

INSTALLATION INSTRUCTIONS: Heavy Duty Adjustable Track Bars



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6609 Bronco Ln.
Knoxville, TN 37921

PART #5403 1966-75
#5404 1976-77
#5408 1978-79 or Solid Axle Swap 1980-96

Please read all instructions before beginning.

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1. Place the vehicle in neutral. Raise the front of the vehicle and secure with jack stands under each frame rail behind the radius arms. Ease the frame down on to the stands, place the transmission back in park or low gear and chock the rear tires.
2. Before removing the bar, inspect the attaching points for movement while moving the steering wheel slightly from left to right. The bar to axle mounting stud is prone to work loose while the frame holes tend to elongate. If any of these conditions exist, repair before continuing. Looseness here can cause tire/wheel shimmy.
3. Remove the track bar. Now is a good time to make sure all mating surfaces are free of grit, grease and undercoating.
4. With the track bar off of the vehicle, center the frame/body over the axle/tires by simply turning the steering wheel. An accurate centering method is to position a bubble-level vertically at the wheel well's center, to act a fender reference plane. Then, on each side, measure from it to the tire's outer sidewall. Shift the frame/body using the steering wheel, so that each side's measurement is the same.
5. With the axle centered under the vehicle, measure the eye-to-eye distance of the track bar mounts, then adjust the new track bar length accordingly. **Note: Maximum exposed thread length is 3" on Early Bronco Track Bar, 6" on the #5408. Generally, this allows for up to 6" of lift on EB and 9" on Fullsize.**
6. Insert the urethane bushings and sleeves into the bar eyes. We recommend using a silicone based grease for lubrication.
7. Install bar with the adjustable end toward the frame. The bar's main bend points toward the front of the vehicle in order to clear the front differential.
8. Recheck the body alignment as done in step 4.
9. Tighten the bar's jam nut. Install the attaching points, castellated nuts and cotter pins. **Note: Check jam nut tightness periodically. If the vehicle is operated while the nut is loose, thread wear will occur.**
10. Remove jack stands and lower vehicle to floor. Cycle steering from lock to lock and inspect the tires/wheels and steering, suspension and brake systems for proper operation, tightness and adequate clearance.
11. Take the vehicle for a short test drive. Recheck all bolts and fasteners for tightness. We recommend check after the first 100 miles and every 1000 miles thereafter.

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, 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, 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.

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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 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.