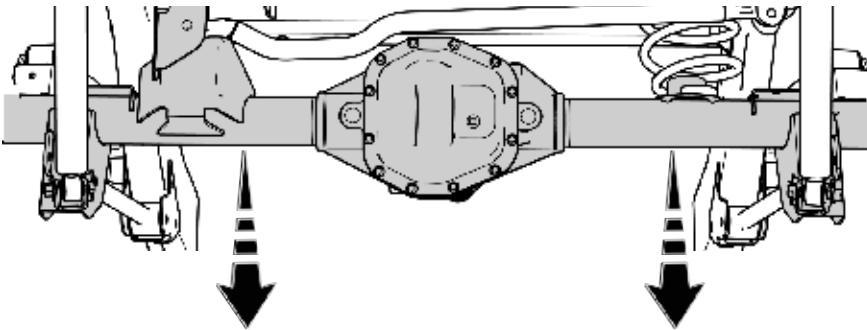
12

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



13

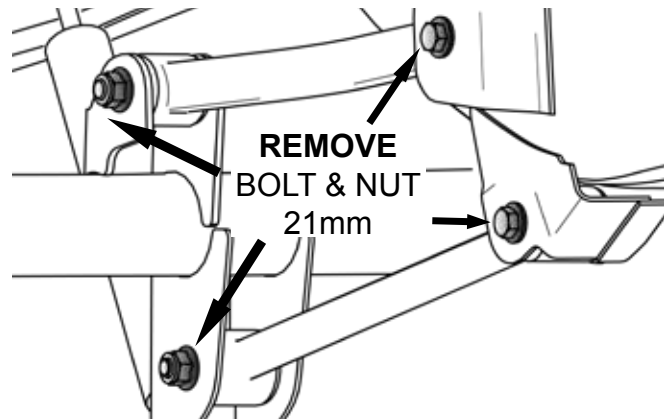
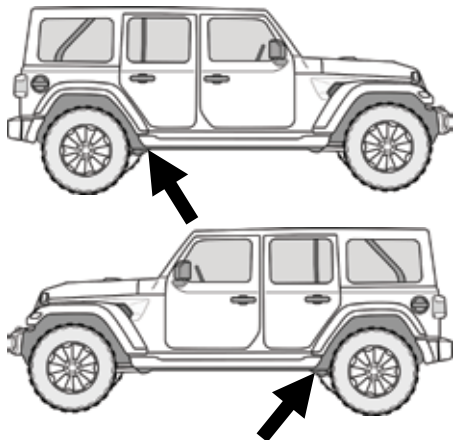
LOWER AXLE TO REMOVE REAR SPRINGS



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

14

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



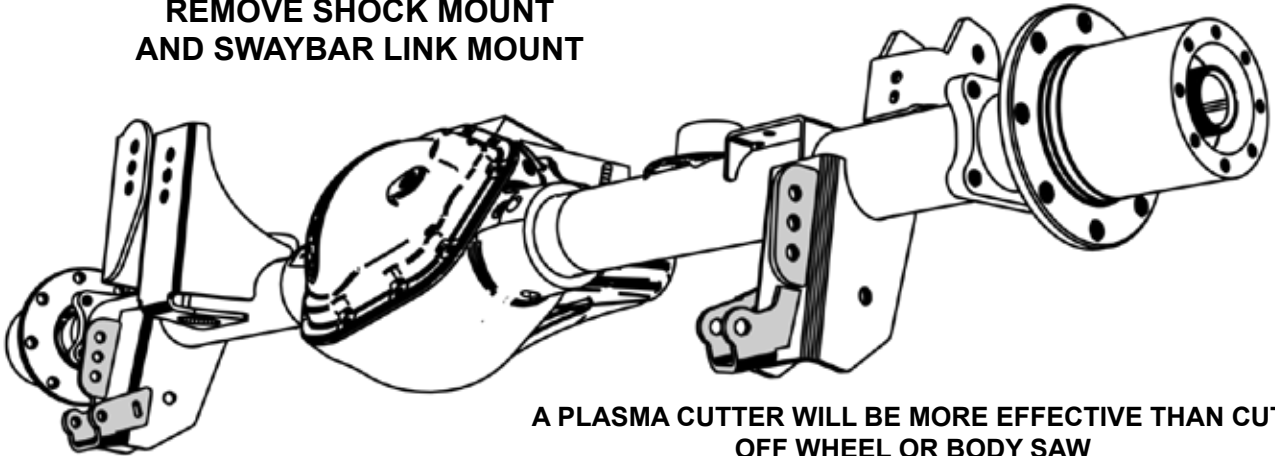
15

REMOVE AND LOWER THE AXLE OUT OF THE WAY

REAR TERA 60 AXLE BRACKET INSTALL

CUT OFF SWAY BAR TAB AND SHOCK MOUNTS AND GRIND DOWN UNTIL SMOOTH AGAINST LOWER CONTROL ARM BRACKET

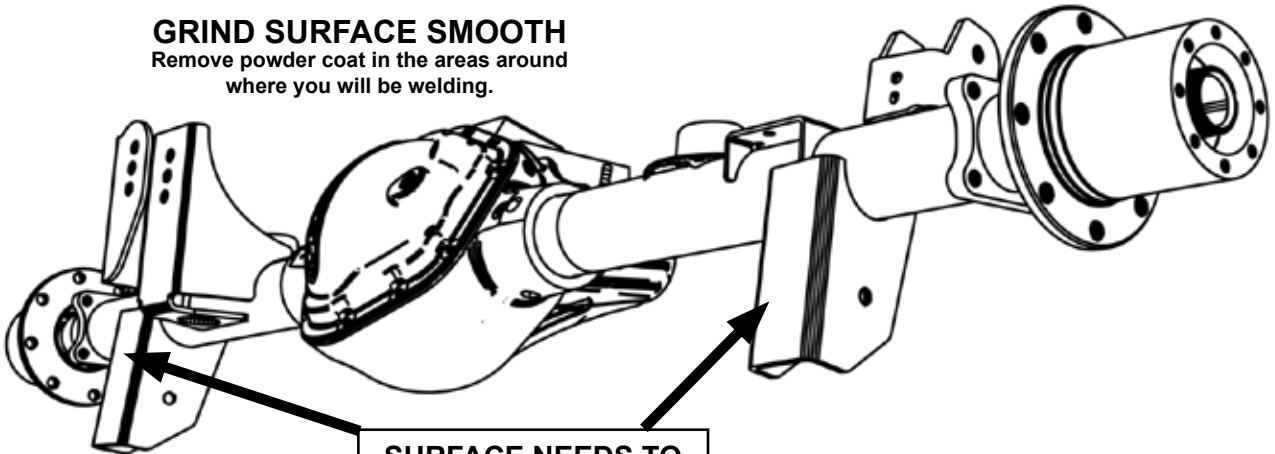
REMOVE SHOCK MOUNT AND SWAYBAR LINK MOUNT



