

INSTALLATION INSTRUCTIONS:
Adjustable Radius Arm Drop Brackets, 1966-77 Bronco



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6609 Bronco Ln.
Knoxville, TN 37921

PART#5430

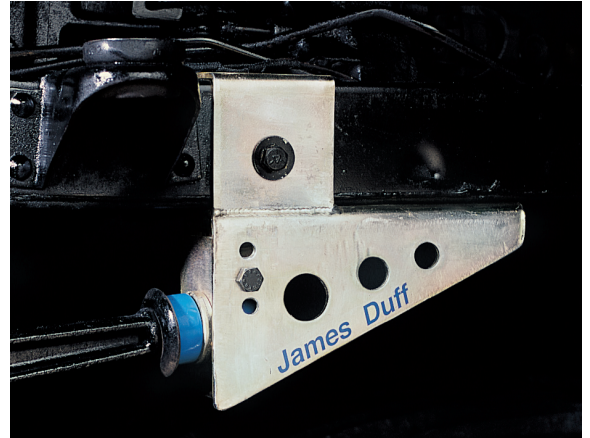
Contents:

- 2 Radius Arm Drop Frame Brackets
- 2 Radius Arm Positioning Plates
- 2 Back Stiffener Plates
- 2 Front Spacers

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Hardware:

- 4 1/2" x 5" NC Gr 8 Bolts
- 2 1/2" x 4 1/2" NC Gr 5 Bolts
- 6 1/2" NC Nyloc Nuts
- 10 1/2" Flat Washers
- 2 1/2" x 1 1/2" NC Gr 5 Bolts
- 4 3/8" x 1" NC Gr 5 Bolts
- 2 5/32" X 1 1/2" Cotter Pins



Please read all instructions before beginning.

1. Before beginning installation of these drop brackets, all other lift hardware should be installed and the front end caster readings taken. The ideal caster reading for a Bronco is between +3.5° and +4.5°. If your reading is less than +3.5°, continue with the installation of the drop brackets. We also strongly advise replacing the old radius arm bushings with our #6100 urethane bushings to insure maximum performance.

2. Raise the front of the vehicle until most of the weight has been removed from the front tires, but the tires are still touching the ground. Place jack stands under the frame.

3. Remove the auxiliary gas tank, if equipped. Loosen the clips holding the gas and brake lines to the frame. Pull the lines away from the frame and secure them there. This will reduce the possibility of fire or explosion while cutting and welding.

4. Disconnect the radius arms from the radius arm frame brackets and remove the old bushings.

5. Remove the transfer case skid plate, if equipped.

6. Unscrew the two bolts (one on each side of the frame) used to secure the stock radius arm frame brackets.

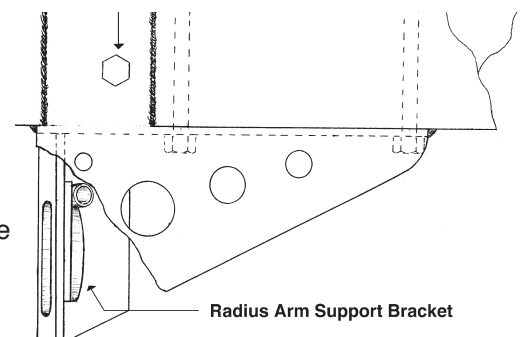
7. Torch off the original brackets and grind off any remaining slag from the frame. We suggest painting the ground area at this time to prevent rust.

8. Place the new radius arm drop bracket on the frame and secure with the 1/2" x 1 1/2" NC Gr 5 Bolt and 1/2" washer through the original outside positioning hole.

9. With the bracket properly lined up with the frame, use the two holes in the bottom of the bracket as a guide to drill two 1/2" holes through the frame both top and bottom. If you have/had a stock skid plate, these two holes will line up with the two stock holes in the frame.

10. Bolt the drop bracket to the frame from the bottom with two 1/2" x 5" NC Gr 8 Bolts, four 1/2" Flat Washers and two 1/2" NC Nyloc Nuts.

11. Weld the bracket to the frame along the front and rear edges and also along the vertical edges of the bracket as a minimum. If you have a skid plate, it may be necessary to install the vertical bolts first, weld the bracket and then remove the bolts again to install the skid plate. It is important that the welding is done before installing the bushings otherwise damage can occur to the bushings.



12. Remove the front two bolts which secure the transfer case cross member support bracket to the frame. Place the back stiffener plate on the inside of the frame so the holes line up with those in the frame and radius arm bracket. Bolt the stiffener to the cross member support using the two 3/8" x 1" NC Gr 5 Bolts. Do not tighten at this time.

13. Clean the bushing area of the radius arms and install the new #6100 bushings with the small end to the rear. Place the front spacer over the end of the bushing.

14. Position the radius arm into the slotted hole in the drop bracket and put the radius arm positioning plate in place on the back side of the bracket with the rectangular plate towards the front and the round sleeve up.

15. Move the radius arm to the position which will provide the desired additional caster and install the 1/2" x 4 1/2" NC

Gr 5 Radius Arm Positioning Bolt through the back stiffener and the radius arm support bracket with the bolt head to the inside of the frame. Tighten the two transfer case cross member bolts and the Radius Arm Positioning Bolt. The caster increase which can be expected for each position is:

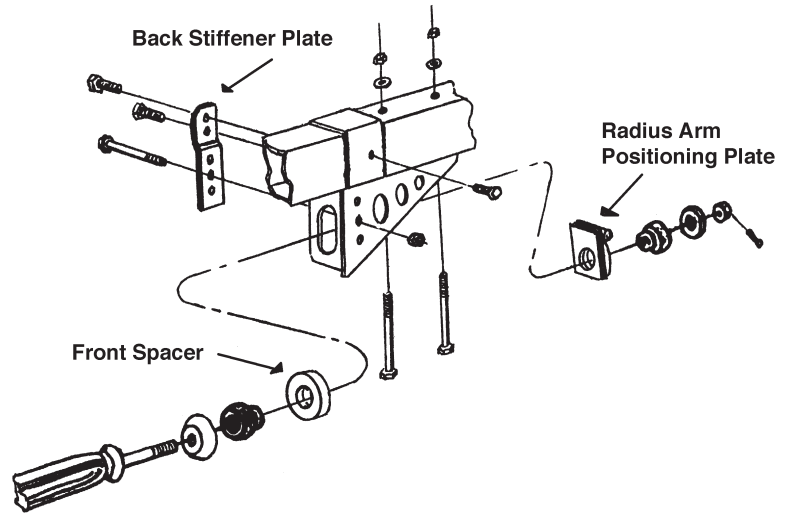
Top Hole	+1°
Middle Hole	+2.5°
Bottom Hole	+4°

16. Pull the front axle back into place so that the rear bushings and retaining nut can be installed. Tighten the nut between 80-120 ft. lbs. **Do Not Overtighten Bushings!** The bushings should not be compressed more than 1/4" to function properly. Install the 5/32" X 1 1/2" Cotter Pin through the end of the Radius Arm.

17. Repeat instructions 8-16 for the other side.

18. Reinstall the auxiliary gas tank fuel and brake lines removed in step 3.

19. Lower the Bronco and take it for a short test drive. After the drive reinspect all fasteners as well as all components. We advise having the caster rechecked to make sure it is now in the ideal range. We recommend inspecting these items again after 500 miles, every off road excursion, and at regular service intervals.



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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, 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.

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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.