

# INSTALLATION INSTRUCTIONS: 1966-77 Bronco 1" Body Lifts

## PART # 6420



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6609 Bronco Lane  
Knoxville, TN 37921

1/3 05/23

### CONTENTS:

- 8 Lift Blocks
- 4 7/16"x 4" Bolts (**A or B**)
- 4 7/16"x 5" Bolts (**B or C**)
- 2 7/16"x 6" Bolts (**D**)
- 8 7/16" NC Nyloc Nuts
- 16 7/16" SAE Flat Washers
- 2 7/16" USS Flat Washers (for core support mount)

### TOOLS NEEDED:

Penetrating Oil, Hacksaw or Sawzall, Jack, Screwdrivers, flexible socket, adjustable pliers, socket set with extension, open end wrenches, ratchet, a tapered shank works well with aligning washers and body mounts to install hardware.

#### Mounting Order from front to rear:

*Some Broncos May require a different length bolt as notated in the contents*

- A. Front Fender at Bumper**
- B. Firewall/Kick Panel**
- C. Behind front seats/door jam**
- D. Rear Bumper**

**WARNING:** Installation of a body lift will change the center of gravity and the handling characteristics of the vehicle. Because of the higher center of gravity and larger tires, the vehicle will handle and react differently both on and off-road. 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.

**CAUTION:** Proper installation of a body lift kit requires knowledge of the factory recommended procedures for disassembly and assembly of original equipment components. We recommend that the factory shop manual and any special tools necessary to your vehicle be on hand during the installation. Installation of this body lift kit without proper knowledge of the factory recommended procedures may affect the performance of these components and the safety of your vehicle.

**NOTE:** This body lift kit should only be installed on vehicles in good working condition. Before installation, the vehicle should be thoroughly inspected for evidence of corrosion or deformation of the sheet metal around the factory body mounts. This body lift kit should not be installed on any vehicle that is suspected to have been in a collision or misused. Off-road use of your vehicle with this body lift installed may increase the stress applied to the factory body mounts, we recommend checking for fatigue in body mount areas. We do not recommend that any vehicle with a body lift installed be involved in any extreme off-road maneuvers such as jumping. Failure to observe this warning may result in serious personal injury and/or severe damage to your vehicle.

**WARNING:** Many states now have laws restricting bumper heights and vehicle lifts. Local laws should be consulted to determine if the changes you intend to make to your vehicle comply with state laws.

**INSTRUCTIONS:** Please read completely before beginning installation. Read and understand all instructions, warnings, cautions, and notes in this sheet and in your owner's manual before you begin the installation of this body lift kit. While most of these things will not be an issue with only a 1" body lift, we want to make sure you check them for bind or being too short. They may need to be fabricated, modified or purchased as follows:

**The steering angle:** This may be excessive and modification of the firewall to lower the steering column may be necessary or the insertion of an additional u-joint to compensate for the different angle and to compensate for the increased length.

Caution: on flex joint (rag joint) equipped shafts make sure that the joint is not deformed (pulled out of shape) as this can lead to failure and loss of steering.

**Master cylinder to proportioning valve (or block valve) hoses** may need relocated or replaced with longer hoses. We have these available in a braided stainless kit if needed #3742 CK.

**Gas tank filler hoses** should be long enough to account for the change in height. If not, the hoses will need replaced with a longer fuel filler hose. We have these available #4407 2" diameter, #4408 for 1.75"

**E-brake cables** may need relocated or replaced with our longer universal cables (#3756 sold individually, rear two may be needed).

**Shift Linkage** Should be fine with just 1" body lift but can be lengthened if necessary.

**Clutch linkage** will need to be lengthened to operate properly.

1. Park the vehicle on a flat, level surface. Block the tires. Disconnect the battery.

2. Thoroughly soak all body mounts with penetrating oil (i.e. PB-blaster or alike) before beginning. Give it some time to soak in, especially if they haven't been touched in 50+ years!

3. Loosen the steering column under the dash and shaft from the steering box before the lift is started.

4. **Automatic transmission:** In engine bay, remove two cotter keys from shift rod and shift linkage. Remove shift rod.

4. **Manual transmission:** Remove two cotter keys, four washers, two bushings, and clutch rod from pedal and pivot assembly.

5. Wires and clips. Remove wiring and steel vapor lines from clips on driver's side frame rail. Check for any other wires, cables, hoses that may need to be disconnected before lifting. Disconnect as necessary.

6. Support vehicle body properly before removing mounts. Use a 2x4 about 2' long (or any other suitable size) between jack and body panel to spread the weight load out so as not to damage the body. If needed, support the body in several areas. Ensure that vehicle doors are closed. This will help prevent the cab from flexing during the lifting operation. Be sure to constantly check for any wires, hoses, cables, etc. that may be binding.

7. Loosen all bolts and nuts but do not remove. They will likely be very difficult to break loose, you may have to cut the bolts.

8. Working on one side of vehicle at a time, remove mounting bolt and nut and raise body only high enough to replace mount, never higher. Replace mounts one at a time. Place the new body mounts, sleeves and hardware in place as per the diagram. After all mounts have been replaced torque bolts to factory specifications. **Note: It is important not to overtighten the body bolts as this can lead to deformation of the sheet metal mounting points.**

9. Test fit fan shroud to radiator. We recommend centering both in front of the grill for maximum cooling but you can also trim the bottom of fan shroud to accommodate the fan. Mark fan shroud where fan contacts fan shroud. Do not trim more than necessary. Be sure that the shroud cannot make contact with the fan.

