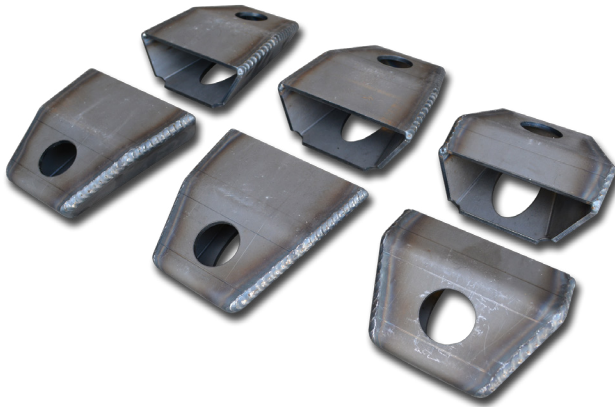


TJ-LJ BFH™ BODY MOUNTS INSTALLATION



The Poison Spyder Customs BFH™ Body Mounts are easy to install with the right tools and good mechanical abilities, including welding. If you are not confident in your mechanical or welding skills, please seek the help of a professional to perform the installation. Please read through these entire instructions before proceeding with installation.

PARTS LIST

- (4) Long BFH™ Body Mounts
- (2) Short BFH™ Body Mounts

TOOLS NEEDED

- Floor Jack or screw-type jack stand
- 3/4" socket, ratchet and torque wrench
- Cutting torch, plasma cutter, electric or pneumatic cut-off tool or reciprocating saw
- Grinder with grinder wheel and flap wheel
- Welder
- Primer and paint

BEFORE YOU BEGIN

If your Jeep's rubber body mount bushings are worn, it would be advantageous to replace them as part of this installation, as the bushings themselves are used to assist with proper placement of the body mount perches prior to welding. If you are installing a body lift at the same time, you are advised to perform the complete body lift installation, on to the stock

body mount perches, prior to continuing with the following procedures.

INSTALLATION PROCEDURE

1. Park the Jeep on a flat, level surface and set the parking brake.



FIGURE 1

2. From under the Jeep, observe the three factory body mounts along the frame rail on each side, to determine which two are "long" and which one is "short", and lay out each of the BFH Body Mounts accordingly
3. Use the 3/4" socket and ratchet to loosen each body mount bolt. Depending on the age of the Jeep and weather and road conditions in your area, they may take some "persuasion" to loosen. Because of this, we recommend ensuring that all 6 are loosened, and then re-tightened before proceeding with the replacement of each body mount individually.

The following steps pertain to the individual replacement of a single body mount. The process will be repeated for all 6 body mounts.

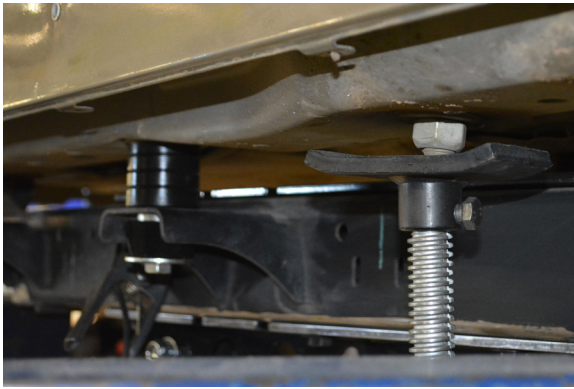


FIGURE 2

4. **Position the floor jack or screw-type jack stand** underneath the Jeep's body, close enough to the specific body mount you will be working on to act as a temporary support, but not so close that it hinders your access to work around the body mount. Pump the jack up until it just touches the Jeep's body, but doesn't try to lift it.
5. **Slowly begin loosening the body mount bolt.** As you do so, keep a close eye on the spots where the body sits on the bushing, and where the bushing sits on the metal body mount perch. If you see the body or bushing lift at all as you loosen the bolt, the jack is slightly too high. Carefully lower the jack just enough that it stays sitting on the body mount as you loosen the bolt, yet still bears some of the body's weight. Once you've verified through this procedure that the jack is correctly adjusted, re-snug the body mount bolt so that it will hold the body mount in place as you cut through it.

