



## PRODUCT: JK Wrangler Front Four Link System

REV: A | 03-27-2024 | II-7278

**READ INSTRUCTIONS IN FULL BEFORE INSTALLATION.**

**QUESTIONS? CALL 916-631-8071 M-F 7:00 AM – 5:00 PM PST**

The MetalCloak experience includes the ease of installation of our products. We design for most contingencies, but installation may be different based on different Jeep condition, configuration and/or year.

We are continually trying to improve our products and instructions – please help us by providing feedback and pictures if you find any part of the instructions that do not match your particular Jeep or are not easily understandable.

If you have any difficulties at all, please give us a call. Thank you and enjoy your MetalCloak Products!

**IMPORTANT NOTE: We use Stainless Steel Hardware where possible. Therefore, a tube of Silver Anti-seize is provided and should be used on all bolts—only a small amount is needed.**

**WARRANTY INFORMATION:** This article is sold without warranty expressed or implied. No warranty or representation is made as to this products ability to protect the user from injury or death. The user assumes that risk. The effectiveness, warranty and longevity of this equipment are directly related to the manner in which it is INSTALLED, USED and/or MAINTAINED. THE USER ASSUMES ALL RISK. By purchasing this product and opening the packaging, purchasers expressly acknowledge, understand and agree that they take, select and purchase these MetalCloak products from Armored Works, LLC, its affiliates and distributors and agents as is and with all faults. The entire risk as to the quality and performance of these MetalCloak products is with the purchaser. Working on your vehicle can be a dangerous activity. If you are unsure of what you are doing, please leave mechanical or safety critical work to a skilled mechanic. We take no responsibility for the incorrect use and/or installation of MetalCloak products.

## Section 1: Tools & Notes on Installation



**Tools Required:** This list is the recommended tools for ease of installation. Other versions of the same tool can be used. For example, Allen Wrenches instead of Allen Drive Sockets.



Socket & Ratchet Wrench

18mm Socket  
21mm Socket  
3/4" Socket



Grinder / Cutoff wheel

18mm Wrench  
21mm Wrench



**HOW TO USE THIS GUIDE:** The installation guide contains ALL steps for installation. Please read and follow the instructions in order of each page top to bottom, and left to right.

**Jeep Model:** Instructions may apply to multiple Jeep models, but are labeled separately where appropriate (i.e. TJ vs. LJ).

**Options:** Because of the number of component options we offer, these instructions may contain steps that will not match your particular configuration. You can skip these steps.

**Images:** Pictures are provided and parts are labeled throughout the instructions. Each text box contains guidance based on the pictures next to it. The text will refer to alphabetical labels (A, B, etc.) found in the images.

**Installation Notes:** Terms may be used in the body of the instructions that you may not be familiar with, if you have any questions feel free to contact us at the number below, or email [techhelp@metalcloak.com](mailto:techhelp@metalcloak.com)

