

INSTALLATION MANUAL:

COR-5209011

Jeep Steering Stabilizer Relocation Bracket Kit
2007-2018+ JK
2018+ JL/JT



COR-5200940

COR-5209010



INCLUDED ITEMS

5209010 Jeep Wrangler Steering Stabilizer Relocation Bracket (2007-2018+, JK/JL/JT)

QTY	Part Number	Description	Class/Grade	ID Number
1	5209010AF	Steering Stabilizer Mount (JK/JT/JT)	N/A	1
1	0128792	M12-1.75 x 70mm DIN 931 Zinc Finish Hex Cap Screw	Class 10.9	2
3	11103710	M12 x 24mm Yellow Zinc Finish Steel General Purpose Flat Washer	HV200	3
1	40171	M12-1.75 Nylon Insert Nut	Class 8	4
1	15107	3/8"-16 x 1 1/4" Yellow Zinc Finish SAE J429 Hex Cap Screw	Grade 8	5
1	33815	3/8" Yellow Zinc Finish SAE Thru-Hardened Flat Washer	N/A	6
1	33893	3/8" High Alloy Lock Washer	N/A	7
1	36406	3/8"-16 Yellow Zinc Finished Hex Nut	Grade 8	8
1	18947	9/16"-18 x 3" Yellow Zinc Finish SAE J429 Hex Cap Screw	Grade 8	9
2	33818	9/16" Yellow Zinc Finish SAE Thru-Hardened Flat Washer	N/A	10
1	1100110AF	Heavy Duty Track Bar Nut Tab Flat with Welded Nut	N/A	11

Product Notes and Features:

- 3/16" gold zinc-plated steel formed using the latest CAD software and manufacturing techniques
- Innovative double-shear design significantly increases the strength of the steering stabilizer mount, ensuring a secure and tight fit
- Allows for most aftermarket stabilizers to be relocated above the tie rod, reducing the risk of impact with obstacles
- The track bar bolt remains easily accessible, even with the stabilizer installed, simplifying installation and retorquing. Includes all required hardware for mounting the bracket, track bar, and steering stabilizer to the axle
- **2007-2018 JK:** Factory tie rod mount can be reused
- **2018+ JL and 2020+ JT:** Requires an additional drilled hole and a new tie rod mount (refer to product 5200940)

NOTE: This product supports multiple installation configurations, so some steps in these instructions may not apply to your setup. The relocation bracket can be installed on vehicles both with and without the use of the tie rod clamp (COR-5200940).

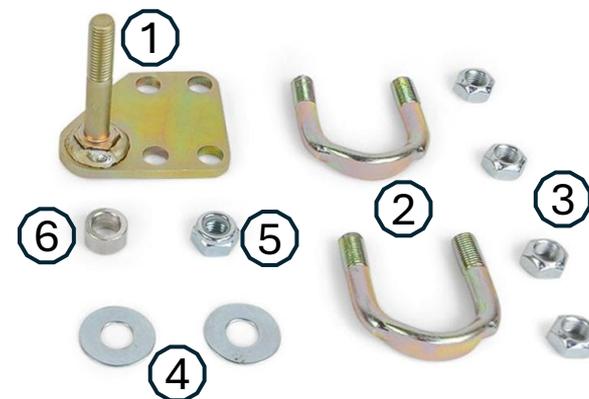


INCLUDED ITEMS

5200940 Jeep Tie Rod Steering Stabilizer Clamp (2007-2018+, JK/JL/JT)				
QTY	Part Number	Description	Class/Grade	ID Number
1	5200940A	Tie Rod Steering Stabilizer Mount (JK/JT/JT)	N/A	1
2	5200940B	Round Bend U-Bolt, 7/16-20 x 1.582"W x 2.188"D	1541 Steel	2
4	37306	7/16"-20 Zinc Finish Top Lock Nut	Grade C	3
2	33224	1/2" x 1.250" OD Zinc Finish Steel Fender Washer	N/A	4
1	90683	M12-1.75 Zinc Finish Steel Top Lock Nut	Class 10	5
1	AS75-22-28	Aluminum Spacer 3/4 OD x .509 ID x 7/16	N/A	6