IMPORTANT: if your floor jack is low on fluid, in need of service or tends to leak down at all, it may not be able to perform the preceding step adequately.

6. **Make sure there are no electrical wires, fuel lines or other items** in the vicinity you are working (the area where the body mount meets the side of the frame rail). If anything needs to be removed, relocated or temporarily secured out of the way, do so before proceeding.



FIGURE 3

7. **Use a cutting torch, plasma cutter, cut-off wheel, reciprocating saw or other suitable cutting device** to cut the stock body mount perch from the side of the frame. If using a cut-off wheel it might be difficult to reach the cut you need to make along the top surface of the body mount. Cutting the sides first, then bending them out of the way with a large pry-bar or hammer, may allow you to get at that area to make the cut from below. Try to make your cuts as close to the surface of the frame rail as possible without cutting in to the frame rail itself. Its better to leave a little more material there at this step and grind it off later, than to risk cutting into the frame rail.
8. **Once the body mount has been fully cut** from the frame rail on all sides, remove the body mount bolt and the severed stock body mount.



FIGURE 4

9. **Use a grinder to grind away the remnants** of the body mount from the sides of the frame rail. As you get close to the metal of the frame rail itself, switch to the flap wheel for final smoothing without cutting into the frame rail itself.



FIGURE 5

10. Place the BFH Body Mount against the frame rail, with the body bushing between its top surface and the underside of the Jeep. Re-install the body mount bolt and tighten it just enough to hold the BFH Body Mount snug.

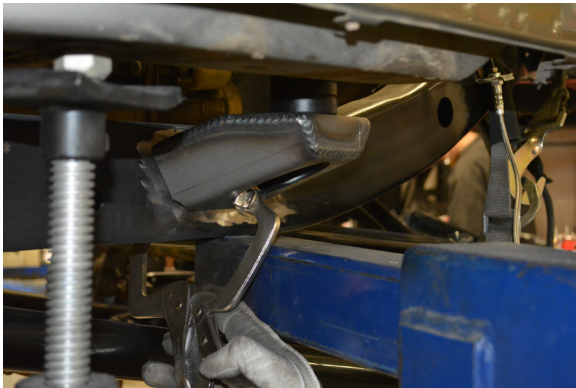


FIGURE 6

11. Ensure that the edges of the BFH Body Mount sit flat against the side of the Jeep's frame rail. Due to slight manufacturing variances from Jeep to Jeep, it may be necessary to either grind a small area of the BFH Body Mount's edge, or use a bar clamp to hold it snug against the side of the frame rail. Make any adjustments needed to ensure the BFH Body Mount is seated firmly against the side of the frame rail before welding.



FIGURE 7

12. Securely tack the BFH Body Mount to the frame rail at all four corners, then fully weld it in place. Note that it may be advantageous to weld in short stitches, move to the next body mount, then come back and weld another stitch at intervals, in order to keep the metal of the body mount from heating up enough to melt or heat damage the body mount bushing. It may be difficult to reach the seam along the top surface of the BFH Body Mount, with a MIG gun. If so, it may be easier to weld that seam from below, with the MIG gun through the oval access hole on the bottom of the BFH Body Mount. Note that each BFH Body Mount has a couple of small notches in the bottom edge where it meets the frame rail. Leave these notches clear and unobstructed from weld bead, as they are designed to allow water and dirt to drain from the inside of the mount to discourage rust.



FIGURE 8

13. Once there is enough weld to securely hold the BFH Body Mount in place and support the weight of the Jeep's body (if welding short stitches in intervals as recommended above), lower the floor jack, move it to the next body

INSTALLATION INSTRUCTIONS

mount location, and repeat the preceding steps.

14. After all six BFH Body Mounts have been installed, revisit each body mount bolt and ensure it is fully tightened. The recommended torque specification for these bolts is 50 ft./lbs.

