

**To maximize the performance of your New Radius Arms we suggest combining them with our other components designed specifically for the best control, performance, and for high articulation.**

#5351 8/8 6/20

**Dana 44/60 Radius Arm Spacer Kit**  
Don't want to grind down the wedges for your install? These machined steel blocks fill up the gap created by the larger diameter axle tube. Kit includes machined steel blocks and proper length Grade 8 Bolts.  
#5351-HP44 / 5351-60



**Lower Coil Retainers**

We designed our heavy duty replacements to securely hold your coils in place, allowing full flex (of even the last wrap!) Without fear of your coil popping loose! Our simple but effective one piece design replaces both OE pieces. Our retainers can also significantly reduce coil bow if not eliminate it all together. Zinc plated for rust resistance. Fits EB & 78-79 (5 1/2" diameter) Coils. #5120



**C-Bushing Kit**

With positive caster adjustment built-in, our C bushings will help recover the steering control lost from lift kits and wear and tear. High-quality Black polyurethane bushings.  
#6002 / #6004 / #6007

**Heavy Duty Adjustable Trac Bar End**

Take bind out and increase the articulation of your track bar with this upgraded track bar end. 3/4" rod end tig welded to a 3/4"-16 threaded end is an easy install. Works with our adjustable track bars or any track bar that uses the fairly common 3/4"-16 threaded end. Hardware included makes it a direct replacement for any James Duff adjustable track bars and brackets. This kit now also includes the lower track bar bushings and sleeve to completely refresh your James Duff Track Bar. #5411

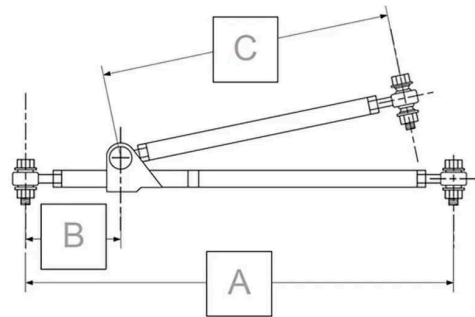


**'78-'79 Heim Steering**

Our tuff new steering systems use 1.25" DOM with a .2815" wall thickness threaded (no weld in insert) for maximum strength and clearance. We attach the drag link to the tie rod via a saddle to maintain factory geometry and to eliminate the use of long spacers and additional torque on the passenger side knuckle. #5645

**Progressive Axle Bump Stops**

These are a progressive design which means the harder you come down on them, the more cushion comes into effect.  
#6310 Rear Broncos\*\*, 3"+ & F Series (all)



**Replacement Trac Bar Bushings**

Stock bushings go away fast –kissing curbs will even do it! Worn out tracking bar bushings are a primary cause of front end shimmy. These are two-piece polyurethane, with metal sleeves for easy installation. Takes only minutes to change them out. #6108

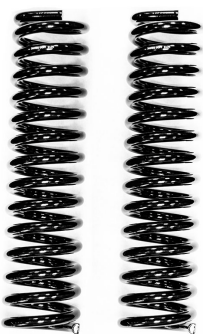
**HD TRAC BAR BOLT**

When your trac bar mounting hole is worn out upgrade to this larger bolt and new upper bushing with sleeve. #6107



**'78-'79 Front Coil Springs**

These linear rate coil springs will provide 3-4" of lift on your Bronco depending what accessories are mounted to the front of it and/or if you are utilizing the HD bolt/weld-on coil buckets we offer. Coil springs come Powdercoated black for a long lasting finish. #5136



**James Duff MS200 Shocks**

A shock developed by the industry leaders of Bronco suspension takes you beyond a simple hydraulic shock absorber. the new MS200 delivers the high performance of a high-pressure monotube gas shock in an affordable package that work PERFECT with our long travel radius arms . No need for expensive remote reservoirs, the MS200 provides a nice comfortable ride on the street & drastically reduces body roll while providing the extra dampening needed when the going gets TUFF.

#8212-15 12" or 15" Travel MS200

**Long Travel Shock Tower**

Designed with the proper offset for '78-96 Broncos. Laser cut, dual shear design. Installs on spring steel frames by bolting on with 1/2" bolts included.

