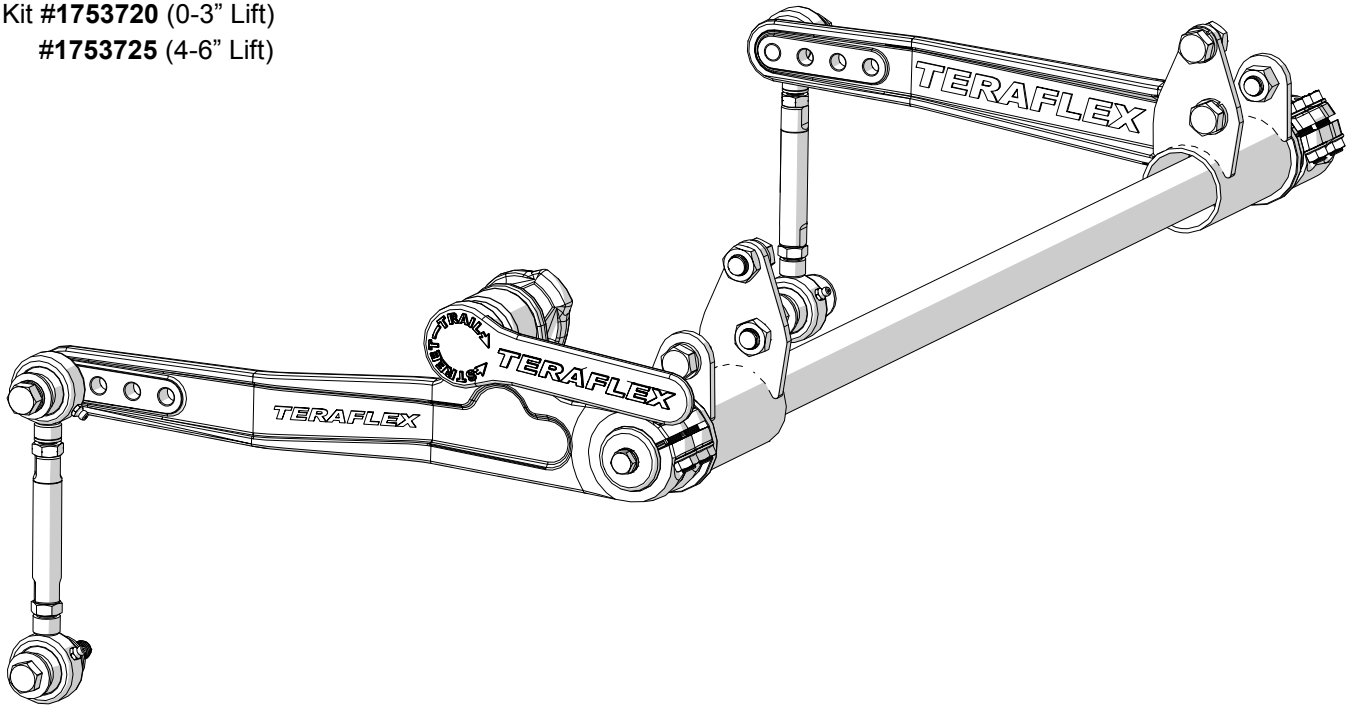




TeraFlex JK Dual Rate Sway Bar

Kit #1753720 (0-3" Lift)

#1753725 (4-6" Lift)



Important Notes:

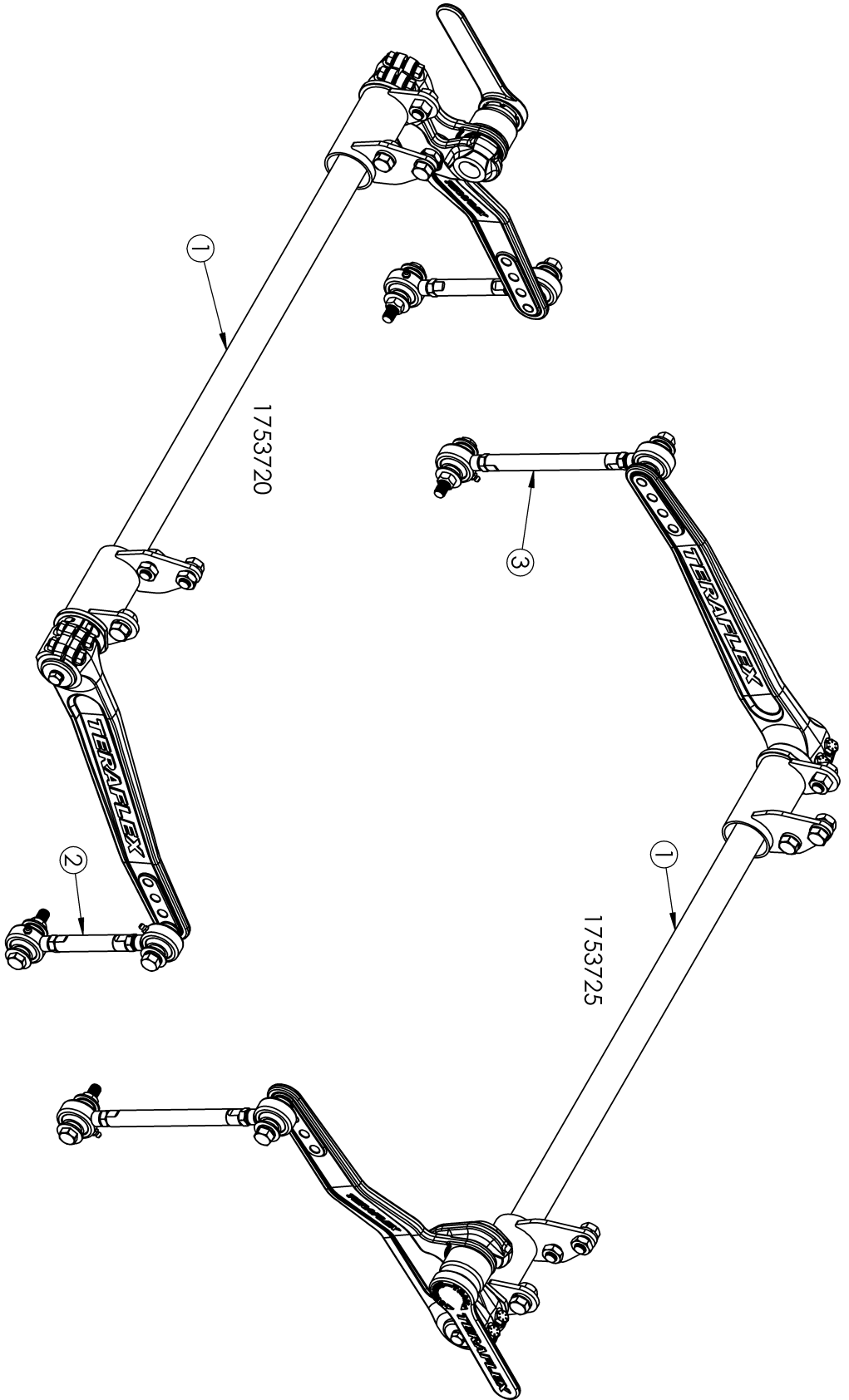
Prior to beginning this or any installation read these instructions to familiarize yourself with the required steps and evaluate if you are experienced and capable to personally perform these modifications. A factory service manual should be used in conjunction with these installation instructions.

