



PRODUCT: **Bronco 6G 2.5" Game Changer Suspension**

REV: B | 03-22-2024 | II-B0310

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:



Socket & Ratchet Wrench

8mm Socket 10mm Socket
15mm Socket 18mm Socket
21mm Socket 24mm Socket
27mm Socket 35mm Socket
9/32" Socket



15mm Wrench
21mm Wrench
23mm Wrench

4mm Allen Wrench
6mm Allen Wrench
12mm Allen Wrench



Philips Head Screwdriver

T25 Torx Wrench



Adjustable 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.

Model: Instructions may apply to multiple Bronco models but are labeled separately where appropriate.

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.

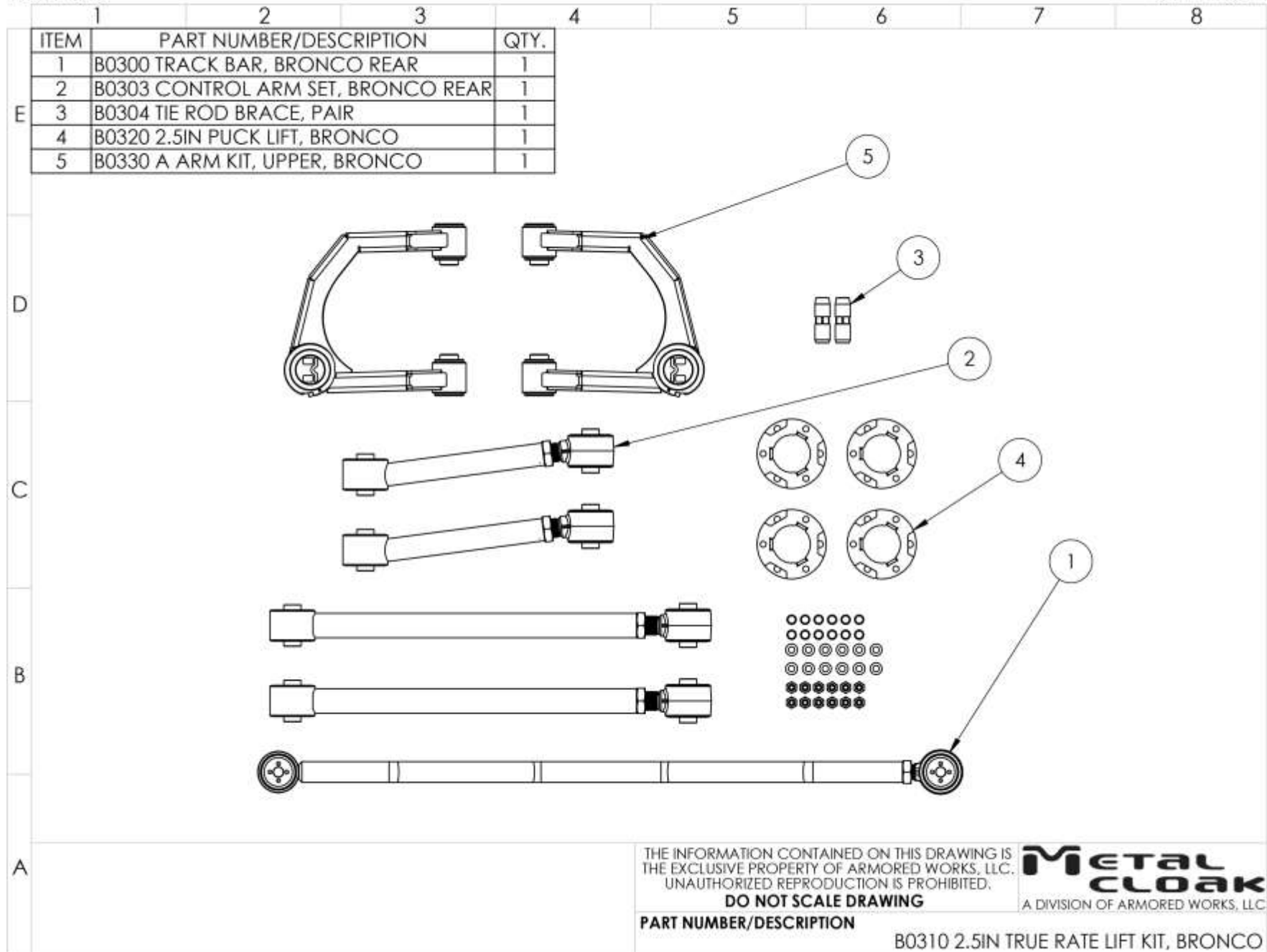
Installation Notes: Terms may be used in the body of the instructions that you may not be familiar with, if you have any questions feel free to contact us at the number below, or email techhelp@metalcloak.com

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

Section 2: Product Components

DC-0001 Rev B

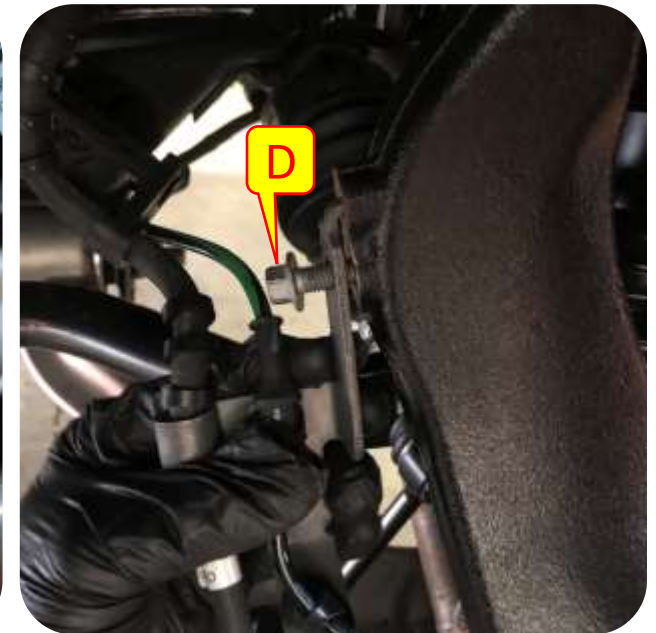
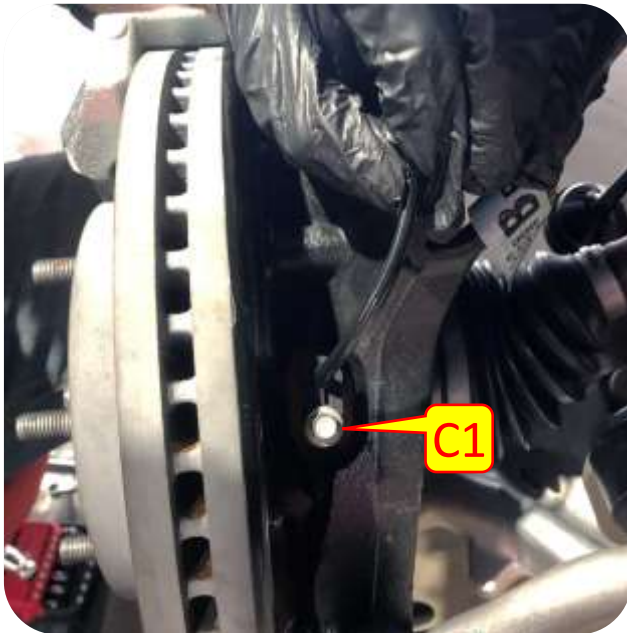
SHEET 1 OF 1



Section 3: Installation Instructions

Step 1: Disconnect Factory Components

- A. Jack the vehicle up and place a jackstand under front crossmember (lower A-arm must be able to droop completely).
- B. Remove Tire.
- C. Using an 8mm socket remove the sensor retaining bolt.
- D. Using a 10mm socket remove the wire bracket on the knuckle.

