

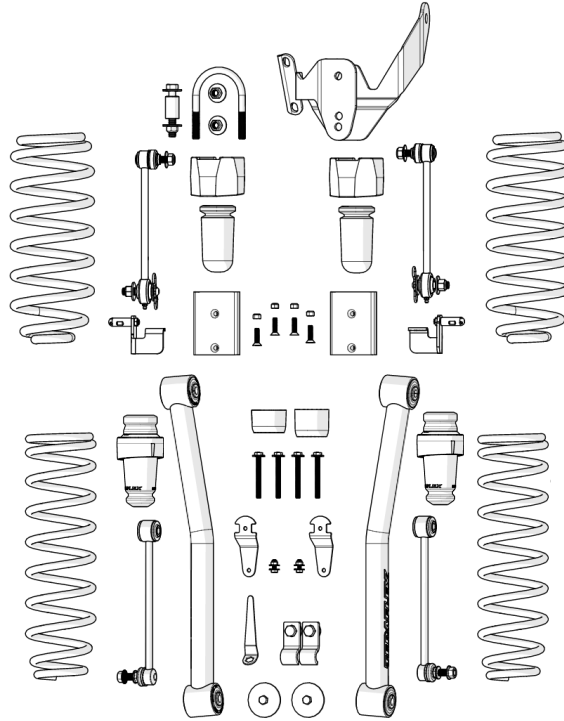


Sport S/T2 Suspension Installation Guide

www.teraflex.com

#1212033 JK 2-Door Sport S/T2 (w/ 3.3 Falcon Shocks)
 #1212032 JK 2-Door Sport S/T2 (w/ 3.2 Falcon Shocks)
 #1212031 JK 2-Door Sport S/T2 (w/ 3.1 Falcon Shocks)
 #1212021 JK 2-Door Sport S/T2 (w/ 2.1 Falcon Shocks)
 #1212000 JK 2-Door Sport S/T2 (No Shocks)

#1312033 JK 4-Door Sport S/T2 (w/ 3.3 Falcon Shocks)
 #1312032 JK 4-Door Sport S/T2 (w/ 3.2 Falcon Shocks)
 #1312031 JK 4-Door Sport S/T2 (w/ 3.1 Falcon Shocks)
 #1312021 JK 4-Door Sport S/T2 (w/ 2.1 Falcon Shocks)
 #1312000 JK 4-Door Sport S/T2 (No Shocks)



Important Notes:

Prior to beginning this 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.

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

- Ratchet - 1/4" and 1/2"
- 1/4" Drive Socket Set - 5/16", 10mm, 7/16"
- 1/2" Drive Swivel/Wobbly Sockets - 18mm, 21mm, 3/4"
- 1/2" Drive Socket Set - 18mm, 21mm, 3/4"
- 1/2" Extension - 12" Long
- Allen Wrench - 3/16", 5mm
- End Wrench Set - 7/16", 1/2", 9/16", 1-1/8", 13mm, 15mm, 16mm, 18mm, 19mm, 21mm
- Drill
- Drill Bit Set - 1/8", 1/4", 3/8", 1/2" - or step drill bit
- Reciprocating Saw and Bi-metal Blade
- Wire Cutters
- Locking Pliers
- Heel Pry Bar
- Hammer
- Chisel
- Measuring Tape
- Blue Loctite

1212000 JK 2-Door Sport S/T2		
PART NO.	DESCRIPTION	QTY.
1101255	Universal, Accessory, Front Brake Line Anchor, Pair, 5" Long/.50" Bolt Hole	1
2610000	JK Exhaust Spacer Kit for 2012+ JKs with the 3.6 Pentastar	1
467125	Bumpstop RAW JK Front Speedbump 1.25" Tall x 3.5" OD Extruded UHMW	2
467264	JK Front Upper Speedbump Bumpstop Cup Extension	2
467265	JK Rear Upper Speedbump Bumpstop Cup Extension	2
600080	Hardware for JK Rear Trackbar Bracket	1
600093	Hardware JK Quick Disconnect HRWQDJK TC 44000NB2	1
610070	Hardware Pack Bumpstop Pads (F 1.25", R 0.75")	1
610074	Hardware Pack 3" Spring Kit (S/T2, S/T3, CT3, Outback)	1
744500	Sway Bar (S), Link, Swivel Stud, 10.75" Length C-C	2
753006	JK 0"-3" Front Quick Disconnect Swaybar Link w/ Upper Swivel Stud	2
954600	JK Rear Lower 3/4" Tall Bumpstop Spacer	2
954776	JK Rear Trackbar Bracket for 2.5" Lifts	1
992012	JK Rear Extended Microcellular Urethane Foam Bumpstop (FKK #60387/1)	2
992016	JK Front Extended Microcellular Urethane Foam Bumpstop	2
1853050	JK 4 Door 1.5"/ 2 Door 2.5" Front Spring (Single)	2
1854050	JK 4 Door 1.5"/ 2 Door 2.5" Rear Spring (Single)	2

1312000 JK 4-Door Sport S/T2		
PART NO.	DESCRIPTION	QTY.
1101255	Universal, Accessory, Front Brake Line Anchor, Pair, 5" Long/.50" Bolt Hole	1
2610000	JK Exhaust Spacer Kit for 2012+ JKs with the 3.6 Pentastar	1
467125	Bumpstop RAW JK Front Speedbump 1.25" Tall x 3.5" OD Extruded UHMW	2
467264	JK Front Upper Speedbump Bumpstop Cup Extension	2
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600080	Hardware for JK Rear Trackbar Bracket	1
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610070	Hardware Pack Bumpstop Pads (F 1.25", R 0.75")	1
610074	Hardware Pack 3" Spring Kit (S/T2, S/T3, CT3, Outback)	1
744500	Sway Bar (S), Link, Swivel Stud, 10.75" Length C-C	2
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954600	JK Rear Lower 3/4" Tall Bumpstop Spacer	2
954776	JK Rear Trackbar Bracket for 2.5" Lifts	1
992012	JK Rear Extended Microcellular Urethane Foam Bumpstop (FKK #60387/1)	2
992016	JK Front Extended Microcellular Urethane Foam Bumpstop	2
1853100	JK 4 Door 2.5"/ 2 Door 3" Front Spring	2
1854100	JK 4 Door 2.5"/ 2 Door 3" Rear Spring SR2JK	2

Lift the vehicle and support it by the frame. Remove wheels and support the front axle. Loosen all the control arms bolts (front and rear), but do not remove.

Remove the exhaust skid plate/cross member using an 18mm.

The exhaust skid plate will not be reused.

