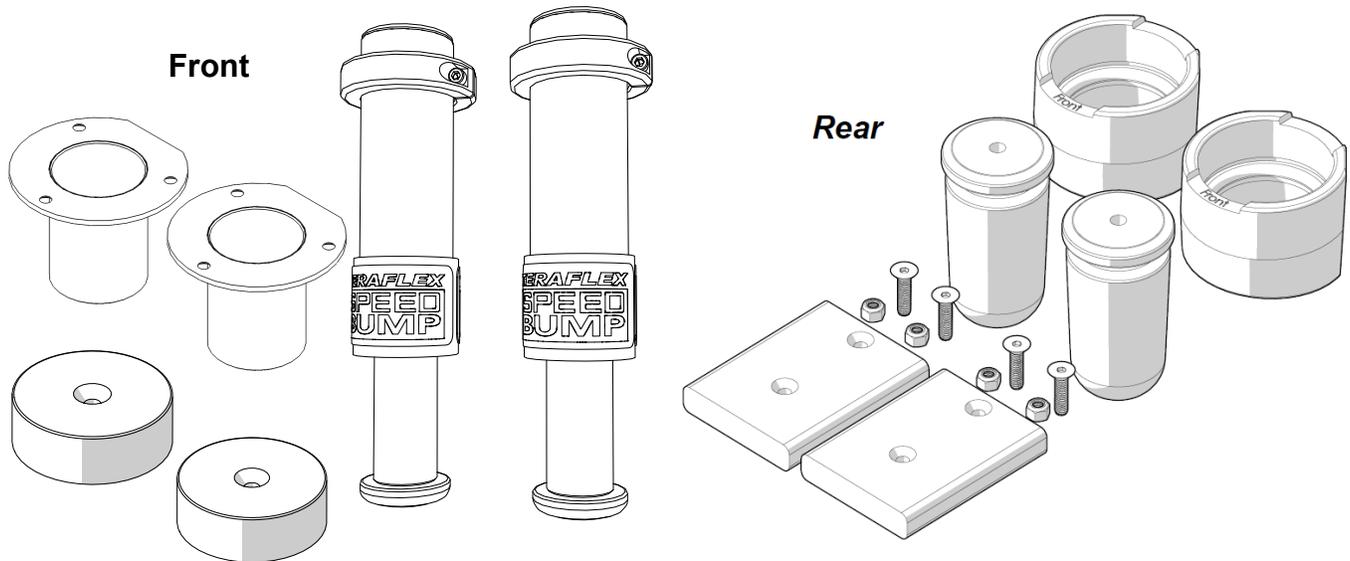




INSTRUCTIONS FOR FRONT AND REAR SPEEDBUMPS (3" - 6" LIFTS)

www.teraflex.com

#1958250 JK Front/Rear 3"-3.5" Lift 3" Travel SpeedBump Kit w/ Bumpstops, Spacers, Rear Microcellular



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.

