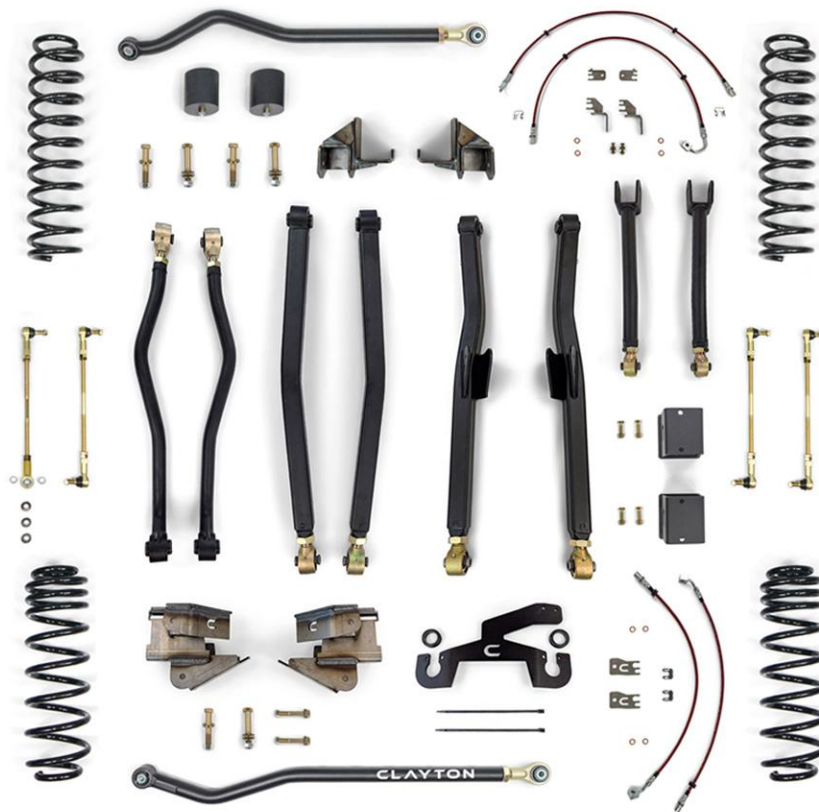


INSTALLATION MANUAL:

JEEP WRANGLER LONG ARM LIFT KIT SYSTEM,
OVERLAND+ & PREMIUM SERIES, 2018+ JL



LIFT KIT OVERVIEW - 3409025

Please review the following item list for your purchased kit so you can become familiar with the included items

3409025 Jeep Wrangler Overland+ 2.5" Long Arm Lift Kit (2018+, JL)	
SKU	Description
1508250	Jeep Wrangler 2.5" Front Coil Springs (2018+, JL-V6 GAS, I4 TURBO, I4 4XE)
1509251	Jeep Wrangler 2.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1709101	Jeep Wrangler OVERLAND+ Short Front Upper Control Arms (2018+, JL/JT)
1909010	Jeep OVERLAND+ Long Front Lower Control Arms (2018+, JL/JT)
1909020	Jeep Wrangler OVERLAND+ Long Rear Lower Control Arms (2018+, JL)
1909030	Jeep Wrangler OVERLAND+ Long Rear Upper Control Arms (2018+, JL)
2209200	Jeep Wrangler Rear Long Arm Frame Brackets (2018+, JL)
1309100	Jeep HD Front Brake Lines- Dual Piston Caliper (2018+, JL/JT)
1309102	Jeep Rear Brake Lines (2018+, JL)
1309502	Jeep Wrangler Parking Brake Cable Relocation Bracket (2018+, JL)
1408100	Jeep Wrangler 3 1/4" Tall Front Bump Stops (2007-2018, JK/JL/JT)
1409200	Jeep Wrangler Rear Bump Stops (2018+, JL)
2209100	Jeep Front Long Arm Frame Brackets (2018+, JL/JT)
5109100	Jeep Wrangler Adjustable Front Sway Bar End Links (2018+, JL/JT)
5109110	Jeep Wrangler Adjustable Rear Sway Bar End Link (2007+, JK/JL)

The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide

LIFT KIT OVERVIEW - 3409035

Please review the following item list for your purchased kit so you can become familiar with the included items

3409035 Jeep Wrangler Overland+ 3.5" Long Arm Lift Kit (2018+, JL)	
SKU	Description
1508350	Jeep Wrangler 3.5" Front Coil Springs (2018+, JL-V6 GAS, I4 TURBO, I4 4XE)
1509351	Jeep Wrangler 3.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1709101	Jeep Wrangler OVERLAND+ Short Front Upper Control Arms (2018+, JL/JT)
1909010	Jeep OVERLAND+ Long Front Lower Control Arms (2018+, JL/JT)
1909020	Jeep Wrangler OVERLAND+ Long Rear Lower Control Arms (2018+, JL)
1909030	Jeep Wrangler OVERLAND+ Long Rear Upper Control Arms (2018+, JL)
2209200	Jeep Wrangler Rear Long Arm Frame Brackets (2018+, JL)
1309100	Jeep HD Front Brake Lines- Dual Piston Caliper (2018+, JL/JT)
1309102	Jeep Rear Brake Lines (2018+, JL)
1309502	Jeep Wrangler Parking Brake Cable Relocation Bracket (2018+, JL)
1408100	Jeep Wrangler 3 1/4" Tall Front Bump Stops (2007-2018, JK/JL/JT)
1409200	Jeep Wrangler Rear Bump Stops (2018+, JL)
2209100	Jeep Front Long Arm Frame Brackets (2018+, JL/JT)
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The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide

LIFT KIT OVERVIEW - 3209025

Please review the following item list for your purchased kit so you can become familiar with the included items

3209025 Jeep Wrangler Premium 2.5" Long Arm Lift Kit (2018+, JL)	
SKU	Description
1508250	Jeep Wrangler 2.5" Front Coil Springs (2018+, JL-V6 GAS, I4 TURBO, I4 4XE)
1509251	Jeep Wrangler 2.5" Dual Rate Rear Coil Springs (2018+, JL)
4509100	Jeep Wrangler Adjustable Front Track Bar (2018+, JL/JT)
4509110	Jeep Wrangler Adjustable Rear Track Bar (2018+, JL)
1809101	Jeep Wrangler Premium Short Front Upper Control Arms (2018+, JL/JT)
1909210	Jeep Premium Long Front Lower Control Arms (2018-2024+, JL/JT)
1909220	Jeep Wrangler Premium Long Rear Lower Control Arms (2018+, JL)
1909230	Jeep Wrangler Premium Long Rear Upper Control Arms (2018+, JL)
2209200	Jeep Wrangler Rear Long Arm Frame Brackets (2018+, JL)
1309100	Jeep HD Front Brake Lines- Dual Piston Caliper (2018+, JL/JT)
1309102	Jeep Rear Brake Lines (2018+, JL)
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The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide

LIFT KIT OVERVIEW - 3209035

Please review the following item list for your purchased kit so you can become familiar with the included items

3209035 Jeep Wrangler Premium 3.5" Long Arm Lift Kit (2018+, JL)	
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The following document provides general, basic instructions for the items listed above. Please navigate to a specific product page on our website for more in-depth instructions if you require a more specific, step-by-step guide

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.

CONTROL ARM OVERVIEW

Please review the following information so you can become familiar with our purchasable options



OVERLAND PLUS

Designed for the daily driver/weekend warrior. Features dual-durometer, maintenance-free bushings for comfort on-road and capability on the trails. One of our two available suspension systems that utilize a unique long arm design for perfecting suspension geometry. Fully adjustable, 100% bolt on, and Made-In-The-USA with a Lifetime Warranty.



PREMIUM SERIES

Designed for the off-road enthusiast. Features both maintenance-free bushings and forged Johnny Joint adjusters for maximum versatility and flex. One of our two available suspension systems that utilize a unique long arm design for perfecting suspension geometry. Fully adjustable, 100% bolt on, and Made-In-The-USA with a Lifetime Warranty.

Arms, frame brackets, and hardware are identical, meaning you can swap to a different series at any point

FRONT-END INSTALLATION

The following instructions are a generic guide to installing the front-end components. Please navigate to a specific product page for more in-depth instructions if you require a more specific, step-by-step guide



INSTALLATION INSTRUCTIONS

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

The following instructions apply to the listed components below:

- Front Coil Springs (2.5" or 3.5")
- Front Adjustable Track Bar
- Front Control Arms (Overland+ or Premium)
- Front Long Arm Frame Brackets
- Front Bump Stops
- Front Sway Bar End Links

The following instructions provide a basic guide for installing the front-end components for the long-arm kit!

If you purchased single-arm sets, individual brackets, or an upgrade kit, your installation process may vary.

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 at any point during your installation - you can count on us to help!

INSTALLATION INSTRUCTIONS

TOOLS REQUIRED FOR INSTALLATION

- *Basic hand tools*
- *Metric wrench/socket set* (10mm - 24mm)
- *Standard wrench/socket set* (7/16", 1/2", 9/16", 15/16")
- *MIG welder*
- *Cut-off wheel or plasma cutter*
- *Large box wrenches* (1-7/16", 1-7/8")
- *Jack stands and/or vehicle lift*

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

*****Photos of control arm adjusters in the following photos may not match your selected series, but the installation remains the same!*****



Figure 1: Vehicle supported by lift and jack stands

INSTALLATION INSTRUCTIONS

2. Remove the factory front sway bar end-links. The socket size may vary depending on which vehicle, year, or aftermarket components you may already have installed. Put the passenger axle hardware aside and tuck the sway bar up and out of the way.