For maximum happiness and the least amount of heartache and frustration, follow these instructions exactly. The orientation of the splined parts is critical for proper sway bar function and alignment. The splined mating parts fit together very tightly to eliminate any play in the assembled Dual Rate sway bar. A cold chisel or other wedge will be necessary to spread the pinch clamps to aid in installation of the forged sway bar arms.

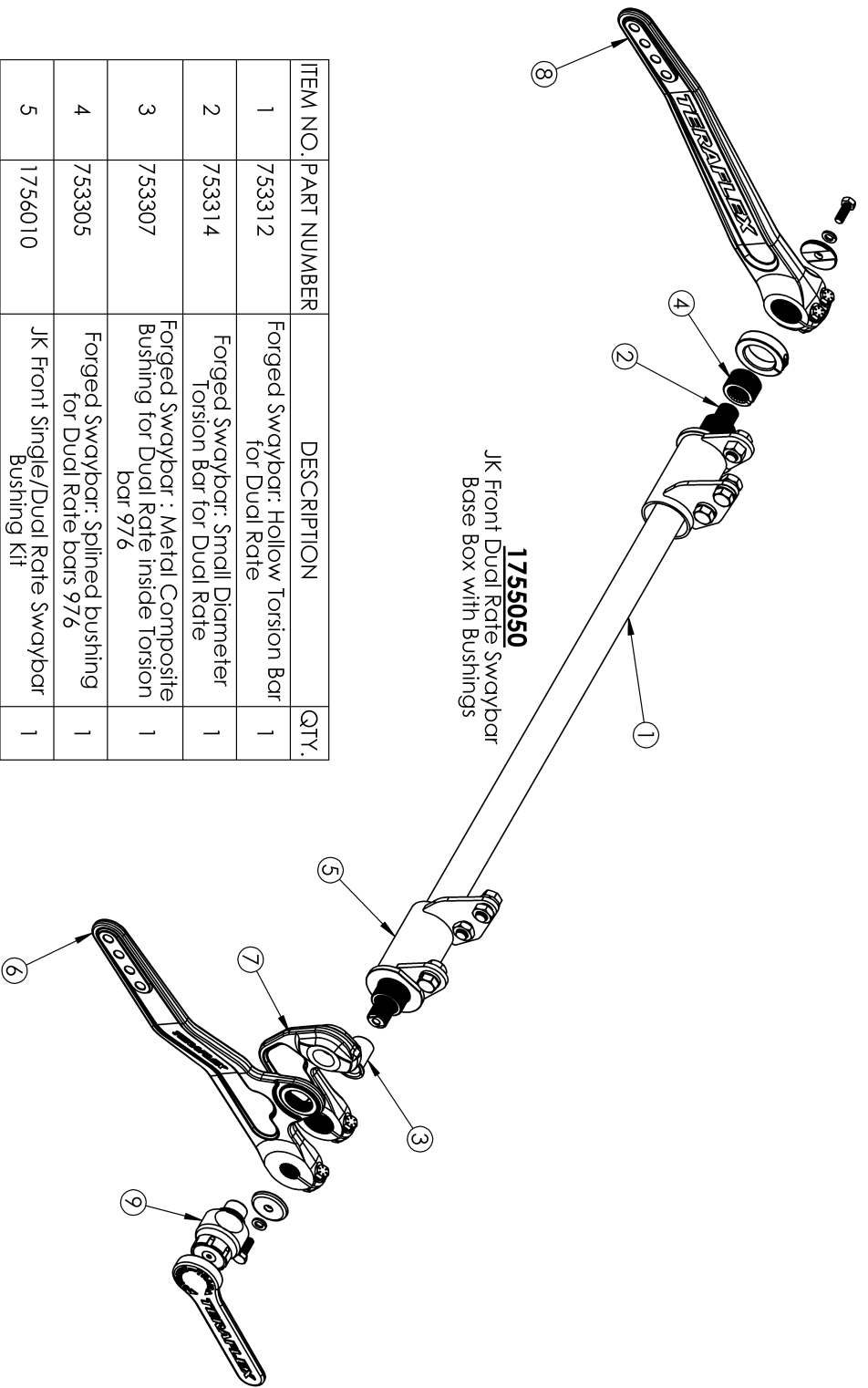
Refer to the parts list to ensure that all necessary components and hardware has been included. If any parts are missing please contact your local TeraFlex dealer for assistance.

Tools needed:

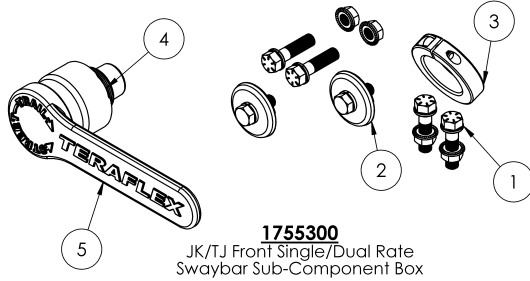
- This installation guide
- Basic mechanics tool set
- 1 1/2" End Wrench
- Mallet or dead blow hammer
- Grinder with cut off disc
- High quality grease
- Tape
- Blue thread locking compound
- Square
- Tape measure
- Large Punch
- Cold chisel, large flat screw driver or other wedge shaped device



