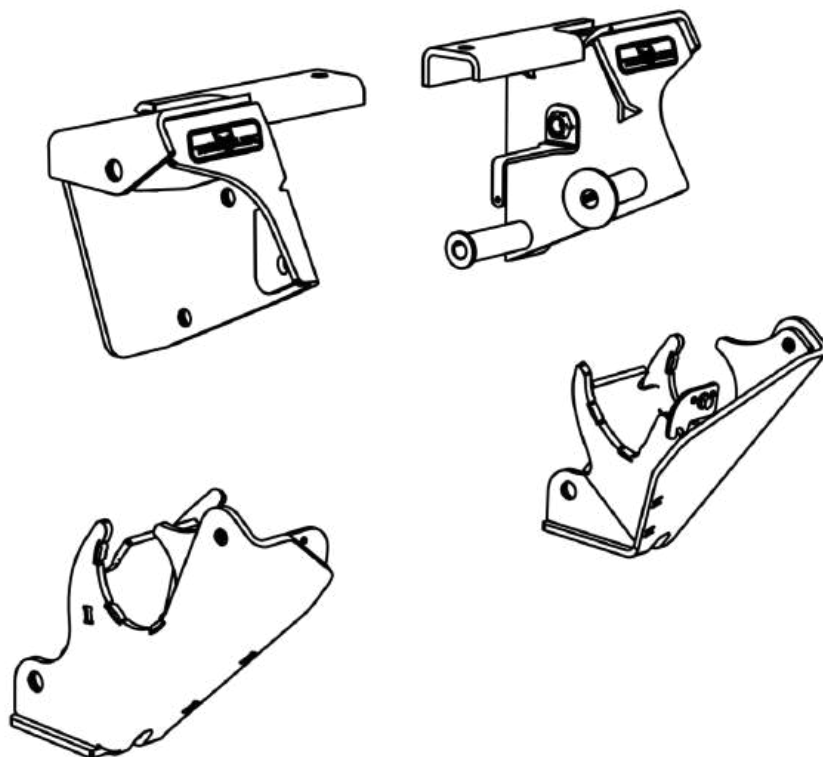




JT Rear Coil Over Bracket Kit Instructions

www.TERAFLEX.com

1357700



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. If any parts are missing please contact your local TeraFlex dealer for assistance.

A MINIMUM 2.5" OF REAR BUMP STOP SPACERS ARE REQUIRED TO ENSURE PROPER CLEARANCE OF SUSPENSION COMPONENTS.

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

Tools Needed:

- Metric Wrenches and Sockets
- Plasma Cutter or Cut Off Wheel

ATTENTION

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

The JT Coil Over 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.

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

- Inner fender liners with increased clearance
- Fenders with increased clearance or Rubicon Fender Chop Kit
- 1774700 TeraFlex JT Forged ST Rear Sway Bar Kit
- 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 $\geq 58.5"$

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

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

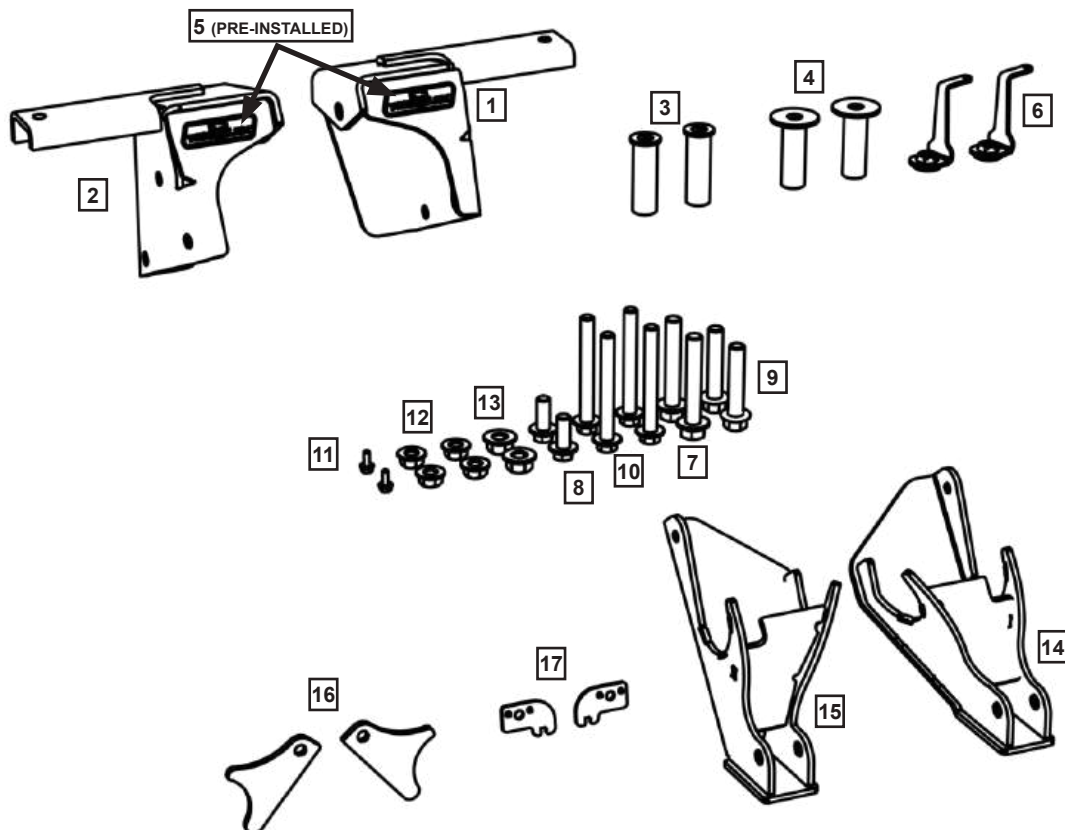
Tera60 Axle $\underline{70.0} - \underline{-1.0} - \underline{-1.0} - \underline{13.5} + \underline{0.0} + \underline{0.0} = \underline{58.5"}$

Your Axle/Tire Build Plan

$$\underline{\text{Axle WMS-WMS}} - \underline{\text{Wheel Offset}} - \underline{\text{Wheel Offset}} - \underline{\text{Tire Width}} + \underline{\text{Wheel Spacer Thickness}} + \underline{\text{Wheel Spacer Thickness}} = \underline{58.5"} \text{ or greater}$$

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

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


1357700 JT Coil Over Rear Frame Bracket Kit

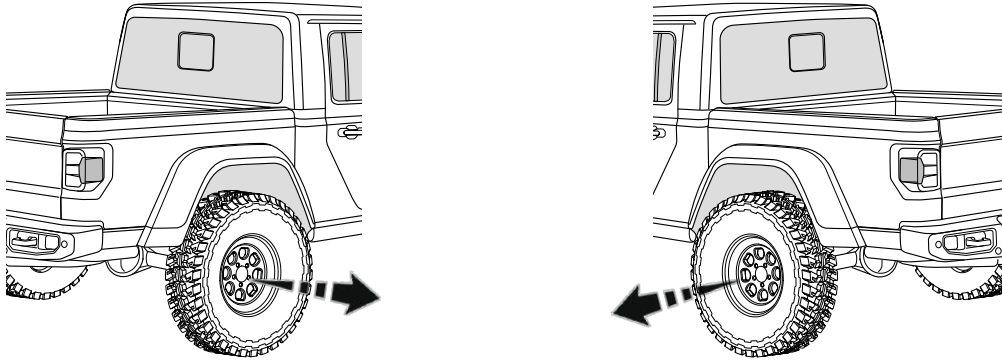
Number	Part #	Name	Qty.
1	15-03-002-002	Bracket, Shock Mount, Jeep JT, Coil Over Rear Frame Assembly Driver	1
2	15-03-002-003	Bracket, Shock Mount, Jeep JT, Coil Over Rear Frame Assembly Passenger	1
3	15-03-002-021	Bracket (S), Shock Mount, Jeep JT, Coil Over Rear Flag Nut Sleeve 01	2
4	15-03-002-022	Bracket (S), Shock Mount, Jeep JT, Coil Over Rear Flag Nut Sleeve 02	2
5	36-01-001-000	Accessory (S), Badge, Teraflex / Shield Logo, 3.21" Long / 1.00" Tall / Aluminum / Flat	2
6	47-03-001-005	Custom Hardware (S), Flag Nut, Flange Top Lock Nut, Gladiator, Rear Coil Over	2
	5232	JT Coil Over, Rear, Hardware Pack	1
7	45-02-005-022	Hardware (S), Hex Flange Bolt, Alloy Steel / PS11036-S, M16 x 2.0 x 100mm	2
8	45-02-005-041	Hardware (S), Hex Flange Bolt , Alloy Steel / PS11036-S, M14 x 2.0 x 35mm	2
9	45-02-009-003	Hardware (S), Hex Flange Bolt, M16 x 2.0 x 80mm, Class 10.9 / ZnAl / Silver	2
10	45-02-009-007	Hardware (S), Hex Flange Bolt, M14 x 2.0 x 120mm, Class 10.9 / ZnAl / Silver	4
11	45-02-009-009	Hardware (S), Hex Flange Bolt, M6 x 1.0 x 16mm, Class 10.9 / ZnAl / Silver	2
12	45-08-004-001	Hardware (S), Flange Top Lock Nut, Alloy Steel/ PS11036-S, M14 x 2.0	4
13	45-08-004-003	Hardware (S), Flange Top Lock Nut, Alloy Steel / PS11036-S, M16 x 2.0	2

1357800 JT Coil Over Rear Axle Bracket Kit

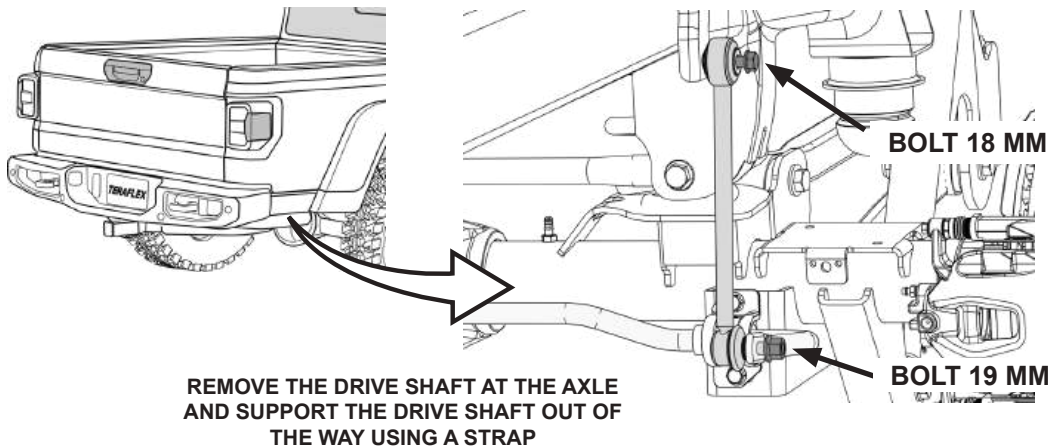
Number	Part #	Name	Qty.
14	15-03-002-012	Bracket, Shock Mount, Jeep JT, Coil Over Rear Axle Assembly Driver	1
15	15-03-002-013	Bracket, Shock Mount, Jeep JT, Coil Over Rear Axle Assembly Passenger	1
16	15-03-002-020	Bracket, Shock Mount, Jeep JT, Coil Over Rear Axle Doubler	2
17	51-01-004-001	Tool (S), Locating Tool, Jeep JT, Coil Over Axle Bracket	2