#5233 0-1" Body Lift 15" overall height  
#5234 2-3" Body Lift 17" overall height  
#H523-2 Dual Shock Spacer Kit

**INSTALLATION INSTRUCTIONS: PART# 5351**

**Extended Long Travel Radius Arms, 1978-79 Bronco  
1973-79 F-150 4x4**



865.938.6696 www.dufftuff.com  
6609 Bronco Ln.  
Knoxville, TN 37921

**CONTENTS:**

1	Drivers Side (DS) Radius Arm	4	5/8" x 4" GR 8 Bolts	865.938.6696	www.dufftuff.com
1	Passenger Side (PS) Radius Arm	4	5/8" Nyloc Nuts	6609 Bronco Ln.	
2	Radius Arm Cast Head Units	8	5/8" Flat washers	Knoxville, TN 37921	
2	Frame Bracket Stiffener Plates	8	9/16" x 2 1/4" NC GR 8 Bolts		
1	Driver side Frame Bracket	2	9/16" x 3 1/2" NC GR 5 Bolts	1/8	8/20
1	Passenger Frame Bracket	8	9/16" Lock washers		
2	Crossmember Support Brackets	2	9/16" Small flat washers		
2	Brake Line Extension Brackets	8	1/2" x 2" NC GR 5 Bolts		
4	Head Unit Bushing Sleeves	2	1/2" x 3 1/2" NC GR 5 Bolts		
8	Head Unit Bushings	2	1/2" x 6" NC GR 5 Bolts		
2	1 1/4" thread x 1" bore Rod Ends	12	1/2" Nyloc Nuts		
2	1 1/4" Jam Nuts	18	1/2" BIG Flat Washers	2	7/16" SMALL Flat Washers
2	1" x 5 1/2" NC GR 5 Bolts	6	1/2" SMALL Flat Washers	10	7/16" Lock Washers
2	1" Nyloc Nuts	10	7/16" x 1 1/4" NC GR 5 Bolts	2	7/16" SAE Flat Washers
4	1" Flat Washers	8	7/16" NC Nuts	4	5/16" x 3/4" NC GR 5 Bolts
4	1" I.D. Rod End Spacers	16	7/16" BIG Flat Washers	4	5/16" Nyloc Nuts

**Tools Required:**

**2 Wheel Chocks, 2 Large Frame Stands 24-36" Tall or 2 Post Lift, 4 Six Ton Jack Stands, 1 1.5-3 Ton Jack Stand, 1 or 2 Floor Jacks, 3/8" to 1" Sockets Short and Deep 1/4" to 1/2" Drive, 3/8" to 1" Combo Wrenches, 1/2" to 3/8" Air or Battery Impact Gun, 2 Large Crescent Wrenches with 1.5" Opening**

**Attention: These instructions are based on installation on a 78-79 Bronco with a 4" suspension lift and a 205 transercase.**

**TIPS Before you Begin:**

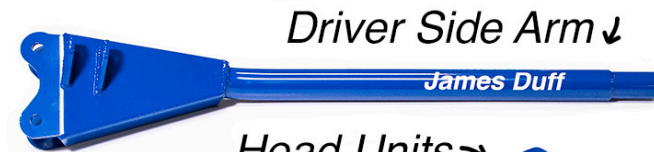
• If you need new C-Caps you can buy them from James Duff. Note: James Duff C-Caps do not come with shock mounts welded on them. All these components can be bought separately at DuffTuff.com, see the back 2 pages for details.

• 1978 Broncos with a 203 transfer case, as well as other Dentside F-series trucks, could have a transfer case mounting bracket on the driver side that will be in the way of our driver side arm frame bracket. This will require relocating the transfer case mount.

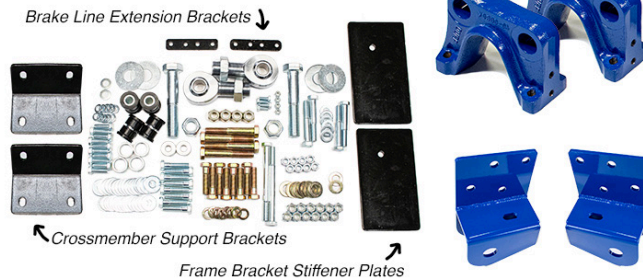
• The use of blue thread-locking compound on some fasteners in this kit is required.

• No two Broncos or front axles are identical. They are only similar. To be certain you get the correct amount of caster when installing these parts, we recommend that you have a caster reading taken at **AN ALIGNMENT SHOP THAT SPECIALIZES IN 4WD/SOLID AXLE VEHICLES BEFORE INSTALLATION OF OUR PARTS**. To ensure you have the proper degree C bushing we supply. Controlling your Bronco on public roads is important for your safety and & others. this is also so you won't be held up waiting for them or have to tear it back down and reinstall.

• We recommend a minimum reading of 4 and a maximum



**Head Units →**





of 7 DEGREES OF CASTER. Too much or too little will result in caster shimmy or wandering. When calculating for the proper degree of C bushings supplied by us, factor in the 4.25° built into the head units of this kit.

