

TERAFLEX

INSTALLATION GUIDE

Installation Guide for the High Steer System Kit

Part #001813000 (HSK)

Part #001849000 (HSK-LCG)



NOTICE: This is **NOT** an all-inclusive kit. Prior to installation please have prepared solutions to possible modifications not included in the TeraFlex High Steer System. These modifications may include but are not limited to the front sway bar links/mounting points and the front track bar mount. Included at the end of these instructions are possible solutions to these issues.

Take every precaution to make this installation a safe procedure. Make safety the number one priority with any suspension or lift installation. **This kit was designed for the Dana 30 front axle, models 1992 and newer; and the 2003 + Rubicon front 44.**

NOTE: The High Steer Kit (HSK) was designed to work with a 1992 and newer brake caliper mounting design so on older Dana 30 axles (84-91) it will be necessary to update the caliper, the rotor and possibly the unibearing to the later design. **Factory offset wheels will not clear the HSK arm** without using wheel spacers. A better choice is aftermarket wheels with 3.5 inches or less of backspacing.

HSK-LCG includes a drop pitman arm.

Before Installing the Kit:

1. Raise and support the front axle so that the front tires are off of the ground. Remove wheels.
2. Measure the tie rod from center of mounting point to center of mounting point on each knuckle. Write this measurement down, you will use this to help approximate the new toe-in on reassembly.
3. Remove steering components from the vehicle; tie rod and drag link.



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PASSENGER SIDE DISASSEMBLY:

Note: For additional detail on these procedures, refer to the factory Jeep Service Manual.

4. Remove the 2 brake caliper bolts, then the caliper and brake rotor.
5. Remove the 3 wheel bearing bolts, and pull the unbearing/axle shaft assembly from the vehicle.

Note: If the axle housing starts to leak, stuff a rag inside the tube to prevent axle fluid from leaking.

6. Remove the top and bottom ball joint nuts on the knuckle, and remove the knuckle from the vehicle.

REASSEMBLY:

7. Reinstall the new TeraFlex High Steer Knuckle. Torque ball joint nuts as specified in the Jeep Service Manual.
8. Install the hub assembly, axle shaft, and rotor.
9. Install caliper and brake pads.
10. Install the new tie rod and set the length to the measurement taken in step 2 above.



11. Install the drag link from knuckle to pitman arm. Refer to the attached drawing and be sure to use a 9/16 flat washer under the castle nut.



12. Check all bolts and nuts for proper torque specifications, and use cotter pins where required.
13. Reinstall wheels and lower vehicle to the ground.
14. After installation of the TeraFlex High Steer System, the front end alignment angles must be checked. Take your Jeep to an alignment shop that understands 4WD vehicles and has experience with their alignment parameters.

NOTE: DO NOT drive the vehicle until the alignment has been performed!!

15. After 500 miles check all bolts and jam nuts, and re torque if necessary.

Note: Additional Modifications that will be necessary are listed and detailed next, but are not included in the HSKT or HSKY.

FRONT SWAY BAR MODIFICATIONS:

The sway bar mounts on the axle will have to be relocated to clear the height increase of the drag link. TeraFlex has developed sway bar brackets that can accomplish this modification. (SBM-L, SBM-R). When the sway bar bracket is relocated a shorter sway bar link (QD132-4) must be used.

1. Cut off the stock sway bar mount at the point where it attaches to the spring pad bracket.
2. Grind the area smooth to avoid cutting yourself on the sharp edge, and paint to prevent rusting.



3. Place the new sway bar mount on the inner knuckle so that it is vertical (see last photo), and tack weld it in place. Double check to make sure that the mount is in the right location and then final weld.
4. Secure the sway bar links to the

sway bar mount.

