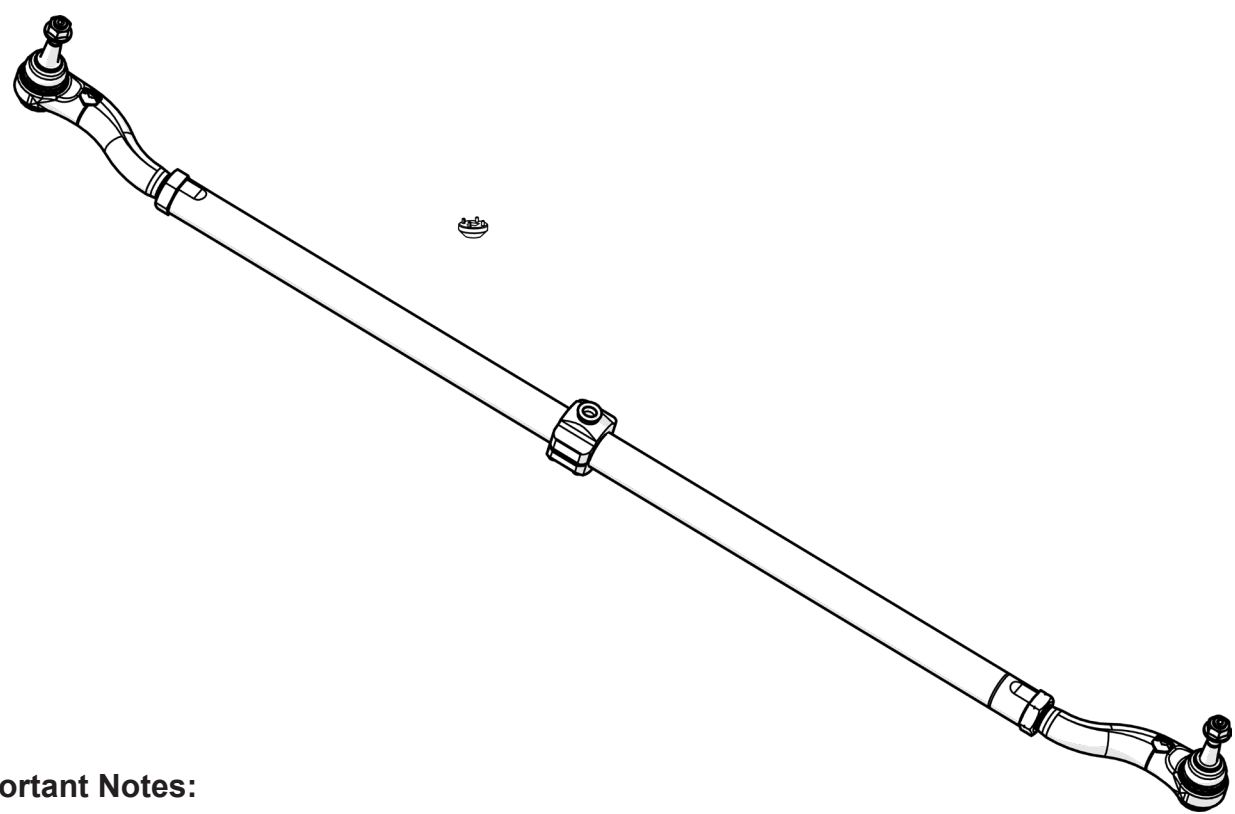




JL,JT PREMIUM HD TIE ROD KIT

1863910



Important Notes:

Prior to beginning this install, or any installation, read the instructions thoroughly to familiarize yourself with the required steps. 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 product will change the highway handling characteristics of your vehicle, exercise caution. After altering the suspension it is always advisable to have an alignment done by a competent 4 wheel drive shop or by an alignment shop that is experienced with lifted 4 wheel drive vehicles.

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.

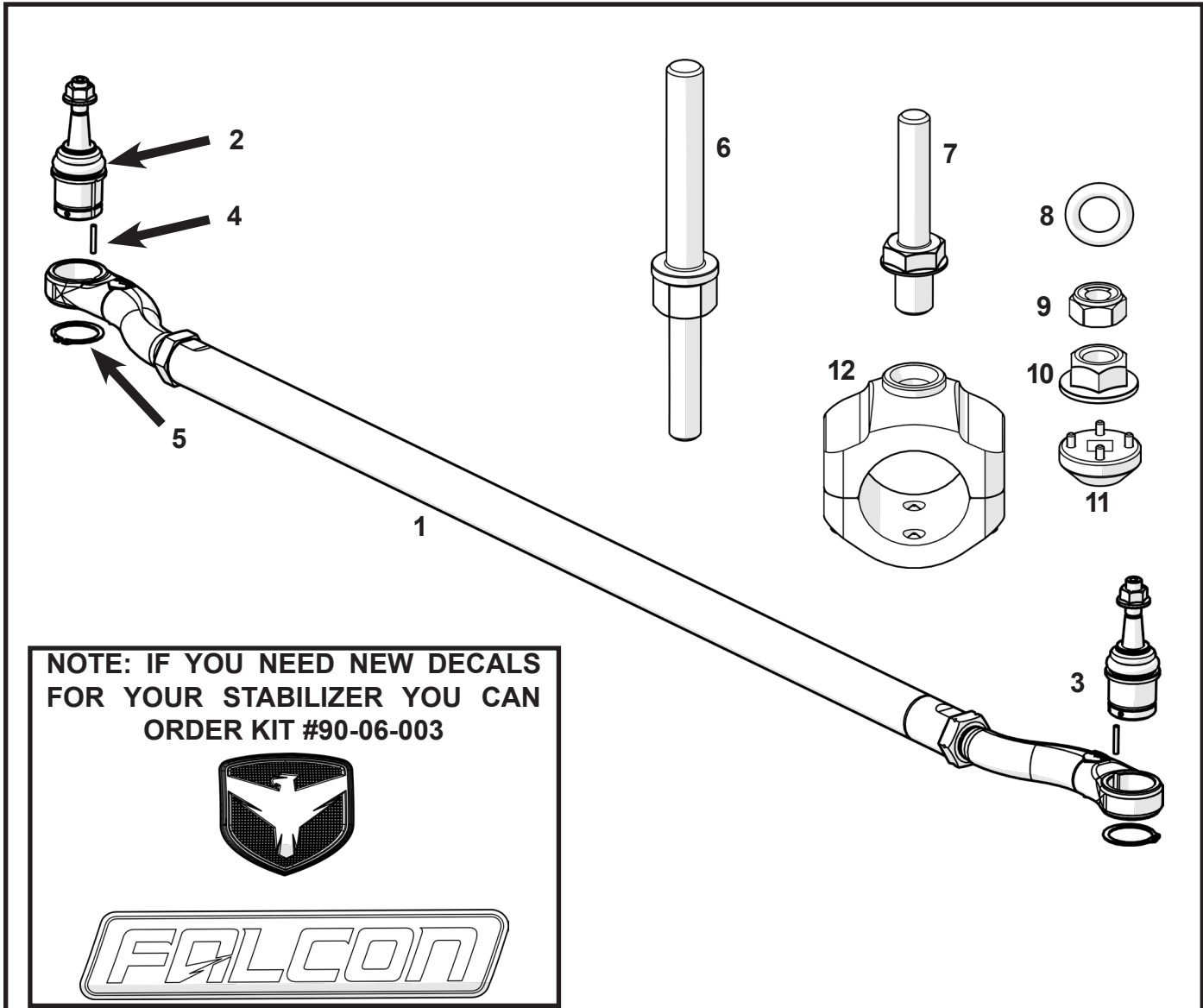
When reinstalling OEM hardware, refer to the torque specs given in the Factory Service Manual.

