

# TERAFLEX

## INSTALLATION GUIDE

### **XJ & ZJ Front Sway Bar Quick Disconnects Kit**

**Part #1713000 - skin packed**  
**1713090 - boxed**

The new generation TeraFlex Sway Bar Quick Disconnects for XJs and ZJs include the components picture to the right. DO NOT use these quick disconnects with only one side connected. Doing so will void any warranty claims.



Grand Cherokee Owners: Please note that these instructions were photographed during an installation on a Cherokee. Although the function will be the same, the installation will vary slightly on the Grand Cherokee. Please use the instructions as guidance, but realize that actual drilling locations may appear different. When drilling, be sure to check clearance to avoid drilling into anything you shouldn't.

#### **Part One**

Prior to starting the installation, please remove stock sway bar links.

##### **Step 1**

After removing the sway bar links, identify the left and right quick disconnect. One way to tell is that the bolt head will point away from the vehicle in its final position.

Place the round spacer ring on the threaded bracket bolt.

Once the assembly has been inserted into place, make sure that the grease zerk points downward away from the vehicle. Add the flat washer and nut and secure.



##### **Step 2**

Attach the sway bar connecting stud to the lower mount bracket by inserting the stainless steel stud in the hole vacated by the sway bar arm and securing with lock washer and nut. Be sure that the threaded portion of the stud points away from the vehicle.

**NOTE:** It is highly recommended to use loctite on the stud.



### Step 3

Use the pin for leverage when tightening the nut with a 3/4" wrench.



### Step 4

Attach the sway bar arm by sliding the polyurethane bushing onto the lower stainless steel stud. The use of lubricant such as WD-40 will make this much easier.



### Step 5

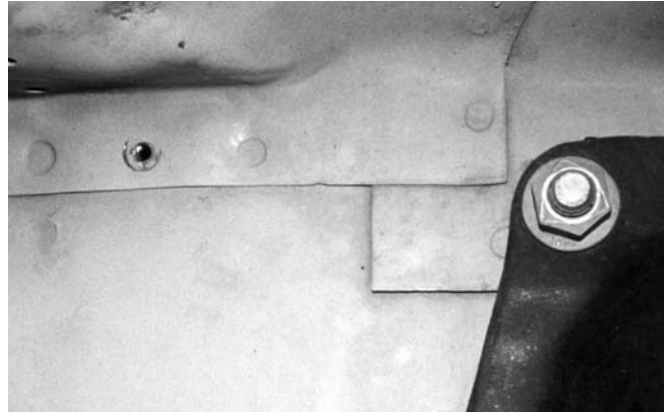
Secure the quick disconnect by placing the washer on the side opposite the bolt and insert pin into the stud. *Note: This photo illustrates how the front axle will shift to the driver's side when the suspension is fully extended by a hoist. You may wish to connect the components with the vehicle on the ground.*



## Part Two

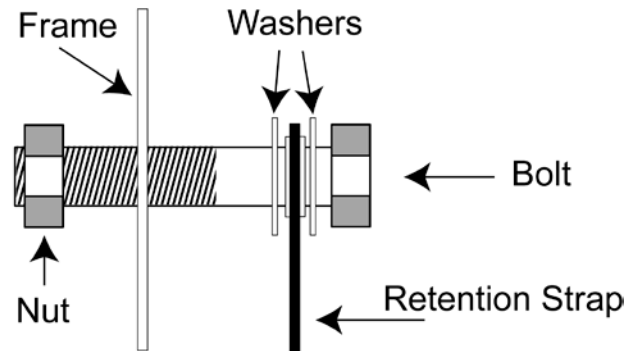
### Step 1

The next step involves installation of the retention strap used to secure the sway bar when disconnected. Drill the hole where the retention strap will be attached. The photograph shows one possible location.



### Step 2

Place one washer on each side of the grommet located on the upper end of the retention strap and insert the bolt. Please refer to the diagram.



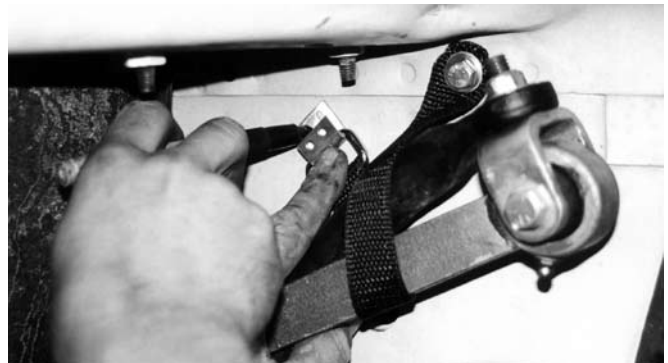
### Step 3

Tighten the bolt to secure the retention strap.



### Step 4

Now, locate and mark the proper position for the retention strap hook. Be sure to allow enough freedom in the strap to remove the strap from the hook.



### Step 5

Drill the hole marked in Step 4.



### Step 6

Attach the retention strap hook to the vehicle using the included metal screws.



## ***Notes on securing your disconnected sway bars***

There are two methods of securing the disconnected sway bars. One method should be stronger but the other is quicker.

### **Stronger method**



### **Quicker method**



### ***Instructions for Brake Line Relocators***

1. Remove the Torx bolt holding the brake line to the frame.
2. Line the bracket up with the holes in the frame so that the bracket extends down.
3. With the bracket in place, use the Torx bolt to secure the bracket to the frame.
4. Pull the brake line assembly down until it lines up with the lower holes in the new bracket.
5. Using the 1/4" bolt and nut supplied, secure the brake line to the bracket.

### ***Note:***

*We recommend greasing your quick disconnects at least every 3,000 miles. It is also a good idea to grease after going through water and when the quick disconnects become difficult to move. Lubricants like WD-40 on the stainless studs will make moving the quick disconnect arms much easier.*



# 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 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.