

# INSTALLATION MANUAL:

**COR-1408100**

JEEP WRANGLER 3.25" FRONT BUMP STOPS

(2007-2018+, JK/JL/JT)

(1984-2006, TJ/LJ/XJ/ZJ)



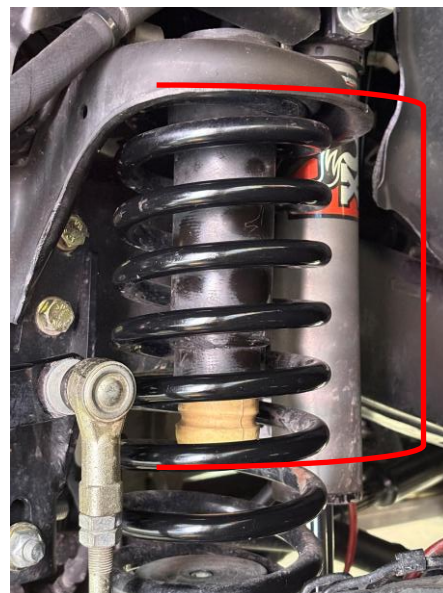
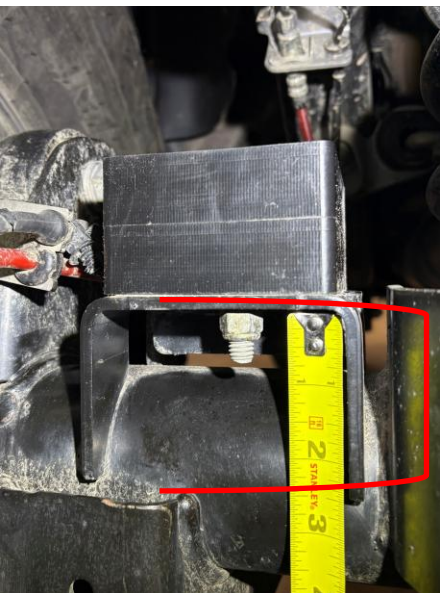
REV: A | DATE: 04/30/2026 | AUTH: KW15

# ATTENTION XR OWNERS

Jeep XR and 392 models feature taller/longer front and rear bump stops from factory.

## REAR

## FRONT



Tall Bump Stop Pad  
on XR/392 JL's

Short Bump Stop Pad  
on "Standard" JL's

Tall Bump Stop Tower  
on XR/392 JL's

Short Bump Stop Tower  
on "Standard" JL's

XR/392 models need to swap to shorter FRONT AND REAR bump stop extensions.

Short Rear Extension : COR-1409201

Short Front Extension: COR-1409101

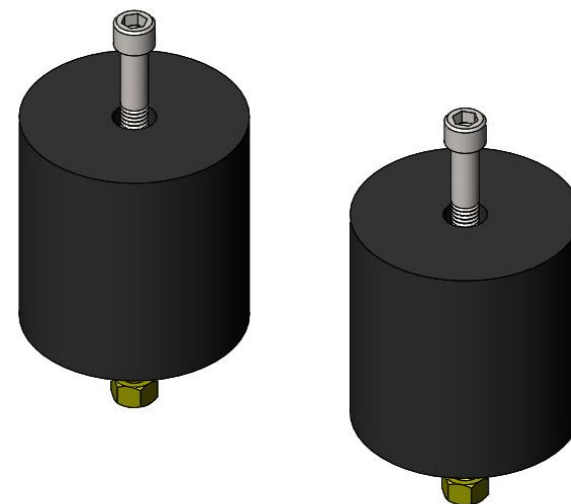
# INCLUDED ITEMS

1408100 Jeep Wrangler 3.25" Front Bump Stops			
QTY	Part Number	Description	Class/Grade
2	PLA-HDPE	Jeep Wrangler 3.25" Bump Stop	N/A
4	93312	3/8"-16 x 2.25" Hex Drive Zinc Finish Alloy Steel Socket Cap Screw	ASTM A574
4	36406	3/8"-16 Yellow Zinc Finish Finished Hex Nut	Grade 8

## Product Notes and Features:

The Jeep Front Bump Stops are designed to limit suspension compression. Using these extensions prevents damage to your suspension components when tackling rugged terrain, specifically during a "bottom-out" driving condition.

