



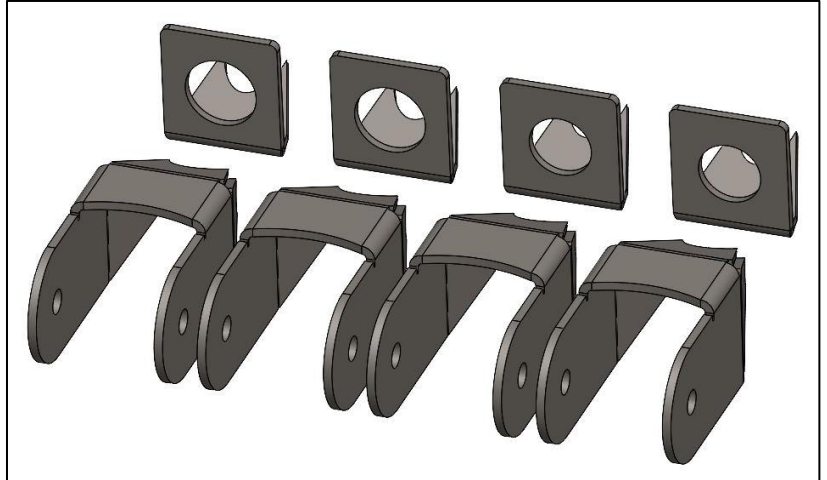
## INSTALLATION INSTRUCTIONS

Part #	Description
WFO 4300	Un-Welded Ford Super Duty Clevis for Radius Arm Suspension Setup

10076 Streeter Road Suite #7, Auburn, CA 95602  
Phone: 530.268.9494    www.wfoconcepts.com

### WFO 4300

BILL OF MATERIALS		
C-21000-11	2" Formed Clevis	Qty. 2
C-21000-12	2" Formed Clevis Cap	Qty. 2
C-21000-13	1.75" Formed Clevis	Qty. 2
C-21000-14	1.75" Formed Clevis Cap	Qty. 2
TOOLS NEEDED		
Measuring Tape Welder Flat welding table or surface		



### 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.

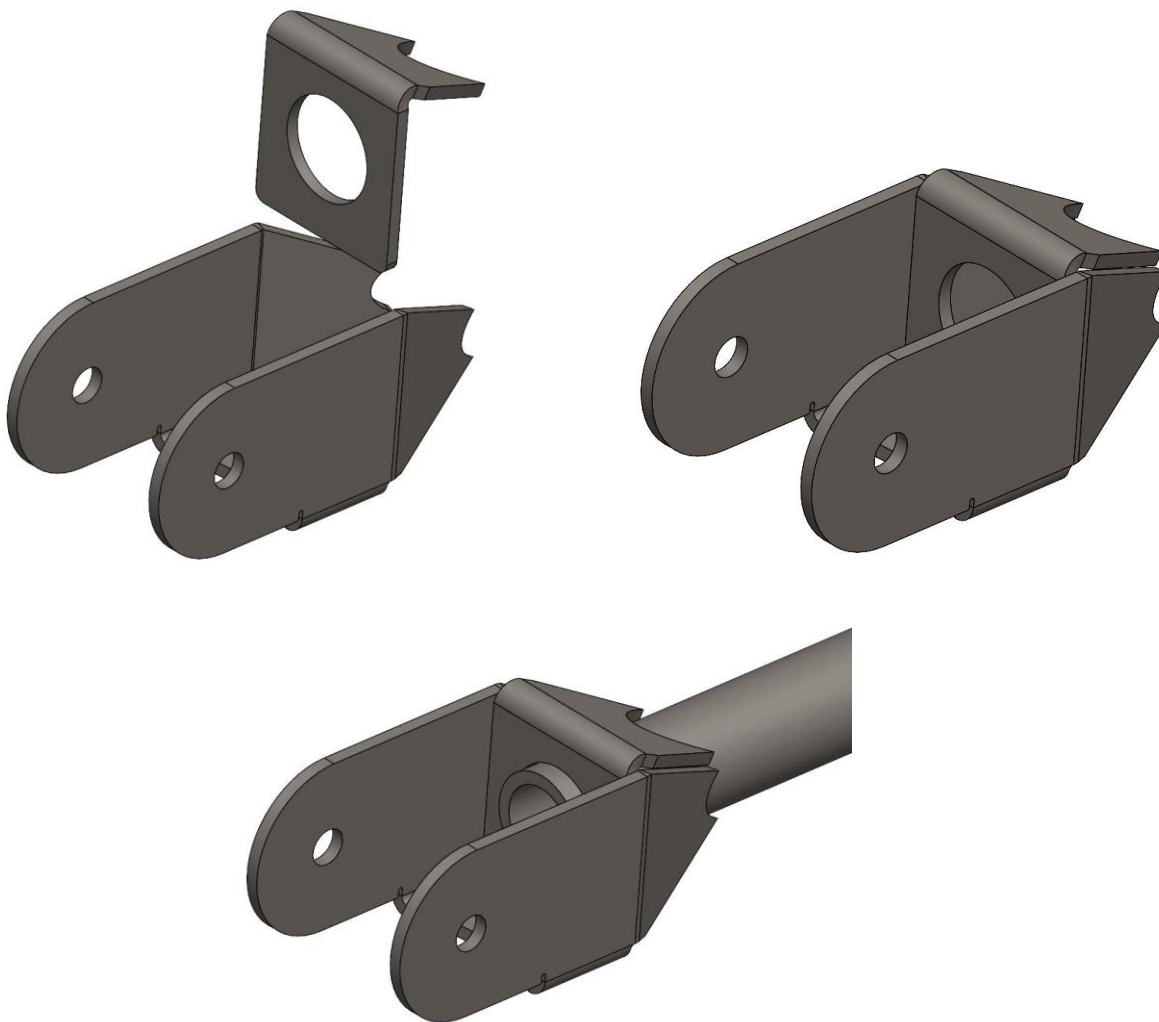
### TECH NOTES:

- Kit does not come with DOM. Customer will need to supply 1-3/4"x1/4" DOM for the uppers and 2"x1/4" DOM for the lowers.

### ASSEMBLE:

1. These instructions will work for either the 1.75" or the 2" clevis ends when assembling your radius arm suspension.
2. Lay the main formed clevis piece flat on your table. Take the inner clevis cap and place it between the formed main clevis, so that the tips all line up.
3. Next slide your DOM into place, through the tips and into the hole. The tube needs to protrude through NO MORE than  $\frac{1}{4}$ ". If more sticks out you might have clearance interferences.
4. Make sure the DOM and the clevis tabs are parallel to each other and weld them up. Make sure to weld the  $\frac{1}{4}$ " of DOM stick out to the center cap plate.

**\*\*\* 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. \*\*\***





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