

INSTALLATION MANUAL:

COR-1409101

JEEP WRANGLER 1.25" FRONT BUMP STOPS
(2007-2018+, JK/JL/JT)
(1984-2006, TJ/LJ/XJ/ZJ)

JEEP WRANGLER 1.25" REAR BUMP STOPS
(2007-2018, JK)



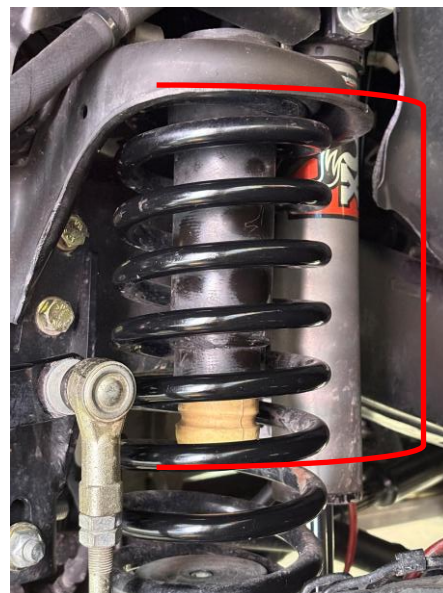
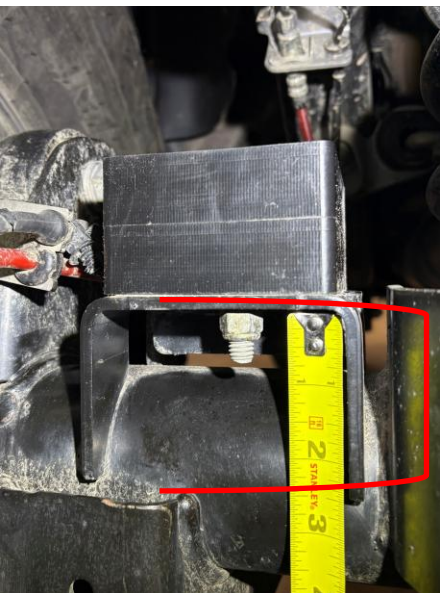
REV: A | DATE: 04/30/2026 | AUTH: KW16

ATTENTION XR OWNERS

Jeep XR and 392 models feature taller/longer front and rear bump stops from factory.

REAR

FRONT



Tall Bump Stop Pad on XR/392 JL's

Short Bump Stop Pad on "Standard" JL's

Tall Bump Stop Tower on XR/392 JL's

Short Bump Stop Tower on "Standard" JL's

XR/392 models need to swap to shorter FRONT AND REAR bump stop extensions.

Short Rear Extension : COR-1409201

Short Front Extension: COR-1409101

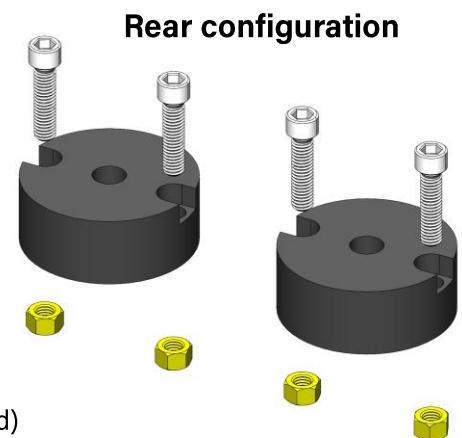
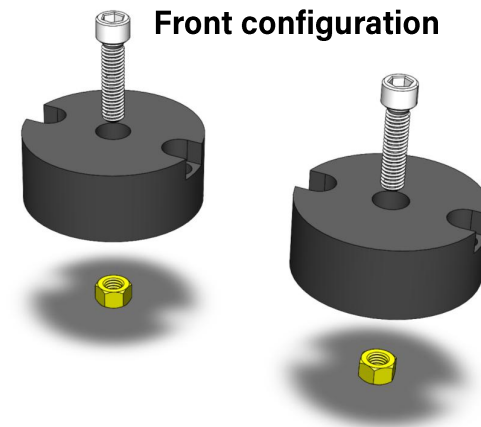
INCLUDED ITEMS

