OBS Ford LT Rear Shock Mount Kit

Thoroughly read all of the instructions BEFORE beginning installation

Notes:

- When welding on a vehicle it is important to connect a welding surge protector to the battery to protect all of the vehicle's computers from electrical surges.
- These instructions are not based on using any specific shock. This kit is designed to work with most high performance shocks.
- For trucks that are running our LT Rear Leaf Spring Suspension, without added blocks, we recommend either the short body King 12” shocks that we offer or a standard (not short body) 10” shock.

What’s Included:

- **(2) Frame plates**
- **(2) Frame plate flanges**
- **(4) Upper shock mount tabs**
- **(4) Lower shock mount tabs**
- **(1) Tube for upper shock mounts**
- **Hardware Bag**

Section 1: Removing the factory rear shock mounts:

1. Disconnect the battery and chalk the tires.
2. Lift the truck so that you can place the frame on jack stands and have the axle fully dropped without touching the ground.
3. Remove the rear tires.
4. Remove the rear shocks.
5. If your truck is equipped with a sway bar, disconnect it.
    a. If your truck has a rear sway bar you can choose whether or not you want to run it depending on your application.

This next step involves removing the factory rivets from the frame. This is not always an easy job, but here are some different methods that work for us.

- First method: Using a cutoff wheel, cut three vertical lines in the rivet and three horizontal lines in the rivet. Then take an air hammer with a chisel bit and hammer off the top of the rivet. Use a flap disc (sanding disc) on a grinder to grind the rivet

smooth. Then use a punch bit on the air hammer to push the rivet out.
    - If you have a powerful enough air hammer you may not need to cut lines in the rivets to hammer them off.
- Second method: Use a plasma torch or oxy/acetylene torch to burn the rivets out, being careful not to remove the frame material.
- Third method: Use a sharp punch to make a dimple in the center of the rivet and then drill the rivet out with a drill bit.

6. Remove the three rivets that are holding the upper shock mounts on each side of the frame.
7. Cut the factory shock mounts off of the axle and clean up that area to weld on the new mount tabs.

Section 2: Installing the frame side brackets.

8. Loosen all six bed bolts.
    a. If the carriage bolt spins in the bed, you may have to weld a nut to the top of it so that you can loosen the nut on the underside.
9. Bolt one of the flanges to one of the frame plates and bolt that frame plate where the old shock mounts were riveted to the frame.
    a. 
        i. This picture shows the driver's side of the truck.
10. Slide the four upper shock mount tabs over the tube so that the flat part of the shock mount tab is closest to the bottom of the bed.
11. Slide the tube, with the shock mount tabs loosely on it, between the bed and frame rails and stick it into the flange you bolt to the frame plate.
12. Bolt the other flange to the other frame plate and bolt it to the frame with the tube in the center of the flange.
13. Tack weld the tube to the frame plate flange on both sides; do not tack the shock mounts yet.

At this point both frame plates should be bolted to the frame with the flanges bolted to them, the tube in place, and the four shock mount tabs loose on the tube.

Section 3: Tack welding the shock mounts in place

1. Loosely bolt the shocks to the upper shock mount tabs.
2. Loosely bolt the lower shock mount tabs to the shocks.
3. Roughly position the upper shock mounts so that they are as close to the bottom of the bed as possible and have plenty of clearance between the shock body and the inside of the frame.
    a. As the suspension cycles, the shock bodies can get closer to the frame so make sure you have enough room so that the shock does rub.
    b. Make sure that both the mounts on both sides of the truck are in the same position.
4. Tack weld the upper shock mounts in place.
    a. **Ground the welder directly to the upper shock mounts so that the current does not travel through the shocks and potentially cause damage to the internal seals. You can ground to any part of the new upper shock mount pieces.**
5. With the shocks fully extended position the lower shock mounts in the same general location as the factory mounts and tack them in place.
    a. Ground the welder directly to the axle or lower shock mounts when doing this.
    b. Make sure the mounts on both sides of the axle are in the same position.
6. Now that everything is tacked in place, we recommend putting the truck back on its own weight and confirming that you do not have any clearance issues.

Section 4: Finishing the installation.

7. After you have confirmed that there are no clearance issues and have cycled the suspension, it's time to put the truck back on jack stands and finish the welding.
8. Remove the shocks.
9. Unbolt the upper shock mount flange from the frame plates and unbolt the frame plates from the frame.
10. With the flanges and shock mount tabs tacked in place, remove the upper shock mount tube.
    a. This is where you may need to lift the bed to have room to slide the tube out. We have been able to just lift one side up about 1.5” to have room to slide it out.
11. Finish welding the flanges to the tube and the shock mount tabs to the tube.
    a. We recommend using a spacer that is the same width as the upper mount on your shock between the shock mount tabs when welding so that the tabs do not warp in or out.
12. Finish welding the lower shock mount tabs to the axle.
    a. We recommend using a spacer for this just like in Step 11.
13. Paint or powder coat everything.
14. Re-install the upper shock mounts.
15. Install the shocks.
16. Take it for a test drive.

Pictures for reference:

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