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

GRIND SURFACE SMOOTH

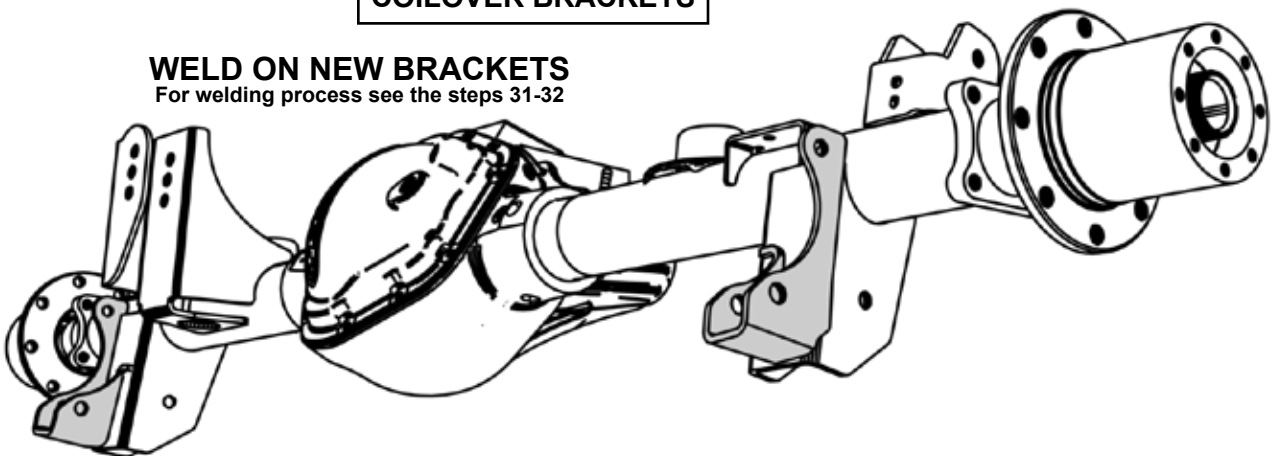
Remove powder coat in the areas around where you will be welding.



SURFACE NEEDS TO BE SMOOTH FOR NEW COILOVER BRACKETS

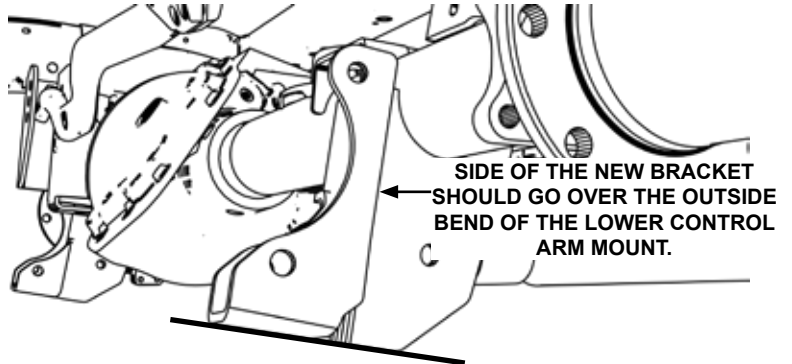
WELD ON NEW BRACKETS

For welding process see the steps 31-32

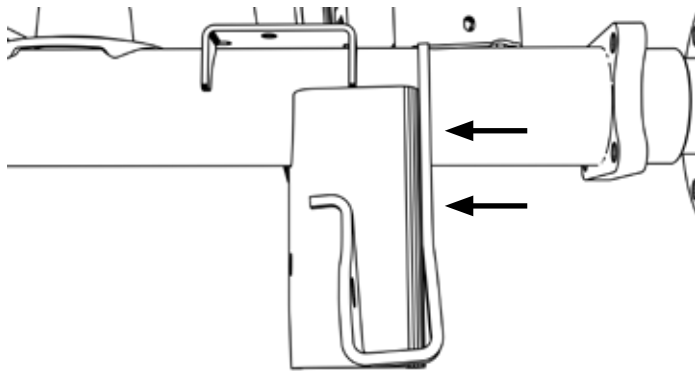


REAR TERA 60 AXLE BRACKET ALIGNMENT

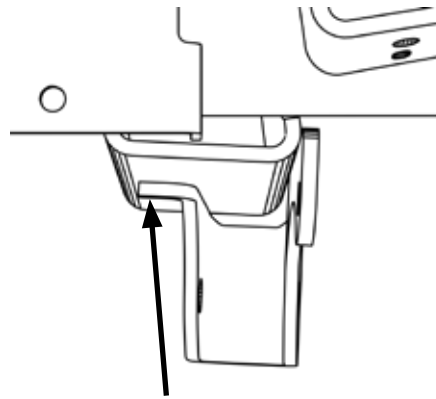
THE BOTTOM OF THE NEW SHOCK MOUNT SHOULD BE FLUSH WITH THE BOTTOM OF THE LOWER CONTROL ARM MOUNT.