- For use in the following vehicles:
  - 2018+ JL/JT (front axle, no drilling required)
  - 2007-2018 JK (front axle, drilling required)
  - 1997-2006 TJ (front axle, drilling and tapping required)
  - 2004-2006 LJ (front axle, drilling and tapping required)
  - 1993-1998 ZJ (front axle, drilling and tapping required)
  - 1984-2001 XJ (front axle, drilling and tapping required)
- Designed to meet the demands of rugged terrain and daily driving
- Included Grade 8 hardware with a corrosion-resistant finish
- Provides vehicle with 1.25" of fixed bump stop over-compression protection
- Spring removal required for installation



# INSTALLATION INSTRUCTIONS

## TOOLS REQUIRED FOR INSTALLATION

- Hex keys 5/16"
- Standard sockets and wrenches 9/16"
- Drill and bits (vehicle dependent) 13/32", 5/16"
- Tap (vehicle dependent) 3/8"-16

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

1. Remove the springs. Begin on one side of the axle and support it. Remove the sway bar end links and jack the vehicle up by the frame until the spring is removable. Depending on the vehicle, the track bar may need to be removed at the axle-end for full-droop.



Figure 1: Axle supported, and spring removed (track bar removed)

**TIP: Some Clayton Off Road Springs are side-specific. Make note of which spring goes where before setting them down.**

# INSTALLATION INSTRUCTIONS

2. Locate the bump stop in the center of the spring perch. On vehicles that need have the spring perch drilled out for the bolt, mark the center of the spring perch with a paint pen. **Jeep JL/JT models do not have to drill or tap the spring perch hole.**

- Vehicles that need to drill out the hole for the bolt and nut: Drill the hole with a 13/32" drill bit
- Vehicles that need to drill and tap the spring perch: Drill the hole with a 5/16" drill bit and tap with a 3/8"-16 tap

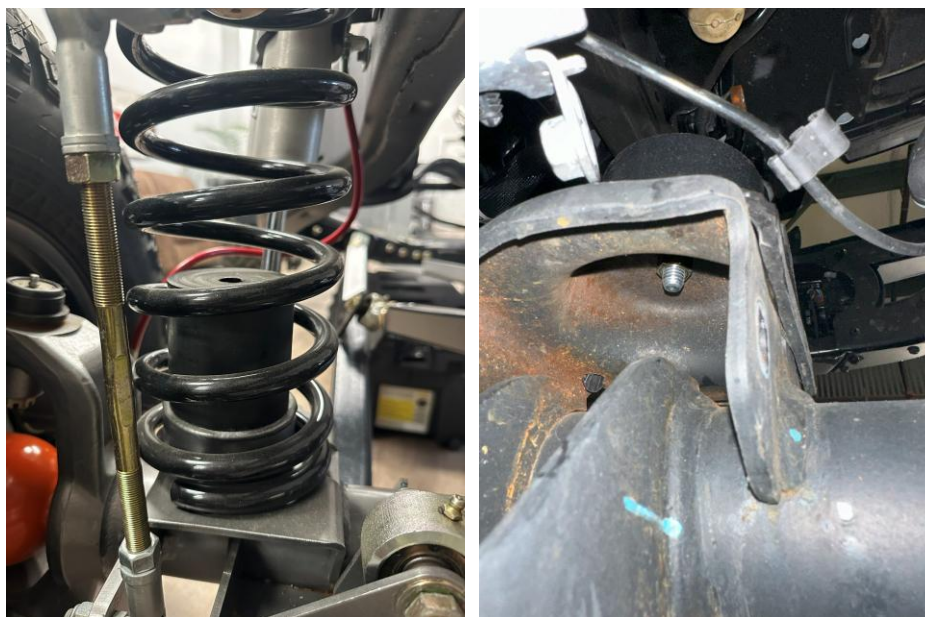


Figure 2: Bump stop installed on custom JK axle

# INSTALLATION INSTRUCTIONS

3. Install the included hardware through the center of the bump stop (if installing on a 2007-2018 JK, use the outside edge bolt holes). Tighten hardware using a  $5/16''$  hex key, and a  $9/16''$  wrench (if using the supplied nylon lock nut).

