

INSTALLATION INSTRUCTIONS: Dual Shock Mount Coil Bucket

PART #5261B 4wd 83-97 Ranger, Bronco II, 91-94 Explorer



CONTENTS:

1	Driver side Coil Mount	4	1/2" NC Nut
1	Passenger side Coil Mount	2	1/2" x 6-1/2" NC GR5 Bolt
1	Driver side upper Shock Mount	19	1/2" NC Nyloc Nut
1	Passenger side upper Shock Mount	50	1/2" Flat Washer
2	Upper Coil Retainer Tab	13	1/2" x 1 1/2" NC GR5 Bolt
4	3/8"-16 x 11/2" GR 5 Hex Bolt	4	1/2" x 3" NC GR5 Bolt
6	3/8" Flat Washer	4	1/2" I.D. x 3/8" Spacer
4	3/8" Lock Washer	2	1/2" I.D. x 3/4" Spacer
2	3/8" NC Nut		

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Suggested Tool List:

1	1/2" Drill bit and Drill	1	3/4" End wrench	1	Grinder or Cold chisel and Hammer
1	3/4" Socket and Ratchet	1	Floor Jack	1	10mm socket or box end wrench
2	Frame Stands	2	Axle stands	1	11 mm Brake fitting wrench

Please read all instructions before beginning. Use caution when drilling holes to avoid damage to wiring or fluid lines.

1. Begin by blocking the rear tires and setting the parking brake.
2. Disconnect the front anti-sway bar from each side of the front axle.
3. Jack up the front end and place the frame on stands so that the tires hang and do not touch the ground. Remove tires and wheels. Remove brake lines at the coil bracket.
4. On the driver side disconnect the shocks from the radius arm.
5. Make sure the coil is sitting without tension on it. Remove the lower retainer nut. Twist the spring out of its mount and remove.
6. Place a stand under the axle.
7. Grind or chisel off the factory rivets holding the coil bucket to the frame. Remove the coil bucket from the frame. Note: it will be necessary to loosen the I-Beam bracket in order to get the old coil bucket out from under the bracket.
8. Unbolt the bump stop from the bottom of the coil bucket.
9. Align the new driver side coil bucket over the old rivet holes. Note: due to variances in I-Beam drop bracket size and location it may be necessary to place the coil bucket under the I-Beam bracket on the passenger side (as it was stock). Clamp in place. Using the coil bucket as a guide, drill the old rivet holes (three on the side and two on the bottom) in the frame out to 1/2". Loosely placing a bolt in each hole after it is drilled will make it easier to align and drill the remaining holes.
10. Secure the holes drilled in the previous step with 1/2" x 1 1/2" NC GR5 bolts, washers and Nyloc nuts. Torque to 90 ft-lbs. Re-torque the I-Beam bracket bolts to 77-110 ft-lbs.
11. Reinstall the stock bump stop. We have accounted for most bump stop types in our coil bucket, however, there are many different styles so it may be necessary to do some modifications for your particular bump stop or an additional hole drilled in order to bolt it up. If needed, we have correct height universal replacement bump stops available.
12. Hold the driver rear upper mount in position. Place the 1/2" x 6-1/2" NC GR5 bolt through the upper hole in the coil mount and then through the single hole in the rear shock mount. Loosely thread a 1/2" Nyloc nut in place. Measure back 5" from the coil bucket shock hole to the rear bracket shock hole and position the bottom of the bracket flush with the bottom of the frame (keeping the 5" distance). Clamp in place. This back bracket should be parallel to the forward bracket. NOTE: It is important that the distance between the top holes in both the coil bucket and the rear bracket be 5" apart and on the same plane or the shock bolt will be hard to align or will allow too much side slop on the shocks.
13. Using the bracket as a guide, drill two 1/2" holes through the frame. Note: Use caution not to contact any wiring or lines on the inside of the frame (especially the brake proportioning valve on the driver side). Secure these positions with 1/2" x 1 1/2" NC GR5 bolts, washers and Nyloc nuts. Torque to 90 ft-lbs. Note: You will need to trim the inner fender plastic in order to install this bracket. See Figure A for the approximate cutting size.



