



# TERAFLEX

## PRODUCT INSTALLATION GUIDE

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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
<b>5018</b>	<b>Nut Bolt RR Ext BI Kit JK 888HRWBLKJK THB</b>	
76	Nut 1/4-28 Nylock	2
77	Bolt 1/4-28 X.75 Hex Zinc	2
458	Washer Flat 1/4	4
<b>5019</b>	<b>Nut Bolt RR Bs JK 888HRWBSJK THB</b>	
38	Washer Flat 5/16 Zink 00038	8
153	Bolt 5/16-18X1.25 Hex Zinc	4
632	Nut 5/16X18 Stover	4
<b>5020</b>	<b>Nut Bolt Lsx JK 888HRWLSXJK THB</b>	
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
<b>5114</b>	<b>Nut Bolt pack 888HRWRTBJKBB THB</b>	
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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## PRODUCT INSTALLATION GUIDE

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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
<b>5018</b>	<b>Nut Bolt RR Ext BI Kit JK 888HRWBLKJK THB</b>	
76	Nut 1/4-28 Nylock	2
77	Bolt 1/4-28 X.75 Hex Zinc	2
458	Washer Flat 1/4	4
<b>5019</b>	<b>Nut Bolt RR Bs JK 888HRWBSJK THB</b>	
38	Washer Flat 5/16 Zink 00038	8
153	Bolt 5/16-18X1.25 Hex Zinc	4
632	Nut 5/16X18 Stover	4
<b>5020</b>	<b>Nut Bolt Lsx JK 888HRWLSXJK THB</b>	
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
<b>5022</b>	<b>Nut Bolt RR Shock Ext JK 888HRWRRSXJK THB</b>	
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
<b>5114</b>	<b>Nut Bolt pack 888HRWRTBJKBB THB</b>	
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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## PRODUCT INSTALLATION GUIDE

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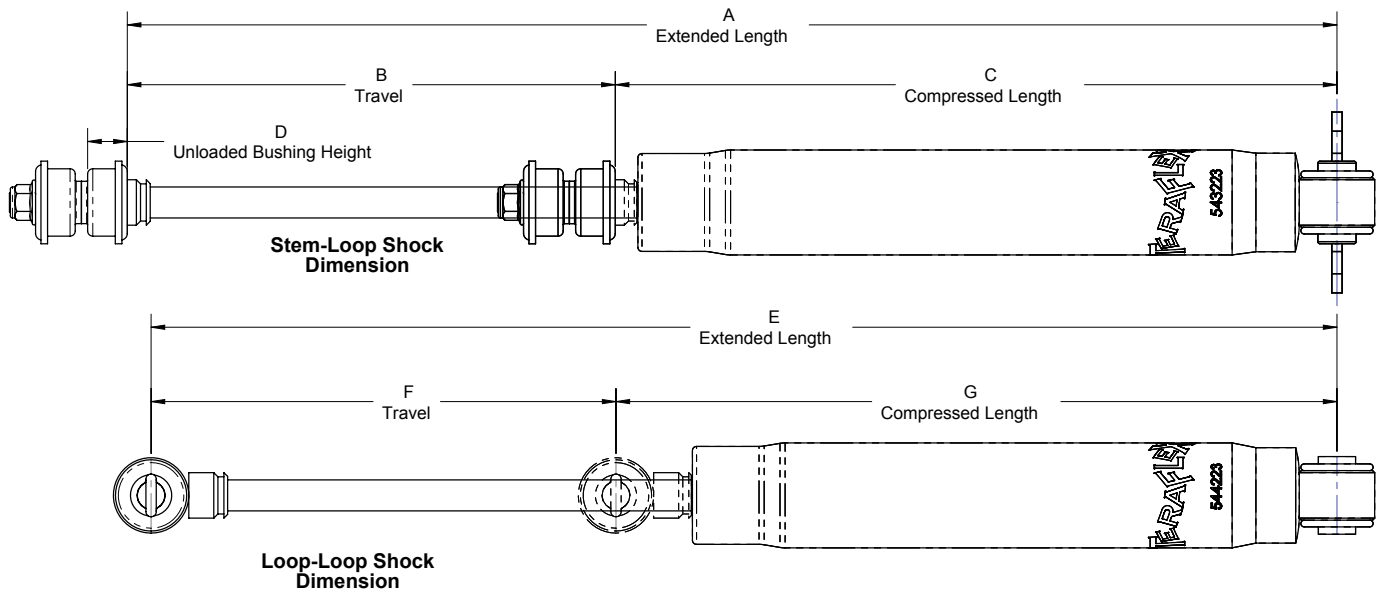
Part # 1355200