Product Notes and Features:

- 3/16" gold zinc-plated steel formed using the latest CAD software and manufacturing techniques
- Innovative double-shear design significantly increases the strength of the steering stabilizer mount, ensuring a secure and tight fit
- Allows for most aftermarket stabilizers to be relocated above the tie rod, reducing the risk of impact with obstacles
- Clamps to the tie rod using yellow zinc-plated U-bolts for corrosion resistance and strength
- **2007-2018 JK: 2018+ JL and 2020+ JT:** Relocates the stabilizer to a location on but above the tie rod, out of harm's way.
- Stock Jeep Wrangler JK - 1-3/8" Tie Rod
- Stock Jeep Wrangler JL - 1-5/8" Tie Rod
- Stock Jeep Gladiator JT - 1-5/8" Tie Rod



NOTE: This product supports multiple installation configurations, so some steps in these instructions may not apply to your setup. The tie rod clamp can be installed on vehicles both with and without the steering stabilizer relocation bracket (COR-5209010).

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 wrench/socket set*
- *Standard wrench/socket set*

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

1. Position the vehicle for the installation either on the ground or on a lift. For this installation, it is recommended that the vehicle be supported by the frame, with jack stands beneath the front axle.



Figure 1: Jeep JK on lift with front axle supported

INSTALLATION INSTRUCTIONS

2. Remove the factory steering stabilizer bolt on the axle mount, and then the tie rod mount bolt. If installing this product on a 2007-2018 JK, you may choose to reuse the factory steering stabilizer tie rod mount; loosen and twist the mount above the tie rod. If installing this product on a 2018+ JL or 2020+ JT, your steering stabilizer mounting locations may differ from Figure 2.

Some JL and JT vehicles have stabilizer mounts located on the steering linkage and on the axle. See Figure 3 below. Ultimately, remove the steering stabilizer no matter where it is currently mounted- the new bracket relocates it up and out of harm's way.



Figure 2: Steering stabilizer axle mount location (JK)



Figure 3: Steering stabilizer axle mount location (JL)

INSTALLATION INSTRUCTIONS

3. With the steering stabilizer removed, remove the track bar bolt. The axle may shift slightly once the bolt is removed, especially if the vehicle is supported by the frame. This is normal, and you will be able to install the new 9/16" track bar bolt and washers when the vehicle is back on the ground.

NOTE: You may choose to clean and prep the mounting area for the steering stabilizer bracket.

