



INSTALLATION GUIDE

Installation Guide for the TJ Long-Arm Suspension System Kit (STL)



This kit is designed specifically for use with TeraFlex lifts and suspensions. It replaces standard-length control arms with new, longer control arms. The upgrade will improve on-road driving comfort as well as off-road performance.

There have been some in-line changes made to the Long Arm kit that will require the modification of the factory skid plate, or the purchase of the TeraFlex's new Belly Up skid plate (Part # BUT-03), Please be sure that you understand what is required before you begin the installation of this kit.

INSTALLATION WARNING:

We recommend that certified technicians perform this installation. Attempts to install this product without proper training or experience may jeopardize the safety of you and the vehicle. These instructions are meant only as a guideline for the installation procedure and are not meant as the definitive source. The Factory Service Manual should be used in conjunction with this instruction guide when installing the components. Read this instruction guide thoroughly before beginning the installation process.

Be sure you have all needed parts and know where they will be installed. Read each step completely as you go. If any parts are missing from the kit please call 801-288-2585 for replacement. Take every precaution to make this installation a safe procedure. Make safety the number one priority with any suspension or lift installation. Read all safety, warranty, and maintenance information included at the end of the instruction guide.

Please make sure that your kit includes the following items before starting installation:

Part	Description	Quantity
250L2	Long-arm bracket, left	1
250R2	Long-arm bracket, right	1
BOLT 3/8-16x1	3/8-16x1" SELF TAP BOLT	6
977-26	Lower FlexArm, TJ Fr & Rr	4
QDFT	Sway bar quick disconnect kit	1
SBSPT	Steering box skid plate kit	1

CHANGES:

The main bracket in TeraFlex's Long Arm Kit has had some changes to the rear lower control arm mount that improves the overall geometry of the suspension, and allows the use of TeraFlex's popular modular control arms. Another advantage is that this new bracket design makes it possible to upgrade to the triangulated four link LCG suspension without changing and discarding your long arm bracket. In the future the rear suspension can be upgraded to the triangulated 4 link, while the front suspension can be done either at the same time as the rear, or at a later date.

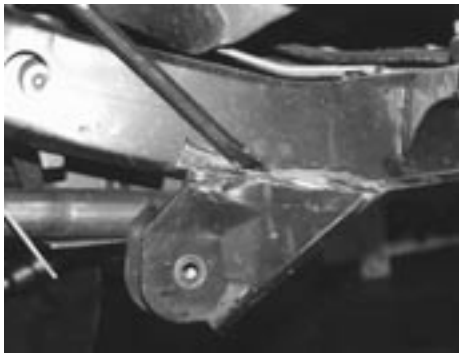
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PASSENGER SIDE INSTALLATION:

1. Lift vehicle off ground and secure with jack stands.
2. If the TJ is equipped with factory side steps, remove them.
3. Starting on the passenger side first, remove the front and rear lower control arms.

Note: It is important to remove the control arms from only the passenger side at this time. This helps to keep the axle positioned correctly. The driver's side will follow later.

4. Remove the lower control arm mounts from the vehicle. Grind the welds away and use a chisel to separate the bracket from the frame.



5. Buffing and painting the bracket area will improve appearance and minimize rust.
6. Support the transmission and transfer case with a jack.
7. Remove the transfer-case skid plate or belly pan. It will be necessary to either use TeraFlex's BellyUp skid plate (part #BUT-03) or modify the stock skid plate.
8. TeraFlex's new BellyUp Skid Plate (Part #BUT-03) is recommended to complement the Long Arm kit. We recommend this because of the time and effort required to make the stock skid plate fit with the long arm bracketry. The BellyUp Skid Plate is laser cut from 3/16" thick steel for superior protection, and its low profile provides up to an additional 1-5/8" of ground clearance. If the new BellyUp skid plate is not purchased, the factory skid plate must be modified as to allow enough clearance for the bracket and rear lower control arms.
9. 1997-2002 TJs: To trim the factory skid plate, lay the long arm bracket on top of the factory skid plate using the

correct holes for your TJ (see diagram 1). Trim the plate and place the brackets and arms on top to be sure there

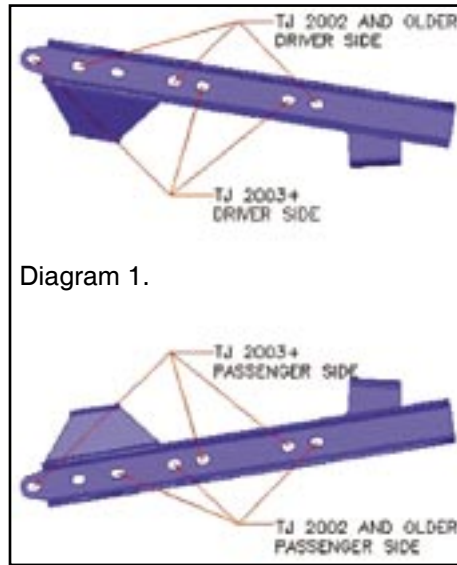


Diagram 1.

is enough clearance, cycle the arms through it's full range of movement to make sure that enough material is removed from the skid plate.



