

# INSTALLATION MANUAL:

**COR-1709103 / 1809103**

Jeep Wrangler OVERLAND+ and PREMIUM  
Short Rear Upper Control Arms (2007-2018 JK, 2018+ JL)



# INCLUDED ITEMS

## 1709103 Jeep Wrangler OVERLAND+ Short Rear Upper Control Arms - (2007-2018+, JK/JL)

QTY	Part Number	Description	Class/Grade
2	1709103	Short Rear Upper Control Arms	N/A

## 1809103 Jeep Wrangler PREMIUM Short Rear Upper Control Arms - (2007-2018+, JK/JL)

QTY	Part Number	Description	Class/Grade
2	1809103	Short Rear Upper Control Arms	N/A

### Product Notes and Features:

#### OVERLAND+ Series:

- Maintenance-free, dual-durometer design isolates road noise for a quieter ride.
- Self-centering with 26.6 degrees of total articulation, ensuring smooth suspension movement.
- Teflon-infused inner surface acts as a bearing for long-lasting performance.

#### PREMIUM Series:

- Reliable, greaseable, and rebuildable design for unmatched comfort and reliability
- 40 degrees of total misalignment, performing best in off-road conditions
- Smooth and quiet performance

## COR-1709103



## COR-1809103



# 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 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 arm design for perfecting suspension geometry. Fully adjustable, 100% bolt on, and Made-In-The-USA with a Lifetime Warranty.

# 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 listed components below:**

- Short Rear Upper Control Arms (OVERLAND+ or PREMIUM)

This guide applies to both OVERLAND+ or PREMIUM Control Arms, unless noted otherwise.

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-1709103

1709103 Installation Tools Required:

- 21mm socket/wrench
- Impact drill
- Vehicle jack and stands
- Torque wrench
- Large adjustable wrench (OR 1-1/2")

## COR-1809103

1809103 Installation Tools Required:

- 21mm socket/wrench
- Impact drill
- Vehicle jack and stands
- Torque wrench
- Large adjustable wrench (OR 1-1/2")

# CONTROL ARM LENGTHS

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 (center-to-center of joints). The desired caster angle should be somewhere between 5.5 - 6 degrees.**

Please note that your exact arm 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-1709103 / 1809103 Minimum and Maximum Arm Lengths

Control Arm Type / Series	Minimum	Maximum
1709103 OVERLAND+ Short Rear Upper Arms	$17 - \frac{5}{16}$ ”	$18 - \frac{11}{16}$ ”
1809103 PREMIUM Short Rear Upper Arms	$17 - \frac{7}{16}$ ”	$18 - \frac{11}{16}$ ”

Table 2: COR-1709103 / 1809103 Arm Lengths by Lift Height

Vehicle Make/Model/Year	1.5” Lift	2.5” Lift	3.5” Lift	4.5” Lift
4-Door Jeep JL (2018+)	$17 - \frac{1}{2}$ ”	$17 - \frac{1}{2}$ ”	$17 - \frac{1}{2}$ ”	$17 - \frac{1}{2}$ ”
2-Door Jeep JL (2018+)	$17 - \frac{7}{8}$ ”	$17 - \frac{7}{8}$ ”	$17 - \frac{7}{8}$ ”	$17 - \frac{7}{8}$ ”
4-Door Jeep JK (2007-2018)	$17 - \frac{3}{4}$ ”	$17 - \frac{3}{4}$ ”	$17 - \frac{3}{4}$ ”	$17 - \frac{3}{4}$ ”
2-Door Jeep JK (2007-2018)	$18 - \frac{1}{8}$ ”	$18 - \frac{1}{8}$ ”	$18 - \frac{1}{8}$ ”	$18 - \frac{1}{8}$ ”

# INSTALLATION INSTRUCTIONS

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

1. Use a vehicle jack to lift the front axle off the ground. Support the axle on either side with an adjustable, self-locking jack stand. A jack stand supporting the pinion works well to prevent any rotation. You may want to chock the tires if performing this installation on the ground.

Begin on one side by removing the upper control arm using a 21mm socket at both the axle and the frame-end. A flag nut at the frame-end will hold the nut in place while you back out the nut. Put all hardware aside, as it will be reused.