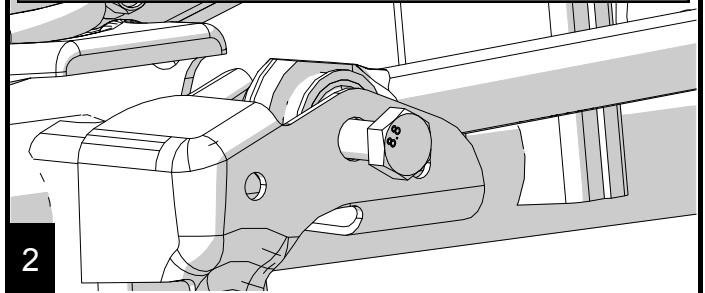


1

Front Installation

Remove the front driveline at the axle and support it up out of the way with a bungee or strap (15mm).

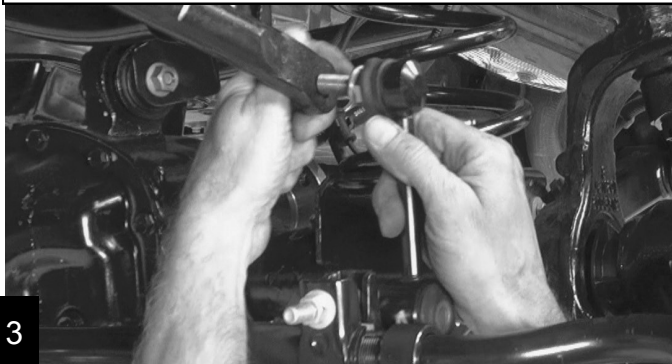
Remove the track bar at the axle with a 21mm. The nut is a flag nut.



2

Remove front shocks. On 2012+ JK's, the passenger side upper shock mount is not accessible due to the battery tray. Use a pair of plyers and break out enough of the thin plastic to gain access to the 17mm nut.

Remove both swaybar links and retain the hardware.



3

2011+ JK's have brake line retainers located under the spring perches. Use vise grips or a heel bar to spread the bracket enough to free the brake line. Use a 10mm to remove and discard the bracket.

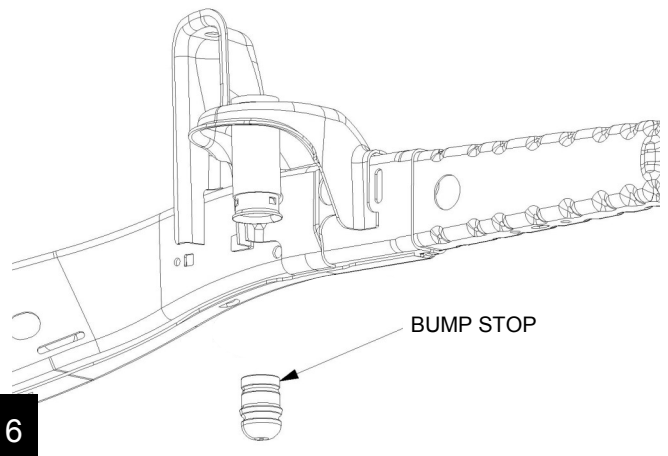


4

Remove the bump stops from the upper spring buckets.

Unclip the ABS lines, and extend the breather tube by sliding the tube retainer clip down the shock tower 3". This will prevent the tube from being pulled tight during full axle droop.

Lower the axle and remove the front springs. Be sure to check for any lines that can be pulled or damaged.

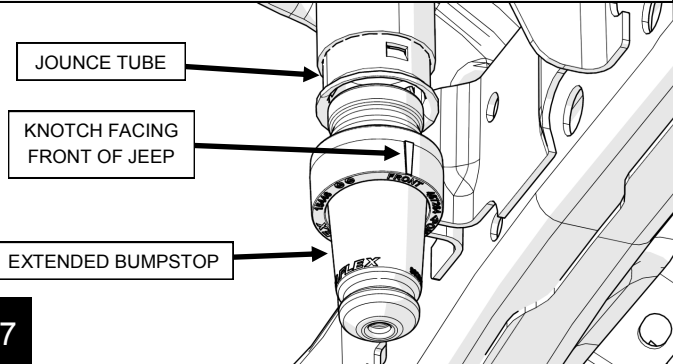


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5

Install Extended Bumpstop

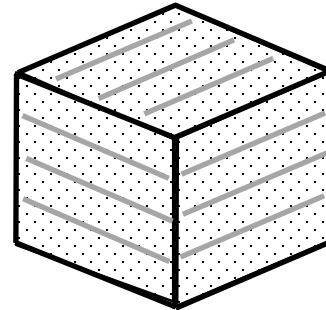
Install the Front Extended Bumpstop by aligning the factory jounce tube and bumpstop (marking on Cup Extension to be facing the front of the Jeep, see picture).



7

Use a hydraulic jack and raise the axle until they are seated together.

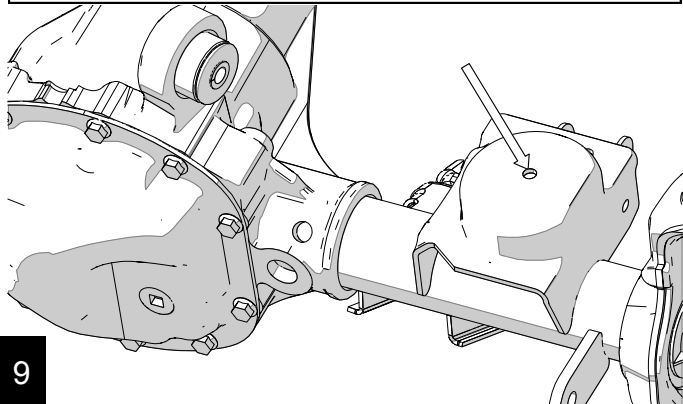
Note: A block of wood between the axle and bumpstop may be necessary, as well as a small amount of silicone spray, to help install the bumpstops and extensions. Repeat process for the other side.



8

Drill Holes for Speedbump Pad

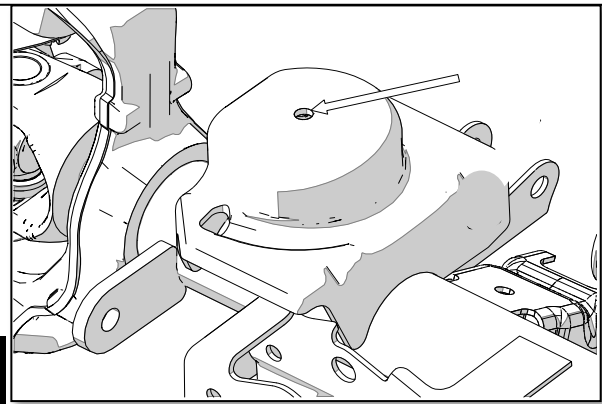
Locate the center of the front axle spring pad and drill a 3/8" [9.5mm] hole in the center of the pad.



9

Repeat for other side.

