

INSTALLATION INSTRUCTIONS: 1966-77 Bronco 2" Body Lifts

PART # 6425-6430-6435-6440



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6609 Bronco Lane
Knoxville, TN 37921

1/4 05/23

CONTENTS:

- 8 Lift Blocks
- 4 7/16-14"x 5" Bolts (A & B)
- 4 7/16-14"x 6" Bolts (C)
- 2 7/16-14"x 7" Bolts (D)
- 8 7/16 NC Nyloc Nuts
- 16 7/16" SAE PLTD Flat Washers
- 2 7/16" PLTD USS Flat Washers
- 8 1/2" x 2" OD Fender Washers
- 3 2" x 3/8" Rod (Shift & Clutch Linkage Extension)**

Mounting Order from front to rear:	
A.	Front Fender at Bumper
B.	Firewall/Kick Panel
C.	Behind front seats/door jam
D.	Rear Bumper

TOOLS NEEDED:

Penetrating Oil, Hacksaw, Jack, Screwdrivers, flexible socket, adjustable pliers, socket set with extension, open end wrenches, ratchet, and tapered point prybar for alignment of the body.

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. **We recommend body mounts are thoroughly inspected for wear and/or replaced during installation of this kit. We have them available in polyurethane #6391.**

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. Some items that may be needed in addition to what is in this kit, that will either need to be fabricated, modified or purchased are 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 will need relocated or replaced with longer hoses. We have these available in a braided stainless kit if needed #3742.

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 will need relocated or replaced with our longer universal cables (#3756 sold individually, 2 rear needed).

Clutch and Shift Linkage **The 3/8" rod extensions are included but they are not our recommend solution. We recom-

mend using our #2109 C4 Shift Linkage Extension or #2108 Extended Clutch Linkage

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) 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 transmisson:

In engine compartment remove two cotter keys from shift rod and shift linkage. Remove shift rod from vehicle.

We recommend replacing with our #2109 C4 Shift Linkage Extension

If choosing to extend with the 3/8" rod extension: Scribe a line along shift rod just above the first bend at the top of the shift rod. Cut shift rod through the scribed line. Position kit shift extension piece between the two pieces of the shift rod. Align the scribed line and weld the extension in place. **WARNING:** A certified welder should perform all welding.

4. **Manual transmission:** Remove two cotter keys, four washers, two bushings, and clutch rod from pedal and pivot assembly. We recommend using our #2108 Extended Clutch Linkage.

If choosing to extend with the 3/8" rod extension: Scribe a line along side of clutch rod and kit linkage extension. Cut clutch rod into two pieces through the line and deburr as necessary. Position kit linkage extension between two pieces of clutch rod. Ensure extension and clutch rod scribed lines align and weld extension in place. **WARNING:** A certified welder should perform all welding.

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.

8. Remove or Loosen Fan Shroud

9. 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.

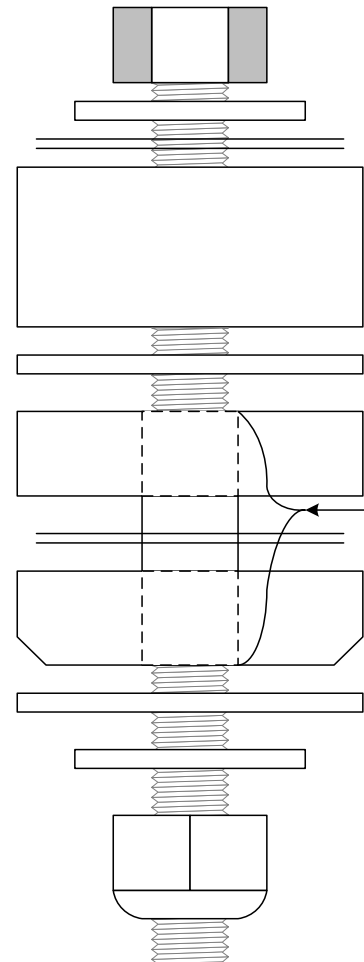
Note: It is important not to overtighten the body bolts as this can lead to deformation of the sheet metal mounting points.

9. Test fit fan shroud to radiator. We recommend our #3111 Radiator Drop Brackets that will center both in front of the grill fo 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 these available in a braided stainless kit #3742.

11. Replace the wires, fuel lines and clips where possible. Check the ebrake cables down the frame. If they are tight, replace with our longer universal cables (#3756 sold individually, three total). Rear two will be affected.

