



# Sport S/T3 Suspension Installation Guide

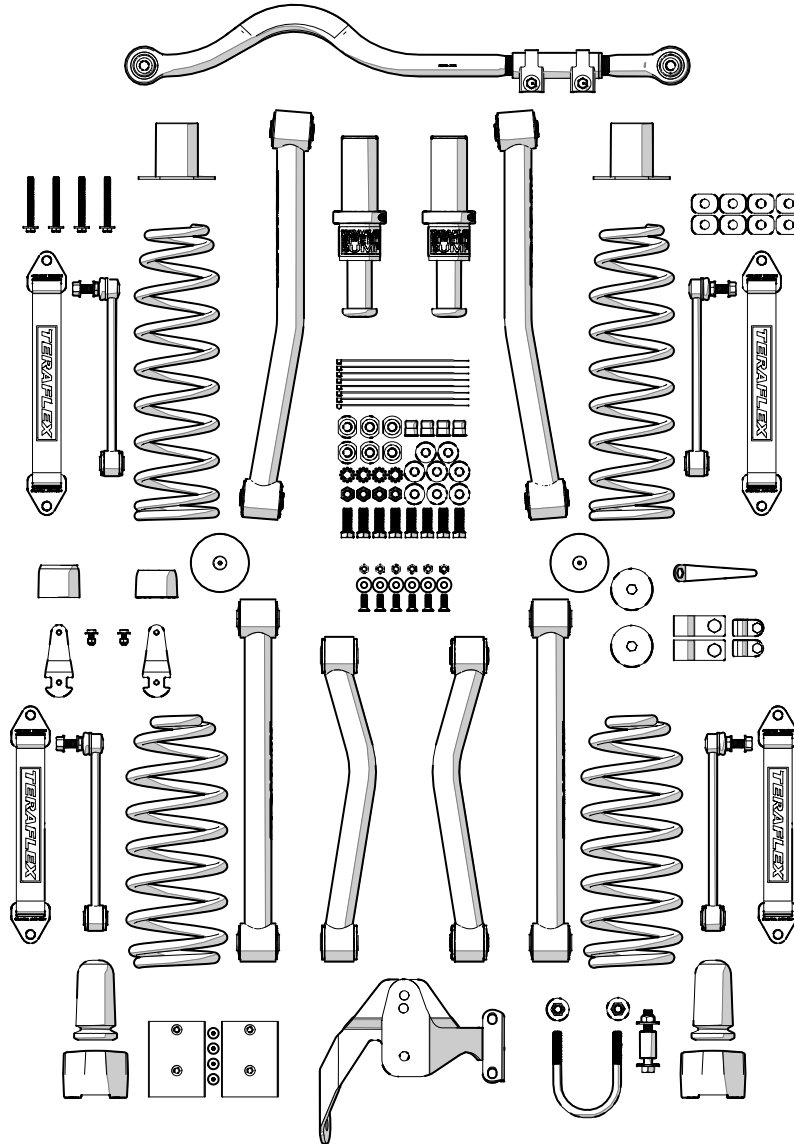
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#1258250-JK 2-Door Sport S/T3 (No Shocks)

#1258450-JK 4-Door Sport S/T3 (No Shocks)

#1258200-JK 2-Door Sport S/T3 (w/ Fox Shocks)

#1258400-JK 4-Door Sport S/T3 (w/ Fox Shocks)



## 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.

## All Kits

QTY.	PART NO.	DESCRIPTION
2	992012	JK Rear Extended Microcellular Urethane Foam Bumpstop
2	946810	JK Front Spring Bucket Jounce Tube Brace for Speedbumps
2	854145	JK Rear Limit Strap with TeraFlex Logo 13.5" Long
2	853155	JK Front Limit Strap with TERAFLX Logo 15-1/8" Long
1	600056	Hardware Pack for JK Sport Kit
1	5036	Hardware Pack for JK Front Speedbump Jounce Tube Brace
1	4954300	JK Rear Lower Spring Retainer Kit
1	4951705	Washer Subassembly JK FlexArm Bolts on Axles Front Lower and Rear Upper
1	4951002	JK Front Lower and Rear Upper Coil Spring Retainer Kit Subassembly
1	4304400	JK Rear Brake Line Extension Bracket Kit
1	4853157	JK Limit Strap Subassembly
6	853182	Limit Strap Spacer For Frame Mounted Nutserts
1	5034	Hardware Pack for Mopar JK Limit Straps
4	200	Nutsert 1/2"-13 Thread 0.030 - Over Grip
8	195	Zip Tie For Brake Lines in PreRunner Kit
2	467265	JK Rear Upper Speedbump Bumpstop Cup Extension
2	2653350	JK Rear Upper Sport Control Arm
2	2653340	JK Rear Lower Sport Control Arm
1	2653332	JK Front Lower Passenger Sport Control Arm
1	2653330	JK Front Lower Driver Sport Control Arm
1	2610000	JK Exhaust Spacer Kit for 2012+ JKs with the 3.6 Pentastar
1	261100	JK Driver Side Exhaust Spacer for 2012
1	261102	JK Passenger Side Exhaust Spacer for 2012
1	5037	Hardware Pack for JK Exhaust Spacer
1	1954605	JK SpeedBump 0.75" Rear Lower Bumpstop Subassembly
2	954600	JK Rear Lower 3/4" Tall Bumpstop Spacer
1	5035	Hardware Pack for JK Rear Lower 3/4" Tall Bumpstop Pad
1	1953750	JK 3" Front SpeedBump Kit (Pair)
1	1467125	JK SpeedBump 1.25" Front Lower Bumpstop Pad Kit (1 Pair)
1	954776	JK Rear Trackbar Bracket for 2.5" Lifts
4	744500	JK Swaybar Link 10.75" C-C w/Swivel Stud
1	600080	Hardware for JK Rear Trackbar Bracket
1	1753418	JK Front Forged Monster Trackbar Kit

## Kit #1258250

2		1853100	JK 2 Door 3" Front Spring
2		1854100	JK 2 Door 3" Rear Spring

## Kit #1258200

2		1853100	JK 2 Door 3" Front Spring
2		1854100	JK 2 Door 3" Rear Spring
2		909100	Retainer Bracket for Fox Shock Reservoir
1		153640	Remote Reservoir Relocation Hardware
1		1980200	JK Fox Shocks w/ Remote Reservoir (all 4)

Kit #1258450

2		1853200	JK 4 Door 3" Front Spring
2		1854200	JK 4 Door 3" Rear Spring

Kit #1258400

2		1853200	JK 4 Door 3" Front Spring
2		1854200	JK 4 Door 3" Rear Spring
2		909100	Retainer Bracket for Fox Shock Reservoir
1		153640	Remote Reservoir Relocation Hardware
1		1980200	JK Fox Shocks w/ Remote Reservoir (all 4)



## Tools Needed

[www.teraflex.com](http://www.teraflex.com)

- Ratchet - 1/4" and 1/2"
- 1/4" Drive Socket Set - 1/4", 5/16", 10mm, 7/16"
- 1/2" Drive Swivel/Wobbly Sockets - 18mm, 21mm, 3/4"
- 1/2" Drive Socket Set - 18mm, 21mm, 3/4"
- 1/2" Extension - 12" Long
- Allen Wrench - 3/16", 5mm
- End Wrench Set - 7/16", 1/2", 9/16", 1-1/8", 13mm, 15mm, 16mm, 18mm, 19mm, 21mm
- Drill
- Drill Bit Set - 1/8", 1/4", 3/8", 1/2" - or step drill bit
- Reciprocating Saw and Bi-metal Blade
- Wire Cutters
- Locking Pliers
- Heel Pry Bar
- Hammer
- Chisel
- Measuring Tape
- Blue Loctite

## Front Installation

*"Safety is not a gadget, but a state of mind"*

*-Eleanor Everet*

Always keep safety in mind while installing this kit.