**Before you begin the tear down: PLAY IT SAFE - PLAY IT SMART**

- Verify all parts that come in the kit are present, **\*\*and all parts in the kit have clean undamaged threads and bolt holes.**
- Read through the instructions and familiarize yourself with all steps.
- Be sure you have all tools and equipment needed before starting - **VERIFY YOU HAVE REMOVED ALL Harbor Freight RECALL JACK STANDS!**
- PPE - boots, long sleeve shirt, long pants, gloves, face/eye protection
- Although this can be a 1 person job with the correct tools and equipment, we recommend a helper/assistant.
- Spray down all threaded connection points on your Bronco that will be removed in this tear down and install.
- Do the install on flat, level ground and chock the rear wheels front and back.
- This is the time to inspect the track bar to check the condition of the bushings as they'll be easy to replace when the trac bar is removed. These recommendations and considerations will keep from being held up by having to tear it back down and reinstall.

**NOW LET'S GET STARTED ...**

1. Disconnect the brake line bracket from the top of the center section on the front axle, with a 9/16" wrench, loosen and let it dangle freely. Disconnect the front drive line at the front axle yoke; let it dangle as well. Break free the lug nuts on the front wheels, but don't loosen them.

2. Raise the front of the vehicle and place the jack stands under the frame so the front axle can hang freely by the coil springs in step 4. (You may have to remove the front bumper if you don't have room behind it for the frame stands.) Support the axle with 2 jack stands and keep a floor jack under the front pinion so that you can manipulate its height during removal and installation of parts. Remove the wheels.

3. Remove the trac bar at the frame and secure it to the axle. Remove the drag link at the pitman arm and secure it to the tie rod.

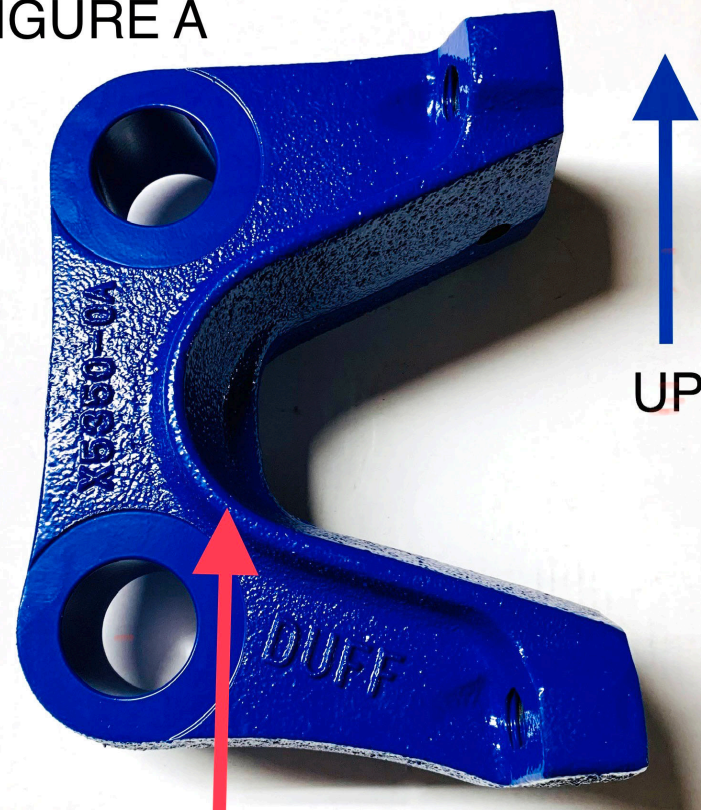
4. Remove the upper coil retainers and lower the axle to allow the springs to decompress. Remove the 2 bolts inside the bottom of the coil spring and pull the coil springs free of the coil buckets. Keep the floor jack under the axle center section.

5. Raise the axle back up and place the jack stands under it.

6. Go to the radius arm frame mount and locate the large nut holding the arm into the mount. Use a pair of needle nose pliers and remove the cotter pin in the arm behind the nut (if still there). Use a 1 1/8" socket with an impact gun and remove the nut, the washer and the large rubber bushing. Repeat this step for the other side. See **FIGURE B**

7. NOTE: Before the next step, use a small jack stand and place it under the pinion snout to prevent the axle from rolling back once it is completely disconnected.

**FIGURE A**



**4.25° BUILT IN CASTER**



*\*Optional Dual Shock Spacer Kit Shown*

**Dual Shock Spacer**

If you are running dual shocks on your Bronco using long arms you will need our dual shock spacer to make sure that your shocks are spaced correctly on the radius arm upon install. **#5350-2**

**C-Cap Shock Mount**

If you are running new c-caps from James duff on your new long arm set up and want to install a shock forward of the coil bucket you will need our c-cap shock mount to be welded to the C-Cap. This mount also has a lower profile if you are experiencing interference with your heim steer. **#5640-C-Cap Mount**



**New C-Caps**

Want to replace your old rusted c-caps to complete the finish and match those new long arms? James Duff carries brand new c-caps for your Bronco. Available in Bare, Blue, Midnight Black. **#5341**

