



INSTALLATION GUIDE

Installation Guide for the KJ Jeep Liberty 2-inch Budget Boost Kit Part #001301200(BB2K)

Think safety first when installing your new suspension kit. The TeraFlex Suspension kit you are about to install was designed specifically for the Jeep KJ Liberty.

- Each BB2K includes:
- 2 front strut spacers
- 2 rear coil-spring spacers
- 8 nyloc nuts
- 8 flat washers



Front Installation

1. Lift the vehicle off the ground and secure it with jackstands.
2. Remove the tires.



5. Disconnect the upper end of the strut assembly by removing the four nuts that secure it to the body compartment.

3. Loosen the hose clamps to remove the air box from the air intake hose.



4. Pull the air filter assembly from the vehicle and set aside.

Note: On vehicles equipped with cruise control, you may choose to move the cruise control vacuum diaphragm out of the way by loosening the bolts above the strut assembly on the inside of the engine compartment.

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Removing the battery/battery tray

Note: Removal of the battery and battery tray allows easier access to the four nuts that secure the upper end of the strut assembly.

6. Remove the battery cables starting with the negative side first and then the positive terminal.
7. Remove the battery.
8. Remove the fuse box to access the bolts that secure the battery tray.
9. With the fuse box out of the way, you will need to remove the three (3) 13mm bolts that secure the battery tray in position.

Note: Do not disconnect any wiring. Just move the fuse/relay box slightly to the side.



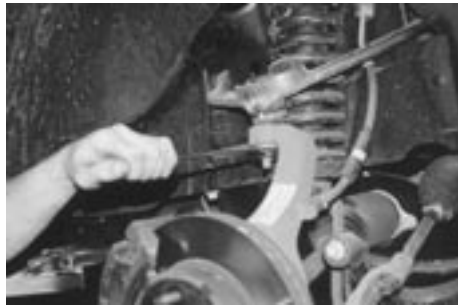
10. Be careful not to break any electrical wires that are attached to the battery tray. The connectors that attach the wires to the tray can be easily disconnected.



11. Disconnect the battery sensor from the bottom of the battery tray.

Strut Removal

12. You can begin to remove the strut after the four nuts at the top of the strut assembly have been removed.



13. Use a 21mm wrench to remove the nut that secures the ball joint of the A-arm to the top of the knuckle.

Note: 'Pickle-fork' style tools can damage the ball joint or boot. Instead, a few simple blows from a hammer will cause the A-arm to separate from the knuckle without damaging the boot.



14. Use a 21mm socket to remove the nut that secures the fork to lower A-arm assembly.



15. Use a 21 mm socket to remove the bolt that secures the top of the fork to the bottom of the strut assembly.
16. Remove the sway bar link at the lower "A" arm.
17. With the bolts removed from the fork, there is enough room to drop the strut from original position. A pry bar is helpful to separate the fork from the bottom of the strut assembly.
18. When the fork is removed, pull the strut assembly from the vehicle.

19. Install the strut spacer on top of the strut using the original flange nuts.



20. Lift the strut assembly into position. Attach the four top nuts using the new nuts and washers. Reassemble the fork to the bottom of the strut.



Note: If necessary remove lower A arm bolts to allow more droop.

21. Attach the bottom of the fork to the lower A-arm with the factory bolt. Torque the bolts to factory specifications.



22. A jack stand is a convenient way to raise the knuckle into position so that the upper A-arm can be connected to the knuckle. Torque to factory specifications.



23. Perform this install procedure for both the front left and right struts.
24. To install the battery and tray, reverse the steps that were used to remove the battery and battery tray.
25. Remember to reconnect the cruise control vacuum diaphragm if it was removed earlier in the install process.

Rear Installation



26. Disconnect the rear shocks. If you plan to replace the shock, you can remove the shock completely.

Note: The extended length of the rear shock should not exceed 24 inches. Any longer than this might allow the spring to fall from the proper position.



27. Remove the factory spring.
28. Position the polyurethane spacer on the axle's lower spring pad after removing the bottom factory rubber insulator.



29. Install the factory spring above the spacer. A spring compressor will make this installation much safer and easier.
30. Reattach the shock and torque to factory specifications.
31. Repeat steps for the opposite side of the vehicle.