REAR DISASSEMBLY

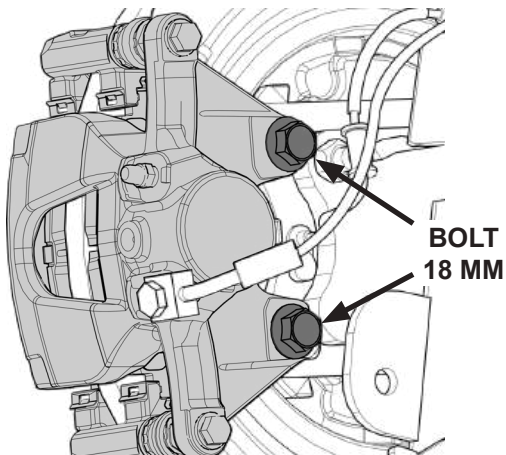
REMOVE REAR TIRES

**1**

REMOVE REAR SWAY BAR

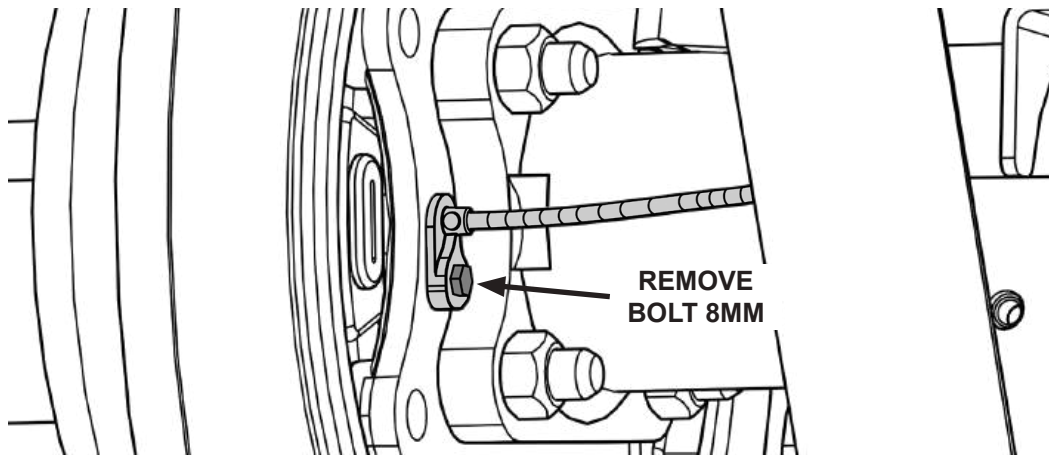
**2**

REMOVE THE REAR CALIPERS FROM THE AXLE

**3**

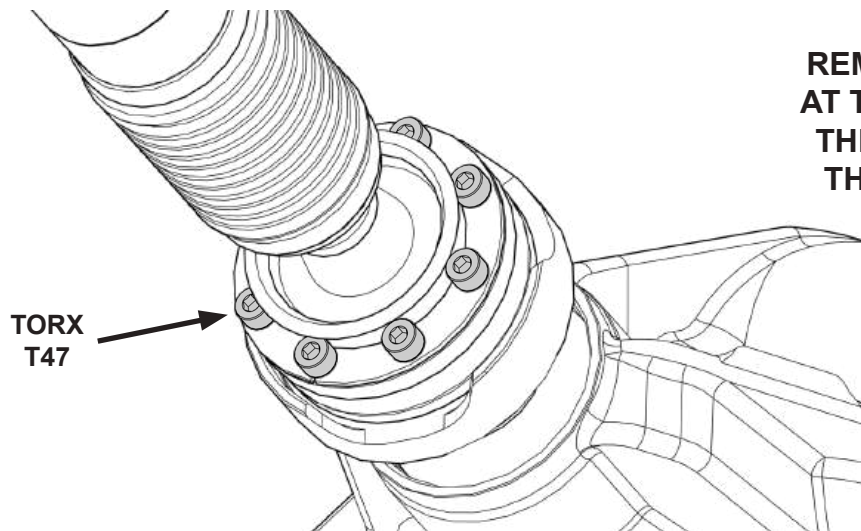
**DO NOT HANG THE CALIPERS BY
THE BRAKE LINES**

DISCONNECT THE ABS LINES FROM THE AXLE



4

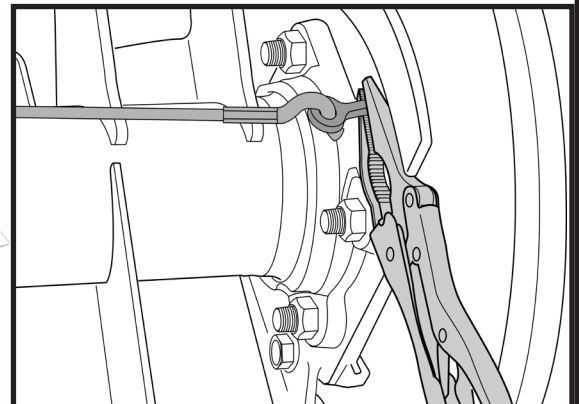
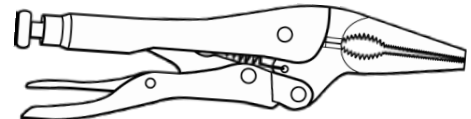
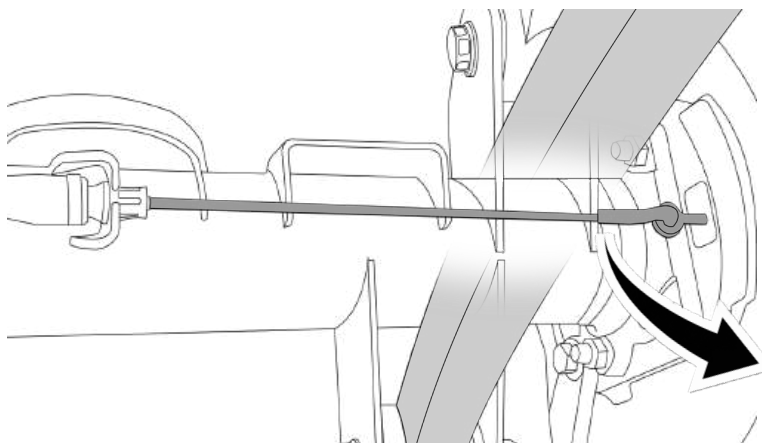
REMOVE THE REAR DRIVE SHAFT



