

**SUPERLIFT SUSPENSION SYSTEMS**

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**Superlift Track Bar Bracket
For 1966 – 1975 Ford Bronco
INSTALLATION INSTRUCTIONS**

INTRODUCTION

Installation requires a professional mechanic. Prior to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, anti-sway bars and bushings, tie rod ends, pitman arm, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

NOTES:

- **Prior to beginning the installation, check all parts and hardware in the box with the parts list below. If you find a packaging error, contact Superlift directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.**
- Front end realignment is necessary.
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- Prior to drilling or cutting, check behind the surface being worked on for any wires, lines, or hoses that could be damaged.
- After drilling, file smooth any burrs and sharp edges.
- Paint or undercoat all exposed metal surfaces.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, undercoating, etc.
- A factory service manual should be on hand for reference.
- Use the check-off box "" found at each step to help you keep your place. Two "" denotes that one check-off box is for the driver side and one is for the passenger side. Unless otherwise noted, always start with the driver side.

PARTS LIST ... The part number is stamped into each part or printed on an adhesive label. Identify each part and place the appropriate mounting hardware with it.

PART NO	DESCRIPTION	NEW ATTACHING HARDWARE	BAG #
	(Qty.- if more than one)	(Qty.- if more than one)	
55-01-2080	track bar bracket	(2) 9/16" x 3-1/2" bolt (2) 9/16" SAE washer (2) 9/16" nyloc nut (1) 3/4" OD x 1-3/4" sleeve (1) 1/2" nut plate (#55-02-2080) (2) 1/2" x 1-1/4" bolt (5) 1/2" SAE washer	77-2080
00461.....	decals, "Warning To Driver"		

FRONT DISASSEMBLY

NOTE: This track bar bracket works in conjunction with Superlift's adjustable track bar (kit# 2085) and pitman arm (kit# 2480). These kits are sold separately.

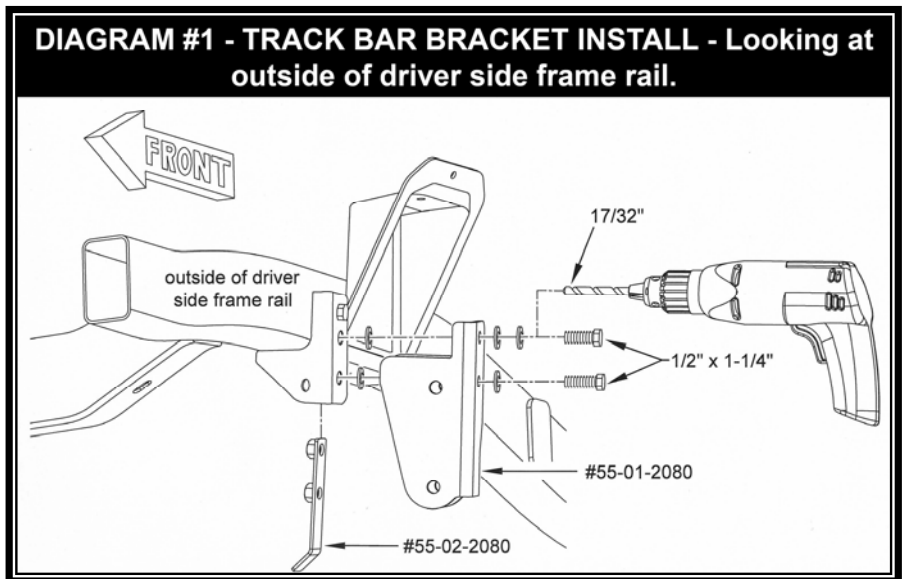
1) PREPARE VEHICLE...

- Place vehicle in neutral. Raise front of vehicle with a jack and secure a jack stand beneath each frame rail, behind the front trailing arms. Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear tires. Remove front tire on the driver side.
- Position a jack so that it supports, but does not raise, the front axle.

2) TRACK BAR...

- If the vehicle is equipped with the stock track bar remove the bolts securing the front track bar to the axle and frame. The bar and hardware will not be re-used.

- [DIAGRAM #1]** Position the track bar bracket (#55-01-2080) over the factory track bar bracket.

