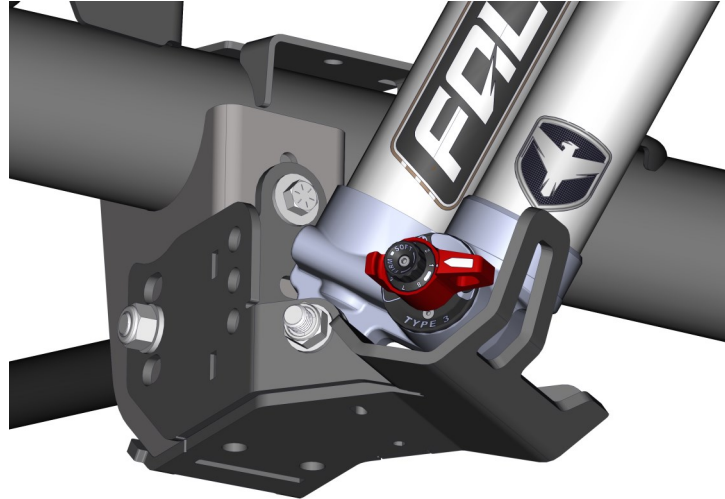


JK HD Skid Plate for Rear Falcon Shocks

Kit # 36-07-01-300



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.

NOTES ABOUT KIT

This kit can be installed at three different levels:

Level 1, the lower shock mount height does not change.

Level 2, the lower shock mount will be 13/16" higher.

Level 3, the lower shock mount will be 1 5/8" higher.

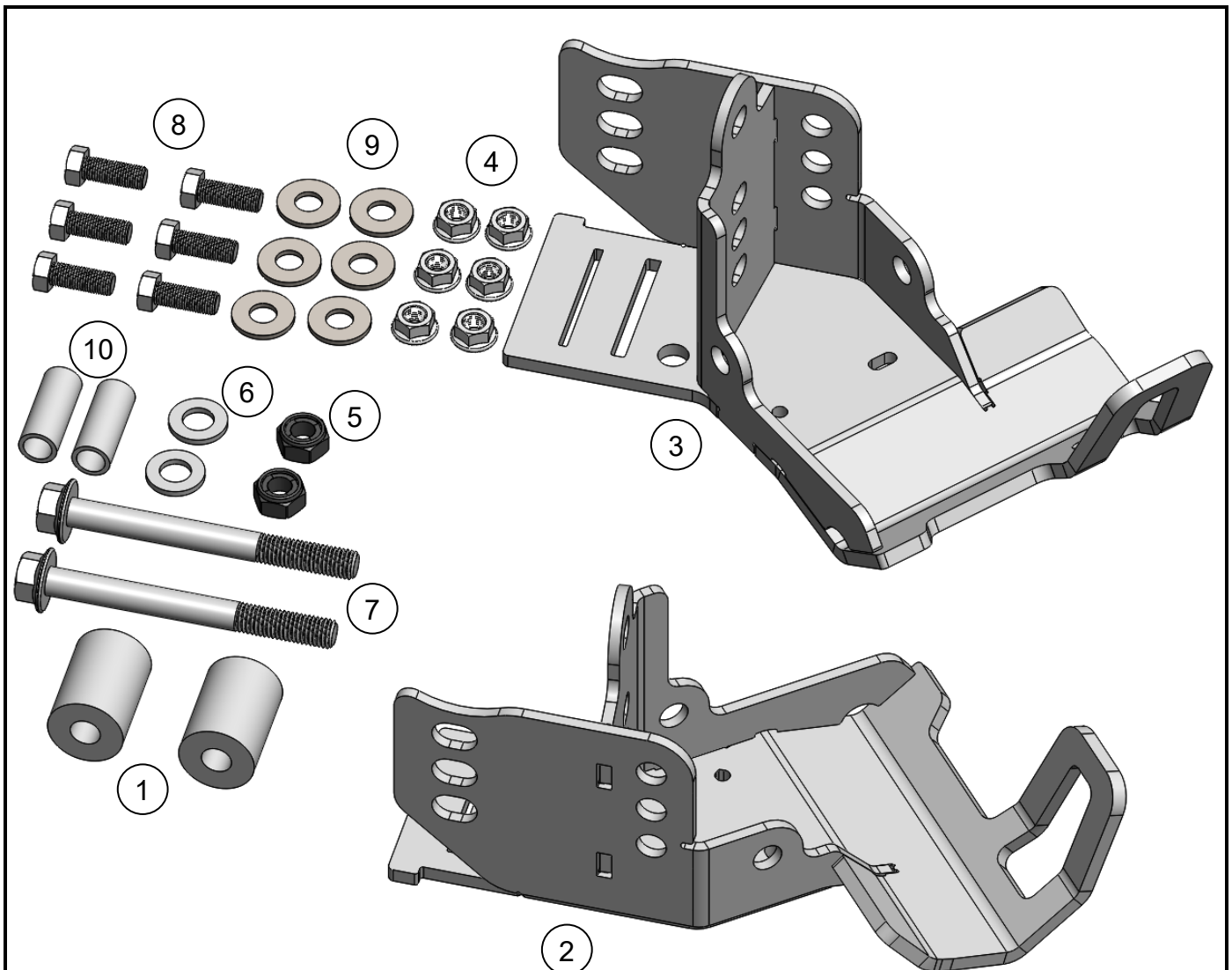
CAUTION At level 2 and 3 the travel of the axle will be effected, causing the shocks to bottom out before the axle hits the bump stops and/or causing the axle to droop farther, allowing the springs to fall out of place.

