

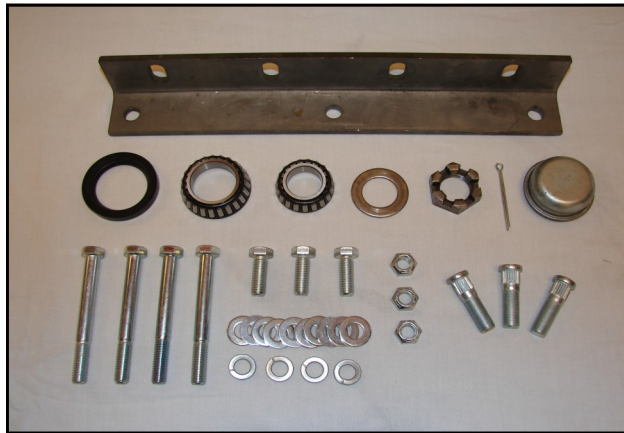
INSTALLATION INSTRUCTIONS FOR: JRB800

PLEASE READ AND UNDERSTAND TERMS / POLICIES BEFORE PROCEEDING



HARDWARE KIT:

- 4 – 7/16-14 x 4.5" bolts
- 10 – 7/16 Flat Washers
- 4 – 7/16 Lock Washers
- 3 – 7/16-14x1-1/4" bolts
- 3 – 7/16-14 crimp lock nuts
- 3– Wheel studs
- 4- 3/8"x1" bolts
- 4- 3/8" flat and lock washers
- 2- rod ends
- 1- 3/8" jam nut
- 2- 3/8" fine thread nyloc nuts
- 2– rubber bumpers with double ended studs
- 1- Stainless steel logo with screws
- Brake light, grommet, wiring pigtail
- Bearings, Seal, Nut, Washer, Cotter Pin, Dust Cap



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. 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.

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.

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M.O.R.E.™ recommends pre-fitting this *BUMPER* into your Jeep® BEFORE you paint it. Make sure that you Have no fit issues with any Aftermarket accessories and that you are happy with all aspects of it. If you are, then paint it and re-install it. Once you modify it in any way, it is NON-RETURNABLE !!!

1– Remove Factory rear bumper & if equipped remove tow hitch and or tow hook. Save the 4 factory bolts that attached the bumper to the side of the frame (see figure 1B) .

2– The JRB800 bumper will attach to the back crossmember with 4 bolts (see figures 1A & 1B) and to the 4 bolts removed earlier from the sides of the frame.

3– Install JRB800 rear bumper and install the 4 factory bolts back into the side frame holes do not tighten at this time (See Figure 2) . Install the 7/16x4.5” bolts ,flat and lock washers through the backing plate and then through the rear crossmember of the Jeep (see figure 3). NOTE: It may be necessary to enlarge the outside of the holes on the rear crossmemember (see figure 4).Tighten the 4 7/16” bolts in the center and then the 4 bolts on the sides of the frame.

4- Now grease the bearings with a wheel bearing grease and install the seal in the bottom. Install the carrier over the spindle and attach with the washer, nut , cotter pin and dust cap. (Do not over tighten the castle nut (Figure 5). Remove factory rubber bumpers, these will be reinstalled later (see figure 6).

5– Using the factory hardware, bolt the tailgate bracket to the tailgate. Install double ended studs and rubber bumpers in location shown, (see figure 7). These studs are metric on one end and standard on the other, if they don't thread easily, flip them around.

6– Install knuckle bracket into rear of swinger using 3/8”x1” bolts with flat and lock washers. (see figure 8) Leave these bolts loose for now.



7– Install jam nut onto rod end and thread rod ends together. Insert into brackets and install 3/8" nyloc nuts. Raise or lower swinger bracket until rod is level and tighten bolts (see figure 9).

8– Open and shut swinger and adjust rubber bumpers and rod ends by screwing them in or out to make swinger close tightly (see figure 10). You will need to trim the OEM rubber tire bumpers that were removed earlier. Trim them off only enough to allow the tire carrier to contact them and preload against them when latched (see figure 6).

