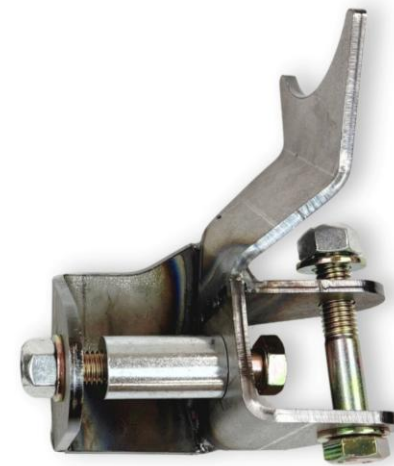
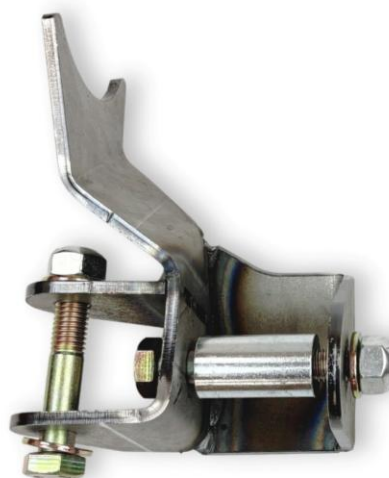


INSTALLATION MANUAL:

COR-1109300

Jeep Front Lower Shock Relocation Bracket
(2018+, JL/JT)



REV: A | DATE: 07/15/2026 | AUTH: KW27

BUILDING THE ULTIMATE JEEP SUSPENSIONS

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.

ATTENTION! IMPORTANT INSTALL NOTES!

THIS IS A WELD-ON PRODUCT!

Temporary, **on-road** driving is acceptable until you are able to weld the brackets into place. It is **NOT** recommended to take your vehicle off-road with this bracket kit simply bolted into place.

This weld-on bracket kit provides additional strength and rigidity to the front lower shock mount, while also rotating the lower shock eyelet 90-degrees to allow for bind-free flex and articulation, with the added benefit of providing more room between the frame so that the shock body does not rub at full droop.

This bracket is recommended for use with vehicles utilizing 2.5" large-bodied shocks, especially on suspension setups that lift the vehicle over 3.5".

If using OEM wheels, 2" spacers will be required to give proper clearance. These outboard shock mounts are designed for use with aftermarket wheels, **specifically with a 4.75" backspacing or less.**

These brackets have not been tested on aftermarket axles. They should only be installed on stock axles with original shock mounts.

**TEST-FIT ALL BRACKETS AND CONFIRM THERE IS NO INTERFERENCE OR RUBBING BEFORE
WELDING THE BRACKETS INTO PLACE!**

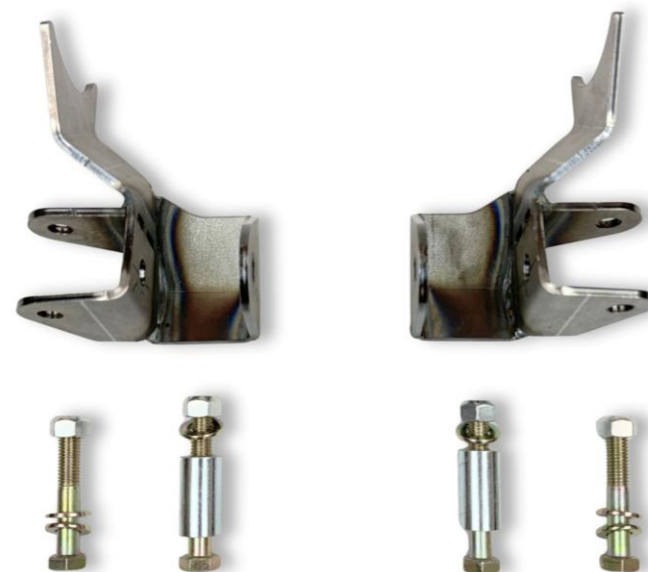
CONFIRM THAT THE SHOCK EYELET IS NEUTRALLY ALIGNED IN THE BRACKET BEFORE WELDING!

