



Installation Instructions



## PRODUCT: JK Rear Shock Mount Kit

REV: E | 10-21-2015 | II-7020

**READ INSTRUCTIONS IN FULL BEFORE INSTALLATION.**

**QUESTIONS? CALL 916-631-8071 M-F 7:00 AM – 5:00 PM PST**

The MetalCloak experience includes the ease of installation of our products. We design for most contingencies, but installation may be different based on different Jeep condition, configuration and/or year.

We are continually trying to improve our products and instructions – please help us by providing feedback and pictures if you find any part of the instructions that do not match your particular Jeep or are not easily understandable.

If you have any difficulties at all, please give us a call. Thank you and enjoy your MetalCloak Products!

**IMPORTANT NOTE: We use Stainless Steel Hardware where possible. Therefore, a tube of Silver Anti-seize is provided and should be used on all bolts—only a small amount is needed.**

**WARRANTY INFORMATION:** This article is sold without warranty expressed or implied. No warranty or representation is made as to this products ability to protect the user from injury or death. The user assumes that risk. The effectiveness, warranty and longevity of this equipment are directly related to the manner in which it is INSTALLED, USED and/or MAINTAINED. THE USER ASSUMES ALL RISK. By purchasing this product and opening the packaging, purchasers expressly acknowledge, understand and agree that they take, select and purchase these MetalCloak products from Armored Works, LLC, its affiliates and distributors and agents as is and with all faults. The entire risk as to the quality and performance of these MetalCloak products is with the purchaser. Working on your vehicle can be a dangerous activity. If you are unsure of what you are doing, please leave mechanical or safety critical work to a skilled mechanic. We take no responsibility for the incorrect use and/or installation of MetalCloak products.

## Section 1: Tools & Notes on Installation

**Tools Required:** This list is the recommended tools for ease of installation. Other versions of the same tool can be used. For example, Allen Wrenches instead of Allen Drive Sockets.



Electric Drill

17mm Hex Socket/Wrench  
18mm Hex Socket/Wrench  
19mm Hex Socket/Wrench



1/4" Drill Bit  
7/16" Drill Bit

9/16" Hex Socket/Wrench



Cut-Off Disc and Grinder  
*(Optional)*

Socket & Ratchet Wrench



**HOW TO USE THIS GUIDE:** The installation guide contains ALL steps for installation. Please read and follow the instructions in order of each page top to bottom, and left to right.

**Jeep Model:** Instructions may apply to multiple Jeep models, but are labeled separately where appropriate (i.e. TJ vs. LJ).

**Options:** Because of the number of component options we offer, these instructions may contain steps that will not match your particular configuration. You can skip these steps.

**Images:** Pictures are provided and parts are labeled throughout the instructions. Each text box contains guidance based on the pictures next to it. The text will refer to alphabetical labels (A, B, etc.) found in the images.

**Installation Notes:** Terms may be used in the body of the instructions that you may not be familiar with, if you have any questions feel free to contact us at the number below, or email [techhelp@metalcloak.com](mailto:techhelp@metalcloak.com)

**QUESTIONS: Any questions or comments about the instructions? Call us at 916-631-8071 M-F 8:00 AM – 5:00 PM PST.**

# Section 2: Product Components



DC-0001 REV A

SHEET 1 OF 1

ITEM	PART NUMBER/DESCRIPTION	QTY
1	CP-3704 SHOCK MOUNT BRACKET, JK REAR	2
2	FA-0038 WASHER, .53ID X 1.06OD X .074TH ZNC PLT	2
3	FA-0090 FLANGE NUT, .375-16 SERRATED ZINC	4
4	FA-2009 HHCS SERRATED FLANGE, .375-16 X .75 GR 5 ZINC	4
5	FA-2012 HHCS, .5-13 X 3.5L GR 8 ZINC PLTD	2
6	FA-2020 HHCS, M10-1.5 X 45 GRADE 8.8 ZINC PLTD	4
7	FA-2021 SPLIT LOCK WASHER, M10 STEEL ZINC PLTD	4
8	FA-2040 NYLOCK FLANGE NUT, 0.5-13 STL ZNC PLTD	2
9	FA-2055 SPACER, TUBE .5ID X 1.0OD X .35TH ZNC PLT STL	4
10	SS-1071 BAR PIN MOUNT, FEMALE JK UPPER REAR	2
11	SS-1072 BAR PIN MOUNT, MALE JK UPPER REAR	2

The diagram shows an exploded view of the shock mount kit components. The parts are arranged in a grid with callouts 1 through 11. The components include a shock mount bracket (1), washers (2), flange nuts (3), HHCS serrated flanges (4), HHCS bolts (5), HHCS bolts (6), split lock washers (7), nylock flange nuts (8), spacers (9), and bar pin mounts (10 and 11). The diagram also shows the assembled shock mount kit, which consists of two shock mount brackets (1) and two bar pin mounts (10 and 11).

