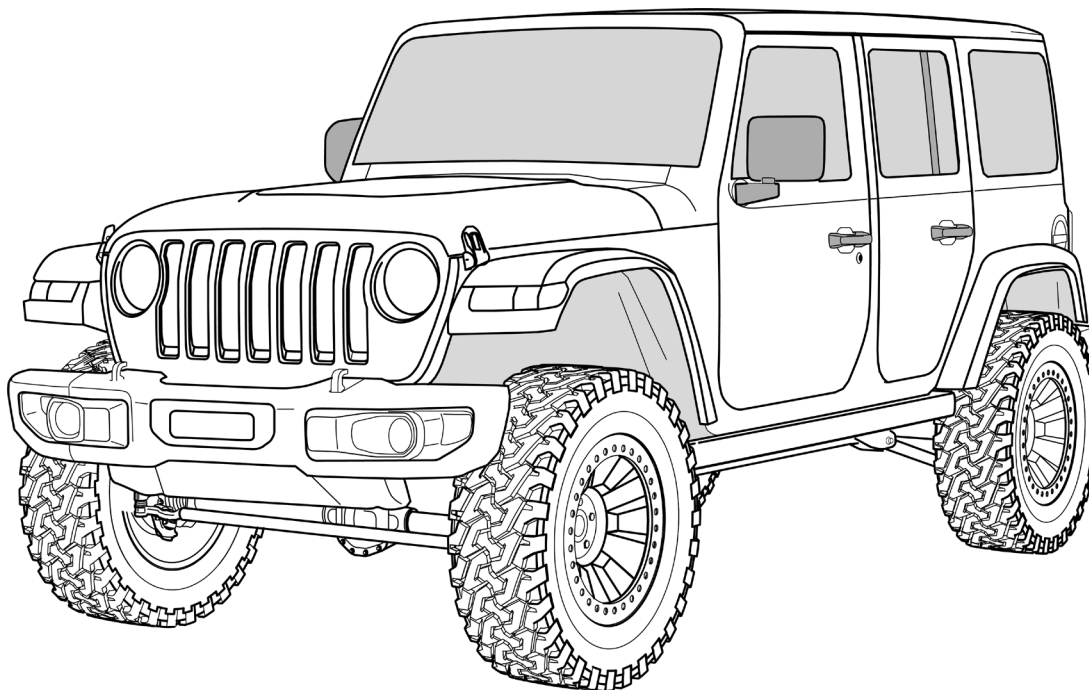




Jeep JL Load Level Kit



Important Notes:

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

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

Refer to the parts list to ensure that all necessary components and hardware has been included.

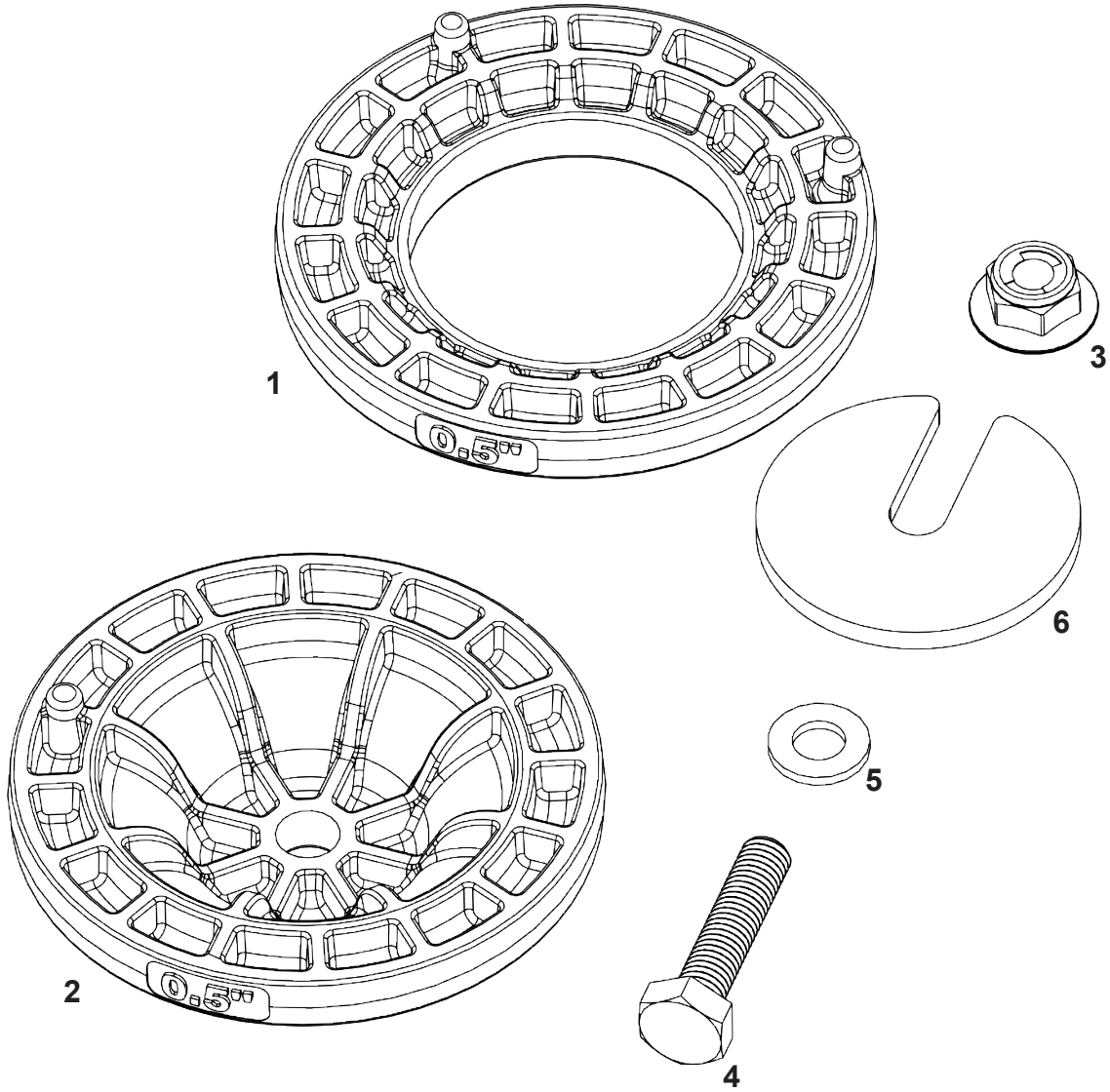
When reinstalling OEM hardware, refer to the torque specs given in the Factory Service Manual.

Tools Needed:

- Metric Sockets and Open End Wrenches
- Torque Wrench
- Factory Service Manual
- General Mechanics Tools