INCLUDED ITEMS

1109300 - Jeep Front Lower Shock Relocation Bracket (2018+, JL/JT)			
QTY	Part Number	Description	Class/Grade
1	1109300L	Shock Relocation Bracket (Left)	N/A
1	1109300R	Shock Relocation Bracket (Right)	N/A
2	0128794	M12-1.75 x 80mm Hex Cap Screw Yellow Zinc	10.9
2	0128792	M12-1.75 x 70mm Hex Cap Screw Yellow Zinc	10.9
6	11103710	M12-24mm Yellow Zinc Flat Washer	HV200
4	90683	M12-1.75 Zinc Finish Top Lock Nut	Class 10
2	RED-F1618CL	12mm Aluminum Crush Sleeve	N/A

Product Notes and Features:

- 3/16" thick steel brackets engineered using advanced CAD software and modern manufacturing techniques.
- Relocates the front lower shock mount outboard of the factory mount
- Provides shock body clearance at the frame during full-flex scenarios
- Designed to be welded in place with additional weld-in bracing at the axle tube
- Ships raw steel
- 12mm bolt hole size
- **Will not fit Mojave models!**



INSTALLATION INSTRUCTIONS

TOOLS REQUIRED FOR INSTALLATION

- Basic hand tools
- Large adjustable wrench
- Metric wrench/socket set, 18mm, 19mm
- Standard wrench/socket set, 7/16"
- Bottle jack and wood blocks
- Black spray paint
- Welder

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

1. Begin by safely parking the vehicle on flat ground or on a shop lift. You will be working towards the front of the vehicle at the shocks. **It is recommended to keep the vehicle at ride height for this installation** so that the shock bushings stay in a neutral, centered position.



Figure 1: 2018 Jeep JL ready for installation on a 4-post lift

INSTALLATION INSTRUCTIONS

2. Starting on the passenger side, remove the lower shock bolt using an 18mm socket and wrench. You will be replacing this hardware, so you can discard this bolt.

Then, fit one of the provided spacers into the original mounting location. The spacer will be tight- if you need more play, you can open this bracket up by using a large, adjustable wrench on one side of the mounting ears. Do **not overbend this mount**; Open it up just enough to slip the spacer in. Then, check the spacer's alignment with one of the provided bolts, as seen in Figure 4.



Figure 2: Lower shock bolt removed



Figure 3: Installing spacer



Figure 4: Spacer installed

INSTALLATION INSTRUCTIONS

3. Mock-up the passenger-side bracket. The bracket will have a tight fit, but a couple of taps with a dead-blow mallet will get it into the right position. Reference the weld seam at the axle tube as you install the bracket. You will know the bracket is in the right position when you can feed the longer, M12-1.5 x 80mm bolt through. **Feed the bolt through the tire-side hole.**

NOTE: Do not install a washer at the bolt head for this spacer bolt! Use the provided washer on the nut-end!