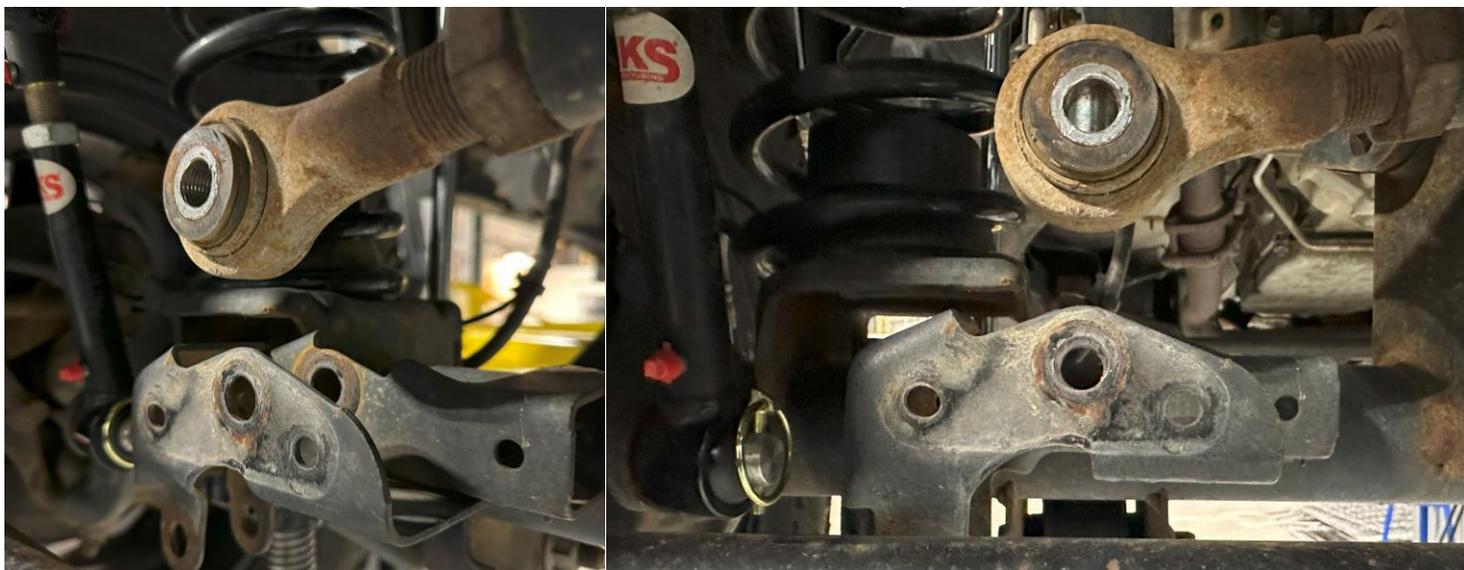


Figure 4: Steering stabilizer and track bar removed from factory mounting locations

INSTALLATION INSTRUCTIONS

4. Install the 3/8" bolt with the included washer on the outside of the new bracket, then use the split-lock washer and nut on the inside of the bracket. You will need a 9/16" box wrench and socket. Tighten to 40 ft-lbs. You may temporarily install the track bar bolt to ensure the bracket is properly aligned.

NOTE: JK models will utilize the bottom bolt hole, while JL/JT models will need to drill out at the bracket's upper bolt hole.