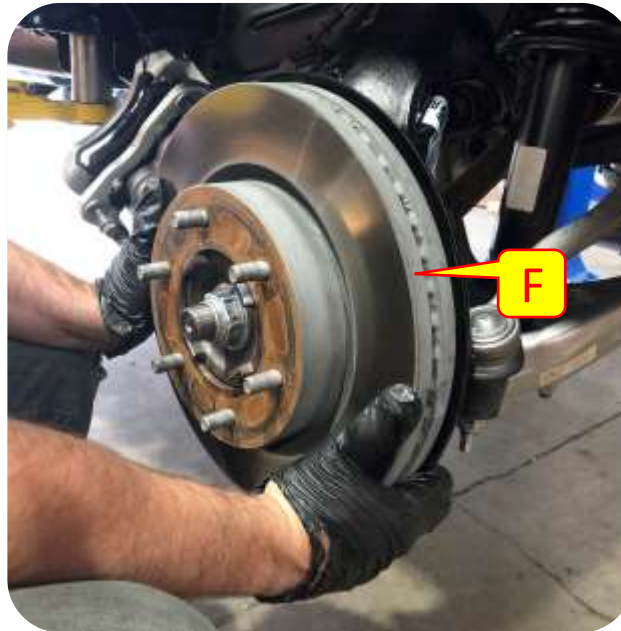


Section 3: Installation Instructions

Step 1: Disconnect Factory Components

- E. Using a 18mm socket with a 3in extension remove the brake caliper bolts.
- F. Remove the brake rotor.

Note: To help prevent unnecessary tension on the brake lines MetalCloak recommends using zip ties to help hang the brake caliper.



Section 3: Installation Instructions

Step 1: Disconnect Factory Components

- G. Use a 35mm socket on a 1/2 impact drill remove the axle nut.
- H. Loosen the tie-rod jam-nut with a 21mm wrench and mark the threads where the outer-section meets with the inner-section.
- I. Uninstall the tie-rod outer-section from the steering knuckle.

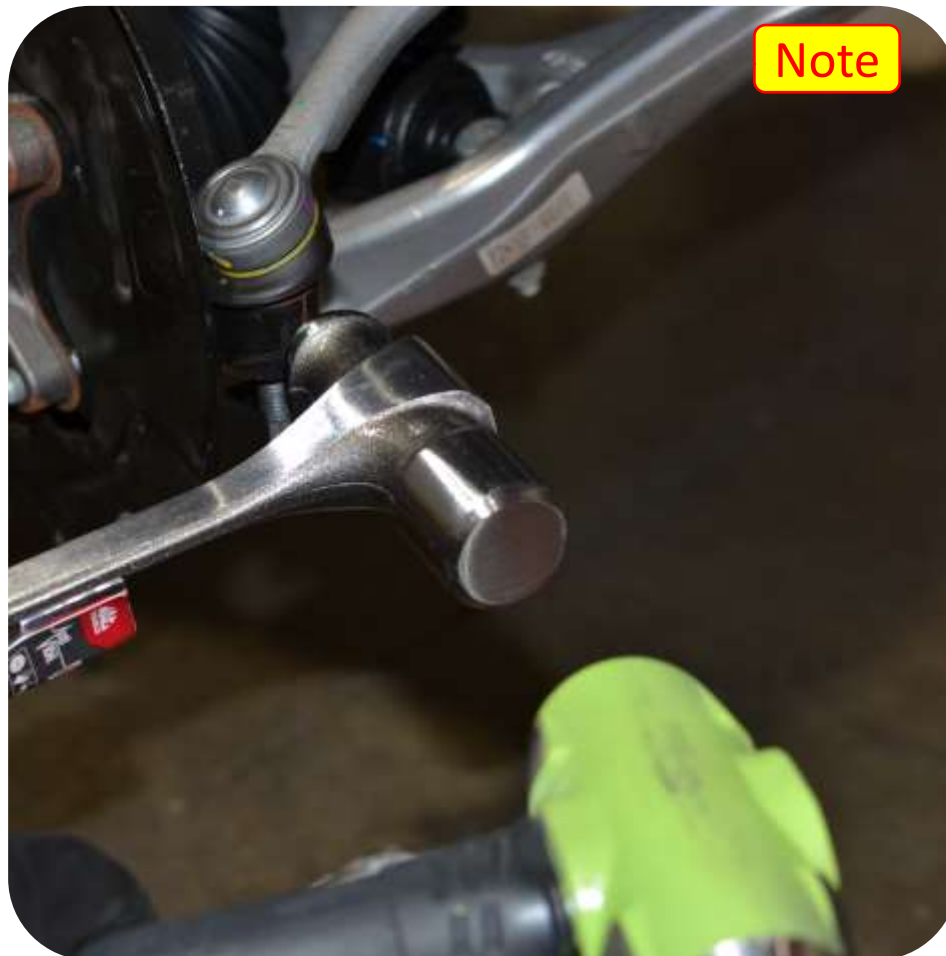


Section 3: Installation Instructions

Step 1: Disconnect Factory Components

Note: MetalCloak recommends using a jack and a piece of wood to unbind the tie rod by lifting the suspension assembly up. Use a ball peen hammer and a 3lb hammer to hit the knuckle. The impact on the housing helps release the tapered bolt.

- J. Completely unthread the tie-rod outer-section from the inner-section.



Section 3: Installation Instructions

Step 1: Disconnect Factory Components

- K. Remove the upper ball joint nut with a 18mm socket and separate the ball joint from the knuckle.
- L. Remove upper A-arm pivot bolt using a 24mm socket and 21mm wrench. **Save Hardware.**
- M. Remove the A-arm.

Important Note: On the driver side you must remove a 10mm nut to separate the steering sleeve to allow enough room to remove the factory A-arm bolt.

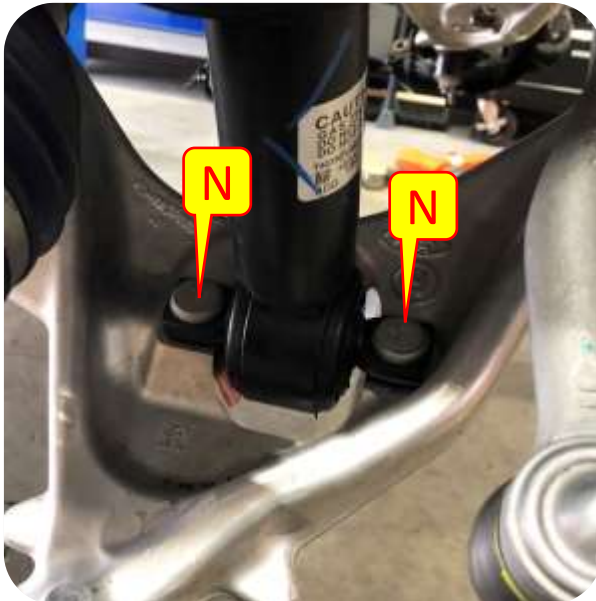


Section 3: Installation Instructions

Step 1: Disconnect Factory Components

- N. Using a 18mm socket remove the lower shock mounts.
- O. Using a 21mm wrench and 6mm allen wrench remove the sway bar end links from the lower control arms.
- P. Remove the nuts that hold the strut to the strut tower using a 15mm socket wrench.

