

ANTIROCK®

OFFROAD SWAYBAR

**CE-9900XJF JEEP XJ CHEROKEE & MJ COMANCHE FRONT ANTIROCK® SWAY BAR KIT
INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL**



Fits

- 1984-2003 Jeep XJ (Cherokee) and 1986-1992 MJ (Comanche)

Kit Includes

1) CE-99001B.....	36" Antirock® Bar	2) CE-99002JN.....	1/2"-20 Jam Nut (RH Thread)
1) CE-9900XJBR.....	RH aluminum frame bracket	2) CE-H0020.....	1/2"-20 Jam Nut (LH Thread)
1) CE-9900XJBL.....	LH aluminum frame bracket	1) CE-99005A.....	Antirock® Arm Hardware Kit
1) RJ-202002-101.....	17" Antirock® Forged Arms (pr.)	4) EE-3720CH8.....	3/8"-16 X 1 1/4" Long Bolt
2) CE-9901D.....	Antirock® Bushings - white	4) EE-37WSAEH.....	3/8" Flat Washer
2) CE-9901RD3.....	6.5" long threaded end link rod	4) EE-37WS.....	3/8" Lock Washer
2) RJ-527000-101.....	Sway Bar End Link Sealed Rod End (RH)	2) CE-9900XJP.....	Nut Plates For Frame
2) RJ-527000-102.....	Sway Bar End Link Sealed Rod End (LH)	1) RJ-720300-101.....	Antirock® Decals (pr.)

Required Tools

- Complete set of hand tools.

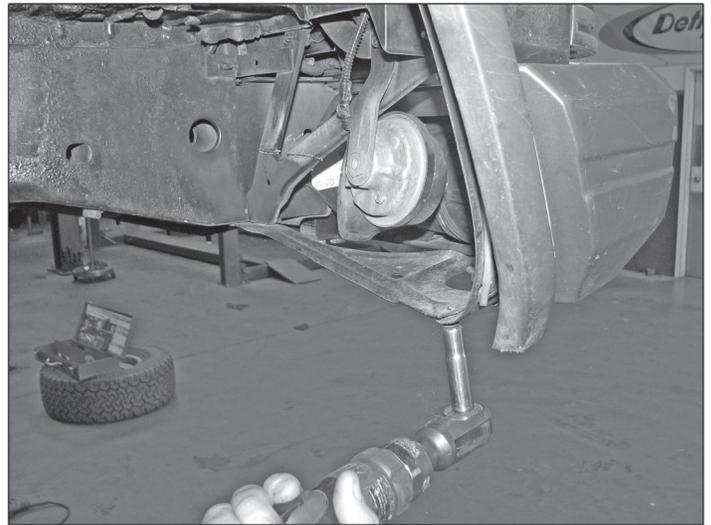
General Information

The CE-9900XJF Antirock® sway bar kit directly replaces the stock Jeep XJ (Cherokee) and MJ (Comanche p/u) front sway bar. The object of the Antirock® sway bar system is to balance the front and rear suspension when the vehicle is off road resulting in better, more consistent traction. The sway bar is designed to be left connected while on and off road. On the road, the vehicle will have more body roll than stock. Adjustable sway bar links allow for minor preload adjustments. The sway bar itself is of a torsion bar style design and is made out of 4340 alloy steel. This matches the quality that is commonly used in off road racing today. Universal application Antirock® kits are also available for rearend use.