Tools Needed:

- Metric Sockets and Open End Wrenches
- Torque Wrench
- Factory Service Manual
- General Mechanics Tools

Maintenance Note:

After the first 300 miles and every 3,000 miles after that, re-torque all the suspension components and bolts.

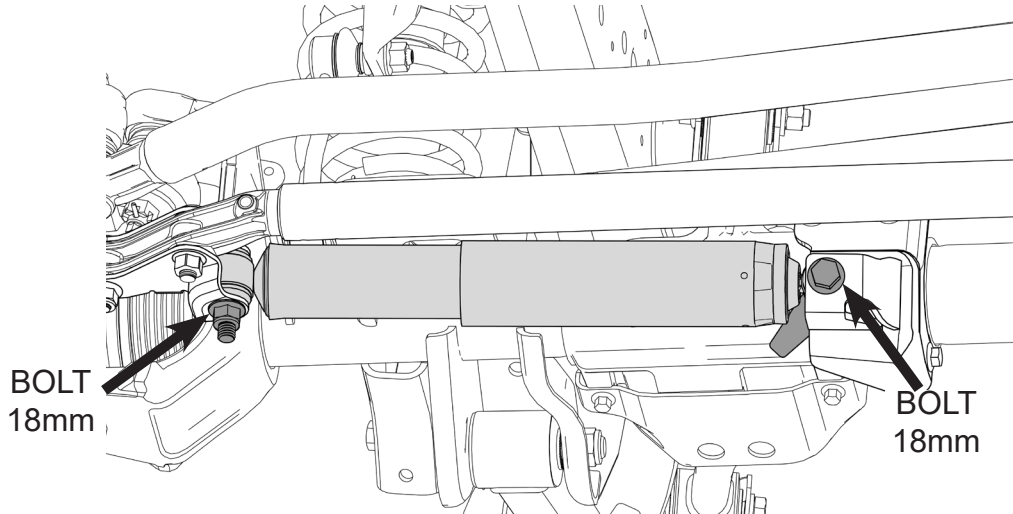


NOTE: IF YOU NEED NEW DECALS FOR YOUR STABILIZER YOU CAN ORDER KIT #90-06-003



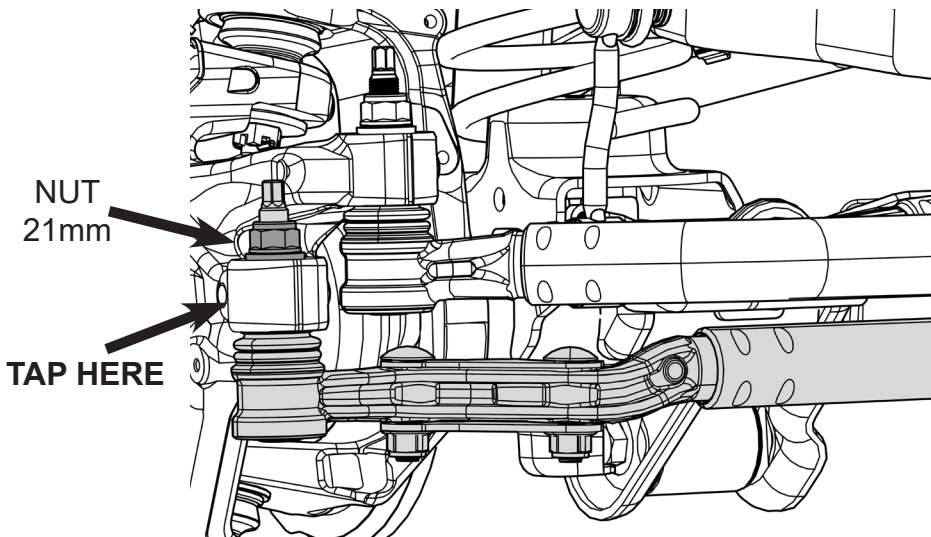

Item #	Part No.	Description	QTY
1	863915	JL,JT HD Chromoly Tie Rod Assembly	1
2	31-01-001-100	Jeep JL,JT Wrangler, Anti-Wobble Ball Joint Assembly	1
3	31-01-001-200	Jeep JL,JT Wrangler, Ball Joint Assembly	1
4	344401	HD Steering Ball Joint Rolled Pin Alignment Key	2
5	845	Snap Ring for HD Series Steering and Axle Ball Joints	2
6	23-01-02-009	Stud, Post Mount, M12 x 1.75 / M14 x 1.5	1
7	23-01-02-010	Stud, Post Mount, M12x1.75/ 9/16 - 24	1
8	16-01-21-060-6	O-Ring, Round X-Section, .210" Width, 0.600" ID	1
9	23-07-02-002	Fuji Nut, M12 x 1.75, Black	2
10	45-08-004-005	Flange Top Lock Nut, M14 X 1.5	1
11	344000	HD Ball Joint Adjusting Tool	1
12	5125	1 5/8" Tie Rod Clamp, Jeep JL,JT Wrangler	1

