Instructions for mounting the ZOR
SNATCH Samurai T-case Cradle

Lay out all the parts and make sure you read these directions, warnings and warranty information completely. The Snatch was designed for a single T-case installed in the original location.

Tools required for install include;
Drill & Bits
10 MM wrenches/sockets
12 MM wrenches/sockets
13 MM wrenches/sockets
19 MM/3/4” wrenches/sockets
5/8th” wrenches/sockets
11/16th” wrenches/sockets
Rubber Mallet
BFH & Tapered drift pin
Patience juice of your choosing

Kit includes; Cradle
Poly Mounts & Hardware
Rib Bracket & Hardware
Hip Bracket & Hardware
C Ring & 8 mm x 1.25 bolt
W/8 mm lock washer
Plastic Square end caps (2)
8 mm allen (3) NA to “SLUTTY”

WARNING! The SNATCH product is individually manufactured to fit with it’s own RIB & HIP brackets. It is NOT recommended to mix parts between kits. Each SNATCH has been fitted to a Samurai T-case prior to powder coating. You may have to sand/grind powder coating from contact surfaces to ensure a correct fit of all mounting bolts. Some drilling may be required on some holes for correct fit. A drift pin is recommended for alignment. Tighten all bolts only when all bolts are threaded in correctly. All illustrated pictures are of a Samurai frame separated from the Samurai body. The T-case shown had flanges removed for better details in pictures. Installation of the SNATCH does not require the removal of the body or T-case flanges. “SLUTTY” version is for bolt on accessories to the rear output shaft. Before beginning the install you must remove the T-case and existing mount system. HAVE THE INTERMEDIATE SHAFT IN TRANS PRIOR TO INSTALLING THE CRADLE!

The SNATCH was designed to fit within the parameters of the OEM long and short arm brackets. Your existing muffler system should not come in contact with the SNATCH. However, any alterations required to your exhaust system are your responsibility.
On 89 and newer t-cases you will have to grind the webbing on the fill plug as shown in the picture above.
Step 1 INSTALL “HIP”
Remove hardware from Hip bracket taking care to note the bolt length and position of the steel reinforcement spacers.

Place the longer off center spacer inside the OEM rear long arm bracket and align the bolt hole.

Step 1A
Install the HIP bracket into place and reinstall the bolts in the correct holes.

Place the spacer shown under the cross member and lightly secure lock washer and nut.

Step 1B
Place the lower steel spacer over the bolt and lightly secure the lock washer and nut. The rear bracket takes 2 spacers.

NOTE: Once fully tightened the spacers will pinch the frame in between the new steel parts.
Step 2A

Place the Rib in position on the driver side (OEM short arm bracket). When in place the wings should point down and in towards the middle of the frame.

Place the spacer, lock washer and nut and secure lightly.

Step 2  INSTALL "RIB"

Remove hardware from Rib and lightly hammer in end caps.

NOTE: When using the Optional Panty Liner with the “SNATCH” T-case cradle you do not use the bottom reinforcement plate supplied with the “SNATCH” kit for the RIB bracket.
Step 3  “Lube the SNATCH”

Any natural lubricant like spit will work fine to insert the poly bushings in place.

If you find it difficult to insert, use K-Y or in severe cases Vaseline.

Step 4
Re-tap rear output flange cast holes. We have found these holes to be all ready threaded but in very poor condition. Use only a 8 mm x 1.25 pitch tap. Tap only the 3 holes needed to secure the SNATCH.

Step 5
Remove the bolts that are obviously going to now go through tabs and place the T-case in the SNATCH.

Note the arrow indicating the lower bracket for the C ring. This is where you are going to have interference getting the case in position. Be patient and using a rubber mallet lightly tap the case where indicated and IT WILL go in.
Step Sex

See, it does go in IF you removed the correct 4 bolts from the front. At this point your holes are going to be aligned every which way with the threaded holes, so you need to start getting them all lined up.

If you’re having trouble getting it in you can call me for advice. I have been happily married for 33 years and know how to stick it in. Patience and jewelry always works 100% of the time.

MY

Step 6A
Start with the 3 allen bolts on the rear. Do not tighten until all bolts are in place. You may need to remove T-case and enlarge a hole.

Step 6B
Move onto the OEM 4 bolt sides and finally onto the lower tabs located on the front of the T-case.
Step 7
Install C ring. It only fits one way and goes in between the interference tab and case. Replace the factory bolt with the black 8 mm and lock washer provided in kit on the top bolt hole. (shown in pic)

Once all bolts are in, tighten but do not overtighten. Any stripped threads will have to be fixed before installation.

INSTALLATION
Raise into place installing the 1/2” grade 8 bolts on the HIP first then swing cradle up into position to install the RIB bolts. Tighten all bolts ESPECIALLY the RIB and HIP grade 8 7/16th” bolts, pinching the frame. Install the speedo cable and top off with your favorite heavy oil. Check all the bolts after your first few runs and tighten as needed.

Send us your pics and comments on this product to the email below.

Disclaimer
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LIMITED LIFETIME WARRANTY
The warranty on this product is simple. For as long as you own your Samurai IF you break a SNATCH under normal use ZOR will replace or repair the damaged part at no cost other than shipping charges to and from our location. Powder-coating is NOT covered in warranty. Damage to T–case/frame is NOT covered in warranty.

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TELL YOUR ZUKI FRIENDS WHERE YOU GOT IT!