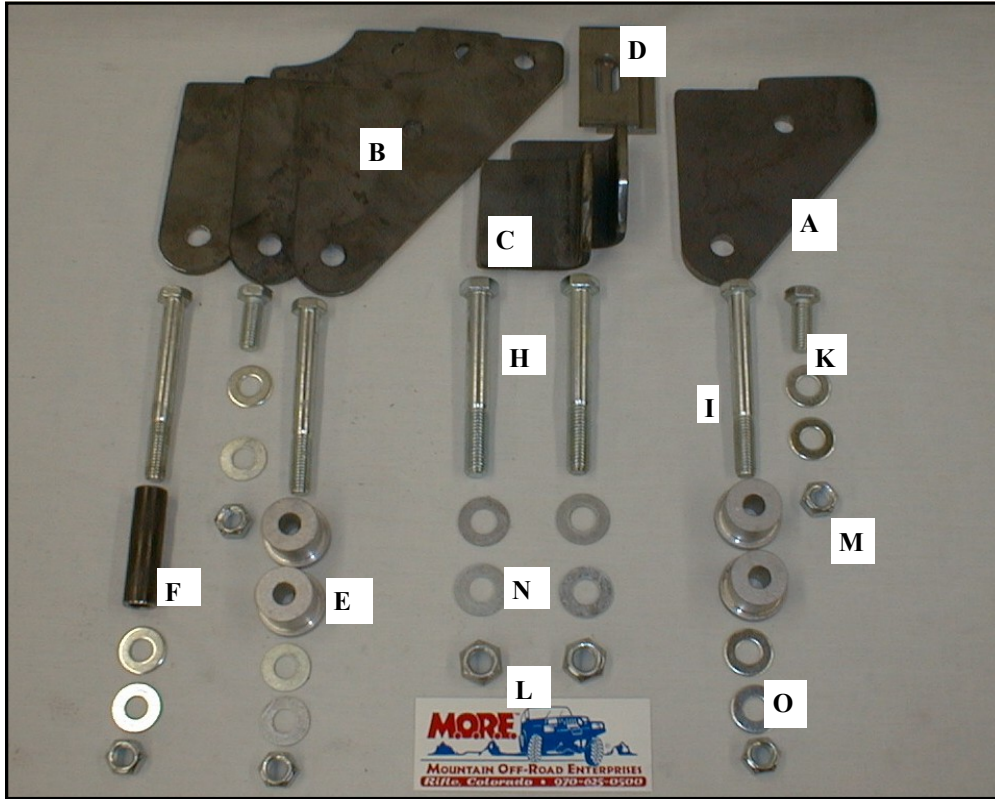


INSTALLATION INSTRUCTIONS FOR S.R.S.™ 8795-50

PLEASE READ TERMS / POLICIES BEFORE INSTALLING KIT.



This "Kit" contains the following items:

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>QTY.</u>	<u>PART NUMBER</u>
A	Bracket Plate-DS Drivers Side	1	87950-DS
B	Bracket Plates-PS Passenger Side	3	87950-PS
C	Bracket "L" front PS & DS	2	87950-F
D	Bracket slotted PS & DS	2	87950-R
E	Bushing-Aluminum	4	8795-125
F	Tube Spacer 3/4 OD X 2-3/4 long	1	S101299
H	Bolt-Spring Pivot ft. 9/16"x4-1/2"	2	13271
I	Bolt-Bracket to Frame 1/2"x4-1/2"	3	13221
K	Bolt-Pivot Bracket to Frame 1/2"x1-1/4"	2	13207
L	Nut-Crimplock 9/16"	2	37270
M	Nut-Crimplock 1/2"	5	37268
N	Washer-Flat 9/16"	4	33088
O	Washer-Flat 1/2"	12	33086
-	Instruction Sheet	1	8795-50-IS

Please familiarize yourself with all components in this "Kit". The instructions will refer to the item by letter not description. Read all instructions carefully before work is started on your vehicle. In addition to basic hand tools, the following specialty tools are needed to perform this installation: Power Drill (1/2" chuck), 3/8" diameter drill bit with 1/2" shank, 1/2" diameter drill bit, floor jack, jack stands (4), torque wrench, welder (M.I.G. preferred).