REMOVE THE OEM STEERING STABILIZER

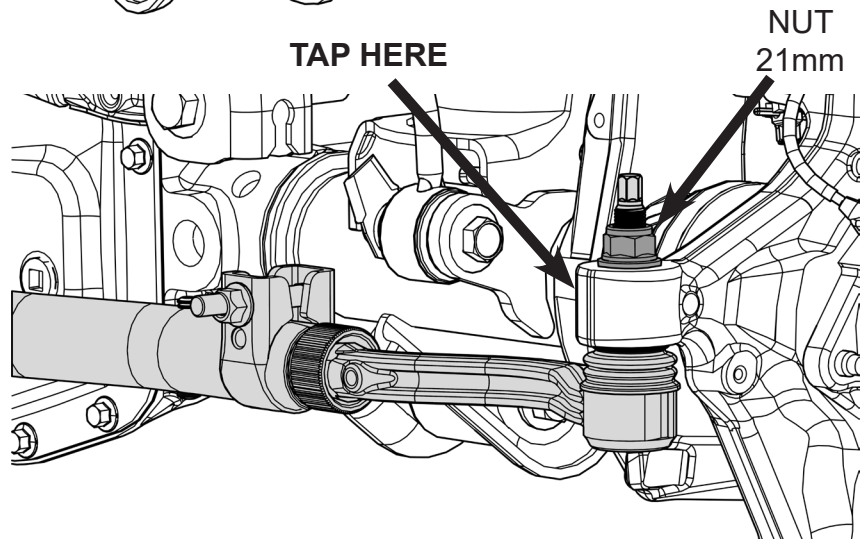


1

REMOVE THE OEM TIE ROD FROM THE AXLE

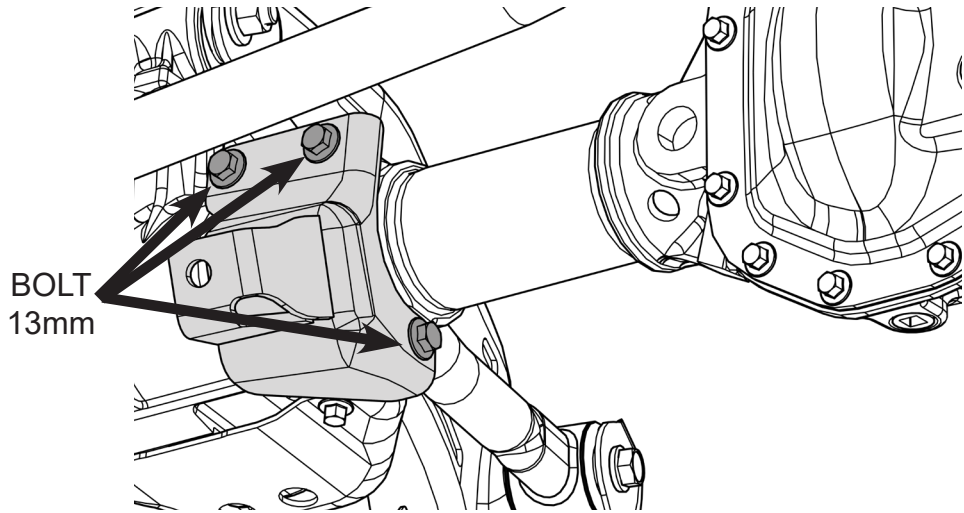


LOOSEN THE NUTS TO THE LAST FEW THREADS. TAP KNUCKLE WITH A HAMMER UNTIL THE TIE ROD BREAKS FREE AND THEN FULLY REMOVE THE TIE ROD



2

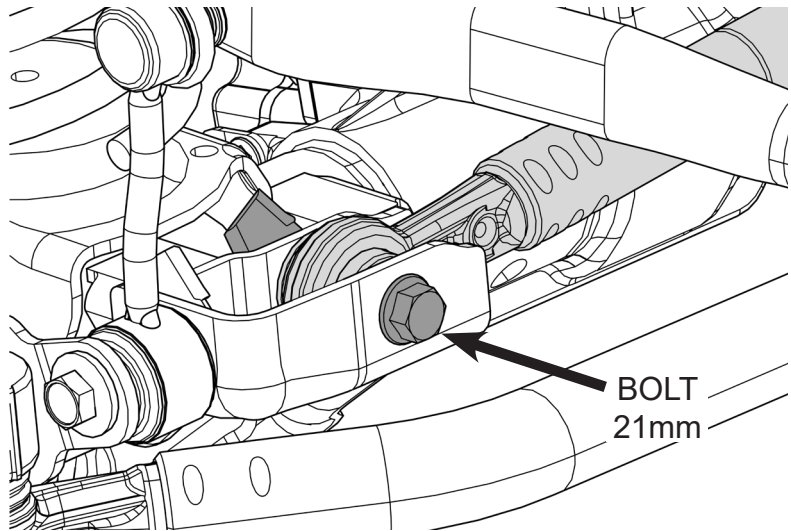
REMOVE THE OEM STEERING STABILIZER BRACKET FROM THE AXLE



3

REMOVE THE OEM TRACK BAR BOLT AT THE AXLE

**SUPPORT THE AXLE AND
KEEP IT LEVEL TO MAKE THE
NEXT STEP OF INSTALLATION
EASIER**

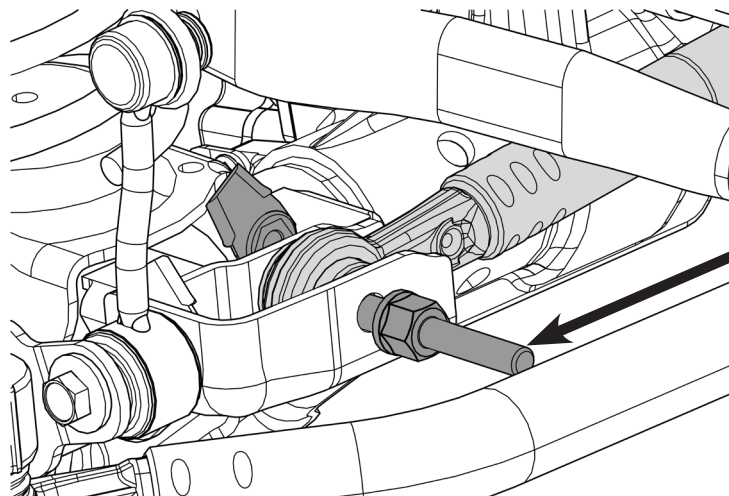


4

INSTALL THE NEW TRACK BAR STUD

**DO NOT TIGHTEN
UNTIL THE JEEP IS ON
THE GROUND**

**NOTE:
REFER TO PAGE 12
IF YOU ARE USING A
FRONT TRACK BAR
BRACKET**



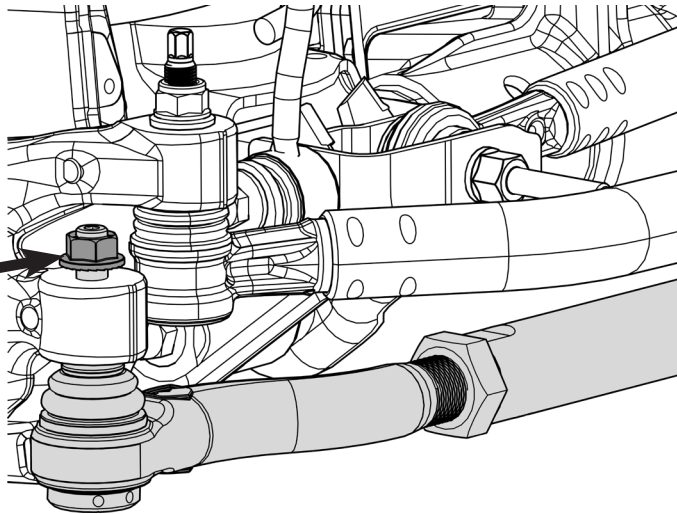
5

**TORQUE 200 FT-LBS
BOLT 18mm**

ASSEMBLE AND INSTALL THE NEW TIE ROD

SET THE NEW HD TIE ROD TO THE SAME LENGTH AS THE OEM TIE ROD PREVIOUSLY REMOVED

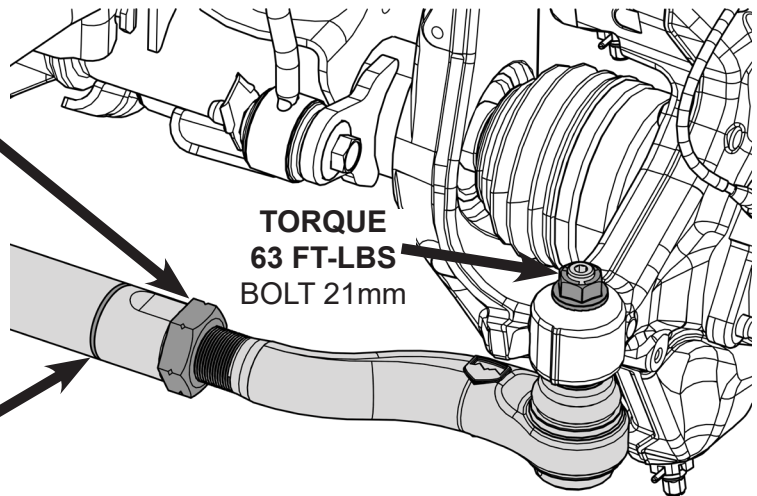
**TORQUE
63 FT-LBS
BOLT 21mm**



**NOTE:
REFER TO PAGE 11 IF
INSTALLING WITH AFTER
MARKET BRAKES**

NOTE: THE TIE ROD FORGING WITH THE NOTCHED JAM NUT NEEDS TO BE INSTALLED ON THE SIDE OF THE TIE ROD WITH THE GROOVE. THIS WILL BE THE DRIVERS SIDE

