



TeraFlex Premium 07-12 JK Ball Joints

Kit #3442002
#3442022 (Knurled)



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.

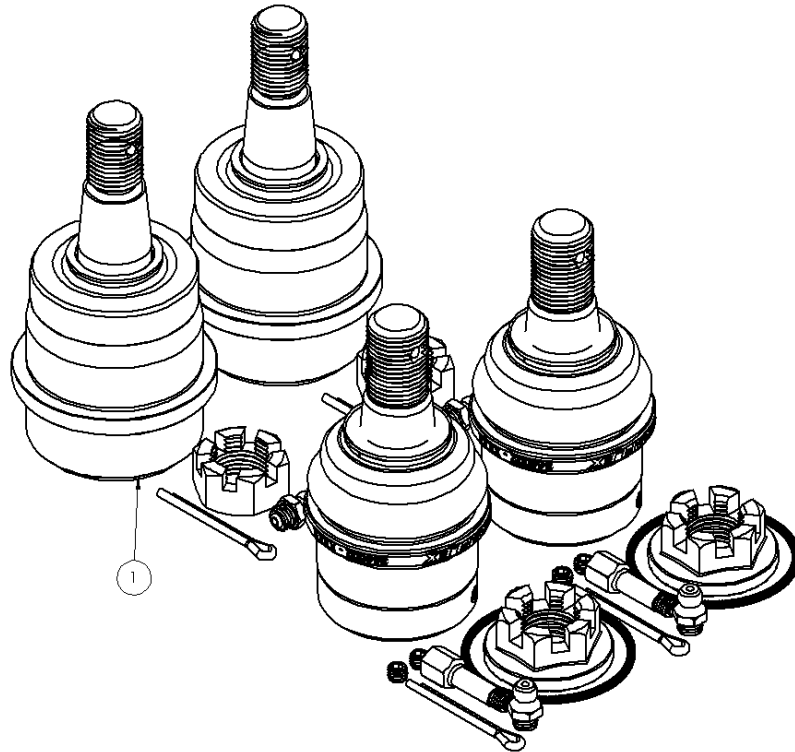
For maximum happiness and the least amount of heartache and frustration, follow these instructions exactly. The orientation of the TeraFlex Lower Ball Joints is critical for proper function and future adjustability.

Some 2012 and ALL newer Jeep Wranglers come factory with larger front axle shafts (Dana 30 & 44) than previous years, and will require grinding on the stub shaft forging parting line for clearance. Check axle shaft clearance by rotating the unit bearing pointed straight, and turned both directions. Grind where needed to provide adequate clearance.

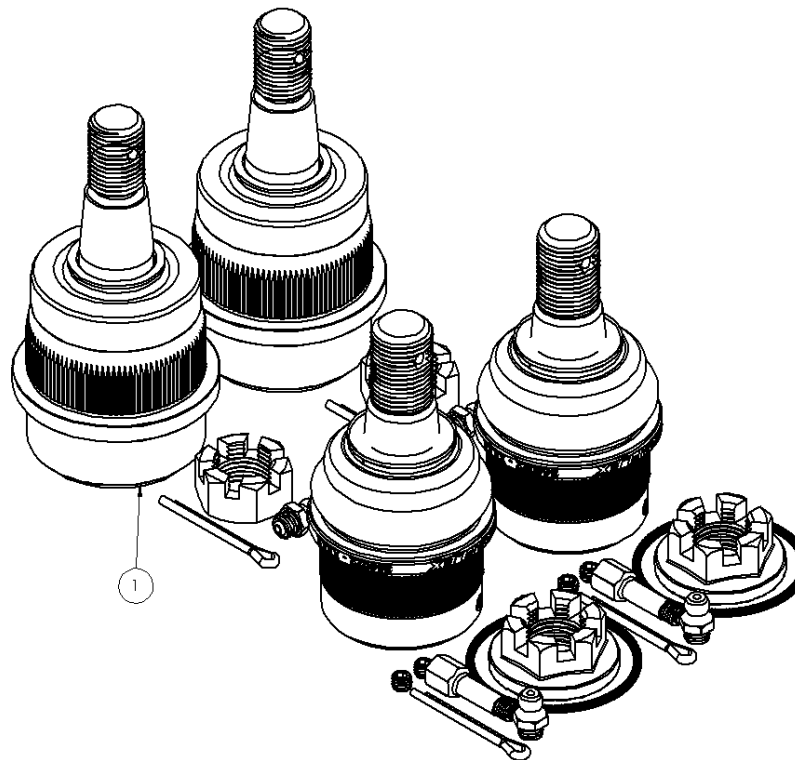
Refer to the parts list to ensure that all necessary components and hardware has been included.