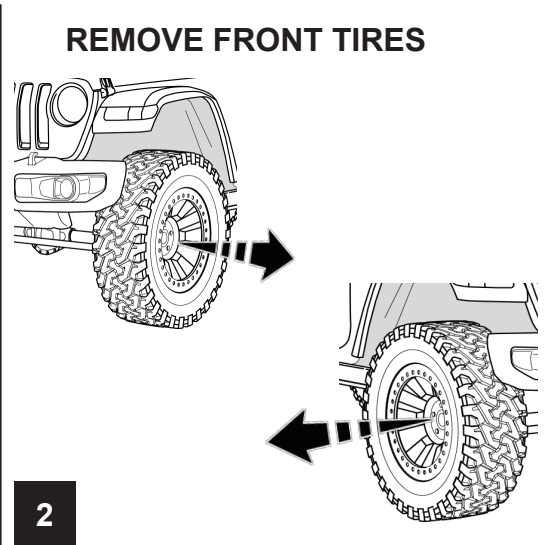
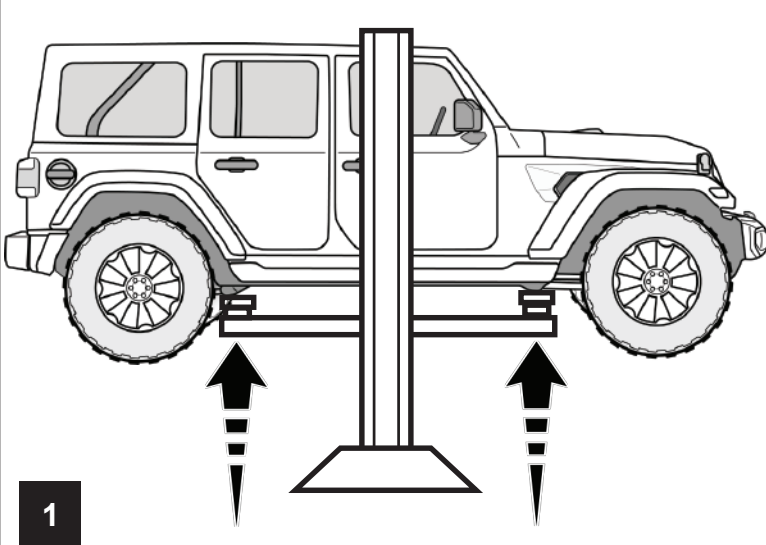
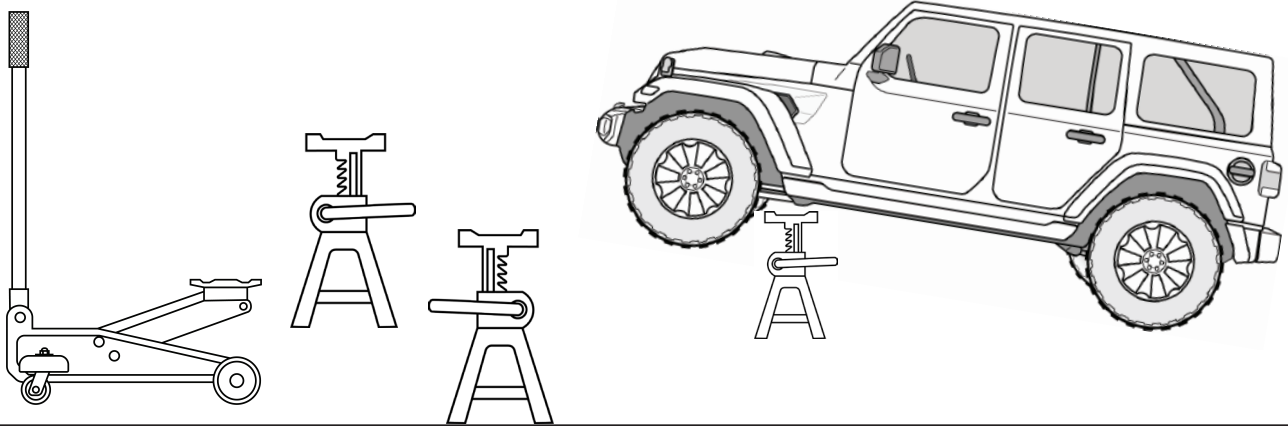
Maintenance Note:

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

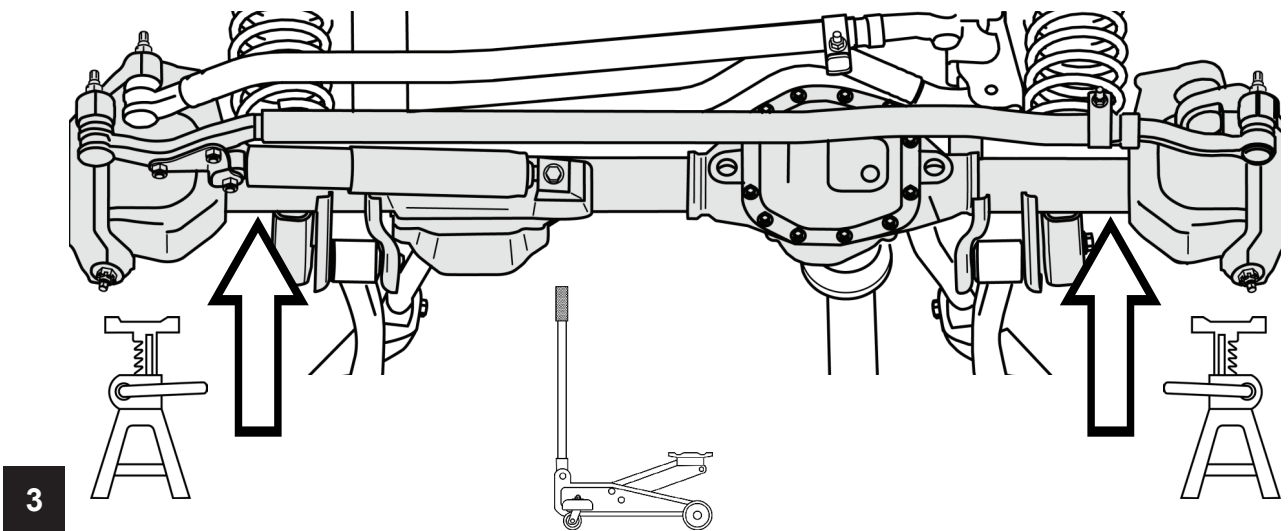


Item #	Part Number	Description	Qty.
Front			
1	04-01-109-050	Spring Mount Spacer, Front, Jeep JL Wrangler, 0.50" Lift Height	2
Rear			
2	04-01-209-050	Spring Mount Spacer, Rear, Jeep JL Wrangler, 0.50" Lift Height	2
3	23-07-03-001	Mounting Hardware, Flanged Fuji Nut, M10 x 1.5, Yellow	2
4	45-01-003-007	Hardware, Hex Cap Screw, Alloy Steel, Yellow Zinc, M10 x 1.5 x 65mm	2
5	45-10-003-001	Hardware, Flat Washer, Alloy Steel, Yellow Zinc, M10	2
6	47-02-001-001	Custom Hardware, M10 Slotted Washer, 2.50" OD, .188" Thick	2

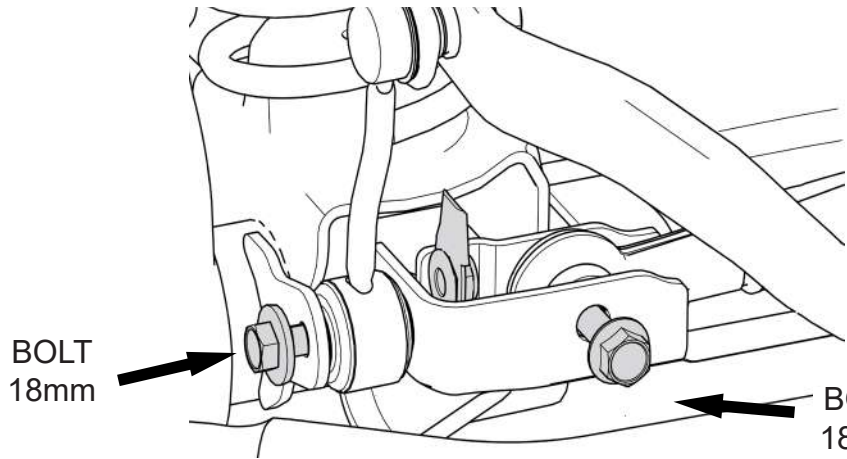
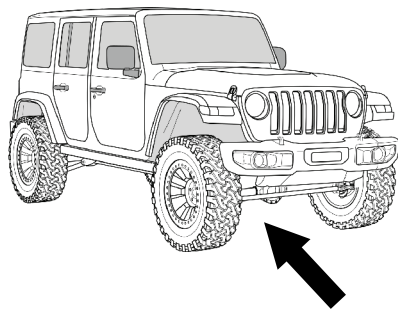
FRONT INSTALLATION LIFT AND SUPPORT AT FRAME



SUPPORT FRONT AXLE



REMOVE SWAY BAR LINKS & TRACK BAR BOLTS AT THE AXLE

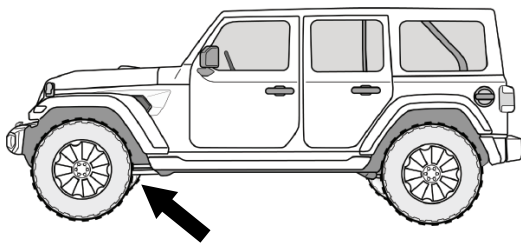
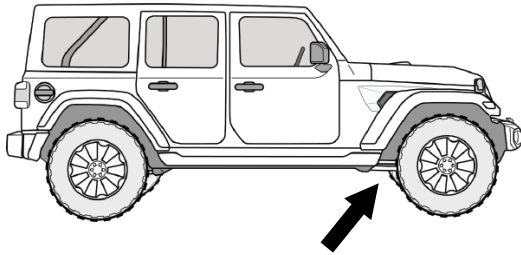