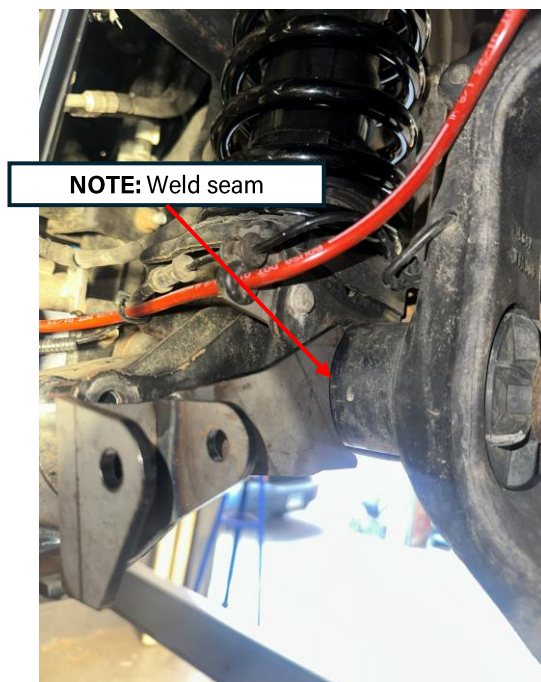


Figure 5: Weld seam at axle tube

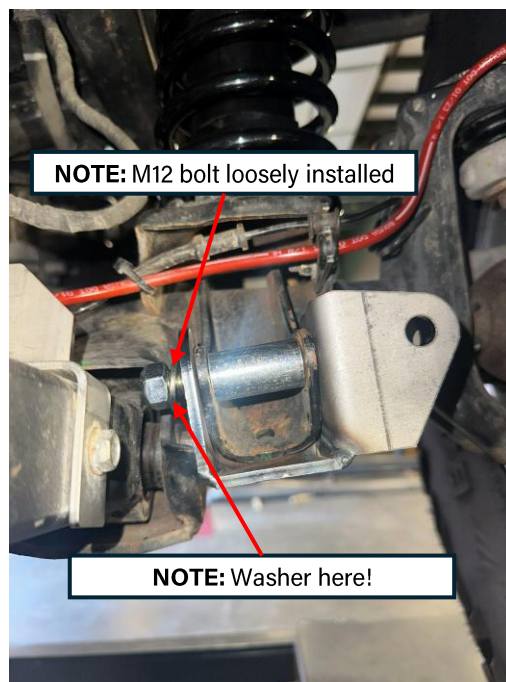


Figure 6: Thru-bolt hardware



Figure 7: No washer at bolt head

INSTALLATION INSTRUCTIONS

4. Repeat Steps 2 and 3 on the driver-side. When both brackets are mocked up, mark the weld areas. See the markings in white in the figures below, then copy them on your axle. Then, remove both passenger/driver brackets, grind/clean the area for welding, removing all dirt, paint, and grease.

Reinstall the brackets how they were before grinding. Keep the spacer bolt loose, then proceed to Step 5.



Figure 8: Axle tube weld area prep



Figure 9: Inner bracket weld area prep



Figure 10: Outside bottom weld area prep

INSTALLATION INSTRUCTIONS

5. Place a bottle jack at the bottom of the axle tube weld seam. Adjust the bottle jack until you see an even gap at the seam and the axle tube. **This will prevent any rotation while the spacer bolt is being tightened.** Leave the bottle jack where it is for now.

Tighten the spacer bolt hardware using a 19mm socket and wrench to 75 ft-lbs. Once the spacer bolt is tight, remove the bottle jack. Repeat this step on the opposite side.



Figure 11: Bottle jack at weld-seam



Figure 12: Spacer-bolt tightened

INSTALLATION INSTRUCTIONS

6. Install the shock at the new mount. This is accomplished with the use of a bottle jack. Slightly compress the shock and locate the eyelet on top of the bottle jack. Then adjust the jack until you can feed the shorter M12-1.5 x 70mm bolt through the outboard mount. Repeat this step on the opposite side. You can install the washer and locknut at this time.

Next, look from the top of the tire down to the shock mount. The eyelet should sit parallel and neutral to the inside of the shock mounts at ride height. If it does not, minor pinion angle adjustments may be needed to roll the shock bolt axis in line with the new bracket holes. Now is the time to make adjustments before the brackets are welded into place.