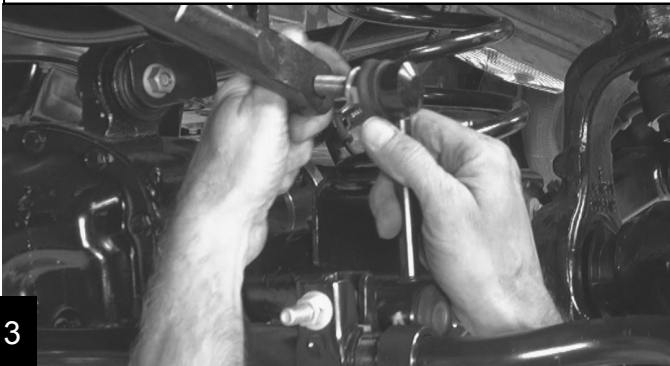
Lift the vehicle and support it by the frame. Remove wheels and support the front axle. Loosen all control arms, swaybar and trackbar bolts (front and rear), but do not remove the bolts.

Remove the front driveline at the differential and support.

1

Remove front shocks. On 2012+ JK's, the passenger side upper shock mount is not accessible due to the battery tray. Use a pair of pliers and break out enough of the thin plastic to gain access to the 17mm nut.

Remove both swaybar links and retain the hardware.



3

2

2011+ JK's have brake line retainers located under the spring perches. Use vise grips or a heel bar to spread the bracket enough to free the brake line. Use a 10mm to remove and discard the bracket.



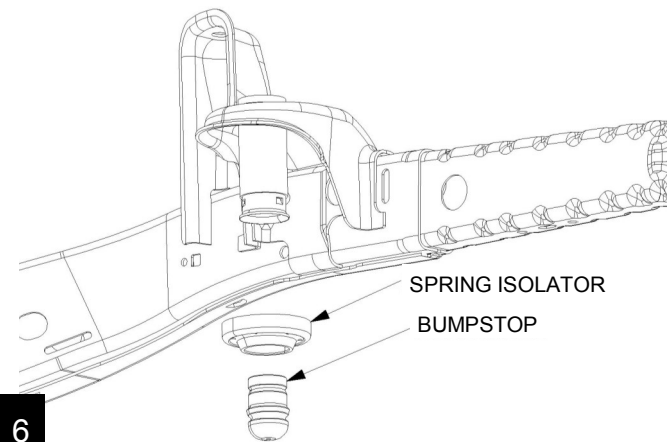
4

Remove the rubber spring isolators and the bump stops from the upper spring buckets.

Unclip the ABS lines, and extend the breather tube by sliding the tube retainer clip down the shock tower 3". This will prevent the tube from being pulled tight during full axle droop.

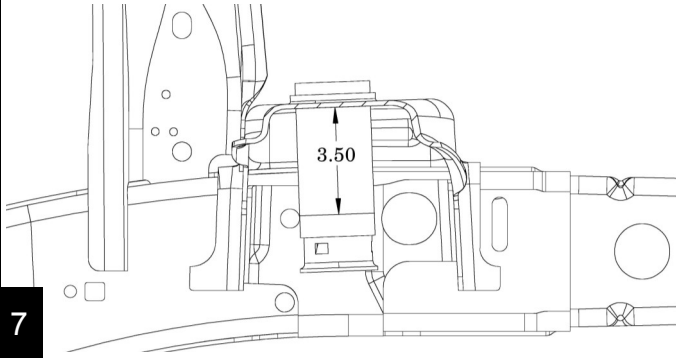
Lower the axle and remove the front springs. Be sure to check for any lines that can be pulled or damaged.

5



6

With the isolator removed, measure down from the bottom of the spring bucket 3.5" and mark. As a cut guide, wrap a piece of tape around the jounce tube at the mark and use a reciprocating saw, or cut off wheel to make the cut along the marked line.

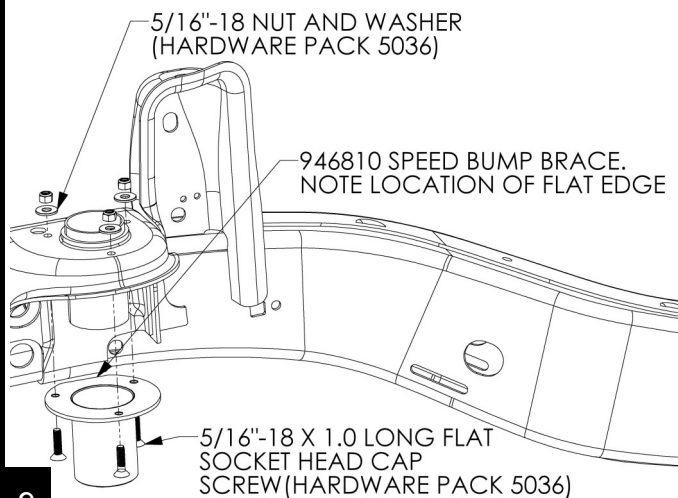


7

Position the SpeedBump support tube with the flat edge on the inside of the spring tower. (see step 9) Using the support tube as a guide, mark and center punch one hole. Pilot drill an 1/8" hole and final drill to 3/8".

Locate the jounce tube brace hardware bag (5036), and bolt the support tube into position with a single bolt. Using the support tube as a guide, pilot and finish drill the remaining two holes. Torque the socket head cap screws to 200 in-lbs. (22 N-m)

8



9

Trim any excess material until the support tube and the original tube are flush with each other. Finish all sharp edges on the outside and inside of the tube, it is important that the speed bump has a smooth, even surface to rest against.

Remove the clamp on the SpeedBump cylinder by loosening the socket head cap screw with a 3/16" Allen wrench. Test fit the SpeedBump in the factory jounce tube. If there are any slag or burrs in the tube that restricts the install, clean the tube as required.

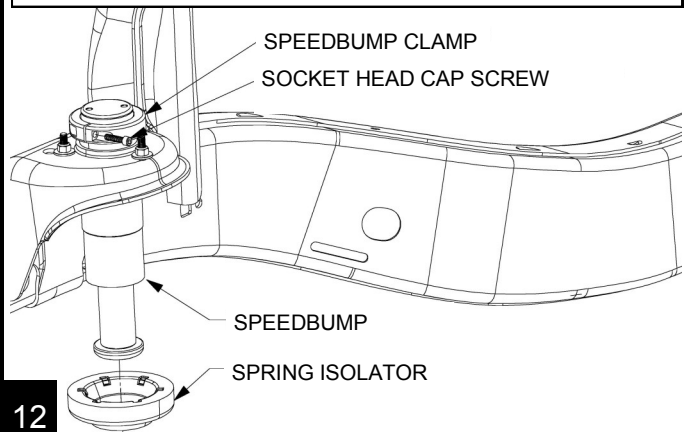
10

Coat the lower portion of the SpeedBump with black RTV silicone to help with noise and corrosion. Slide the bump stop into position.



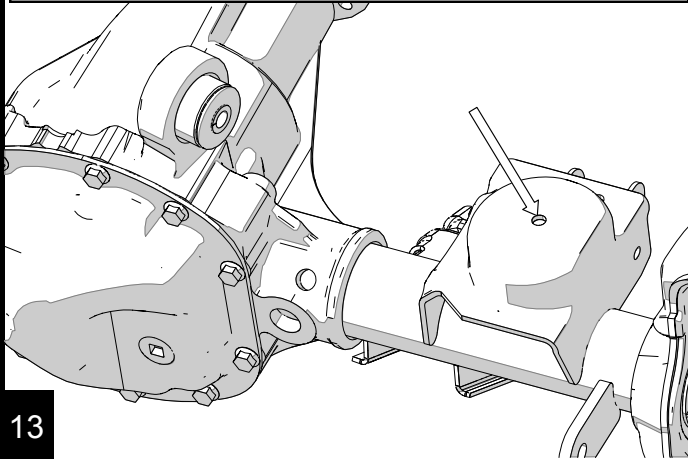
11

Apply pressure on the SpeedBump to make sure that it is completely seated and install retainer clamp. Torque to 74.5 in-lbs (8 N-m) and reinstall the factory isolator.