5. After 500 miles check all bolts and re torque if necessary.



FRONT TRACKBAR MODIFICATIONS:

Using the HSK on a vehicle that still runs a track bar brings up some issues that must be resolved:

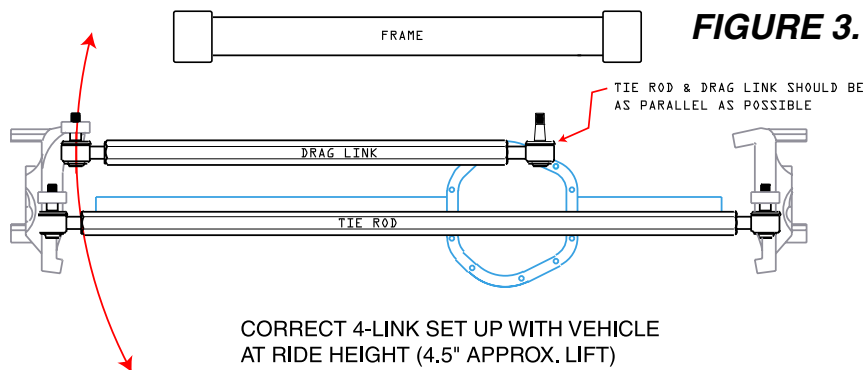
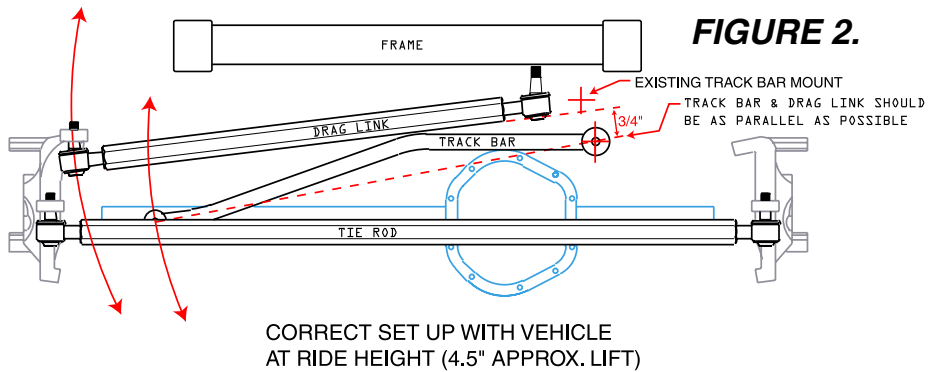
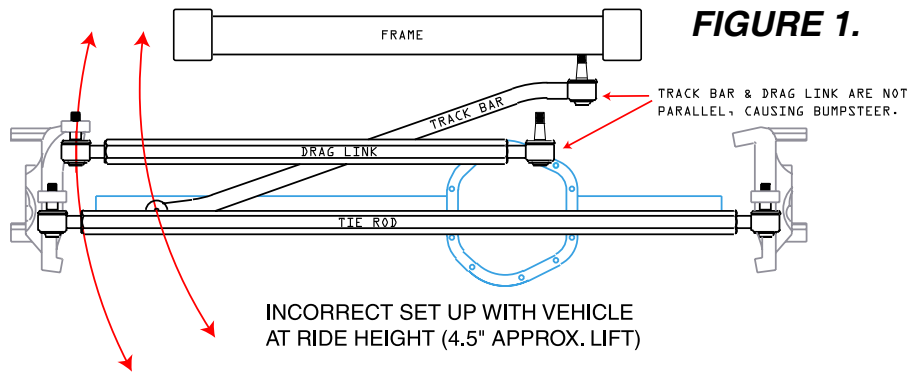
A drop pitman arm is no longer needed. Moving the knuckle end of the drag link up higher with the HSK eliminates the need to drop down the steering box end of the drag link. Using a drop pitman arm in this configuration will result in bump steer (Refer to figure 1).

The shape of the high steering arm interferes with the factory sway bar links and link mounts so a new way to mount the sway bar links on the axles was developed. These new Sway Bar Mounts (TeraFlex part number TF990-SBM L&R) require the use of shorter sway bar links.

