

# INSTALLATION MANUAL:

Jeep Wrangler \*392\* Performance Coil Package  
(2021+, JL)



# INCLUDED ITEMS

1509392 Jeep Wrangler *392* Performance Coil Package			
QTY	Part Number	Description	Class/Grade
1	1508250	Jeep Wrangler *392* HD Front Coil Springs PAIR (2021+. *392* JL)	N/A
1	1509151	Jeep Wrangler 1.5" Dual Rate Rear Coil Springs PAIR (2018+, JL)	N/A

## Product Notes and Features:

The Jeep Wrangler \*392\* Performance Coil Package is designed to unlock the full potential of your 392's ride height. An enhanced spring rate (compared to stock springs) grants a firmer ride to eliminate the "squishy" factory feel. Paired together, these coils slightly raise the front of the vehicle, reducing factory rake and creating a more aggressive, level stance.

- No additional upgrades required, 100% compatible with factory shocks and control arms
- Front and rear springs are specifically paired together to achieve optimized performance—even with the additional weight of the V8 HEMI engine
- Delivers improved stability and control both on and off the highway
- Complete set of springs (all four corners)
- Fits both the 392 and 392 XR models:
  - **392 will see approximately 1/4"-1/2" of lift increase**
  - **392 XR will see approximately 1/2"-3/4" of lift increase**
  - Ideal for 35" tires



# 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

- Basic hand tools
- Metric sockets 15, 18, 21mm
- Adjustable jack stands
- Vehicle lift
- Strong adhesive (optional)

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

1. It is recommended that the coil springs be installed with the vehicle positioned on a two-post lift. Raise the vehicle and support it securely by the frame. Begin with the front axle by placing two adjustable jack stands beneath it. Adjust the jack stands so they firmly support the axle, preventing it from dropping when suspension components are removed.

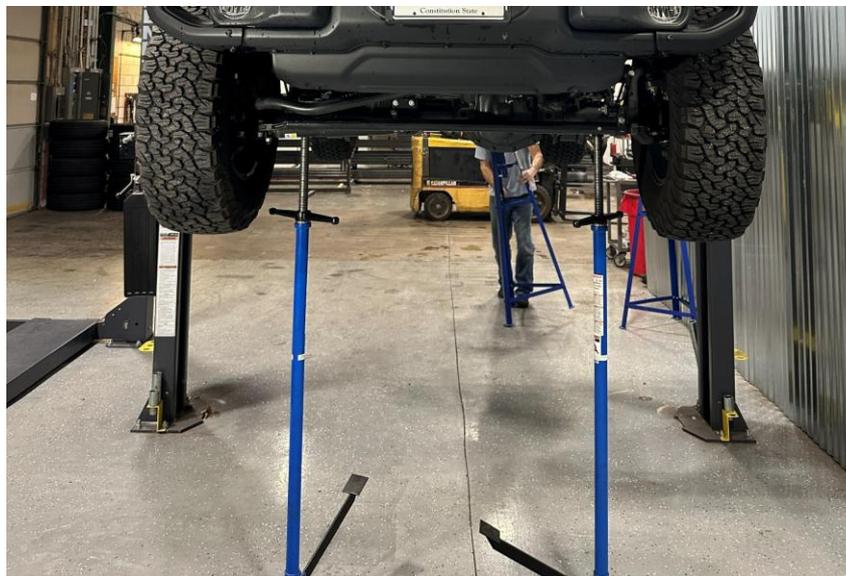


Figure 1: Vehicle jacked up by frame and axle supported

**TIP:** Raise the vehicle high enough so that your adjustable jack stands need to be raised to meet the axle by around 8-10 inches. This will allow for plenty of adjustability when the axle needs to be drooped to slip the new springs in

# INSTALLATION INSTRUCTIONS

2. With the front axle supported, remove the lower shock bolts using an 18mm socket. Save the hardware and put it aside. Pull the shock out of the bracket and let it rest clear of the bracket. Complete on both sides of the vehicle at this time.



