INSTALLATION MANUAL:

COR-5110110

Jeep Gladiator Adjustable Rear Sway Bar End Links (2020+, JT)

CLAYTON OFF ROAD

INCLUDED ITEMS

5110110 Jeep Gladiator Adjustable Rear Sway Bar End Links (2020+, JT)				
QTY	Part Number	Description	Class/Grade	ID Number
2	AMP-TE-H502-12MM-W	Tie Rod End 1/2"-20 UNF Female End M12x1.5 Male End	N/A	1
8	FAS-36260	1/2"-20 Clear Zinc Finish Steel Jam Nut	Grade 5	2
2	BTM-5109001	1/2-20 x 13.00" Double End Stud, 5.375" Thread	N/A	3
2	FAS-99842997	29mm OD x 13mm ID Black Phosphate Finish Steel Conical Spring Washer	N/A	4
2	FKR-JF8T	Heim Joint with Wear Resistant PTFE Liner	N/A	5
4	ALS-AS75-22-18	Aluminum Spacer 3/4 OD x .509 ID x 9/32" Long	N/A	6

Product Notes and Features:

- Properly adjust your 2020+ Jeep Gladiator JT rear sway bars
- Features two tie rod ends and two Heim joints to make the necessary sway bar connections
- No cutting or modifications required on the vehicle
- Intended to be installed/used in conjunction with COR 1.5", 2.5", and 3.5" JT lift kits; however, links are adjustable and can be used universally in many applications
- Included conical washers for achieving a greater clamping force on the rod-end
- Recommended use with COR-5110200 (Jeep Gladiator Rear Sway Bar Reinforcement Brackets)

*****See the Sway Bar Quick Guide for more information on our sway bar link products*****

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:

- 5110110 Jeep Gladiator Adjustable Rear Sway Bar End Links (2020+, JT)

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-5110110

5110110 Installation Tools Required:

- 14, 18mm socket/wrench
- 3/4" wrench
- 6mm hex key
- Adjustable wrench
- Impact drill
- Torque wrench
- Hacksaw or cutting tool

INSTALLATION INSTRUCTIONS

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1. Position the vehicle on flat ground. Make sure that the vehicle is at ride height, then remove the old sway bar end links. If the end links are original, you will need an 18mm socket or wrench. Remove both the lower link bolts at the frame and the nuts retaining the end links to the sway bar. **Save the frame bolts, as they will be reused (unless installing COR-5110200, which comes with upgraded hardware).** Remove both the driver-side and passenger-side end links at this time.