REMOVE THE DRIVE SHAFT AT THE AXLE AND SUPPORT THE DRIVE SHAFT OUT OF THE WAY USING A STRAP

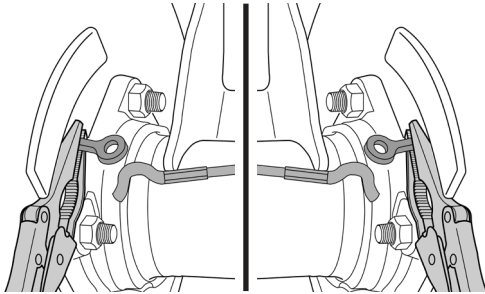
5

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

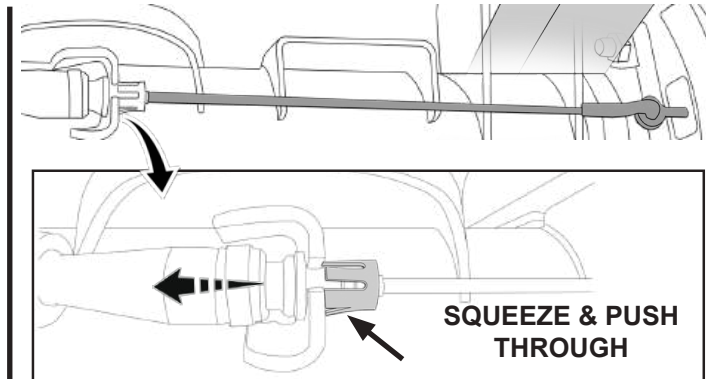


6

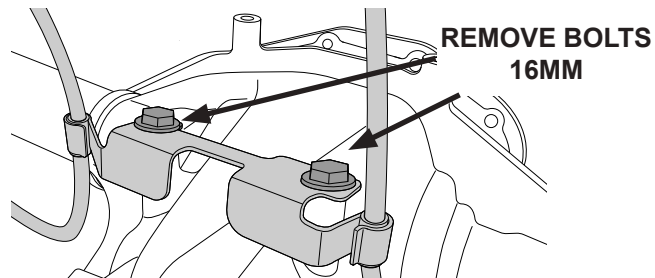
RELEASE E-BRAKE AND DISCONNECT CABLES FROM BOTH EYELETS AND AXLE BRACKETS



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



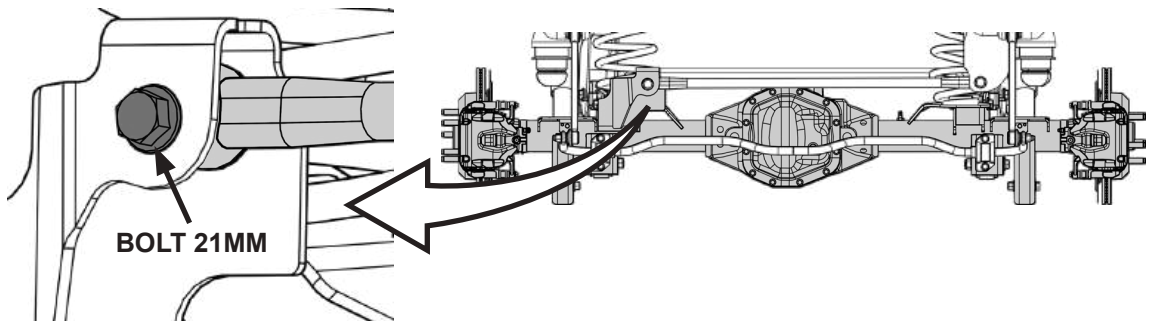
SQUEEZE & PUSH THROUGH



**REMOVE BOLTS
16MM**

7

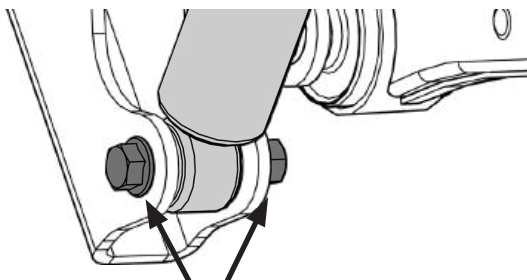
REMOVE THE TRACK BAR FROM THE AXLE



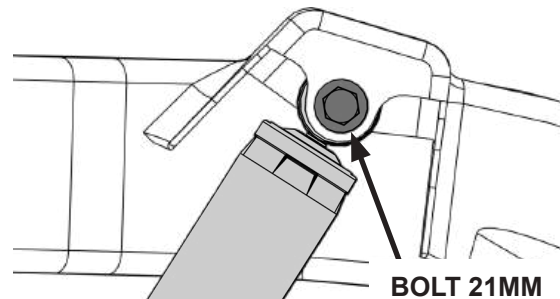
BOLT 21MM

8

REMOVE THE REAR SHOCKS

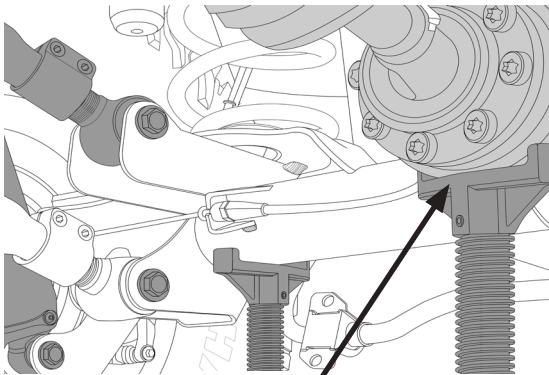
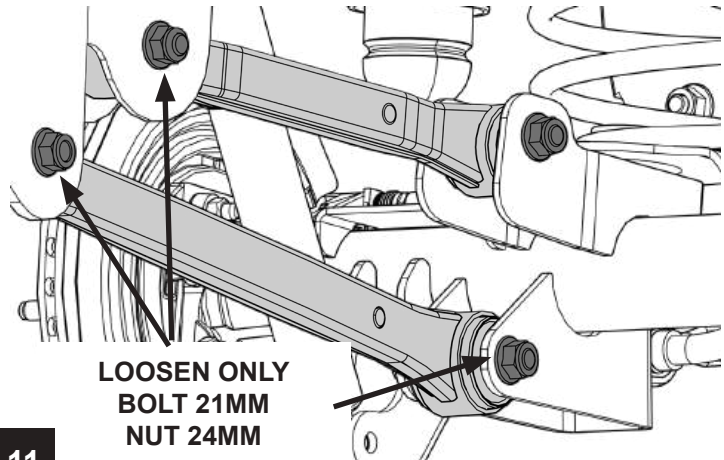
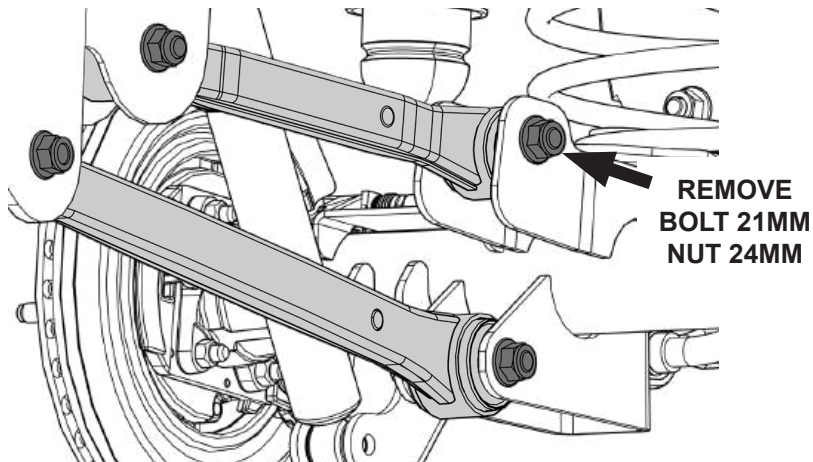
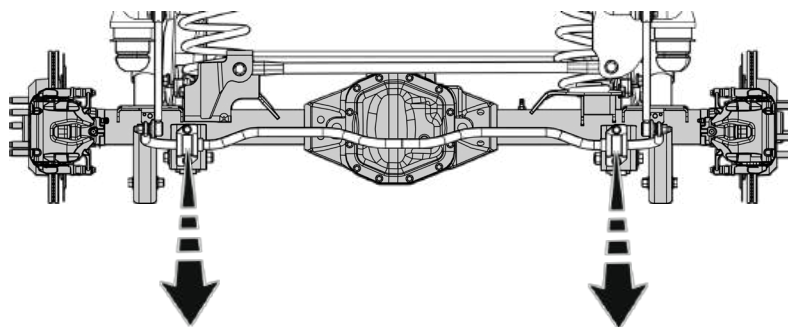
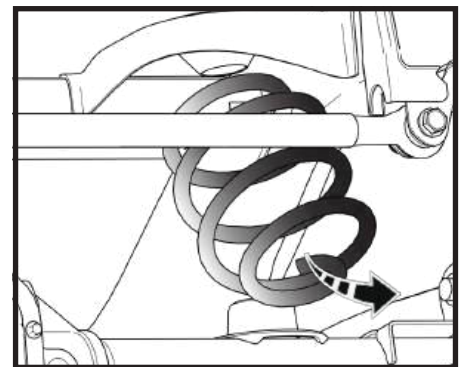


BOLT & NUT 21MM

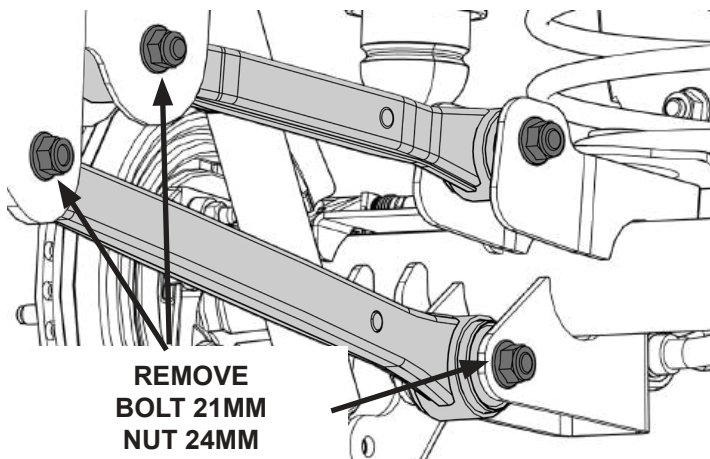


BOLT 21MM

9

SUPPORT FRONT OF REAR AXLE**SUPPORT****10****LOOSEN REAR CONTROL ARM BOLTS****LOOSEN ONLY
BOLT 21MM
NUT 24MM****11****REMOVE UPPER CONTROL ARM BOLT AT THE AXLE****REMOVE
BOLT 21MM
NUT 24MM****12****LOWER AXLE TO REMOVE REAR SPRINGS****NOTE: REMOVE ANY PLASTIC RETAINERS FROM
WIRING OR HOSES AS NEEDED.****13**

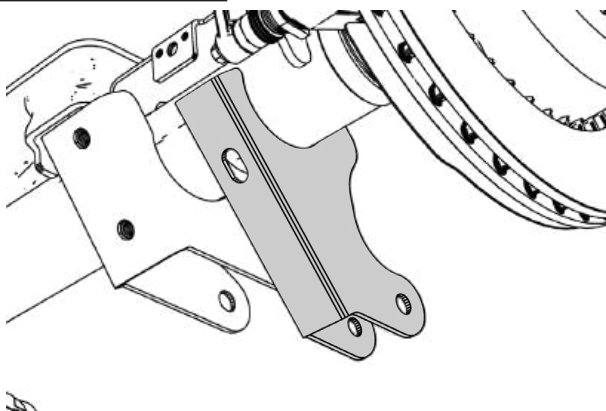
SUPPORT THE REAR AXLE AND CONTINUE BY COMPLETELY REMOVING THE REAR CONTROL ARM BOLTS

**14**

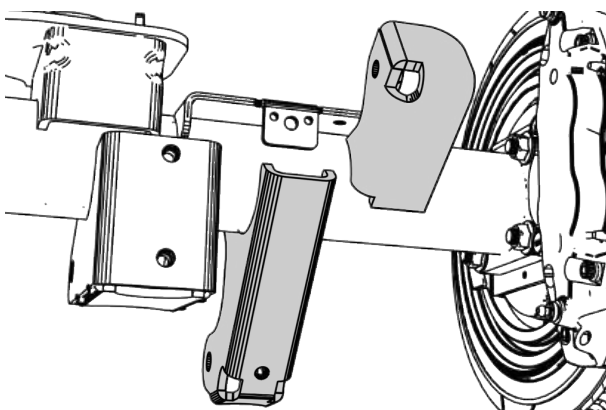
DISCONNECT LOCKER AND BREATHER HOSE AND REMOVE AND LOWER THE AXLE OUT OF THE WAY

REAR AXLE BRACKETS INSTALL

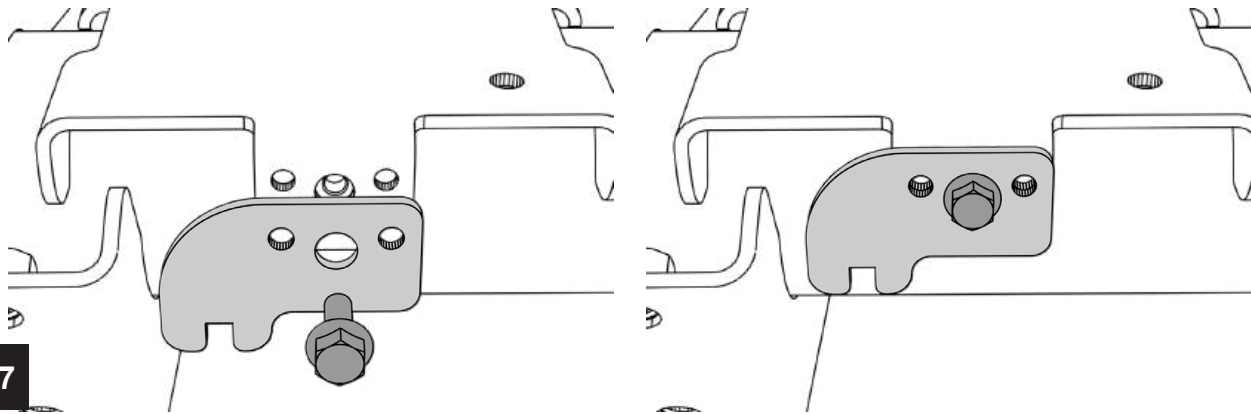
RUBICON FACTORY 44 AXLE: REMOVE THE LOWER SHOCK MOUNT

