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INSTALLATION INSTRUCTIONS for BBJ9195 BombProof™ BLOCK BRACKETS



HARDWARE KIT:

- 1– DS Block Bracket
- 1– PS Block Bracket
- 1– 12-.125x30mm Bolt, Flat Washer & Lock washer
- 6– 3/8-16x1 Bolt
- 3– 3/8-16x1-1/4 Bolt
- 1– 3/8-16x1-1/2 Bolt
- 1– 3/8-16x2 Bolt
- 2– 5/16-18x1-1/2 Bolt
- 11– 3/8" Flat Washers
- 11– 3/8" Lock Washers
- 2– 5/16" Flat Washers
- 2– 5/16" Lock Washers
- 1– Thin Spacer

Please read and understand all instructions before beginning the installation of these motor mounts. Please read the terms and policies on the back of these instructions.

The **BBJ9195** Block Brackets are designed to fit the following Jeep® vehicles: 1991-1995 YJ Wranglers equipped with 6-cylinder engines (4.0L). These Brackets will work with the OEM motor mounts along with most Aftermarket Motor Mounts.

STEP 1: With the Jeep® on flat level ground, apply the parking brake, block the tires so it cannot move. Put the transmission in neutral. Using a jack, place a block of wood between the jack and the oil pan. Apply a slight amount of pressure on the oil pan. We recommend doing one side at a time.

STEP 2: On the drivers side remove the through bolt, lower nut and bolt on the motor mount and then remove the motor mount. Save this hardware! remove the OEM block bracket. The new Block Bracket will reattach to the block using the original three holes plus four additional threaded holes on the block. We recommend cleaning the new holes with a 3/8"x16 tap and the rearmost lower hole will need to be cleaned using a 12mmx.125 tap. (see figure 1)

STEP 3: Install the new DS Block Bracket and motor mount together, attach the block bracket using the supplied hardware using loc-tite on the bolts, (See Figure 2 for bolt locations) **depending on the year of your YJ you may need to install the supplied thin spacer (See Figure 1)**. Do not tighten the bolts yet. Reinstall the original motor mount bolts and nuts and check to see if the motor mount is in the same location as before, if not the block bracket can be moved slightly to realign the mount to the frame bracket. After the alignment is correct tighten the block bracket bolts and the bolt and nut on the motor mount. **Do not Tighten the through bolt on the motor mount at this time.**

STEP 4: On the Passenger side Remove the through bolt, lower nut and bolt on the motor mount and then remove the motor mount. Save this hardware! remove the OEM block bracket. The new Block Bracket will reattach to the block using the original three holes plus four additional threaded holes on the block. We recommend cleaning the new holes with a 3/8"x16 tap and the. (see figure 3)

FIGURE 1

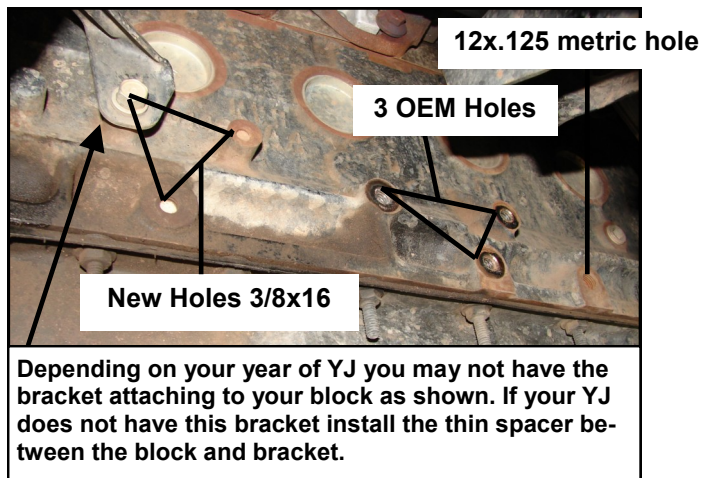
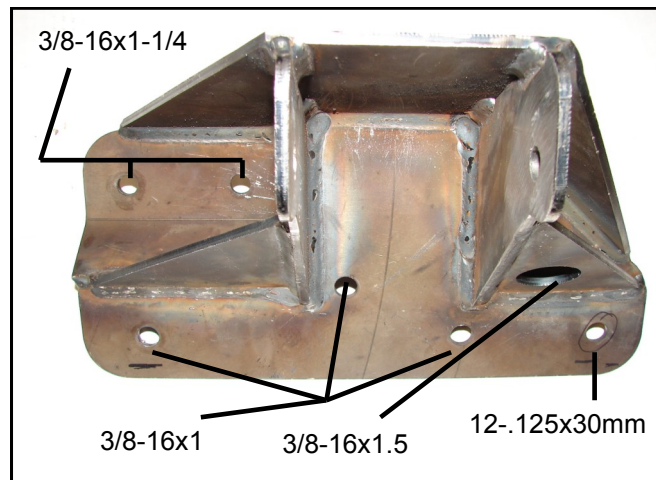


