

INSTALLATION MANUAL:

COR-4510120, 4510121, 4510122

Jeep Gladiator Adjustable Rear Track Bar
(2020+, JT)



INCLUDED ITEMS

4510120 Jeep Gladiator Adjustable Rear Track Bar - (2020+, JT)

QTY	Part Number	Description	Class/Grade
1	4510120	Adjustable Rear Track Bar	N/A

4510121 Jeep Gladiator Adjustable Rear Heim Joint Track Bar - (2020+, JT)

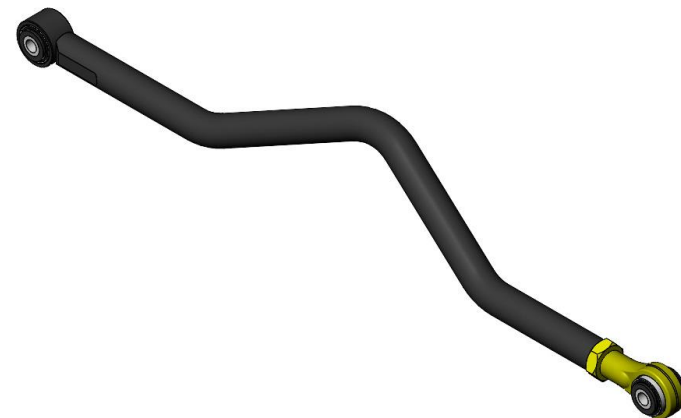
QTY	Part Number	Description	Class/Grade
1	4510121	Adjustable Rear Heim Joint Track Bar	N/A

4510122 Jeep Gladiator Adjustable Rear Double Heim Joint Track Bar - (2020+, JT)

QTY	Part Number	Description	Class/Grade
1	4510122	Adjustable Rear Double Heim Joint Track Bar	N/A

Product Notes and Features:

- Made from 1-3/8" x 5/16" DOM tubing for extra strength and unmatched durability
- No drilling or cutting required; simple bolt-on, OEM replacement
- **4510120:** Forged GIRO Joints at both the axle and frame result in smooth, isolated noise and vibration
- **4510121:** Forged GIRO Joint at the axle-end and a robust Heim joint at the frame-end for exceptional on-road vibration control and dampening
- **4510122:** Robust Heim joints at both ends of the track bar for a zero-play connection
- Adjustable design allows for perfecting proper axle positioning for lifts ranging from 0-5+ inches



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.

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

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

The following instructions apply to the components listed below:

- Jeep Gladiator Adjustable Rear Track Bar
- Jeep Gladiator Adjustable Rear Heim Joint Track Bar
- Jeep Gladiator Adjustable Rear Double Heim Joint Track Bar

While some photos may look different from the track bar you purchased, the installation remains the same!

We strongly recommend having basic mechanic's hand tools, sockets, wrenches, vehicle jacks and stands, and other common tools readily available. Installing an aftermarket lift kit is a detailed process, and having the right tools on hand will ensure a smoother installation.

As always, feel free to contact us anytime during your installation - you can count on us to help!

COR-4510120, 4510121, 4510122

Installation Tools Required:

- 21mm socket/wrench
- Large, adjustable wrench or a 1-1/2" wrench
- Impact
- Vehicle jack and stands
- Torque wrench

TRACK BAR LENGTHS

Please refer to the table below for minimum, maximum, and recommended track bar lengths. These lengths are recommendations and should only serve as a starting point for axle positioning and dialing in axle track. **The following measurements are given as “eye-to-eye” lengths (center-to-center of joints). Track bar lengths do not change based on the adjuster (Giirro or Heim).**

Please note that your exact track bar length will vary by lift height. Refer to Table 2 for recommended starting points based off your lift height. These are **NOT** intended as final measurements. Due to many variables, final adjustments should be made once all components are installed, then fine-tuned for your specific vehicle.