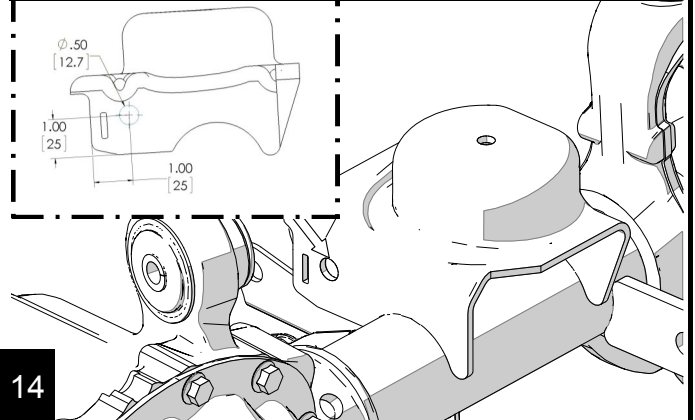
12

Locate the center of the front axle driver side spring pad and drill a 3/8" [9.5mm] hole in the center of the pad.



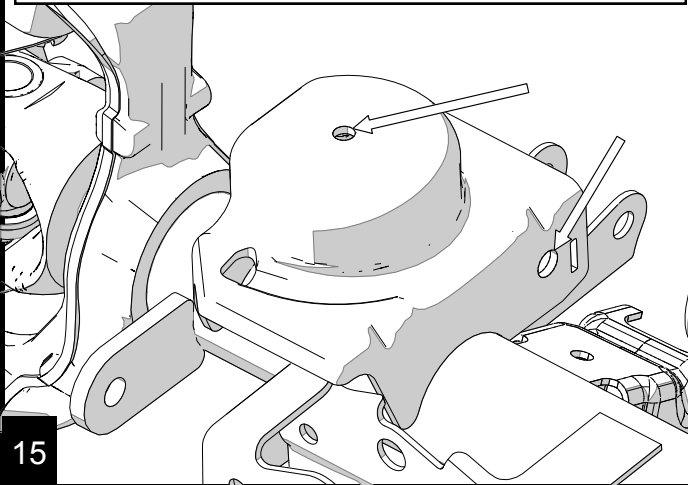
13

Drill a 1/2" hole on the side of the front driver spring bucket for the limit straps. Measure 1" from the rear of the spring bucket and 1" from the bottom. Drill a 1/4" pilot and 1/2" finish hole.



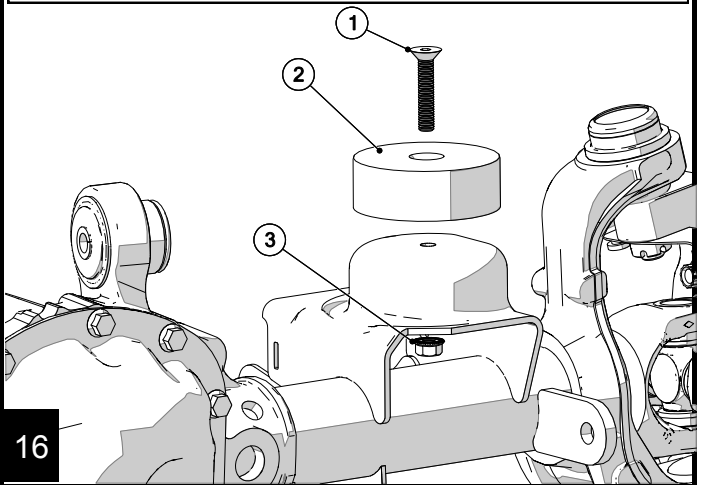
14

Repeat steps 13 and 14 for the front passenger side spring pad.



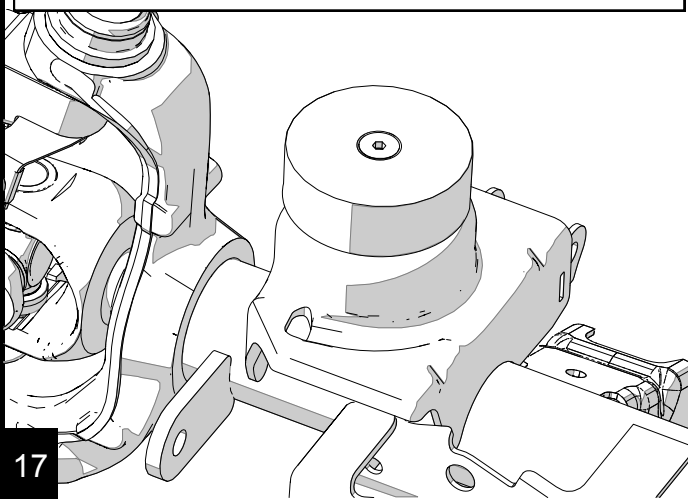
15

Install the 467125 (2) Speedbump pad on the axle coil spring pad using the 315 3/8" bolt (1) and the 3/8" Nut (3)



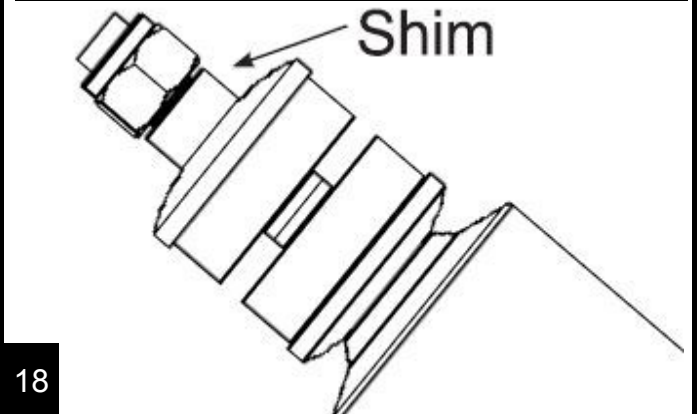
16

Repeat step 16 for the passenger side



17

Install the front upper shock mount with the small shim (if present). Tighten the nut to 20 ft-lbs (27 N-m). The lower shock mount will be installed after the installation of the front springs.

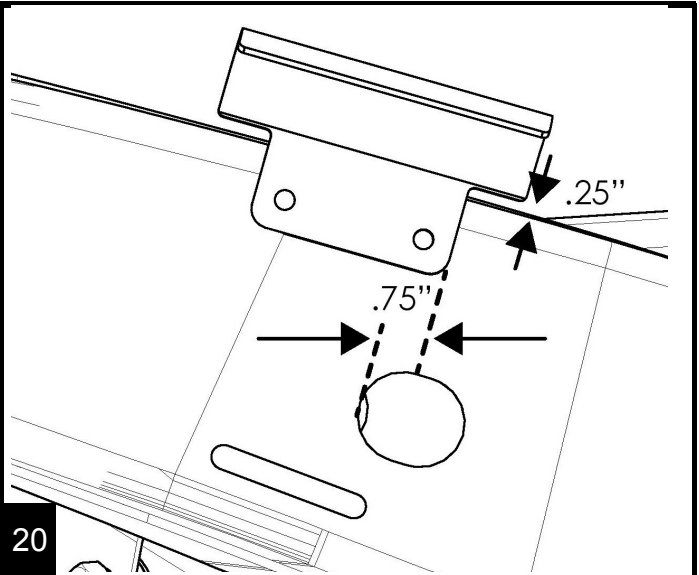


18

Skip to step 22 if not installing Fox Remote Reservoir shocks.

Locate the shock reservoir mount hardware bag (153640). The reservoir mount can be positioned where desired. Refer to the figure in step 20 for the recommended location. Mark the holes, and predrill using an 1/8" bit.

