



**PRODUCT: JL True Dual Rate Coils, Full Set**

REV: C | 03-22-2024 | II-Coils

**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 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!

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**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 way 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. Be sure to use metric on metric and SAE on SAE.



Socket & Ratchet Wrench

Set of SAE & Metric Sockets & Wrenches



Die Grinder

Metric Hex Sockets and/or Hex (Allen) Wrenches



Electric Drill  
1/8" up to 1/2" Drill Bits

3/8" Flare Nut Wrench (10mm will work) for Brake Lines



**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).

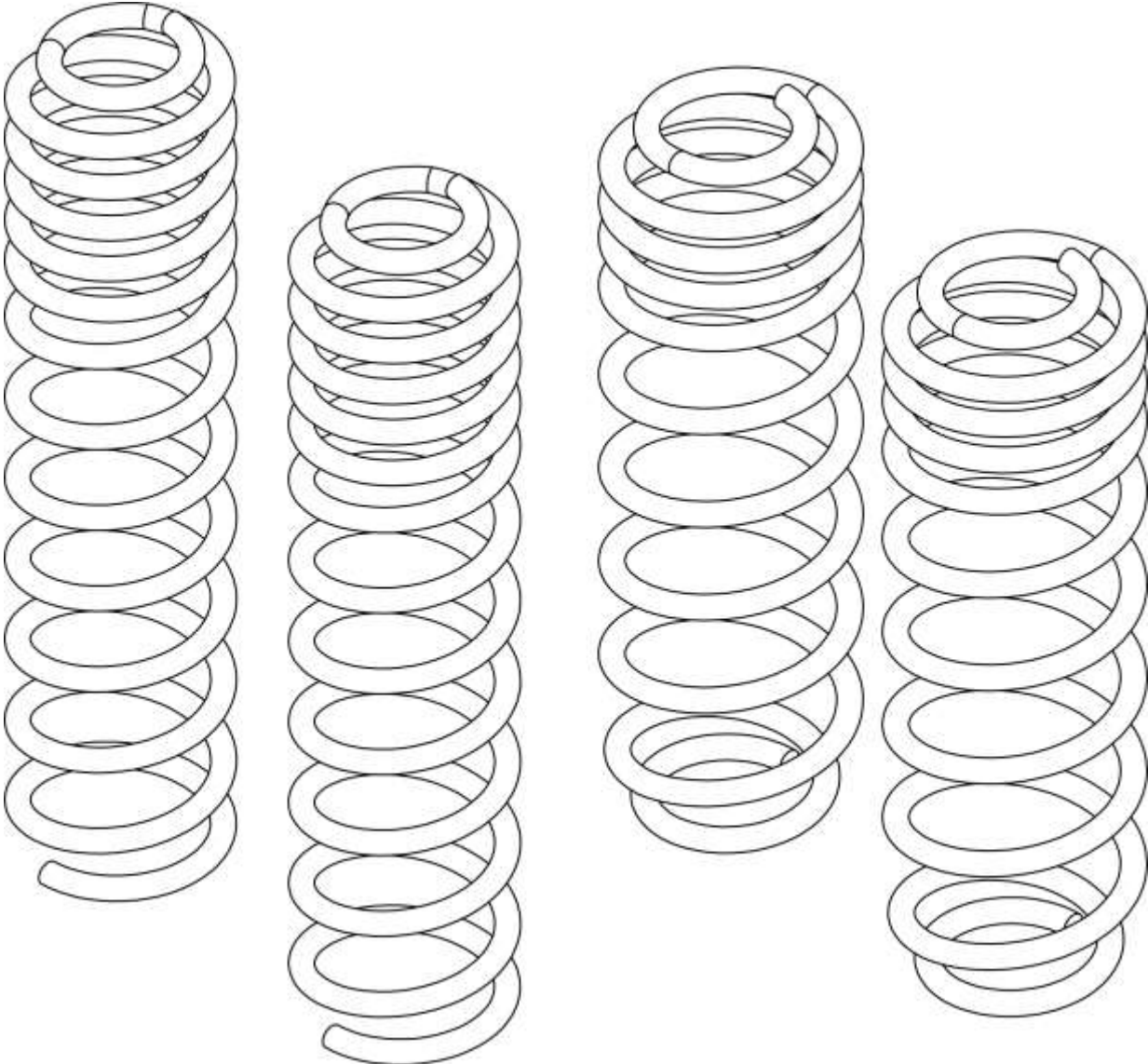
**Options:** Because of the number of component options we offer, these instructions may contain steps that will not match your particular configuration. You can skip these steps.

