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INSTRUCTIONS for M.O.R.E.™ BLCJ8086 & BLCJ8185 1" BODY LIFT KIT

Thank you for purchasing this M.O.R.E. Body Lift Kit/System. It is designed to fit 1980-1986 Jeep CJ-5, CJ-7, and CJ-8 vehicles with manual or automatic transmissions. It will work with or without a suspension lift kit. Read all instructions before starting the installation. Please call if you have any questions.

CONTENTS:

<u>QUANTITY:</u>	<u>DESCRIPTION:</u>	<u>SIZE:</u>	<u>LOCATION: (see figure 1)</u>
11*	Aluminum Puck	2-1/4" x 1"	All.
8 *	Hex Head Bolt	3/8" x 3-1/2"	2,3,4,5,6.
3	Hex Head Bolt	7/16" x 3-1/2"	1. (and/or6)
2	Hex Head Bolt	3/8" x 4"	2,6.
8 *	Washer-Flat	3/8"	2,3,4,5,6.
3	Washer-Flat	7/16"	1.

Locations 6 may use 7/16" x 3-1/2" bolts. Check the diameter of your stock body bolts to determine which replacement bolts are to be used for your application. *CJ-8 Scrambler kit will come with 2 extra pucks, bolts and washers. Their location will be 5 and 6 in figure 1.

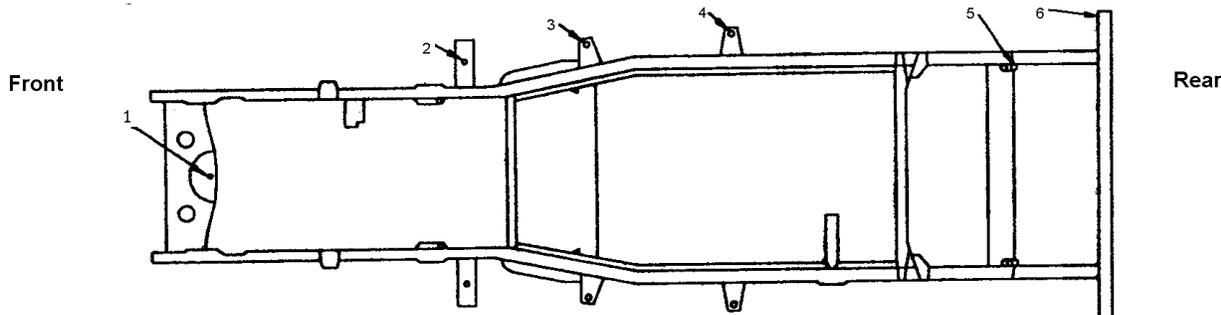


Figure 1

There are 4 steps to be addressed when installing this body lift kit on your Jeep™ CJ:

- 1: The steering shaft and/or column.
- 2: The radiator/fan shroud.
- 3: The clutch linkage (or automatic transmission shift linkage).
- 4: Installing the one inch 0 pucks and longer bolts.

STEP 1: The steering shaft and/or column. Since the body is going to be raised from the frame by one inch and the column is attached to the body, the shaft that connects the column to the steering box will have to gain length by approx. 3/8". There are two ways to make this happen:

1A: The shaft is telescoping from the factory (so it can collapse in case of a collision). To make it gain length or extend the two halves must have the plastic locking device removed. The plastic must be melted out by heating the shafts. If you choose this method (A), remove the entire shaft from the Jeep™. Use a torch and slightly heat the two halves until the plastic is melted out and the two shafts will slide apart. Do this in a well ventilated area cause the meeting plastic stinks! Clean them with a wire brush, and paint them. Do not re-install the steering shaft at this time. See figure 2.



1B: The steering column has a slight amount of adjustment from the factory. It may or may not have enough, only you can be the judge of this. The adjustment is located where the column bolts to the under dash bracket, and the firewall. Loosen the two bolts (do not remove) that attach the column to the bracket. They are located directly above the brake pedal. Loosen the bolts that clamp the column to the firewall bracket and the bolts that attach the bracket to the firewall (do not remove). The steering column should now be loose enough to push or pull it approx. 1/2" in or out of the firewall. Leave the bolts loose at this time. Which ever method you choose, **A** or **B**, do not short-cut this step! The steering system will not function properly with out this adjustment.

STEP 2: The radiator/fan shroud. If you do not have a shroud omit **step 2**. If you run an electric fan omit **step 2**. In order to keep the engine driven fan spinning in the center of the shroud, the radiator and shroud will need to be lowered one inch on the grill. Some radiators have several mounting holes or slots which will work for this purpose. Most will have to have new holes drilled one inch lower then the holes used when installed at the factory. Only the radiator needs to be drilled, not the shroud. Remove the 4 mounting bolts that hold the radiator/shroud to the grill. Separate the shroud from the radiator. Simply center punch a mark one inch below the existing holes in the radiator mounting flange and drill 4 new holes. Do not re-attach the radiator/shroud at this time.

STEP 3: The clutch linkage **A**, or automatic transmission shift linkage **B**. If your Jeep™ has a hydraulic clutch then omit **step 3**.

3A: It is possible that the clutch linkage will need to be modified. The bracket that bolts the bellcrank to the firewall may need to be lowered by one inch, and the rod that connects the clutch pedal to the bellcrank may need to be lengthened by one inch. The bellcrank pivots on bushings that allow for some misalignment and we have found that the one inch body lift usually doesn't cause any problems. However, if you feel as though the linkage needs attention you can perform the above steps to re-align the bellcrank.