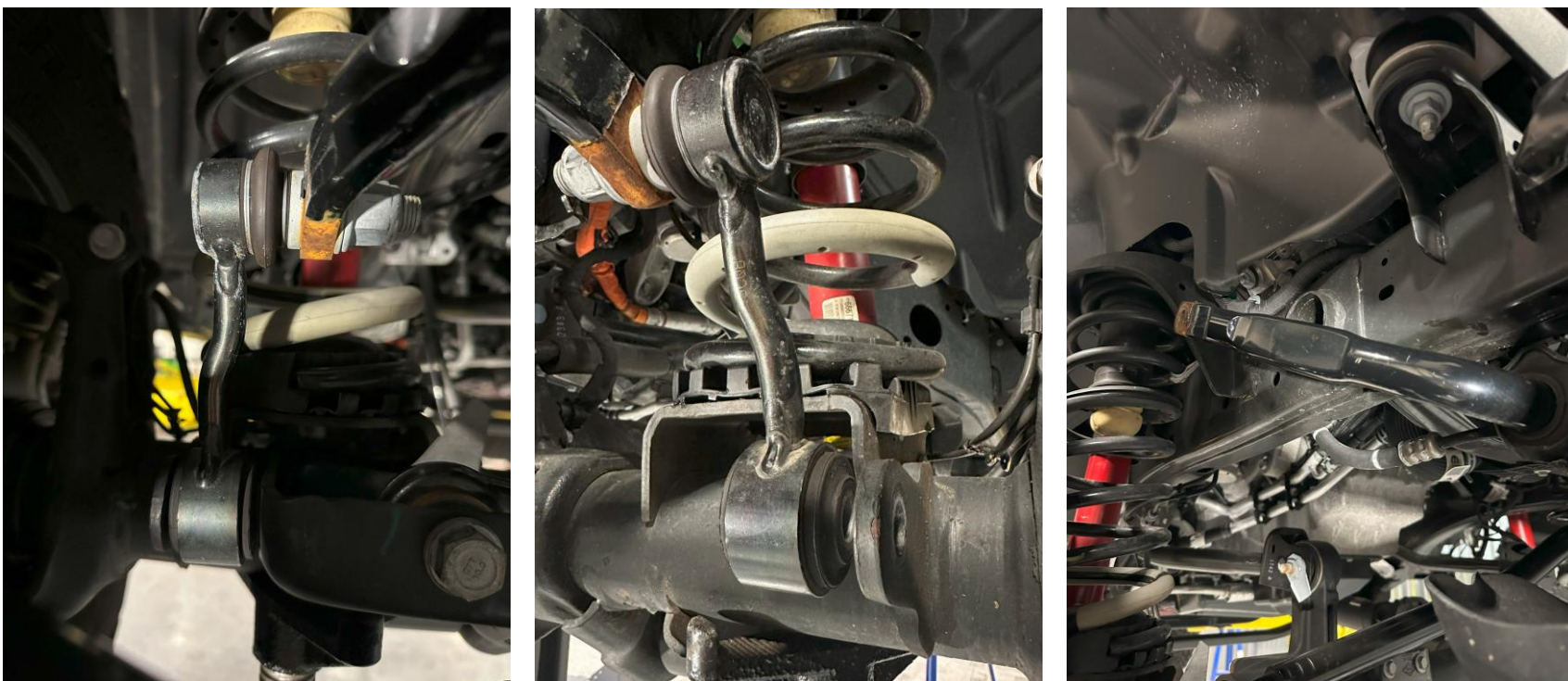


Figure 2: Front passenger and driver-side sway bar end link to be removed, with sway bar tucked up and away

INSTALLATION INSTRUCTIONS

3. Remove the front factory track bar. Start with the frame bracket bolt (21mm) and then the axle bolt (21mm). Remove the differential sensor plastic push-clip out of the upper factory control arm. Put the hardware aside, as it will be reused.



Figure 3: Front factory track bar bolt at frame and axle removed, with differential sensor clip removed

INSTALLATION INSTRUCTIONS

4. Remove the lower shock bolts using an 18mm socket. Save the hardware and put it aside. Move to the top of the shocks and remove the top shock bolts with an 18mm socket. It may be hard to get to, so push the fender liner out of the way and use a socket extension. You may need to notch or cut the fender liner with a knife/blade to obtain enough clearance.



Figure 4: Front driver/passenger lower shock bolts removed



Figure 5: Upper passenger shock bolt removed

INSTALLATION INSTRUCTIONS

5. Remove the brake line bracket off the front lower control arms using a 15mm socket and let the bracket hang. Then, remove the front upper control arm heat shields from both sides. Two, 10mm bolts retain each heat shield. One bolt is located on the side, the other on the top (hidden). The top bolt is hard to get to, so use a small ratchet or ratcheting socket.

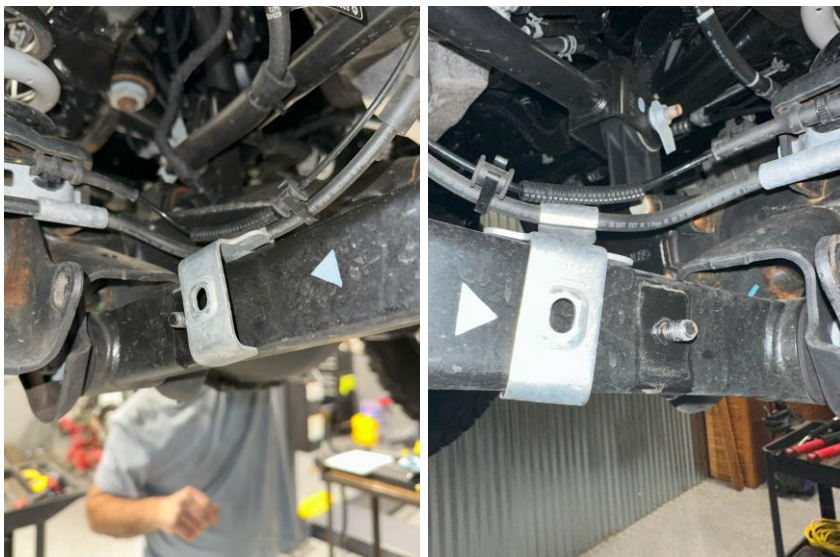


Figure 6: Front driver/passenger lower brake line mount removed

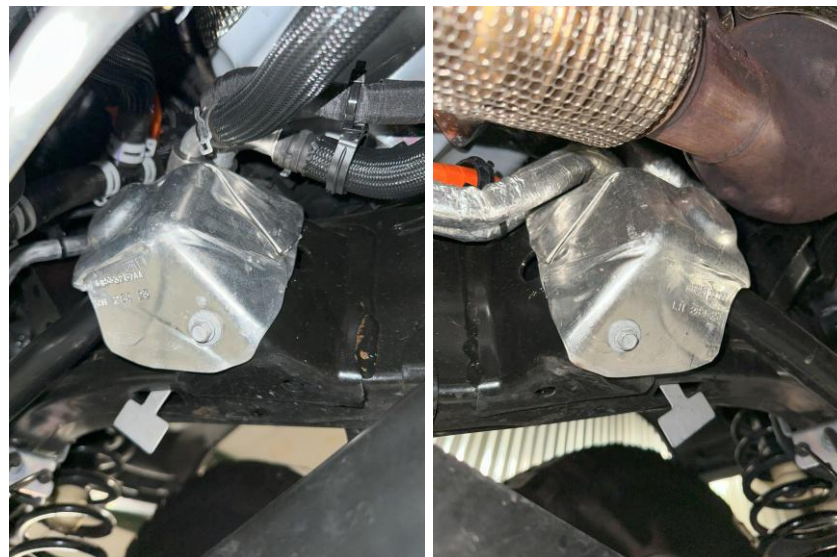


Figure 7: Front upper control arm heat shields to be removed

NOTE: You can cut off the control arm heat shields if you cannot reach the 10mm bolt, as the shield will not be reused.

INSTALLATION INSTRUCTIONS

6. Remove the front control arms. You will need 18mm, 21mm, and 24mm sockets. Put the axle hardware aside, as you will be reusing it. **Make sure that the axle remains supported. Try to minimize any axle shift that may occur during this process.**

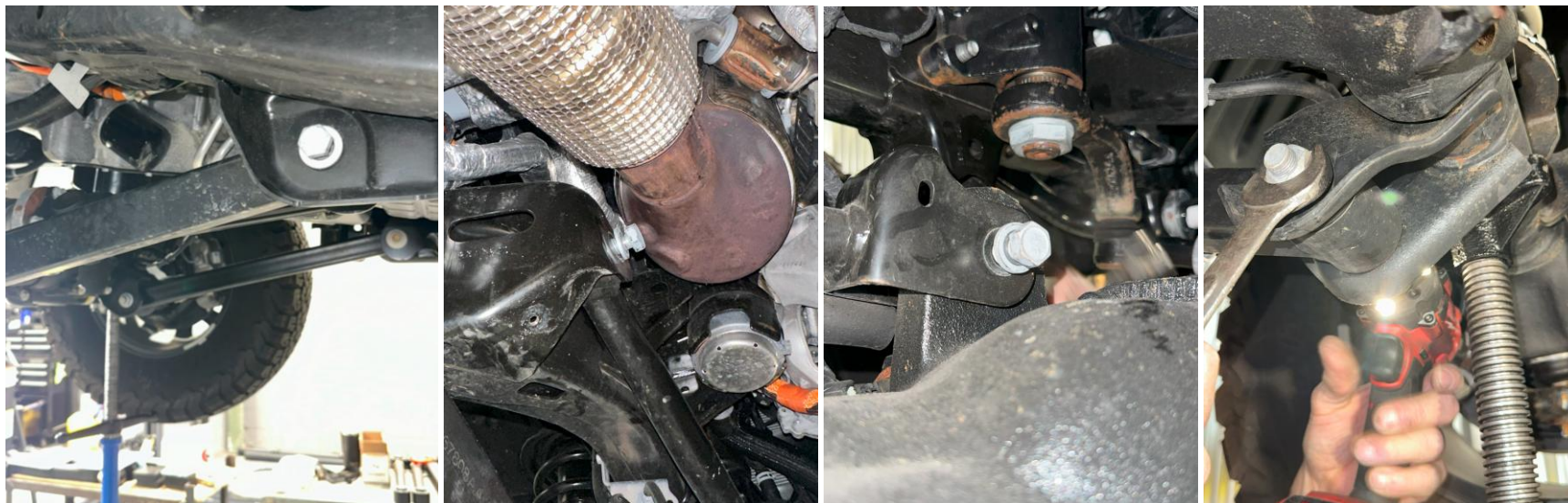


Figure 8: Lower/upper frame-side control arm bolts, and lower/upper axle-side control arm bolts