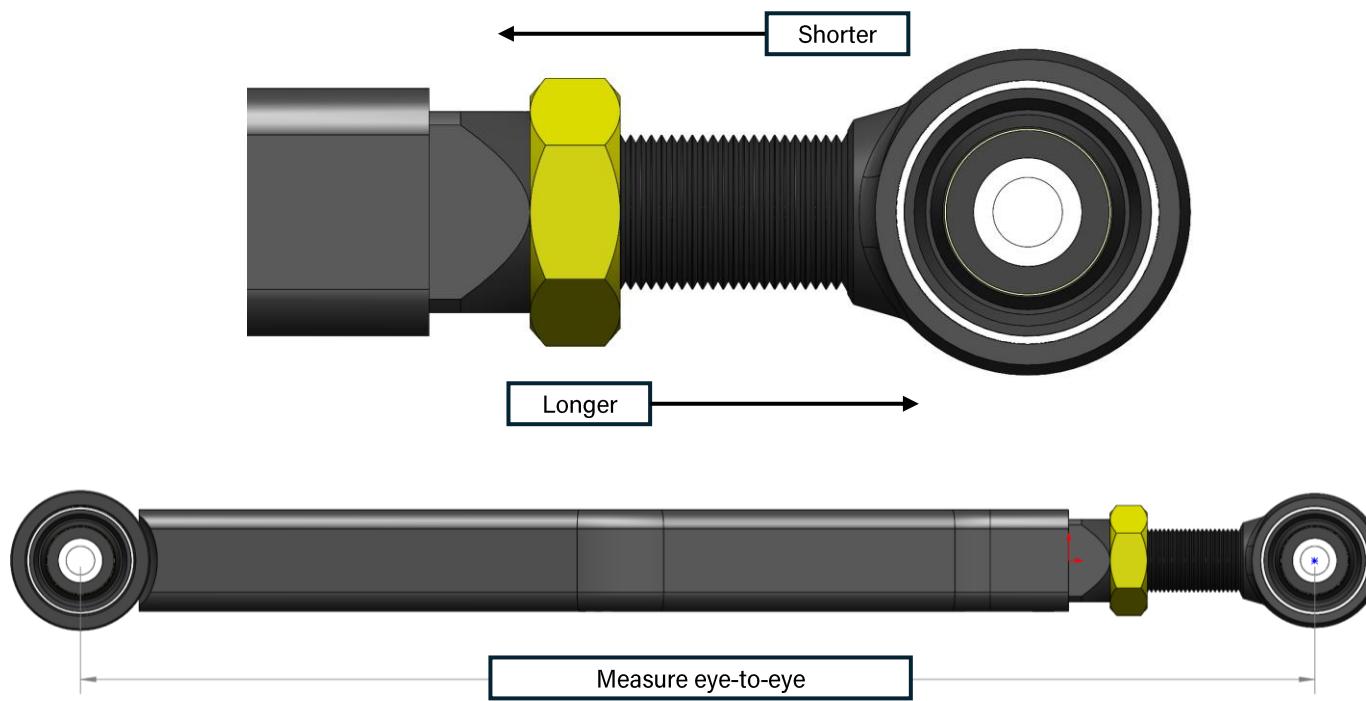


OEM Rear upper control arm and mounts, driver-side

# INSTALLATION INSTRUCTIONS

3. Determine the appropriate length of the new front upper control arms based on your vehicle's ride height and your desired pinion and caster angles. 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 forging into position.



# INSTALLATION INSTRUCTIONS

4. Install the new rear upper control arm. at the frame-end. The adjuster should be located at the axle-end, with the bend in the arm providing clearance for the tire.

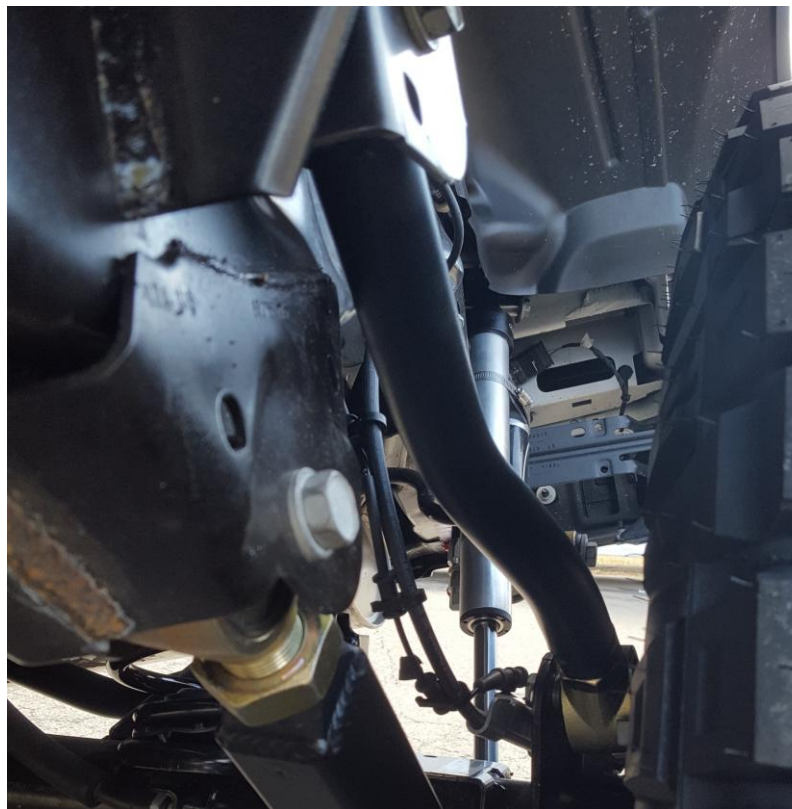
Adjust the control arms to length at the axle so that the bolts can easily be installed at the axle-end. Remove the pinion jack stand and check the caster angle. You may need to prop up the pinion again, remove the control arm bolts at the axle, and adjust as needed.



1709103 (OVERLAND+ Series) Rear upper control arm installed

# INSTALLATION INSTRUCTIONS

5. Repeat steps 1-4 for the other side of the vehicle. Adjust the length of the arm as necessary to line up the bushing with the bolt holes.



1709103 (PREMIUM Series) Rear upper control arm installed

# INSTALLATION INSTRUCTIONS

5. Return the vehicle to the ground. Torque the axle-side hardware to 95 ft-lbs and the frame-side hardware to 120 ft-lbs.



1709103 (OVERLAND+ Series) Rear upper control arm installed  
(JK 2-door)

# INSTALLATION INSTRUCTIONS

7. 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 1-1/2" 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.



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

# INSTALLATION INSTRUCTIONS

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



## POST-INSTALLATION CHECKLIST:

- Rear upper control arm bolt (axle-end) torqued to 95 ft-lbs
- Rear upper control arm bolt (frame-end) torqued to 120 ft-lbs
- Lug nuts are torqued to the manufacturers specification (if removed)
- Jam nuts are jammed down as tight as possible
- Vehicle is properly aligned by a professional for adjusting your caster and aligning the suspension