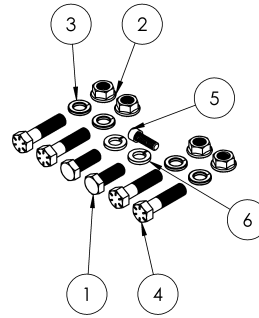
ITEM NO.	PART NUMBER	DESCRIPTION	1753720/QTY.	1753725/QTY.
1	1755050	JK Front Dual Rate Swaybar Base Box with Bushings	1	1
2	1756012	JK/TJ 0"-3" Front Forged Swaybar Short Link Kit	1	-
3	1756015	JK/TJ 4"-6" Front Forged Swaybar Long Link Kit	-	1



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	753312	Forged Swaybar: Hollow Torsion Bar for Dual Rate	1
2	753314	Forged Swaybar: Small Diameter Torsion Bar for Dual Rate	1
3	753307	Forged Swaybar : Metal Composite Bushing for Dual Rate inside Torsion bar 976	1
4	753305	Forged Swaybar: Spined bushing for Dual Rate bars 976	1
5	1756010	JK Front Single/Dual Rate Swaybar Bushing Kit	1
6	753301	Dual Rate Forged Swaybar Arm with Mounting Boss for Handle and 22 Spline	1
7	753302	Single and Dual Rate Small Swaybar Arm with Extended Boss	1
8	753317	Single and Dual Rate Long Swaybar Arm with 35 Spline	1
9	1755300	JK/TJ Front Single/Dual Rate Swaybar Sub-Component Box	1



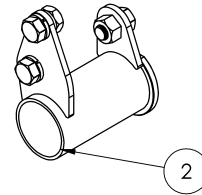
1755300
JK/TJ Front Single/Dual Rate
Swaybar Sub-Component Box



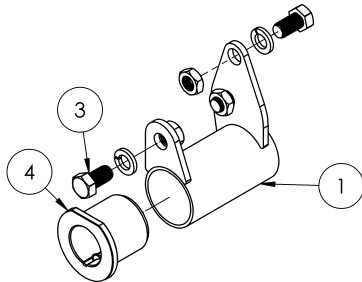
5038
Hardware Pack for Basic
Swaybar Forged Swaybar

ITEM NO.	PART NUMBER	DESCRIPTION	1755300/ QTY.
1	5038	Hardware Pack for Basic Swaybar Forged Swaybar	1
2	753304	Forged Swaybar : Endcap x 2 per kit 976	2
3	753309	Forged Swaybar: Clamp to correct Spacing on Plain Arm Side 1.5" ID 976	1
4	753320	Forged Swaybar: Knob w/ Locking Pin assembled by Supplier 976 753322 and 753321 together	1
5	753333	Swaybar Knob Wrench	1
6	97523	Sticker -Dial Street/Trail 000975-23	1

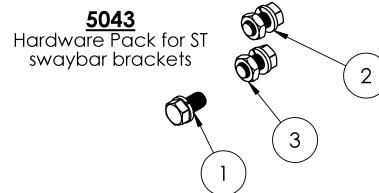
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	1001	Bolt 3/8"-24 UNF x 3/4" Long Stainless Hex head (Dual Rate)	2
2	104	Nut 3/8"-24 UNF Flange Serrated	4
3	123	Lock Washer 3/8" Zinc Plated	4
4	600991	Bolt 3/8"-24 UNF x 1.5" GRADE 8 99A Hex Head Zinc Plated	4
5	75	Bolt 1/4"-20 UNC x 3/4" Long Stainless Steel Socket Head Cap Screw	1
6	97514	Washer 3/8" Lock Stainless Steel wsr 3/8	2



1756010
JK Front Single/Dual Rate
Swaybar Bushing Kit

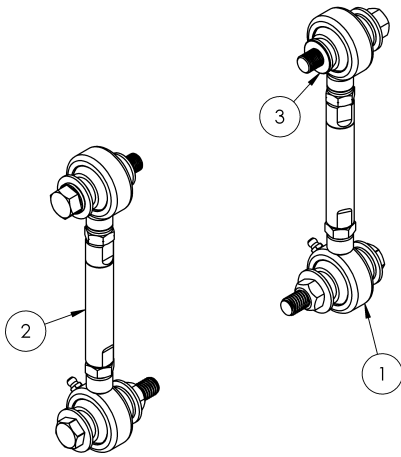


ITEM NO.	PART NUMBER	DESCRIPTION	1756010/ QTY.
1	753901	JK Front Driver Side S/T Swaybar Frame Bracket	1
2	753902	JK Front Passenger Side S/T Swaybar Frame Bracket	1
3	5043	Hardware Pack for ST swaybar brackets	1
4	753328	Forged Swaybar: Bushing Universal OD (2-1/8") with large (1-1/2") ID for Large Diameter Bar	2

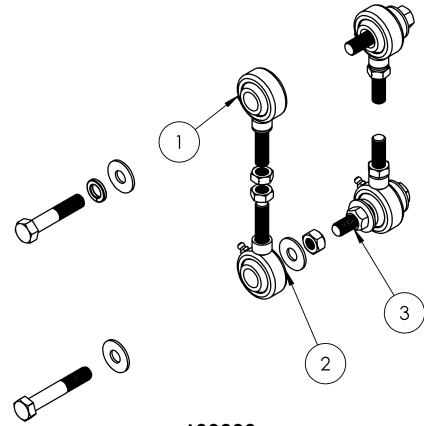


ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	113	Bolt 9/16"-12 UNC x 1" Long Hex Head Zinc Plated	6
2	78	Washer 9/16" Split Lock Washer Zinc Plated	6
3	119	Nut 9/16"-12 UNC JAM Nut Zinc Plated	4

1753720



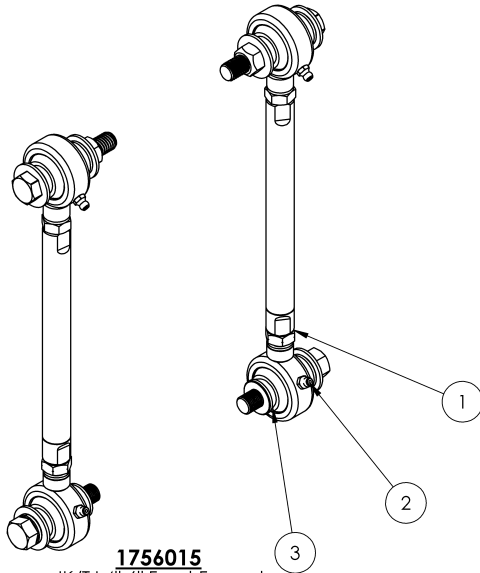
ITEM NO.	PART NUMBER	DESCRIPTION	600380/QTY.
1	9751213	1/2"-20 UNF Left Hand Thread Rod End	2
2	9751214	Rod End Right had thread 1/2"-20 UNF 975-12S-R	2
3	5006	Hardware Pack for Forged Swaybar sub kit	1



