



PRODUCT: TJ Lock-N-Load Long Arm Suspension 6Pak Edition

REV: F | 04-08-2024 | II-A0645/A0660

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



This is an advanced suspension install for experienced technicians; If you are not competent with advanced automotive mechanics, cutting, drilling, and welding it is recommended to have this system installed by a MetalCloak Authorized Installer.

Safety Warning: *Suspension systems or components that enhance the off-road performance of a vehicle may cause it to handle differently on or off-road than it did from the factory. Care must be taken to maintain control of modified vehicles during sudden maneuvers. Failure to drive the vehicle safely may result in serious injury or death to driver and passengers. MetalCloak recommends always wearing a safety belt, driving safely trying to avoid sudden maneuvers. As with any vehicle maintenance is required to keep it operating safely. Thoroughly inspect your vehicle before and after every off-road use.*

Installation Warning: *MetalCloak recommends that certified technicians perform the installations of MetalCloak products. These instructions only cover the installation of our products and may not include factory procedures for disassembly and reassembly of factory components.*

Read instructions from start to finish and be sure all parts are present before disassembling the vehicle. These instructions are only guidelines for installation and in no way meant as definitive. The installer is responsible to ensure that the vehicle is safe for use after performing modifications.

Slip yoke eliminator and CV driveshaft is required for this Long Arm System.

Exhaust modifications are required for this Long Arm System.

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.



Socket & Ratchet Wrench

Tape Measure



Grinder

Safety Glasses



Drill Bits

Drill



Socket Set

Angle Finder



Pitman Arm Puller

Gas Welder



HOW TO USE THIS GUIDE: The installation guide should be used as a reference 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

QUESTIONS: Any questions or comments about the instructions? Call us at 916-631-8071 M-F 7:00 AM – 5:00 PM PST.

IMPORTANT NOTE



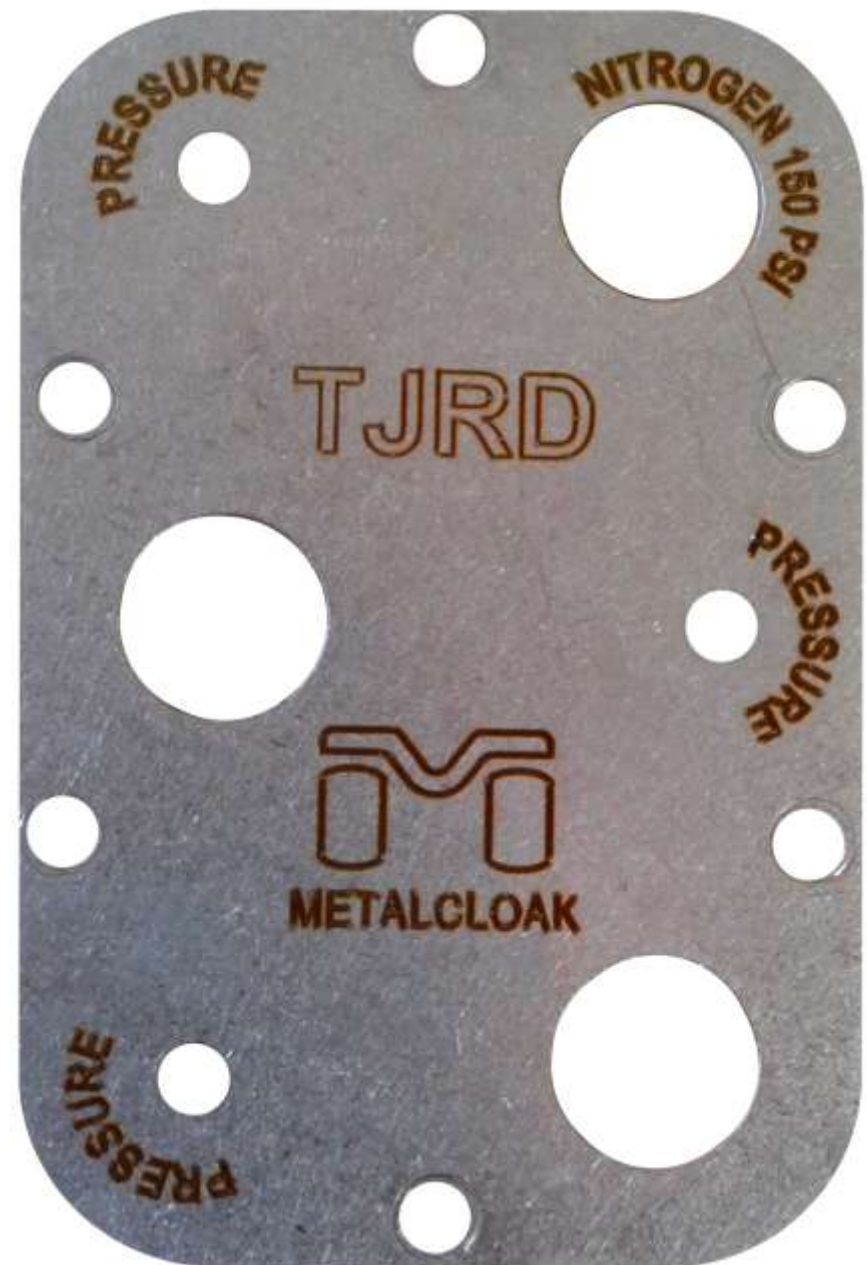
Important Note: MetalCloak does not recommend powder coating your True Dual Rate Coils. The baking process in powder coating can, in some cases, cause the metallurgical properties of the coils to be changed, resulting in the loss of the lift properties of the coils. As such, the process of powder coating the coils will void any warranty stated or implied in relation to the coils.

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

TJF – Front Shocks

TJRD – Rear Driver Side Shock

TJRP – Rear Passenger Side Shock



Section 3: Installation Instructions

Step 1: Removal of Factory Lower Control Arm Mounts on Frame

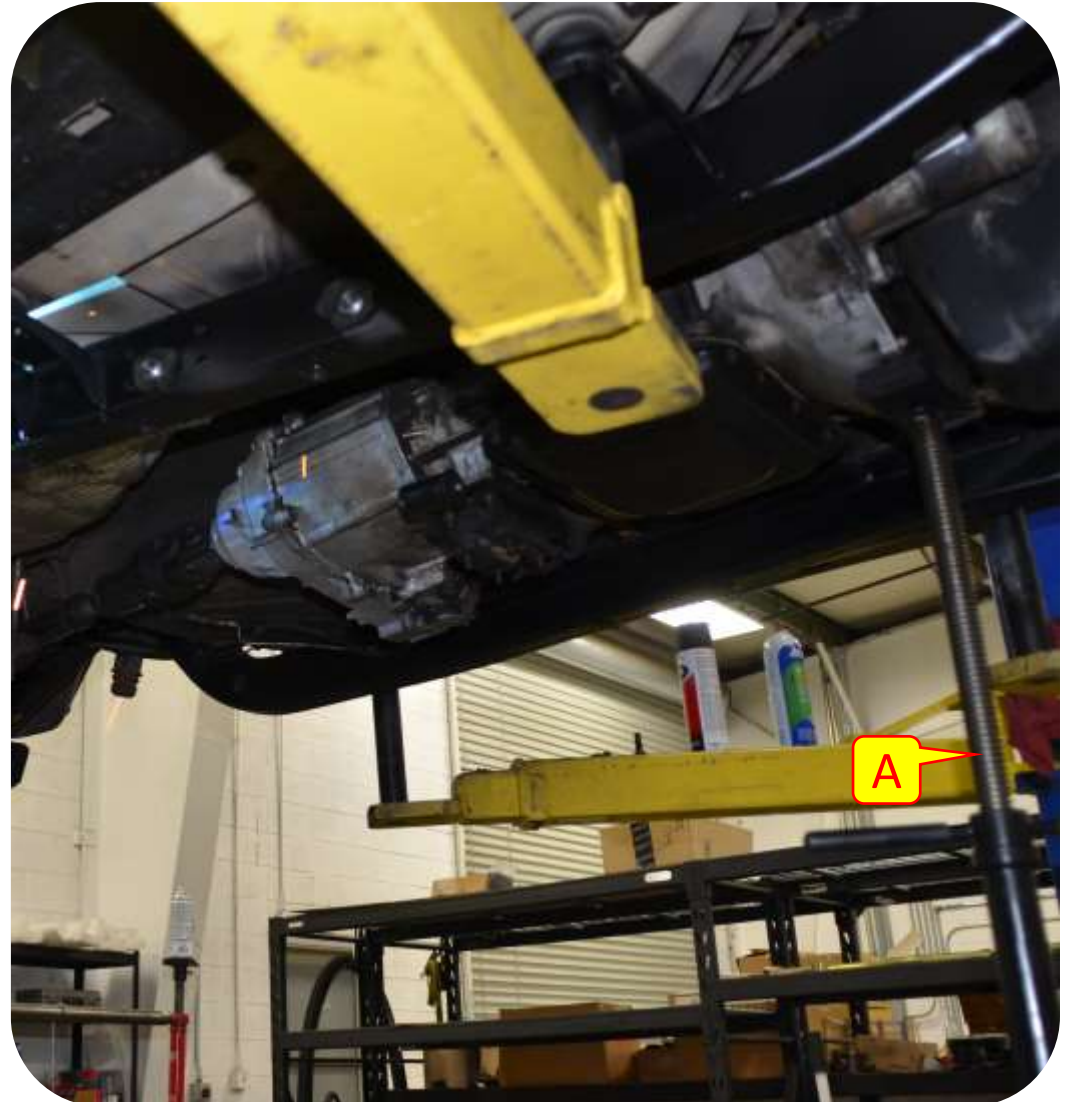
- A. Support vehicle by frame (*preferably on a lift*) Support both axles with jack stands and remove the following components; Wheels, shocks, track bars, sway bar end links, coil springs, lower control arms, bump stops, rear drive shaft, and exhaust system behind the catalytic converter
- B. Cut off the (4) factory lower and (4) factory upper control arm mounts from the frame.
- C. Grind sharp areas smooth and repaint



Section 3: Installation Instructions

Step 2: Removal of Crossmember

- A. Support the transmission and transfer case and remove the stock crossmember.

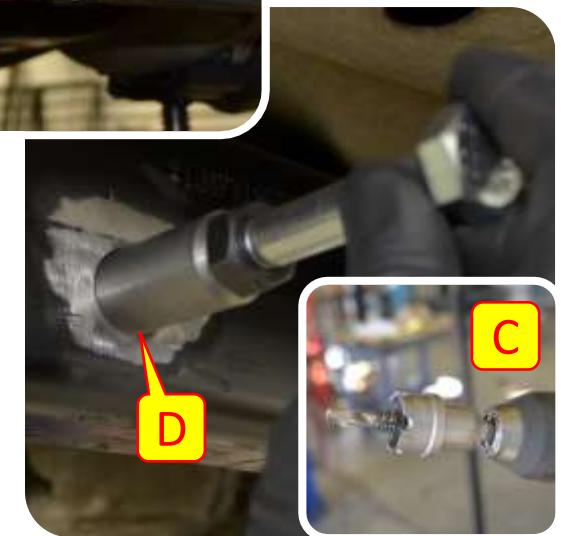
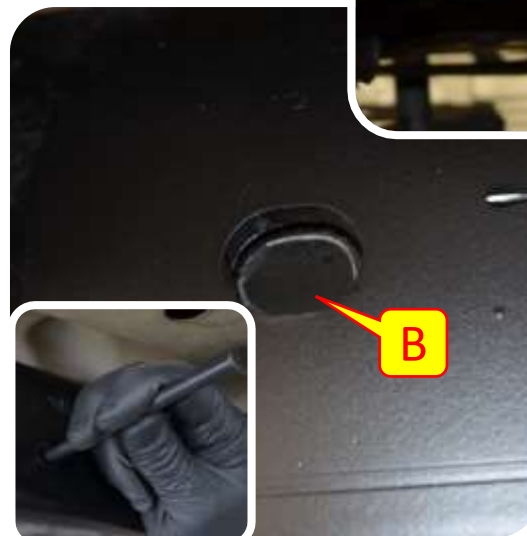
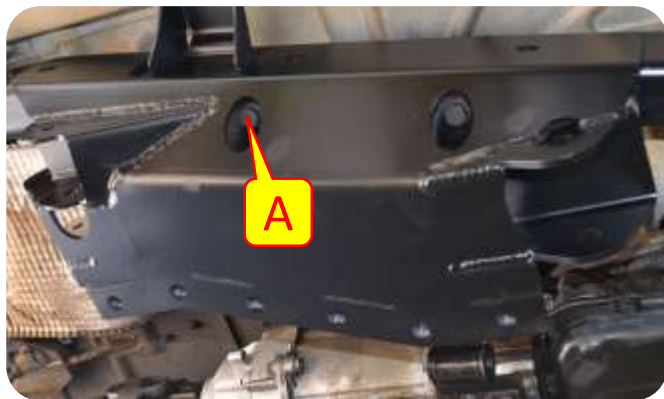


Note: The “Rubicon” model TJ’s will require relocation of the compressor. The factory compressor bracket may be reused by drilling a hole and mounting it to the seat belt bolt on the underside of the vehicle.