Figure 2: Front driver/passenger lower shock bolts removed

# INSTALLATION INSTRUCTIONS

3. Remove the brake line brackets from the front lower control arms using a 15mm socket and let the bracket hang. Ensure the bracket and the brake line move freely when the axle droops.

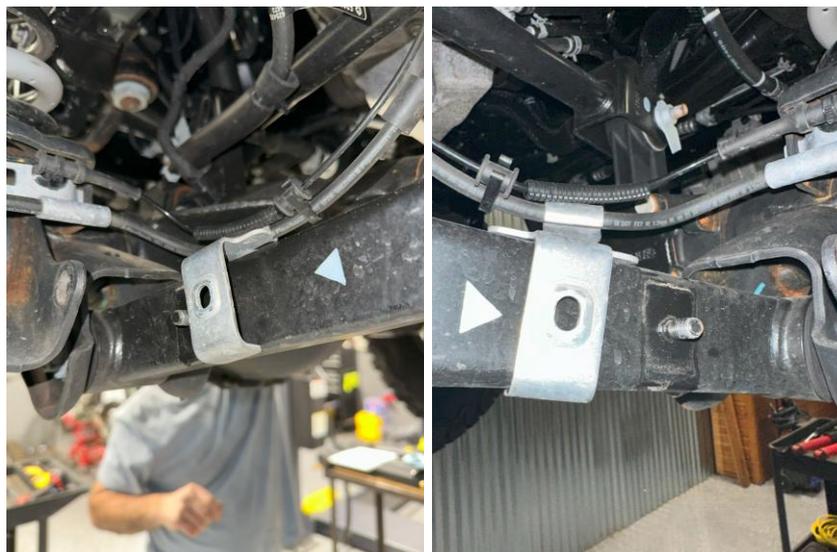


Figure 3: Front driver/passenger lower brake line mount removed

**TIP:** If more brake line slack is needed, temporarily remove the upper brake line bracket from the frame to ensure that the brake lines do not strain when the axle is lowered. You may also remove all the christmas-tree plastic clips that retain the ABS cable.

# INSTALLATION INSTRUCTIONS

4. Remove the front sway bar end-links. The socket size may vary depending on which vehicle, year, or aftermarket components you may already have installed. **Use an 18mm socket/wrench if OEM.** Put the hardware aside and tuck the sway bar up and out of the way.