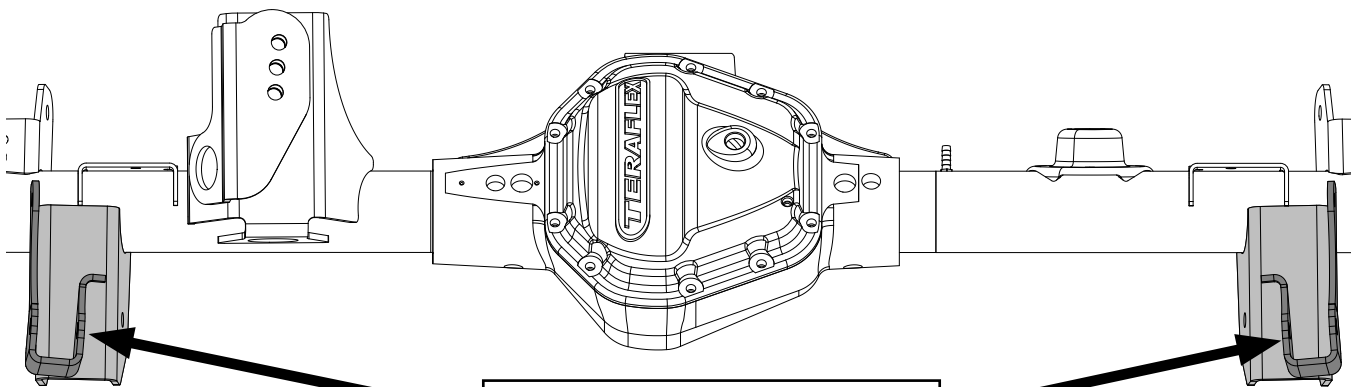
SIDE OF THE NEW BRACKET SHOULD GO OVER THE OUTSIDE BEND OF THE LOWER CONTROL ARM MOUNT.



PRESS THE SIDE OF THE OF THE NEW SHOCK MOUNT FIRMLY AGAINST THE OUTSIDE OF THE LOWER CONTROL ARM BRACKET.



PRESS THE TAB FIRMLY AGAINST THE FACE OF THE LOWER CONTROL ARM BRACKET.

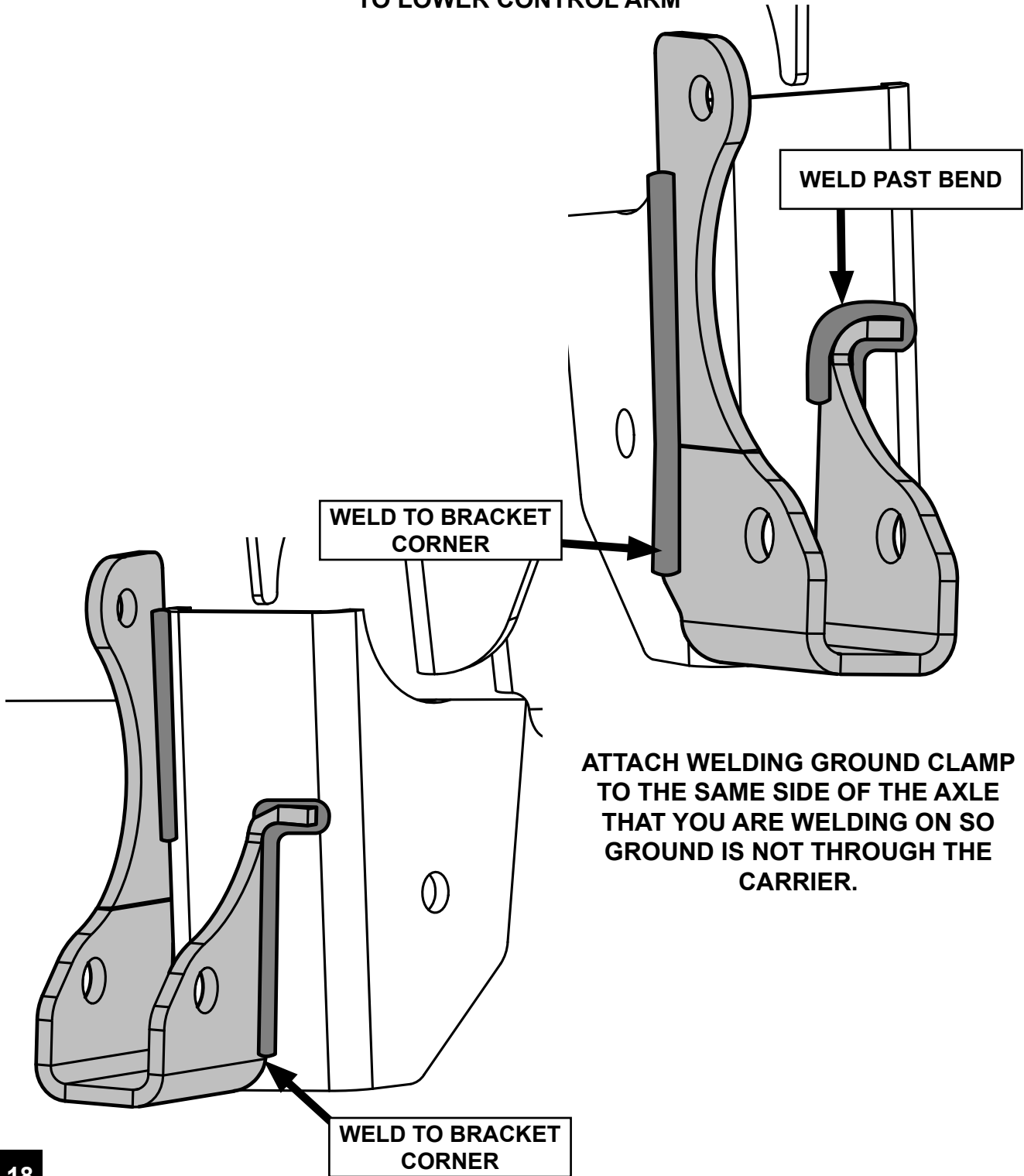


BRACKETS DIRECTED AWAY FROM AXLE HOUSING

ONCE BRACKET IS POSITIONED, TACK WELD IN AT LEAST 4 PLACES, AS EQUIDISTANTLY SPACED AS POSSIBLE.

