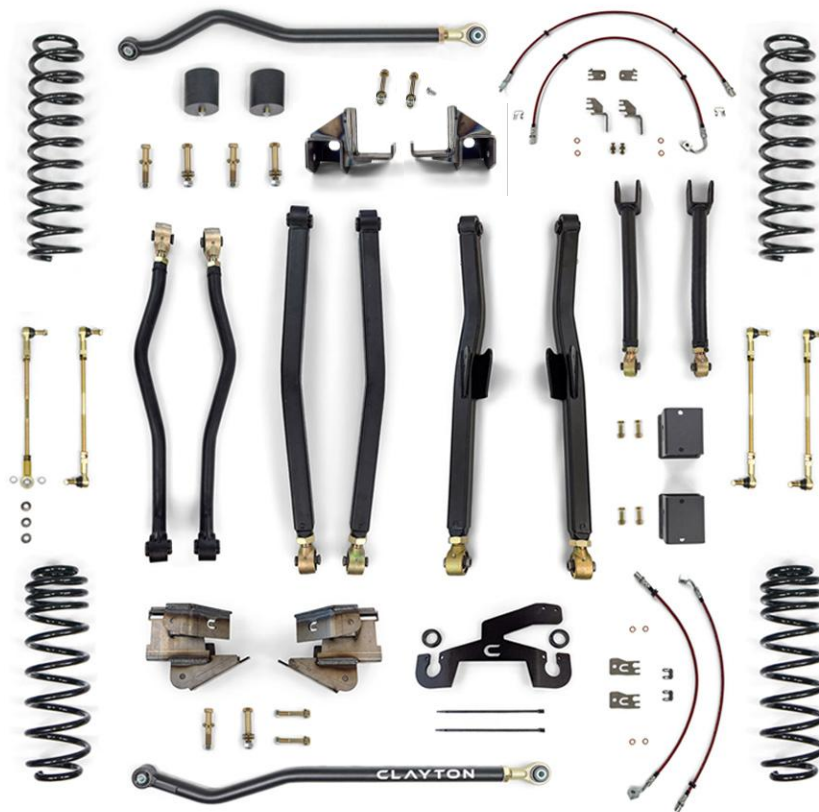


INSTALLATION MANUAL:

JEEP WRANGLER LONG ARM LIFT KIT SYSTEM,
OVERLAND+ & PREMIUM SERIES, 2018+ JL



LIFT KIT OVERVIEW - 3409025

Please review the following item list for your purchased kit so you can become familiar with the included items

3409025 Jeep Wrangler Overland+ 2.5" Long Arm Lift Kit (2018+, JL)	
SKU	Description
1508250	Jeep Wrangler 2.5" Front Coil Springs (2018+, JL-V6 GAS, I4 TURBO, I4 4XE)
1509251	Jeep Wrangler 2.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1709101	Jeep Wrangler OVERLAND+ Short Front Upper Control Arms (2018+, JL/JT)
1909010	Jeep Wrangler OVERLAND+ Long Front Lower Control Arms (2018+, JL/JT)
1909020	Jeep Wrangler OVERLAND+ Long Rear Lower Control Arms (2018+, JL)
1909030	Jeep Wrangler OVERLAND+ Long Rear Upper Control Arms (2018+, JL)
2209200	Jeep Wrangler Rear Long Arm Frame Brackets (2018+, JL)
1309100	Jeep Wrangler HD Front Brake Lines- Dual Piston Caliper (2018+, JL/JT)
1309102	Jeep Wrangler Rear Brake Lines (2018+, JL)
1309502	Jeep Wrangler Parking Brake Cable Relocation Bracket (2018+, JL)
1408100	Jeep Wrangler 3 1/4" Tall Front Bump Stops (2007-2018, JK/JL/JT)
1409200	Jeep Wrangler 3.0" Rear Bump Stops (2018+, JL)
2209100	Jeep Wrangler Front Long Arm Frame Brackets (2018+, JL/JT)
5109100	Jeep Wrangler Adjustable Front Sway Bar End Links (2018+, JL/JT)
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The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide

LIFT KIT OVERVIEW - 3409035

Please review the following item list for your purchased kit so you can become familiar with the included items

3409035 Jeep Wrangler Overland+ 3.5" Long Arm Lift Kit (2018+, JL)	
SKU	Description
1508350	Jeep Wrangler 3.5" Front Coil Springs (2018+, JL-V6 GAS, I4 TURBO, I4 4XE)
1509351	Jeep Wrangler 3.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1709101	Jeep Wrangler OVERLAND+ Short Front Upper Control Arms (2018+, JL/JT)
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LIFT KIT OVERVIEW - 3409325

Please review the following item list for your purchased kit so you can become familiar with the included items

3409325 Jeep Wrangler 392 V8 HEMI Overland+ 2.5" Long Arm Lift Kit (2021-2025, JL)	
SKU	Description
1508350	Jeep Wrangler 3.5" Front Coil Springs
1509251	Jeep Wrangler 2.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1709101	Jeep Wrangler OVERLAND+ Short Front Upper Control Arms (2018+, JL/JT)
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1309103	Jeep Wrangler Rear Brake Lines (2018+, 392, 4xE, XR)
1309502	Jeep Wrangler Parking Brake Cable Relocation Bracket (2018+, JL)
1409101	Jeep Wrangler 1.25" Tall Front Bump Stops (2007-2020, JK/JL/JT)
1409201	Jeep Wrangler 1-2" Tall Rear Bump Stops (2018+, JL)
2209110	Jeep Wrangler Front 392 V8 HEMI Long Arm Frame Brackets (2021+, JL)
5109100	Jeep Wrangler Adjustable Front Sway Bar End Links (2018+, JL/JT)
5109110	Jeep Wrangler Adjustable Rear Sway Bar End Links (2007+, JK/JL)

The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide



LIFT KIT OVERVIEW - 3409335

Please review the following item list for your purchased kit so you can become familiar with the included items

3409335 Jeep Wrangler 392 V8 HEMI Overland+ 3.5" Long Arm Lift Kit (2021-2025, JL)	
SKU	Description
1508450	Jeep Wrangler 4.5" Front Coil Springs
1509351	Jeep Wrangler 3.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1709101	Jeep Wrangler OVERLAND+ Short Front Upper Control Arms (2018+, JL/JT)
1909010	Jeep Wrangler OVERLAND+ Long Front Lower Control Arms (2018+, JL/JT)
1909020	Jeep Wrangler OVERLAND+ Long Rear Lower Control Arms (2018+, JL)
1909030	Jeep Wrangler OVERLAND+ Long Rear Upper Control Arms (2018+, JL)
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1309103	Jeep Wrangler Rear Brake Lines (2018+, 392, 4xE, XR)
1309502	Jeep Wrangler Parking Brake Cable Relocation Bracket (2018+, JL)
1409101	Jeep Wrangler 1.25" Tall Front Bump Stops (2007-2020, JK/JL/JT)
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LIFT KIT OVERVIEW - 3209025

Please review the following item list for your purchased kit so you can become familiar with the included items

3209025 Jeep Wrangler Premium 2.5" Long Arm Lift Kit (2018+, JL)	
SKU	Description
1508250	Jeep Wrangler 2.5" Front Coil Springs (2018+, JL-V6 GAS, I4 TURBO, I4 4XE)
1509251	Jeep Wrangler 2.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1809101	Jeep Wrangler Premium Short Front Upper Control Arms (2018+, JL/JT)
1909210	Jeep Wrangler Premium Long Front Lower Control Arms (2018-2024+, JL/JT)
1909220	Jeep Wrangler Premium Long Rear Lower Control Arms (2018+, JL)
1909230	Jeep Wrangler Premium Long Rear Upper Control Arms (2018+, JL)
2209200	Jeep Wrangler Rear Long Arm Frame Brackets (2018+, JL)
1309100	Jeep Wrangler HD Front Brake Lines- Dual Piston Caliper (2018+, JL/JT)
1309102	Jeep Wrangler Rear Brake Lines (2018+, JL)
1309502	Jeep Wrangler Parking Brake Cable Relocation Bracket (2018+, JL)
1408100	Jeep Wrangler 3 1/4" Tall Front Bump Stops (2007-2018, JK/JL/JT)
1409200	Jeep Wrangler Rear Bump Stops (2018+, JL)
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LIFT KIT OVERVIEW - 3209035

Please review the following item list for your purchased kit so you can become familiar with the included items

3209035 Jeep Wrangler Premium 3.5" Long Arm Lift Kit (2018+, JL)	
SKU	Description
1508350	Jeep Wrangler 3.5" Front Coil Springs (2018+, JL-V6 GAS, I4 TURBO, I4 4XE)
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LIFT KIT OVERVIEW – 3209325

Please review the following item list for your purchased kit so you can become familiar with the included items

3209325 Jeep Wrangler 392 V8 HEMI Premium 2.5" Long Arm Lift Kit (2021-2025, JL)	
SKU	Description
1508350	Jeep Wrangler 3.5" Front Coil Springs
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4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
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1409201	Jeep Wrangler 1-2" Tall Rear Bump Stops (2018+, JL)
2209110	Jeep Wrangler Front 392 V8 HEMI Long Arm Frame Brackets (2021+, JL)
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The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide



LIFT KIT OVERVIEW - 3209335

Please review the following item list for your purchased kit so you can become familiar with the included items

3209335 Jeep Wrangler 392 V8 HEMI Premium 3.5" Long Arm Lift Kit (2021-2025, JL)	
SKU	Description
1508450	Jeep Wrangler 4.5" Front Coil Springs
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4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
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2209200	Jeep Wrangler Rear Long Arm Frame Brackets (2018+, JL)
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1409101	Jeep Wrangler 1.25" Tall Front Bump Stops (2007-2020, JK/JL/JT)
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The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide



DISCLAIMER

WARNING:

Suspension systems and their components are designed to enhance your vehicle's off-road performance. This may cause your vehicle to handle differently, on and off-road. Always wear your seatbelt and take extra care when driving a modified vehicle. Failure to do so can result in loss of control which may result in a rollover causing serious injury, or even death to the driver and/or passengers of the vehicle. Regular maintenance and consistent inspections are required to keep your modified vehicle safe and functioning properly. These suspension systems and any components should be installed by certified technicians only. Attempts to install these products without proper knowledge can lead to poor performance, or possible failure, which may jeopardize the safety of the vehicle and its passengers. The installer is responsible for proper installation ensuring a safe and properly functioning vehicle. Take extra care when operating a modified vehicle and thoroughly inspect your vehicle before and after every off-road use.

Read the instruction set in its entirety before attempting the installation.

NOTE:

This product may require general welding, fabrication, and automotive mechanic skills. Welding should only be done by a competent welder. Clayton Off Road implies no guarantees or warranties and is not liable for improper installation. Some grinding and fitment may be required when installing this product. Every vehicle varies slightly, and some fabrication and/or modification may be required.

ATTENTION:

It is the customer's responsibility to thoroughly inspect all received parts to ensure they are assembled correctly and fully welded. Please carefully examine all weld seams and verify that bolt-through holes are properly aligned. Some Clayton Off Road products are permanent, non-removable, weld-on solutions. **If a defect or issue is found after installation, especially with permanent weld-on components, it may be difficult or impossible to correct.** Inspecting the part(s) received beforehand helps prevent unnecessary and avoidable complications.

ATTENTION: TORQUE SPECIFICATION

When working on any vehicle, it is good practice to torque suspension/weight-bearing components while the vehicle is resting under its load. This instruction set, as well as any other Clayton Off Road instruction set, assumes the installer will tighten any suspension-related components properly, to the recommended torque specification, when the vehicle is resting safely under its own weight.

CONTROL ARM OVERVIEW

Please review the following information so you can become familiar with our purchasable options



OVERLAND PLUS

Designed for the daily driver/weekend warrior. Features dual-durometer, maintenance-free bushings for comfort on-road and capability on the trails. One of our two available suspension systems that utilize a unique long arm design for perfecting suspension geometry. Fully adjustable, 100% bolt on, and Made-In-The-USA with a Lifetime Warranty.



PREMIUM SERIES

Designed for the off-road enthusiast. Features both maintenance-free bushings and forged Johnny Joint adjusters for maximum versatility and flex. One of our two available suspension systems that utilize a unique long arm design for perfecting suspension geometry. Fully adjustable, 100% bolt on, and Made-In-The-USA with a Lifetime Warranty.

Arms, frame brackets, and hardware are identical, meaning you can swap to a different series at any point

FRONT-END INSTALLATION

The following instructions are a generic guide to installing the front-end components. Please navigate to a specific product page for more in-depth instructions if you require a more specific, step-by-step guide



INSTALLATION INSTRUCTIONS

*****Take this product to a licensed professional if you are hesitant about the installation process!*****

The following instructions apply to the listed components below:

- Front Coil Springs (2.5" or 3.5")
- Front Adjustable Track Bar
- Front Control Arms (Overland+ or Premium)
- Front Long Arm Frame Brackets
- Front Bump Stops
- Front Sway Bar End Links

The following instructions provide a basic guide for installing the front-end components for the long-arm kit!

*****2.0L I4 JL and 3.0L Diesel owners may follow these instructions as a general guide, however, additional steps may apply*****

*****The following steps apply to both 3.6 V6 and 392 V8 HEMI JL vehicles, unless noted otherwise*****

If you purchased single-arm sets, individual brackets, or an upgrade kit, your installation process may vary.

We strongly recommend having basic mechanic's hand tools, sockets, wrenches, vehicle jacks and stands, and other common tools readily available. Installing an aftermarket lift kit is a detailed process, and having the right tools on hand will ensure a smoother installation.

As always, feel free to contact us at any point during your installation - you can count on us to help!