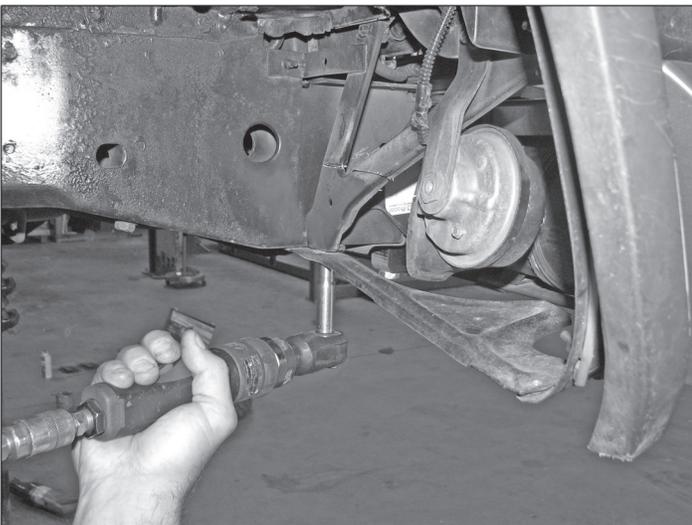




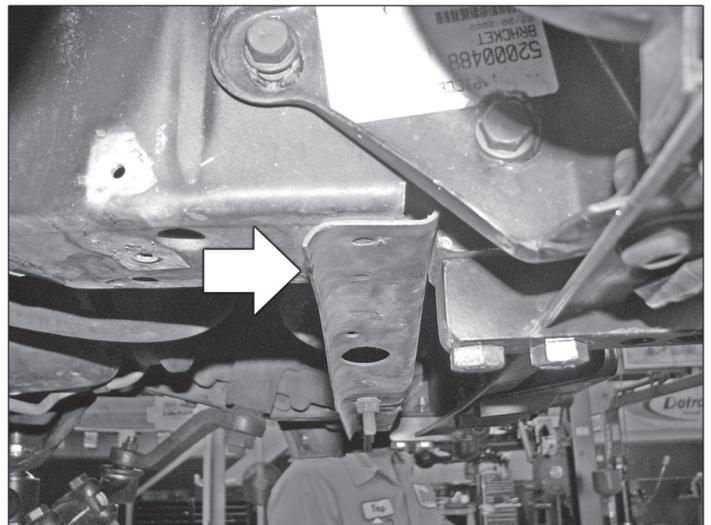
1) Start by removing the factory under-bumper skid plate (if equipped), the factory sway bar, and the factory sway bar links. You may now start the installation of the Antirock® sway bar by cutting the lower inner fender panel supports on both sides as shown.



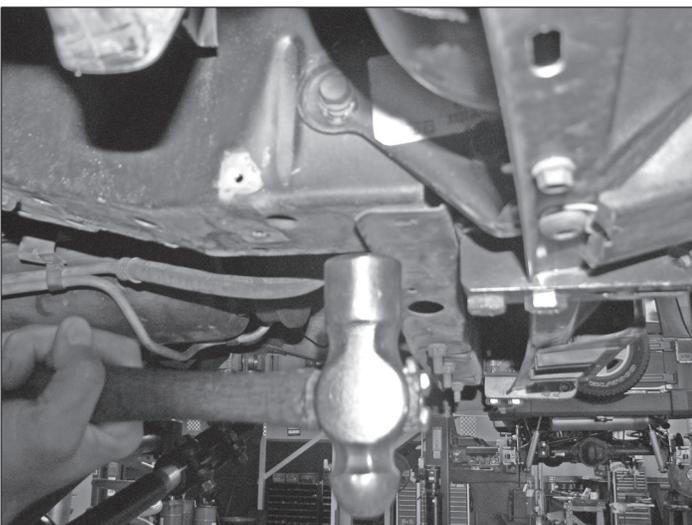
2) Next, remove the lower fender support brackets from the fender first,



