

**CLAYTON OFF ROAD
COR-1900310
JEEP PRO SERIES LONG FRONT CONTROL ARMS (1984-2006 TJ/LJ/XJ/ZJ)**



NOTES: 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 may be required. For more information please visit our website.

**CLAYTON OFF ROAD
COR-1900301**

JEEP PRO SERIES LONG FRONT LOWER CONTROL ARMS (1984-2006 TJ/LJ/XJ/ZJ)



NOTES: 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 may be required. For more information please visit our website.

Refer to drawing view below and individual product part number instructions.

Step 1: Set one arm as close to recommended length as possible with grease fitting down.

Step 2: Set second arm to same length with grease fitting down. (Use two 9/16" bolts in each end of both arms.)

Step 3: Bolt control arm into cross member.

Step 4: Bolt control arm into axle.

Step 5: Repeat steps 3 and 4 on other side.

Step 6: Tighten bolts after vehicle is sitting at ride height.

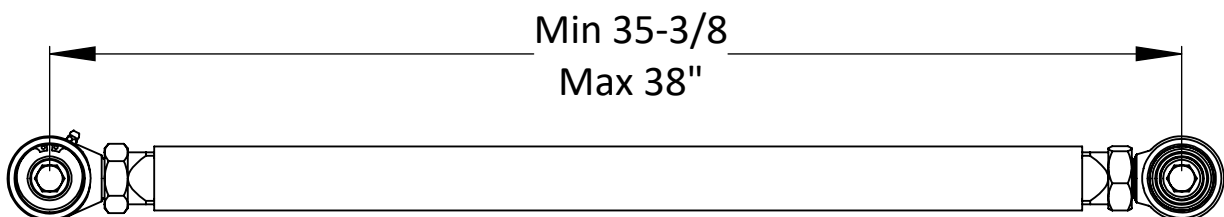
Step 7: Tighten jam nuts. (We recommend a 46 mm or 1 13/16" combination wrench for this. We also recommend cutting the box end off the wrench and getting a three foot piece pipe to put over the end of the wrench for leverage. Inserting a large screw driver between the joint body and the mount will hold the housing joint straight.)

Step 8: The joints are pre greased so initial greasing is not required. (We do recommend greasing the joints every time you change your oils or grease other components on your vehicle. Use a hand grease gun not a pneumatic)

Step 9: Remove set screws install grease fittings to grease joints.

Recommended control arm length for 4.0" to 7.0" of lift is 36".

Some adjustment of this measurement maybe performed for special applications as long as the length stays within the minimum and maximum lengths shown below.



**CLAYTON OFF ROAD
COR-1900007
JEEP PRO SERIES FRONT UPPER CONTROL ARM (1984-2004 TJ/LJ/XJ/ZJ)**



NOTES: 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 may be required. For more information please visit our website.

Refer to drawing view below.

Step 1: Support axle from pivoting on lower control arms. (A bottle jack works well)

Step 2: Make sure vehicle is at ride height and track is set.

Step 3: Install new upper control arm using new hardware.

Step 4: This arm has left and right hand threads for easy adjustment.

Step 5: Adjust caster angle to specifications below by turning the control arm tube.

Step 6: Tighten bolts.

Step 7: Tighten jam nuts. (We recommend a 1 7/16" combination wrench for this. We also recommend cutting the box end off the wrench and getting a three foot piece pipe to put over the end of the wrench for leverage. Inserting a large screw driver between the joint body and the mount will hold the housing joint straight.)

Step 8: The joints are pre greased so initial greasing is not required. (We do recommend greasing the joints every time you change your oils or grease other components on your vehicle. Use a hand grease gun not a pneumatic grease gun.)

We recommend a caster angle on the drivers side to be between 5 and 6 degrees. (Top of the inner knuckle tipped towards the rear of the vehicle)
In certain cases caster angles as low as 3 to 4 degrees are possible to get better drive shaft angles however this may effect the handling of the vehicle.
Too much caster change from the factory settings may also cause the coil springs to bow and effect clearances on the steering linkages. Keep length within the minimum and maximum lengths shown below.