Important Note: Be careful not to put extra strain on the axle shaft. Pull on the axle shaft or forcing it to move in extreme angles may cause internal damage.

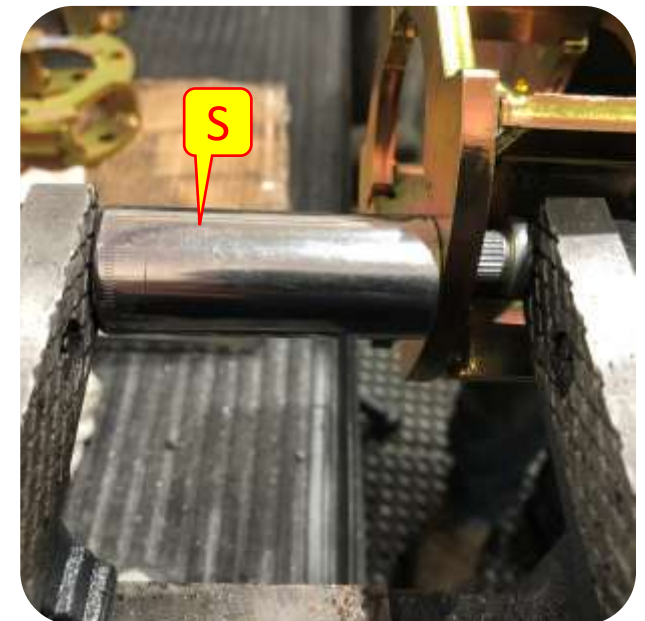
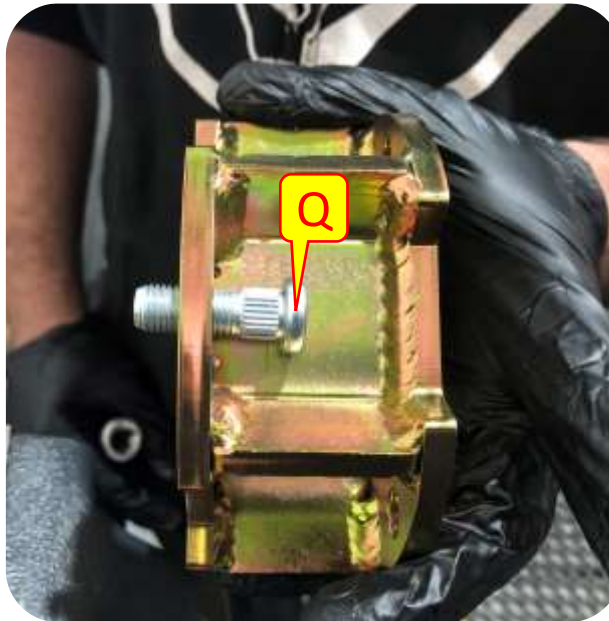


Section 3: Installation Instructions

Step 2: Wheel Stud Installation

Note: To tell the difference between the front and rear pucks set the pucks side by side. The shorter pucks are for the front while the taller pucks are for the rear.

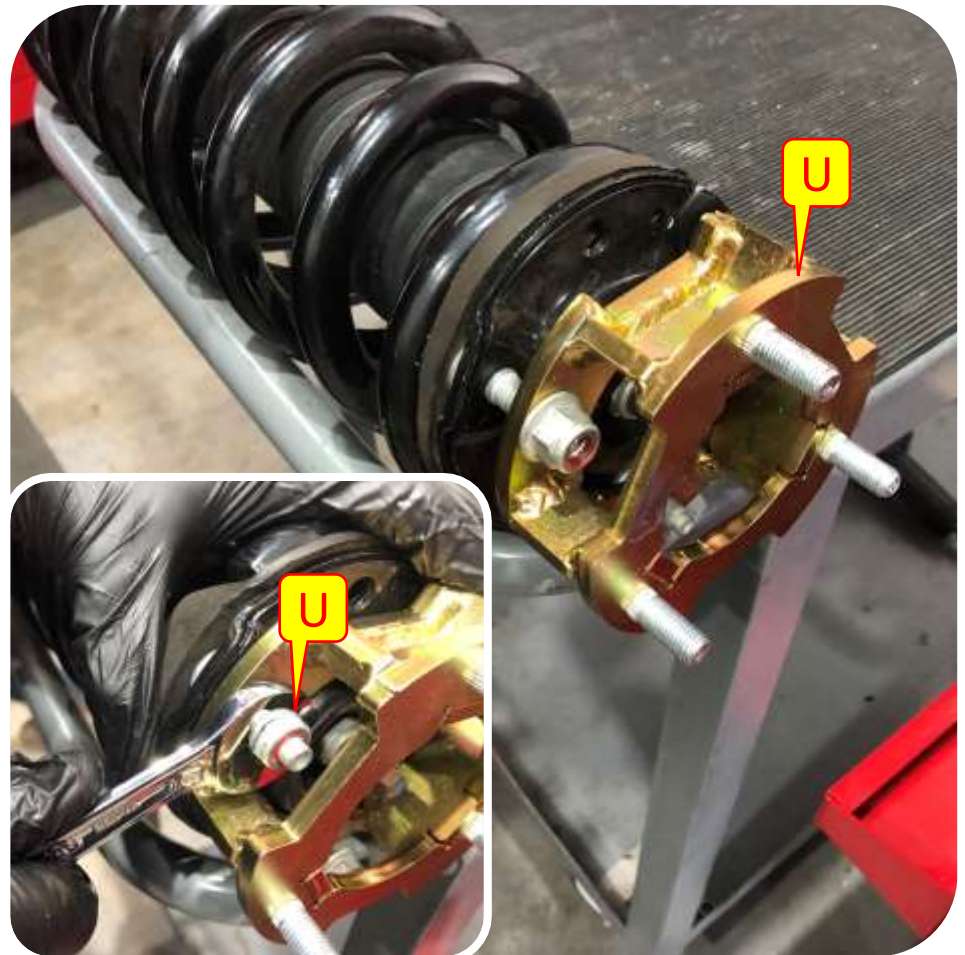
- Q. Place the provided wheel stud into the top side of the gold zined puck. The top side of the puck is the side with the smaller holes.
- R. Place a long socket on the other end of the puck making sure the socket has enough room for the wheel stud to be pressed in fully.
- S. Place the wheel stud and socket into a vice and tighten the vice unit the wheel stud is completely pressed in. Repeat the process for the remaining wheel studs.



Section 3: Installation Instructions

Step 3: Lift Puck Installation

- T. Using a pair of channel lock pliers remove the roll pin from the strut.
- U. Place the lift puck onto the strut and using the stock lock nuts tighten the nuts using a 15mm wrench.



Section 3: Installation Instructions



IMPORTANT NOTE!!!