INSTALLATION INSTRUCTIONS

TOOLS REQUIRED FOR INSTALLATION

- *Basic hand tools*
- *Metric wrench/socket set* (10mm - 24mm)
- *Standard wrench/socket set* (7/16", 1/2", 9/16", 15/16")
- *MIG welder*
- *Cut-off wheel or plasma cutter*
- *Large box wrenches* (1-1/2", 1-7/8")
- *Jack stands and/or vehicle lift*

1. Position the vehicle either on the ground or on a lift. For this installation, it is recommended that the vehicle be supported by the frame. Support the front axle with two additional jack stands. Remove the front tires and disconnect the battery before welding.

*****Photos of control arm adjusters in the following photos may not match your selected series, but the installation remains the same!*****



Figure 1: Vehicle supported by lift and jack stands

INSTALLATION INSTRUCTIONS

2. Remove the factory front sway bar end-links. The socket size may vary depending on which vehicle, year, or aftermarket components you may already have installed. Put the passenger axle hardware aside and tuck the sway bar up and out of the way.

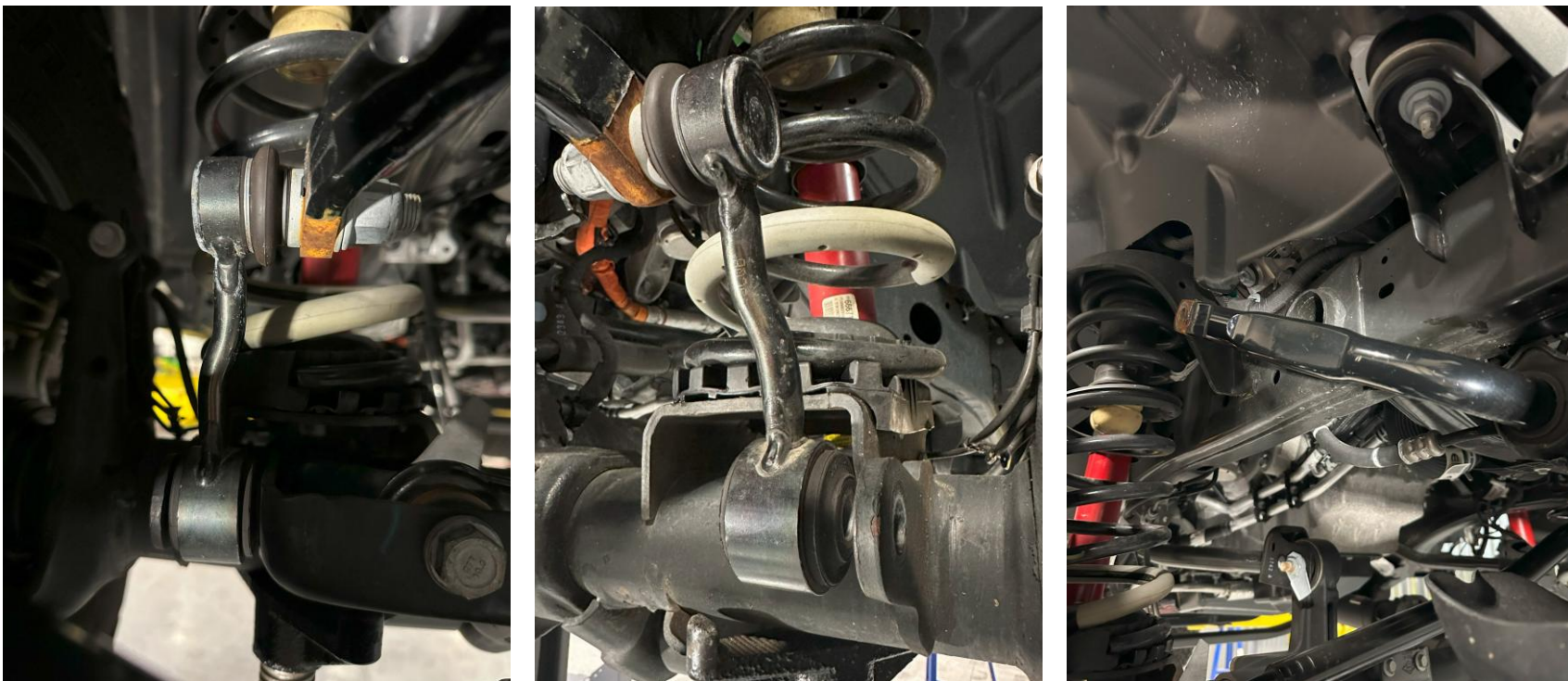


Figure 2: Front passenger and driver-side sway bar end link to be removed, with sway bar tucked up and away

INSTALLATION INSTRUCTIONS

3. Remove the front factory track bar. Start with the frame bracket bolt (21mm) and then the axle bolt (21mm). Remove the differential sensor plastic push-clip out of the upper factory control arm. Put the hardware aside, as it will be reused.



Figure 3: Front factory track bar bolt at frame and axle removed, with differential sensor clip removed

INSTALLATION INSTRUCTIONS

4. Remove the lower shock bolts using an 18mm socket. Save the hardware and put it aside. Move to the top of the shocks and remove the top shock bolts with an 18mm socket. It may be hard to get to, so push the fender liner out of the way and use a socket extension. You may need to notch or cut the fender liner with a knife/blade to obtain enough clearance.



Figure 4: Front driver/passenger lower shock bolts removed



Figure 5: Front upper passenger shock bolt removed

INSTALLATION INSTRUCTIONS

5. Remove the brake line bracket off the front lower control arms using a 15mm socket and let the bracket hang. Then, remove the front upper control arm heat shields from both sides. Two, 10mm bolts retain each heat shield. One bolt is located on the side, the other on the top (hidden). The top bolt is hard to get to, so use a small ratchet or ratcheting socket.

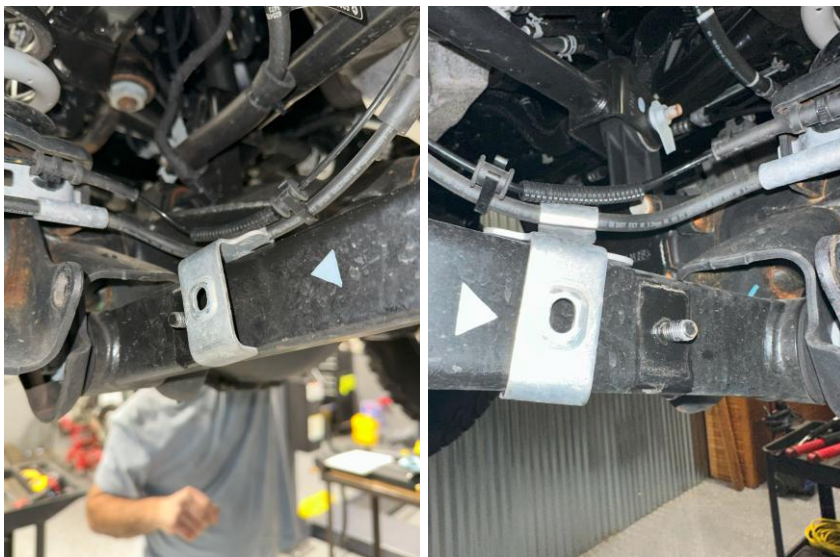


Figure 6: Front driver/passenger lower brake line mount removed

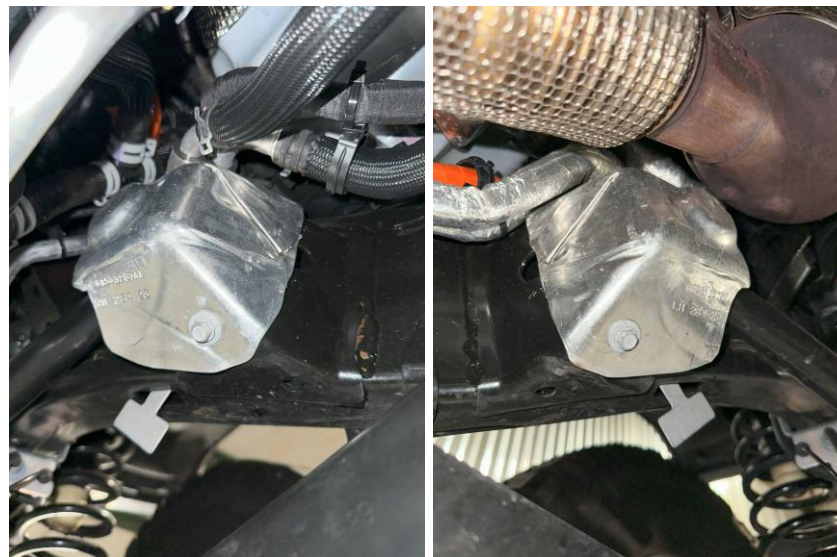


Figure 7: Front upper control arm heat shields to be removed

NOTE: You can cut off the control arm heat shields if you cannot reach the top 10mm bolt, as the shield will not be reused.

INSTALLATION INSTRUCTIONS

6. Remove the front control arms. You will need 18mm, 21mm, and 24mm sockets. Put the axle hardware aside, as you will be reusing it. **Make sure that the axle remains supported. Try to minimize any axle shift that may occur during this process.**



Figure 8: Lower/upper frame-side control arm bolts, and lower/upper axle-side control arm bolts

INSTALLATION INSTRUCTIONS

7a. Before installing the control arm brackets, please make sure the following pre-installation checklist is completed.

PRE-INSTALLATION CHECKLIST

- Remove the plastic fuel-line shield on the passenger side (Figure 9)
- Cut off the stud on the frame for the gas tank shield (Figure 9)
- Remove the cross-member bolts and swap them around ***3.6 V6 ONLY*** (Figure 10), or use the supplied M12 hardware (found in 2209100 box)
- Remove the exhaust section at the flange near the front, and the coupling before the resonator in the rear ***3.6 V6 ONLY*** (Figure 11)
- Remove the transmission guard

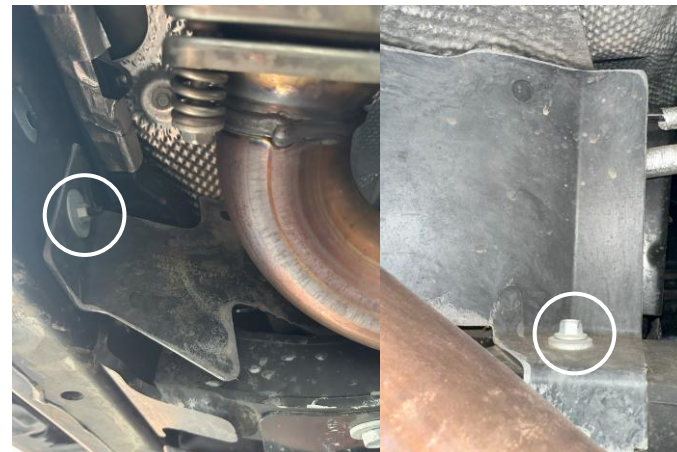


Figure 9: Fuel-line shield bolts (passenger side)



Figure 11: Exhaust section flanges and clamps



Figure 10: Cross-member bolts flipped around

INSTALLATION INSTRUCTIONS

7b. **392 V8 HEMI NOTE:** Removing the cross-member entirely will greatly assist in the removal of the exhaust. This requires the use of an additional jack stand to support the transmission. Please follow the steps below to remove the cross member before attempting to remove the exhaust.

CROSS-MEMBER REMOVAL CHECKLIST - V8 HEMI ONLY

- Unbolt the x3 nuts holding the transmission to the cross member (Figure 11a)
- Support the transmission with an adjustable locking jack stand
- Unbolt the x3 thru-bolts at the frame rail (Figure 11b)
- Unbolt the x2 exhaust hanger bolts that are mounted to the cross member (Figure 11c)
- Unbolt the x2 thru-bolts on the other side of the cross member (Figure 11d)

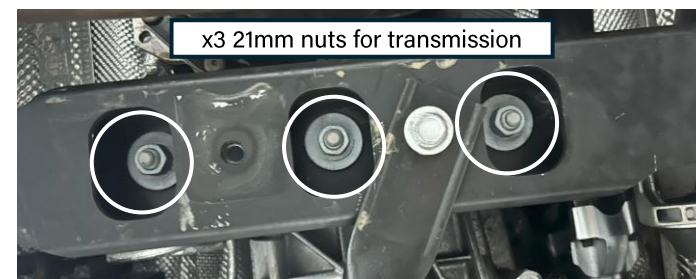


Figure 11a: Transmission nuts



Figure 11b: Frame rail thru-bolts



Figure 11d: Cross-member bolts

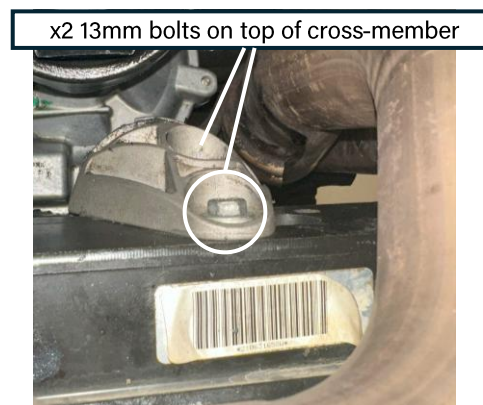


Figure 11c: Cross-member exhaust hanger

INSTALLATION INSTRUCTIONS

7c. **392 V8 HEMI NOTE:** With the cross-member removed and the transmission supported, remove the exhaust.

Removing the exhaust is crucial for this installation, but modification is **not** required! This will open-up the work area and allow for smoother removal factory control arm brackets, as well as make room for the new, weld-on brackets. The exhaust must be removed all the way from the front pipes to the muffler. Please follow the checklist below to remove the exhaust.

