

TERAFLEX

PRODUCT INSTALLATION GUIDE

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JK Budget Boost

Part # 1355200
Part # 1355210
Part # 1255200



Important Notes: THIS INSTRUCTION IS FOR MULTIPLE PART NUMBERS. MAKE SURE THAT YOU LOOK AT THE APPROPRIATE PARTS LIST AND INSTRUCTION STEPS.

For part #1255200 go to page 2
For part #1355210 go to page 4
For part #1355200 go to page 6

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:

10, 14, 15, 16, 17, 18, 19, 21mm sockets and wrenches
7/16", 5/8", 3/4" sockets and wrenches
3/8" & 1/2" drive ratchets
3", 6", & 12" extensions
Ft-lbs torque wrench
Breaker bar
Large crescent wrench
Slip Joint pliers
Power hand drill
3/8" drill bit
Floor jack
Jack stands
Wheel chocks
Hammer
Center punch
Pry bars
Pliers
Tape measure
Safety glasses
Pencil or marker

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Part # 1255200

Budget Boost Lift WITH SHOCKS



1255200		Budget Boost With Shocks
Component Item ID	Item Name	Qty Per Assy
308	Zerk 1/4-28	4
953800	Bumpstop JK Front Upper	2
954700	Bumpstop JK Rear Lower	2
954202	Bracket Raw Rear Trackbar JK	1
754300	Swaybar Link Rear 3-4"	2
102	SLEEVE 1" OD x 1-1/8"	1
1954200	Spacer Rear JK 2"	2
1953200	Spacer Front JK 2.5"	2
600276	JK Rear Brakeline Extension Bracket	2
553100	JK Front Shock	2
554100	JK Rear Shock	2
5018	Nut Bolt RR Ext BI Kit JK 888HRWBLKJK THB	
76	Nut 1/4-28 Nylock	2
77	Bolt 1/4-28 X.75 Hex Zinc	2
458	Washer Flat 1/4	4
5019	Nut Bolt RR Bs JK 888HRWBSJK THB	
38	Washer Flat 5/16 Zink 00038	8
153	Bolt 5/16-18X1.25 Hex Zinc	4
632	Nut 5/16X18 Stover	4
5020	Nut Bolt Lsx JK 888HRWLSXJK THB	
134	Washer flat 7/16 zinc	4
165	Nut 12Mm-1.75 Stover Metric Hex Zinc	2
401	Bolt 12Mx55M1.75P Zink Metric Hex	2
5114	Nut Bolt pack 888HRWRTBJKBB THB	
62	BOLT 9/16" -18 UNC x 3" LONG HEX HEAD ZINC PLATED	1
83	NUT 3/8"-16 UNC STOVER LOCK NUT ZINC PLATED	1
84	Washer 3/8" FLAT zinc	2
98	Bolt 3/8-16 UNC x 1 Hex Zinc	1
276	NUT 9/16-18 Stover Zinc	1
318	Washer 9/16" FLAT Zinc	2

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Part # 1355210

Budget Boost Lift WITH SHOCK EXTENTIONS



We recommend using TeraFlex, Elka or Teraflex tuned FOX Shocks with this application. Check the shock length chart on page 8 if you would like to use another shock. DO NOT USE A SHOCK WITH A LONGER EXTENDED Length. This will cause damage to critical items such as brake lines and drive lines.

