

## INSTALLATION INSTRUCTIONS:

### 66-77 Bronco Stage 1 Original Shock Hoops

### PART #5201



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Knoxville, TN 37921

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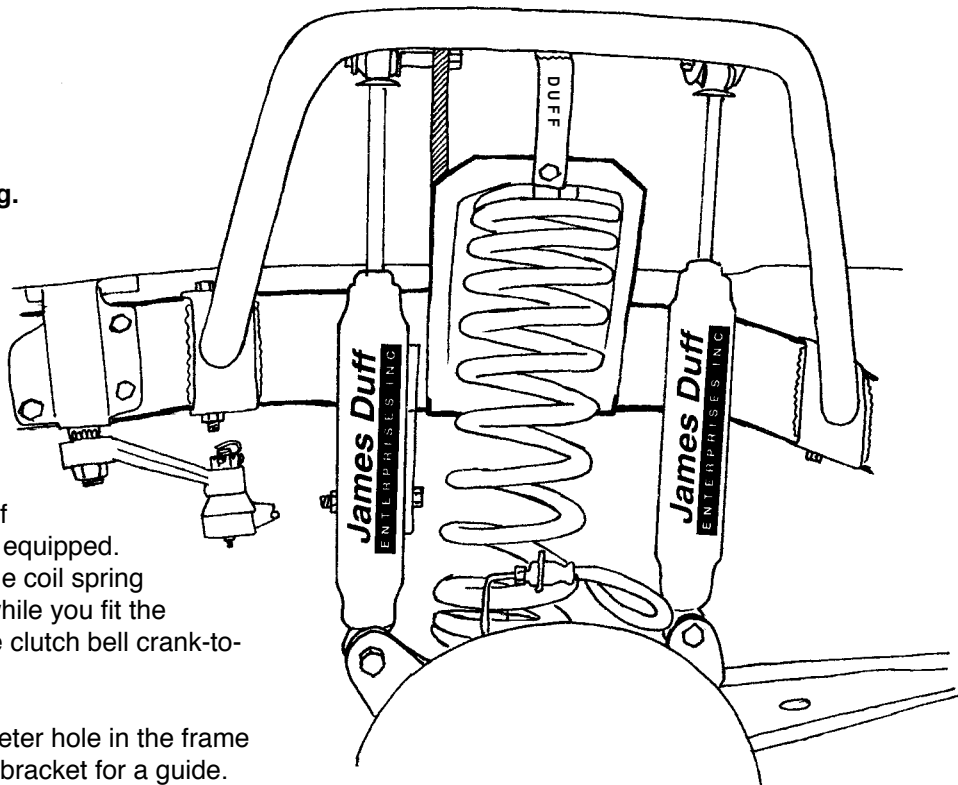
- 1 Pair of hoops
- 2 Front lower tab mounts
- 2 1/2" x 5" NC GR 5 bolts
- 3 1/2" x 6" NC GR 5 bolts
- 6 1/2" x 3" NC GR 5 bolts
- 12 1/2" NC Nyloc nuts
- 12 1/2" Washers
- 1 3/8" x 1" NC GR 5 bolt
- 1 3/8" Washer
- 1 3/8" x 3/4" Self Tapping Screw

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Please read completely before beginning.

#### INSTRUCTIONS:

1. Jack up Bronco and support with jack stands under the front axle. Remove tires.
2. Detach original shocks and cut off shock mounting tower. Grind and clean the frame for a smooth surface.
3. On the driver side, unbolt the rear bolt of the clutch bell crank-to-frame bracket, if so equipped. Attach the hoop to the coil tower through the coil spring strap bolt. Leave the bolt loosely in place while you fit the hoop over the frame rails. Slide it under the clutch bell crank-to-frame bracket.
4. At the front of the hoop, drill a 1/2" diameter hole in the frame using the hole in the top of the hoop frame bracket for a guide. Disconnect the steering shaft from the steering box and slide it back to make room to drill. On Broncos with power steering, it is necessary to remove the three bolts which hold the box to the frame and slide the box to the side. Next, drill a hole in the bottom of the frame at the front of the hoop using the hole in the bottom of the hoop frame bracket for a guide. If you have a steering stabilizer you will need to detach it to make room to drill. Bolt through the frame using the 1/2" x 6" bolt and a Nyloc nut. Excess bolt should come out the bottom and should be trimmed with a hack saw. Reattach the steering shaft, steering box and steering stabilizer and tighten to specification.
5. At the rear of the hoop, reattach the clutch bell crank-to-frame bracket with the original bolt, bolting through the hoop. If equipped with an automatic transmission bolt into threaded hole in frame using the 3/8" x 1" bolt and washer provided. On the bottom side, drill a 5/16" diameter hole using the hole in the hoop frame bracket for a guide, and bolt in place with the self tapping bolt. Tighten the coil spring strap bolt.
6. On the passenger side, attach the hoop loosely to the coil tower and slide it over the frame rails. Drill a hole through the frame at the front, using the holes in the hoop frame bracket as guides. At the rear, it is necessary to drill all the way through the frame from the bottom. Bolt through with a 1/2" x 6" bolt and Nyloc nut. Tighten the coil spring strap bolt. It is recommended that the hoop frame brackets be welded to the frame on both sides of the vehicle.
7. For both sides, attach the shocks for the rear position to the original lower mounts and bolt them to the hoop at the top using the 1/2" x 3" NC bolts. Measure the length of the shaft showing on the shock and make note of it.
8. Attach the shocks for the front position at the top using 1/2" x 3" bolts. Stretch shock so that it matches the length measurement you already took. Bolt the lower tab mount to the bottom of the shock using the 1/2" x 3" NC bolt and align it with the "C" bushing end cap ridge. Clamp it in position, then insure there is ample clearance for the steering linkage at full turn in both directions. Rotate the tie rod adjusting sleeve bolts to point away from the mounts. Adjust lower bracket