Welding on the HD Skid Plate is not required. However, for extreme applications welding on the skid plates may be beneficial. If you decide to weld on your HD Skid Plates follow the steps for welding included in these instructions.

CAUTION Wheels must only have a maximum of 4.5" of backspacing to keep the tire from interfering with skid plates.

Tools needed:

- 9/16 and 3/4" (or 19mm) Wrench or Socket
- Ratchet (for the socket)
- 6mm Allen Wrench
- Large Flat Head Screwdriver or Pry Bar
- 3/8" Drill Bit
- Hand Drill
- Black Spray Paint
- Cut Off Wheel or Plasma Cutter
- Angle Grinder
- Welder (If welding on brackets)



Item Number	Part Number	Description	Qty
1	08-05-02-001-1	Eyelet, Sleeve Spacer, 1.250" OD, 0.500" ID / 1.750" Length	2
2	36-07-01-011	Bracket, Skid Plate, Heavy Duty / 07-17 Jeep JK Rear Left	1
3	36-07-01-012	Bracket, Skid Plate, Heavy Duty / 07-17 Jeep JK Rear Right	1
4	104	Nut 3/8"-24 UNF Flange Serrated	6
5	23-07-02-002	Mounting Hardware (S), Nut, Fuji, M12 x 1.75, Black	2
6	41200	Washer, M12, Yellow Zinc, Flat Washer	2
7	41300	Bolt, M12-1.75 X 120, Yellow Zinc, Hex Flange Screw	2
8	600524	Bolt 3/8"-24 UNF x 1" Long GRADE 8 98A	6
9	84	Washer 3/8" Flat Zinc Plated	6
10	08-05-01-003-2	Eyelet Sleeve Spacer, .630" OD, .472" ID, 1.570" Length, Gloss Black	2

Lift the Rear of the Jeep

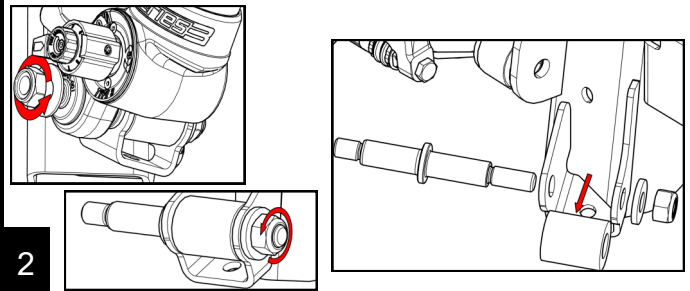
Chock the front wheels and lift the rear of the Jeep with a jack. Safely support the Jeep from the axle, with jack stands, and then remove the rear wheels.

If installing Falcon Shocks for the first time follow instruction for shock removal, included with shocks, then skip to step 4.