19



20

Use the self tapping screws to mount the shock reservoir bracket. Torque to 85 in-lbs (9.6 N-m). Then clamp the reservoir to the bracket using the supplied hose clamps.

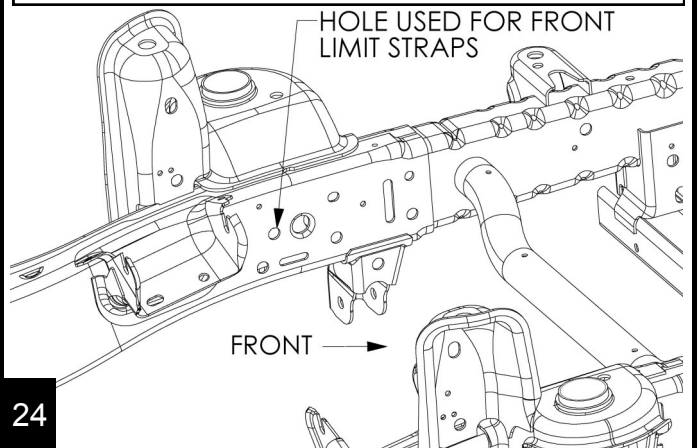
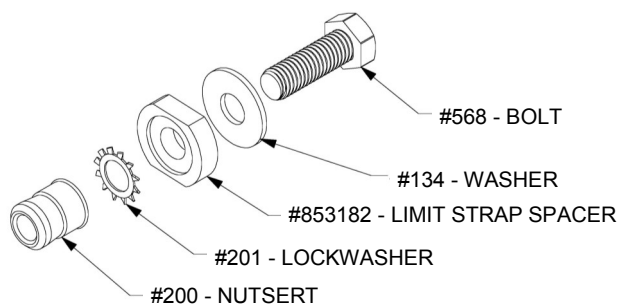
Installation of the Limit Straps

21

22

Locate the limit strap hardware bag (4853157). Prepare the nutsert for install by loading the nutsert bolt as shown. The mounting hardware will be used for both install as well as mounting.

Locate the hole in the frame between the steering gear and the motor mount



23

24

To install the nutsert, use a 1-1/8" end wrench on the flats of the spacer and a 3/4" on the bolt. Tighten to crush the nutsert into the frame. Hint, use an air gun.



25

With the nutsert installed, remove the bolt and reinstall using the longer limit strap. Stack parts on bolt as shown.

#853182 - LIMIT STRAP SPACER

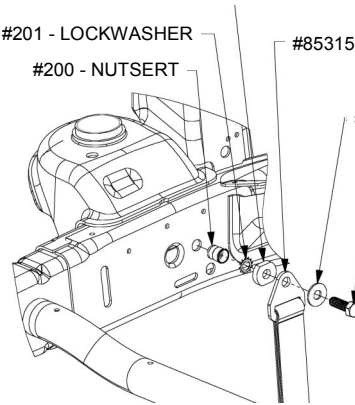
#201 - LOCKWASHER

#200 - NUTSERT

#853156 - FRONT LIMIT STRAP

#134 - WASHER

#568 - BOLT

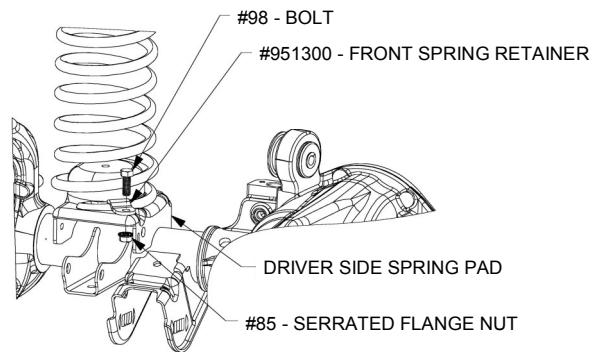


26

Locate the spring retainer hardware bag (4951002). The large retainer brackets with 1/2" hole are for the rear upper, set these aside for now. Use the small brackets with the 3/8" hole and 3/8" hardware for the front lower spring retainers.

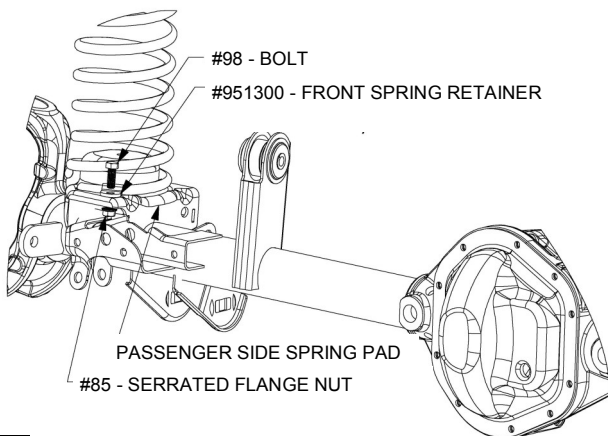
Use the front spring retainer bracket as a guide for drilling the mounting holes. Orient the retainers (as shown in step 28 and 29) and drill a 1/2" hole. The driver side will mount on the inside rear corner of the spring bucket and the passenger side will mount on the inside front corner of the spring bucket. Do not mount the spring retainers yet. These will be installed after the springs.

27

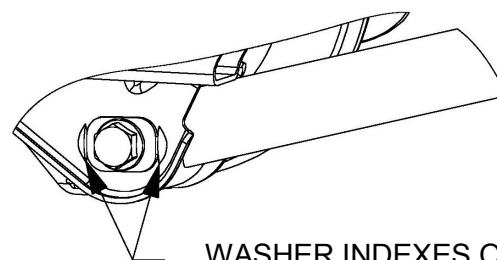


28

Locate the control arm washer kit (4951705). These washers will index between the cam-bolt tabs on the axle bracket. Remove the lower front driver control arm and install the new arm using the original hardware.



29

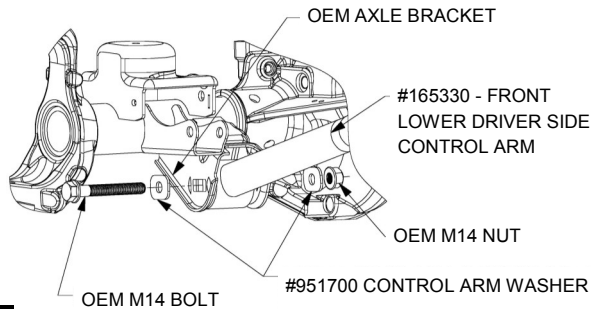


WASHER INDEXES ON CAM BOLT BOSSES

30



Note the orientation of the cam washers. Tighten just enough to hold washers in place. Do not torque. Repeat Steps 30 and 31 for the passenger side.



31

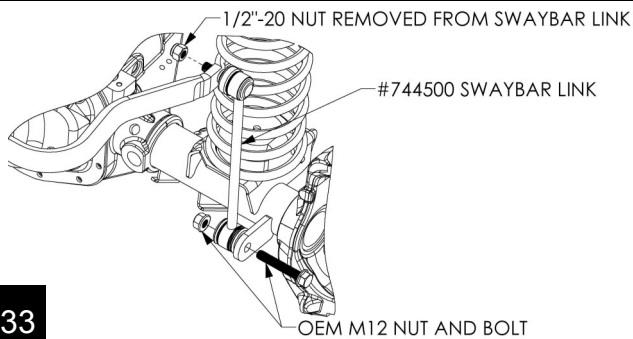
Install the front coil springs. Verify that the brake lines are routed between the spring and the shock to protect them from tire contact.

Install the front spring retainers and torque to 30 ft-lbs (40 Nm).