EXHAUST REMOVAL CHECKLIST - 392 V8 HEMI ONLY

- Unbolt the passenger and driver front pipe/converter (Figure 11e)
- Unbolt the passenger-side cross-over pipe at the flange (Figure 11f)
- Unbolt the rear section pipe clamp bolts at the resonator (Figure 11g)
- Remove the rear section muffler clamps (Figure 11h)
- Disconnect the O₂ sensors before removal!**

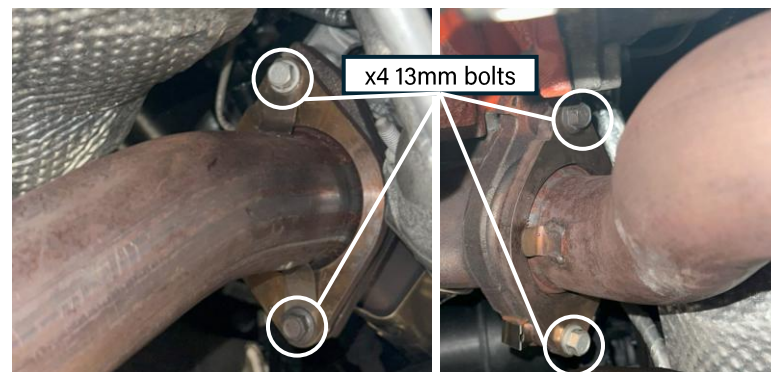


Figure 11e: Front pipe flange (driver/passenger side)

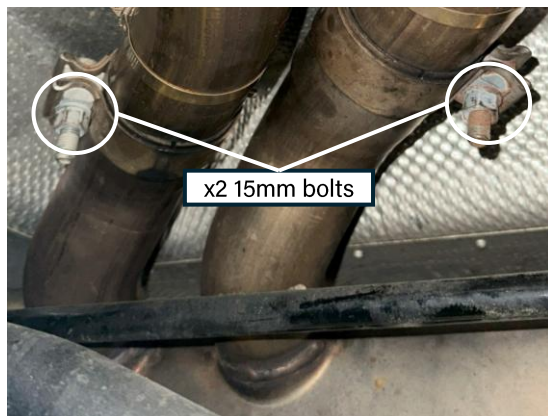


Figure 11h: Rear section muffler clamps

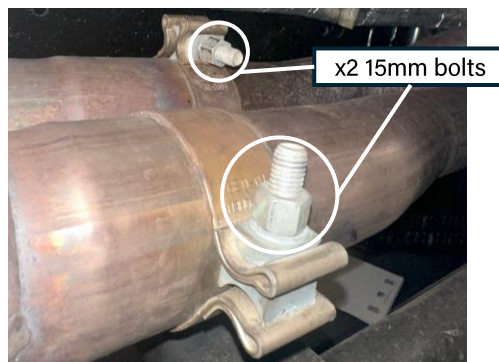


Figure 11g: Rear section resonator clamps

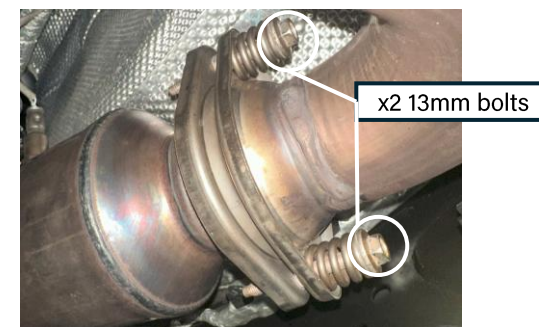


Figure 11f: Spring bolts at cross-over pipe (passenger side)

INSTALLATION INSTRUCTIONS

7d. **392 V8 HEMI NOTE:** With hangers and the exhaust clamps loosened and/or removed, you may now remove the exhaust sections piece by piece. Remove the two rear exhaust section hangers and then remove the front pipe sections (passenger and driver) followed by the cross-over pipe section.

Move to the rear and remove the resonator section. Slowly wiggle the section back and forth in circular motions until the angled pipes back out of the muffler. See the figures below for the hangers (Figure 11j) and the entire exhaust system out of the vehicle (Figure 11k).

Be sure not to damage the O₂ sensors while removing exhaust sections!

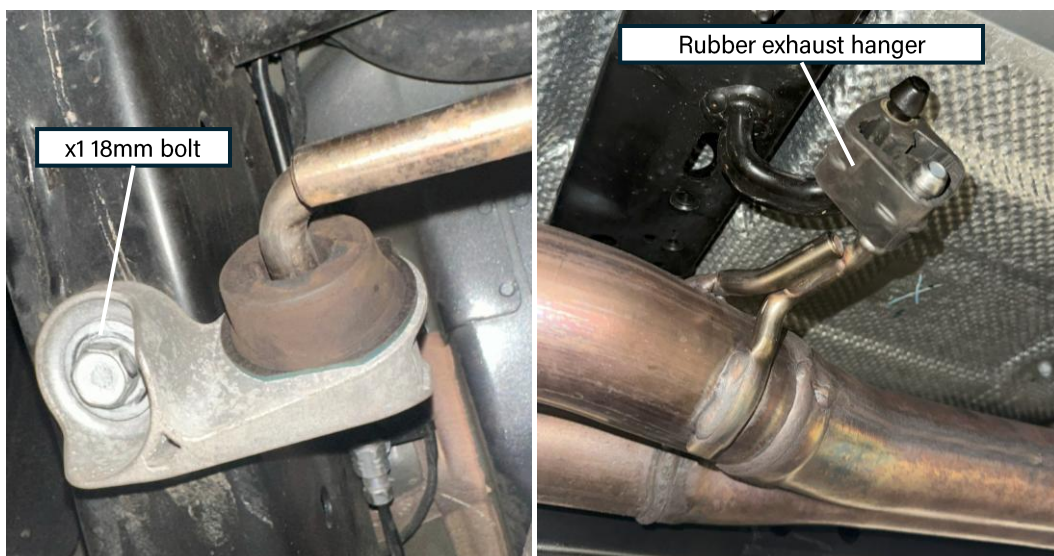


Figure 11j: Remaining exhaust hangers to be removed

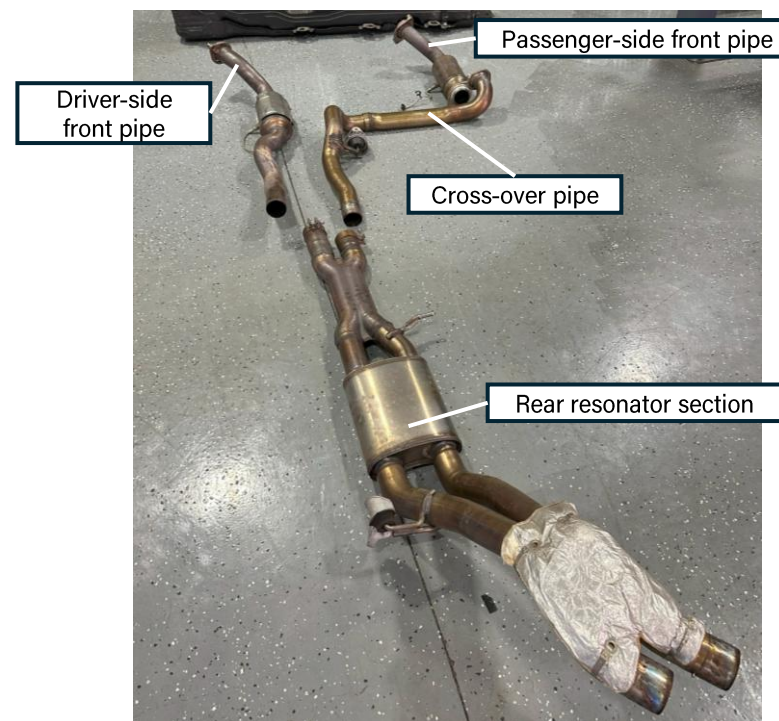


Figure 11k: Full exhaust system removed

INSTALLATION INSTRUCTIONS

7e. **3.0L DIESEL NOTE:** Temporary removal of the catalytic converter section of the diesel exhaust system is required for this installation, as it will provide greater room to work and to weld. Follow the checklist below to remove this component. **Take caution and try not to strain the ported sensors on the section. Retain all hardware.**

EXHAUST SECTION REMOVAL: 3.0L DIESEL ONLY

- Unbolt the x3 nuts holding the exhaust flange at the rear section (Figure 11m)
- Unbolt the v-clamp at the top of the exhaust section (Figure 11n)
- Remove the x2 bolts at the flange next to the main exhaust tube (Figure 11p)
- Unbolt the x1 exhaust hanger bolt (Figure 11q)
- Proceed to step 7f for more removal items

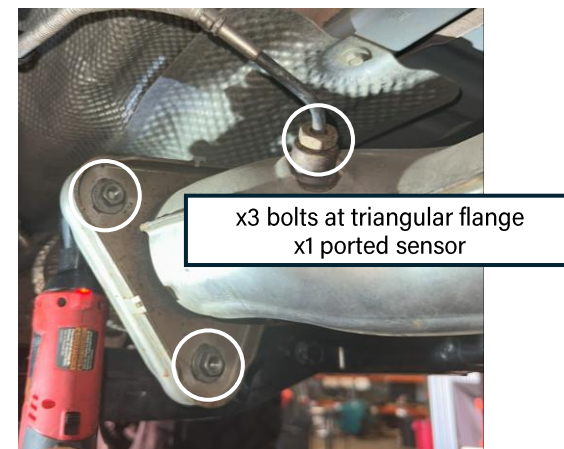


Figure 11m: Flange to be removed and sensor

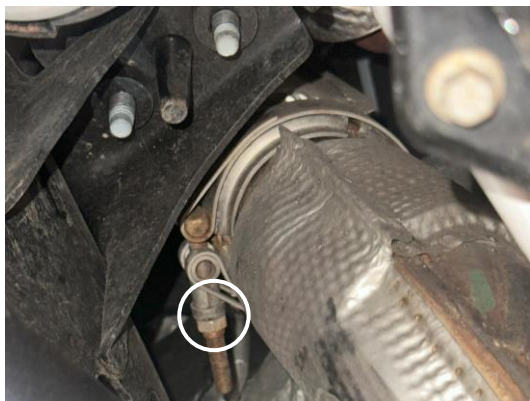


Figure 11n: V-clamp to be removed (x1 nut)



Figure 11p: Flange to be removed (x2 bolts)

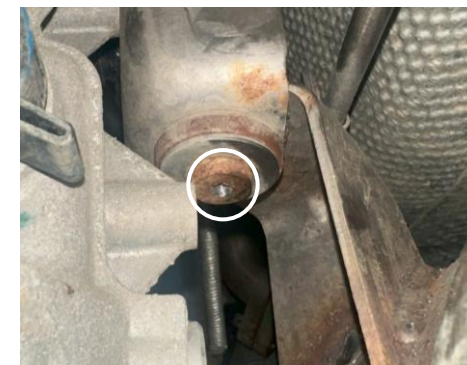


Figure 11q: Flange to be removed (x2 bolts)

INSTALLATION INSTRUCTIONS

7f. **3.0L DIESEL NOTE:** Continue to the checklist below to complete the catalytic converter removal.

CATALYTIC CONVERTER REMOVAL CONTINUED: 3.0 DIESEL ONLY

- Remove the small, 8mm nut at the port hose retaining clip (Figure 11r)
- Unbolt and remove the x2 long bolts at the front hanger mount (Figure 11s)
- Unbolt the nut at the front hanger (Figure 11t)
- Gently wiggle the entire section and remove it free from its mounts to gain clearance to remove the ports (Step 2d)

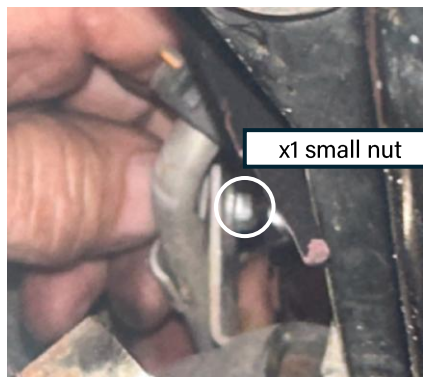


Figure 11r: Small retaining clip



Figure 12s: Front hanger removal



Figure 11t: Hanger nut to be removed

INSTALLATION INSTRUCTIONS

7g. **3.0L DIESEL NOTE:** With hangers and the exhaust clamps loosened and/or removed, you may now remove the converter's ported sensors. These sensors have very little play, so take caution and make sure you are not straining any wires. Remove all three sensors in the front section at this time and slowly bring down the entire exhaust section. Double-check to make sure the single port at the front is also removed before trying to drop the section completely.

The ports may be challenging to get to, but take your time and maneuver the section around as carefully as possible. Use a normal box wrench to crack the fitting loose, and then finish the fitting by hand if it provides more clearance.

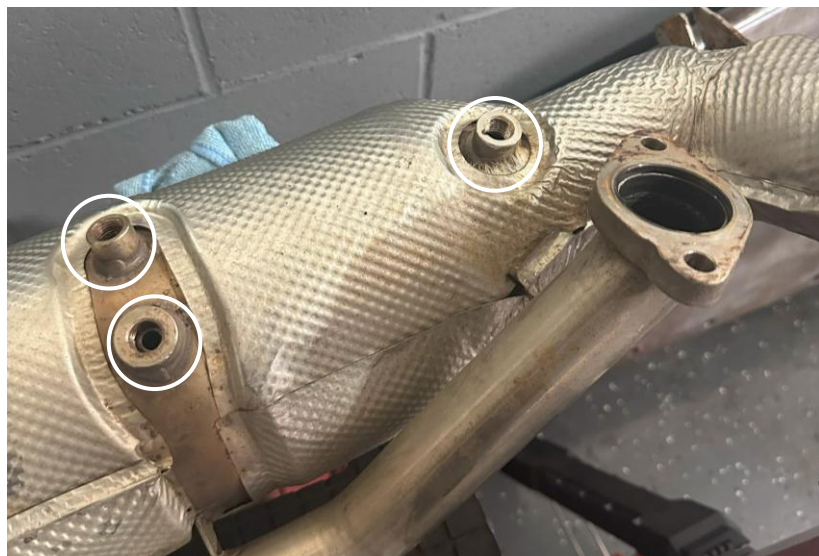


Figure 11u: x3 ports at front of section



Figure 11v: x1 port at rear of section

INSTALLATION INSTRUCTIONS

7h. **3.0L DIESEL NOTE:** Diesel models come equipped with a sensor mounted on the front passenger side frame rail. The sensor is mounted by two studs. Remove the x2 nuts holding the sensor, and grind/cut off the studs from the frame. Then, grind the surface completely flat. **Retain the heat shield, as it will be reused. This is necessary to make room for the new frame brackets.**

Gently unclip the grey sensor lock at the top of the clip and then push down on the connection to disconnect. Keep the sensor and plug away from the work area for now. Clayton Off Road supplies a self-tapping bolt to re-mount the sensor and the heat shield, but this will be done in a future step.