REAR TERA 60 AXLE BRACKET WELDING

TACK AND DOUBLE CHECK FITMENT BEFORE WELDING BRACKET TO LOWER CONTROL ARM

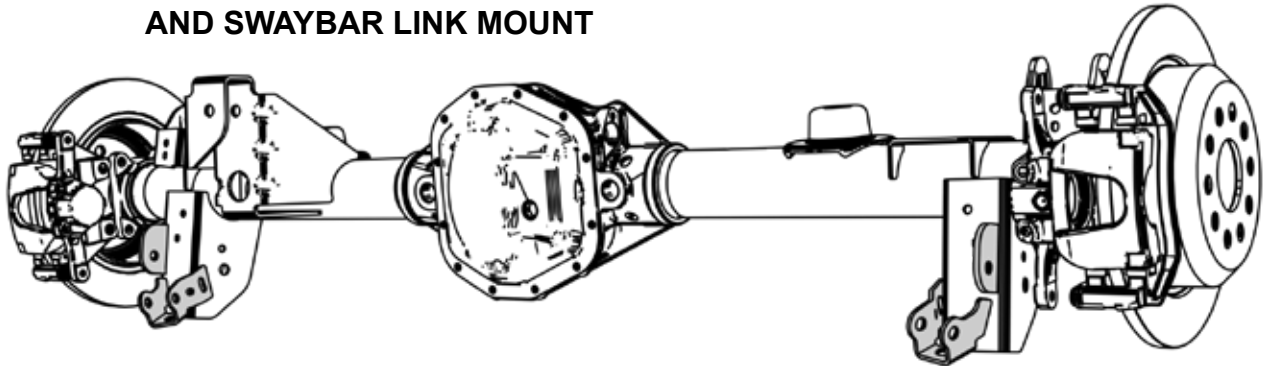


18

REAR RUBICON 44 AXLE BRACKET INSTALL

CUT OFF SWAY BAR TAB AND SHOCK MOUNTS AND GRIND DOWN UNTIL SMOOTH AGAINST LOWER CONTROL ARM BRACKET

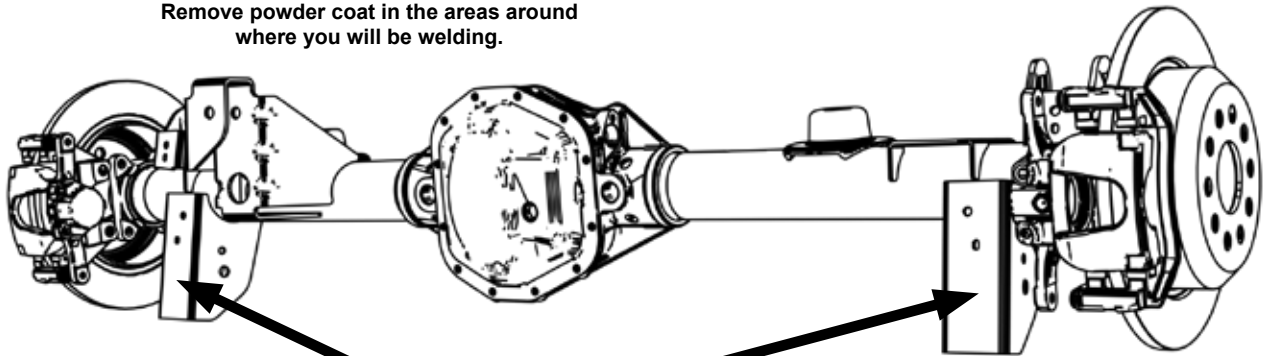
**REMOVE SHOCK MOUNT
AND SWAYBAR LINK MOUNT**



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

GRIND SURFACE SMOOTH

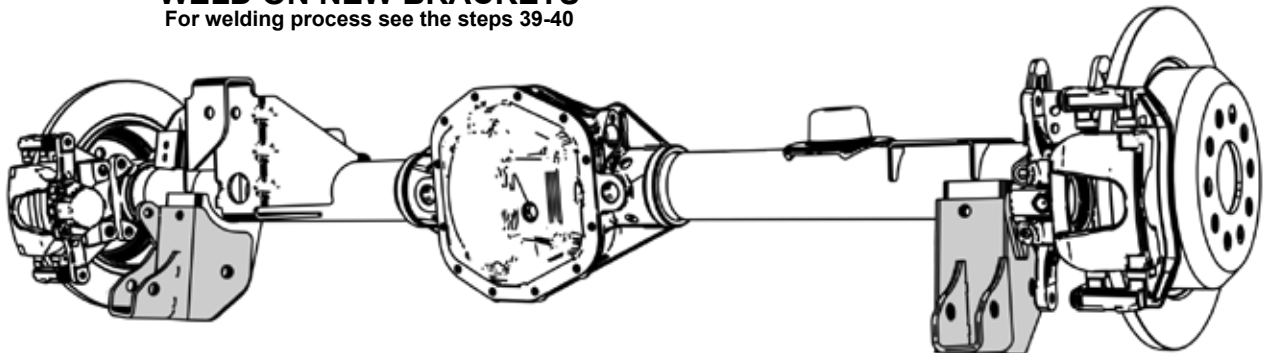
Remove powder coat in the areas around where you will be welding.