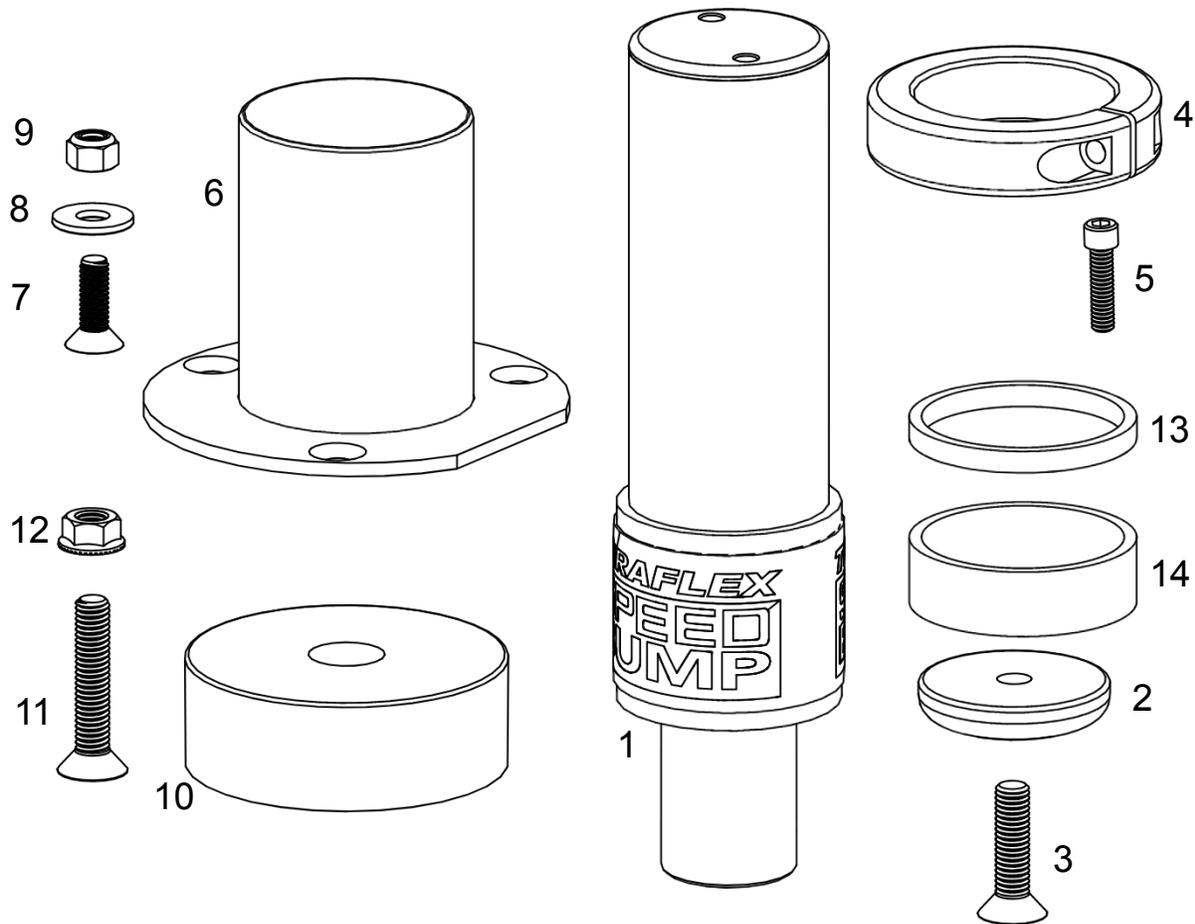
The 4" and 6" Suspension Systems (Alpine CT6 and CT4, Prerunner, 4" System with 8 Alpine Flexarms and Track Bar, and 4" Base Lift Kit) come with an addition of 2 Front (467125) and 6 Rear (954600) Lower Bump Stop Pads. For these 4" and 6" lift kits make sure to follow the noted steps outlined in these instructions for installation.

