



# Mountain Goat Series™

Spohn Performance, Inc.  
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**Part# JK-TGRK1 – Tailgate Reinforcement Kit – Jeep® JK Wrangler**

## **INSTALLATION INSTRUCTIONS**

1. Park the vehicle on level ground, place the transmission in Park or in gear, and set the emergency brake.
2. Using a 3/4" socket or lug nut wrench remove the spare tire from the rear tailgate.
3. Remove the plastic grate cover on the inside of the rear tailgate. Unplug the third brake light plug inside. See **Picture 1** and **Picture 2** below.
4. Remove the rubber plug from the outside of the rear tailgate where the third brake light wire runs through the rear tailgate. See **Picture 3** below.
5. Using a 13mm socket, remove the eight bolts that hold the factory spare tire carrier to the rear tailgate and then remove the factory spare tire carrier. See **Picture 4** below.
6. Remove the black rubber vent from the rear tailgate. It is held in by two push clips on each side of the top and bottom of the vent. Push them in and it will pop right out. See **Picture 5** below.
7. The factory weld nuts that the eight spare tire carrier bolts thread into inside of the rear tailgate must be removed. Using the supplied 8mm (1.25 pitch) x 60mm long bolt, remove all eight weld nuts by threading the bolt into each one (thread half way in) and then pry the bolt up and down and side to side using a vise grip. The spot welds on the nuts will easily pop off of the inside of the rear tailgate. Reach inside of the rear tailgate to unthread and remove the nut from the bolt. See **Picture 6** below.
8. This kit has supplied you with four 1/8" thick steel reinforcement plates that each have two nuts welded to them. **IMPORTANT:** Look at each plate carefully as two of them are marked "TOP" and two of them are marked "BOTTOM". The distance between the bolt holes in the rear tailgate is different on the top than the bottom, so be sure to use the proper plates at the proper locations (bottom is wider).
9. When installing the reinforcing plates the welded on nuts should face the front of the vehicle and the flat smooth side of the plate should mount against the inside of the rear tailgate. Install a "TOP" reinforcing plate as show in **Pictures 7** and **8** below. Apply some glue or epoxy to the smooth side of the reinforcement plate (the side without the nuts, see **Picture 9** below) and then hold it in place inside of the rear tailgate with one hand and start two of the factory mounting bolts from the outside of the rear tailgate. Using a 13mm socket completely tighten both bolts. See **Picture 10** below.
10. Repeat Step 9 with the other "TOP" plate.
11. Repeat Step 9 and install both of the "BOTTOM" plates. Let sit for around 30 minutes so the glue sets. See **Picture 11** below.
12. Using a 13mm socket, remove all eight of the bolts you installed in Steps 9-11 above.
13. Reinstall the black rubber vent into the rear tailgate. It is held in by two push clips on each side of the top and bottom of the vent. Push them in and it will pop right in. See **Picture 5** below.
14. Reinstall the factory spare tire carrier to the rear tailgate re-using the eight factory mounting bolts. Gently start all 8 bolts by hand so as not to knock loose any of the glued reinforcing plates inside of the rear tailgate. Then tighten all eight bolts using a 13mm socket. See **Picture 4** below.
15. Reinstall the rubber plug into the outside of the rear tailgate where the third brake light wire runs through the rear tailgate. See **Picture 3** below.
16. Reinstall the plastic grate cover on the inside of the rear tailgate. Connect the third brake light plug inside. See **Picture 1** and **Picture 2** below.
17. Using a 3/4" socket or lug nut wrench install the spare tire onto the rear tailgate mount. Torque the three lug nuts to 80 ft./lbs.
18. Installation is complete. See **Picture 12** below.

|                                                                                                             |                                                                                                             |                                                                                                               |
|-------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| <p><b>Picture 1</b></p>    | <p><b>Picture 2</b></p>    | <p><b>Picture 3</b></p>    |
| <p><b>Picture 4</b></p>    | <p><b>Picture 5</b></p>    | <p><b>Picture 6</b></p>    |
| <p><b>Picture 7</b></p>    | <p><b>Picture 8</b></p>    | <p><b>Picture 9</b></p>    |
| <p><b>Picture 10</b></p>  | <p><b>Picture 11</b></p>  | <p><b>Picture 12</b></p>  |



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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.