

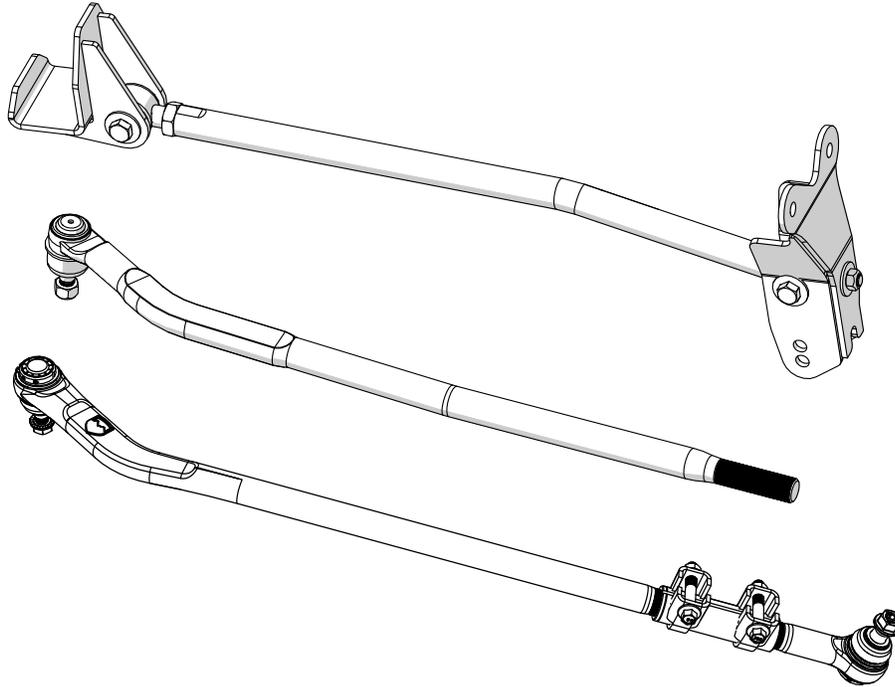


# JK Frame Brace and Drag Link Flip Kit

www.teraflex.com

Kit #1600440 Flipped Drag Link End

Kit #1600450 Premium Flipped Drag Link



## 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.

This kit requires 4"-6" of lift for proper clearance.

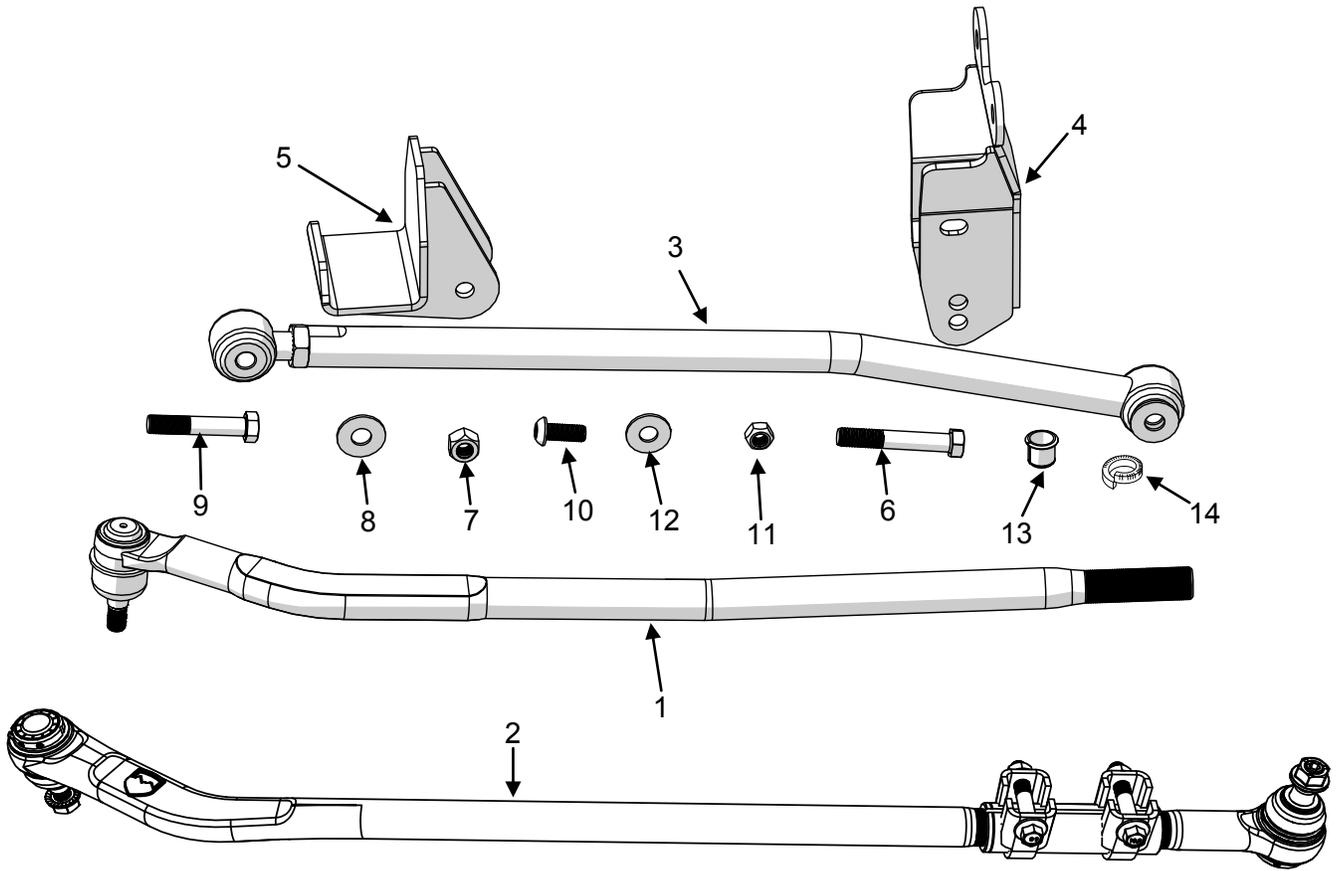
This kit requires welding. A professional certified welder is always a good option if you have any doubts about your welding ability.