**QUESTIONS:** Any questions or comments about the instructions? Call us at 916-631-8071 M-F 7:00 AM – 5:00 PM PST.

# Section 2: Product Components

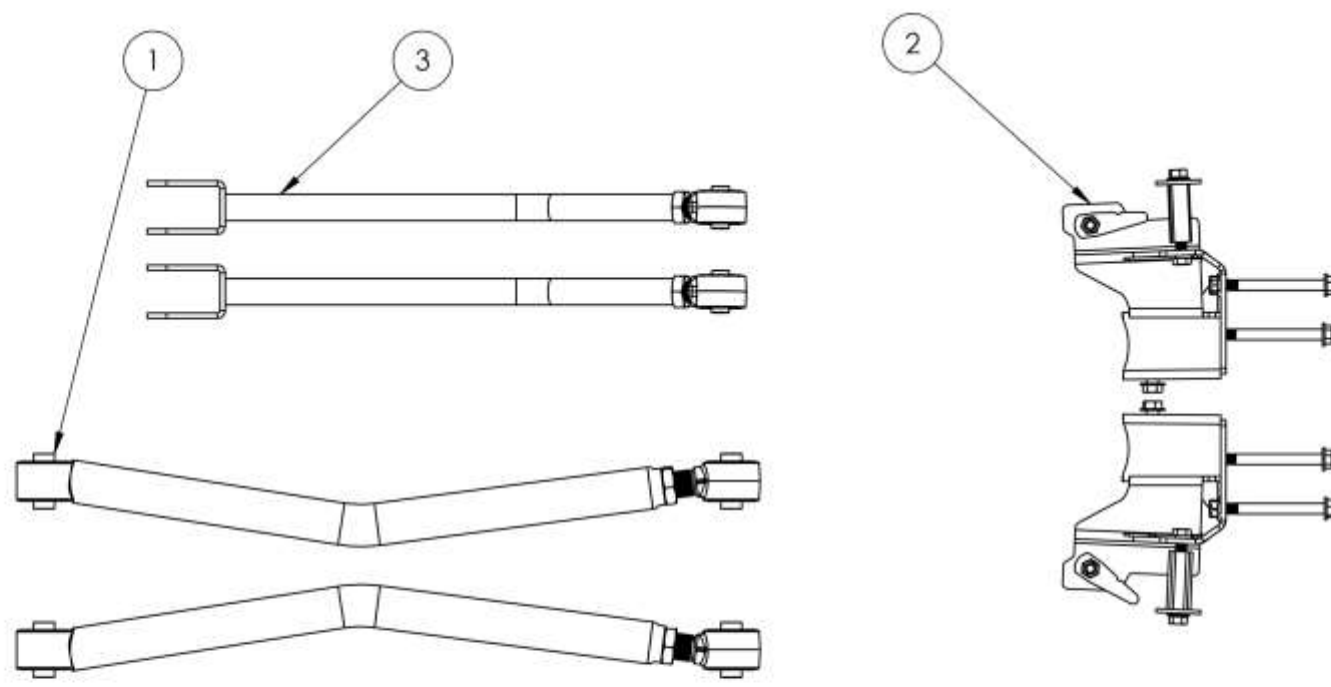
DC-0001 Rev B

SHEET 1 OF 1

ITEM.	PART NUMBER / DESCRIPTION	QTY.
1	7224 4-LINK LONG-ARM PAIR, LOWER FRONT JK	1
2	7283 LONG ARM LOWER MOUNT, JK FRONT	1
3	7291 4-LINK LONG-ARM PAIR, UPPER FRONT JK JL JT	1

OPTIONS  
 UPPER ARM MOUNT  
 BOLT ON (7282)  
 WELD ON (7284)

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**DO NOT SCALE DRAWING**

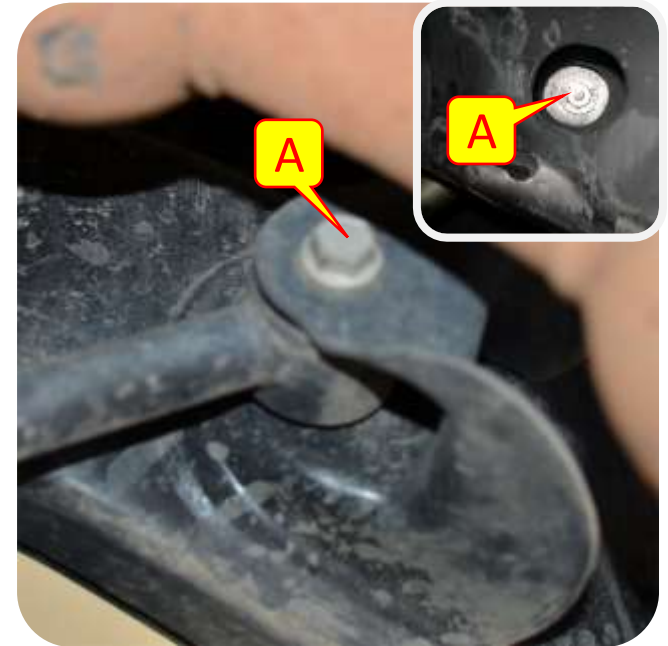
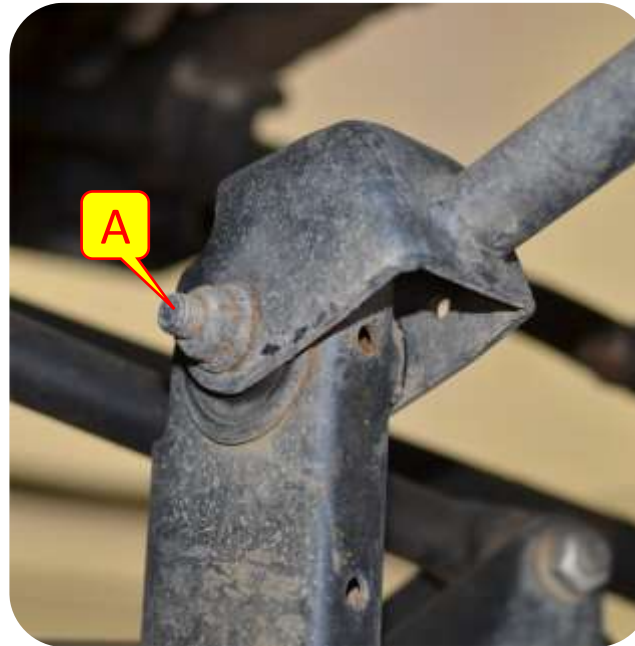
**Metal Cloak**  
 A DIVISION OF ARMORED WORKS, LLC