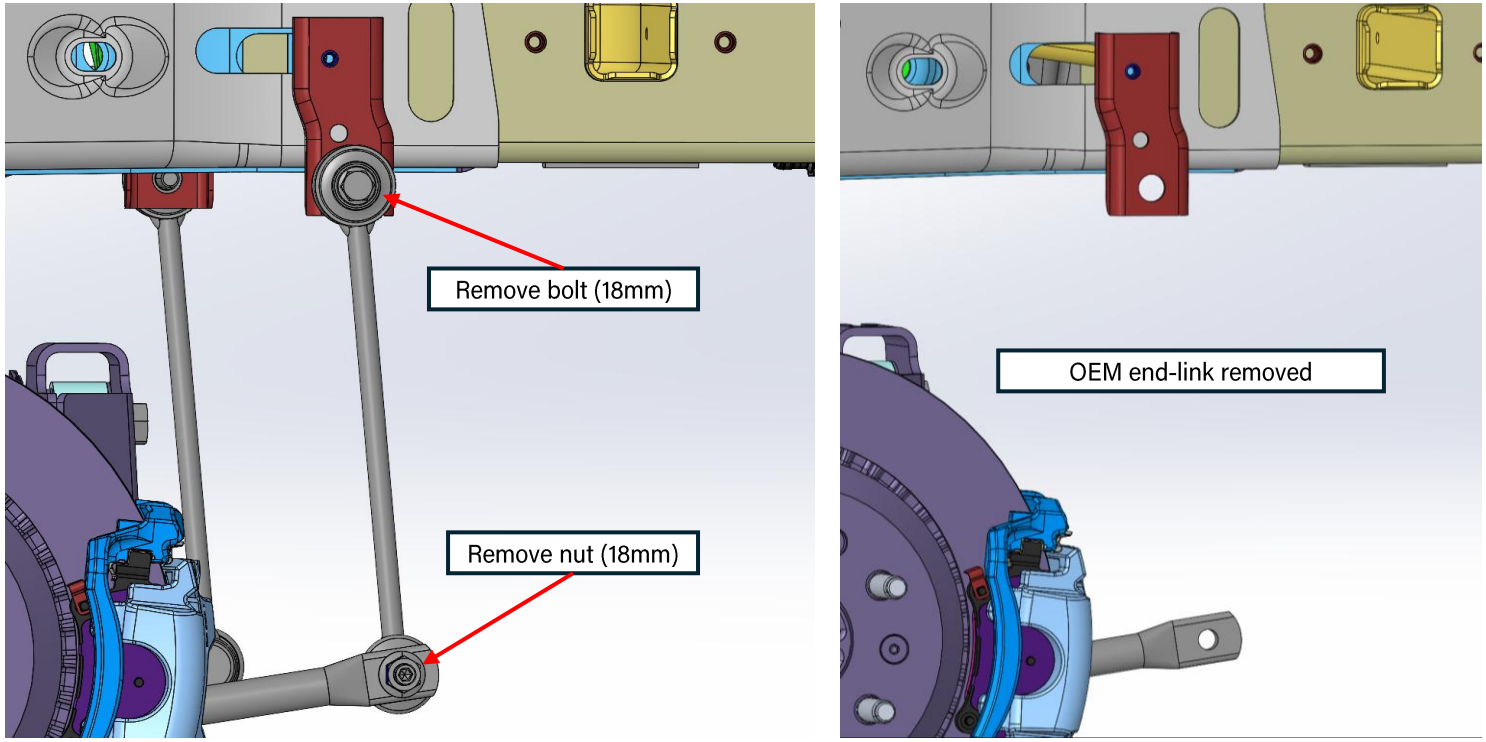


Figure 1: Driver-side OEM end link before and after removal (CAD photo)

INSTALLATION INSTRUCTIONS

2. Using the recommended measurements below, cut the supplied threaded rods to length. Refer to the table to determine how much of the rod should be cut (off both ends), depending on your lift height. These are good starting recommendations and are not meant to serve as final lengths. Adjustments and fine-tuning will be required.

Table 1: Threaded rod lengths based on lift height

Lift Height	Stock	1.5" Lift		2.5" Lift		3.5" Lift		4.5" Lift	
Component		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"		

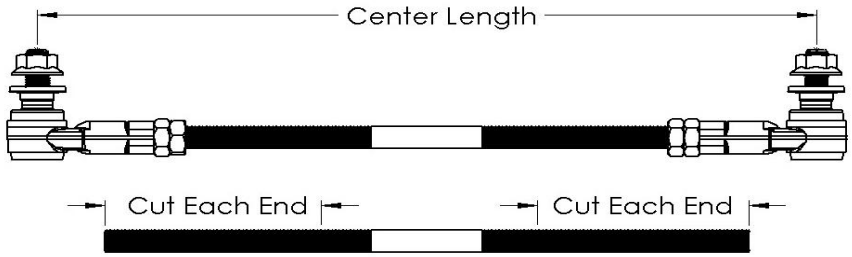


Figure 2: Threaded rod lengths “cut each end” and “center length” measurements

INSTALLATION INSTRUCTIONS

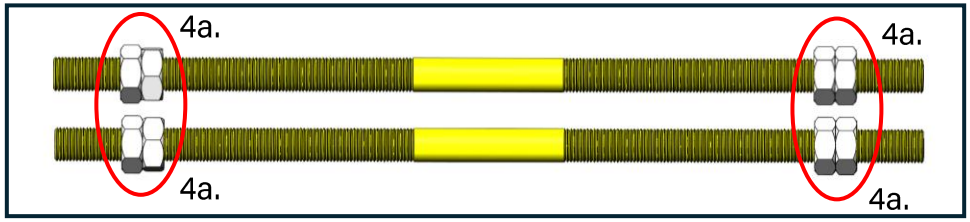
3. Bevel the cut edges of the threaded rod to help assist in initial thread engagement with the new rod ends. This will ease in sway bar end link assembly and installation.