10. Check to make sure the master cylinder to proportioning valve (or block valve) hard lines or hoses are not bound and have flex. If not, we have a braided stainless kit #3742 CK.

11. Replace the wires, fuel lines and clips where possible. Check the e-brake cables down the frame. If they are tight, replace.

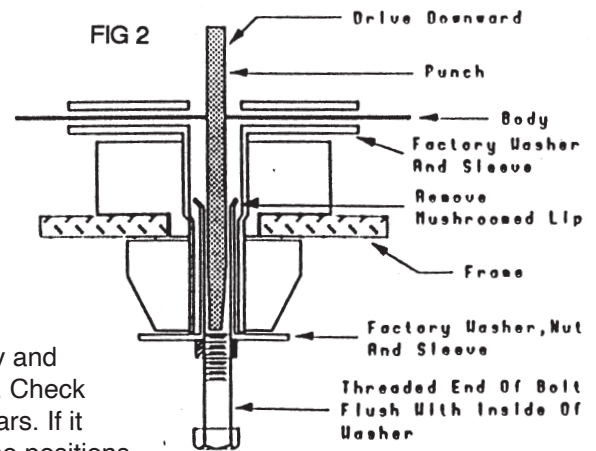
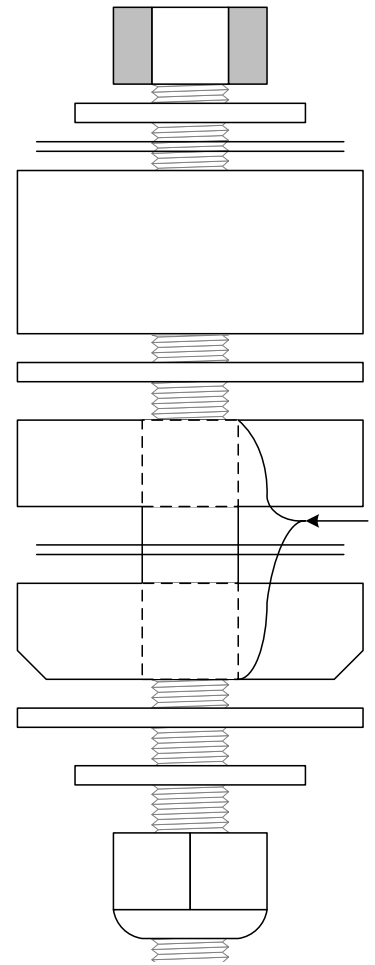
12. Check transfer case shifter operation. Be sure that the lever(s) engages completely in all gears. If it does not, remove the shift boot and check the shifter operation again. Trim the floorboard as necessary. Make sure there is enough room to allow for the body to flex when off-roading without coming in contact.

13. **Automatic transmission:** Install the linkage rod in the spring loaded bracket at the transmission and at the steering column shift lever and check for proper lever operation and gear engagement.

13. **Manual transmission:** Install the clutch linkage rod in the pivot assembly and clutch pedal. Ensure the clutch linkage rod is secure. Check clutch operation. Check shift lever operation. Be sure that the shift lever engages completely in all gears. If it does not, remove the shift boot and check shift lever operation again. Note the positions where the shift lever contacts the floorboard. Notch the floorboard to allow for complete engagement and install the shift boot.

14. Reattach gas tank filler hoses, they should be long enough to stretch, unless they are aged.

15. Adjust the steering column under the dash. Since the column bolts were loosened the column should have automatically dropped and pulled forward slightly. This may be excessive and modification of the firewall to lower the steering column may be necessary or the insertion of an additional u-joint to compensate for the different angle and to compensate for the increased length. Caution: on flex joint (rag joint) equipped shafts make sure that the joint is not deformed (pulled out of shape) as this can



lead to failure and loss of steering.

**Some Broncos use a one piece stamped washer and sleeve assembly. This can be difficult to remove, especially on older vehicles. Use Fig. 2 and the instructions below to facilitate disassembly.**

**NOTE: Steps 1-4 are only needed when the factory mount is to be removed.**

Steps 2 or 3 are different ways to separate the factory mount halves.

1. Remove body mount bolt from inside of cab.
2. Thread the bolt back in from below into bottom nut/washer assembly until bolt is flush with inside of washer. This is to protect the threads during removal. Insert punch into body mount from inside cab. Drive bottom washer/sleeve assembly down to separate the mount halves.
3. When there isn't access to the bottom of the body mount. Thread the original bolt or a matching size bolt into the mount about 3 or 4 turns & hit the head of the bolt down with a large hammer to separate the mount halves.
4. Lip on sleeve of bottom stamped washer/sleeve assembly may have become mushroomed especially on older vehicles. Before reinstalling this part remove mushroomed lip to avoid any interference fit problems.

**NOTE:** The vehicle owner must retain all warranty information, instruction sheets, and other documents regarding the installation of this product. The vehicle owner and any drivers need to understand the modifications that have been made to his vehicle and how they affect the handling and performance of the vehicle.

**CAUTION:** We do not recommend any particular wheel and tire combinations for use with our body lifts and can not assume responsibility for the owner's choice of wheels and tires. Your owner's manual can be referenced for recommended tire sizes and warnings related to the use of oversized tires. Larger wheel and tire combinations increase stress and wear on steering and suspension components, which leads to increased maintenance and higher risk for component failure. Larger wheel and tires also alter speedometer calibration, braking effectiveness, center of gravity, and handling characteristics.

#### 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 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.

#### PRODUCT SAFETY 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.