Table 1: COR-4510120/4510121/4510122 Minimum and Maximum Track Bar Lengths

COR Number / Product Name	Minimum	Maximum
4510120/4510121/4510122 Gladiator Adjustable Rear Track Bar	$33 - \frac{5}{8}$ ”	$35 - \frac{1}{2}$ ”

Table 2: COR-4510120/4510121/4510122 Track Bar Length by Lift Height

Vehicle Make/Model/Year	1.5” Lift	2.5” Lift	3.5” Lift	4.5” Lift
Jeep Gladiator JT (2020+)	$33 - \frac{3}{4}$ ”	$33 - \frac{7}{8}$ ”	34 ”	$34 - \frac{3}{16}$ ”

INSTALLATION INSTRUCTIONS

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1. The installation may be completed with the vehicle on the ground. For this installation, a four-post lift was used. There is no need to remove the wheels and tires. The track bar comes preassembled and bolts right into the vehicle using the original hardware.

Using a 21mm socket and wrench, loosen and unbolt the old rear track bar from the axle-side mount.



Jeep JT on four-post lift for installation and axle-side rear track bar bolt to be removed

INSTALLATION INSTRUCTIONS

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2. When the rear track bar at the axle is removed, use a 21mm socket/wrench to remove the frame-side hardware. Put one hand on the track bar before you remove the bolt completely, so it doesn't fall out. Again, save all original hardware as it will be reused. Completely remove the rear track bar.