1

Rear Falcon Shock Removal

Remove the outer nuts (3/4" or 19mm) from shock mount studs and slide the bottom of the shocks off the studs. Remove inner nuts and washers off of the studs (3/4" or 19mm for nuts and 6mm Allen on studs). Remove the studs from lower shock mounts and remove spacers from the mounts.

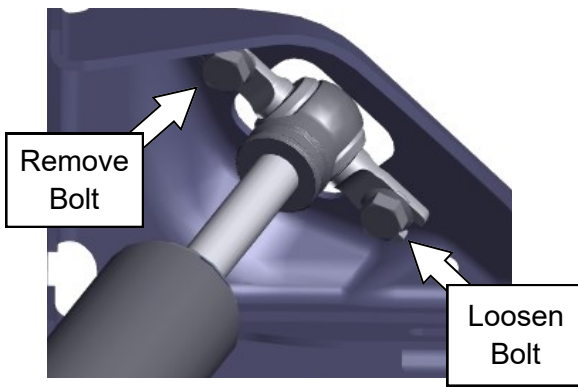


2

For the top of the shock, remove the upper bolt with the enclosed holes in bar pins and then loosen the others (15mm Socket).
Remove the shocks.

Remove Rear Swaybar Links from the Axle

Using a 18mm socket and wrench, remove the bolts holding the sway bar links to the axle brackets.



3

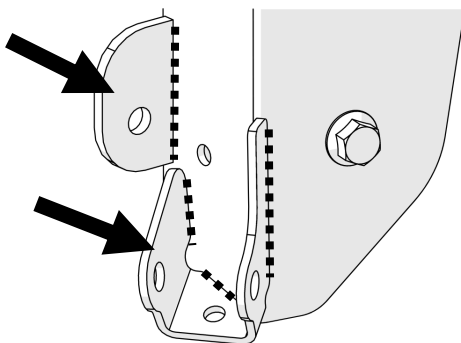
4

Cut Off Shock and Swaybar Brackets

With a cut off wheel or plasma cutter, cut off the shock and sway bar brackets. Grind flat and clean up the lower control arm brackets where the brackets were cut off. The skid plate will need a flat surface to install against.

Lower Control Arm Removal

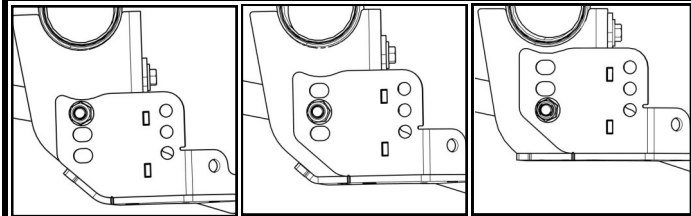
Remove one of the rear lower control arms(21mm for bolt and nut). **Note:** Do NOT remove both rear lower control arms at the same time.



5

6

For Installing the HD Falcon Shock Skid Plate at:
Level 1 follow steps 7-11
Level 2 follow steps 12-17
Level 3 follow steps 18-23

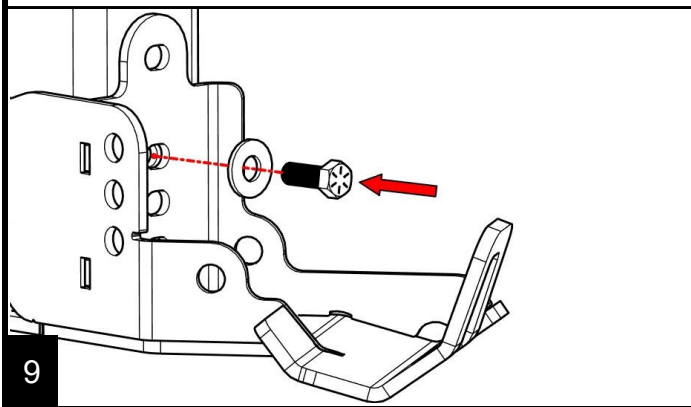


7 ***WARNING*** At level 2 and 3 the overall travel of the axle will be effected.

Level 1 - Install the HD Skid Plate
 Position the skid plate and install the control arm bolt (without the control arm) in the top hole, with the washer and nut.