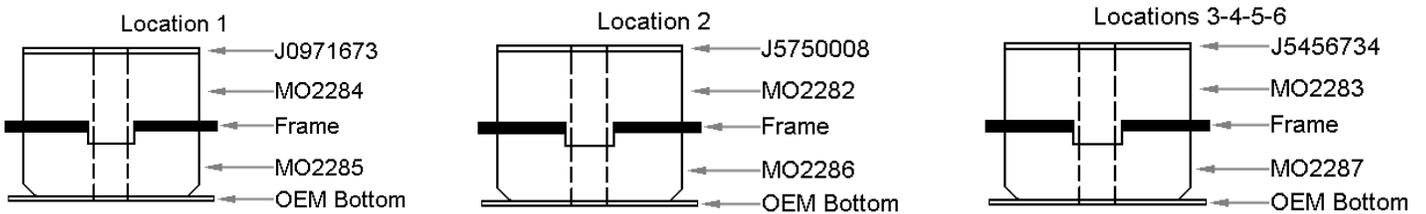
3B: Automatic transmission shift linkage. (Jeep™ CJ-7 with factory TH400 and Quadra-Trac). The shift rod from the column to the transmission has a pinch bolt that needs to be loosened. Also, remove the shift linkage rod between the Quadra-Trac low range and the floor. Go to the next step leaving all of the above bolts loose!

STEP 4: Installing the one inch lift pucks. Loosen but do not remove all 11 body to frame mounting bolts. Hint, the two hidden bolts are located behind the rear axle just in front of the fuel tank, location 5. Remove the one bolt under the grill, location 1. Remove 5 bolts on the drivers side of the body. Place a stout piece of wood on a floor jack and raise the jack up to the floor pan between body mounts 3 and 4, toward the outside edge of the body. Raise the body just enough to place the one inch pucks on top of the rubber insulators. **NOTE:** (If you are installing a Body Lift System which includes new Polyurethane Body Mounts, install them at this time. The **OEM** steel tube/washers that were removed from the rubber insulators are re-used. Also, when disassembling note the quantity and positions of any shims that may have been inserted for body alignment. These shims will have to be reused to insure proper body alignment). It is recommended that you use a dab of thread locking compound on the new longer bolts to keep them in place. Start the new longer bolts into the body but do not tighten them at this time. Lower the floor jack and repeat this procedure on the passenger side of the body. Install the last puck in location 1 under the grill and start it's longer bolt. Re-torque all 11 bolts to factory specs. Now, it is time to re-install the steering shaft that you removed in **step 1A**. To keep the two halves from rattling, slightly coat the shafts with silicon before you assemble them.



If you choose step 1B, it is time to tighten the bolts that hold the column to the under dash bracket and fire-wall. Returning to the radiator, re-attach it and the shroud to the grill in the holes that you drilled. Check the clutch pedal for proper operation. If you feel any binding or roughness, perform the steps outlined in step 3. If you have a automatic transmission, re-tighten the adjustment pinch bolt on shift rod. The shift linkage for the Quadra-Trac may need to be modified if it doesn't hook up.

IF YOU PURCHASED A BODY LIFT SYSTEM THAT INCLUDED REPLACEMENT POLYURETRANE BODY MOUNTS, THE FOLLOWING CHART INDICATES THE PROPER LOCATION OF INSULATORS:



NOTE: OEM (ORIGINAL EQUIPMENT MANUFACTURE) Stock Steel tube/Washer.

You are now finished! Please re-check all mounting hardware on a frequent basis and after every off road trip. Keep on Jeepin'!

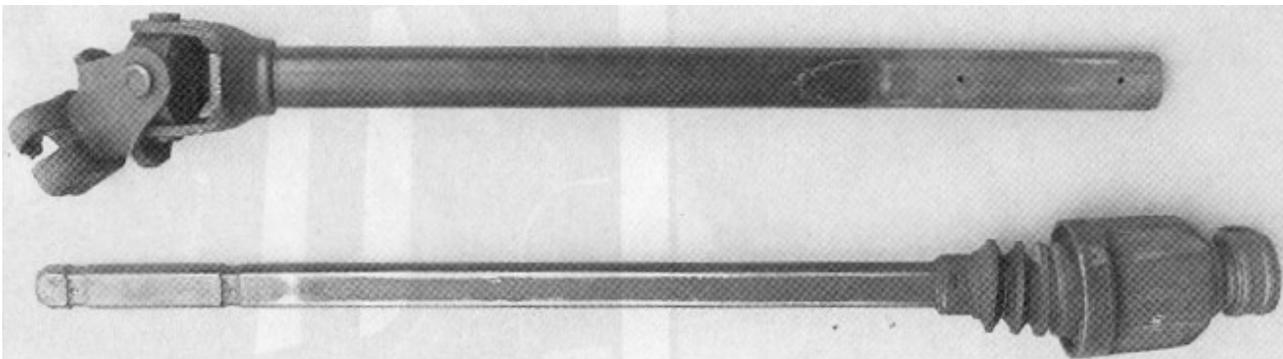


Figure 2



TERMS-POLICIES:

FIT and TOLERANCES: These Motor Mounts are the results of countless hours of research, testing, fitting and refining. Jeep® frames have a wide tolerance on bolt hole centers from frame to frame. This is why M.O.R.E.™ has installed “slots” in which to mount them. In addition to the factory tolerances, most people install other than factory equipment such as suspension lift kits, skid plates, different transfer cases etc. M.O.R.E.™ has done the best job we can to insure that our parts fit with all of the possibilities. However, you may find it necessary to grind, elongate, bend, or force these parts to fit on your rig. Please use common sense when installing these parts and let us know how we can improve them.

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