**TORQUE
63 FT-LBS
BOLT 21mm**



GROOVE

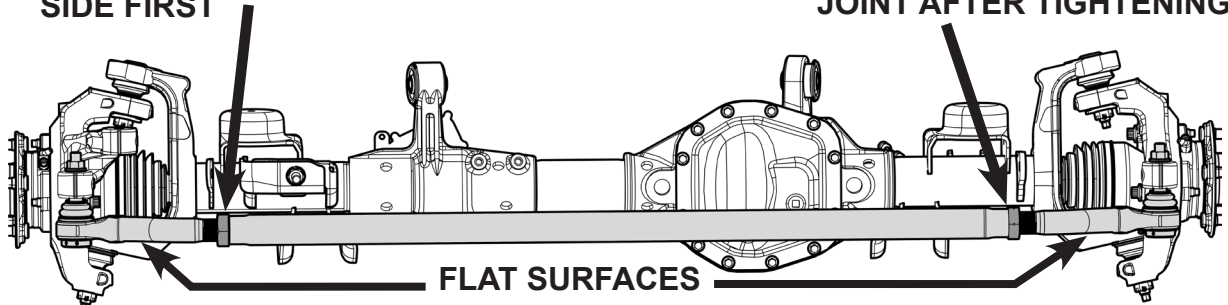
6

TIGHTEN THE JAM NUTS

MAKE SURE THE TIRES ARE STRAIGHT BEFORE TIGHTENING THE JAM NUTS

MAKE SURE THE FLAT SURFACES OF THE FORGED ENDS ARE PARALLEL TO EACH OTHER SO THAT THE STUD IS CENTERED IN THE JOINT AFTER TIGHTENING

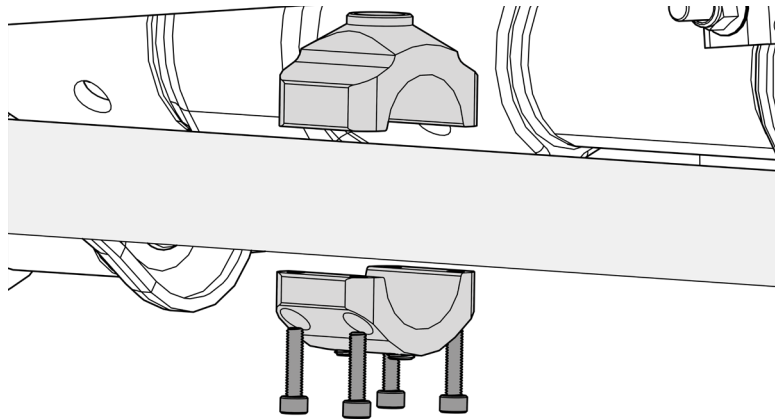
TIGHTEN THE PASSENGER SIDE FIRST



FLAT SURFACES

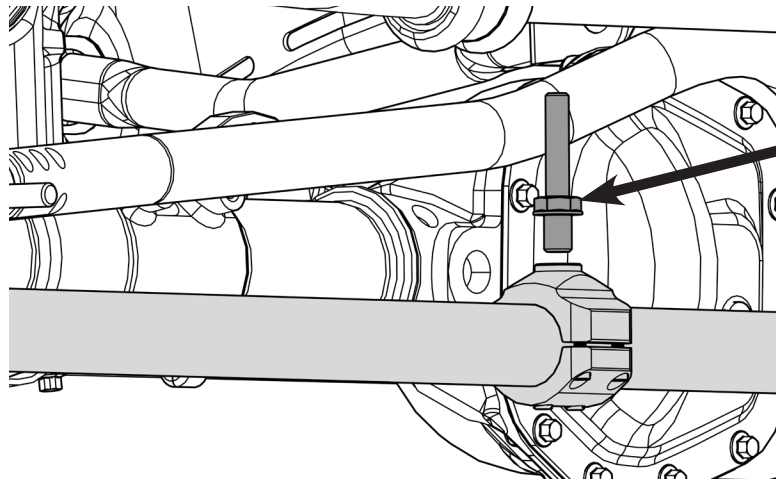
7

REFER TO PAGE 8 IF YOU ARE REINSTALLING AN EXISTING FALCON STABILIZER
LOOSLY INSTALL THE TIE ROD STEERING STABILIZER BRACKET