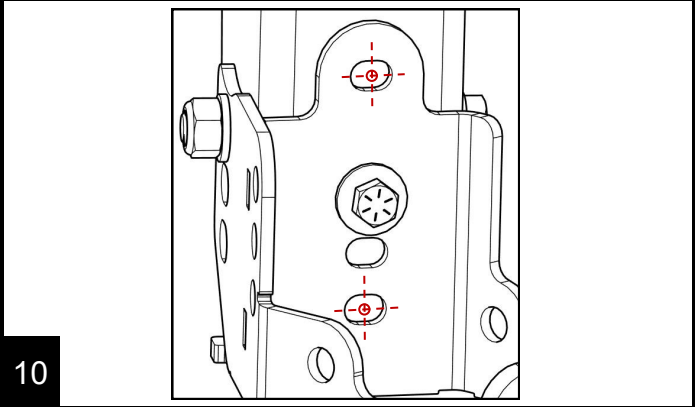
8

On the back of the skid plate install a 3/8" bolt and washer (second hole down) and install a 3/8" flange nut, from the other side. Lightly tighten both the control arm and 3/8" bolts.



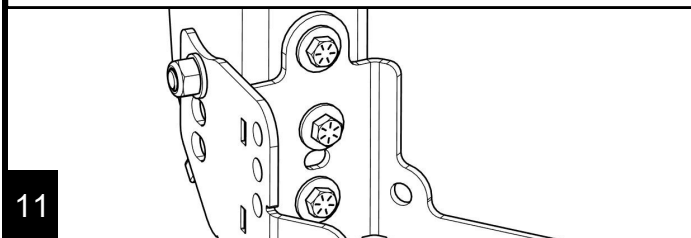
9

Mark or center punch the top and bottom holes of the back side of the skid plate (see illustration below). Remove the skid plate and drill 3/8" holes in the marked positions. Paint exposed surfaces of holes.



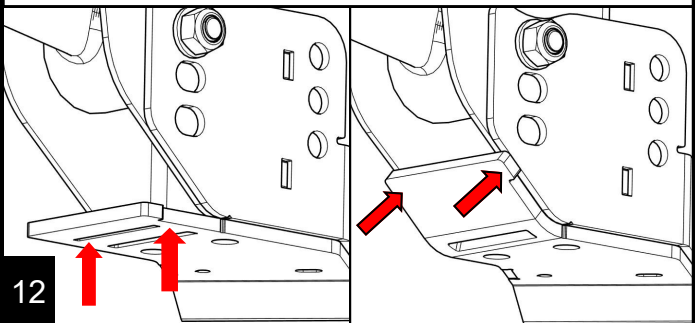
10

Reinstall the HD skid plate with 3/8" hardware and lightly tighten the bolt.
If WELDING on the skid plates, ONLY install the control arm BOLT and DO NOT TORQUE.
If not welding skid plates, reinstall the lower control arm now and torque bolts to 125 ft-lbs.
Use a 9/16" socket and torque 3/8" bolts to 45 ft-lbs.



11

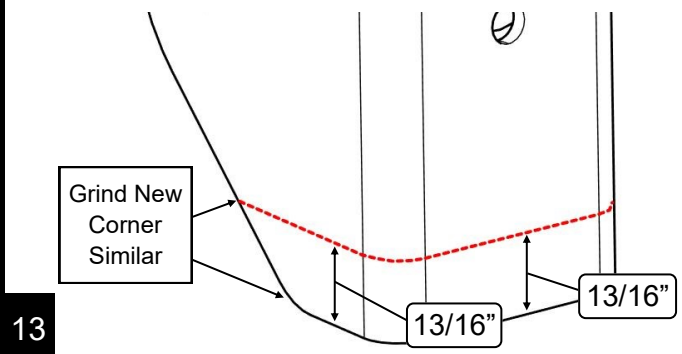
Use a dead blow to bend the front part of the lower skid up and flush against the control arm bracket, as shown.
 - **Welding is not required, but for extreme applications it may be beneficial. If you decide to weld on your HD skid plates, skip to step 25 now.**
 - **If not welding, repeat steps 6-12 for the other side and then skip to step 28.**