BOLT
18mm

BOLT
18mm

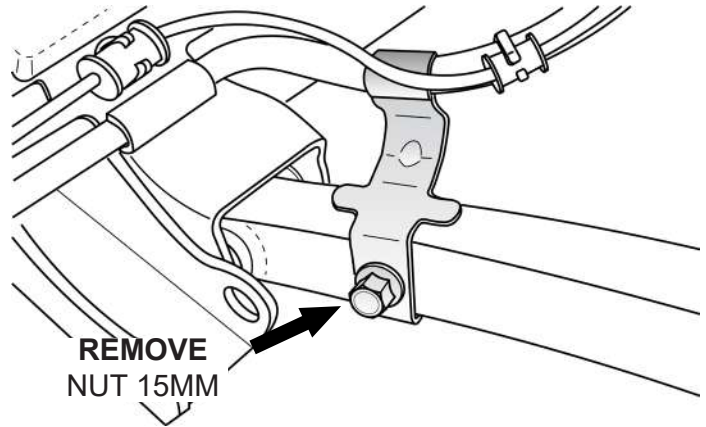
4

REMOVE BRAKE LINE BRACKETS FROM LOWER CONTROL ARMS



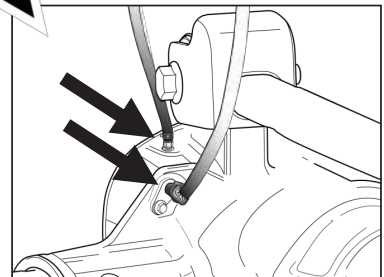
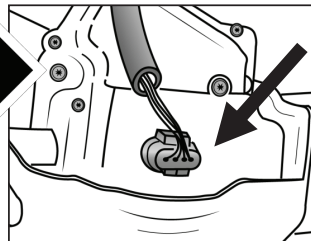
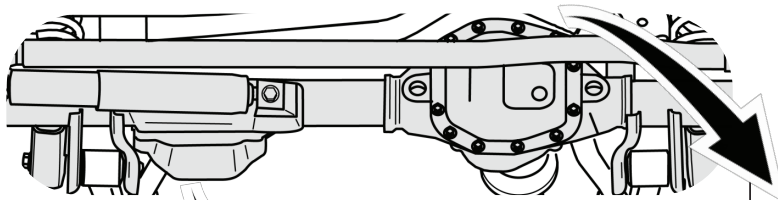
2X

5



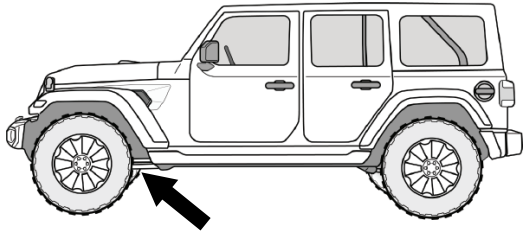
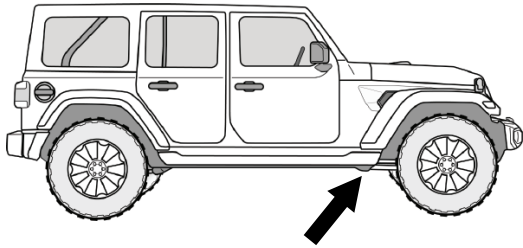
REMOVE
NUT 15MM

