



Installation Instructions



PRODUCT: JK 6Pak Long Travel Upgrade Kit

REV: D | 05-31-2016 | II-7119

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.



Socket Ratchet Wrench

10MM Socket	16MM Socket
17MM Socket	18MM Socket
19MM Socket	21MM Socket
24MM Socket	9/16" Socket



Electric Drill

"L" Drill	1/4" Drill Bit
9/16" Drill	7/16" Drill Bit



Cut-Off Disc and Grinder
(Optional)

14mm Box Wrench
18mm Box Wrench (x2)
19mm Box 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

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 A

SHEET 1 OF 1

ITEM	PART NUMBER/DESCRIPTION	QTY
1	1302 JK 13IN 6PAK ALIGNED REAR DRIVE	1
2	1303 JK 13IN 6PAK ALIGNED REAR PASS	1
3	1501 JK 15IN 6PAK ALIGNED FRONT	2
4	7020 SHOCK MOUNT KIT, JK WRANGLER REAR	1
5	7021 SHOCK MOUNT KIT, JK WRANGLER FRONT	1

OPTION 1

4 DOOR UNLIMITED

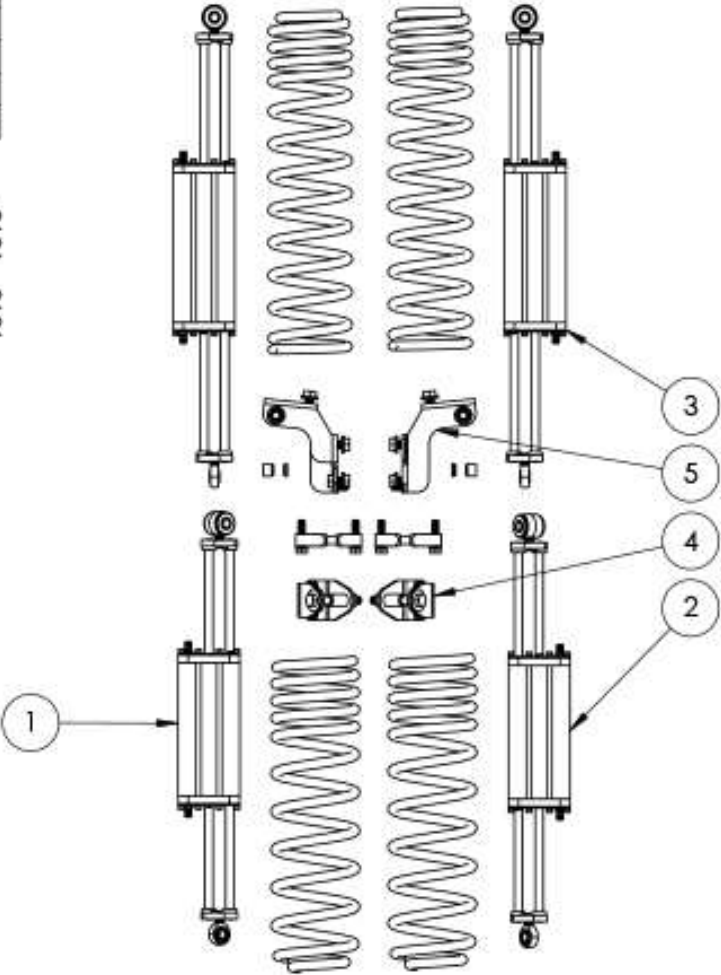
7005 DUAL RATE COIL SPRING SET, 3.5 INCH JK 4DR

7009 DUAL RATE COIL SPRING SET, 2.5 INCH JK 4DR

2 DOOR

7006 DUAL RATE COIL SPRING SET, 3.5 INCH JK 2DR

7022 DUAL RATE COIL SPRING SET, 2.5 INCH JK 2DR



THE INFORMATION CONTAINED ON THIS DRAWING IS THE EXCLUSIVE PROPERTY OF ARMORED WORKS, LLC. UNAUTHORIZED REPRODUCTION IS PROHIBITED.