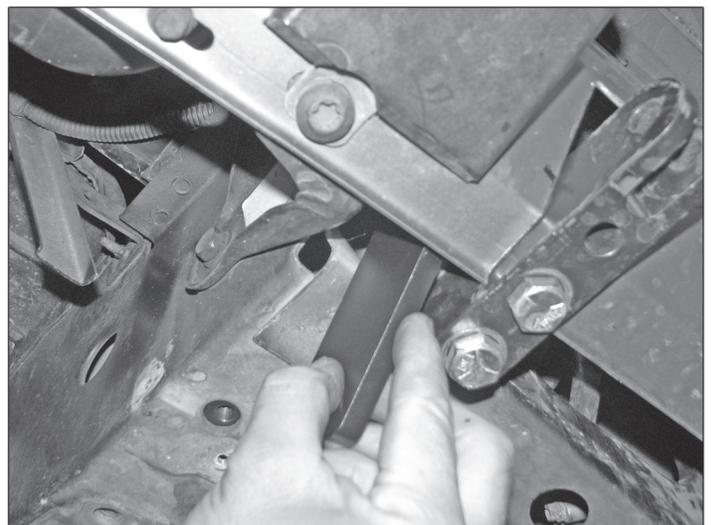
3) ...and then from the frame.



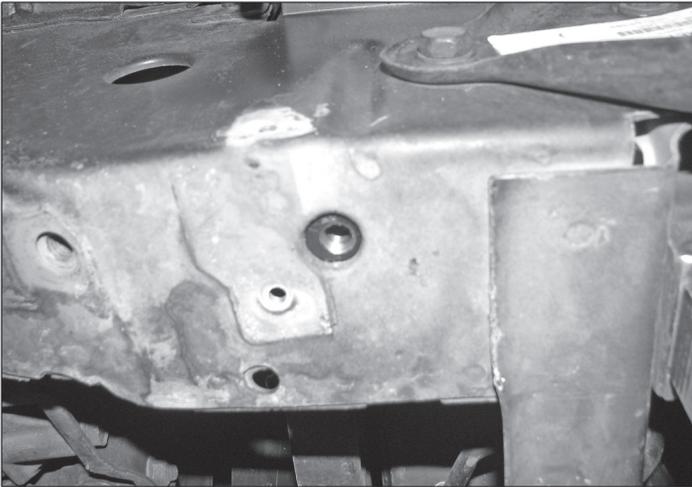
4) Using a hammer, you will need to flatten the seam/edge of the core support.



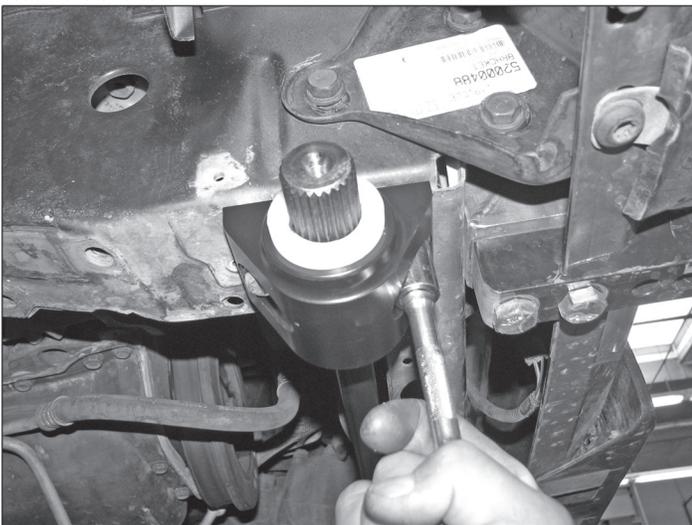
5) It will need to be hammered completely flat against the frame rail - but only in the frame rail area.