Figure 3: Beveled edge of sway bar rod with sway bar rod end

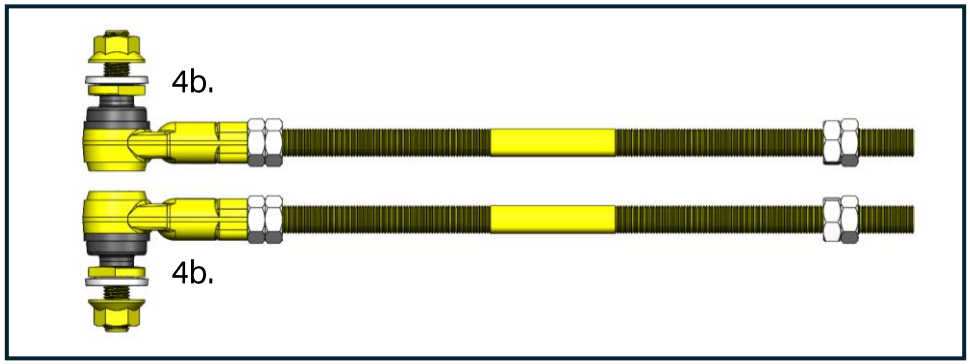
INSTALLATION INSTRUCTIONS

4. Assemble the end-links. Follow the steps below for a guided assembly.

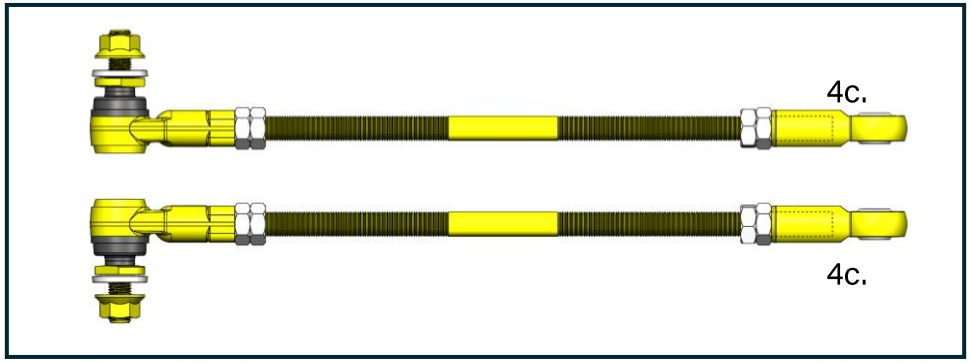
4a. Install the supplied nuts on all four rods as shown. Use x2 nuts for each threaded section.



4b. Install the x2 supplied rod ends. Screw on the rod ends equally until the desired center length from Step 3 is met. Then, bottom out the jam nuts at the rod end. Do not tighten yet.

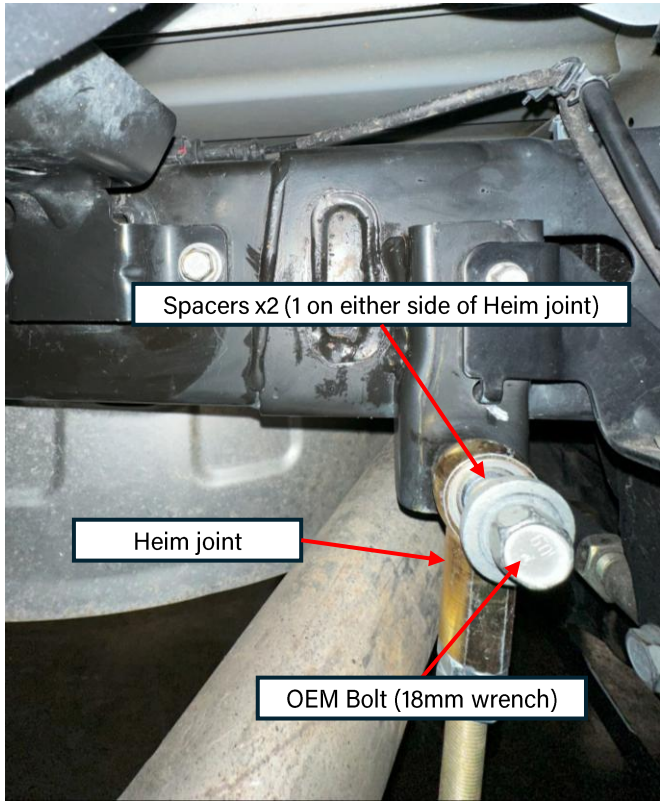


4c. Install the x2 supplied Heim joint ends. Screw on them on equally until the desired center length from Step 2 is met. Then, bottom out the jam nuts at the Heim joint. Do not tighten yet.