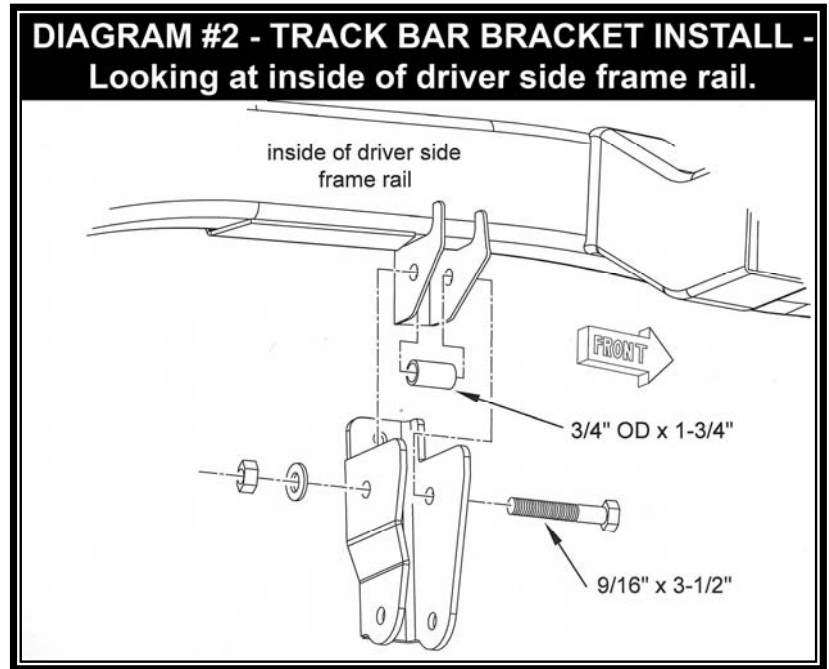


- If the factory track bar mounting location and the hole in the "01" track bar bracket do not line up it may be necessary to position a supplied 1/2" SAE washer between the factory track bar bracket and the lower hole in the "01" track bar bracket.

- Install the supplied 1/2" x 1-1/4" bolt and 1/2" SAE washer through the "01" bracket and factory bracket. Slide the supplied tab nut (#55-02-2080) between the frame and factory

track bar bracket as shown in the diagram. Line the bolt up with the top nut of the "02" tab nut. This is temporary. Snug but do not fully tighten.

- ❑ **[DIAGRAM #2]** Position the supplied 3/4" OD x 1-3/4" crush sleeve between the ears of the factory track bar bracket and line the crush sleeve up with the upper hole in the "01" track bar bracket. Temporarily install the supplied 9/16" x 3-1/2" bolt, washer and nut. Snug but do not fully tighten.
- ❑ Using the "01" track bar bracket as a template drill the upper hole through the factory track bar bracket using a 17/32" drill bit.



- ❑ Remove the 1/2" bolt from the lower mount of the "01" bracket; then loosen the 9/16" hardware. Install the supplied 1/2" SAE washers between the "01" bracket and the factory track bar bracket at the upper hole just drilled and the lower hole if necessary.
- ❑ Slide the "02" tab nut up the frame until the upper nut lines up with the upper hole in the factory track bar bracket and "01" bracket. Reinstall the 1/2" x 1-1/4" bolt and washer in the lower hole. Snug this bolt. Install the supplied 1/2" x 1-1/4" bolt and (two) 1/2" SAE washers in the upper hole.

NOTE: Both washers should be used on the upper bolt. If both are not used the bolt will bottom out on the frame and will cause the track bar bracket to NOT seat properly.