This "kit" fits 1987-1995 Jeep® YJ Wrangler vehicles. It consists of the front bracket parts (un-welded) and hardware to install them. Before starting installation, check the frame to make sure it is in good condition, is straight and has no heavy rust. Only install it on vehicles in good sound condition. This kit will work with stock or most aftermarket front bumpers, with or without a winch.

SHACKLES: This "kit" does not provide any means of attaching the shackles to the frame of the Jeep®. We assume that you knew that when you ordered this part number. There are several different ways of attaching them and you must know the proper methods and angles to make this S.R.S.™ function properly.

LEAF SPRINGS: This "kit" has been designed to work with stock (no lift) and aftermarket (lift) leaf springs. It will work with the springs under the axle (stock), or, spring over axle (S.O.A.) set-up (custom).

PITMAN ARM: You may need to use a stock pitman arm. If a aftermarket pitman arm is used, the tie rod may contact it upon suspension compression. Check for interference before driving!

DRIVE SHAFT: The front drive shaft may need to have a longer slip-yoke installed. Due to the action of the suspension movement the stock slip-yoke may not have enough length or movement. We recommend calling the following drive line shop: Tom Wood's Custom Drive Shafts, 1-877-497-4238 (toll free).

BRAKE HOSES: The stock brake hoses will work if you are using stock leaf springs under the axle. If you have any lift in your springs, or a S.O.A. conversion, the stock brake hoses will have to be replaced with longer units. M.O.R.E.™ recommends using Skyjacker® Suspension brand of brake hoses.

TRAC BAR and ANTI SWAY BAR: It is mandatory that you keep the trac bar and anti-sway bar in place when using this shackle reversal system. If you desire full suspension articulation, M.O.R.E.™ suggests that you install a pair of Quick Disconnects on the anti-sway bar and use our SlipLoc™ Trac Bar. These items are in our catalog.

FIT and TOLERANCES: All parts in this kit 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 than 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 "kit" to fit on your rig. Please use common sense when installing these parts.

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 within 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.

PRODUCT DISCLAIMER: Modification of your vehicle to enhance performance with parts sold by **M.O.R.E.™ LLC** may create a dangerous condition which could cause serious bodily injury, and the buyer hereby expressly assumes all risks associated with any such modifications. All parts sold by **M.O.R.E.™ LLC** are for racing or off road use only. Mountain Off Road Enterprises LLC will not accept responsibility for personal injury or property damage arising from the failure of any parts manufactured or sold by **M.O.R.E.™ LLC**.

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STEP 1: On a flat, level, hard surface (concrete) floor, jack up the Jeep® and support the frame with jack stands six inches behind the stock front spring hanger (pivot end of spring). Remove the front wheels. Remove front bumper. Remove the plastic frame cover. **See figure 1.**

STEP 2: Using a second set of jack stands, support the front axle under the rotor/hub area. There should be a slight bit of weight on the stands. **See figure 2.**

STEP 3: Remove the front drive shaft. Remove shackles and bushings from frame. Remove pivot bolt from back of leaf springs. Remove springs.

STEP 4: On the drivers side remove the front lower bolt that extends through the frame retaining the steering box. **See figure 3.** Install items "E" (bushings) into the stock shackle bracket. **See figure 4.** This S.R.S.™ is in "kit" form. That means that the front brackets must be assembled correctly and welded together. There are three of item "B". One is for the drivers side outside, two are for the passenger side, inside and outside. Item "A" is for the drivers side inside. Item "C" is for the front of both and item "D" is for the rear of both.

STEP 5: Cut a piece of steel tubing (round or square, approx. 2 inches in diameter) to exactly 3 inches long. These cuts must be "square"! **See figure 5.** This tubing will take the place of the leaf spring (temporarily) as you weld, to hold the plates together. Using item "H" and "L", bolt the temporary tube spacer that you just cut between the plates (items "B" & "B" on the passenger side and "A" & "B" on the drivers side). **See figure 6.** Snug tighten only! Install the front bumper, and items "C" at the same time using the stock Torx head bolt that was removed in step 1 (it acts as a spacer between the frame and the brackets that you are assembling). Install items "D" using hardware items "K", "M" & "O". Items "D" are to be placed on the back of the factory shackle bracket in the stock hole. Just snug tighten the hardware for now. You should now have all of the parts temporarily bolted to the frame of your Jeep®. **See figure 7.**