**Heavy-Duty Adjustable Trac Bar**

Complete your front end with the James Duff Trac Bar. Our trac bar for the '78-'79 Bronco will provide you with up to 3" of adjustability. It's fully tig welded with machined ends. Will work up to 9" of lift. Comes powdercoated satin black. You may also opt for our new heavy duty trac bar end when purchasing for the ultimate setup. **#5408 / 5408HD**



**Torque Tamer - Long Travel Traction Bar**

Now that you have the front end dialed in you are going to want to get that rear end under control. Our torque tamer is the cure to several problems you'll experience after lifting your Bronco. Increase traction, stop axle wrap, save u-joints. **#5328**



**Torque Tamer Bolt-On Bracket**

Don't want to weld-on your torque tamer axle brackets? New for 2020, we've developed a solution to bolt-on your torque tamer. This also allows more clearance for your exhaust. Only works on vehicles equipped with a 9" center section. **#5329**

**#5351 7/8 8/20**

**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.

**LIMITED WARRANTY**

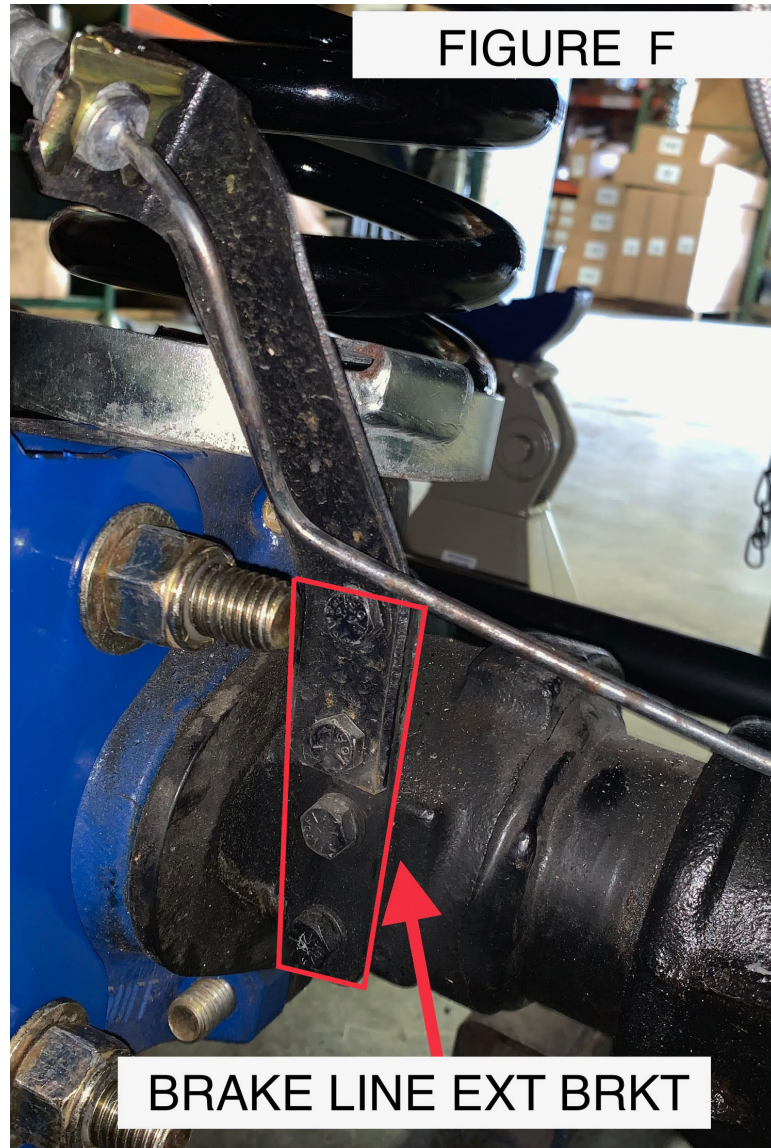
James Duff Inc. warrants our products to the original purchaser to be free from defects in materials and workmanship. Warranty periods begin at the date of purchase and varies by product. Shocks have a limited lifetime warranty. Headers, Radiators and Suspension Products, Power Brake Boosters and Master 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 JDI 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 Lane, 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.



FIGURE F



BRAKE LINE EXT BRKT

steer part #5646. Check out the back page for more info. NOTE: IF THE TRACK BAR MOUNT HOLE IS LOOSE JAMES DUFF HAS A FIX FOR THAT TOO.

32. Be sure to reattach the frame side of the trac bar and the pitman side of the drag link. Torque to factory specs if no changes were made. If changed, follow the instructions supplied with the upgraded parts. If you are upgrading to dual shocks see figure G to correctly mount Shocks.

33. Reinstall the front tires and wheels. Torque lugnuts to factory specs; 1/2"x20 lug nuts are typically torqued to 100-105 ft-lbs.