A full alignment should be performed after installation. We recommend taking it to your local ASE Certified auto shop.

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 TeraFlex dealer for assistance.

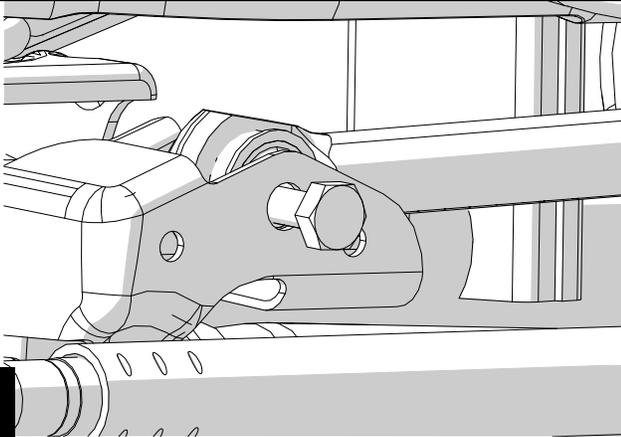
## Tools needed:

- This installation guide
- Basic mechanics tool set
- Mallet or dead blow hammer
- Welder
- Wire Brush
- Grinder or Wire Wheel
- Cut off wheel



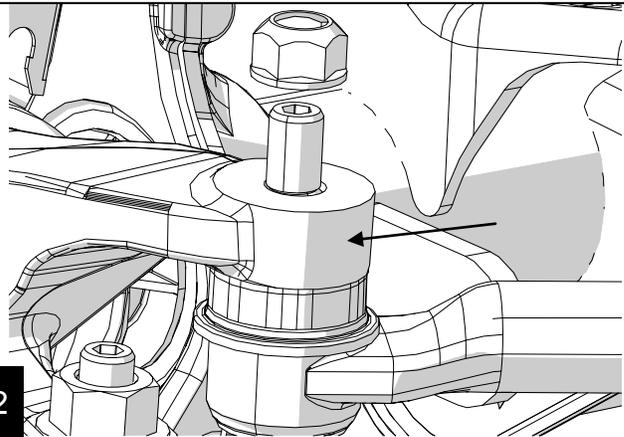
Parts List			
Item Number	Part Number	Description	Quantity
1	600448	Fliped Drag Link End	1
2	853935	Complete HD Fliped Drag Link	
3	753509	Brace Bar	1
4	953000	Track Bar Drop Bracket	1
5	953400	Frame Brace Bracket	1
6	111	Bolt 9/16"-12x3.5" Hex Head	1
7	278	Nut 9/16"-16 Nylock	2
8	318	Washer 9/16" Flat	3
9	62	Bolt 9/16"-12x3" Hex Head	1
10	240	Bolt 1/2"-13x1.25 Button Head	1
11	214	Nut 1/2"-13 Stover Lock Nut	1
12	37	Washer 1/2" Flat	2
13	990120	Stock Tapered Insert	1
14	146	Washer 5/8" Split Lock High-Collar	1

