

INSTALLATION INSTRUCTIONS:
1966-75 Bronco 2.25" Aluminized Dual Exhaust Kit



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 6609 Bronco Ln.
 Knoxville, TN 37921

PART# 3095 AP (Turbo), Flow, Pro, Vortex

*The only differences between these kits are the mufflers

CONTENTS:

- | | | |
|-------------------------------------|-------------------------------------|-----------|
| 1 Driver side intermediate pipe | 1 Pass side intermediate pipe | |
| 2 After muffler pipes (AMP) | 2 Driver side tail pipes 65° or 90° | 1/3 11/18 |
| 4 Rubber male grommets | 2 Long rubber hangers | |
| 8 2 1/4" exhaust clamps | 2 Mufflers | |
| 2 Long L brackets | 2 Short L brackets | |
| 2 5/16" x 1 3/4" NC bolts | 2 5/16" NC nuts | |
| 2 5/16" lock washers | 8 5/16" fender washers | |
| 4 1/4" x 1 1/4" self-tapping screws | | |

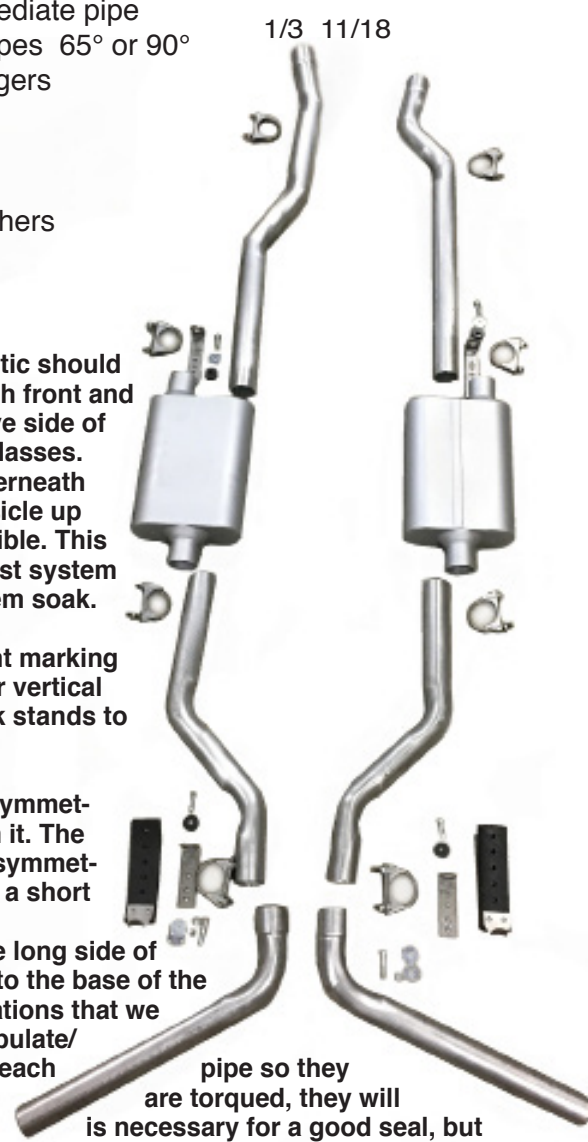
Please read instructions all the way through before beginning.

SAFETY FIRST! Make sure your vehicle is secure before starting. Automatic should be in PARK and manuals should be in 1st gear. Also be sure to chock both front and back side of at least 1 tire. Secure the E-brake and disconnect the negative side of your battery. It is always a good idea to wear a good clear pair of safety glasses. Protect your head and hands as well. If you need more room to work underneath your Bronco, you can use 4 jack stands and a floor jack and raise the vehicle up higher. Place jack stands under each axle as far out board as safely possible. This is a good time to spray any bolts and nuts that attach your original exhaust system to the Bronco with WD-40 or some other type of rust penetrant and let them soak.

TOOLS NEEDED: Cordless impact drill, tape measure, silver or white paint marking pen, tape, 3/8", 1/2", 9/16", 5/8", 11/16" wrench and socket, cut off wheel or vertical band saw, rubber mallet, vice with pipe or soft jaws and possibly two jack stands to hold up mufflers during mock up.

NOTES: The intermediate pipes are the longest pipes in the kit and are asymmetrical. The driver side has 3 bends in it. The passenger side has 2 bends in it. The flared end faces the front bumper on each side. The remaining pipes are symmetrical and can be used on either side. The after muffler pipes (AMP's) have a short side and a long side. The long side faces toward the front bumper.