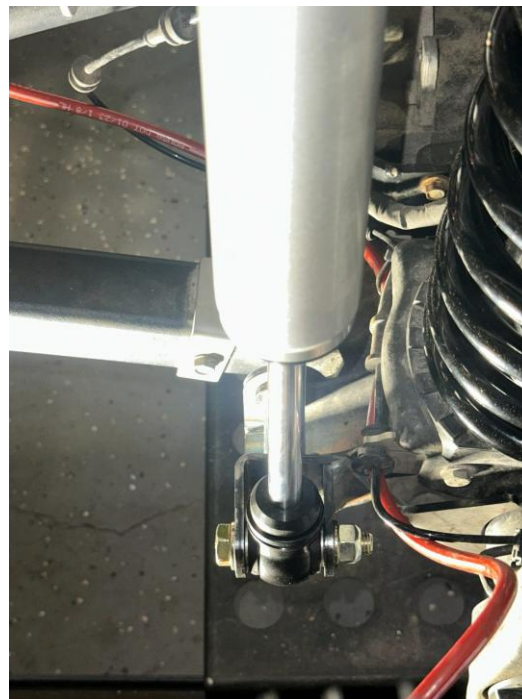


Figure 13: Shock bolt installed, eyelet sits neutral in new outboard mount

INSTALLATION INSTRUCTIONS

7. Ensure the bracket does not rub the calipers at full wheel lock. Turn the steering wheel fully to the left and inspect the clearance. Then, turn the wheel to the right, and inspect for rubbing. If no rubbing occurs, you are ready to proceed with this step.

Once you are sure no rubbing or interference occurs at full steering wheel lock, weld in the brackets in the areas that were previously ground/cleaned. **Welding should only be completed by a competent welder.** Be mindful of surrounding components that may be damaged by heat, like brake lines, wheel speed sensors, and other electrical harnesses. Weld both brackets at this time. Keep the shock bolted into the new bracket at this time, as there will be enough space to reach the weld locations.

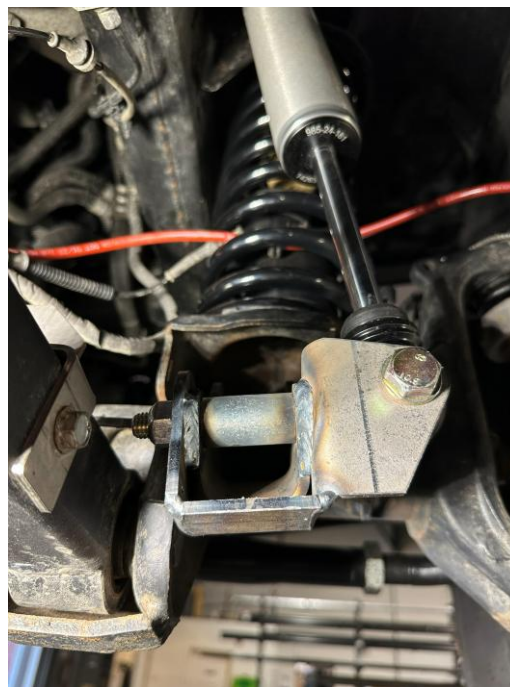
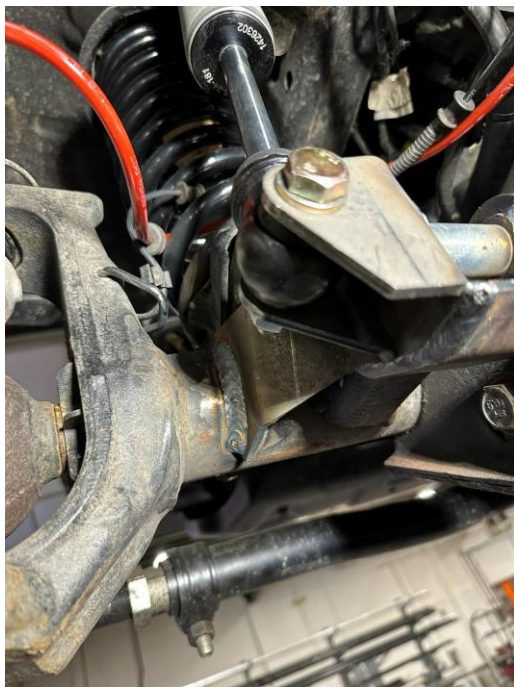


Figure 14: Brackets fully installed and welded

INSTALLATION INSTRUCTIONS

8. Once the welded brackets have cooled, you may clean and paint the area. It is recommended that you remove the shock from the mounting location to paint the new brackets.