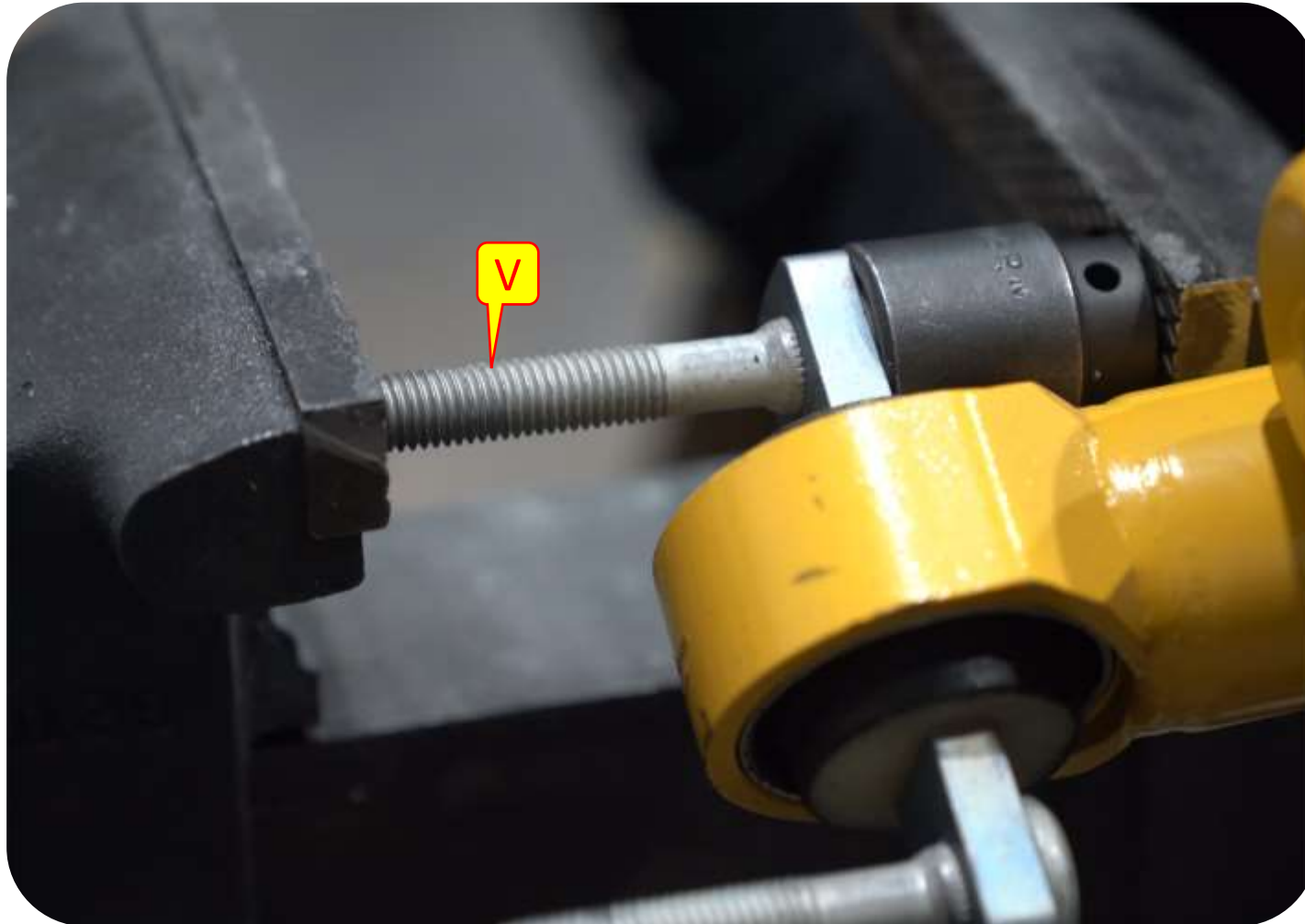
IMPORTANT NOTE: CAUTION!!! The coil will need to be clocked to align the lift puck studs to the factory stud location. This is **EXTREMELY DANGEROUS**. A coil compressor is required. Below is the coil compressor that MetalCloak uses for this task. The coil is under heavy load and if not secured properly can **SEVERELY HARM OR KILL YOU** when the tension is being released. If not experienced with this process it is **HIGHLY** recommended that you use an authorized installer to complete this step.



Section 3: Installation Instructions

Step 4: Prep for Front Strut Re-Installation

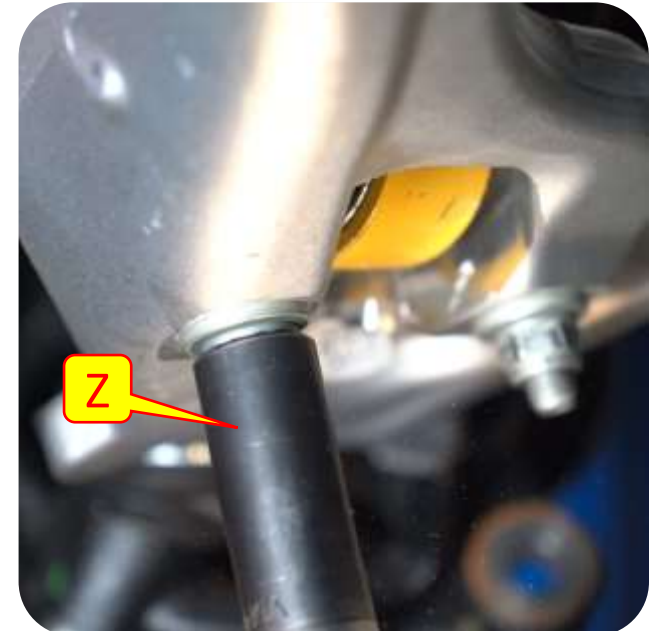
- V. Using a vice and socket press out the lower shock studs. This will help provide an easier installation. **Save the studs for reinstallation.**



Section 3: Installation Instructions

Step 5: Front Strut Re-Installation

- W. Reinstall the strut into the strut housing and tighten down the nuts with a 15mm wrench.
- X. Align the lower part of the shock and install the factory studs. Use a ballpeen hammer to start the studs into the shock mount.
- Y. Install the factory nuts to the lower studs. We will tighten these to draw the stud through.
- Z. Using a 18mm socket tighten the stud nuts to draw the shock studs through.



Section 3: Installation Instructions

Step 6: Install The MetalCloak A-Arms

AA. Install Durotrak spacers into Durotrak bushings in the A arm, with the spacers on the insides face of the joints.

BB. Install the A arm, reusing the factory nut and bolt and tighten the bolt with a 24mm socket and 21mm wrench.

Important Note: *On the driver side once you have installed the factory A-arm bolt reconnect the steering sleeve and tighten the 10mm nut.*



Section 3: Installation Instructions

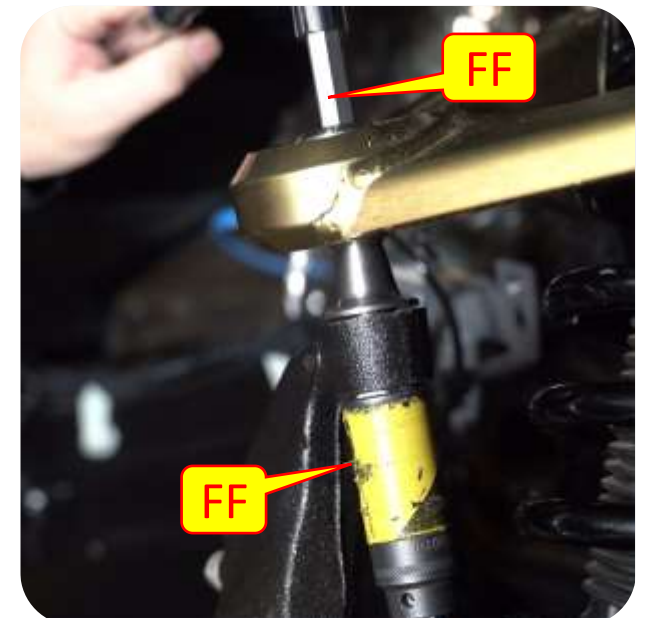
Step 6: Install The MetalCloak A-Arms

CC. Install the tapered uniball spacer into the knuckle and the uniball.

DD. Install the uniball bolt washer into the top of the uniball

EE. Drop the supplied socket head bolt through the uniball and steering knuckle and secure with the provided nut.

