



MOUNTAIN OFF ROAD ENTERPRISES, Inc.

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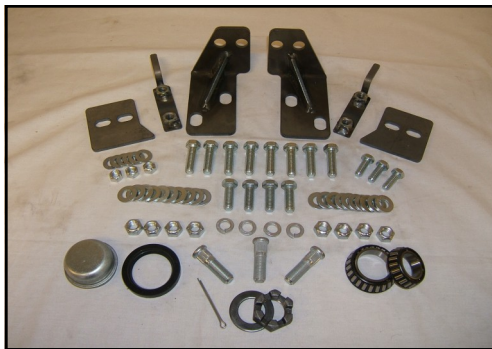
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INSTALLATION INSTRUCTIONS FOR: **JRB900TJ**

PLEASE READ AND UNDERSTAND TERMS / POLICIES BEFORE PROCEEDING



HARDWARE KIT:

- 8- 7/16-14 x 1 1/2" bolts
- 4- 7/16-14 x 1 1/4" bolts
- 20-7/16" Flat Washers
- 4-7/16" Lock Washers
- 8-7/16"-14 Crimp Nuts
- 2- 7/16-14 Tab Nuts
- 1- Frame Bracket Right
- 1- Frame Bracket Left
- 2- Backing Plates
- 3- Wheel studs
- 5- 3/8"-16x1" Bolts
- 4- 3/8"-16 Crimp Nuts
- 9- 3/8" Flat Washers
- 3- 3/8" Lock washers
- 2- Rod end assemblies
- 2- 3/8" x 24 nyloc nuts
- 1- 3/8" jam nut
- 1- swinger bracket
- 1- tailgate bracket
- 1- brake light, grommet, and wiring pigtail
- 1 rubber bumper
- 1- Stainless steel logo with screws
- 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 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 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 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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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. Save the 2 lower factory bolts that attached the bumper to the frame. (Figure 1) .

2– The JRB900 bumper will attach to the back crossmember with 4 bolts per side, Some Jeeps already have these holes but many do not. You will have to mark and drill these holes to 1/2". (Be careful when drilling so you do not hit the fuel tank). (Figure 2 & 2A)

3– Install JRB900 rear bumper and install the 2 factory bolts back into the lower frame holes . Finger tighten these bolts at this time. (Figure 1)

4– Install Left & Right Frame brackets Using the 7/16"x1 1/4" bolts, flat washers, lock washers and Tab nuts. (Figure 3 & 4). Nut tab will insert in hole in bottom of the frame. Do not tighten at this time.

5– Insert the 7/16"-1 1/2" bolts w/ flat washer through the Frame bracket, frame and bumper and attach with flat washer and 7/16" crimp nut. (Figure 5)

6– Insert the 7/16"-1 1/2" bolts w/ flat washer through the Backing plates, frame (holes that may of had to be drilled) and bumper and attach with flat washer and 7/16" crimp nut. (Figure 6)

7– Center & Level bumper and tighten all bolts.

8– 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 7)

9– Install tail gate bracket onto tailgate using the factory hardware (see figure 8).

10– Install swinger bracket onto swinger using 3/8" x 1" bolts with flat and lock washers (see figure 9). Install rubber bumper into hole in the back side of the swinger (see figure 10).

11- Thread jam nut onto male rod end and thread into female rod end. Insert rod ends into holes in tailgate bracket and swinger bracket. Install 3/8" x 24 nyloc nuts onto rod ends. Raise tailgate bracket until rod end assembly is level (see figure 10). Tighten bolts on swinger bracket.

12– Open and close tailgate and adjust length of rod end assembly until the swinger closes tight onto stock rubber bumpers. It may be beneficial to rotate the stock rubbers to best hit the swinger. (see figures 8&11)

13- Install the ramp pad with the stainless screws provided (see figure 12.)

