INSTALLATION MANUAL:

COR-4509120

JEEP FRONT TRACK BAR BRACKET BRACE

2018+, JL/JT

CLAYTON OFF ROAD

INCLUDED ITEMS

4509120 Jeep Front Track Bar Bracket Brace (2018+, JL/JT)				
QTY	Part Number	Description	Class/Grade	ID Number
1	4509120	JL/JT Front Track Bar Bracket Brace	N/A	1
2	11114718	M12-1.50 x 180mm Long Bolt	Class 10.9	2
2	11114713	M12-1.50 x 110mm Long Bolt	Class 10.9	3
6	11103710	M12-24mm Washer	Class 10.9	4
1	18950	9/16" – 18 x 3.75" Track Bar Bolt	Grade 8 SAE	5
2	33818	9/16"- 1.156" OD Washer	Grade 8 SAE	6
1	37310	9/16" x 18 Top Lock Nut	Grade C SAE	7
2	0141348	M12-1.75 x 30mm BHSCM Hex Cap Screw	Class 10.9	8
2	90683	M12-1.75 Top Lock Nut	Class 10.9	9

Product Notes and Features:

- Includes hardware for installation of the Track Bar Bracket Brace for either the aluminum or steel steering box; no additional purchase necessary
- This bracket has been redesigned to accommodate all JL/JT models (including Diesel, Mojave, and XR). Fits 2024 models, where the factory front track bar bracket (frame side) has been redesigned by Jeep.
- Bolt-on installation designed to reinforce the track bar bracket. Depending on pre-existing damage, modifications to the factory track bar bracket may be required.
  - Designed to be used in conjunction with the factory track bar bracket
- Included M12-1.50 x 180mm bolts are intended for use with an aluminum steering box, where the additional length is needed to fasten the bracket to the frame and into the steering box.
- Some grinding, fabrication, and fitment may be required to properly install this reinforcement bracket

Note: Only 6 M12-24mm washers are included in this kit:

- 4 used with the steering box bolts
- 2 used with the hex cap screw centering bolts

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, while the front axle is supported by jacks stands. Allowing the axle to droop slightly may help during the installation, because the space between the coil spring is un-compressed.

Figure 1: Vehicle positioned on two-post lift with supporting axle jack stands

INSTALLATION INSTRUCTIONS

2. Remove the axle-side sway bar end-links and tuck them up and out of the way. Some vehicles will require you to move the front driver's side wheel for additional clearance.

Remove the 4 steering box bolts using an 18mm socket or wrench. Breaking these bolts loose may be difficult, as they are torqued to 100 ft-lbs from the factory. Use an impact drill or a breaker bar. Next, remove the track bar bolt. If the bolt is bound up inside the factory bracket, rock the vehicle's front end back and forth while trying to remove it.

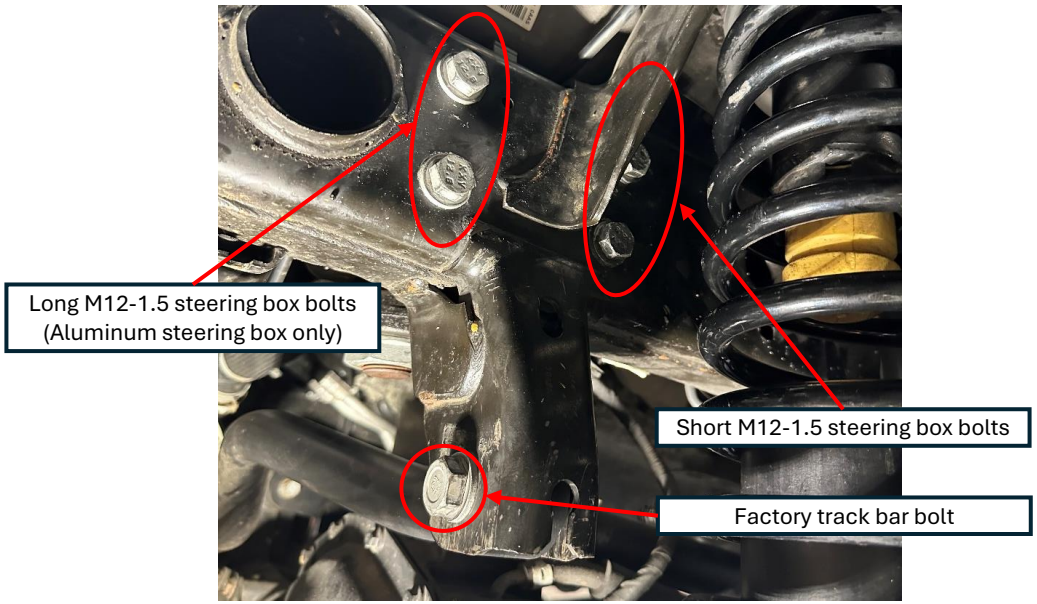

Figure 2: Factory front track bar bracket

TIP: The steering box will droop slightly once all 4 steering box bolts are removed. When installing the new hardware, push up on the pitman arm nut to feed the hardware into the threaded boss on the steering box.