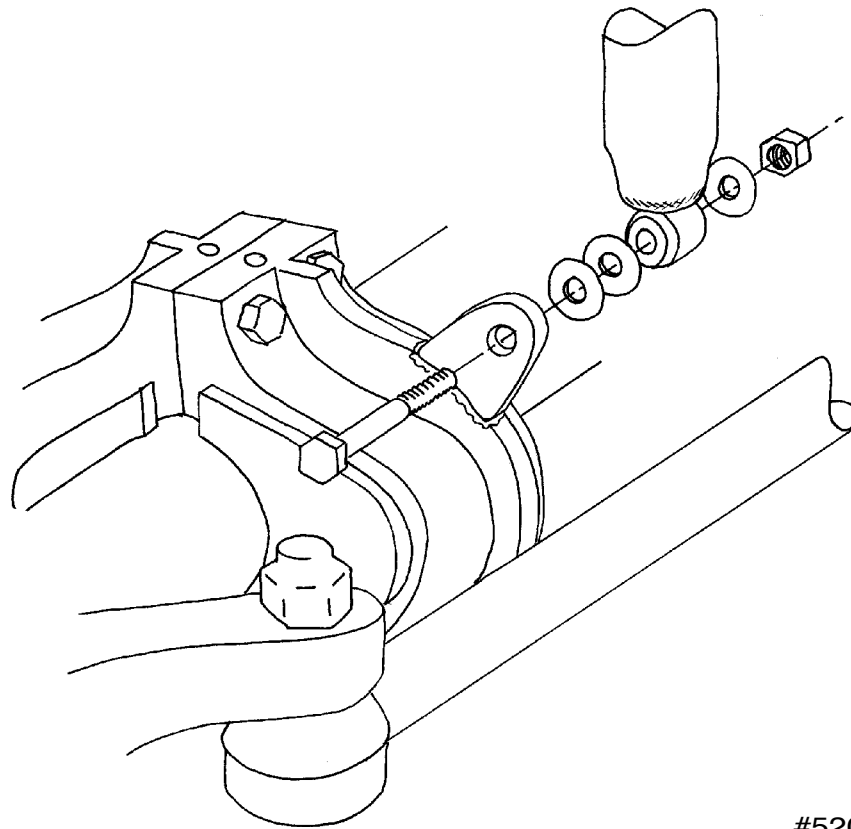


position if there isn't enough clearance. (If your Bronco was equipped with part #5101 double shock mounts, bolt in place through your original double shock mounts upper hole using the 1/2 x 5" bolts. It may be necessary to enlarge the hole in the original bracket slightly for alignment. Bolt shock directly to your lower mount.)

9. Tack weld the lower shock mount in position, taking care to minimize as much as possible the heat transfer in to the "C" bushings. Unless you have a wire feed welder, it is recommended that you unbolt the "C" bushing end cap and complete the welding off of the vehicle. After area is cooled, spray paint it, as well as where you removed the shock towers, to prevent rust.

10. Reattach bottom of shock using two 1/2" washers between the shock and the lower mount, and 1 washer between the shock bushing and the nut. Excess bolt should point inboard. Do not overtighten these lower bolts. The bushing should bulge only slightly from the pressure. On '76-77 Broncos or on vehicles with a tracking bar drop bracket, it is necessary to mount the shock on the driver's side to the outboard side of the tab. On all others, mount the shock to the inboard side of the tab.

11. Retighten all bolts after the first 50 miles and each off road excursion.



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#### LIMITED WARRANTY

James Duff Inc. warrants our products to the original purchaser to be free from defects in materials and workmanship. Warranty periods begin at the date of purchase and varies by product. Shocks have a limited lifetime warranty. Headers, Radiators and Suspension Products have a one year warranty. Power Brake Boosters and Master Cylinders have a three year warranty. Adapters and soft goods such as Canvas tops, upholstery, vinyl and rubber products have a 90 day warranty. All warranties are to the original purchaser with proof of purchase only. Such obligations under this warranty shall be limited to the repair or replacement, at JDI's discretion, of any assembly or part which upon examination by JDI proves to be defective. Any costs of removal, installation, reinstallation or freight charges are expressly excluded from this warranty. This warranty covers only manufacturers defects, and does not cover product finish or damage resulting from abuse, misuse, negligence, racing, alteration, accident or damage in transit.

All returns must be pre-authorized by JDEI and accompanied with a Return Goods Authorization Number (RGA) and a dated proof of purchase. Returns must be made within 90 days of purchase, shipped prepaid, packaged in original cartons to prevent damage in shipment and sent to JDI, 6609 Bronco Ln., Knoxville, TN 37921 Returns without an RGA# will be refused.

This warranty is expressly in lieu of all other warranties, expressed or implied, including the implied warranties of merchantability and fitness for use. This warranty gives you specific legal rights including other rights that vary from state to state. Some states do not allow limitations on how long an implied warranty lasts, or do not allow the exclusion of limitation of incidental or consequential damages, so the above limitations and/or exclusions may not apply to you.

#### SUSPENSION PRODUCT INFORMATION

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.