INSTALLATION INSTRUCTIONS

7. Make room for the new long-arm frame brackets. This involves following the pre-installation checklist below.

WELD-ON BRACKET PRE-INSTALLATION CHECKLIST

- Remove the plastic fuel-line shield on the passenger side (Figure 9)
- Cut off the stud on the frame for the gas tank shield (Figure 9)
- Remove the cross-member bolts and swap them around (Figure 10)
- Remove the exhaust section at the flange near the front, and the coupling before the resonator in the rear (Figure 11)
- Remove the transmission guard

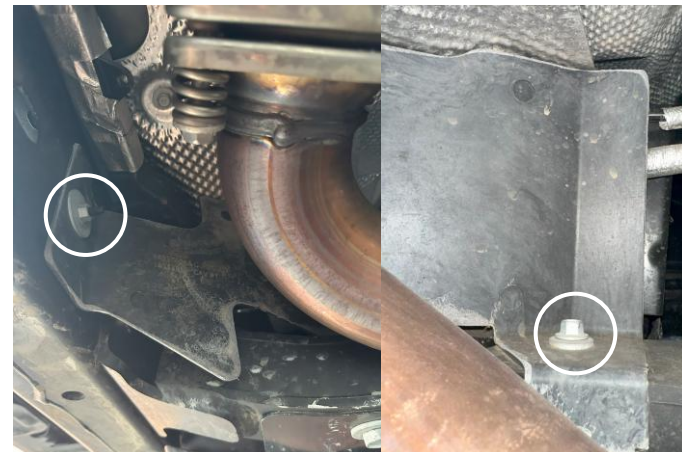


Figure 9: Fuel-line shield bolts (passenger side)



Figure 11: Exhaust section flanges and clamps



Figure 10: Cross-member bolts flipped around

INSTALLATION INSTRUCTIONS

8. With the factory control arms removed, install the front long arm frame brackets. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-2209100 (Front Long Arm Frame Bracket) instructions. You may also find the necessary installation information under COR-4809100 or COR-4809200 (Long Arm Upgrade Kit) instructions.

You may also find starting lengths for the control arms at the end of these instructions.

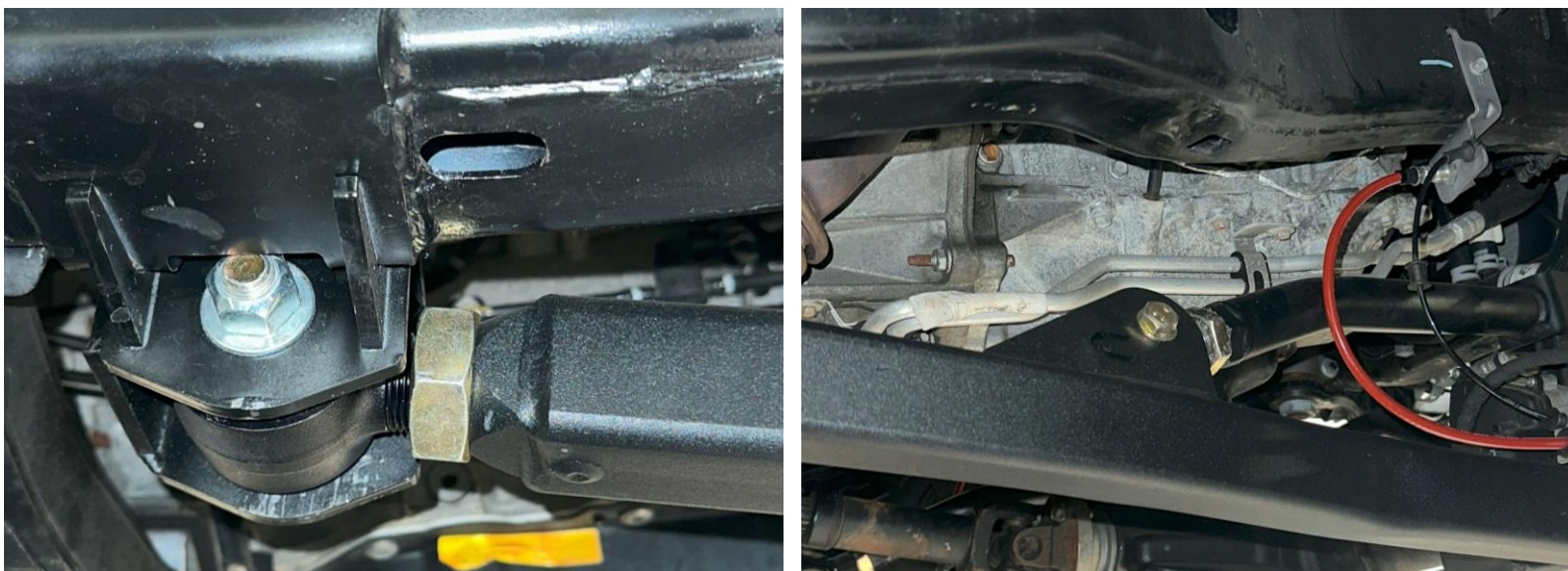


Figure 12: Front frame brackets and long arms installed

INSTALLATION INSTRUCTIONS

9. With the long arm brackets and new control arms installed, droop the axle by lowering the supporting jack stands and remove the springs to install the new bump stops. Use the included hardware and use a $\frac{5}{16}$ " hex key and $\frac{9}{16}$ " wrench. Complete both sides at this time. **You may tighten the bump-stop hardware at this time.**



Figure 13: Axle drooped with old springs removed, and bump stops installed

TIP: Tape the nut to the wrench to get the threads started, as the nut may be hard to hold at the spring perch hole.

*****Photos above were taken during a short-arm kit installation, but the step remains the same!*****

INSTALLATION INSTRUCTIONS

10. Install the new front springs. The front springs will have "1508xxx" etched in white on the coil. 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.

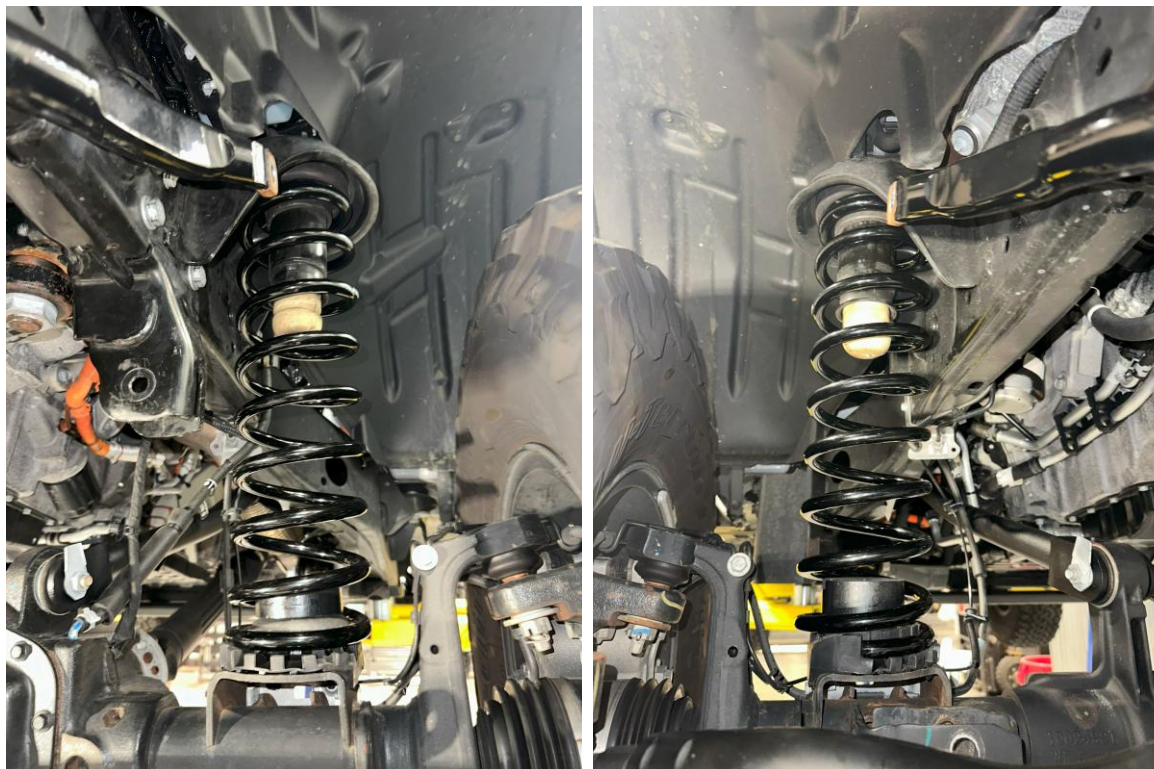


Figure 14: New springs installed and seated properly

*****Photos above were taken during a short-arm kit installation, but the step remains the same!*****

INSTALLATION INSTRUCTIONS

11. Install the new front track bar. Follow the JL Suspension Quick Guide for more information like starting lengths based on coil height. You can find this quick guide on our website under any JL lift kit listing, or at the end of these instructions.

