

# TERAFLEX

## INSTALLATION GUIDE

### Installation Guide for the TeraFlex JK Frame Brace and Drag Link Flip Kit Part #1600440



**Note:** This kit is designed specifically to create smoother high speed handling when modified vehicles feel loose and unstable. This Trackbar Drop Bracket with Frame Brace and Drag Link Flip Kit is designed to lower the front roll center by lowering the trackbar at the frame with a drop bracket. The Drag Link Flip kit is added to correct the steering geometry; by lowering the trackbar, the angle between the trackbar and the drag link is changed. The flip kit is designed to place the trackbar and drag link at the same angle. This kit may be used to improve any lift kit with 5-6" of lift.

1. Slide the new track bar bracket over the factory bracket. Use the steering box bolts to hold the bracket; start the threads, but do not tighten them. Install the 1/2" button head bolt from the inside of the factory bracket through the TeraFlex track bar bracket so the head of the bolt is on the inside.



the factory trackbar bracket and the bend upward. Use the 9/16" bolt to hold it in place. *Do not tighten at this point.*

3. Hold the bracket for the brace up against the frame on the passenger side directly across from the factory trackbar bracket. Then hold the brace up in place to make sure you have lined it up in the proper location. When the desired location is established mark the frame in the area you plan to weld.
4. Remove the brace and bracket for welding prep. Clean the frame and bracket make sure you clean all surfaces that you will be welding. Clean surfaces are critical for a good weld.
5. Reinstall the bracket and the brace. Adjust the brace so it fits with bolts in each end.



2. Place the brace with the fixed end in



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#### Kit Includes:

Front trackbar bracket and frame brace  
Heavy Duty drag link and flip kit

#### Recommended Accessories:

Front adjustable Monster trackbar

Make sure the bracket fits the frame and is in the proper location. Tack two or three places to keep the bracket from pulling during final welding. Remove the brace and then final weld the rest of the bracket. *A professional certified welder is always a good way to go if you have any doubts about your welding ability.*

6. Clean all welded surfaces with a wire brush or something similar that will remove the dust in all the small grooves of the weld. Remove any paint that has been damaged from the heat created during the welding process.

7. Prime and paint all welded or raw areas.



8. Tighten the bolts that go in the steering box and the 1/2" button head bolt.

9. Install the brace and tighten the bolts and jam nut. Use a 1 1/4" wrench for the jam nut.

10. Install the track bar.

11. Adjust the track bar so the axle is centered under the vehicle. From center to center of the joint should be close to 32 3/4" (with a 6" lift). Tighten the bolts on the adjuster sleeve.

12. Remove the factory draglink at the steering knuckle. Loosen the adjuster sleeve and remove the long side of the drag link. *The threads will be left hand so you will need to turn it opposite of way you might be used to.* Install the new heavy flip drag link into the adjuster sleeve and set the length to 41 1/4". The flip drag link is installed from the top down on the knuckle. To convert the taper, a sleeve is provided. To install the sleeve you must drill out the knuckle to a 13/16" hole. Drilling the knuckle straight is very important. After you have drilled the hole, install the sleeve, *you may need to tap it into place*, from the top down. Install the new heavy flip drag link. Use the provided washer and tighten the nut over the washer.



13. Reinstall the breather hose if it was disconnected during disassembly.