If you are using Flowmaster mufflers, you may have to trim an inch off the long side of the AMP's because the Flowmaster may not allow the pipe to fully seat into the base of the muffler. (We leave the tube long to accommodate all the muffler configurations that we offer.) Install the exhaust clamps loosely at first to allow yourself to manipulate/seat the pipes and mufflers. This will give you the flexibility to position each don't make contact with the frame, t case, or fuel tank. Once the clamps compress the tubes and make it difficult to slide the tubes in or out. This something that you only want to do once. When positioning the mufflers, remember the offset INLET should face the front bumper and mount in the up position.



pipe so they are torqued, they will is necessary for a good seal, but

1. Remove the old exhaust system. This may include the exhaust manifold down pipes. If you are using stock Early Bronco Exhaust Manifolds (non emission type) we recommend you use our Exhaust manifold down pipes PART# 3091 If you are not using our down pipes or our long tube headers, some modification or addition may be required to complete the install.

2. If you already have exhaust manifold down pipes installed or are installing our long tube headers please skip this step. Before installing our manifold down pipes, be sure the old donut gasket is completely removed and the manifold studs are not damaged. (Sometimes the studs are not long enough and will have to be removed and replaced with longer studs or swap to a set of bolts.) It is best to replace the nuts at the same time. The driver side down pipe has two bends that are not on the same plane. Be sure to install that pipe with a new donut gasket and make sure it does not make contact with the frame, front drive line, or any linkages. Be sure to snug the nuts down firm so the pipe is in the position it will be in once it's time to tighten it down. Repeat for the passenger side.



3. To install the intermediate pipes to the down pipes, slide the flared end of the intermediate pipe over the down pipe and loosely install an exhaust clamp. (Some kits may have the flare on the down pipe and the intermediate pipe will slide into the down pipe.) If you are installing our intermediate pipe to our headers, you will first need to attach the 3 bolt flange reducer and flange gasket supplied with your header hardware. Then slide the Intermediate pipe over that and install an exhaust clamp.



4. Next you will bolt up the long L bracket to the frame. Using the example pic as a guide to locate the body mount at the rear of the intermediate pipe, locate the rear rivet that attaches the body mount to the frame mount. Attach the L bracket right below it just like in the picture. The mounting of this bracket can be moved up or down by sliding the L bracket up or down or facing the L down or up. If you can clamp this bracket to the frame temporarily that might be best until you are able to position the mufflers and the after muffler pipe into position. You can also use jack stands to hold the muffler up in place. Typically we want to position the muffler as high as it can go before it interferes with anything important like the side of the frame, the transfer case or e brake cables. However there could possibly be a clearance issue with certain styles of aftermarket gas tank straps and J bolts. This is one reason why it is so important to mock up the entire exhaust kit before drilling any holes.



5. See example pic before installing the mufflers. Side A has the offset; it should face toward the front bumper and up. Side B is centered and should face towards the rear bumper. See the picture above to install the muffler, intermediate pipe, and exhaust clamp so its attached to the "L" bracket. Regarding the exhaust clamp that is bolted to the "L" bracket, we typically like to position the muffler as close to the frame as possible for best overall fitment of the entire exhaust kit. We also designed this kit so the mufflers would remain straight up and down (not mounted on an angle like our previous design). If you try to mount the exhaust too high the driver side Intermediate pipe may hit the frame or make contact with the transfer case. Keep in mind, we designed this kit so the mufflers, after muffler pipes, and tail pipes are symmetrical to each other. This is a big reason why we stress to mock up the entire kit before bolting it in and tightening down the clamps. We suggest using a tape measure to double check your install from driver to passenger side as you go through each step. Even an angle finder can help to make sure that your tips are mounted at the same angle.

**Side A
(offset)
Fwd**



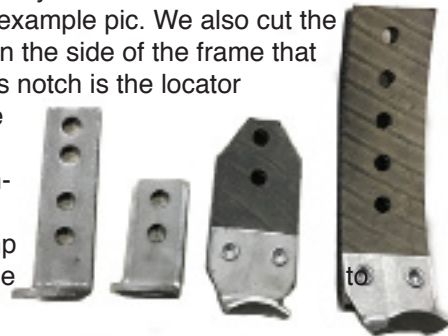
**Side B
(centered)
Rear**

6. Install the after muffler pipes aka AMP. The long side seats into the muffler. If you have Flowmaster mufflers, you may have to remove 1" off the long side of the AMP so it can clear the side of the fuel tank. Please see pic(s) for proper orientation. The goal is to clock the pipe so the bend is as high as possible without making contact with the side of the gas tank. This is to give you ample clearance for the breather hose, 4" bump stops, and, in the event of going airborne or hitting big bumps real hard, not bottoming out the axle on the AMP. Be sure the tailpipes will not interfere with the J bolts or fuel tank brackets before installing the next "L" bracket and rubber hanger (in the next step). Sometimes it is necessary to cut a little bit of length off the J bolts to allow the pipes to pass by them. We recommend you do not remove more than 1/2" from the J bolt or it will make it difficult to reinstall the tank if you ever have to drop it. Now, add another exhaust clamp where the AMP slips into the muffler. Leave the exhaust clamps loose enough to manipulate the pipes, but tight enough to keep them in place. When you tighten them too much, it will crimp the tube and make it difficult to make any changes. If you need to remove some length from the long side of the AMP, use your tape measure, tape it off, and use a vise and cutting disc. Squarely tape the tube and use it as your cutting guide. This will give you a nice, uniform cut.