INSTALLATION INSTRUCTIONS

3. Slide the new track bar brace onto the stock bracket from the bottom. The fitment should be relatively loose. If it does not slide onto the factory bracket with ease, give it a couple of light taps with a rubber mallet, or dead blow hammer.

Slip the included 9/16"-18 x 3.75" track bar bolt through the hole, **temporarily.** Do not tighten. This will allow you to align the other bolts to fasten the bracket, without the bracket shifting out of place.

NOTE: You may need to grind down the factory welds highlighted in Figure 3 if the bracket does not fit at first.

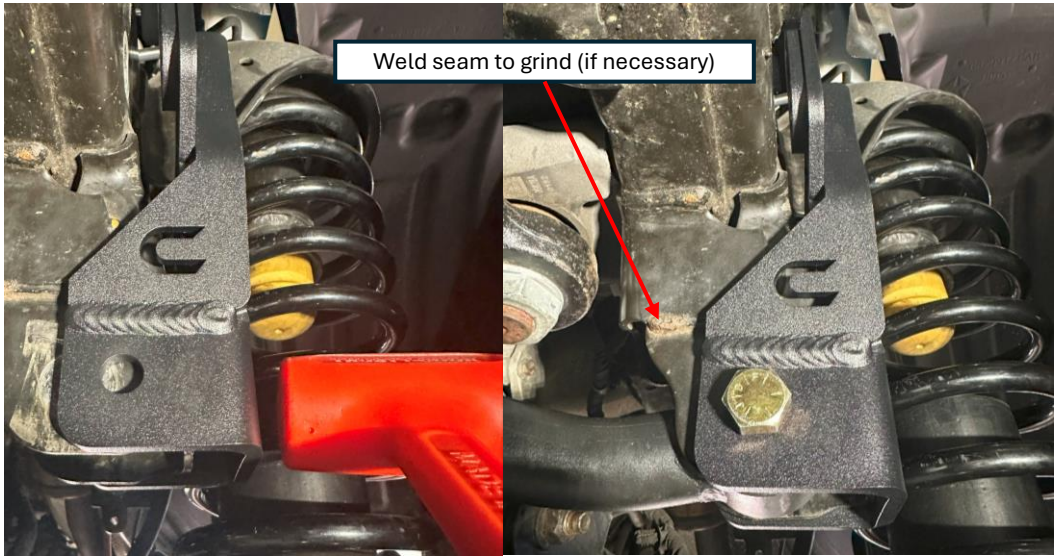

Figure 3: Track Bar Brace with track bar and bolt temporarily installed

INSTALLATION INSTRUCTIONS

4. Before continuing, make sure that you are using the proper hardware configuration for this installation. Reference the photos below to properly identify which steering box your vehicle has from the factory.

Aluminum steering box: (2) M12-1.5 x 180mm bolts in replace of the longer factory bolts, and (2) M12-1.5 x 110mm bolts in replace of the shorter factory bolts.
Steel steering box: (4) M12-1.5 x 110mm bolts in replace of the 4 short, factory bolts.