Do not torque yet. Install the axle bolt first, then the frame bolt using the original hardware.

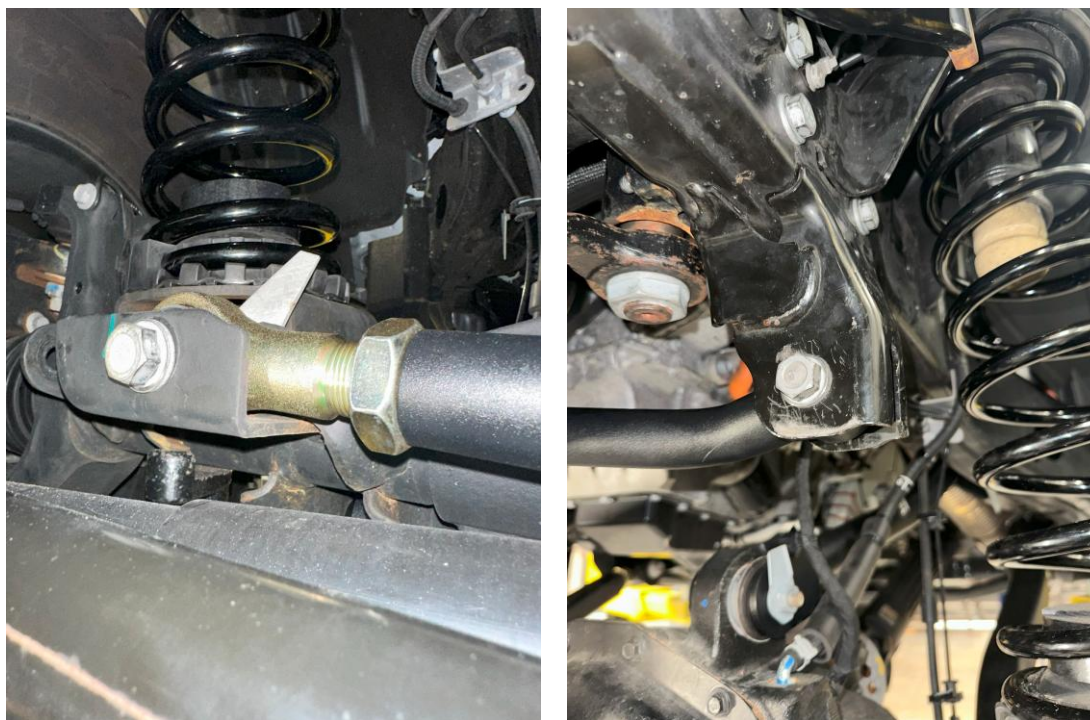


Figure 15: New front track bar installed

INSTALLATION INSTRUCTIONS

12. Re-install the front shocks or install new shocks. Install the upper bolt first, then the lower axle bolt. Use original hardware, unless your new shocks came with new hardware. If the aftermarket shocks came with a piggyback reservoir, install them at this time.

Do not torque yet.



Figure 16: Front shock top and bottom bolt installed loosely

INSTALLATION INSTRUCTIONS

13. Cut the new sway bar rods to the recommended length at each end following the Sway Bar Quick Guide. You can find this quick guide on our website, or at the end of these instructions. Assemble the sway bar end-links and use a 6mm hex key and an 18mm wrench to install. Reuse the factory bolt for the passenger axle-side connection with the Heim joint.

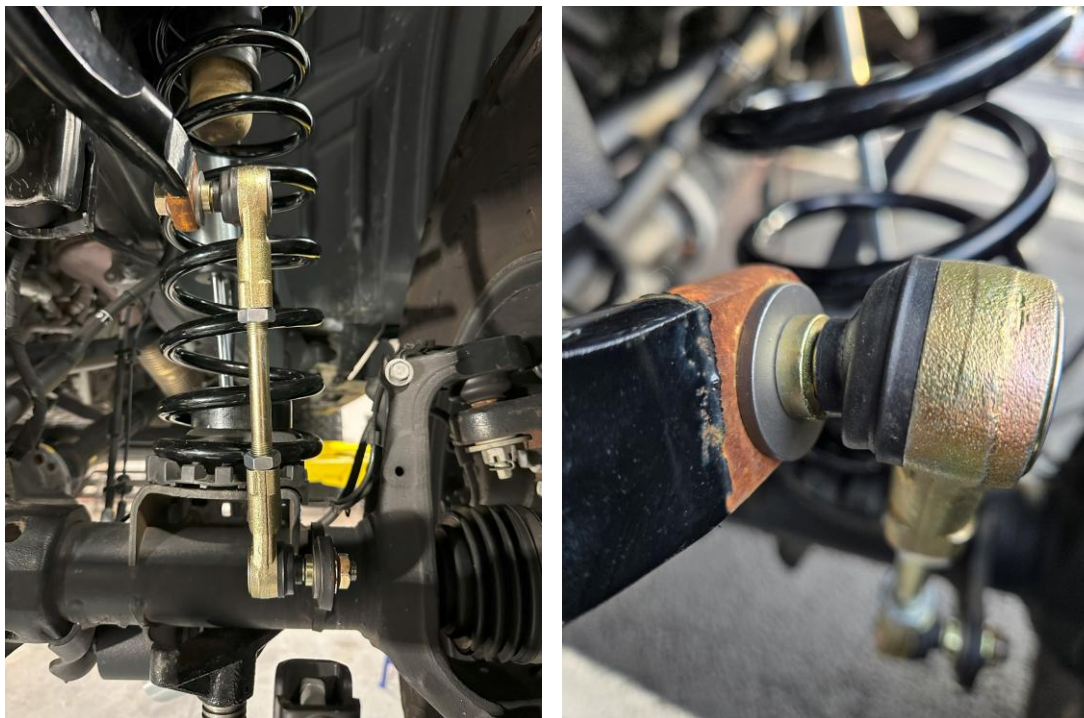


Figure 17: Front sway bar end-links installed (driver side)

*****Conical washers installed with the concave side facing towards the sway bar, NOT the link!*****

INSTALLATION INSTRUCTIONS

14. At this point in the installation, you have completed the front-end section of the lift kit. To make your installation quicker, installing the new brake lines should be completed after the rear-end section of the lift kit has been installed.

At this point, you may tighten hardware while the vehicle is on the lift- but **do not torque**. Complete the torquing procedure at the end of this installation once all suspension components have been installed, with the vehicle resting on its own weight.



Figure 18: Long arm kit installed

REAR-END INSTALLATION

The following instructions are a generic guide to installing rear-end components. Please navigate to a specific product page for more in-depth instructions if you require a more specific, step-by-step guide



INSTALLATION INSTRUCTIONS

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

The following instructions apply to the listed components below:

- Rear Coil Springs (2.5" or 3.5")
- Rear Adjustable Track Bar
- Rear Control Arms (Overland+ or Premium)
- Rear Long Arm Frame Brackets
- Rear Bump Stops
- Rear Parking Brake Cable Relocation Bracket
- Rear Sway Bar End Links

The following instructions provide a basic guide for installing the rear-end components for the long-arm kit!

If you purchased single-arm sets, individual brackets, or an upgrade kit, your installation process may vary.

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 at any point during your installation - you can count on us to help!

INSTALLATION INSTRUCTIONS

TOOLS REQUIRED FOR INSTALLATION

- Basic hand tools
- Metric wrench/socket set (10mm - 24mm)
- Standard wrench/socket set (7/16", 1/2", 9/16", 15/16")
- MIG welder
- Cut-off wheel or plasma cutter
- Large box wrenches (1-7/16", 1-7/8")
- Jack stands and/or vehicle lift

15. Position the vehicle either on the ground or on a lift. For this installation, it is recommended that the vehicle be supported by the frame. Support the rear axle with two additional jack stands. Remove the rear tires.

*****Photos of control arm adjusters in the following photos may not match your selected series, but the installation remains the same!*****



Figure 19: Vehicle supported by lift and jack stands

INSTALLATION INSTRUCTIONS

16. Remove the rear bumper/wheel-well fender liners using an 8mm socket. There are 3 small screws per side. Save the liners and hardware. You will need to remove them to access the rear upper shock bolts.