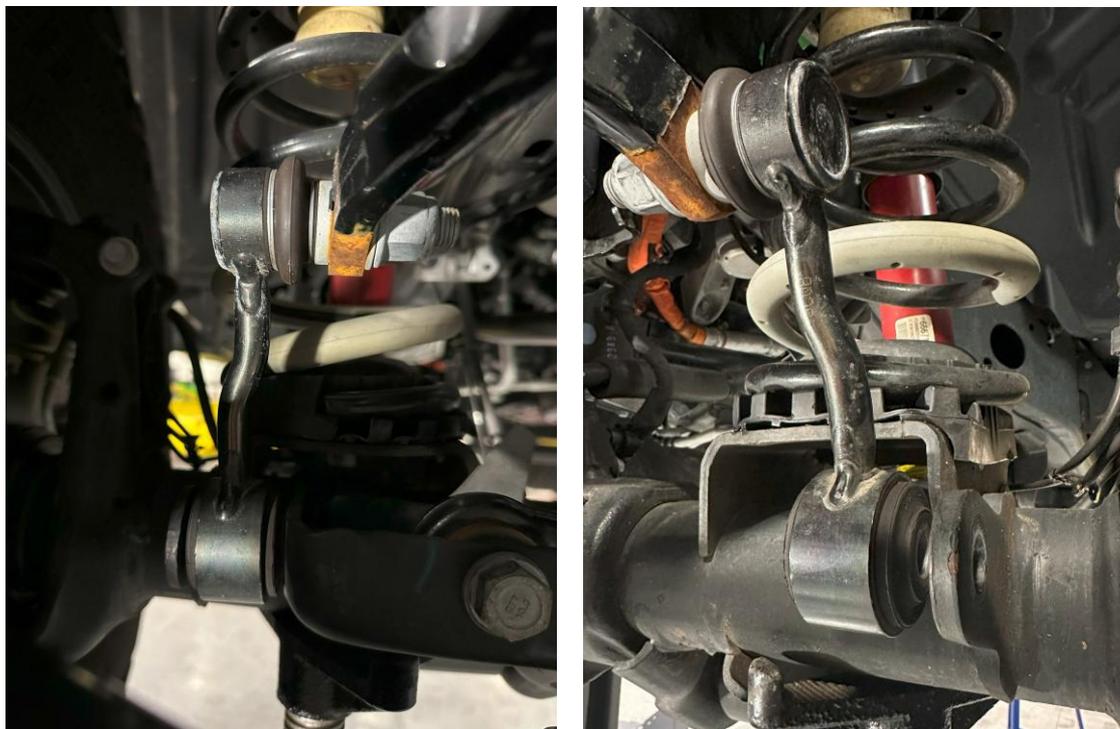


Figure 4: Front passenger and driver-side sway bar end link to be removed

# INSTALLATION INSTRUCTIONS

5. Droop the axle by lowering the supporting jack stands (or raising the vehicle) and removing the factory springs to install the new ones. Complete one side at a time. **Retain the upper spring isolator, as it will be reused.** If the factory coils had isolators on the coil rungs, carefully tear them off the old coils. Using the OEM coils as reference, install them onto the new coils at (or near) the OEM locations. Use a strong adhesive to secure the isolators to the new coils.



Figure 5: Axle drooped with old springs removed

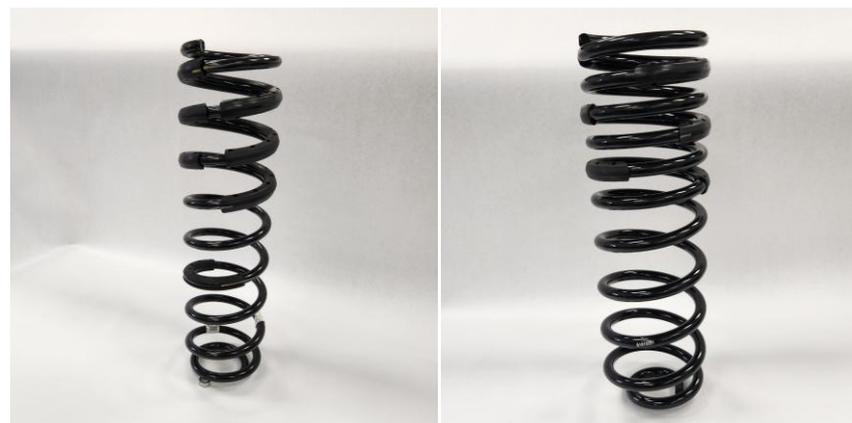


Figure 6: OEM coil (left) and COR coil (right) with isolators

**TIP:** If you need more droop to get the new springs in, you may remove the track bar at the frame connection.

# INSTALLATION INSTRUCTIONS

6. Install the new front springs. **The digits etched on the front coils should read 1508250.** 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. **Ensure the spring isolator is installed at this time.** Align the upper isolator nipple with the hole in the upper coil bucket to ensure alignment. Clock the spring until it bottoms out on the bottom isolator.

