

TERRA FLEX

PRODUCT INSTALLATION GUIDE

JK Frame Brace and Drag Link Flip Kit

Part #1600440



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.

Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local retailer for assistance.

Required tools:

- Set of metric wrenches and sockets
- Set of standard wrenches and sockets
- 1/14" open end wrench
- Allen wrenches
- Jack
- Jack stands
- Wheel chocks
- Welder
- Grinder
- Wire wheel or equivalent
- Hammer
- Drill
- 13/16 drill bit
- Marker
- Spray paint, primer and blackAnti seize
- Penetrating spray lube

Kit Contents:

1600440	JK Flip Kit Complete Trackbar Drop Bracket KIT with Frame Brace and Flip Drag Link	
Component Item ID	Item Name	Qty Per Assy
37	Washer Flat 1/2" Zinc	3
62	BOLT 9/16" -18 UNC x 3" LONG HEX HEAD ZINC PLATED	1
111	BOLT 9/16-12X3.5 HEX ZINC	1
214	Nut 1/2" x 13 UNC Stover Locknut Zinc Plated	1
240	Bolt 1/2-13 x 1.25 Button Head Socket Cap Screw	1
278	Nut 9/16 - 12 UNC Nylock Zinc Plated	2
318	Washer 9/16" FLAT Zinc	3
600448	DRAG LINK JK	1
753509	JK Front Trackbar Brace Bar Only.	1
953000	Drop Bracket JK Front TBAR Frame end	1
953400	Bracket JK T-BAR Brace weld on	1
990120	Insert Sleeve Tapered for stock JK Drag Link use to flip drag link	1

NOTE: This product requires structural welding if you are not confident at welding please find a certified welder.

1. Jack vehicle up and support with jack stands by the frame.
2. Remove the trackbar from the axle and frame side using a 21 mm. (Photo #1)



3. Remove wheels.
4. Remove the factory drag link at the steering knuckle by removing the 21mm nut and hitting the face of the knuckle with a hammer, this should break the taper and the drag link should fall out. (Photo #2)



5. Loosen the drag link side of the adjuster sleeve using a 15mm socket. Remove the drag link. The threads are left hand so you will need to turn it clockwise to remove it. Count how many turns it takes to remove it, (if its hard to turn, spray penetrating lube into the crack of the sleeve or pry it open just a little bit) (Photo #3,4)



6. Using an 18mm socket remove the bottom two steering box bolts and place the new trackbar bracket into position and snug bolts by. Mark the front and back on the existing bracket. (Photo #5)



7. Place new frame brace bar with the fixed end into the factory trackbar location with the bend of the bar facing upwards and insert a 9/16" x 3.5" bolt into the top hole. On the adjustable end of the frame brace bar mount the new frame bracket by using the 9/16" x 3" bolt. Adjust the length of the bar so the bracket fits flush against the frame. Mark around the bracket. (Photo #6)



8. When the desired location is established, prep the brackets and the frame for welding. Clean the frame and brackets using a grinder or wire wheel. Insure that all surfaces you will be welding are preped for welding. Clean surfaces are critical for a good structural weld. (Photo #7,8,9)



9. Reinstall the brackets. Install the 1/2" button head bolt from the inside of the factory bracket through the TeraFlex trackbar bracket so the head of the bolt is on the inside torque to 65 ft-lbs. Tighten the two steering box bolts. (Photo #10)



10. Cut off the exposed bolt past the nut with a cut off wheel. (Photo #11)



11. Adjust the brace so that it fits perfectly between the two brackets. Make sure the brackets fit the frame and are in the proper locations and even from front to back. Tack two or three places to keep each bracket from moving during final welding. Remove the brace and then final weld the rest of the brackets. A professional certified welder is always a good way to go if you have any doubts about your welding ability. (Photo #12,13)





12. 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.
13. Prime and paint all welded or raw areas. (Photo #14)



14. Torque the bolts that go into the steering box to 65 ft-lbs.
15. Install the brace using the supplied hardware, make sure the 9/16" x 3.5" bolt goes on the drop bracket side and the 9/16" x 3" is on the frame brace bracket side and tighten the jam nut. Use a 1 1/4" wrench for the jam nut. (Photo #15)



16. Install the trackbar and torque the brace bolts and trackbar to 125 ft-lbs.
17. Install the new heavy flip drag link into the sleeve by counting how many revolutions it took to remove it. Should be around 31. (Photo #16)



18. To make the flip drag link work you need to drill out the knuckle to 13/16" hole. Make sure you drill straight. (Photo #17)



19. Install the new taper sleeve. You may need to tap it in with a hammer from top to bottom. (Photo #18)



20. Install the new drag link use the provided washer and tighten the nut over the washer. Torque to 65ft-lbs. (Photo #19)



21. Install wheels torque to 85-115 ft-lbs.
22. Place vehicle on the ground and check that everything was torqued.
23. Adjust the trackbar 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. Torque the bolts on the adjuster sleeve to 45 ft-lbs. (Photo #20)



24. Test drive to see if steering wheel need adjusted. If it does loosen the sleeve on the drag link, make sure wheels are straight, and rotate the sleeve until the steering wheel is straight, then re-torque.