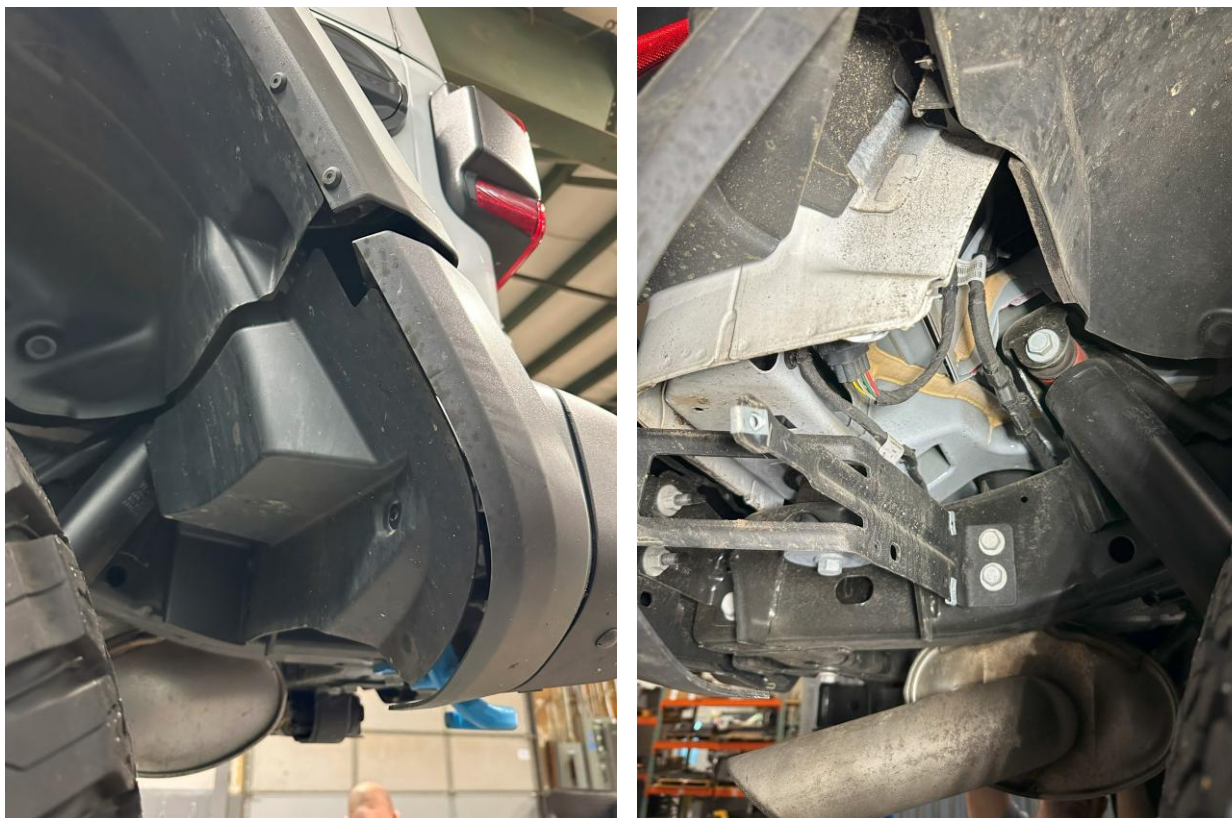


Figure 20: Rear bumper fender before and after removal

INSTALLATION INSTRUCTIONS

17. Remove the rear shocks. Remove the lower shock bolts using an 18mm socket. Save the hardware and put it off to the side. Move to the top of the shocks and remove the top shock bolts using an 18mm socket. It may be hard to get to, so push the fender liner out of the way and use a socket extension.

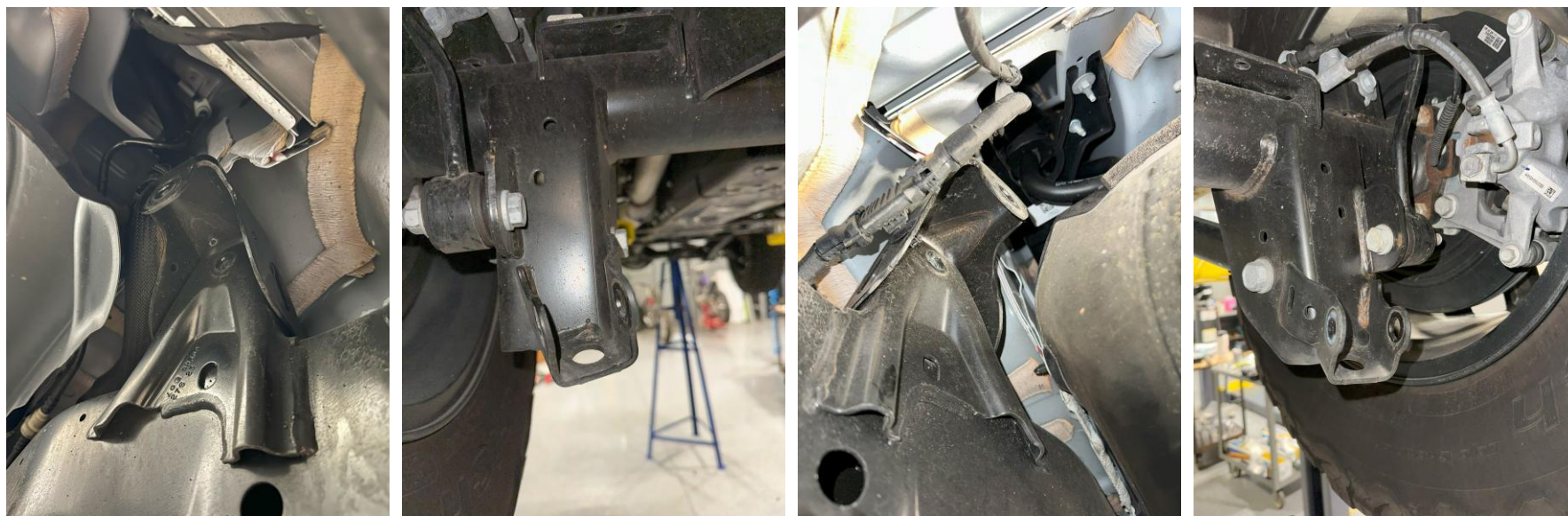


Figure 21: Rear passenger and driver-side sway bar end link to be removed, with sway bar tucked up and away

INSTALLATION INSTRUCTIONS

18. Remove the rear control arms. You will need a 21mm socket and wrench. Put the axle hardware aside, as you will be reusing it. **Make sure that the axle remains supported. Try to minimize any axle shift that may occur during this process.** Note that the upper arms at the frame side have a nut-tab to receive the bolt inside the frame. You will **NOT** be reusing frame-side hardware for this long arm kit installation.

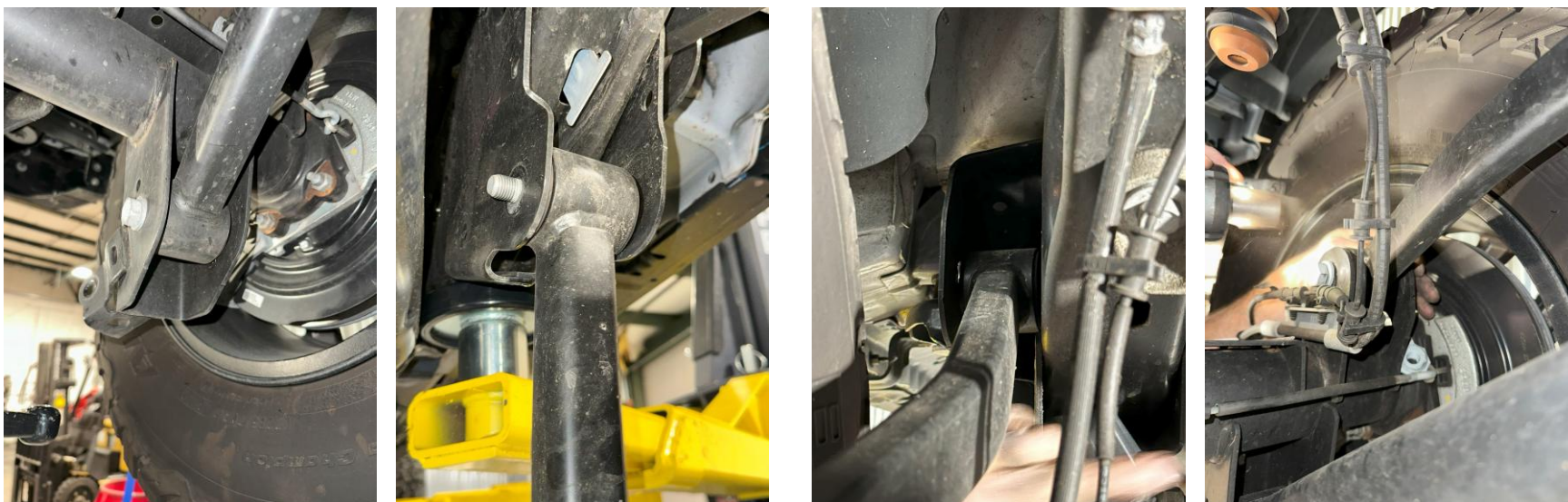


Figure 22: Rear control arm bolt locations (2 arms each side, 4 bolts per side, or 8 bolts total)

INSTALLATION INSTRUCTIONS

19. 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 upper and lower bolts on both sides. You will **NOT** be re-using the hardware. Remove the differential harness. Be gentle with the clip, pull the lock-tab out first then slowly wiggle it off the sensor.

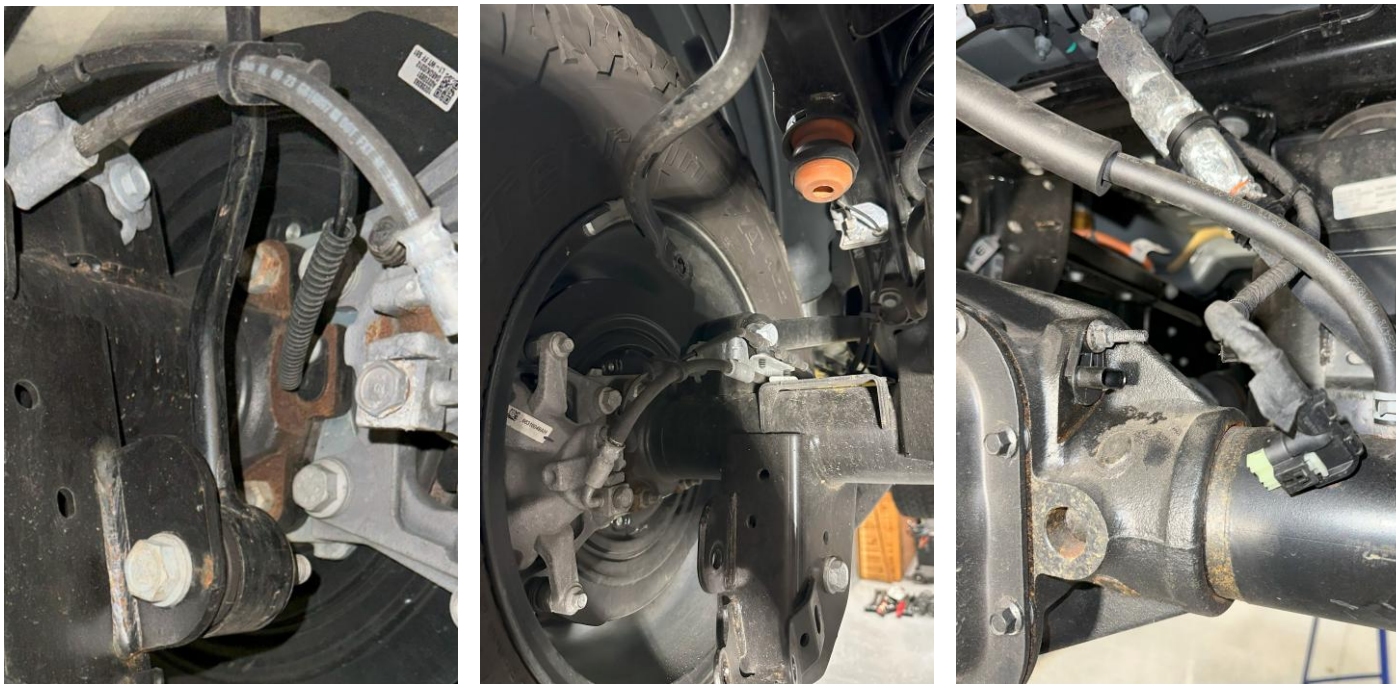


Figure 23: Rear sway bar end link before and after removal, and differential wiring harness removed

INSTALLATION INSTRUCTIONS

20. Remove the factory rear track bar. Start with the frame bracket bolt (21mm) and then the axle bolt (21mm). Save all factory hardware, as it will be reused.

