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PART# WFO 4300

**PART TITLE: UNWELDED FSD CLEVIS
ARMS**

BILL OF MATERIALS

PART #	DESCRIPTION	QTY.
WFO FSD-LM-1	Large Clevis Side Piece, for 2" DOM	4
WFO FSD-LM-2	Middle Bent Piece with 2" hole	2
WFO FSD-LM-3	Cap	4
WFO FSD-LM-4	Large Clevis Side Piece, for 1.75" DOM	4
WFO FSD-LM-5	Middle Bent Piece with 1.75" Hole	4
DOM Spacer	DOM Spacer, 3 3/8" Long	1

WARNING

THIS IS A BUILDERS KIT - WELDING, 2" & 1.75" DOM TUBING REQUIRED

INSTRUCTIONS:

- 1.) **NOTE:** For better weld penetration, we suggest grinding the top inner edges of both legs that extend out of the two larger side pieces.
Place the bent piece with the hole, on the top of the two larger side pieces. It will fit into the key ways. Using the spacer provided and one of the OEM Superduty Axle bolts, bolt together the two larger side pieces so they stay correctly spaced apart during all the welding.



NOTE: For better weld penetration, we suggest grinding the top inner edges of these two pieces.



- 2.) **BEFORE WELDING**, slide your DOM into the clevis so it protrudes approximately $\frac{1}{4}$ " into the clevis. This will give you plenty of space to weld around.



- 3.) With the three pieces keyed together and the DOM slid in, you can tack weld the key ways and a few spots on the DOM to the clevis end. **NOTE: *Make sure the DOM is square with the clevis before you begin to tack weld!***
- 4.) After tack welding, you may completely weld around the section of DOM that is protruding inside the clevis arm.
- 5.) Now, flip over the clevis arm and set the final cap piece, FSD-LM-3 onto its key way and tack weld it.
- 6.) Finally, you are ready to completely weld the clevis arm together and onto the DOM. We recommend welding the two previously ground pieces from step 1 together first and then fully welding the clevis arm on all joints and key ways.

NOTE: When installing the clevis arms on the axle, the caps will be opposite of each other. For instance, the upper links should have the cap on the top side and the lower links will have the cap on the bottom side. This is for clearance issues with the factory axle bracket during cycling of the suspension. Otherwise, the clevis arms will hit the factory axle bracket.