Install lower eyelet of the shocks using the factory hardware. Torque to 56 ft-lbs. (76 Nm)

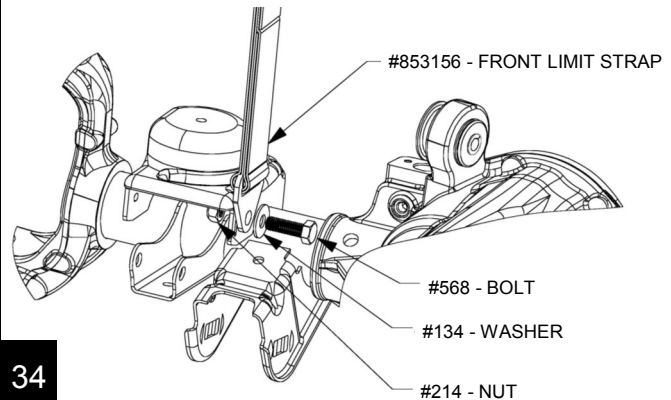
32

Install the new front upper swaybar link swivel stud on the outside of the swaybar arm using a 5mm Allen wrench and a 19mm wrench. The lower swaybar link eyelet mounts on the inside of the axle bracket. Use the factory lower swaybar bolts and torque to 75 ft-lbs. (102 Nm)



33

Connect the axle end of the limit straps. Let the axle hang on the straps to align the strap bracket before final tightening. Torque all limit strap bolts to 60 ft-lbs (81 Nm)



34

Using the supplied zip tie, loosely secure the ABS and brake lines to the limit strap and the lower limit strap bracket.



35

**IMPORTANT NOTE!** Check the brake line routing to ensure the line will not come in contact with any suspension components during suspension travel. After tires are installed, turn the wheels lock to lock to ensure that the brake lines remain clear of any tire contact.

Reinstall the front drive line. Apply threadlocker to the bolts and torque to 15 ft-lbs. (20Nm)

36

Refer to instruction set 999044 found in the trackbar kit 1753418 and install the front trackbar before proceeding to the next step. Do not torque the trackbar bolts until the vehicle is lowered to the ground.

Final torquing of all suspension and trackbar bolts will take place once the Jeep is on the ground at ride height.

The front installation is now complete.

37

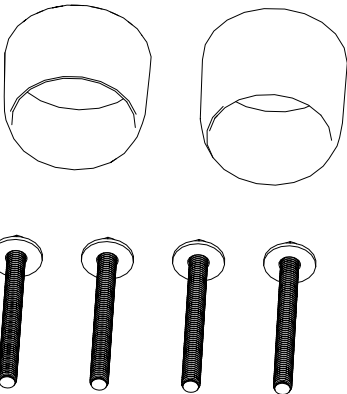
### Exhaust Spacer Installation

*"Never give up. Great things take time"*

*-Unknown*

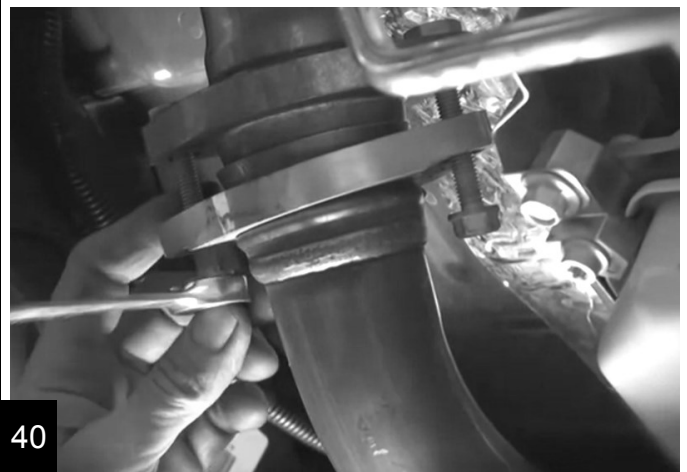
38

If you are installing this lift on a 2012 or newer Wrangler, you must install the exhaust spacer kit. If you are installing this kit on a 2007-2011 Wrangler, please proceed to Step 45.



39

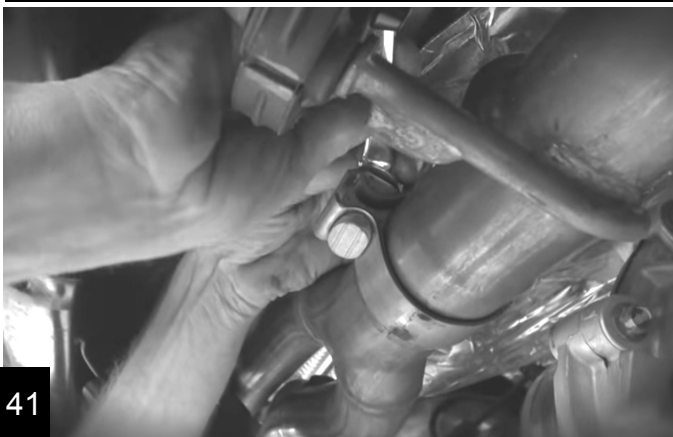
Using a 13mm, remove the four exhaust flange bolts at the left and right crossover pipe collectors.



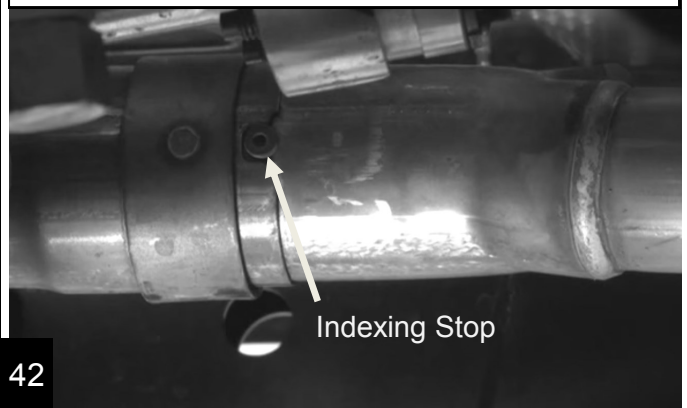
40

Loosen the Y-pipe clamp that joins the front and rear sections of pipe. This will allow the exhaust to slide together to maintain correct positioning of the exhaust.

Using a chisel, remove the spot welded indexing stop on the intermediate pipe. This will allow the intermediate pipe to slide into the y-pipe to provide added clearance.

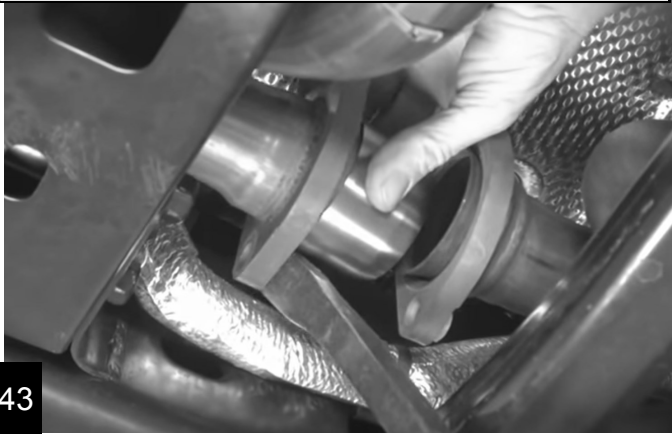


41



42

Place a pry bar between the front skid bar and the driver side rear pipe flange; separate the exhaust and insert the spacers between the flanges. The longer spacer is used on the passenger side.



43

Install the supplied bolts into the exhaust flanges and tighten evenly. Make sure the exhaust pipes are still properly aligned and the spacers are straight. Check the exhaust system for clearance and retighten the Y-pipe clamp .



44

### Rear Installation

*“Great works are performed, not by strength, but by perseverance”*

*-Samuel Johnson*

Support the rear axle. Completely remove the rear shocks and axle side trackbar bolt.

Remove the lower control arms. Replace them with the new flex arms with the sticker facing out. Install the front (frame side) bolt only.

