

## INSTALLATION INSTRUCTIONS:

66-77 Bronco 4 Link Suspension, 3.5" or 5.5" lift

### PART #5360C, 5363



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2	Frame Mounts	2	Coil Springs #5103A	
2	Lower Links	4	Shocks #8114	1/4 6/15
2	Upper Links	2	HD Lower Coil Retainers #5120	
2	HD Coil Towers #5111A	2	5360B- 2" Lift Block (included with 5.5" kit)	

#### HARDWARE KIT:

4	1" Rod Ends (2 LH, 2 RH Thread)
4	1.25"-12 Jam Nuts (2 LHT, 2 RHT)
4	3/4" Rod Ends (2 LH, 2 RH Thread)
4	3/4"-16 Jam Nuts (2 LHT, 2 RHT)
2	3/4" x 3 1/2" Grade 8 Bolts
2	3/4" x 3" Grade 8 Bolts
8	3/4" Flat Washers
8	3/4" Rod End spacers .75 I.D
4	1" X 5 1/2" Grade 5 Bolts
8	1" Flat Washers
4	1" Nyloc Nuts
8	1" Rod end spacers 1.01 I.D
4	3/4" Thin Nyloc Nuts
28	1/2" Flat Washers
8	1/2" x 3" NC Grade 5 Hex Bolt
6	1/2" x 5" Grade 8 Hex Bolt
14	1/2" NC Nyloc Nuts
4	7/16 x 3.25" NC Grade 5 Bolts (included with 5.5" kit)

**Please read all instructions before beginning. A 2" Body lift is required for installation of this kit. WARNING: Installation of a rear end 4-link coil set up will change the vehicles center of gravity and handling characteristics both on and off-road. You must operate the vehicle safely! Extreme care must be taken to prevent vehicle rollover or loss of control, which could result in serious injury or death. Avoid sudden sharp turns or abrupt maneuvers and always make sure all vehicle occupants have their seat belts fastened. Many states and municipalities have laws restricting vehicle lifts. Consult state and local laws to determine if the changes you intend to make to the vehicle comply with your states road vehicle laws. We highly recommend the that an anti-sway bar be used with this kit for any vehicle to be intended to be driven on the road occasionally.**

The order in which we recommend installing these components will be: Rear Axle Housing Bracket, Frame Mounts, Coil Towers, Shock Mount Bracket. However, you may want to change this order based on your rear housing set up or variations on what your trying to accomplish in your rear 4 link system.

**Please note: We recommend that this kit be installed by a very experienced welder. Welding on an axle housing and the heat generated by an untrained professional could cause damage to the truss, center section and bearings. CAUTION: Watch for brake lines, fuel lines and other possible items that may be on the other side of the frame.**



#### STEP 1: Rear Axle Housing Bracket

Test fit the rear housing bracket on the rear end and mark for placement. Be sure to locate the bracket on the rear housing level and centered from side to side. Make sure axle is located under the vehicle where desired and make sure both side wheel base measurements are the same. You may select to use c-clamps or other fastening methods to secure in place for future component measurements. The truss is designed for approximately 13° pinion angle when installed as a 3 1/2" kit. The threads in the heims in the links will allow you +/-5° adjustability. Some grinding may be necessary to fit your individual housing.

We recommend that you remove the brake lines from the rear housing at this time for protection from welding and grinding. Also, they may have to be rerouted on the housing after the bracket installation. Prep the truss for welding by grinding a bit of the powder coating off so welds will adhere.

Tack weld the axle housing bracket in place on the rear end. We say "Tack weld" so the bracket is secure but not over welded in the event of misalignment and need to reposition this bracket. We recommend waiting until the end of step 4 to completely weld the truss onto the housing.

## STEP 2: LINK SETUP

### LOWER LINKS 1" Rod End Set Up:

- 2 1" Rod Ends RHT
- 2 1.25"-12 Jam Nuts RHT
- 2 1" Rod Ends LHT
- 2 1.25"-12 Jam Nuts LHT

Thread the 1.25"-12 Jam Nuts and 1" Rod Ends into the proper Left Hand or Right Hand adapter in the lower link bars. Do not tighten all the way. Be sure to leave space so the Rod End can be adjusted both ways. So when measuring placement of the frame bracket the Rod end will have adjustability both directions.

Note: Although it makes no difference which style of threads mount to the frame or axle (LH or RH), we recommend making sure that both links face the same direction as it makes it easier when tightening later.

Attach the lower links to the Rear Axle Housing Truss so you can begin to get placement for the Frame Brackets with:

- 2 1" X 5 1/2" plated Grade 5 Bolts
- 4 1" Flat Washers
- 2 1"-8 Nyloc Nuts
- 4 Rod end spacers 1.01 I.D

### UPPER LINKS 3/4" Rod End Set Up

- 2 3/4" Rod Ends RHT
- 2 3/4-16 Jam Nuts RHT
- 2 3/4" Rod Ends LHT
- 2 3/4-16 Jam Nuts LHT



Thread the Jam nuts and Rod Ends into the proper Left Hand or Right Hand adapter in the upper link bars. Do not tighten all the way. Be sure to leave space so the Rod End can be adjusted both ways. So when measuring placement of the frame bracket the Rod end will have adjustability both directions.