Section 3: Installation Instructions

Step 3: Install MetalCloak Skid Plate System

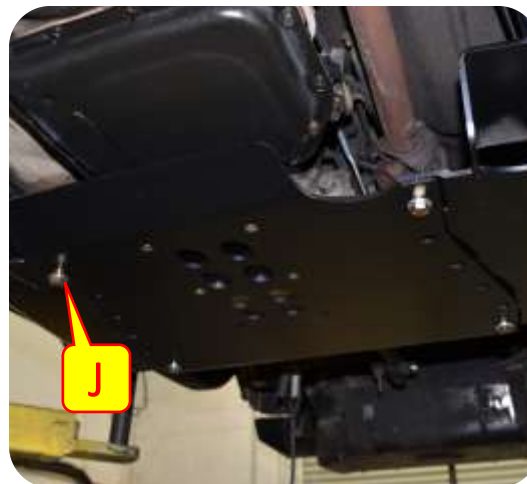
- A. Install side plates using factory holes to locate.
- B. Once the side plate is mounted mark holes on frame rail.
- C. Remove side plates and cut holes in outside frame rail for sleeves using 1" hole saw.
- D. Prepare frame rail surface for welding and install frame sleeves.
- E. Weld in frame sleeves.
- F. Use welded frame sleeve as guide to drill a 1/2" hole through inside frame rail.
- G. Grind welded areas flush and repaint bare surfaces.



Section 3: Installation Instructions

Step 3: Install MetalCloak Skid Plate System

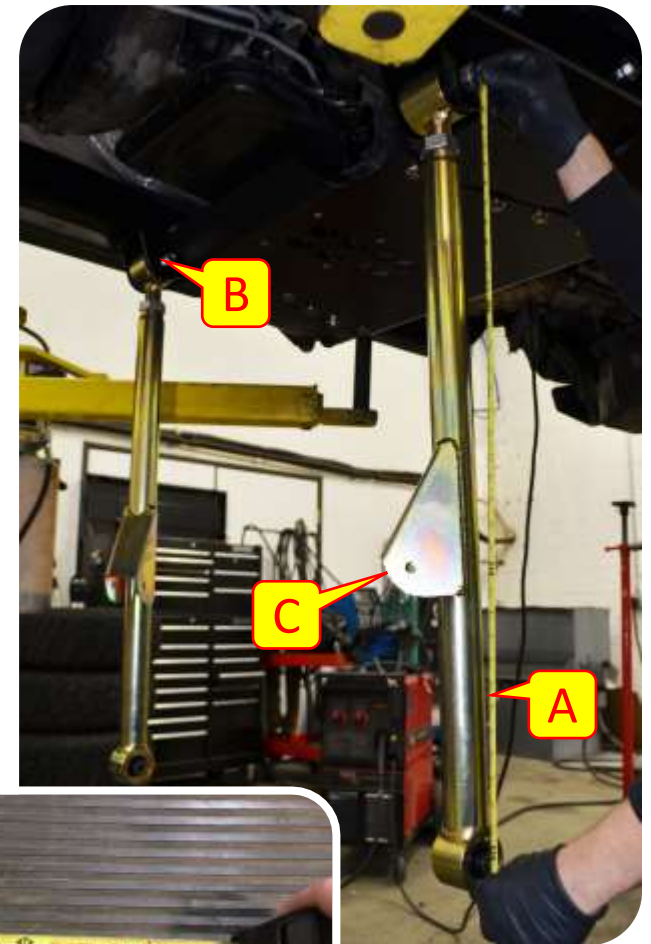
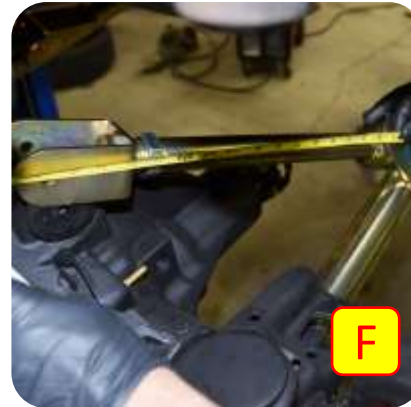
- G. Chase bolt holes with drill bit to remove any burrs.
- H. Bolt side plates on to frame rails
- I. Install transmission mount adapter on center section
- J. Install center section to frame rails
- K. Lower transmission and bolt to center section.



Section 3: Installation Instructions

Step 4: Install MetalCloak Front Control Arms

- A. Adjust front lower control arms' length to an initial setting of 36" eye to eye.
- B. Install adjustable side of arm to the cross member with supplied hardware.
- C. Position the arms so the welded-on brackets for the front upper arms and Lock-N-Load are on top and bending towards each other.
- D. Adjust the front upper control arm and Lock-N-Load lengths to an initial setting of 16-3/8" eye to eye. Install front upper arms with the non-adjustable side into the lower control arm brackets with supplied hardware. *(See Lock-N-Load set up)*
- E. The upper arms will be used to adjust final caster and pinion angle.
- F. Attach front lower control arms to axle with the supplied hardware, attach upper arms to axle with supplied hardware.



Note: Final arm lengths may vary from around 37.5" to 38" eye to eye depending on lift, axle squareness and differential clearance to track bar.

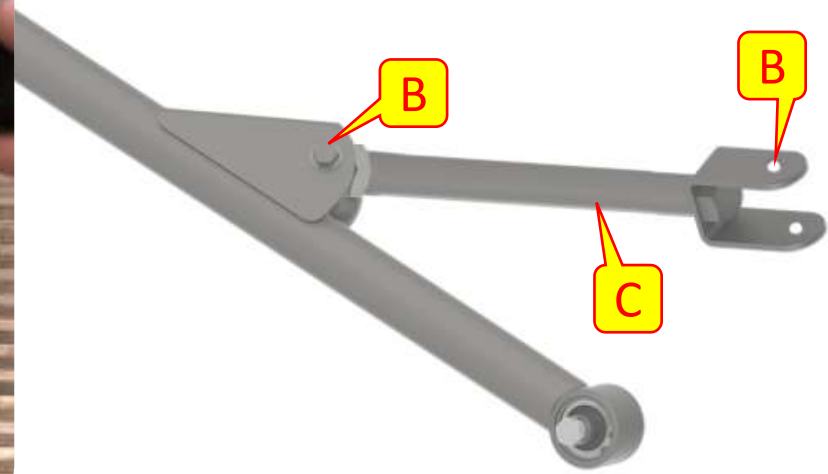
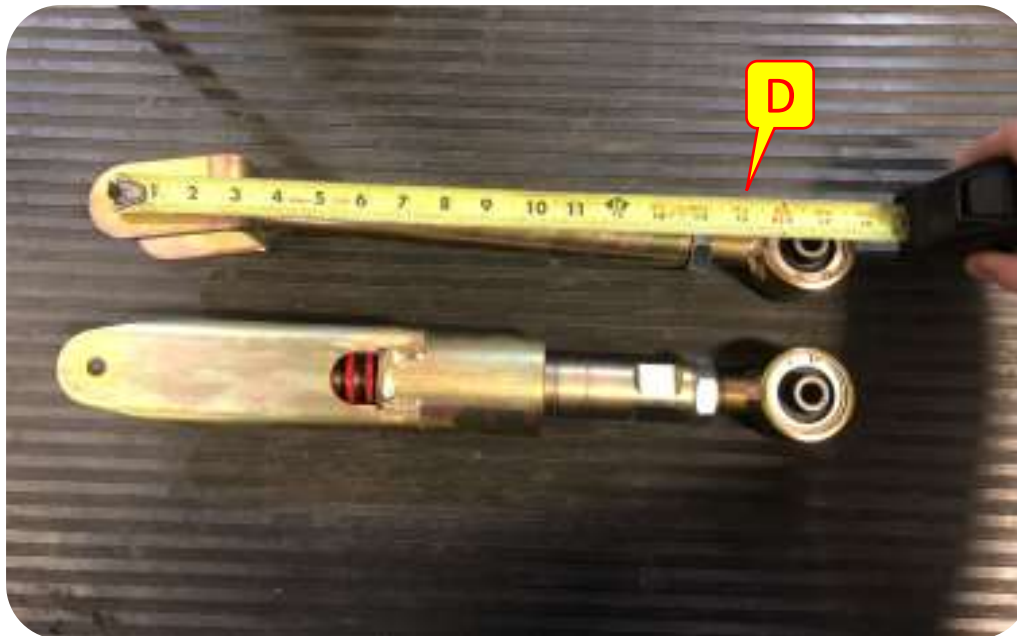
Section 3: Installation Instructions



Step 5: Setup for Lock-N-Load

Note: *These Instructions are for the Lock-N-Load upper control arm. The Lock-N-Load was designed specifically for radius arm suspensions. The Lock-N-Load control arm is for use on radius arm suspensions and is **ONLY** installed on the passenger side upper control arm location.*

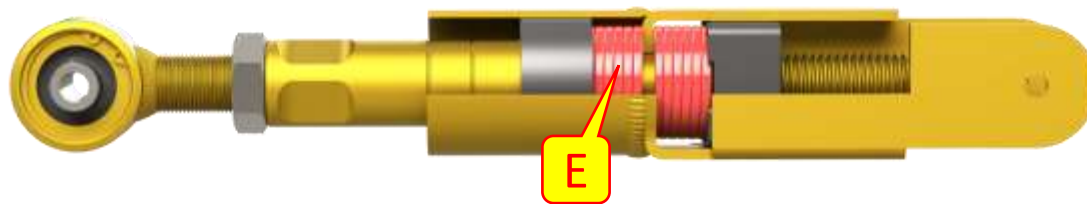
- A. With Jeep on flat surface block front and rear wheels to keep from moving.
- B. Remove the bolts holding in the upper control arm on the passenger side.
- C. Remove control arm.
- D. Measure the length of the passenger side control arm from eye to eye (*this measurement is what you will set the Lock-N-Load to*).



Section 3: Installation Instructions

Step 5: Setup for Lock-N-Load

- E. Take the Lock-N-Load control arm and make sure that it is in the Locked position (*springs are completely compressed*).
- F. If the Lock-N-Load is not in the locked position you may place the square section of the Lock-N-Load body in a vise and gently clamp to hold.
- G. Using a 1 ¼" wrench turn the adjustment of the control arm clockwise until the line on the arm corresponds with the lock position.
- H. Adjust the coupler on the control arm to the earlier recorded measurement (*eye to eye length*) and tighten jam nut with a 1 ½" wrench.



Section 3: Installation Instructions



Step 5: Setup for Lock-N-Load

- I. Install the squared section of the Lock-N-Load into the axle bracket and attach with given hardware.
- J. Place back side of control arm into the radius arm bracket and attach with Lock-N-Load hardware.
- K. Torque to spec (75lbs).