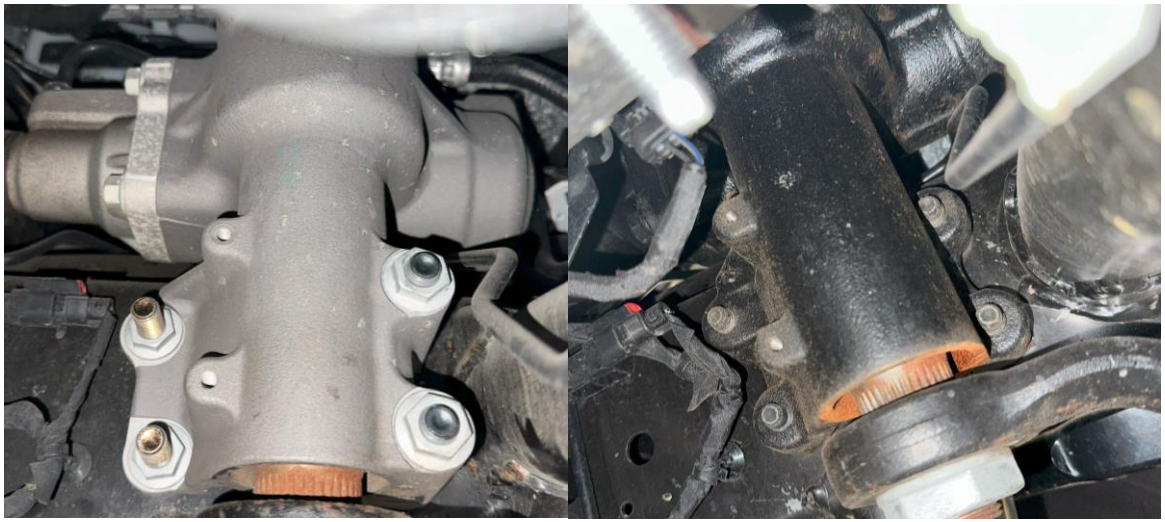

Figure 4: Aluminum steering box (left) vs. steel steering box (right)

NOTE: The aluminum steering box utilizes nutserts on the back of the cast-aluminum body, while the steel steering box has tapped holes for the bolts to thread through.

You may discard the remaining 2 bolts.

INSTALLATION INSTRUCTIONS

5. Install the supplied M12-1.50 steering box bolts, one by one. This is easiest to do with the steering box held up with one hand, and beginning the thread of each bolt with the other hand. Get these bolts hand tight, using the included M12 washers. **Do not tighten or torque yet.**

NOTE: JL/JT models with an aluminum steering box will need to utilize the included M12-1.50 x 180mm long bolts on the outside of the spring bucket gusset. See Figure 5 for reference.

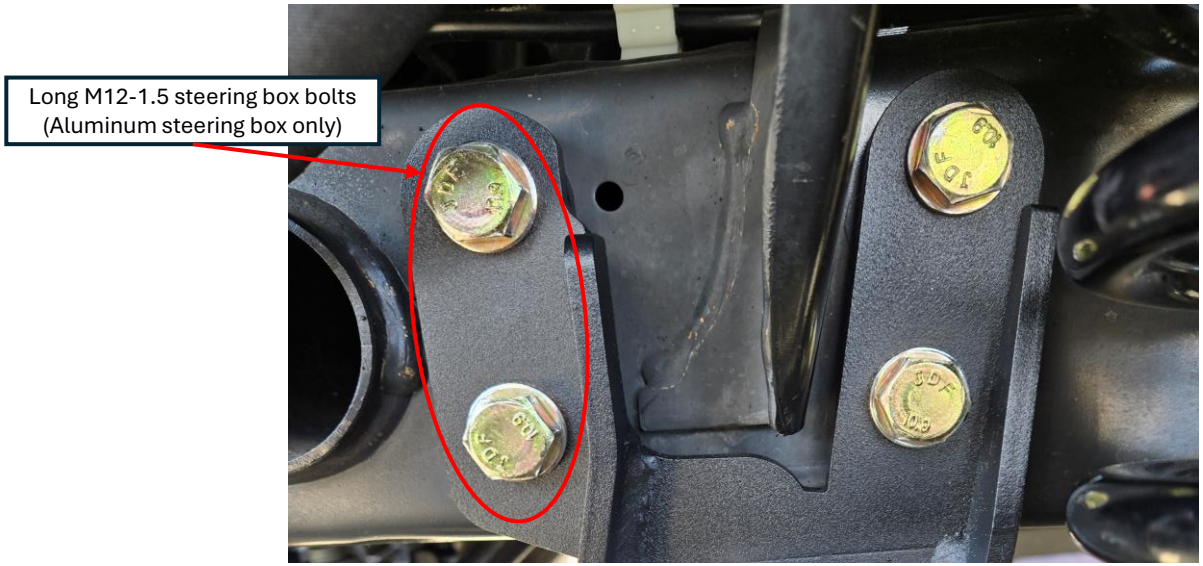

Figure 5: New M12-1.50 steering box bolts installed (hand tight)

INSTALLATION INSTRUCTIONS

6. Next, install the M12-1.75 x 30mm hex drive bolts with the button head on the inside of the factory track bar bracket. You will need to remove the track bar bolt and track bar that you installed temporarily from Step 3. Install the remaining M12 washers and top lock nut on the outside of the new bracket.

Loosely install the top M12-1.75 hex bolt, as you will tighten this bolt after the track bar is reinstalled. Tighten the bottom M12-1.75 hex bolt so it is not wiggling around. You cannot access this bolt head when the track bar is reinstalled. Overtightening this centering bolt will pull the bracket out of alignment at the track bar bolt, making installation more difficult.