Release the axle breather tube from the upper retaining clip on the underside of the Jeep body.

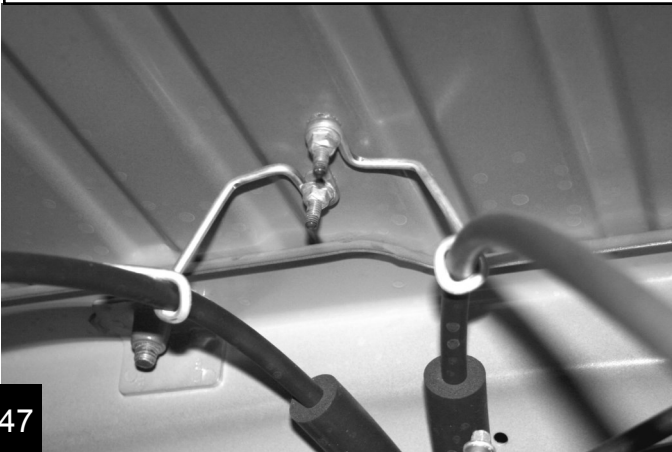
Release the ABS line from the two retaining clips on the axle (on each side).

Remove rear swaybar links.

45

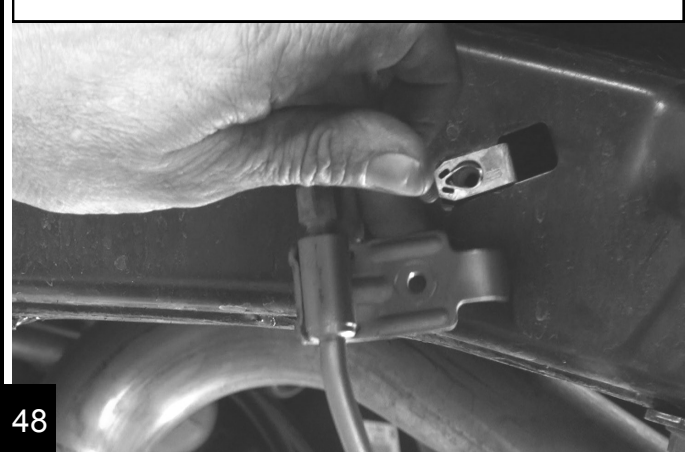
46

Fully remove the part brake cables from the hanger bracket and discard the bracket.



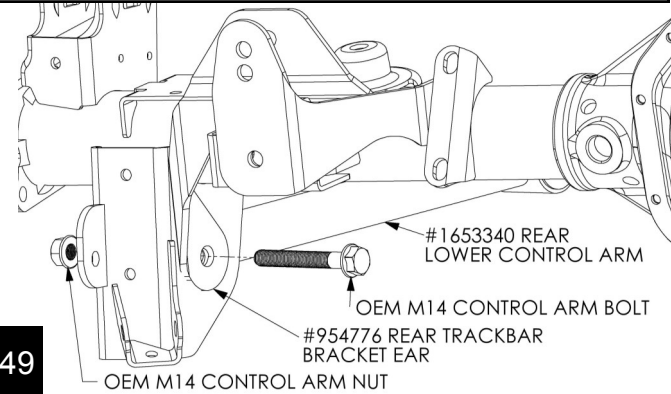
47

Loosen the brake line support brackets and lower the axle enough to remove the coil springs.



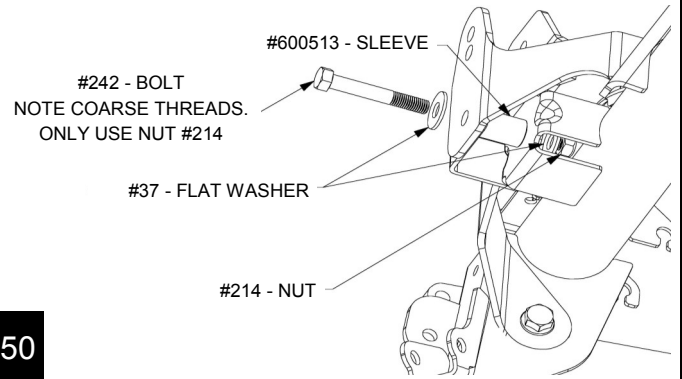
48

Locate the trackbar bracket and hardware kit (600080). The lower ear of the trackbar bracket, and the driver lower control arm share the same bolt. They will need to be installed together.



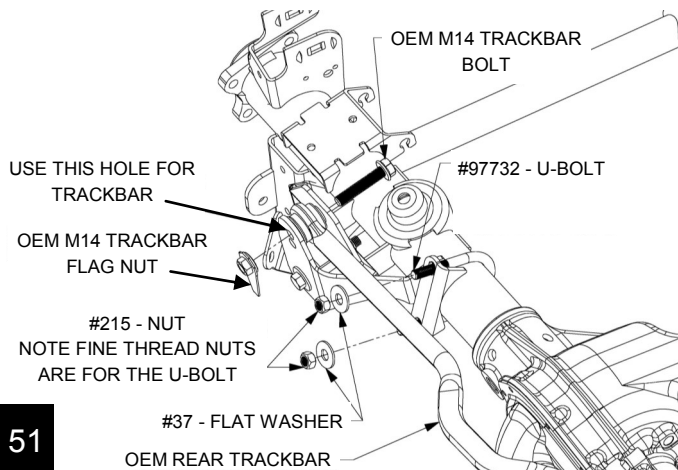
49

Position the trackbar bracket for install and swing the lower control arms up into place and insert the lower control arm bolts. Do not tighten. Install the trackbar bracket spacer and relevant hardware.



50

Install the U-bolt nuts and washers. Torque the u-bolt stover lock nut to 45 ft-lbs (101 Nm)



51

Install the trackbar into the upper hole of the bracket using the factory trackbar bolt. Install the bolt from the front and the nut to the rear.

**IMPORTANT NOTE!** Remove the frame side factory trackbar bolt, and reinstall it with the bolt installed from the front, and the nut to the rear, hand tighten.

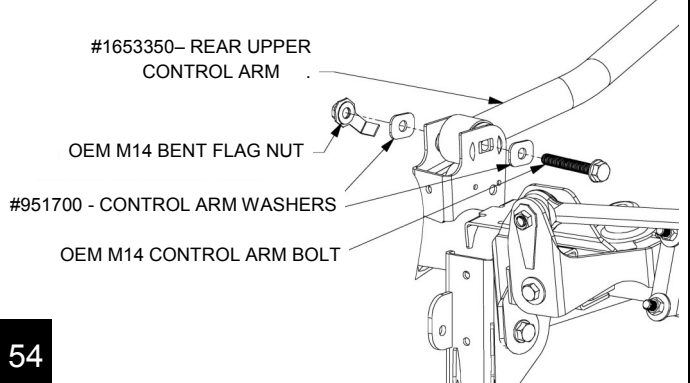
52

Remove the driver upper control arm. Place the new arm into position with the long end facing forward, and the bend going against the frame. Install the frame side bolt.



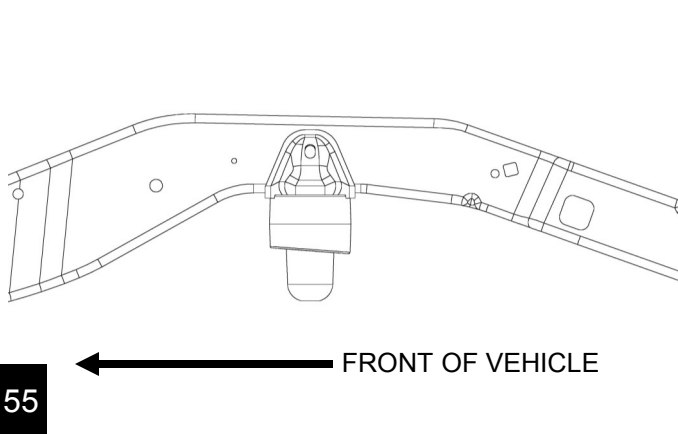
53

Install the axle side bolt. Note the orientation of the cam washers. Tighten just enough to hold washers in place. Do not tighten. Repeat Steps 53 and 54 for the passenger side.