600380
Forged Swaybar Link Hardware Bag

ITEM NO.	PART NUMBER	DESCRIPTION	1756012/QTY.
1	600380	Forged Swaybar Link Hardware Bag	1
2	9751211	QD Cntr No Ends 4" Long 1/2"-20 UNF Threads	2
3	975126	Spacer Misalignment for 975 links offset	8

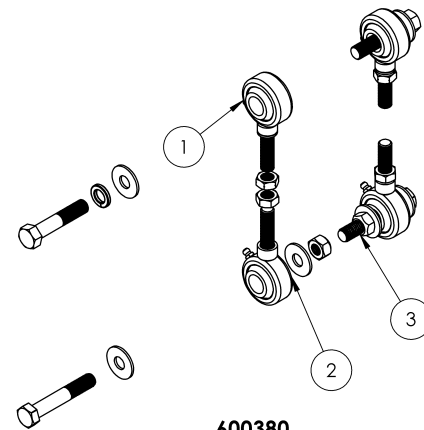
1753725



1756015
JK/TJ 4"-6" Front Forged Swaybar Long Link Kit

-OR-

ITEM NO.	PART NUMBER	DESCRIPTION	600380/QTY.
1	9751213	1/2"-20 UNF Left Hand Thread Rod End	2
2	9751214	Rod End Right had thread 1/2"-20 UNF 975-12S-R	2
3	5006	Hardware Pack for Forged Swaybar sub kit	1



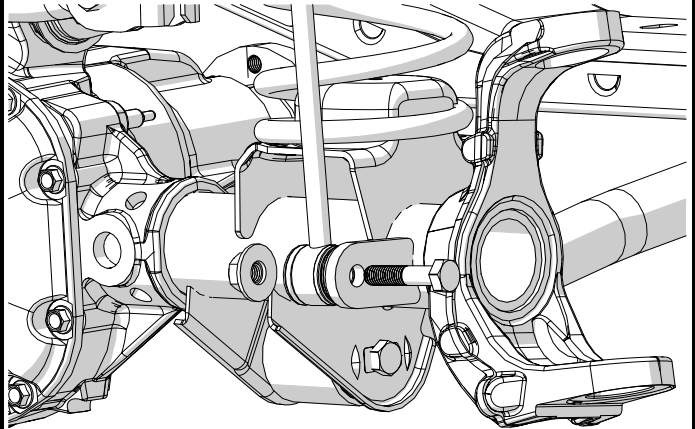
600380
Forged Swaybar Link Hardware Bag

ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	97512	QD Cntr No Ends 7.5" Long Raw	2
2	600380	Forged Swaybar Link Hardware Bag	1
3	975126	Spacer Misalignment for 975 links offset	8

Disconnect any fog light or auxiliary light wiring and secure the harness up out of the way. Remove front bumper. Unplug the electrical connector on the Rubicon sway bar if equipped.

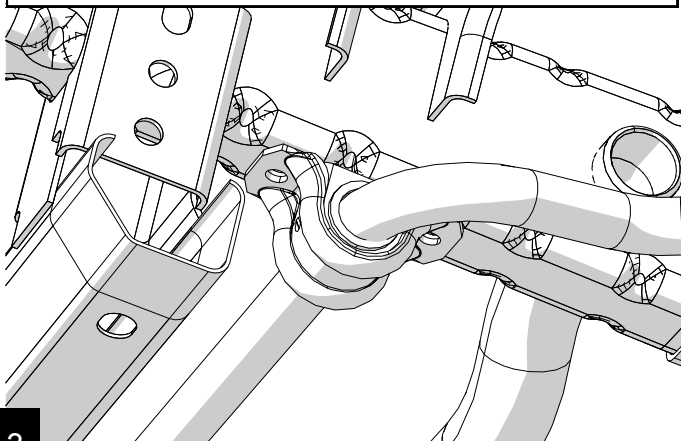
1

Remove the sway bar links from the axle.



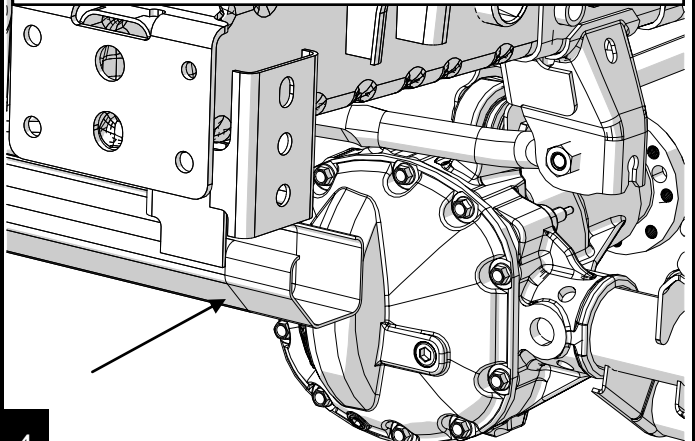
2

Support the sway bar and remove the four 16 mm frame mounting bolts.



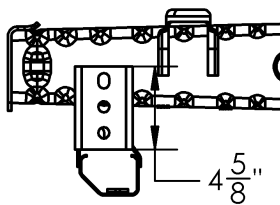
3

Earlier model JKs will require cutting on the line shown on the cross member.



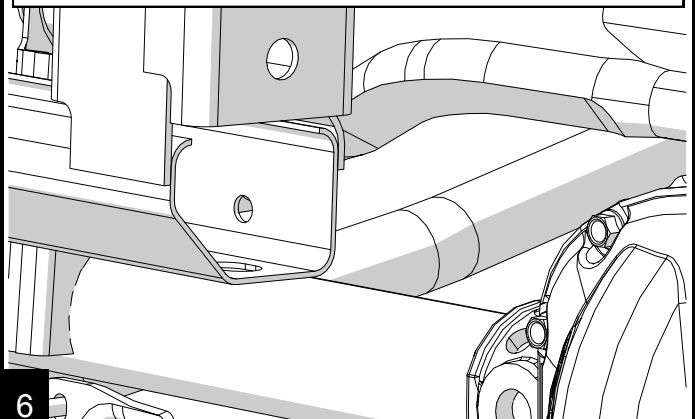
4

Later model JKs will require cutting the cross member support as shown. Use a square to mark a cut line $4\frac{5}{8}$ " down.



