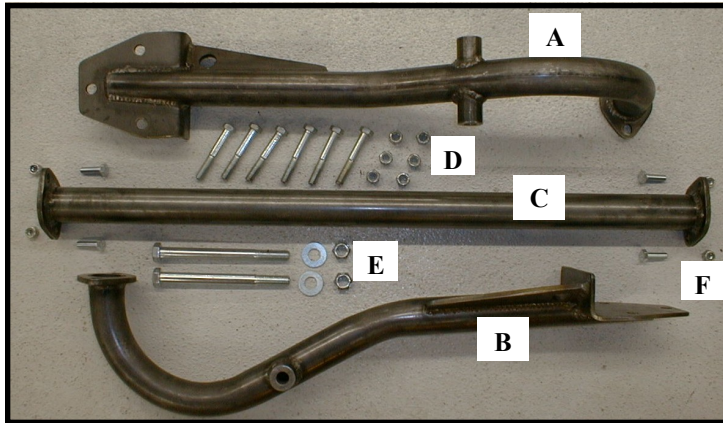




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Installation Guidelines for M.O.R.E.™ SH200 (Long Travel Shock Mount Cage)



Contents of kit:

- A. Shock Mount-drivers side
- B. Shock Mount-passenger side.
- C. Cross-over tube.
- D. 6-Mounting bolts-3/8"x2-1/2" & nuts.
- E. 2-Shock bolts-1/2"x5-1/2" & washers & nuts.
- F. 4-Attaching bolts-crossover-5/16"x1" & nuts.

PLEASE READ TERMS-POLICIES ON PAGE 2

This M.O.R.E.™ SH200 Long Travel Shock Mount Cage fits Jeep® CJ-5, CJ-7, CJ-8 vehicles from 1972-1986 (front). It is designed to bolt into existing holes on 1982-1986 frames. On 1972-1981 model vehicles you must perform some modifications in order for them to fit. All vehicles will require you to cut a minor amount of sheet metal from the inner fender wells. Some vehicles require air cleaner box/duct mods. If you have accessories mounted on the inner fender wells, they may need to be moved as well. We have test fit them on CJ's with AMC 6 cylinder and AMC V-8 engines. With all of the possibilities of different engine combinations, it is impossible for M.O.R.E.™ to know what fits and what doesn't. We have allowed the cross over tube to mount up as high possible in order to clear different engine possibilities. We have tested this design with spring under axle (3" lift springs), spring over axle (5" lift). It has worked on both combinations. The shocks that are needed for your vehicle are up to you to measure and decide on. We have used shocks that have up to a 13" stroke on both of the above vehicle configurations. The lower shock mount that you have (axle mounted or U-bolt plate mounted) should work fine. We recommend fitting these and making sure they fit, do all of the inner fender well mods, mounting the shocks, checking everything, then remove them and paint the them. The following guidelines should help with your installation.

1982-1986 Jeep® vehicles:

Step 1. Remove the shocks. Remove the stock upper shock towers bolted to the frame. If there is any accessories bolted to the inner fender wells (under hood side) near where the shock mount cage is to locate, remove them at this time.

Step 2. Fit the shock mounts (left & right, without the cross-over) on the frame. They will drop in from the engine side of the inner fender. No sheet metal mods should be needed for this step. You may need to gently "pry" the sheet metal out for a bit of clearance. Using the bolts/nuts provided Items "D", attach the mounts by snug tightening the bolts/nuts. Leave them loose for now.

Step 3. Install the cross over tube using items "F". Tighten Items "D" to 30 Lbs. Ft. torque. Tighten items "F" hand tight. (Slight bending may be required of the grille to firewall rods for clearance). See figure 1.

Step 4. A narrow slot must be cut in the inner sheet metal fender for shock clearance. Using the shock mounts as a guide, draw a line on the sheet metal with a ink marker. The shock mounts behind the tower. See figure 2. We have found that a "nibbler" works great for this chore. Tin snips can be made to work, or a die grinder, what ever tool you have available!

Step 5. Now measure for shocks. It is best if you can put your Jeep® on a ramp to fully compress one side and have the opposite side fully extended. Measure from center to center of the upper and lower mounts on both sides. Take these measurements to your favorite off-road shop and have them get in their shock catalogs and come up with a shock that has aprox. the same dimensions. **PAGE 1 of 2**

Step 6. The shock mount cage can now be removed and painted. Once you have come up with the proper shocks, re-install the shock mount cage and the shocks.

1972-1981 Jeep® vehicles:

Step 1. Remove the shocks. Remove the upper shock mounts from the frame. This mount must be cut off with a torch. Be careful not to cut into the frame. Grind the torched area to a smooth finish.

Step 2. If your Jeep® has a AMC 6 cylinder skip this step. If your Jeep® is equipped with a AMC V-8 and power steering, the shock mount cage must be mounted forward more than other Jeeps (for the cross over tube to clear the power steering pump). In order for the shock mount to be moved forward the brake hoses/lines must be moved. Use your best judgement as to where they can mount for clearance.

Step 3. Fit the shock mounts (left & right, without the cross-over) on the frame. They will drop in from the engine side of the inner fender. No sheet metal mods should be needed for this step. You may need to gently “pry” the sheet metal out for a bit of clearance. Using the three pre-punched holes on the shock mounts as a guide, drill the frame all the way through to the inside with a 3/8” drill bit. Using the bolts/nuts provided Item “D”, attach the mounts by snug tightening the bolts/nuts. Leave them loose for now.

Step 4. Install the cross over tube using items “F”. Tighten Items “D” to 30 Lbs. Ft. torque. Tighten items “F” hand tight. (Slight bending may be required of the grille to firewall rods for clearance). See figure 1.

Step 5. A narrow slot must be cut in the inner sheet metal fender for shock clearance. Using the shock mounts as a guide, draw a line on the sheet metal with a ink marker. The shock mounts behind the tower. See figures 2A & B. We have found that a “nibbler” works great for this chore. Tin snips can be made to work, or a die grinder, what ever tool you have available!

Step 6. Now measure for shocks. It is best if you can put your Jeep® on a ramp to fully compress one side and have the opposite side fully extended. Measure from center to center of the upper and lower mounts on both sides. Take these measurements to your favorite off-road shop and have them get in their shock catalogs and come up with a shock that has aprox. the same dimensions.

Step 7. The shock mount cage can now be removed and painted. This is the time to paint the area of frame that was ground where you removed the stock shock mounts. Once you have come up with the proper shocks, re-install the shock mount cage and the shocks. Be sure to check the brake lines that you moved and re-bleed the brakes to factory specs.

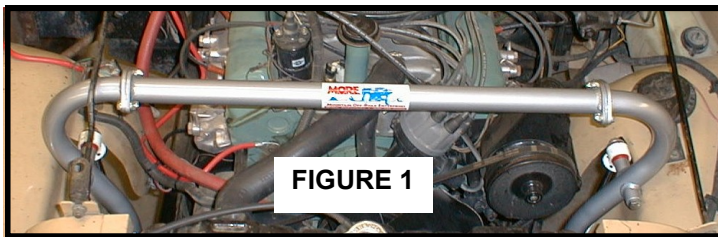


FIGURE 1

SH200 installed on a 1978 Jeep® CJ-7 with AMC V-8 and Power steering. Note how the cross-over tube sits in front of the power steering pump.



FIGURE 2A



FIGURE 2B

TERMS-POLICIES:

FIT and TOLERANCES: All parts in 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 than 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.

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