



**TOMS  
OFFROAD**

## #6825 Front Shock Hoops Installation Instructions

### TOOLS NEEDED:

Welder	Torch or 4" Grinder w/Cut-off Wheel
Standard Wrench Set	3/8 Ratchet & Socket Set
Hammer & Punch	Drill & Drill Bit Set
Jack Stands	Fire Extinguisher

### PARTS INCLUDED:

2 - Shock Hoops	4 - Lower Shock Mount Brackets
4 - 2.5" Grade 8 Bolts, 1/2" NC	4 - Nyloc Nuts 1/2" NC
16 - Flat Washers 1/2"	6 - 1" Grade 5 Bolts, 7/16" NC
6 - Nyloc Nuts 7/16" NC	2 - 1.25" Grade 5 Bolts, 3/8" NC
2 - 5" Grade 8 Bolts, 1/2" NC	2 - Lock Washers 3/8"
2 - 4.5" Grade 8 Bolts, 1/2" NC	

**IF YOU DO NOT FEEL CONFIDENT WELDING, PLEASE HIRE A PROFESSIONAL WELDER.**

### INSTALLATION:

1. Place Bronco on level ground, set e-brake & chock wheels. Disconnect the negative battery cable.
2. Remove the original shocks and discard.
3. Place the front of the Bronco on jack stands (or rack if available) and remove front wheels.
4. **Have a fire extinguisher ready for safety. On the driver side, wet down some rags and wrap them around the fuel line where it passes along the back side of the coil spring tower & shock tower. Place a thin piece of tin or sheet metal behind the shock tower to prevent sparks or slag from entering the engine compartment.** Cut off the original shock towers using a torch or 4" grinder with cut-off wheel. Take extreme care when removing the original upper shock towers, making sure not to cut into the frame.
5. With both shock towers removed, grind the frame clean of all slag. NOTE: If using TOMS OFFROAD extended radius arms #6985, skip to step 9.
6. Prepare the lower mounts on the radius arm by grinding the outside rivet heads off flush with the stock shock bracket. Knock the outside bracket off with a hammer and grind the rest of the rivet flush with the outside of the radius arm. Using a hammer and punch, drive the rivets out of the radius arm.

7. With the rivets removed, drill out the holes that remain in the radius arms to 7/16" and install the new brackets using the provided 7/16" x 1" bolts and nyloc nuts. Mount utilizing the two forward holes in the new brackets. Do not tighten the bolts until after the next step.
8. Using the rear hole in the new bracket as a guide, drill a 7/16" hole through the radius arm and bolt in the additional 7/16" x 1" bolt and secure with a 7/16" nyloc nut. When all bolts are in place, tighten securely.
9. Remove the outside bolt on the upper coil retainer brackets. Place the shock hoop into position and install the new 3/8" x 1.25" bolt with lock washer through the coil retainer bracket and into the hoop shock bracket. Leave the bolt somewhat loose at this time so you can adjust the hoop bracket.
10. Adjust the hoop bracket to sit parallel with the fender well above it. Then mark where the foot pad will hit the frame. Remove the shock mount and clean off paint and undercoating in the area where the pads will be welded to the frame.
11. With the frame clean, remount the shock mount and hold the hoop bracket flush to the frame. Tack weld both front and rear pads in place. Check to make sure the hoop is still parallel with the fender well and weld the pads securely to the frame. **Again, if you don't feel comfortable welding please hire a professional welder in your area.**
12. After the welds have completely cooled, paint or coat all bare metal to prevent future rust.
13. Tighten the upper coil retainer bolt securely.
14. To install your shocks, place the rear shock in first using the provided 1/2" x 5" grade 8 bolts, flat washers and nyloc nuts at the top. Then mount the lower eye of the shock using the provided 1/2" x 2.5" grade 8 bolts, flat washers & nyloc nuts.
15. Once the rear shock is installed, use the same method to install the front shock, using a provided 4.5" bolt.
16. Check that all hardware is securely tightened one more time.
17. Install the front wheels. Lower the vehicle back to the ground and torque to proper specs. Reconnect the battery cable.