Tools needed

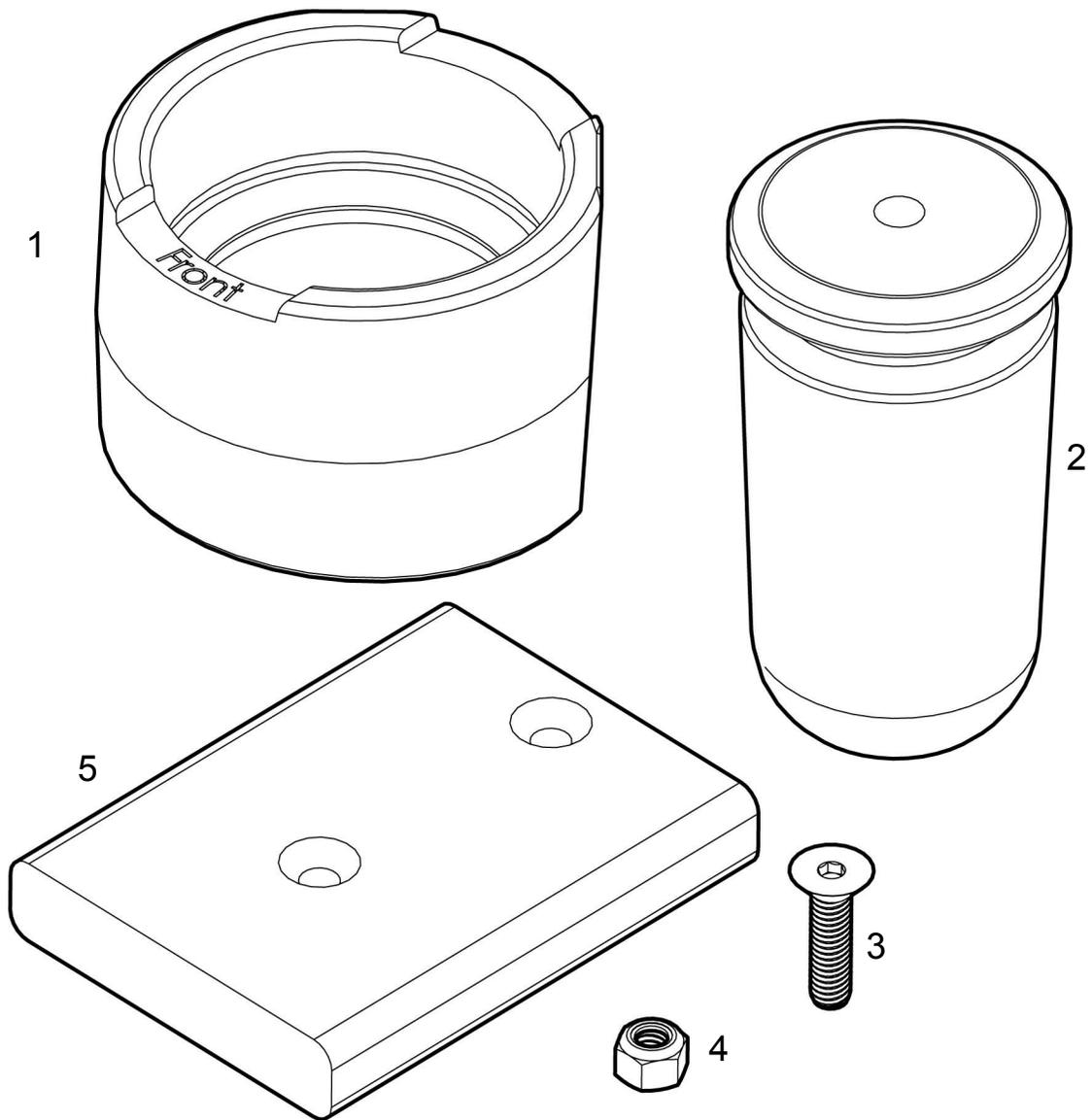
- Basic Mechanic's Tool Set
- Allen Wrench - 3/16"
- Combination End Wrench - 1/2"

Scan to watch
the video!





Item No.	Part Number	Description	Qty
1	953750	3" Front Speedbump	2
2	953757	Impact Tip For Bumpstop	2
3	50	Bolt 3/8-16 x 1.5 Socket Cap Screw Stainless	2
4	953756	Mounting Clamp	2
5	20	Bolt 1/4-20 x 1" Socket Cap Screw Stainless	2
6	946810	Front Spring Bucket Jounce Tube Brace for Speedbumps	2
7	180	Bolt 5/16"-18 x 1.0" Long Flat Head Socket Cap Screw Zinc Plated	6
8	38	Washer 5/16" Flat Zinc Plated	6
9	630	Nut 5/16"-18 UNC Nylock Zinc Plated	6
10	467125	Bumpstop JK Front 1.25" Tall x 3.5" OD	2
11	315	Bolt 3/8"-16x2" Flat Head Socket Cap	2
12	85	Nut 3/8"-16 Flanged Serrated	2
13	944725	Speedbump Spacer Sleeve 0.25" Thick	2
14	944775	Speedbump Spacer Sleeve 0.75" Thick	2



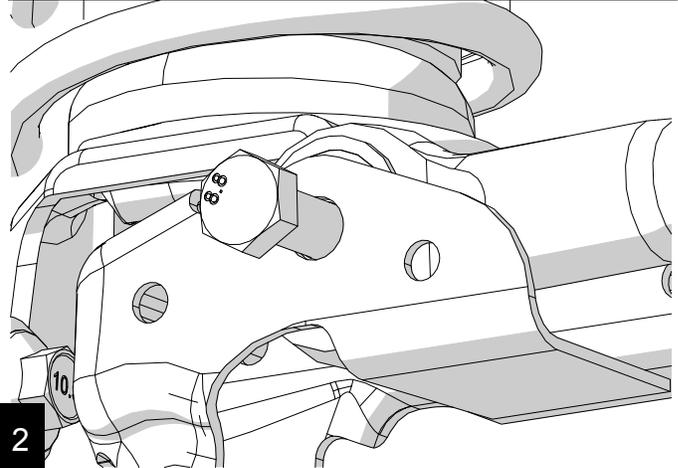
Item No.	Part Number	Description	Qty
1	467265	JK Rear Upper Speedbump Bumpstop Cup Extension	2
2	992012	JK Rear Extended Microcellular Urethane Foam Bumpstop	2
3	179	Bolt 5/16"-18 UNC x 1.25" Long Flat Head Socket Cap Screw	4
4	630	Nut 5/16"-18 UNC Nylock Zinc Plated	4
5	954600	JK Rear Lower 3/4" Tall Bumpstop Space	2

FRONT SPEEDBUMPS

Park the vehicle on a level surface and set the parking brake. Raise and support the vehicle so the axle can droop. See the factory service manual for safe support locations.

