

TERAFLEX

INSTALLATION GUIDE

Installation Guide for the Cherokee Long-Arm Kit (LAX)

Before installation make sure that your kit includes the following:

- 1- Long Control Arm Brackets Left (00886)
- 1- Long Control Arm Brackets Right (00887)
- 2- Long Control Arms (TF233X)
- 2- Unibody Bracket Spacers (0083)
- 2- Bolts 3/8" x 2" self tap (0033)
- 6- Bolts 10mmx30mm (00126)
- 4- Bolts 3/8" x 1" (0080)
- 2- Flat Washers 5/16" (0038)
- 2- Lock Nuts 3/8" (0083)



FlexArm Bracket Installation

1. Set the park brake on the vehicle, if the installation is to be performed on the ground.
2. Support the rear output shaft of the transfer case with a jack stand.
3. Remove the four transmission mount bolts to remove the cross member.
4. Remove the 2 studs and 2 bolts from the cross member in the unibody. There are 4 holes in the unibody for the cross member (on most XJs). Use a 10mm x 1.5 tap to clean up, or make threads.
5. Place the new long arm brackets on the unibody.
6. Bolt the new bolts finger tight through the new long arm bracket.
7. Hand tighten the three bolts on the bottom of the new bracket and then torque them to 8 to 10 ft lbs. Do not overtighten these bolts. The threads can strip out in the unibody if overtightened.
8. Locate the holes on the side of

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the new long-arm bracket, and drill the two holes with a 5/16" drill bit. Use the self-tap bolts provided to secure the side of the bracket to the vehicle. Tighten bolts to 8 to 10 ft. lbs.



9. Use the bolt holes on the new bracket as a pattern to drill into the unibody for the spacer. Use a 3/8" drill bit. Repeat for the other side of the vehicle.

Note: Due to slight variations in the unibody widths, it may be necessary to enlarge the slots in the control arm brackets to secure the bracket to the unibody.

10. Place the long arm spacers between the brackets and the

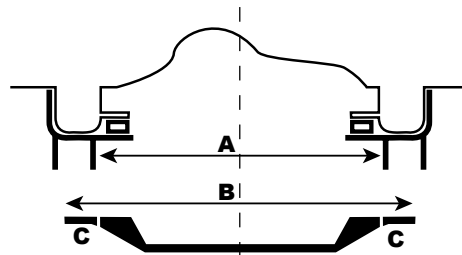


unibody on the inside of the frame rail. Align the spacer with the position of the original cross member.

Inaccurate measurements can cause extra complications when completing this next series of steps. When it is finished, you will have modified your cross member in ways that are difficult to reverse. Please use extra attention when making these modifications to your cross member.

Follow the diagram below to calculate the amount to be trimmed from the cross member.

Measurement A is the distance



between the inside edge of the new long-arm brackets. Measurement B is the overall width of the stock cross member. Subtract A from B. Divide that total by two to find the amount (in inches) that should be removed from each end of the cross member.



11. Measure distance between two long arm brackets.



12. Measure width of stock cross member.



13. Mark your cross member where it should be cut off. Double check you measurements and make sure that your marks are correct.



14. Cut each end of the cross member off on the mark.



15. Place the cross member back into position using the new long arm bracket as a guide. Mark on the cross member where the new holes for mounting will be.



16. Double check the measurements and be sure that the holes will line up and that the cross member will attach to the transmission and unibody correctly.

17. Drill the new holes for the cross member.



Cross Member Modification

18. Install the cross member using the supplied bolts and washers.

Note: The cross member should be located in its original position as well as being lined up with the cross member spacer installed earlier.

Long Arm Installation

Complete the following instructions one side at a time. This will maintain the current pinion angle by preventing the axle from rotating and changing the control arm lengths.

19. Measure the distance between the center of the lower control arm bolt on the axle to the center of the control arm mount bolt hole on the new long-arm bracket.

20. Set the length of your new long arm for that side to the length of the measurement taken in step 19.

21. Remove the standard-length lower control arm.

22. Cut off the control arm bracket from the unibody using a die grinder or a cut-off saw. Paint the exposed metal surface to inhibit rust.

23. Install the new long arm.

24. Repeat steps 19 to 23 for the opposite side of the vehicle.

25. Be sure to have the vehicle aligned after installation for proper caster and correct driving characteristics.