34. Due to variations in tire size and wheel offset, check clearances around shocks, shock mounts and radius arms. Also check that the front axle u-joint is not binding at full droop. Adjust the steering stops located on the backside of each knuckle to correct any wheel to shock interference. **CRITICAL: Have an alignment done after the install.** After the alignment has been performed, turn the steering wheel lock to lock to verify the steering stops are properly adjusted. Check tire clearance for vehicles that go off-road. **Failure to do so could result in damage to tires, wheels, shocks and body.**

35. After verifying all hardware is tightened to the proper torque sequence, brakes are bled and do not leak with the engine on or off, remove jack stands and test drive vehicle remaining in close proximity to your home or shop. Drive your vehicle in a series of turns left and right all the way to full lock. Go over bumps; listen and feel for anything that doesn't sound or feel normal. Take time to adjust to the way

your vehicle reacts to the road. **IT WILL BE DIFFERENT.** Once you are comfortable and you feel your vehicle is ready. Take it for a 10-20 mile drive. After your first 50 miles and/or 1st off road trip, inspect all hardware and re-torque. We also recommend an inspection and re-torque at your next oil change interval. NOTE: If body roll is more than you are comfortable with, check out dufftuff.com for the MS2020 shocks.

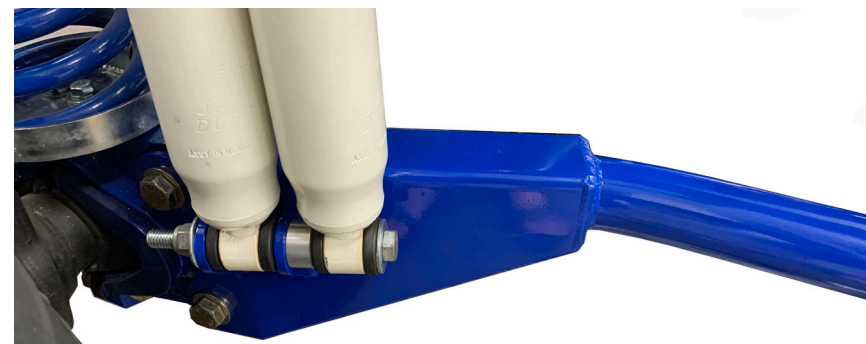


Figure G, optional dual shock mount spacer - #5350-2

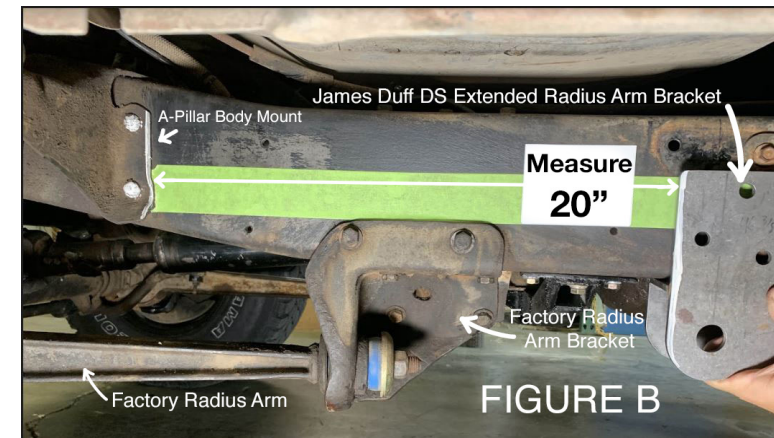


Figure B

**CAUTION: Check the backside of the frame for fuel or brake lines before drilling.** You may need to drill the stock bracket frame holes on the bottom of the frame to 7/16" to install the new supplied crossmember support brackets.

- Slide the crossmember support brackets into place (short side to frame, long side to crossmember). Slide a 7/16" BIG flat washer over each 7/16" x 1 1/4" Bolt and insert through the bracket and crossmember.
- Secure with 7/16" BIG flat washers, lock washers and nuts.
- Now repeat these steps on the other side.

10. With the stock radius arm bracket removed, measure back 20" from the rear flange of the A pillar body mount bracket. This bracket is located towards the rear of the coil spring tower. Refer to **FIGURE B**. This is the front edge of the new mount. NOTE: The large hole in the frame brackets must be facing forward as shown in **FIGURE B**.

NOTE:

- We have placed a secondary 7/16" threaded hole in the head unit 1" back from the standard mounting position for the lower coil spring retainer. You can use this secondary hole to help equalize unsquare coil buckets.
- The secondary hole also allows you to extend your front wheel base forward 1" when using both sides at the same time. **SEE FIGURE D**

11. **CAUTION:** Watch for brake lines, fuel lines and other possible items that may be on the other side of the frame when drilling. Based off of the measurement in step 7, slide the frame bracket into place. Mark the four mounting holes for drilling on the side of the frame. Remove the bracket and drill the four mounting holes in the frame. It is best to start with a 1/4" pilot drill and then progress up to 1/2".