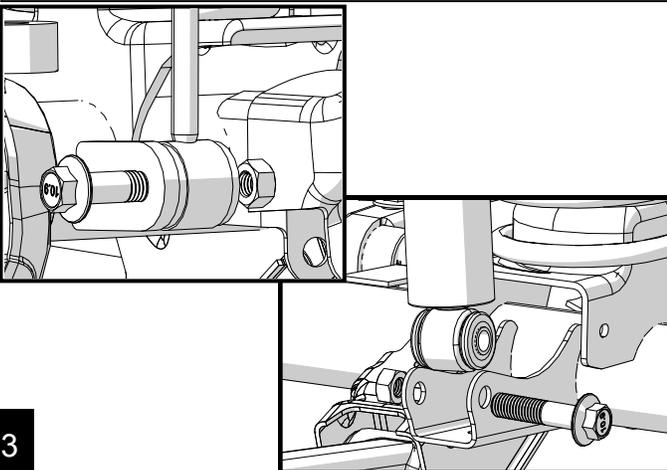
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Support the axle and disconnect the front track bar at the axle with an 18mm. The nut is a flag nut.



2

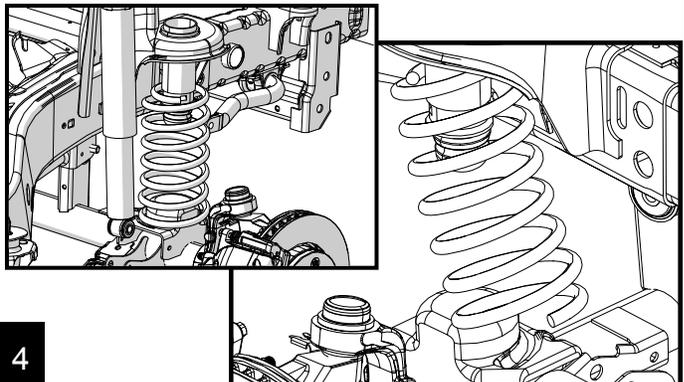
Disconnect the front swaybar links at the axle with an 18mm. Disconnect the shocks from the axle with an 18mm.



3

REMOVE FRONT SPRINGS

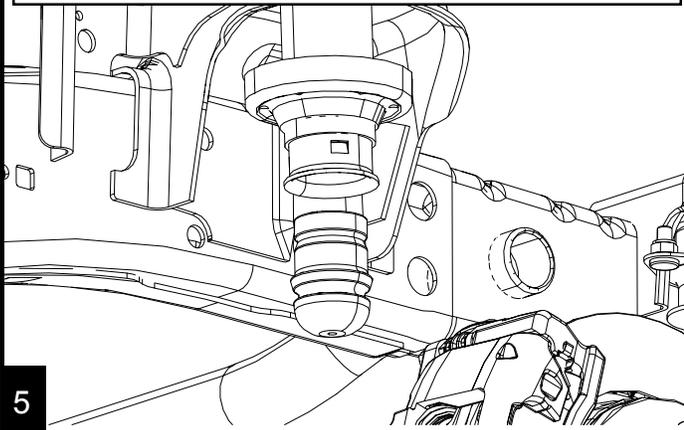
Lower the axle enough for the springs to be removed. Do not over stretch the ABS and brake lines. **You may need to loosen the front control arm bolts.**



4

REMOVE FACTORY BUMP STOP AND ISOLATOR

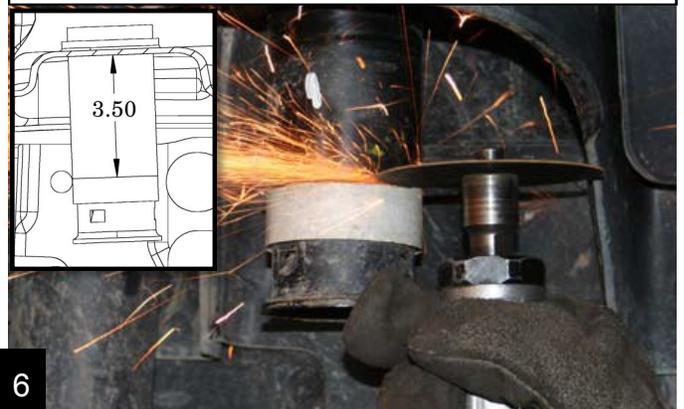
Remove the factory spring isolator. Remove the bumpstop by twisting and pulling to the side.