1409101 Jeep 1.25" Front/Rear Bump Stops			
QTY	Part Number	Description	Class/Grade
2	PLA-HDPE	Jeep Bump Stop (1.25")	N/A
4	93309	3/8"-16 x 1.500" Hex Drive Zinc Finish Alloy Steel Socket Cap Screw	ASTM A574
4	36406	3/8"-16 Yellow Zinc Finish Finished Hex Nut	Grade 8

Product Notes and Features:

The Jeep Front/Rear Bump Stops are designed to limit suspension compression. Using these extensions prevents damage to your suspension components when tackling rugged terrain, specifically during a "bottom-out" driving condition.

- For use at the **FRONT** axle in the following vehicles:
 - 2018+ JL/JT (no drilling required)
 - 2007-2018 JK (drilling required)
 - 1997-2006 TJ (drilling and tapping required)
 - 2004-2006 LJ (drilling and tapping required)
 - 1993-1998 ZJ (drilling and tapping required)
 - 1984-2001 XJ (drilling and tapping required)
- For use at the **REAR** axle in the following vehicles:
 - 2007-2018 JK (no drilling required)
- Included Grade 8 hardware with a corrosion-resistant finish
- Provides vehicle with 1.25" of fixed bump stop over-compression protection (two pucks included)
- Spring removal may be required for front installation



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.

All Clayton Off Road products are engineered and tested on U.S. spec, left-hand drive vehicles. Compatibility with right-hand drive vehicles is not guaranteed. Customer verification is highly recommended to ensure proper fitment prior to purchase.

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.

INSTALLATION INSTRUCTIONS

TOOLS REQUIRED FOR INSTALLATION

- Hex keys 5/16"
- Standard sockets and wrenches 9/16"
- Drill and bits (vehicle dependent) 13/32", 5/16"
- Tap (vehicle dependent) 3/8"-16

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

1. Remove the springs. Begin on one side of the axle and support it. Remove the sway bar end links and jack the vehicle up by the frame until the spring is removable. Depending on the vehicle, the track bar may need to be removed at the axle-end for full droop. Also, make note of shock travel. The lower shock bolt may need to be removed if the shock is limiting full droop.



Figure 1: Axle supported, and spring removed (track bar removed)

TIP: Some Clayton Off Road Springs are side-specific. Make note of which spring goes where before setting them down.

INSTALLATION INSTRUCTIONS

2. Locate the bump stop in the center of the spring perch. On vehicles that need have the spring perch drilled out for the bolt, mark the center of the spring perch with a paint pen. **Jeep JL/JT models do not have to drill or tap the spring perch hole.**

- Vehicles that need to drill out the hole for the bolt and nut: Drill the hole with a 13/32" drill bit
- Vehicles that need to drill and tap the spring perch: Drill the hole with a 5/16" drill bit and tap with a 3/8"-16 tap.