DISCONNECT ACTUATORS & VENT HOSE AT THE FRONT AXLE



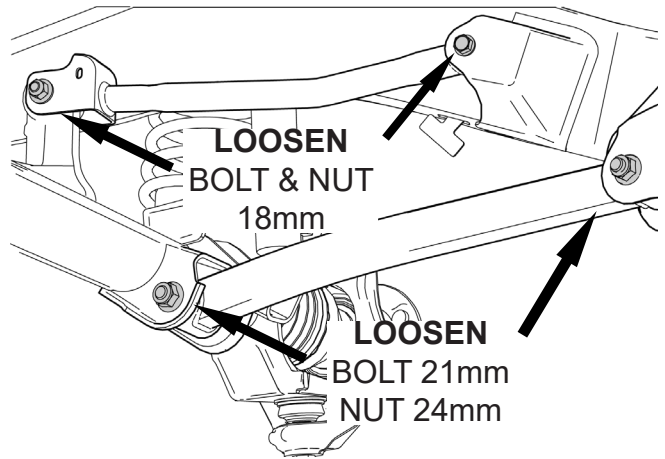
6

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

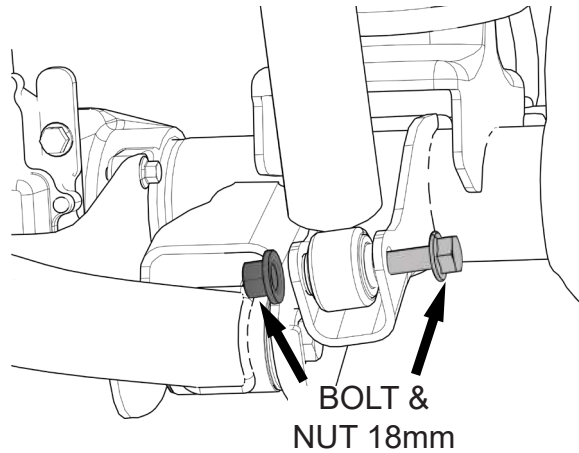


2X

7



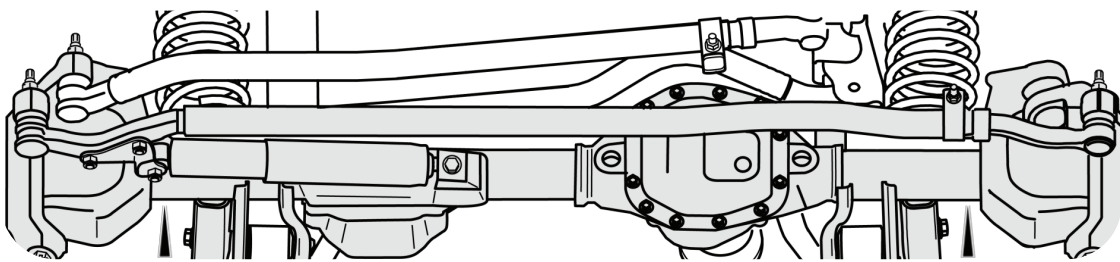
REMOVE SHOCKS AT THE AXLE



2X

8

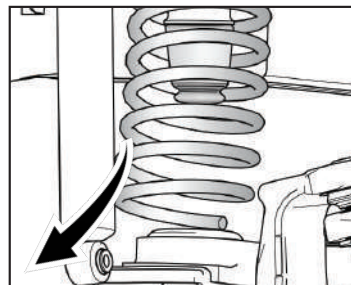
LOWER AXLE & REMOVE FRONT SPRINGS



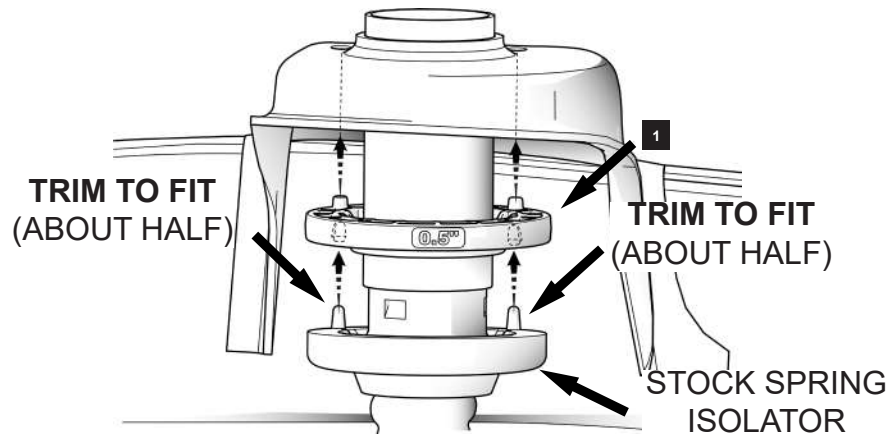
**NOTE: REMOVE ANY
PLASTIC RETAINERS
FROM WIRING OR
HOSES AS NEEDED.**

2X

9



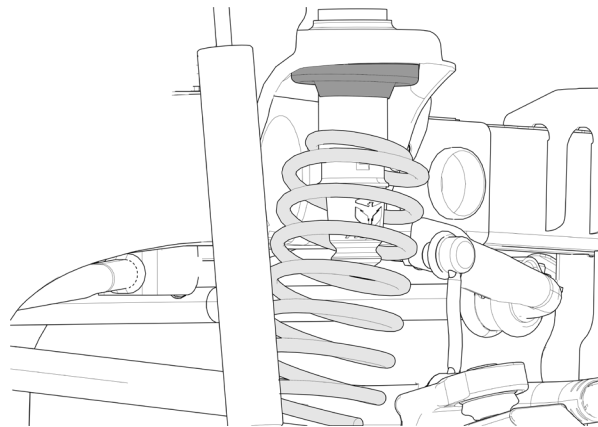
INSTALL FRONT SPRING SPACERS



2X

10

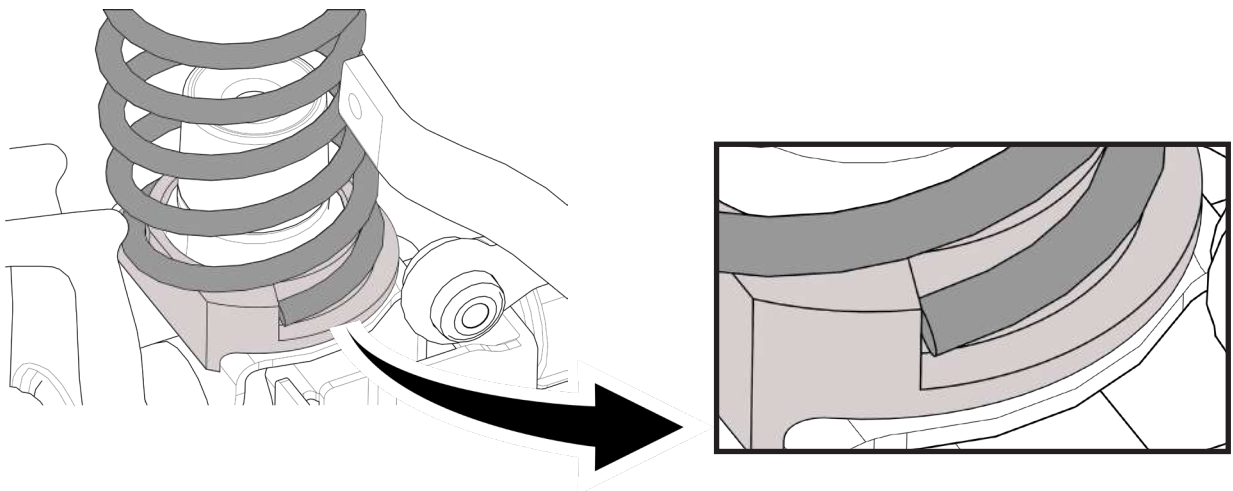
REINSTALL FRONT SPRINGS. *DRIVERS SIDE FIRST*