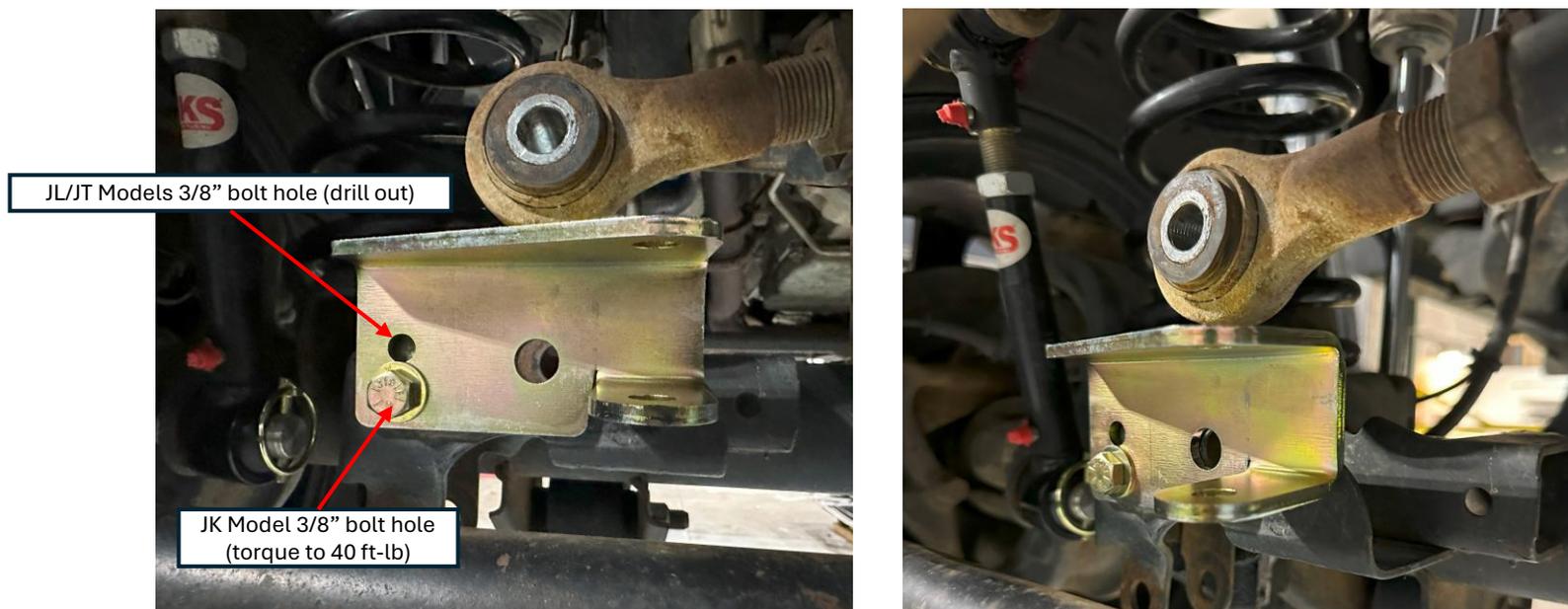


Figure 5: 3/8" bolt with washer, lock washer, and nut installed, with track bar bolt hole aligned

INSTALLATION INSTRUCTIONS

5. Position the vehicle on a flat surface if it is not already and let the vehicle's weight realign the track bar to its proper location. Then, install the 9/16" track bar bolt with included washers and locking nut tab. Install the locking tab with one of the included washers, in the orientation shown. With the vehicle sitting under its own weight, torque the new track bar bolt to 120 ft-lbs. a 3/4" socket will be needed to tighten the new track bar bolt.

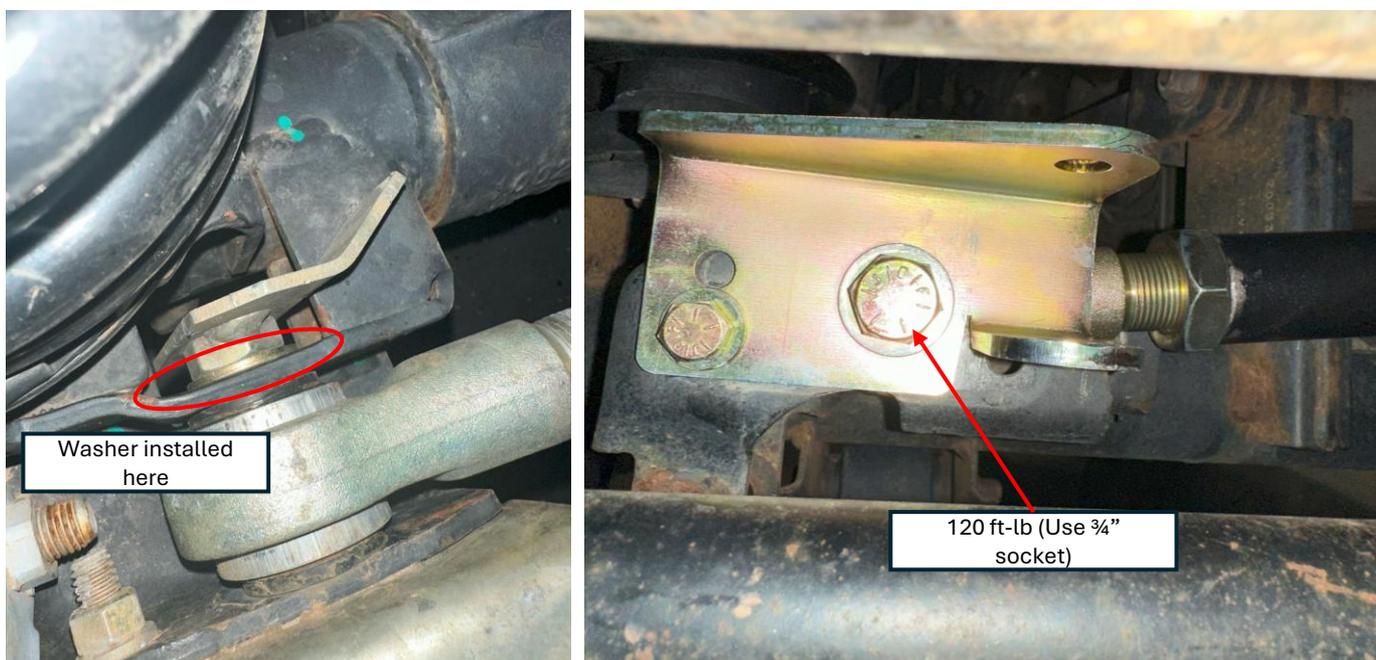


Figure 6: Track bar reinstalled with included 9/16" bolt, washers, and lock tab

TIP: Opening the track bar bushing with a 9/16" reaming bit may help during track bar reinstallation if there are burrs or signs of wear on the bushing sleeve. Take care when widening the sleeve, and do not remove too much material.