8

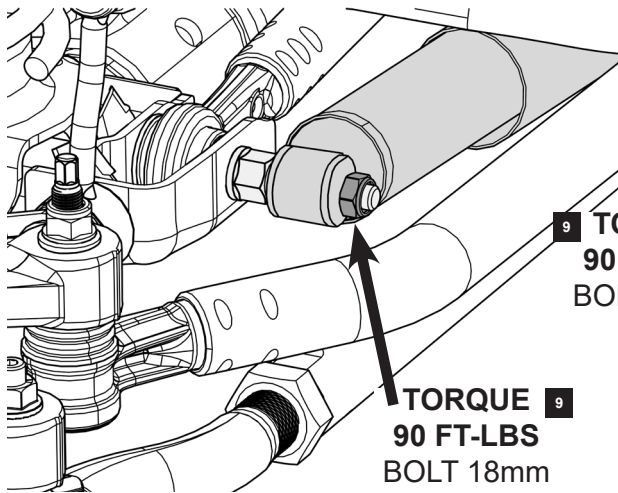
INSTALL THE STEERING STABILIZER STUD INTO THE TIE ROD BRACKET



TORQUE ⁷
90 FT-LBS
BOLT 21mm

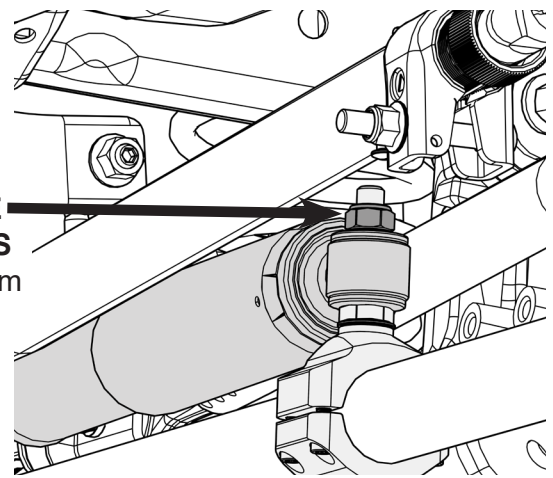
9

REINSTALL THE STEERING STABILIZER



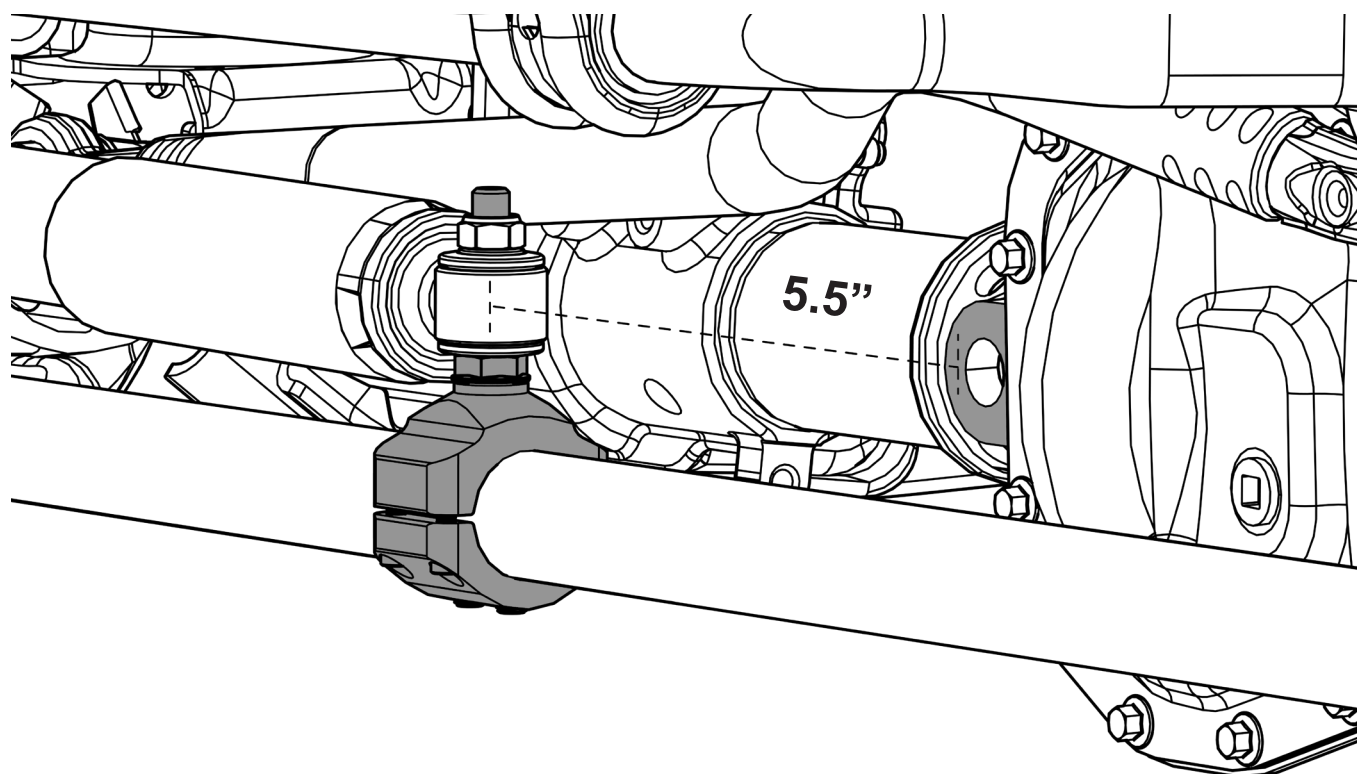
TORQUE ⁹
90 FT-LBS
BOLT 18mm

10



TORQUE ⁹
90 FT-LBS
BOLT 18mm

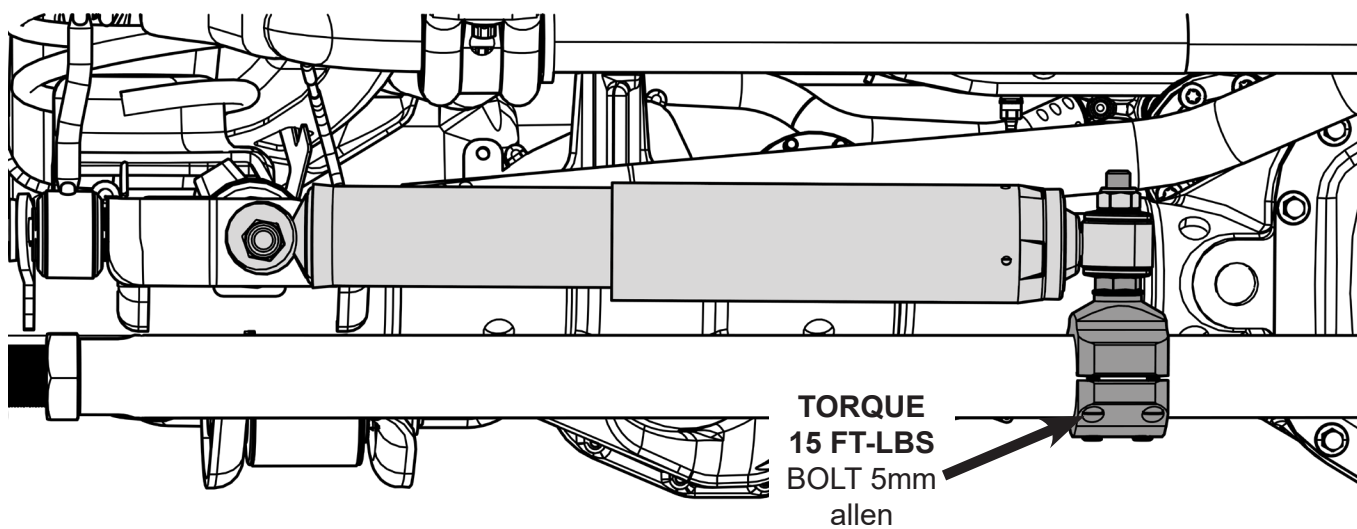
ORIENT THE STEERING STABILIZER FOR OPTIMAL CLEARANCE



11

WITH THE TIRES STRAIGHT COMPRESS THE STABILIZER TO HALF ITS LENGTH. ANGLE THE STABILIZER TOWARDS THE AXLE TO ABOUT 5.5" FROM THE FLAT SURFACE OF THE HOUSING AS SHOWN ABOVE.

FINISH INSTALLING THE STEERING STABILIZER

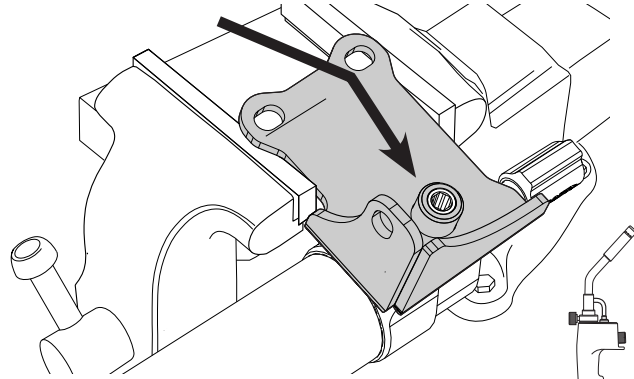
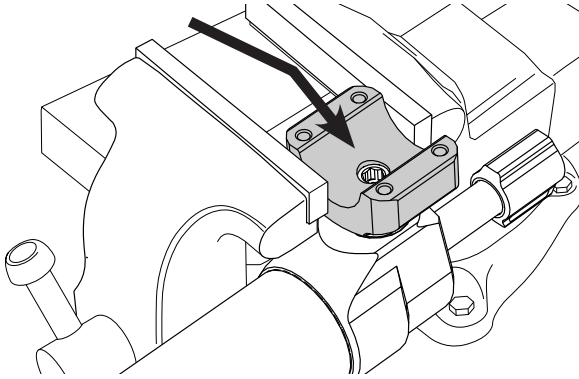


12

TORQUE THE TIE ROD CLAMP.
CYCLE THE STEERING TO ENSURE PROPER INSTALLATION.