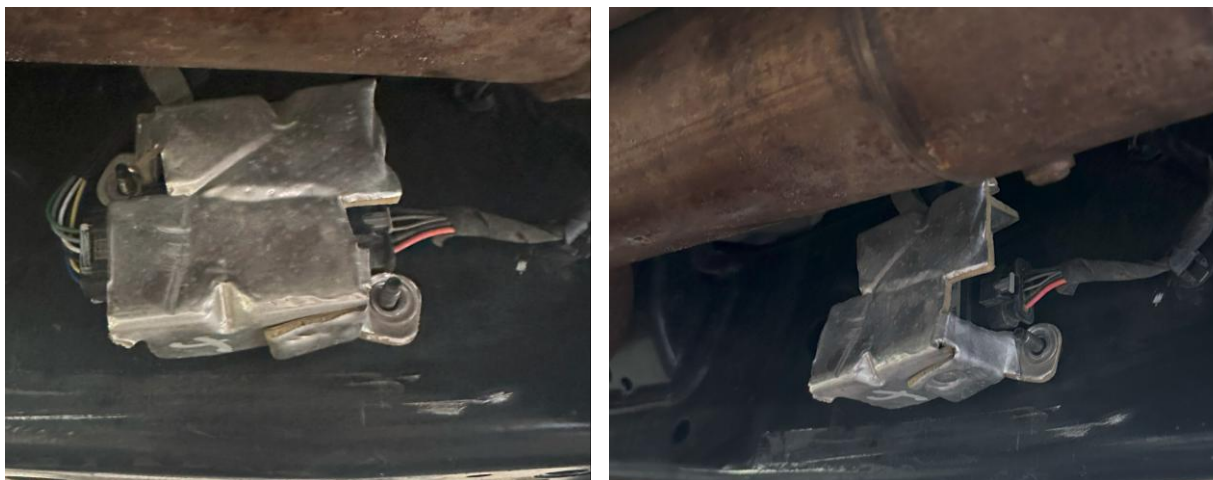


Figure 11w: Sensor to be removed off frame

INSTALLATION INSTRUCTIONS

8. With the factory control arms removed, install the front long arm frame brackets. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-5009200/4809200/5009300/4809300 (Long Arm Upgrade Kit) instructions. Follow the Long Arm Upgrade Kit instructions from **Steps 3-8**.

You may also find starting lengths for the control arms at the end of these instructions.



Figure 12: Front frame brackets and long arms installed

INSTALLATION INSTRUCTIONS

8b. **3.0L DIESEL NOTE:** With the front long arm brackets installed, re-mount the sensor using the supplied self-tapping bolt (supplied in box with control arm frame brackets).

Tear or cut the heat shield as seen below, and mount the sensor with the single self-tapping screw into the existing hole in the frame. Also make sure that the sensor is plugged back in, and the clip-lock is pushed in.

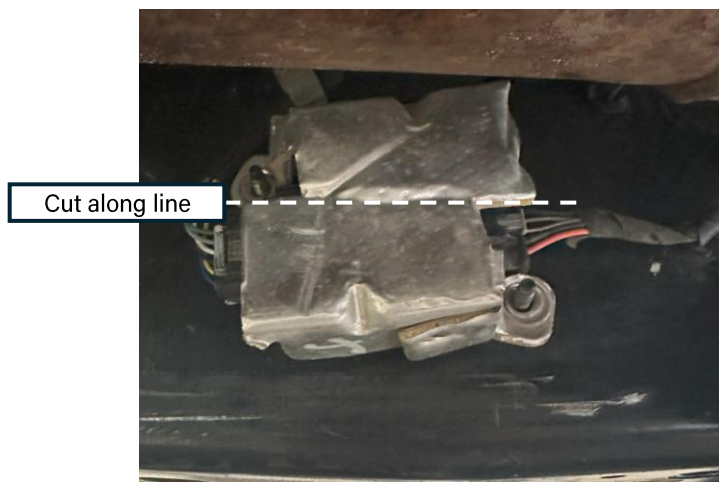


Figure 12b: Heat shield modification



Figure 12c: Sensor relocated with modified heat shield

INSTALLATION INSTRUCTIONS

9. With the long arm brackets and new control arms installed, droop the axle by lowering the supporting jack stands and remove the springs to install the new bump stops. Use the included hardware and use a $\frac{5}{16}$ " hex key and $\frac{9}{16}$ " wrench. Complete both sides at this time. **You may tighten the bump-stop hardware at this time.**



Figure 13: Axle drooped with old springs removed, and bump stops installed

TIP: Tape the nut to the wrench to get the threads started, as the nut may be hard to hold at the spring perch hole.

*****Photos above were taken during a short-arm kit installation, but the step remains the same!*****

INSTALLATION INSTRUCTIONS

10. Install the new front springs. The front springs will have "1508xxx" etched in white on the coil. The front coils for this kit are **NOT** side-specific. Install the new springs while the axle is still dropped. Make sure that the springs are set properly on the coil perch and are retained in the upper spring mount.

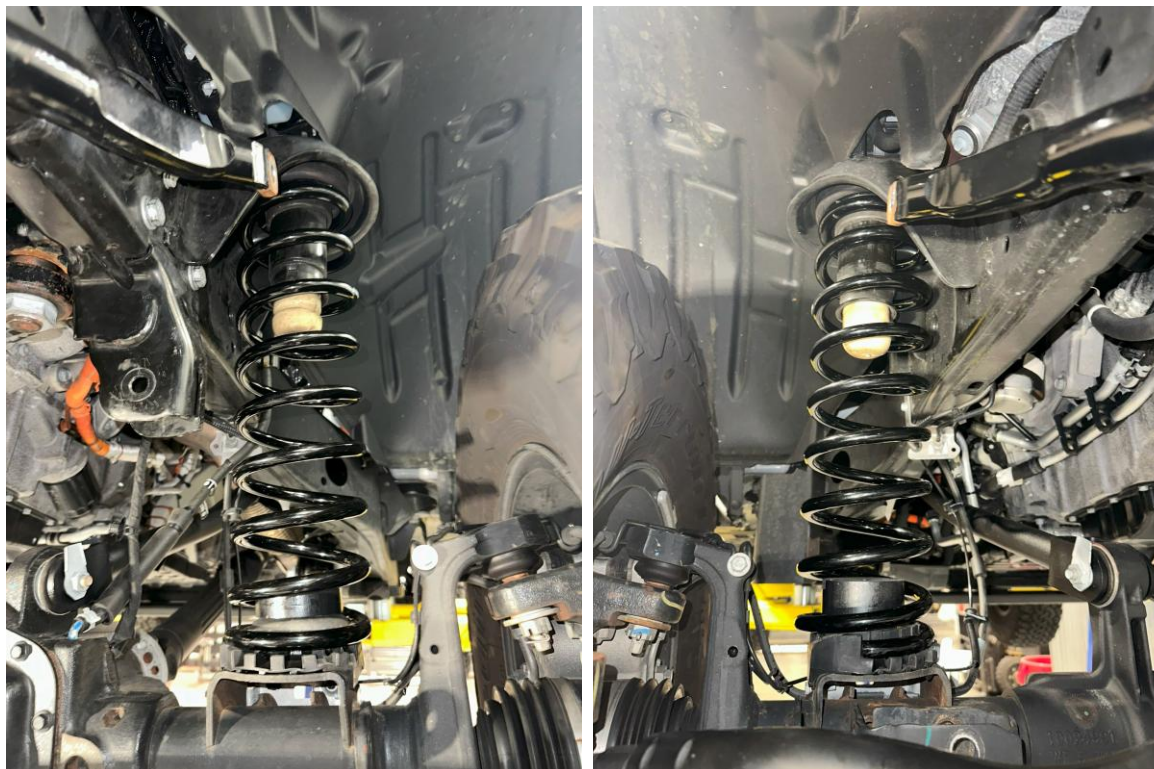


Figure 14: New springs installed and seated properly

*****Photos above were taken during a short-arm kit installation, but the step remains the same!*****

INSTALLATION INSTRUCTIONS

11. Install the new front track bar. Follow the JL Suspension Quick Guide for more information like starting lengths based on coil height. You can find this quick guide on our website under any JL lift kit listing, or at the end of these instructions.

Do not torque yet. Install the axle bolt first, then the frame bolt using the original hardware.

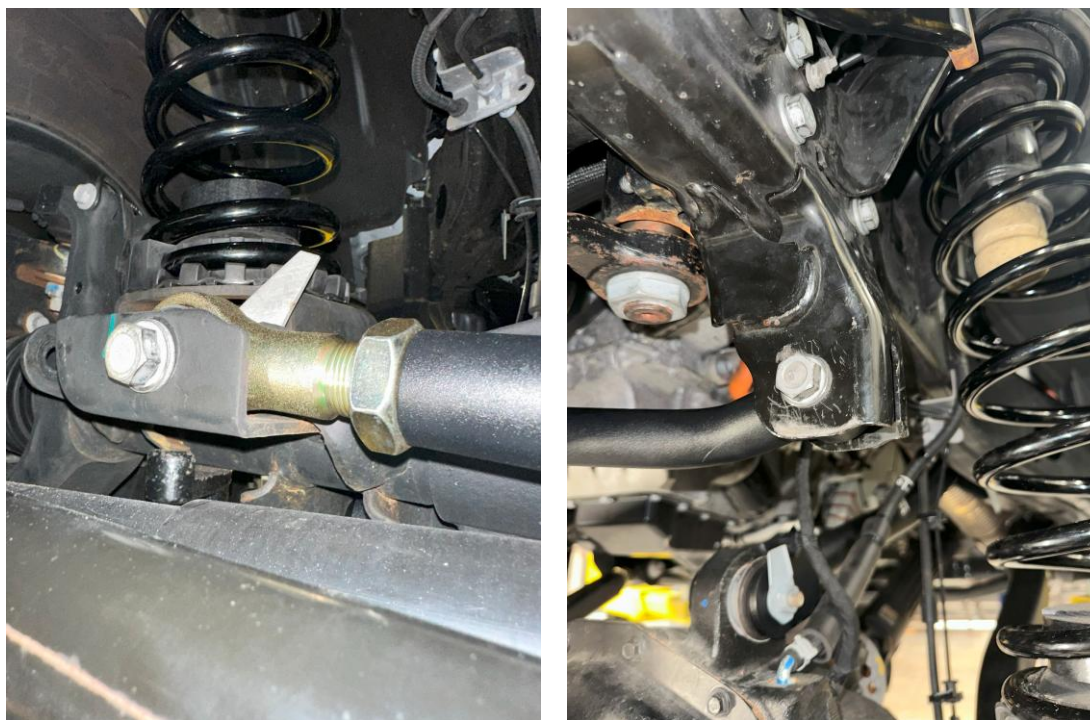


Figure 15: New front track bar installed

INSTALLATION INSTRUCTIONS

12. Re-install the front shocks or install new shocks. Install the upper bolt first, then the lower axle bolt. Use original hardware, unless your new shocks came with new hardware. If the aftermarket shocks came with a piggyback reservoir, install them at this time.

Do not torque yet.



Figure 16: Front shock top and bottom bolt installed loosely

INSTALLATION INSTRUCTIONS

13. Cut the new sway bar rods to the recommended length at each end following the Sway Bar Quick Guide. You can find this quick guide on our website, or at the end of these instructions. Assemble the sway bar end-links and use a 6mm hex key and an 18mm wrench to install. Reuse the factory bolt for the passenger axle-side connection with the Heim joint.

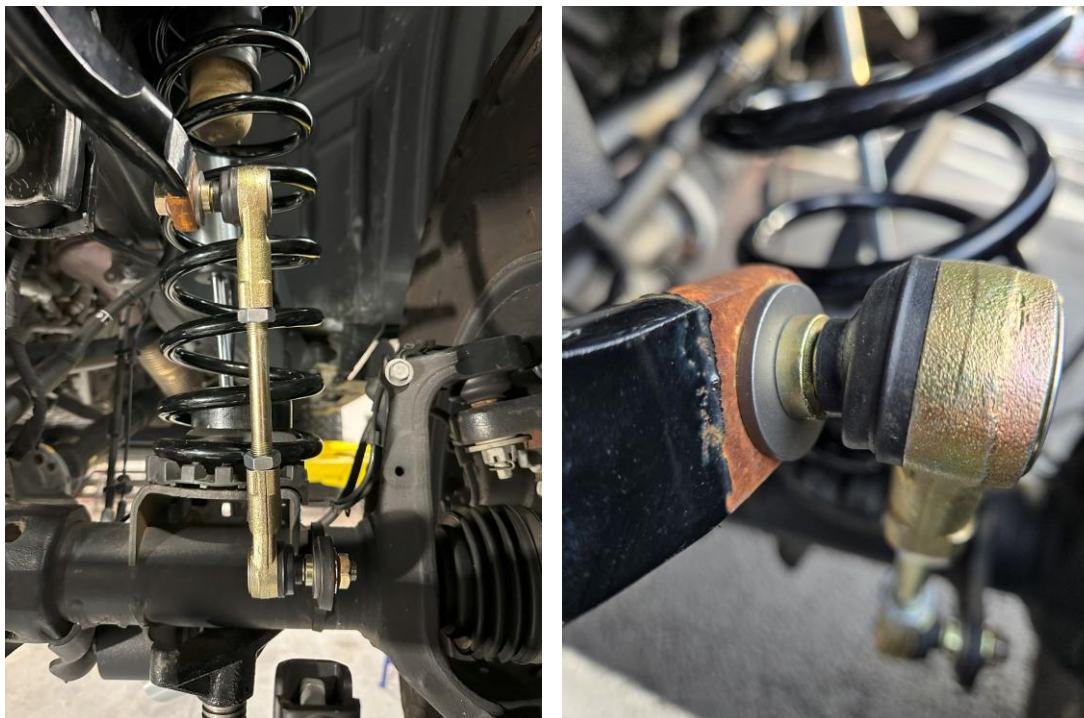


Figure 17: Front sway bar end-links installed (driver side)

*****Conical washers installed with the concave side facing towards the sway bar, NOT the link!*****

INSTALLATION INSTRUCTIONS

14. At this point in the installation, you have completed the front-end section of the lift kit. To make your installation quicker, installing the new brake lines should be completed after the rear-end section of the lift kit has been installed.

