

INSTALLATION INSTRUCTIONS: Sway Bar for Duff 4Link, Ford 9"

PART #5310

Note: This sway bar system is designed to work with a Duff 4 link on a 9" axle. If you have a 9" 4 link kit that was bought before 2013 or If you have a 1 ton 4 link kit please call us before you begin the install.



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Knoxville, TN 37921

Contents:

- 2 Black Sway Bar Arms, Driver & Passenger
- 2 Blue Sway Bar Truss Bracket, Driver & Passenger
- 1 Silver Vein Torsion Bar Frame Mount Assembly

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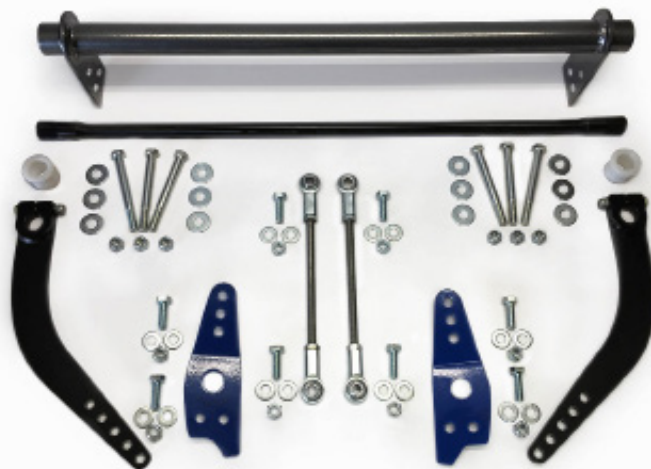
Hardware:

- | | | |
|-----------------------|--------------------------|----------------------------|
| 2 5/16" x 1" Bolt | 6 1/2"-13 X 1.5" Bolt | 16 1/2" Small Flat Washer |
| 2 5/16" Large washer | 2 1/2"-13 X 1.75" Bolt | 12 1/2" Large Flat Washer |
| 2 5/16" Lock washer | 6 1/2"-13 X 5" Bolt | 4 1/2" x 20 RH Rod Ends |
| 2 3/8"-16 X 2.5" Bolt | 10 1/2" Nyloc Nut | 2pc 1/2" x 20 Threaded Rod |
| 2 3/8"-16 Nyloc Nut | 4 1/2"-13 Thin Nyloc Nut | |
| 4 3/8" Thin Washer | 4 1/2"-20 Nut | |

Tools needed: 1/2", 9/16", 3/4", 1 1/2" Wrenches and sockets. Impact gun, Pneumatic or right hand angle drill, Sharp 1/2" Drill Bit, Step Bit, Scribe, Center Punch, Hammer, Large Flat Head Screwdriver, Floor Jack, Jack Stands

Safety gear: (minimum requirements) clear safety glasses or mask, Gloves, long pants, boots and long sleeve shirt.

BEFORE YOU START: At this point you should have the Duff 4 link installed and if it's not a 4 link for a 9" axle that was bought after 2013, please call us before proceeding. First thing you'll want to do is make sure the SILVER VEIN Torsion bar frame mount assembly will fit in the proper location, see Pic 1. This is where the assembly will need to be positioned. If you have any wiring, plumbing or exhaust in the way you will want to make the necessary modifications before proceeding.



Prep: Before anything, make sure the underneath of the Bronco is clean. Degrease and remove all loose dirt, crud and mud with a pressure washer, dry real well with compressed air. Make sure the Bronco is on level ground. Wheel chock the front tires. Use the floor jack to lift rear axle then slide jack stands under the axle tubes as far outboard as possible. Remove rear wheels.

1. Position the torsion bar frame mount assembly across the frame rails so the frame mount brackets slide over the outside of each frame rail in front of the JD shock mount. There will be 2.5" of frame exposed between the shock mount bracket and the torsion bar frame mount bracket. You can also use the measurement of 1 7/8" to the body mount bracket. The bottom of the bracket should be flush with the bottom of the Bronco frame. Refer to the Pic. 1. Use a center punch or scribe to mark the holes. Remove the assembly and drill your holes. Go slow and double/triple check your work as you go. It will most likely require a right angle drill to drill the holes or a sharp step bit. Use the 1/2" x 5" Bolts, Nyloc Nuts and 2 large washers per bolt to secure the torsion bar assembly.



Note: You can weld this assembly onto the frame but just remember you will have to grind off the welds if you ever need to remove the torsion bar. Just be sure to check the back side for any fuel or brake lines that could be damaged.