PLACE STABILIZER IN VISE

SECURE CLAMP/BRACKET IN VISE AND
HEAT AROUND STUD TO LOOSEN THREAD LOCK



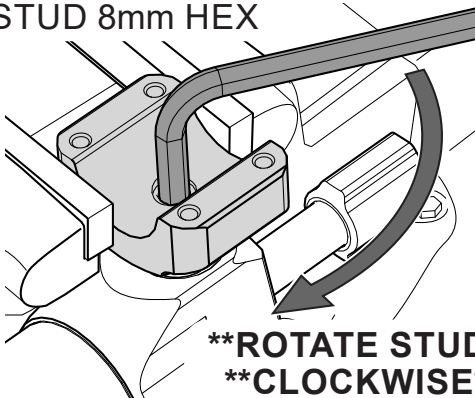
**NOTE: EXERCISE CAUTION WHILE HEATING
AND PLEASE USE PERSONAL PROTECTIVE EQUIPMENT**

1

REMOVE OLD CLAMP

REMOVE CLAMP

STUD 8mm HEX



****ROTATE STUD**
CLOCKWISE**

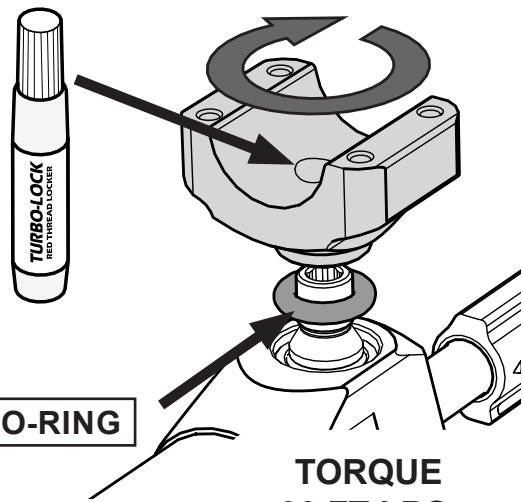
**NOTE: STUD SHOULD BREAK
LOOSE EASILY
REPEAT HEATING (STEP 2)
AS NEEDED**

2

INSTALL NEW CLAMP

INSTALL PROVIDED O-RING
ONTO THE STUD

APPLY THREAD LOCK TO
NEW CLAMP AND INSTALL

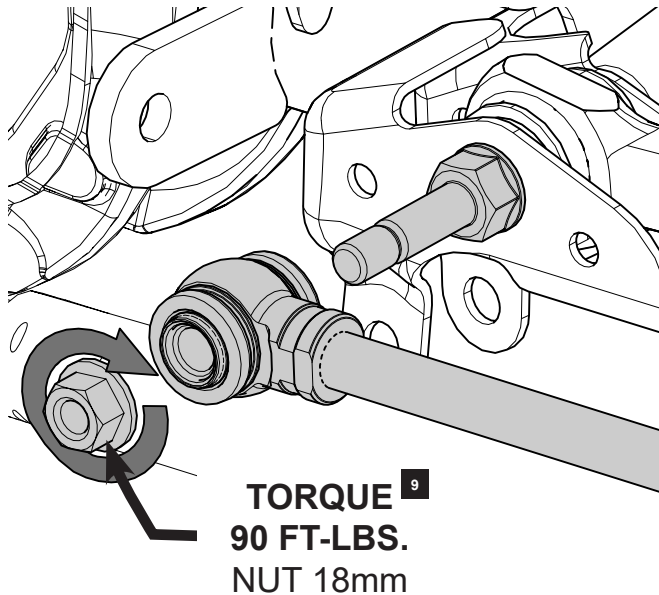


O-RING

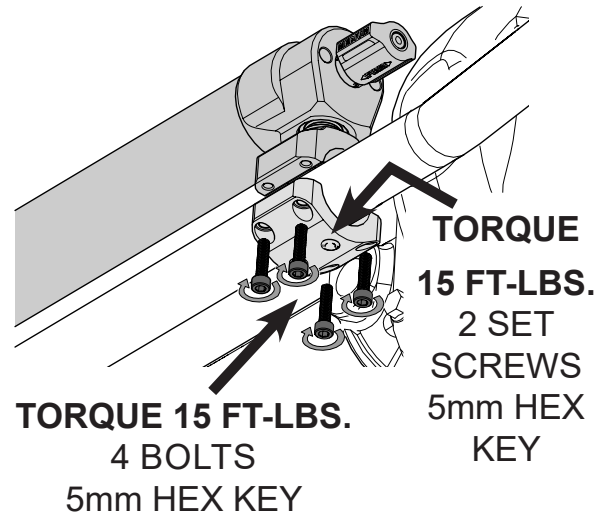
**TORQUE
30 FT-LBS.
STUD 8mm HEX**

3

REINSTALL STEERING STABILIZER AND VERIFY CLEARANCE AND FIT

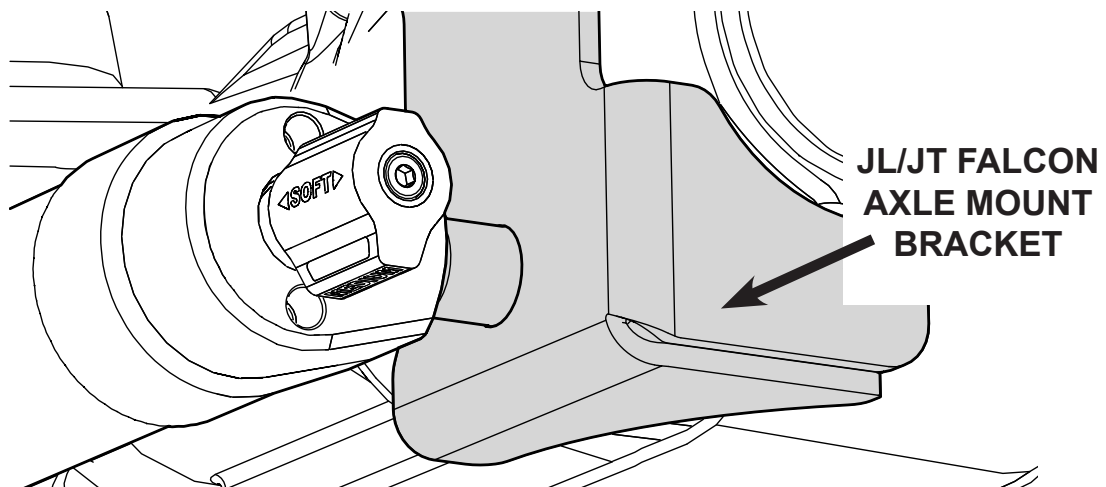


CENTER THE SHAFT ON THE
STABILIZER AND INSTALL



NOTE: CYCLE THE SUSPENSION AND STEERING TO CHECK FOR
PROPER SHOCK BODY CLEARANCE AND TRAVEL
ADJUST CLAMP POSITION ON TIE ROD AS NEEDED

4

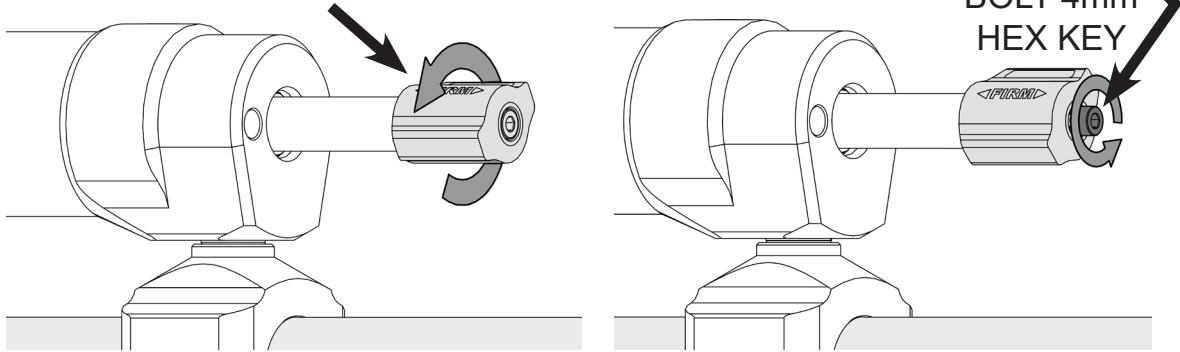


NOTE: JL/JT FALCON STEERING STABILIZERS THAT WERE ORIGINALLY INSTALLED
WITH AN AXLE MOUNT BRACKET (AS SEEN ABOVE) WILL NEED THE ADJUSTMENT
KNOB RE-CLOCKED AND NEW DECALS INSTALLED.
IT IS EASIER TO REMOVE THE OLD DECALS WHILE THE STABILIZER IS OFF THE JEEP.
STEPS FOR RE-CLOCKING ADJUSTMENT KNOB ARE ON NEXT PAGE.