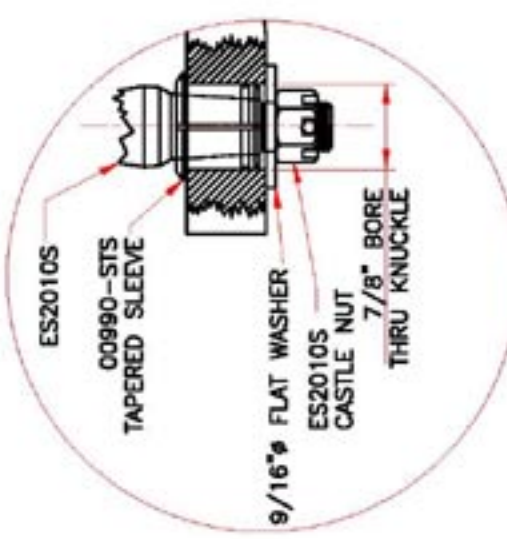
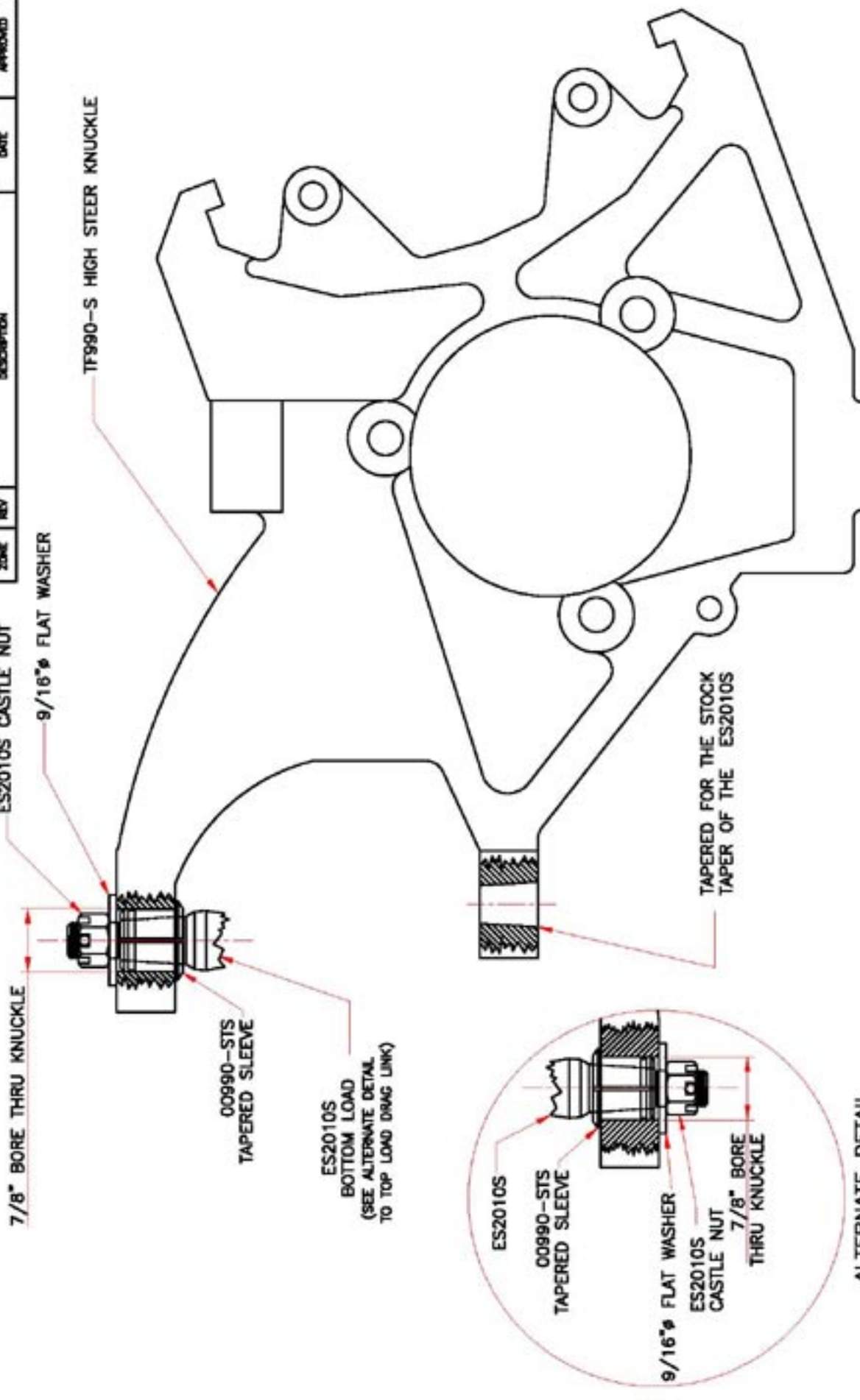
In some cases it might also be necessary to relocate the axle end of the track bar to minimize the side-to-side movement of the axle during suspension cycling.