12

Level 2 - Trim Lower Control Arm Brackets

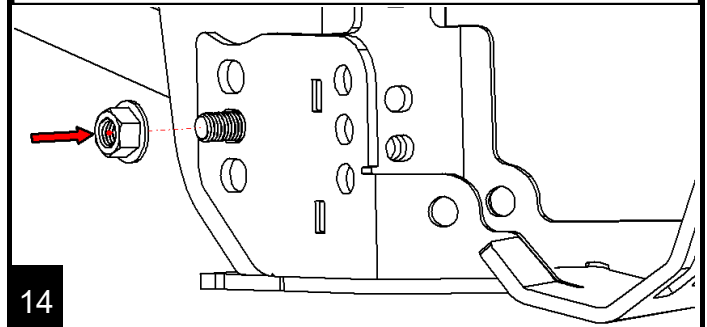
Mark $13/16$ " up from the bottom of both control arm brackets and cut off bottom section with a plasma cutter or cut off wheel. Grind the new front corners, with a small radius, similar to the stock section that was cut off.



13

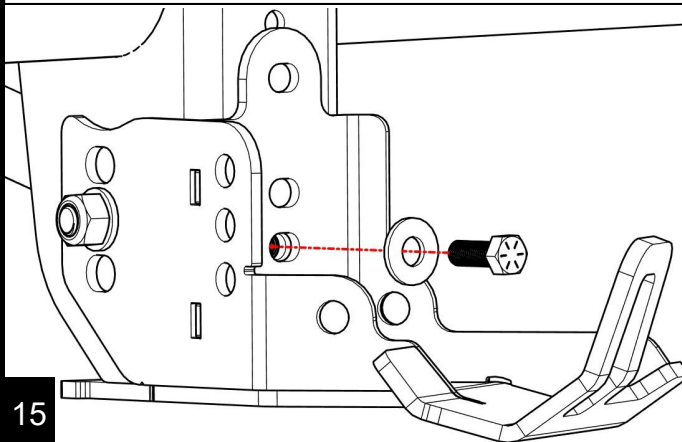
Install the HD Skid Plate

Check the skid plate fit. If the side hole (middle) and rear hole (third down) do not line up, then grind as required for proper fitment. Position the skid plate and install the control arm bolt. Lightly tighten the washer and nut of the control arm bolt.



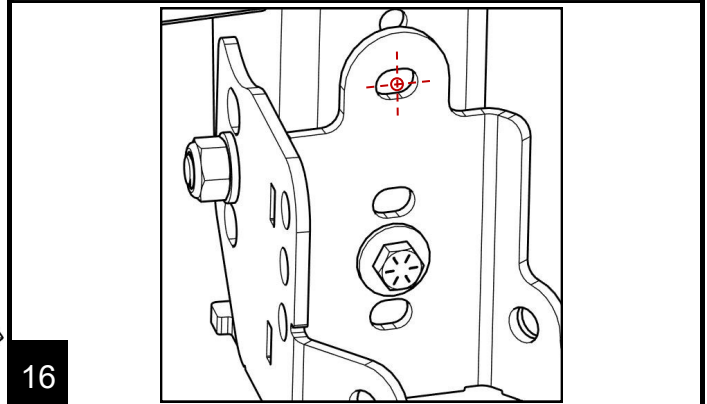
14

On the back of the skid plate install a $3/8$ " bolt and washer (third hole down) and install a $3/8$ " flange nut, from the other side. Lightly tighten both the $3/8$ " bolts.



15

Mark or center punch the top hole of the back side of the skid plate (see illustration below). Remove the skid plate and drill a $3/8$ " hole in the marked positions. Paint exposed surfaces of the hole.



16

Reinstall the HD skid plate with $3/8$ " hardware and lightly tighten the bolt.

If WELDING on the skid plates, ONLY install the control arm BOLT and DO NOT TORQUE.

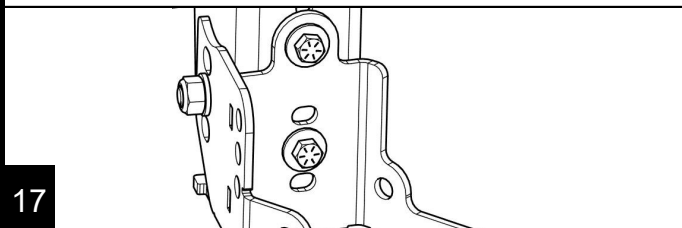
If not welding skid plates, reinstall the lower control arm now and torque bolts to 125 ft-lbs.