2X

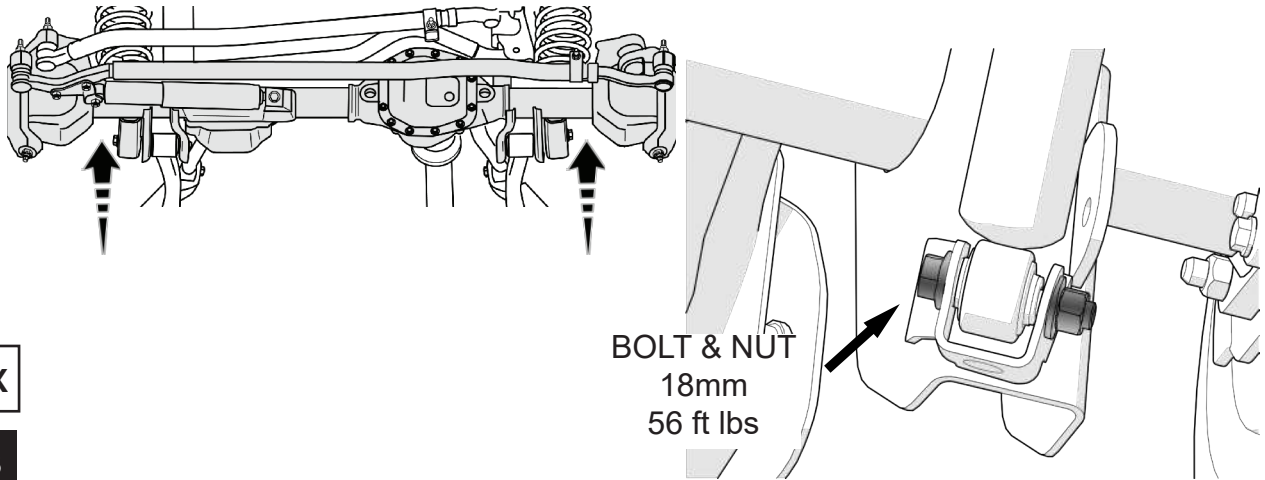
11

FULLY SEAT THE SPRINGS INTO THE LOWER SPRING ISOLATOR



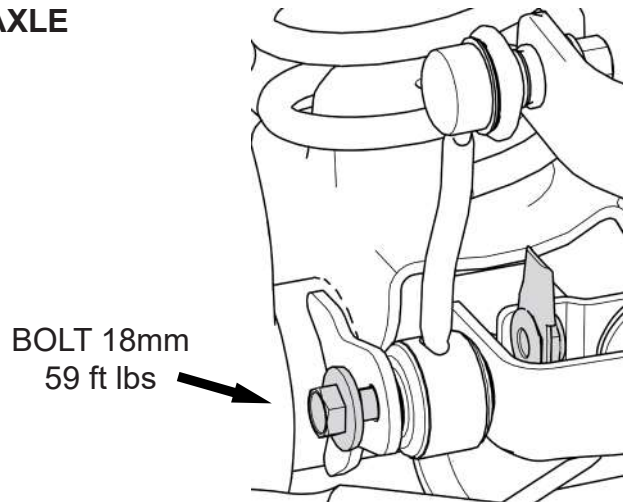
12

RAISE AXLE & INSTALL SHOCKS



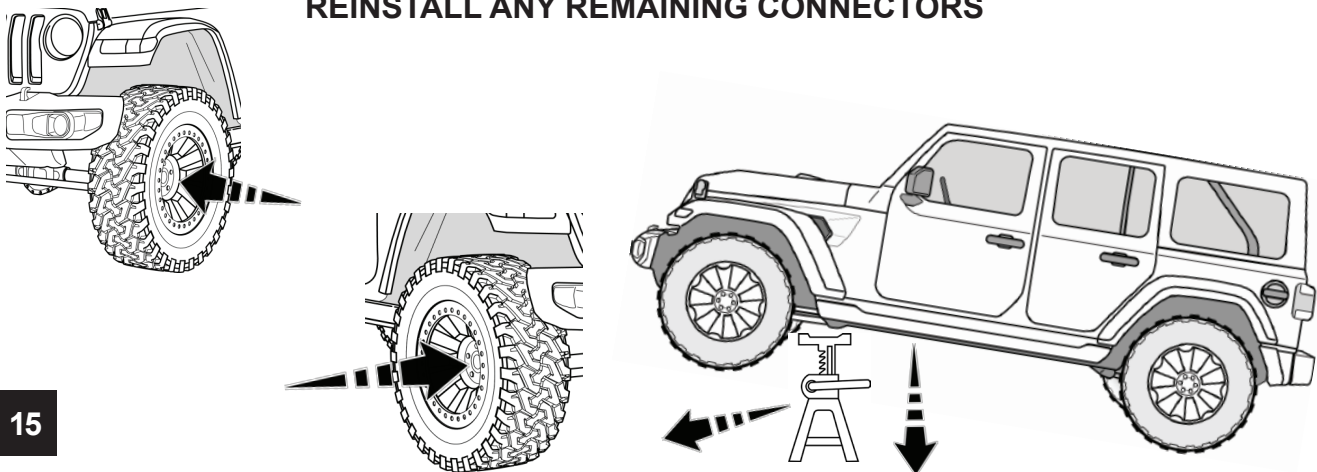
2X
13

REINSTALL SWAY BAR LINK AT AXLE

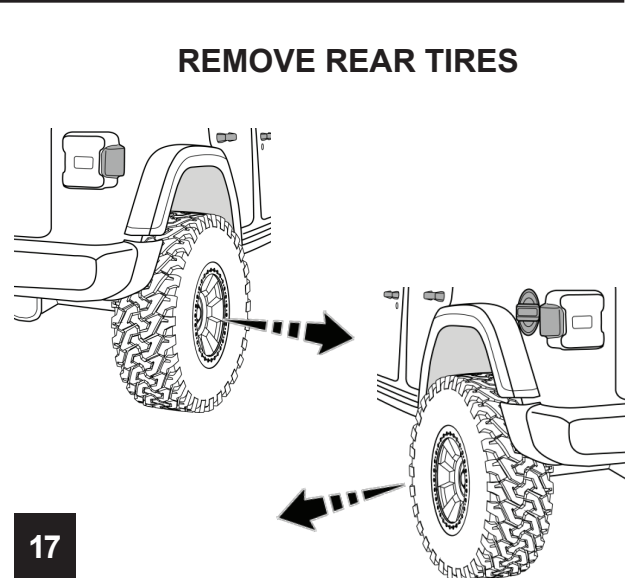
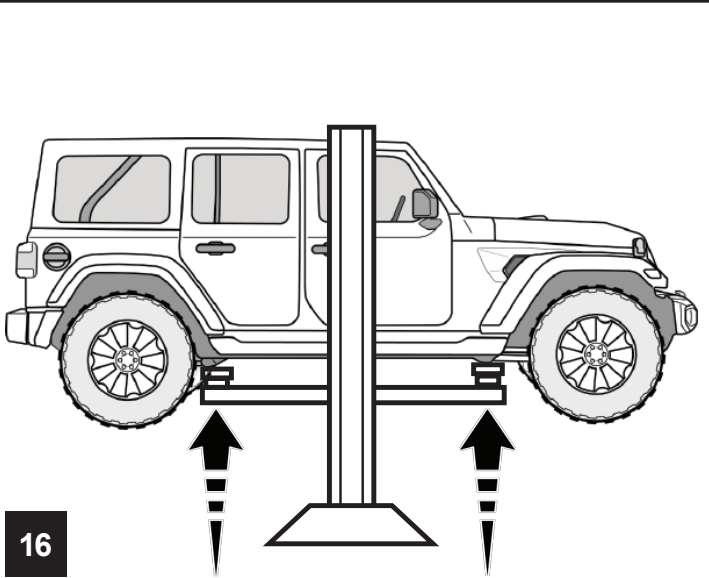
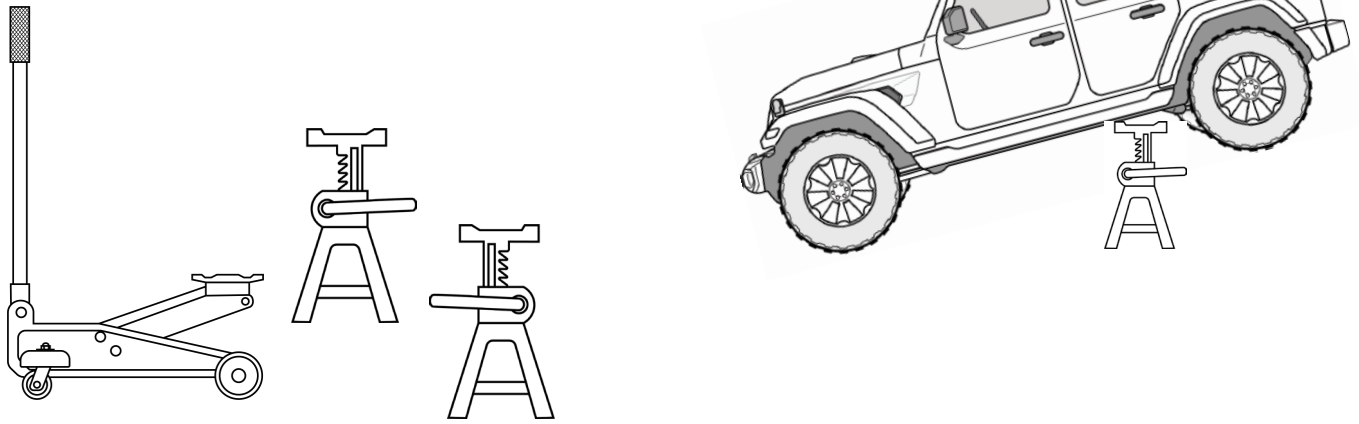


2X
14

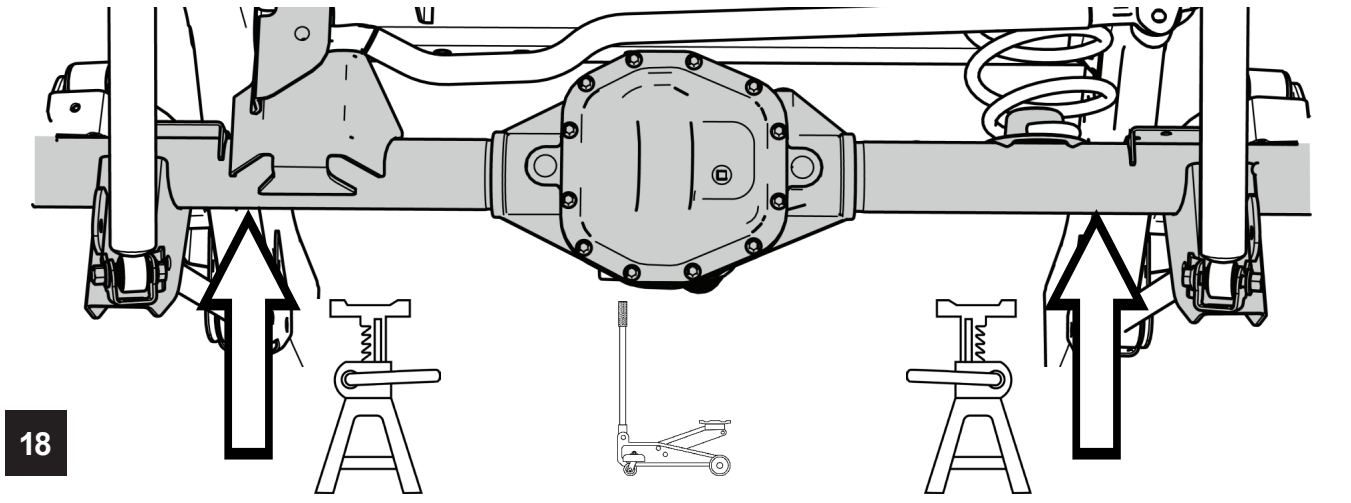
**NOTE: IF ONLY FRONT OF JEEP WAS LIFTED, REINSTALL TIRES AND LOWER JEEP BACK TO THE GROUND BEFORE LIFTING THE REAR
REINSTALL ANY REMAINING CONNECTORS**