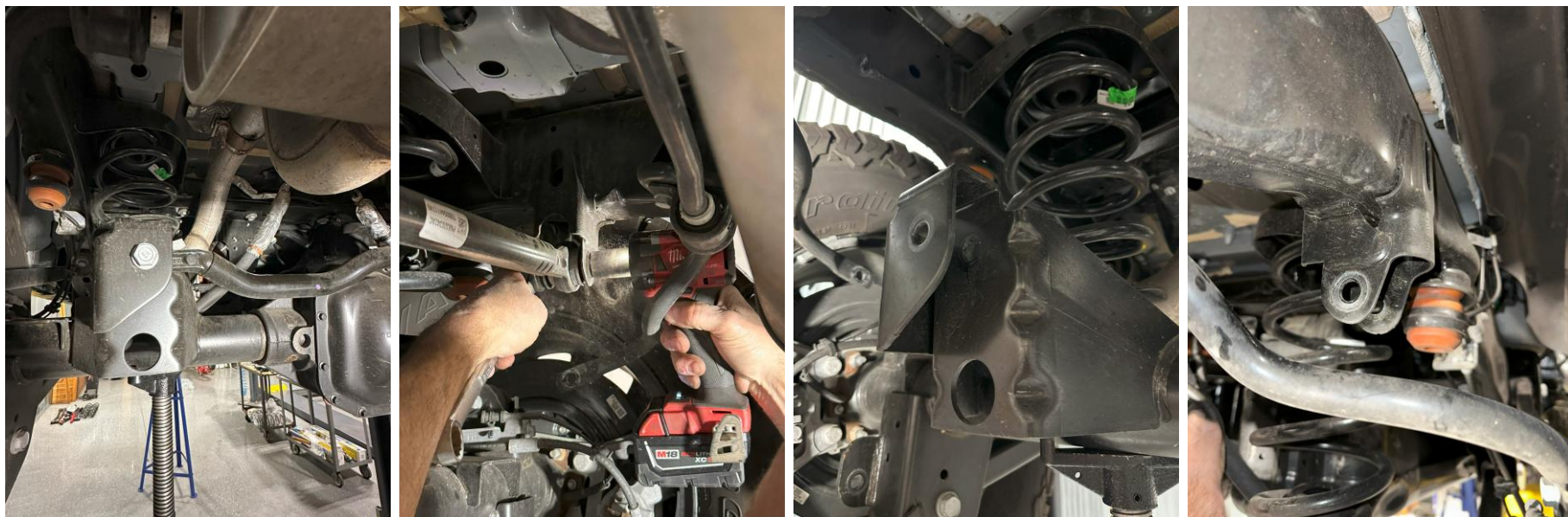


Figure 24: Rear track bar bolt locations before and after removal

INSTALLATION INSTRUCTIONS

21. Follow the pre-installation checklist to prepare for the rear long arm bracket installation. These steps are designed to simplify the later stages of the installation and create proper clearance for welding the frame brackets during the long-arm upgrade.

PRE-INSTALLATION CHECKLIST

- Remove the rear exhaust section at the clamps near the muffler and the cross member (Figure 25) and fully remove the section
- Remove the parking brake cable retaining clip (if there is one) and remove the eyelets from their hooks on the caliper. They should be loose and disconnected. There also may be a retaining clip for the cables on the axle, remove them as well

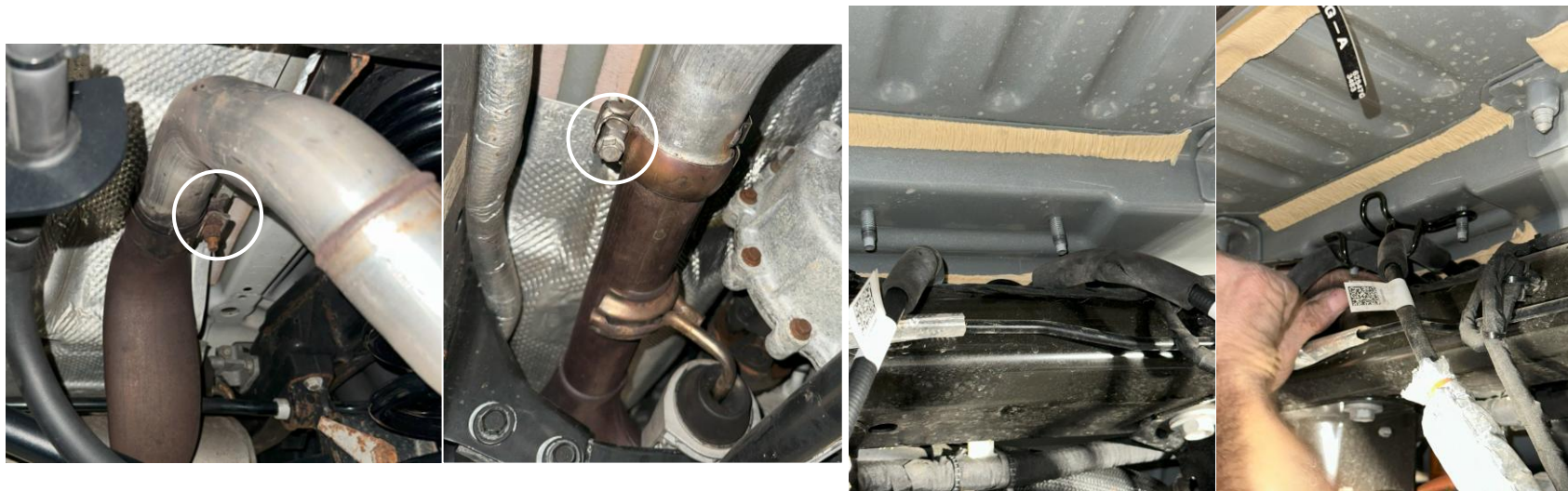


Figure 25: Rear exhaust section clamps to be removed and emergency brake cables hanging freely

INSTALLATION INSTRUCTIONS

22. With the factory control arms removed, drop the fuel tank. This is a very detailed and specific process that must be completed before continuing. **Please visit our website and navigate to COR-4809100/COR-4809200 (Long Arm Upgrade Kit Instructions) for a complete, step-by-step guide on how to safely and properly remove the fuel tank.**



Figure 26: Gas tank dropped (follow instructions from COR-4809100/COR-4809200)

INSTALLATION INSTRUCTIONS

23. With the factory control arms removed and the gas tank dropped, install the rear long-arm frame brackets. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-4809100 or COR-4809200 (Long Arm Upgrade Kit) instructions.

You may also find starting lengths for the control arms at the end of these instructions.



Figure 27: Rear frame brackets and long arms installed

INSTALLATION INSTRUCTIONS

24. With the long arm brackets and new control arms installed, droop the axle by lowering the supporting jack stands, remove the springs, and install the new bump stops. Use the included hardware and a $\frac{9}{16}$ " socket and wrench. Complete both sides at this time. **You may also tighten the bump-stop hardware at this time.**



Figure 28: Rear bump stops to be installed on axle mounts

TIP: Tape the nut to the wrench to get the threads started.

INSTALLATION INSTRUCTIONS

25. Install the new rear springs. The rear springs will have "1509xxx" etched in white on the coil. 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. **The taller spring will have an "R" on it and must be used on the gas tank side.**

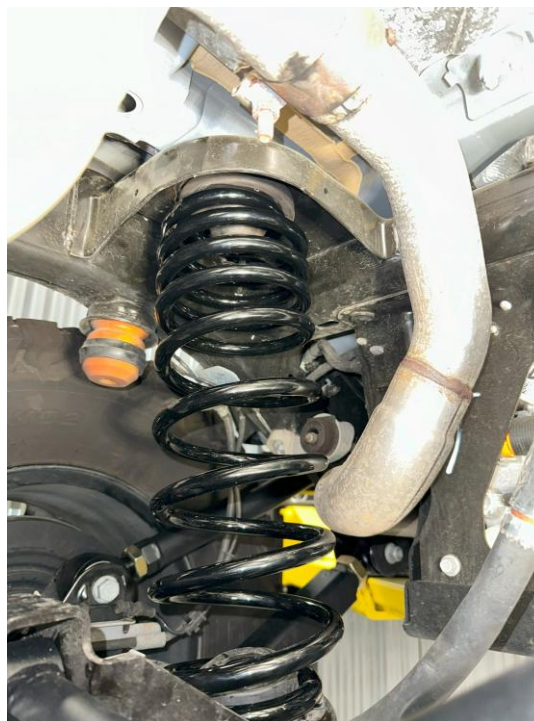


Figure 29: New rear springs installed and seated properly

NOTE: Our HD coils are **NOT** side-specific. If you are installing HD coils on your heavier and/or fully loaded vehicle, you do not need to worry about left or right-side placement.