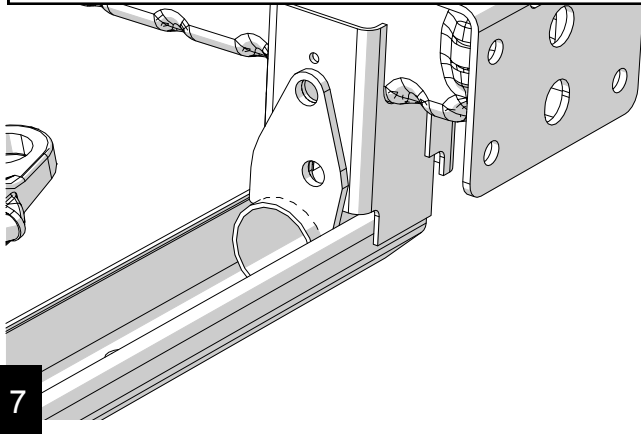
5

The cross member and support will look like this after cutting. Use a flap disc or grinder disc to make the cut flat.



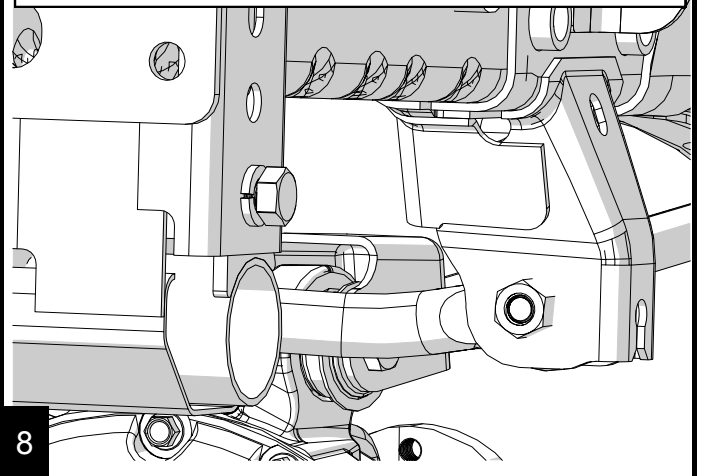
6

Insert left and right frame brackets. The lower hole will be further forward, with each hole lining up with a factory hole



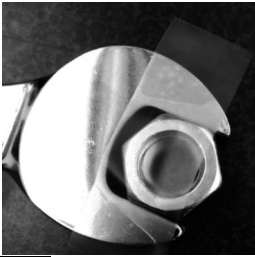
7

Loosely install the 9/16" x 1" bolt, don't forget the lock washer. Repeat for other side.

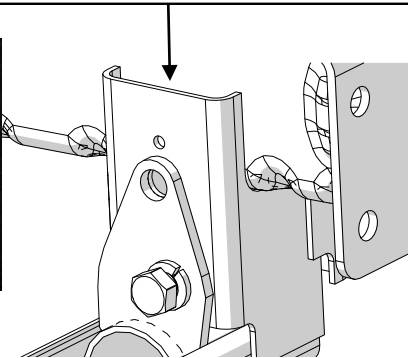


8

Loosely install the lower inside 9/16" x 1" bolt. Use a lock washer under the bolt head. To start the nut, tape the nut to the 7/8" end wrench as shown and slide it down between the frame and cross member support bracket. Repeat for other side.

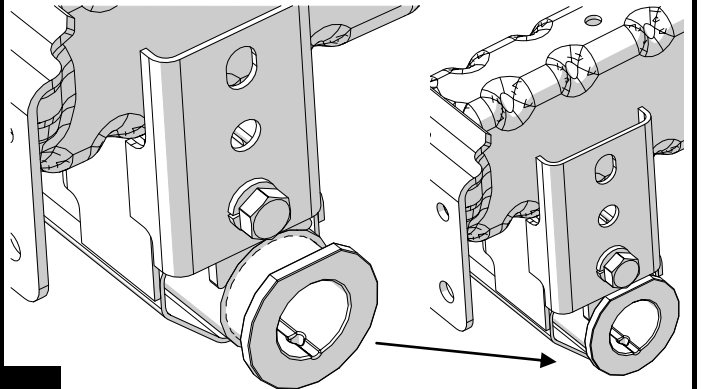


9a

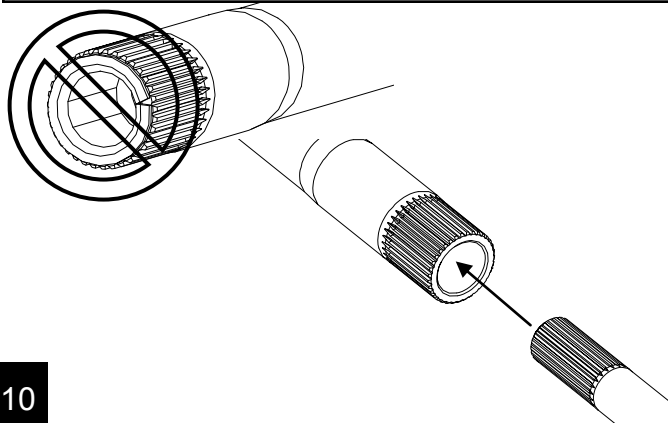


9b

Tap the torsion bar bushings into the frame brackets. Apply a coating of grease to the inside diameter of the bushing

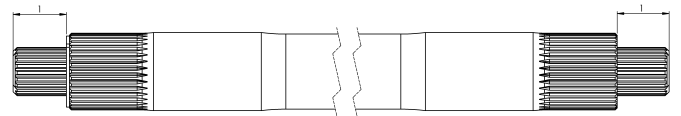


Install the Trail Rate bar into the hollow Street Rate bar. Insert smaller bar on the side opposite of the pre-installed alignment bushing.



