

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



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

* This kit is intended to be used with a SYE kit and CV rear driveshaft. Vibrations are likely if a stock driveshaft is used.

** Rubicon Models require a 1 inch Body lift to use Clayton Off Road Mfg. 2 piece flat skid plate.

Front half	(2) lower arms	Rear half	(2) lower arms
	(2) upper arms		(2) upper arms
	(2) 9/16's gold bolts		(2) gold 9/16's bolts
	(2) 7/16's gold greaseable bolts		(4) gold 7/16's greaseable bolts
	(2) 10mm silver upper control arm bolts		(2) 4.0 TJ rear coils
	(1) Adjustable trackbar with 9/16 bolt		(2) 3 inch round spring retaining disk with 3/8-16 lock washer and bolt
	(1) Set of (3) three brakelines (2 front, 1 rear)		(1) JKS CV style trackbar bracket (intended to be used with a CV style rear driveshaft)
	(2) 4.0 TJ front coils		
	(2) Lower OEM style spring retainers with self tapping bolts		
	(1) JKS swaybar disconnects		

* Shock can be added to any package deal for an additional charge.

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.

WARNING: Suspension systems and their components are designed to enhance your vehicles offroad performance. This may cause your vehicle to handle differently then it did from the factory. These systems and any components should be installed by certified technicians. 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. Take extra care when operating a modified vehicle and thoroughly inspect your vehicle before and after every offroad use.

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Tool requirements

1. Electric drill and drill bits
2. Spring Compressor (not necessary, but recommended)
3. Four large jack stands, ramps or a 4-post drive on lift works best.
4. Various wrenches and shop tools for removing and installing control arms.
5. 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 Arms Installation Procedures

1. Put the vehicle up on jack stands or lift.
2. Remove wheels.
3. Remove front shocks.
4. Remove front brakelines.
5. Remove front swaybar end links.
6. Remove front spring retainers.
7. Remove front trackbar.
8. Disconnecting the steering makes it easier to remove springs. Not necessary if you use a spring compressor.
9. Remove front springs.
10. Remove upper and lower control arms.
11. Installing brakelines and bleeding them is recommended before installing new arms because brake fluid will damage the powder coat finish. It can be done last if you are careful with the fluid.
12. Set lower control arms to 16 ½ inches, center of bolt hole to center of bolt hole. You can make final adjustments once everything else is in place if necessary. To ensure both lower arms are identical, we recommend putting the 9/16s bolts through bolt sets of arms while they lay next to each other.
13. You may have to drill the frame side lower bolts to 9/16s. The OEM rubber bushing should be installed at the axle side with the OEM bolt. The gold johnny joint adjuster should be installed at the frame side using the new supplied gold 9/16 bolt. We recommend installing the joint with the grease fitting pointing up so it does not get damaged by rocks.
14. Install new coils and oem style lower spring clips. Self tapping bolts should line up with pre-existing holes in front axle.

Installation Manual

Hard-Arm™ Suspension: 4.0 TJ/LJ Short Arm Kit

1997 - 2006 Jeep Wrangler (Standard and Rubicon Models)

Last Revision No.: 5/25/07

15. Drill out the upper OEM frame side holes to 7/16's. With the tires off, and a long drill bit you should be able to drill this from the outside through the frame rail.
16. Install front shocks.
17. Reinstall tires.
18. With a jack under the front of the axle spring perch, lower the vehicle off of the jack stands. Without the jack in the front and axle will want to rotate forward.
19. With the vehicle sitting on its own weight you will first want to set a proper track. This will ensure that your upper arms are not binding when they are installed.
20. Your trackbar will reuse your OEM bolt on the axle side. The frame side will require you to drill out the stock mount to 9/16s. Be careful drilling this out, because the drill bit has a tendency to grab and twist your wrist.
21. Once your trackbar is installed and set, set your caster angle. With a stock front end you should set a caster angle of 3.5-4.5 degrees. The pinion angle will be slightly on the low side, but this normal with a stock axle.
22. Now you are ready to install both upper arms. They do NOT have to be the same length. Install them so the bolts freely go through the bracket. The silver bolts are intended to be used on the axle side, while the 7/16 gold greaseable bolts are intended to be used at the frame side with the 2 inch Johnny joint adjusters.
23. We recommend leaving everything hand tight at this time. It is best to finish the rear half, double check all measurements, then go through the entire vehicle and tighten down all bolts at that time.
24. Front swaybar disconnects can be installed using the supplied direction from JKS.

Rear Arms Installation Procedures

25. Put the vehicle up on jack stands or lift.
26. Remove wheels.
27. Remove rear shocks.
28. Remove rear brakeline.
29. Remove rear swaybar end links.
30. Remove rear trackbar. Do not damage this item as it will be reused.
31. Remove rear springs.
32. Remove rear driveshaft. It is highly recommended that you install a slip yoke eliminator kit and CV rear driveshaft.
33. Remove upper and lower control arms.
34. Install JKS CV style trackbar relocation bracket. *** Note this bracket is intended that the driveshaft be pointed at the back of the t-case.
35. You may have to drill the frame side lower bolts to 9/16s. The OEM rubber bushing should be installed at the axle side with the OEM bolt. The gold johnny joint adjuster should be install at the frame side using the new supplied gold 9/16 bolt. We recommend installing the joint with the grease fitting pointing up so it does not get damaged by rocks. The rear arms should also be set to 16 1/2 inches in the same way the fronts were.
36. Drill a 5/16 hole and use a 3/8-16 tap in the center of the rear spring bucket perch axle side. This will allow you to install the 3 inch round lower coil retainer.
37. Install the coils.
38. Install the shocks. Check for clearance between the shocks and the lower coil bucket. Depending on your shocks, CV or NON CV style driveshaft or stock or aftermarket axle brackets, you may or may not need to get adapter brackets or notch the lower coil bucket to clear your shocks.
39. Reinstall your trackbar.
40. Drill out both frame side and axle side upper control arm mounting brackets to 7/16s.
41. Install your tires.
42. Remove jack stand and allow vehicle to sit under its own weight.
43. Set your pinion angle and install your upper arms. Upper arms do NOT have to be the same length. Use the supplied 7/16s gold greaseable bolts.
44. Install your rear brakeline.
45. Your vehicle should now be sitting under its own weight with everything installed. This is the time to double check measurements, check pinion angles, caster angles, and vehicle track. Once this is done go through the entire vehicle and tighten all loose bolts.

Installation Manual
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46. All Johnny joints come pregreased. Go for a test drive and just add a small amount of grease to each grease fitting as everything should have settled in. After that its recommended you grease your joints every oil change or more frequently if you see a lot of mud, water and especially sand.

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 maybe required to submit photos of damaged parts before new parts are sent. Damage parts maybe 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.