5

MODIFY JOUNCE TUBE

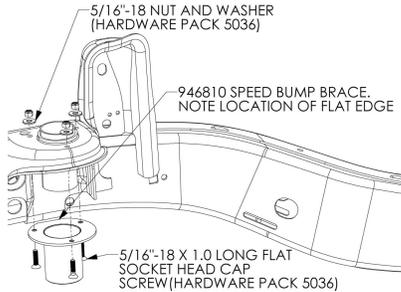
Measure down from the spring pocket 3.5" and mark the tube. Use tape as a straight guide for your cut. It is crucial that your cut is straight and square. Cut the tube.



6

TEST FIT AND INSTALL OF SPEEDBUMP BRACE Position the SpeedBump support tube with the flat edge on the inside of the spring tower. Using the support tube as a guide, mark and center punch one hole. Pilot a drill 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, mark and drill the remaining two holes. **Torque the socket head cap screws to 200 in-lbs. (22 N-m)**



7

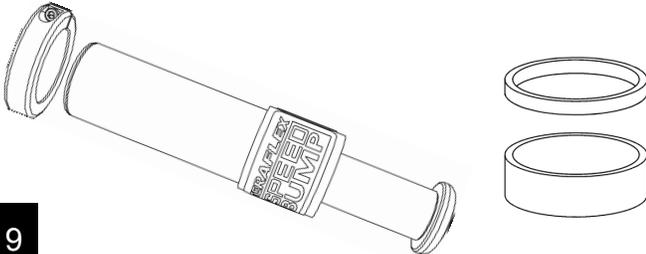
Trim any excess material until the support tube and the original tube are flush with each other. Finish all sharp edges on the outside and inside of the tube, it is important that the SpeedBump has a smooth, even surface to rest against. If there are any slag or burrs in the tube that restricts the install, clean the tube as required.

8

TEST FIT AND INSTALL OF SPEEDBUMP

Remove the clamp on the SpeedBump cylinder by loosening the socket head cap screw with a 3/16" Hex Drive Bit.

Test fit the SpeedBump in the factory jounce tube. If needed, install a 0.25" or 0.75" sleeve spacer into the SpeedBump cylinder depending on your suspension setup. You basically need the SpeedBump to stop the axle up travel before bottoming out your shocks.



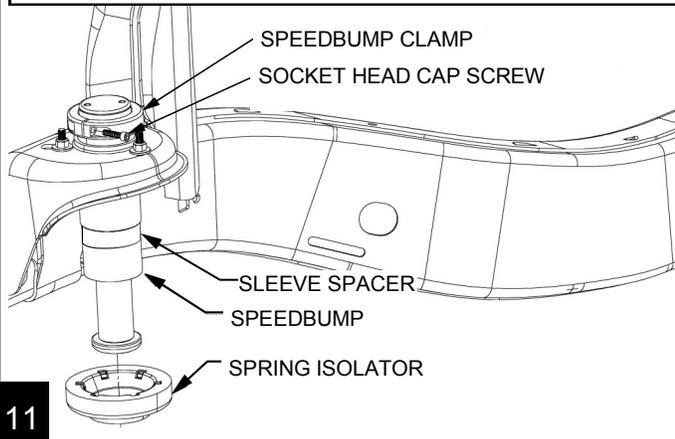
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Coat the lower portion of the SpeedBump with black RTV silicone to help with noise and corrosion. Slide the bump stop into position.



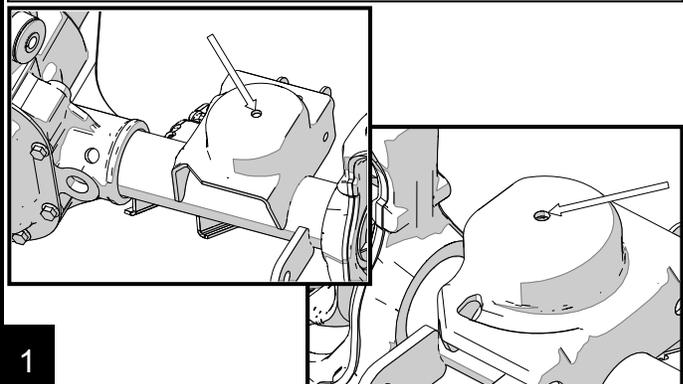
10

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.



