



**Master Your Terrain**

**(307) – 775 – 9565**

[www.tntcustoms.com](http://www.tntcustoms.com)

**Extreme Duty 4-Bolt steering conversion  
Jeep Cherokee/Comanche**

**Installation Instructions**

Congratulations for purchasing a TNT Extreme Duty 4-Bolt Steering Conversion kit for your Jeep® Cherokee/Comanche. Begin by unpacking your kit and comparing the contents to the packing list provided as attachment “A” to this manual. Please observe proper shop safety procedures when performing this install. Use proper eye and hearing protection as required and use safe jack stands/supports, placed appropriately for supporting the vehicle while you work on it.

**STEP 1:**

Begin by removing the factory or aftermarket front bumper on your XJ/MJ. Next remove the factory or aftermarket air intake system on your Jeep, removal is necessary to gain access to the area you need to work in. Continue by removing the sway bar from the chassis and then remove the power steering box. Do not remove the factory aluminum spacer that was between the steering box and chassis. This spacer will be reused during part of the installation of your kit.

*NOTE:* to gain maximum room for the install you may choose to remove the power steering pump from the engine.

**STEP 2:**

Select the Drivers side exterior support plate and place it on the chassis. Secure it with the 10mm X 1.5 X 30mm bolt provided and the 2 bolts that secure the sway bar to the chassis, do not tighten at this time. This will position the exterior plate in its approximate position, final position will be determined in a subsequent step.

*NOTE:* The 4 Bolt steering conversion exterior plate ships with the mounts for the XJ Rock Runner Front Bumper. If you are not installing the Rock Runner Front Bumper you will need to trim the exterior plate to retain use of your factory or aftermarket front bumper.

**STEP 3:**

Thread the three 7/16 bolts removed in step 1 through the exterior plate and back into the steering box. Ensure the factory aluminum spacer is in position. With the steering box temporarily bolted back into position check alignment of the exterior plate, ensure the remaining bolt holes will accept a bolt. When satisfied with the positioning of the exterior plate tighten the steering box bolts, sway bar bolts and the 10mm bolt.

**STEP 4:**

Using the 4-bolt steering box conversion exterior plate as a guide mark and drill a 1/4" pilot hole in the center of the 4<sup>th</sup> bolt hole, once the pilot hole is made remove the exterior plate.

**STEP 5:**

Using the pilot hole drilled in step 4 as a guide continue by drilling a 1" diameter hole through the inner fender panel with a 1" hole saw as shown below



Continue to cut into the unibody to the depth of the whole saw as shown below. Ensure that the cut is level and square

NOTE: To make this cut it may be necessary to remove the pilot bit from your whole saw.



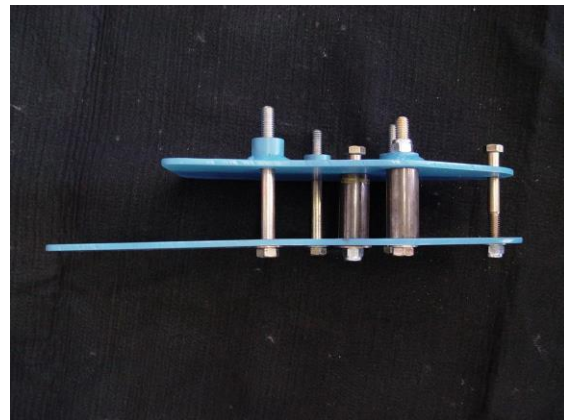
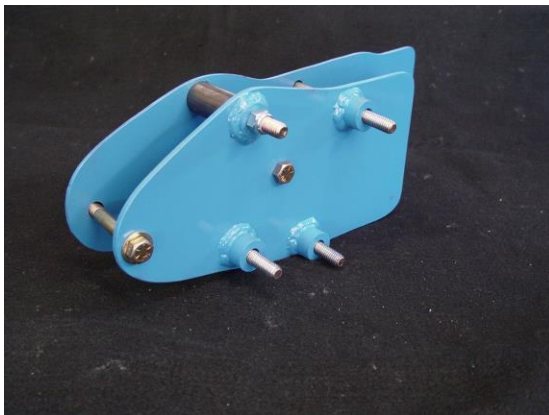
Remove the hole saw and using the cut marks as guides, mark the rest of the unibody to be cut as shown below.



Finish the cut using an appropriate cutting device, your finished cut should be as shown below.



**Refer to the picture below for the following steps. Proper hardware installation is crucial to the success of the final install.**



**STEP 6:**

**CAUTION:** Take care not to drop the tubing spacers into the chassis in the following steps.

Place the interior support plate into position on the inside of the unibody rail. Select one 7/16" X 3" bolt, 2 7/16" flat washers and one 7/16" nylock nut from the hardware kit. Insert the 7/16" X 3" bolt and flat washer through the center hole of the interior plate.

**NOTE:** This fastener must be installed from the inside to outside or the power steering box will not reinstall.

Select one of the 1.00" X .250" tubing spacers from the hardware kit and place it over the bolt from the outside of the Jeep through the large hole in the unibody. Not the hole you made in step 5. Next, select another 7/16" X 3" bolt, two washers and one nylock and a .750" X .120" tube spacer from the hardware kit. Insert the bolt with flat washer into the rearward most hole of the exterior plate, then slip the .750" tube spacer over the bolt. Insert this spacer and bolt into the rearward hole in the unibody through the interior plate.

Secure with a flat washer and nylock nut.

**STEP 7:**

Select one of the 7/16" X 4½" grade 8 bolts and flat washer from the hardware kit, also select one of the 1" X .250" wall tube spacers and insert this spacer through the unibody in the hole and void you created in step 5 for the fourth steering box bolt. Continue by swinging the front of the exterior plate upward until the exterior plate will slip over the bolt you installed in step 6. Once over the bolt installed in step 6 insert the grade 8 7/16 bolt through the appropriate hole, the spacer you placed in the frame and the interior plate.

**STEP 8:**

Position the replacement 4 bolt power steering box in the chassis and connect the steering shaft to the steering box. Thread the bolt you installed in step 7 into the appropriate hole in the box. Continue with the installation by placing a flat washer over the remaining three grade 8 7/16" bolts and insert them through the plates and thread them into the steering box. Tighten hand tight at this time. See appendix "A" for optional install methods.

**STEP 9:**

Install the 10mm X 1.5 X 30mm bolt and flat washer.

**STEP 10:**

Tighten the steering box bolts to 65 ft-lbs and all remaining hardware to 35 ft-lbs.

**STEP 11:**

Reinstall the swaybar and power steering pump (if removed). Reconnect the power steering hoses and bleed the power steering system as recommended in your shop manual. Reinstall the factory or aftermarket front bumper.

**STEP 12:**

Enjoy improved steering performance and peace of mind that your steering box mount will not fail.

## Appendix A

### Parts List:

- 1- 1 ea, exterior plate
- 2- 1 ea, interior plate

### Hardware kit:

- 1- 2ea, 7/16" X 3 1/2" bolts, washers and nylock nuts
- 2- 4ea, 7/16" X 4 1/2" gr 8 bolts and flat washers
- 3- 1ea, 10mm X 1.5 X 30mm bolt and flat washer
- 4- 2ea, 1.00" X .250" tube inserts
- 5- 1ea, .750" X .120" tube insert

### Option tube insert install

For those that choose, you may weld the spacer to the unibody as installed in step 7 as shown below. TNT suggests that all welding be performed by a competent and qualified welder.