7. With the AMP installed, mock up the tail pipe making sure that it doesn't interfere with anything. If it does, manipulate or shorten the AMP where it slips into the muffler. Be careful with how much you remove, as you could make the 65° or 90° tail pipe sit too close to the rear tire. Remember this is a DIY exhaust kit that was designed for a vehicle that can be built several different ways. It may not just fall together and will require a little effort to install. In the end we promise it will be well worth it. Plus you're almost finished!

8. Now that you've test fit the tail pipes, it's time to secure the AMP to the frame using the short "L" bracket and rubber strap. See the diagram for the correct hardware and proper placement. In this step, it was necessary for us to cut the "L" bracket and the rubber strap. We removed 3.5" from the end of the rubber strap and discarded it. See example pic. We also cut the "L" bracket between the 2nd and 3rd hole so it was 2.5" long. Then, we located the notch in the side of the frame that is next to the fuel tank. This notch happens to be right above the end of the AMP pipe. This notch is the locator for where we mounted the bracket using the 1 1/4" long self-drilling screw. The hole will be drilled in the bottom center of the frame rail. First to last to touch the frame: "L" bracket, male grommet (with male end facing the bracket going through the large hole), large washer, then the self-drilling screw. Once this "L" bracket is attached to the frame, the rubber strap is attached using the 5/16 bolt, 2 large washers, and nut. Take another exhaust clamp and use any combination of holes on the "L" bracket and rubber strap to attach the pipe to the rubber strap and the rubber strap to the L bracket. Make sure the side of the clamp does not make contact with the fuel tank (do not tighten the clamp down yet.)



9. Slip the tail pipe on, then slide the clamp and rubber strap end over the pipe. Tighten down the exhaust clamp bolts enough so it takes a little effort to move the pipe. Move back from the vehicle and position yourself parallel with one of the pipes. Make sure both tail pipes are level and both are the same height (at the frame and) at the end of the tail pipe. This is why using a tape measure (and an angle finder, if you have one) to insure symmetry is so important. The tail pipe will indicate how accurately you installed the remainder of the exhaust system. You will quickly be able to see if your tail pipes are both coming out exactly the same or not. Here, you can make small adjustments, tweak the pipes, and/or "L" brackets until you get the entire system symmetrical. Remember, you can also move the exhaust closer to the frame (or farther away) at the body mount where the long "L" bracket is positioned. (We like to position the muffler as close to the frame as possible for best overall fitment of the entire exhaust system.) NOTE: L brackets may not offer any adjustment. The lengths may vary from time to time. Note: we make the pipes this length to accommodate fullwidth axles and wide tires. You can easily trim the pipes to the length you prefer at this point. The easiest and best way to get a straight cut is with a chop saw, but it is up to you. Remember, if your cut isn't the cleanest, it can be hidden under a set of our beautiful polished tips. ;-)



10. Once you have the kit exactly where you like it, go back over it and be sure that the exhaust is not touching anything but the brackets and clamps. Feel above the pipes for any contact with wires, shifter and brake cables. Check the intermediate pipes do not contact with the frame, the radius arm brackets/hardware, and transfer case. Once you have confirmed all is clear, start from the front and tighten all the bolts, nuts, and clamps. As you're tightening things down, double check the pipes don't move and contact anything. Once everything is secured, start the vehicle and check for leaks. They should be immediately apparent. If you discover leaks, turn the vehicle off, and tighten the hardware in that area until the leaks have stopped. Now is the time to take a test drive. Listen for any leaks, weird sounds, or vibrations. Make sure to get the exhaust up to operating temperature. Then tighten everything down one last time. Of course, be careful when working around hot components!

11. Enjoy your Bronco and the awesome sounding exhaust! If you decide to go off roading, remember you can remove the tail pipes and tighten the exhaust clamp w/o the tailpipes installed. The tail pipes are designed to be installed and removed several times. If you ever want to try a different style tail pipe, we offer 2 different styles: 65° and 90°. We also offer several types of tips. Visit dufftuff.com for all our exhaust options. Call us at (865) 938-6696 if you need any assistance or have questions about our parts and accessories. Thank you for choosing Duff products!

You might also consider adding:



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Lava Wrap #3077

Spark plug boot Insulators #3078



#3094 Stainless Tips

Straight



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