FF. Tighten the bolt with a 12mm allen wrench and 22mm socket.



Section 3: Installation Instructions

Step 6: Install The MetalCloak A-Arms

GG. Install the O-ring to the A-arm dust cover.

HH. Using a 4mm allen wrench loosen the A-arm pinch bolts.

II. Install the A-arm Dust Cover.

JJ. Re-tighten the pinch bolts.



Section 3: Installation Instructions

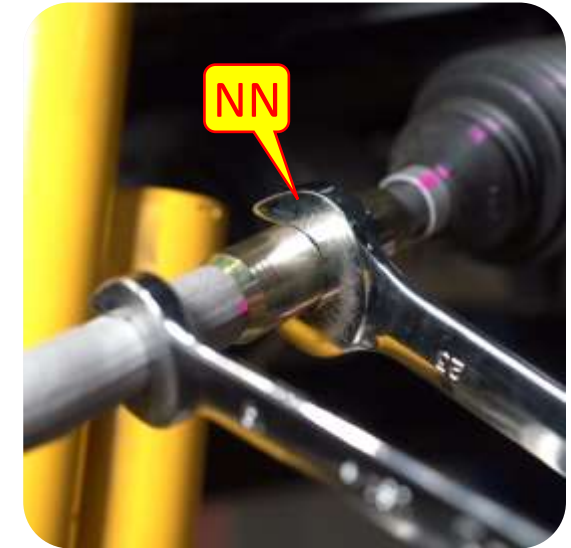
Step 7: Install Tie Rod Brace

KK. Remove the jam-nut and replace it with the Metalcloak tie rod sleeve. The unthreaded end of the sleeve should be towards the steering rack.

LL. Thread the tie-rod outer-section back onto the inner-section up to the mark on the threads.

MM. Reinstall the outer-section to the knuckle with a 21mm socket.

NN. Tighten down the sleeve against the outer-section with a 21mm and 23mm wrench.



Important Note: *It's recommended to get your alignment checked after installing the MC tie-rod sleeve.*

Section 3: Installation Instructions

Step 8: Re-Install Front Components

OO. Jack up the lower control arm.

PP. Align the axles shaft into the center of the hub.

QQ. Install the axle nut using a 35mm socket.

RR. Using a 21mm wrench and 6mm allen wrench install the sway bar end links to the lower control arms.



Section 3: Installation Instructions

Step 8: Re-Install Front Components

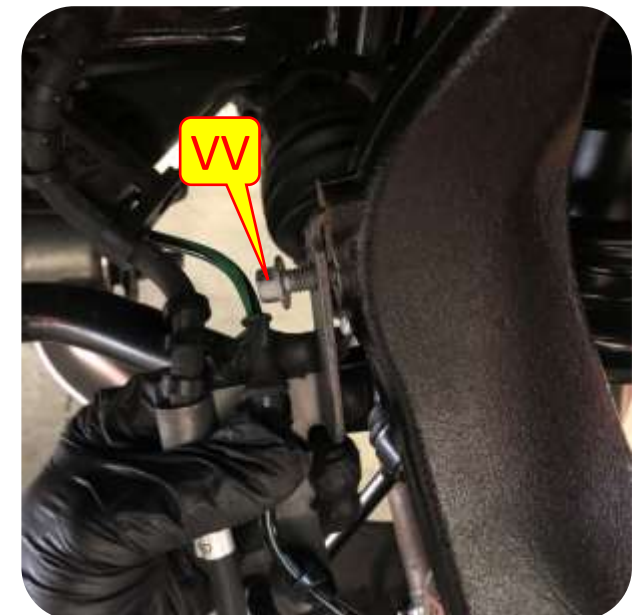
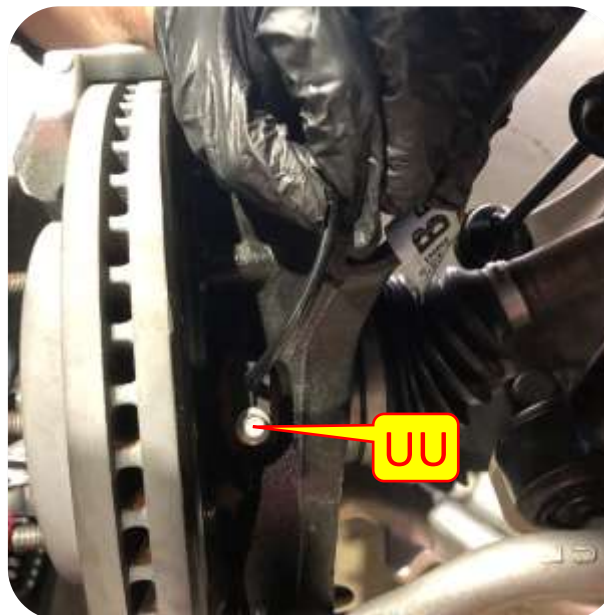
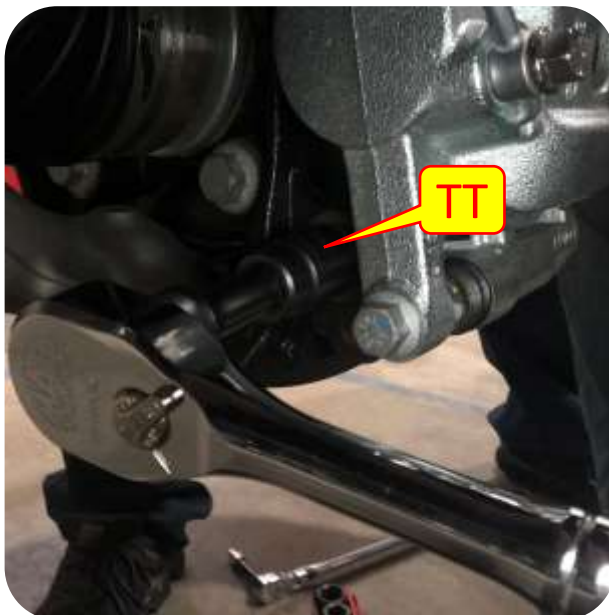
SS. Reinstall the rotor.

TT. Reinstall the brake caliper using a 18mm socket and 3in extension.

UU. Reinstall the abs sensor into the upright using a 8mm wrench.

VV. Reinstall the abs sensor wire bracket using a 10mm wrench.

WW. Make sure everything is fully tightened and then reinstall the wheel.



Section 3: Installation Instructions

Step 9: Disconnect Rear Components

Important Note: MetalCloak recommends supporting the axle with jack stands before disconnecting the struts.