**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 7:00 AM – 5:00 PM PST.

# Section 2: Product Components



## Section 3: Installation Instructions

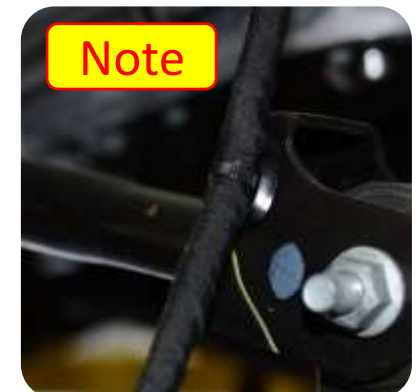
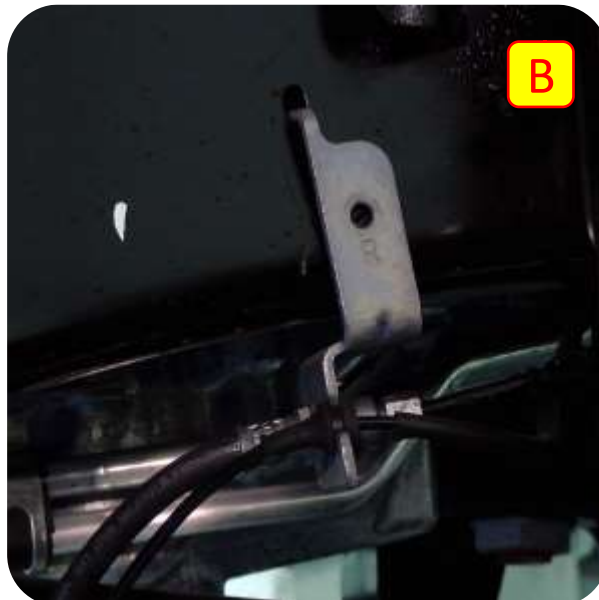


### Step 1: Remove Stock Components

- A. Disconnect front sway bar links using a 18MM wrench and 6MM allen wrench. **Save all Hardware**
- B. Using a 10MM socket disconnect the brake line brackets that is attached to the frame. **Save all Hardware.**

**Important Note:** *The brake line on the lower front control arms (drivers and passenger side) must be removed from the bracket. It may be pried out or cut; be VERY careful not to damage the brake line!!!*

**Important Note:** *To help prevent strain on the brake lines MetalCloak recommends clipping all zip ties attached to the brake lines.*

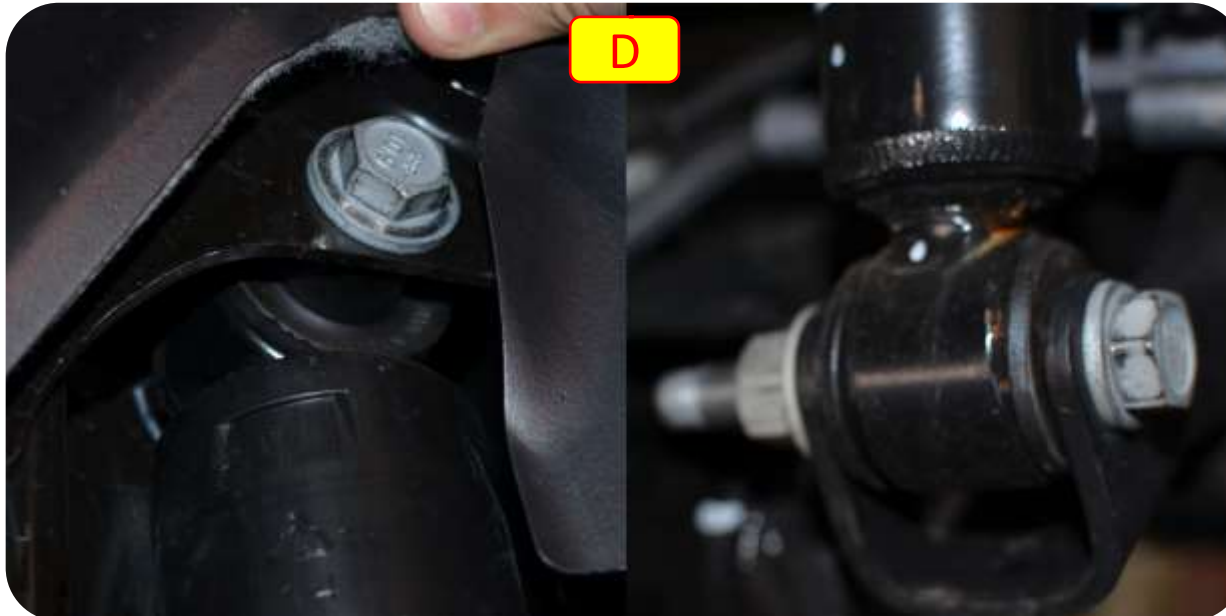


## Section 3: Installation Instructions

### Step 1: Remove Stock Components

**Important Note:** Disconnect any electronics attached to the axle (Locker plug, Front axle disconnect plug, etc.)




- C. Using a 21MM Socket disconnect the stock track bar. Save all hardware.
- D. Use a 18MM Socket and Wrench to remove the shocks. Save all hardware
- E. Remove stock springs, and any spacers that have been used if vehicle has been previously lifted. The stock rubber isolator will be re-used.