Remove the track bar from the axle and frame side using a 21mm. Lift the Jeep and support the frame with jack stands. Remove front wheels.



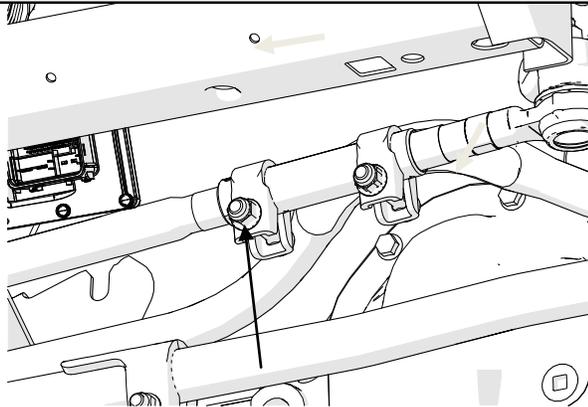
1

Remove the factory drag link at the knuckle by loosening the 21mm castle nut and hitting the face of the knuckle with a hammer. This will break the taper loose. Then remove the nut.



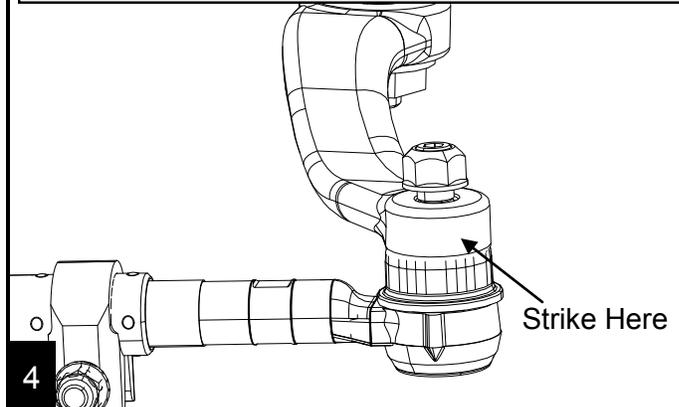
2

If you purchased the premium drag link, see step 4. Loosen the drag link side of the adjuster sleeve with a 15mm. Remove the drag link. The threads are left hand, so you will need to turn it clockwise to remove it.



3

If you purchased the premium drag link as part of this kit, remove the drag link completely. Loosen the nut at the pitman arm and strike the face with a metal hammer to release the taper. Remove the nuts and the drag link.



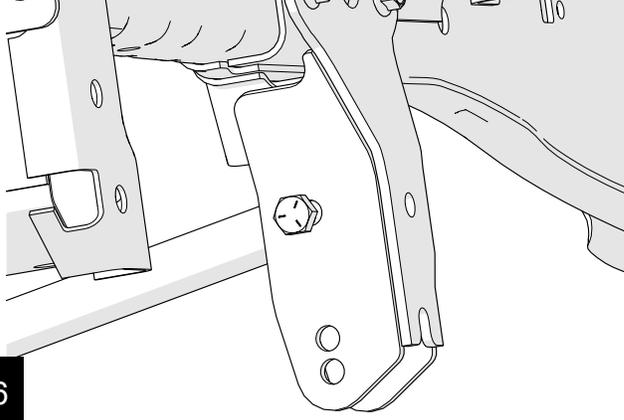
4

With an 18mm remove the two lower steering box bolts. Install the new drop bracket and tighten the bolts. Mark the bracket front and back for welding.



5

Place the new frame brace bar with the fixed end side into the factory trackbar location with the bend of the bar upwards. Insert a 9/16"x3.5" bolt into the top hole.