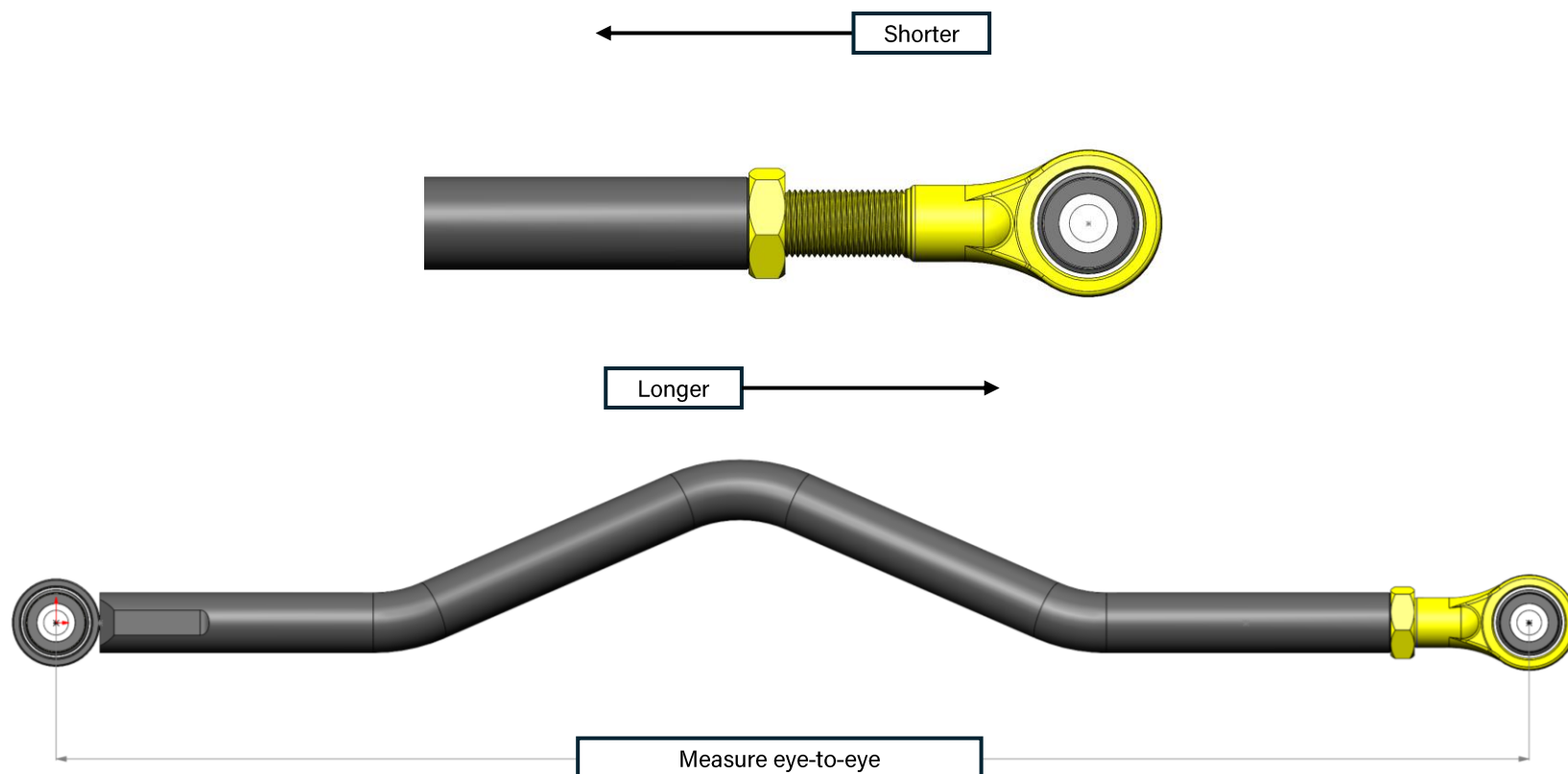


Frame-side rear track bar bolt to be removed

INSTALLATION INSTRUCTIONS

3. Determine the appropriate length of the new track bar based on your vehicle's ride height and your desired axle track. Use the lengths provided at the beginning of these instructions as a starting point.

Adjust the end-forging by screwing it in or out. **Measure the length from eye-to-eye, or center of bushing to center of bushing.** When the desired length is met, spin the jam nut down to the control arm to lock the foraging into position.



INSTALLATION INSTRUCTIONS

4. Install the new rear track bar, putting the adjuster in the frame-side track bar mount. Reuse the original bolt and nut. Make sure that the bend in the bar is up and facing towards the front of the vehicle. Do not tighten the hardware yet.



JT adjustable rear track bar bolt installed hand-tight (frame-end)

INSTALLATION INSTRUCTIONS

5. Next, install the non-adjustable side of the track bar into the axle-end mount. Adjust the length of the bar (if needed) by spinning the bar in or out of the adjuster until the track bar bushing and the bolt hole on the axle-end mount line up. Make sure that the bend in the track bar remains up and pointed towards the front of the vehicle. See the photo below.



JT adjustable rear track bar bolt installed hand-tight (axle-end)

TIP: If the non-adjustable end does not line up with the mount, have another person push the body of the vehicle back and forth until you can insert the bolt.

You may also use a ratch strap attached between the frame and the opposite side of the axle to pull the body.

INSTALLATION INSTRUCTIONS

6. With the vehicle resting under its weight, double-check the rear axle track. You may use a straight-edge flush up against the tire and use it as a marker, measuring from the body to the straight-edge. This will allow you to pinpoint which direction the axle may need to go.

If adjustments need to be made, remove the frame-end bolt and shorten or lengthen the track bar as needed.



Axle track (driver side) of Jeep JT



Axle track (passenger side) of Jeep JT

In the case above, the axle was shifted to the driver's side nearly ½" more than the passenger's side.

This means that the rear track bar should be **shortened by ¼"**, or until both measurements are equal.

INSTALLATION INSTRUCTIONS

7. When the axle track is set properly, you may torque the hardware to the manufacturer's specification. The axle-side hardware should be torqued to 100 lb-ft, and the frame-side hardware should be torqued to 95 lb-ft.



JT adjustable track bar with 37" tire

INSTALLATION INSTRUCTIONS

8. Tighten down the jam nut on the track bar. Use a 1-1/2" wrench or an adjustable wrench for the jam nut. Use a breaker bar to gain additional leverage. Tighten all jam nuts down as tight as humanly possible.

Please note that not all wrenches are created with the same tolerances. If your wrenches are too loose around the jam nut, Clayton Off Road offers tight, wrap-around wrenches for purchase. Please search for the wrenches using the SKU's below.



COR Wrench-ends for control arm jam nuts (COR-2500125, COR-2500100)

INSTALLATION INSTRUCTIONS

9. The installation is now complete. Please follow the post-installation checklist below before driving your vehicle.



POST-INSTALLATION CHECKLIST:

- ☐ Axle-side track bar bolt torqued to 100 lb-ft
- ☐ Frame-side track bar bolt torqued to 95 lb-ft
- ☐ Lug nuts are torqued to the manufacturer's specification (if removed)
- ☐ Jam nuts are jammed down as tight as possible
- ☐ A professional properly aligns the vehicle for adjusting your caster and aligning the suspension