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

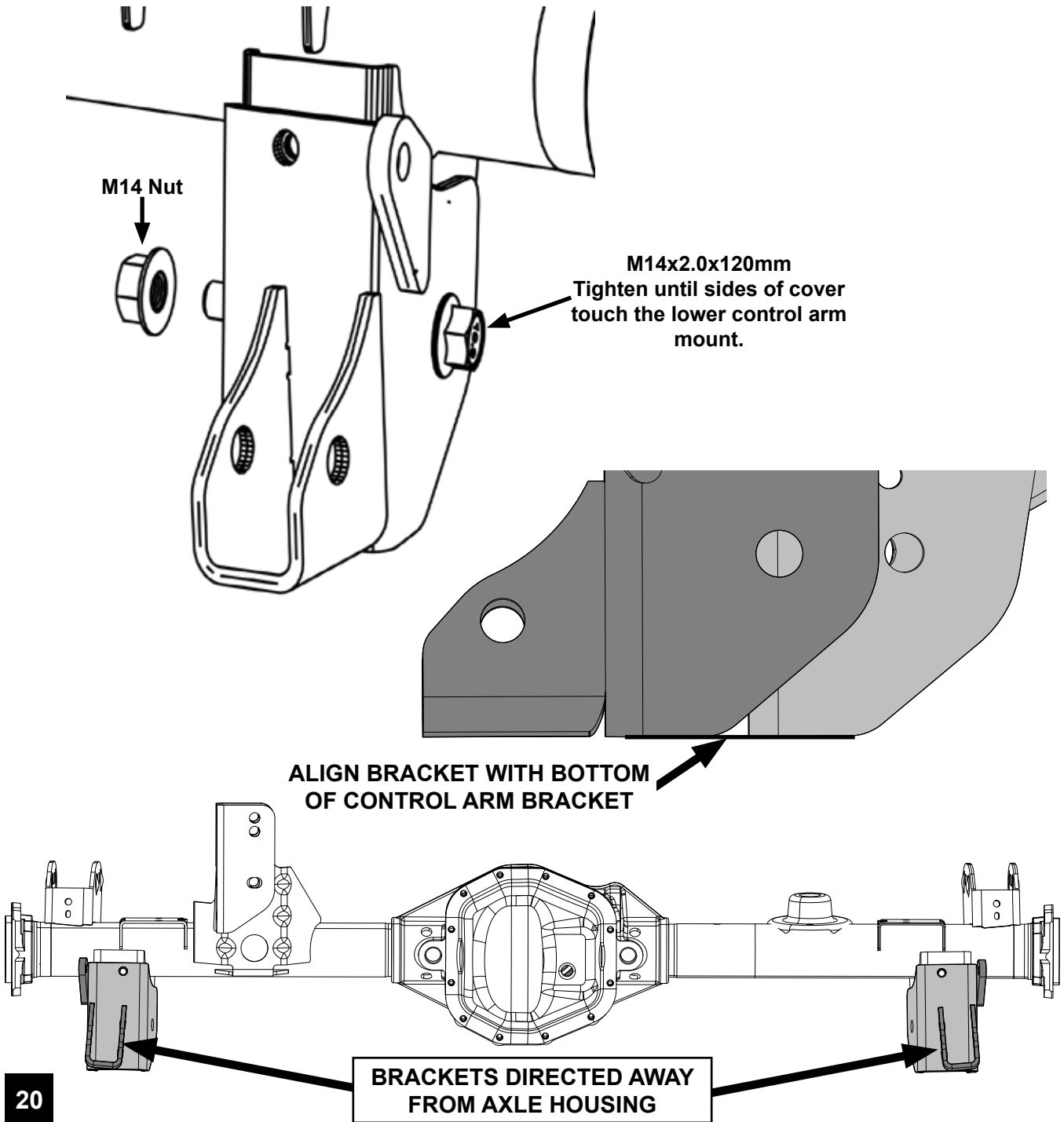
WELD ON NEW BRACKETS

For welding process see the steps 39-40



REAR RUBICON 44 AXLE BRACKET ALIGNMENT

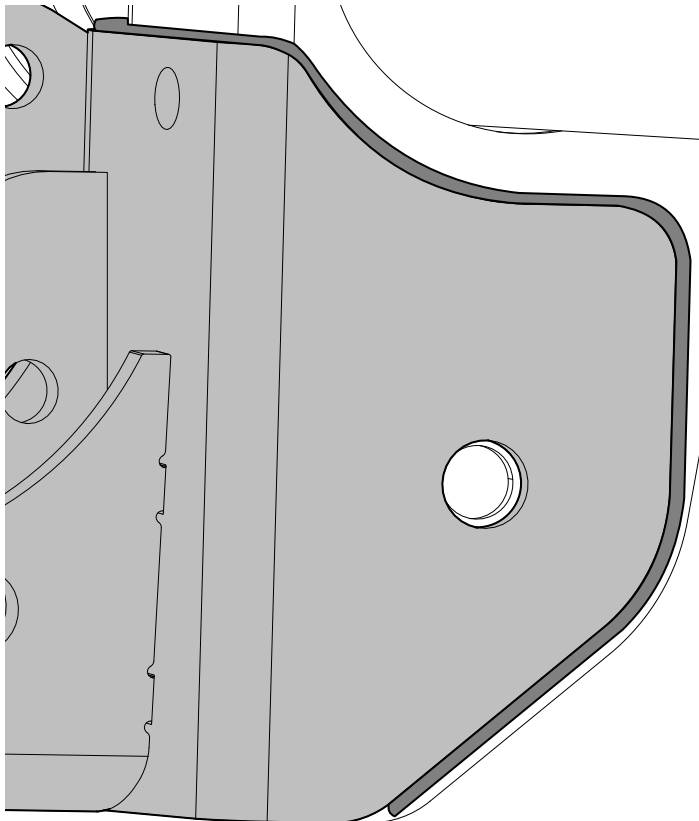
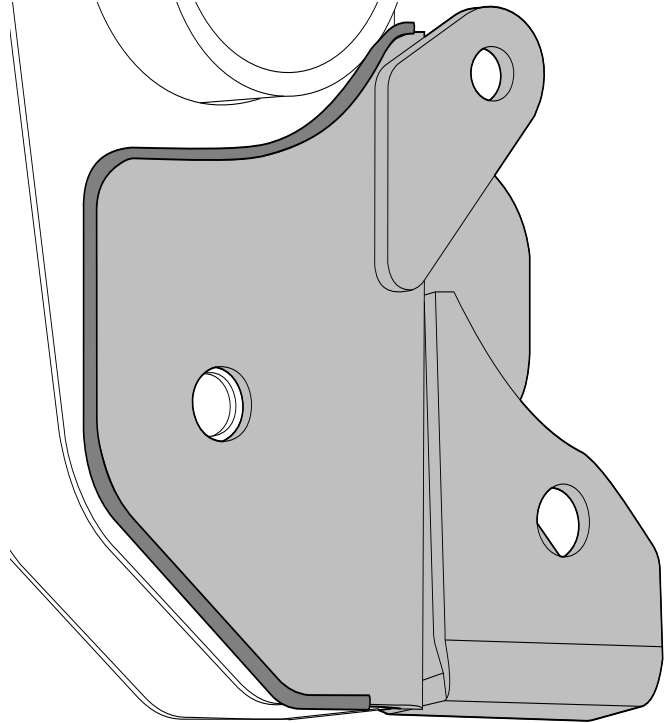
INSTALL COVER OVER LOWER CONTROL ARM BRACKETS. NOTE BRACKET ORIENTATION



