

INSTALLATION MANUAL:

COR-5109100

JEEP WRANGLER ADJUSTABLE FRONT SWAY
BAR END LINKS 2018+, JL/JT



REV: A | DATE: 03/27/2026 | AUTH: KW06

INCLUDED ITEMS

5109100 Jeep Wrangler Adjustable Sway Bar End Link (2018+, JL)				
QTY	Part Number	Description	Class/Grade	ID Number
3	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 SAE J995 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
1	FKR-JF8T	Heim Joint with Wear Resistant PTFE Liner	N/A	4
2	ALS-AS75-22-28	Aluminum Spacer 3/4 OD x .509 ID x 7/16 Long JL Front Disconnects	N/A	5
2	HDW-H502B	.372 Tall Bushing/Sleeve (2024+ non-Rubicon ONLY)	N/A	6
2	HDW-H502C	.475 Tall Bushing/Sleeve (2024+ Rubicon ONLY)	N/A	7
3	FAS-99842997	29mm OD x 13mm ID Black Phosphate Finish Steel Conical Spring Washer	N/A	8

Product Notes and Features:

- Properly adjust your 2018+ Jeep Wrangler JL or 2020+ Gladiator sway bars
- Features an FK Heim Joint with aluminum spacers on the passenger side lower connection (axle) creating a simple bolt-on solution
 - No cutting or modifications required on vehicle
- Intended to be installed/used in conjunction with COR 1.5", 2.5", and 3.5" JL/JT lift kits, links are adjustable and can be used universally in many applications
- Included sway bar sleeve bushings included for both 2024 Rubicon and non-Rubicon models
 - No sleeve bushings required for 2023 and under



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:

- 5109100 Jeep Wrangler Adjustable Front Sway Bar End Links (2018+ JL/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-5109100

5109100 Installation Tools Required:

- 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 axle, and the nuts retaining the end links to the sway bar. **Save the lower axle bolt on the passenger side, as it will be reused.**