Tools needed:

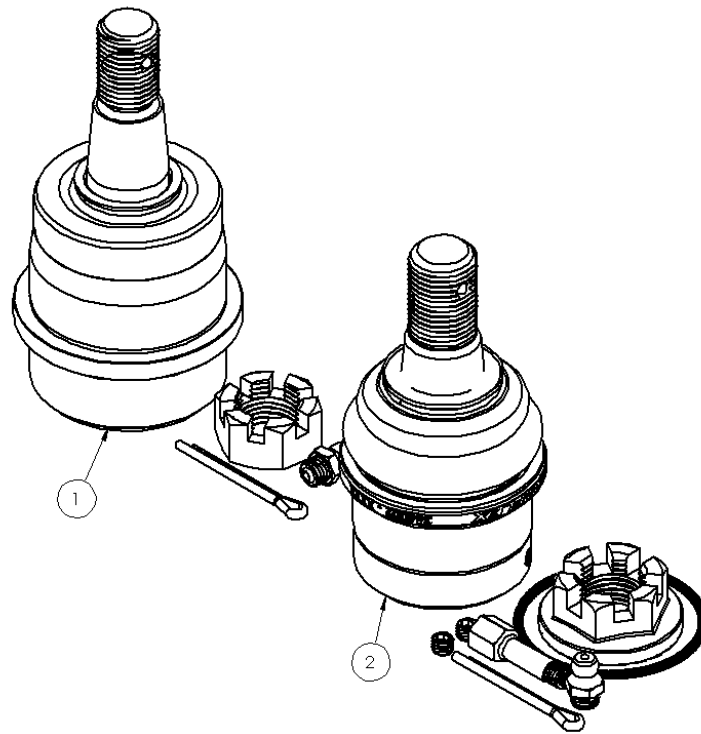
- This installation guide
- Basic mechanics tool set
- Ball Joint Press
- Grease Gun/High Quality Grease
- Blue thread locking compound
- Grinder
- Large Hammer



ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	344003	Ball Joint Set HD Dana 30/44 JK without Knurl, upper and lower set No Flush Zerk	2

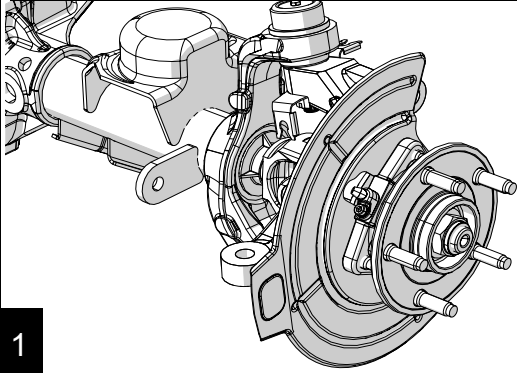


ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	344023	Ball Joint Set HD Dana 30/44 JK with Knurl Upper and Lower Set No Flush Zerk	2