12. The frame bracket stiffener plate sandwiches the radius arm mount to the frame making them stiffer, and less likely to loosen or fatigue over time. To install them, position the Inner Frame Bracket on the back side of the frame so the 1 hole pre-drilled lines up with one of the holes drilled into the frame. Be sure the inner frame plate is covering the other 3 holes you drilled, slide a 1/2" bolt through the outside of the frame. Now reinstall the inner frame bracket & radius arm bracket. Secure the inner frame bracket to the frame. Drill out the other 3 holes. Repaint the parts to prevent rust. Secure with 1/2"x2 Gr 5 bolts, 1/2" BIG flat washers and Nyloc Nuts.

13. NOTE: before starting this next step check for electrical, fuel and brake lines on the inside of the frame. With the brackets secured, drill through the center of the slotted hole in the bottom of the bracket, through the frame. Secure with 1/2" big washers, 1/2" x 2" NC Bolt and Nyloc Nut. Tighten the five bolts securely to approximately 75 ft-lbs.

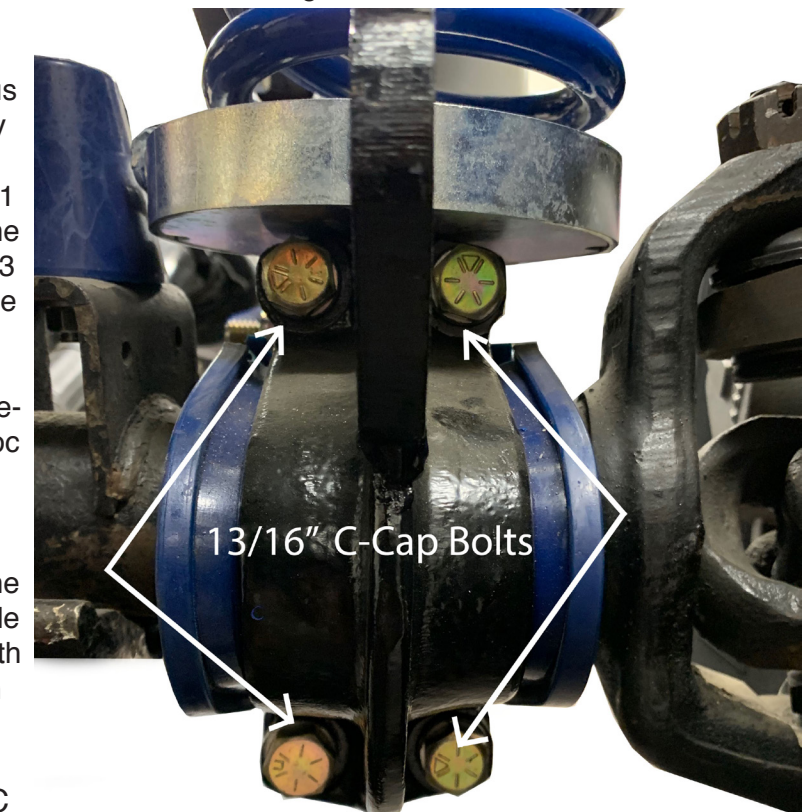
14. This is a good time to clean and repaint **FIGURE C**

8. Remove the 4 bolts holding the stock radius arm to the C-cap using a 13/16" socket. Wiggle the arm and axle until the arm is free of the frame mount. **See FIGURE C**

**DO THE NEXT STEP ONE-SIDE AT A TIME FROM START TO FINISH**

9. It will be necessary to remove the stock frame brackets. They are integrated into the transmission crossmember.

• There are 6 bolts holding the radius arm bracket to the frame/crossmember on each side. Unbolt & remove the factory radius arm brackets





## Spring Cup Mount

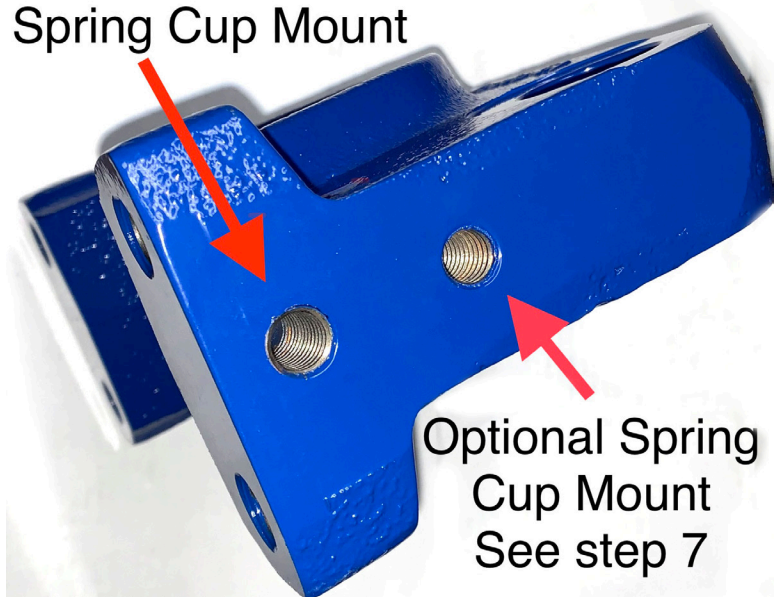


FIGURE D

the axle and C-caps. You may find scale and/or rust has built up under the c-bushings on the C-caps and axle. Scrape or chisel away the rust to prep for paint. Then use gloss black automotive chassis & axle paint to prevent future rust.