DO NOT SCALE DRAWING

PART NUMBER DESCRIPTION

MetalCloak
A DIVISION OF ARMORED WORKS, LLC

7119 LONG TRAVEL UPGRADE SYSTEM, JK

Section 3: Installation Instructions



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: 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 shock plate to identify the shocks corresponding location.

JKF – Front Shocks

JKRD – Rear Driver Side Shock

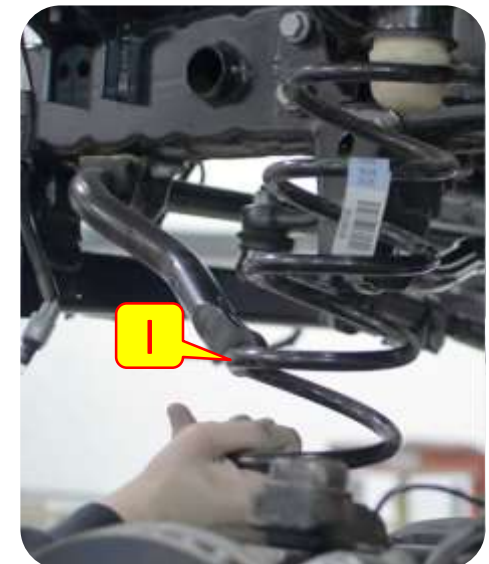
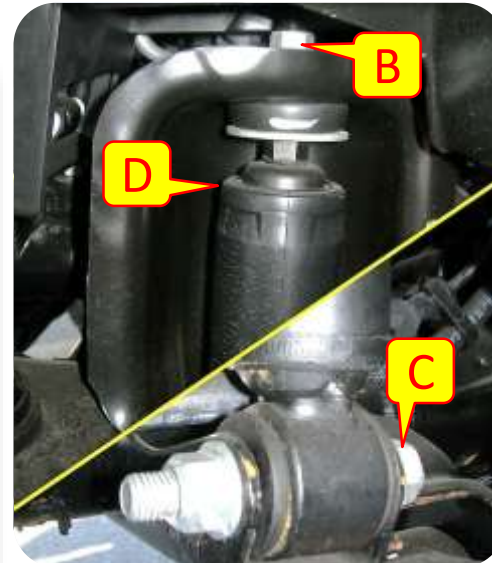
JKRP – Rear Passenger Side Shock



Section 3: Installation Instructions

Step 1: Disconnect Stock Components

- A. Lift Jeep and place jack stands under the front axle before disconnecting anything.
- B. To disconnect the front shocks use a 16MM (5/8") socket and wrench to remove the stock nut on top of the upper shock mount tower.
- C. Use a 19MM (3/4") socket and wrench to remove the stock nut and bolt from the lower shock mount bracket located on the axle.
- D. Remove front shocks.
- E. Disconnect track bar at the frame using a 21mm socket.
- F. Disconnect drag link at frame using a 24mm socket.
- G. Use the two 18mm wrenches or socket to unbolt the lower bolt of the sway bar end link. To disconnect the sway bar end links from the axle.
- H. If your Jeep is equipped with ABS be sure there is enough length in the ABS wires at each hub before drooping axle.
- I. Remove stock coil.