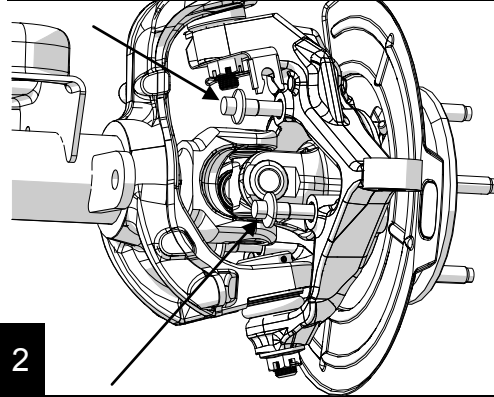
ITEM NO.	PART NUMBER	DESCRIPTION	QTY
1	344001	Upper Ball Joint HD Dana 44/30 for JK Wrangler without Knurl	1
2	344002	JK Dana 44/30 HD Lower Ball Joint	1

Lift the front of the vehicle and support. Remove the front tires, then the brake caliper and anchor bracket assemblies. Support the caliper assemblies to ensure the brake lines or ABS wiring are not supporting the weight of the caliper. Remove the brake rotors.



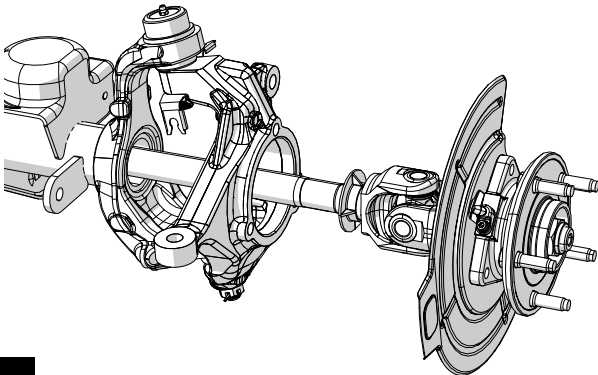
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Remove the three 12 point 13mm bolts that secure the unit bearing to the outer knuckle. Repeat on opposite side. Be sure to unbolt and remove the ABS sensors from the outer knuckles before moving onto step 3.



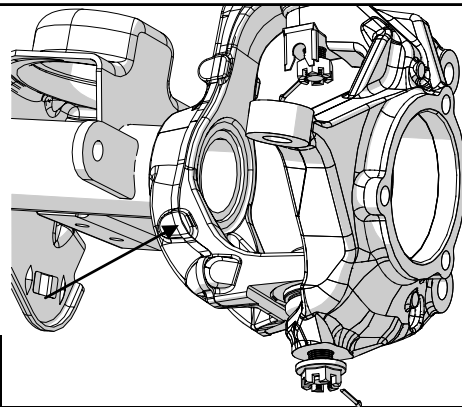
2

Remove the unit bearing and axle assembly. Support the inner axle shaft so that the inner axle seal is not damaged during removal. Remove dust shields.



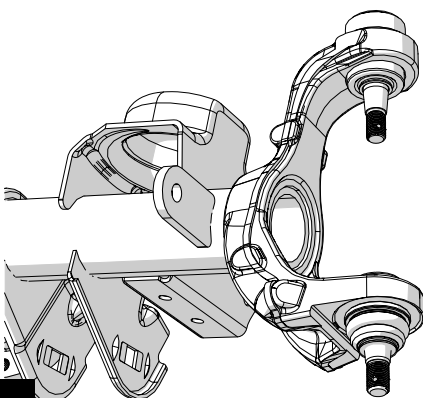
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Remove the cotter pins and loosen the upper and lower ball joint nuts but do not completely remove. This will prevent the knuckle from falling off when it breaks loose from the ball joints.



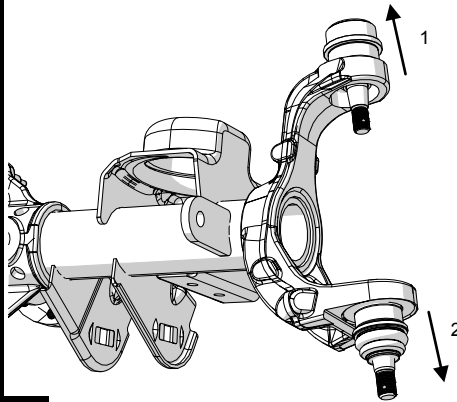
4

Use preferred method to remove the outer knuckle. (Large hammer, pickle fork, etc.)