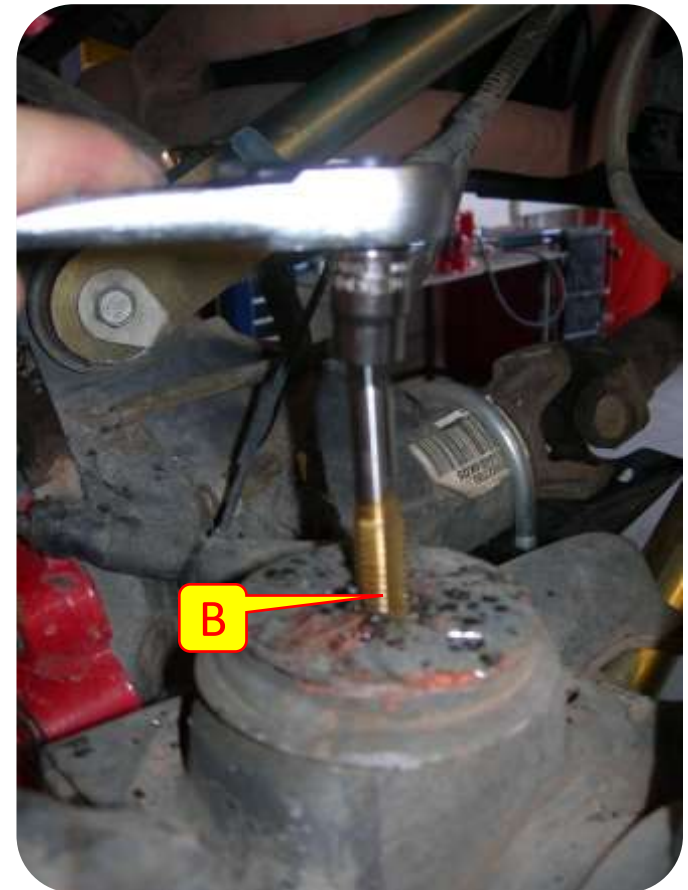
Note: To unlock for off-road use, loosen jam nut and spin Lock-N-Load adjuster until corresponding line shows unlocked; Tighten jam nut and go wheeling.



Section 3: Installation Instructions

Step 6: Drill Spring Cup for Front Bump Stops

- A. Mark the center of the stock bump stop; a puck and a punch work well for this process.
- B. Drill and tap this location with a 1/2"-13 tap. You can simply drill a 27/64" clearance hole, but the inside of the bump perch is very difficult to access on the driver side, and basically impossible on the passenger side.



Section 3: Installation Instructions

Step 7: Install Front Bump Stop

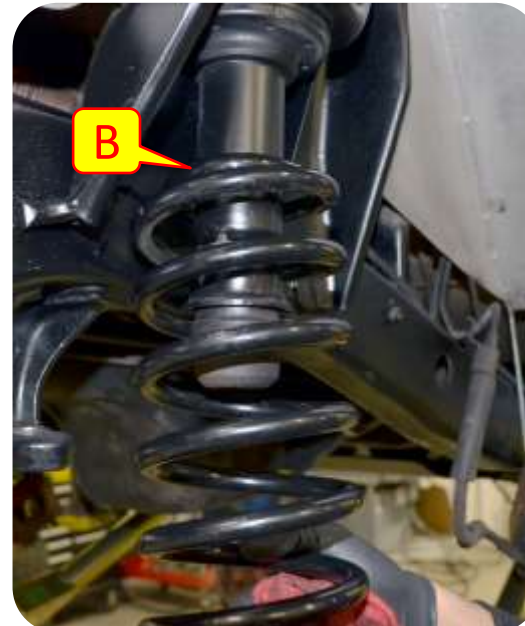
- C. Select the appropriate Screw length so that the threads stick out of the bottom Disks approximately $\frac{3}{4}$ ". Assemble your bump stops by feeding the $\frac{1}{2}$ " Countersunk Screw through the Cover Plate, and then threading through the Bump Stop Disks. The center hole in the Disk is intentionally small to create the most rigid assembly possible after installation.
- D. **IMPORTANT!** Place the assembled Bump Stop inside the spring before re-installing. Re-install the spring and place the end of the $\frac{1}{2}$ " Screw in the drilled hole.
- E. Tighten until everything is tight; the hardware will not bottom out, but instead will begin to compress the Disks.
- F. Repeat all steps for other side, and then re-install all other suspension components.



Section 3: Installation Instructions

Step 8: Install Front Coils

- A. If the axle does not “droop” enough to allow the coil to be put in place a coil compressor can be used to compress the coil to allow fitment.
- B. Install Front Dual Rate Coils with the tightly wound coils oriented upward.
- C. Slip the bottom of the coil onto the coil base on the axle.

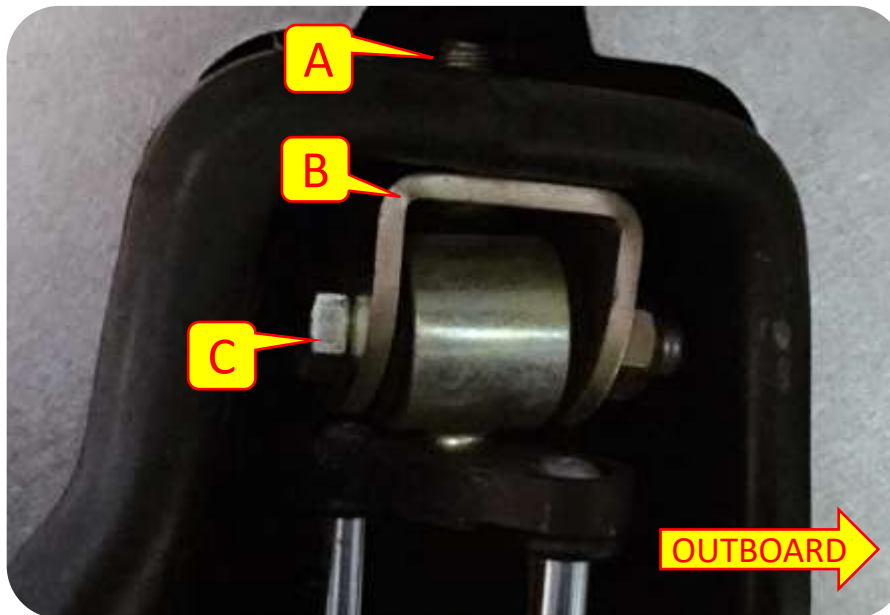


Section 3: Installation Instructions

Step 2: Install Upper Front Shock Mount

- Install the threaded stud on the Bracket through the stock location on top of the shock tower; the stud is backed by a 1/2" Washer and Nylon LockNut.
- Orient the Bracket so that the rod-end is mounted OUTBOARD of the stud, and the Bracket itself is centered in the shock tower.
- Using a 3/4" socket tighten the nut on the top of the shock tower.

Note: *The Bushing end of the TJ Front 6Pak Shock mounts to the Upper Front Shock Mount.*

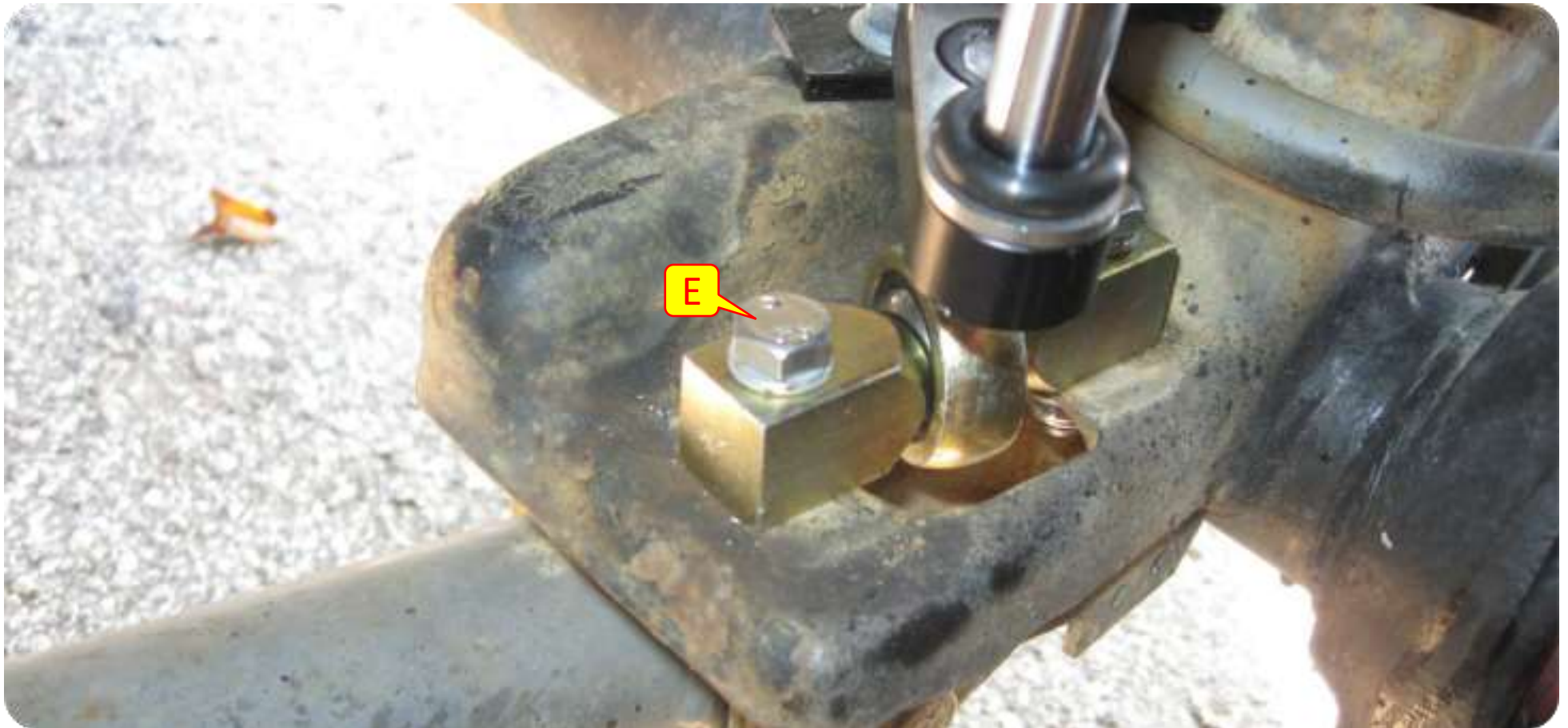


Note: *The red reservoir tubes should be oriented toward the rear of the vehicle.*

Section 3: Installation Instructions

Step 3: Install Front Lower Bar Pin Eliminator

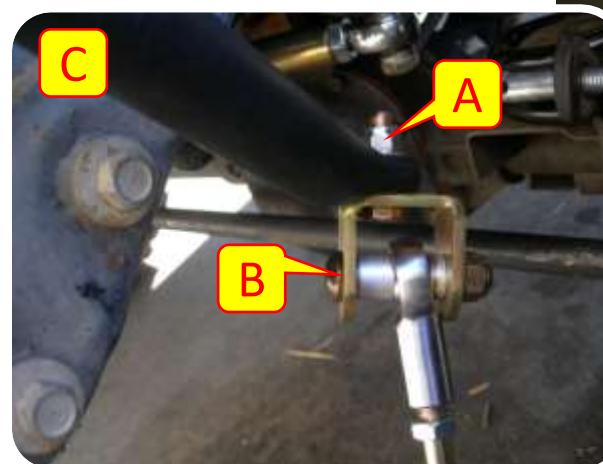
- E. Install the Bar Pin Eliminator in the lower 1/2" rod end of the Shock, and use the provided hardware. Tighten bar pin eliminator bolts using a 1/2" socket. Repeat Shock installation on other side.