**PART NUMBER/DESCRIPTION**  
 7278 4 LINK FRONT SYSTEM, JK

## Section 3: Installation Instructions

### Step 1: Remove Front Control Arm Brackets

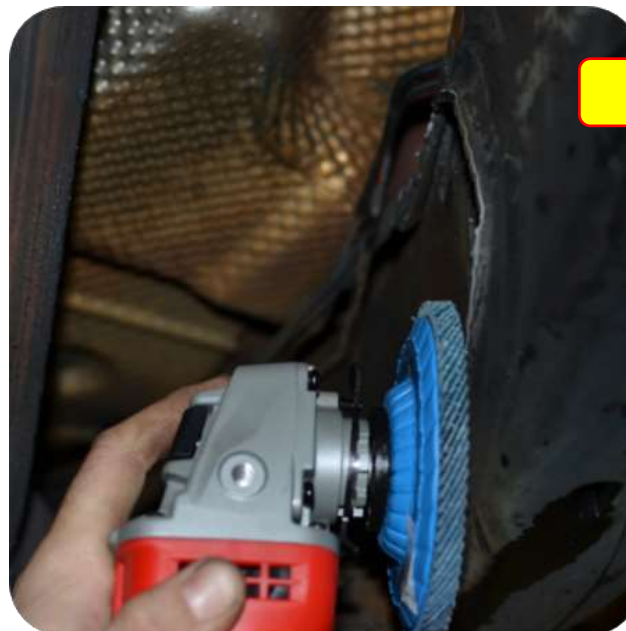
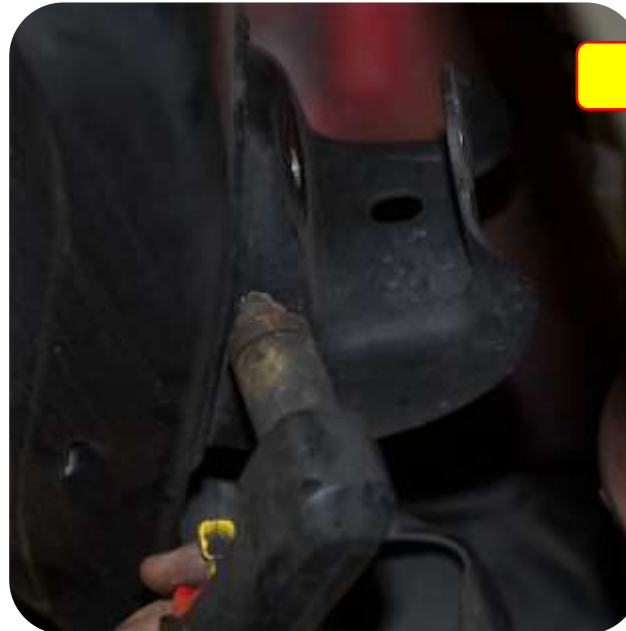
- A. Use an 18mm socket & wrench to remove the stock bolts. You will need a socket extension to access the head of the upper bolt inside the frame.
- B. The exhaust on the passenger side of some models interferes with removal of the upper bolt. Cut the stock bolt and replace it with the  $\frac{1}{2}$ -13 x 3  $\frac{1}{4}$ " flange hex head bolt and  $\frac{1}{2}$ "-20 hex flange nut provided, install bolt from the outside of frame and the nut inside the frame.
- C. Use a 21mm socket and wrench to remove the stock hardware and front lower control arms. **Save all hardware.**



## Section 3: Installation Instructions

### Step 2: Remove Front Control Arm Brackets

- D. Choose your tool to remove the front upper and front lower control arm bracket at the frame; we use the combination of a plasma torch and a cut off wheel.
- E. Using a grinder grind down the modified areas until flush with the frame.



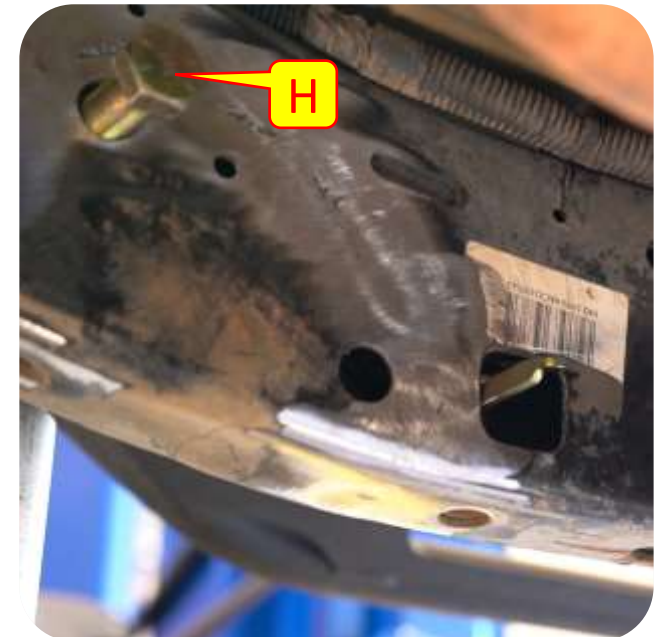
**Important Note:** We recommend priming and painting any surfaces that the original finish was removed from for corrosion resistance.