14. Reinstall the coils. Note: That this design allows the use of either stock coils or Early Bronco Coil Springs. The pigtail on the EB coil lays flush alongside the coil plate, a stock coil needs to rotate around to the side of the plate for clearance. Secure the top of the coil with the Upper Coil Retainer Tab and 3/8" hardware. If using stock lowers, torque the coil retention nut to 70-100 ft-lbs. Place the front axle on jack stands.

15. If installing on our Long Link Radius Arms, use the hardware and instructions that accompany them to bolt the shocks to the lower mount and then skip to step 17. If installing on a stock radius arm measure back 3" from the stock shock stud or hole. Mark this point along the same plane on the arm as stock.

16. At the point marked in the previous step, drill a 1/2" hole through the arm. In this order push a 1/2" x 3" bolt through a 1/2" washer, the shock bushing located at the can end of the shock (Note: that there must be a metal sleeve installed in the shock bushing. If it is not there, insert the appropriate sleeve from the parts pack included in the shock box. There are two sleeves in the parts pack that will work, a short version and a long version. Use the longer version at the top and the shorter version at the bottom), a washer and then tighten a standard 1/2" nut against the washer. Do not over-tighten the shock bushing. Push the remaining thread portion of the bolt through the drilled hole. Secure the backside with a washer and Nyloc nut. On models equipped with stock shock studs this will be needed only once per radius arm. On models with brackets and bolts replace the bracket and bolt assembly with the bolt, washer and nut sequence described. It may be necessary to drill out the stock hole to 1/2" to fit the new bolt. See Figure B.

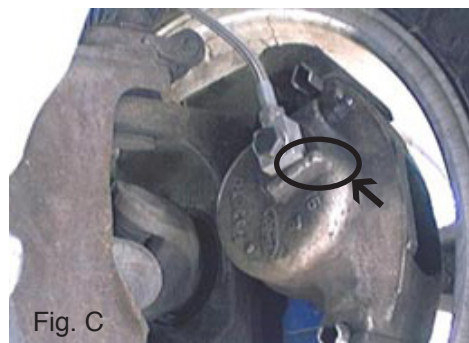


17. At the top push a 1/2" x 6-1/2" NC GR5 bolt through the forward mounting hole, a short spacer, a washer, the upper shaft end shock bushing for forward shock (this also requires a sleeve as in previous step), a washer, a long spacer, a washer, upper shaft end shock bushing and sleeve for rearward shock, a washer, a short spacer, through the rear upper bracket and then secured by a Nyloc nut. Tighten securely but do not over compress the shock bushings.

NOTE: On some models, including but not limited to Dana 28 front axles (1983-1989), the caliper has a small casting flange near the brake hose and banjo bolt connection, this will need filed down in order to clear the forward shock. Do not file into the main body of the caliper. If this is not removed the shock will be dented by it during full steering cycling. Fig. C shows flange, Fig. D shows the clearanced caliper.

18. Repeat steps 4-17 for the passenger side.

19. If the brake calipers were removed replace them now. Reconnect the brake lines and bleed the brakes as necessary. Install the tires and wheels. Torque the lug nuts to factory specifications (approximately 90 ft-lbs.).



20. Lower the vehicle down to the ground. Inspect all fasteners for proper torque.

21. Take the vehicle for a short test drive. After the drive re-inspect all fasteners as well as all components. Inspect these items again after 50 miles, after every off road excursion, and then again during annual service and inspection intervals.

LIMITED WARRANTY

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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 shipped prepaid within 90 days of purchase, packaged sufficiently to prevent damage in shipment and sent to JDI, 6609 Bronco Ln., Knoxville, TN 37921 Returns without an RGA# 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.

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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.