INSTALLATION INSTRUCTIONS

5. Install the new end-links into the vehicle. Start on one side and attach the Heim joint to the frame mount, as shown below. Use the supplied aluminum spacers on either side of the Heim joint with the OEM bolt running through and into the nut-sert on the frame mount. Then, swing the new end-link down and attach the rod-end to the sway bar using the supplied conical washer and nut. Complete the other side of the vehicle using the same procedure. **Do not tighten yet.**



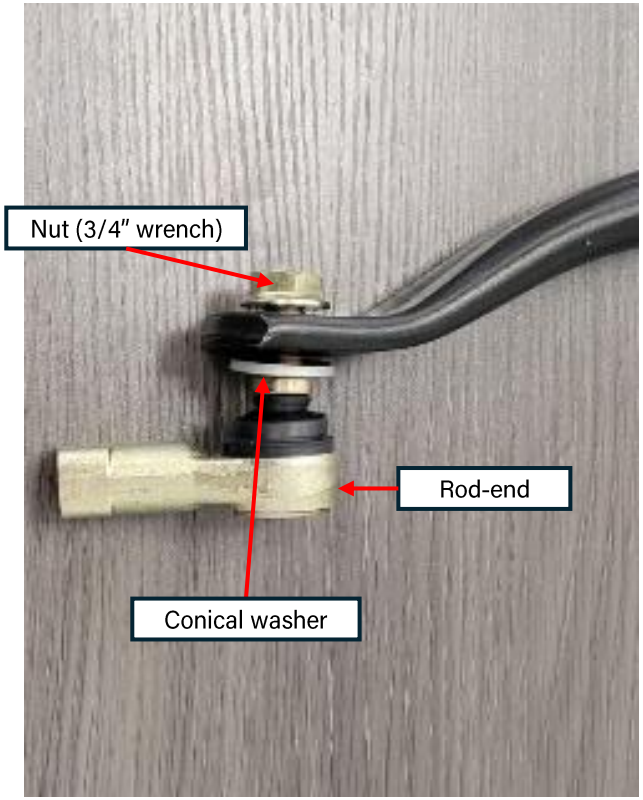


Figure 5: Rear driver-side sway bar end link with proper installation

INSTALLATION INSTRUCTIONS

6. Tighten the OEM frame mount bolts on both sides to 60-70 lb-ft. Then, tighten the rod ends at the sway bar connections (both sides) to 90-100 lb-ft. Use a 14mm box wrench on the wrench flat to hold the rod end stud in place while **tightening the nut with a 3/4" socket/wrench.** You may also use a 6mm hex key at the tip of the rod end to drive the nut tight.

If installing COR-5110200 Gladiator Rear Sway Bar Reinforcement Bracket, install the supplied "longer" M12-1.5 bolt at the frame mount (seen in Figure 8)