10

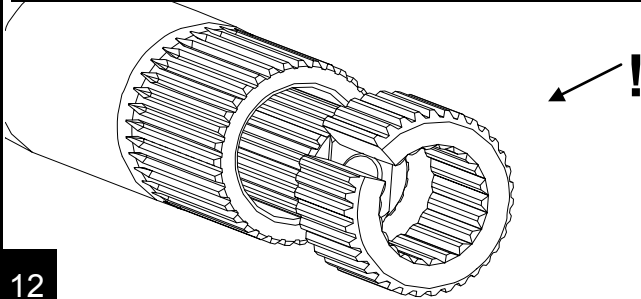
Tap the inner bar through until there is approximately 1" on either side.



11

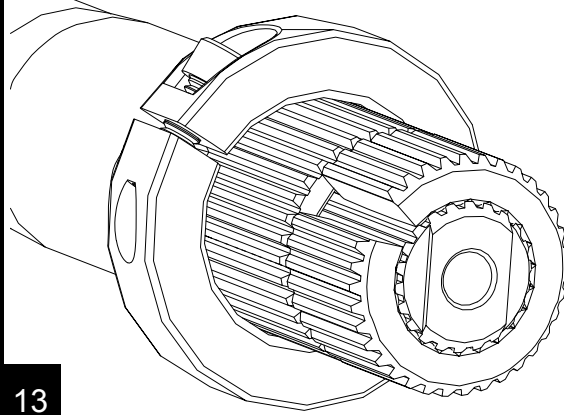
Using a dead blow hammer or mallet, tap the dual splined bushing in place on the side opposite to the preinstalled bushing.

CRITICAL: The dual splined bushing must be oriented as shown in the figure with the large chamfer on the outer diameter facing out! All mating splines are designed to be a tight fit.



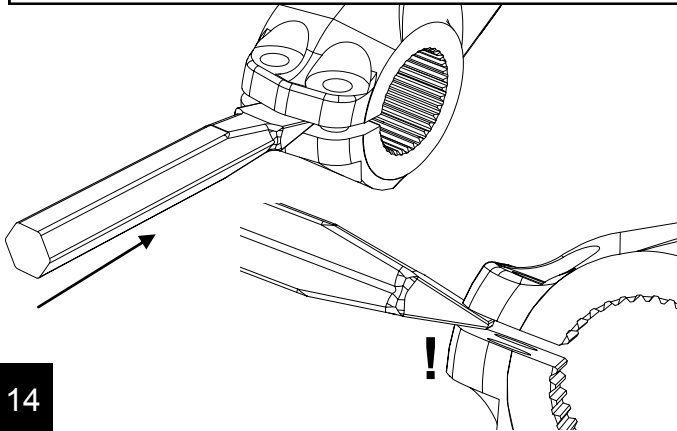
12

Loosely install the included 1/4"-20 allen cap screw, position the collar as shown and slide it onto the assembly.



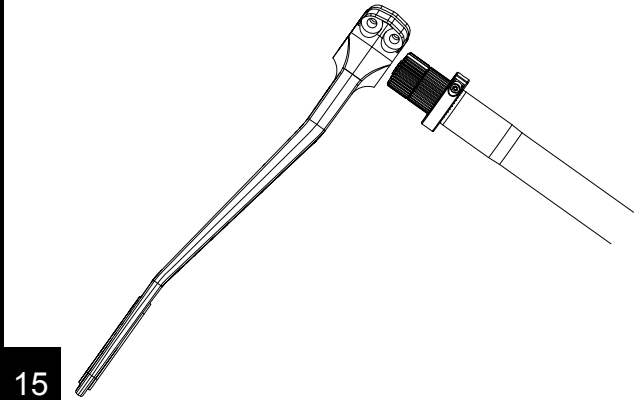
13

Tap a wedge (cold chisel or large flat screw driver) into the pinch clamp relief on the forged sway bar arm. Make sure the chisel doesn't protrude into the splines.



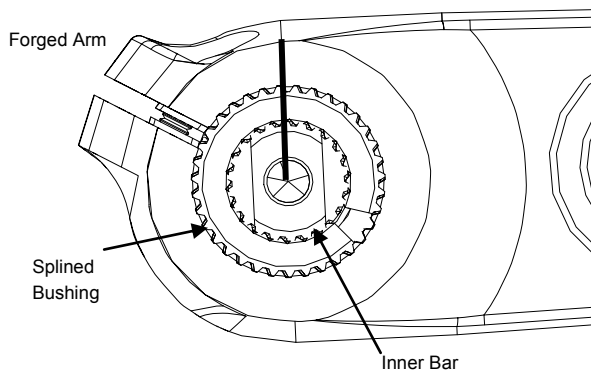
14

Orient the forged sway bar arm as shown before tapping the arm onto the dual splined bushing/torsion bar assembly.



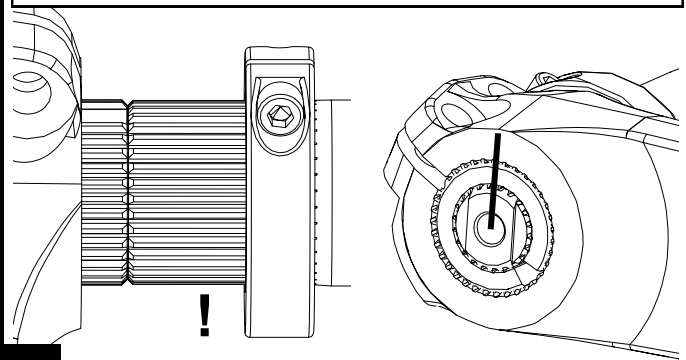
15

CRITICAL: Align the paint pen markings.



16

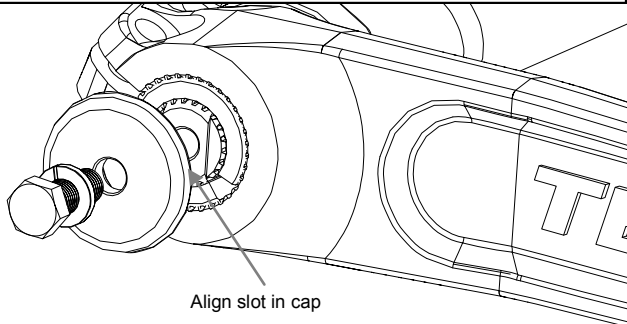
Tap the forged arm onto the splined bushing. If the splines on the bushing are not aligned with the splines on the large torsion bar, rotate the sway bar arm to line the splines up. Finish tapping the arm into place and remove chisel.



