

# **WILD HORSES**

## **FOUR WHEEL DRIVE**

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## **Shock Jock**

### **Rear shock mounting kit**

**#1457 Date 03/08/06 rev. 0**

#### **Kit Contents:**

1- upper right shock mount  
1- upper left shock mount  
4- lower shock mounts

#### **Hardware**

8- 1/2"x 4 1/2" NC bolts  
8- 1/2"x 2 1/2" NC bolts  
16- 1/2" nuts  
24-1/2" washers

1. Move the Bronco to a level area. Jack up the rear end and place it securely on two jack stands.
2. Remove the rear wheels.
3. Remove old shocks and old upper shock mounts if they are in the mounting area of the new Shock Jocks. Removing stock rear shock mount is optional.

**WARNING: TIE ANY FUEL LINE(S), ELECTRICAL HARNESSSES, ETC AWAY FROM THE WHEEL WELL AREA BEFORE CUTTING.**

The design of the Shock Jock allows for mounting in a number of positions. You can trim the rear inner wheel well or not the choice is up to you. Most installers with a 2" or lower body lift will choose to trim the lower portion of the rear wheel well as shown. You can choose to bolt the mounts to the frame or weld them to the frame. We recommend welding especially since you are going to be welding the lower mounts to the axle housing.

4. If you are trimming the wheel well read on, if not move to step 5. Mark a vertical line with a felt tip marker about 1/4" from the front bottom edge of the wheel well. Measure back from that line 7" and mark another vertical line. Feel behind the wheel well and you can feel where the two panels come together. One panel is the wheel well the other is the floor board. You will notice the wheel well panel hangs down more than the floor board, only trim the wheel well up to the level of the floor board. This will keep you from cutting into the interior of the Bronco.

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**5. Welding:** Now position the Shock Jock in the location for install. If you are welding it on use a c-clamp for positioning. Make sure you are happy with the position front to back and up and down then tack weld both front and back. Now remove c-clamp and weld complete front and back and lower sections of the Shock Jock where it contacts the frame. You can also weld from the back side of the frame along the top where the Shock Jock contacts the frame.

**5. Bolting:** If bolting the shock Jock on drill (4) 1/2" holes in the Shock Jock one in each corner. It will be easier to start with a smaller pilot hole before going to 1/2". Once the holes are drilled in the Shock Jock position it on the frame and mark the spots for drilling. Drill all the way through the frame. Make sure everything is out of the way on the back side of the frame i.e. fuel and brake lines, or anything else you don't want to drill into. Now drill the frame.

6. Paint Shock Jock as desired and bolt it to the frame. Steps 1-6 can be repeat for the other side.

### Lower shock mounts:

1. When positioning the lower shock mounts we feel it's best to mock up the shocks during positioning for best fit. This way you will avoid welding them in the wrong position. Many variables exist from one Bronco to the next such as rear disc brakes with the caliper mounted front or rear etc. Ideally you want to weld the lower mounts outboard as far as possible without interfering with brake components and allowing you to be able to bolt and unbolt the shock once the mount is welded in place. You may need to reroute brake lines or hoses to accommodate shock mounting. Take note that when the mounts are on the axle tube they will lean inboard slightly. The approximate clocking of the mounts will be 11 for the upper and 5 for the lower on the pass side and 1 for the upper and 7 for the lower on the driver side.
2. Tack weld lower mounts in position. Remove shocks and weld both inner and outer edge of mounts where they contact the axle tube. After the mounts cool primer and paint as desired.

### Shock mounting:

1. Make sure leaf spring keeper bolts are positioned with the heads not the nut towards the shocks.
2. Install 2 1/2" bolt with large washer through upper shock eye add two more washers for spacing the shock away from Shock Jock. Install shock in Shock Jock and secure with 1/2" nut. Bolt the shock into lower mount using 1/2"x 2 1/2" bolt and lock nut. Do the same for the other shock and other side.