11

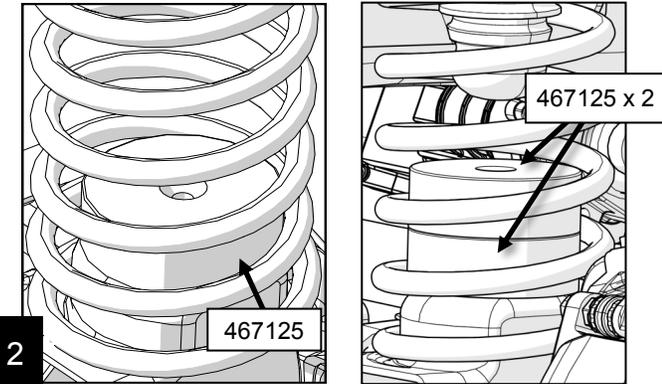
FRONT LOWER SPEEDBUMP BUMPSTOP PADS Locate the center of the front axle driver and passenger side spring pads and drill a 3/8" [9.5mm] hole in the center of the pad.



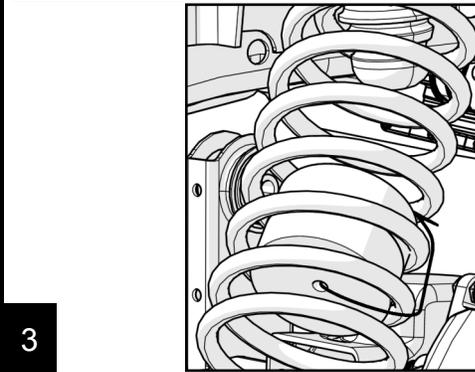
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Reinstall the springs and the 467125 Speedbump Bumpstop at the same time so the spring is easier to install.

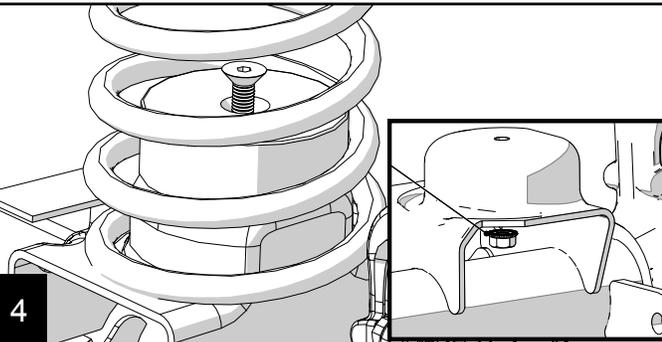
NOTE: For the 4" and 6" lift kits install the additional Speedbump Bump Stop provided in kit that came with your springs.



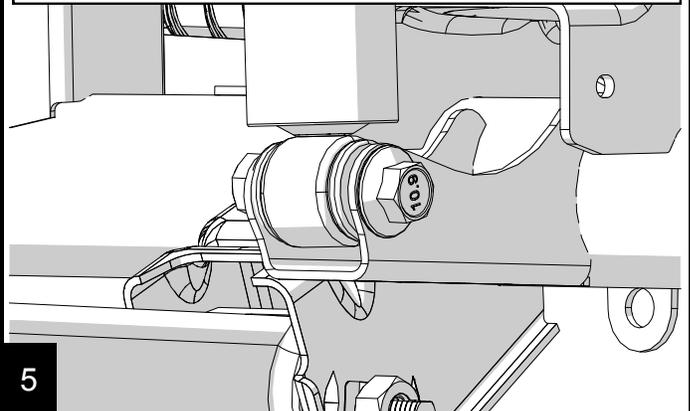
TIP: To help install the 467125 Speedbump Bumpstops along with the spring, use a long zip tie or wire to secure the bump stops inside the spring. Once the spring is in place, cut the zip tie or wire to release the bump stops once spring is in place.