6

Loosely install the frame side bracket bar using a 9/16 bolt. Position the brace bracket against the frame and mark for welding prep.



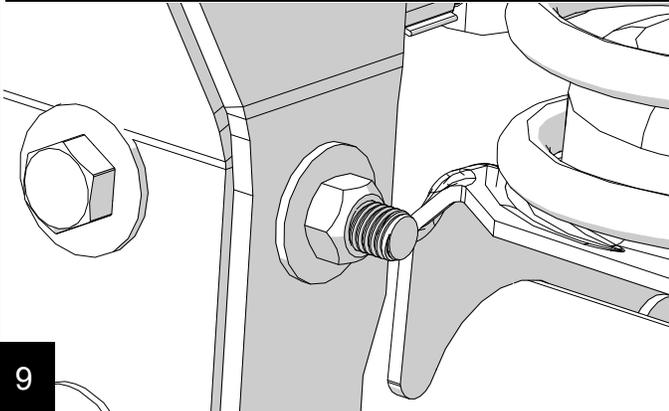
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When the desired location is established, remove and prep the brackets and frame for welding. Clean the frame and brackets with a sand pad or wire wheel. Clean surfaces are crucial to a good structural weld.



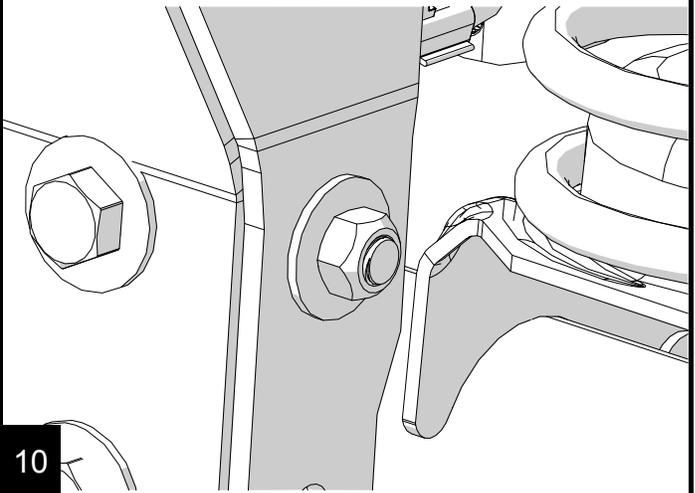
8

Reinstall the brackets. Install the 1/2" button head bolt from the inside of the factory bracket through the Teraflex track bar bracket so the head of the bolt is on the inside. Torque to 65 ft-lbs. Torque steering box bolts to 87 ft-lbs.



9

Cut off exposed bolt past the nut with a cut off wheel.



10

The brackets should be flush against the frame and the cross bar should not be at a bind.



With the brace bar removed, final weld the frame bracket as well as the drop bracket at the steering box.



12

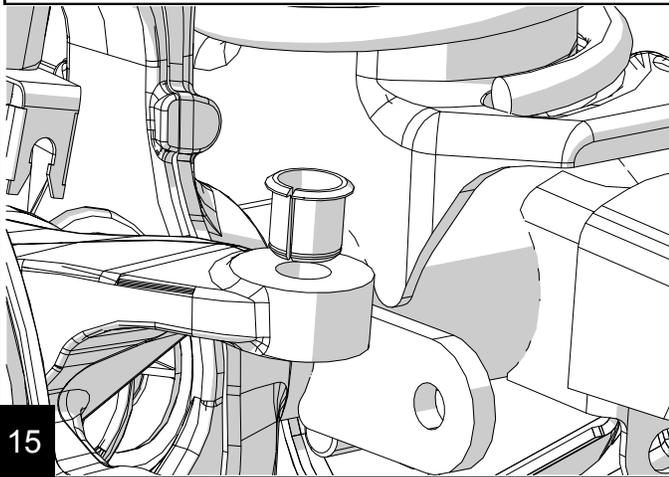
Remove any paint that has been damaged by heat and clean all welded surfaces with a wire brush. Prime and paint all welded or raw metal surfaces.



