

ANTIROCK®

OFFROAD SWAYBAR

**CE-9900 & CE-9900A JEEP TJ WRANGLER & LJ UNLIMITED FRONT ANTIROCK® SWAYBAR
INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL**



Please note that modifying the suspension of your Jeep TJ or LJ will affect the vehicle handling and stability characteristics!

You have purchased a RockJock® Antirock® Front Sway Bar System for the 1997-2006 Jeep TJ Wrangler & LJ Unlimited; the finest off road sway bar system on the market. This sway bar system will allow for maximum articulation while still providing some resistance to the suspension, resulting in improved overall footing and traction under off-road conditions. This kit was designed around wheels with a 3½" back spacing. Other wheel & tire configurations can be used but interference may be an issue.

Lets Begin!

Start by opening all of the packages inside the kit box and take an inventory of all components and hardware per the Part List below. PLEASE read this entire instruction manual before beginning!

Parts List

- 1) CE-99001B.....36" x .770" Sway Bar
- 1) RJ-202003-101.....Forged Sway Bar Arms (pair) - or -
- 1) CE-9904-18M.....Billet Aluminum Sway Arms (pair)
- 2) CE-99004.....UHMW Sway Bar Bushing
- 2) CE-9901RD4.....8 1/2" x 1/2"-20 RH/LH Link Rods
- 2) RJ-527000-101.....1/2" Sealed End Link Rod End (RH)
- 2) RJ-527000-102.....1/2" Sealed End Link Rod End (LH)
- 2) CE-99005B3.....5/16"-24 x 7/8" Flat Head Allen Bolt
- 2) CE-91257A661.....3/8"-24 x 2 1/2" Bolt
- 2) CE-95615A150.....3/8"-24 Nyloc Nut
- 4) CE-95615A220.....1/2"-20 Nylock Nut
- 2) CE-95462A525.....1/2"-20 Jam Nut (RH)
- 2) CE-H0020.....1/2"-20 Jam Nut (LH)
- 2) CE-99005WA.....5/16" x 3.150" o.d. Aluminum Washer

Required Tools

- 3/8" Ratchet
- 1/2" Ratchet
- 3/16" Allen Wrench
- T55 Torx Bit
- 9/16" Wrench and Socket
- 5/8" Wrench
- 3/4" Wrench
- 3/4" Socket (optional)
- 10mm Wrench or Socket
- 15mm Socket
- 18mm Wrench or Socket
- 19mm Wrench
- Round "Rat Tail" File
- Mallet
- Block of Wood
- Black Grease
- Tape Measure
- Level

Torque Specs.

- M5 Screws.....4ft. lbs.
- 5/16" Allen Bolts.....5ft. lbs.
- 3/8" Nylock Nuts.....35ft. lbs.
- 1/2"-20 Nylock Nuts.....70ft. lbs.
- Bumper Torx Bolts.....77ft. lbs.



Installation Instructions (begin on the next page)



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Step 1

Inside the front wheelwells, disconnect the fog light wire plugs on both sides, in preparation for removal of the front bumper.



Step 2

With a T55 torx bit, remove the 2 tow hook bolts on both sides on the top side of the bumper and 1 bolt from each side under the bumper. Retain the 6 bolts for reuse.

