

WILD HORSES

FOUR WHEEL DRIVE

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Body Lifts 1-3" Date 9/8/08

As with any custom work you do on your Bronco the installation steps and process will vary from one to the next based on what options the Bronco has, the amount of the lift etc. The diagram to the right simply shows the order of installation of the body lift, body mounts and the hardware and this is consistent for all 66-77 Broncos.

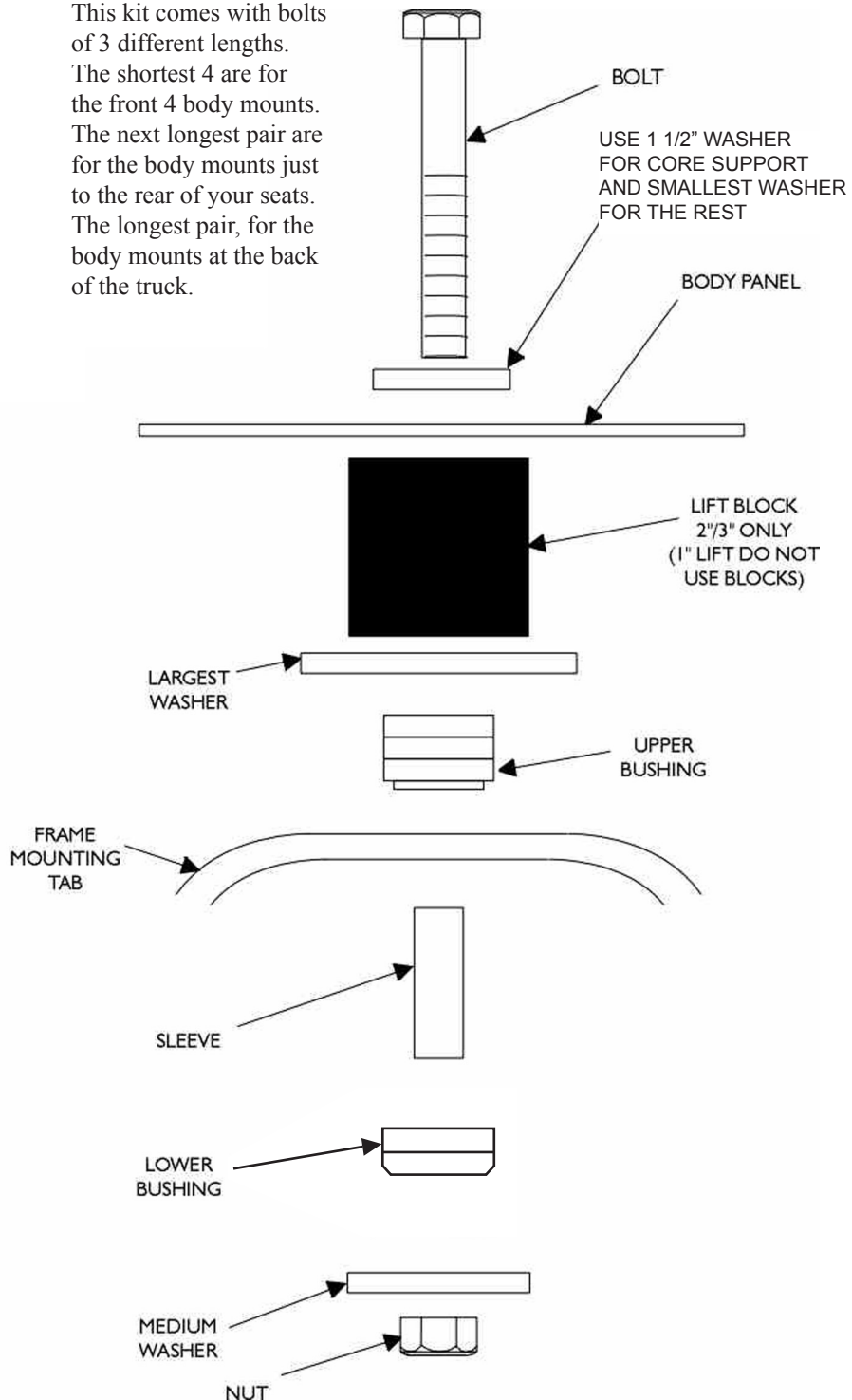
1. Find flat level ground on which to do the work and disconnect the battery. Block the tires so the vehicle can't move.