15. For the best guidance, watch the C-Bushing Install video on Bronco Garage YouTube channel - [youtu.be/VVYqJg8JqME](https://youtu.be/VVYqJg8JqME)

16. With parts painted and ready for install, it's time to assemble the arms.

**NOTE:** Although the c-bushings are self lubricating, we recommend they are lubed for installation. We have found using a lubricant like Dawn dish soap or Vaseline will eventually dry up and keep the bushing from moving excessively, Which is good as it helps prevent the 'Bronco lean'. Using generous amounts of lube, coat the inside and outside of the c-bushings as well as the axle wedges, inside of the head units & c caps. Be sure to orientate them correctly by reading the inside edge.

17. Insert the bushings into the head unit, then press the 2" sleeves into the bushings. **NOTE:** The tolerance of the holes in the head unit are very tight to prevent bushing wear. Be patient and use a firm, yet light tap of a soft faced (dead blow) hammer to start the bushings into the holes.

18. **NOTE: Make sure the 7/16" threaded holes are at the top of the head unit & C-Cap. The holes have to face up for the coil spring retainer to mount and for correct caster FIGURE D**

19. Slide the C bushing into the head unit. Position the other C bushing into the C cap.

**BE SURE TO USE ANTI SEIZE ON ALL OF THESE BOLTS AND DO NOT USE AN IMPACT GUN WHEN 1ST THREADING THESE BOLTS INTO THE HEAD!**

20. Use 2 - 9/16" x 3.5" Grade 5 STARTER bolts, and 9/16" SMALL flat washers provided in the starter hardware kit. These will pull the head unit and c cap together close enough to use the 9/16" x 2.25" Grade 8 bolts and lock washers.

**HEAD UNITS ARE VERY EXPENSIVE TO REPLACE, SO GO SLOW AND TAKE YOUR TIME TO PREVENT STRIPPING THE THREADS.**

21. Start the longer bolts first diagonal from each other. Using a ratchet, thread them in a little at a time. If they don't thread in easily, back them back out and back in until the hole becomes easier to thread. Do not bottom out the long bolt, this will cause the bolt to seize when trying to remove it.

22. Now install the shorter bolts with 9/16" lock washers. Once the first two are in place and have relieved the tension off the starter bolts, remove them and install the last two short bolts with lock washers.

23. Once you have the shorter bolts threaded in 3 or 4 turns, move on to the other side and repeat. DO NOT tighten these

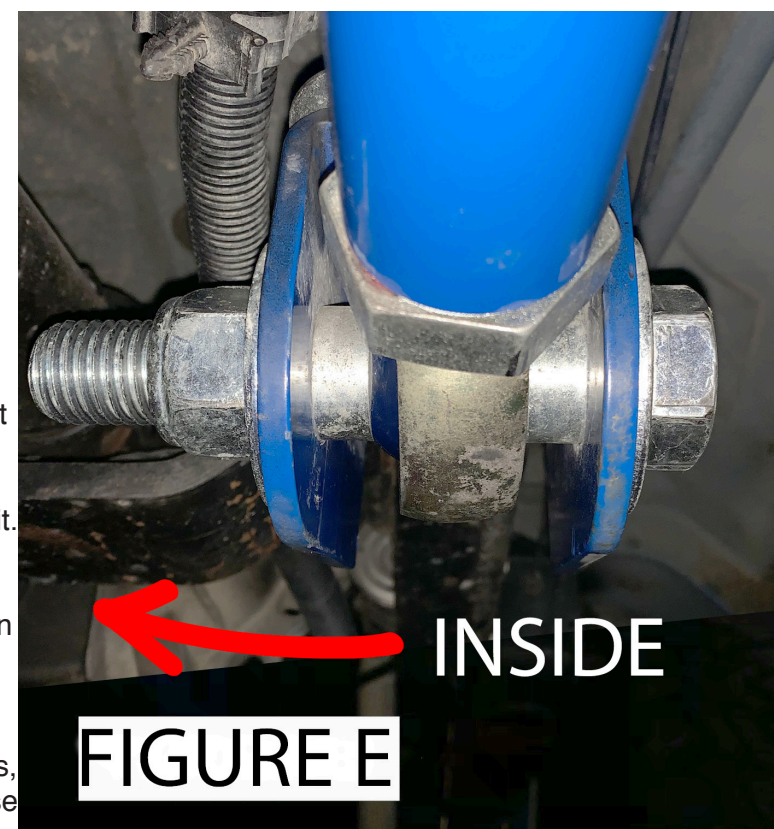


FIGURE E

down yet, these will be tightened/torqued in step 28.