Guideline 1: If a track bar is used in the front suspension, the track bar and drag link must be parallel (Refer to figure 2).

Guideline 2: With leaf springs or a triangulated 3 or 4 link front suspension the tie rod and drag link must be parallel (Refer to figure 3)



REVISING		DATE	APPROVED
ZONE	REV	DESCRIPTION	



ALTERNATE DETAIL FOR TOP LOAD

NOTES:
 1. ALL DIMENSIONS ARE IN INCHES [mm] UNLESS STATED OTHERWISE.
 2. ALL PARTS MUST BE FREE FROM GREASE AND OTHER CONTAMINANTS.
 3. BREAK ALL SHARP EDGES
 4. DRAWING OF KNUCKLE FOR REFERENCE ONLY; DO NOT SCALE.
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DRAWN BY:	DATE DRAWN
B. CALVIN	28 NOV 03
IF TOLERANCES NOT SPECIFIED, USE SHOWN TOLERANCES	
TOLERANCE UNLESS OTHERWISE SPECIFIED IS PER ASME Y14.5	
FRACTIONAL	±1/32
DECIMAL	±0.015
ANGLES	±0.005

TERA MANUFACTURING	
00990-S HIGH STEER KNUCKLE	
STRAIGHT 7/8" BORE WITH 00990-STs	
SIZE	AWB NO.
A	00990-S_ENG1.dwg
SCALE	3:1
REV	B
SHEET 1 OF 1	

The 990 High Steer Knuckle from TeraFlex is going through some changes. The original purpose of this knuckle was to allow a flat drag link when installing a TeraFlex LCG suspension system. Since we introduced the knuckle many of you have found additional applications for this TeraFlex product. The original design (figure 1) included a much longer steering arm, raised above the stock location. The length of the arm was intended to allow use of stock locations for the sway bar links. The longer steering arm required the use of a much longer pitman arm to allow full lock-to-lock steering.



Figure 1

What we found out is virtually all installations require some modification of the sway bar mounting point, particularly if a 975 S/T sway bar is installed. In the latest production run of the 990 knuckle, which will be shipping starting the first of April, the steering arm length has been reduced to allow use of a stock length pitman arm. When installing the LCG system a regular TJ drop pitman arm will give the correct drag link angle (parallel to the tie rod) and when using the High Steer 990 knuckle in tall lifted vehicles a stock pitman arm will be used (drag link parallel to the track bar).



Figure 2

The new 990 knuckle (figure 2) will ship without a pitman arm. It will include the tapered split sleeves as in the past to allow placing the drag link end either in from the top or in from the bottom of the steering arm, depending on the application. When buying a 990 knuckle be sure to have the correct pitman arm on hand for your application. TeraFlex will be happy to sell you a drop pitman arm if needed, and we have a limited supply of factory pitman arms that we can sell. Remember that a pitman arm will no longer be automatically supplied with the knuckle only. Some suspension systems may include a pitman arm as they have in the past. HSK-LCG includes a drop pitman arm.