Use a $9/16$ " socket and torque $3/8$ " bolts to 45 ft-lbs.

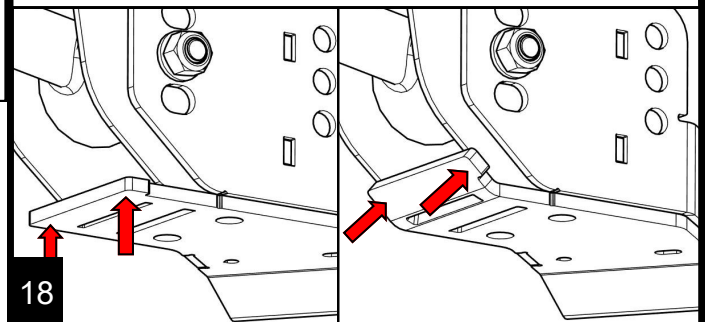
Use a dead blow to bend the front part of the lower skid up and flush against the control arm bracket, as shown.

- Welding is not required, but for extreme applications it may be beneficial. If you decide to weld on your HD skid plates, skip to step 25 now.

- If not welding, repeat steps 13-18 for the other side and then skip to step 28.



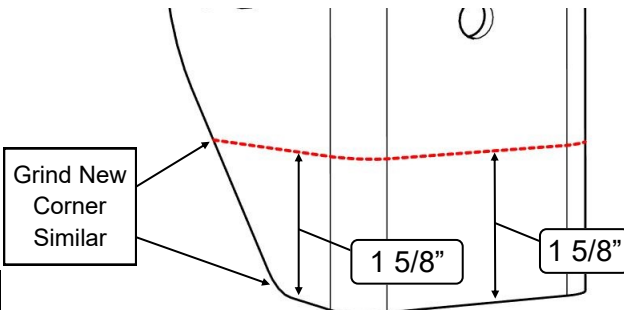
17



18

Level 3 - Trim Lower Control Arm Brackets

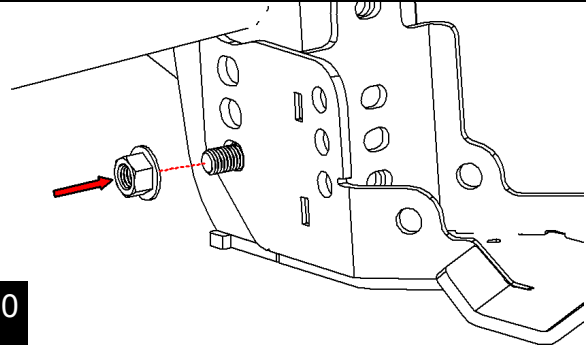
Mark 1 5/8" up from the bottom of both control arm brackets and cut off bottom section with a plasma cutter or cut off wheel. Grind the new front corners, with a small radius, similar to the stock section that was cut off.



19

Install the HD Skid Plate

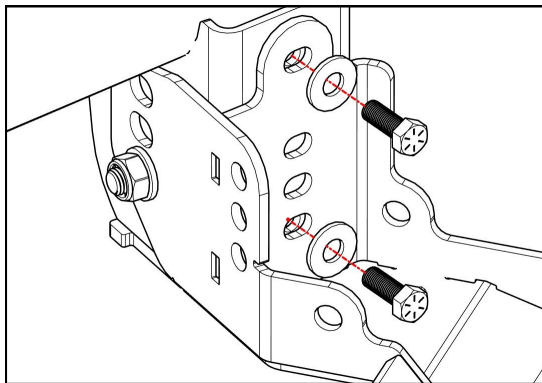
Check the skid plate fit. If the side and rear bottom holes do not line up, then grind as required for proper fitment. Position the skid plate and install the control arm bolt. Lightly tighten the washer and nut of the control arm bolt.



