

**NOTE:** This conversion alters one of the safety devices (the steering) on your vehicle. If you should decide to undertake this conversion, it should be performed by personnel who are competent to conduct such alterations to a vehicle. This conversion can result in changes to your vehicle's handling ability. You are changing/modifying your steering system; this will change the characteristics of the steering on your vehicle. Make sure you are comfortable with your ability to install this kit, if not return it for a full refund before you install it or have a professional shop install it for you. Refund will not include any return shipping costs and parts must be in new condition and in original boxes.

### Liability

The user of this kit assumes all risks. Kaiser Willys shall not be liable in any way for any damage, loss, injury, or other claims resulting from the use or misuse, or inability to use any of our products. Under no circumstances including but not limited to negligence will Kaiser Willys be responsible for special or consequential damages that result from the use or inability to use our products. Kaiser Willys does not assume responsibility for any damage to the buyer, passengers, or vehicles resulting from the operation and/or misuse of this product.

Below is a template to help you mark and drill the holes in the frame.

1. Line up the template on the inside of the frame using the existing holes in the frame as a reference, the larger  $\frac{3}{4}$ " holes. As always, it is suggested that you bolt the steering gear to the bracket and double check the location, because all Jeep frames are a little different. The template was made off a Jeepster Commando.
2. Mark the center of each hole with center punch (the 4 smaller holes with the centers marked)
3. Drill using a  $\frac{1}{8}$ " bit through both sides of the frame. Every attempt to keep the drill bit level and plumb will be critical. Double check the holes using the template on the outside of the frame. If off, make corrections on the outside of the frame before enlarging the holes to  $\frac{1}{2}$ "
4. Open up the holes using a  $\frac{1}{2}$ " drill bit. It's pretty tricky getting all 4 holes to be the same inside and outside of the frame, so you might have to open up or elongate a hole to make it fit.
5. The spacers are cut long so you can file fit them for each bolt. Grind or file each one individually for each bolt. Most Jeep frames have crooked (not plumb) boxing, so you might need to have the spacers with an angled edge for optimum fit. The tighter the fit, the better the reinforcement will be.
6. Install the bracket. Included is both grade 8 flat washers and lock washers. Torque the bolts to 60 lb/ft.
7. Your steering gear can be mounted now per factory instructions.
8. Recheck bolts after 200/500 miles and periodically

