



Mountain Goat Series™

Spohn Performance, Inc.
494 E Lincoln Ave | Myerstown, PA 17067
1-888-365-6064 | www.mtgoatseries.com

Part# JK-TGBSE1 – Rear Tailgate Bump Stop Extensions – Jeep® JK

INSTALLATION INSTRUCTIONS

1. Park your Jeep® JK Wrangler on a flat and level surface. Place it in Park, or in gear, set the emergency brake, and chock the wheels to insure the vehicle is secure and cannot roll.
2. With your over-sized spare tire final mounted onto the rear of your Jeep® JK Wrangler, measure the distance between the inside sidewall of the spare tire and the rear edge of the factory rubber tailgate bump stop. Example, you may be 1.5" short.
3. Remove the spare tire from the rear tailgate carrier using a 3/4" socket or lug wrench on the lug nuts. Set the spare tire to the side.
4. Remove both of the factory rubber tailgate bump stops. They simply pull out. Using both hands use a pulling and twisting motion to remove them from the rear tailgate.
5. Once the factory rubber tailgate bump stops have been removed clean them in hot soapy water if they are excessively dirty. Once dry, liberally apply the supplied grease into the inside of the factory bump stops as shown in **Picture 1** below.
6. Insert the Mountain Goat Series™ rubber rear tailgate bump stop extensions into the inside of the factory rubber bump stops. Use a pushing and twisting motion to get our extensions fully inserted and seated inside of the factory bump stops. You should have 1-5/8" of our bump stop extension slid inside of the factory bump stop. See **Picture 2** below.
7. Our tailgate bump stop extensions are six inches (6") long. In Step 6 above we inserted 1-5/8" of the extension inside of the factory tailgate bump stops, so we still have 4-3/8" sticking out past the factory tailgate bump stops. Using the example in Step 2 above, we need a 1.5" long extension. Therefore, we need to trim the length of the bump stop extensions. Using the actual measurements you calculated for your set up, trim the necessary amount of material off of the end of the bump stop extensions. We recommend leaving 1/4" more material then you calculate, to provide some extra material to be compressed tight and provide for pre-load. You can always remove more material if they are a little too long once tightened, but you can't add material back on! Using our example, we would trim 2-5/8" of material off of the end of the bump stop extensions leaving 1.75" sticking out past the factory tailgate bump stops.
8. Use a cut off wheel or hack saw to squarely trim off the amount of material you determined in Step 7 above.
9. Reinstall the factory tailgate bump stops with the extensions in place into the rear tailgate. Use a pushing and twisting motion to pop them in place.
10. Reinstall your spare tire. Using a 3/4" socket or lug wrench **SLOWLY TIGHTEN** the three (3) lug nuts while watching the tailgate bump stop extensions. If the bump stop extensions are too long and you fully tighten the lug nuts you could actually push in the rear tailgate, so go slow and keep an eye on the bump stop to tire contact.
11. When the tailgate bump stop extensions are the ideal length they will be slightly compressed (curved) against the inside of the spare tire when the lug nuts are completely tight. This keeps things pre-loaded and "rattle-free" on the highway. See **Picture 3** below.
12. Once you are happy with the length of the rear tailgate bump stop extensions, torque the three lug nuts holding the spare tire on to 80 ft./lbs. using a 3/4" socket .
13. Installation is complete.

Picture 1



Picture 2



Picture 3





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Product Information

MAINTENANCE INFORMATION: It is the buyer's responsibility to have all suspension, drivetrain, steering and other aftermarket components checked for proper tightness and torque after the first 100 miles and every 3,000 miles thereafter.

DISCLAIMER: 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. The vehicle should be inspected after being off-road to make sure that all of 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-road use may cause critical fasteners to work loose. Extra care should be taken to inspect the critical components, suspension, steering and brake systems. During each oil change components such as control arms, track bars, 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 product purchased. Mixing component brands is not recommended. Spohn Performance, Inc. (Mountain Goat Series™) 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 and nuts checked for tightness after the first 100 miles and then every 3,000 miles. Wheel alignment, steering system, suspension and drive line systems must be inspected by a qualified professional mechanic at least every 3,000 miles.