INSTALLATION INSTRUCTIONS:

1. Jack up the vehicle with a floor jack under the front differential.
2. Place jack stands under the frame. Leave the floor jack in place.
3. Remove front wheels.
4. Remove shocks.

Below is a list of other parts we recommend for this coil spring height:

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5405 Track Bar Drop Bracket 66-75 Bronco</td>
<td>6506 6” Bushing Kit or</td>
</tr>
<tr>
<td>5401 Track Bar Drop Bracket 76-77 Bronco</td>
<td>5430 Adjustable Radius Arm Drop Brackets or</td>
</tr>
<tr>
<td>5406 Track Bar Raise Bracket 1966-77 Bronco</td>
<td>5350 Long Travel Radius Arms w/4” built in castor</td>
</tr>
<tr>
<td>5407 Heavy Duty Track Bar Drop Bracket 66-75 Bronco</td>
<td>5570 or 5580 11 leaf springs or</td>
</tr>
<tr>
<td>5409 Heavy Duty Track Bar Drop Bracket 76-77 Bronco</td>
<td>5555 Large Add-a-leaf to add to stock leaf spring</td>
</tr>
</tbody>
</table>

INSTRUCTION SHEET: EARLY BRONCO COIL SPRINGS

PART# 5107-5109

NOTE: INSTALLING SPRINGS TALLER THAN STOCK WILL CHANGE THE GEOMETRY OF YOUR SUSPENSION AND WILL REQUIRE USE OF LONGER SHOCKS. THE RESULTING REDUCTION IN CASTER CAN CAUSE STEERING PROBLEMS. WE RECOMMEND USING OUR POLYURETHANE “C” BUSHINGS TO CORRECT THIS PROBLEM. TO IMPROVE HANDLING YOU MAY WANT TO INSTALL OUR COMPLETE BUSHING KIT WHICH ALSO INCLUDES TRACKING BAR AND RADIUS ARM BUSHINGS.

CHANGING THE LEAN OF YOUR BRONCO

If you have the dreaded “Bronco Lean”, chances are you have recently replaced the coils with newer soft coils or you have replaced your “C” bushings. This lean can be measured at the bottom edge of the front fenders, bottom edge of front reflectors or any other handy place, making sure that any body damage or bad body bushings won’t affect the numbers. Quite commonly the lean is 2” or more in the front of the Bronco. The cure to this problem follows:

You must disconnect the entire front axle assembly from the Bronco. Disconnect and remove the front coil springs, disconnect the frame to axle brake line, disconnect the front housing breather line, remove the radius arm nuts from the rear mounts. Remove the rear original rubber bushings or aftermarket poly bushings that are on the end of the radius arms. With a set of jack stands supporting the front suspension, upper spring clip retainers installed, do the following:

- Loosen the radius arm-to-frame nut on one side up to 120° and then lower the threaded end of the radius arms down so they touch the LEVEL concrete floor. It’s important that the floor surface is a level, flat surface. With a floor jack under the “pumpkin” or gear housing of the Dana 44 or Dana 30 differential, this makes this step very easy. Look very carefully at the ends of the radius arms. Do they BOTH touch the floor at the SAME time? If one radius arm is touching the floor and the other is not, then this is the most common cause of your Bronco leaning to one side or the other. You must have both radius arms parallel to each other. Are the C bushings installed correctly? Remove them and check the writing on the inside of the poly style bushings to verify correct installation. This step is critical. If the c bushings were installed wrong, then improper installation could be causing the lean.

To make the lean, you must loosen the 4 bolts that hold the radius arm caps on. Randomly choose one side to start with. By loosening the cap bolts on this side almost all the way out and then tightening them back diagonally or slightly quicker at the top or bottom (try different ways), the c bushing will seat differently. You can vary the distance off the floor of the offending radius arm by 2” or more by proceeding this way. However, sometimes you cannot get the threaded end of the radius arm that you want closer to the floor (more parallel to the other arm), only farther off the floor!! If this is the case, then you must try to get the arm back as close as parallel to the offending arm and then tighten the 4 radius arm bolts. Proceed to loosen the cap bolts on the other radius arm and repeat the steps you’ve already tried on the first arm in the same order. Do this 5 or 6 times on either or both radius arm caps before you will get the arms parallel to each other. Keep trying. It is hit or miss.

The bushings are IMO, the main culprit for front end lean when new suspensions are installed and the lean is a new condition. Of course this method or example won’t solve your problem if your springs are bad or you have other front end problems. However, many Early Bronco owners have emailed me saying that this has cured the “infamous front end lean” in their Broncos.

Submitted by Brian Cooke. Courtesy of BroncoFix.com

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 vary by product. Shocks have a limited lifetime warranty. Headers, Radiators and Suspension Products have a one year warranty. Power Brake Brakes and Master Cylinders have a three year warranty. Adapters and soft goods such as Canvases 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 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, accident or damage in transit. All returns must be authorized by JDI and accompanied with a Return Goods Authorization Number (RGA) and a dated proof of purchase. Returns must be made within 30 days of purchase. shipped prepaid, packaged in original cartons to prevent damage in shipment and sent to JD, 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 the exclusion 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 oversized 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 swerves 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 rollover bars and cages as well as rear bumpers and shock absorbers to withstand the impact of significant collisions or rollover. Always wear seat belts when in a vehicle. Consult your owners manual for recommended seating, stance, safety installation instructions and warning 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.