



MOUNTAIN OFF ROAD ENTERPRISES LLC.

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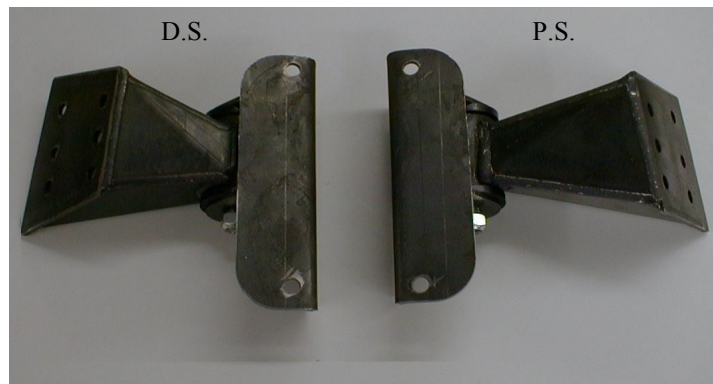
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## INSTALLATION GUIDELINES for JM500 BombProof™ MOTORMOUNTS:

PLEASE READ THE TERMS-POLICIES ON PAGE 2



Thank you for purchasing **M.O.R.E.**™ BombProof™ motor mounts. They are designed to fit Jeep® CJ-5, CJ-7, CJ-8 vehicles from 1972\* through 1986 when installing a Ford V-8 (289,302,351, small block) engine. The JM500 mounts are designed to off-set the engine slightly to the drivers side of the Jeep® frame for front drive shaft clearance at the transmission. This means that you must use a transfer case with a passenger side front drive shaft, i.e.: Dana 300, Jeep® Dana 20, Dana 18, Borg/Warner Quadra-Trac®. \* 1972-1975 frames require slight modifications for the JM500 mounts to fit properly.

A short word about Jeep® frames. They had very large tolerances from the factory and the factory used several "oval slots" instead of round holes to make installing their own parts easier. Add to that fact that most Jeep® vehicles have been used in off-road situations and the frames are usually "tweaked" slightly (or down-right bent!). This makes it very difficult for us to make these mounts fit perfectly. It may take some effort on your part to make them fit as you wish. That is one reason that we ship them un-painted so you can modify them as necessary. They are designed as a starting point and once you have them in place and the engine conversion is completed, you will be very happy with the end product. We have spent countless hours test fitting them on several chassis with several engine/transmission combos and the JM500's fit them all with slight, or no modifications. Remember, you are performing a "conversion" and it will require some effort to complete the project.

The frame side of the JM500 mounts are pre-punched to match the holes on the Jeep® frame, and the block plates are pre-punched to line up with the Ford engine block. These mounts are designed to locate the engine in the proper location in relation to the firewall and radiator. We insist that the engine dictate where the rest of the drive train is located. There is only one perfect location. That is where we have located it. If installing a Ford engine in your Jeep® for the first time, simply use the JM500 mounts to locate the engine by bolting the frame mounts to the frame, the block plates to the block, then insert the 9/16" thru-bolts. After the engine is bolted in place, then install the transmission and transfer case.

If you already have a Ford engine converted into your Jeep®, and are replacing the conversion motor mounts with **M.O.R.E.**™ BombProof™ mounts, the holes may not line-up with where your engine is located, due to the infinite possibilities of engine locations. Don't panic! These mounts will still work! Simply "slide" the frame portion of the JM500 mounts forward, back, up or down, to where your engine is located and weld the frame mounts to the frame.

## TERMS-POLICIES:

**FIT and TOLERANCES:** All M.O.R.E.™ products are the results of countless hours of research, testing, fitting and refining. Jeeps have a large tolerances from vehicle to vehicle. In addition to the factory tolerances, most people install other then factory equipment (aftermarket add-ons). M.O.R.E.™ has done the best job we can to insure that our parts fit with some of the possibilities. However, you may find it necessary to grind, elongate, bend, or force the parts you buy to fit on your rig. Be sure that you want to install them before you modify them. Please use common sense when installing these parts, and remember, once you have installed, modified or used them in any way, they are not returnable.

**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.

**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.

Specifications are subject to change without notice.

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