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INSTALLATION INSTRUCTIONS FOR M.O.R.E.™ SHACKLE REVERSAL SYSTEM (S.R.S.™)
PART # 7686-5
THIS SYSTEM FITS 1976-1986 Jeep® CJ-5, CJ-7, CJ-8 VEHICLES.

Please read all instructions carefully (including terms-policies) before work is started on your vehicle. Familiarize your self with all components in this system. These instructions will refer to all items by letter not description. In addition to basic hand tools, the following specialty tools are needed to perform this installation: Floor jack, jack stands (4), 15/16” wrench & socket.

S.R.S.™ # 7686-5 contains the following items:

<u>ITEM:</u>	<u>DESCRIPTION:</u>	<u>SIZE:</u>	<u>QTY:</u>	<u>PART #</u>
A	BRACKET-PIVOT DS	Drivers side	1	7686-DS
B	BRACKET-PIVOT PS	Pass. side	1	7686-PS
C	FRAME SPACER PLATE	3”X6-1/4”2 HOLES	4	7686-FS
D	BOLT-BRACKET DS	7/16-14X1-1/2	2	15159
E	BOLT-BRACKET PS	7/16-14X1-1/4	2	15157
F	BOLT-BRACKET	5/8-11X2	2	15311
G	NUT-BRACKET BOLT	5/8-11	4	37036
H	BOLT-BRACKET	5/8-11X4	2	13319
I	BOLT-SPRING	9/16-12X4-1/2	2	13271
J	NUT-SPRING BOLT	9/16-12	2	37270
K	TUBE-SPACER FRAME	7/8X1-7/8X.120	2	S107686
L	WASHER-FLAT	7/16 SAE	4	33084
M	WASHER-LOCK	7/16 SPLIT	4	33624
N	WASHER-FLAT	9/16 SAE	4	33088
O	WASHER-FLAT	5/8 SAE	8	33090
-	INSTRUCTION SHEET		1	7686-5IS

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FIT and TOLERANCES: All parts in this system are the results of countless hours of research, testing, fitting and refining. Jeep® frames have a wide tolerance on bolt hole centers from frame to frame. This is why M.O.R.E.™ has installed several “slots” in which to mount our bracketry. In addition to the factory tolerances, most people install other then factory equipment such as bumpers, springs etc. M.O.R.E.™ has done the best job we can to insure that our parts fit with all of the possibilities. However, you may find it necessary to grind, elongate, bend, or force the parts in this system to fit on your rig. Please use common sense when installing these parts and let us know how we can improve them. Thank you.

GENERAL: This S.R.S.™ mounts the pivot (large eye) end of the leaf spring at the front of the frame and the shackle (small eye) end of the spring is not addressed in this system. (M.O.R.E.™ has several methods for mounting the shackle, with other part numbers). This system will fit stock leaf springs (2" wide), or MOST aftermarket leaf springs up to four inches of lift (2" or 2-1/2" wide). Improved handling and ride quality will be noticed regardless of other modifications to the suspension system. The frame of your Jeep® must be factory stock and straight. It WILL NOT FIT if it has been modified. Have it checked for trueness at a frame shop BEFORE you begin. It has been designed to fit with a Warn®* or Ramsey®* winch mounting kit and will work with stock and MOST aftermarket bumpers. This system is a bolt-on, no welding required. *Electric winches with feet down style mounting system only, 9000 LB. or less.

LEAF SPRINGS: The springs you use MUST have a center bolt that is "centered" in the spring stack. Measure your leaf spring from large eye to center bolt, small eye to center bolt and write down these measurements. They MUST be the within 3/8". The reason for this is this kit has been designed to lengthen the wheelbase of the Jeep® 1-1/8". This way, the tire won't hit the back of the front fender upon suspension compression. If your spring center bolt is off-set it will not work as designed and tire to fender contact, or steering linkage interference could occur. Now, DO NOT PANIC if your springs don't have a centered center bolt. This kit will still work. Just call us for further instructions on how to proceed.

PITMAN ARM: It is designed to work with the stock pitman arm. If you have a "dropped" pitman arm, it is possible that the tie rod and pitman arm could contact during suspension compression. Make sure that you check this before driving the Jeep®. You may have to go back to the stock "straight" pitman arm, move the axle on the spring stack for clearance or install our SB7686-1 Heavy Duty Steering Box bracket that moves the steering gear forward 1-1/4".

DRIVE SHAFT: The front drive shaft will need to have longer slip-yoke installed. Due to the action of the suspension movement the stock slip-yoke will not have enough length or movement. We recommend calling the following drive line shop: Tom Wood's custom drive shafts at 877-497-4238.

TIRE SIZE: Stock leaf spring equipped Jeeps® can use up to a 30" tall tire without fender contact. 2.5" lift spring equipped Jeeps® can use a 31" tall tire, or up to a 32" tall tire if the bump stop is lowered one inch. 3.5" to 4" lift spring equipped Jeeps® can run up to a 33" tall tire if the bump stop is lowered two inches. If your running a tire larger then 33" tall, plan on lowering the bump stop (a bunch), installing a body lift (minimum 1") and possibly trimming the fender.