Typical skid plate modifications necessary on '97-'02 vehicles.

10. 2003-current TJs: The 2003 and newer TJ skid plate's sit closer to the rear of the TJ than previous models, this requires more extensive trimming of the factory skid plate than 97-02 models.

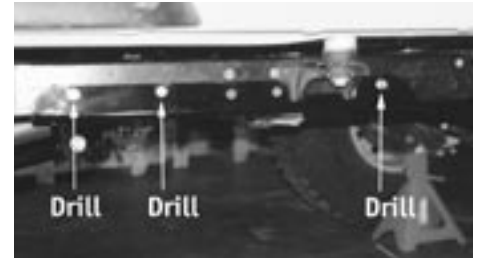


Typical skid plate modifications necessary on '03-current vehicles.

11. Position the control arm bracket assembly to the underside of the frame

rail. Temporarily attach the control arm bracket to the frame using the bolts from the skid plate. Use Diagram 1 to properly locate the holes that will be used with the vehicle's model year.

12. Make sure that the bracket aligns properly with the holes in the side of the frame.
13. Drill three 5/16" holes into the frame using the first two holes at the front and the last hole at the rear of the bracket as guides. Secure the bracket using three 3/8" self-tapping bolts in these holes.



This photo of the driver's side bracket shows the locations for drilling the three 5/16" holes.

Note: If the factory side steps are going to be used, it will be necessary to find longer 8mm bolts.

14. Make sure all bolts are securely fastened.
15. Connect the front lower long FlexArm to the new bracket, then connect the FlexArm to the axle, and connect with the stock bolts.



This photo shows the passenger front arm and bracket properly installed.

16. Connect the new rear lower FlexArm to the bracket and to the axle. Lengthen or shorten the control arm to adjust for proper pinion angle. Secure with the stock bolts.

Note: With a TeraFlex four-inch suspension, the front control arms should be about 32.5" center to center, and rear about 32". Adjust as necessary for the specific vehicle. Secure with stock bolts.

DRIVER'S SIDE INSTALLATION

17. Begin installation on the driver's side by removing the lower control arms from the driver's side of the vehicle.
18. Grind control brackets from the vehicle and touch up as necessary.
19. Connect the driver's side control arm bracket to the underside of the frame. Make sure the bracket is properly aligned with the holes in the frame before securing. Secure with the three bolts that are used to connect the skid plate to the frame. Use Diagram 1 as reference.
20. Drill three 5/16" holes into the frame using the first two holes at the front and the last hole at the rear of the bracket as guides. Secure the bracket using three 3/8" self-tapping bolts in these holes.
21. Connect the front lower long FlexArm to the new bracket, then connect the FlexArm to the axle, and connect with the stock bolts.
22. Connect the new rear lower FlexArm to the bracket and to the axle. Lengthen or shorten the control arm to adjust for proper pinion angle. Secure with the stock bolts.



This photo shows the driver front arm and bracket properly installed.

23. Make sure all bolts are securely fastened.
Note: With a TeraFlex four-inch suspension, the front control arms should be about 32.5" center to center, and rear about 32". Adjust as necessary for the specific vehicle. Secure with stock bolts.
24. Remove the three bolts from the underside of each control arm bracket.
Note: The bracket will stay in position because it is attached to the frame by the 3/8" self-tapping bolts.
25. Replace skid plate and secure with bolts. Tighten securely.
26. Check to make sure all bolts are properly tightened.

27. It is highly recommended that you apply 1-2" stitch welds to permanently secure the bracketry to the frame.

ALIGNMENT NOTES:

After installation of the TeraFlex Long-Arm suspension kit, it is imperative that the front end alignment angles be checked. It is recommended that your TJ be taken to a reputable alignment shop that understands 4WD vehicles and has experience with their alignment param-



eters.

Caster might be changed with the installation of our suspension kit. It is recommended that the factory specifications be maintained.

Toe-in is also important for tire wear. Toe-in may be affected on a three-inch kit, and will be affected on a four-inch kit. It has been recommended that the toe-in be set to minimum factory specifications if you go to the larger tire and wheel set up.

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 these instructions to the vehicle's owner for review, and product information. If a "Warning to Driver" sticker was not included in this kit, FREE replacement stickers 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.

TERAFLEX WARRANTY:

Tera Manufacturing warrants TeraFlex 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 3,000 miles) on TeraFlex FlexArms will void this warranty. All other conditions of the standard Tera Mfg. product warranty apply.

All TeraLow products are covered by Tera's two-year warranty to be free of defects in material and workmanship for two years from date purchased.

Tera 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, used for racing or competition or damage due to abuse or neglect.