*****Photos above were taken during a short-arm kit installation, but the step remains the same!*****

INSTALLATION INSTRUCTIONS

26. Install the new rear track bar. Follow the JL Suspension Quick Guide for more information like starting lengths based on coil height. You can find this quick guide on our website under any JL lift kit listing, or at the end of these instructions.

Do not torque yet. Install the axle bolt first, then the frame bolt using the original hardware.



Figure 30: New rear track bar installed loosely

INSTALLATION INSTRUCTIONS

27. Re-install the rear shocks or install new shocks. Install the upper bolt first, then the lower axle bolt. Use original hardware, unless your new shocks came with new hardware. If the aftermarket shocks came with a piggyback reservoir, install them at this time.

Do not torque yet.



Figure 31: Rear shock top and bottom bolt installed loosely

INSTALLATION INSTRUCTIONS

28. Cut the new sway bar rods to the recommended length at each end following the Sway Bar Quick Guide. You can find this quick guide on our website, or at the end of these instructions. Assemble the sway bar end-links and use a 6mm hex key and an 18mm wrench to install.

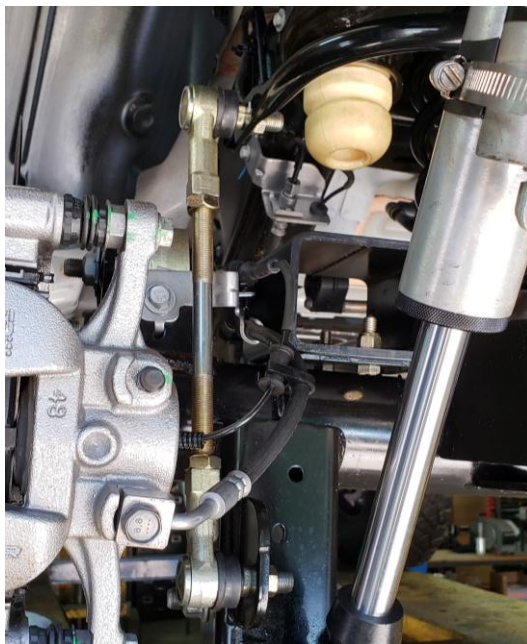


Figure 32: Rear sway bar end-links installed

*****Conical washers installed with the concave side facing towards the sway bar, NOT the link!*****

INSTALLATION INSTRUCTIONS

29. At this point in the installation, you have completed the rear-end section of the lift kit. To make your installation quicker, installing the new brake lines should be completed once all suspension components in the kit have been installed.

At this point, you may tighten hardware while the vehicle is on the lift- but **do not torque**. Complete the torquing procedure at the end of this installation once all components have been installed, with the vehicle resting on its own weight.



Figure 33: Long arm kit installed

INSTALLATION INSTRUCTIONS

30. Once the front and rear suspension components have been installed, put in the new brake lines. This is a very specific and attentive process and can be difficult if it is your first time installing brake lines. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-1309100 and COR-1309102 (Jeep HD Front/Rear Brake Lines) instructions.

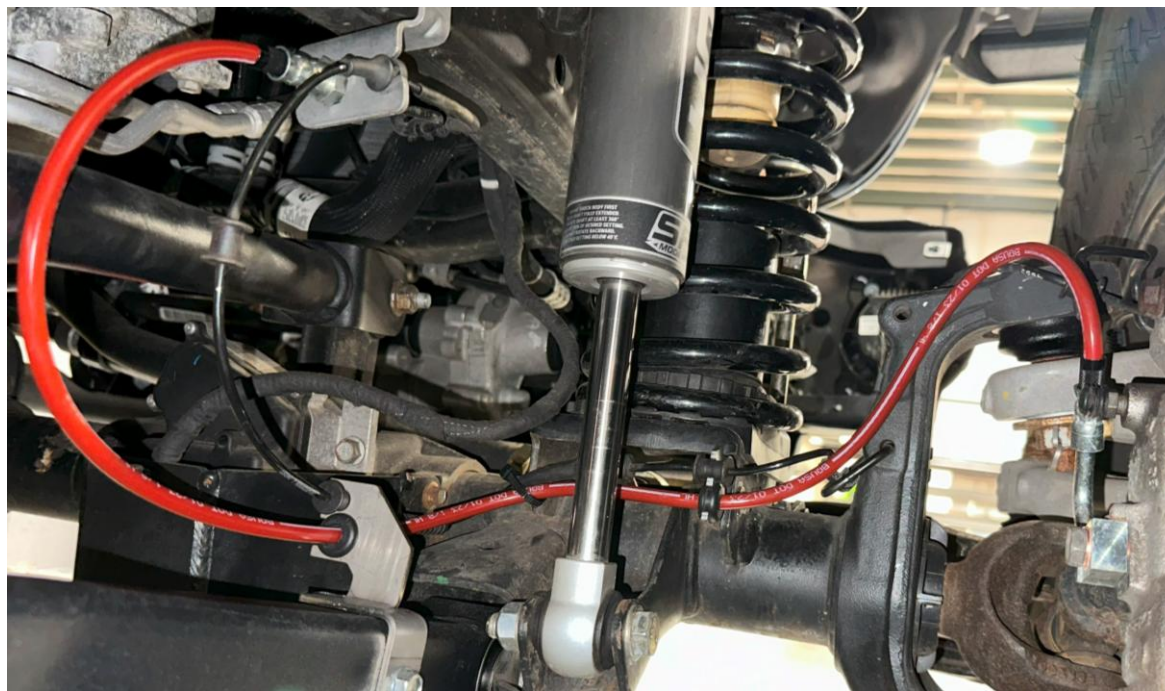


Figure 34: New front brake line (passenger side) installed

*****Bring these brake line products to a certified vehicle shop if you are unsure about the installation process!*****

INSTALLATION INSTRUCTIONS

31. Once the brake lines have been replaced, you may now install the parking brake relocation bracket. **For a more detailed, step-by-step guide, please visit our website** and navigate to the COR-1309502 (Jeep Parking Brake Cable Relocation Bracket) instructions.

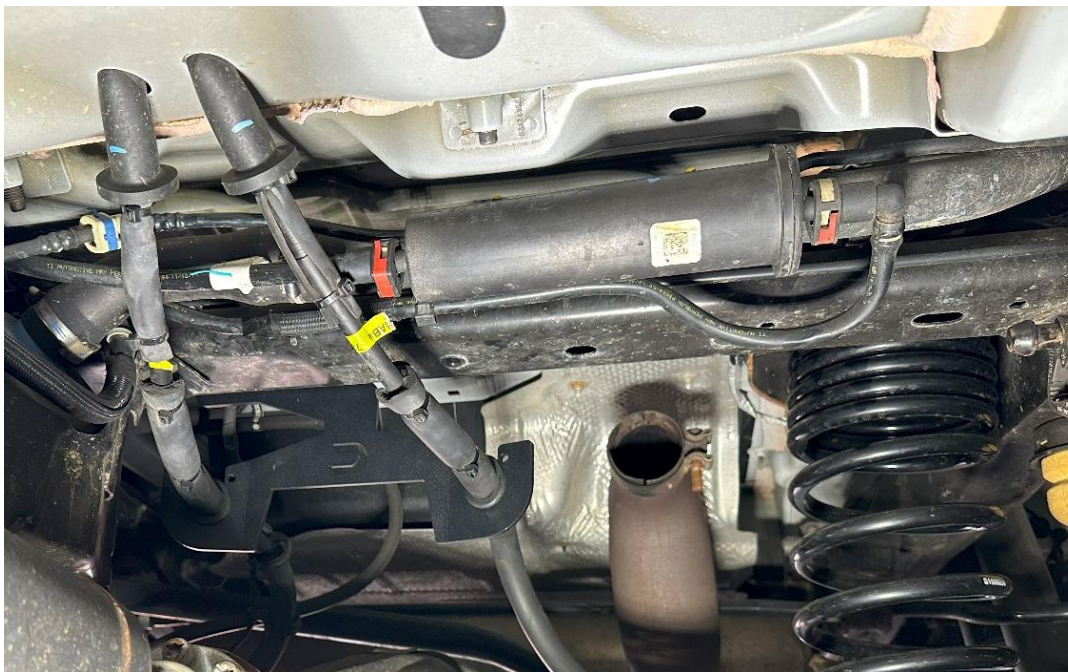


Figure 35: Parking brake relocation bracket installed

INSTALLATION INSTRUCTIONS

32. Please refer to the table below for minimum, maximum, and recommended control arm lengths. These lengths are recommendations and should only serve as a starting point for axle positioning and dialing in pinion/caster angle. **The following measurements are given as "eye-to-eye" lengths.**

Table 1: COR Long Arm Control Arm Length Specifications

Control Arm Type / Series	Minimum	Maximum	Install
1909010 Jeep Overland+ Long Front Lower Arms	$37\frac{1}{16}$ "	$38\frac{13}{16}$ "	$37\frac{1}{2}$ "
1709101 Jeep Overland+ Short Front Upper Arms	$19\frac{3}{4}$ "	$21\frac{1}{8}$ "	20"
1909020 Jeep Overland+ Long Rear Lower Arms	$35\frac{1}{4}$ "	37 "	$35\frac{1}{2}$ "
1909030 Jeep Overland+ Long Rear Upper Arms	$31\frac{7}{8}$ "	$33\frac{1}{4}$ "	$32\frac{7}{16}$ "
1909210 Jeep Premium Long Front Lower Arms	$37\frac{1}{4}$ "	$38\frac{3}{16}$ "	$37\frac{1}{2}$ "
1809101 Jeep Premium Short Front Upper Arms	$19\frac{7}{8}$ "	$22\frac{7}{8}$ "	20"
1909220 Jeep Premium Long Rear Lower Arms	$35\frac{3}{16}$ "	$36\frac{1}{16}$ "	$35\frac{1}{2}$ "
1909230 Jeep Premium Long Rear Upper Arms	$32\frac{1}{8}$ "	$33\frac{3}{8}$ "	$32\frac{7}{16}$ "

INSTALLATION INSTRUCTIONS

33. Refer to the table below for recommended front and rear track bar starting lengths applicable to this long-arm lift kit. The following lengths are recommendations and should only serve as a starting point for axle positioning. **The following measurements are given as "eye-to-eye" lengths.**

Table 2: COR Track Bar Length Specifications

Track Bar ID / Location	2.5" Lift	3.5" Lift
4509100 Front Track Bar	$34\frac{1}{8}"$	$34\frac{1}{4}"$
4509110 Rear Track Bar	$37\frac{7}{8}"$	38"



4509100 Front Track Bar



4509110 Rear Track Bar

INSTALLATION INSTRUCTIONS

34. Once all the components have been installed, you may now rest the vehicle on flat, level ground and begin torquing hardware. Follow Tables 2-4 and tighten each bolt to the recommended torque specification.

