

TJ Rear Trail bar part list.

1744600

1744605

TJ Rear Trail Rate

| Item ID | Item Name | Quantity |
|---------|--|----------|
| 35 | Lock Washer 1/2" | 8 |
| 75 | Bolt 1/4"-20 x 3/4" | 1 |
| 104 | Nut 3/8"-24 Serrated | 4 |
| 123 | Lock Washer 3/8" | 4 |
| 134 | Washer 7/16" | 4 |
| 214 | Nut 1/2"-13 Stover | 2 |
| 239 | Bolt 1/2"-20 x 2" Grade 8 | 2 |
| 261 | Bolt 1/2"-13 x 2.5" | 2 |
| 308 | Zerk 1/4-28 | 4 |
| 1001 | Bolt 3/8"-24 x 3/4" | 2 |
| 97514 | Lock Washer 3/8" | 2 |
| 600991 | Bolt 3/8"-24 x 1.5" GRADE 8 | 4 |
| 744070 | TJ Rear Forged Swaybar Mounting Bracket | 2 |
| 753304 | Forged Swaybar : Endcap | 2 |
| 753315 | Forged Swaybar: Small torsion Bar | 1 |
| 753318 | Forged Swaybar: Plain Long Arm | 1 |
| 753319 | Forged Swaybar: Plain Long Arm | 1 |
| 753327 | Forged Swaybar: Bushing for Small Diameter Bar | 2 |
| 754300 | Swaybar Link 12.25" | 2 |
| 754410 | Swaybar Link 14.75" | 2 |
| 3990730 | Axle mount bracket | 2 |

This part list is for both kits.(1744600,1744605) The difference is the length of the sway bar links.

1. Raise the vehicle and support the frame with jack stands.
2. Remove the wheels.
3. Remove the sway bar links at the frame using a 18mm socket.



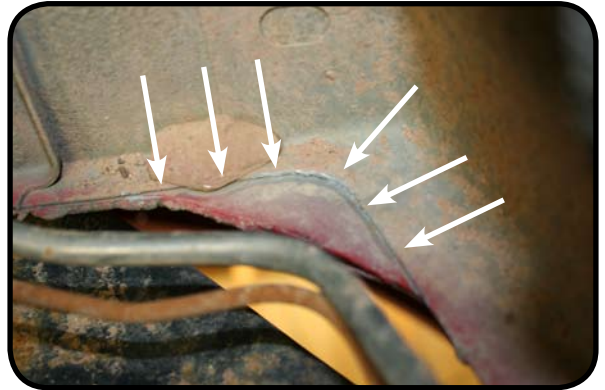
4. Remove the sway bar mounts at the axle using a 15mm socket.



5. Remove the inner fender liners using a body panel remover tool to remove the christmas tree retainers. (You will need new christmas tree clips for the reinstallation of the fender liners).



6. Locate the body pinch weld where the trail bar will go. You will need to remove the excess for clearance of the shaft. Use the body weld line for reference.



7. Cut out the body pinch weld using a body saw, or use a die grinder with a burr bit.



8. Paint the raw areas.



9. Install the bushing into the mount and slide the trail bar into the bushing. Install the whole assembly into the new body notch. Mark around the mount for frame prep. The mount with the thick spacer goes on the passenger side so the sway bar clears the track bar bracket.



10. Prep the brackets and the frame using a wire wheel or grinder.



11. Lay out the shaft and arms on a flat surface to mark the arms for alignment after the shaft is installed.



12. Reinstall the brackets, bushings and trail bar onto the jeep. Use C-clamps to hold the mounts to the frame.



13. Using a small square measure 3" from the center of the shaft to the center of symmetrical holes in the frame.



14. Once the brackets are located tack weld them into place. Remove the trail bar and the bushings for final welding.



15. Weld in the brackets.



16. After the brackets have cooled paint all of the raw areas to prevent rust.



17. Install the bushings into the mounts.



18. Place the inner fender liners into the proper position and mark around the new sway bar mount.



19. Remove the fender liner. Cut out around the inside of your marks using a die grinder and burr bit. Remember you can always cut out more but you cannot replace material.

20. Reinstall the fender liner. Use new christmas tree clips.



21. Install the trail bar into the bushings.



22. Install the sway bar arms so the bends go away from the frame. Use the reference marks you made to properly align the two sides.



23. Install the ends caps using blue thread locker and torque them to 20 Ft-lbs.



24. Install the pinch bolts in the sway bar arm using a lock washer at the bolt head torque to 50 Ft-lbs.



25. Install the drivers side sway bar link on the inside of the sway bar arm using the supplied bolt, flat washer and two lock washers.



26. Install the passenger side sway bar link on the inside of the sway bar arm with the supplied bolt and flat washer.

27. Install the new axle mount on the outside of the sway bar link.



28. Place all of the vehicles weight on the axle by moving the jack stands from the frame to under the axle.

29. To locate the axle bracket place the sway bar arm so that it is parallel to the ground. Scribe around it so you know where to prep the axle. The mount should butt up to the factory lower control arm mount.



30. Tack the axle bracket to the axle in several places and remove the sway bar link.
31. Completely weld in the axle bracket. Paint all of the raw areas after the bracket has cooled.



32. Clearance the spring perch on the drivers side. Align the sway bar arm with the coil perch and mark where you will need to grind. Grind so the sway bar arm does not make contact with the coil perch. Paint the raw areas.



33. Install the sway bar links into the new axle mount. Torque to 65 Ft-lbs.



34. Trim the excess threads sticking out of the passenger sway bar arm using a cut off wheel or grinder.



35. Reinstall the wheels and lower the vehicle on the ground.



PRODUCT INFORMATION & WARRANTY

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 sway bar 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:

Tera Manufacturing 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 TeraFlex's two (2) year warranty to be free of defects in material and workmanship for two years from date purchased.

Tera 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. Tera Manufacturing 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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