**15**

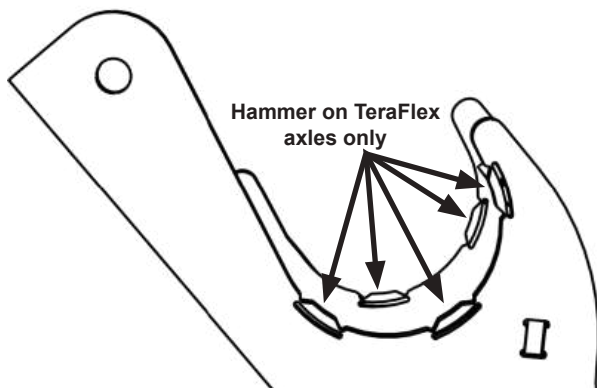
TERAFLEX AXLES: REMOVE THE LOWER SHOCK MOUNT AND SWAY BAR LINK MOUNT

**16**

**INSTALL THE ALIGNMENT TAB SO THE ALIGNMENT IS
TOWARDS THE INSIDE OF THE AXLE (PASSENGER SIDE SHOWN)**

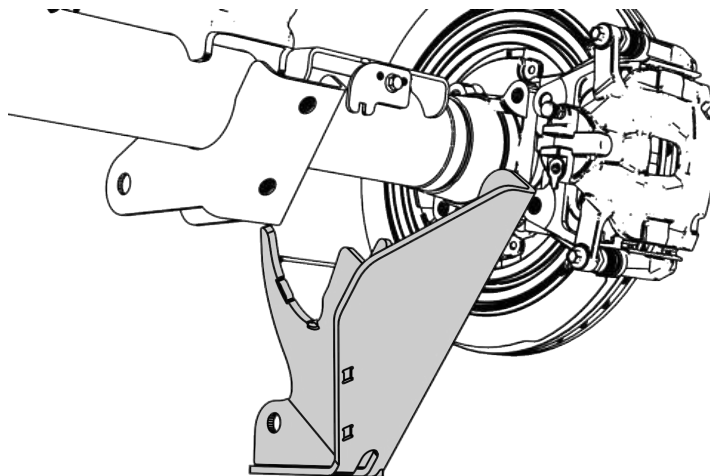


**TERAFLEX AXLES: HAMMER DOWN THE TABS TO PROVIDE CLEARANCE
FOR 3.25" AXLE TUBES**



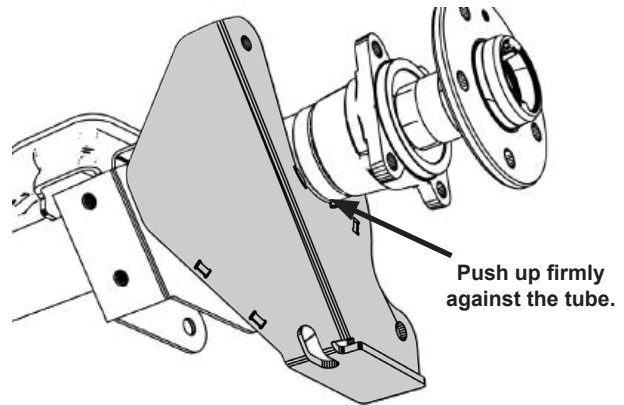
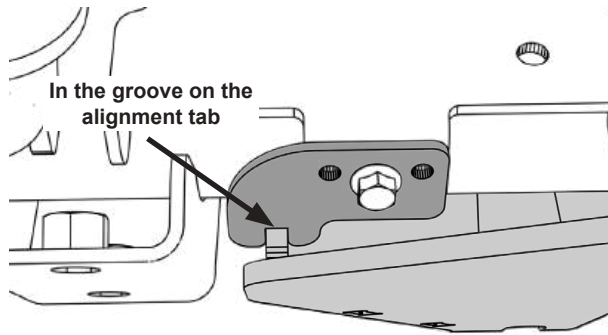
**DO NOT HAMMER TABS IF
INSTALLING ON FACTORY
RUBICON 44 AXLE**

LOCATE THE BRACKET IN THE CORRECT POSITION



18

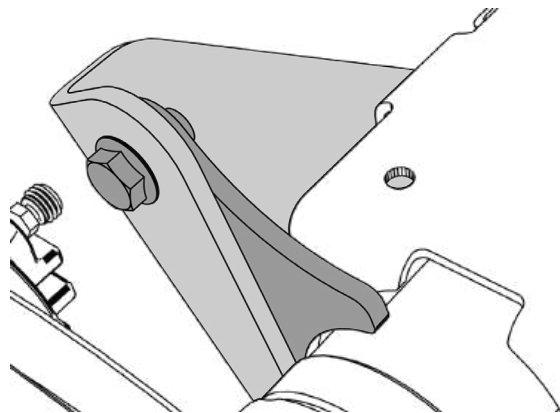
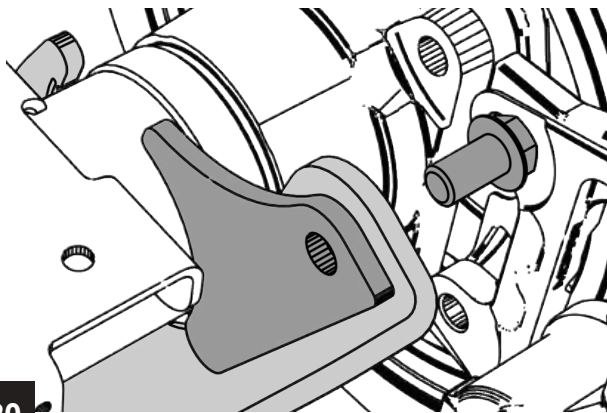
THE BRACKET SHOULD BE PUSHED UP FIRMLY TO THE TUBE ON THE OUTSIDE AND TOUCHING THE ALIGNMENT TAB ON THE INSIDE



19

TACK THE BRACKET IN PLACE

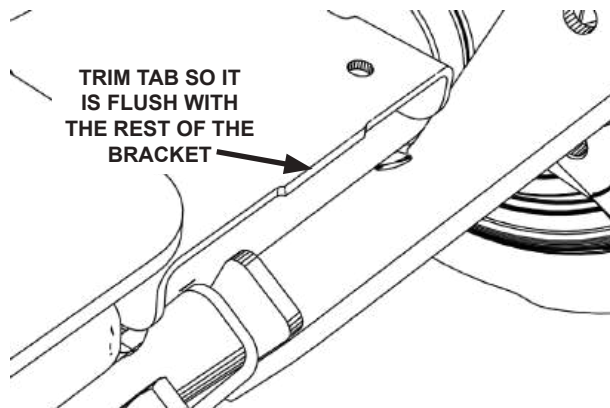
ATTACH THE REINFORCEMENT PLATE



20

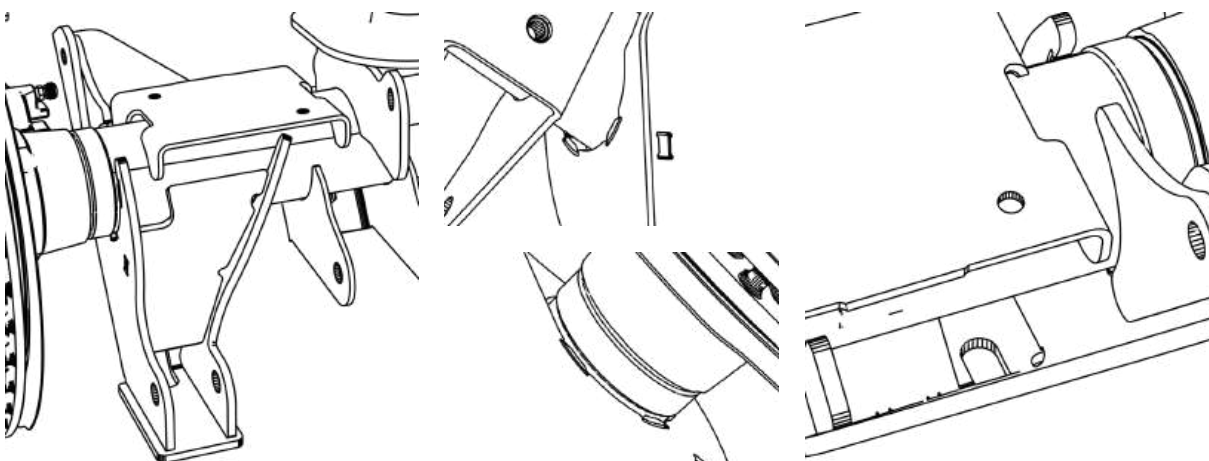
USE A BOLT TO ALIGN THE HOLES, THEN TACK IT IN PLACE.

TRIM THE STRIKE PAD WHERE THE ALIGNMENT TAB WAS MOUNTED



TRIMMING THE BRACKET PROVIDES SPACE TO WELD ON THE INSIDE OF THE BRACKETS.

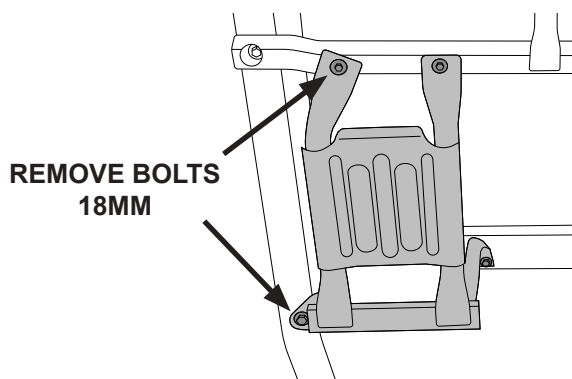
21

WELD ON THE AXLE BRACKET**22**

**WELD AS MUCH OF THE BRACKETS TO THE TUBE
AND EACH OTHER AS POSSIBLE**

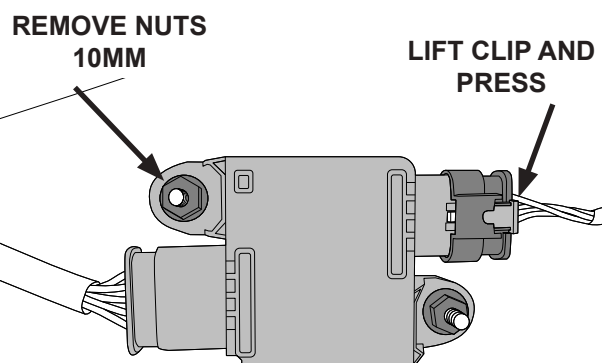
EXHAUST REMOVAL (DIESEL)

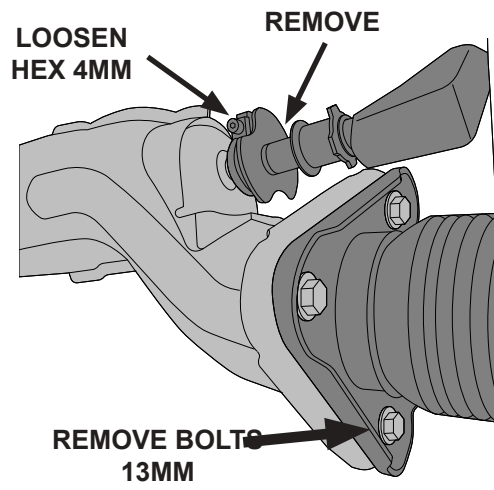
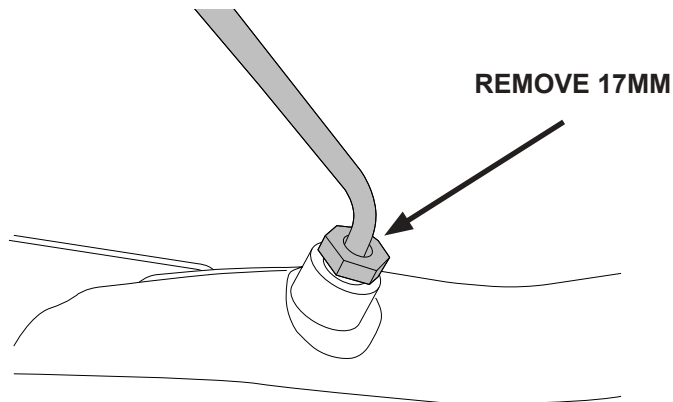
REMOVE SELECTIVE CATALYTIC REDUCTION SKID PLATE