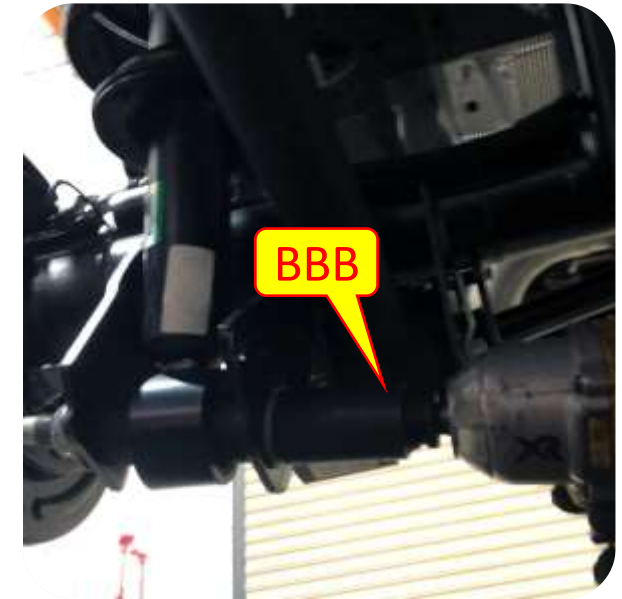
XX. Remove the tire.

YY. Using a 24mm socket remove the rear track bar. **SAVE HARDWARE.**

ZZ. With a Philips head screwdriver remove the inner fender liner.

AAA. Remove the nuts that hold the strut to the strut tower using a 15mm socket.

BBB. Using a 27mm socket remove the lower strut mount bolt.

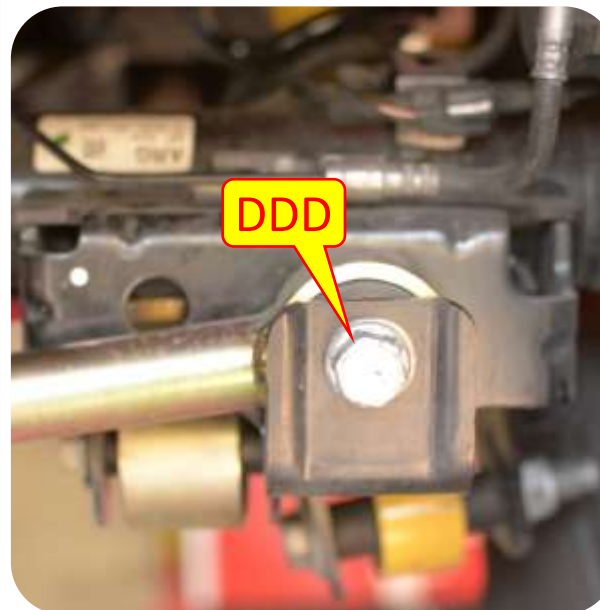


Section 3: Installation Instructions

Step 10: Track Bar Installation

CCC. Set length of the MetalCloak track bar to match the factory track bar.

DDD. Using a 24mm deep socket install the MetalCloak track bar. Make sure the adjustable end is at the frame.



Section 3: Installation Instructions

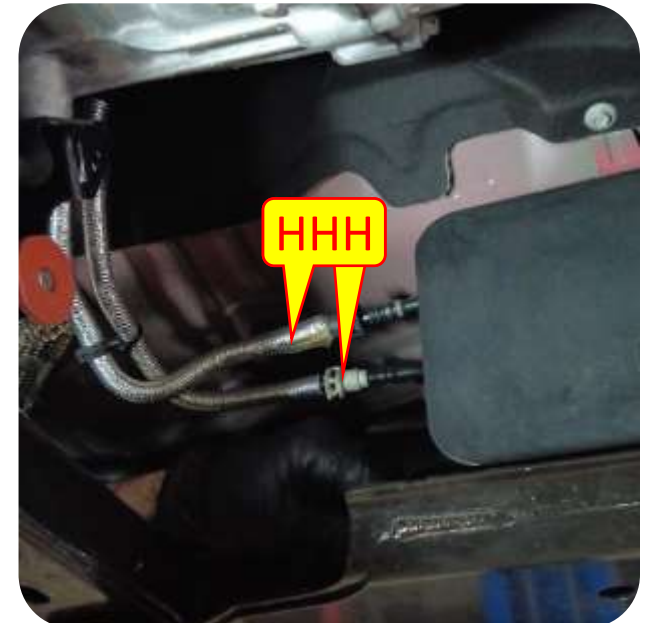
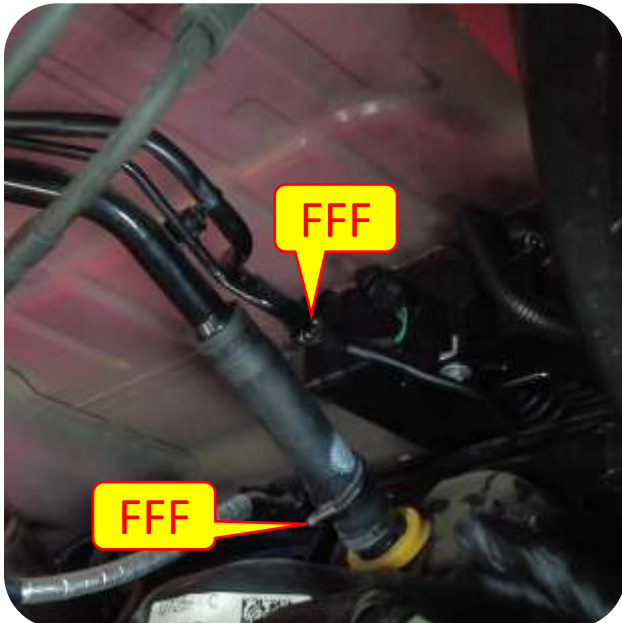
Step 11: Remove the Fuel Tank

EEE. Use a 9/32 socket and remove hose clamp on fuel filler neck.

FFF. Disconnect fuel vent line (*caution they can be fragile*).

GGG. Remove the 8 bolts securing fuel tank in place using a 18mm socket.

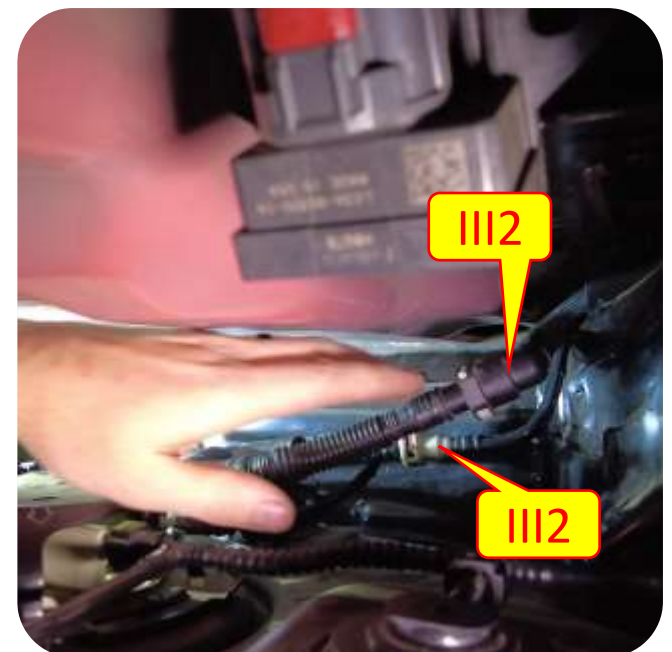
HHH. At front of fuel tank disconnect fuel feed and fuel return lines. ***Make sure the area is ventilated and something to catch the fluid is below the lines; fuel will leak once disconnected.***



Section 3: Installation Instructions

Step 11: Remove the Fuel Tank

- III. Lower the tank 4"-6" and disconnect fuel pump electrical connection (III1) and disconnect 2 vent hoses (III2).
- JJJ. Completely remove fuel tank and set aside. MetalCloak recommends having a second person help remove the gas tank.