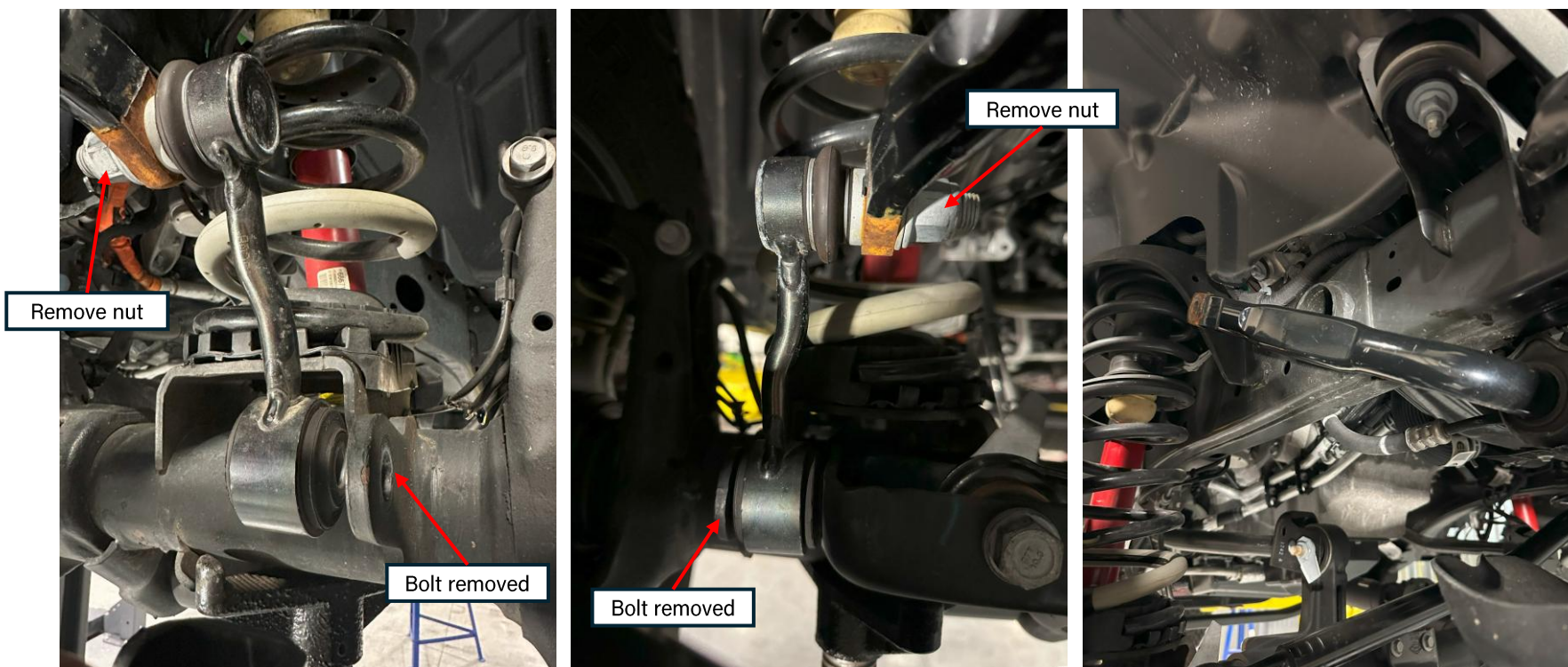


Figure 1: Jeep JL old front sway bar end links (bolts removed)

INSTALLATION INSTRUCTIONS

2. For 2024+ model vehicles, install the included sway bar bushing spacers into the sway bar. They are to be inserted directly into the factory sway bar as shown in the following photos.

- 2024+ Rubicon models will use the provided spacers bagged as: PN-AMP-HDW-H502C.
- 2024+ Non-Rubicon models will use the provided spacers bagged as: PN-AMP-HDW-H502B.
- **Any models under the 2024 year will not use any sway bar spacers.**



Figure 2: Sway bar bushing spacer installed inside sway bar

PN-AMP-HDW-H502C



PN-AMP-HDW-H502B



INSTALLATION INSTRUCTIONS

3. 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"		

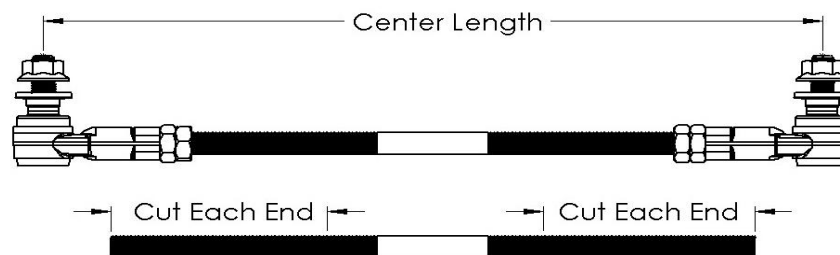


Figure 3: Threaded rod lengths "cut each end" and "center length" measurements

INSTALLATION INSTRUCTIONS

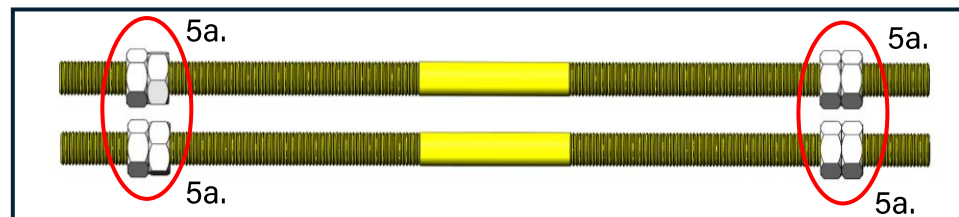
4. Bevel the cut edges of the threaded rod to help assist in initial thread engagement with the new rod ends. This will ease in sway bar end link assembly and installation.