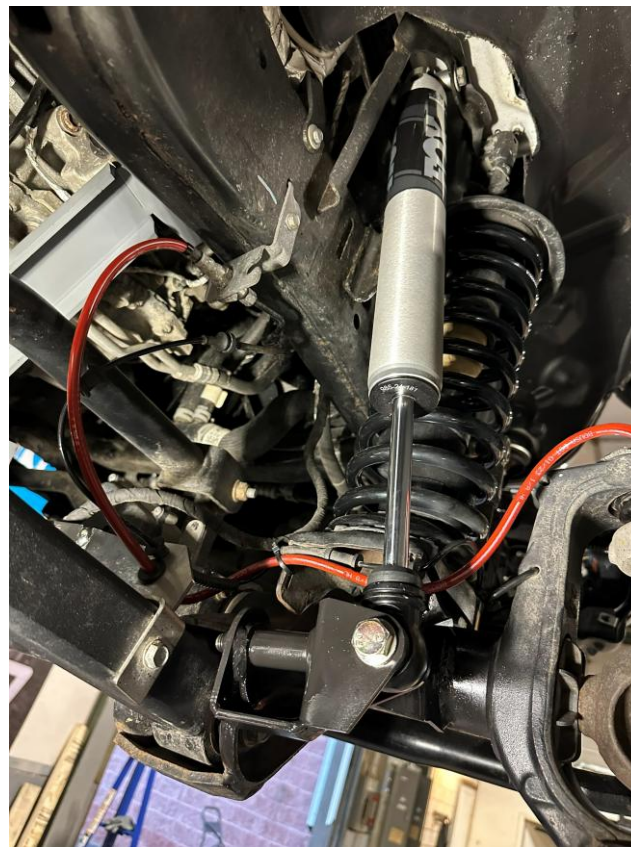
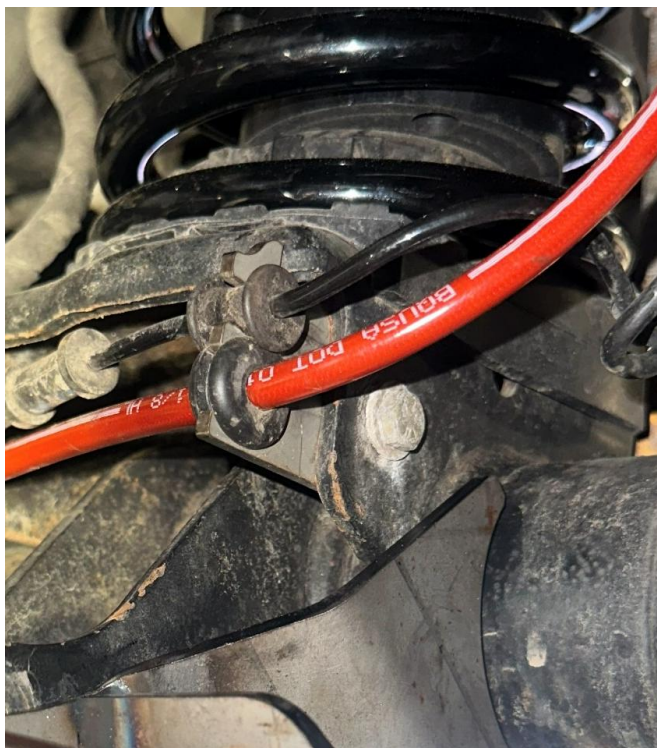


Figure 15: Brackets fully painted

INSTALLATION INSTRUCTIONS

9a. If you have an older version of the Clayton Off Road brake lines at the front of your vehicle, a slight modification to the provided brake line bracket will be required, especially if your vehicle has 2.5" wide-bodied shocks. Continue with this step to make the modifications required so that the shock body does not interfere with the brake line bracket. This step should be completed on both sides of the axle.