Step 3

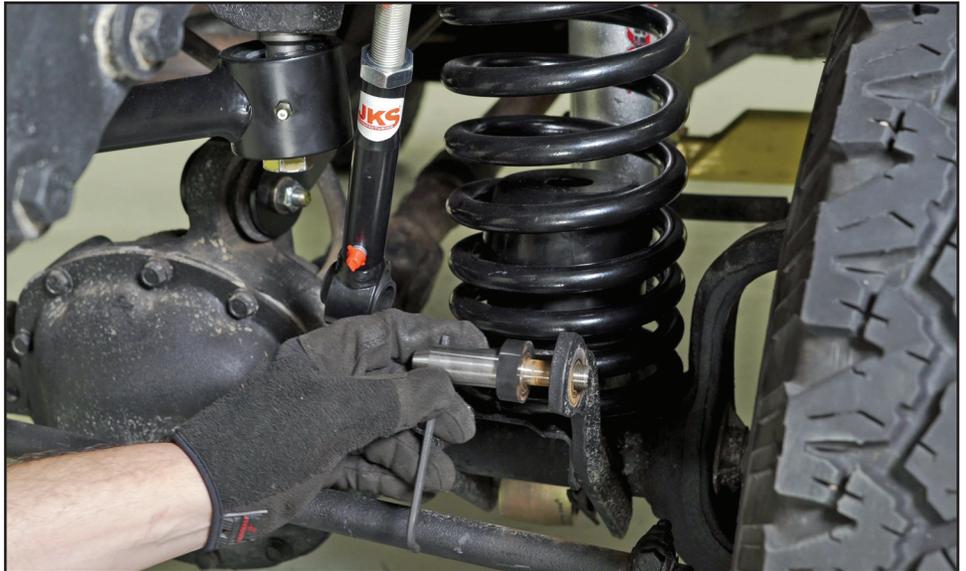
Remove the front bumper and set it aside.



Step 4

Disconnect the bottom of the front sway bar links from the differential housing. Your factory sway bar links are removed using a T55 torx bit and an 18mm wrench.

Aftermarket sway bar link hardware will vary.

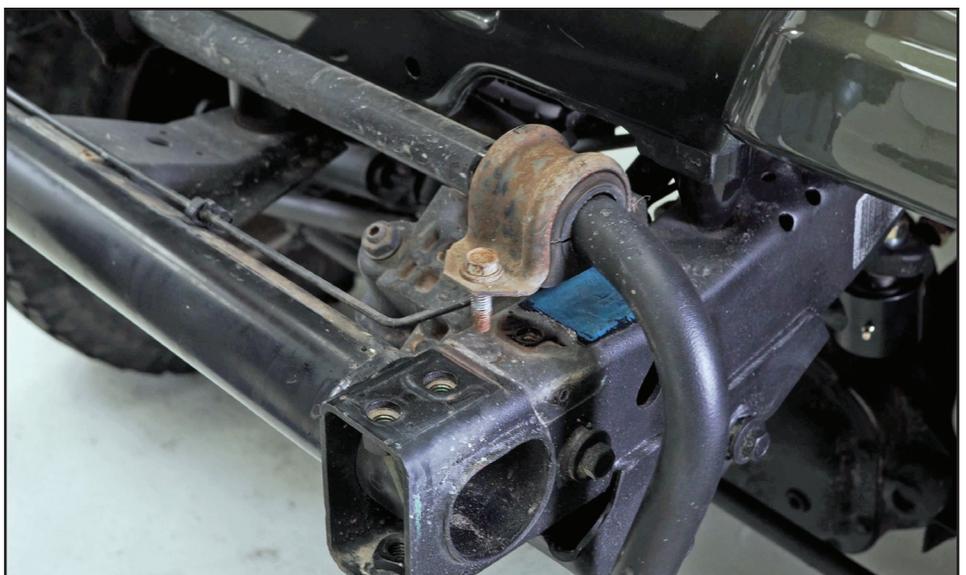


Step 5

Remove the 4 screws that retain the plastic valance panel to the frame. These screws take a 10mm wrench. Remove the panel. Set the panel aside retain the panel and the screws for reuse.

Step 6

With a 15mm socket, remove the 4 bolts that attach the sway bar bushing brackets to the tops of the frame rails. Remove the sway bar as an assembly and discard it and its hardware.



Step 7

Using a round file, clean up any burrs in the ends of the front crossmember tube.



Step 8

Index the new sway bar bushings into the tube, noting that the flats on the bushings align with the flats in the ends of the tube.

Step 9

Using a block of wood and a mallet, drive the bushings into the tube until they are firmly seated.



Step 10

Apply black chassis grease to the insides of the bushings.