STEP 6: Using your eye, and a square, make sure everything is "square and true". Tighten all of the hardware to hold everything in place while you tack weld. Re-check the squareness of the brackets before you tack weld. Now, if you are certain that everything is the way that you want it, "TACK" weld the plates together to form a one piece bracket. DO NOT WELD THE TEMPORARY SPACERS TO THE PLATES!!! Double check everything once tack welded. Are you still happy with the way everything looks? If so, weld as much of the brackets together as you can with them bolted on the Jeep®. Let them cool without quenching, then remove them and final weld all joints. Now, remove the temporary spacer. Wire brush all areas of the welded brackets, clean them with thinner and paint them.

STEP 7: Install the drivers side welded bracket over items "E" and into place. Install one of item "O" on one of item "I" and install it through the bracket and through items "E". **See figure 8.** Install another item "O" on the other side of Item "I" and one of item "M". Do not tighten at this time. Install the stock bolt removed from the steering box location. **See figure 9.** Do not tighten at this time. Install one of item "O" on item "K" and install item "K" through the back side of Item "D". **See figure 10.** Install one of item "O" and item "M" on the inside of item "K". Do not tighten at this time.

STEP 8: Install the passenger side welded bracket over items "E" and into place. Install one of item "O" on one of item "I" and install it through the bracket and through items "E". Install another item "O" on the other side of item "I" and one of item "M". Do not tighten at this time. Install one of item "O" on item "K" and install item "K" through the back side of Item "D". Install one of item "O" and item "M" on the inside of item "K". Snug tighten the bolts/nuts. You now have to drill the frame of the Jeep® for the last bolt. With a ½" diameter bit in a drill, use the welded bracket as a guide to drill the frame. Drill just enough to 'dimple' the frame on the inside frame rail, and the outside frame rail. **See figure 11.**

STEP 9: Remove the welded bracket from the frame. With a 1/8" bit in a power drill, drill a pilot hole through the dimpled marks in the frame, inside and out. **See Figure 12.** Re-install a 1/2" bit and drill the pilot holes from the outside all the way through both holes. **See figure 13.** Install a 3/4" bit in the drill and drill the **OUTSIDE FRAME RAIL ONLY** to 3/4". **See figure 14.** Install item "F" (tube spacer) into 3/4" hole. **See figure 15.** Re-install the welded bracket as performed in step 8. Install one of item "O" over item "I" and "start" it through item "F". Install two or three of item "O" (what ever is needed to take up the gap) between the inside frame rail and the bracket as you insert item "I" all the way through item "F" and bracket. **See figure 16.** Install one of item "O" and one of item "M" and snug tighten all hardware. Install the front bumper using the stock Torx head bolts.

STEP 10: After all of the attaching hardware is installed, torque the bolts to specs. Items "I" and "K", torque to 75 Lb. Ft. torque. The stock steering box bolt torque to 50 Lb. Ft. The stock Torx head bumper bolts torque to 65 Lb. Ft.

STEP 11: You must now mount the shackles to the frame behind the front axle your own way. Then, re-install the springs, and all other parts removed in previous steps. Be sure to check all of the components listed on page 2 of this instruction sheet during final assembly.

M.O.R.E.™ offers several different methods for mounting the shackles to the frame. Please contact us for any of the following: Universal Bushing Assemblies, shackle hangers and shackles. Thank you for purchasing this **M.O.R.E.™** product.