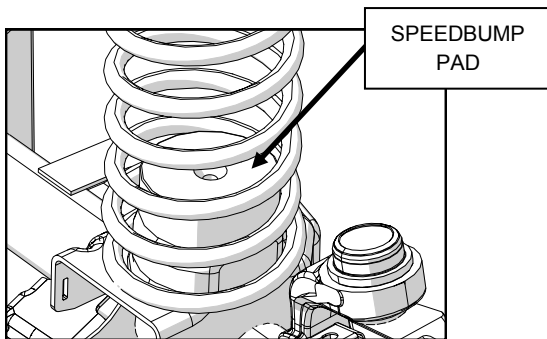
Speedbump pad will be installed along with the springs.



10

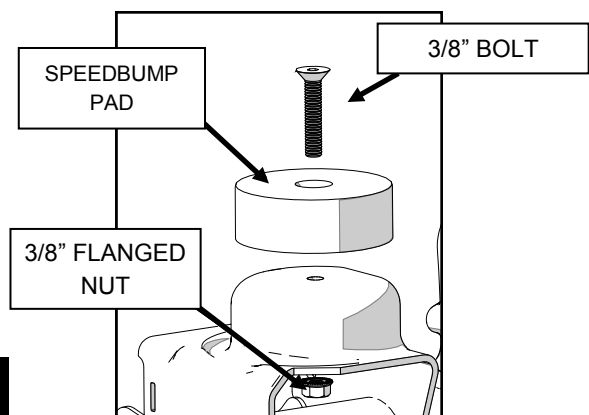
Install Front Springs and Speedbump Pads

Reinstall factory rubber spring isolator if it was removed. To help install the front Teraflex springs and Speedbump pads, install together onto the front axle coil spring pad.



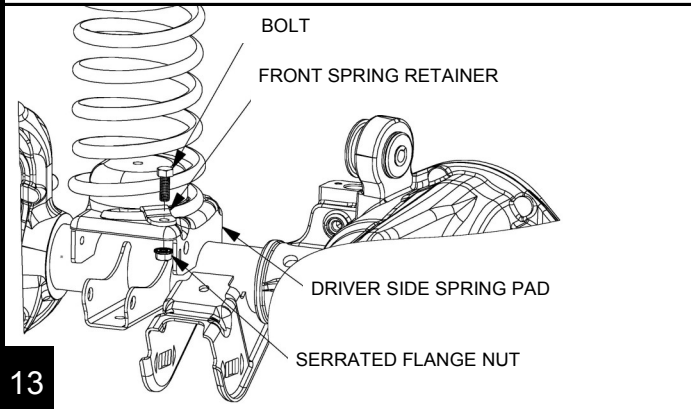
11

Install a bolt through the pads with the nut below the spring pads.



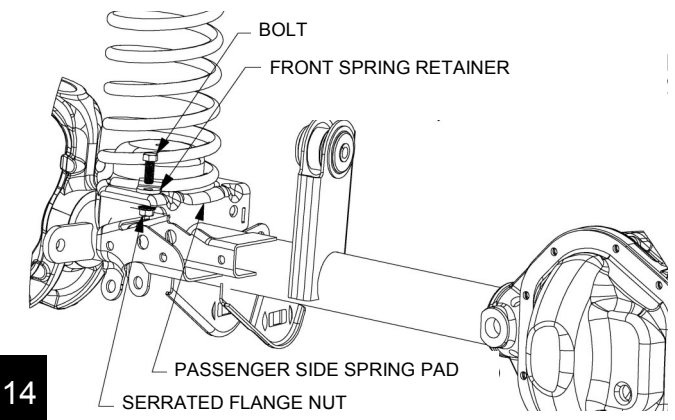
12

For kits that did **NOT** include 3.3 Falcon Shocks skip to step 15
 If your kit included **3.3 Falcon Shocks** follow steps 13 and 14
Install Spring Retainers
 Install front drivers side spring retainer with 3/8" bolt and flange nut and torque to 30 ft-lbs.



13

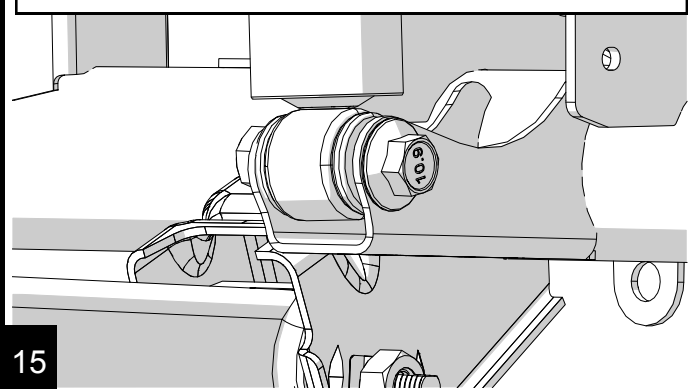
Install front passengers side spring retainer with 3/8" bolt and flange nut and torque to 30 ft-lbs.



14

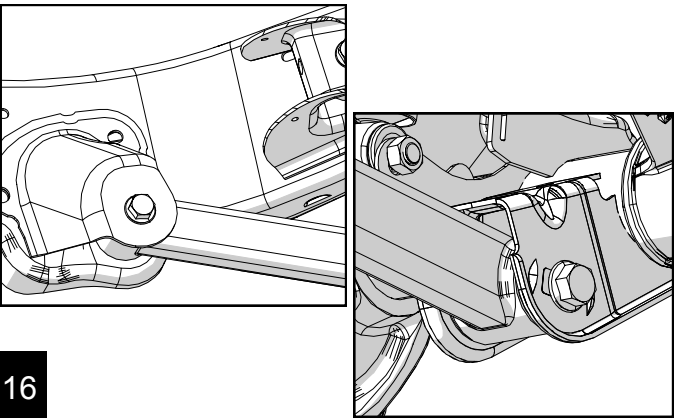
Front Shocks

If using Falcon Shocks follow instruction included with them to install the fronts now. If using other shocks install them now. Torque the top nut to 20 ft-lbs (27 N-m). Leave lower bolt loose for the brake line anchor install.



15

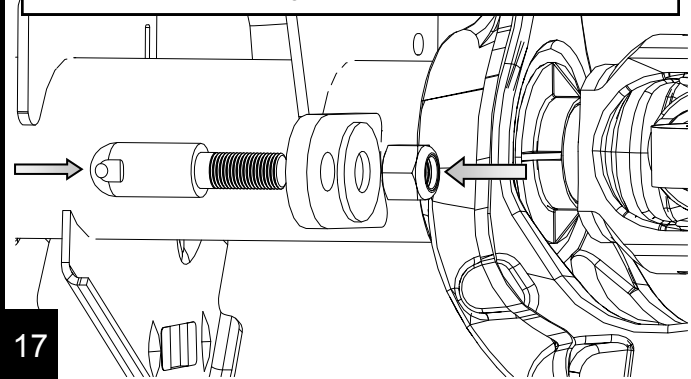
Install Front Lower Control Arms
 Remove the front lower control arm and install the new Sport Flexarm using the original hardware.