TERMS-POLICIES:

DAMAGE CLAIMS: All orders are carefully packed, however, mishandling by the carrier can result in damage. The carrier has the responsibility for the shipment from the time it leaves our warehouse until it is delivered to you. All claims for lost or damaged goods should be reported to the carrier, not to **M.O.R.E.™ LLC**.

RETURNS: No returns will be accepted without prior permission from **M.O.R.E.™ LLC**. After you receive a Return Goods Authorization (RGA) number, merchandise must be returned prepaid and insured. A claim must be made with in 30 days from receipt of merchandise. The original invoice or a copy with the RGA number written on must accompany all returns. A 20% restocking fee will be charged on all parts returned for credit or refund unless merchandise is proven to be defective or was shipped wrong by **M.O.R.E.™ LLC**. No merchandise will be issued credit or refund if it has been installed, modified, used in any way or is in unsalable condition.

WARRANTY: All merchandise is warranted to be free from defects in materials and workmanship prior to installation. Any alteration or improper use will void this warranty. Because all parts we sell are intended for use in heavy-duty applications it is not possible to warrantee or guarantee the performance of any items. **M.O.R.E.™ LLC** products and the products manufactured by others, which we sell may be subject to an infinite variety of conditions due to the manner in which they are used, serviced and/or installed. Purchasers and users of such products rely upon their own judgment as to the suitable use selection, service and installation of such products.

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STEP 1: Remove the plastic front frame cover. If your Jeep® is equipped with a winch, remove it's mounting plate from the side plates. Remove the side plates from the frame. Remove the front bumper. Loosen but do not remove the two top bolts in the front frame crossmember that attach the steering box mounts to the crossmember. **See figure 1 & 2.**

STEP 2: Raise and support the Jeep® with jack stands under each side of the frame behind the front springs. With the front suspension un-loaded (wheels off the ground about 3") remove the tires/wheels. Remove the front shocks. Remove the front drive shaft. Place two more jack stands under the axle housing outside the springs. Remove the front leaf springs. Remove the stock front shackle brackets from under the frame just behind the front bumper. **See figure 3.**

STEP 3: At the front of the frame, insert item "K" into the hole in the boxed frame. **See figure 4.** This keeps the frame rails from collapsing when tightening the bolts. Bolt item "A" on the drivers side frame using items "D", "M" & "L". Thread the bolts into the same holes that the stock shackle bracket was removed from. Do not tighten at this time. Bolt item "B" to the passenger side frame rail using items "E", "M" & "L". Do not tighten at this time. **See figure 5.**

STEP 4: If your Jeep® is equipped with a winch, take it's side mount plates and insert them between the frame and the new spring brackets (items A&B). Insert items "C" (one each side) between the winch side plate and brackets (items A&B). If a winch is not being installed, use two of item "C" on each side between the brackets and frame. **See figure 6.** If you have our Frame Plates and a winch, none of item "C" are used. Install item "H" through the rear holes. Install item "F" in the front holes. Install items "G" on items "F" & "H". Do not tighten at this time. Tighten Items "D" & "E" installed in step 1 to 50 lb. Ft. torque. Tighten the two top bolts (steering box mounts) you loosened in step 1 to 50 lb. Ft. torque. Install the front bumper and tighten its hardware using hand wrenches. Install the winch mount plate to the side plates and torque the nuts to 50 lb. Ft. torque. Now, torque items "F" & "H" to 110 lb. Ft. torque. **See figure 7.**