Table 3: COR Long Arm Torque Specifications (1 of 3)

Suspension Bolt Location	Wrench Size	Torque (ft-lbs)
Front Upper Control Arm, Radius Link Bolt (M12-1.75 x 80mm)	19mm	100
Front Upper Control Arm, Axle Bolt (Factory Size)	18mm	80
Front Lower Control Arm, Frame Bolt (5/8"-18 x 4")	15/16"	190
Front Lower Control Arm, Axle Bolt (Factory Size)	21 and 24mm	190
Rear Upper Control Arm, Frame Bolt (9/16"-18 x 4")	13/16" and 7/8"	170
Rear Upper Control Arm, Axle Bolt (Factory Size)	21mm	125
Rear Lower Control Arm, Frame Bolt (9/16"-18 x 4")	13/16" and 7/8"	170
Rear Lower Control Arm, Axle Bolt (Factory Size)	21mm	125

INSTALLATION INSTRUCTIONS

35. Once all the components have been installed, you may now rest the vehicle on flat, level ground and begin torquing hardware. Follow Tables 2-4 and tighten each bolt to the recommended torque specification.

Table 4: COR Long Arm Torque Specifications (2 of 3)

Suspension Bolt Location	Wrench Size	Torque (ft-lbs)
Front Upper Shock Bolt, Frame Bolt	17mm	17
Front Lower Shock Bolt, Axle Bolt	13mm	21
Rear Upper Shock Bolt, Frame Bolt	13mm	23
Rear Lower Shock Bolt, Axle Bolt	18mm	75
Front Track Bar Bolt, Frame Bolt	21mm	130
Front Track Bar Bolt, Axle Bolt	21mm	130
Rear Track Bar Bolt, Frame Bolt	21mm	90
Rear Track Bar Bolt, Axle Bolt	21mm	90

INSTALLATION INSTRUCTIONS

36. Once all the components have been installed, you may now rest the vehicle on flat, level ground and begin torquing hardware. Follow Tables 2-4 and tighten each bolt to the recommended torque specification.

Table 5: COR Long Arm Torque Specifications (3 of 3)

Suspension Bolt Location	Wrench Size	Torque (ft-lbs)
Sway Bar End-Link Nuts	18mm	100
Sway Bar Jam Nuts	3/4"	64
Lower Control Arm Adjuster Jam Nuts	1-7/8"	Very Tight
Upper Control Arm Adjuster Jam Nuts	1-7/16"	Very Tight
Track Bar Jam Nuts	1-7/16"	Very Tight

SWAY BAR QUICK GUIDE

Please review the following information so you can become familiar with our sway bar products

Continue to the next page for important installation notes



★ 2024+ Rubicon models with the solid version of the sway bar will need to utilize bushing inserts PN-AMP-HDW-H502C, which are inserted directly into the factory sway bar as shown on the next page

★ 2024+ non-Rubicon models with the hollow sway bar will need to utilize bushing inserts PN-AMP-HDW-H502B, which are inserted directly into the factory sway bar as shown on the next page

Bushing inserts are NOT necessary on 2018-2023 models

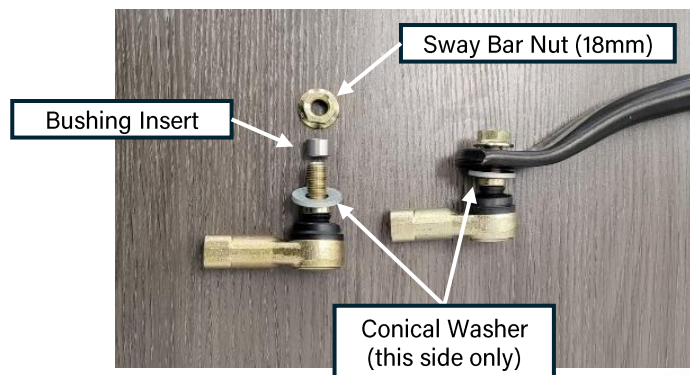
SWAY BAR QUICK GUIDE

NOTE: Jeep Gladiator (JT) and Jeep Wrangler (JL) Front Sway Bar End Links are intended to come with **three** studded rod ends and **one** single Heim Joint (as pictured on the previous page).

- **The single Heim Joint is to be used on the passenger side at the axle (bottom) for proper clearance with the factory double-shear bracket, meaning no additional modifications are necessary.**

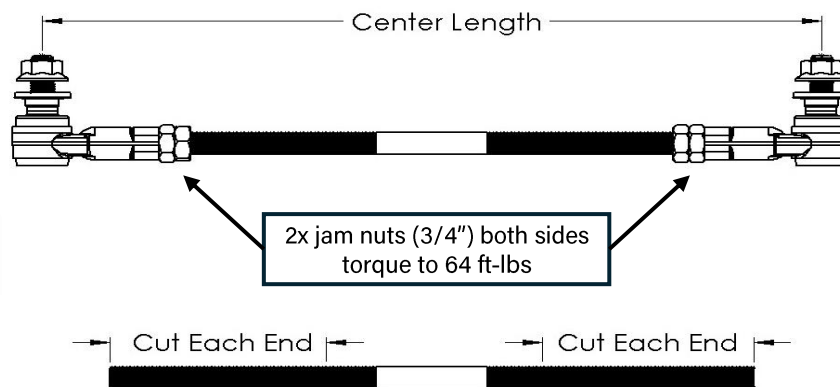
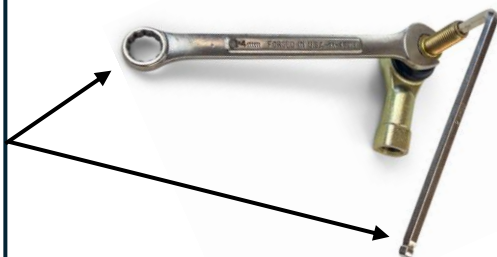
NOTE: Conical washers provide an even greater surface area through beveled sides, distributing the force of the tightening nut while reducing vibrations and preventing the nut from coming loose.

- **Conical washers should be used on all models and years, with the concave side curving inward towards the sway bar.**



Lift Height	Stock	1.5" Lift		2.5" Lift		3.5" Lift		4.5" Lift	
		Center Length	Cut Each End	Center Length	Cut Each End	Center Length	Cut Each End	Center Length	Cut Each End
JK Front Sway Bar Link	5.250	8-1/4"	3-7/16"	9-1/4"	2-15/16"	10-1/4"	2-7/16"	11-1/4"	1-15/16"
JK Rear Sway Bar Link	8.750	10-3/4"	2-3/16"	11-3/4"	1-5/8"	12-3/4"	1-3/16"	13-3/4"	5/8"
JL Front Sway Bar Link	5.0625	8-1/4"	3-7/16"	9-1/4"	2-15/16"	10-1/4"	2-7/16"		
JL Rear Sway Bar Link	8.75	10-3/4"	2-3/16"	11-3/4"	1-5/8"	12-3/4"	1-3/16"		
JT Front Sway Bar Link	5.063	8-1/4"	3-7/16"	9-1/4"	2-15/16"	10-1/4"	2-7/16"		
JT Rear Sway Bar Link	10.625	12-5/8"	1-1/4"	13-5/8"	3/4"	14-5/8"	1/4"		

Our newly improved end link design allows the installer to hold the stud with either a 6mm hex key or a 14mm wrench to tighten the nut. Either option works, as long as the sway bar end link nut is torqued to **90-100 ft-lbs**



INSTALLATION INSTRUCTIONS

37. Tighten down the jam nuts on the upper and lower control arms. Use a 1-7/8" wrench for the lower control arm jam nuts, and a 1-7/16" wrench for the upper control arm jam nuts. 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.



Figure 36: COR Wrench-ends for control arm jam nuts (COR-2500125, COR-2500100)

INSTALLATION INSTRUCTIONS

38. Congratulations, you've completed our Long Arm Lift Kit Installation. Please see the post-installation checklist and confirm you have completed all of the steps before driving your vehicle.



POST-INSTALLATION CHECKLIST:

- Frame brackets are properly welded entirely to the frame
- The work area is fully painted
- Exhaust is reinstalled at the front and rear
- Coolant/brake lines are put back into place and are not damaged
- All hardware is torqued to specification (see Step 34)
- Control arm jam nuts are as tight as possible
- Lug nuts are torqued to the manufacturer's specification
- A licensed shop has professionally aligned the vehicle
- Retorque all hardware after 500 miles of driving