At this point, you may tighten hardware while the vehicle is on the lift- but **do not torque**. Complete the torquing procedure at the end of this installation once all suspension components have been installed, with the vehicle resting on its own weight.



Figure 18: Front long arm kit installed

REAR-END INSTALLATION

The following instructions are a generic guide to installing rear-end components. Please navigate to a specific product page for more in-depth instructions if you require a more specific, step-by-step guide



INSTALLATION INSTRUCTIONS

*****Take this product to a licensed professional if you are hesitant about the installation process!*****

The following instructions apply to the listed components below:

- Rear Coil Springs (2.5" or 3.5")
- Rear Adjustable Track Bar
- Rear Control Arms (Overland+ or Premium)
- Rear Long Arm Frame Brackets
- Rear Bump Stops
- Rear Parking Brake Cable Relocation Bracket
- Rear Sway Bar End Links

The following instructions provide a basic guide for installing the rear-end components for the long-arm kit!

*****2.0L I4 JL owners may follow these instructions as a general guide, however additional steps may apply*****

*****The following steps apply to both 3.6 V6 and 392 V8 HEMI JL vehicles, unless noted otherwise*****

If you purchased single-arm sets, individual brackets, or an upgrade kit, your installation process may vary.

We strongly recommend having basic mechanic's hand tools, sockets, wrenches, vehicle jacks and stands, and other common tools readily available. Installing an aftermarket lift kit is a detailed process, and having the right tools on hand will ensure a smoother installation.

As always, feel free to contact us at any point during your installation - you can count on us to help!

INSTALLATION INSTRUCTIONS

TOOLS REQUIRED FOR INSTALLATION

- *Basic hand tools*
- *Metric wrench/socket set* (10mm - 24mm)
- *Standard wrench/socket set* (7/16", 1/2", 9/16", 15/16")
- *MIG welder*
- *Cut-off wheel or plasma cutter*
- *Large box wrenches* (1-1/2", 1-7/8")
- *Jack stands and/or vehicle lift*

15. Position the vehicle either on the ground or on a lift. For this installation, it is recommended that the vehicle be supported by the frame. Support the rear axle with two additional jack stands. Remove the rear tires.

*****Photos of control arm adjusters in the following photos may not match your selected series, but the installation remains the same!*****



Figure 19: Vehicle supported by lift and jack stands

INSTALLATION INSTRUCTIONS

16. Remove the rear bumper/wheel-well fender liners using an 8mm socket. There are 3 small screws per side. Save the liners and hardware. You will need to remove them to access the rear upper shock bolts.

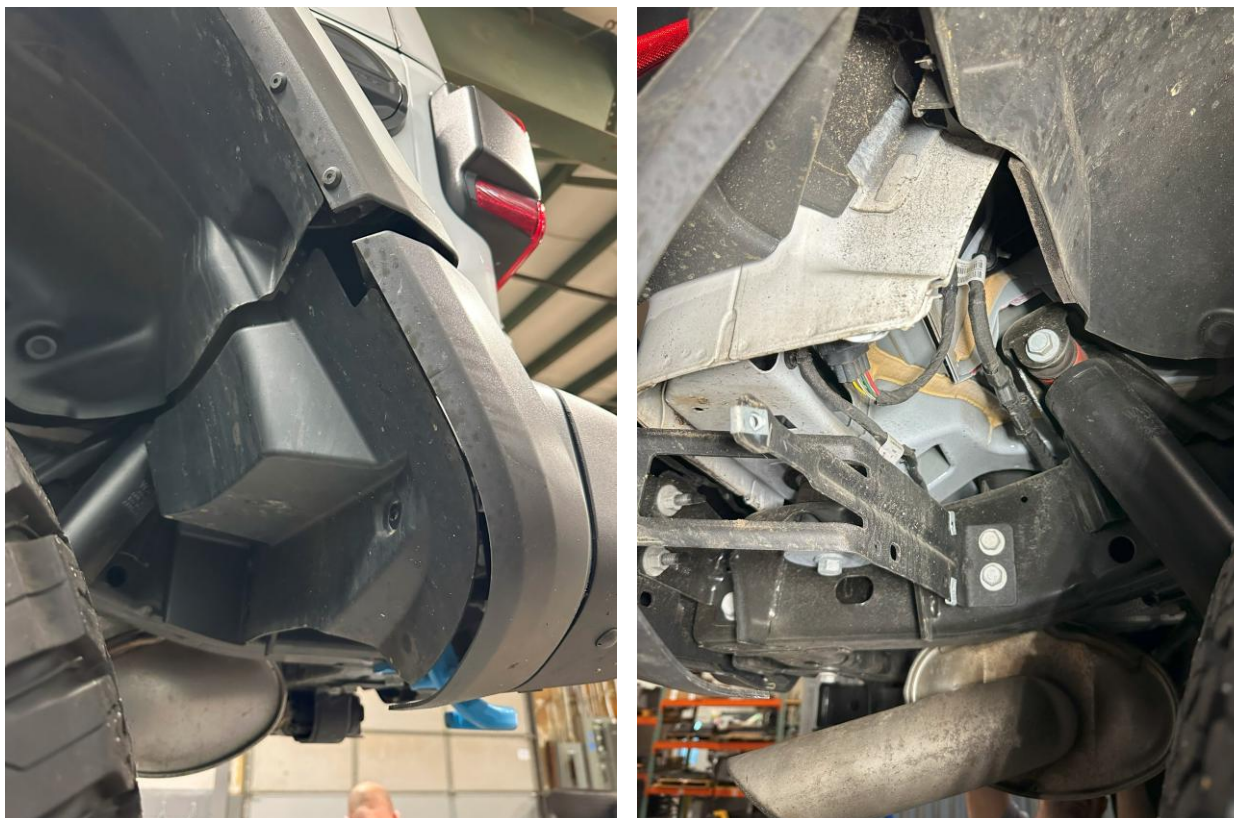


Figure 20: Rear bumper fender before and after removal

INSTALLATION INSTRUCTIONS

17. Remove the rear shocks. Remove the lower shock bolts using an 18mm socket. Save the hardware and put it off to the side. Move to the top of the shocks and remove the top shock bolts using an 18mm socket. It may be hard to get to, so push the fender liner out of the way and use a socket extension.

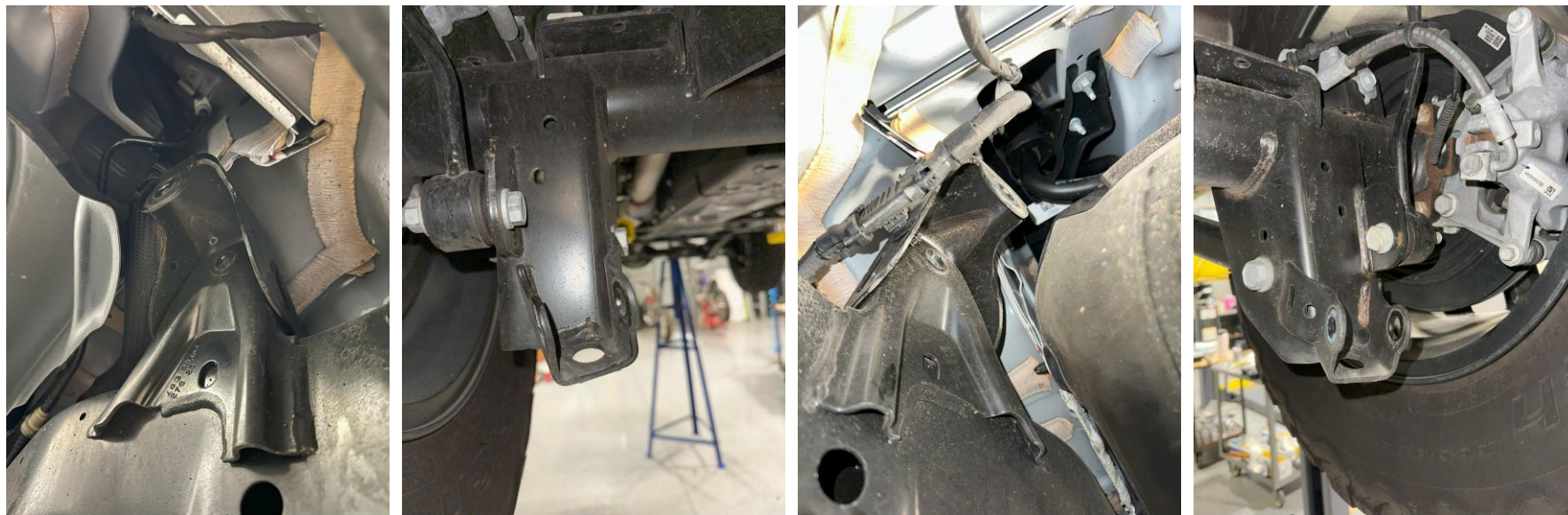


Figure 21: Rear passenger and driver-side shocks removed

INSTALLATION INSTRUCTIONS

18. Remove the rear control arms. You will need a 21mm socket and wrench. Put the axle hardware aside, as you will be reusing it. **Make sure that the axle remains supported. Try to minimize any axle shift that may occur during this process.** Note that the upper arms at the frame side have a nut-tab to receive the bolt inside the frame. You will **NOT** be reusing frame-side hardware for this long arm kit installation.

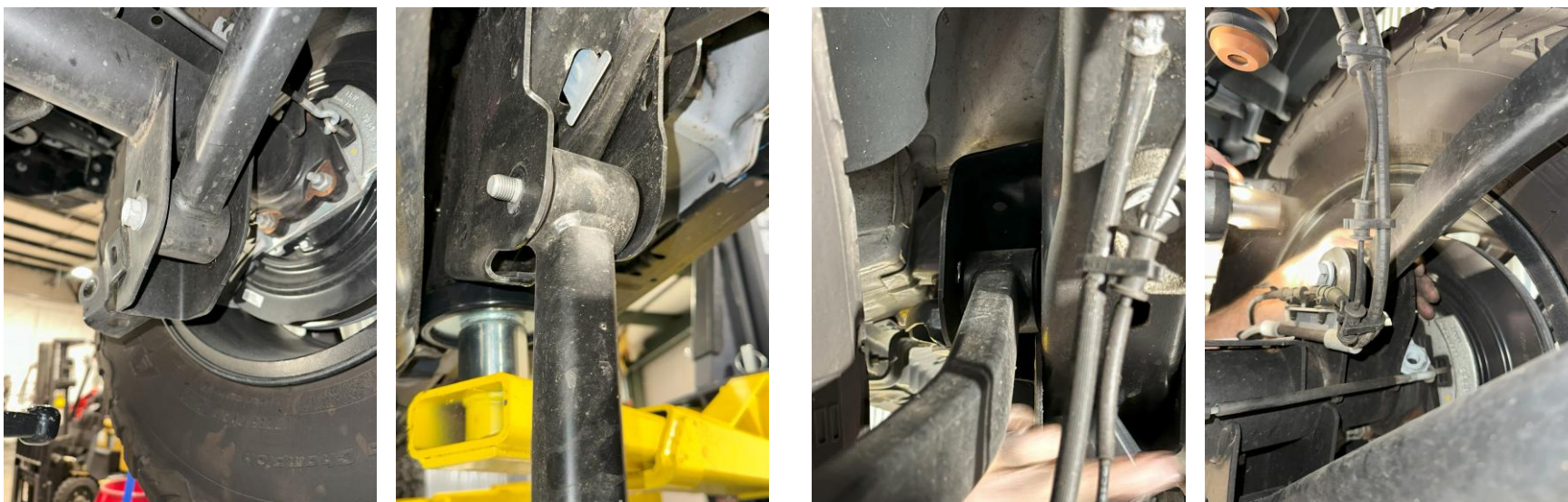


Figure 22: Rear control arm bolt locations (2 arms each side, 4 bolts per side, or 8 bolts total)

INSTALLATION INSTRUCTIONS

19. Remove the factory rear sway bar end links. The socket size may vary depending on which vehicle, year, or aftermarket components you may already have installed. Remove the upper and lower bolts on both sides. You will **NOT** be re-using the hardware. Remove the differential harness. Be gentle with the clip, pull the lock-tab out first then slowly wiggle it off the sensor.