1355210		Budget Boost JK W/Shock Ext.
Component Item ID	Item Name	Qty Per Assy
308	Zerk 1/4-28	4
953800	Bumpstop JK Front Upper	2
954700	Bumpstop JK Rear Lower	2
954202	Bracket Raw Rear Trackbar JK	1
754300	Swaybar Link Rear 3-4"	2
102	SLEEVE 1" OD x 1-1/8"	1
1954200	Spacer Rear JK 2"	2
1953200	Spacer Front JK 2.5"	2
600276	JK Rear Brakeline Extension Bracket	2
554801	JK Shock Extension Driver Rear Upper	1
554802	JK Shock Extension Passenger Rear Upper	1
319	Washer for JK Front Shock Extension 1.75X.675X.125	2
553800	JK Shock Extension Front	2
5018	Nut Bolt RR Ext BI Kit JK 888HRWBLKJK THB	
76	Nut 1/4-28 Nylock	2
77	Bolt 1/4-28 X.75 Hex Zinc	2
458	Washer Flat 1/4	4
5019	Nut Bolt RR Bs JK 888HRWBSJK THB	
38	Washer Flat 5/16 Zink 00038	8
153	Bolt 5/16-18X1.25 Hex Zinc	4
632	Nut 5/16X18 Stover	4
5020	Nut Bolt Lsx JK 888HRWLSXJK THB	
134	Washer flat 7/16 zinc	4
165	Nut 12Mm-1.75 Stover Metric Hex Zinc	2
401	Bolt 12Mx55M1.75P Zink Metric Hex	2
5022	Nut Bolt RR Shock Ext JK 888HRWRRSXJK THB	
38	Washer Flat 5/16 Zink 00038	4
84	Washer 3/8" FLAT zinc	8
152	Bolt 5/16-18X1 Hex Zinc	2
158	Bolt 10mm1.5px90mm Hex Zinc JK rear shock ext	4
632	Nut 5/16X18 Stover	2
5114	Nut Bolt pack 888HRWRTBJKBB THB	
62	BOLT 9/16" -18 UNC x 3" LONG HEX HEAD ZINC PLATED	1
83	NUT 3/8"-16 UNC STOVER LOCK NUT ZINC PLATED	1
84	Washer 3/8" FLAT zinc	2
98	Bolt 3/8-16 UNC x 1 Hex Zinc	1
276	NUT 9/16-18 Stover Zinc	1
318	Washer 9/16" FLAT Zinc	2

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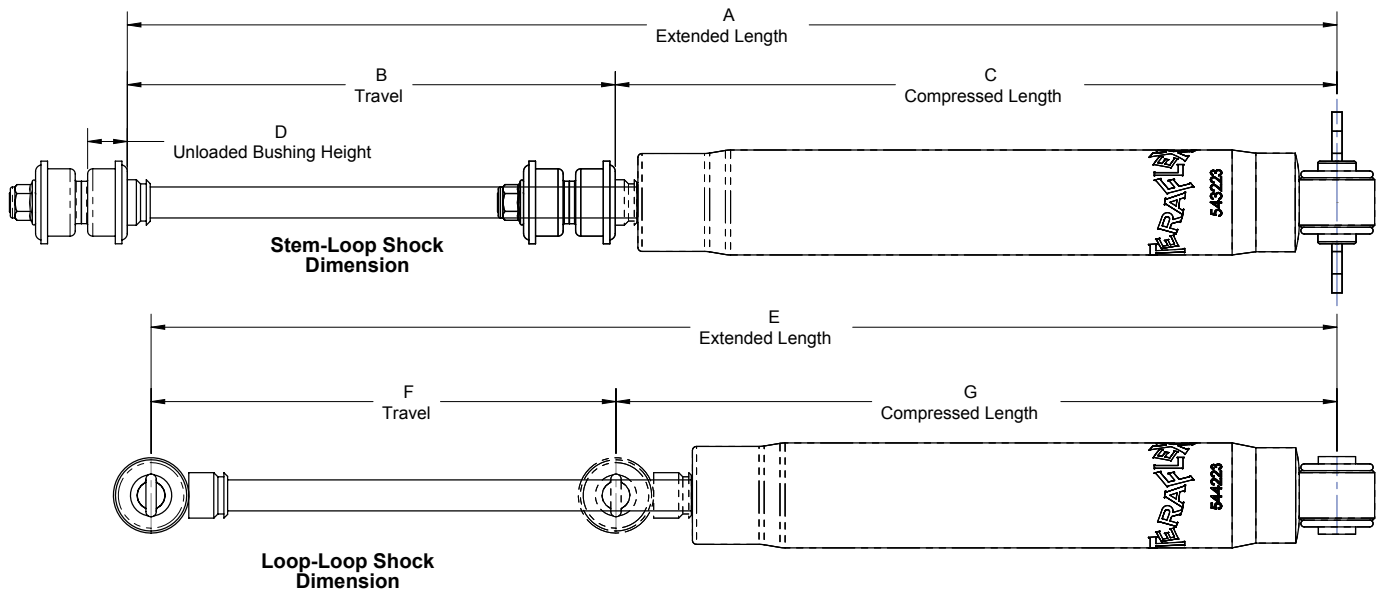
Part # 1355200

