INSTALLATION INSTRUCTIONS: PART# 5329
9” Bolt-On Axle Bracket for James Duff Torque Tamer

CONTENTS:
1 Zinc Plated Torque Tamer Bracket
4 3/8"-24 Third Member Studs
4 3/8” SAE Plated Washers
2 3/8” Large Washers
2 3/8"-24 GR5 Nuts
4 3/8"-24 Locking Nuts
1 3/4"-10 x 3” GR8 Bolt
1 3/4"-10 Nyloc Nut

TOOLS REQUIRED:
- Brass hammer
- 9/16” deep well 3/8” drive socket
- 1/2” non ratcheting box end wrench
- 3/8” Ratchet
- Power drill with a 13/32” drill bit
- Wheel Bearing Grease

1. Chock the front wheels & break loose the 4 bolts that hold the rear driveshaft to the yolk.
2. Using a Jack & 2 Jack stands, Remove rear wheels & jack your rear axle up and support it with BOTH jack stands, make sure it has a solid and level foundation to rest on.
3. Remove brake rotor/drum assembly.
4. Place drain pan under axle end and remove the nuts holding the axle shaft plate and slide your axles out, (you may need to use a slide hammer to remove them) Now is a great time to inspect your wheel bearings, axle seals, and axle shafts for wear/damage as well as your wheel studs.. Replace if needed.
5. Using the 1/2” box end wrench remove the rear driveshaft.
6. Place drain pan under the axle end. Using a 9/16” deep well socket remove third member nuts, and remove third member. Now is a great time to inspect your differential for wear.
7. Using a brass hammer, drive the 4 original studs out, they are the 4 studs furthest to the drivers side of the axle. Please refer to the install video at youtube.com/broncogarage for further clarification. -Coming Soon
8. Place a shop rag on the inside of the axle, behind the now exposed bolt holes to catch any stray metal shavings.
9. For every hole dip a 13/32” drill bit in wheel bearing grease, and drill the 4 holes, do not over drill the holes - Just one pass. The wheel bearing grease will help catch metal shavings.
10. On every drilled hole, check for burrs on the backside, if there are any, use a small round file to remove them.
11. Remove the shop rag carefully so you don’t drop any metal shavings, inspect the axle housing for any extra debris on the back side of all 4 holes you just drilled out.
12. Insert the supplied extended length studs, and seat them. Using the supplied 3/8” large flat washer and a 3/8” - 24 non locking nut, attach a ratcheting wrench to draw the stud into the axle. Check to make sure it is fully seated on the back side.
13. Once all 4 studs are fully seated, you can now opt to upgrade the rest of the studs, clean the mating surface & install RTV or the optional Lube Locker gasket, and re-seat your third member.
14. Slide the Torque Tamer bracket over the 4 newly installed studs, install the supplied washers and nuts over the top and torque the whole assembly in a star pattern all 10 nuts to 20 ft lbs, and then again to 40 ft lbs.
15. If you purchased this bracket after you have already purchased your torque tamer, now is the time to reinstall your torque tamer arm. Use the supplied 3/4-10 bolt and nut to fasten the heim joint down. At this point you can opt re-use your existing hardware and bushings or purchase and install the bushing hardware refresh kit. Torque the 3/4 bolt to 110 ft-lbs.
16. Reinsert your axle shafts and tighten the 4 retaining plate bolts on each side torque to factory specifications. Reinstall your brake drums/rotors. Inspect for wear. Consider refreshing your pads/rotors/drums at this time.
17. Fill your differential with your preferred fluid and reinstall the fill plug.
18. Reinstall your wheels and lower the truck off of the jack stands. Torque your wheels to 105 ft lbs.
19. After driving 50 miles or going off road, re-torque all hardware.

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