FIGURE 1



FIGURE 2

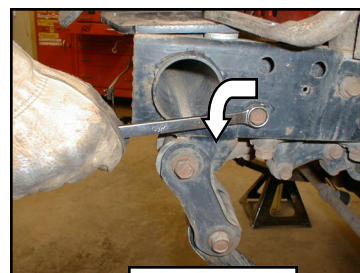


FIGURE 3

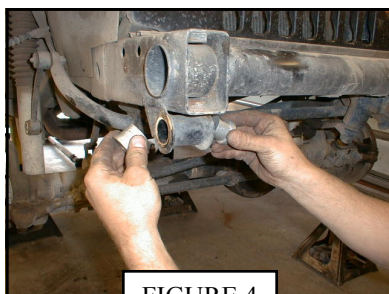


FIGURE 4

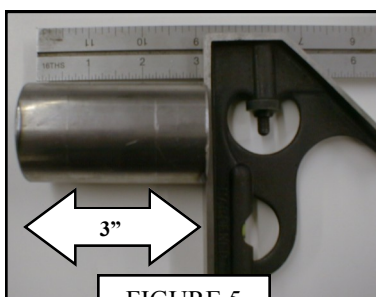


FIGURE 5

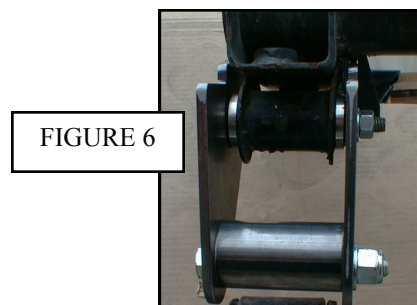


FIGURE 6

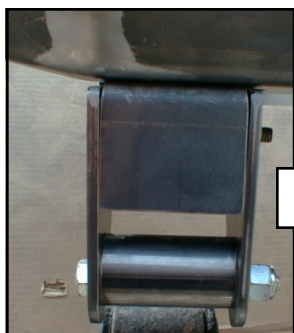


FIGURE 7

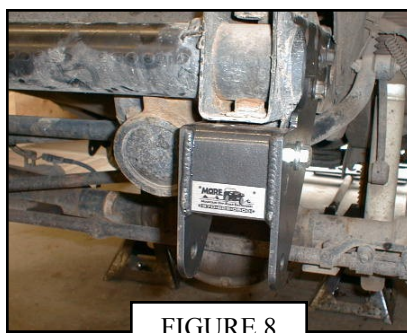


FIGURE 8

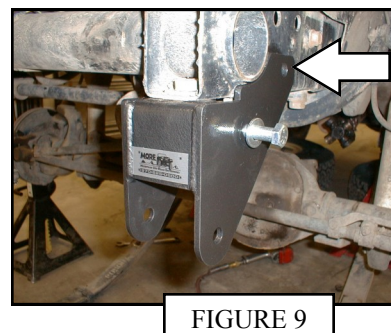


FIGURE 9



FIGURE 10

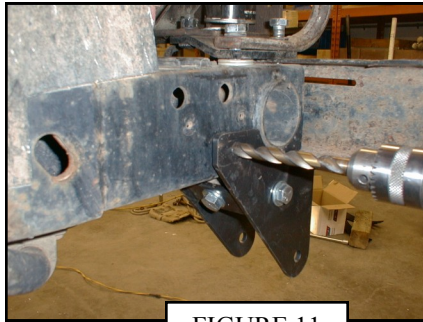


FIGURE 11

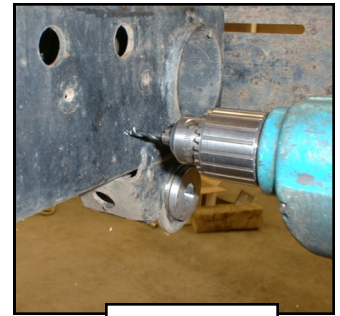


FIGURE 12



FIGURE 13

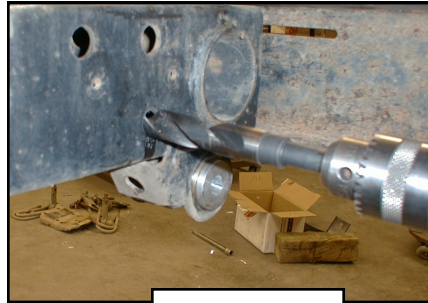


FIGURE 14

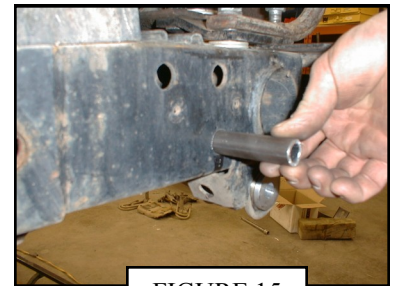


FIGURE 15



FIGURE 16