**23**

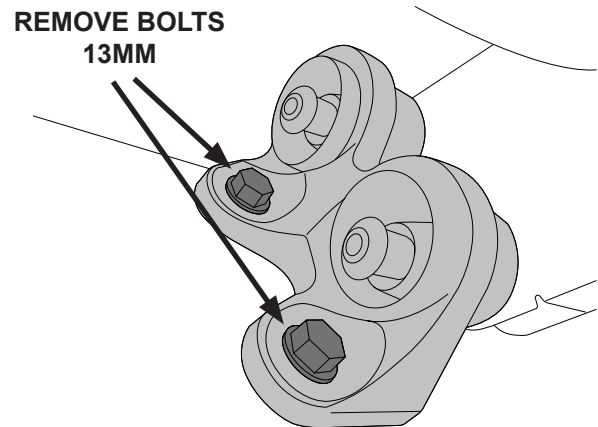
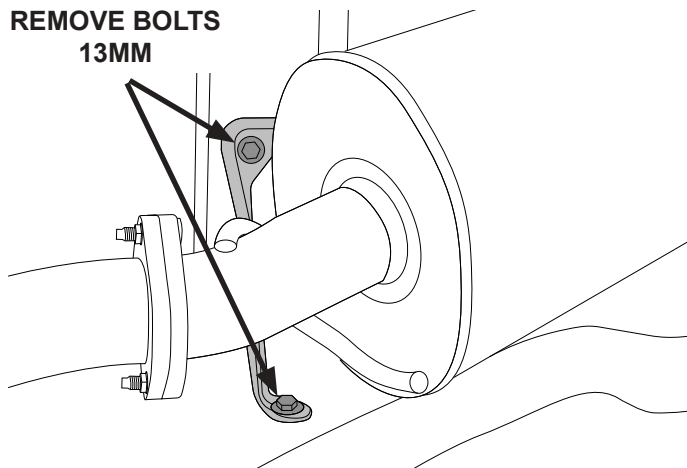
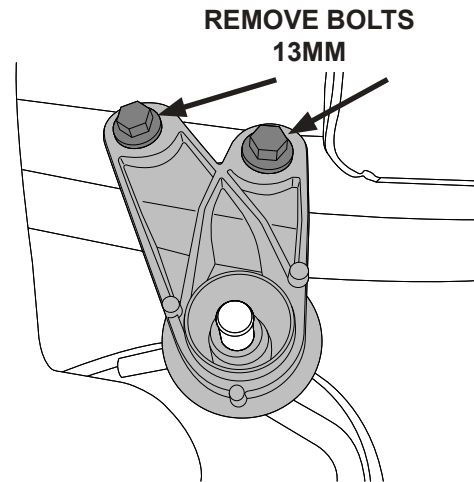
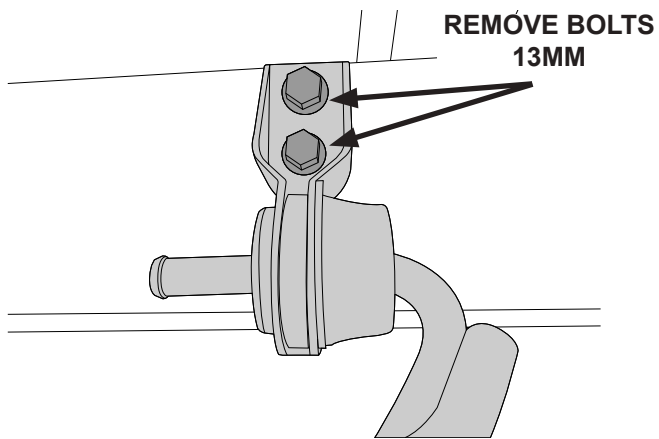
**NOTE: REMOVE SELECTIVE CATALYTIC REDUCTION AND MUFFLER
TOGETHER TO AVOID DAMAGING GASKET**

**REMOVE PARTICULATE MATTER SENSOR MODULES FROM THE FRAME AND
DISCONNECT WIRE HARNESS**

**24**

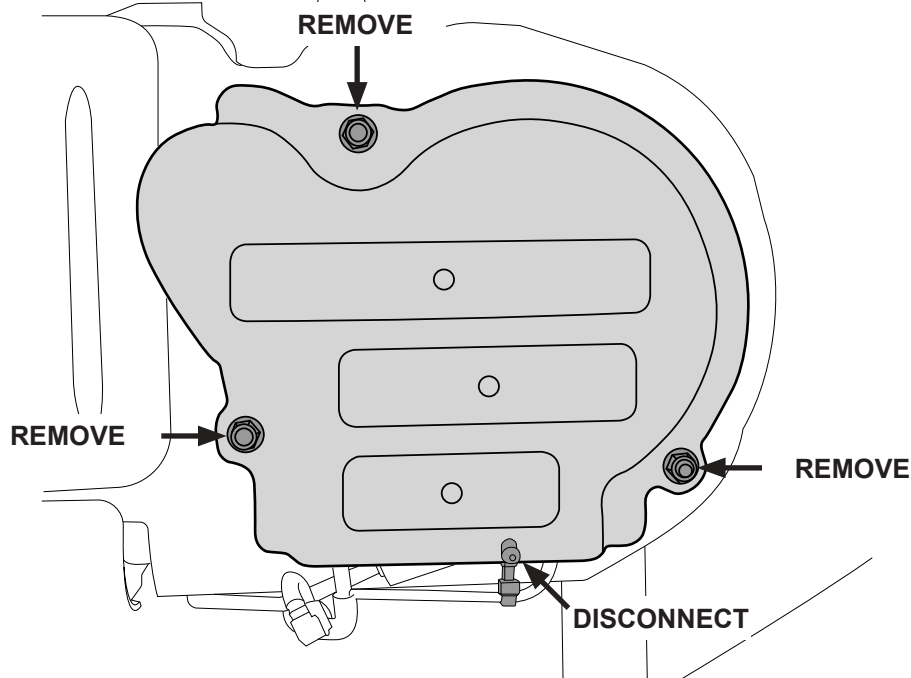
REMOVE DEF INJECTOR AND BOLTS SECURING SELECTIVE CATALYTIC TO THE DIESEL PARTICULATE FILTER**25****REMOVE THE EXHAUST GAS TEMPERATURE SENSOR****26**

REMOVE THE EXHAUST MOUNTS FROM THE FRAME AND REMOVE SELECTIVE CATALYTIC REDUCTION AND MUFFLER SECTION



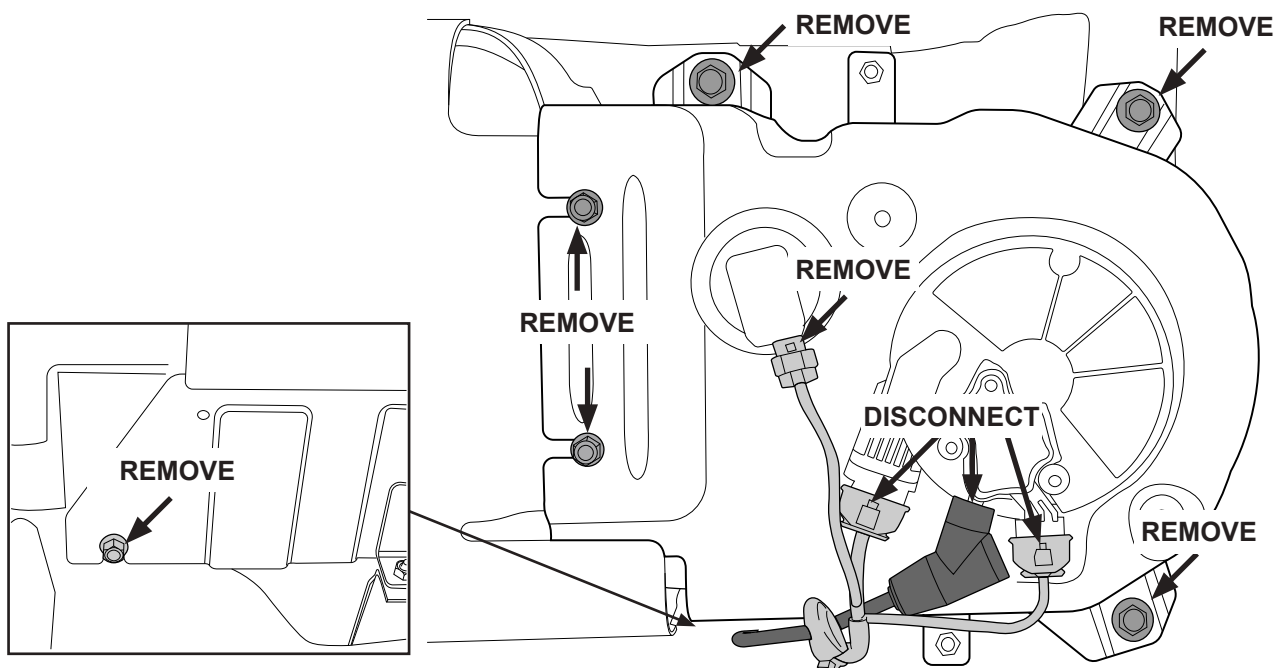
DEF TANK REMOVAL (DIESEL)

REMOVE THE DEF TANK SHIELD



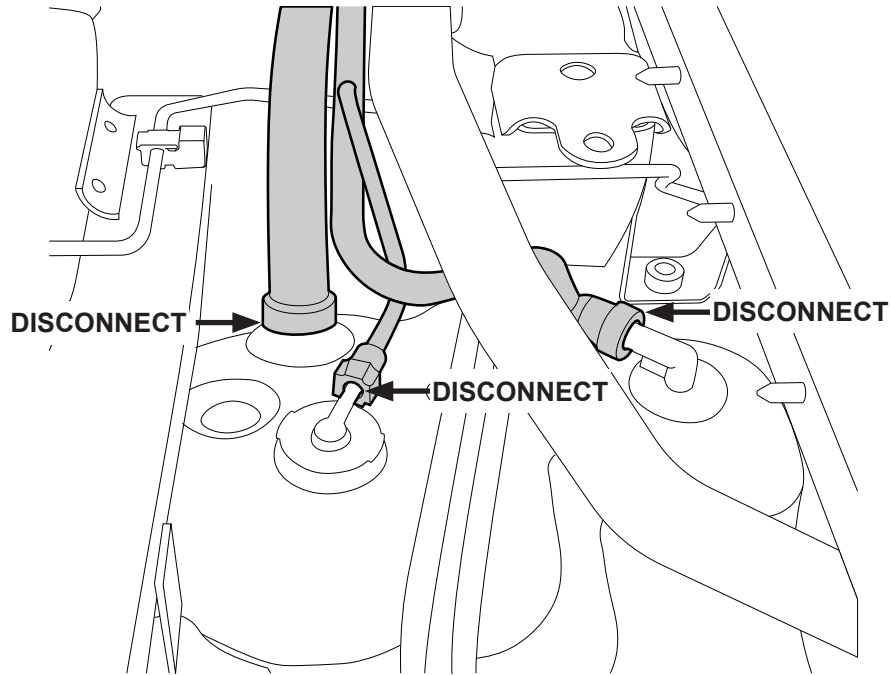
28

DISCONNECT THE DEF SUPPLY LINE AND WIRE HARNESS CONNECTORS
SUPPORT THE DEF TANK WITH A TRANSMISSION JACK AND REMOVE THE
HARDWARE AND PARTIALLY LOWER THE TANK