## Section 3: Installation Instructions

### Step 3: Front Lower Control Arm Brackets

**Important Note:** On the Driver side cut your exhaust for your chosen loop delete (*Magnaflow Not Recommended*) or relocation kit per their directions and remove the factory loop from the vehicle. We recommend not installing the new exhaust components until after the upper mount is fully installed.

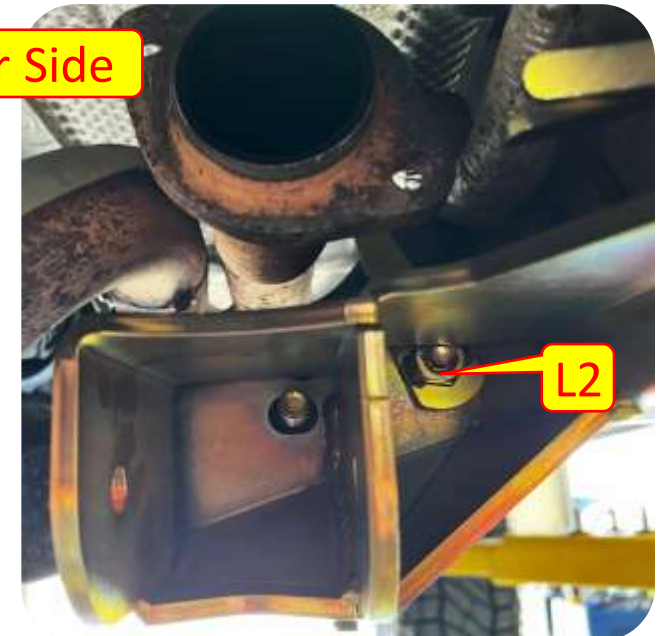
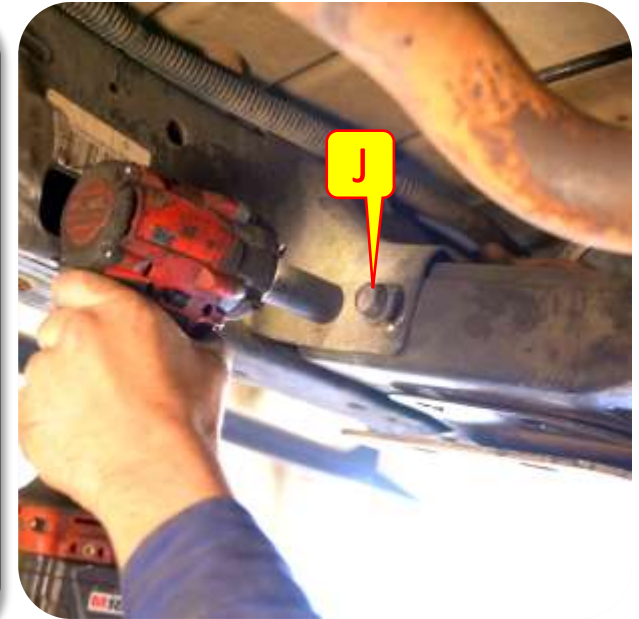
- F. Install the frame crush sleeve into the frame with a swing press. Make sure it goes through both sides of the frame and is sitting flush on both sides.
- G. Insert the large dual flag nuts into the frame through the large square hole in the frame. the lower mount will block this access once it is installed.
- H. Loosely install the 3/4 bolts to help hold the flag nut out of the way during the rest of the install of the lower mount.