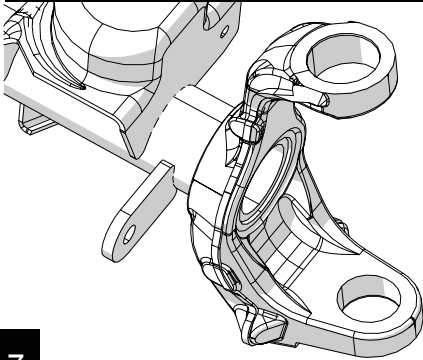
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Remove the upper, then the lower ball joints, using a ball joint press.



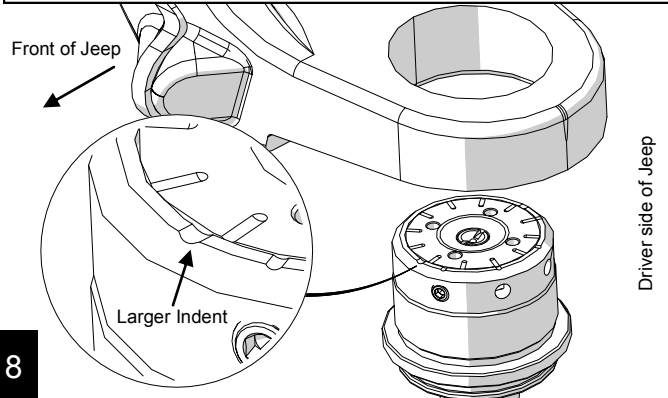
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Clean the ball joint bores in the inner C as well as the surfaces the ball joints seat against. Apply a small amount of grease or anti-seize to the bores to aid in installation.



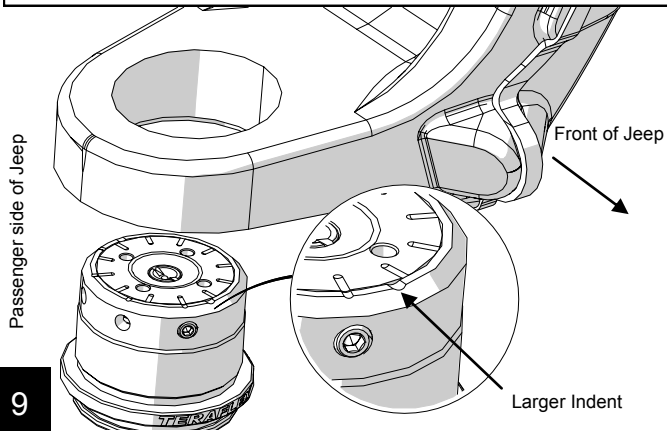
7

Remove the boots from the new TeraFlex lower ball joints to prevent damage. Orient the ball joint as shown for the drivers side. **Orientation is critical! This will allow access to the set screws for preload adjustment and greasing. The larger indents in the ball joint housing must be parallel to the length of the Jeep.**



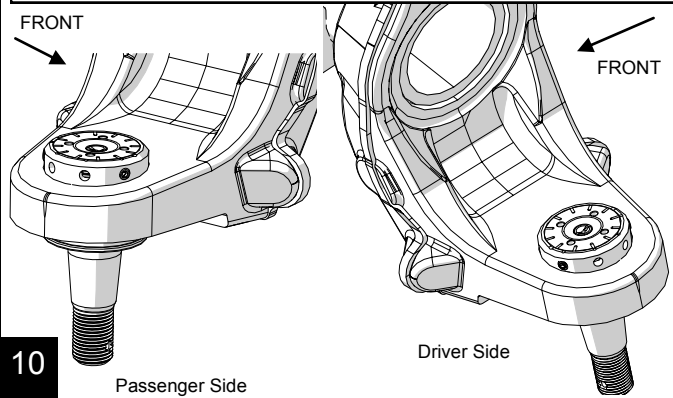
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The orientation for the passenger side of the Jeep is opposite of the driver side. **Note: The set screws must face the tire for access. Again, note the orientation of the larger indents in relation to the length of the vehicle.**