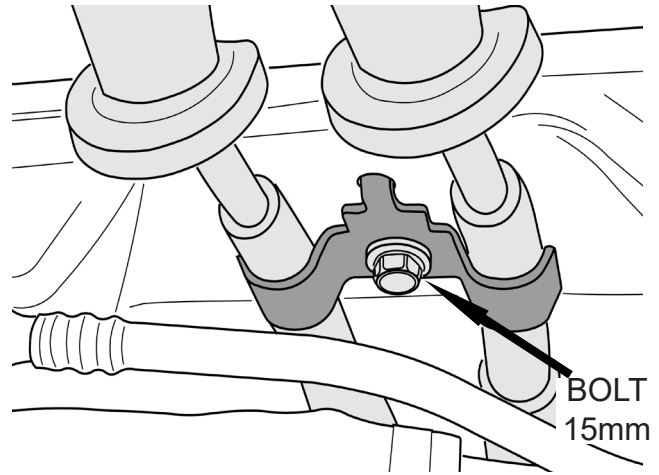
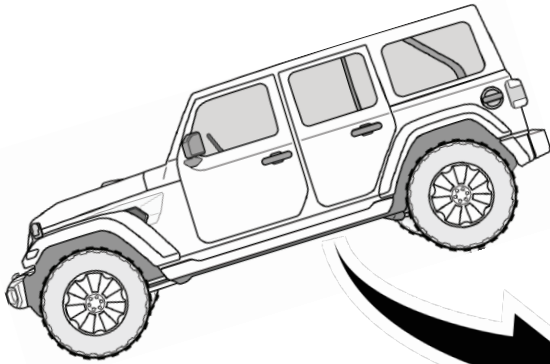
REAR INSTALL LIFT AND SUPPORT AT FRAME



SUPPORT REAR AXLE



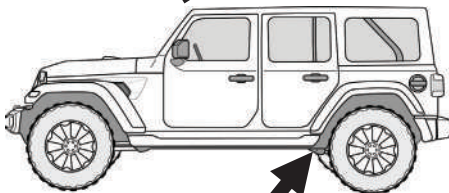
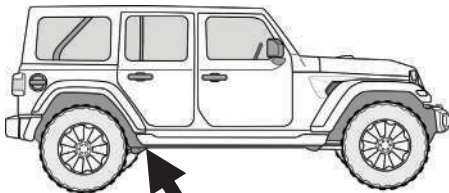
REMOVE E-BRAKE CABLE BRACKET AND DISCARD