Budget Boost Lift WITH NO SHOCKS

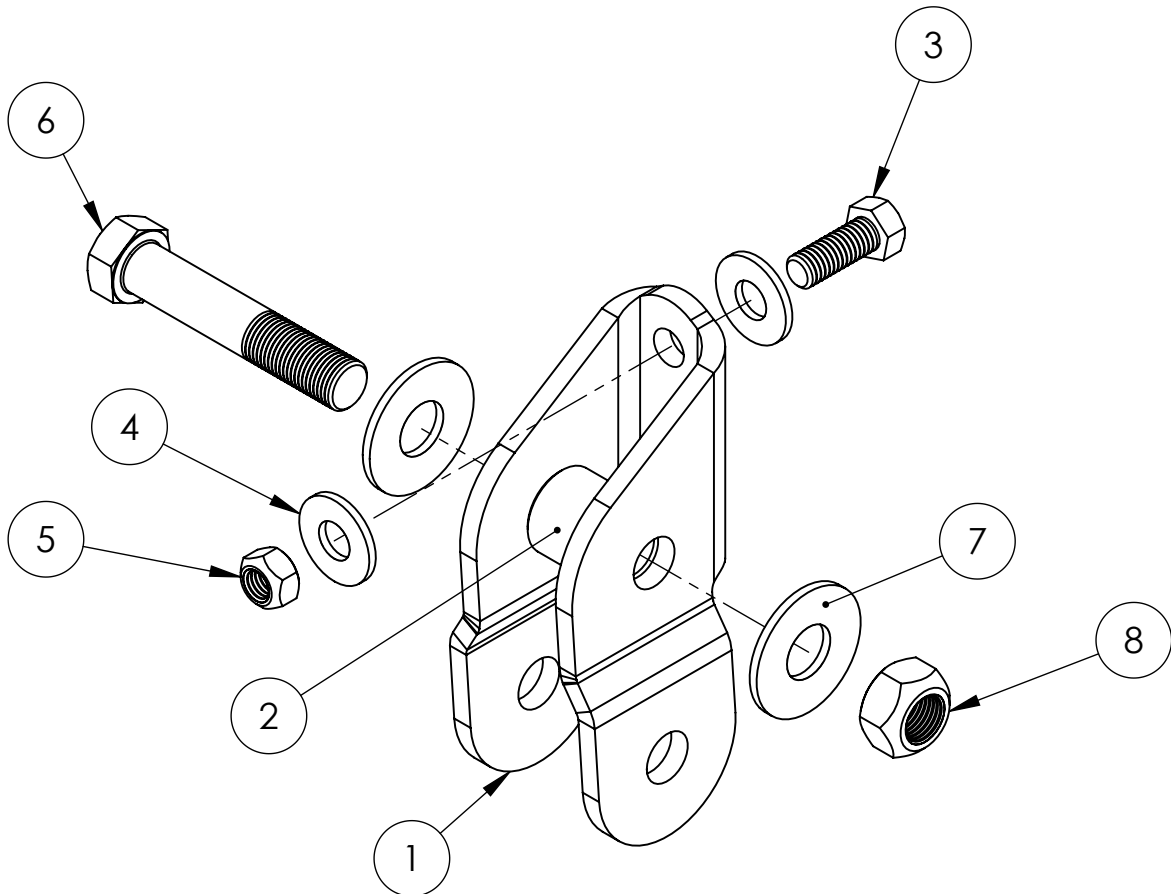


We recommend using TeraFlex, Elka or Teraflex tuned FOX Shocks with this application. Check the shock length chart on page 8 if you would like to use another shock. DO NOT USE A SHOCK WITH A LONGER EXTENDED Length. This will cause damage to critical items such as brake lines and drive lines.

