



Installation Instructions for the TJ System Kit (ST)



TJ Steering Box Skid Plate (SBSPT)



Tera Manufacturing, Inc.
 5251 South Commerce Dr.
 Murray, Utah 84107
 Phone/801.288.2585
 Fax/801.288.2571
 www.teraflex.biz

Fits TJ wranglers '97-current

1. Remove the driver side lower bumper bolt.
2. Hold skid plate in place, placing the largest of the three holes in the skid plate over the hole from the bumper bolt.
3. With the skid plate in place, replace the bumper bolt.
4. Use flat washers to correct the spacing of skid plate when using stock bumper.
5. Use the existing hole in the frame to line up the rear skid plate bolt.
6. Put the nut inside the frame.
7. Put the spacer in place and install bolt.
7. With the skid plate in place, locate the remaining hole in the rear of the skid plate. Using the hole as a guide, use a center punch to mark the location you will be drilling.
8. Use a 5/16" drill bit to drill the frame at the location you just marked.
9. Screw the self-tapping bolt into the hole you just made and tighten.

TeraFlex Flex Arms (FATJ)



All control arms have been set to stock length before leaving the factory. Flex Arms will give years of trouble free service, when properly maintained.

Proper maintenance includes greasing the arm a minimum of every month and, if used heavily off-road, greased before and after every trip. The grease zerks in the arm provides grease to the entire arm including bushings and forces out all contaminants such as dirt and water. Grease is very important especially if the arms are submerged under water at any time. Failure to grease these Flex Arms will void any applicable warranty.

Remove one control at a time, and replace it with a Flex Arm.

Install the Flex Arm with the zerk end of the arm towards the frame, with the zerk facing up, out of harms way. Grease before use!

Retorque lower control arm bolts to 130-145 ft. lbs., and 37-47 ft. lbs. for upper arms.

Remember grease, grease, and more grease.

Adjustments can be made to the front arms to adjust the caster, and to the rear to adjust the pinion angle. Flex Arms may be lengthened or shortened if necessary. Adjusting the arms in or out more than 3/4" from factory settings will void any warranty.

factory control arm lengths

- TJ front upper control arms- 15 1/8"
- TJ rear upper control arms- 13 1/4"
- TJ front & rear lower arms- 15 3/4"

Sway bar quick disconnects (QDFT)



Sway bar link and lower pin installation.

1. Remove the stock sway bar links. 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.



2. Once the assembly has been inserted into place, please make sure that the grease zerk point downward away from the vehicle. Add the washer and bolt and secure.



3. Using a 9/16" wrench tighten the bolt.



4. Attach the sway bar stud to the lower mount bracket. Insert the stainless steel stud in the whole vacated by stock sway bar arm so that the threaded end of the stud points away from the vehicle.
5. Using a 3/4" wrench tighten the stud to the stud mount.



6. Slide the sway bar link onto the stud, WD-40 may help to lubricate the polyurethane bushing allowing it to slide on easier.



7. Secure the link to the stud with the flat washer and pin.

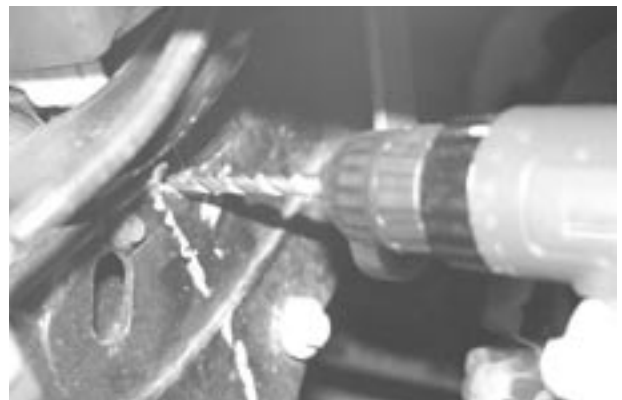


Upper link installation

1. 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 the securing stud will be attached.



2. *Note: Because the frame is so thick we recommend drilling a small pilot hole into the frame first. Using a 5/16" bit, drill through the pilot hole.*



3. 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 from the SBSPT could also be used to thread the hole.) Extra care should be used to make sure the tap is perpendicular to the frame.



4. 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.



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



Note:

Remember to grease your sway bar quick disconnects whenever you change your oil. We recommend greasing them at least every 3,000 miles. It is also a good idea to grease after going through water and when the quick disconnects become difficult to move. Lubricants like WD-40 on the stainless studs will make moving the quick disconnect arms much easier.

Warning:

When off-roading never disconnect just one link of the disconnects. Both links must be disconnected when used off-road. Failure to do so can cause premature failure of the links, pins and studs, voiding all applicable warranties.

Brake line extension installation

1. Remove Torx bolt holding the brake line to frame.
2. Line up bracket with holes in frame so the bracket extends down.
3. With the bracket in place, use Torx bolt to secure the bracket to frame.
4. Pull brake line assembly down until it lines up with lower holes in the new bracket.
5. Using 1/4" bolt and nut supplied, secure brake line to the bracket.



Optional Accessories Available-

Oil Pan Skid Plate (part #OPSPT)

For TJ automatic transmissions. Protect your engine's oil pan from rocks and other off-road hazards. Fits '97-02 TJ Wranglers, w/4.0L engines.

Gas Tank Skid Plate(part #GTSPT)

TeraFlex FlexArms

front upper flexarms (part# FAFU)
rear upper flexarms (part# FARU)

TeraFlex Vehicle Specific Shocks (part #34TF, 34TR)