12. Check transfer case shifter operation. Be sure that the lever(s) engages com-



pletely 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 offroading without coming in contact.

13. Automatic transmission: We recommend replacing with our #2109 C4 Shift Linkage Extension. If you extended the linkage rod, it should be painted to prevent rusting. Install the extended linkage rod in the spring loaded bracket at the transmission and at the steering column shift lever with two cotter keys.

14. Manual transmission: Install the extended clutch linkage rod in the pivot assembly and clutch pedal with two bushings, four washers, and two cotter keys. Ensure the extended 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.

15. 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"

16. 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 unique one piece stamped washer and sleeve assembly. This type of assembly can sometimes be difficult to remove, especially on older vehicles. Use Fig. 2 and instructions below to facilitate disassembly.

NOTE: Steps 1-5 are only needed when the factory mount is to be removed.

1. Remove body mount bolt from inside of cab.

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

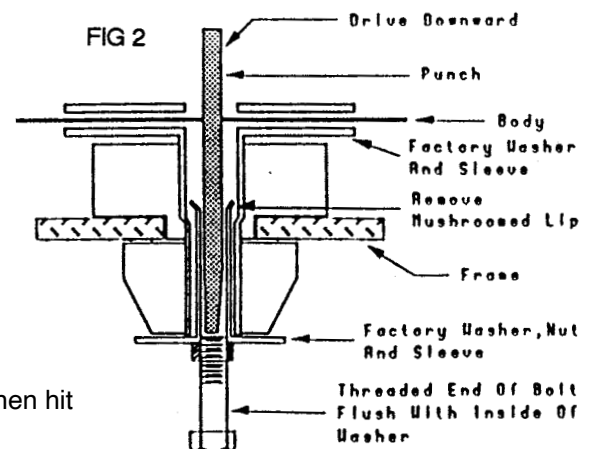
2. Thread the bolt back in from below into bottom nut/washer assembly until bolt is flush with inside of washer. This is to protect the threads during removal. Insert punch into body mount from inside cab. Drive bottom washer/sleeve assembly down to separate the mount halves.

3. Unthread the body mount bolt then thread it back in a couple of turns. Then hit the head of the bolt to separate the 2 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.

5. Replace mounts one at a time. After all mounts have been replaced torque bolts to factory specifications.

6. After driving vehicle for about 1000 miles or off roading, re-torque bolts again. This is to insure that the bolts have not loosened due to initial settling that may take place.



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 within 90 days of purchase, shipped prepaid, 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.

Body Lift Basics:

We avoided body lifts for years, mostly because of safety issues. We've seen too many unsafe and improperly installed kits. By creating a line of accessories to install with a body lift, we have virtually eliminated the need for cutting and welding. Along with giving you a checklist of possible problems associated with a body lift, we finally feel comfortable selling them. Some of the things you may have to address, depending on your vehicle, are:

Shift linkage: C4's will need extended shift linkage. We prefer this simple bolt on extension, otherwise cutting and welding an extension into the linkage is necessary. Attaches to the stock shift bar at the transmission and extends it to connect to the stock linkage.

#2109 C4 Shift Linkage Extension, 2" Body Lift

Clutch rod: Replaces the stock clutch linkage rod. Otherwise cutting and welding an extension into the linkage is necessary.

#2108 Extended Clutch Linkage, 2" Body Lift



Bumper Height: Body lifts will create a gap between your bumpers and body. You may feel its necessary to move up your bumpers. We also have body lift versions of our Bumpers.

Gas Filler Hoses

These 1' long sections of filler hose will replace your rotted or leaking originals. Available for both main and auxiliary. Long enough for body lifted rigs, cut to length needed.

#4407 2" ID Filler Hose, Aux. Tank

#4408 1 3/4" ID Filler Hose, Main



Braided Stainless Master Cylinder to Proportioning Valve Lines

These stainless steel braided hoses replace the old factory rubber hoses and hard line from the master cylinder to the proportioning valve. Sold in pairs. To eliminate the guesswork, our complete kit includes all fittings for stock variations and Duff applications.

#3742CK Stainless Lines & Fittings Kit



E-Brake Cables

This high quality, easy to install universal replacement cable can replace any one of the 3 pieces necessary to run the length of your 66-77. It differs from the original only in the fact that it is longer and can be shortened to replace any of the three. Replacing your cables is a must if you've lifted your rig and your stock cables are tight, working against you as a limiting strap!

#3756 Universal Cable each