## Section 3: Installation Instructions

### Coil Isolator Information Guide

**Important Note:** You must remove the stock isolators before installing the provided coil isolators. If you have any questions give us a call at 916-631-8071.

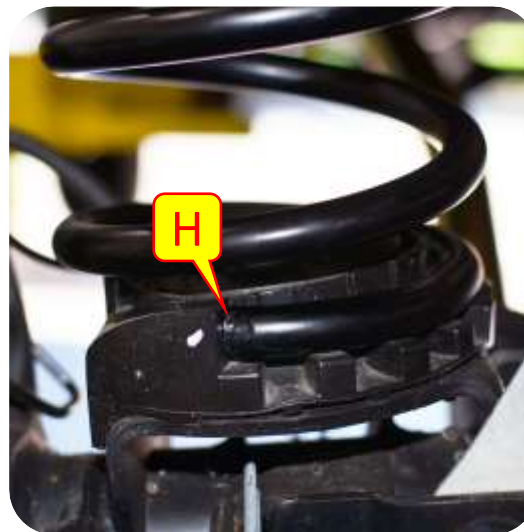
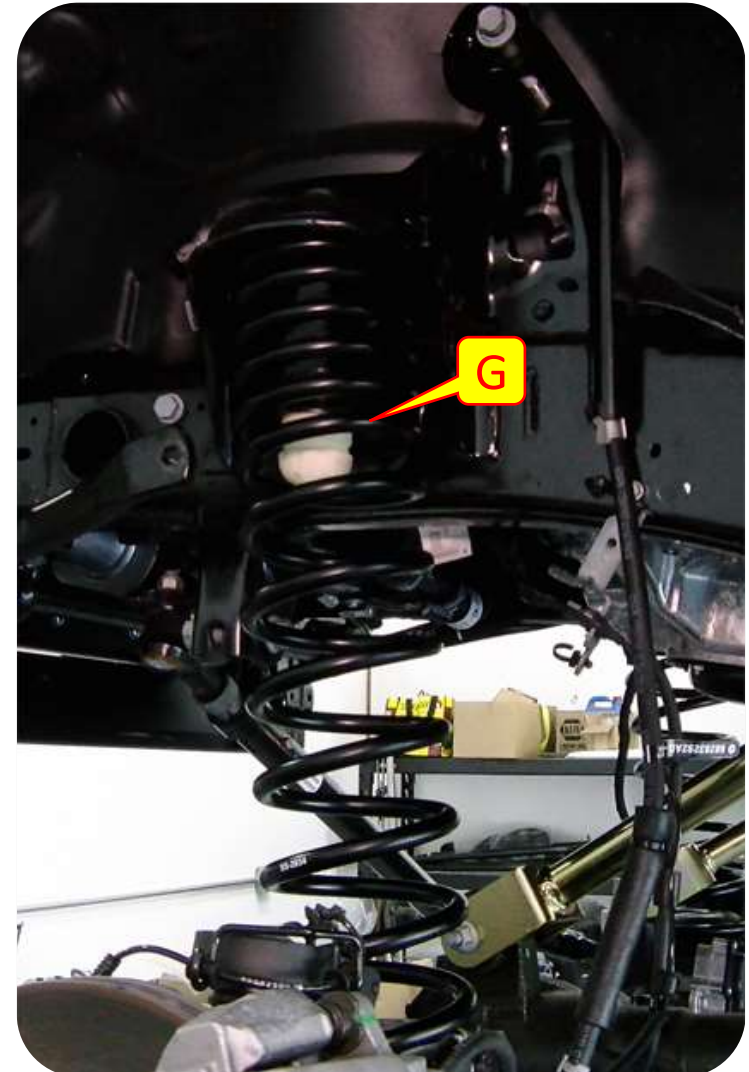
Coil Isolator Jeep Locations		
Isolator Type	Jeep Model	Installation Locations
<b>Tall Isolator</b> 	JL Wrangler 3.6L Non-E Torque	Upper Front Passenger
	JL Wrangler 2.0T E-Torque	Upper Front Driver & Passenger
	JL Wrangler 4xE	Upper Front Driver & Passenger
	JL Wrangler Diesel	Upper Front Driver & Passenger
	JT Gladiator Diesel	Upper Front Driver & Passenger
<b>Short Isolator</b> 	JK Wrangler (All Models)	Upper Front Driver & Passenger
	JL Wrangler 3.6L Non-E Torque	Upper Front Driver
	JL Wrangler 3.6L E-Torque	Upper Front Driver & Passenger
	JL Wrangler Turbo	Upper Front Driver & Passenger
	JL Gladiator 3.6L Motor	Upper Front Driver & Passenger
<b>Rear Isolator</b> 	JL Wrangler 3.6L Non-E Torque	Upper Rear Passenger
	JL Wrangler 4xE	Upper Front Driver & Passenger