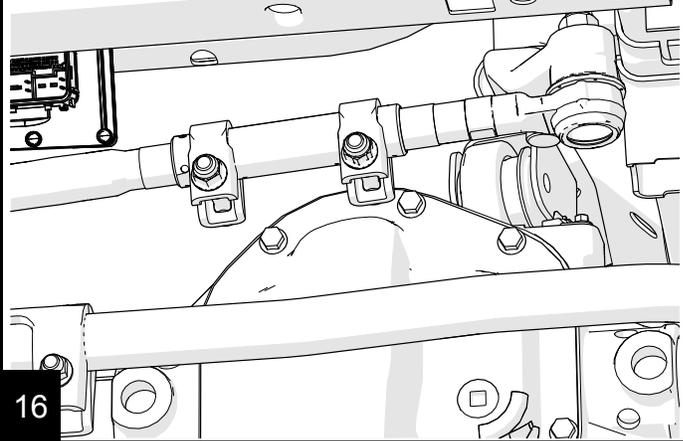
Reinstall the brace using the supplied hardware. The 3.5" bolt is used in the drop bracket and the 3" is used in the frame brace bracket side. Tighten the jam nut with an 1 1/4".



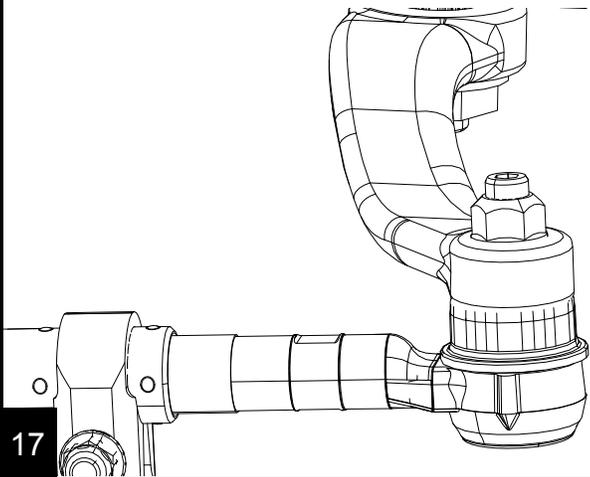
Using a 13/16" drill bit, drill out the knuckle and tap the new taper sleeve in from the top. Be sure to drill straight.



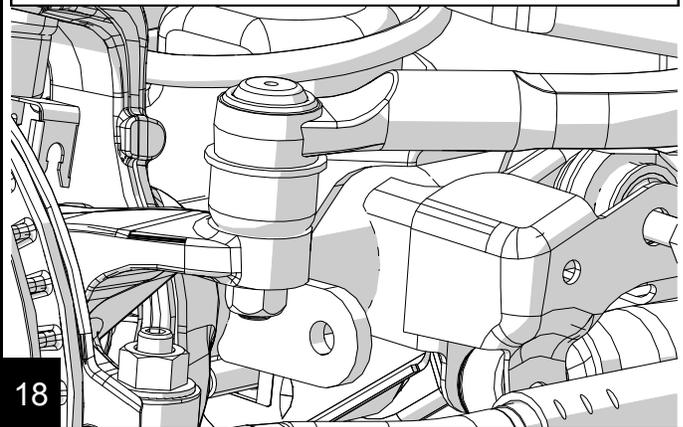
Install the new heavy flip drag link into the adjusting sleeve. 41" from eye to eye is a good starting length. For premium complete drag links see step 17.



Install the drag link end closest to the adjustment sleeve into the pitman arm. Torque lock nut to 77 ft-lbs (105 Nm)



Install the new drag link to the knuckle. Flip drag link end applications require using a lock washer as a spacer between the nut and the knuckle. Full replacement flip drag links do not. Torque to 65 ft-lbs. Re-torque all ball joints after 200 miles.



Install the track bar. Use the hole on the frame side bracket that positions your track bar parallel to your drag link. Torque both sides to 125 ft-lbs.



Reinstall and torque the wheels and tires to 95-115 ft-lbs. Lower the Jeep and do a quick track bar adjustment. The axles should be centered under the vehicle. Torque the adjustment sleeve bolts to 26 ft-lbs.

Verify steering wheel adjustment with a test drive. If the axle is centered under the Jeep, make your final steering wheel adjustments with the drag link adjusting sleeve. Torque adjustment sleeve bolts to 26 ft-lbs.

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## 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 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:

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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