### Budget Boost Lift WITH NO SHOCKS

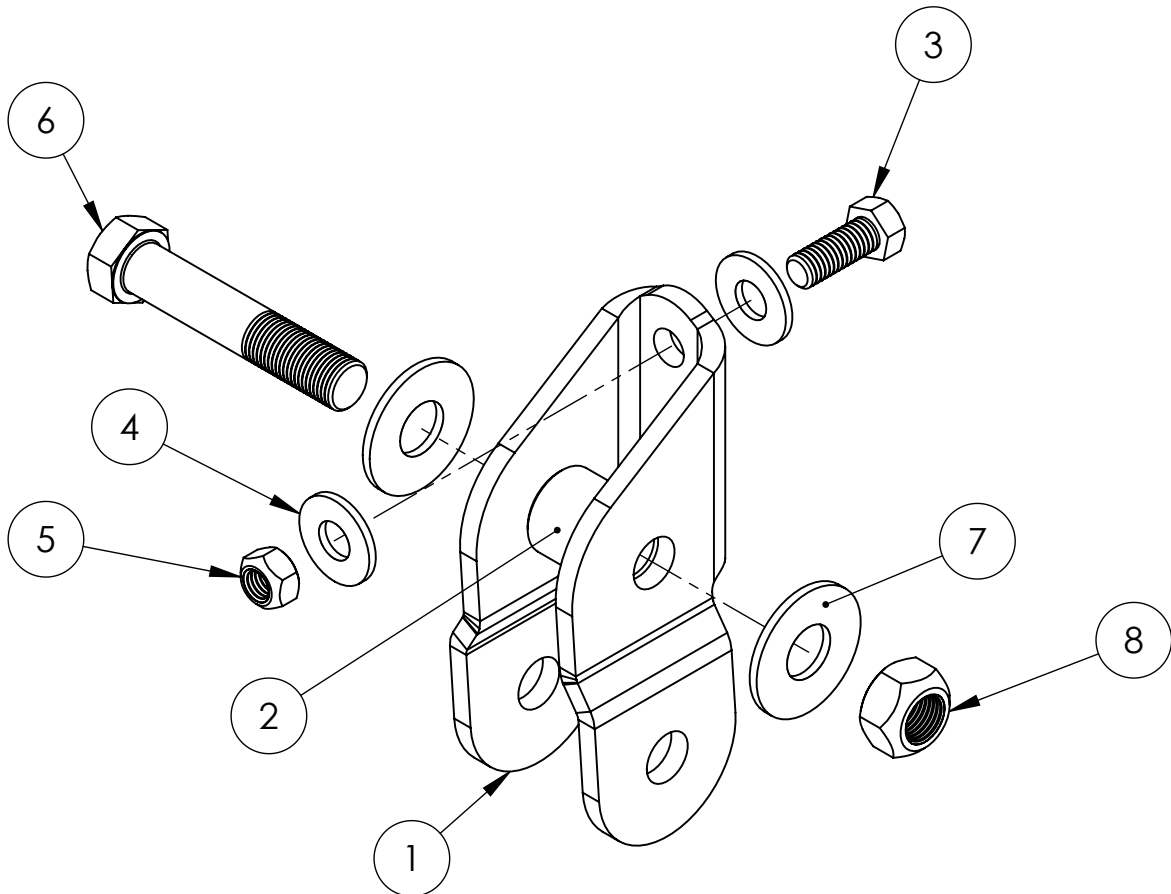


**We recommend using TeraFlex, Elka or Teraflex tuned FOX Shocks with this application. Check the shock length chart on page 8 if you would like to use another shock. DO NOT USE A SHOCK WITH A LONGER EXTENDED Length. This will cause damage to critical items such as brake lines and drive lines.**