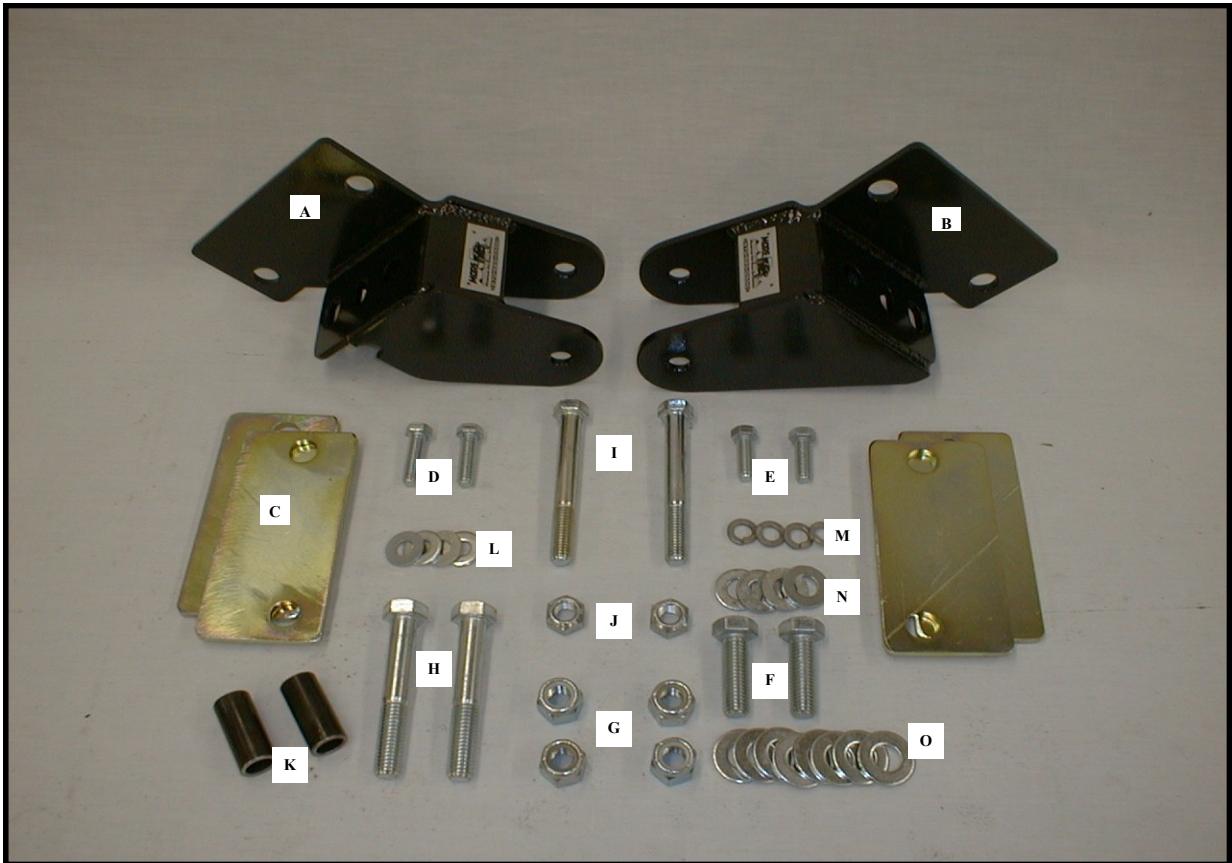
STEP 5: Install both leaf springs (large eye) end into the M.O.R.E.™ items "A" & "B" brackets (you must turn the leaf springs around). Use items "I" , "J" & "N" provided. Do not tighten at this time. **See figure 8.**

There are many different ways to hang the shackle end to the frame. Make sure that you understand shackle angle before you attempt this !





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7686-5 S.R.S.



NOTES:

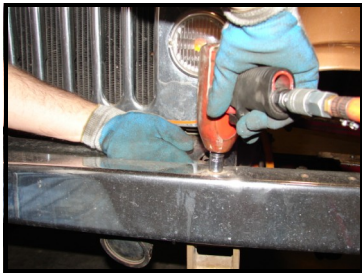


FIGURE 1



FIGURE 2

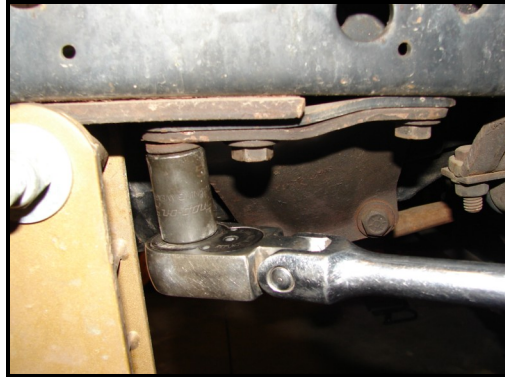


FIGURE 3

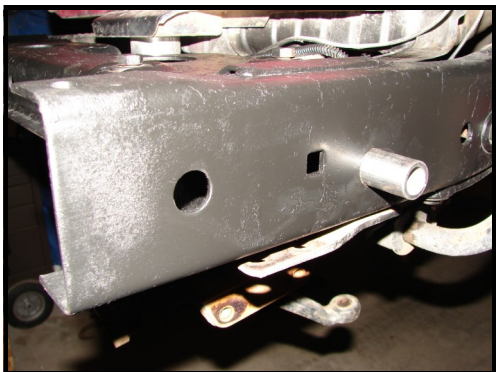


FIGURE 4



FIGURE 5



FIGURE 6



FIGURE 7

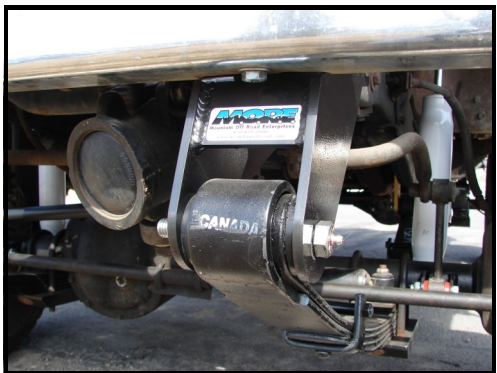


FIGURE 8