Section 3: Installation Instructions

Step 9: Install Front Sway Bar Links

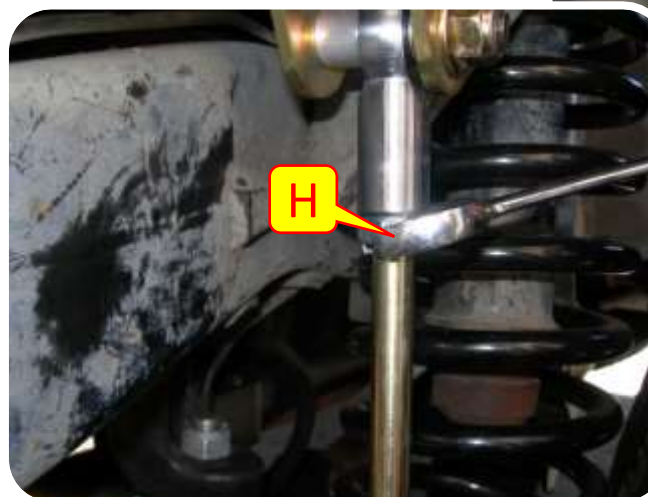
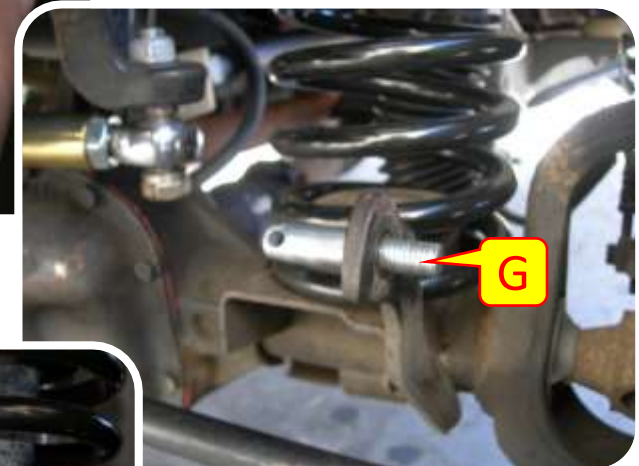
- A. The Upper components are installed outboard (to put the rod away from the frame).
- B. Install the bracket to the sway bar by inserting the 9/16" Hex Bolt with washer, backed by the 9/16" Hex Locknut. Tighten the bracket by using an open-ended wrench to hold the Hex Bolt while using a socket and wrench to tighten the nut.
- C. Attach the sway link to the bracket by inserting the 5/16" Button Cap Screw through the bracket and assembling the spacers with the biggest spacer positioned closer to the frame and the smaller spacer located farthest from the frame and the sway link positioned between them as shown. The Button Cap Screw is then backed by the 3/4" Hex Flange Nut.
- D. Tighten the assembly by using a 5/16" Allen wrench to hold the Button Cap Screw while using a 3/4" socket and wrench to tighten the Hex Flange Nut.



Section 3: Installation Instructions

Step 9: Install Front Sway Bar Links

- F. The lower components are installed inboard.
- G. Install the lower Quick Disconnect Pin in the stock location. Point the Pin toward the center of the vehicle. A hammer may be needed to tightly set it in.
- H. Thread lock nut onto sway bar end link. Thread end link into rod end until snug; now unthread rod up to one half turn so the rubber bushing on the bottom aligns with the disconnect pin. Tighten locknut to the rod end to secure into position.
- I. Back the Quick Disconnect Pin with the washer and the 3/4" Hex Flange Nut and tighten with socket and ratchet wrench.
- J. Slide the lower sway bar link through the Quick Disconnect Pin Screw and insert the Hitch Pin.



Note: The threaded section of rod is not for adjusting the rod length!

Section 3: Installation Instructions



Step 9: Install Front Sway Bar Links



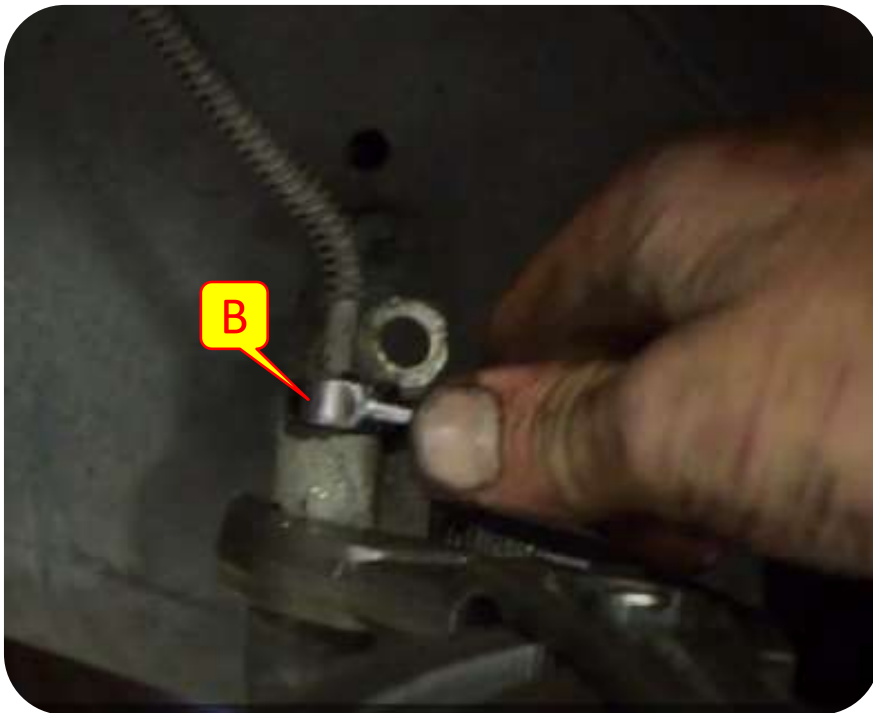
J. The links should be roughly vertical once installed.

Section 3: Installation Instructions



Step 10: Remove Stock Front Brake Lines

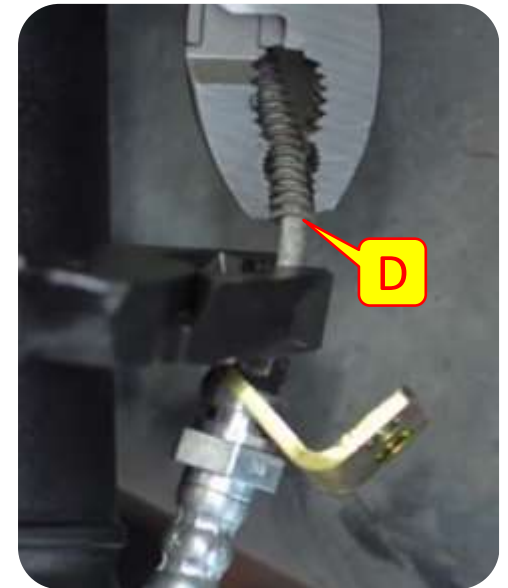
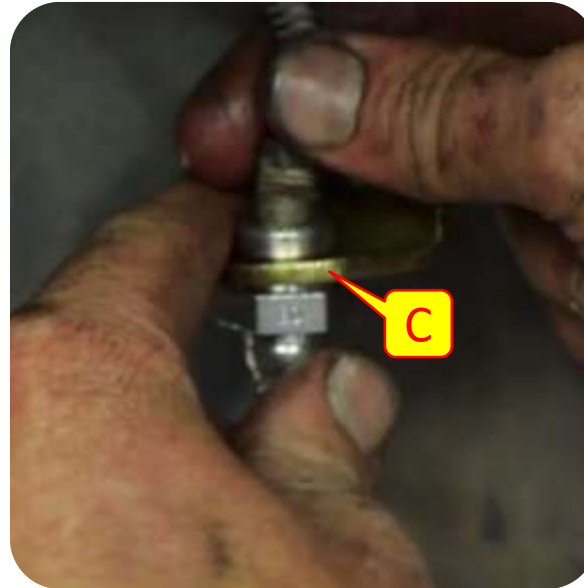
- A. Remove brake hose mounting screw from inner fender well using 3/8" box wrench.
- B. Disconnect bottom of brake line using 3/8" box wrench.



Section 3: Installation Instructions

Step 10: Install Front Brake Lines

- C. Install new brake line and bracket.
- D. Carefully straighten bend from brake hardline.
- E. Mark new bracket location and drill holes using a L drill bit or a 9/32" drill bit.
- F. Re-attach brake line to inner fender well using a 1/2" box wrench.
- G. Use hammer to Install brake line retainer clips.
- H. Bleed brakes before driving.



Section 3: Installation Instructions



Step 11: Bleed Front Brake Lines

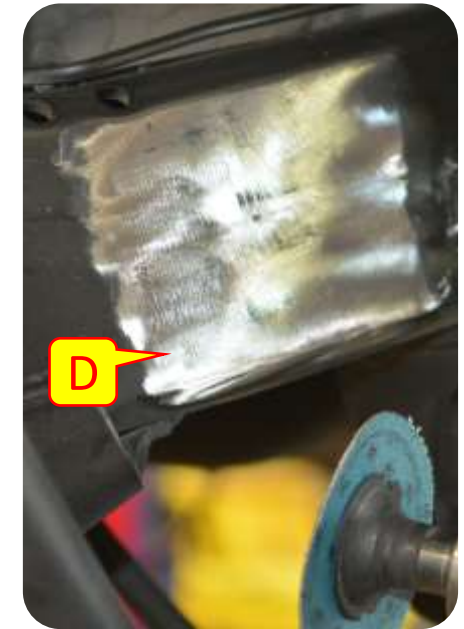
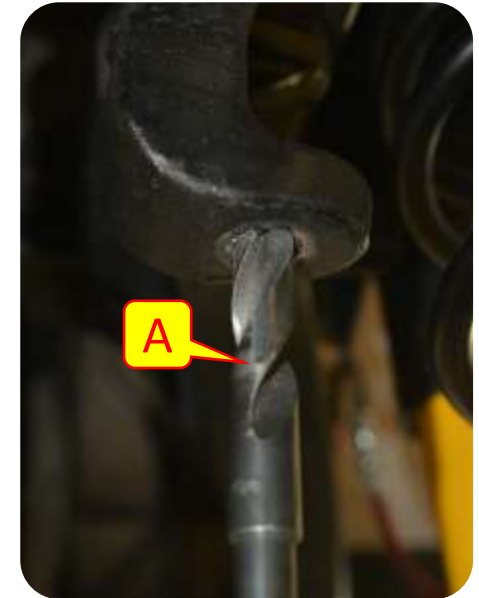
Important Note: *Before driving bleed brake lines.*



Section 3: Installation Instructions

Step 12: Prepare Front Track Bar Components

- A. Using a 5/8" drill bit drill out the OE mount bolt hole.
- B. Recommending to wear safety glasses; grind off powder coat on provided track bar drop bracket.
- C. Temporarily place the track bar drop bracket in place to mark out area to prepare for welding onto the frame rail.
- D. Using a grinder remove paint from the frame rail in the marked off area that the bracket will be welded on at.

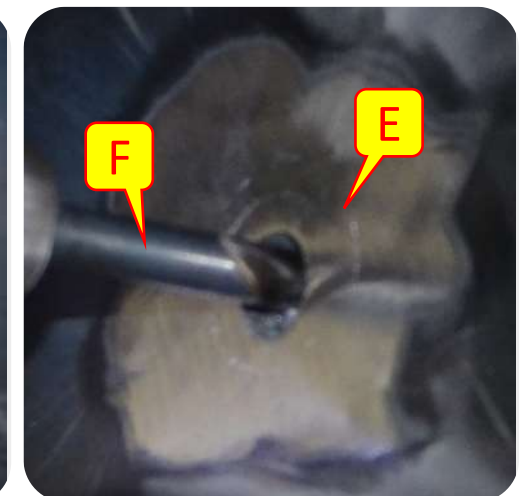
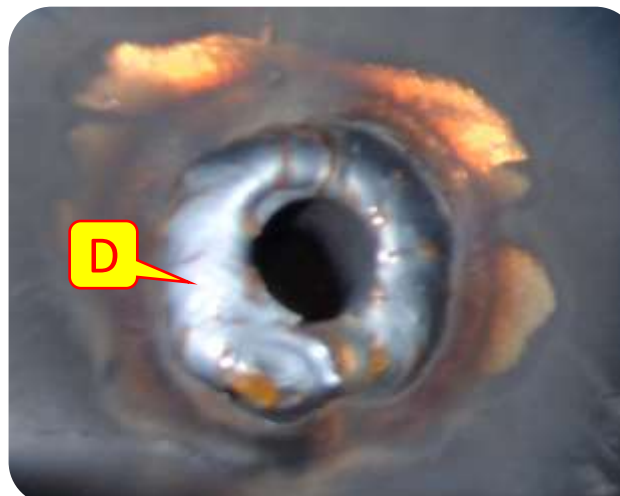
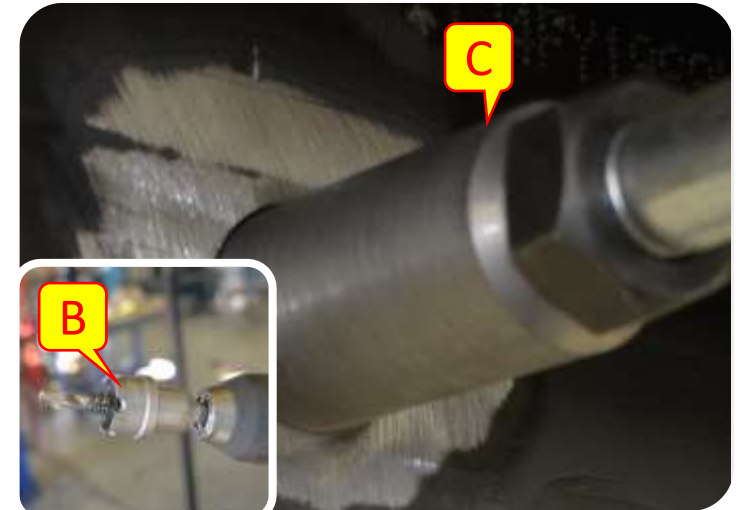


Section 3: Installation Instructions

Optional: Front Track Bar Bracket Center Bolt

Note: Bolting the center of the track bar bracket is optional. Bolting the center bolt of the track bar bracket provides extra strength and protection but is not required. If you don't choose to do the center bolt of the bracket continue to page 23.