14– You will need to press the wheel studs into the tire carrier, make sure to do this for the correct wheel pattern (5 on 4 1/2" or 5 on 5 1/2") (Figure 13&13A)

15- Insert tail light grommet into tire carrier plate. Press brake light into grommet. Wire pigtail into the stock third brake light wiring harness and plug into brake light (see figure 14). Be sure to leave enough slack in wires for the swinger to operate through a full range of motion.

10– 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 15)

11- Install stainless steel logo into threaded holes with supplied screws.

12– The High-Lift jack mount will work with both the cast base style and stamped base style jacks. There are holes in the lower base to add a lock or bolt . The jack will be retained in the top mount as shown in (Figure 16)

13– The locking pin should be lubricated (anti-seize) periodically and make sure that you pull it before you try to open or close the carrier !

Figure 1, (P.S. of Jeep)



Figure 2A

Figure 2



Figure 3, (D.S. of Jeep)



Figure 4

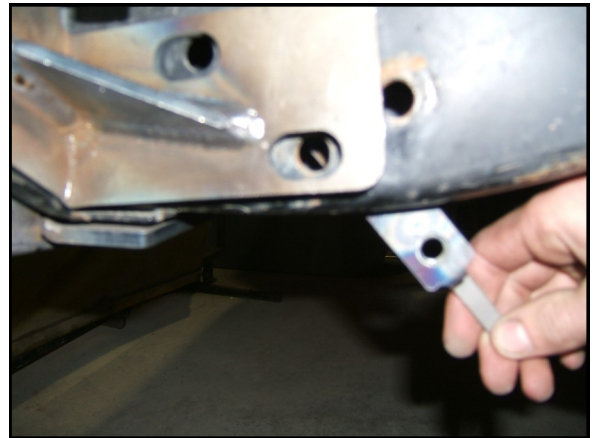


Figure 5

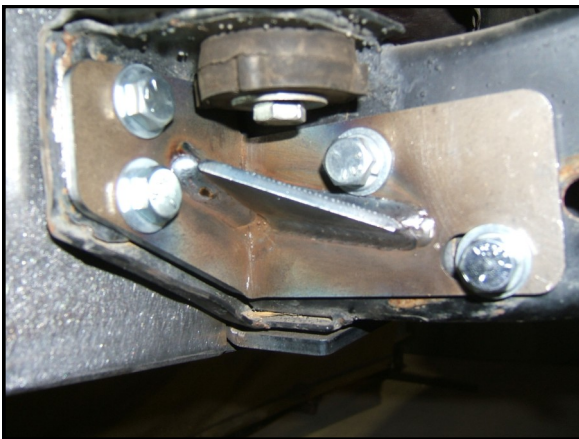


Figure 6



Figure 7

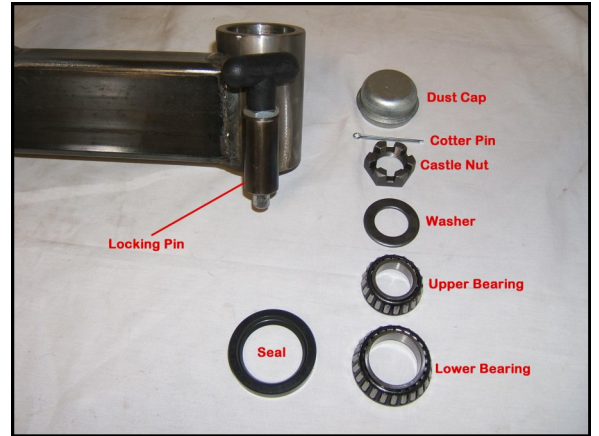


Figure 8



Figure 9



Figure 10

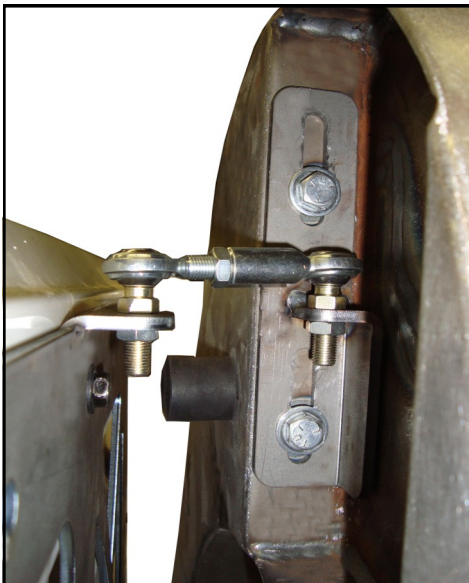


Figure 11

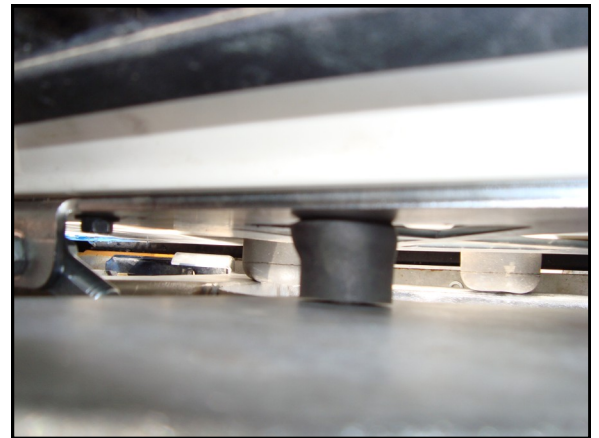


Figure 12



Figure 13

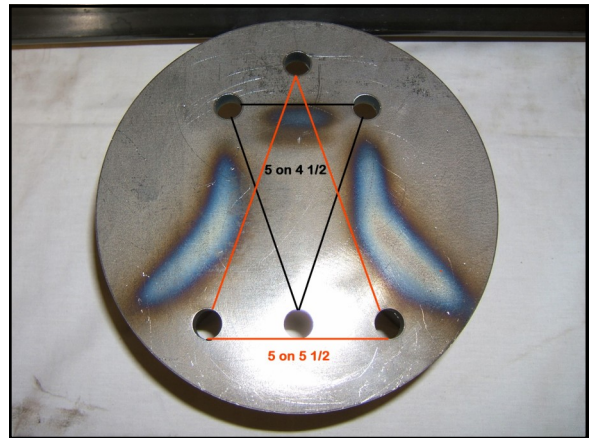


Figure 13A

Figure 14

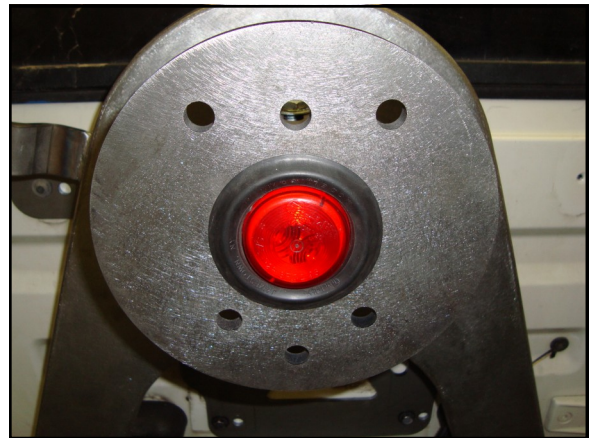
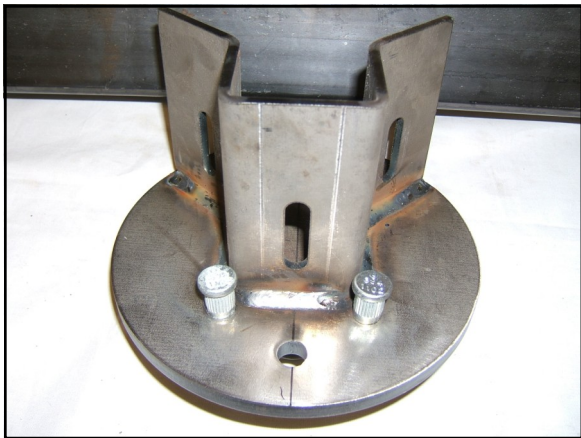


Figure 15

Figure 16