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**DO NOT SCALE DRAWING**

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**PART NUMBER DESCRIPTION** 7020 6PAK SHOCK MOUNT KIT, REAR JK

## Section 3: Installation Instructions



**Important Note:** *To install lift components you will need to fully 'droop' your suspension in the front and rear (though not at the same time). We strongly recommend that the vehicle be placed on an automotive lift and that all appropriate safety precautions be taken to secure the vehicle while it is off the ground. Always use the necessary axle stands (or equivalent) to support the axle when the suspension components are disconnected for safety, and to ensure the integrity of your suspension system during the installation process.*

**Important Note:** *All shocks are marked on the top shock plate to identify the shocks corresponding location.*

**JKF – Front Shocks**

**JKRD – Rear Driver Side Shock**

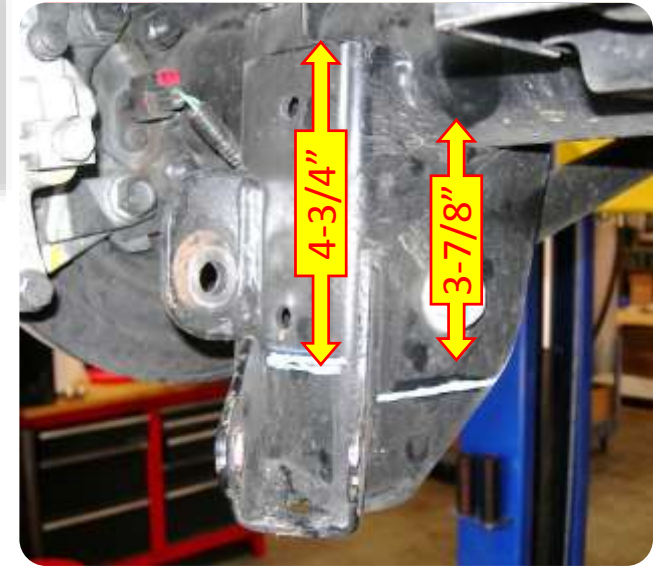
**JKRP – Rear Passenger Side Shock**



## Section 3: Installation Instructions

### Step 1: Remove Stock Components

- A. Remove the stock shock using a 19mm Socket and Ratchet to remove the lower bolt, and a 17mm Socket to remove the upper shock mount bolts.
- B. Use an 18mm Hex Socket and Ratchet to remove the bolt that attaches the sway-bar link to the axle.



**Note:** The following steps are optional; if you do not intend to trim the Lower Stock Shock Mount Bracket skip to Step 2.

- C. Mark the side of the Lower Stock Shock Mount Bracket **3-7/8"** from the bottom of the axle.
- D. Mark the rear of the Lower Stock Shock Mount Bracket **4-3/4"** from the top of the bracket.
- E. Use a Cut-off Disc and Grinder to trim the Stock Shock Mount Bracket, including any protruding portion above the marked locations. Blend the transition as shown and paint exposed metal.



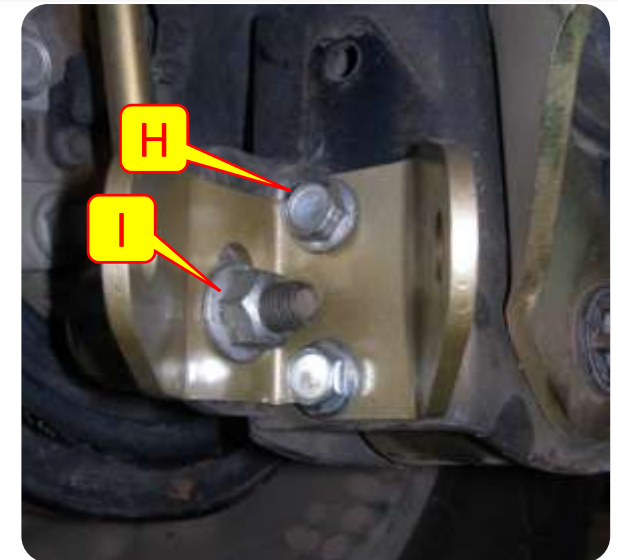
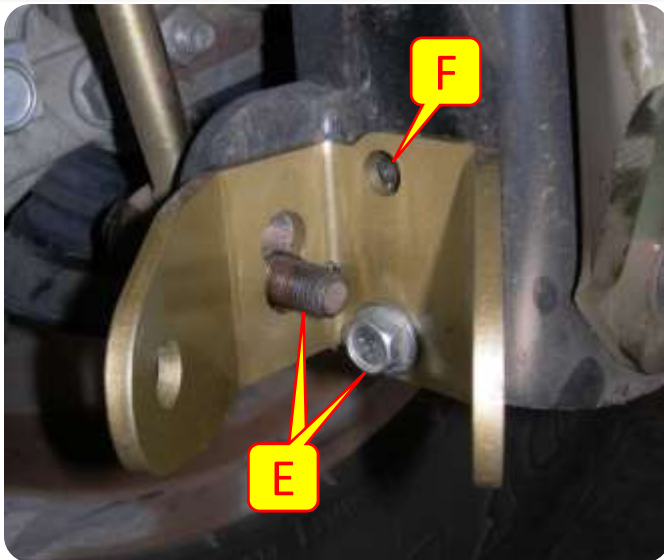
## Section 2: Installation Instructions



