

# TERAFLEX

## PRODUCT INSTALLATION GUIDE

### JK Steering Stabilizer Shock

Part #1513001



#### 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.*

*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 retailer for assistance.*

#### Kit Contents

Item ID	Item Name	Quantity
1513001	JK/TJ Steering stabilizer kit	1
513001	Steering stabilizer shock	1
62147	Steering stabilizer sleeve	1
P-837	Hardware bag with stud for TJ, XJ, etc.	1
P01204	Hardware bag with sleeves	1
P-843	Discard this bag!	1

#### Tools needed:

- 18mm socket or wrench
- 15mm socket or wrench (2010-Current Wrangler)
- 13mm socket or wrench (2007-2009 Wrangler)
- Torque wrench
- Marker or Paint Pen
- X-Acto Knife (2007-2009 Wrangler)

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NOTE: This kit comes with hardware for different applications; make sure you are using the right hardware for your vehicle.

1. Remove your factory or old steering stabilizer shock by removing the two mounting bolts using an 18mm socket or wrench, at the axle and tie rod.



2. Locate the two 5/8" OD x 1-3/8" long sleeves. One is packaged loose and one is packaged in the P01204 hardware bag. Press the sleeves into the bushings as shown.



3. Use a paint pen, marker, or tape to mark the travel limits of the shock. You will use these marks to verify that the stabilizer does stop the steering travel. The stabilizer is not used to limit the steering system. Damage can occur!



- For the 2007-2009 JK Wrangler follow steps 4-11
- For the 2010 to Current JK Wrangler follow steps 12-14
- To mount the steering stabilizer above the tie rod for all JK Wranglers use TeraFlex's Steering Stabilizer Relocation Kit #1980880.

4. **For the 2007-2009 JK Wranglers:** Extend the shock all the way. Measure 1.5" From the edge of the dust shield and mark it. Carefully cut the dust shield all the way around and remove the cut section. The remaining dust shield will still protect the shaft from rock chips for all highway driving.



5. **For the 2007-2009 JK Wranglers:** Mark the current location of the steering stabilizer bracket on the tie rod. Using a 13mm socket or wrench, loosen the 4 nuts on the u-bolts that attach the steering stabilizer bracket to the tie rod.



6. **For the 2007-2009 JK Wranglers:** Some OEM tie rod brackets need additional clearance on the bent flange. You can install the stabilizer and check for clearance or remove the bracket completely and grind the clearance now. To grind the clearance, mark your bracket as shown and remove the small arc of material using a bench grinder or deburring tool. Another option is to replace you tie rod clamp with the 2010-current clamp, Mopar # 68066693AA.



7. **For the 2007-2009 JK Wranglers:** Reinstall the bracket on the tie rod and tighten the nuts just enough so the bracket can be rotated when you check for clearance.
8. **For the 2007-2009 JK Wranglers:** Using the factory hardware, install your new steering stabilizer with the shock body to the axle side mount and the dust shield side to the tie rod mount. With an 18mm wrench tighten both ends and torque to 50 ft-lbs





**9. For the 2007-2009 JK Wranglers:**

**Important!** Rotate the Steering Wheel lock to lock to verify the following:

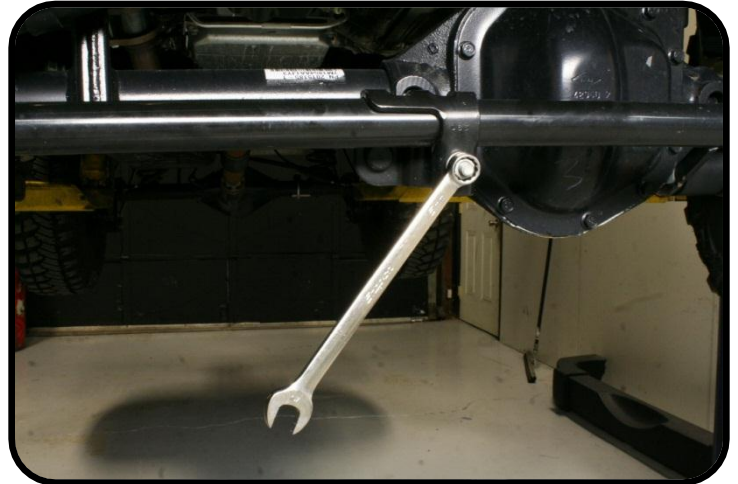
- The stabilizer is centered so the stabilizer does not limit the steering wheel travel. Verify that there is still travel left by using the marks from step 3 or measuring the length. The Steering stabilizer is 12-1/8" fully collapsed and 19-1/8" fully extended. **The steering stops should stop the travel, not the stabilizer or damage can occur!**
- The stabilizer does not contact the track bar bracket through the complete travel.
- That the stabilizer does not contact the tie rod bracket through the complete travel.
- The dust shield does not go under the track bar bracket. It was trimmed in step 4 so it will not catch an edge and be damaged.



