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6609 Bronco Lane
Knoxville, TN 37921

PART# 6391

CONTENTS: Numbers refer to Fig. 1. (3=body, 7=frame)

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|----|--------------------------------------|-----|---|-----|------|
| 1. | 4-7/16"x3" NC Bolts (A or B) | 5. | 8-MO2244 Lower Urethane Mount | 1/2 | 5/23 |
| | 4-7/16"x4" NC Bolts (B or C) | 6. | 8-1/2"x 2" Fender Washers | | |
| | 2-7/16"x5" NC Bolts (D) | 7. | 8-7/16" Nyloc NC Nuts | | |
| 2. | 8-2 1/2" Body Mount Washers | EX) | 16-7/16" SAE Flat Washers | | |
| 3. | 8-MO2245 (6391) Upper Urethane Mount | | 2-7/16" USS Flat Washers (for core support) | | |
| 4. | 8-Sleeves | | | | |

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|----|---------------------------------------|-----|---|
| 1. | 4-7/16"x4" NC Bolts (A or B) | 6. | 8-1/2"x 2" Fender Washers |
| | 4-7/16"x5" NC Bolts (B or C) | 7. | 8-7/16" Nyloc NC Nuts |
| | 2-7/16"x6" NC Bolts (D) | EX) | 16-7/16" SAE Flat Washers |
| 2. | 8-2 1/2" Body Mount Washers | | 2-7/16" USS Flat Washers (for core support) |
| 3. | 8-JD22451 (6392) 1" Integrated Mounts | | |
| 4. | 8-Sleeves | | |
| 5. | 8-MO2244 Lower Urethane Mount | | |

INSTALLATION DIFFICULTY RATING: 5 out of 10
Provided there is little rust.

TOOLS NEEDED:

Penetrating Oil, Hacksaw, Jack, Screwdrivers, flexible socket, adjustable pliers, socket set with extension, open end wrenches and ratchet. A tapered shank works well with aligning washers and body mount to install hardware.

Notes: The steering column linkage and/or clutch linkage should be loosened before lifting the body from the mounts. It is important not to over-tighten the body bolts as this can lead to deformation of the sheet metal mounting points. We highly recommend using a quality waterproof grease such as silicone lube / dielectric grease on all components to prevent squeaking.

Mounting Order from front to rear:
Some Broncos May require a different length bolt as notated in the contents

A. Front Fender at Bumper
B. Firewall/Kick Panel
C. Behind front seats/door jam
D. Rear Bumper

Important: Loosen or remove fan shroud (possible interference with the fan) reinstall/tighten when finished with installing body mounts.

Please read completely before beginning installation.

1. Note all body mount positions and respective parts (mount size, type, washers, spacers, bolts, shims etc.) before and during disassembly. You may have to reuse certain factory hardware pieces that are not included in this kit.

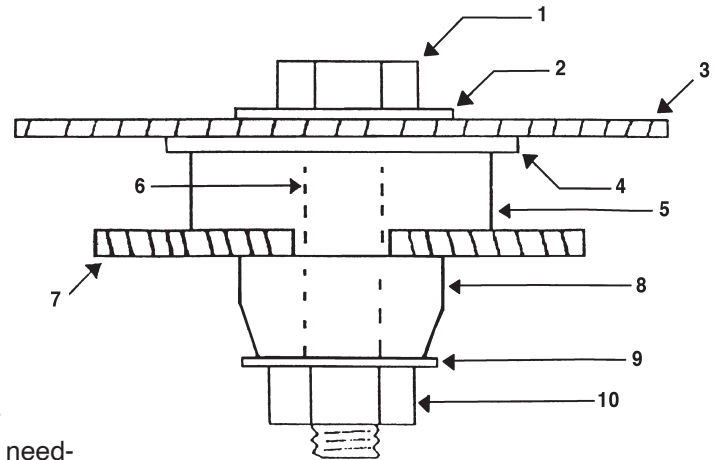
2. Thoroughly soak all body mounts with penetrating oil (i.e. knock'er loose) before beginning. Give it some time to soak in, especially if they haven't been touched in 40+ years!