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
600276	JK Rear Brakeline Extension Bracket	2
<b>5018</b>	<b>Nut Bolt RR Ext BI Kit JK 888HRWBLKJK THB</b>	
76	Nut 1/4-28 Nylock	2
77	Bolt 1/4-28 X.75 Hex Zinc	2
458	Washer Flat 1/4	4
<b>5019</b>	<b>Nut Bolt RR Bs JK 888HRWBSJK THB</b>	
38	Washer Flat 5/16 Zink 00038	8
153	Bolt 5/16-18X1.25 Hex Zinc	4
632	Nut 5/16X18 Stover	4
<b>5020</b>	<b>Nut Bolt Lsx JK 888HRWLSXJK THB</b>	
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<b>5114</b>	<b>Nut Bolt pack 888HRWRBJKBB THB</b>	
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)
<b>JK</b> 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.



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.



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



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.

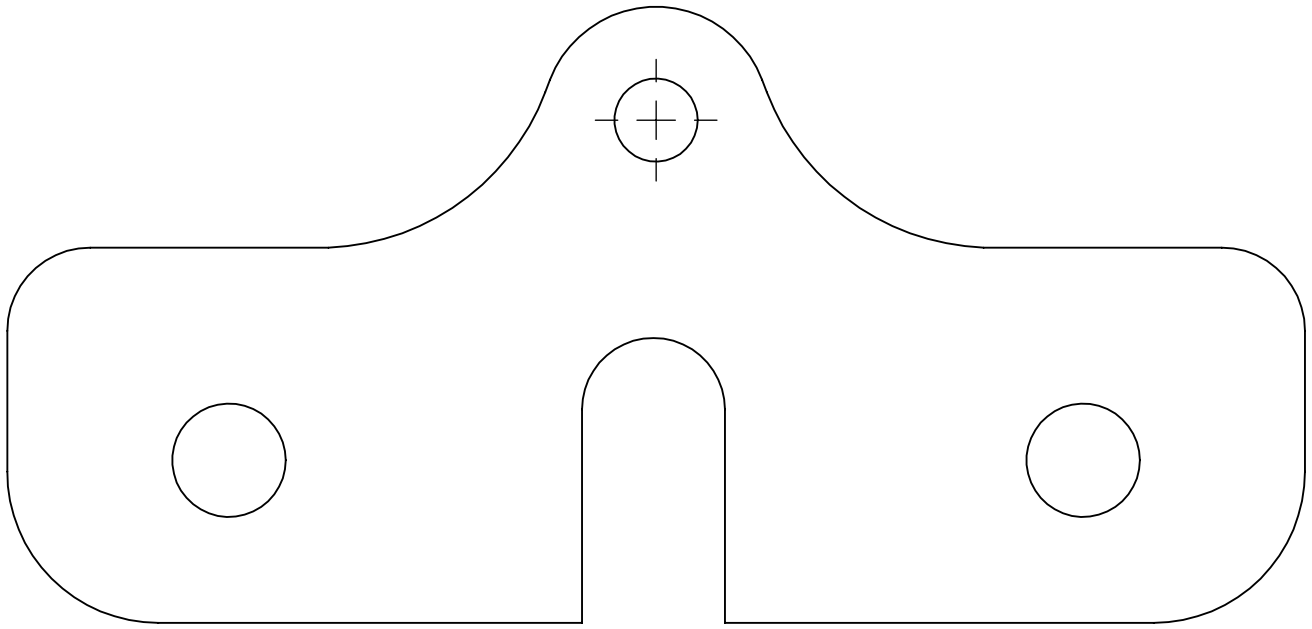


33. Reinstall wheels, torque lug nuts to 95- 115 ft-lbs, Remove jack stands, lower the vehicle onto its own weight, and torque all the control arm bolts. Torque the uppers to 75 ft-lbs and the lowers to 125 ft-lbs.
34. Install the rear track bar. To align the rear track bar to the axle have someone push 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.