REAR RUBICON 44 AXLE BRACKET WELDING

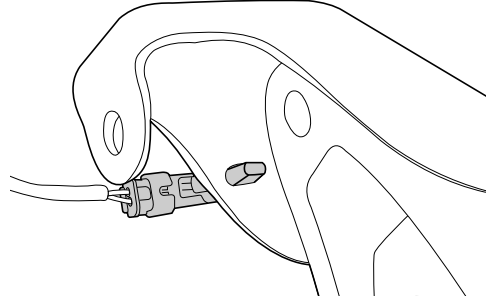
TACK AND DOUBLE CHECK FITMENT BEFORE WELDING BRACKET TO SHOCK MOUNT

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



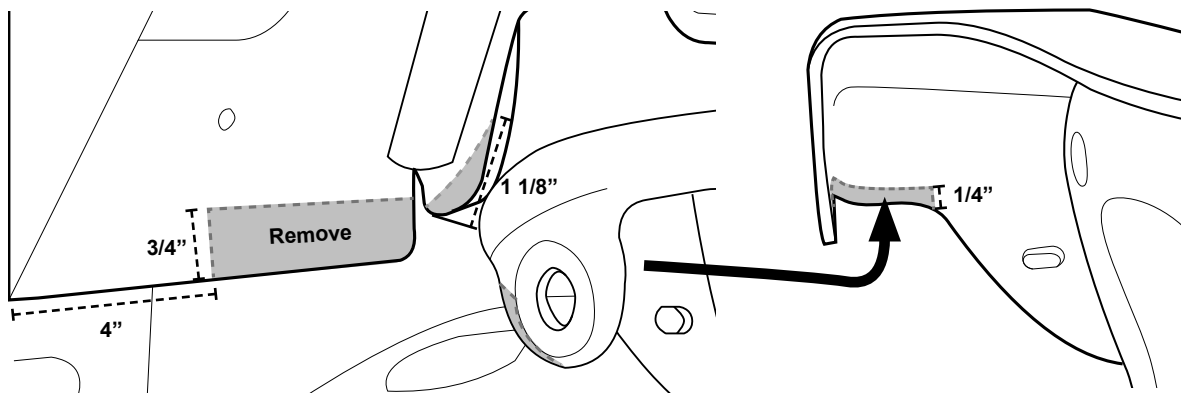
REAR FRAME BRACKET PREPERATION

REMOVE AND DISCONNECT WIRE HARNESS FROM BRACKET AND FRAME



22

MEASURE AND CUT OUT METAL ON REAR PINCH WELD AND BRACKET

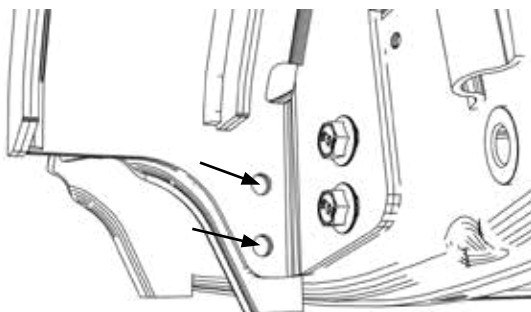


TEST FIT COILOVER BRACKET TO ENSURE IT DOES NOT TOUCH FRAME OR PINCH WELD IF THE VEHICLE LIFT POINTS ARE ON THE SLIDERS AND NOT THE FRAME, THEN THE GAP WILL BE GREATER THAN IT WILL BE ONCE THE VEHICLE IS BACK ON THE GROUND.

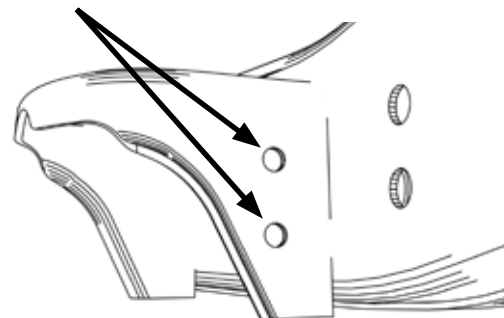
23

MARK AND DRILL HOLES ON REAR BODY MOUNT

Install bracket using hardware on top and bottom. The bracket should sit flush against the body mount and the frame.