Figure 2: Bump stop installed on front 2018+ JL axle

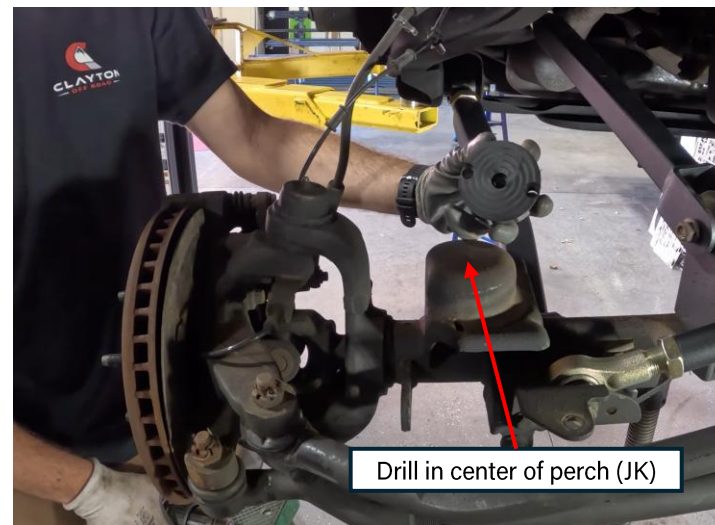
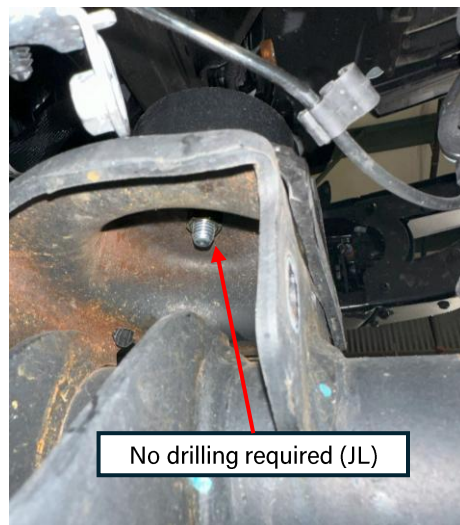


Figure 3: Bump stop installed on front 2007+ JK axle

INSTALLATION INSTRUCTIONS

FRONT BUMP STOP SETUP AND CONFIGURATION

3. Install the included hardware **through the center hole** of the bump stop. **Depending on the application**, use the supplied nut on the inside/bottom of the spring perch (or thread the bolt into the newly tapped hole). Tighten hardware using a 5/16" hex key and a 9/16" wrench (if using the supplied nylon lock nut).

TIP: Bump stops will fit in between coil rungs when the coil is allowed to droop (the weight of the vehicle is off the axle)

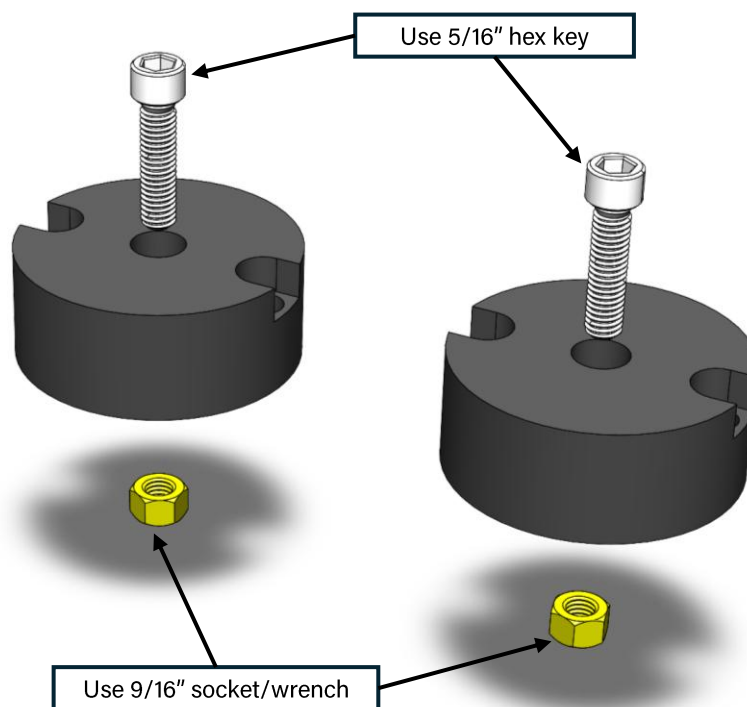


Figure 4: Front hardware configuration

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

INSTALLATION INSTRUCTIONS

4. **REAR JK AXLE INSTALLATION NOTE:** The rear springs do **NOT** need to be removed for the installation of the bump stops on the rear axle of the JK. Simply position the bump stop puck on the pad, line up the holes, and drop the provided bolts through. Repeat on the other side. No drilling or tapping required. Tighten the provided hardware to 30 ft-lbs.

