Part #	Description
WFO 8202-D	2018+ Jeep JL Driver Rear Link Mount
WFO 8202-P	2018+ Jeep JL Passenger Rear Link Mount

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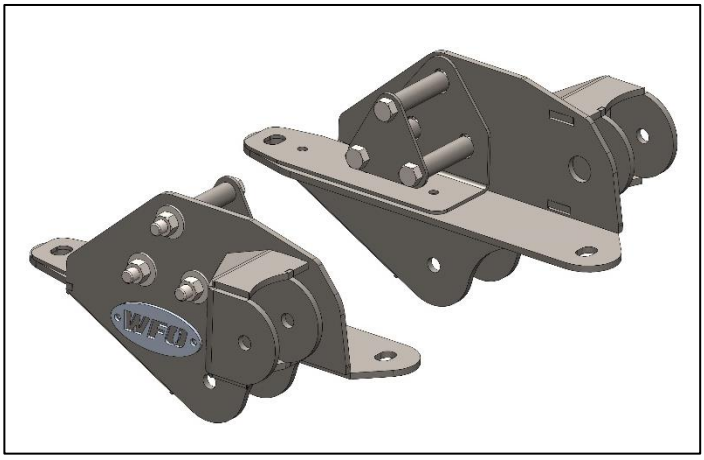
WFO 8202

BILL OF MATERIALS	
WFO 8202-D	Rear Driver Frame Link Mount
WFO 8202-P	Rear Passenger Frame Link Mount

TOOLS NEEDED

Jack and/or Transmission Jack
Metric Socket Set: 8mm, 16mm, 18mm, 21mm
Metric Wrench Set: 18mm, 21mm
Standard Socket Set: 3/4”
Allen Wrench Set: 6mm
T50 Socket
Pick tools
Flathead Screwdriver
Impact gun
Torque Wrench
Cutoff wheels / Sawzall / Plasma Cutter
Grinder
Semi-Flat Black Spray Paint



WARNING!

*** Read all instructions thoroughly from start to finish before beginning the job! If these instructions are not properly followed, severe frame, suspension, tire, or body damage may result to the vehicle!
*** WFO Concepts recommends that you exercise extreme caution when working under vehicles supported by jack stands.
*** WFO Concepts recommends all installation to be performed by a professional shop/service technician. Product failure due to improper installation will not be covered under WFO’s warranty policy.

TECH NOTES:

- This kit will fit 2018+ V6-3.6L, 2018+ I4-2.0 Turbo, 2020+ V6-3.0 Turbo Diesel, and the 2021+ V8 392.
- WFO Suspension Components should be installed on a well-supported vehicle. Either supported by using appropriately rated jack stands under the front and rear frame rails OR by using an automotive lift.
- This kit retains some of the factory jeep axle and frame hardware, keep all parts till the end.
- This suspension kit requires removal of factory mounted suspension brackets. Returning back to stock suspension will **not** be possible.
- EMPTY YOUR FUEL TANK. It’s not necessary, but dropping it down with only a few gallons makes the job much easier.

REMOVAL:

1. Only remove parts that are necessary to your build. If just upgrading to the WFO long arm brackets and links, the removal of the axle isn't necessary but can be easier to work around.
2. Support the jeep by using jack stands under the frame or using an automotive lift, to allow the suspension to droop.
    a. Support the rear axle while you remove stock items: **Remember to save all hardware!**
    b. A T50 socket to remove the 8 driveline bolts at transfer case and axle.
    c. Disconnect rear sway bar links using a 18mm wrench and 6mm Allen Wrench.
    d. A 21mm socket and wrench to remove the upper and lower track bar bolts.
    e. 18mm socket and wrench to remove the top and bottom shock bolts. The top has a blind welded nut, so it's only a long bolt you will remove.
    f. 21mm socket and wrench remove both the upper and lower bolts on the upper links.
    g. For the brake lines, do not un bolt the line from the caliper. Instead remove the entire caliper using a 21mm socket. Then take a wire or a strap and hang it from the frame rail. If re installing your stock Rubicon Axle, then you will not need to re bleed your brakes later. If installing a Dana 60 axle, you can swap the lines over later.
    h. Un-clip the locker wire harness as well as the breather from the center of the axle housing. Also, un clip the 4wd actuator plug on the Passengerside tube.
    i. Using an 8mm socket with a small extension, un bolt the ABS Plug from the hubs.
    j. With the shocks out and other components, you are now able to droop the axle a little more to remove the coils.
3. Removal of the fuel tank <u>is</u> necessary for the installation of the rear blink brackets.
    a. To removing the fuel tank, first support with a trani jack and/or floor jack. In the front of the tank, carefully un-clip the 2 front fuel lines just above the crossmember, the bigger of the 2 lines will be slightly under pressure.
    b. In the rear of the tank, un screw the hose clamp on the main fuel filler hose closest to the fuel tank. Also, un-clip any lines going to the EVAP canister.
    c. Using an 18mm and 16mm socket remove all necessary hardware from the frame as well as the inside straps holding the tank up. Slowly lower the tank about 6" to allow room for you to access the top of the fuel tank. There will be 2 more fuel pump connectors that you will have to un plug.
    d. Once all fuel lines, wire harnesses, bolts, and filler hoses have been removed, you can now lower it all the way down and store the tank in a safe area away from plasma cutting and/or grinding.
4. Removal of factory frame link mounts:
    a. Using a plasma cutter or grinder/cut off tool, remove both upper and lower brackets off frame rail. **See Fig. A**

Fig. A

b. Once brackets are removed, grind clean and touch up with spray paint. **Fig. B**

Fig. B

c. You will also need to grind down the welds on the frame to allow your new link mount to mount up properly. Grind smooth the outer face and bottom of the frame, touch up with spray paint. Repeat on other side. **Fig. C & D**

Fig. C

Fig. D

INSTALL:

1. Start with the triangle plate with the 3 - ½" bolts welded to it. **See Fig. E.** Install the 3 provided sleeves over the bolts. NOTICE that one side of the triangle bracket is longer than the other 2 sides. The longer side of the triangle will be installed in the up orientation.

Fig. E

2. You will be using 3 of the existing holes in the frame. The 3 bolt brackets are installed from the inside of the frame outwards. **Fig. F.** On the driver side you may have to loosen up the exhaust clamps to slip the bracket into the frame, a pry bar can be used to gain a little more room. Carful not to drop the sleeves into the frame, press the bracket till it's flush with the frame. **Fig. G**

Fig. F

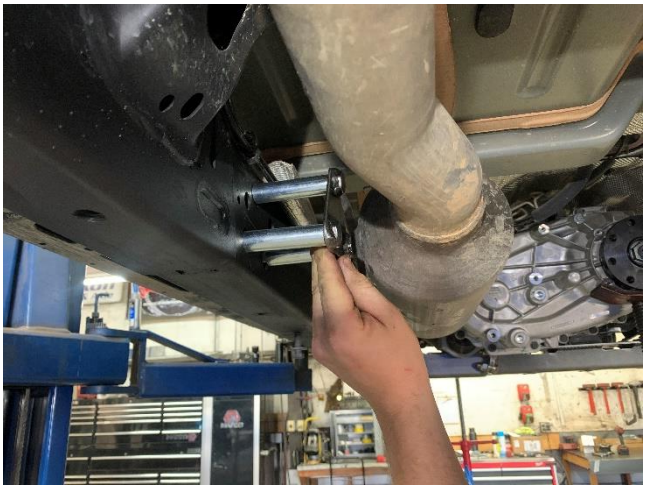


Fig. G

3. Grab the appropriate bracket for the side you are working on, and while holding the 3-bolt triangle bracket, slip the link mount over the 3 bolts. **Fig. H.** Take 2 of the factory bolts from the fuel tank skid and lightly thread them into the bottom of the frame. **Fig. I**