3. Support vehicle body properly before removing mounts. Use a 2x4 about 2' long (or any other suitable size) between jack and body panel to spread the weight load out so as not to damage the body. If needed, support the body in several areas.

4. Loosen all bolts and nuts but do not remove. Leave approximately 3-4 threads engaged. If the bolts do not loosen, it may be necessary to cut the bolts to remove them.

5. Working on one side of vehicle at a time, remove mounting bolt and nut and raise body only high enough to replace mount, never higher. Also check other areas on body and frame to avoid any interference problems when raising body.

6. Replace mounts one at a time. Place the new body mounts, sleeves and hardware in place as per the diagram. Use the 2" washers on the bottom. Use the 2 1/2" washers at the top of the mount. Do not tighten at this time. After all mounts have been replaced, be sure to hand thread all hardware then torque bolts to factory specifications; front two, 40 ft.lbs., remainder, 50 ft.lbs.



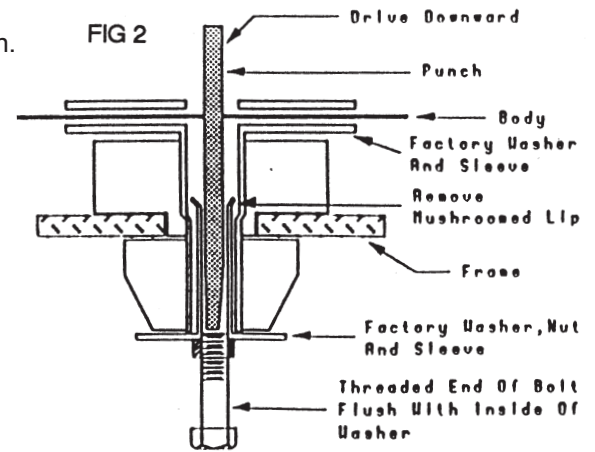
7. After driving vehicle for about 1000 miles or off-roading, re-torque bolts again. This is to insure that the bolts have not loosened due to initial settling that may take place.

Some Broncos use a one piece stamped washer and sleeve assembly. This can be difficult to remove, especially on older vehicles. Use Fig. 2 and the instructions below to facilitate disassembly.

NOTE: Steps 1-4 are only needed when the factory mount is to be removed.

Steps 2 or 3 are different ways to separate the factory mount halves.

1. Remove body mount bolt from inside of cab.
2. Thread the bolt back in from below into bottom nut/washer assembly until bolt is flush with inside of washer. This is to protect the threads during removal. Insert punch into body mount from inside cab. Drive bottom washer/sleeve assembly down to separate the mount halves.
3. When there isn't access to the bottom of the body mount. Thread the original bolt or a matching size bolt into the mount about 3 or 4 turns & hit the head of the bolt down with a large hammer to separate the mount halves.
4. Lip on sleeve of bottom stamped washer/sleeve assembly may have become mushroomed especially on older vehicles. Before reinstalling this part remove mushroomed lip to avoid any interference fit problems.



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Modifying your vehicle with JDI products to improve off road performance may result in the vehicle handling differently than a factory equipped vehicle. Taller tires will cause the vehicle's speedometer to read slow, so recalibration is required. Use of oversize tires, suspension lifts, body lifts, and other modifications may raise your vehicle's center of gravity, resulting in an increased tendency for the vehicle to pitch and roll during sudden turns or abrupt maneuvering. Failure to drive with extreme care to prevent loss of control or vehicle roll over may result in injury or death. Drive at a reduced speed to ensure your ability to maintain control of the vehicle under all driving conditions. We recommend installing functional roll bars and cages as well as double shocking all vehicles for more safety and stability on or off road. Always wear seat belts when in a vehicle. Consult your owners manual for recommended tire sizes, safety instruction and warnings unique to your vehicle. It is your responsibility to check state and local laws restricting vehicle height to ensure that modifications to your vehicle are legal.