## Section 3: Installation Instructions

### Step 3: Front Lower Control Arm Brackets

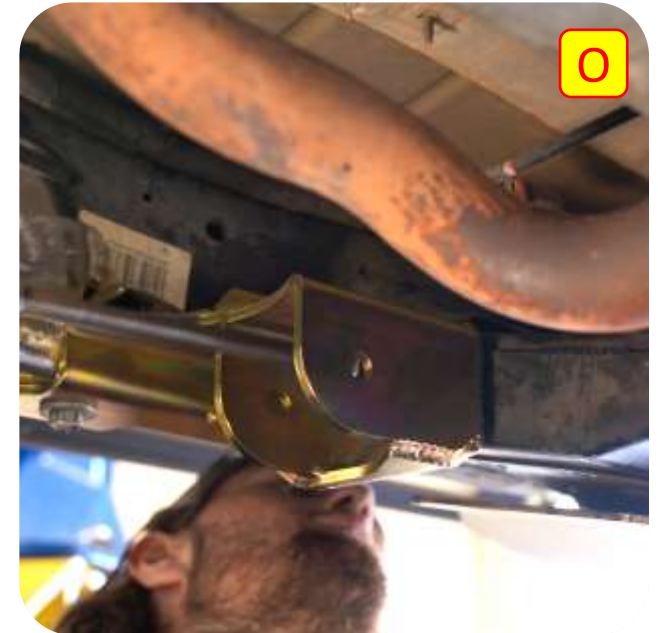
- I. Remove the Factory trans skid using 18mm socket.
- J. Support the crossmember with a Jack and remove the two factory bolts from the crossmember using an 18mm socket and wrench.
- K. On the passenger side only, install both bolts into the mount then install bolts and mount together into the crossmember. Install 2x 1/2" nuts and washer on the back side. using a 3/4" open ended wrench grab the bolt head at an angle and tighten the nuts with a 3/4" socket. Optionally a stubby wrench can be used to hold the outer bolt head and a socket to hold the inner bolt head.
- L. On the driver side install the control arm bracket bolts through the back side of the crossmember and into the bracket and secure with the provide flag nut.



## Section 3: Installation Instructions

### Step 3: Front Lower Control Arm Brackets

- M. Install factory 18mm bolt into frame weld nut or if the weld nut is not equipped use the provided 1/2" bolt into the flag nut installed in step G.
- N. Install the 1/2" flange bolt, through the large frame backing washer. then through the frame Crush sleeve installed earlier using a flag nut on the bracket side and tighten down using a 3/4" in socket.
- O. Using a 3/4" socket tighten the crossmember mount bolts.
- P. Make sure all control arm bracket hardware is fully tightened.





## Section 3: Installation Instructions



### Step 4: Front Upper Control Arm Brackets (*Weld-On Option*)

**Note:** *If you chose the bolt on option, you could skip this page and continue to page 10.*

Q. Align mount to frame as pictured and weld. reference hole is bottom 3/4" hold closest to lower mount.

R. Weld the bracket into place.

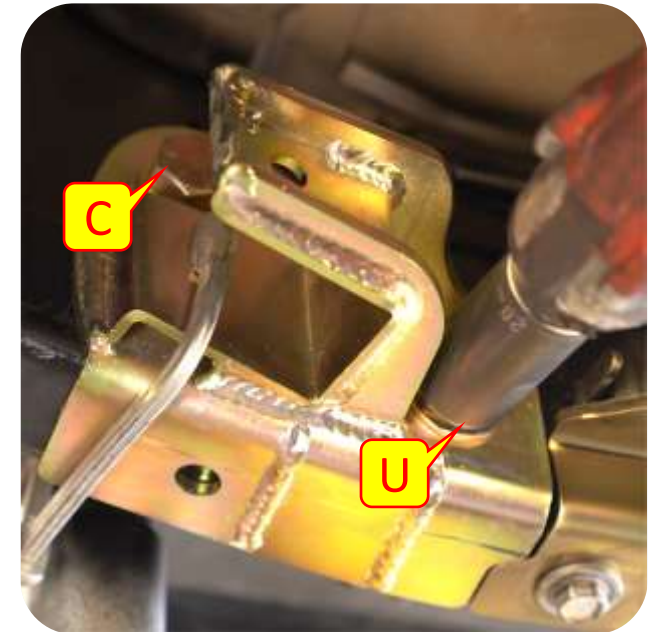
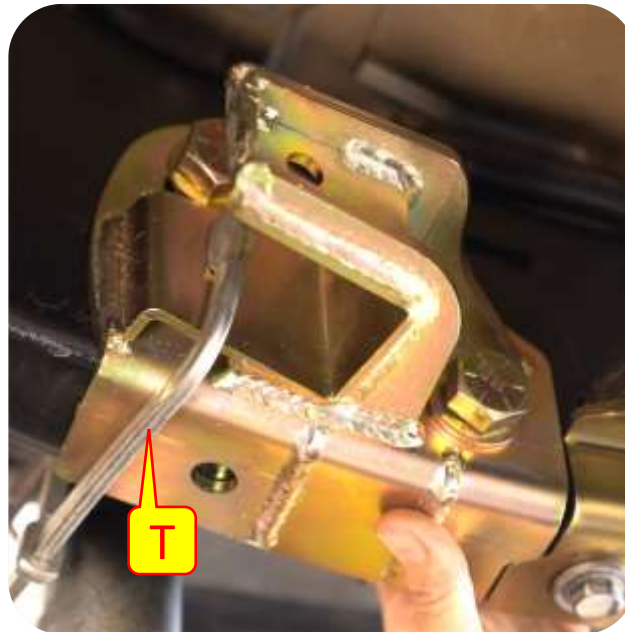
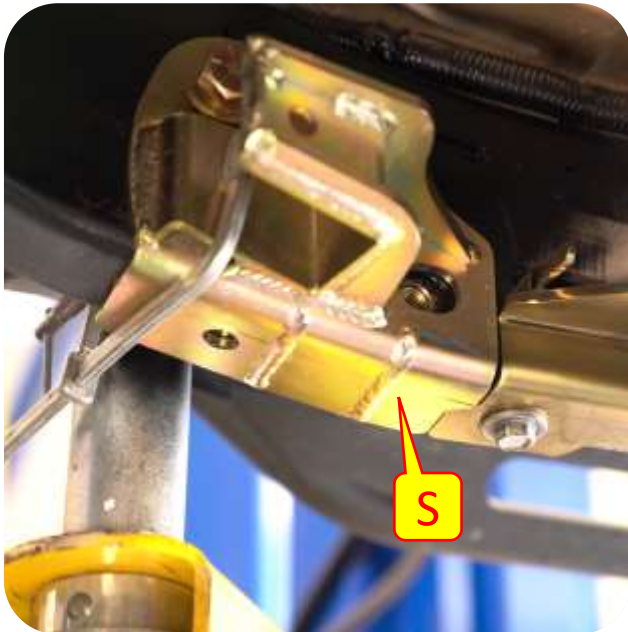
**Important Note:** *We recommend priming and painting any surfaces that the original finish was removed from for corrosion resistance.*



