

TERAFLEX

INSTALLATION GUIDE

Installation Guide for the Cherokee Long-Arm Kit Part #001477700(LAX)

Before installation make sure that your kit includes the following:

- 1- Long Control Arm Brackets Left (00886)
- 1- Long Control Arm Brackets Right (00887)
- 2- Long Control Arms (611009)
- 2- Unibody Bracket Spacers (0083)
- 2- Bolts 3/8" x 2" self tap (0033)
- 6- Bolts 10mmx30mm (00126)
- 4- Bolts 3/8" x 1" (0080)
- 2- Flat Washers 5/16" (0038)
- 2- Lock Nuts 3/8" (0083)



FlexArm Bracket Installation

1. Set the park brake on the vehicle, if the installation is to be performed on the ground.
2. Support the rear output shaft of the transfer case with a jack stand.
3. Remove the four transmission mount bolts to remove the cross member.
4. Remove the 2 studs and 2 bolts from the cross member in the unibody. There are 4 holes in the unibody for the cross member (on most XJs). Use a 10mm x 1.5 tap to clean up, or make threads.
5. Place the new long arm brackets on the unibody.
6. Bolt the new bolts finger tight through the new long arm bracket.
7. Hand tighten the three bolts on the bottom of the new bracket and then torque them to 8 to 10 ft lbs. Do not overtighten these bolts. The threads can strip out in the unibody if overtightened.
8. Locate the holes on the side of

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the new long-arm bracket, and drill the two holes with a 5/16" drill bit. Use the self-tap bolts provided to secure the side of the bracket to the vehicle. Tighten bolts to 8 to 10 ft. lbs.



9. Use the bolt holes on the new bracket as a pattern to drill into the unibody for the spacer. Use a 3/8" drill bit. Repeat for the other side of the vehicle.

Note: Due to slight variations in the unibody widths, it may be necessary to enlarge the slots in the control arm brackets to secure the bracket to the unibody.

10. Place the long arm spacers between the brackets and the

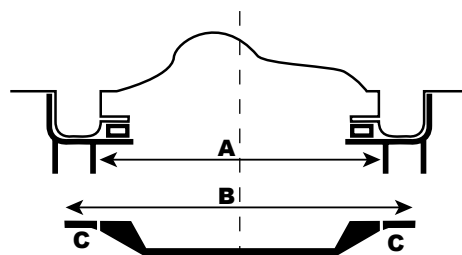


unibody on the inside of the frame rail. Align the spacer with the position of the original cross member.

Inaccurate measurements can cause extra complications when completing this next series of steps. When it is finished, you will have modified your cross member in ways that are difficult to reverse. Please use extra attention when making these modifications to your cross member.

Follow the diagram below to calculate the amount to be trimmed from the cross member.

Measurement A is the distance



between the inside edge of the new long-arm brackets. Measurement B is the overall width of the stock cross member. Subtract A from B. Divide that total by two to find the amount (in inches) that should be removed from each end of the cross member.



11. Measure distance between two long arm brackets.



12. Measure width of stock cross member.



13. Mark your cross member where it should be cut off. Double check you measurements and make sure that your marks are correct.



14. Cut each end of the cross member off on the mark.



15. Place the cross member back into position using the new long arm bracket as a guide. Mark on the cross member where the new holes for mounting will be.



16. Double check the measurements and be sure that the holes will line up and that the cross member will attach to the transmission and unibody correctly.
17. Drill the new holes for the cross member.



Cross Member Modification

18. Install the cross member using the supplied bolts and washers.

Note: The cross member should be located in its original position as well as being lined up with the cross member spacer installed earlier.

Long Arm Installation

Complete the following instructions one side at a time. This will maintain the current pinion angle by preventing the axle from rotating and changing the control arm lengths.

19. Measure the distance between the center of the lower control arm bolt on the axle to the center of the control arm mount bolt hole on the new long-arm bracket.
20. Set the length of your new long arm for that side to the length of the measurement taken in step 19.
21. Remove the standard-length lower control arm.
22. Cut off the control arm bracket from the unibody using a die grinder or a cut-off saw. Paint the exposed metal surface to inhibit rust.
23. Install the new long arm.
24. Repeat steps 19 to 23 for the opposite side of the vehicle.
25. Be sure to have the vehicle aligned after installation for proper caster and correct driving characteristics.

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. 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 Tera Manufacturing product purchased. Mixing component brand is not recommended. Tera Manufacturing 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 Tera Mfg. product warranty apply.

All TeraLow products are covered by Tera's two (2) year warranty to be free of defects in material and workmanship for two year's from date purchased.

Tera axles are covered by a 12-month warranty to be free of defects in materials and workmanship.

The TeraFlex T-Locker is covered by a three (3) year 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.

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.