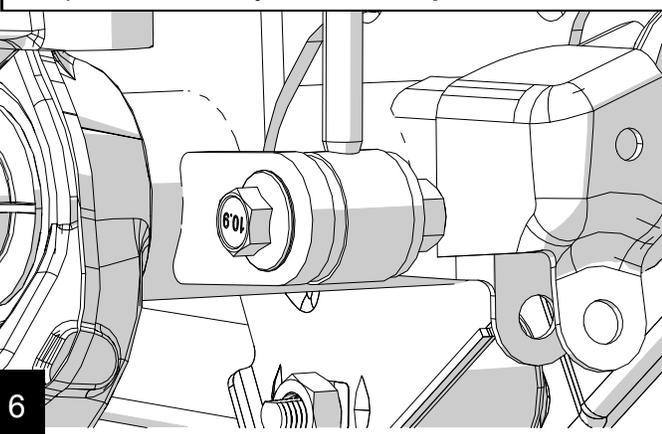
Install the #315 3/8" x 2" bolt through the bump stop and the #85 3/8" nut under the spring pad. Tighten bolt.
NOTE: For the 4" and 6" lift kits install the longer #3151 3/8" x 3" bolt provided in hardware kit that came with your springs.



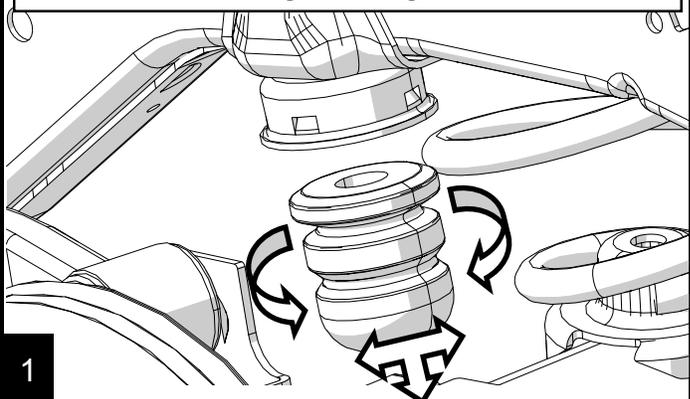
FRONT SHOCKS
Reinstall the shocks, if not replacing shocks, or install the new shocks (Refer to instruction that came with your shocks).
Torque lower bolt to 56 ft-lbs.



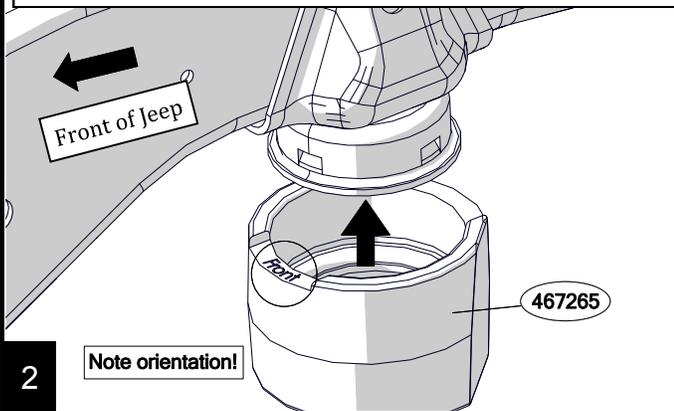
SWAYBAR LINKS
Reconnect the swaybar links to the axle or install replacement swaybar link. **Torque to 75 ft-lbs.**



REMOVE REAR FACTORY BUMP STOPS
Begin with removing the factory bump stop from the frame mount by simply pulling in a downward position with a slight twisting motion.

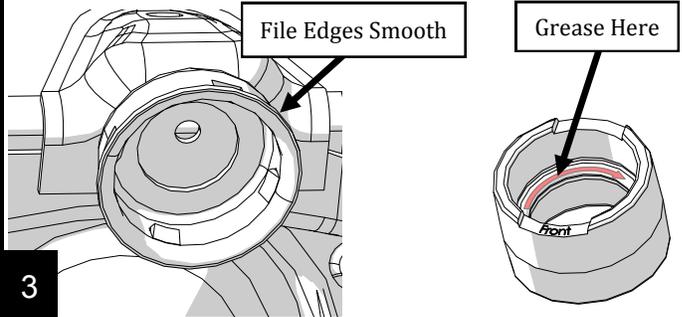


NOTE ORIENTATION: The upper SpeedBump cup snaps onto the frame bumpstop bell. Align the SpeedBump cup with the frame. The notched cutouts on the top side of the cup index around the factory bumpstop frame bracket.



