TERAFLEX INSTALLATION GUIDE

Installation Guide for the TeraFlex JK Wrangler Long Arm Brackets and Long Arms

Part #1955000

Read this first:

Installation of this kit requires removal of the factory control arm mounts from the frame. The preferred removal method is a combination of zip wheel and plasma cutter, with some cleanup grinding required. The new brackets must be welded in place as part of the installation of the kit. If you are not properly equipped to safely do this level of fabrication and welding, please contact TeraFlex for the name of a qualified installer in your area. Plan to spend 20 or more hours for installation.

With proper patience and care it is possible to leave the fuel tank in place during this installation. The photos accompanying our installation guide show just how to cut and remove the rear brackets without damaging the fuel tank.

Kit includes:

Front lower control arms - Qty 2
Front upper control arms - Qty 2
Rear upper control arms - Qty 2
Left Rear lower control arm - Qty 1
Right Rear lower control arm - Qty 1
Hardware kit
Frame brackets - 2 Front, 2 Rear

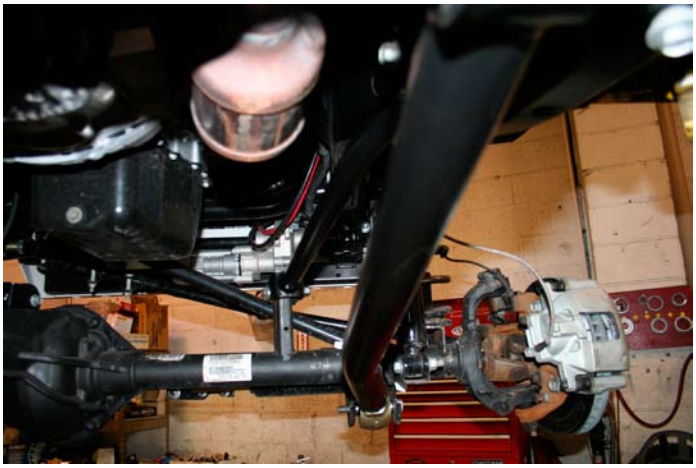
Installation:

The steps in this installation guide cover removal of the factory control arm brackets and installation of the new TeraFlex JK long arms brackets. Other lift and shock installation steps are covered in the installation guide that comes with each basic lift size and configuration.

1. Remove all of the factory control arms
2. Use a plasma cutter, oxy/acetylene torch or zip cutoff wheel to remove just the bracket. Be very careful to avoid undercutting into the frame. Use the following photos to determine where to cut. In the case of the rear lower control arm bracket, it is easier to cut the bracket into sections and then remove each section to minimize heat buildup near the fuel tank.

3. Remove both front upper and lower brackets and grind the remaining weld smooth with the frame in preparation for installing the new combination front bracket. The new front bracket mounts to the cross member bolts, locates to an existing hole in the frame with a single bolt up through the bottom of the frame (some models may not have threads in this frame hole). Push the new bracket up tight against the frame before welding in place.

4. Fully weld the front long arm brackets to the frame, then paint the welds to avoid rust. Repaint any bare metal exposed areas on the frame from the cutting and grinding process.
5. The front lower arms are installed with the rubber bushing at the frame end and the angled modular urethane joint at the axle end. The front upper arms have the open end at the axle mount as shown in the photo. Position grease zerks for access and where they will be most protected from rocks or other damage.

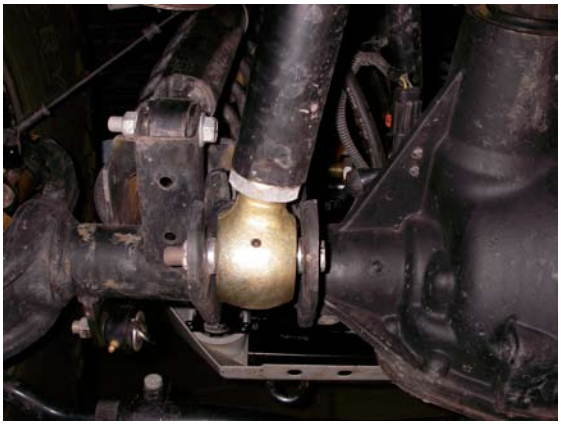


NOTE: *The following photos show cutting the right rear lower frame bracket in half and then spreading it to be able to cut it off in sections.*

Be very careful to avoid damage to the fuel tank.

Use a cutoff zip wheel to trim the inner bracket even with the bottom of the frame. Grind the paint off where the new bracket will sit to ensure a good weld.

6. Use a heat shield as shown in the photo below to protect the fuel tank during final grinding and installation and welding of the new right rear long arm bracket.



Additional information:

On the front lower arms the forged modular end that goes on the axle bracket is angled slightly so the joint is centered or "neutral" when the vehicle is sitting centered and level on the gournd. The rear upper arms are angled away from the tire to provide maximum clearance for larger tires. See photos to the right.

Front and rear upper arms can be installed in two locations on the new long arm bracket. This is for tuning of “anti-squat”. On most installations you should use the lower of the two holes for both the front and the rear upper control arms.

Suggested alignment information:

For initial settings on control arm length, suggested settings only, I will tell you what we use at our installation center. Final adjustments need to be made on the alignment rack. The following dimensions are what we use on a 4 door JK with 4 inch lift. These settings will be very close for a 2 door as well. Each vehicle will vary.

Front adjustable track bar - 33 1/8 inches
Rear adjustable track bar - 40 1/8 inches
Front upper control arms - 27 3/4 inches
Driver side front lower control arm - 33 9/16 inches
Passenger side front lower control arm - 33 11/16 inches
Rear upper control arms - 19 1/2 inches
Rear lower control arms - 35 1/8 inches

The different caster from left to right on the front works well on the highway crown we have in Utah to keep the vehicle from drifting to the side. You may find a slight change is required where you live.

All other standard TeraFlex terms and conditions apply to the long arm upgrade kit.