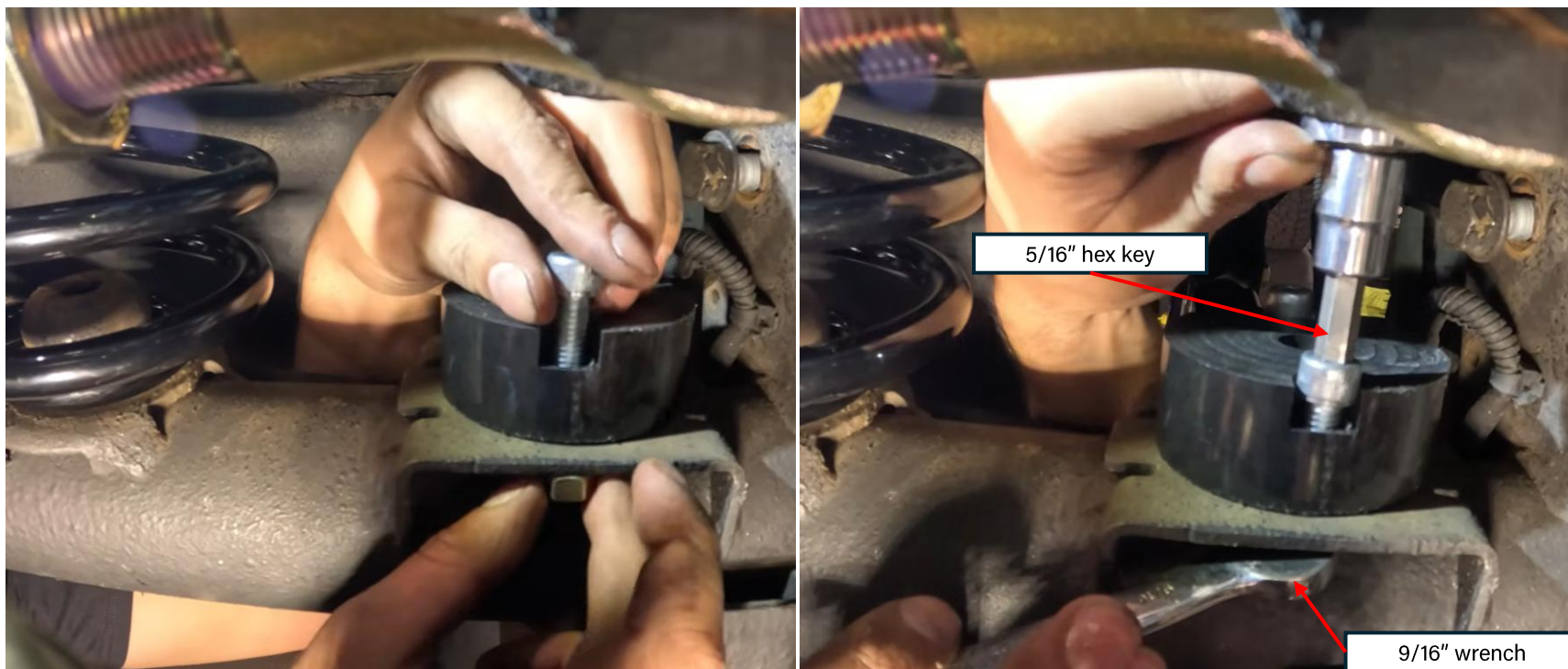


Figure 5: Bump stop installed on rear 2007+ JK axle

INSTALLATION INSTRUCTIONS

REAR BUMP STOP SETUP AND CONFIGURATION

5. Install the included hardware through **the edge holes** of the bump stop. Tighten hardware using a 5/16" hex key, and a 9/16" wrench (if using the supplied nylon lock nut).