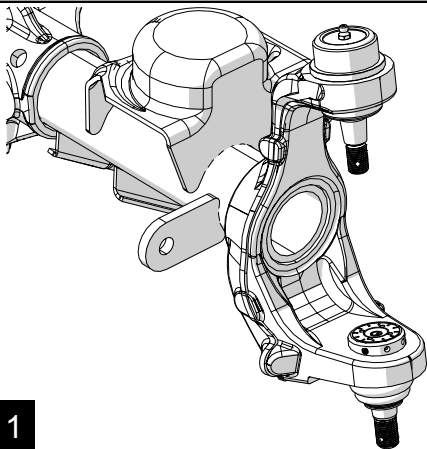
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Press the lower ball joint into the inner C. **Ensure the orientation described in steps 8 and 9 is maintained for each respective side!** Note the set screw access.



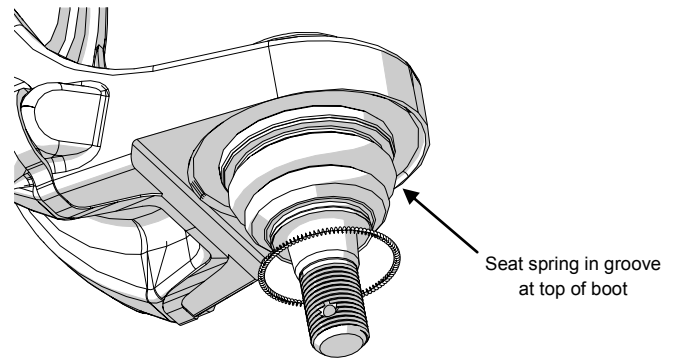
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Install the new TeraFlex upper ball joints.



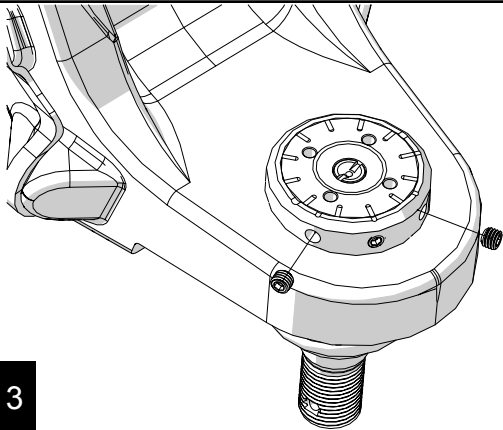
11

Reinstall the lower ball joint boots and install the boot retaining springs.



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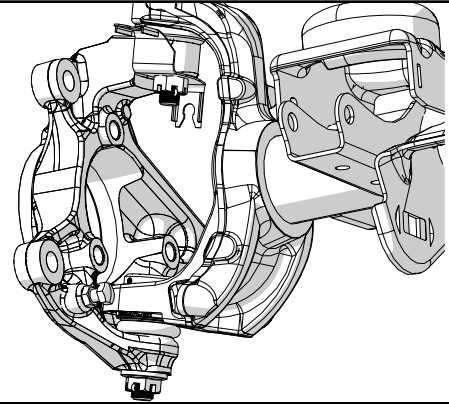
Install remaining set screws to seal the ball joint. Put a drop of blue Loctite on the threads before installation. Torque to approximately 36 in-lbs (4 N-m).