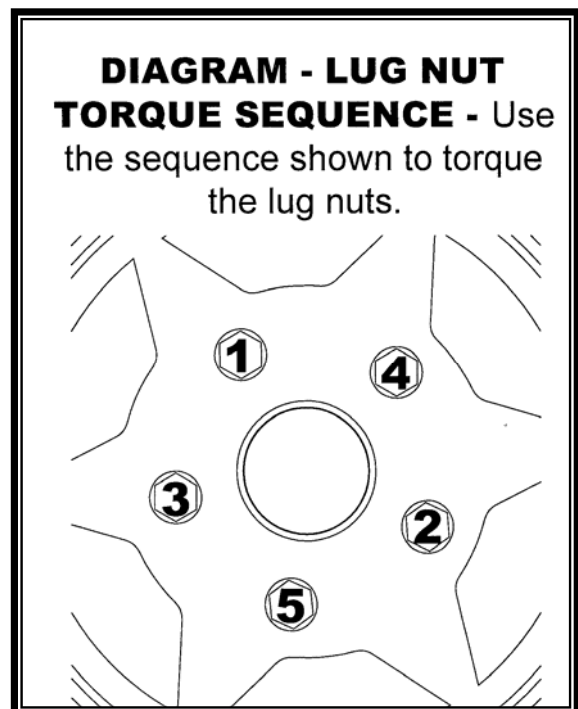
- ❑ Tighten the 1/2" hardware (75). Tighten the 9/16" hardware (105).

NOTE: Install the adjustable track bar and pitman arm now per separate instructions.

3) TIRES / WHEELS...

- ❑ **[DIAGRAM LUG NUT TORQUE SEQUENCE]** Tighten the lug nuts (115) in the sequence shown.

WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the



wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

WARNING: Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

4) CLEARANCE CHECK...

- With the vehicle still on jack stands, and the suspension “hanging” at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and brake hoses, wiring, etc.
- Lower vehicle to the floor. Final tightening of and adjustments to the front suspension will take place once rear lift is completed.

FINAL PROCEDURES

5) FINAL CLEARANCE and TORQUE CHECK...

- With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

6) Activate four wheel drive system and check front hubs for engagement

7) HEADLIGHTS...

- Readjust headlights to proper setting.

8) SUPERLIFT WARNING DECAL...

- Install the **WARNING TO DRIVER** decal on the inside of the windshield, or on the dash, within driver’s view. Refer to the “**NOTICE TO DEALER AND VEHICLE OWNER**” section below.

9) ALIGNMENT...

Realign vehicle to factory specifications. Note that a precision steering alignment, including the centering of the steering wheel, is required in order for the vehicle’s traction control system to function properly. Using “all laser” alignment equipment is recommended.

Limited Lifetime Warranty / Warnings

Your Superlift® product is covered by the Limited Warranty explained below that gives you specific legal rights. This limited warranty is the only warranty Superlift® makes in connection with your product purchase. Superlift® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or limited warranty.

What is covered? Subject to the terms below, Superlift® will repair or replace its products found defective in materials or workmanship for so long as the original purchaser owns the vehicle on which the product was originally installed. Your warrantor is LKI Enterprises, Inc. d/b/a Superlift® Suspension Systems (“Superlift®”).

What is not covered? Your Superlift® Limited Warranty does not cover products, parts or vehicles Superlift® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, tie-rod ends, etc.). Scratches or defects in product finishes (powdercoating, plating, etc.),
- Damage to or resulting from vehicle's electronic stability system, related components or other vehicle systems.
- Racing or other vehicle competitions or contests. Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

Remedy Limited to Repair / Replacement. The exclusive remedy provided hereunder shall, upon Superlift's inspection and at Superlift's option, be either repair or replacement of product or parts covered under this Limited Warranty. Customers requesting warranty consideration should contact Superlift® by phone (1-800-551-4955) to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer's responsibility.

If a replacement part is needed before the Superlift® part in question can be returned, you must first purchase the replacement part. Then, if the part in question is deemed warrantable, you will be credited / refunded.

Other Limitations - Exclusion of Damages - Your Rights Under State Law

- Neither Superlift® nor your independent Superlift® dealer are responsible for any time loss, rental costs, or for any incidental, consequential or other damages you may have.
- This Limited Warranty gives you specific rights. You may also have other rights that vary from state to state. For example, while all implied warranties are disclaimed herein, any implied warranty required by law is limited to the terms of our Limited Lifetime Warranty as described above. Some states do not allow limitations of how long an implied warranty lasts and / or do not allow the exclusion or limitation of incidental or consequential damages, so the limitations and exclusions herein may not apply to you.

Important Product Use and Safety Information / Warnings

As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after hunting season and install ones more appropriate for street driving; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Superlift product purchased. Mixing component brands is not recommended.

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