

INSTALLATION INSTRUCTIONS:

Stage II Long Travel Early Bronco Shock Hoops

PART #5212



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6609 Bronco Ln. Knoxville, TN 37921

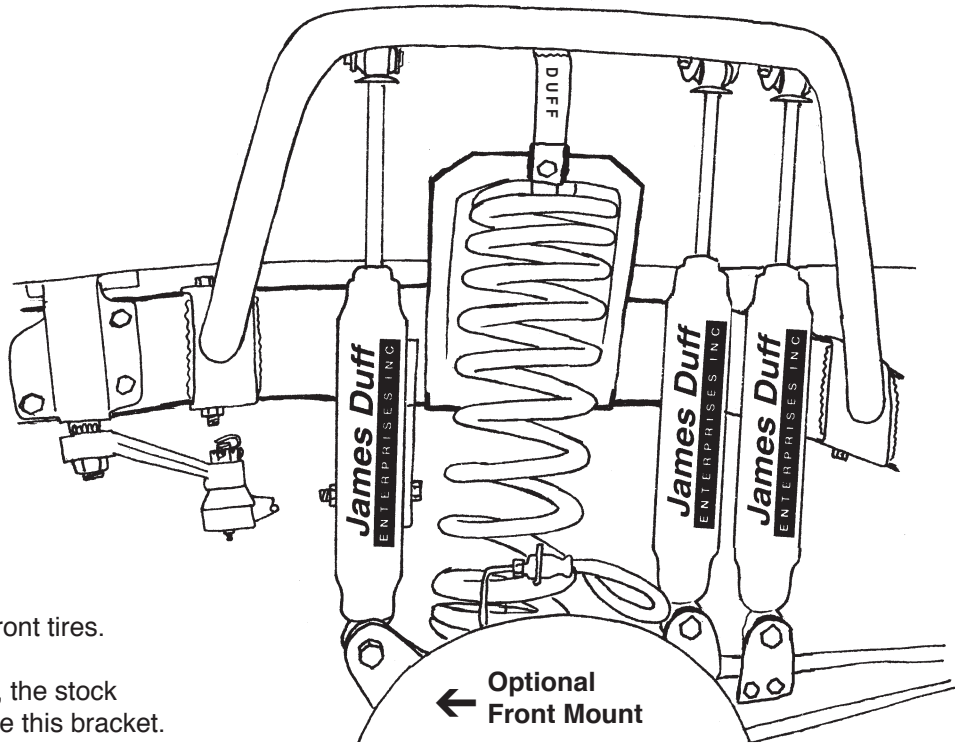
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CONTENTS:

- 1 Driver side hoop
- 1 Passenger side hoop
- 4 Lower rear shock tabs
- 4 1/2 x 1 1/2" NC GR 5 bolts
- 14 1/2" Nyloc Nuts
- 6 1/2 x 6" NC GR 5 bolts
- 14 1/2" Flat Washers
- 6 1/2 x 3" NC GR 5 bolts
- 2 3/8 x 1.5" NC bolt
- 2 3/8" NC nyloc nut
- 4 3/8" flat washers

Note: A 2" body lift or modification of inner fenders is necessary for installation.

Note: We have included directions and hardware for the optional shock in front of the Coil shown. However, the tabs are not included as many already have this mount installed from our Classic Dual Mounts. If not, and you want to use this mount, you will need 2 of our #X5101 Front lower tab mounts.



Please read completely before beginning.

1. Block the rear tires and jack up the vehicle. Support the front axle on jack stands. Remove front tires.
2. Remove front shocks on each side, as well as, the stock shock tower. We suggest using a torch to remove this bracket. If one is not available the shock tower can be removed by grinding the lower weld off and then working the top of the bracket back and forth until the upper weld breaks.
3. Position the driver's side hoop so the center support tab is aligned with the coil spring retain clip hole in the coil tower and so the "C" mounts on the hoop go around the frame. Loosely secure the center support with the 3/8 x 1.5" bolt, nut and washers.
4. Note the location of the holes for the mounts on the frame and drill these holes both bottom and top. It may be necessary to temporarily loosen the steering box and slide it out of the way to gain access to drill the front holes. Also, it may be easier to use a long drill bit and drill completely through the frame from bottom to top.
5. Use the 1/2 x 6" NC GR 5 bolts, washers and Nyloc nuts to secure the drilled locations. Note: The forward hole will require that the bolt head be on the bottom of the frame in order to clear the drag link nut at the pitman arm.
6. Repeat steps 2,3,4 and 5 for the passenger side excluding the portion on the steering box.
7. At this time we recommend welding the "C" mounts to the frame for extra reinforcement.

NOTE: This hoop can accommodate shocks in any of three positions. For maximum articulation and a slightly softer ride we recommend the two rearward mounts. For a slightly firmer ride use the mounts just in front of (see note at beginning) and just behind the coil. The instructions that follow assume a dual shock installation.