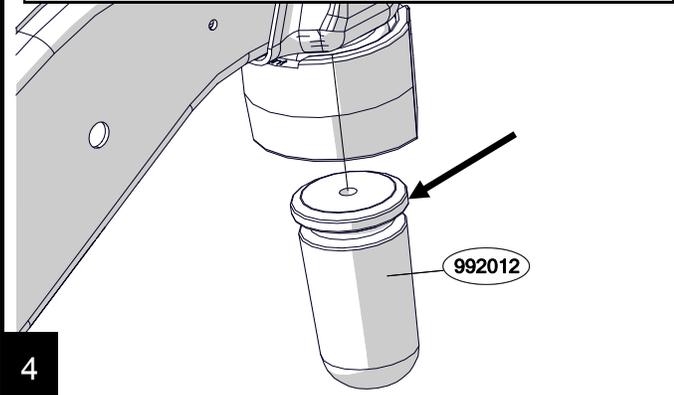
INSTALL REAR BUMP STOP EXTENSION CUPS

On Jeeps with slightly larger bumpstop bells the cup will be a tight fit. To help with this use a hand file and smooth any sharp edges on the bumpstop bell. Also apply a thin layer of grease to the cups inside lip. Then with a mallet give the cup a few quick taps to aid in installation.



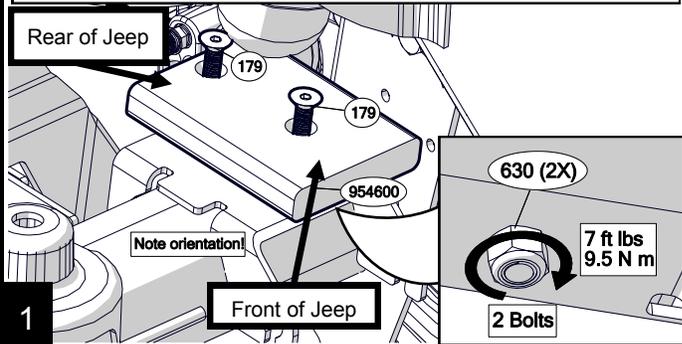
INSTALL SPEEDBUMP BUMPSTOP

Next, twist and push the new Speedbump Bumpstop into position. Use some silicone spray lubricant to help pop it into place.



REAR LOWER BUMP STOP PADS

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

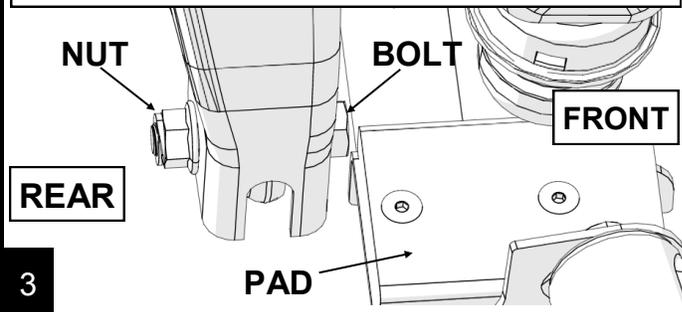
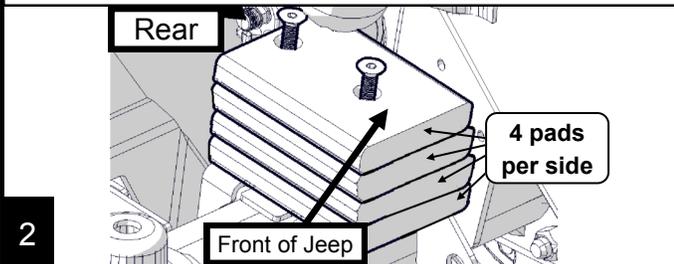


For the 4" and 6" lift kits locate the 6 rear lower bumpstop pads (954600) that came with your spring box and the other 2 that came with this Bump Stop kit (8 total). Position 4 pads (per side) with the extended side facing the front of the Jeep, as shown.

NOTE: For the 4" and 6" lift kits install the longer #1000 5/16" x 3.5" bolts provided in the hardware kit that came with your springs. A set of 5/16" x 2.75" bolts have also been provided for installing 3 pads per side instead the 4. It is best to start with 4 per side and then fine tune from there by cycling the suspension.

IMPORTANT NOTE! Due to clearance issues with the bumpstop pad on the axle it is important to have the frame side factory trackbar bolt installed from the front, and the nut to the rear.

Refer back to the lift instructions now or reinstall the tires, remove supports and lower Jeep to the ground. Reinstall the front trackbar and torque to 125 ft-lbs.



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 swaybar 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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