17

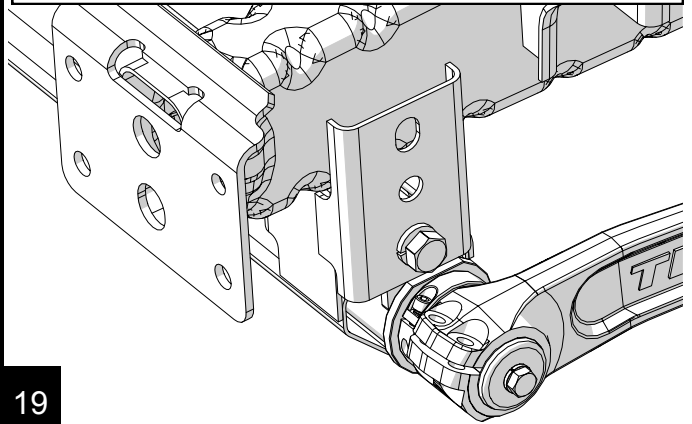
Align splines on bushing with large torsion bar

Apply blue thread locking compound to the 3/8" x 3/4" long stainless steel bolt and install the sway bar end cap along with the lock washer. Be sure to align the slot in the cap to the raised feature on the small bar. Torque to 21 ft-lbs.



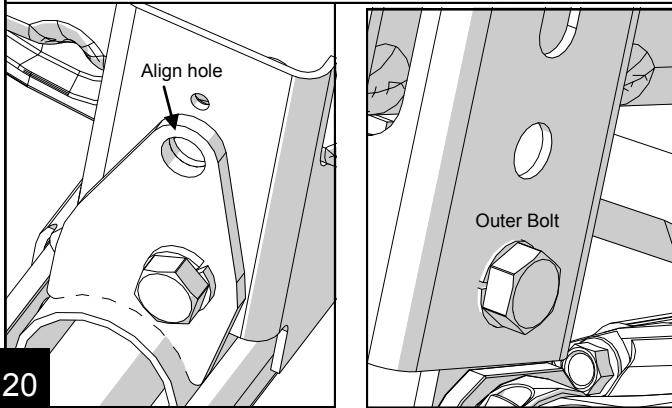
18

Slide the assembly through the bushings installed in the frame brackets from the left side of the Jeep. Rotate the sway bar until the forged arm is horizontal.



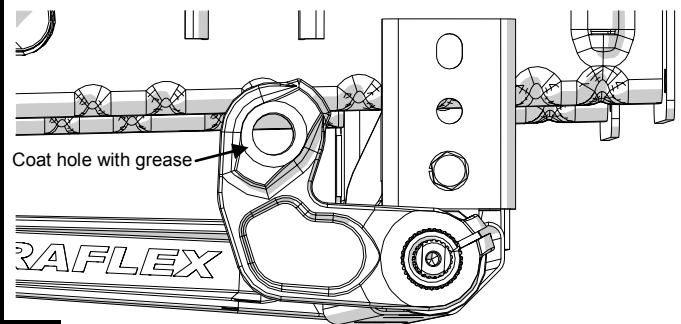
19

Torque the outer bolt to 55 ft-lbs while using an alignment tool (such as a large punch). Remove the alignment tool and torque the lower bolt. Install and torque the remaining 9/16" bolt, lock washer and nut. Repeat for other side.



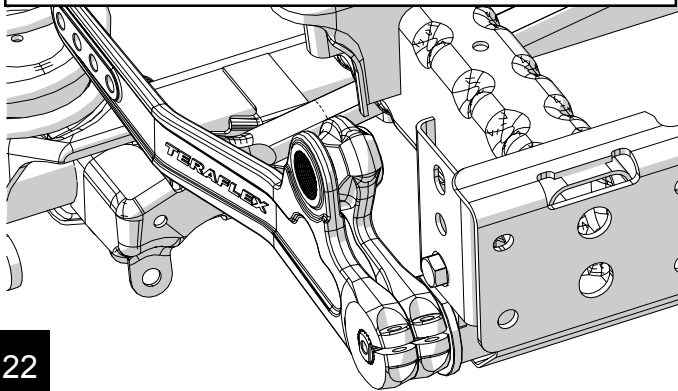
20

Orient the L-shaped locking arm and align it with the installed arm on the other side. Spread the pinch clamp relief as shown in step 14 and tap the arm into place. Coat the knob engagement hole with grease.



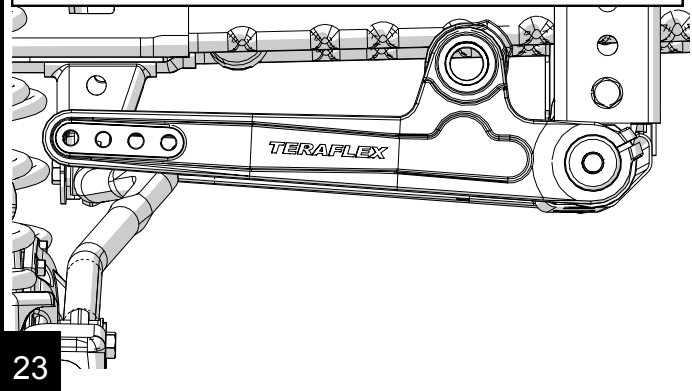
21

Again, spread the clamp of the right side forged arm as shown in step 14. Position the arm as shown and tap it onto the smaller torsion bar. Be sure all three forged sway bar arms are aligned.



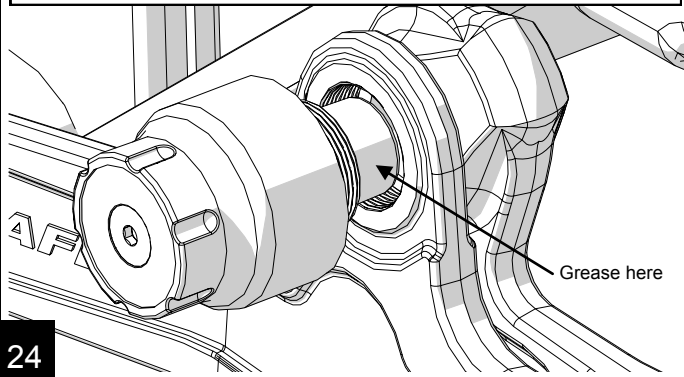
22

Using the remaining 3/8" x 3/4" long stainless steel bolt, install the other sway bar end cap. Don't forget the blue thread locking compound and lock washer. Torque to 21 ft-lbs.