16

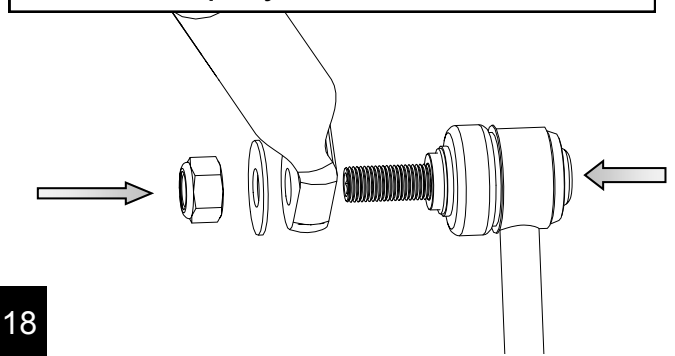
Install Front Sway Bar Quick Disconnects

Insert lower stud 600499 into axle bracket as shown. Place washer 37 and nylock nut 488 onto the lower stud.
 Note: The stud is stainless steel and the threads are soft.
 Take care to not over tighten the nut. **Torque to 59 ft-lbs.**



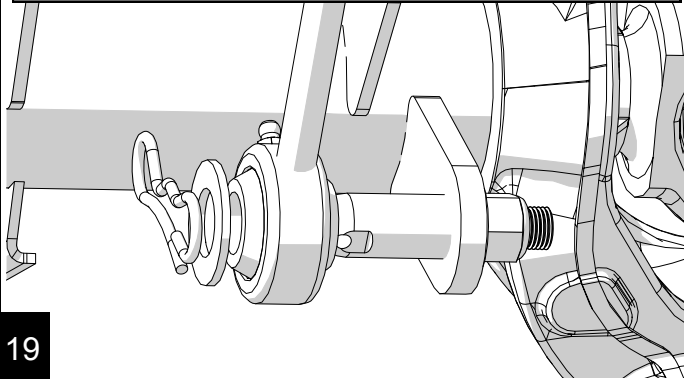
17

Insert the upper stud of the quick disconnect sway bar linkage into the factory sway bar. Place washer 477 and nylock nut 44 onto the stud.
 Use a 6mm allen to hold the stud, tighten down the nut with a 18mm wrench.
Torque nylock nut to 59 ft-lbs.



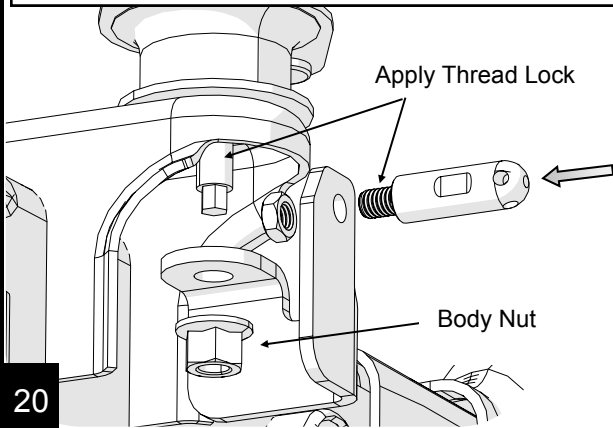
18

Slide the lower end of sway bar link onto the stud installed in Step 3. Place washer 3801 on stud and insert Bow Tie Pin. Note: This should be a tight fit for better sway bar function. Applying a bit of grease to the stud and bushing will help with install.



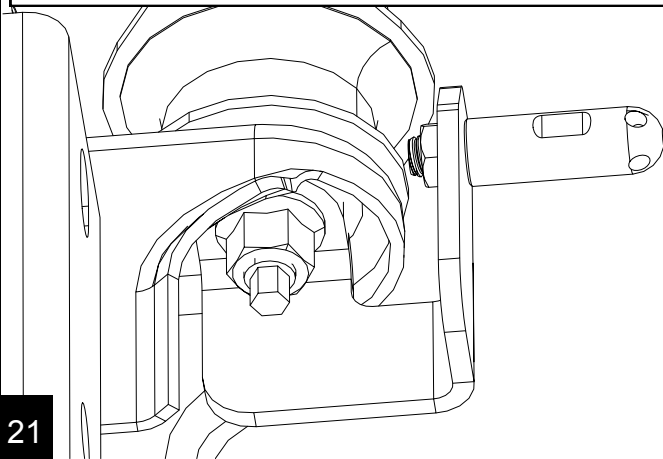
19

Remove the front body mount nut from the stud and slide on retaining bracket 600277. Reinstall the body nut. Next insert stud 600503 into retaining bracket and install jam nut 73.



20

Torque the body mount to **80 ft-lb** and jam nut to **59 ft-lb**. Repeat Steps 17 through 21 for the other side.

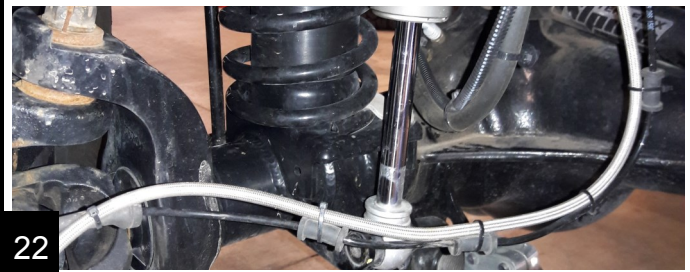


21

Installation of Brake Line Anchor

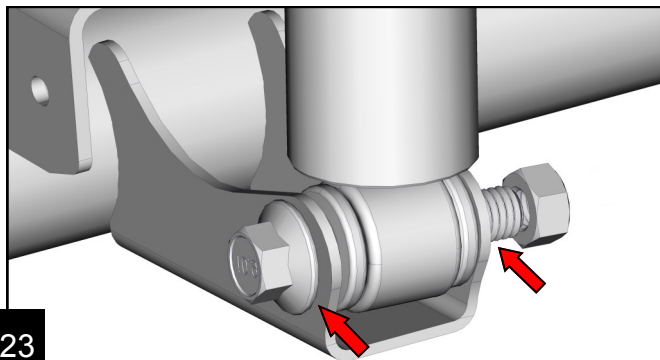
Use some cable ties to route the ABS and brake lines together so they are uniform and equal.

Note: Zip ties provided in the kit are for mounting the lines to the Anchor. Extra cable ties can be picked up from just about any hardware store.