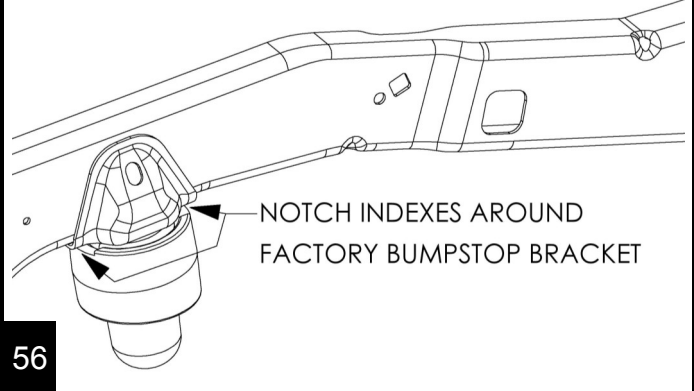
54

Install the upper SpeedBump cups. The cup snaps onto the frame bump stop bells. (It will take some pressure)



55

Position the Speed Bump cup with the longer side of the slope (the large end of the taper) facing the rear. The notched cuts index around the factory bump stop bracket.



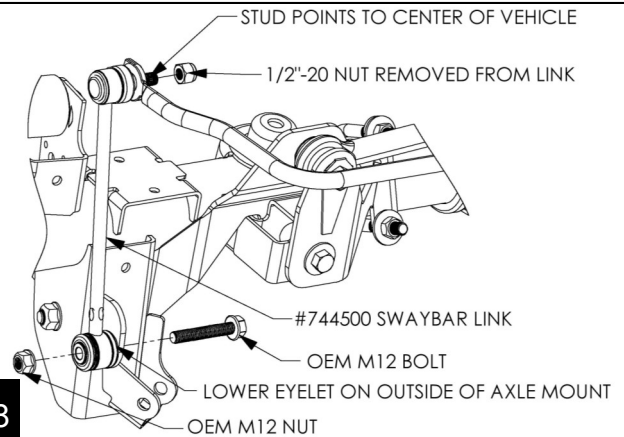
56

Twist and push the new Speedbump bump stops into position. Some silicone spray lubricant will help them pop into place.



57

Install the swaybar link with the ball joint stud end at the top and the mounting stud pointing towards the frame. Torque upper and lower to 75 ft-lbs (102 Nm).



58

Locate the brake line extension hardware bag (5018). Use the supplied 1/4" bolt to attach the factory bracket to the new extension.



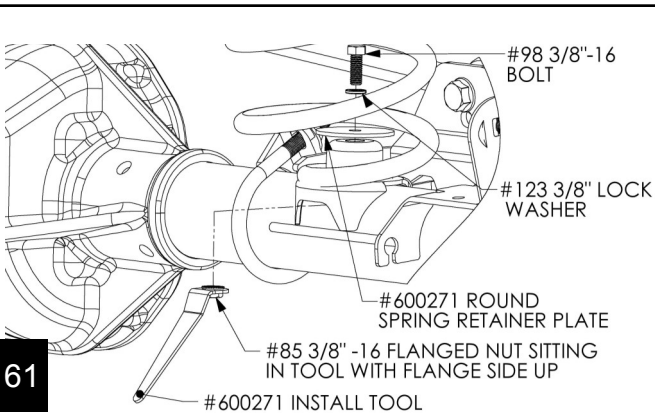
59

**IMPORTANT NOTE!** It is imperative at this time to cycle the swaybar and check for proper clearance between the swaybar and the brake line. Make the necessary bends in the brake line and bracket to clear the swaybar link as it goes through its range of travel.



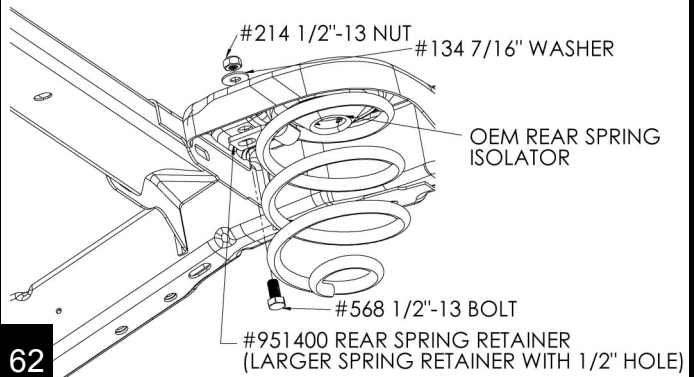
60

Install the factory rear upper spring isolators and the new rear coil springs. Locate the rear lower coil spring retainer kit (4954300) and install. Use the provided wrench to help with the nut installation. Torque to 25 ft-lbs (35 Nm).



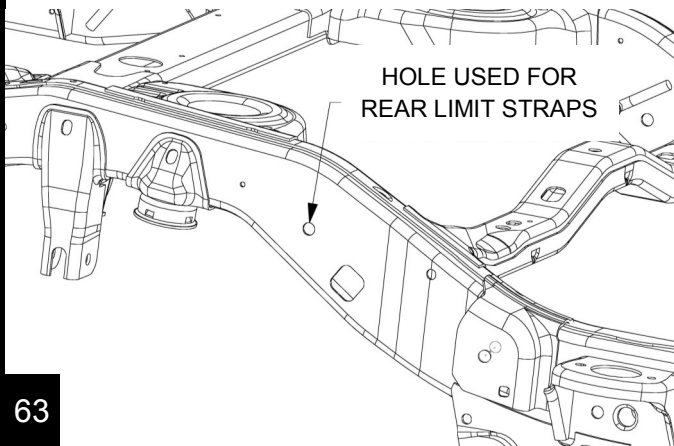
61

Install the rear upper spring retainer about 3"-4" from the end of the coil pigtail. Torque to 75 ft-lbs (102 Nm)



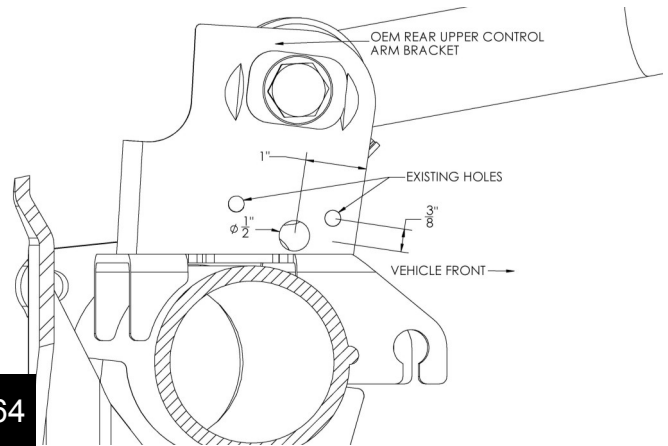
62

Install the limiting strap nutsert in the existing frame holes, one on each side. Use the same procedure as the front.