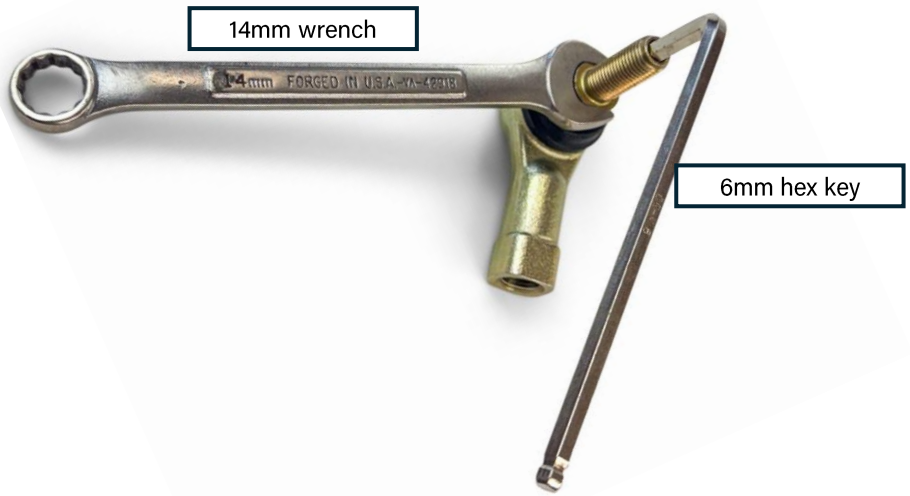


Figure 7: Rod end tightening options

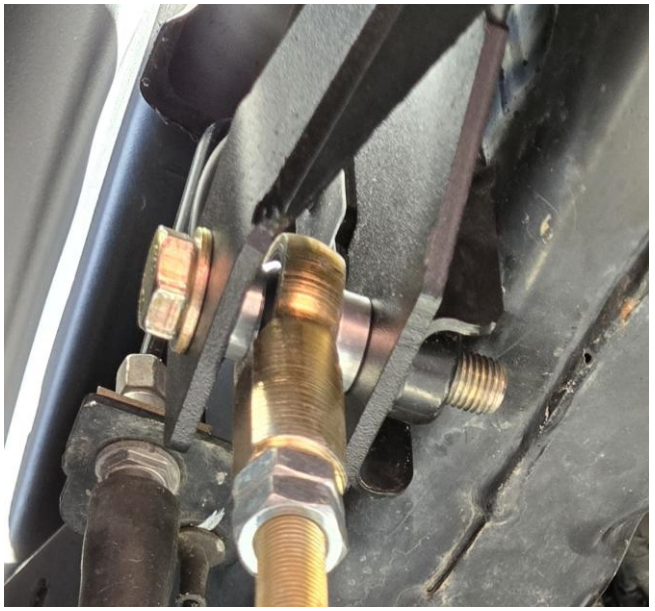


Figure 8: COR-5110200 with Heim Joint and "longer" bolt

INSTALLATION INSTRUCTIONS

7. Tighten all of the jam nuts against the rod ends and the Heim joints. Use an adjustable wrench to hold the rod end, and a 3/4“ wrench to tighten the jam nuts. Tighten the nut closest to the rod end first to jam the rod end into position, then the second nut to lock it down.