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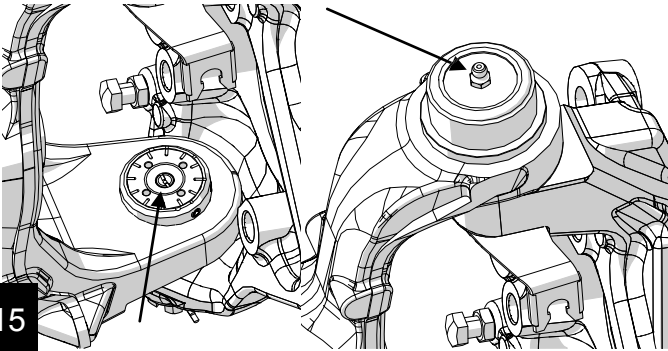
Reinstall the outer knuckle to the ball joint studs. Don't forget the ABS wiring retainer. Torque the upper and lower ball joint nuts to 70 ft-lbs (95 N-m).

If the cotter pin holes don't line up with a slot in the castle nut, tighten the nut further until the cotter pin can be installed.



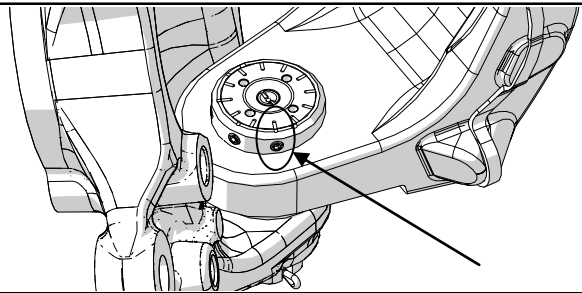
14

Now is a great time to grease the upper and lower ball joints with a premium grease before reinstalling the remaining components. Fill the ball joints until you can feel the boots begin to slightly swell. ***DO NOT OVER-FILL.***



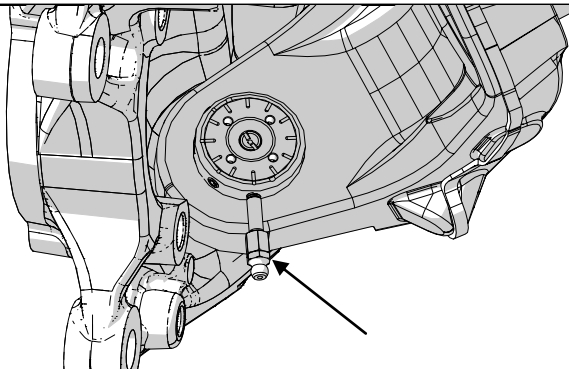
15

Alternate method of greasing the TeraFlex Lower Ball Joint: Locate and remove the set screw that has a positioning slot aligned with the cap. This must be either the most forward, or most rearward set screw for the grease zerk extension to clear the outer knuckle, when the knuckle is turned left or right, depending if the most forward or rearward set screw is aligned.



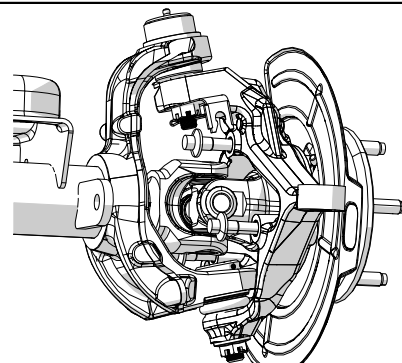
16

Insert supplied grease zerk extension in the set screw hole and lightly tighten. Insert supplied grease zerk into the extension and tighten. Grease as needed. ***Remove the Grease Zerk Extension assembly and replace the set screw with blue Loctite before vehicle use!***



16a

Repeat installation steps for the other side. Reinstall the axle shafts, unit bearings and brakes in reverse order of disassembly. Torque unit bearing bolts to 75 ft-lbs (102 N-m). Installation is complete. Enjoy your Premium TeraFlex Ball Joints!



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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 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.