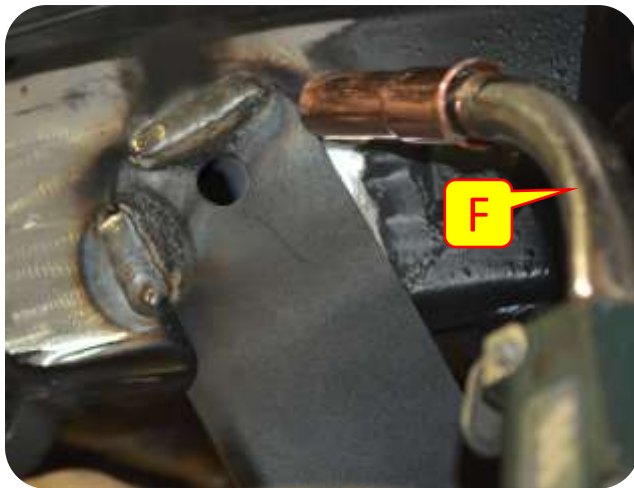
- A. Place Track Bar Bracket onto the grinded area and using a center punch mark hole location.
- B. Remove the bracket and using a 1" hole saw drill out the inside frame rail.
- C. Install the frame sleeve.
- D. Weld the frame sleeve.
- E. Grind Down frame sleeve weld flush with the frame rail.
- F. Use welded frame sleeve as guide to drill a 1/2" hole through outside frame rail.



Section 3: Installation Instructions

Step 13: Install Front Long Arm Track Bar Bracket

- E. Place the provided track bar drop bracket in location and use a 5/8" socket to secure to the OE mount.
- F. Weld the track bar drop bracket in place.
- G. Using a 19mm socket remove the pitman arm side of the drag link.
- H. Take note of position of the pitman arm before removal.
- I. Remove Pitman arm using a pitman arm puller.
- J. Install new pitman arm in the same position as the stock pitman arm.

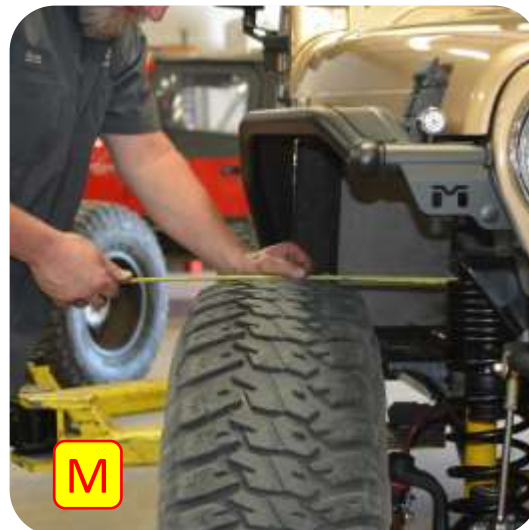
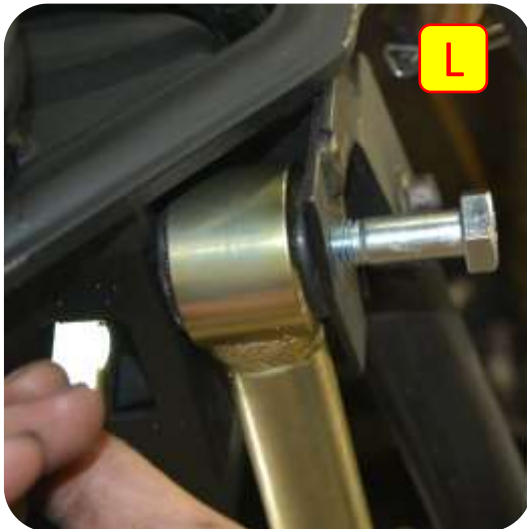


Section 3: Installation Instructions

Step 14: Install Front Long Arm Track Bar



- K. Attach the drag link using a 19mm socket.
- L. Drill out the axle bracket using a 14mm drill bit and using a 22mm socket attach the fixed side of the track bar to the axle side bracket.
- M. Center vehicle over axle. Measuring carefully using like points on each side of the vehicle until centered.

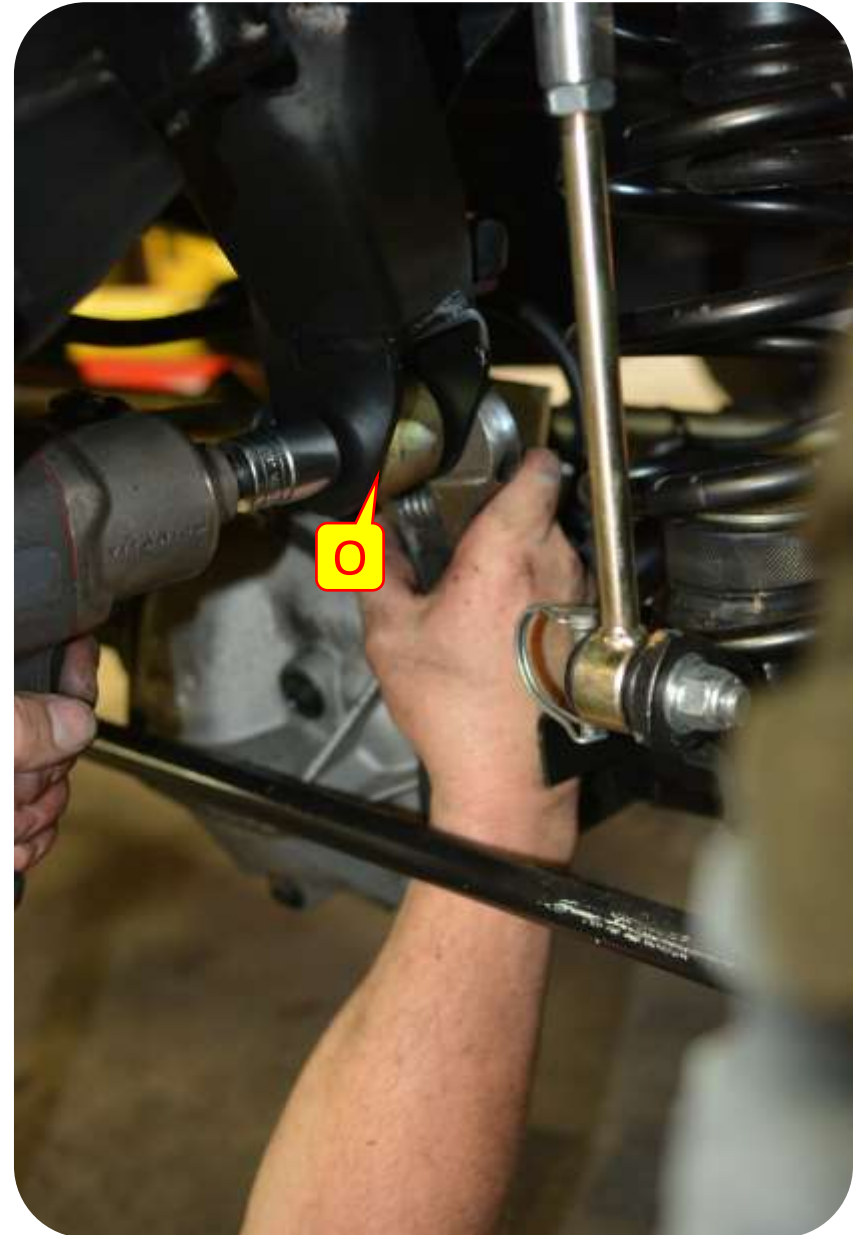
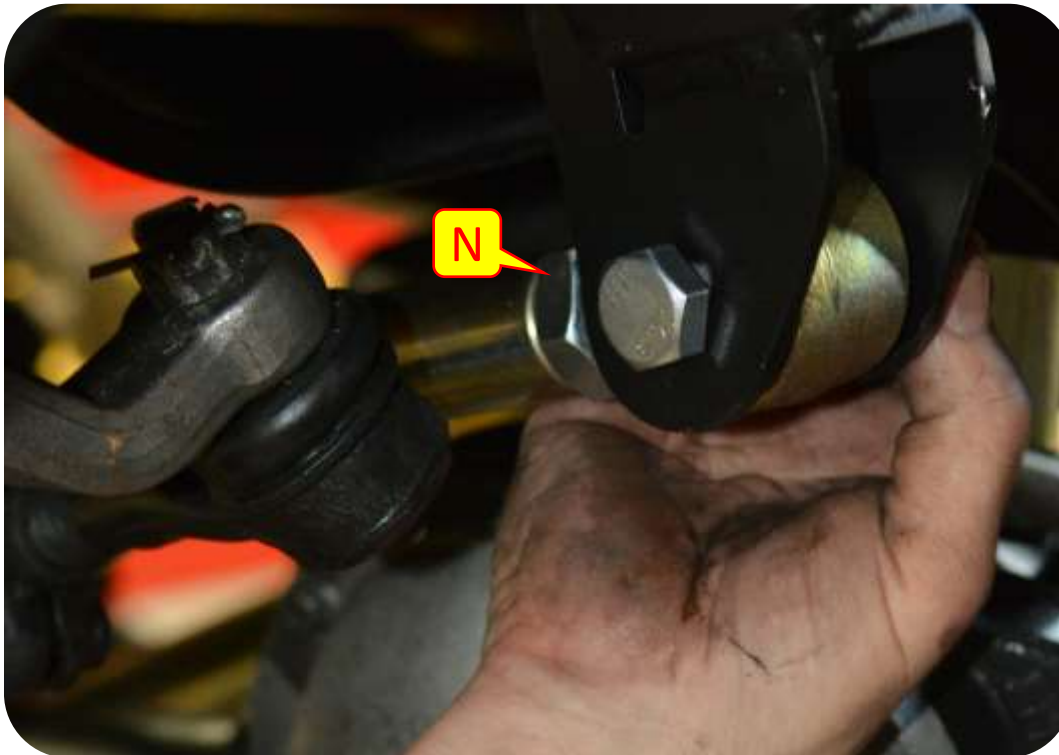


Note: Having a second person to turn the steering wheel while centering the vehicle over the axle is very useful.

Section 3: Installation Instructions

Step 14: Install Front Long Arm Track Bar

- N. Lengthen or shorten the track bar on the adjustable side until bushing hole aligns with the track bar drop bracket hole.
- O. Attach track bar with provided hardware into bracket location.
- P. Tighten all hardware.



Section 3: Installation Instructions



Step 1: Rear Factory Control Arm Brackets

Note: *Factory control arms should already be removed and rear axle should be properly supported by stands.*

Section 3: Installation Instructions

Step 1: Rear Factory Control Arm Brackets

- A. Remove upper factory rear control arm brackets from axle.