22

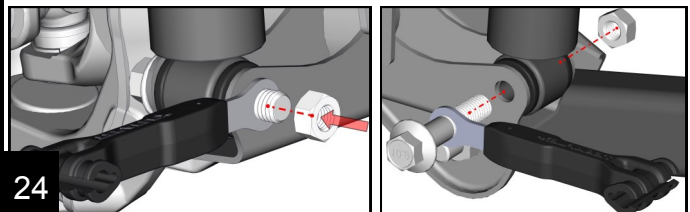
The Rubber Brake Line Anchor can be mounted on the inside or outside of the bottom shock mount bolt.



23

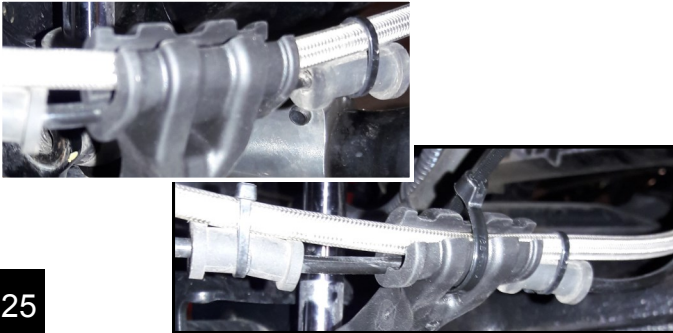
If there is plenty of length to your lines then mount the anchor on the inside, directly under the nut. If your lines are stiff or length is an issue it might be better to install the anchor on the out side of the shock mount.

Notes: *Use a large screwdriver or pry bar under the shock to help install shock mount bolt.*
Do not tighten the shock mount bolt



24

Once the anchor is installed then install the ABS line into the anchor followed by the brake line.
(see picture)
Next, loosely install a cable tie. Inspect the lines and adjust the line positions as needed.



25

We installed the lines so that the anchor was pulled slightly toward the tire when it was turned out. This was to help the lines stay clear of the tire when it is turned the opposite way.
Loosely install the rest of the cable ties.

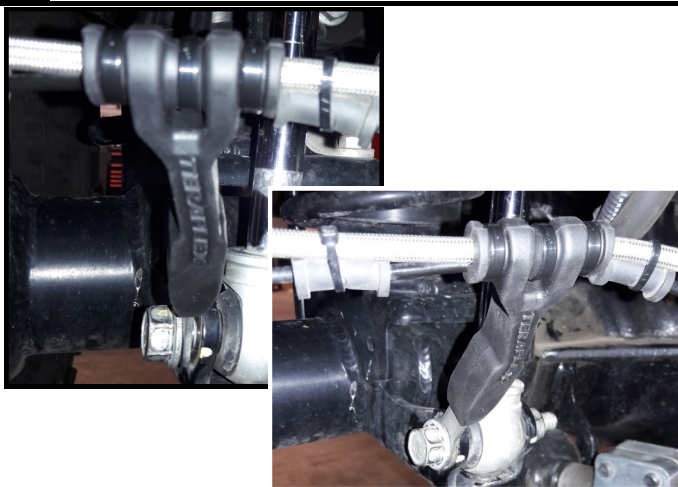
Snug down the shock bolt.

26

Test the position of the lines and anchor by turning the wheel from lock to lock and articulating the axle. With the shock bolt only snug the anchor can be rotated to help find the best angle.

IMPORTANT NOTE! **Watch the anchor for clearance from the shock body.**

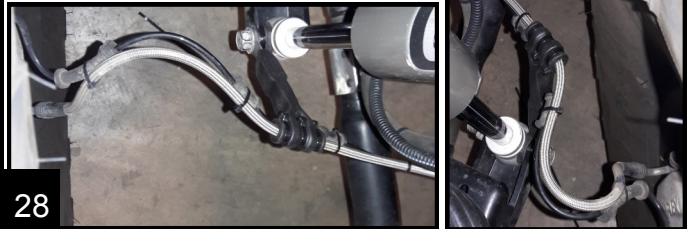
Once the best position is found, that keeps the brake lines safe from snags or damage, tighten and trim the cable ties and torque the shock bolts. 56 ft. lbs. (76Nm)



27

Repeat steps 34 to 39 for the other side.

28



Reinstall the front drive line. Apply thread locker to the bolts and torque to 15 ft-lbs. (20Nm)

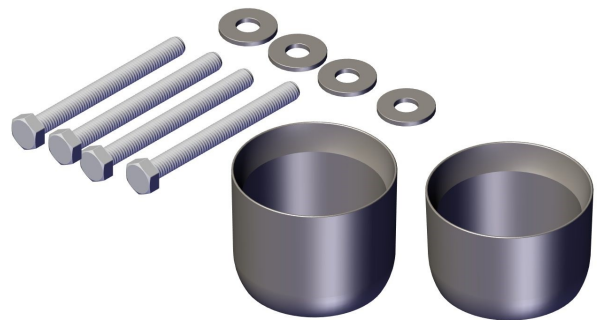
Do not torque the trackbar bolts until the vehicle is lowered to the ground. If bolt holes do not line up then once the Jeep is back on the ground have someone push on the body to help align them.

Final torqueing of all suspension and trackbar bolts will take place once the Jeep is on the ground at ride height.

The front installation is now complete.

29

Exhaust Spacer Installation



30

If you are installing this lift on a 2012 or newer Wrangler, you must install the exhaust spacer kit.

If you are installing this kit on a 2007-2011 Wrangler, please proceed to Step 32.

31

Using a 13mm, remove the four exhaust flange bolts at the left and right crossover pipe collectors.



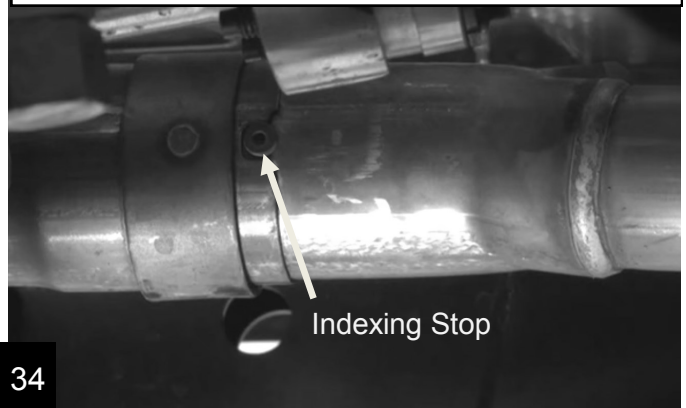
32

Loosen the Y-pipe clamp that joins the front and rear sections of pipe. This will allow the exhaust to slide together to maintain correct positioning of the exhaust.