24. Grab a 1 1/4" Jam Nut & thread it on the 1 1/4" x 1" Rod End. Lightly coat the last 8 threads of the rod end with anti-seize. Now, grab one of the extended radius arms and thread the rod end into the end of it. Leave 1/4" of threads exposed. Repeat this step for the other arm.

25. Align the arm to the head unit so the bent portion is to the inboard side of the Bronco and the shock tabs are facing up and outboard (towards the tire/ wheel). Align the upper and lower holes in the head unit with the upper and lower holes in the arm. Use the 5/8" x 4" bolt, two 5/8" washers and a 5/8" Nyloc nut to secure these positions. Use the impact to tighten the bolts until they are snug, but still have a little bushing squish and arm movement from side to side. You will tighten these in step 29. See **FIGURE G**

**Before Proceeding watch this video on Bronco Garage about Bronco Lean: [youtu.be/K-Cf9vElcwU](https://youtu.be/K-Cf9vElcwU)**

26. Now that the arms are installed and securely tightened to the Head units. It's time to finish tightening the C-cap bolts. Grab the driver side arm and lift up to prevent it from rotating down. While removing the small jack stand under the pinion snout. Slowly let the arms rotate down to the ground. Be mindful of the jack stands holding the axle up so the axle doesn't slip off. Also keep an eye on your axle to frame brake lines so they don't kink or over extend. Once the heim's at the ends of the arms are resting on the ground orientated the same way on both arms, it is time to tighten the C-cap bolts the rest of the way.

27. **NOTE: Give all your jack stands a once over to make sure nothing has shifted and make sure your axle is level to the ground.**

Grab your 13/16" socket, 6" extension and 1/2" ratchet driver and sit underneath the front end. The goal here is to manually tighten down your C-caps while keeping both arms frame ends touching the ground. Make sure to go in a criss cross pattern and jump from the driver side to passenger side frequently. The arms will lift and drop a little as you tighten the bolts, but once you are done tightening all 8 bolts, the heim's on the end of each arm should be touching the ground. This is how you prevent the dreaded Bronco Lean. Once you have all 8 bolts tightened down by hand, torque them to 90-110 ft-lbs.

28. This step is best to do with a helper or with a jack or jack stand handy. Slide and secure the radius arms up into the frame brackets. Be sure to protect the arm from the jack or jack stand. Note: As shown in **FIGURE E**. The bolt head should be to the outside of the vehicle and the nut on the inside. Have the 1" bolt with a 1" flat washer installed on it and ready to slide into the frame bracket. Take a 1" rod end spacer and slide it between the inside of the frame bracket and the rod end. Then massage the bolt through the rod end spacer and the rod end. Now on the other side of the rod end, slide another 1" rod end spacer between it, and the frame bracket and continue to push the bolt through to the other side. Secure the bolt with a 1" flat washer and 1" Nyloc nut provided. Securely tighten the 1" bolts in the frame brackets and jam nuts against the radius arms. We recommend using an impact and large wrench to tighten the 1" bolt and nut. With the impact on the nut, run the impact until the nut stops moving. **Note: Use 3 drops of blue loctite when securing the jam nut.**

**Now go back to the 5/8 bolts installed in step 25 and torque to 90-110 ft-lbs.**

29. Reinstall the front coils and coil spring retaining cup. We recommend upgrading to our HD lower coil retainers part #5120 that provide a much more stable platform for your coil spring and additional articulation when off-roading. If you decide to continue your factory 2 piece lower coil retainers, a 7/16" x 1.25" NC GR 5 bolt, flat small washer and split lock washer are provided for securing the rear hole in the coil spring retaining cup. Torque these bolts to approximately 30 ft-lbs. **NOTE: IN SOME CASES THE FACTORY 2 PIECE COIL RETAINER WILL NEED THE MOUNTING HOLES ENLARGED.**

30. **CAUTION: Be careful not to kink or crack brake lines.** Using the brake line extension brackets, the 5/16" x 3/4" bolts and Nyloc nuts provided, raise the brake line brackets up to clear the radius arm head units. Use the original bolts in the original position. Reinstall the brake line drop down line & axle vent. See **FIGURE F**.

**Note: Be sure to bleed your brakes after completing this step if you cracked open your brake lines at any time.**

31. This is a good time to replace your track bar bushings, track bar bolt and tie rod ends on your steering. If they look worn or cracked you can replace these bushings by going to [duffuff.com](https://duffuff.com) and ordering part #6108. You may also replace the entire track bar assembly with part #5408 and our HD track bar end part #5411. Replace worn steering with our heim