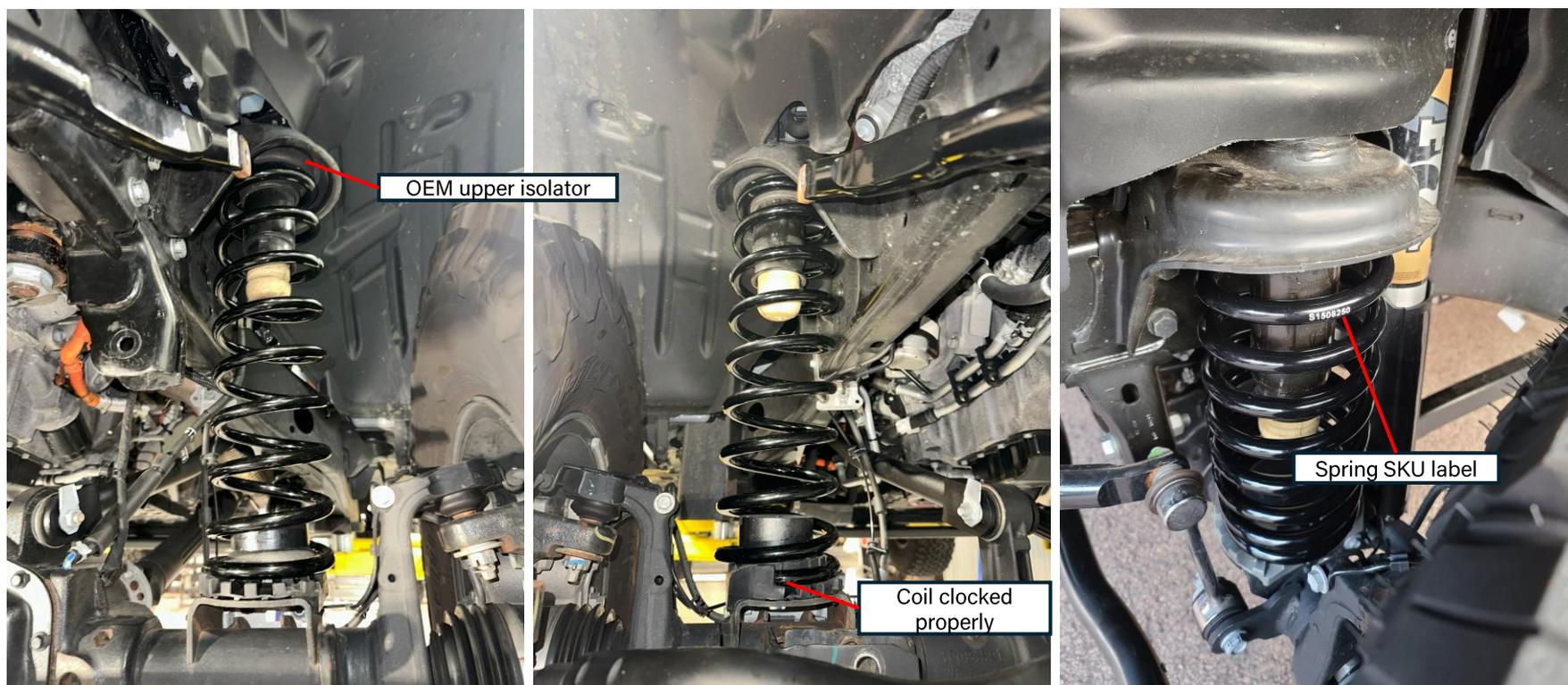


Figure 7: New springs installed and seated properly

# INSTALLATION INSTRUCTIONS

7. Raise the axle back up enough to bolt the shocks, sway bars, and brake line brackets back in place. **Do not tighten anything until the very end of the installation, when the vehicle is resting on its own weight.** Remove the jack stands and move to the rear of the vehicle. Proceed to the next step.



# INSTALLATION INSTRUCTIONS

8. Similar to the front end, position the adjustable jack stands so that there is enough adjustment to fully droop (and support) the axle to remove the springs.



Figure 8: Vehicle jacked up by frame and axle supported

# INSTALLATION INSTRUCTIONS

9. Similar to the front end, remove the lower shock bolts using an 18mm socket. Save the hardware and put it aside. Pull the shock out of the bracket and let it rest clear of the bracket. Complete on both sides of the vehicle at this time.