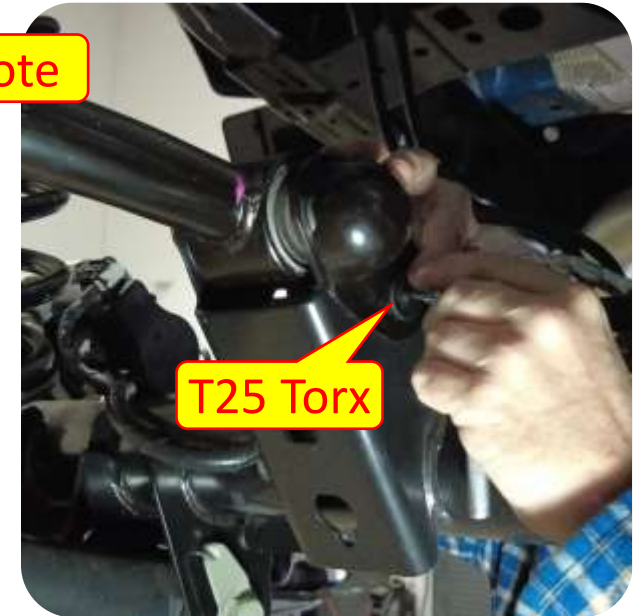


Section 3: Installation Instructions

Step 12: Install Lower Control Arms

KKK. Remove lower control arms using a 24mm socket.

Note: Depending on the year or model your Bronco may come with rear control arm covers. If your Bronco comes with the control arm covering use a T25 torx to remove this covering.



Section 3: Installation Instructions

Step 12: Install Lower Control Arms

LLL. Using stock lower control arm for reference, adjust new control arm to same length eye to eye.

MMM. Install the Duroflex lower control arm using the factory hardware with a 24mm socket.



Section 3: Installation Instructions

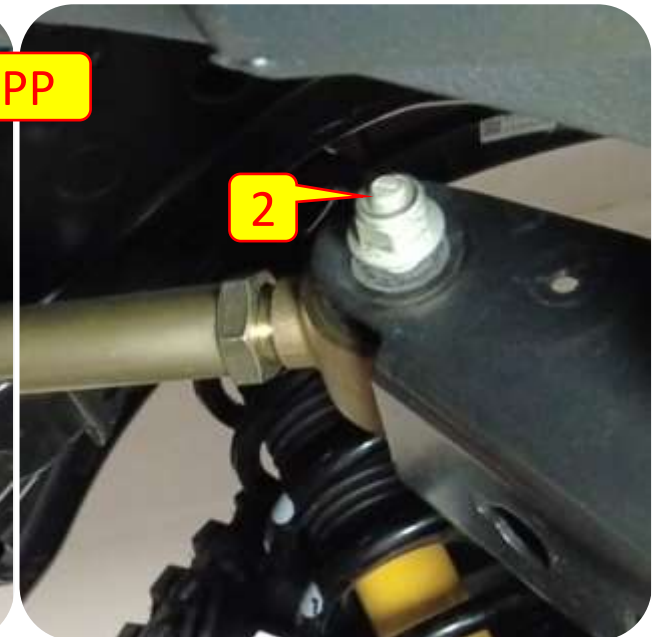
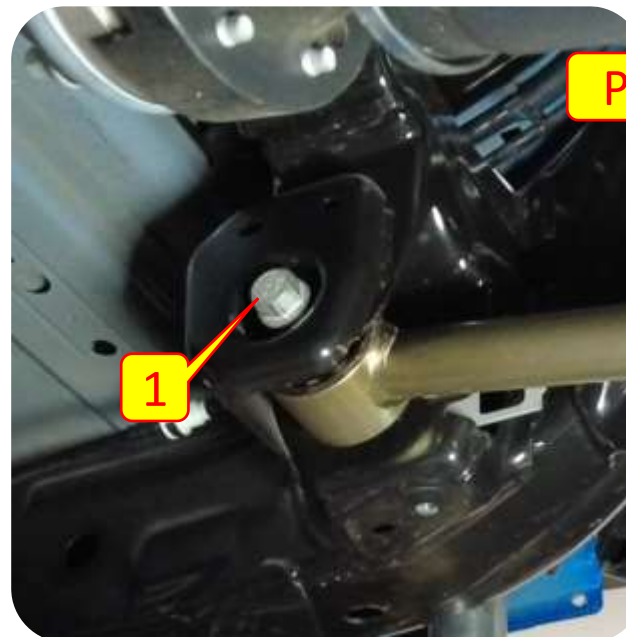
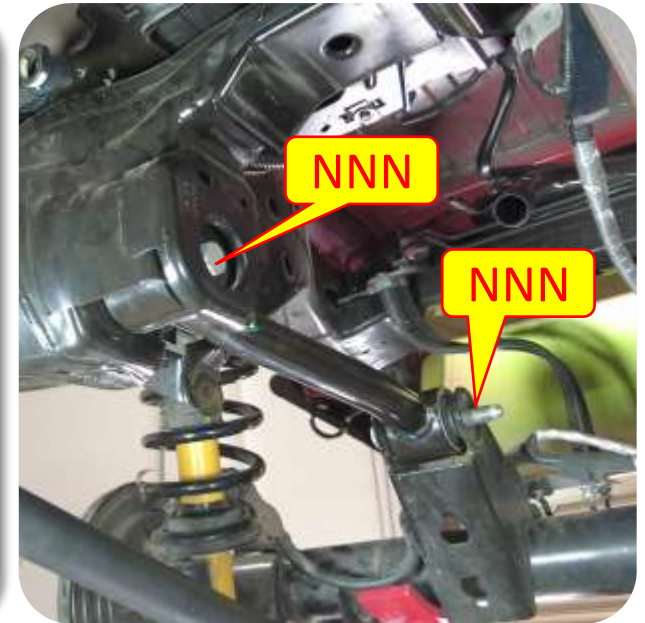
Step 13: Install Upper Control Arms

NNN. Remove upper control arms using a 24mm socket.

OOO. Using stock upper control arm for reference, adjust new control arm to same length eye to eye.

PPP. Install new upper control arm using a 24mm socket making sure the jam nut end is at the axle (*on the passenger side at the frame, flip the bolt so that the head faces outward. this will make it easier to access the lower control arm in the future*).

QQQ. Tighten all control arm hardware.



Section 3: Installation Instructions

Step 14: Install the Fuel Tank

RRR. Reinstall fuel tank. MetalCloak recommends having a second person help install the gas tank.

SSS. Reconnect the fuel pump electrical connection (SSS1) and the 2 vent hoses (SSS2).