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. Tera Manufacturing will pay the return freight.

TeraFlex Front Sway Bar Disconnects for TJs (QDFT)

Please make sure that your kit includes the following items before starting installation:



Part	Description	Quantity
CPQDFT	component hardware bag	1
00QD11	nut 1/2x20	2
00QD4	lower stud 3/4"	2
00QD5	upper stud 5/8"	2
00QD9	stud pin	2
00380	3/4" QD washer	2
00478	1/2 lock washer	2
0075L	brake line ext. bracket- left	1
0075R	brake line ext. bracket- right	1
0076	1/4"-28 lock nut	2
0077	1/4"-28x3/4"	2
TFQD67	U-bracket w/hardware	2
QDU	U-bracket & stud	2
0083	3/8" lock nut	2
0084	3/8" flat washer	2
QD12	tapered insert	2
QD10	sleeve	2
00425	3/8"x1.75" bolt	2
00QD132	link w/bushings & zerks	2

INSTALLATION:

1. Prior to starting the installation, remove the stock sway bar links.
2. After removing the sway bar links, identify the left and right quick disconnects. One way to tell is that the bolt head will point away from the vehicle in its final position. Place the sleeve on the threaded bracket bolt and screw the quick disconnect assembly into the hole vacated by the previous bolt.



3. Once the assembly has been inserted into place, please make sure that the grease zerk points downward away from the vehicle. Add the washer and nut and secure with a 9/16" wrench.

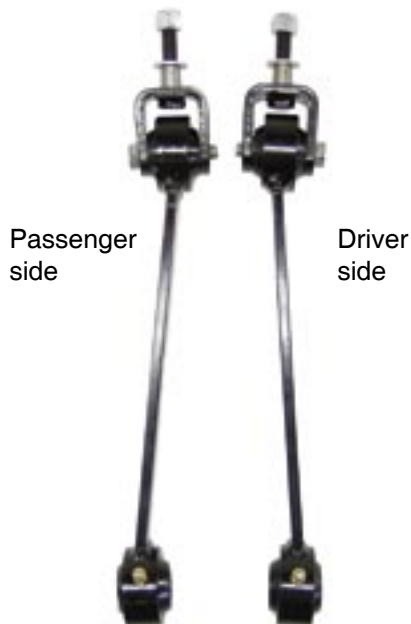
4. Attach the sway bar stud to the lower mount bracket on the axle.



5. Insert the stainless steel stud in the hole vacated by stock sway bar arm so that the threaded end of the stud points away from the vehicle.



6. Use the pin for leverage when tightening the nut with a 3/4" wrench.





7. Now you can attach the sway bar arm to the stud mount.
8. Slide the polyurethane bushing onto the lower stainless steel stud. The use of a lubricant such as WD-40 will make this much easier.



9. Place the washer on the side opposite the bolt.
10. Secure the arm in place using the washer and pin.



11. Use the connected sway bar arm to determine the proper location for the securing stud. Position the arm out of the way and mark the center of the bushing where it rests against the frame. This is where we will attach the securing stud.



12. In order to install the stainless stud for securing the sway bar and arm when disconnected, you will need a hand drill. We suggest drilling a pilot hole with a smaller drill bit. Using a 5/16" bit, drill through the pilot hole.
13. Use a tap wrench and a 3/8" tap to



thread the hole for the stainless steel securing stud. (The 3/8" self-tapping bolt could also be used to thread the hole.) Extra care should be used to make sure the tap is perpendicular to the frame.

14. With a pin in the stud, twist the



securing stud into place. A drop of Loc-Tite on the stud's threads will



help keep it secure.

15. Once the securing stud is ready, you can attach the disconnected sway bar arm out of the way against the frame.

Brake Line Extension installation:



1. Remove the Torx bolt that secures the brake line to the frame.
2. Using 1/4" bolt and nut supplied, secure brake line to the bracket.



3. Line up bracket with holes in the frame so the bracket extends down.
4. With the bracket in place, use Torx bolt to secure the bracket to frame.



Installation guide for TJ Steering Box Skid Plate (SBSPT)



Please make sure that your kit includes the following items before starting installation:

Part	Description	Quantity
00SBSP2G	skid plate	1
00803/8"-16x1"	self tap bolt	1

2. Hold skid plate in place, make sure that the holes line up.
3. With the skid plate in position, replace



the bumper bolt and steering box mounting bolt.

Note: Use flat washers to correct the spacing of skid plate when using stock bumper if necessary.

4. With the skid plate in place, locate the remaining hole in the ear of the skid plate. Using the hole as a guide, use a center punch to mark the location you will be drilling.



5. Use a 5/16" drill bit to drill the frame at the location you just marked.
6. Screw the self-tapping bolt into the hole you just made and tighten.



INSTALLATION:

1. Remove the driver side lower bumper bolt and the bottom steering box mounting bolt.