INSTALLATION INSTRUCTIONS

6. Install the factory or aftermarket steering stabilizer with the included M12 bolt, washers, and top lock nut in the orientation shown in Figure 7. Depending on the steering stabilizer, you may need to use the extra included washer as a spacer, also seen in Figure 7. Do not torque the steering stabilizer bolt yet.

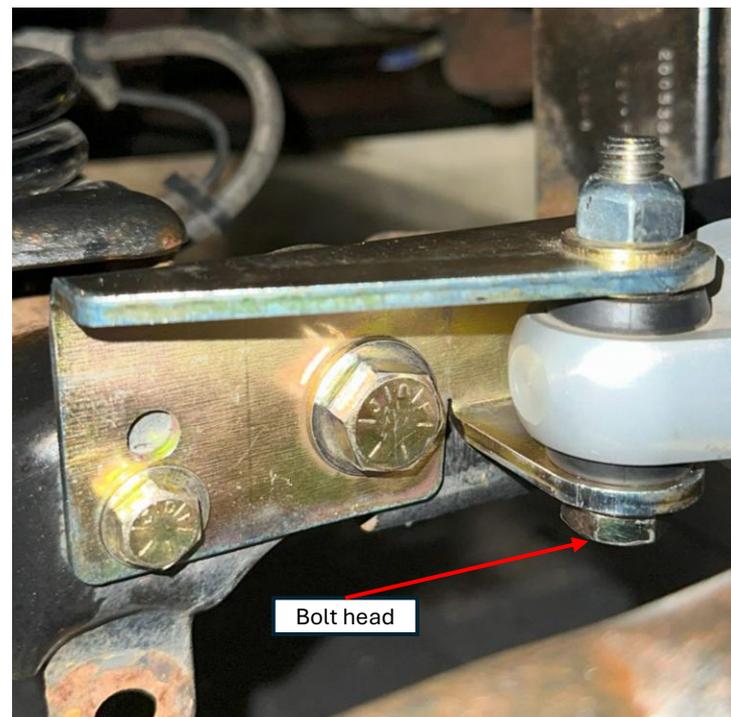


Figure 7: Steering stabilizer installed with the bolt head on the bottom of the bracket, and spacer washer installed

INSTALLATION INSTRUCTIONS

7. Turn the steering wheel to full lock to the right and compress the steering stabilizer shaft so ¼" of the shaft is exposed between the eyelet and the body.

With the stabilizer still compressed, loosely mount the tie rod clamp wherever the eyelet of the stabilizer is located. Depending on the tie rod clamp, this location may vary slightly. Slip the stabilizer bushing over the bolt on the tie rod clamp, and tighten the clamp to the tie rod. Regardless of your setup, make sure that the stabilizer does not interfere with any parts of the vehicle when everything is tightened down. More information on steering stabilizer installation can be found directly from the stabilizer manufacturer.



Figure 8: Factory steering stabilizer (left) and Fox steering stabilizer (right) installed with COR-5209010 Tie Rod Clamp on Jeep JL

TIP: For FOX ATS models, turning the adjuster screw on the eyelet fully counter-clockwise will make compressing the stabilizer easier.

INSTALLATION INSTRUCTIONS

8. Torque the M12-1.75 steering stabilizer axle mount bolt to 50 ft-lbs. Use the included washers on either side of the bracket. If using the COR-5200940 Tie Rod Clamp, torque the tie rod clamp mount for the stabilizer eyelet to 50 ft-lbs, and make sure the U-bolt nuts are torqued to 40-50 ft-lbs.

