

Thank you for purchasing a Clayton Off Road Mfg. product.

- Short arms are intended for 1-4 inches of lift.
- Front upper and rear upper arms require drilling.

Please check to make sure you have all necessary parts before you start your install.



- Lower arms (Front or rear)
 - 4 adjustable arms (stock bolts will be reused)
- Rear upper arms
 - 2 adjustable arms (4) 7/16 greaseable bolts washer and nut
- Front upper arms
 - 2 adjustable arms, (2) 7/16 greaseable bolts washer and nut, (2) 10 mm silver grade 5 bolt washer and nut

If you are missing any of the above items, or are unclear about what parts you need to call and ask before you begin your installation process.

(203) 757-0339
sales@claytonoffroad.com

Installation Manual
Hard-Arm™ Suspension: Short Arms
1997 - 2006 Jeep Wrangler (Standard and Rubicon Models)
Last Revision No.: 10/1/07

Tool requirements

1. Electric drill and a 7/16 drill bits
2. Various hand tools to remove and install control arms
3. A 1 7/16 wrench is needed to tighten the upper control arm jam nuts, and a 46mm wrench is needed to tighten the lower control arm jam nuts.

Front Lower Arm Installation Procedures

1. Set both driver side and passenger side lower arms to the same measurement.
2. Remove one lower front arm.
3. Install new adjustable arm with bushing on the axle end, with the offset down for clearance during articulation. Gold Johnny joint goes at the frame end. Recommended that the grease fitting be pointed up or its more likely to get ripped off on rocks. Reuse the oem bolt on the axle side, and the new 9/16 grade 8 bolt on the frame side.
4. Center Johnny joint and tighten jam nut.
5. Repeat steps 2-4 on other side.

Rear Lower Arm Installation Procedures

1. Set both driver side and passenger side lower arms to the same measurement.
2. Remove one lower rear arm.
3. Install new adjustable arm with bushing on the axle end, with the offset down for clearance during articulation. Gold Johnny joint goes at the frame end. Recommended that the grease fitting be pointed up or its more likely to get ripped off on rocks. Reuse the oem bolt on the axle side, and the new 9/16 grade 8 bolt on the frame side
4. Center Johnny joint and tighten jam nut.
5. Repeat steps 2-4 on other side.

Front Upper Arm Installation Procedures

1. Upper arms do NOT have to be the same length. They can be, but its more critical to keep even load on each bushing rather than forcing one bolt through in order to set the same length.
2. Make sure track is set correctly.
3. Put bottle jack under front axle to hold its position. Axle will most likely want to twist forward.
4. Remove both upper arms.
5. Set desired pinion/caster angle.
6. Upper frame mounts need to be drilled out to 7/16s.
7. Install both upper arms at the same time, then remove jack. This will cause even load on both upper arms.
8. The 7/16s grade 8 greaseable bolt are used at the frame side, and the silver 10 mm bolts are used on the axle side.
9. Center Johnny joint and tighten jam nut.

Rear Upper Arm Installation Procedures

1. Upper arms do NOT have to be the same length.
2. Make sure track is set correctly.
3. Put bottle jack under pinion to hold its position. Axle will most likely want to twist forward.
4. Remove both upper arms.
5. Set desired pinion angle.
6. Upper frame mounts and upper axle mounts both need to be drilled out to 7/16s.
7. Install both upper arms at the same time, then remove jack. This will cause even load on both upper arms.
8. Use the 7/16s grade 8 greaseable bolt at both frame and axle location.
9. Center Johnny joint and tighten jam nut.

We hope your installation went smoothly. If you have any questions, comments or suggestions, please let us know.

Damage or Missing Parts Policy: If you receive a product that is damaged or missing parts you must contact us within 14 days to arrange replacement. You may be required to submit photos of damaged parts before new parts are sent. Damage parts may be request to be returned for inspection.

Return Policy: You have 30 days to return a product in it original packaging. Parts cannot have been installed, painted and/or modified in any way. You must contact us to obtain a RGA # (Return Goods Authorization) before shipping your product back. All returns are subject to a 15% restocking fee. Your return must have the return authorization number clearly marked on the outside of the package and must be shipped prepaid. Packages shipped COD will be refused. Return's are subject to inspection and maybe refused if they are damaged or used. You are responsible for proper shipping to ensure product is not damaged or lost. We recommend insuring your product for the full amount in the case it is damaged or lost during return shipment.

Warranty Policy: Clayton Off Road Mfg. comes with our abuse proof limited lifetime warrantee against bending or breaking our control arms only. This covers the original purchaser of our suspension lift. This warrantee cannot be transferred to a secondary purchaser and is void if the control arm is modified in any form or not used in its proper application. Original purchaser must obtain a RGA # and is responsible for shipping the product back and agrees to return shipment charges. This warrantee does not cover worn bushings, missing snap rings, or any kind of rust damage to the threads or inserts or actual arm.

What is not covered:

Clayton Off Road Mfg. components may have minor finish damage to powder coated or plated surfaces, which may occur during shipping and is not covered under warranty. Johnny Joint bushings, washers, snap rings, OEM rubber bushings, hardware, brake lines, shocks, springs, skid plates, trackbars, and any mounting brackets are not covered. These parts are subject to wear and are not considered defective when worn. They are warranted for 90 days from the date of purchase for defects in workmanship only. Products or components which have been subjected to abuse, accident, alteration, modification, improper installation, tampering, negligence, misuse, or products installed on a vehicle used in sanctioned racing events. A race is defined as any contest between two or more vehicles, or any contest of one or more vehicles against the clock, whether or not such contest is for a prize.

Clayton Off Road Mfg. is not responsible for any retail parts that maybe sold.

Clayton Off Road Mfg. shall not be liable for any loss, damage or injury, whether ordinary, direct, special, incidental or consequential damages, arising from the manufacture, sale, installation, resale, delivery, possession, handling or use of its products.

Clayton Off Road Mfg. is not responsible for typographical errors either in pricing or in content.

Warranties, policies and prices subject to change without notice.