Section 3: Installation Instructions

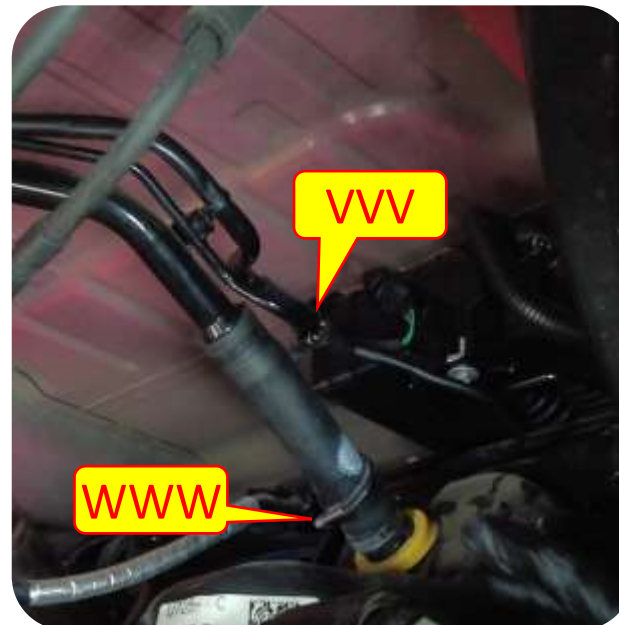
Step 14: Install the Fuel Tank

TTT. At the front of fuel tank reinstall fuel feed and fuel return lines.

UUU.Reinstall the 8 bolts securing fuel tank in place using a 18mm socket.

VVV.Reinstall the fuel vent line (*caution they can be fragile*).

WWW.Use a 9/32 socket and reinstall the hose clamp on fuel filler neck.



Section 3: Installation Instructions

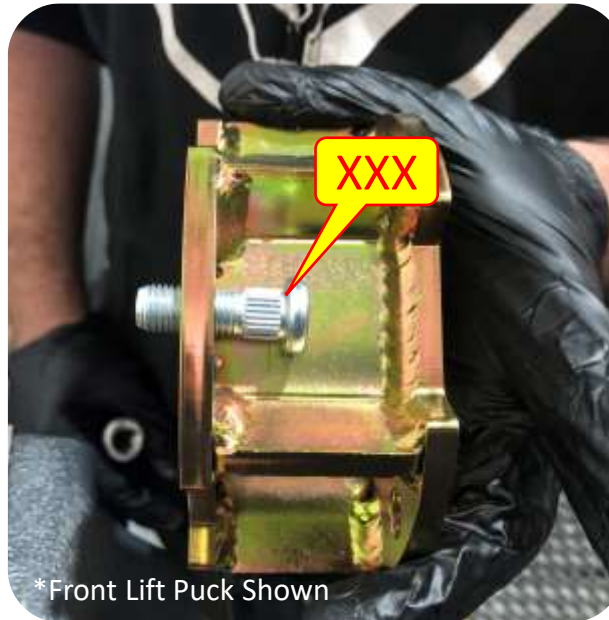
Step 15: Wheel Stud Installation

Note: To tell the difference between the front and rear pucks set the pucks side by side. The shorter pucks are for the front while the taller pucks are for the rear.

XXX. Place the provided wheel stud into the top side of the gold zined puck. The top side of the puck is the side with the smaller holes.

YYY. Place a long socket on the other end of the puck making sure the socket has enough room for the wheel stud to be pressed in fully.

ZZZ. Place the wheel stud and socket into a vice and tighten the vice unit the wheel stud is completely pressed in. Repeat the process for the remaining wheel studs.

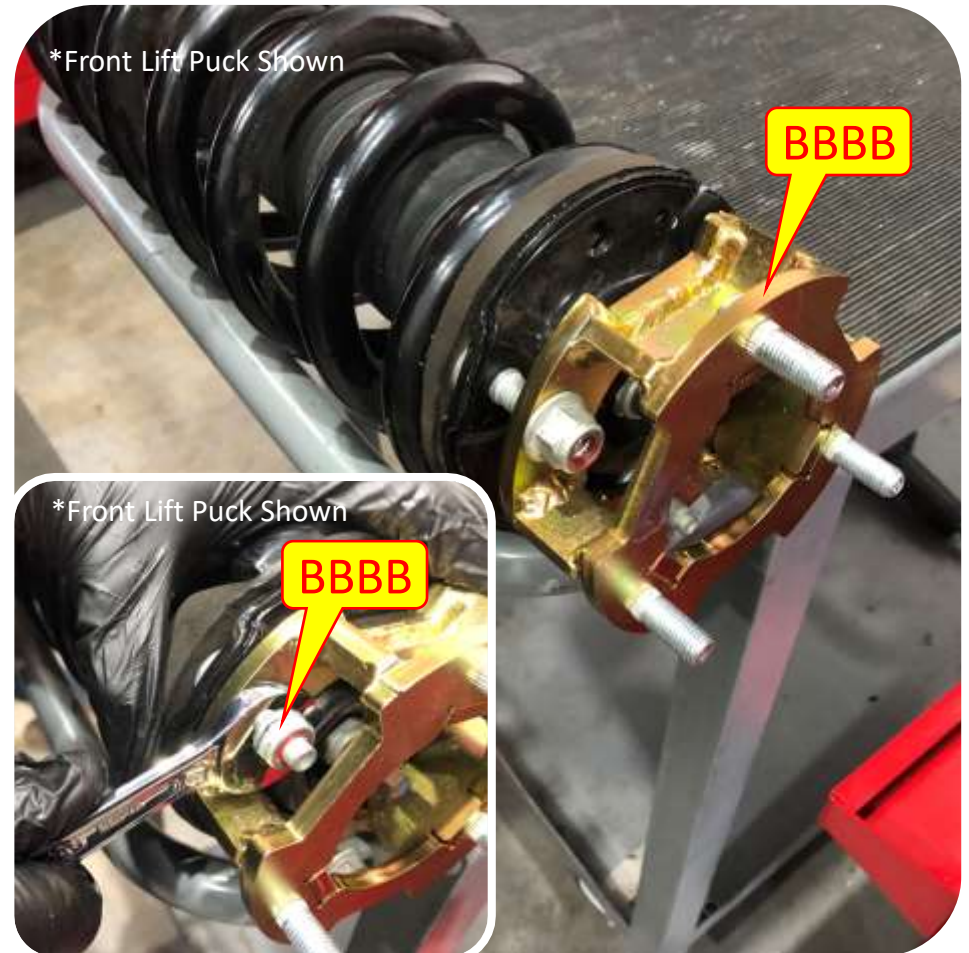


Section 3: Installation Instructions

Step 16: Lift Puck Installation

AAAA. Using a pair of channel lock pliers remove the roll pin from the strut.

BBBB. Place the lift puck onto the strut and using the stock lock nuts tighten the nuts using a 15mm wrench.



Section 3: Installation Instructions

IMPORTANT NOTE!!!

IMPORTANT NOTE: CAUTION!!! The coil will need to be clocked to align the lift puck studs to the factory stud location. This is **EXTREMELY DANGEROUS**. A coil compressor is required. Below is the coil compressor that we at MetalCloak use. The coil is under heavy load and if not secured properly can **SEVERELY HARM OR KILL YOU** when the tension is being released. We **HIGHLY** recommend that you use an authorized installer to install this for you.



Section 3: Installation Instructions

Step 17: Re-Install Components

CCCC. Using a 15mm wrench install the rear strut into the strut housing and tighten down the nuts.

DDDD. Using a 27mm socket install lower strut mount bolt.

EEEE. Using a Philip head screwdriver reinstall the inner fender liner.

FFFF. Make sure everything is fully tightened and reinstall the wheel and lower vehicle to the ground.



Section 3: Installation Instructions

Step 18: Adjust Track Bar

GGGG.Center the axle under the Bronco.

HHHH.Tighten the track bar hardware.

IIII. Tighten the track bar jam nut using an 18" crescent wrench.