1355200		Budget Boost JK Plain	
Component Item ID	Item Name	Qty Per Assy	
308	Zerk 1/4-28	4	
953800	Bumpstop JK Front Upper	2	
954700	Bumpstop JK Rear Lower	2	
954202	Bracket Raw Rear Trackbar JK	1	
754300	Swaybar Link Rear 3-4"	2	
102	SLEEVE 1" OD x 1-1/8"	1	
1954200	Spacer Rear JK 2"	2	
1953200	Spacer Front JK 2.5"	2	
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5018	Nut Bolt RR Ext BI Kit JK 888HRWBLKJK THB		
76	Nut 1/4-28 Nylock	2	
77	Bolt 1/4-28 X.75 Hex Zinc	2	
458	Washer Flat 1/4	4	
5019	Nut Bolt RR Bs JK 888HRWBSJK THB		
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134	Washer flat 7/16 zinc	4	
165	Nut 12Mm-1.75 Stover Metric Hex Zinc	2	
401	Bolt 12Mx55M1.75P Zink Metric Hex	2	
5114	Nut Bolt pack 888HRWRBJKBB THB		
62	BOLT 9/16" -18 UNC x 3" LONG HEX HEAD ZINC PLATED	1	
83	NUT 3/8"-16 UNC STOVER LOCK NUT ZINC PLATED	1	
84	Washer 3/8" FLAT zinc	2	
98	Bolt 3/8-16 UNC x 1 Hex Zinc	1	
276	NUT 9/16-18 Stover Zinc	1	
318	Washer 9/16" FLAT Zinc	2	



Shock Application Information					Front — Stem-Loop				Rear — Loop-Loop		
	Front Part Number	Rear Part Number	Vehicle Lift	Shock Manufacture	A Extended Length (in)	B Travel (in)	C Compressed Length (in)	D Unloaded Bushing Height (in)	E Extended Length (in)	F Travel (in)	G Compressed Length (in)
JK Wrangler 2007- Current	1553100	1554100	JK with 2.5" of Lift	TeraFlex	24.880	9.470	15.410	0.750	24.990	9.360	15.630
	1460125	1400125	JK with 2.5" of Lift	ELKA	24.800	9.409	15.389	0.850	25.000	9.530	15.470
	1553200	1554200	JK with 3-4" of Lift	TeraFlex	26.880	10.380	16.500	0.750	28.090	10.840	17.250
	1982820	1982819	JK with 2.5-4" of Lift	FOX	26.400	10.900	15.500	0.696	27.650	11.200	16.450



1954202
JK REAR TRACKBAR BRACKET KIT FOR 2"-3" OF LIFT

Installation:

1. Remove track bar bolts using a 21mm socket, at both the front and rear axle and remove track bars.



7. Remove sway bar links using an 18mm socket and wrench, make sure to put aside for use in the front of the vehicle.

2. Loosen all control arm bolts using a 21mm socket, DO NOT REMOVE ARMS OR BOLTS!
3. Lift the vehicle and support under the frame with jack stands. Make sure that the axle will drop far enough to remove and install the coil springs.
4. Remove the wheels.



Rear Installation:

5. Support the rear axle with a jack and slightly. Lift one or two inches so that it is easy to remove the bolts from the shocks and sway bar links. (If you remove the nut from the bolt prior to jacking up on the axle you can put slight pressure on the bolt with your hand while jacking the axle and see where it is easiest to remove the bolts.)
6. Remove shocks using an 18mm socket and wrench for the axle side bolt and a 16mm socket for frame side.

8. Remove the clips that secure the ABS wiring harness to the upper control arm mount.



9. Disconnect the brake line bracket at the frame using a 10mm socket. **DO NOT DISCONNECT THE BRAKE LINES FROM THE CALIPERS.**



10. Remove and discard the bracket that holds the park brake cables to the body using a 10mm deep well socket.



11. Carefully lower the rear axle far enough to remove the rear springs. Be careful not to let the coils fall out as you lower the axle. Lower the axle far enough to install the new 2.5" spacer in place. While lowering the axle make sure the brake lines, ABS wires and axle vent do not stretch as this could cause damage to these vital parts.



12. Install new rear track bar drop bracket. Use the template in the instructions to mark and drill the 3/8" hole needed for proper installation.



13. Install your new track bar drop bracket using the 14mm bolt, washer, and nut. Place the sleeve provided inside the bracket to prevent crushing the bracket. Install track bar in the new bracket. Torque outside bolt to 45 ft-lbs and bolt with sleeve to 125 ft-lbs. Do not torque the track bar until the vehicle is on the ground. (In some cases the new bracket will not fit in the factory bracket. In this case use a pry bar or crescent wrench to spread the bracket so the new drop bracket aligns perfectly with the factory track bar hole. **DO NOT DRILL OUT HOLE TO MAKE FIT.** This can cause slop in the bracket and be heard as a popping sound.