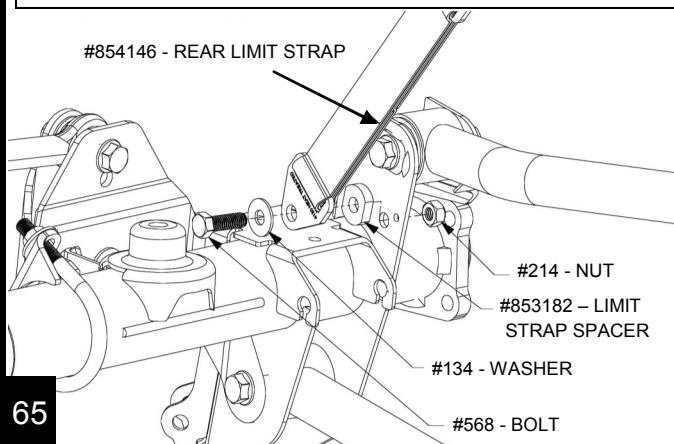
63

For the lower limit strap mount, drill a 1/2" hole below the existing ABS-line tie strap hole. Or you can enlarge the ABS-line hole



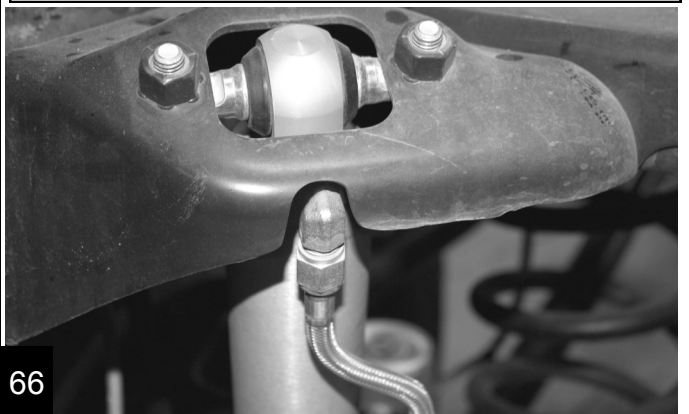
64

Install the limit straps. Leave the bolts loose so the brackets can swivel. They will be torqued once the axle is at full droop and supported by the straps.



65

Install the rear shocks. If using Fox shocks, inspect for clearance of the 90° reservoir fitting. Due to variances in the upper shock mounting bracket it may be necessary to clearance the opening with a die grinder.



66



Check the shock reservoir and line clearance. The reservoir can be repositioned so that there is no contact by adjusting the clamps. Final torque the upper shock bolts to 37 ft-lbs (50 Nm) and the lower bolts to 56 ft-lbs (76 Nm).

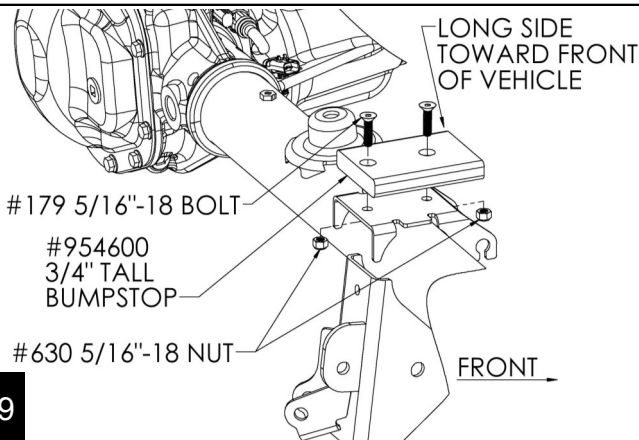


Lower the rear axle and allow the limit straps to support the weight of the axle, torque all rear limit strap bolts to 60 ft-lbs (81 Nm).

Note: At full droop there may still be some slack in the limit straps. This is normal. The strap will limit the suspension and pull tight during extreme articulation.

68

Locate the rear lower bump stop kit (19454605) and install the lower bump stop pad with the extended end facing forward. Torque to 200 in-lbs (22 Nm).



69

Secure the ABS line loosely with zip ties to the limit strap and control arm bracket.



70

Secure the axle breather tube to the cross member.



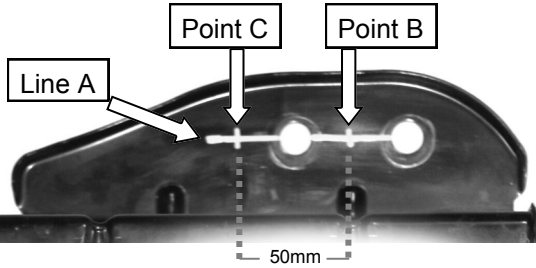
71

Note: 2012+ 4-Door Wrangler must relocate the EVAP canister for proper driveline clearance at full suspension articulation. 2007-2011 4-Door and all 2-Door JK's skip to step 76.

Locate the EVAP canister and skid plate located under the vehicle next to the rear driveline. Use a 16mm to remove the two front bolts of the EVAP canister. Loosen, but do not remove the rear bolt.

72

Mark a centerline of the existing holes (labeled Line A). Mark a spot about half way between the two existing holes (labeled Point B) and one 50mm to the left of Point B. (labeled Point C). Center punch and drill a 1/2" hole at Points B and C. Use a small block of wood as a spacer behind the bracket for drilling.



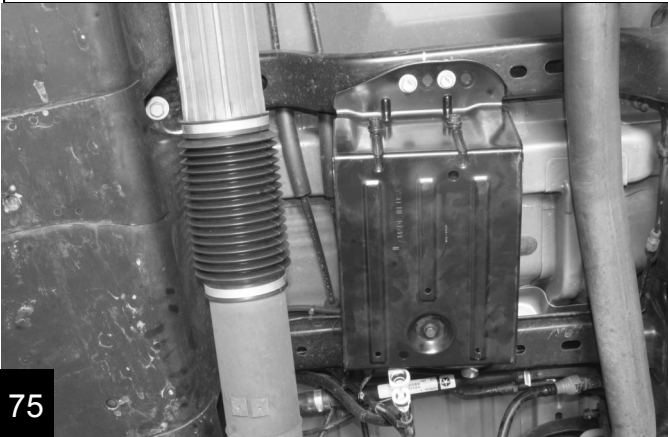
73

Results after drilling.



74

Remove the wood, rotate the canister and skidplate. Reinstall using the two new mounting holes. Torque all three bolts to 10 ft-lbs (14 Nm)



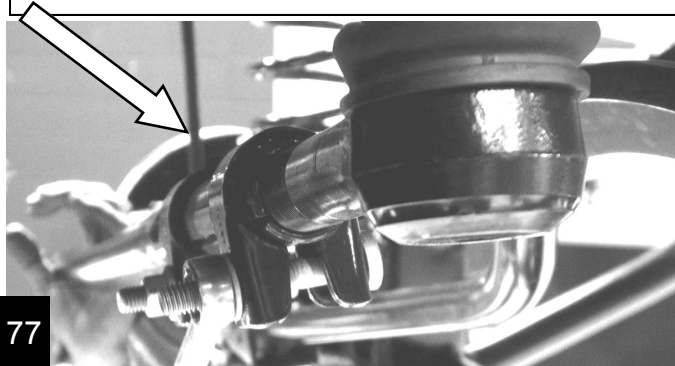
75

Reinstall the wheels and tires. Torque lug nuts to 85-125 ft-lbs (115-170 Nm) Lower the Jeep to the ground. With the Jeep on the ground, torque control arm, trackbars, trackbar brackets and all other bolts that have not been tightened. This will ensure that the bushing load is in a neutral position throughout the Jeep.

Front Upper Control Arms	75ft-lbs	102Nm
Rear Upper Control Arms	125ft-lbs	169Nm
Front and Rear Lower	125ft-lbs	169Nm
Front and Rear Trackbars	125ft-lbs	169Nm

76

Before test driving the Jeep, do a quick visual check and make sure the tires are straight. Adjust the drag link as needed to center the steering wheel. Drive a short distance down a straight road and, if necessary, readjust the steering wheel to center. Torque the drag-link adjusting sleeve to 26 ft-lbs (35 Nm).



77

Perform a final check of the suspension components and bolts.

Maintenance Note: After the first 100 miles and every 3,000 miles after that, re-torque all the suspension components and bolts.

### Install is now Complete!

*"Stand back, take a deep breath, and think about what you've done" -Mom*

Congratulations! Your hard work, unprecedented dedication, and extreme attention to detail have earned you a very sweet ride. Go enjoy a day or two in the back country. After all, you earned it.

78



## 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 swaybar 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.

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