### Step 2: Install Shock Mount Bracket

- E. Locate the MetalCloak Lower Shock Mount Bracket (Bracket is symmetrical and can be reversed for Driver and Passenger Side) using the stock holes. The lower hole of the “figure 8” opening of the Shock Mount Bracket aligns with the stock sway bar link hole as shown.
- F. Mark the upper hole on the Shock Mount Bracket to be drilled.
- G. Remove Shock Mount Bracket and drill marked hole with a 7/16” Drill. The frame is made from a very hard steel, and we recommend drilling a 1/4” (or similar) pilot hole.
- H. Install the 3/8”-16 Flange Hex Head Screws and Nuts using a 9/16” Socket and Wrench.
- I. Reinstall the stock sway bar link bolt. Fully tighten all hardware.

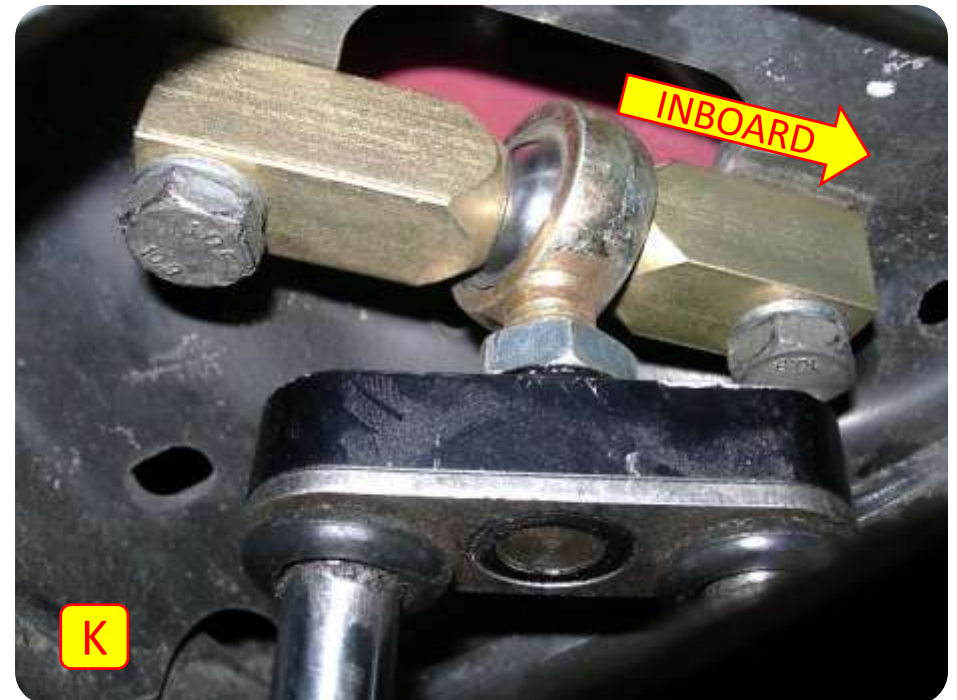
**Important Note:** Depending on your suspension setup, you may need to leave the sway bar links disconnected until after the shock installation.



## Section 2: Installation Instructions

### Step 3: Install Shock

- J. Install the Bar Pin Eliminator in the 6-Pak Shock Rod-End. Feed the male piece through the Rod-End and into the female piece.
- K. Use a 17mm Socket, and the provided replacement M10 Screws and Washers, to install the Bar Pin Eliminator in the upper stock location, oriented so that the 6-Pak Rod End is offset INBOARD.



## Section 4: Rear Shock Installation Instructions

### Step 3: Install Shock

- L. Use the provided 1/2"-13 x 2.5" Hex Head Screw, Washer, Hex Flange Nut and Spacers to install the lower Rod End (*bushing side*) in the Shock Mount Bracket. The Washer goes under the head of the Screw, and the Flange Nut goes directly against the bracket.
- M. The 6-Pak Shock Reservoir Tubes (RED) should be oriented INBOARD. The body of the 6-Pak Shock should be oriented such that the clearance between the Stock Sway Bar and the 6-Pak Shock Body is the same as the clearance between the Track Bar Bracket and the 6-Pak Shock Body. In other words, center the Reservoir Tubes the Track Bar Bracket and Stock Sway Bar.