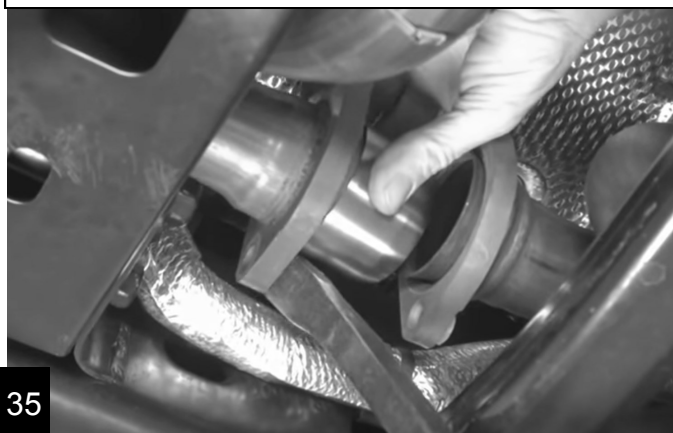
33

Using a chisel, remove the spot welded indexing stop on the intermediate pipe. This will allow the intermediate pipe to slide into the y-pipe to provide added clearance.



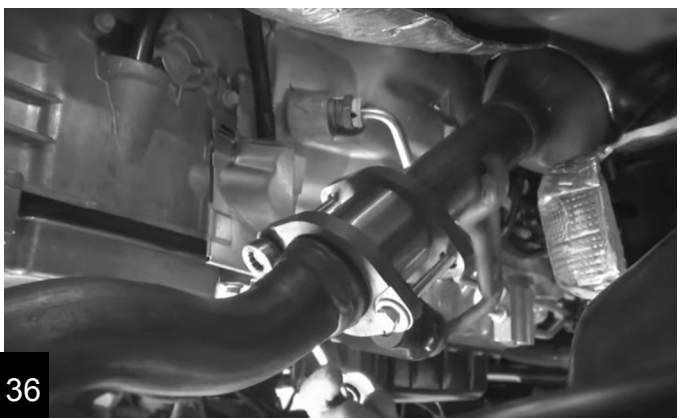
34

Place a pry bar between the front skid bar and the driver side rear pipe flange; separate the exhaust and insert the spacers between the flanges. The longer spacer is used on the passenger side.



35

Install the supplied bolts into the exhaust flanges and tighten evenly. Make sure the exhaust pipes are still properly aligned and the spacers are straight. Check the exhaust system for clearance and retighten the Y-pipe clamp.



36

Rear Installation

Support the rear axle. Completely remove the rear shocks and axle side trackbar bolt.

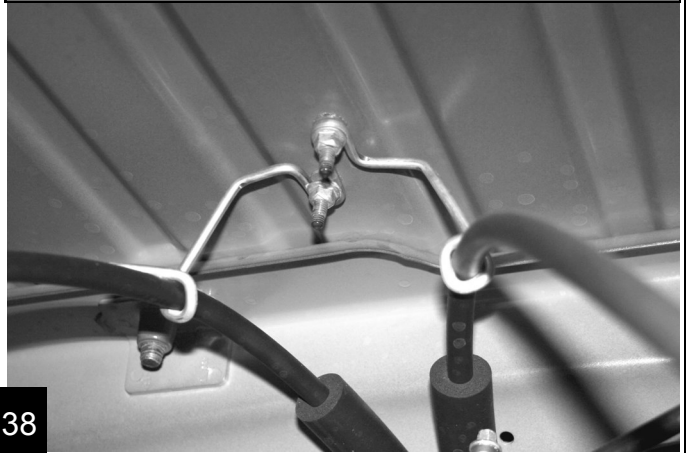
Release the axle breather tube from the upper retaining clip on the underside of the Jeep body.

Release the ABS line from the two retaining clips on the axle (on each side).

Remove rear swaybar links.

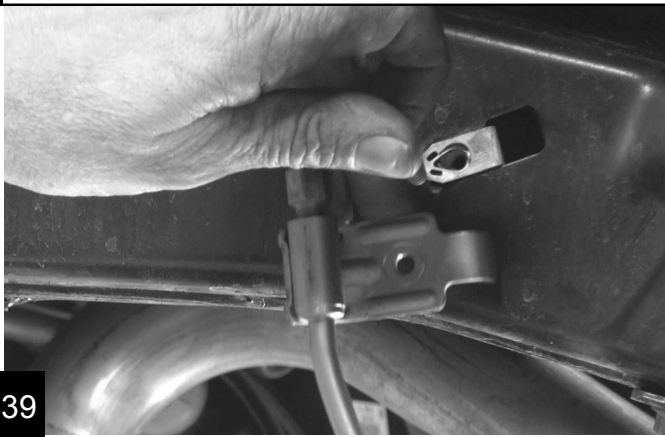
37

Fully remove the part brake cables from the hanger bracket and discard the bracket.



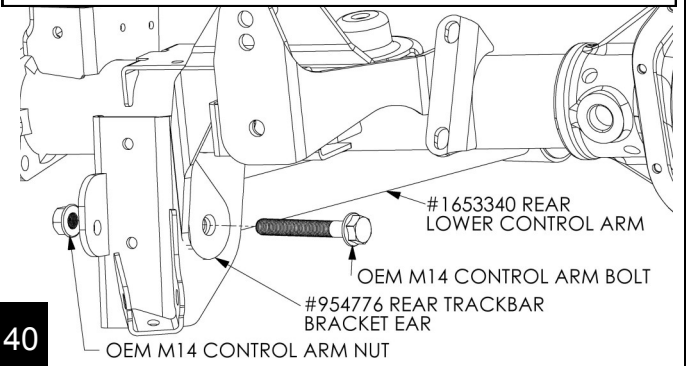
38

Loosen the brake line support brackets and lower the axle enough to remove the coil springs.



39

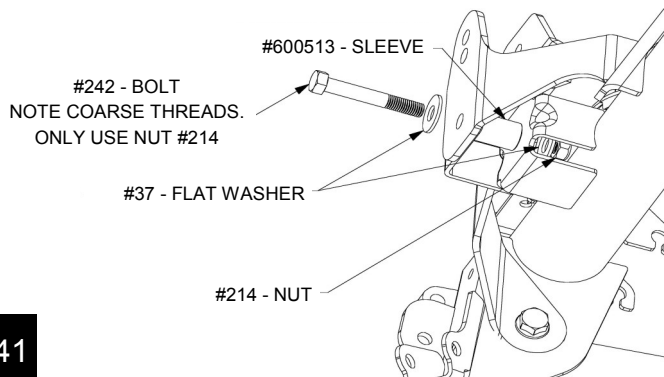
Install Rear Trackbar Bracket
Locate the trackbar bracket and hardware kit (600080). The lower ear of the trackbar bracket, and the driver lower control arm share the same bolt. They will need to be installed together.