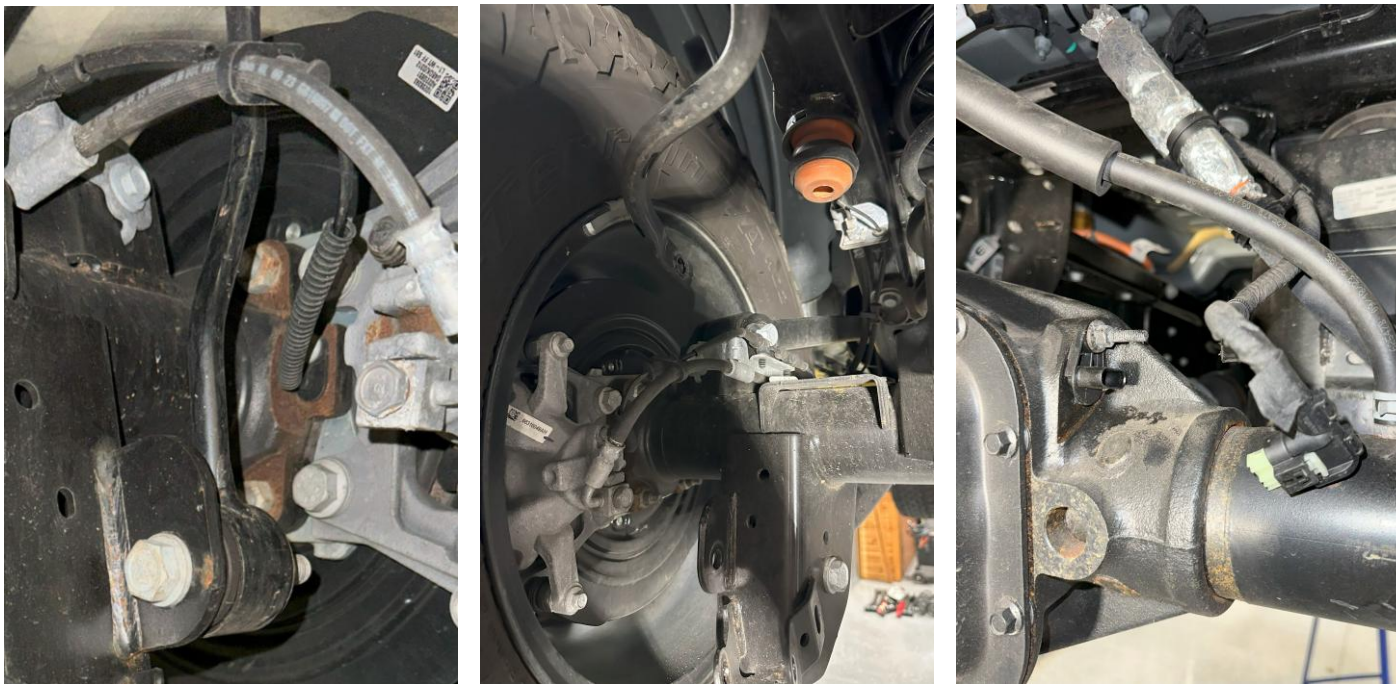


Figure 23: Rear sway bar end link before and after removal, and differential wiring harness removed

INSTALLATION INSTRUCTIONS

20. Remove the factory rear track bar. Start with the frame bracket bolt (21mm) and then the axle bolt (21mm). Save all factory hardware, as it will be reused.

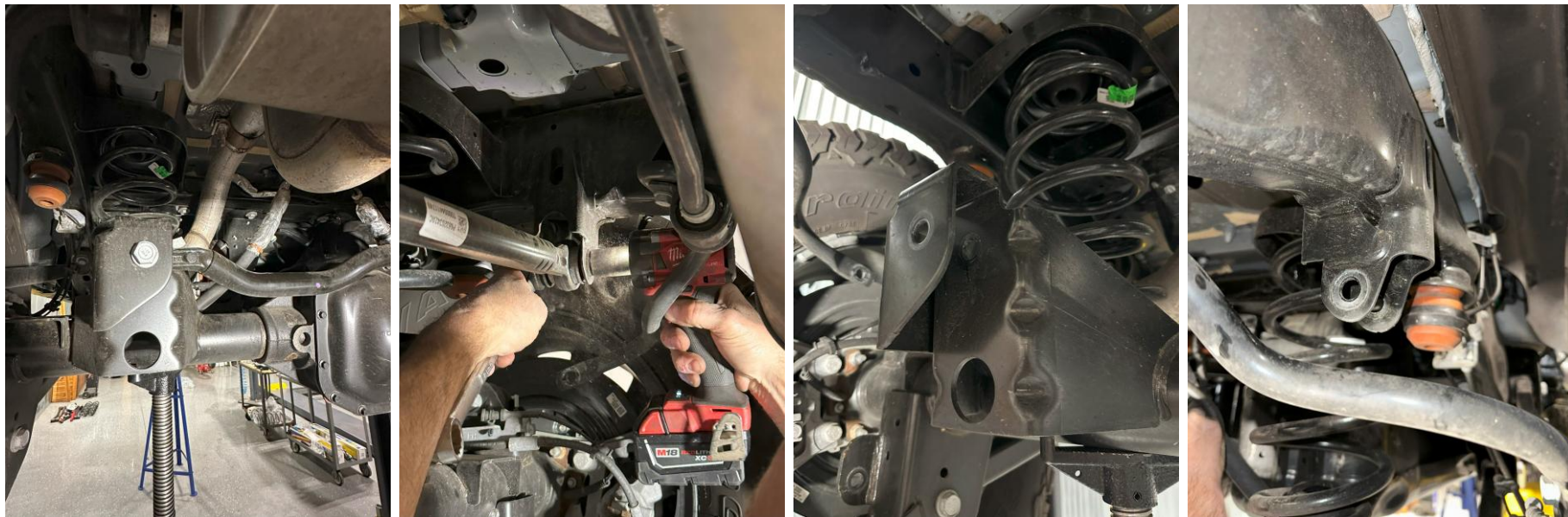


Figure 24: Rear track bar bolt locations before and after removal

INSTALLATION INSTRUCTIONS

21. Follow the pre-installation checklist below to ensure a smooth installation process. These steps are designed to simplify the later stages of the installation and create proper clearance for welding the frame brackets during the long-arm upgrade.

PRE-INSTALLATION CHECKLIST

- Remove the plastic fuel-line shield on the passenger side (Figure 25). If you have already installed the Front Long Arm Upgrade Kit, this shield will not be present. It will not be reused once the kit is installed. Also, cut/grind off the mount stud on the frame.
- Remove the rear exhaust section at the clamps near the muffler and the cross member (Figure 26) and fully remove the section ***3.6 V6 JL ONLY***. If installing the rear upgrade kit on a 392 V8 HEMI JL, the entire exhaust section must be removed



Figure 25: Fuel-line shield bolts (passenger side)

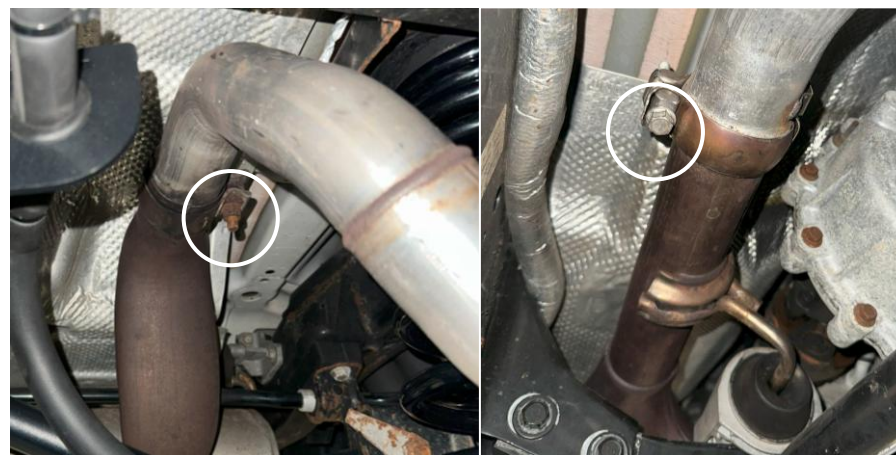


Figure 26: Rear exhaust section clamps to be removed (3.6 V6 JL)

INSTALLATION INSTRUCTIONS

22. With the factory control arms removed, drop the fuel tank. This is a very detailed and specific process that must be completed before continuing. **please visit our website** and navigate to the COR-5009200/4809200/5009300/4809300 (Long Arm Upgrade Kit) instructions. Follow the Long Arm Upgrade Kit instructions from **Steps 14-18**.



Figure 27: Regular gas tank dropped (follow instructions from COR-5009200/4809200/5009300/4809300)



Figure 27b: Diesel gas tank dropped (follow instructions from COR-4810200/5010200)

INSTALLATION INSTRUCTIONS

23. With the factory control arms removed and the gas tank dropped, install the rear long-arm frame brackets. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-5009200/4809200/5009300/4809300 (Long Arm Upgrade Kit) instructions. Follow the Long Arm Upgrade Kit instructions from **Steps 19-27**.

You may also find starting lengths for the control arms at the end of these instructions.



Figure 28: Rear frame brackets and long arms installed

INSTALLATION INSTRUCTIONS

24. With the long arm brackets and new control arms installed, droop the axle by lowering the supporting jack stands, remove the springs, and install the new rear bump stops. Use the included hardware and a $\frac{9}{16}$ " socket and wrench. Complete both sides at this time. **You may also tighten the bump-stop hardware at this time.**

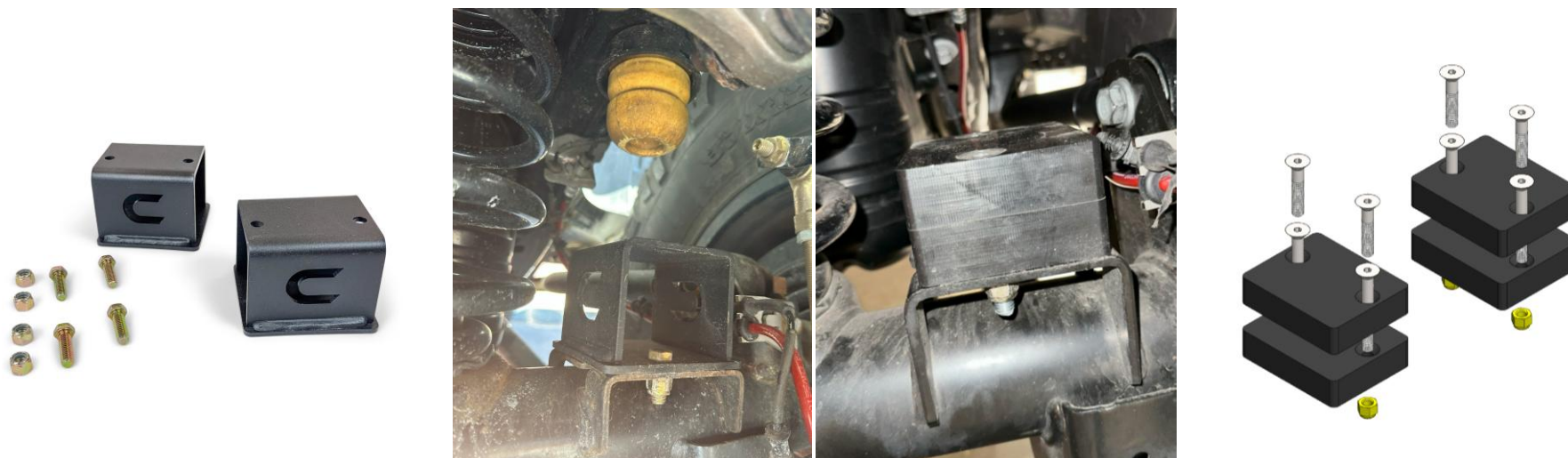


Figure 29: Bump-stops (3" tall and 1-2" tall stackable bump-stop options)

TIP: Tape the nut to the wrench to get the threads started.

INSTALLATION INSTRUCTIONS

25. Install the new rear springs. The rear springs will have "1509xxx" etched in white on the coil. The rear coils in this kit **ARE** side-specific. Install the new springs while the axle is still dropped. Make sure that the springs are set properly on the coil perch and are retained in the upper spring mount. **The taller spring will have an "R" on it and must be used on the gas tank side.**



NOTE: Our HD coils are **NOT** side-specific. If you are installing HD coils on your heavier, fully loaded vehicle, you do not need to worry about left or right-side coil installation.

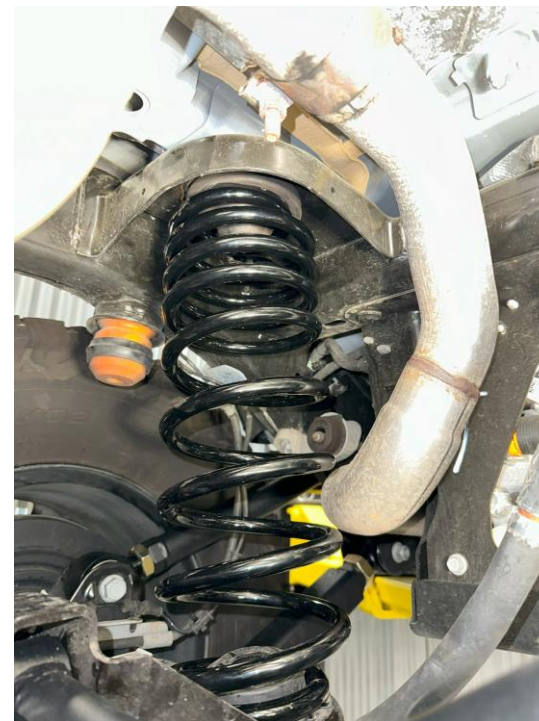


Figure 30: New rear springs installed and seated properly

*****Photos above were taken during a short-arm kit installation, but the step remains the same!*****

INSTALLATION INSTRUCTIONS

26. Install the new rear track bar. Follow the JL Suspension Quick Guide for more information like starting lengths based on coil height. You can find this quick guide on our website under any JL lift kit listing, or at the end of these instructions.

Do not torque yet. Install the axle bolt first, then the frame bolt using the original hardware.