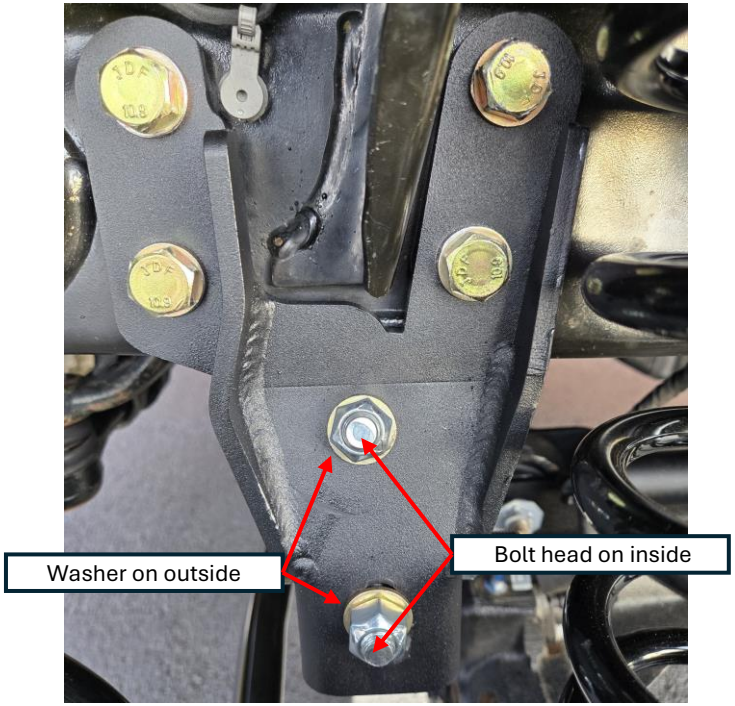

Figure 6: Centering bolts installed (top bolt is left loose)

TIP: If you are having trouble removing the track bar bolt to install the centering bolts, you can try to tap the shank end of the bolt out using a long pin and hammer.

INSTALLATION INSTRUCTIONS

7. Reinstall the track bar bolt with included washers and top lock nut. If the bolt hole is out of alignment, you may need to loosen the lower centering bolt or discard it completely. This bolt's main purpose is to set the position that the new bracket sits against the old bracket, to help contain any outward force applied. **Removing this bolt may sacrifice functionality, but not strength.**

Torque the steering box bolts to 99 ft-lbs using a 19mm socket. Alternate in an X-pattern while torquing. You may notice the bracket's mounting face begin to bend flat to the frame-rail; this is normal.

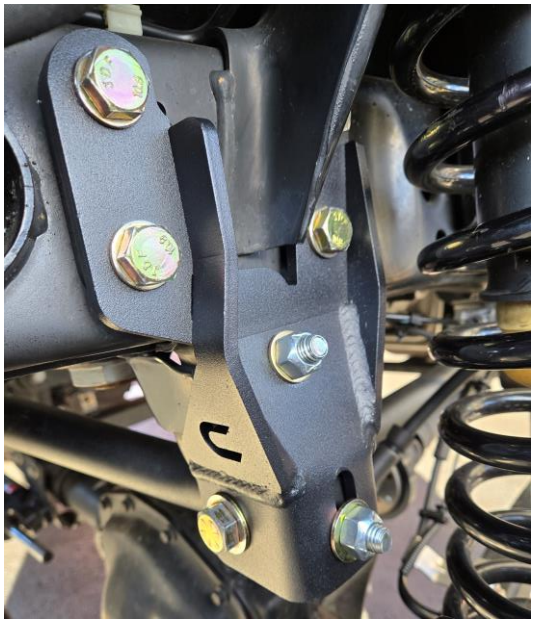

Figure 7: Bracket installed

TIP: Depending on the type of coils you are using, the bolt heads on the right mounting flange may be difficult to access. Using a bottle jack at the frame to uncompress the coil spring may give you enough clearance to get to the bolt head.

Any regular car jack will suffice if you do not have access to a bottle jack.

If no jacks are available, use a small socket with a short extension.

INSTALLATION INSTRUCTIONS

8. Torque the track bar bolt to 150ft-lbs. This torque is required to achieve the necessary clamping force on the track bar bushing and close up the new bracket. Slip an 8mm hex key behind the track bar and into the hex cap screw head. Tighten down to 35ft-lbs.

Figure 8: Torqued track bar bolt

Figure 9: Tightening the remaining hex cap screw

INSTALLATION INSTRUCTIONS

9. Return the sway bar end links to their mounting locations, and torque the end links to 60 ft-lbs. The installation is now complete. Please view the following post-installation checklist and make sure you have followed all the steps before driving your vehicle.

POST-INSTALLATION CHECKLIST:

- ❑ Track bar bolt torqued to 150 ft-lbs
- ❑ M12-1.50 steering box bolts torqued to 99 ft-lbs
- ❑ Upper M12-1.75 centering bolt torqued to 45 ft-lbs
- ❑ Sway bar end link bolts are torqued to 60 ft-lbs
- ❑ Retorque after 500 miles of driving

CLAYTON OFF ROAD