Section 3: Installation Instructions



Step 2: Install Front Coils

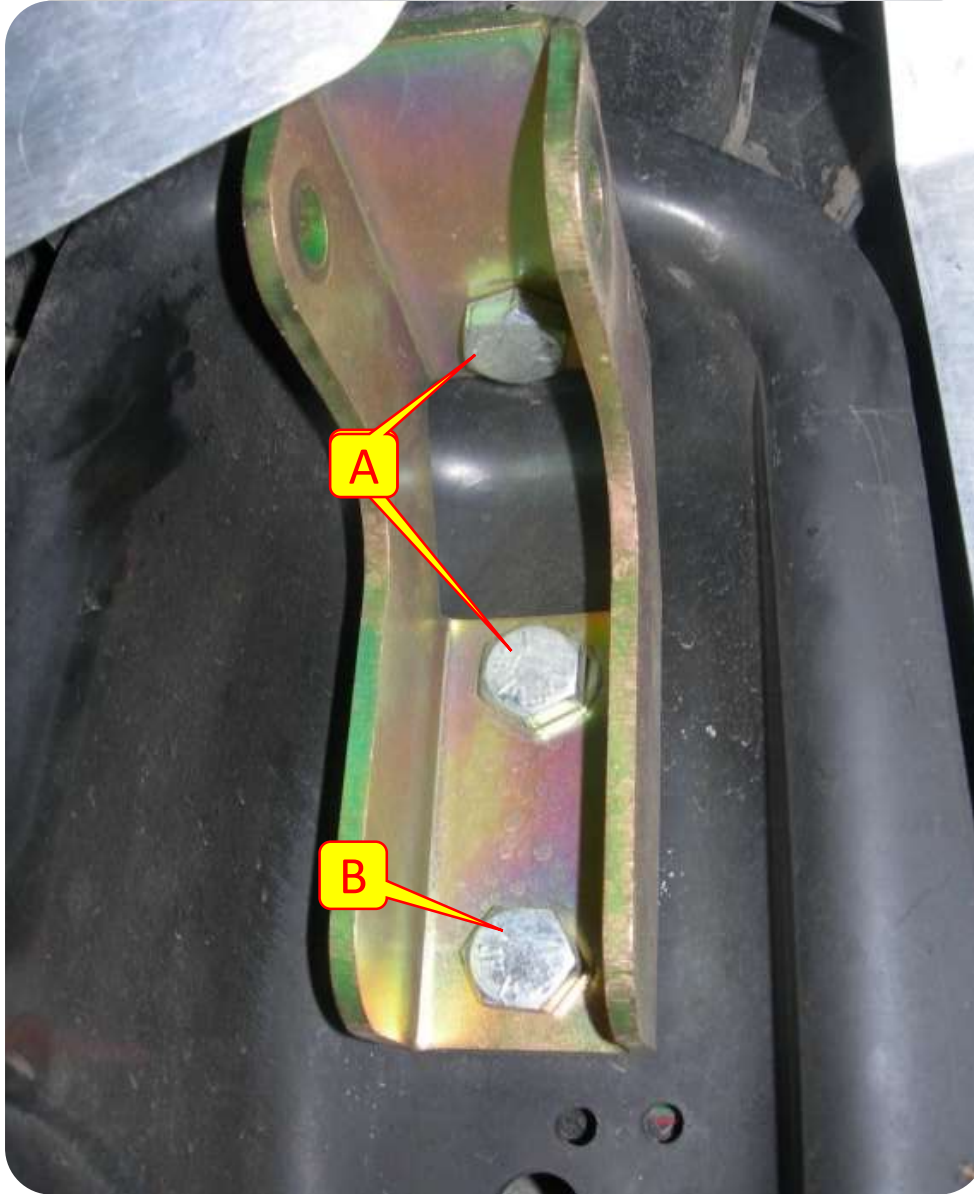
- J. If the axle does not “droop” enough to allow the coil to be put in place a coil compressor can be used to compress the coil to allow fitment.
- K. Install Front Dual Rate Coils with the tightly wound coils oriented upward.
- L. Slip the bottom of the coil onto the coil base on the axle.
- M. Reconnect all disconnected parts except for the shocks.



Section 3: Front Shock Installation Instructions



Step 3: Install Upper Shock Mount Bracket



- A. Align the top 2 holes of the Upper Shock Mount Bracket to the stock holes of the shock mount tower. Install the provided 1/2"-13 Hex Cap Screws with a 1/2" Washer under the head, backed by 1/2" Flange Lock Nuts; finger-tighten the hardware.
- B. Center the Bracket in the shock mount tower. Mark the bottom hole, drill a 9/16" hole in this location, and install the third 1/2" Screw in this hole. Fully tighten all 1/2" hardware.
- C. Install the bushing end of the 6Pak shock and the bottom of the shock in the stock mount.