14. Install the factory isolater onto the new TeraFlex rear spacer. Install the new spacer into the frame. You should feel or hear a popping and the spacer should stay hanging from the frame.



15. Re-install the factory springs.
16. Install new rear sway bar links on the inside of the sway bar and the inside of the axle bracket. Use the factory bolt on the axle side with the nut on the outside so excess threads will not interfere with the shock. Use the provided 12mm bolt and washer for the swaybar side with the 12mm nut and washer on the inside to give the most possible room for tire clearance. Torque to 75 ft-lbs.



17. Install new rear bump stop spacer by placing the spacer on the axle pad lining up both holes with the overhang part of the pad facing forward. Use the provided 5/16" x 1 1/4" bolts with 5/16" washers and 5/16" nuts. Tighten with 1/2" wrenches.



18. Install shocks. If shock adapters are included in your kit, install shock adapters and shocks. Note: The shock adapters are different from left to right. Make sure you are installing the correct one. There are two 10mm X 90mm and one 5/16" X 1" bolts for each side. Use the 5/16 X 1" bolt to align the adapter in its proper location leave loose. Start one of the 10mm x 90mm bolts a few threads then slide shock bar pin around bolt and install the other bolt using a 16mm socket. Use a 1/2" wrench to tighten the small bolt. Torque the top shock bolts to 37 ft-lbs, and the bottom bolt to 56 ft-lbs.



19. Install rear brake line extensions provided in the kit. Bolt the bracket to the factory brake line bracket by removing the 10mm bolt and installing the bracket in that location with the bend of the bracket going flush with the frame. NOT STICKING OUT AWAY FROM THE FRAME. Torque to 14 ft-lbs. (If bracket gets installed the wrong way it will rub on your tires) Then use the supplied hardware to attach the factory bracket to the drop bracket by using 1/2" socket and wrench.



20. Remove jack from under axle.
21. Rear installation complete.

Front installation:

22. Place jack under the axle and slightly lift the front axle so you can easily remove factory hardware from shocks, sway bar links.
23. Remove the front shocks by using a 18mm wrench and socket at the axle side and a 16mm wrench for the frame side. (If the shock spins with the top nut you can use a 5/8 wrench to hold the shock just below the shock mount. Ratchet wrenches are best for the top nut)



24. Remove sway bar links using 18mm socket and wrench at the axle and 18mm socket and 20mm wrench at the sway bar. Lower the jack enough to remove the springs.



25. Remove front coil springs.
26. Remove the stock yellow bump stop with a pair of channel lock pliers.
27. Remove the factory isolater and install the new TeraFlex spacer followed by the factory isolater.



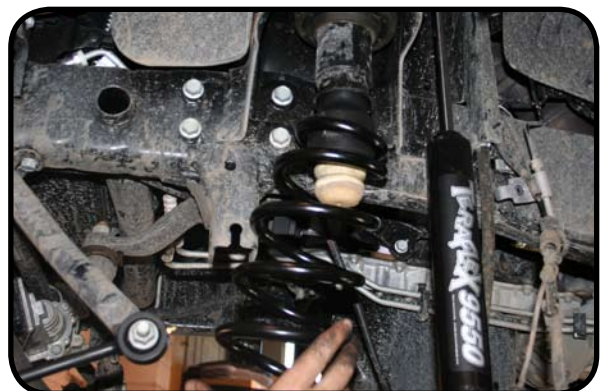
28. Using grease, lube the bump stop extension to install it into the spring tower. (You may need a piece of wood or equivalent to put in between the extension and the coil perch and jack up the axle to install extension. Do one side at a time.



29. Use grease to lube the yellow bump stop and install it into the extension.



30. Install the factory coil springs. Do the drivers side first.



31. If your kit comes with the shock adapters install the front upper shock adapter by spinning it onto the factory shock using red thread locker . Then install the provided washer then the original rubber bushing with the big hole in it and use the other one on the upper side of the frame and install in the same order it was removed. Torque to 20 ft-lbs on the frame side and 56 ft-lbs on the axle side.