## Section 3: Installation Instructions

### Step 4: Front Upper Control Arm Brackets (*Bolt-On Option*)

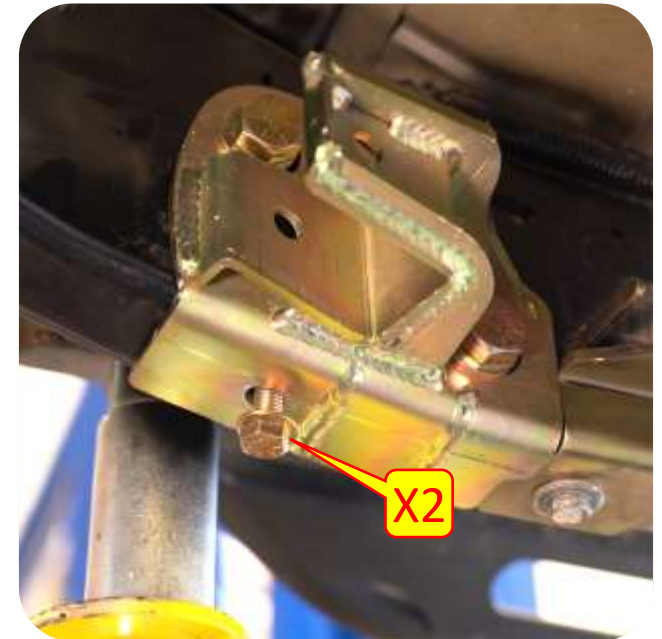
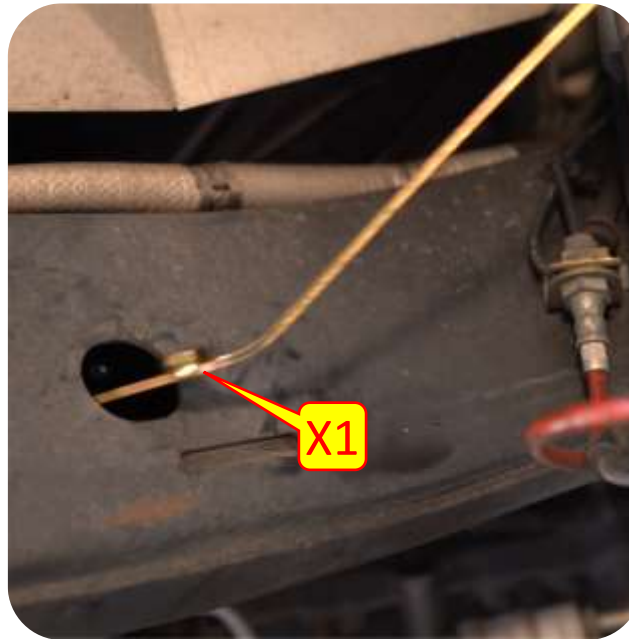
- S. Align Upper arm mount with large holes on the inside of the frame and loosely install both 3/4" bolts into the large flag nut. You can use needle nose vice grips to help grip and position the flag nut if needed.
- T. Use a floor jack or clamp to press up on the bracket to fully seat it with the frame. Also making sure the bracket remaining flush with the lower arm mount to maintain proper spacing of the arms.
- U. Fully tighten the 3/4" bolts using a 1 1/8" socket.
- V. Remove floor jack supporting upper arm mount.