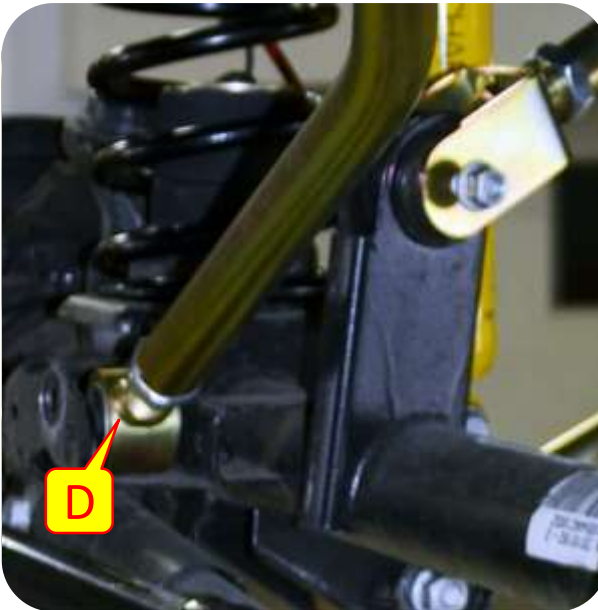
Note: The 6-Pak Shock Reservoir Tubes (RED) should point away from the vehicle, perpendicular to the frame of the JEEP



Section 3: Installation Instructions

Step 1: Remove Stock Components

- A. Lift Jeep and place jack stands under the rear axle before disconnecting anything.
- B. 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.
- C. Use an 18mm Hex Socket and Ratchet to remove the bolt that attaches the sway-bar link to the axle.
- D. Disconnect track bar at the axle end using a 21mm socket.
- E. Remove stock coil.

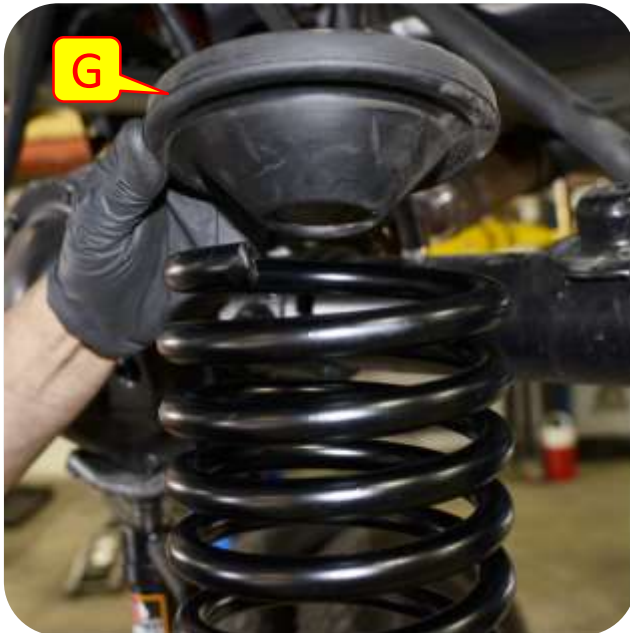


Section 3: Installation Instructions



Step 2: Install Front Coils

- F. 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.
- G. Place the Rear Coil Cup on to of the Rear Dual Rate Coil.
- H. Install Front Dual Rate Coils with the tightly wound coils oriented upward.
- I. Slip the bottom of the coil onto the coil base on the axle.
- J. Reconnect all disconnected parts except for the shocks.