9– Install brake light grommet and press brake light into grommet (see figures 11 & 11A). Wire pigtail into OEM brake light wiring harness. Make sure to leave enough slack for a full range of motion of the swinger.

10– You will need to press the wheel studs into the tire carrier, make sure to do this for the correct wheel pattern (5 on 5" OEM or 5 on 5 1/2") (Figure 12 & 12A)

11– When installing the spare tire you will want to slide the base so that when the tire is tight it is pre loaded against the tube. (Figure 13)

12– Install the M.O.R.E. logo plate using supplied screws into drilled and tapped holes on carrier, (Figure 14).

13– The locking pin should be lubricated (anti-seize) periodically.

14– Install tire and jack and verify smooth operation. Your done - go Jeepin!!



Figure 1A



4– 7/16" x 4.5" bolts coming in from the back

Figure 1B



2– Factory bolts per side of frame.

Figure 2



Figure 3



Figure 4



It may be necessary to enlarge the far PS hole on the outside of the crossmember.



Figure 5

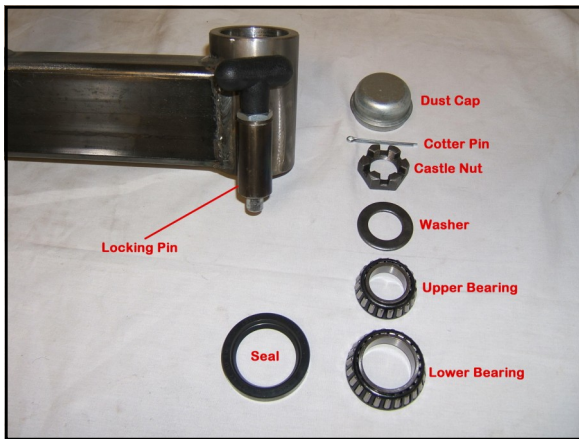


Figure 6



Figure 7



Figure 8



Figure 9

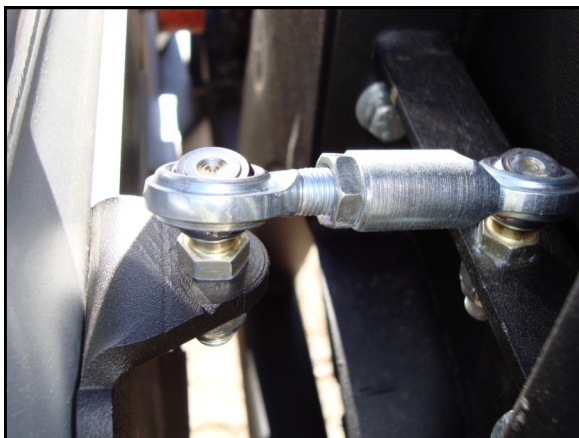


Figure 10



Figure 11

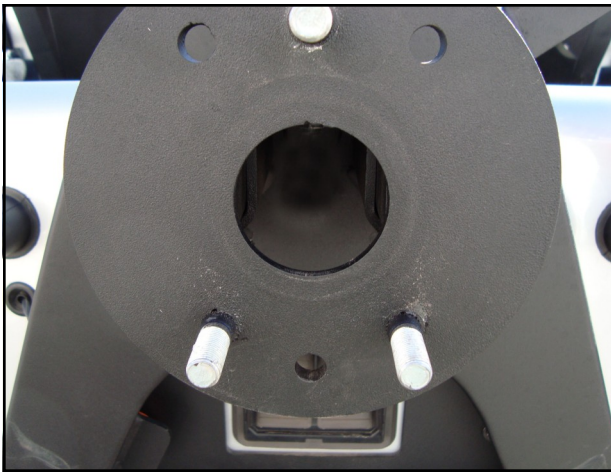


Figure 11A

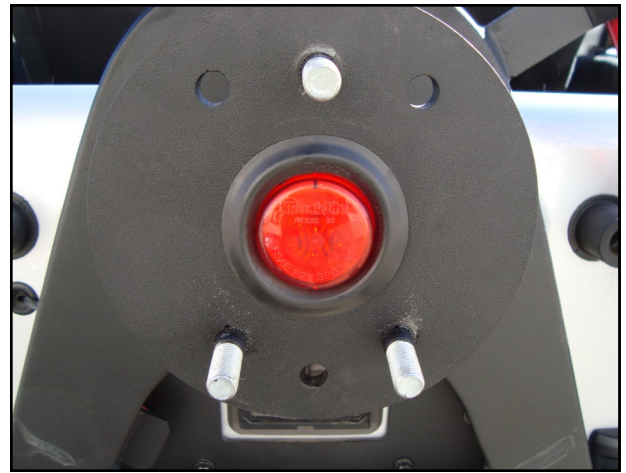


Figure 12

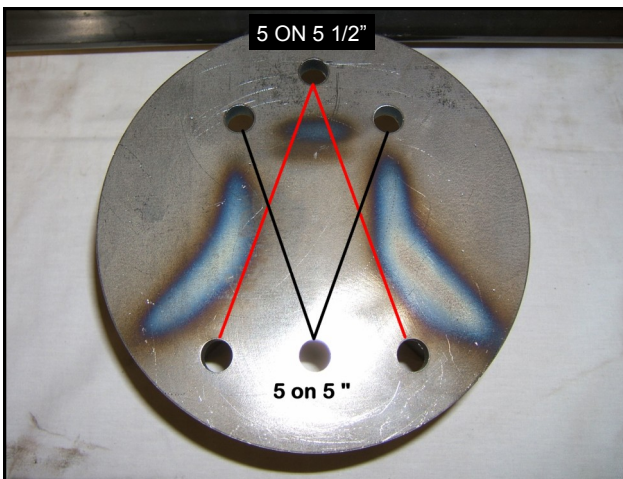


Figure 12A

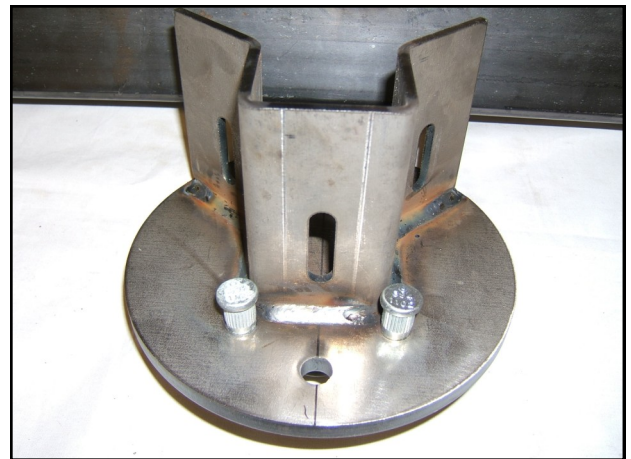


Figure 13

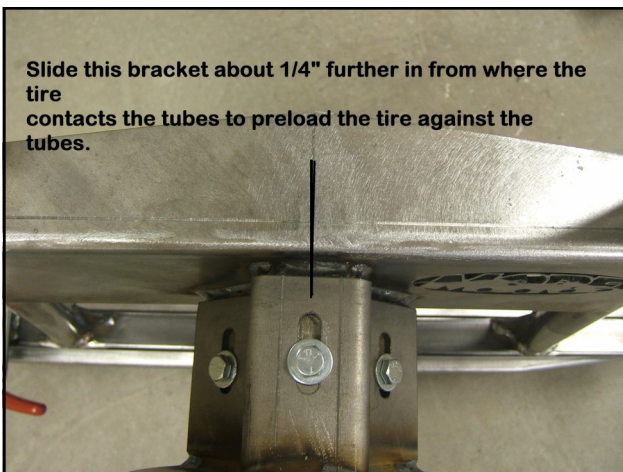


Figure 14