Figure 4: Beveled edge of sway bar rod with sway bar rod end

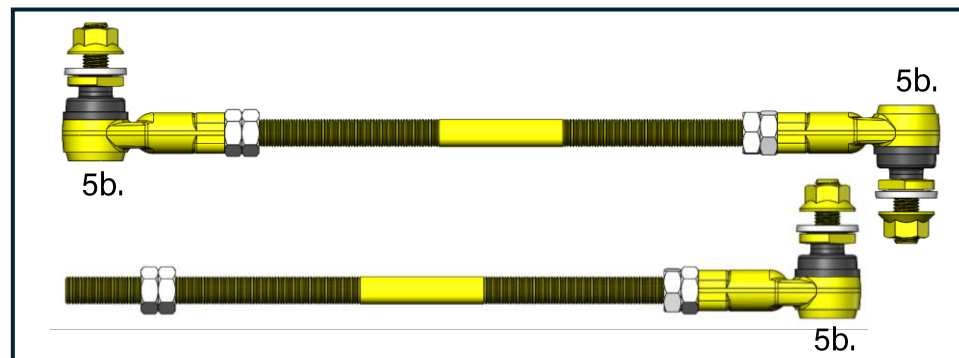
INSTALLATION INSTRUCTIONS

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

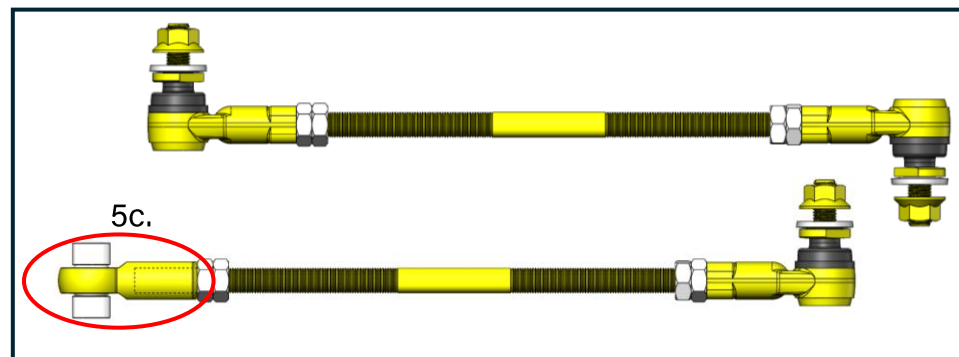


5a. Install the supplied nuts on all four rods as shown. Use x2 nuts for each threaded section.

*****For 1.5" lift kits, you only need to install x1 nut per side.**



5b. Install the x3 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.



5c. Install the x1 supplied Heim joint on the remaining threaded section. Screw on the Heim joint and the opposite rod end 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.

INSTALLATION INSTRUCTIONS

6. Install the new end-links into the vehicle. Install the end-link with the x2 rod ends first on the driver side, as shown below. Install the conical washers with the cupped-side facing the sway bar, **not the end-link**. Install the supplied nut on the opposite side of the sway bar. **Note the orientation of the sway bar rod ends, they face away from each other.**

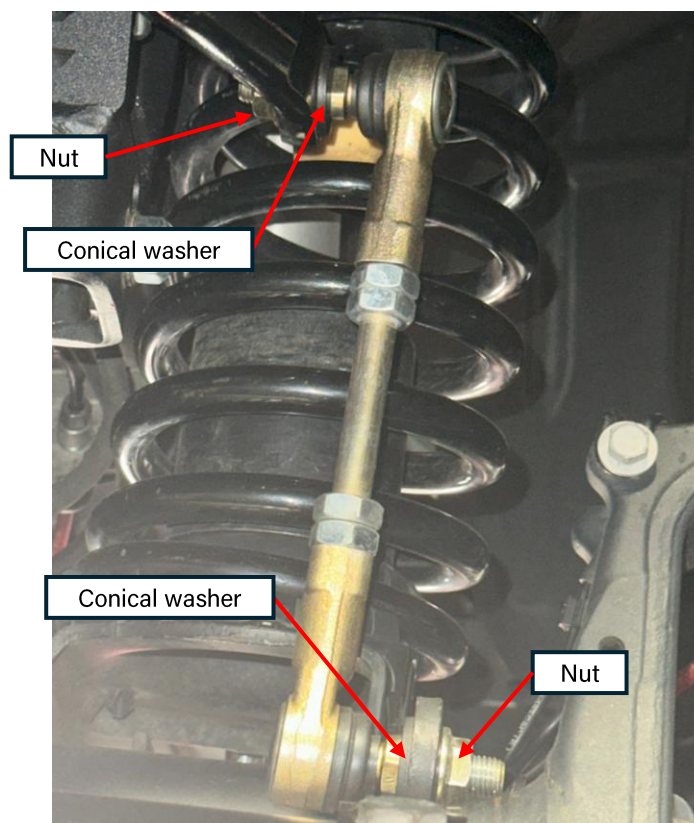


Figure 5: Front driver-side sway bar end link proper orientation

INSTALLATION INSTRUCTIONS

7. Install the passenger side sway bar. Install the upper rod end first, then install the lower Heim joint using the OEM sway bar bolt and supplied bushings. Install the conical washer (upper rod end) with the cupped-side facing the sway bar, **not the end-link**. Install the supplied nut on the opposite side of the sway bar.

