INSTALLATION INSTRUCTIONS: Sway Bar for Duff 4Link, Ford 9"

PART #5310
Note: This sway bar system is designed to work with a Duff 4 link on a 9" axle. If you have a 9" 4 link kit that was bought before 2013 or If you have a 1 ton 4 link kit please call us before you begin the install.

Contents:
2  Black Sway Bar Arms, Driver & Passenger
2  Blue Sway Bar Truss Bracket, Driver & Passenger
1  Silver Vein Torsion Bar Frame Mount Assembly

Hardware:
2  5/16" x 1" Bolt  6  1/2"-13 X 1.5" Bolt  16  1/2" Small Flat Washer
2  5/16" Large washer  2  1/2"-13 X 1.75" Bolt  12  1/2" Large Flat Washer
2  5/16" Lock washer  6  1/2"-13 X 5" Bolt  4  1/2" x 20 RH Rod Ends
2  3/8"-16 X 2.5" Bolt  10  1/2" Nyloc Nut  2pc  1/2" x 20 Threaded Rod
2  3/8"-16 Nyloc Nut  4  1/2"-13 Thin Nyloc Nut
4  3/8" Thin Washer  4  1/2"-20 Nut

Tools needed: 1/2", 9/16", 3/4", 1 1/2" Wrenches and sockets. Impact gun, Pneumatic or right hand angle drill, Sharp ½" Drill Bit, Step Bit, Scribe, Center Punch, Hammer, Large Flat Head Screwdriver, Floor Jack, Jack Stands

Safety gear: (minimum requirements) clear safety glasses or mask, Gloves, long pants, boots and long sleeve shirt.

BEFORE YOU START: At this point you should have the Duff 4 link installed and if it's not a 4 link for a 9" axle that was bought after 2013, please call us before proceeding. First thing you'll want to do is make sure the SILVER VEIN Torsion bar frame mount assembly will fit in the proper location, see Pic 1. This is where the assembly will need to be positioned. If you have any wiring, plumbing or exhaust in the way you will want to make the necessary modifications before proceeding.

Prep: Before anything, make sure the underneath of the Bronco is clean. Degrease and remove all loose dirt, crud and mud with a pressure washer, dry real well with compressed air. Make sure the Bronco is on level ground. Wheel chock the front tires. Use the floor jack to lift rear axle then slide jack stands under the axle tubes as far outboard as possible. Remove rear wheels.

1. Position the torsion bar frame mount assembly across the frame rails so the frame mount brackets slide over the outside of each frame rail in front of the JD shock mount. There will be 2.5" of frame exposed between the shock mount bracket and the torsion bar frame mount bracket. You can also use the measurement of 7 7/8" to the body mount bracket. The bottom of the bracket should be flush with the bottom of the Bronco frame. Refer to the Pic. 1. Use a center punch or scribe to mark the holes. Remove the assembly and drill your holes. Go slow and double/triple check your work as you go. It will most likely require a right angle drill to drill the holes or a sharp step bit. Use the 1/2" x 5" Bolts, Nyloc Nuts and 2 large washers per bolt to secure the torsion bar assembly.

Note: You can weld this assembly onto the frame but just remember you will have to grind off the welds if you ever need to remove the torsion bar. Just be sure to check the back side for any fuel or brake lines that could be damaged.

2. ONLY DO ONE SIDE AT A TIME IN THIS STEP
Starting on the Driver side, remove the outer shock from its lower tab. Let it hang freely from the upper mount. Using your 1.5" wrench and socket, loosen the lower link 1" bolt at the axle truss. Use a hammer to carefully remove the bolt if it won’t slide out freely. Note: if the 1" nut is facing the outside, you can just remove the nut and keep the bolt in place. This step is to bolt on the BLUE sway bar truss bracket. You will notice there are 3 holes in the bracket; 1- 1" hole and 2 - ½" holes. You will also notice the bracket has a slight bend in it. Both brackets are mounted so the bend faces outward or towards the outside of the vehicle. The bracket is also designed to partially conform around the axle tube. Slide the bracket onto the 1" bolt with the bend facing out and tighten it down. Mark the other 2 - ½" holes and drill through the truss. Use 2 of the 1/2"-13 X 1.5" BOLTS, 4 of the small ½" washers and 2 -
to install the threaded rod in the bolt hole on the sway bar arm closest to the
and 5 holes on the sway bar arm. In order to have the firmest ride you will want
NOTE: This is a fully adjustable setup. There are 3 holes on the truss bracket
tighten the nuts and bolts.
the sway bar and truss brackets to the rod ends. Once everything is together,
5 to visualize the correct way to attach the rod ends to the threaded rod and
make contact with other components while the vehicle is in motion. Refer to Pic.
There is a specific way that the rods and links must be attached in order to not
have the arm set and installed use the short 5/16" Bolt, Lock washer and Large
washer to thread into the end of the torsion bar to prevent the arm from working
its way back off. Also install the 3/8" Bolt, washers and nuts through the arm to
clamp it against the torsion bar. Please refer to Pic. 4.

4. Mount the black sway bar arm onto the torsion bar. The bars are marked with
a D/P for Driver/Passenger. Mount the bar as shown in Pic. 3. The goal is to
have the arm clear the tub and the shock through its range of motion. If you see
making contact after it has been driven you will have to adjust the arm up or
down. Adjust it down if it hits the tub and up if it rubs the shock body. Once you
have the arm set and installed use the short 5/16" Bolt, Lock washer and Large


NOTE: This is a fully adjustable setup. There are 3 holes on the truss bracket
and 5 holes on the sway bar arm. In order to have the firmest ride you will want
to install the threaded rod in the bolt hole on the sway bar arm closest to the
front of the Bronco ON BOTH SIDES.
The 3 holes in the truss bracket are for
adjusting for any interference with lower
links, shocks or frame.

6. Make sure everything you just installed is tight and all the lower links and shocks are
reattached and their hardware is tightened down. Re-mount the wheels and tires and tight-
en down the lug nuts. Jack the rear axle up and remove the jack stands, lower the Bronco
and torque the lug nuts to the correct torque.

Now it’s time to enjoy your Bronco on the streets and winding roads. You will feel an
instant difference in the ride. Just remember to adjust the sway bar to a much looser setting
when you decide to get on the trail. You can easily remove the nut and bolt that holds the
rod end to the sway bar arm and move the rod end back to the first bolt hole for the loos-
est setting or somewhere in between. Just remember to remove the bolts from both sides
first before adjusting up or down the arm.

NOTE: CHECK AND RETIGHTEN SUSPENSION COMPONENTS AFTER THE FIRST
50 MILES, EVERY 500 MILES THEREAFTER AND EVERY OFF-ROAD USE.