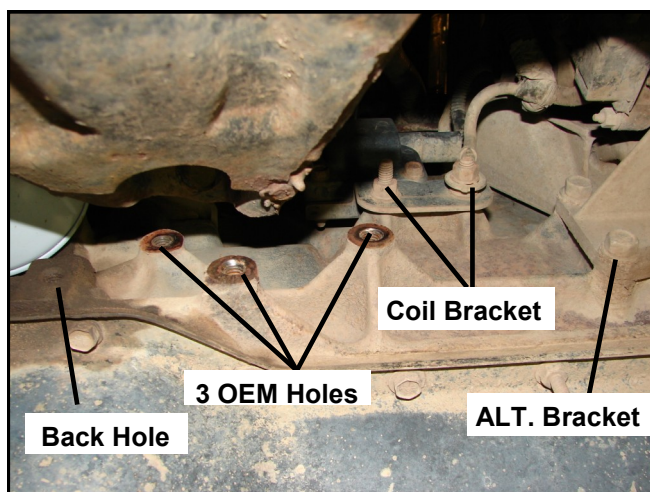
FIGURE 2



STEP 5:

You will need to remove the coil bracket from the block, the lower Alt. bracket bolt and if equipped the starter cable retainer bracket. Install the new PS Block Bracket and the Motor mount together, attach the block bracket using the supplied hardware using loc-tite on the bolts, (See Figure 5 for bolt locations). The coil bracket will be reinstalled on top of the new bracket (do not forget the ground wires), The new bracket will also set on top of the Alt. bracket on the lower forward hole. Do not tighten the bolts yet. Reinstall the motor mount and see check to see if the motor mount is in the same location as before, if not the block bracket can be moved slightly to realign the mount to the frame bracket. The DS bracket has a slotted hole for the through hole on the motor mount this is to help align the mounts side to side. After the alignment is correct tighten the block bracket bolts and the bolts and nut on the motor mount. **Go back and tighten the DS through bolt.**

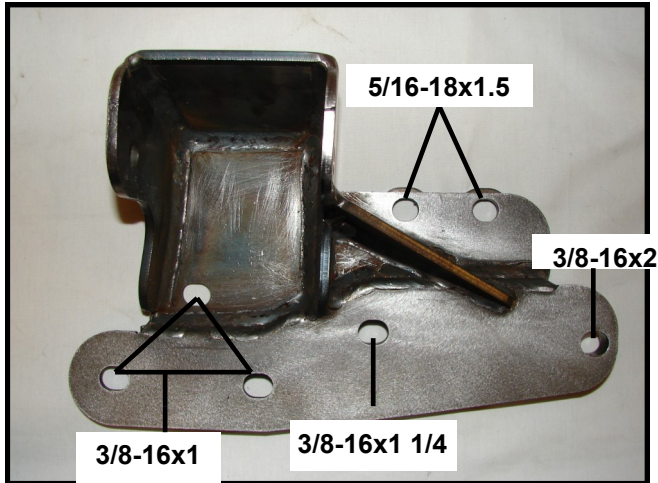
FIGURE 3



DS Block Bracket Installed



FIGURE 5



PS Block Bracket Installed



TERMS-POLICIES:

FIT and **TOLERANCES**: These Motor Mounts 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 “slots” in which to mount them. In addition to the factory tolerances, most people install other than factory equipment such as suspension lift kits, skid plates, different transfer cases 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 these parts to fit on your rig. Please use common sense when installing these parts and let us know how we can improve them.

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.

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