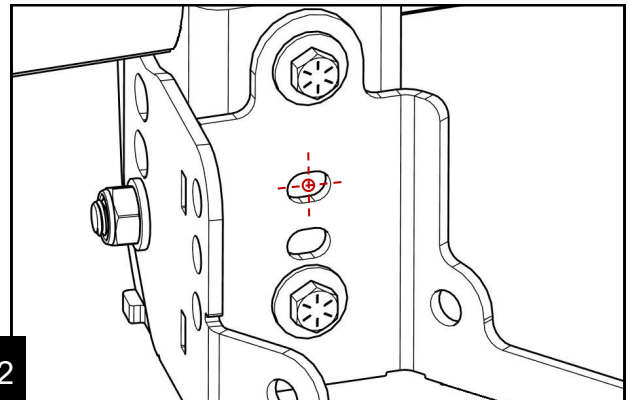
20

On the back of the skid plate install 3/8" bolts and washers in the top and bottom holes and install 3/8" flange nuts, from the other side. Lightly tighten both the control arm and 3/8" bolts.

Mark or center punch the second hole down of the back side of the skid plate (see illustration below). Remove the skid plate and drill a 3/8" hole in the marked position. Paint exposed surfaces of the hole.



21



22

Reinstall the HD skid plate with 3/8" hardware and lightly tighten the bolt.

No bend is required for the level 3 position.

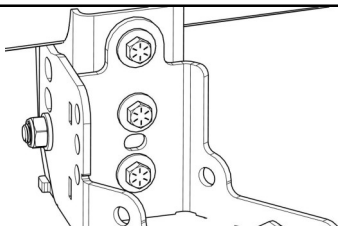
If WELDING on the skid plates, ONLY install the control arm BOLT and DO NOT TORQUE.

- Welding is not required, but for extreme applications it may be beneficial. If you decide to weld on your HD skid plates, move on to step 25 now.

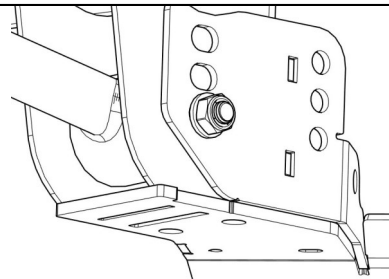
If not welding skid plates, reinstall the lower control arm now and torque bolts to 125 ft-lbs.

- If not welding, repeat steps 19-23 for the other side and then skip to step 28.

Use a 9/16" socket and torque 3/8" bolts to 45 ft-lbs.

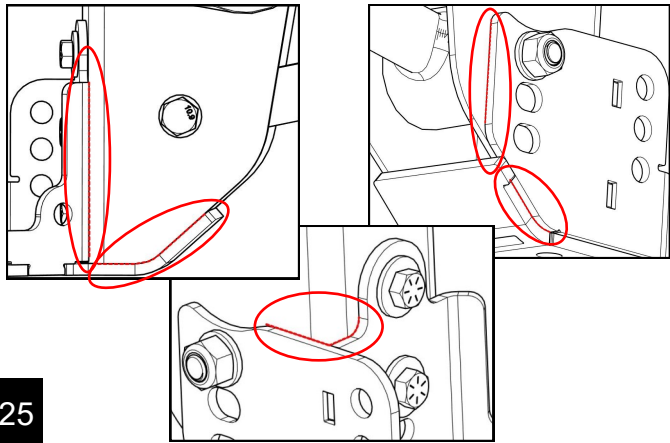


23



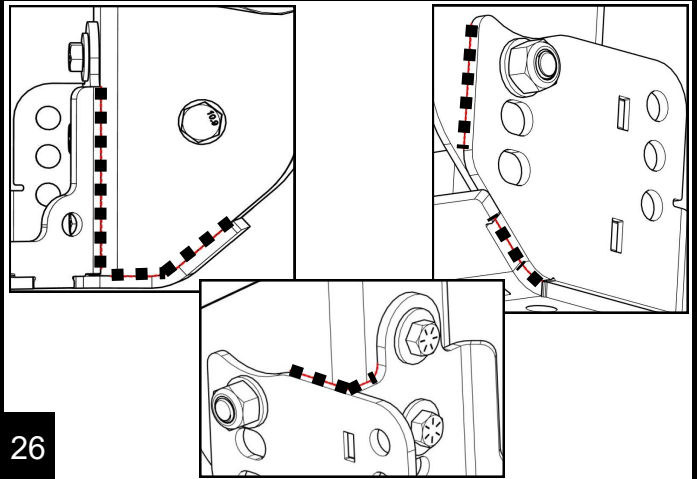
24

Steps 25-27 are instructions for welding the Skid Plates.
Clean the surfaces (shown below) and tack the HD Skid Plate to the control arm bracket in a few locations.