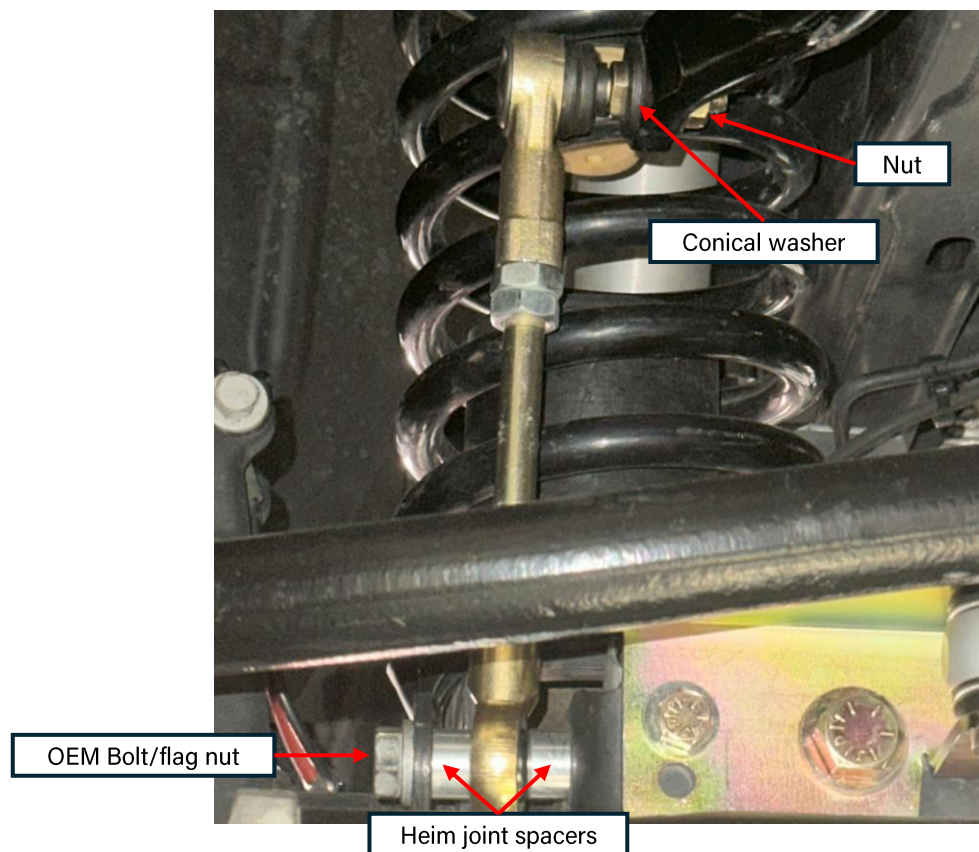


Figure 6: Front passenger-side sway bar end link proper orientation

INSTALLATION INSTRUCTIONS

8. Tighten all four connection points (x3 rod end nuts and x1 Heim joint bolt) 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 choose to use a 6mm hex key at the tip of the rod end to drive the nut tight. See the photo below. **Use an 18mm socket at the Heim joint.**



Figure 7: Rod end tightening options

INSTALLATION INSTRUCTIONS

9. Tighten all of the jam nuts against the rod ends and the Heim joint. 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. **Torque the jam nuts to 64 ft-lbs.**

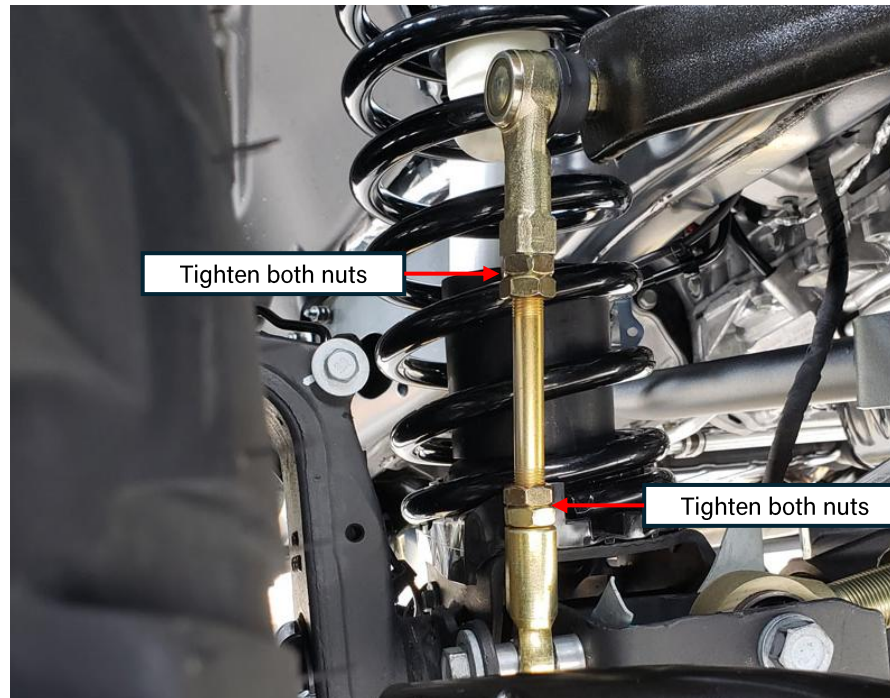


Figure 8: Threaded rod jam nuts tightened down

INSTALLATION INSTRUCTIONS

10. Double-check that the sway bar is either parallel to the ground or slightly angled down towards the front 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 safer to have the end-links longer to create the angle shown below. Under no circumstances should the sway bar be short enough to create an angle above the parallel ground line.

