



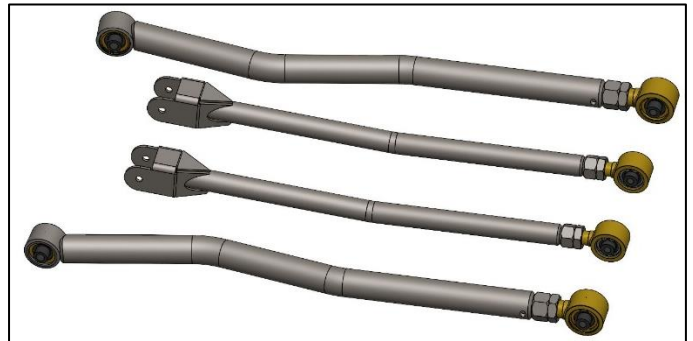
WFOI 4110/4111 - INSTALLATION INSTRUCTIONS

Part #	Description
WFO 4110	Pair of Upper Links
WFO 4111	Pair of Lower Links

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WFO 4110 & 4111

BILL OF MATERIALS	
WFO 4110	Front Upper Links
WFO 4111	Front Lower Links
TOOLS NEEDED	
Jack and/or Transmission Jack	
Metric Socket Set	
Metric Wrench Set	
Standard Socket Set	
Standard Wrenches	
Impact Gun	
Torque Wrench	
Tape Measure	



WARNING!
<p>*** 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!</p> <p>*** WFO Concepts recommends that you exercise extreme caution when working under vehicles supported by jack stands.</p> <p>*** 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.</p>

TECH NOTES:
<ol style="list-style-type: none"> 1) This kit will fit 2018+ V6-3.6L, 2018+ I4-2.0 Turbo, 2020+ V6-3.0 Turbo Diesel, and the 2021+ V8 392 with exhaust modifications. 2) 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. 3) This kit retains some of the factory jeep axle and frame hardware, keep all parts till the end. 4) This suspension kit requires removal of factory mounted suspension brackets. Returning back to stock suspension will not be possible. 5) Exhaust modifications are needed on all V6 engine types for installation of driver upper link mount. We recommend installing the exhaust loop delete from AFE. Part #48-48024 6) WFO recommends replacing the stock driveline. With added travel, the stock driveline will bind in articulation. Aftermarket driveline will need to be purchased in order to get optimal suspension travel. 7) As a safety precaution we recommend removing the fuel tank before any plasma cutting is done. Removal of the fuel tank <u>isn't</u> necessary for the front crossmember, but if doing the full WFO Long Arm kit, it will need to be removed.

LINK INSTALLATION:

1. Your new upper, WFO 4110, and lower, WFO 4111, links come pre-assembled. Refer to table below for measurements. Remember that this is a starting point. Each vehicle is different and bolt on brackets have adjustment. Also depending on tire size, you may need to move the axle forward or back in the wheel well. And always double check the axle squareness when sitting on its own weight. A good way of doing this is to butt a tape measure to the backside of the axle tube and picking a factory hole or slot that is near the pivot point of the frame bracket, this number is more important than matching link lengths.

Stock Axle – Starting Link Lengths	Upper - WFO 4110	33-3/8"
	Lower - WFO 4111	38-3/4"
Mopar Ult. 60 Axle – Starting Link Lengths	Upper - WFO 4110	33-1/2"
	Lower - WFO 4111	39-5/8"

2. Use the supplied 1/2"-13x3.25" G8 bolt, washers, and nylock nut for the upper link at the frame. Use factory hardware for the clevis mount at the axle. See **Fig K & L**.

Fig K



Fig L

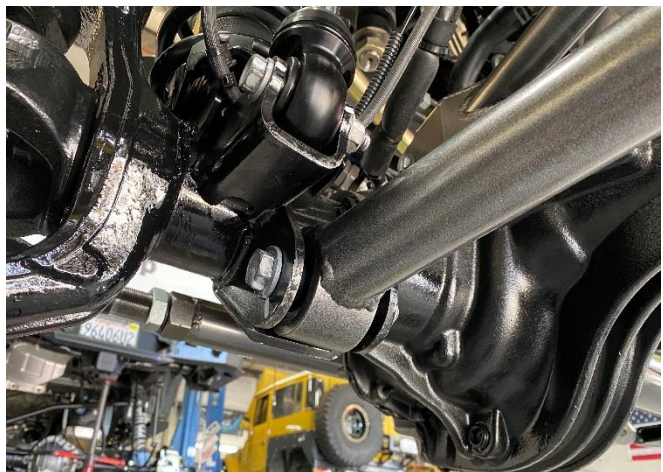


3. For the lower link, the side with the adjustable end goes up to the crossmember, and the bend goes towards the center of the vehicle for tire clearance at full turn. Use the supplied 9/16"-12x4.5" G8 Bolt, Washers, and Nylock Nuts for the frame side mount. Re use the factory M14 Hardware at axle side. See **Fig. M & N**. See **Torque Table 2** for specifications.

Fig. M



Fig. N



Torque Table 2	
Description:	Torque Spec:
Upper Link - WFO 4110 – Frame Side – Qty. 2 - Supplied ½”-13x3.25” G8 bolt & nylock	52 Ft. Lbs.
Upper Link - WFO 4110 – Axle Side – Factory Hardware	45 Ft. Lbs.
Lower - WFO 4111 – Frame Side - Qty. 2 - Supplied 9/16”-12x4.5” G8 bolt & nylock	75 Ft. Lbs.
Lower - WFO 4111 – Axle Side – Factory Hardware	105 Ft. Lbs.

4. Double check that all link mounts and links are installed and torqued to spec.
5. Your new WFO Crossmember and Long arms are now installed! If running the stock axle, re install your calipers, locker plug, 4wd actuator plug, ABS lines, breather, and driveline. You can continue to either re install your factory suspension components or if installing aftermarket coils, shocks, brake lines, sway bar drop downs, etc., refer to manufacture installation manuals.
6. After all suspension items are installed align axle and tighten down all jam nuts and pinch bolts. **It is always recommended to get a professional alignment done.**

FINAL NOTES:

7. Be careful when finalizing up the front end that you may need to extend certain components.
 - a. For the ABS lines. On the inside of the frame rails, Jeep gave extra room in the harness for you to extend. Just unclip the lower half of the loop from the frame to gain a few more inches.
 - b. When using stock brake lines in front, we recommend on cutting of the small bolt bracket that was previously attaching the brake line to the lower link.
 - c. It is very recommended to purchase a new driveline if installing a 3” or more lift kit. You will not have enough angle in your upper CV joint on the driveline to accommodate the droop in suspension.





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