Attach the upper links to the Rear Axle Housing bracket so you can begin to get placement for the Frame Bracket placement.

Note: Although it makes no difference which style of threads mount to the frame or axle (LH or RH), we recommend making sure that both links face the same direction as it makes it easier when tightening later.

To attach the upper links to the Rear Axle Housing bracket:

- 2 3/4" X 3 1/2" Grade 8 Bolts
- 4 3/4" Flat Washers
- 2 3/4" Thin Nyloc Nuts
- 4 3/4" Rod end spacers .75 I.D

Mount the upper links into the Axle Bracket. The order: bolt, washer, bracket, spacer, rod end, spacer, bracket, washer, thin nut.

Once the upper and lower links are attached to the rear axle housing you can begin measuring for placement of the Frame Brackets.

## STEP 3: FRAME BRACKETS

The frame brackets will attach to the inside of the frame rails. Identify the right and left side frame mounts. With the Lower and upper links attached to the rear axle housing you can begin to place and measure for the proper placement of your frame mounts.

(Note: Installation may require you to remove and/or modify your exhaust system. If you have not removed it yet his may be a good time to take off the muffler and exhaust at the collector to gain work space for the frame brackets. You may want also want to disconnect your e-Brake cables from the frame at this time, along with fuel lines or anything else that may be on the back side of the frame. Note that emergency brakes are an important safety feature of your vehicle. If you need a longer replacement, use our #3756.

Properly measure and align each Frame Bracket in place. Tack weld first so the bracket is secure but not over welded in the event of misalignment and need to reposition this bracket. You may select to use c-clamps or other fastening methods to secure in place for other component measurements.

Connect both the upper and lower links to the frame brackets. Check your angles and spacing. Attach the 1" Rod End to the Frame Bracket:

- 2 1" X 5 1/2" Grade 5 Bolts
- 4 1" Flat Washers
- 2 1"-8 Nyloc Nuts
- 4 Rod end spacers 1.01 I.D

The order is bolt, washer, bracket, spacer, rod end, spacer, bracket, washer, nut.

Attach the upper links to the Frame bracket.

- 2 3/4" X 3" Grade 8 Bolts
- 4 3/4" Washers
- 2 3/4" Thin Nyloc Nuts
- 4 3/4" Rod end spacers 1.01 I.D

Mount the upper links into the Frame Bracket. The order is bolt, washer, bracket, spacer, rod end, spacer, washer, thin nut.

#### STEP 4 COIL RETAINERS & COIL TOWERS

Mount the Coil Spring Retainer #5120 on the rear axle housing mounts with the 7/16" hardware supplied in the separate hardware package as show in the photo. Note that retainers are stamped D and P for driver and passenger sides. If you are installing the 5.5" kit, you will install the 2" Block spacers at this time with the 7/16 x 3.25" NC Grade 5 Bolts included with them.

Twist the coil springs into the retainers. Properly place the coil into the tower. This will start to give you alignment for where the upper coil towers will need to be on the frame. Note: It may be necessary to trim the inner wheel well lip. We suggest using c-clamps or other fastening methods to secure in place. This will enable you to put the full weight of the vehicle on the rear coil springs to set the proper height.

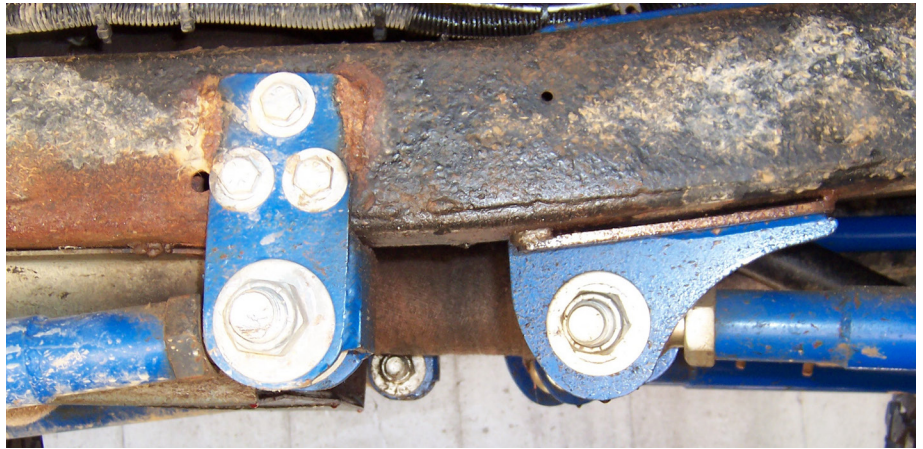
The coil towers' placement on the frame will vary based on the ride height or overall lift size of your vehicle, as well as the weight of the vehicle and its compression on the springs. (Keep in mind the springs may settle approximately 1/2" over time so a bit higher ride in the rear is recommended) Once ideal height placement is achieved and the springs are in proper vertically aligned- we suggest to 'Tack weld' coil towers in place on both frame rails. We say 'Tack weld' so the towers are secure but not over welded in the event of misalignment and need to reposition either side.