25

Weld the skid plate to the control arm bracket in location shown below.



26

Once welds are cool, paint brackets to protect exposed surfaces. Remove the control arm bolt and reinstall the lower control arm.

Repeat same steps for the other side.

**Torque control arm bolts to 125 ft-lbs.
Check the torque of 3/8" bolts (45 ft-lbs.)**

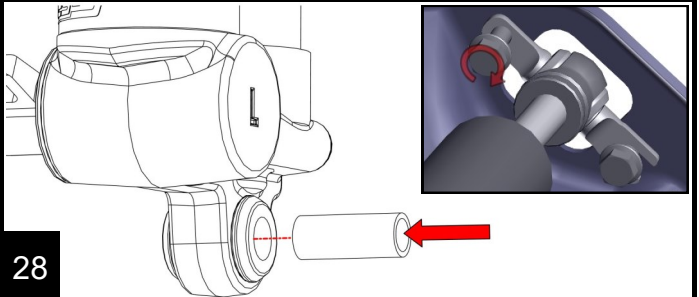
27

Rear Falcon Shock Install

Note: If there are any exposed metal surfaces then touch them up with some black spray paint.

Apply a small amount of lubricant to the inner bore of lower shock bushings and install bushing sleeves into both shocks. Install the top of the shock back onto the Jeep.

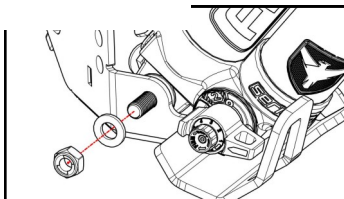
Torque bolts to 37 ft-lbs



28

Place the new spacer into the skid plate and insert the M12 X 120mm bolt with washer into bracket and spacer only. Compress shock and push it up and into skid plate. Once into position insert the bolt the rest of the way and install the M12 washer and nut. **Torque to 56 ft-lbs.**

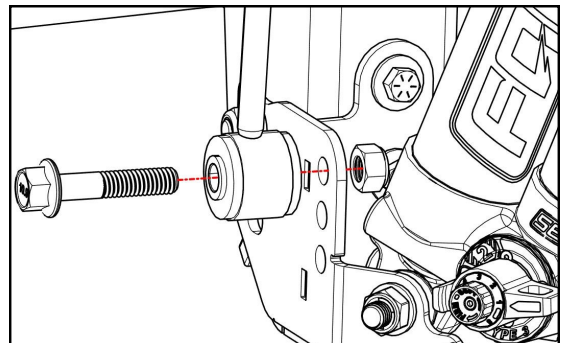
29



Reinstall Swaybar Link.
Reinstall the swaybar link to the new bracket (as shown).

**Torque Sway Bar Link to 75 ft-lbs.
Reinstall wheels and torque lug nuts (refer to service manual for torque)**

30



FALCON

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.

COPYRIGHT

©Copyright 2014. All rights reserved. TeraFlex Inc. Reproduction of this catalog and/or any of its contents without written permission is strictly prohibited.

TeraFlex® is a registered trademark of TeraFlex Inc. All trade names and logos including but not limited to TeraFlex, FlexArms, RockGuard, Monster, and LCG are protected by law and duplication of trade names and/or logos are strictly prohibited.

TeraFlex Inc. reserves the right to update, discontinue, redesign, modify finish, part number or component build parts if deemed necessary without written notice. TeraFlex Inc., and any associated dealers are not responsible for misprints or typographical errors that may have inadvertently been made within this instruction sheet.

TERAFLEX, Inc.
5680 West Dannon Way
West Jordan, Utah 84081
Phone/801.713.3314
Fax/801.713.2313
www.teraflex.com

Jeep® and the Jeep® grill are registered trademarks of Fiat Chrysler Automobiles N.V., and have no affiliation with TeraFlex Inc.