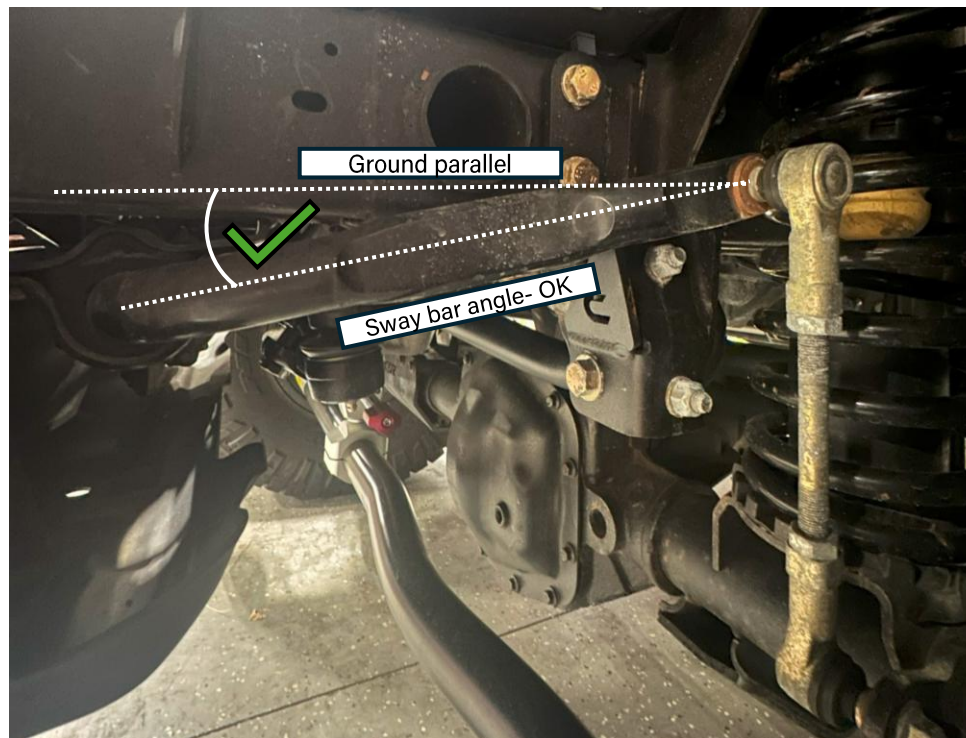
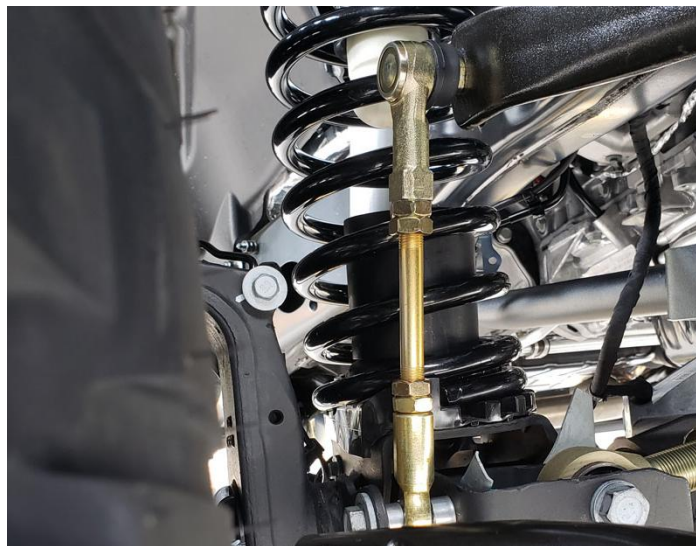


Figure 8: Correct sway bar angle

INSTALLATION INSTRUCTIONS

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



POST-INSTALLATION CHECKLIST:

- Front sway bar is either flat/parallel to the ground, or angled slightly down towards the bumper (see photo and details from Step 10)
- All end-link connection points are torqued to 90-100 lb-ft
- Jam nuts are tightened together and locking rod ends at position
- Sway bar bushings installed on both sides (2024+ models only)
- Retorque after 500 miles of driving