29

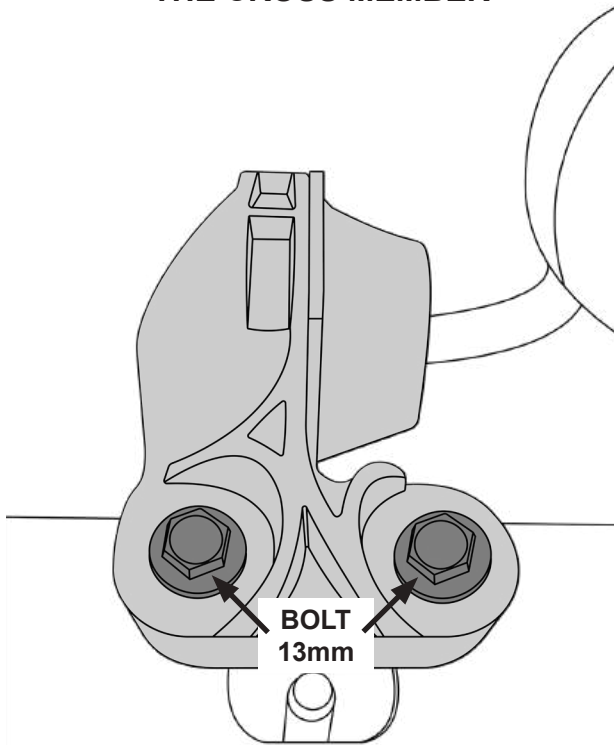
**DISCONNECT THE VENT VALVE, ROLLOVER VALVE
AND FILLER TUBE FROM THE TANK**



THE DEF TANK CAN NOW BE REMOVED

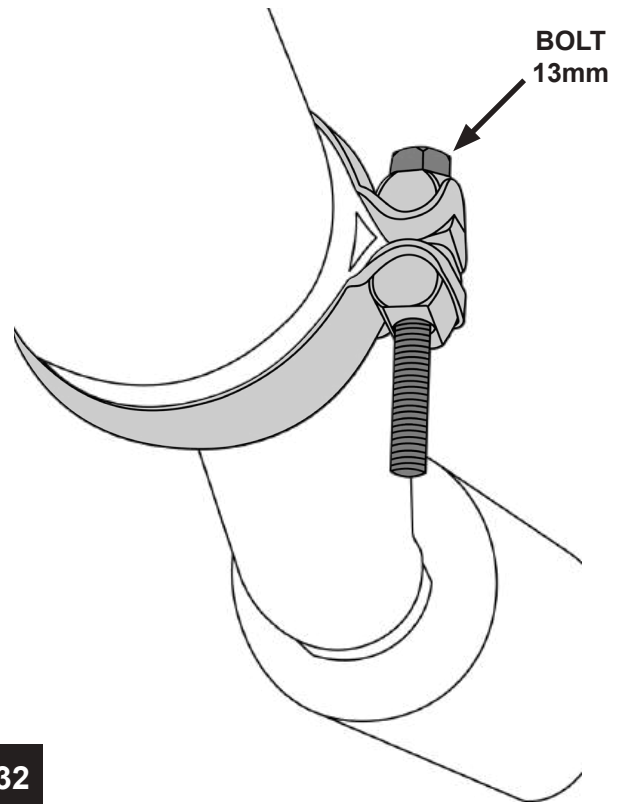
EXHAUST REMOVAL (3.6L)

REMOVE THE EXHAUST MOUNT FROM
THE CROSS MEMBER



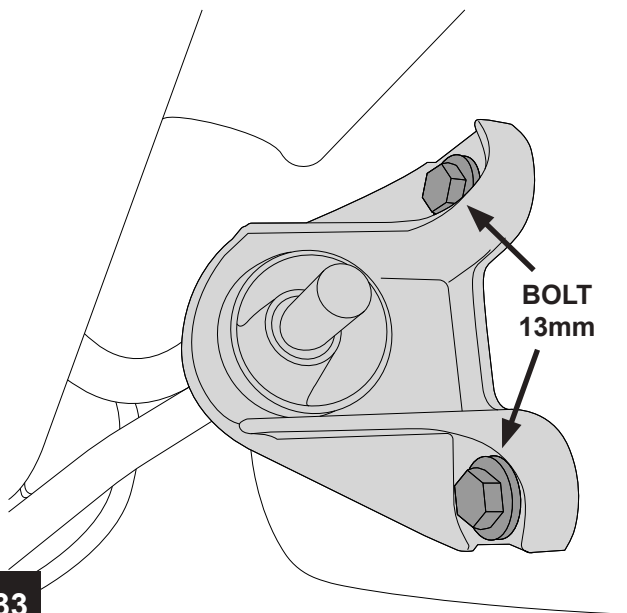
31

LOOSEN THE FRONT EXHAUST CLAMP

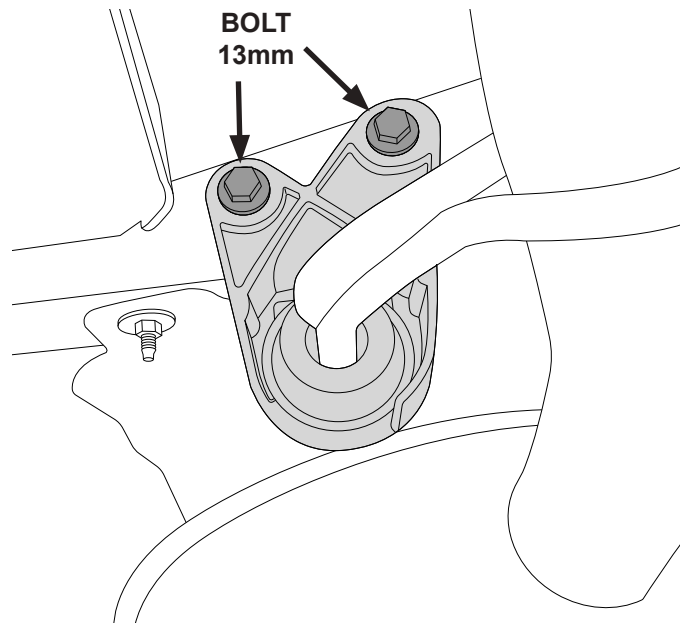


32

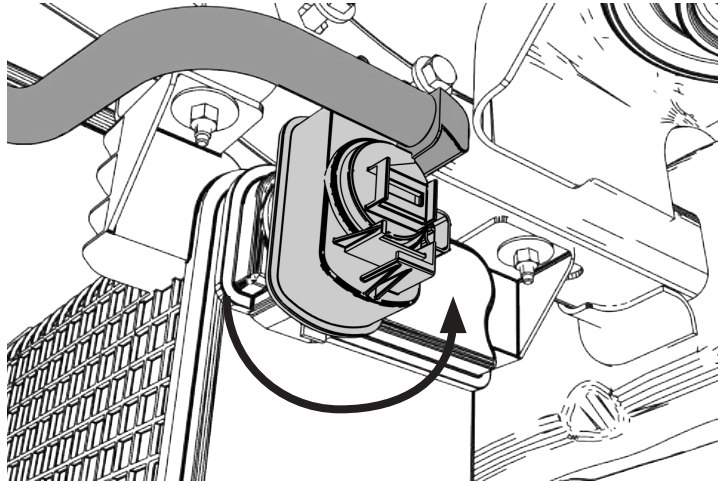
REMOVE REMAINING EXHAUST MOUNTS AND REMOVE REAR SECTION OF EXHAUST



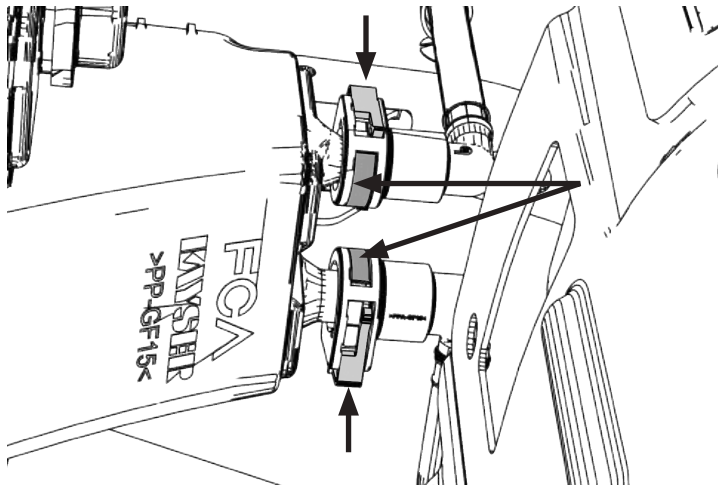
33



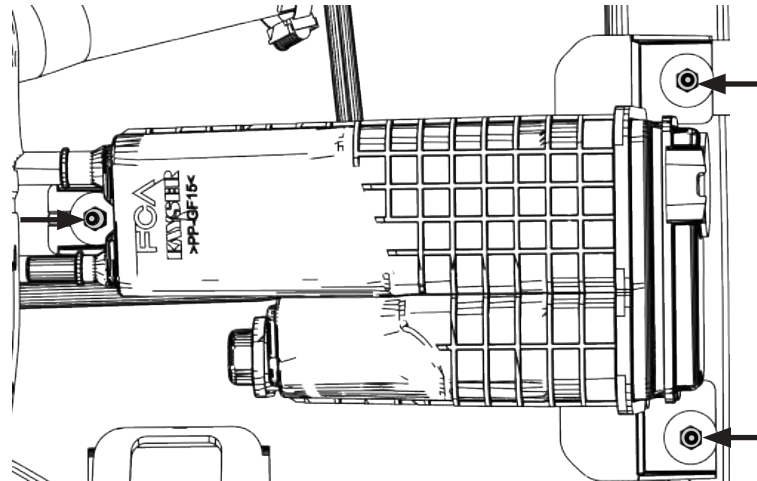
TURN THE EVAPORATIVE SYSTEM INTEGRITY MONITOR AND DISCONNECT THE WIRE HARNESS PLUG FROM THE VAPOR CANISTER

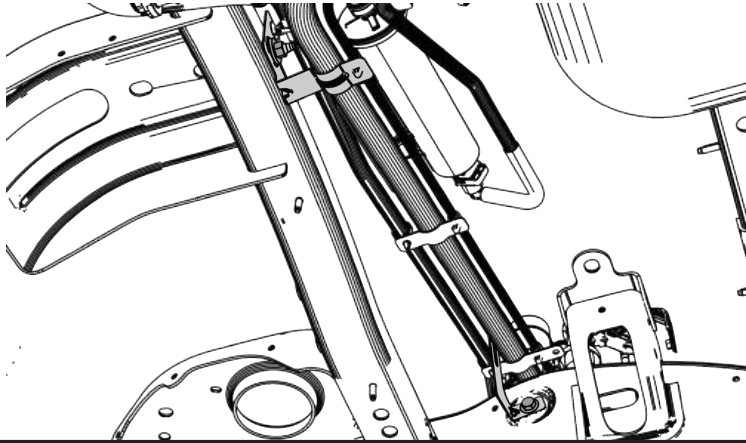
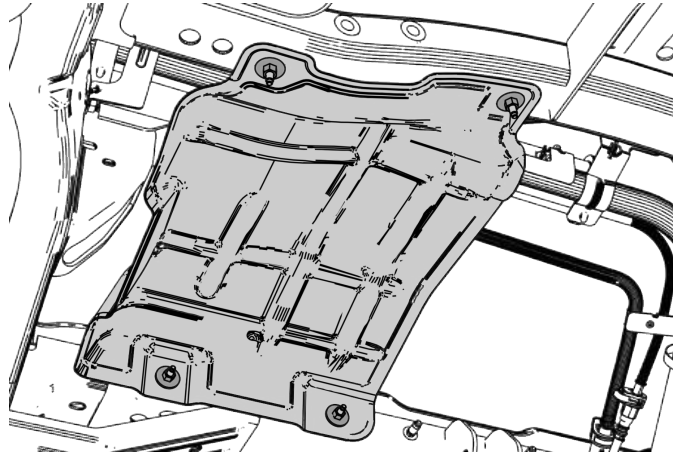
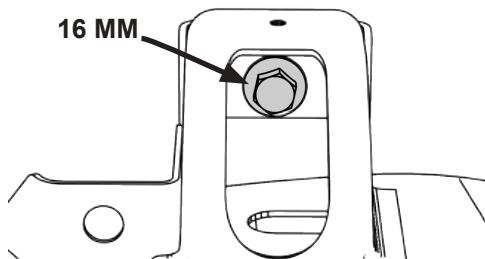
**34**