19

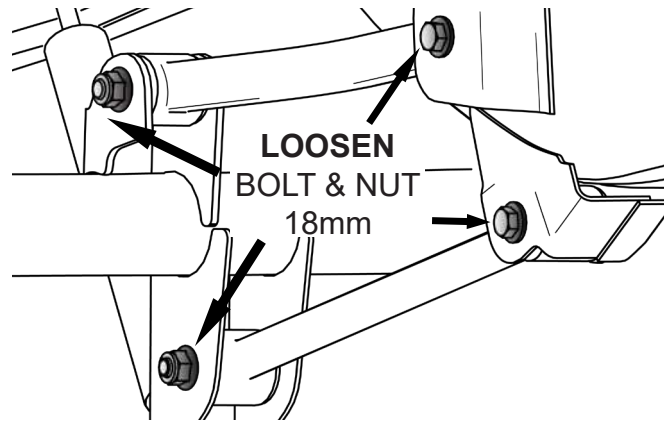
LOOSEN REAR CONTROL ARM BOLTS

DO NOT REMOVE THE CONTROL ARM BOLTS

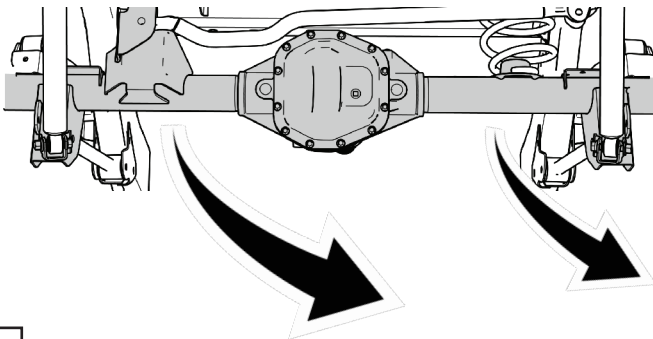


2X

20

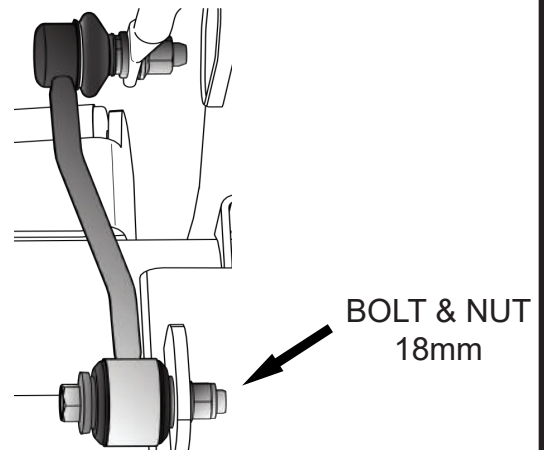


REMOVE SWAY BAR LINKS AT THE AXLE

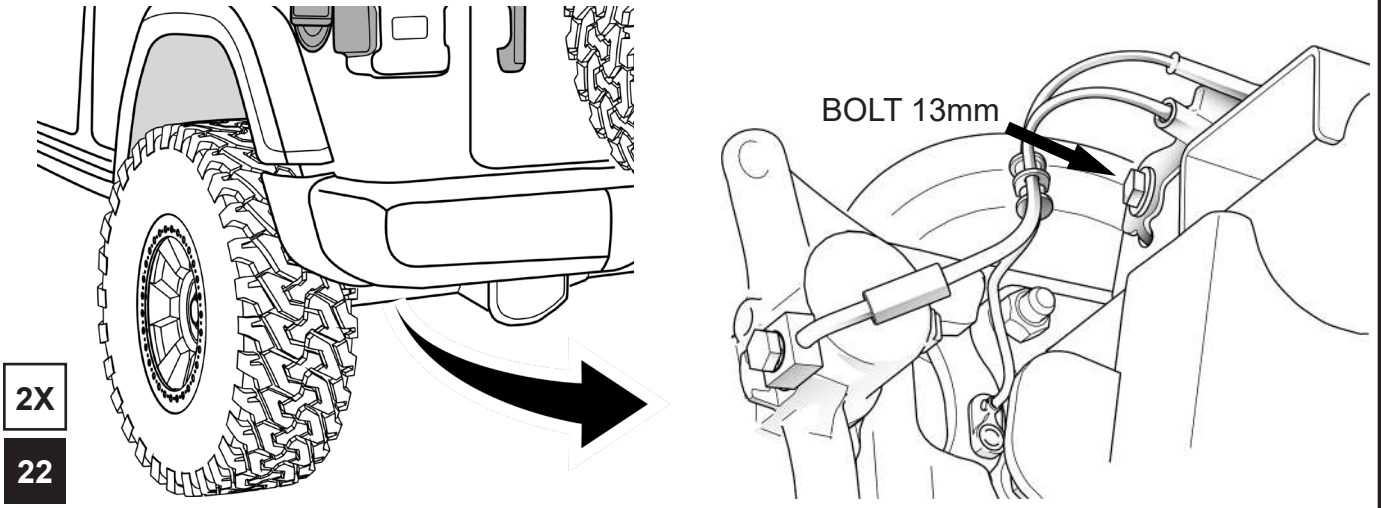


2X

21

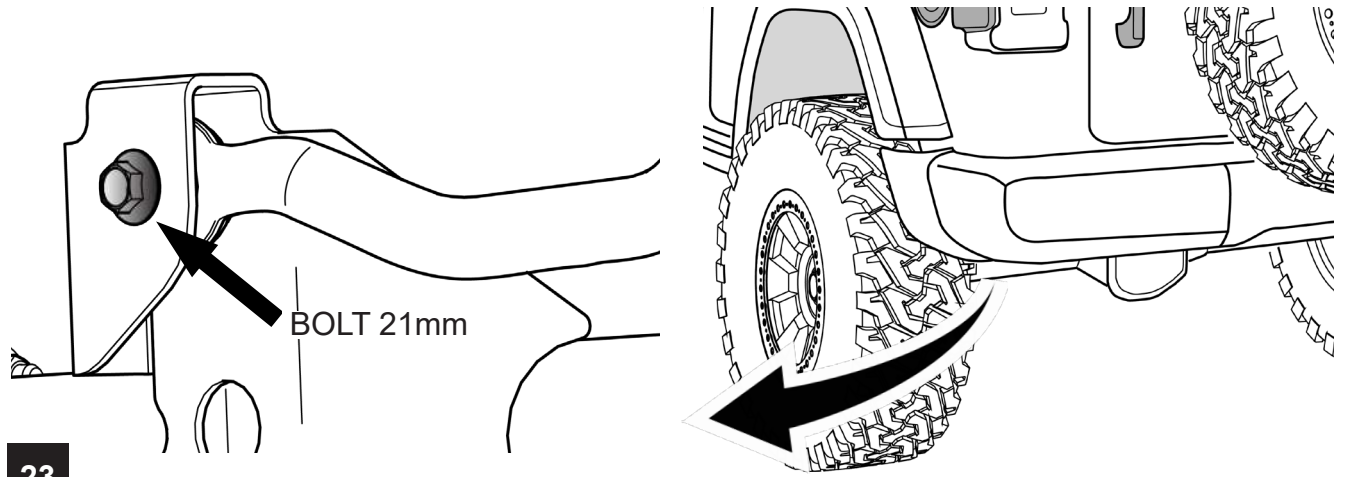


REMOVE BRAKE LINE BRACKETS FROM BOTH SIDES OF THE AXLE



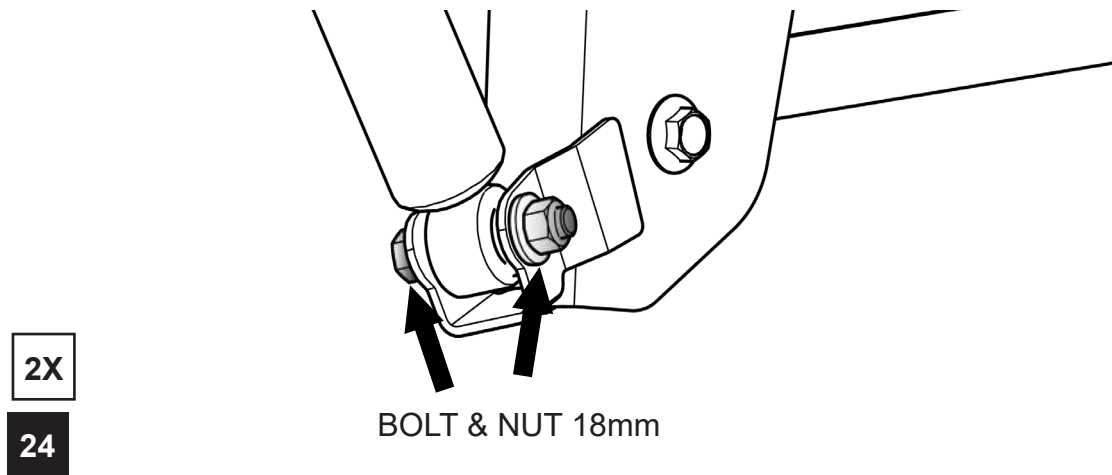
2X
22

REMOVE THE TRACK BAR FROM THE AXLE



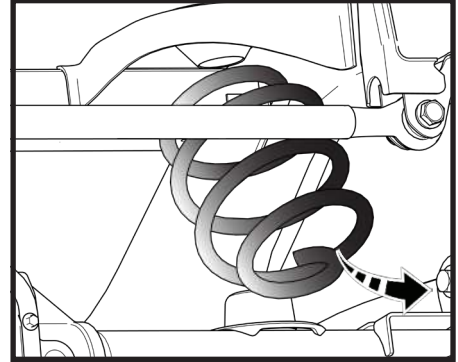
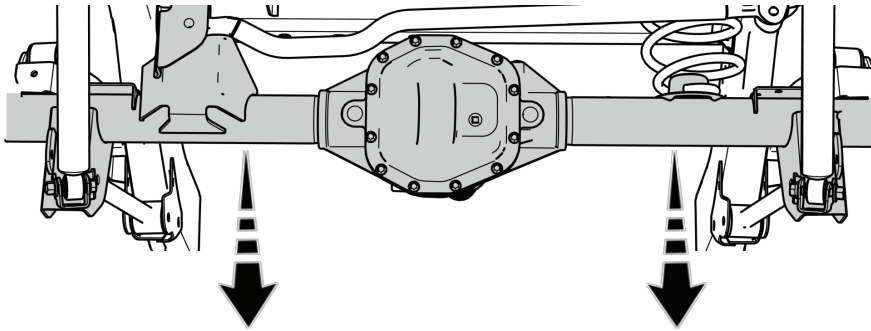
23

REMOVE THE REAR SHOCKS AT THE AXLE



2X
24

LOWER AXLE & REMOVE REAR SPRINGS



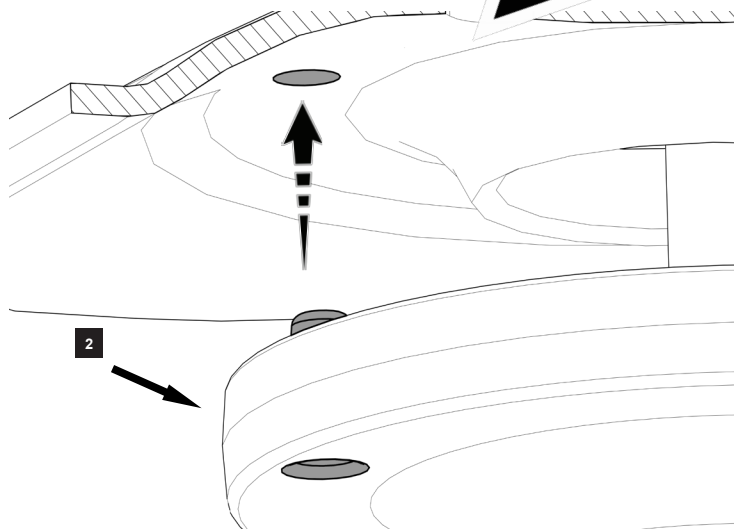
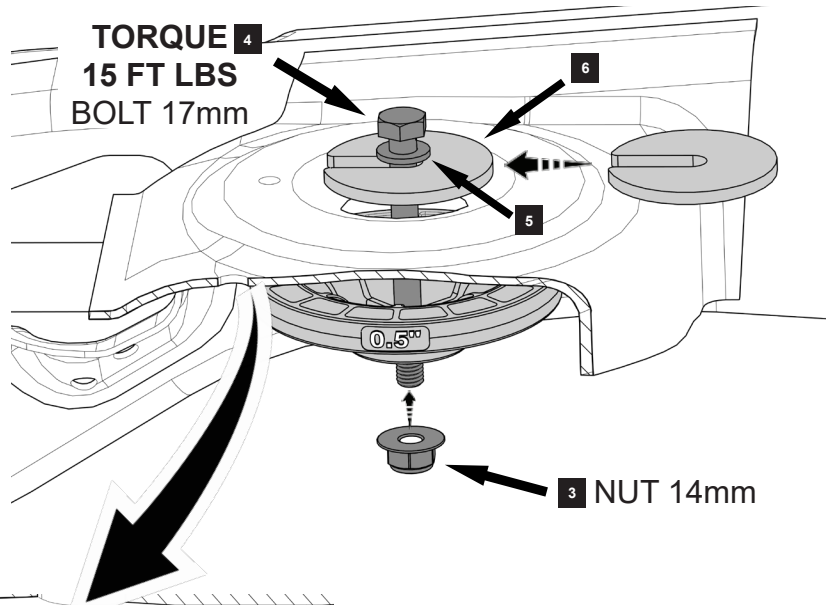
2X

25

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

**INSTALL .5" SPRING SPACERS
ALIGN THE SPRING SPACER
PIN WITH THE HOLE IN THE
UPPER SPRING MOUNT.**

**TORQUE 4
15 FT LBS
BOLT 17mm**

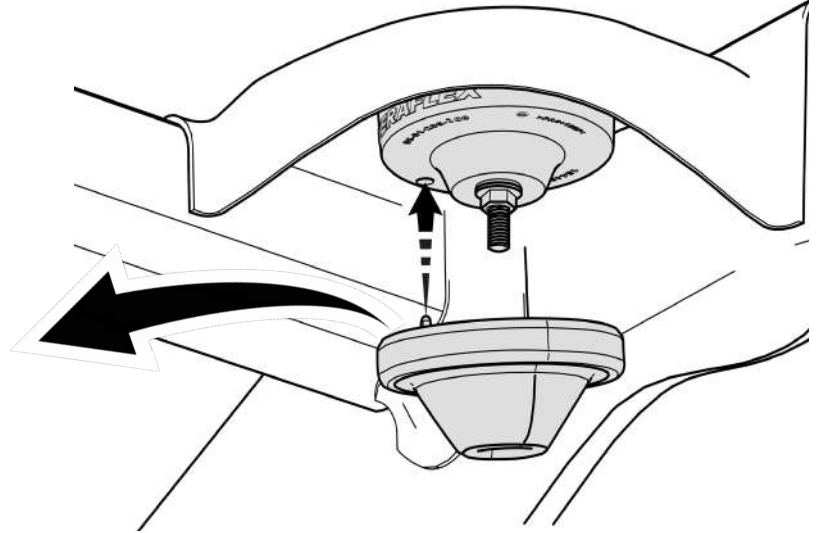
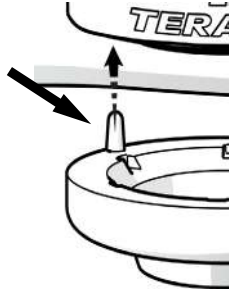


2X

26

REINSTALL FACTORY SPRING ISOLATOR. ALIGN ISOLATOR PIN WITH THE HOLE IN THE SPACER.