8. On the driver side, position two of the lower rear shock mounts so that they fit next to the stock shock mount on the radius arm. They should mount so that they mirror the stock mount. Note and mark the location for the two mounting holes. Drill these two holes out to 1/2". Secure these positions with the 1/2 x 1 1/2" NC GR 5 bolts and Nyloc nuts. NOTE: Step 8 and 9 can be skipped if mounting shocks fore and aft of the coil.

9. Repeat step 8 for the Passenger side.

10. If just using the rearward mounts slide both shocks into the upper shock mount on the driver side hoop with the shaft end of the shock pointed up. Use a 1/2 x 6" NC GR 5 bolt, washers and Nyloc nut to secure. If positioning the shocks both fore and aft of the coil, install only one shock in this location.

11. Position the lower bushing of the shock(s) in the lower mount on the radius arm and secure with 1/2 x 3" NC GR 5 bolt, washer and Nyloc nuts.

12. Repeat steps 10 and 11 for the Passenger side. If only using the two rear mounts skip to step 18.

13. If using front mounted shock attach the upper end of the shock in the forward hoop mount position on the Driver side. Secure the shock with a 1/2 x 3" NC GR 5 bolt and Nyloc nut.

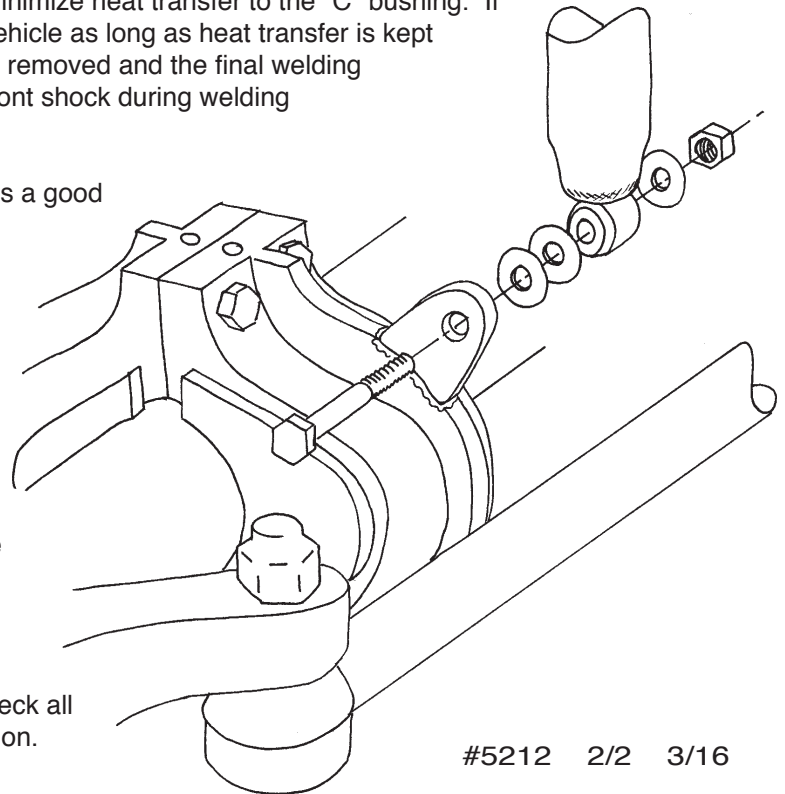
14. Stretch the shock so that it measures the same distance as the shock mounted behind the coil plus 1/4". Loosely bolt the front lower tab mount to the lower shock bushing using a 1/2 x 3" NC GR 5 bolt, washers and Nyloc nut but do not tighten. See figure 2. Clamp the lower shock mount to the "C" cap ridge of the radius arm cap. Insure that there is ample clearance for the tie rod. It may be necessary to rotate the tie rod adjusting sleeve bolts away from the mount to avoid interference. Tack weld this mount in place taking care to minimize heat transfer to the "C" bushing. If using a MIG welder the finish welding can be done on the vehicle as long as heat transfer is kept to a minimum. If using an ARC welder the "C" cap will need removed and the final welding performed off the vehicle. We highly advise removing the front shock during welding to prevent damage to the shock.

15. Once the tab is welded, clean the area and paint. Now is a good time to clean and paint the area where the old stock shock mount was removed.

16. If the "C" cap was removed re-install it at this time. Also if the front shock is used re-install the shock in both the top and bottom mounts. On the bottom mount use two 1/2" flat washers between the shock and the mounting tab and one washer between the shock and the Nyloc nut. The shock should be mounted on the inboard side of the tab and the bolt should point inboard. On 76-77 Broncos and Broncos equipped with a Trac Arm drop bracket the Drivers side shock must be mounted out board of the tab.

17. Repeat steps 13 through 16 for the Passenger side.

18. Tighten all bolts securely but do not over tighten. Re-check all bolts after 50 miles of driving and after each off road excursion.



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, Power Brake Boosters and Master Cylinders have a one 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, packaged sufficiently 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.