DISCONNECT THE VAPOR LINE QUICK-CONNECTORS FROM THE CANISTER

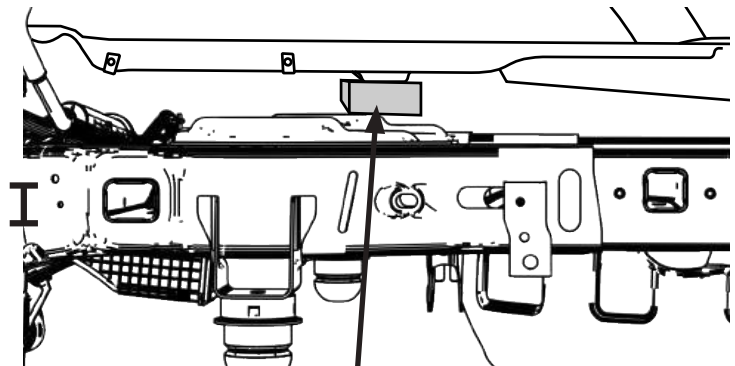
**35**

REMOVE THE MOUNTING NUTS AND REMOVE THE CANISTER

**36**

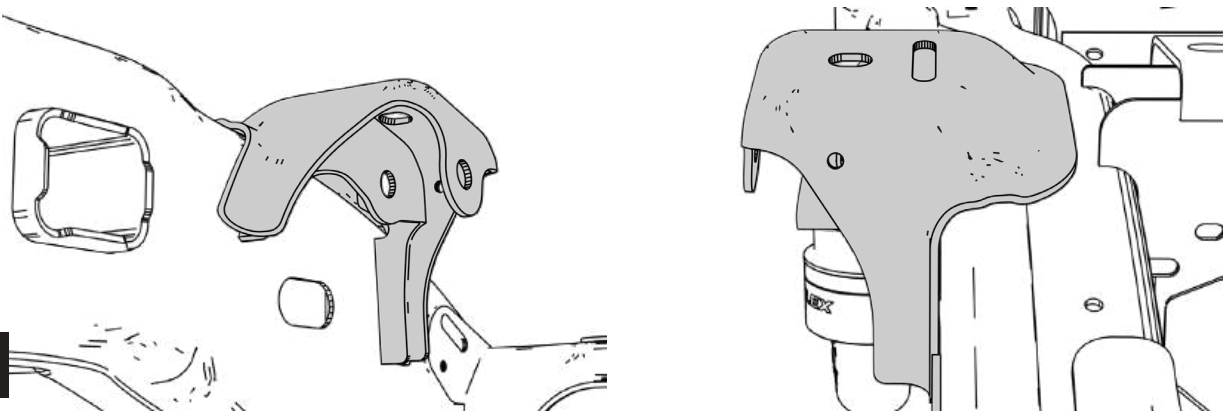
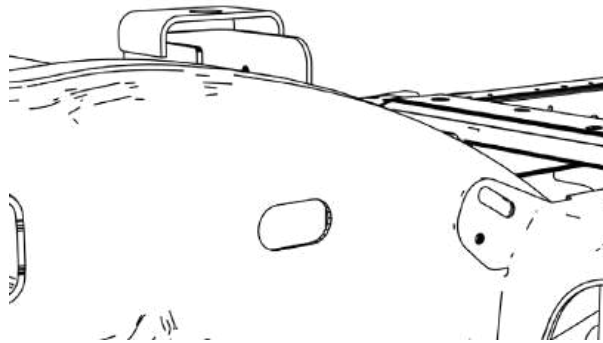
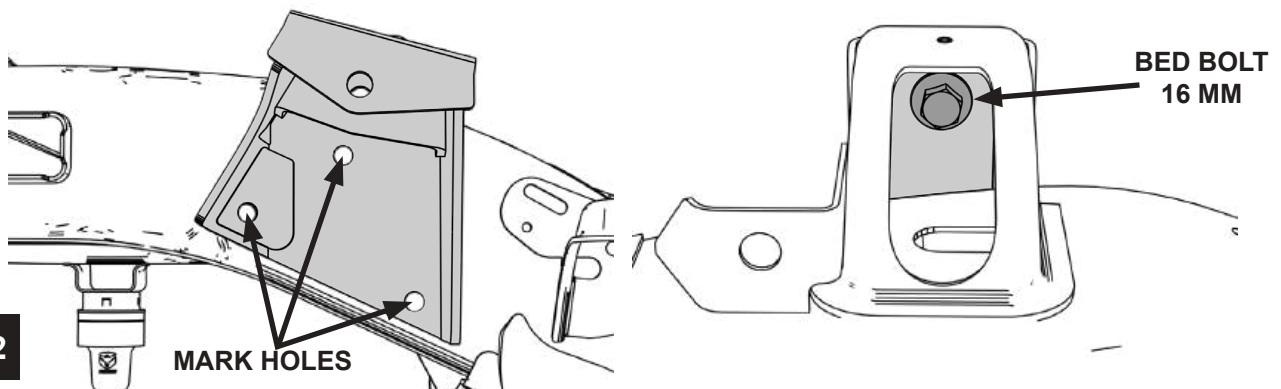
DISCONNECT THE FILL LINE BRACKETS FROM THE FRAME**37****REMOVE THE EXHAUST HEAT SHIELD****38****FRAME PREP****REMOVE THE TRUCK BED BOLTS AND LIFT THE TRUCK BED OFF THE FRAME**

REMOVE x6 BED BOLTS.
KEEP FOR REINSTALLATION.

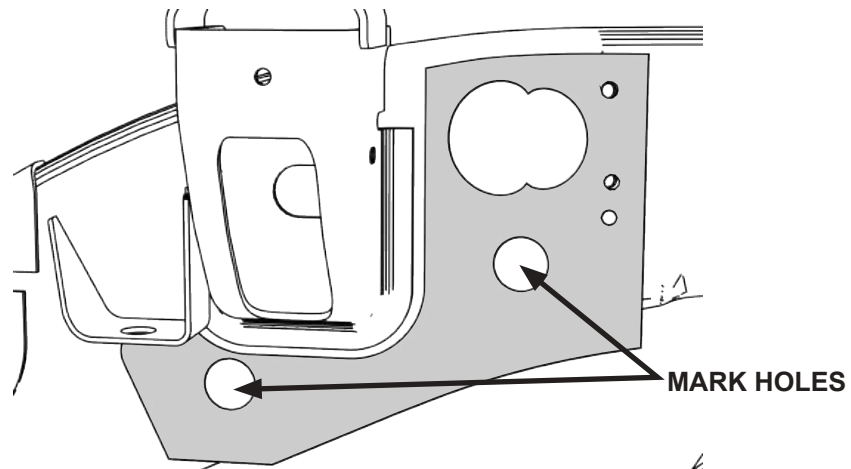
39

PLACE A BLOCK OF WOOD TO HOLD UP THE BED
WHILE WORKING.

ONLY LIFT ONE SIDE AT A TIME.

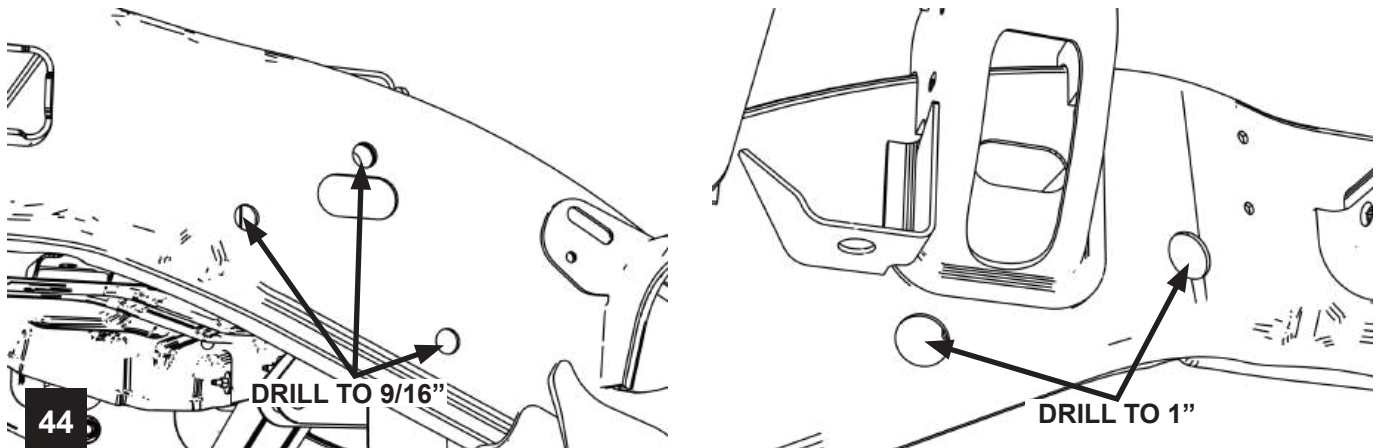
CUT OFF THE UPPER SHOCK MOUNT**40****CLEAN UP THE FRAME SO IT IS SMOOTH
THEN PRIME AND PAINT****41****BEFORE INSTALLING THE BRACKETS LOWER THE BED
BACK ONTO THE FRAME****TEMPORARILY INSTALL THE BRACKET USING THE BED BOLT AND MARK THE HOLE
LOCATIONS ON THE OUTSIDE OF THE FRAME****42**