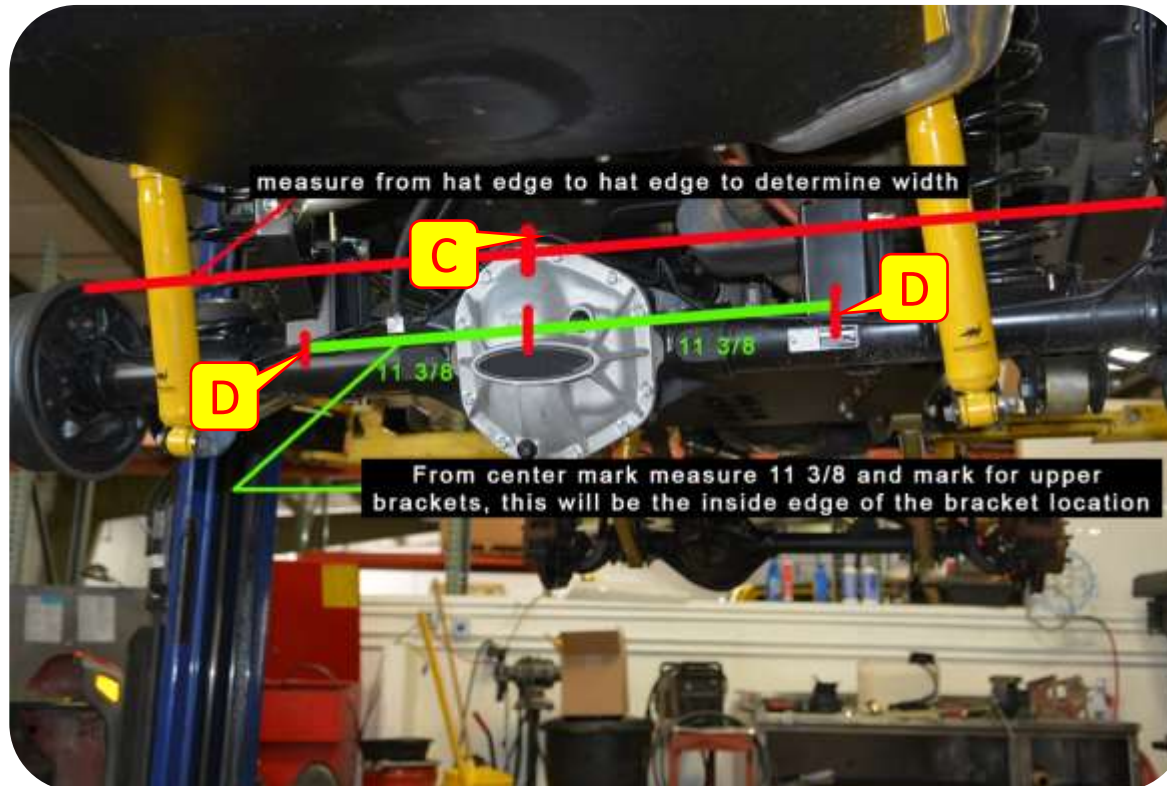


IMPORTANT NOTE: THE LOWER BRACKETS REMAIN ON THE AXLE! DO NOT REMOVE THE LOWER BRACKETS!

Section 3: Installation Instructions

Step 2: Installing Rear Control Arm Brackets

- B. Remove factory rear track bar.
- C. Measure axle width to find axle center and mark.
- D. From the axle center mark use a tape measure to measure $11\frac{3}{8}$ " out to both driver and passenger sides from the center and mark (*this will be the placement for the inside edge of the MetalCloak replacement axle brackets*).



Note: *The differential may not be the actual center.*

Section 3: Installation Instructions

Step 2: Installing Rear Control Arm Brackets



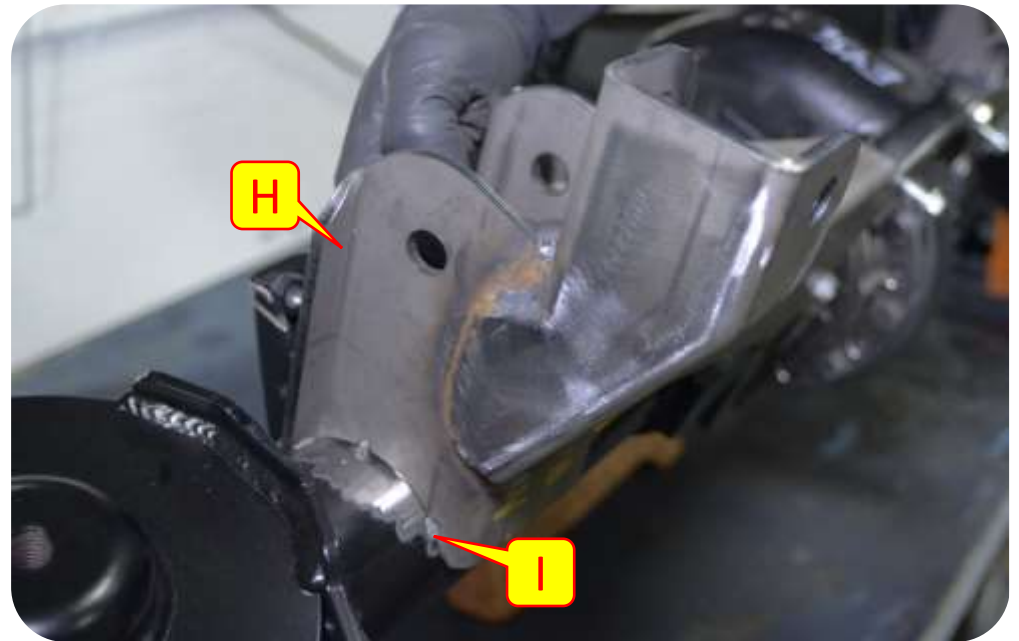
- E. Temporarily place the MetalCloak replacement axle brackets onto the mark made on step D and mark bracket location and remove replacement axle brackets.
- F. Remove any surface coating on axle to prepare for welding.

Section 3: Installation Instructions

Step 2: Installing Rear Control Arm Brackets



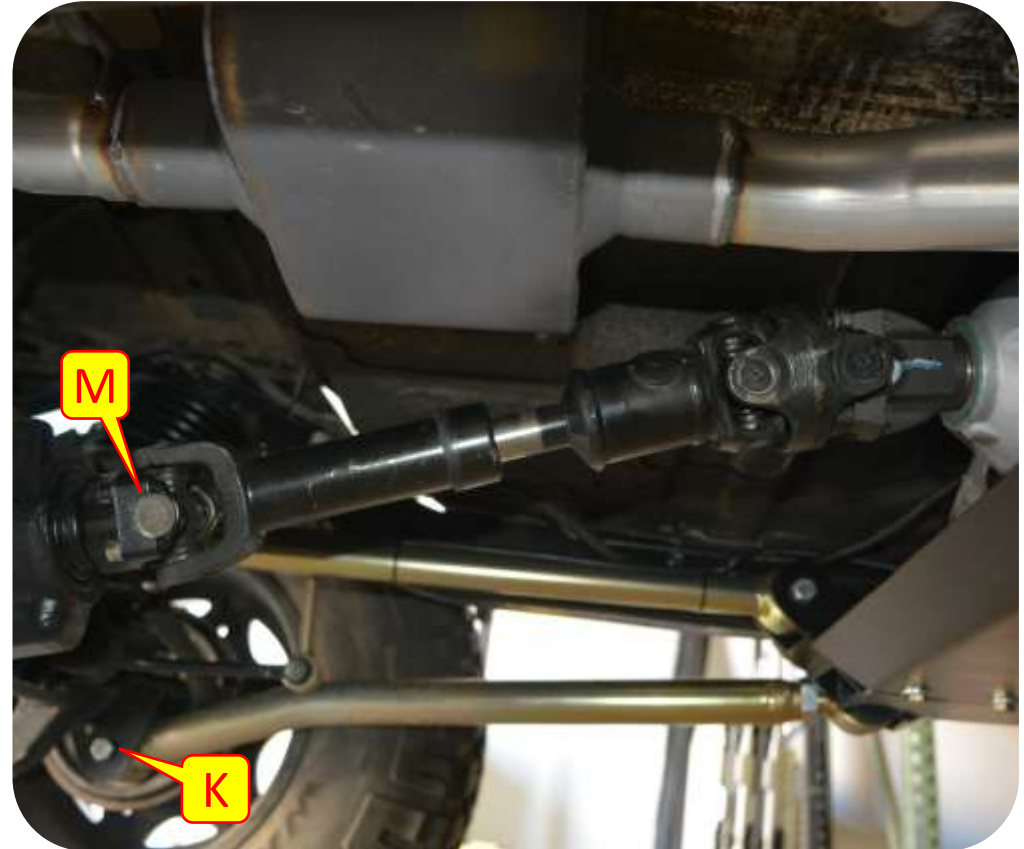
- G. Set the pinion of the axle to be exactly horizontal using an angle finder.
- H. Center the axle brackets at the previously marked locations.
- I. Using the angle finder rotate axle brackets 11 degrees towards the pinion and tack the brackets into place (*be sure the pinion is still horizontal before tacking*).



Section 3: Installation Instructions

Step 3: Installing Rear Control Arms

- J. Preset the MetalCloak long arm control arms. The rear lower control arms should be set to 33 ½" eye to eye and the upper rear control arms should be set to 31" eye to eye for reference.
- K. Loosely attach rear upper and lower control arms to the axle with provided hardware.
- L. Attach rear fixed side of track bar to axle side bracket.
- M. Install rear drive shaft.



Section 3: Installation Instructions

Step 3: Installing Rear Control Arms

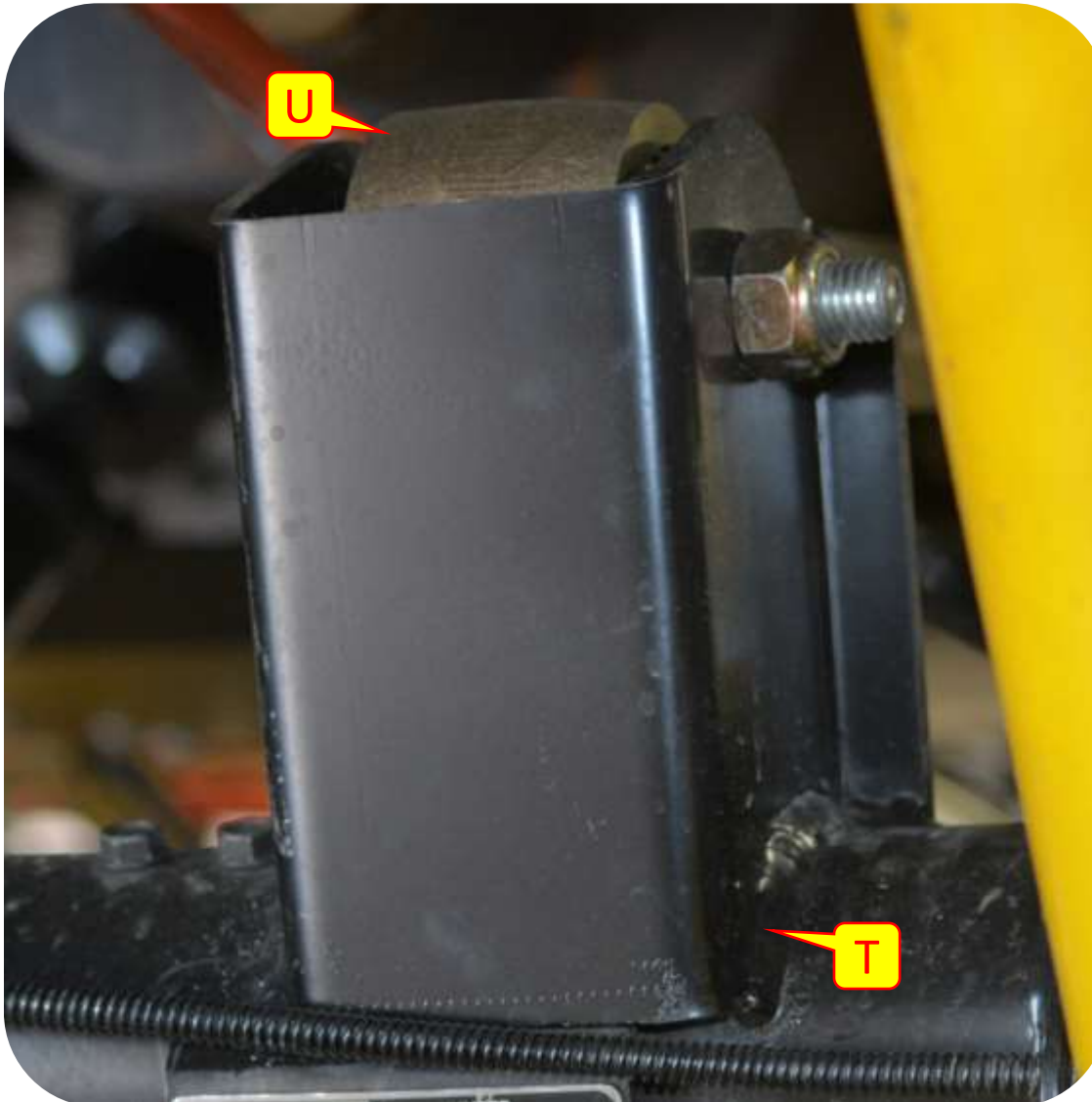
- N. Remove stands and lower Jeep onto the ground.
- O. Center vehicle over rear axle. Measuring carefully using like points on each side of the vehicle until centered.
- P. Adjust the frame side of the rear track bar to fit into the factory track bar bracket on the frame and bolt into place.
- Q. Adjust the upper control arm lengths to adjust to the correct pinion angle.
- R. When the control arm lengths have been adjusted re-lift the Jeep and support with stands.