Figure 9: Rear shock bolts at axle removed

# INSTALLATION INSTRUCTIONS

10. 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 lower bolts on both sides of the axle. Put all hardware aside. **Remove the differential harness and breather hose. Be gentle with the clip, pull the lock-tab out first, then slowly wiggle it off the sensor.**

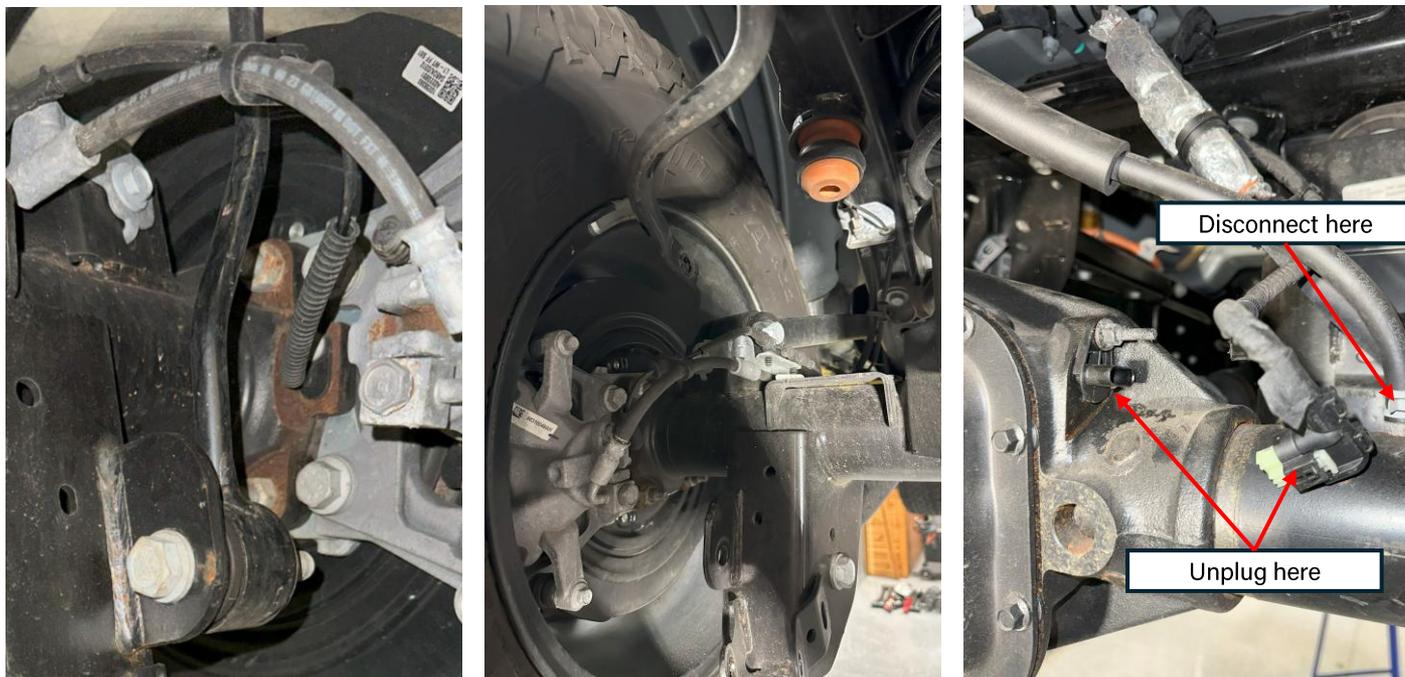


Figure 10: Rear sway bar end link before and after removal, and differential wiring harness removed

# INSTALLATION INSTRUCTIONS

11. Carefully droop the rear axle by lowering the supporting jack stands (or raising the vehicle) to remove the factory springs. Using the OEM spring boot, install the new springs. Complete one side at a time. Then, install the new springs. **The digits etched on the rear coils should read 1509151.** 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. **In this case, the taller spring will have an "R" on it and must be used on the gas tank side (passenger side).**

If the factory coils had isolators on the coil rungs, carefully tear them off the old coils. Using the OEM coils as reference, install them onto the new coils at (or near) the OEM locations. Use a strong adhesive to secure the isolators to the new coils.