Fig. H

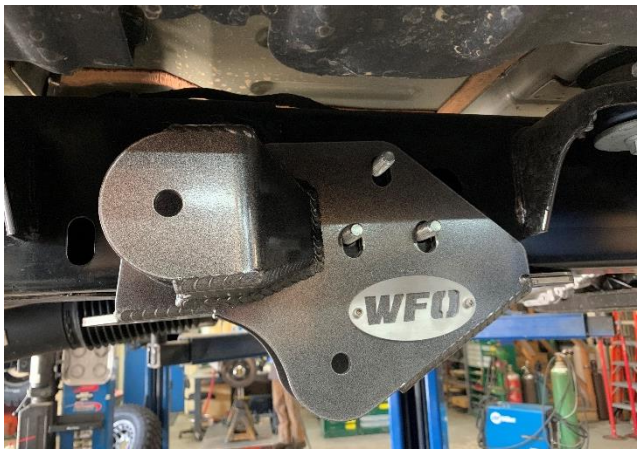


Fig. I

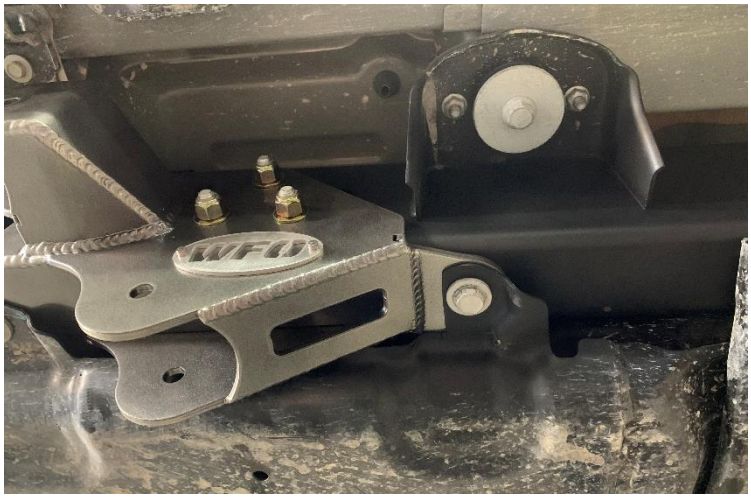
4. Thread the provided ½”-13 G8 nylock nuts and washers onto the 3-bolt bracket. Snug up the factory bolts on the bottom of the frame as well as the 3 nuts. Make sure the bracket has full contact on the frame before fully tightening all the hardware. Repeat on other side. See torque table below. **Fig. J**

Torque Table	
3 Bolt triangle bracket – Qty. 3 - ½”-13 G8 nylock	56 Ft. Lbs.
Factory Bolts - Qty. 2 – Factory M12 – Under Frame	52 Ft. Lbs.

Fig. J

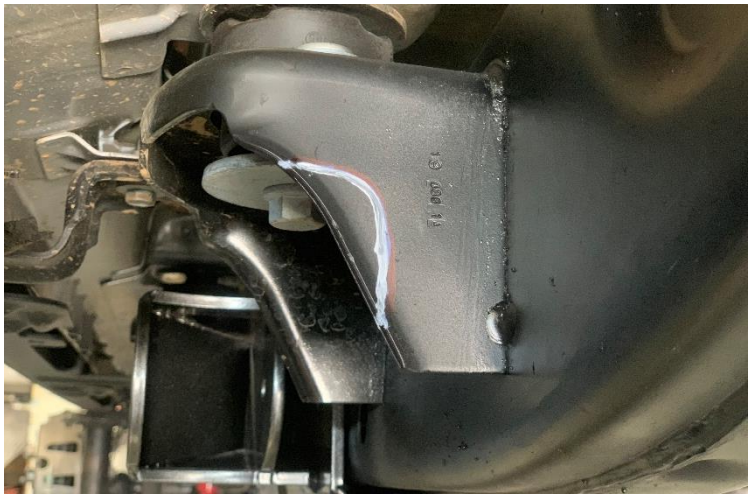
5. Now you can re install the fuel tank. The bolts holding the WFO long arm bracket on the passenger side will share the mounts for the fuel tank skid. As well you will need to do some minor trimming on the fuel tank skid for it to sit properly. See **Fig. K.**

Fig. K



6. You will also need to clearance the rear body mount before installation of the rear links. Roughly bottom of the bolt, make an arc like the pic below. Use a grinder and remove the material from both wings of both body mounts. **Fig. L**

Fig. L



7. Continue with the rest of long arm install.

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