15. The bare steel of the BFH Body Mounts and the areas of the frame that were ground/sanded will need to be painted to prevent rust. Careful preparation will make a big difference in the quality and longevity of your paint job, even using “rattle can” aerosol paints. Begin by thoroughly cleaning the metal with solvent or de-greaser, then make sure all residue is removed. You may want to mask off the body bushings, body bolt heads and anything else in the area that may be hit by overspray. Even if you use cheap paint, try to use a good quality primer. “Etching” primers are best to use on bare, unpainted metal. Allow it to properly dry before painting, and between paint coats.

Congratulations, you have completed installation of your BFH™ Body Mounts!

ALTERNATE INSTALLATION

An alternative installation strategy may be used at the installer’s discretion: The BFH Body Mounts are designed so that they may be raised up to 1” higher than the stock body mount perches. This would, in effect, yield a 1” body lift while using stock body mount bushings without body lift pucks (body lift components would still be needed at the remaining body mount locations), all while tucking the body mounts an extra inch higher out of the rocks. We do not provide a step-by-step procedure for performing this installation method, however it may be accomplished on a “Do-It-Yourself” basis by a skilled installer with proper planning and execution.

WARRANTY

Poison Spyder Customs™ warranties all of the products we sell and distribute for one (1) year from the date of sale. These products will be free from defects in material and workmanship under normal installation, and use. Due to the intended use the powder coat finish is warranted for ninety (90) days. The finish warranty will not cover a product if it has been damaged in any way. Warranty is limited to repair or replacement. Poison Spyder Customs™ does not offer any type of labor or shipping allowance and all warranty claims are subject to inspection by Poison Spyder Customs™.

At the discretion of Poison Spyder Customs™, the products in question can be repaired or replaced when found defective. Prior to any replacement or repair, written authorization must be obtained from Poison Spyder Customs™. Failure to contact us prior to having warranty work performed will immediately void all applicable warranties; and it is then the sole responsibility of the customer to remit any payment incurred.

The warranty expressed above is the sole warranty of Poison Spyder Customs™, and any other expressed or implied warranties are hereby specifically excluded and disclaimed.

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In purchasing a Poison Spyder Customs Product™ I release, waive, discharge and covenant not to sue Poison Spyder Customs officers, servants, agents, or employees (hereinafter referred to as Releasees) from any and all liability, claims, demands, actions and causes of action whatsoever arising out of or related to any loss, damage, or injury, including death, that may be sustained by me (or anyone else), any property belonging to me (or anyone else), whether caused by the negligence of the releasees or otherwise, while working on, using or any activity related to this product.

I am fully aware of risks and hazards connected with the use of a this product and I elect to voluntarily engage in such use of this product knowing that the use may be hazardous to me and my property. I voluntarily assume full responsibility for any risks of loss, property damage or personal injury, including death, that may be sustained by me (or anyone else), or

any loss or damage to property owned by me (or anyone else), as a result of using this product, whether caused by the negligence of releasees or otherwise.

I further agree to indemnify and hold harmless the releasees from any loss, liability, damage or costs, including court cost and attorney fees, that they may incur due to my use of a this product, whether caused by negligence of releasees or otherwise.

It is my express intent that this Release and Hold Harmless Agreement shall bind the members of my family and spouse, if I am alive, and my heirs assigns and personal representative, if I am deceased, and shall be deemed as a release, waiver, discharge, and covenant not to sue the above named releasees. I further agree that this Waiver of Liability and Hold Harmless Agreement shall be construed in accordance with the laws of the State of California.

By accepting this product, I acknowledge and represent that I have read the above Waiver and Liability and Hold Harmless Agreement, understand it and accept it voluntarily as my own free act and deed; no oral presentations, statements, or inducements, apart from the foregoing written agreement, have been made; I am at least eighteen (18) years of age and fully competent; and I execute this Release for full, adequate and complete consideration fully intending to be bound by same.

If you do not agree with the preceding Hold Harmless Agreement, you may return the product and receive a full refund. Please, contact a Poison Spyder Customs™ sales representative and they will issue a call tag for the product in question. Once the product has been received by Poison Spyder Customs™ a full refund will be issued.

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