

**INSTALLATION INSTRUCTIONS:
66-77 Bronco Stage 1 & Stage 2 Rear Shock Mounts**



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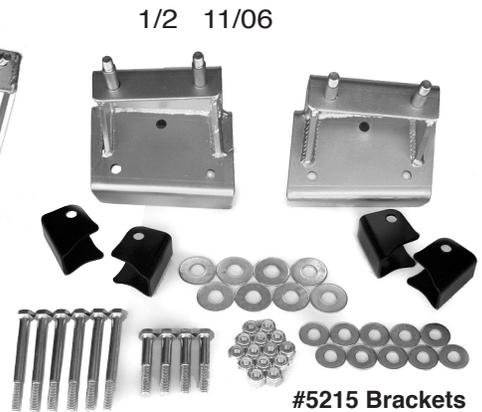
PART #5214, #5215

CONTENTS:

- 1 Driver side frame bracket
- 1 Passenger side frame bracket
- 2 Driver side front lower shock mount
- 2 Passenger side front lower shock mount
- 14 1/2" Nyloc Nuts
- 4 1/2" x 3" NC GR 5 Bolts
- 6 1/2" x 5" NC GR 5 Bolts
- 10 1/2" Flat Washers
- 8 5/8" ID Flat washers



#5214 Brackets



#5215 Brackets

Please read all instructions before beginning. Note: Depending on the condition of your body mounts and/or height of your body lift, you may or may not have to trim any sheetmetal. We recommend test fit before cutting.

1. Park the vehicle on a flat surface. Block the front tires and raise the back of the vehicle. Place jack stands under the axle.
2. Remove the tires and wheels.
3. Remove the stock shocks.
4. For the #5215, trimming may or may not be needed, depending on the condition of your body mounts. It may be possible to install the frame brackets without trimming any sheetmetal. If this is the case, skip to step 6. Starting on the driver side at the forward bottom edge of the wheel well, measure back 1/4" and mark a vertical line. From this line measure back 5 1/2" and mark a vertical line. From the lower edge of the wheel well measure up 1 1/4" and mark a horizontal line that connects the two previous lines.
5. Using the marked line trim out this section being careful not to cut into the interior section of the Bronco.
6. Place the driver side frame bracket on the frame so that the upper portion of the bracket sits in the area cut in the previous step or, the forward shock stud should be 1 1/2" from the forward edge of the wheel well. Note: If you don't have the body on or are uncertain of this measurement, see Fig.2 for the spring eye bolt locating method.
7. Mark the three hole locations for drilling. Remove the bracket and drill the three mounting holes in the frame. It is best to start with a 1/4" pilot hole and then progress up to the 1/2" size. Drill these holes all the way through the frame. CAUTION: Watch for brake lines, fuel lines and other possible items that may be on the other side of the frame.
8. Position the bracket back over the frame, aligning with the drilled holes. Insert a 1/2 x 5" bolt through each of the three holes in the bracket and frame. Secure each with a 1/2" flat washer and Nyloc Nut. We highly recommend tack welding this bracket to the frame.



Fig. 1



Fig. 2

#5214 passenger side shown from stud of forward shock to spring eye bolt
#5214: 14 1/8", #5215: 12 1/8"

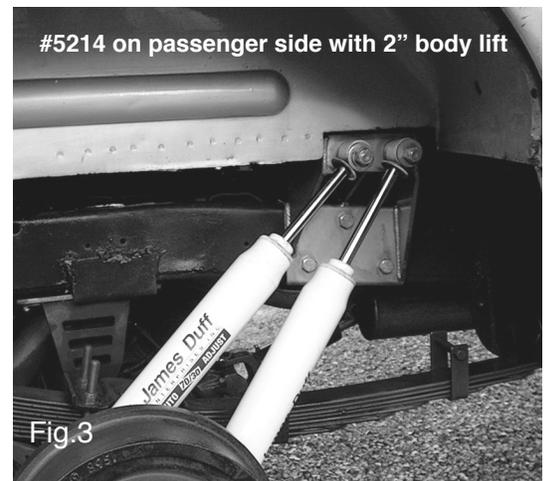


Fig. 3

9. Repeat steps 4 through 8 on the passenger side.

10. There are two ways of installing the lower mounts. We have found that the easiest is to mount the shock onto the upper stud, fit the axle mount onto the shock, extend the shock to the axle, then tack the axle mount into place. Then unbolt shocks and finish welding. Or use this method: On the driver side measure down from the front shock stud towards the lower portion of the axle 23" for #5214 (21" #5215) This will be the center hole of the front lower mount. Position this mount and weld in place. Note: the mount is designed so that when positioned properly it will have a slight lean inboard.

11. There are two ways of installing the lower mounts. We have found that the easiest is to mount the shock onto the upper stud, fit the axle mount onto the shock, extend the shock to the axle, then tack the axle mount into place. Then unbolt shocks and finish welding. Note: if you have or are planning on installing disc brakes with an e-brake, place shock body approx. 1/4" from spring/u-bolt plate or to clear the e-brake mechanism. Otherwise, leave approx. 1" at plate. Or use this method: Measure from the rearward upper shock stud 22" down for #5214 (20" #5215) and behind the axle to the center hole of the axle mount. The rear mount will sit upward at approximately a 45° angle from the axle. Weld this mount in place. Note: the mount is designed so that when positioned properly it will have a slight lean inboard.

12. Check the location of the spring retaining bolts on the leaf springs. The bolt should be positioned pointing inboard so that the bolt stud does not interfere with the shock body during suspension travel.

13. Slide two 5/8" ID washers over the upper shock studs. Slide the rod end of the shock over the forward shock stud on the upper bracket. Place a 1/2" washer over the stud and secure with a 1/2" Nyloc Nut. Position the lower portion of the shock into the lower forward mount. Note: Make sure a sleeve is inserted into the lower shock bushing so that it will accept a 1/2" bolt. Slide a 1/2 x 3" bolt through the mount and shock bushing. Retain with a 1/2" Nyloc Nut. Tighten securely.

14. Slide the rod end of the shock over the rearward shock stud on the upper bracket. Place a 1/2" washer over the stud and secure with a 1/2" Nyloc Nut. Position the lower portion of the shock into the lower rear mount. Note: Make sure a sleeve is inserted into the lower shock bushing so that it will accept a 1/2" bolt. Slide a 1/2 x 3" bolt through the mount and shock bushing. Retain with a 1/2" Nyloc Nut. Tighten securely.

15. Repeat steps 12 through 16 on the passenger side.

16. Double check that all fasteners are secure and that all components are installed.

17. Reinstall the tires and wheels. Raise vehicle. Remove jack stands and set vehicle on the ground.

18. Re-check all fasteners after 50 miles and after every off-road excursion.

#5214-5 2/2 11/06

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 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 prepaid to JDI, 6609 Bronco Ln., Knoxville, TN 37921 Returns without an RGA# or COD will be refused.

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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.