USE THE TEMPLATE TO MARK THE HOLES ON THE INSIDE OF THE FRAME



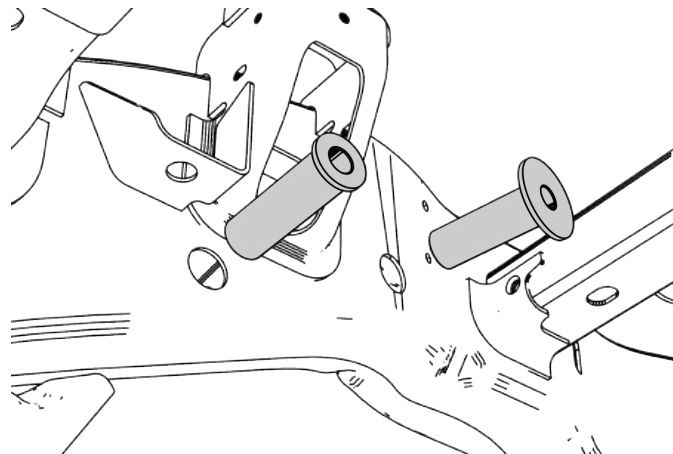
43

DRILL THE HOLES TO THE INDICATED SIZE

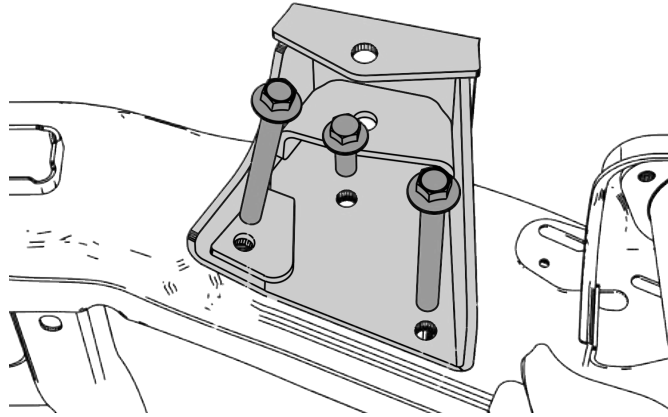
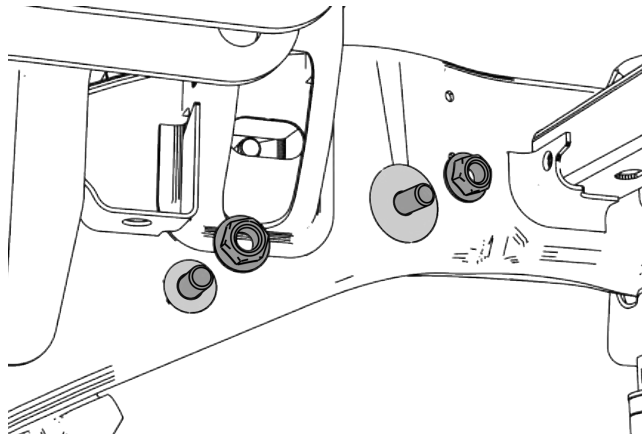
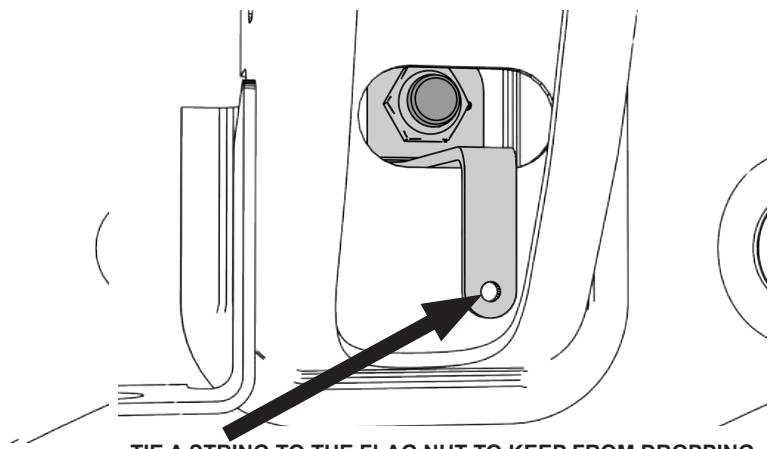
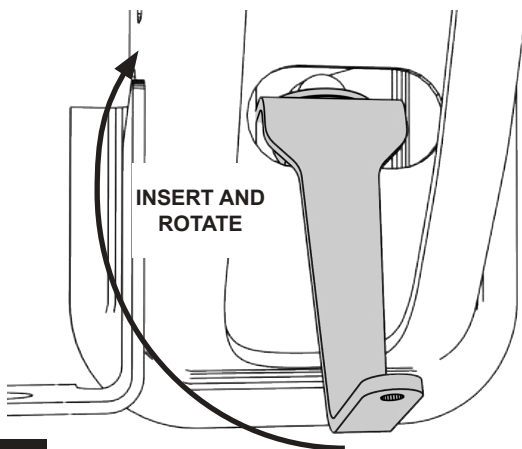


44

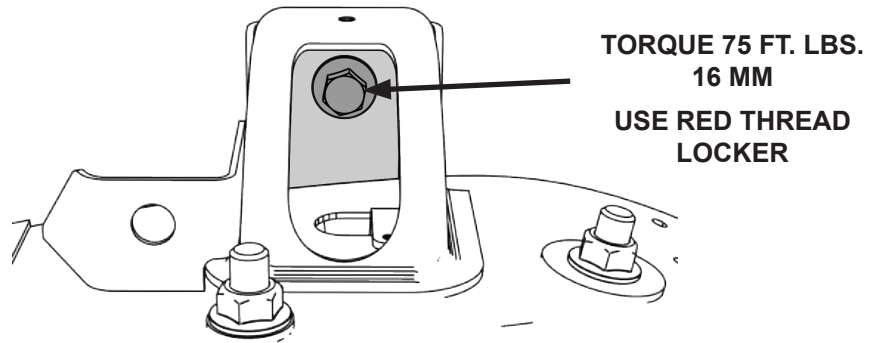
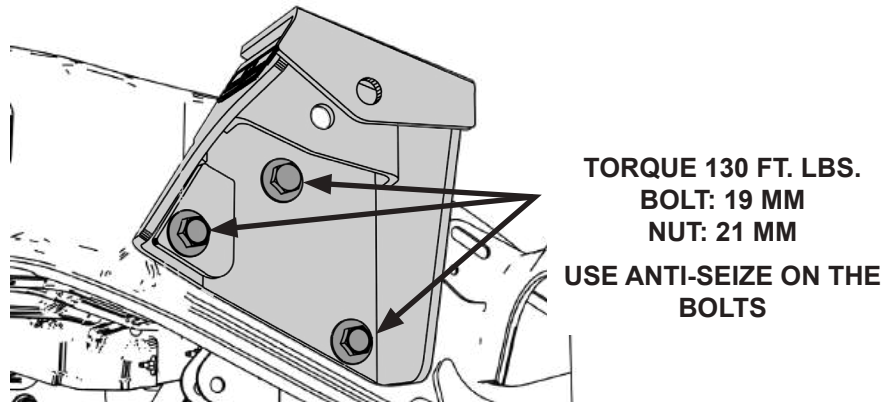
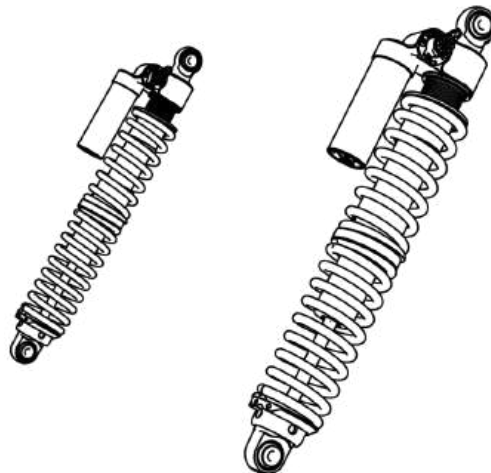
INSTALL THE SLEEVES ON THE INSIDE OF THE FRAME



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INSTALL THE BRACKET**46****NUTS ARE USED ON THE TWO LOWER BOLTS****47****INSTALL THE FLAG NUT FOR THE TOP BOLT****48**

TIE A STRING TO THE FLAG NUT TO KEEP FROM DROPPING IT INTO THE FRAME (IT IS REALLY HARD TO GET OUT).

REINSTALL THE BED BOLT AND FINAL TIGHTEN**49****FINAL TIGHTEN THE PROVIDED HARDWARE****50****INSTALL THE FALCON COIL OVER SHOCKS FOLLOWING
THE ACCOMPANYING INSTRUCTIONS****51**

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 COIL OVER KIT. ENSURE THAT ALL STEPS ARE COMPLETED FOR INSTRUCTIONS 999335 BEFORE CONTINUING.

Install any other after market components or kits needed to make the vehicle drivable. (ie. 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. On Diesel vehicles, reinstall the DEF tank in reverse order of removal.

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

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 coil over 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 coil over shocks installed, but with the wheels on.

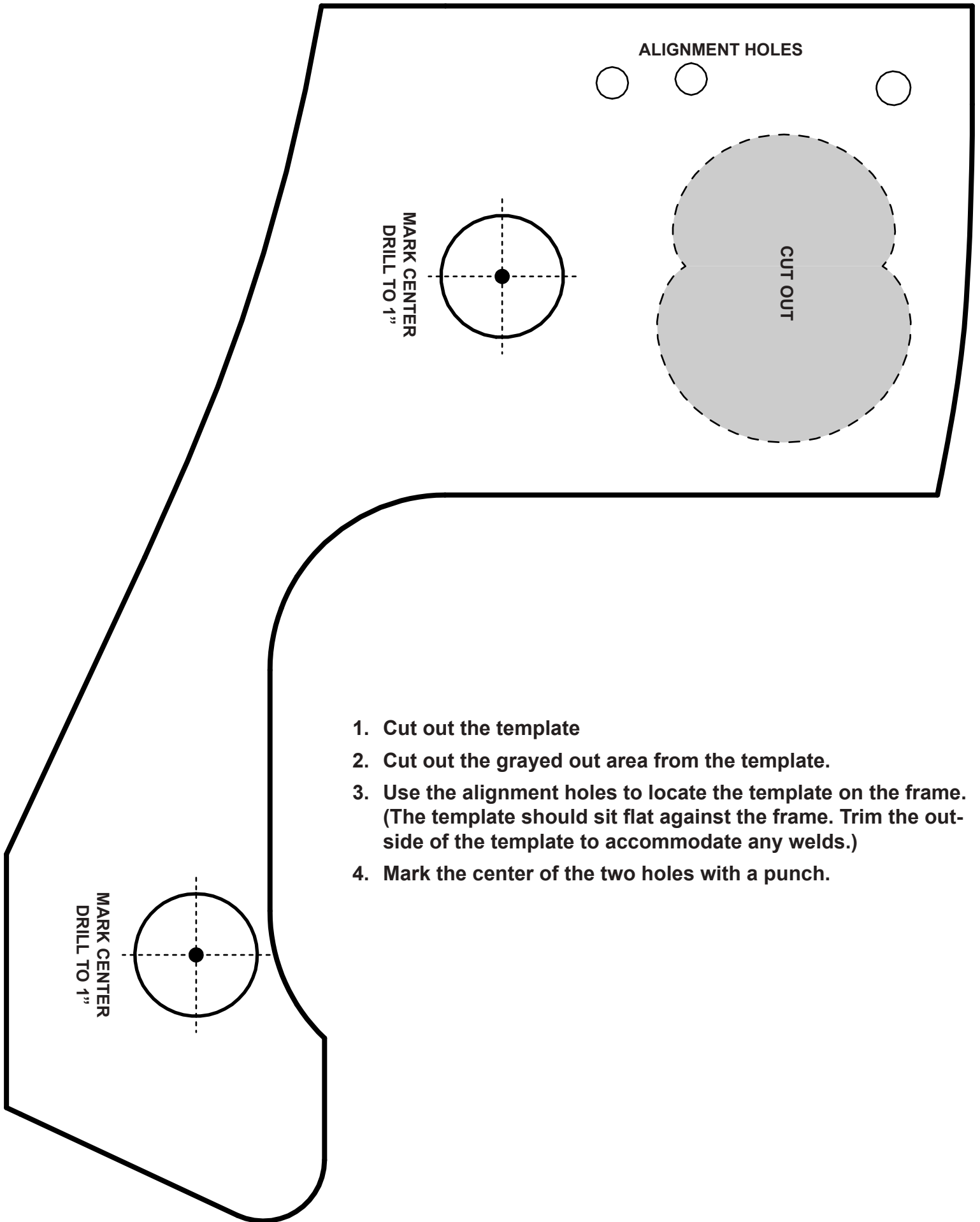
When you cycle the suspension:

- 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 coil over 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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