## Section 3: Installation Instructions

### Step 2: Install Front Coils

- F. Using a 10mm socket disconnect the bracket from the spring perch on the axle.
- G. Install the front coils. Make sure the tightly wound coils are oriented upward.
- H. Slip the bottom of the coil onto the coil base on the axle. Rotate the coil until it is seated properly on the coil base.
- I. Reconnect all disconnected parts

**Important Note:** Droop your suspension to gain access to the spring perch. Be sure to watch the ABS lines so they do not get over extended and break.



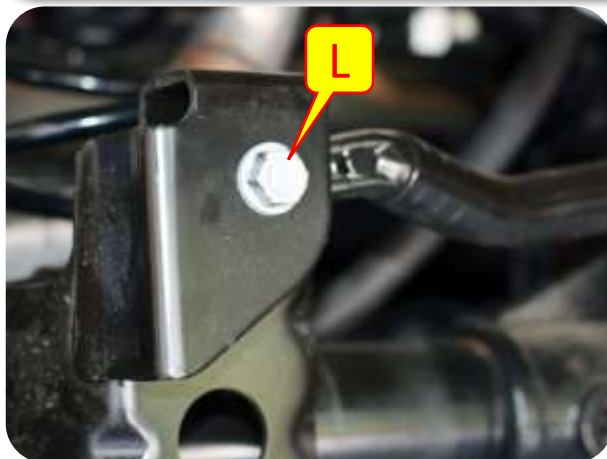
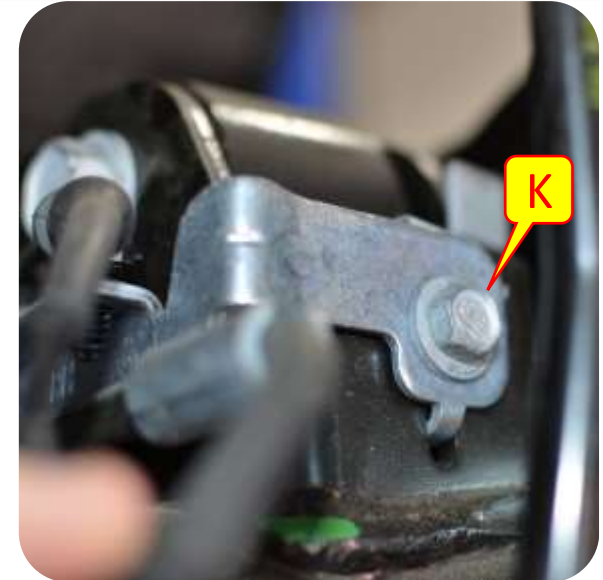
**Important Note:** If the axle does not droop enough to allow the coil to be put in place a coil compressor can be used to compress the coil to allow fitment.

## Section 3: Installation Instructions

### Step 3: Remove Rear Stock Components

- J. Using a 18mm socket and wrench disconnect the stock shocks. **Save all hardware.**
- K. Disconnect the brake line brackets and E-brake cable on the axle to help allow for full droop.
- L. Disconnect the rear sway bar links using an 18MM wrench and 6MM Allen wrench. **Save all hardware.**
- M. Using a 21MM Socket and wrench disconnect the stock rear track bar. **Save all Hardware.**
- N. Remove Stock Coils.

**Important Note:** Disconnect any electronics attached to the axle (Locker plug, etc.)



## Section 3: Installation Instructions

### Step 4: Install Rear Coils

- O. 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.
- P. Place the rear coil cup on top of the rear true dual rate coil.
- Q. Install rear true dual rate coils with the tightly wound coils oriented upward.
- R. Slip the bottom of the coil onto the coil base on the axle.
- S. Reconnect all disconnected parts.