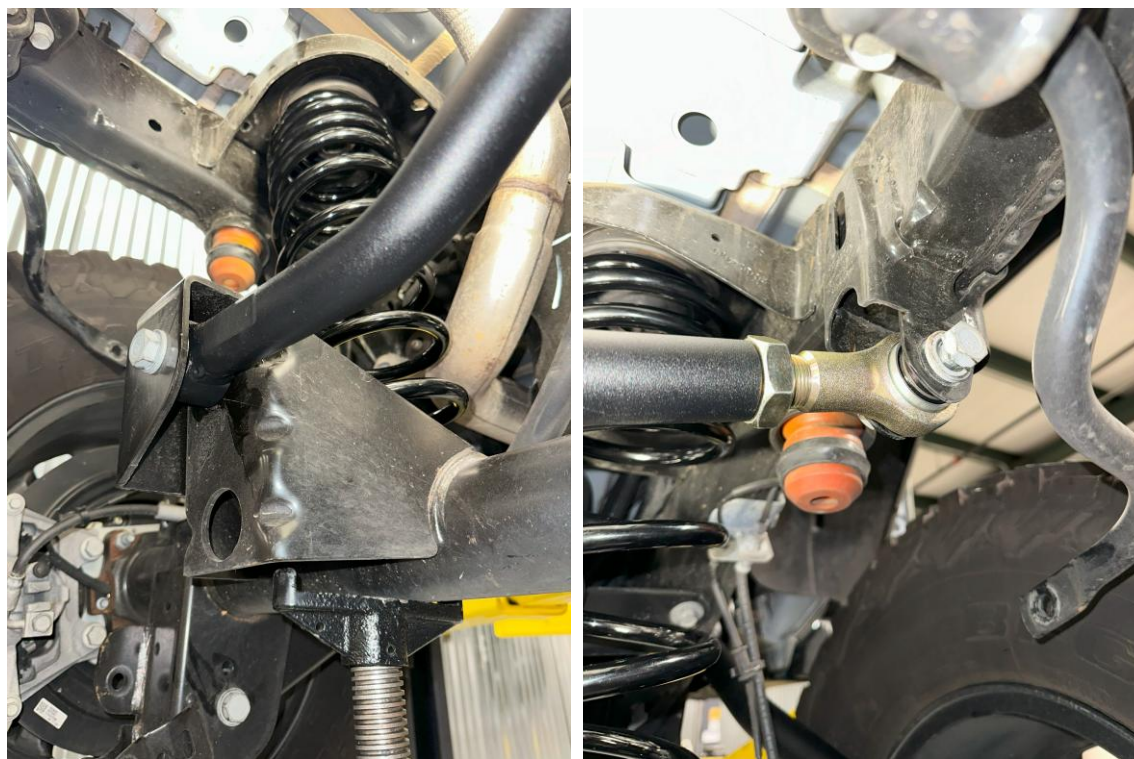


Figure 31: New rear track bar installed loosely

INSTALLATION INSTRUCTIONS

27. Re-install the rear shocks or install new shocks. Install the upper bolt first, then the lower axle bolt. Use original hardware, unless your new shocks came with new hardware. If the aftermarket shocks came with a piggyback reservoir, install them at this time.

Do not torque yet.



Figure 32: Rear shock top and bottom bolt installed loosely

INSTALLATION INSTRUCTIONS

28. Cut the new sway bar rods to the recommended length at each end following the Sway Bar Quick Guide. You can find this quick guide on our website, or at the end of these instructions. Assemble the sway bar end-links and use a 6mm hex key and an 18mm wrench to install.

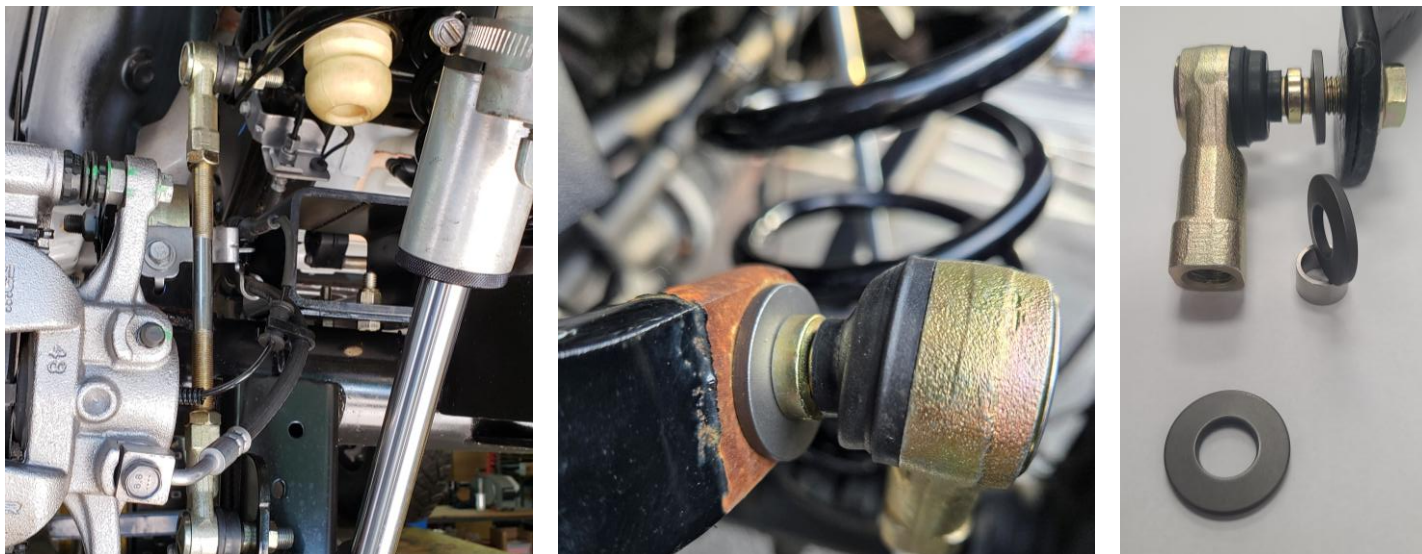


Figure 33: Rear sway bar end-links installed

*****Conical washers installed with the concave side facing towards the sway bar, NOT the link!*****

INSTALLATION INSTRUCTIONS

29. At this point in the installation, you have completed the rear-end section of the lift kit. To make your installation quicker, installing the new brake lines should be completed once all suspension components in the kit have been installed.

At this point, you may tighten hardware while the vehicle is on the lift- but **do not torque**. Complete the torquing procedure at the end of this installation once all components have been installed, with the vehicle resting on its own weight.



Figure 34: Long arm kit installed

INSTALLATION INSTRUCTIONS

30. Once the front and rear suspension components have been installed, put in the new brake lines. This is a very specific and attentive process and can be difficult if it is your first time installing brake lines. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-1309100 and COR-1309102 (Jeep HD Front/Rear Brake Lines) instructions.

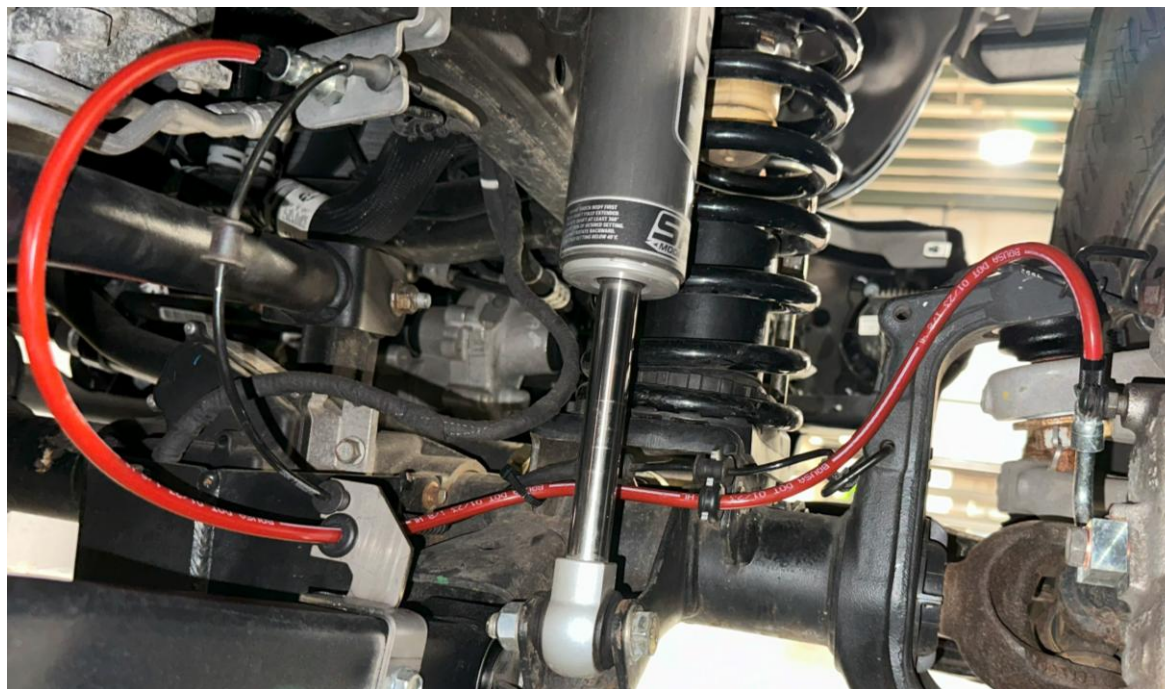


Figure 35: New front brake line (passenger side) installed

*****Bring these brakeline products to a certified vehicle shop if you are unsure about the installation process!*****

INSTALLATION INSTRUCTIONS

31. Reinstall the gas tank. Follow the removal instructions but in reverse, making sure not to stress or strain any electronic cables or hoses. Replace any exhaust sections removed, and reinstall any transfer case skid plates that were removed as a part of the gas tank removal. Note that some skid plates cannot be reinstalled, such as the front exhaust cross-member, once the long arm kit is installed.



Figure 27: Regular gas tank ready to be reinstalled (follow instructions from COR-5009200/4809200/5009300/4809300)



Figure 27b: Diesel gas tank ready to be reinstalled (follow instructions from COR-4810200/5010200)

INSTALLATION INSTRUCTIONS

32. Once the brake lines have been replaced, you may now install the parking brake relocation bracket. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-1309502 (Jeep Parking Brake Cable Relocation Bracket) instructions.

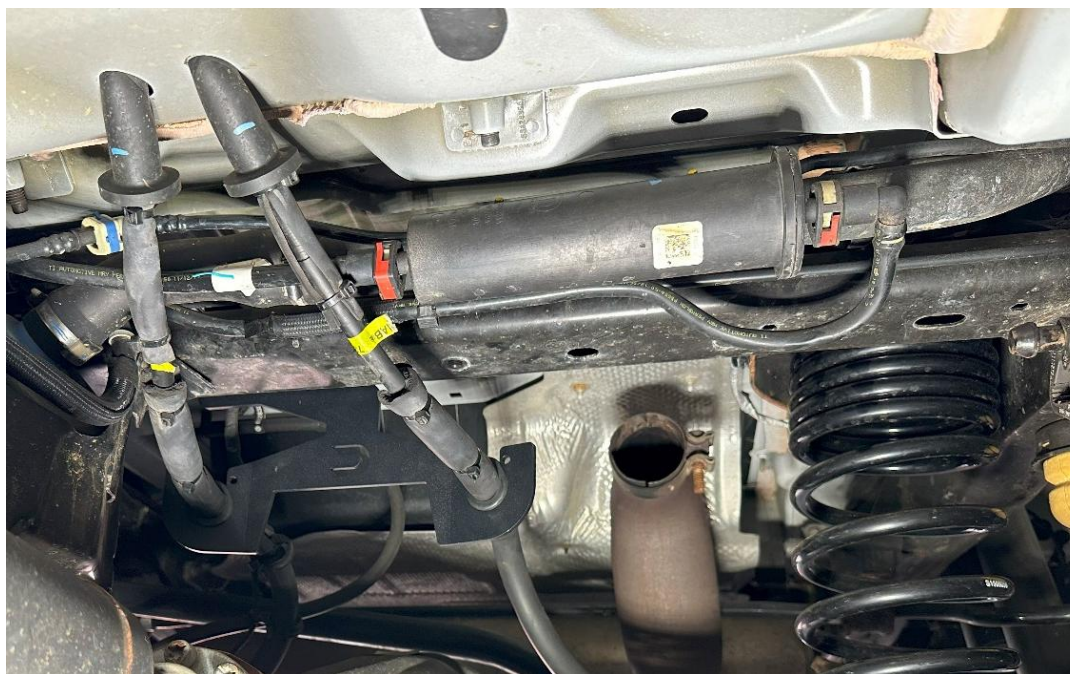


Figure 36: Parking brake relocation bracket installed

INSTALLATION INSTRUCTIONS

33. Please refer to the table below for minimum, maximum, and recommended control arm lengths. These lengths are recommendations and should only serve as a starting point for axle positioning and dialing in pinion/caster angle. **The following measurements are given as “eye-to-eye” lengths.**

Table 1: COR Long Arm Control Arm Length Specifications

Control Arm Type / Series	Minimum	Maximum	Install
1909010 Jeep Overland+ Long Front Lower Arms	$37\frac{1}{16}$ ”	$38\frac{13}{16}$ ”	$37\frac{1}{2}$ ”
1709101 Jeep Overland+ Short Front Upper Arms	$19\frac{3}{4}$ ”	$21\frac{1}{8}$ ”	20”
1909020 Jeep Overland+ Long Rear Lower Arms	$35\frac{1}{4}$ ”	37”	$35\frac{1}{2}$ ”
1909030 Jeep Overland+ Long Rear Upper Arms	$31\frac{7}{8}$ ”	$33\frac{1}{4}$ ”	$32\frac{7}{16}$ ”
1909210 Jeep Premium Long Front Lower Arms	$37\frac{1}{4}$ ”	$38\frac{3}{16}$ ”	$37\frac{1}{2}$ ”
1809101 Jeep Premium Short Front Upper Arms	$19\frac{5}{8}$ ”	$22\frac{1}{4}$ ”	20”
1909220 Jeep Premium Long Rear Lower Arms	$35\frac{3}{16}$ ”	$36\frac{1}{16}$ ”	$35\frac{1}{2}$ ”
1909230 Jeep Premium Long Rear Upper Arms	$32\frac{1}{8}$ ”	$33\frac{3}{8}$ ”	$32\frac{7}{16}$ ”

INSTALLATION INSTRUCTIONS

34. Refer to the table below for recommended front and rear track bar starting lengths applicable to this long-arm lift kit. The following lengths are recommendations and should only serve as a starting point for axle positioning. **The following measurements are given as "eye-to-eye" lengths.**

Table 2: COR Track Bar Length Specifications

Track Bar ID / Location	2.5" Lift	3.5" Lift	4.5" Lift
4509100 Front Track Bar	$34\frac{1}{8}"$	$34\frac{1}{4}"$	$34\frac{7}{16}"$
4509110 Rear Track Bar	$37\frac{7}{8}"$	38"	$38\frac{3}{16}"$



4509100 Front Track Bar



4509110 Rear Track Bar

INSTALLATION INSTRUCTIONS

35. Once all the components have been installed, you may now rest the vehicle on flat, level ground and begin torquing hardware. Follow Tables 3-5 and tighten each bolt to the recommended torque specification.