- Remove the brackets from under the axle mounts with a 7/16" socket
- Measure from the center of the slot 3/8" (0.375") to the right and center punch a mark in the center of the brackets



Measure 3/8" to the right of the slot



Figure 16: Brake line bracket modification part 1

INSTALLATION INSTRUCTIONS

9b. Continue with this step for brake line bracket modification:

- Grind off the locating tabs until the surface is flush, as seen in Figure 17.
- Place the brackets in a bench vise and drill the new hole out to 1/4."
- Reinstall the brackets. These modifications allow you to tuck the brake line and wheel sensor back under the coil perch mount, which keeps it out of harms way as the wide-bodied shock compresses.

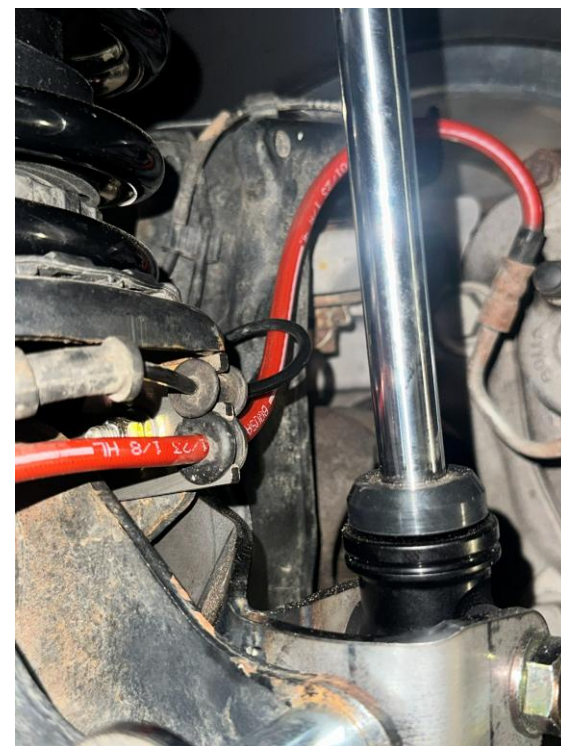
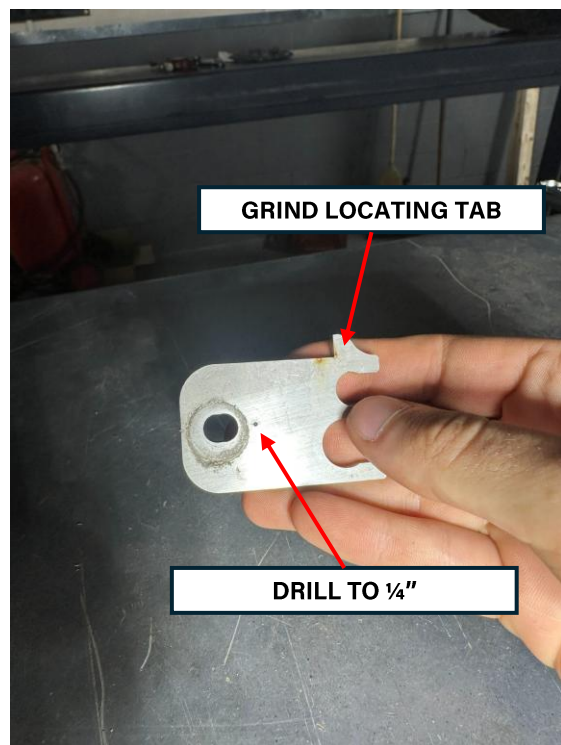


Figure 17: Brake line bracket modification part 2

INSTALLATION INSTRUCTIONS

10. The installation is now complete. Torque the new shock bolts to 75 ft-lbs using a 19mm socket and wrench.



Figure 18: Installation complete