Fastening both side coil springs in their Spring towers with the #5100 Upper Coil Retainer tabs and attached 3/8" hardware.

Once you are certain of the proper alignment, proper height, and positioning of your coil towers go back and properly weld both sides to the frame.

Once your sure the proper alignment has been achieved, remove the weight from the axle and properly weld the Rear Axle Housing Bracket and both Frame Brackets. **We recommend welding small sections at a time, moving from side to side to allow everything to cool in order to minimize warping of the brackets and heating of the bearings.**

**Note: Have you factored how much extra weight you will be carrying on the trail? We recommend setting the ride height with setting TRAIL PREPPED weight! We recommend that you load the vehicle with extra weight during prep if you are going to be carrying passengers in the rear of the vehicle. Every 200-250 lbs on the rear or the front of the vehicle will drop (or boost your front) your ride height approximately an additional 1/2". This is very important as coil springs are not as forgiving as leaf springs for load carrying capacities. Note that the springs will also take a short period of time to settle in with use.**



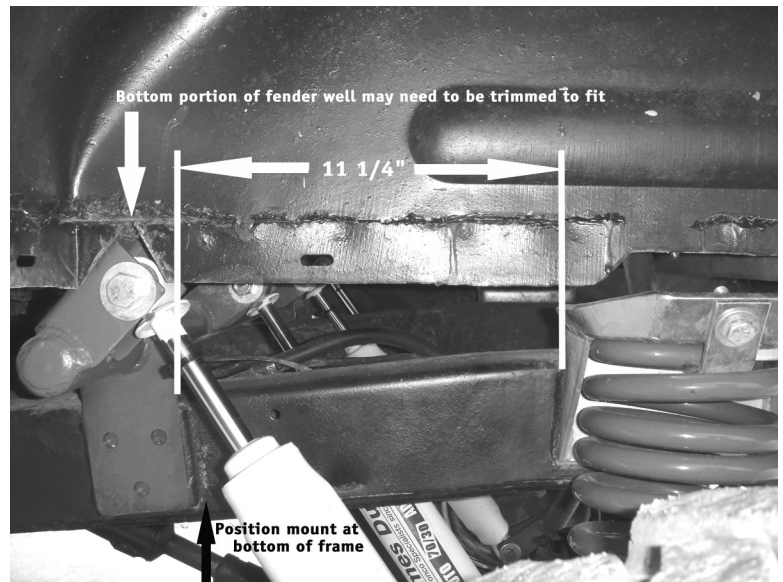
## STEP 5 SHOCK MOUNTS

Measuring forward from the front edge of the HD Coil Spring Tower, make a mark 11.25" from the top part of the frame as shown in the photo. Repeat for other side. Place shock mount on frame. Note: the lower wheel tub lip may need trimmed to clear the mount. Center mark the three mounting holes for drilling. Repeat for other side. Remove shock mount. Using a 1/2" drill bit, drill through both sides of frame. Repeat for other side. Place shock mount in place, attach with:

- 6 1/2" x 5" Grade 8 Hex Bolts
- 12 1/2" Flat Washers
- 6 1/2" NC Nyloc Nuts

Mount the shocks with:

- 8 1/2" x 3" NC Grade 5 Hex Bolts
- 16 1/2" Flat Washers
- 8 1/2" NC Nyloc Nuts



Mount the upper mount of the shock. Extend the shock to determine where to mount the lower mounts on the axle. We recommend they be oriented so they don't bind at full extension or compression. We recommend mounting the inside lower mounts at the center line of the axle so they won't get hung up on rocks. The outer mounts can hang lower and should be mounted after the suspension is cycled to allow maximum articulation.

**Note: position the mount at the bottom of frame as shown.**  
**Note: Mount can be welded instead of bolted onto frame.**

Note: the cap in the end of the mount is removable for possible future optional swaybar installation.

Check emergency brake lines. Install extended e-brake cables if needed. Run brake lines back to the rear. Bleed Brakes. Replace or reinstall the exhaust and mufflers. Note the emissions laws in your state.

Check all your work.

Test your new suspension. Reminder to check bolts and nuts periodically after use for loosening. Remember that the springs will settle in after a few trips out on the trail. Do not panic if it is sitting high in the rear, give it time to settle before making changes.

## FOOTNOTES:

Brake lines might have to be relocated.

Rear springs may have a slight bow in them upon proper completion. This is not abnormal. Springs are designed to bow out some so they do not hit frame while flexing.

5360 4/4 6/15

## 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 JDI 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.