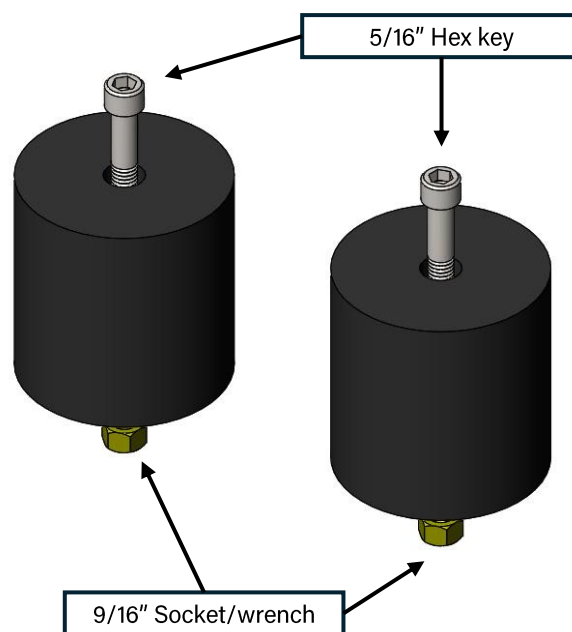


Figure 3: Installation diagram for 2007-2018 JK

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

# INSTALLATION INSTRUCTIONS

4. Reinstall the spring. Do this with the axle drooped. Make sure that the springs are set properly on the coil perch and are retained in the upper spring mount.

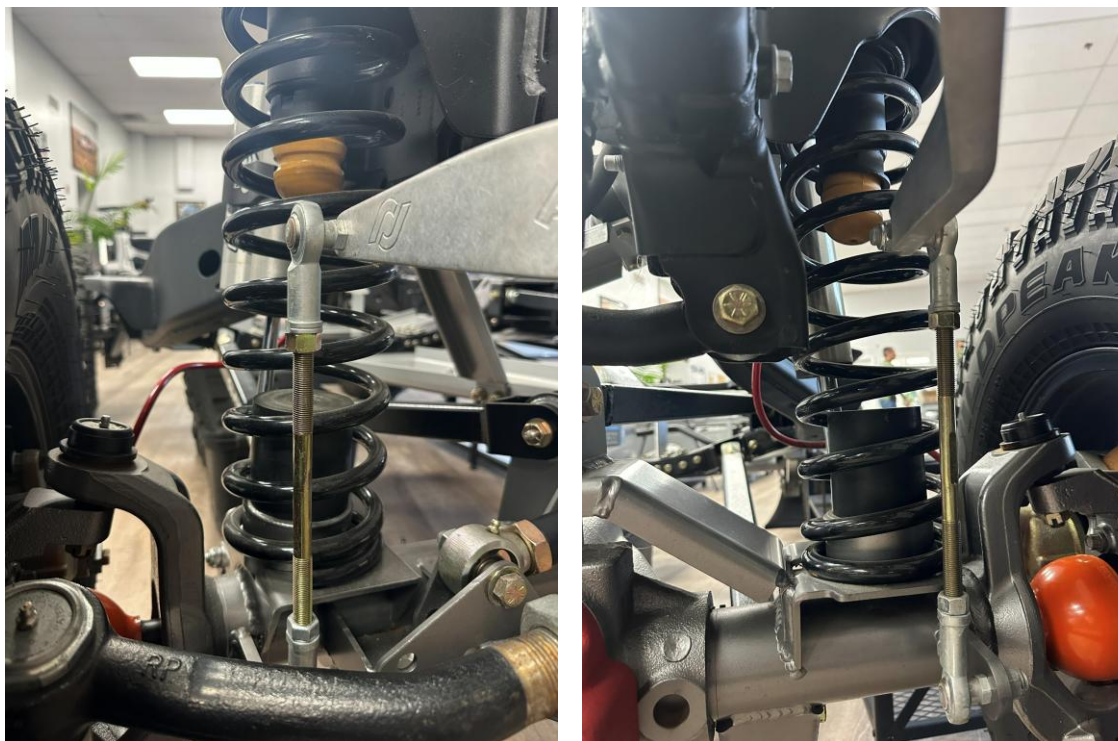


Figure 4: Front vehicle springs reinstalled on custom JK axle

**TIP:** Some Clayton Off Road Springs are side-specific. Make sure you have installed the proper spring for that side.

# INSTALLATION INSTRUCTIONS

5. Reinstall the sway bar end links. Make sure that the conical spring washers are properly installed (the bow in the washer should face the sway bar, not the end link).