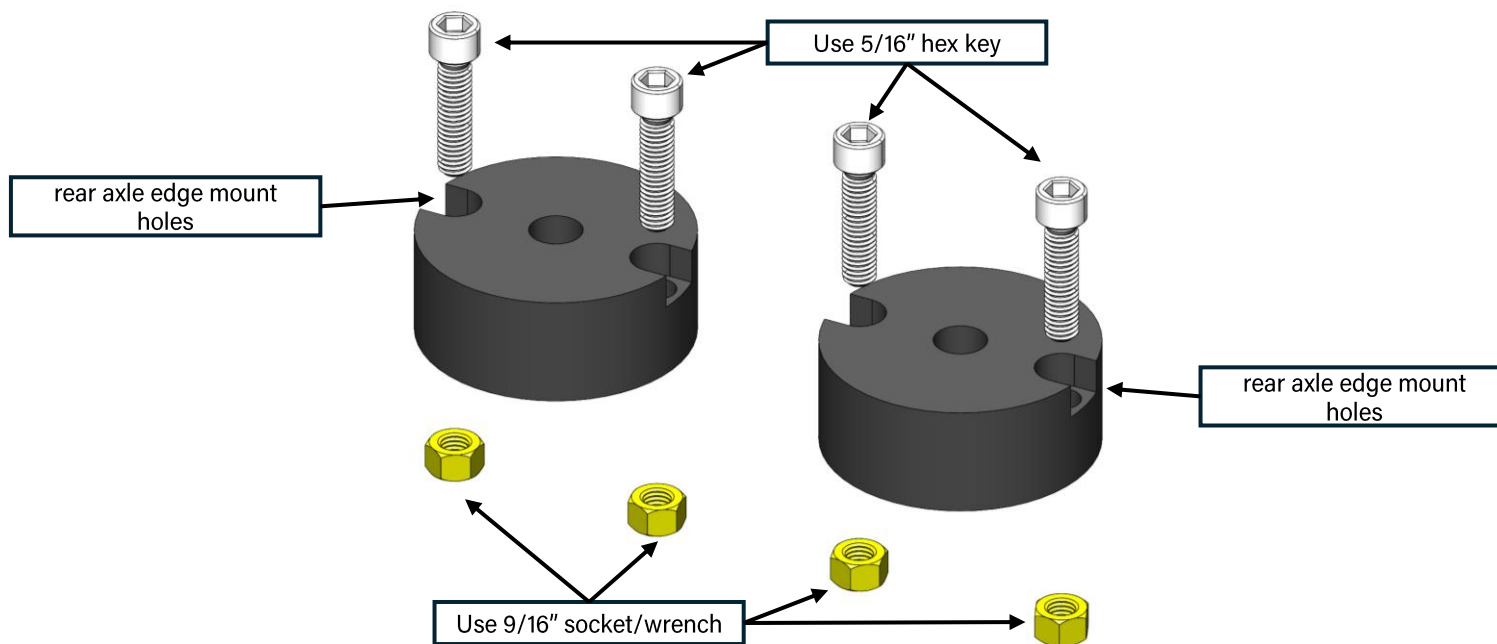


Figure 6: Rear hardware configuration

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

INSTALLATION INSTRUCTIONS

6. Reinstall the spring. Do this with the axle drooped. Make sure that the springs are set properly on the coil perch and are retained in the upper spring mount.