**RE-CLOCKING ADJUSTMENT KNOB
(ONLY ADJUST IF NEEDED, SEE NOTE ON PREVIOUS PAGE)**

**ROTATE KNOB
COUNTER CLOCKWISE**

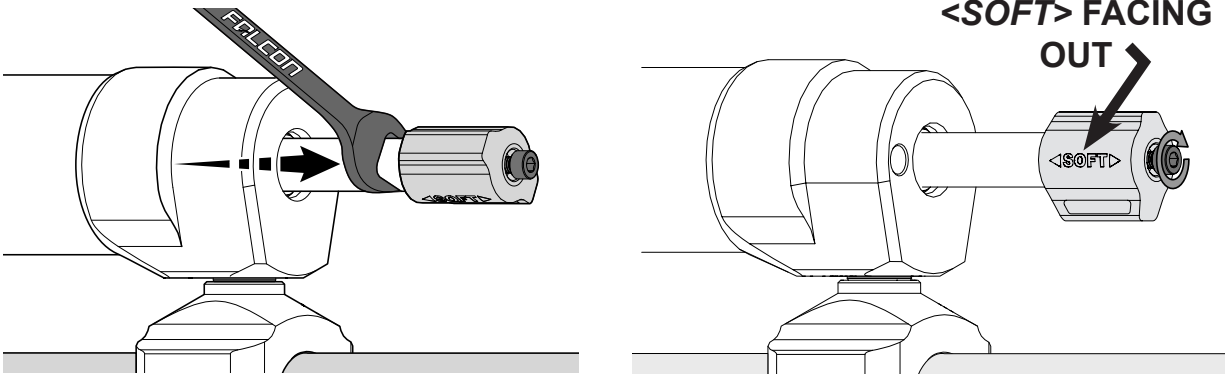
**LOOSEN
BOLT 4mm
HEX KEY**



1

**USE A WRENCH TO TAP KNOB LOOSE FROM SHAFT
AND REPOSITION KNOB WITH <SOFT> FACING OUT**

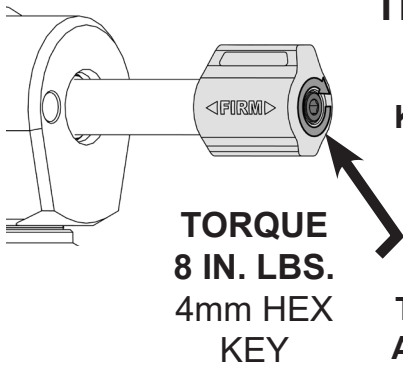
**<SOFT> FACING
OUT**



2

TIGHTEN KNOB BOLT

**WHEN KNOB BOLT STARTS TO GET TIGHT ALLOW
KNOB TO ROTATE TO THE FIRM POSITION AND FINISH
TIGHTENING BOLT.**

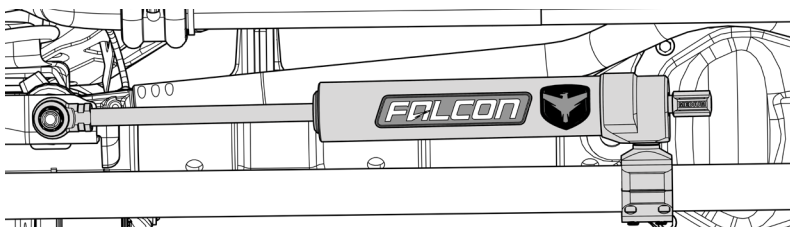


**TORQUE
8 IN. LBS.
4mm HEX
KEY**

3

**TEST FUNCTION OF KNOB FOR PROPER PLACEMENT,
ADJUST IF NEEDED, AND SET TO DESIRED STIFFNESS**

PLACE THE NEW DECALS ON THE FRONT OF THE STABILIZER



4

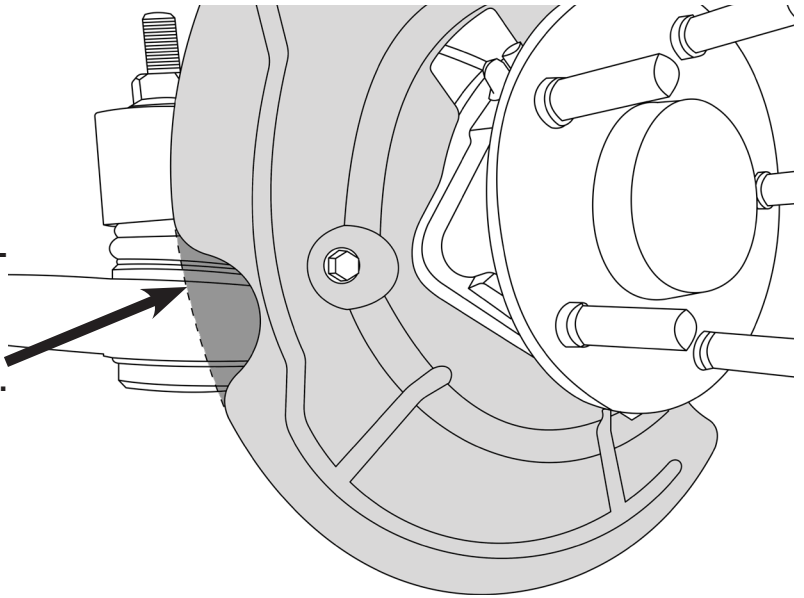
**NOTE:
IF YOU NEED NEW
DECALS FOR YOUR
STABILIZER YOU CAN
ORDER KIT #90-06-003**