Section 3: Installation Instructions



Step 3: Installing Rear Control Arms



- S. Remove bolts holding the rear control arms in the axle brackets and remove control arms.
- T. Weld brackets into place.
- U. Re-install the rear control arms back into axle brackets with provided hardware.

Note: Heat from welding may damage Duroflex Joints. Disconnect the rear control arms prior to welding on brackets and wait for welds to cool.

Section 3: Installation Instructions

Step 4: Drill Spring Cup for Rear Bump Stops

- A. Mark the center of the stock bump stop; a puck and a punch work well for this process.
- B. Drill and tap this location with a 1/2"-13 tap. You can simply drill a 27/64" clearance hole, but the inside of the bump perch is very difficult to access on the driver side, and basically impossible on the passenger side.



Section 3: Installation Instructions

Step 5: Install Rear Bump Stop

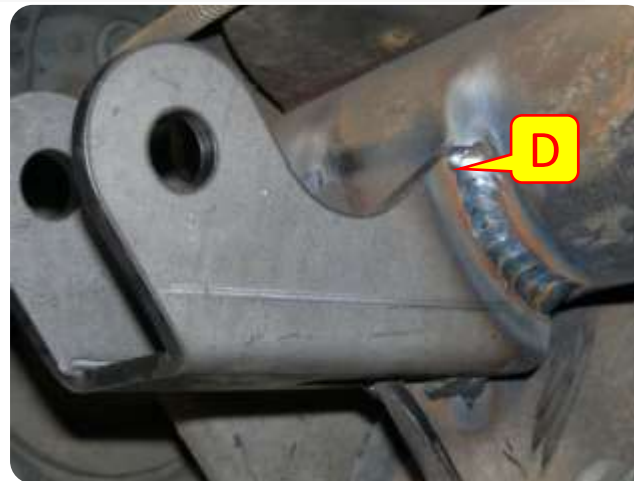
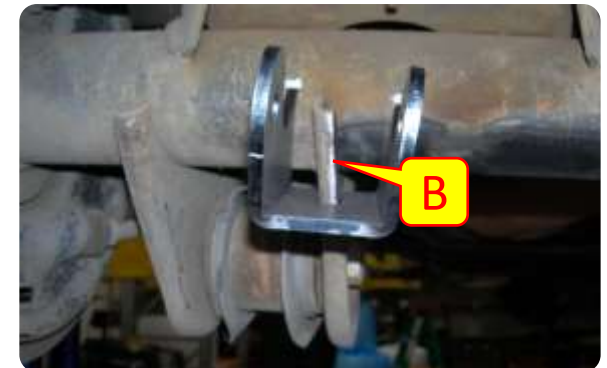
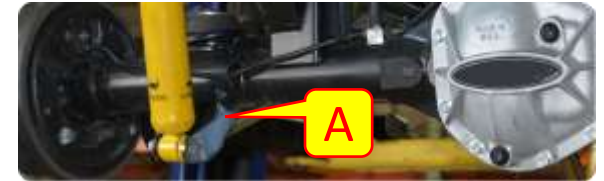
- C. Select the appropriate Screw length so that the threads stick out of the bottom Disks approximately $\frac{3}{4}$ ". Assemble your bump stops by feeding the $\frac{1}{2}$ " Countersunk Screw through the Cover Plate, and then threading through the Bump Stop Disks. The center hole in the Disk is intentionally small to create the most rigid assembly possible after installation.
- D. **IMPORTANT!** Place the assembled Bump Stop inside the spring before re-installing. Re-install the spring and place the end of the $\frac{1}{2}$ " Screw in the drilled hole.
- E. Tighten until everything is tight; the hardware will not bottom out, but instead will begin to compress the Disks.
- F. Repeat all steps for other side, and then re-install all other suspension components.



Section 3: Installation Instructions

Step 6: Install Lower Shock Mount

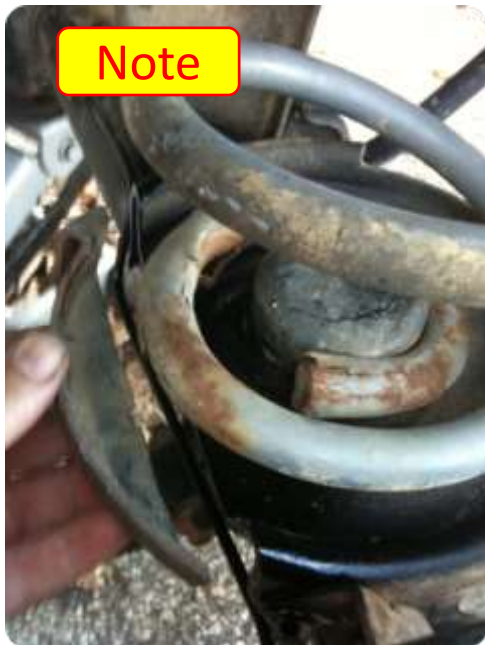
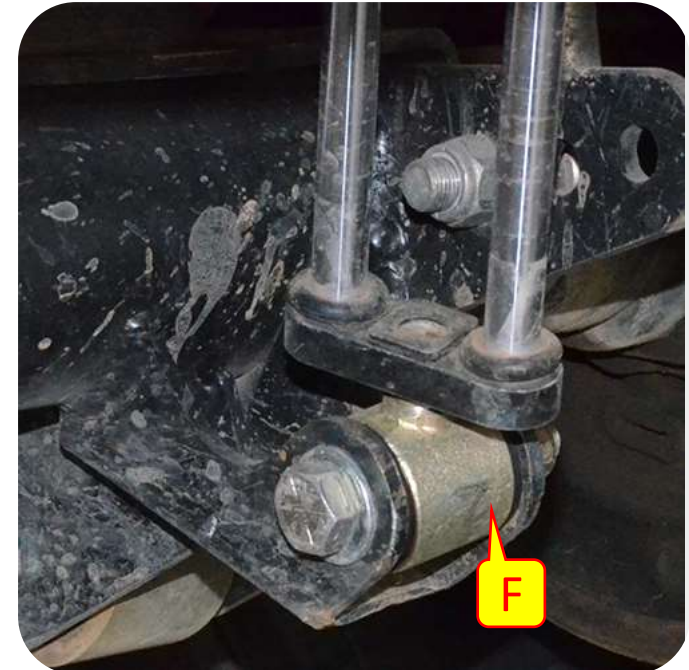
- A. You will need to use a Cut-off Disc and/or Grinder to remove the stock shock mounts from the axle. Be sure to grind any welds flush to make room for the replacement Lower Shock Mount.
- B. Align the Lower Shock Mount. The slot in the part centers on the inner side of the lower control arm bracket on the axle. You may need to grind the stock bracket a little to make the Shock Mount fit.
- C. To properly clock the Lower Shock Mount, turn the Mount on the axle until the top of the rear mounting position is level with the bottom of the axle (*when the axle is at ride height*).
- D. Weld the bracket in position.
- E. As always, we recommend that you paint all exposed metal to prevent rust.



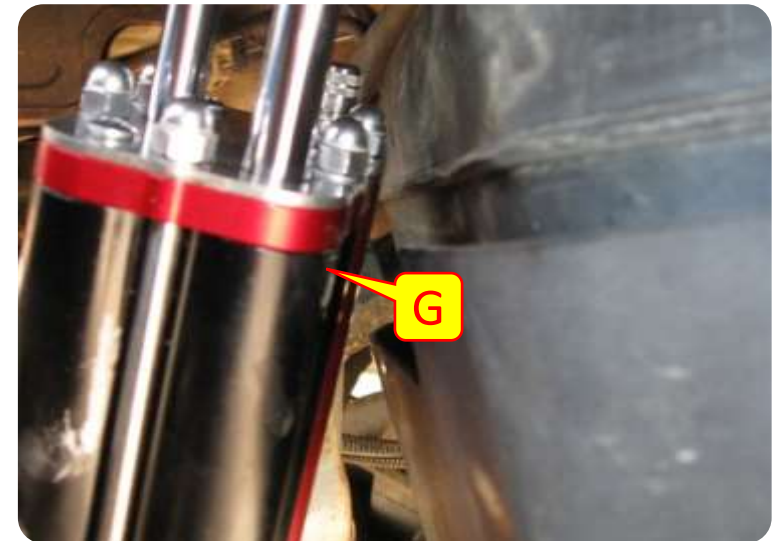
Section 3: Installation Instructions

Step 3: Install MetalCloak 6Pak Shocks

- F. Install the bushing rod end using the stock hardware.
- G. When properly installed the shocks will roughly parallel to the corners of the gas tank skid, with the reservoirs pointing toward the center of the JEEP. Depending on the fit of your shocks you may find it necessary to trim the stock gas tank skid. Check this fit carefully before driving the vehicle, especially with aftermarket gas tank skids, to ensure you are not rubbing.



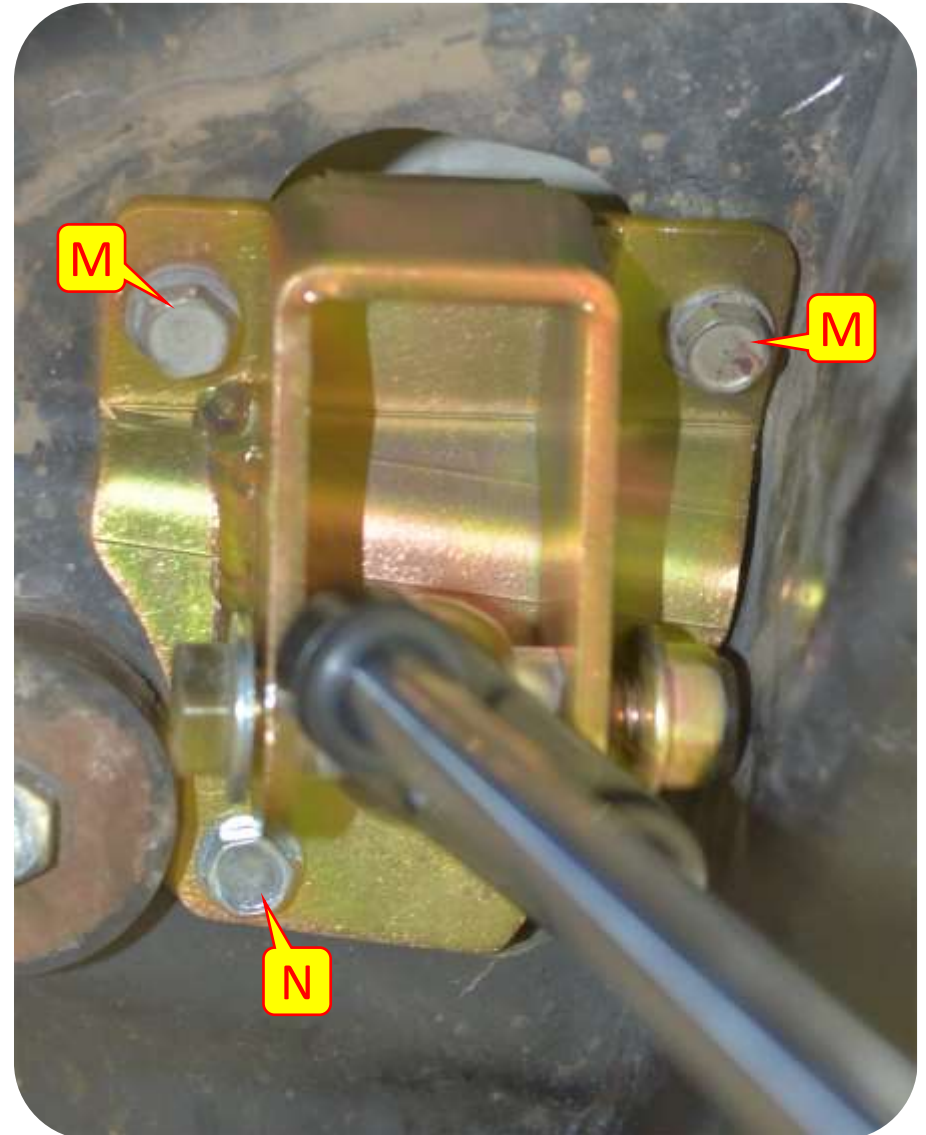
Note: For added clearance, trim the stock coil bucket so that it is flush with the rear of the axle. Paint exposed metal.