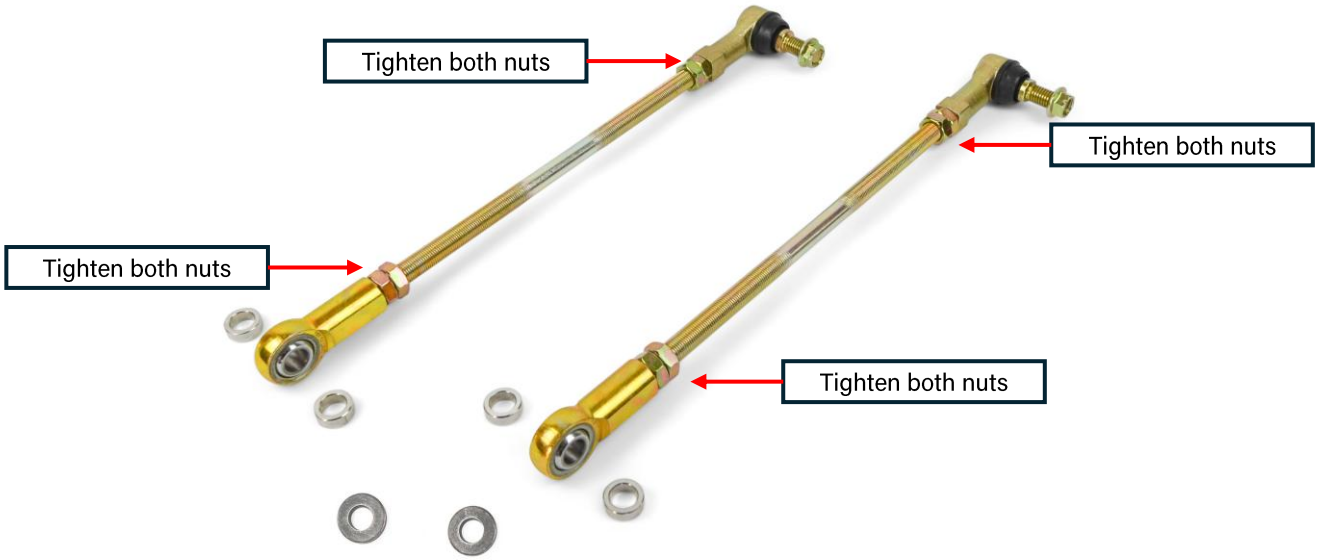


Figure 9: Threaded rod jam nuts tightened down

INSTALLATION INSTRUCTIONS

8. Double-check that the sway bar is either parallel to the ground or slightly angled up towards the rear bumper. This is important to allow for full sway bar articulation without binding at full flex. If the end-links are too short, the sway bar could invert at full extension, causing damage to the vehicle. Make sure that this sway bar angle is set properly. It is safest to have the end-links creating a 5-10 degree angle above the horizontal.

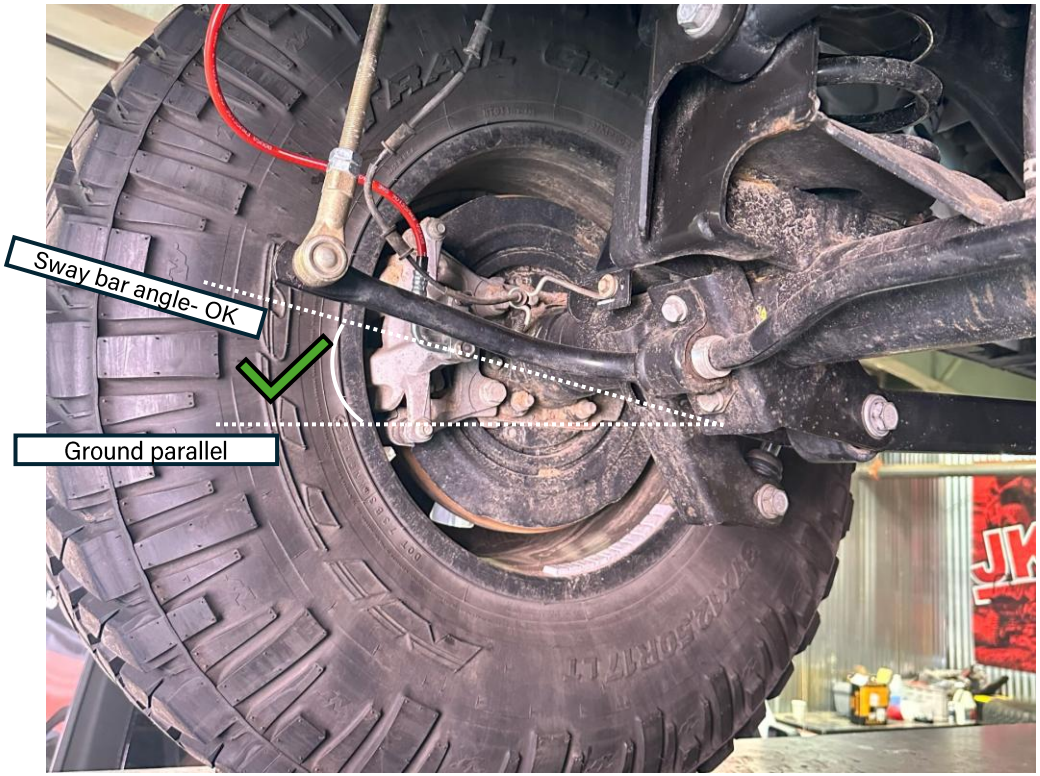


Figure 10: Correct sway bar angle

INSTALLATION INSTRUCTIONS

9. The installation is now complete. Please review the post-installation checklist before driving your vehicle.

POST-INSTALLATION CHECKLIST:

- ❑ Rear sway bar is either flat/parallel to the ground, or angled slightly up towards the rear bumper (see photo and details from Step 8)
- ❑ Frame-end connections are torqued (OEM bolt) to 60-70 lb-ft
- ❑ Sway bar end connections are torqued to 90-100 lb-ft.
- ❑ Heim joint spacers are used on both sides of Heim joint, on both sides of the vehicle
- ❑ Retorque after 500 miles of driving

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