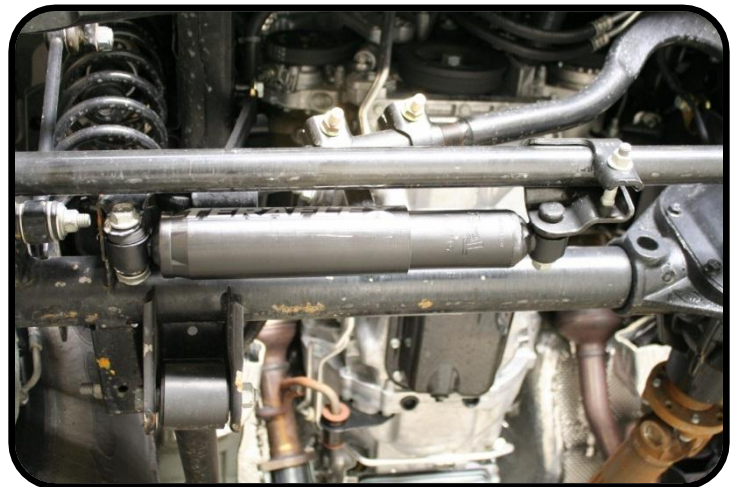
**10. For the 2007-2009 JK Wranglers:** Once the clearance is verified, tighten the U-bolt nuts to 35 ft\*lbs. Cycle the steering one more time to double check the clearance.

**11.** Upon completion, you should have extra hardware. Don't panic! The remaining hardware is for other applications and not for the JK models

**12. For the 2010-Current JK Wranglers.** Mark the current location of the tie rod mounting bracket. Loosen the single clamp bolt using a 15mm wrench. Rotate the clamp so that the pinch bolt is parallel to the ground.



**13. For the 2010-Current JK Wranglers:** Using the factory hardware, install your new steering stabilizer with the dust shield to the axle side mount and the shock body to the tie rod mount. With an 18mm wrench tighten both ends and torque to 50 ft-lbs.





15. **For the 2010-Current JK Wranglers:** Once the clearance is verified, tighten the pinch bolt to 37 ft\*lbs using a 15mm wrench. Cycle the steering one more time to double check the clearance.

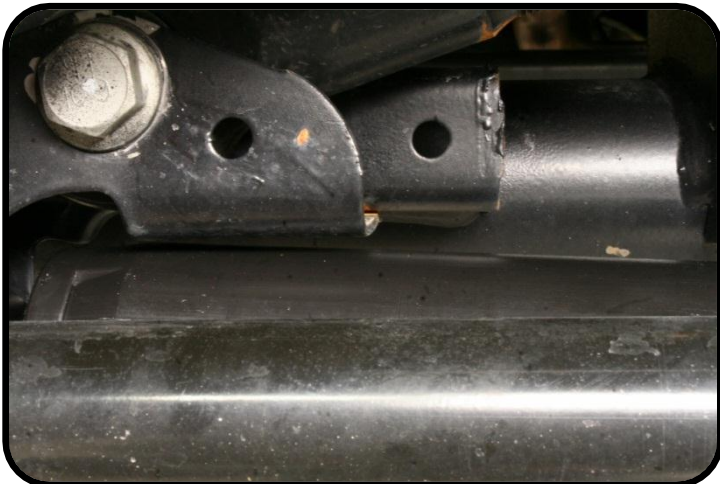
16. Upon completion, you should have extra hardware. Don't panic! The remaining hardware is for other applications and not for the JK models.

**14. For the 2010-Current JK Wrangler:**

**Important!** Rotate the Steering Wheel lock to lock to verify the following:

- The stabilizer is centered so the stabilizer does not limit the steering wheel travel. Verify that there is still travel left by using the marks from step 3 or measuring the length. The Steering stabilizer is 12-1/8" fully collapsed and 19-1/8" fully extended. **The steering stops should stop the travel, not the stabilizer or damage can occur!**
- The stabilizer does not contact the track bar bracket through the complete travel.

If there are any clearance issues, rotate the tie rod bracket down until there is sufficient clearance.



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### TJ Steering Stabilizer Shock

Part #1513001



#### 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.*

*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 retailer for assistance.*

#### KIT CONTENTS:

1513001	Shock Steering Stabilizer Dampener	
Component Item ID	Item Name	Qty Per Assy
62147	Sleeve Steering Dampener 113662147	1
513001	Shock, Steering Dampener, RAW 513001 OE13338	1
P-837	Mount pin hardware bag for TJ, XJ, ETC	1
P843	DISCARD THIS BAG!!!	1

#### Tools needed :

19mm socket or wrench  
 15mm socket or wrench  
 Diagonal cutting pliers  
 Hammer  
 Ft-lbs torque wrench



## INSTRUCTIONS:

NOTE: This kit comes with extra hardware make sure you are using the right hardware for your application.

1. Remove your factory or old steering stabilizer shock by removing the two mounting bolts using a 19mm socket at the drag link and a 15mm socket at the axle side. (Photo #1)



2. Install the new mounting pin into the steering stabilizer using the new nut and washers supplied and torque to 35 ft-lbs. (photo #2)



3. Install the assembly into the drag link, use castle nut and torque to 35 ft-lbs. If alignment is off for cotter pin, back out the castle nut until you can get the cotter pin through the hole on the mounting pin. Use diagonal cutting pliers to bend cotter pin over nut. (Photo #3,4)



4. Insert new sleeve bushings into the new steering stabilizer shock, make sure you use ones that fit your factory hardware. If tight, tap them in with a hammer. (Photo #5,6,)



5. Install the steering stabilizer shock with the body part of the shock at the axle side and the rod end at drag link side, Torque to 30 ft-lbs (photo #7)



# **TERAFLEX** **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.

## **TERAFLEX PRODUCT WARRANTY:**

Tera Manufacturing 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 TeraFlex's two (2) year warranty to be free of defects in material and workmanship for two years from date purchased.

Tera 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. Tera Manufacturing 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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