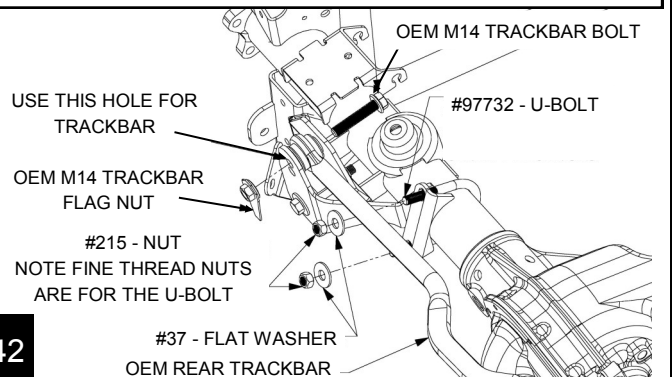
40

Position the trackbar bracket for install and swing the lower control arms up into place and insert the lower control arm bolts. Do not tighten. Install the trackbar bracket spacer and relevant hardware.

Install the U-bolt nuts and washers. Torque the U-bolt Stover Locknut to 45 ft-lbs (101 Nm)
Install the trackbar into the upper hole of the bracket using the factory trackbar bolt. Install the bolt from the front and the nut to the rear.



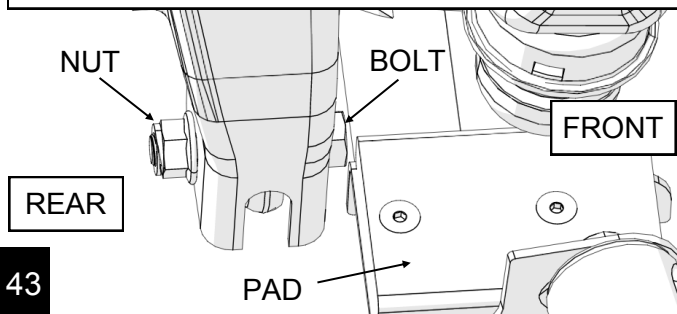
41



42

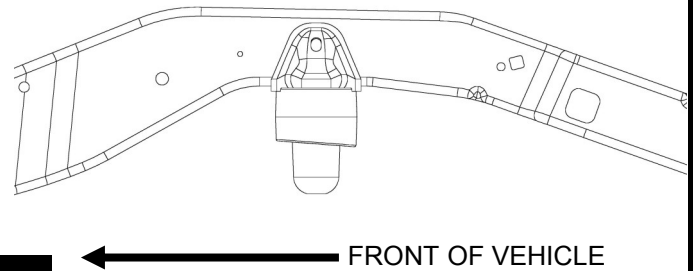
IMPORTANT NOTE! Due to clearance issues with the bumpstop pad on the axle it is important to have the frame side factory trackbar bolt installed from the front, and the nut to the rear.

For those that have our weld in Rear Speedbumps this will not work. Instead, grind the end of the bolt flush with the nut.



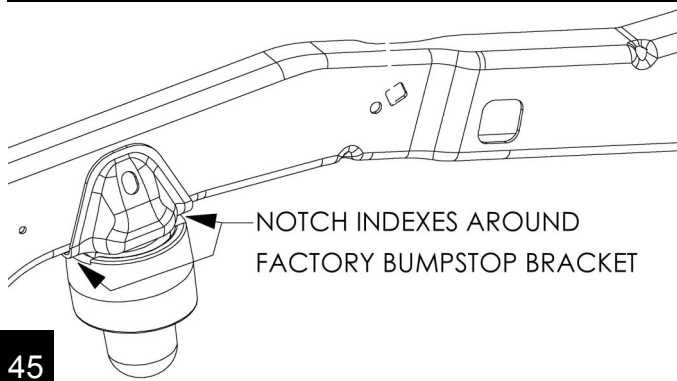
43

Install Rear Upper Speedbump Cup
Install the upper SpeedBump cups. The cup snaps onto the frame bump stop bells.
(It will take some pressure)



44

Position the Speed Bump cup with the longer side of the slope (the large end of the taper) facing the rear. The notched cuts index around the factory bump stop bracket.



45

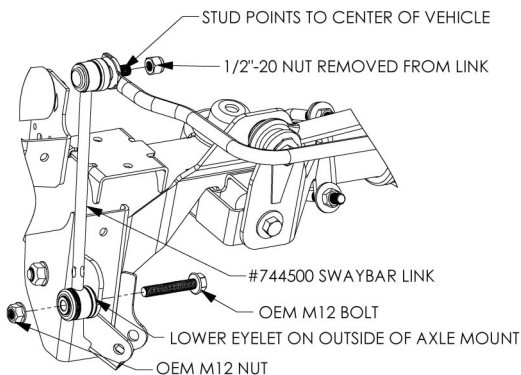
Twist and push the new Speedbump bump stops into position. Some silicone spray lubricant will help them pop into place.



46

Install Rear Swaybar Links

Install the swaybar link with the ball joint stud end at the top and the mounting stud pointing towards the frame. Torque upper and lower to 59 ft-lbs.



47

Install Rear Brake Line Extensions

Locate the brake line extension hardware bag (5018). Use the supplied 1/4" bolt to attach the factory bracket to the new extension.



48

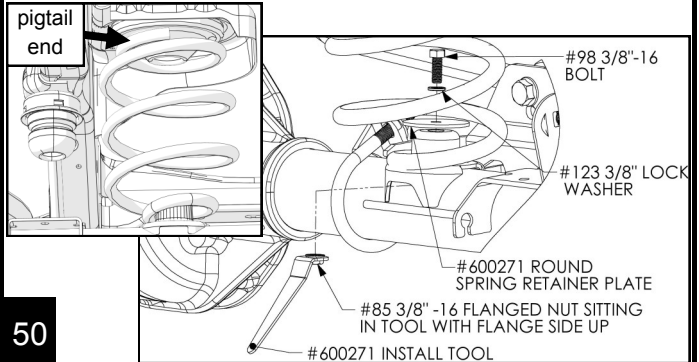
IMPORTANT NOTE! It is imperative at this time to cycle the swaybar and check for proper clearance between the swaybar and the brake line. Make the necessary bends in the brake line and bracket to clear the swaybar link as it goes through its range of travel.



49

Install Spring and Lower Spring Retainer

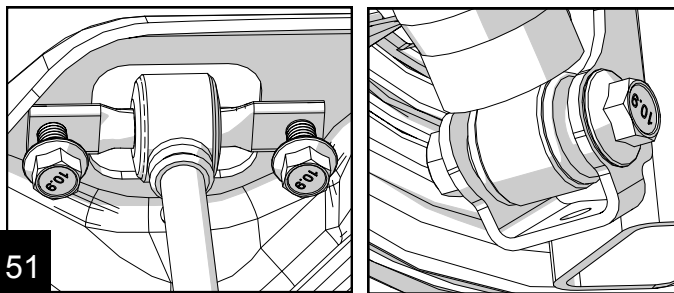
Install the factory rear upper spring isolators and the new rear coil springs. **Note:** The upper pigtail end needs to be all the way to the rear of the Jeep. Locate the rear lower coil spring retainer kit (4954300) and install. Use the provided wrench to help with the nut installation. Torque to 25 ft-lbs (35 Nm).