Table 3: COR Long Arm Torque Specifications (1 of 3)

Suspension Bolt Location	Wrench Size	Torque (ft-lbs)
Front Upper Control Arm, Radius Link Bolt (M12-1.75 x 80mm)	19mm	100
Front Upper Control Arm, Axle Bolt (Factory Size)	18mm	80
Front Lower Control Arm, Frame Bolt (5/8"-18 x 4")	15/16"	180
Front Lower Control Arm, Axle Bolt (Factory Size)	21 and 24mm	180
Rear Upper Control Arm, Frame Bolt (9/16"-18 x 4")	13/16" and 7/8"	170
Rear Upper Control Arm, Axle Bolt (Factory Size)	21mm	125
Rear Lower Control Arm, Frame Bolt (9/16"-18 x 4")	13/16" and 7/8"	170
Rear Lower Control Arm, Axle Bolt (Factory Size)	21mm	125

INSTALLATION INSTRUCTIONS

36. Once all the components have been installed, you may now rest the vehicle on flat, level ground and begin torquing hardware. Follow Tables 3-5 and tighten each bolt to the recommended torque specification.

Table 4: COR Long Arm Torque Specifications (2 of 3)

Suspension Bolt Location	Wrench Size	Torque (ft-lbs)
Front Upper Shock Bolt, Frame Bolt	18mm	110
Front Lower Shock Bolt, Axle Bolt	18mm	100
Rear Upper Shock Bolt, Frame Bolt	18mm	110
Rear Lower Shock Bolt, Axle Bolt	18mm	100
Front Track Bar Bolt, Frame Bolt	21mm	125
Front Track Bar Bolt, Axle Bolt	21mm	125
Rear Track Bar Bolt, Frame Bolt	21mm	90
Rear Track Bar Bolt, Axle Bolt	21mm	90

INSTALLATION INSTRUCTIONS

37. Once all the components have been installed, you may now rest the vehicle on flat, level ground and begin torquing hardware. Follow Tables 3-5 and tighten each bolt to the recommended torque specification.

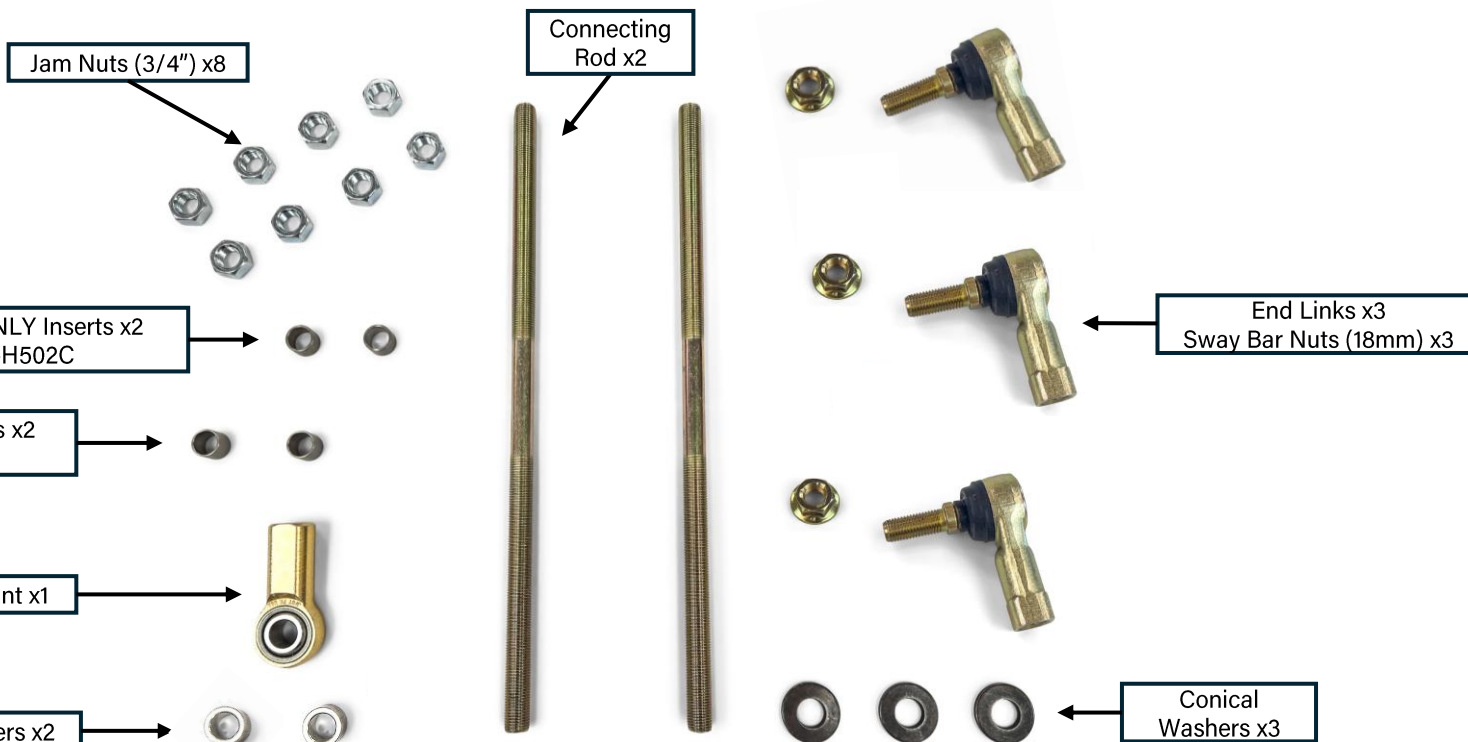
Table 5: COR Long Arm Torque Specifications (3 of 3)

Suspension Bolt Location	Wrench Size	Torque (ft-lbs)
Sway Bar End-Link Nuts	18mm	100
Sway Bar Jam Nuts	3/4"	64
Lower Control Arm Adjuster Jam Nuts	1-7/8" OR large adjustable	Very Tight
Upper Control Arm Adjuster Jam Nuts	1-1/2" OR large adjustable	Very Tight
Track Bar Jam Nuts	1-1/2" OR large adjustable	Very Tight

SWAY BAR QUICK GUIDE

Please review the following information so you can become familiar with our sway bar products

Continue to the next page for important installation notes



★ 2024+ Rubicon models with the solid version of the sway bar will need to utilize bushing inserts PN-AMP-HDW-H502C, which are inserted directly into the factory sway bar as shown on the next page

★ 2024+ non-Rubicon models with the hollow sway bar will need to utilize bushing inserts PN-AMP-HDW-H502B, which are inserted directly into the factory sway bar as shown on the next page

Bushing inserts are NOT necessary on 2018-2023 models

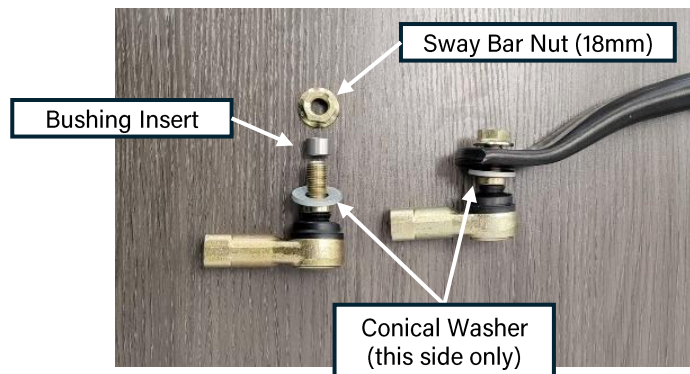
SWAY BAR QUICK GUIDE

NOTE: Jeep Gladiator (JT) and Jeep Wrangler (JL) Front Sway Bar End Links are intended to come with **three** studded rod ends and **one** single Heim Joint (as pictured on the previous page).

- **The single Heim Joint is to be used on the passenger side at the axle (bottom) for proper clearance with the factory double-shear bracket, meaning no additional modifications are necessary.**

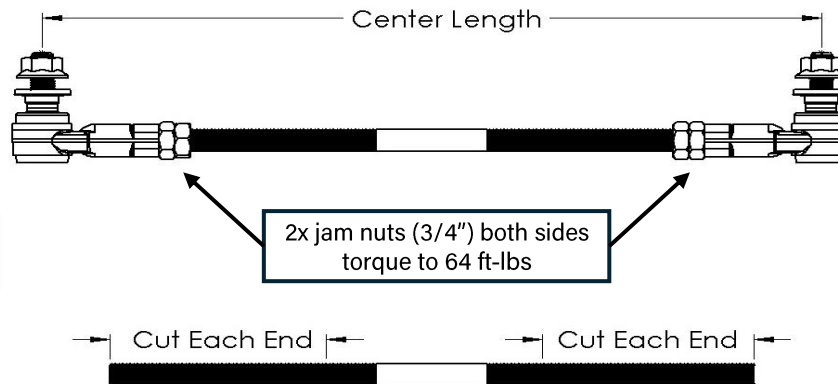
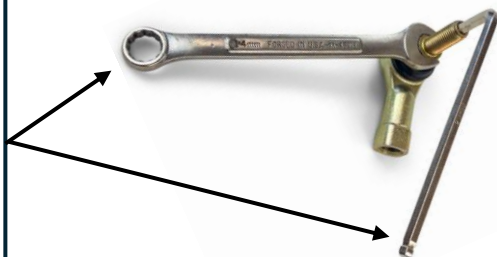
NOTE: Conical washers provide an even greater surface area through beveled sides, distributing the force of the tightening nut while reducing vibrations and preventing the nut from coming loose.

- **Conical washers should be used on all models and years, with the concave side curving inward towards the sway bar.**



Lift Height	Stock	1.5" Lift		2.5" Lift		3.5" Lift		4.5" Lift	
		Center Length	Cut Each End	Center Length	Cut Each End	Center Length	Cut Each End	Center Length	Cut Each End
JK Front Sway Bar Link	5.250	8-1/4"	3-7/16"	9-1/4"	2-15/16"	10-1/4"	2-7/16"	11-1/4"	1-15/16"
JK Rear Sway Bar Link	8.750	10-3/4"	2-3/16"	11-3/4"	1-5/8"	12-3/4"	1-3/16"	13-3/4"	5/8"
JL Front Sway Bar Link	5.0625	8-1/4"	3-7/16"	9-1/4"	2-15/16"	10-1/4"	2-7/16"		
JL Rear Sway Bar Link	8.75	10-3/4"	2-3/16"	11-3/4"	1-5/8"	12-3/4"	1-3/16"		
JT Front Sway Bar Link	5.063	8-1/4"	3-7/16"	9-1/4"	2-15/16"	10-1/4"	2-7/16"		
JT Rear Sway Bar Link	10.625	12-5/8"	1-1/4"	13-5/8"	3/4"	14-5/8"	1/4"		

Our newly improved end link design allows the installer to hold the stud with either a 6mm hex key or a 14mm wrench to tighten the nut. Either option works, as long as the sway bar end link nut is torqued to **90-100 ft-lbs**



INSTALLATION INSTRUCTIONS

38. Tighten down the jam nuts on the upper and lower control arms. Use a 1-7/8" wrench for the lower control arm jam nuts, and a 1-1/2" wrench for the upper control arm jam nuts. Use a breaker bar to gain additional leverage. Tighten all jam nuts down as tight as humanly possible.

Please note that not all wrenches are created with the same tolerances. If your wrenches are too loose around the jam nut, Clayton Off Road offers tight, wrap-around wrenches for purchase. Please search for the wrenches using the SKU's below.



Figure 37: COR Wrench-ends for control arm jam nuts (COR-2500125, COR-2500100)

INSTALLATION INSTRUCTIONS

39. Congratulations, you've completed our Long Arm Lift Kit Installation. Please see the post-installation checklist and confirm you have completed all of the steps before driving your vehicle.



POST-INSTALLATION CHECKLIST:

- Frame brackets are properly welded entirely to the frame
- The work area is fully painted
- Exhaust is reinstalled at the front and rear
- Differential sensors are plugged back in
- O₂ sensors are plugged back in
- Coolant/brake lines are put back into place and are not damaged
- All hardware is torqued to specification (see Table 3 to 5)
- Control arm jam nuts are as tight as possible
- Lug nuts are torqued to the manufacturer's specification
- A licensed shop has professionally aligned the vehicle
- Retorque all hardware after 500 miles of driving