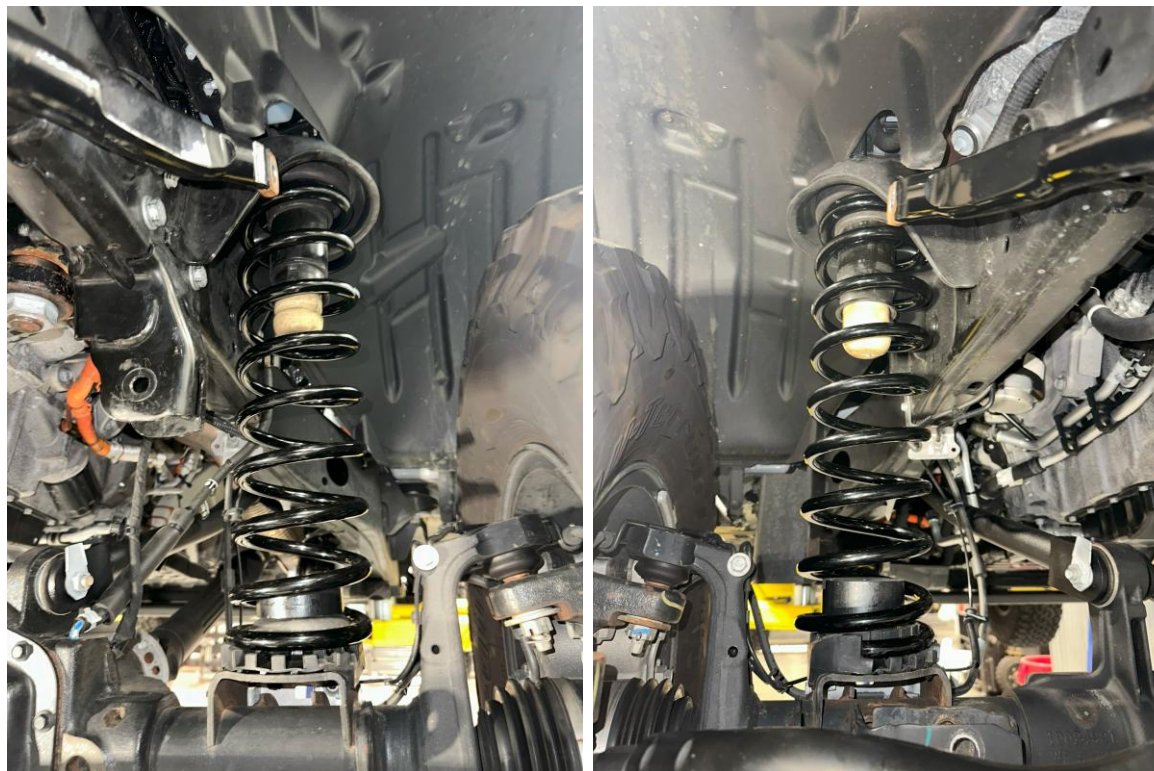


Figure 7: Front vehicle springs reinstalled on 2018+ JL

TIP: Some Clayton Off Road Springs are side-specific. Make sure you have installed the proper spring for that side.

INSTALLATION INSTRUCTIONS

7. Reinstall the sway bar end links. Make sure that the conical spring washers are properly installed (the bow in the washer should face the sway bar, not the end link).

