



ANTIROCK® OFF-ROAD SWAY BAR

RockJock® Professional OffRoad Products presents:
CE-9900JLR Antirock® Sway Bar Kit
Installation Instructions

Fits

- All models of 2018 & up Jeep JL Wrangler

Kit includes



- (1) CE-9900JR2-BAR50" Antirock® Bar
- (1) CE-9900JLRL.....Frame Mounting Bracket (L)
- (1) CE-9900JLRRFrame Mounting Bracket (R)
- (2) CE-99003-18.....Antirock® Steel Arm
- (2) CE-9901D.....Antirock® Bushing
- (2) CE-92620A607.....5/16"-24 x 3/4" Bolt
- (2) CE-91090A1115/16" Washer
- (2) CE-91102A755.....5/16" Lock Washer
- (2) CE-91257A6613/8"-24 X 2 1/2" Bolt
- (2) CE-95615A150.....3/8"-24 Nylock Nut
- (2) CE-9901RD214" End Link Rod
- (2) CE-99006End Link Studded Heim (RH)
- (2) CE-99006L.....End Link Studded Heim (LH)
- (4) CE-95615A220.....1/2"-20 Nylock Nut
- (2) CE-95462A525.....1/2"-20 Jam Nut (RH Thread)
- (2) CE-H0020.....1/2"-20 Jam Nut (LH Thread)
- (2) CE-9900SANTIROCK® Sticker

Required Tools

- 11mm or Crescent wrench
- 15mm wrenches & sockets
- 18mm wrenches & sockets
- 1/2" wrench
- 9/16" wrenches & sockets
- 5/8" wrench
- 3/4" wrenches & sockets
- Grinder or sander
- Mallet
- Tape Measure

Instructions

*** Notes: for this install vehicle should be unloaded and on flat, level ground. Use blue loctite on all hardware that you install. ***

- 1) Remove the factory rear anti-sway bar and links using a 15mm socket at the frame and an 18mm socket and wrench at the housing tab. (Figs. 1, 2 & 3)
- 2) You will be using the tube that is in the frame in front of rear axle centerline to install the Antirock sway bar into. This tube has a slight swedge at the end. You will need to grind/sand the opening of this tube, and put a chamfer from the edge of the tube inward as far as the tube-to-frame weld to allow the Antirock mounting bushings to be able to be installed. (Fig. 4) Only grind enough to allow the bushings to enter - you still want a snug fit.
- 3) Install the black Antirock bushings into the frame - they will only go one way and are side specific. Tap them in gently with a mallet and make sure they go in evenly. (Fig. 5)
- 4) Grease the insides of the bushings and both ends of the sway bar, and then install the bar thru the 2 bushings. Center the bar in the bushings. This step will may require the use of a mallet. (Fig. 6)
- 5) Install the 2 black Antirock® arms onto the sway bar splines. Make sure to clock the arms the same from side to side. Use the 5/16" bolts, lock washers & fender washers into the threaded holes at the ends of the bar to retain the arms to the bar. Next, install the 3/8" bolts and nyloc nuts into the ends of the arms and tighten with a 9/16" wrench & socket. (Fig. 7)
- 6) Assemble the end links by putting the jam nuts onto the 14" rods first, and then thread the heim joints on. Set to 15 1/2" from center to center. See adjustment recommendations on last page.



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382 N. Smith Ave., Corona, Ca. 92880
Ph (714) 528-6957 - F (951) 549-0267
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7) Install and tighten one end link to the Antirock arm and the rearend housing tab using 5/8" & 3/4" wrenches. (Fig. 8) When installing the second link, adjust it's length as necessary to allow it to slide in freely so as not to preload the sway bar.

8) Lock down the end link jam nuts with an 11mm or Crescent & a 3/4" wrench. (Fig. 9)

9) If you removed your wheels and tires for this installation process, reinstall them now and torque to the factory specs. Congratulations, you're all done!

Fig. 1



Fig. 2

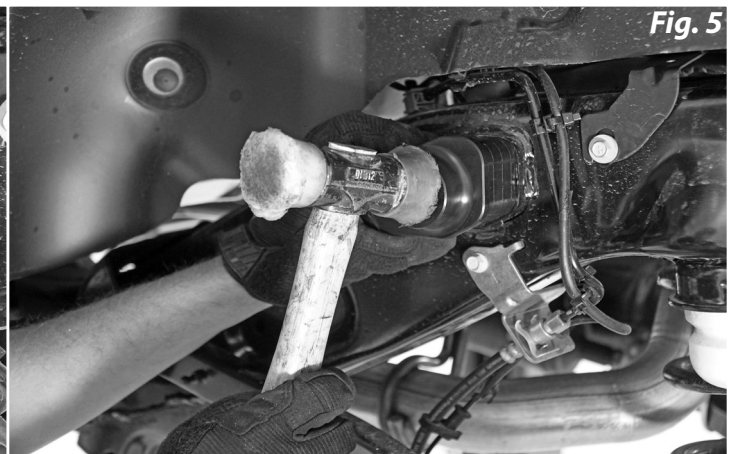


Fig. 3

Fig. 4



Fig. 5



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Fig. 6



Fig. 7



Fig. 8



Fig. 9



Completed installation.

Torque Specs.

5/16"-24.....20 ft. lbs.	1/2"-20.....85 ft. lbs.
3/8"-24.....35 ft. lbs.	Lug Nuts.....110 ft. lbs.



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Proper Antirock® Adjustment

To correctly adjust a **front** or **rear** Antirock sway bar's end links, the frame of the vehicle must be raised so that the axle assembly drops out of the vehicle until it reaches the middle of the vehicle's available suspension travel. This is different on every vehicle. Rule of thumb is that the black Antirock arms should be level when the axle assembly is in the middle of its travel.

Secondly, be advised! At full suspension droop, the arm should never drop down far enough to get anywhere close to forming a straight line with the end link rod (see diagram to the right). If this situation is occurring, or is something that you can foresee happening on your vehicle, you are at risk of the arm going past center and flipping upside-down toward the bumper of the vehicle. When/if this occurs, the arms, and/or the link rods may be destroyed. This situation can be prevented by installing longer vertical link rods that are of more suitable length for your application. Longer link rods are available for purchase separately. Currie will not warranty any arms or end link rods that are damaged due to this situation.

Available Link Rods: feature 2 1/2" of RH & LH threads (with the exception of the 14" rods that feature 4" of RH threads) allowing them to be cut down if necessary for an exact fit in your application.

CE-9901RD3	6.5" long Antirock sway bar link rod
CE-9901RD4	8.5" long Antirock sway bar link rod
CE-9901RD5	10.5" long Antirock sway bar link rod
CE-9901RD2	14" long Antirock sway bar link rod



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