## Section 3: Installation Instructions

### Step 4: Front Upper Control Arm Brackets (*Bolt-On Option*)

- W. Mark the Hole on the bottom of the upper arm mount and Drill out to 1/2".
- X. Install the small flag nut through the hole in the frame within the front wheel well; using the provided 1/2" bolt install the bolt through the drilled-out hole on the bottom of the control arm mount and tighten with a 3/4" socket.
- Y. Make sure all the upper bracket hardware is fully tightened.



## Section 3: Installation Instructions

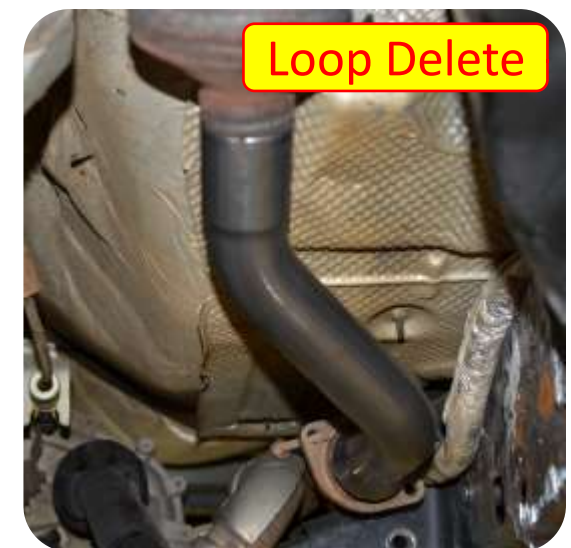
### Step 5: Exhaust Modification



Exhaust Loop



Exhaust Loop Removed



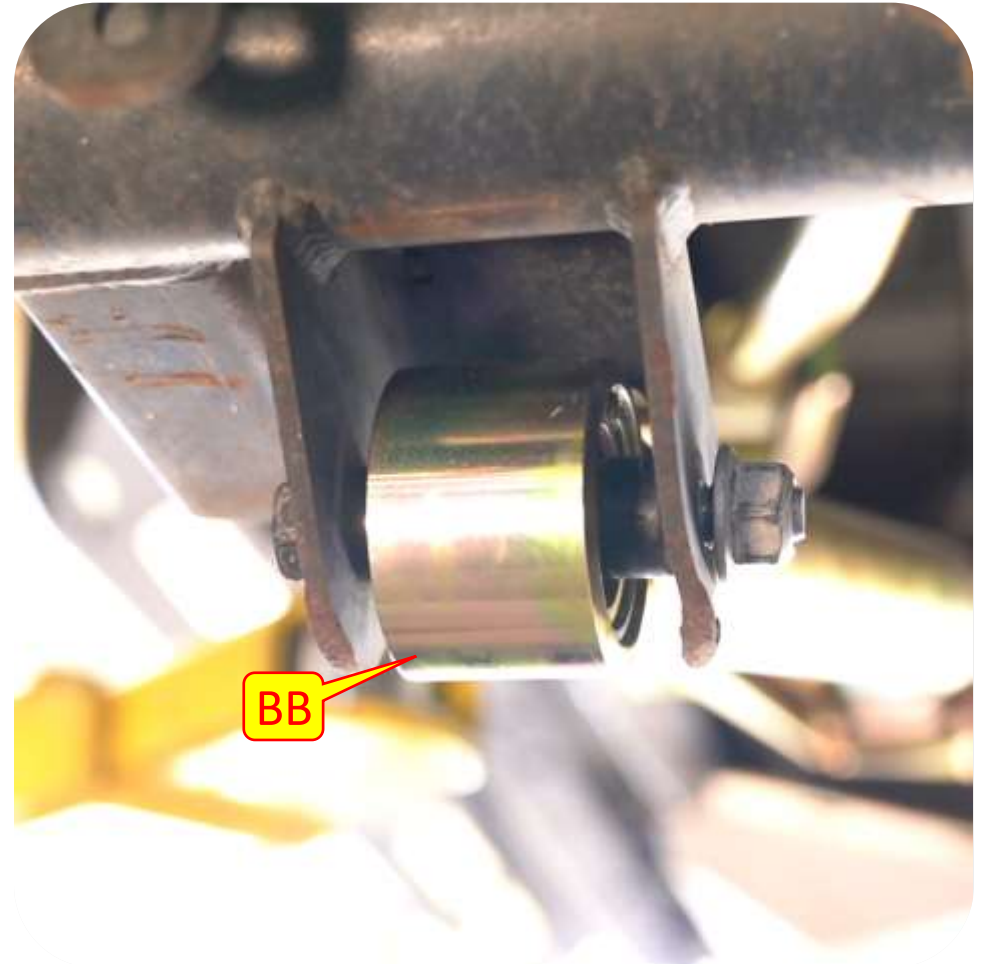
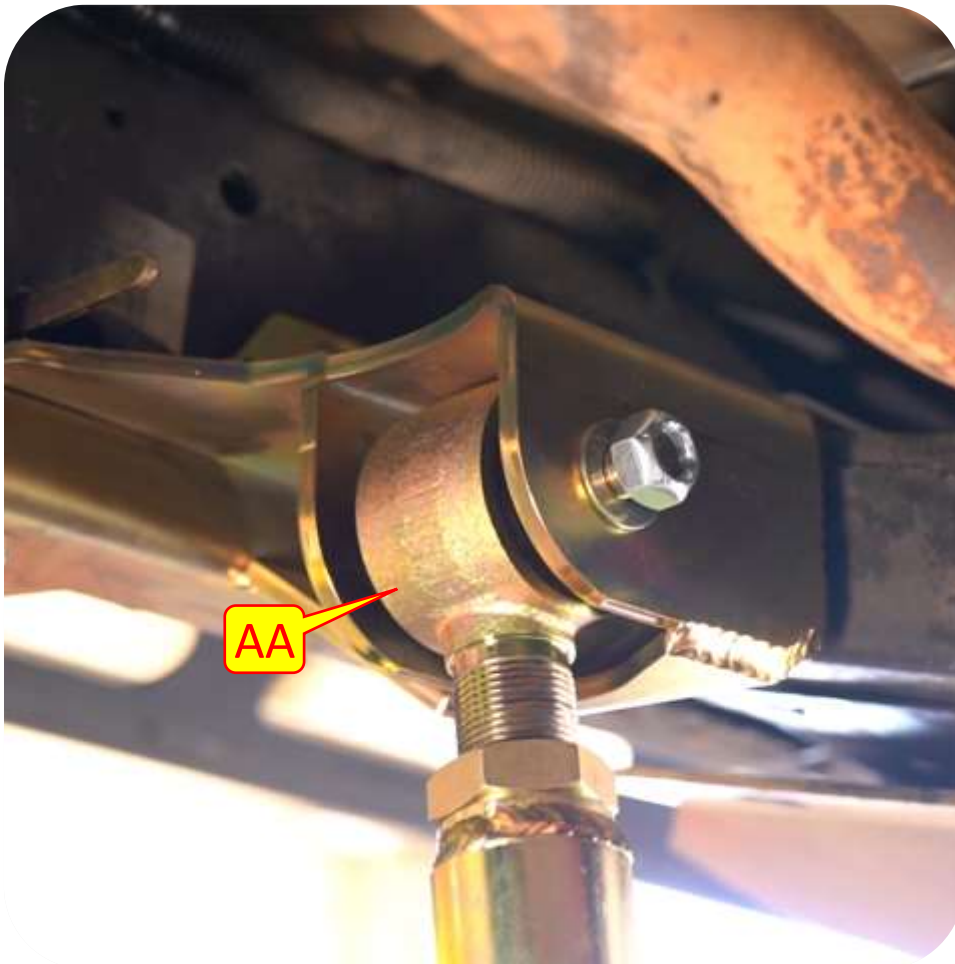
Loop Delete

**Important Note:** *If exhaust modifications need to be performed (exhaust loop delete) now is a good time to do so. Follow MFG instructions on how to modify exhaust. \*Exhaust loop delete is NOT included and must be purchased separately.*

## Section 3: Installation Instructions

### Step 6: Control Arm Installation

- Z. Measure the Lower arm to 33" eye to eye (*this is a starting point. Arm lengths may vary*).
- AA. Install lower arm with the adjustable side at the frame using the provided 1/2" bolt and nut.
- BB. Install the factory bolt and nut at the axle side.



## Section 3: Installation Instructions



### Step 6: Control Arm Installation

DD. Measure the Lower arm to 27 3/4" eye to eye (*this is a starting point. Arm lengths may vary*).

EE. Install Upper arm to the Upper Frame side bracket and install provided 1/2 bolt and flag nut.

FF. Install the upper arm to the upper axle mount using the factory hardware.

GG. Adjust your caster and then make sure all control arm hardware is fully tightened.