Step 11

Apply some black chassis grease to the end of the sway bar and start it into the bushing on either side of the vehicle. You may need to tap the bar in with a mallet. **DO NOT EVER HIT THE BAR WITH A METAL/SLEDGE HAMMER!!!**

Step 12

Drive the bar thru the bushing on the other side of the vehicle and center the bar in the bushings. You should have 1" of bar protruding on each side.



Step 13

Install the Antirock arms onto the ends of the bar. Current kits include our new forged arms - not the steel arms shown in these photos.



Step 14

Install the 3/8"-24 x 2 1/2" pinch bolts and nylock nuts using 9/16" wrenches and/or socket and torque to spec.

Step 15

Install the arm retaining washers and bolts. Again, current kits include aluminum washers and allen bolts for use here. Install the tapered aluminum washers and flat head allen bolts with a 3/16" allen wrench.

Apply some anti-seize between the head of the allen bolt and the counter sunk hole in the washer. Torque to spec.



Step 16

The Antirock arms should be set to level when your differential is at the middle of your vehicle's available suspension travel. If you need details on how to do this, see the explanation on the last page of this instruction manual.



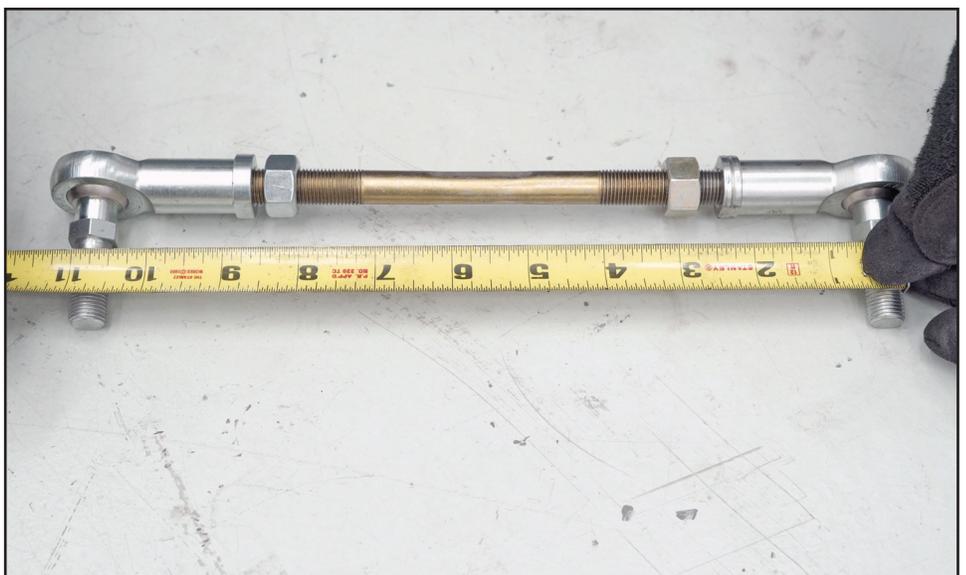
Step 17

Once you have set your axle at the middle of it's travel, you may measure from the center of the 1/2" hole on the Antirock arm to the center of the hole on the link mounting tab on the differential housing.

Step 18

Assemble the new sway bar links as shown and adjust to the length that you have determined necessary for your vehicle.

If you are using this Antirock kit with a RockJock suspension system, you may set this length to 10 1/2".



Step 19

Install the new links as shown with the upper heim joint on the outside of the sway bar arm, and the lower heim joint on the inside of the differential housing tab.

NOTE: current arms only have 3 holes - not the 5 as shown in these photos. The 3 holes in the new arms coincide with the back 3 holes on the older style 5 hole arms.

On the 3 hole arms, we recommend your starting point setting be the front-most hole. That is the stiffest setting. If you would like to soften the sway bar, you may go back and move the heim joint back into one of the other 2 holes.



Step 20

Using the 1/2" nyloc nuts, and a 5/8" and 3/4" wrench, tighten the sway bar links to the arms and the differential housing tabs. Torque to spec. Now, with a 3/4" and a 19mm wrench go back and tighten your jam nuts.

Step 21

Reinstall the plastic valance panel using it's original screws and a 10mm wrench or socket. Torque to spec.