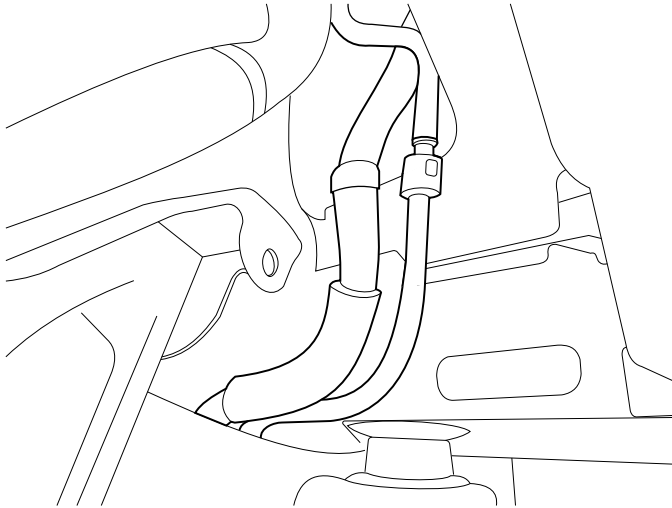
Remove the bracket and drill holes to 7/16 inch.



24

DIESEL ONLY RELOCATE HOSES

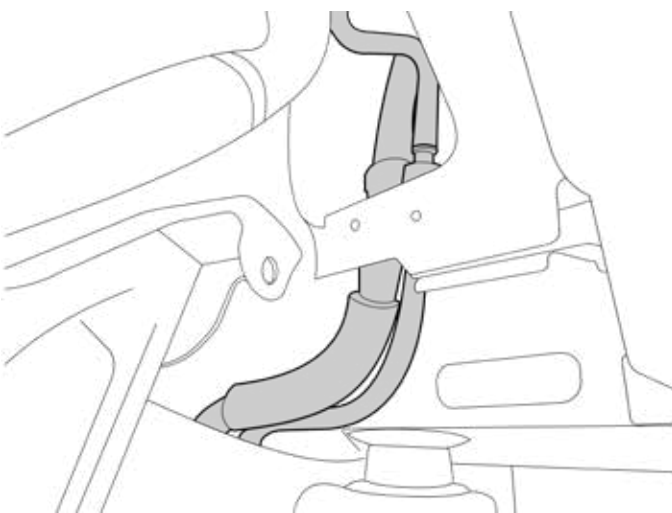
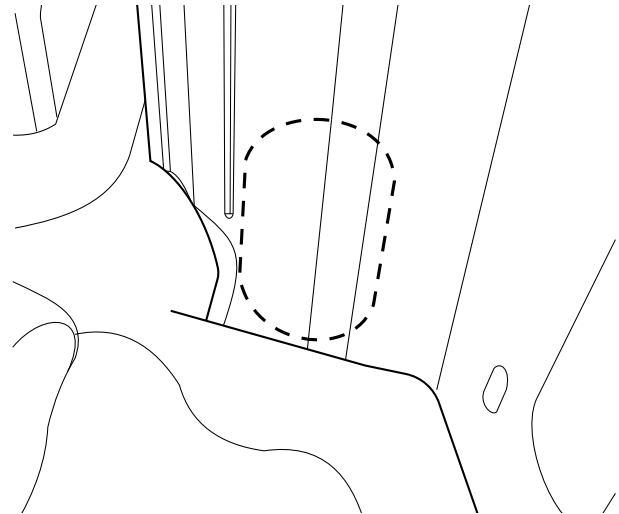
RELOCATE DIESEL DEF TANK FILLER HOSE AND BREATHER HOSE TO AVOID BEING IN THE WAY OF THE REAR BRACKET



Detach and disconnect the DEF tank filler hose and breather hose located behind the rear driver side shock mount.

On the flat metal surface located directly behind the pinch weld cut a hole through all the layers of metal large enough for the hoses to fit through and grind smooth up to the sheet metal.

Best tool to cut out metal is a hole saw.



Rerout the hoses through the hole and reconnect the hoses. Wrap the hoses in split loom conduit, a protective sleeve or a thick layer of tape to protect it from rubbing on the metal.

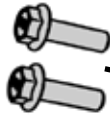
25

**IF JEEP IS NOT A DIESEL,
SKIP THIS STEP**

REAR BRACKET INSTALL

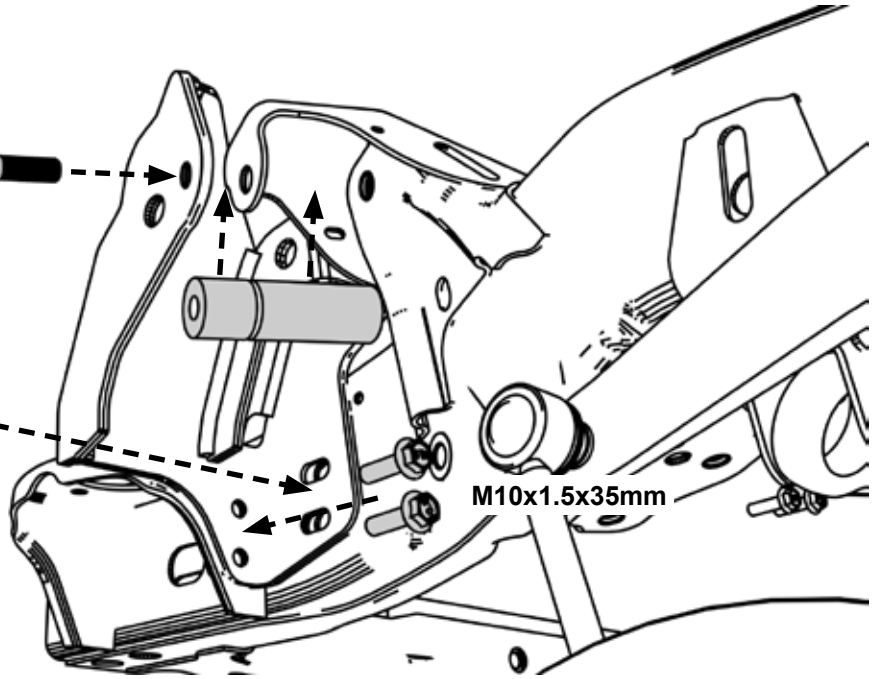
M16x2.0x120mm
install first

Do not hit with hammer to
get bolt into all the holes
or it will break off internal
nut.