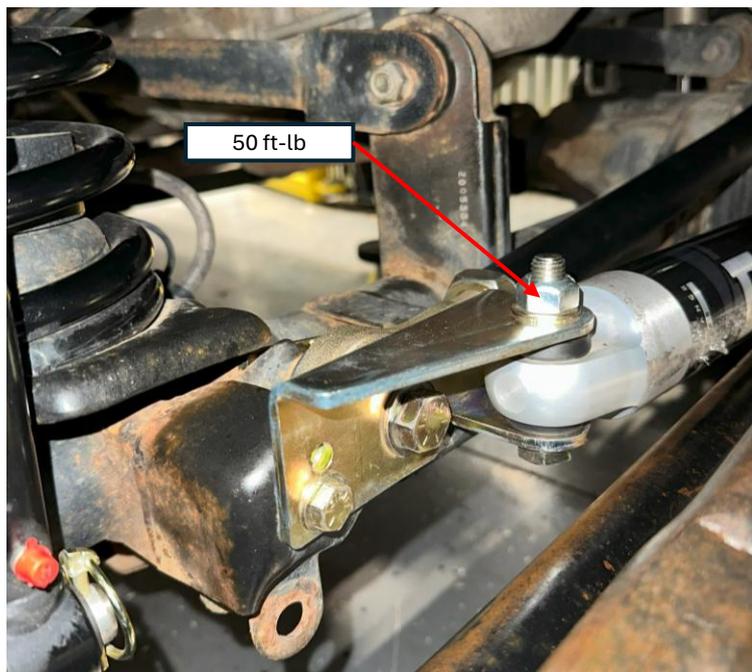


Figure 9: Stock steering stabilizer and Fox steering stabilizer installed with Steering Stabilizer Relocation Bracket COR-5209010

TIP: The track bar bolt is easily accessible even when a steering stabilizer is installed, making a re-torque simple and easy.

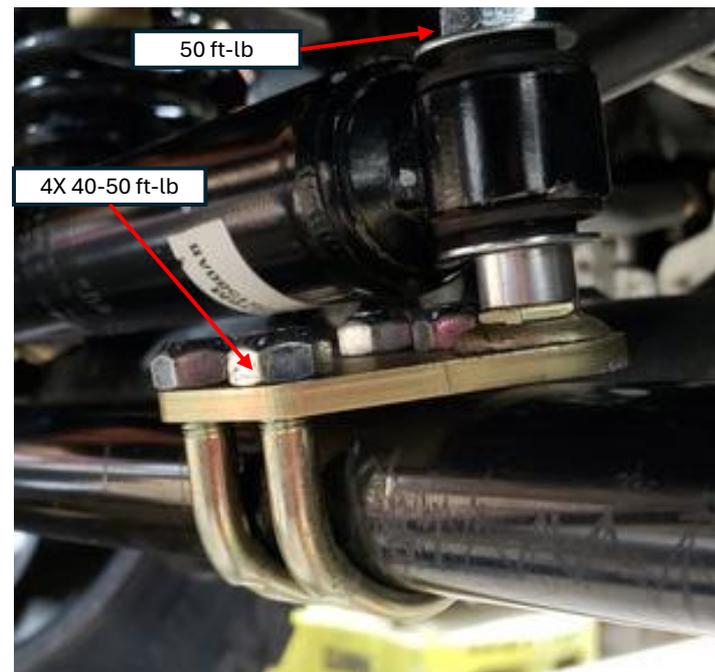


Figure 10: Stock steering stabilizer with new Tie Rod Clamp COR-5200940

INSTALLATION INSTRUCTIONS

9. To ensure proper clearance and fitment, turn the steering wheel fully to the left and right, checking for any interference with components. Having a friend assist can make this process easier. If any bind is felt or heard, slowly return the steering wheel to center, relocate the tie rod clamp accordingly, and retighten the hardware. The installation is now complete.



POST-INSTALLATION CHECKLIST:

- Stabilizer bolts are torqued to 50 ft-lbs
- 3/8" bracket mounting bolt is torqued to 40 ft-lbs
- Track bar bolt (axle) is torqued to 120 ft-lbs
- No interference occurs when the steering wheel is turned to full-lock
- Re-torque all hardware after 500 miles