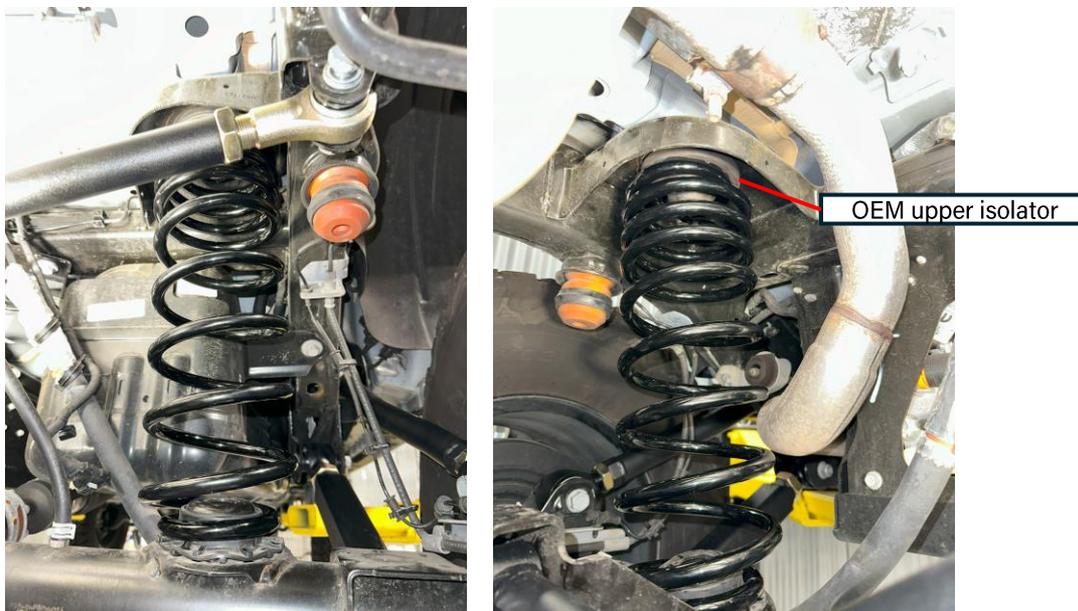


Figure 11: Axle drooped with new springs installed

**TIP:** If you need more droop to get the new springs in, you may remove the track bar at the frame connection.

# INSTALLATION INSTRUCTIONS

12. Raise the axle back up enough to bolt the shocks, sway bars, and brake line brackets back in place. **Do not tighten anything until the very end of the installation, when the vehicle is resting on its own weight.** Slowly remove the adjustable jack stands, and return the vehicle to a flat, level surface. Prepare to re-torque any suspension components that were removed and/or loosened. Follow the chart below for helpful torque specifications and bolt sizes.

**\*\*\*THE CHARTS BELOW USE RECOMMENDED TORQUE VALUES SUITED FOR OEM HARDWARE. IF YOU HAVE AFTERMARKET PRODUCTS THAT INCLUDE NEW BOLTS, THE TORQUE VALUES MAY CHANGE!\*\*\***

**Table 1: Front Suspension Component Specs**

Suspension Bolt Location	Wrench Size	Torque (lb-ft)
Front Lower Shock Bolt (Axle)	18mm	75
Front Sway Bar End-Link Nuts	18mm	100
Front Track Bar Bolt, Frame Bolt (if removed)	21mm	130

**Table 2: Rear Suspension Component Specs**

Suspension Bolt Location	Wrench Size	Torque (lb-ft)
Rear Lower Shock Bolt (Axle)	18mm	75
Rear Sway Bar End-Link Nuts	18mm	100
Rear Track Bar Bolt, Axle Bolt (if removed)	21mm	90

**\*\*\*Do not forget to tighten the brake line brackets at the lower control arms and any removed wires/hoses at the rear axle! \*\*\***

# INSTALLATION INSTRUCTIONS

13. The installation is now complete. Please follow the post-installation checklist before driving your vehicle. Be sure to re-torque and check for any loose hardware after roughly 500 miles of driving.



## POST-INSTALLATION CHECKLIST:

- Differential sensors/hoses (front and rear) are plugged back in
- Front brake line brackets reinstalled and not damaged or stretched
- Coils are properly clocked in isolators
- Coil rung isolators are relocated onto new coils to prevent chatter
- All hardware is torqued to specification (see tables on Step 12)
- Re-torque all hardware after 500 miles of driving