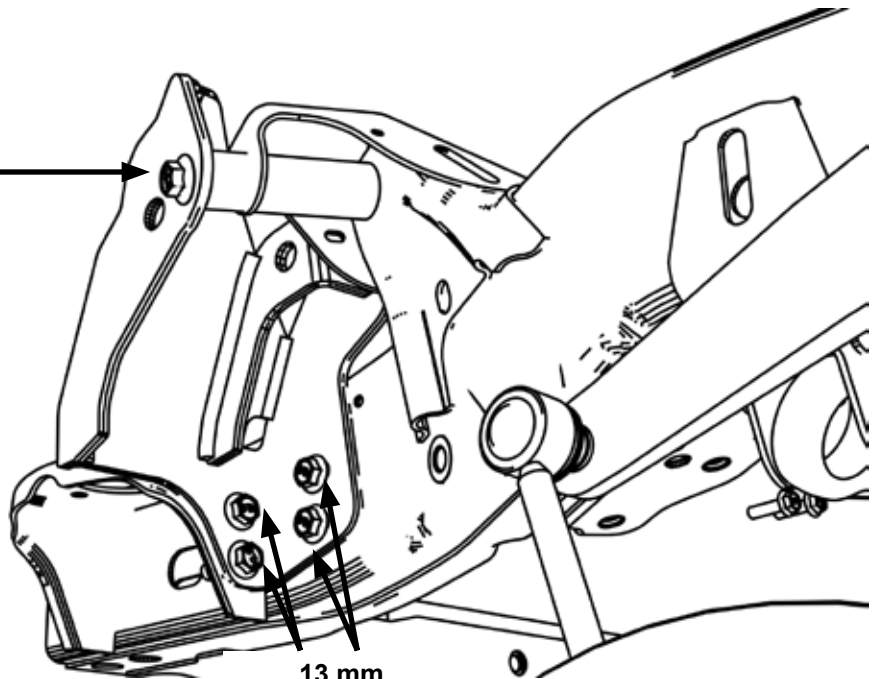
M10x1.5x35mm

M10x1.5x35mm



18 mm
85 ft. lbs.
torque first

13 mm
45 ft. lbs.

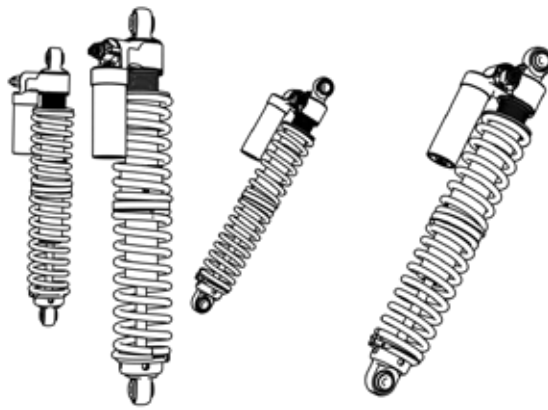


REINSTALL THE AXLES ONTO THE VEHICLE AND ANY PARTS INCLUDED IN THE RT4 SUSPENSION SYSTEM THAT CONNECT TO THE AXLES (TRACK BAR, SWAY BAR LINKS, ETC.)

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

27

INSTALL THE FALCON COILOVER SHOCKS FOLLOWING THE ACCOMPANYING INSTRUCTIONS



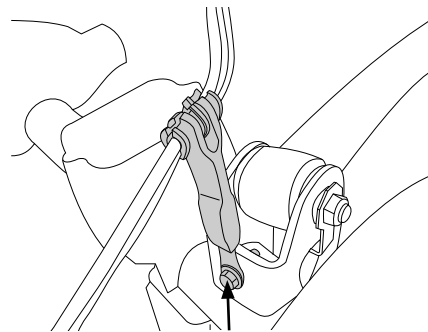
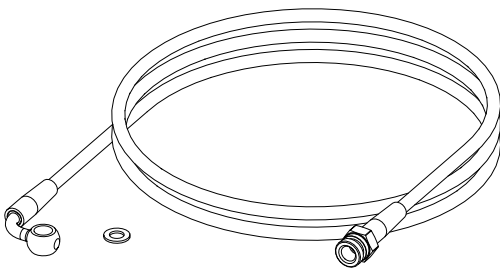
28

INSTALL NEW REAR BRAKE LINES

Install the new 33" Rear Brake Lines 4356100 following the accompanying instructions 999406.

Attach the brake lines to the brake line anchor 1101255.

Both of these are included in the base RT4 Kit (1402101).



Reuse factory hardware

29

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

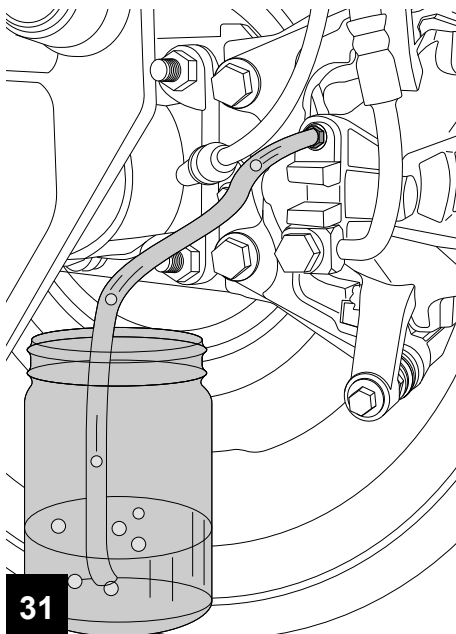
Reassemble all factory components remaining on the vehicle. Make sure you reattach brake calipers, ABS lines and any wire harnesses that were disconnected.

30

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

MANUAL METHOD OF BLEEDING THE BRAKES

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



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

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

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

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

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

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

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

When you cycle the suspension:

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

At the alignment shop:

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

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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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