50

Rear Shocks

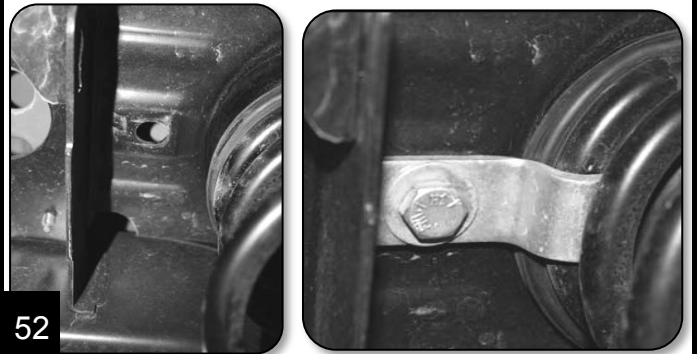
If your kit came with Falcon Shocks then install them now, following their instructions. If installing other shocks install them using the two upper bolts with a 16mm and the lower nut and bolt with an 18mm. Torque the upper bolts to 37 ft-lbs (50 Nm) and lower bolts to 56 ft-lbs (76 Nm).



51

Install Rear Upper Spring Retainer

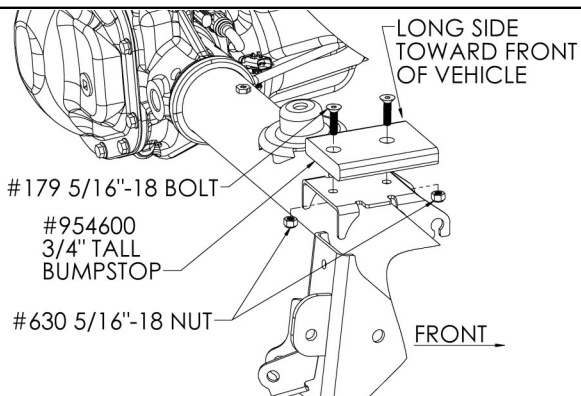
Locate the factory hole at the frame side coil bucket. Using the supplied hardware, install the coil retainer in between the top to coils. Using a 3/4 socket and wrench torque the bolt to 50 ft-lbs.



52

Install Rear Lower Bumpstop Pad

Locate the rear lower bumpstop kit (19454605) and install the lower bumpstop pad with the extended end facing forward. Torque to 200 in-lbs. (22 Nm).



53

Secure the axle breather tube to the cross member.



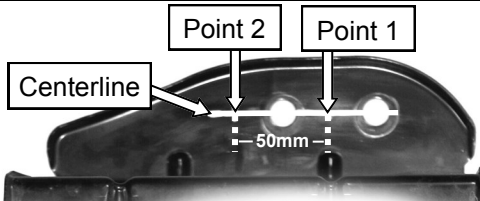
54

EVAP Canister Relocation

Note: 2012+ 4-Door Wrangler must relocate the EVAP canister for proper driveline clearance at full suspension articulation. 2007-2011 4-Door and all 2-Door JK's skip to step 57.

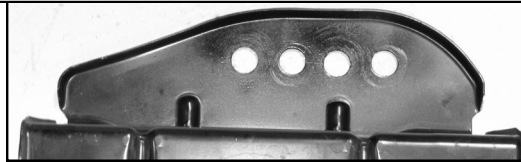
Locate the EVAP canister and skid plate located under the vehicle next to the rear driveline. Use a 16mm to remove the two front bolts of the EVAP canister. Loosen, but do not remove the rear bolt.

Mark a centerline of the existing holes (labeled Centerline). Mark a spot about half way between the two existing holes (labeled Point 1) and one 50mm to the left of Point 1. (labeled Point 2). Center punch and drill a 1/2" hole at Points 1 and 2. Use a small block of wood as a spacer behind the bracket for drilling.

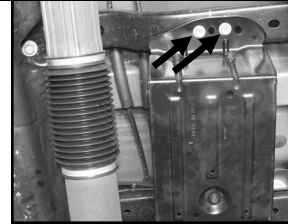


55

Results after drilling.



Remove the wood, rotate the canister and skid plate. Reinstall using the two new mounting holes. Torque all three bolts to 10 ft-lbs (14 Nm)



56

Reinstall the wheels and tires.

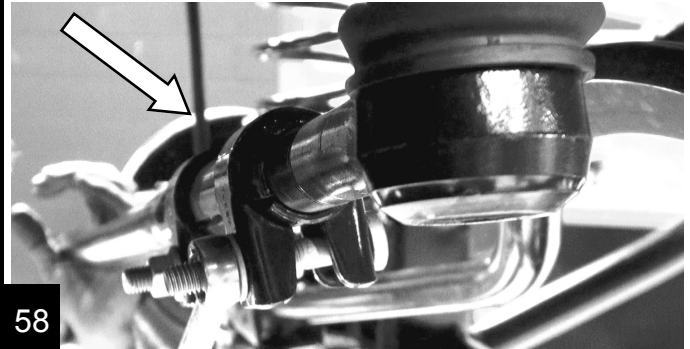
Torque lug nuts to 85-125 ft-lbs (115-170 Nm) Lower the Jeep to the ground.

With the Jeep on the ground, torque control arm, track-bars, trackbar brackets and all other bolts that have not been tightened. This will ensure that the bushing load is in a neutral position throughout the Jeep.

Front Upper Control Arms	75 ft-lbs	102 Nm
Rear Upper Control Arms	125 ft-lbs	169 Nm
Front and Rear Lower	125 ft-lbs	169 Nm
Front and Rear Trackbars	125 ft-lbs	169 Nm

57

Note: Before test driving the Jeep, do a quick visual check and make sure the tires are straight. Adjust the drag link as needed to center the steering wheel. Drive a short distance down a straight road and, if necessary, readjust the steering wheel to center. Torque the draglink adjusting sleeve to 26 ft-lbs (35 Nm).



58

Perform a final check of the suspension components and bolts.

To avoid excessive tire wear an alignment is necessary.

Maintenance Note: After the first 100 miles and every 3,000 miles after that, re-torque all the suspension components and bolts.

59

Install is now Complete!

Congratulations! Your hard work, unprecedented dedication, and extreme attention to detail have earned you a very sweet ride. Go enjoy a day or two in the back country. After all, you earned it.

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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 swaybar 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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