Please read completely before beginning.

1. Park the vehicle on a flat surface. Block the rear tires and raise the front of the vehicle. Place jack stands under the axle. Support the body from moving side to side; with a cherry picker or other means.

2. Remove the tires and wheels.

3. Unbolt the tracking bar from the stock bracket. Pull it out of the way.

4. The factory bolt is tack welded; grind off the weld and remove it. Inspect and re-weld the stock bracket to axle housing as necessary.

5. Slide the new Raise Bracket over the stock bracket making sure that it fits flush against the axle housing. Secure the bottom hole in the bracket with the 3/4-10 x 2” NC GR 5 Bolt, Washers and 3/4-10 Nyloc Nut. Torque the bolt to 150 ft-lbs.

6. Use the 3/4” x 3 1/2” NC GR 8 Bolt, Washers and Nyloc nut to secure the track bar in its new upper position. Note that the 2” O.D. washer goes against the bushing. Do not torque yet.

7. Cycle the steering from lock to lock, verifying all clearances and that the geometry between the track bar and the drag link are as close to parallel to each other as possible. If all of this is acceptable, remove the track bar for welding as to not damage the urethane bushings.

8. Tack weld the bracket in key areas to secure it place, then weld the bracket fully to the original mount and axle housing along all edges between the bracket and axle housing.

9. Allow the bracket to cool. Re-attach the track bar using the 3/4” x 3 1/2” NC GR 8 Bolt, Washers and Nyloc nut to secure the track bar in its new upper position. Torque to 190 ft-lbs of torque.

10. Reinstall the tires and wheels. Raise vehicle. Remove jack stands and set vehicle on the ground.

11. Re-check all fasteners after 50 miles and after every off-road excursion.

NOTE: When your Bronco is lifted, any alignment problems are exaggerated. If your tracking bar bushings are worn, you should replace them with our #6108 or #6109 urethane bushings. When the front end is lifted, your alignment goes negative and you will definitely need our replacement urethane “C” bushings part #6002-7. They can correct your caster for the new height. #5403-4 Adjustable track bar is shown in photos.

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, 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.

Returns without an RGA# or sent to JDI without prior authorization are subject to a 20% restocking fee. Returns must be made within 90 days of purchase, packaged sufficiently to prevent damage in shipment and sent prepaid to JDI, 6609 Bronco Ln., Knoxville, TN 37921 Returns without an RGA# or sent COD 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.

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 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 shock 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.