OTHER NOTES

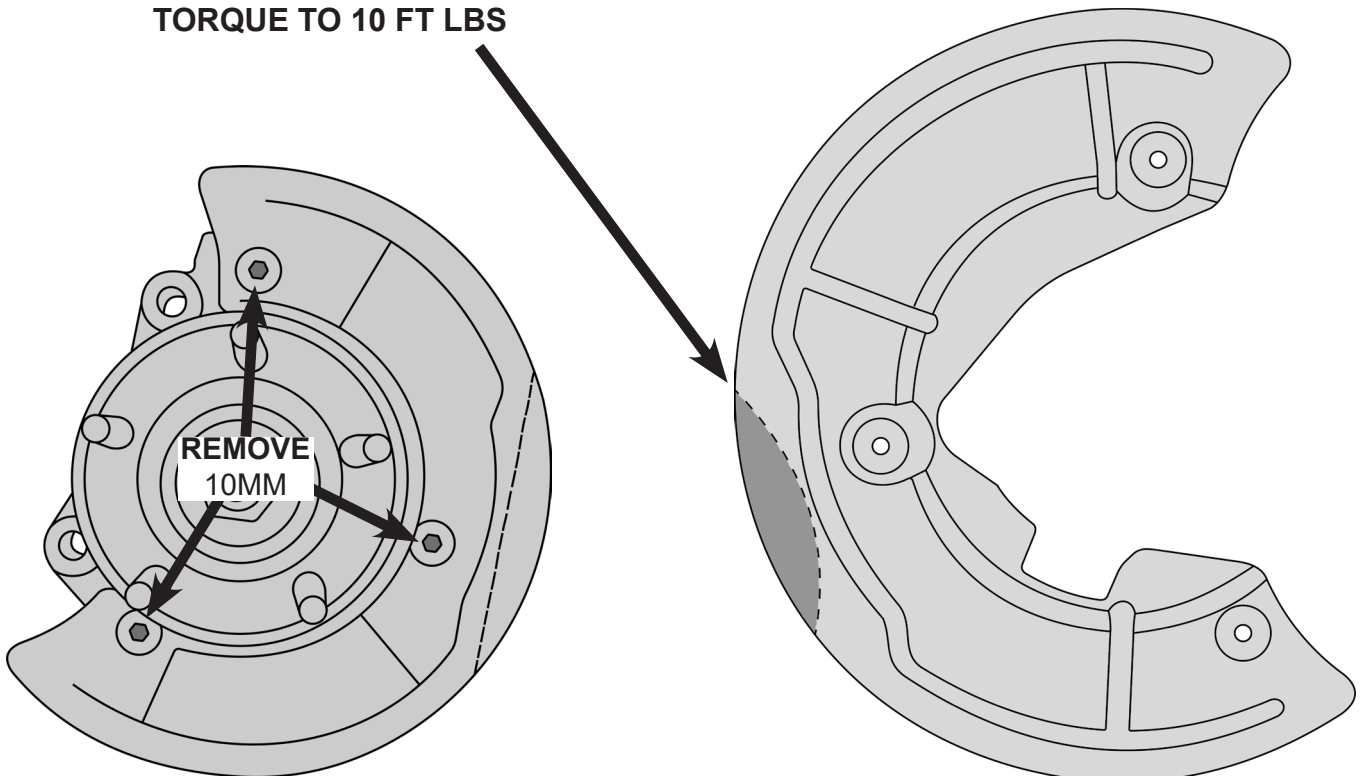
INSTALLATION WITH AFTER MARKET BRAKES

IF YOU ARE INSTALLING AFTER MARKET BRAKES YOU MAY NEED TO TRIM THE FRONT BACKING PLATES.

TEST FIT THE TIE ROD AND MARK ON THE BACKING PLATE WHERE IT NEEDS TO BE MODIFIED.
USE A BARREL SANDER TO MAKE A NOTCH IN THE BACKING PLATES.



IF YOU DON'T HAVE A BARREL SANDER, REMOVE THE BACKING PLATES AND USE SNIPS OR A CUTOFF WHEEL. REINSTALL THE BACKING PLATES AND TORQUE TO 10 FT LBS

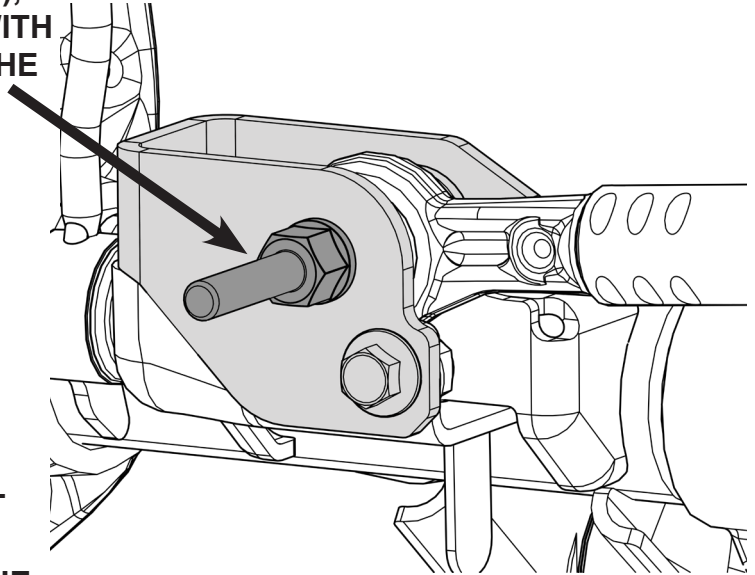


OTHER NOTES

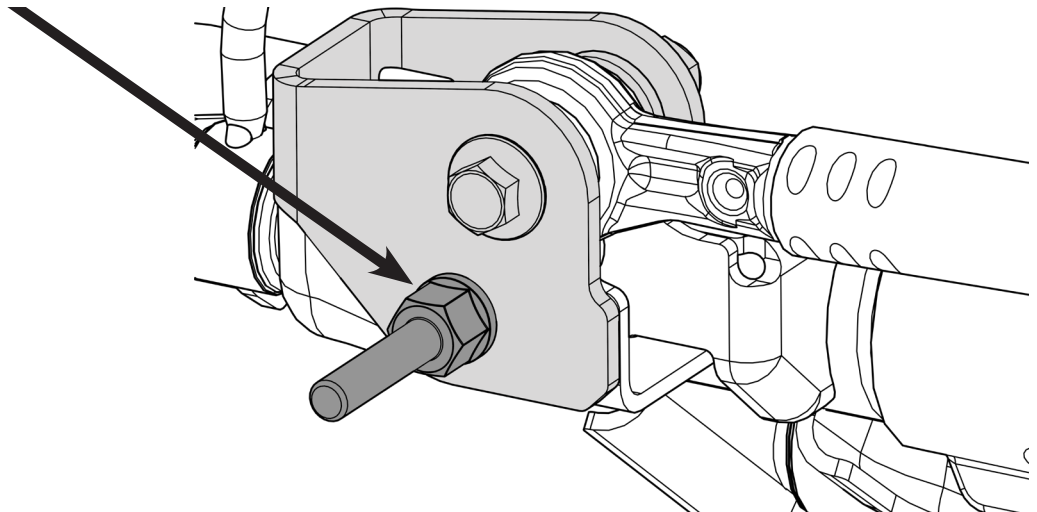
INSTALLATION WITH AFTER MARKET TRACK BAR BRACKET

NOTE: IF POSSIBLE, THE STABILIZER STUD SHOULD ALWAYS GO THROUGH THE ORIGINAL TRACK BAR MOUNT HOLE UNLESS A TRACK BAR BRACKET IS BEING USED THAT DOESN'T ALLOW FOR IT

IF YOU ARE USING OUR 2.5"-4" FRONT TRACK BAR BRACKET (# 1953250), REPLACE THE TRACK BAR BOLT WITH THE STABILIZER STUD AND USE THE OEM FLAG NUT OR THE INCLUDED FLANGE NUT TORQUE TO 200 FT LBS



IF YOU ARE USING OUR 4.5" FRONT TRACK BAR BRACKET (# 1953500), REPLACE THE LOWER BOLT WITH THE STABILIZER STUD AND USE THE OEM FLAG NUT OR THE INCLUDED FLANGE NUT TORQUE TO 200 FT LBS



TERAFLEX

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 ex-treme 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.

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TERAFLEX, Inc.

Learn more about performance suspension parts we have.