2. The first section of work will be removing the old mounts. There are 8 spots where the Bronco is attached to the frame. Remove all 8 bolts. The fun starts if you have an old rusty Bronco (and who doesn't) and the bolts break as you are taking them out. We recommend spraying penetrating oil prior to trying to remove the bolts. If you are lucky all 8 will come out without breaking. Drill through the holes with a 1/2" drill bit this will make it easier to get the mounts to come out in the next step.

3. Removing the old body mounts. If you have any type of column shift linkage disconnect it at this time. Also disconnect the steering shaft from the steering box. Disconnect the clutch rod. Check the brake lines that go from the master cylinder to the prop valve to make sure you have extra hose or coils in the line for when you lift the body up. You may need to disconnect the hose or lines. It is also possible that you will have to build new lines, especially when you are doing a 3" body lift. This can be determined when the blocks are in place. The most common method for lifting the body is using a floor jack with a 2x4 under the rocker panel. Lift the body one side at a time. You can use 2x4s to hold the body up off of the mounts to give yourself room to work. Many different methods for removing the body mounts exist. Again, if you are lucky you will be able to remove them by hand or with a small amount of force with a hammer. Most of the time we find they will need to be cut out with a Sawzall or something like it. We have hammered, torched, and sawed these mounts out of a few hundred Broncos over the years so we can tell you for sure you can get them out.

4. Now that the mounts are out follow the order in the diagram. Do not tighten any

This kit comes with bolts of 3 different lengths. The shortest 4 are for the front 4 body mounts. The next longest pair are for the body mounts just to the rear of your seats. The longest pair, for the body mounts at the back of the truck.



bolts down until all are in place. The body will be able to move on the frame. Check alinement on the frame right to left and front to back. When you a satisfied with the body position tighten the bolts down. The exclusive WH thick wall sleeves will keep you from over tightening. The thick wall sleeves come with our #1900 body mount bushings and with our #1910 1" body lift kit. Be careful if you are using non WH mounts not to over tighten the bolts or you could pull the nut right through the washer on the lower mount bushing.

One other thing to be aware of is that with many Broncos, there is a hole in the frame directly under the body mount that sits under your driver and passenger seats. Simply covering that hole with a piece of duct tape will prevent you from having to somehow fish that nut, washer or sleeve out of your frame or giving us a call for a replacement.

5. Now you're getting somewhere! Step back and admire your work. On to the little details.

A. First lets deal with the column mounted shifting linkage. (If this applies to your Bronco) With a 1-2" body lift you might have enough adjustment in the rod/rods to reach without adding any more material. With a 3" it's usually necessary to weld in a 2" piece of steel the same size as the rod/rods. Line the column and trans up in the neutral position and check length of shifting rod/rods adjust or modify as necessary.

B. If you have a manual transmission you can lengthen the clutch rod the same amount as the body lift. WH stocks extreme duty clutch rods in sizes from stock to 3" over stock length.

C. Now we turn our attention to the steering column and steering shaft. Knowing what year the steering column/shaft is will determine what steps to take. First off WH always recommends using one of our custom lower shafts because this will make the job easy and eliminate the guess work. Here are some general guide lines. For a 1" body lift you should be able just to reinstall the shaft that was removed from the steering box, with a little adjustment of the lower column bearing, sleeve and retainer. 2-3" body lifts get trickier depending on the year of the column/shaft. If you have a solid shaft from the steering wheel all the way to the coupler on the box (this is stock for 66-75 with manual steering) you can slot the column mounting plate on the firewall as shown in diagram below. Loosen the column bolts under the dash, reinstall the slotted column mounting plate so that the column can tilt down more. This will elevate some of the extra angle caused by the lift. Install the coupler to the steering box then tighten the column mounting plate and then the two bolts under the dash. Last move the lower column sleeve, and retainer into position and tighten them down on the steering shaft. If your Bronco has a two piece shaft (73-77 with stock power steering) You will have what is commonly called a "rag joint" connecting the upper and lower shafts together. The rag joints are not designed to have a lot of angle in them so use the column mount plate slotting method as in the diagram below.

D. Now for the often over looked transercase shift stick hole in the tunnel cover. You may need to make this hole larger. See if you can shift the transercase through all the gears. Make sure you have a little extra room for body to frame flex in off-road situations. Modify hole as necessary.

E. Check the brake line/hose from the master cylinder to the valve make sure it fits correctly and is not stretched tight. Also check e-brake cable under the Bronco for the same thing if they are tight you should replace them with WH extender e-brake cables.

F. Double check the rear gas tank hose to make sure it is not stretched out to far. The more lift the more likely it is you will have to put on a new hose.