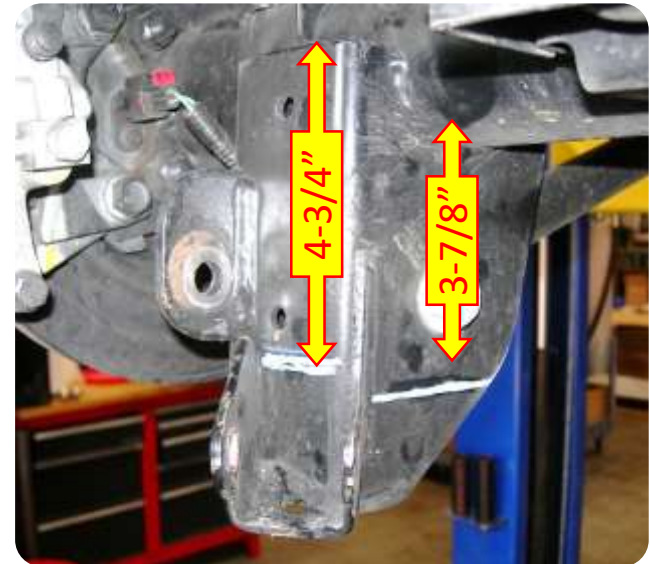
Section 3: Installation Instructions



Step 1: Remove Stock Components

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

- K. Mark the side of the Lower Stock Shock Mount Bracket **3-7/8"** from the bottom of the axle.
- L. Mark the rear of the Lower Stock Shock Mount Bracket **4-3/4"** from the top of the bracket.
- M. 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.



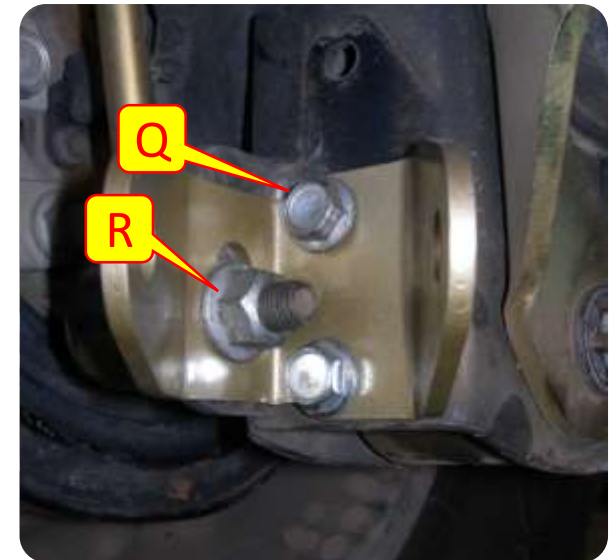
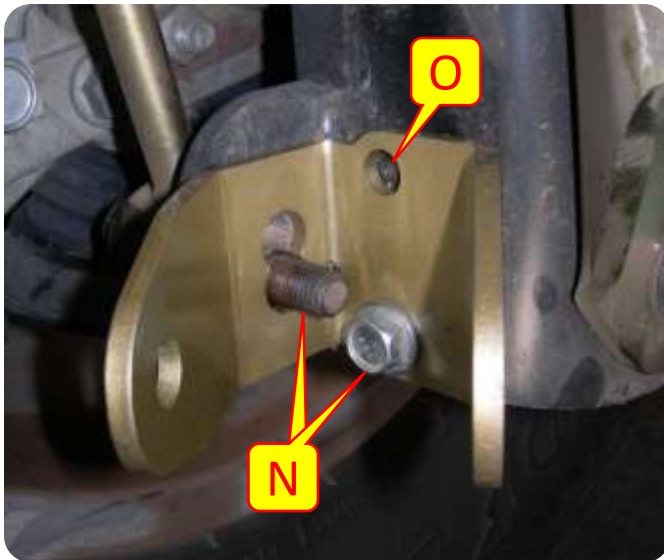
Section 3: Installation Instructions



Step 2: Install Shock Mount Bracket

- N. 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.
- O. Mark the upper hole on the Shock Mount Bracket to be drilled.
- P. 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.
- Q. Install the 3/8”-16 Flange Hex Head Screws and Nuts using a 9/16” Socket and Wrench.
- R. 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 3: Installation Instructions



Step 3: Install Shock

- S. 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.
- T. 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 3: Installation Instructions



Step 3: Install Shock

- U. 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.
- V. 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.