Section 3: Installation Instructions

Step 2: Install Front Upper Bar Pin Eliminator

- L. Align the MetalCloak Upper Rear Shock Mount with the factory holes.
- M. Hand tighten the factory hardware to hold the Upper Rear shock mount into place.
- N. Using a 9/32" drill bit drill the additional hole for the third bolt.
- O. Using a 14mm socket tighten down the provided self tapping bolt in the drilled out location.
- P. Tighten all upper rear shock mount bolts.
- Q. Using the provided bolt and spacers install the rear shock in the upper rear shock mount making sure the head of the bolt is away from the frame.
- R. Reinstall the bottom of the shock in the lower rear shock mount.
- S. Tighten down all bolts.



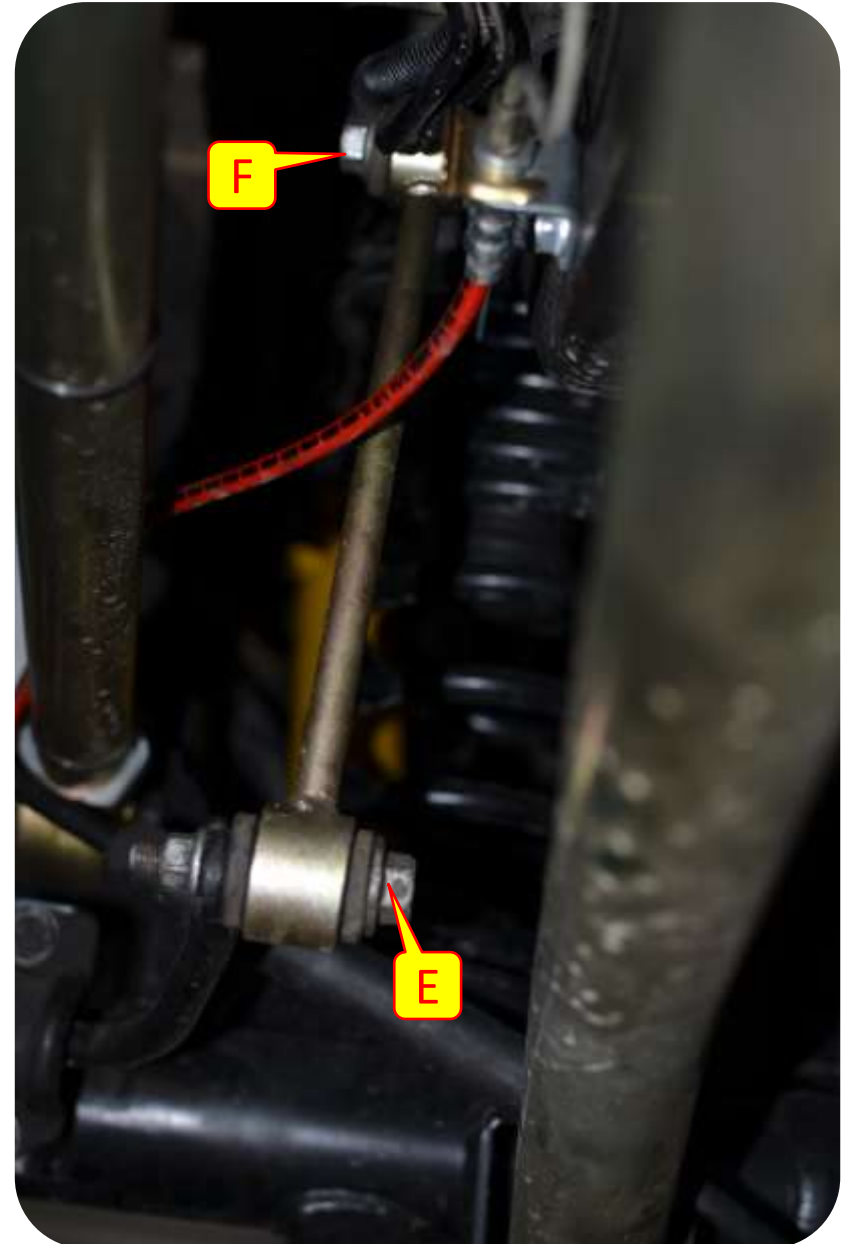
Section 3: Installation Instructions



Step 6: Rear Sway Bar Links

- A. Use the two 18mm wrenches or socket to unbolt the lower bolt of the sway bar end link.
- B. Use the 19mm wrench to hold ball socket side on upper attaching point (*Inside the rubber cover*).
- C. Use the 18mm wrench for the back side of the sway bar to remove the nut.
- D. Remove the factory sway bars.
- E. Using the factory hardware install the bottom of the MetalCloak extended sway bar links.
- F. Using the factory hardware install the top of the MetalCloak extended sway bar links.
- G. Torque upper and lower bolts to 75lbs.

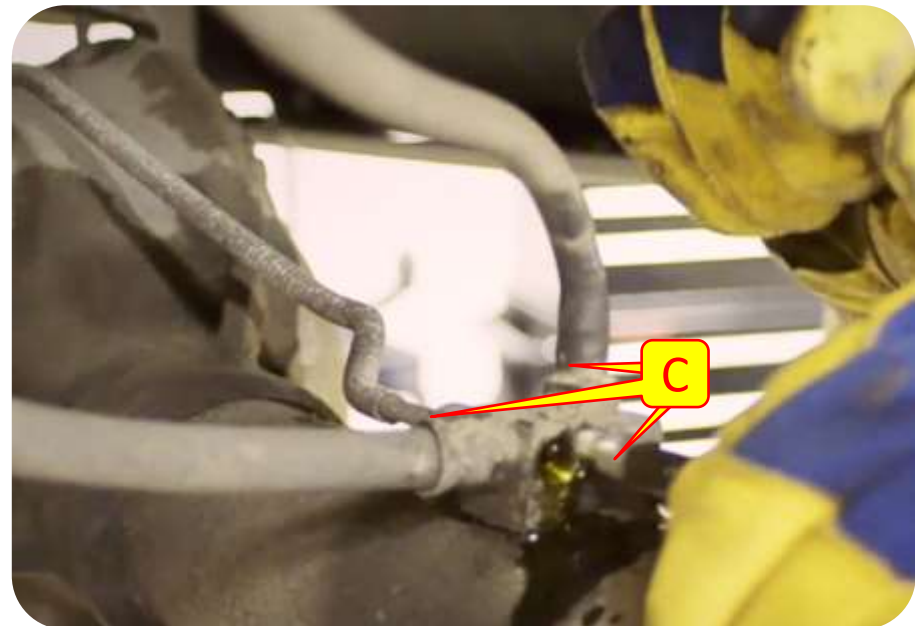
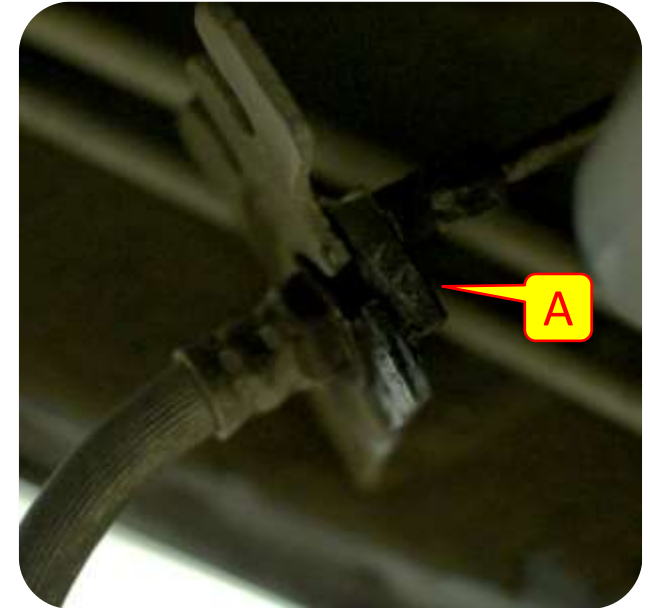
Note: Keep all factory hardware.



Section 3: Installation Instructions

Step 7: Remove Stock Rear Brake Line

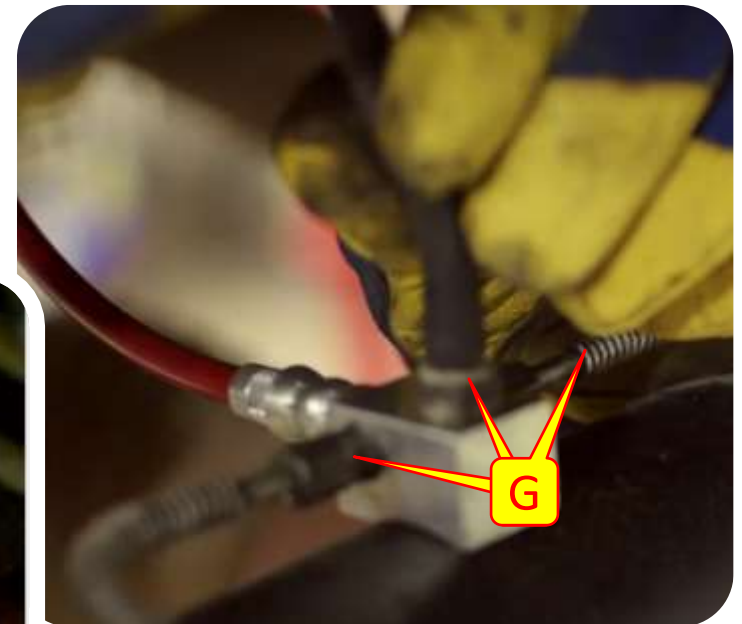
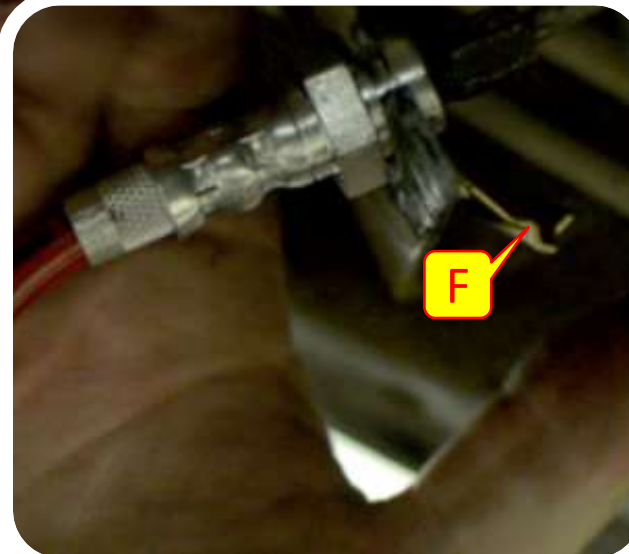
- A. Using pliers remove brake line retaining clip.
- B. Disconnect top of brake line from break hardline using a 3/8" box wrench.
- C. Disconnect all three brake hard lines from bottom part of break line using a 3/8" box wrench.



Section 3: Installation Instructions

Step 8: Install Rear Brake Line

- E. Install new brake line and bracket tighten with 3/8" box wrench.
- F. Use hammer to Install brake line retainer clip.
- G. Attach the three hard lines to new brake line.
- H. Bleed brakes before driving.



Section 3: Installation Instructions



Step 9: Bleed Brake Line

Important Note: *Before driving bleed brake line.*



Section 3: Installation Instructions

Step 10: Tighten all hardware

Lower Jeep and Tighten ALL hardware.