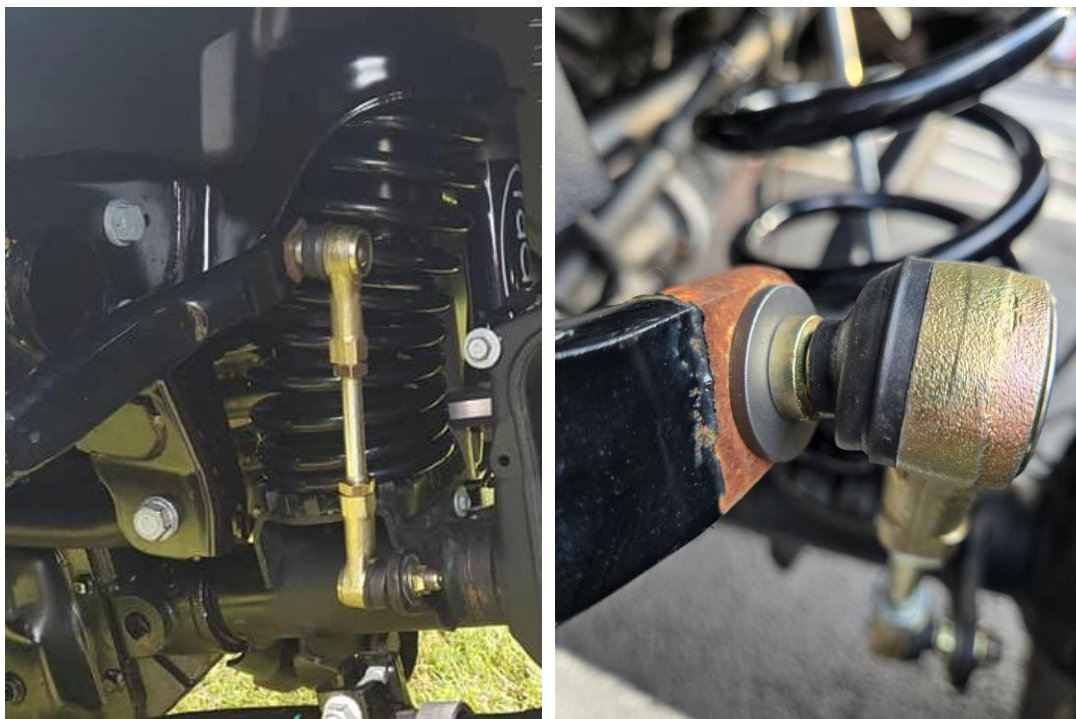


Figure 5: Sway bar end link on passenger side with proper conical washer orientation

# INSTALLATION INSTRUCTIONS

6. Reinstall the track bar. Tighten to manufacturers torque specification. If using upgraded hardware, torque to supplier's torque specification.

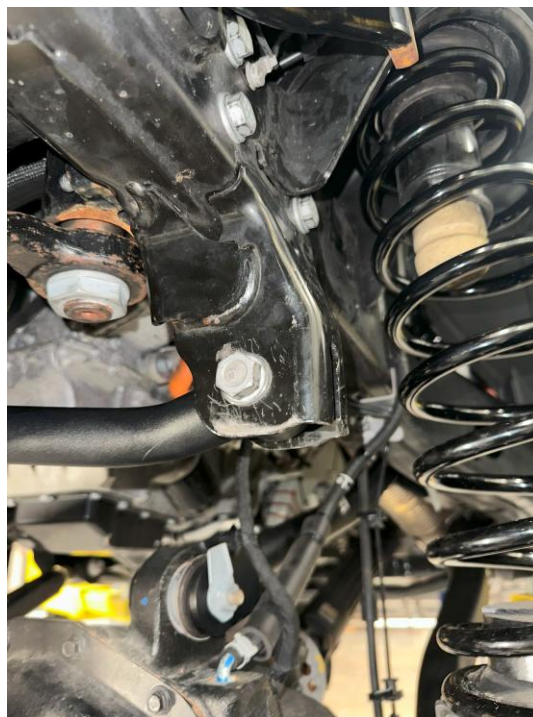


Figure 6: Front track bar reinstalled at the frame mount

# INSTALLATION INSTRUCTIONS

7. The installation is complete. Please ensure that any/all bolts holding the bump stop down to the perch are securely fastened. You may now flex out the vehicle to determine if more or less bump stop is needed for your specific setup.



Figure 7: Installation complete

## POST-INSTALLATION CHECKLIST:

- Sway bar end links are reinstalled, hardware torqued to 90-100ft-lbs
- Bump stop hardware torqued to 30 ft-lbs, or until plastic begins to bulge
- Track bar is reinstalled with proper torque specification
- Springs are properly seated in the coil bucket and not bowing or bound up
- Required amount of bump stop is achieved, and suspension up-travel is properly limited