32. Install factory rear sway bar links in the front on the outside of the sway bar and inside of the axle mount. Torque to 75 ft-lbs.

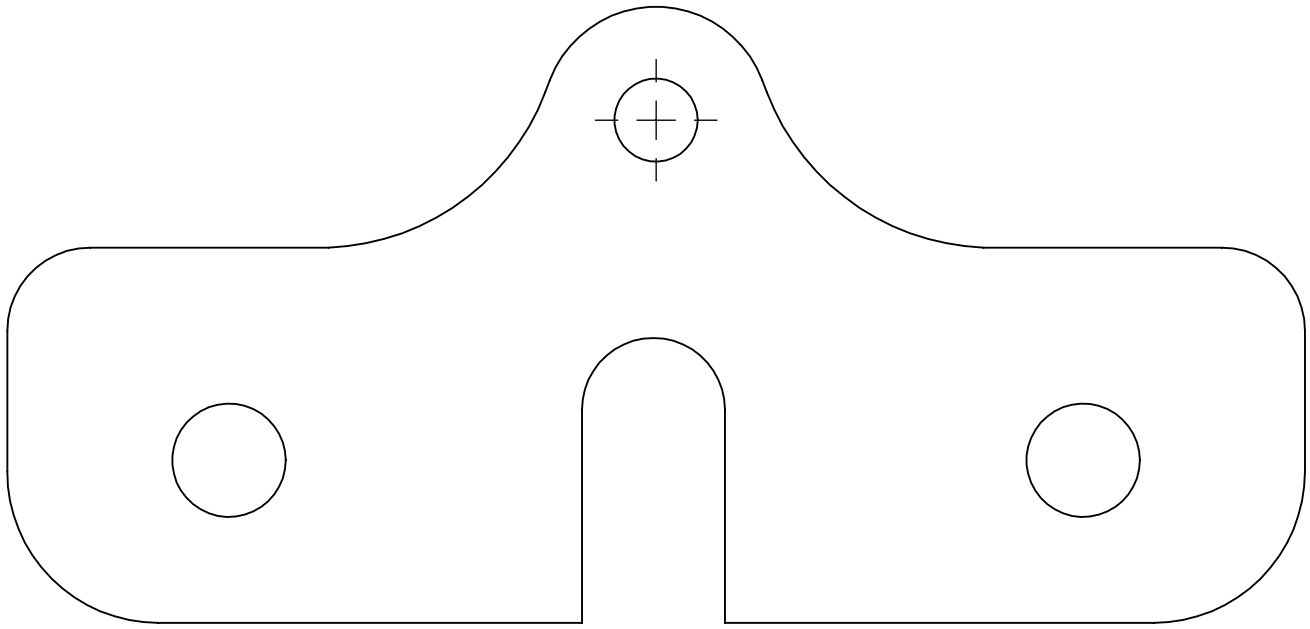


33. Reinstall wheels, torque lug nuts to 95- 115 ft-lbs, Remove jack stands, lower the vehicle onto its own weight, and torque all the control arm bolts. Torque the uppers to 75 ft-lbs and the lowers to 125 ft-lbs.
34. Install the rear track bar. To align the rear track bar to the axle have someone push on the body of the jeep until the bolt hole lines up. Torque to 125 ft-lbs.
35. Install the front track bar. To align the front track bar have someone move the steering wheel until the bolt hole lines up. Torque to 125 ft-lbs.
36. To straighten the steering wheel, loosen the adjuster sleeve on the drag link by using 15mm sockets. Mark the position by making a line across the sleeve and the threads this line will indicate the original position. Looking from the drivers side rotate the adjuster sleeve counter clockwise 3/4 of a turn. This should get your steering wheel close to center. Every vehicle is different so test drive yours and determine if yours needs further adjustment. Once steering wheel is straight torque pinch clamp bolts to 45 ft-lbs.



37. Re-torque all fasteners after 300 miles.

TeraFlex Track Bar Bracket Template



Cut this template out and bolt it on the outside of the factory track bar bracket. Use tape to ensure that the template does not move and center punch the top hole for the new TeraFlex track bar drop bracket.





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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