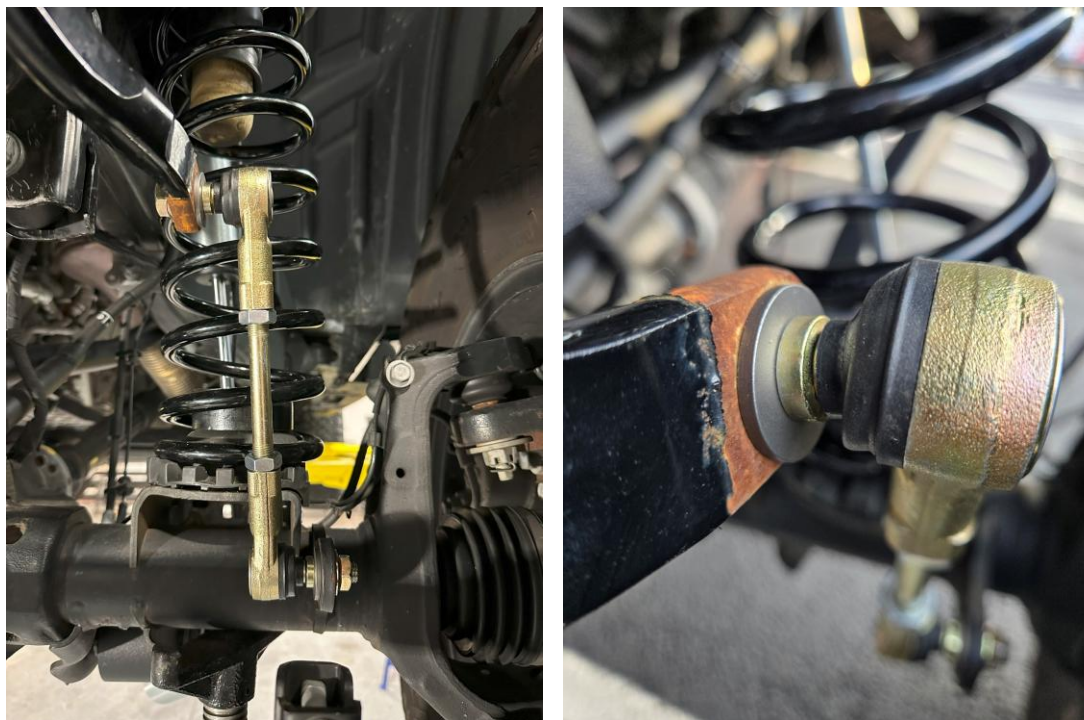


Figure 8: JK/JL Sway bar end link on passenger side with proper conical washer orientation

INSTALLATION INSTRUCTIONS

8. Reinstall the track bar. Tighten to manufacturers torque specification. If using upgraded hardware, torque to supplier's torque specification.

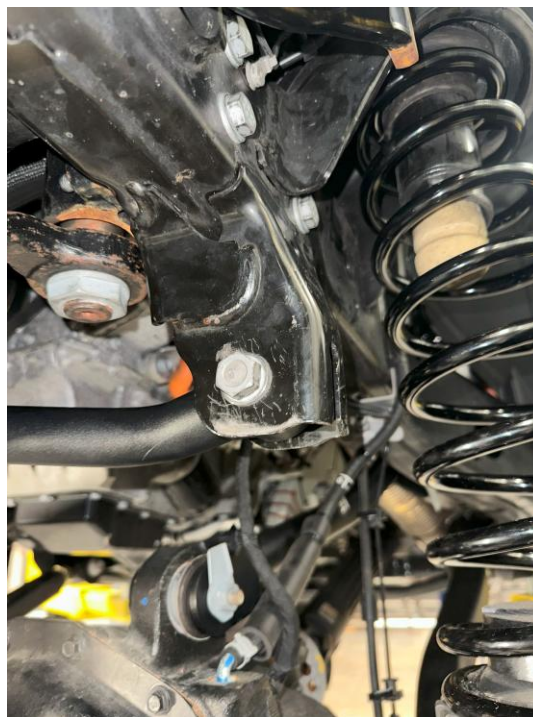


Figure 9: Front track bar reinstalled at the frame mount

INSTALLATION INSTRUCTIONS

9. The installation is complete. Please ensure that any/all bolts holding the bump stop down to the perch are securely fastened. You may now flex out the vehicle to determine if more or less bump stop is needed for your specific setup.



Figure 10: Installation complete

POST-INSTALLATION CHECKLIST:

- Sway bar end links are reinstalled, hardware torqued to 90-100ft-lbs
- Bump stop hardware torqued to 30 ft-lbs, or until plastic begins to bulge
- Track bar is reinstalled with proper torque specification
- Springs are properly seated in the coil bucket and not bowing or bound up
- Required amount of bump stop is achieved, and suspension up-travel is properly limited