23

Apply blue thread locking compound to the threads on the engagement knob and grease on the engagement pin. As the knob threads in and seats against the arm, it will open to the "Trail" position, allowing access to the hex. Using an 1 1/2" end wrench, torque the knob to approximately 120 ft-lbs.

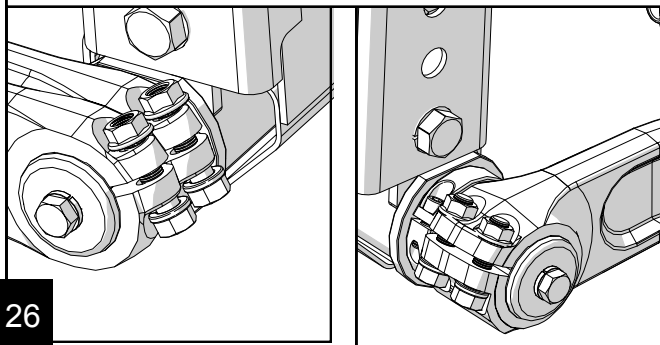


24

Turn the knob back to the "Street" position to test alignment. Due to manufacturing tolerances on the splined parts, the engagement pin may be slightly misaligned (1-2 degrees) with the hole in the L-shaped arm. The inner torsion bar is compliant enough that this will not cause any issues.

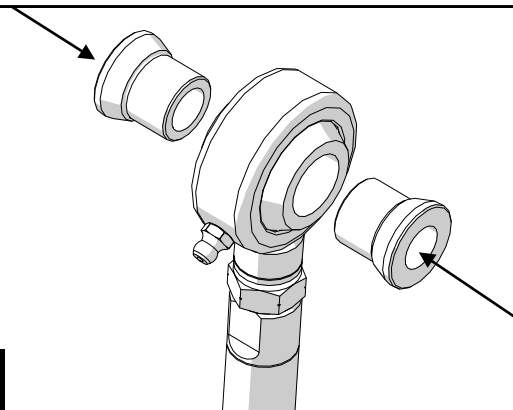
25

Install the four (Grade 8) 3/8" x 1 1/2" long pinch bolts in the arms. Don't forget the lock washers and blue thread locking compound. Alternate tightening the bolts on the left arm to equalize the load between the bolts. Final torque all pinch bolts to 50 ft-lbs. Torque the alignment spacer cap screw to 8 ft-lbs.



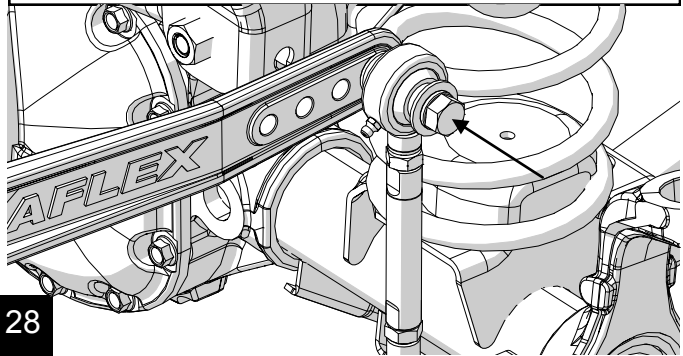
26

Using a small arbor press or vise, press the misalignment spacers into the rubber bushings of each sway bar link. Grease the inner diameter of the bushings and the outer diameter of the spacer to aid in installation.



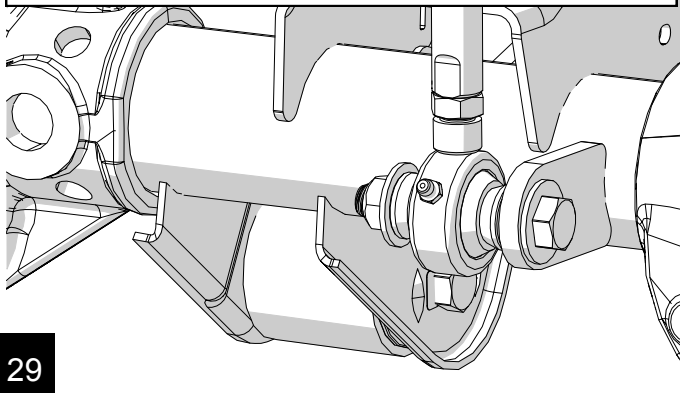
27

Orient the sway bar link as shown for easy zerk access. Choose your desired sway bar rate hole and install the upper link using the included 1/2"-20 bolt. Apply blue thread locking compound and torque bolt to 75 ft-lbs. Repeat for other side.



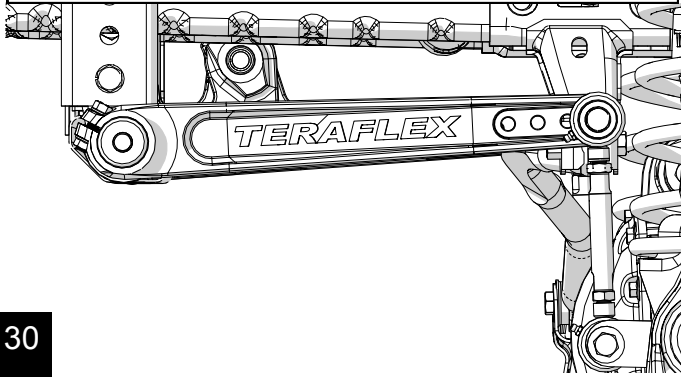
28

Install the lower link using the included 1/2"-13 bolts and stover nuts. Apply blue thread locking compound to the bolts and torque to 75 ft-lbs. Repeat for other side.



29

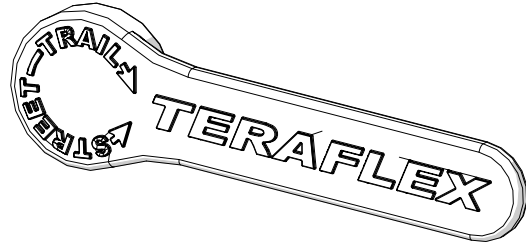
Lengthen the links so the forged sway bar arms are angled up slightly. The ends of the links are right and left hand threads. Simply twist the tube to adjust the length similar to a turn buckle. Adjust the link lengths so the engagement knob engages and disengages easily.



30

Reinstall front bumper and other accessories.
Installation is complete.

The included knob wrench is not designed to disconnect the sway bar when the vehicle is on uneven surfaces.



31

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.