Step 22

Slide your bumper back into place, get your to hooks set back on top and then reinstall all 6 of the bumper bolts with the T55 torx bit. Torq to spec.



Step 23

Don't forget to plug your fog lights back in!

Step 24

Get out and have some fun! Wheeling your TJ should now be a totally different experience with the RockJock Antirock sway bar installed! Don't forget, we also offer a rear sway bar for your TJ as well under part number CE-9900TJR.





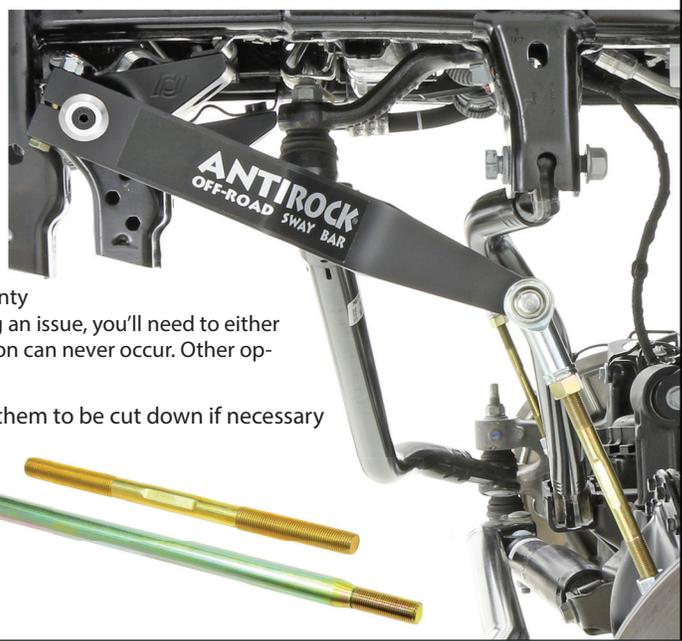
⚠ CALIFORNIA PROP 65 WARNING

WARNING: These products can expose you to chemicals including Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisonyl and Di(2-ethylhexyl) Phthalates (DEHP)(DINP) which are known to the State of California to cause cancer or birth defects or other reproductive harm. **For more information, visit www.P65warnings.ca.gov**

Proper Antirock® Adjustment

To correctly adjust a **front** or **rear** Antirock sway bar and determine how long the end links should be, we recommend the following process. You will need to determine how much suspension up travel and down travel that your vehicle has. Once you have those numbers, you will add them together to determine total overall travel. For example, if your vehicle has 4" of up travel and 8" of down travel, adding those number together, you get 12" of overall travel. Next, you'll need to find the midway point of your suspension travel, so, 12 divided by 2 is 6. So, the 6" point is the midway point of your vehicle's travel. You'll then need to set the axle at the 6" point – so the midway point of it's travel. When the axle is at the midway point of it's travel – this is the **ONLY** time the Antirock arms should ever be level. So, now that your axle is set to the midway point, go ahead and level the Antirock arms. Next, measure center to center from the link mounting hole in the end of the Antirock arm, to the link mounting hole on your differential housing. This dimension is your mandatory link length for your specific vehicle build.

It is very important that, upon down travel, the link rod and the arm never become a straight line (see diagram to the right of a safe angle). If they do, you are in danger of them flipping upside down toward, the bumper, and not returning upward to their original location. If this situation does occur, the link rods and or the Antirock arms may be destroyed. RockJock **does not** warranty these parts due to damage caused by improper set up! If you foresee this being an issue, you'll need to either get longer arms or continue to adjust the link length (or both), until this situation can never occur. Other options are axle limits straps or shorter shocks that limit the axle's down travel.



Available Link Rods: feature long, trimmable RH & LH threads allowing them to be cut down if necessary for an exact fit in your application. See our website for exact specs.

- 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
- RJ- 517200-1 12.5" long Antirock sway bar link rod
- CE-9901RD2 14" long Antirock sway bar link rod
- RJ- 253200-1 15.5" long Antirock sway bar link rod