2. ONLY DO ONE SIDE AT A TIME IN THIS STEP

Starting on the Driver side, remove the outer shock from its lower tab. Let it hang freely from the upper mount. Using your 1.5" wrench and socket, loosen the lower link 1" bolt at the axle truss. Use a hammer to carefully remove the bolt if it won't slide out freely. Note: if the 1" nut is facing the outside, you can just remove the nut and keep the bolt in place. This step is to bolt on the BLUE sway bar truss bracket. You will notice there are 3 holes in the bracket; 1- 1" hole and 2 - 1/2" holes. You will also notice the bracket has a slight bend in it. Both brackets are mounted so the bend faces outward or towards the outside of the vehicle. The bracket is also designed to partially conform around the axle tube. Slide the bracket onto the 1" bolt with the bend facing out and tighten it down. Mark the other 2 - 1/2" holes and drill through the truss. Use 2 of the 1/2"-13 X 1.5" BOLTS, 4 of the small 1/2" washers and 2 -



1/2" Nyloc Nuts to secure the truss bracket. Once you have the truss bracket attached to the truss tighten all the hardware and bolt the shock back into place.

REPEAT THIS STEP FOR THE PASSENGER SIDE. Please refer to Pic.2.

Note: You can weld this bracket on at the axle instead of welding through the truss. A 1" long weld is plenty. You will still however need to utilize the 1" Bolt.

3. This step only applies to 5362 street four link - Reducer Bushing Install
2 - 1" TO 5/8" REDUCER

THE 1" HOLE IN THE TRUSS BRACKET NEEDS TO BE REDUCED TO 5/8 TO PROPERLY BOLT THIS BRACKET TO THE OUTSIDE OF THE LOWER LINK MOUNT. THE 5/8 BOLT AND SUPPLIED 5/8 WASHER IN THE 5362 HARDWARE KIT WON'T MOUNT PROPERLY WITHOUT THIS REDUCER. THIS IS THE SAME BOLT THAT MOUNTS THE LOWER LINK ROD END TO THE AXLE TRUSS.

4. Mount the black sway bar arm onto the torsion bar. The bars are marked with a D/P for Driver/Passenger. Mount the bar as shown in Pic. 3. The goal is to have the arm clear the tub and the shock through its range of motion. If you see it making contact after it has been driven you will have to adjust the arm up or down. Adjust it down if it hits the tub and up if it rubs the shock body. Once you have the arm set and installed use the short 5/16" Bolt, Lock washer and Large washer to thread into the end of the torsion bar to prevent the arm from working its way back off. Also install the 3/8" Bolt, washers and nuts through the arm to clamp it against the torsion bar. Please refer to Pic. 4.

5. Attach the rod ends and threaded rod to the arms and the truss bracket. There is a specific way that the rods and links must be attached in order to not make contact with other components while the vehicle is in motion. Refer to Pic. 5 to visualize the correct way to attach the rod ends to the threaded rod and the sway bar and truss brackets to the rod ends. Once everything is together, tighten the nuts and bolts.

NOTE: This is a fully adjustable setup. There are 3 holes on the truss bracket and 5 holes on the sway bar arm. In order to have the firmest ride you will want to install the threaded rod in the bolt hole on the sway bar arm closest to the front of the Bronco ON BOTH SIDES. The 3 holes in the truss bracket are for adjusting for any interference with lower links, shocks or frame.



6. Make sure everything you just installed is tight and all the lower links and shocks are reattached and their hardware is tightened down. Re-mount the wheels and tires and tighten down the lug nuts. Jack the rear axle up and remove the jack stands, lower the Bronco and torque the lug nuts to the correct torque.

Now it's time to enjoy your Bronco on the streets and winding roads. You will feel an instant difference in the ride. Just remember to adjust the sway bar to a much looser setting when you decide to get on the trail. You can easily remove the nut and bolt that holds the rod end to the sway bar arm and move the rod end back to the first bolt hole for the loosest setting or somewhere in between. Just remember to remove the bolts from both sides first before adjusting up or down the arm.

NOTE: CHECK AND RETIGHTEN SUSPENSION COMPONENTS AFTER THE FIRST 50 MILES, EVERY 500 MILES THEREAFTER AND EVERY OFF-ROAD USE.

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.

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, 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 JDI and accompanied with a Return Goods Authorization Number (RGA) and a dated proof of purchase. Returns must be shipped prepaid 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.