TRIM TO FIT (ABOUT HALF)

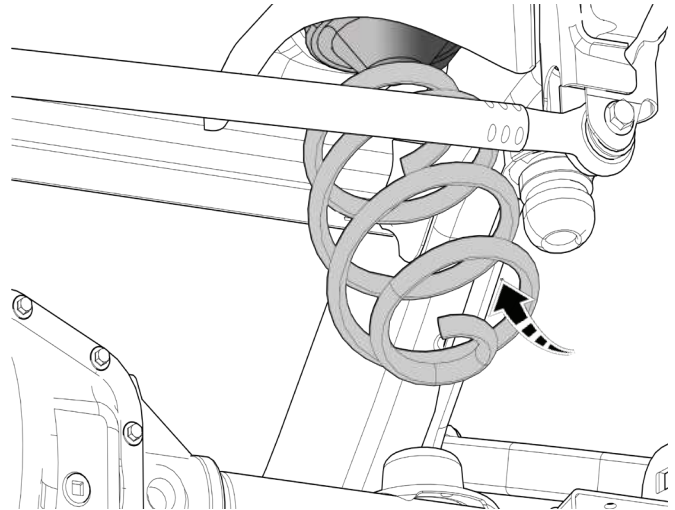


2X

27

INSTALL REAR SPRINGS

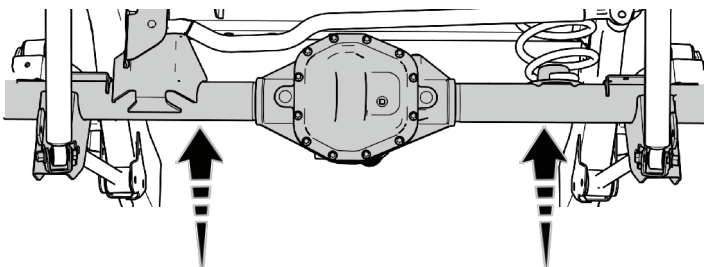
NOTE: MAKE SURE TO FULLY SEAT THE SPRINGS INTO THE UPPER SPRING ISOLATOR



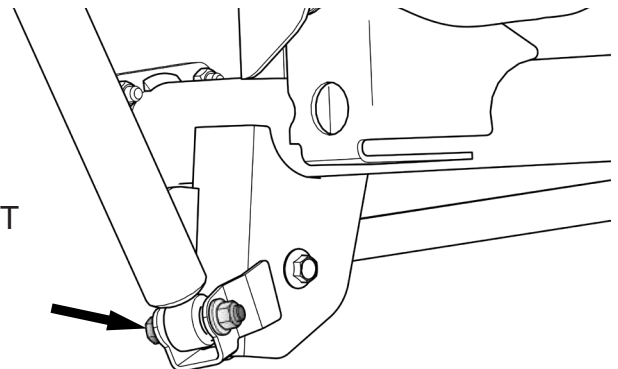
2X

28

RAISE THE REAR AXLE AND INSTALL SHOCKS



BOLT & NUT
18mm
56 ft lbs



2X

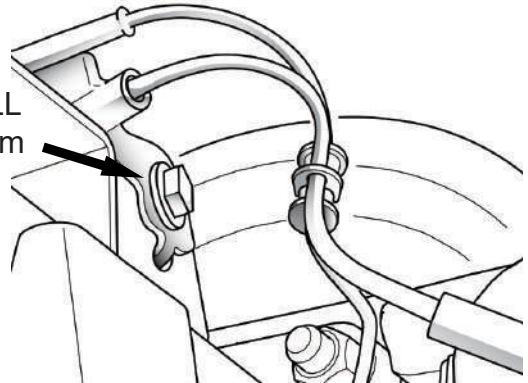
29

REINSTALL BRAKE LINE BRACKETS AT THE AXLES

RECONNECT PLASTIC RETAINERS FROM WIRING OR HOSES AS NEEDED

NOTE: DO NOT TIGHTEN THE CONTROL ARM BOLTS UNTIL THE JEEP IS ON THE GROUND

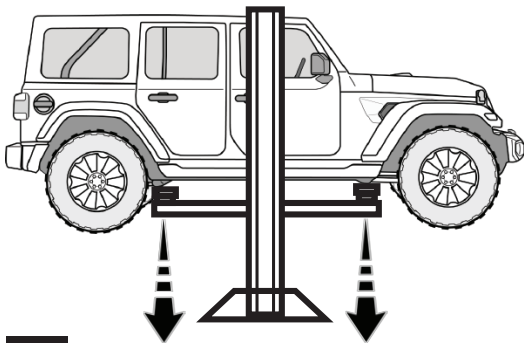
REINSTALL BOLT 13mm



2X

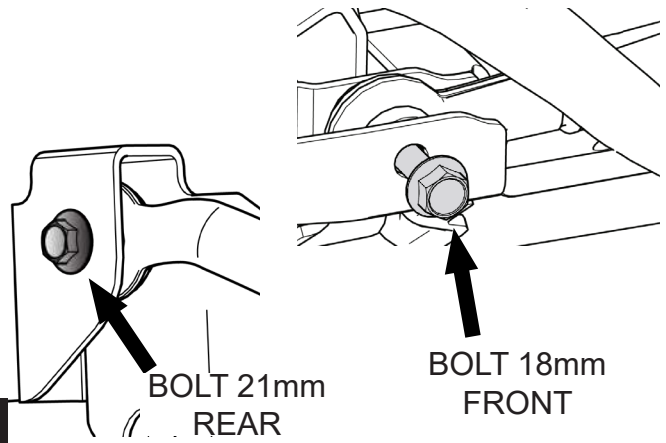
30

REINSTALL TIRES AND LOWER TO THE GROUND



31 TORQUE TO FACTORY SPEC

REINSTALL TRACK BARS AND TORQUE TO FACTORY SPECS

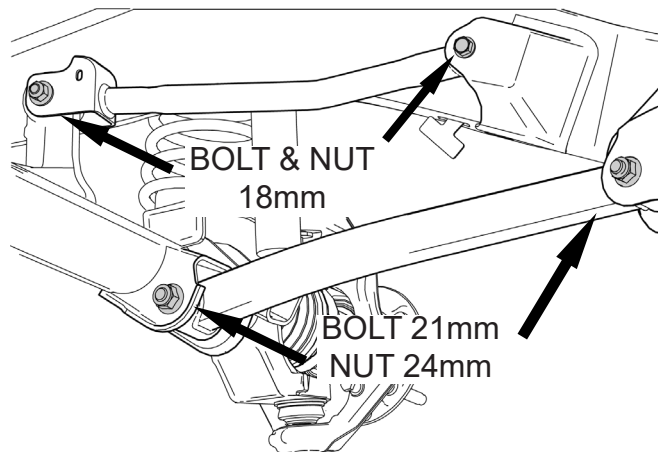


32

TORQUE FRONT AND REAR CONTROL ARM BOLTS TO FACTORY SPECS



33



TERAFLEX

PRODUCT INFORMATION

MAINTENANCE INFORMATION:

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

NOTICE TO INSTALLER:

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

WARNING:

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

WARNING TO DRIVER:

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