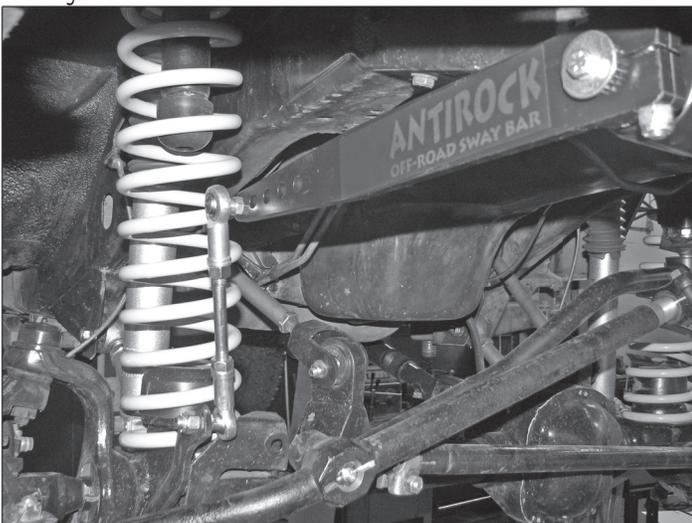
6) Insert the 3/8" thick steel nut plates into the frame through a hole found in the front end of the frame rail.



7) Using a screwdriver, align the back hole of the nut plate with the existing hole in the bottom of the frame rail.



9) Install the bushings into the brackets (bushing flanges go to the outside), apply black grease to the insides of the bushings, assemble the brackets onto the ends of the bar, then install the assembly onto the frame with the supplied 3/8" hardware. Use blue Loctite on the mounting bolts.



11) Assemble and adjust the Antirock® sway bar links to 9 1/4" center to center, and install them as shown.



8) Mount the aluminum brackets on the frame, noting that the step on the top of the brackets lines up with the flange you've hammered flat on the bottom of the frame rail. Bolt the back side of bracket to the nutplate using the supplied 3/8" hardware. Now, assure that the brackets are aligned squarely with the bottom of the frame rail, and then, using the bracket as a "template", center punch the front holes in the frame and drill them out to 1/2".



10) Install the Antirock® arms onto the bar and slide them up against the white bushings. Affix them using the 3/8" x 2 1/4" clamp bolts and nylocks thru the end of the arms, and with the 5/16" flat washer, 5/16" lock washer, and 5/16"x3/4" fine thread bolt on the sway bar end. Note: on some vehicles the spline on the bar may stick out past the arm due to frame width variations.

NOTE On 2000-2001 models, the sway bar bracket on the frontend housing has a stud pressed into it. You must remove this stud from the bracket before attempting to install our link.

Continue to
Step 12....





12) Re-install the factory skid plate (if equipped). Skid plate must be trimmed to fit in the area illustrated.

⚠ CALIFORNIA PROP 65 WARNING

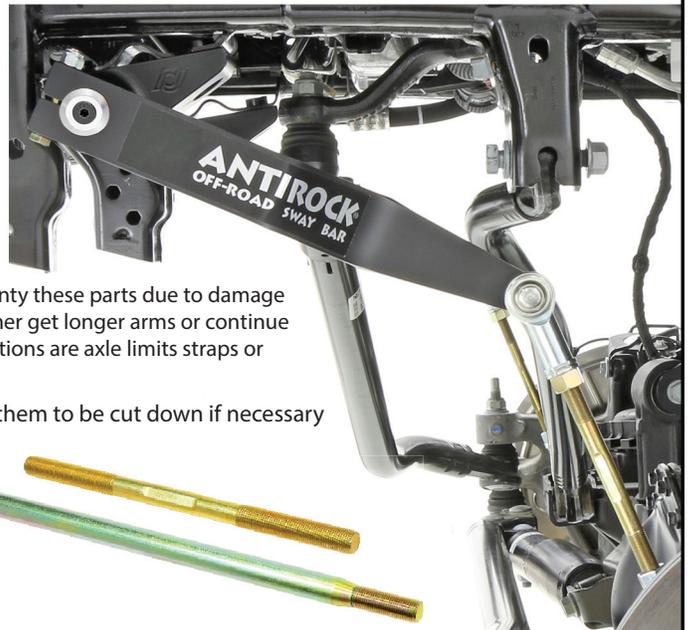
WARNING: These products can expose you to chemicals including Chromium, Lead, Lead Compounds, Nickel (Metallic), Nickel Compounds, Diisonyl and Di(2-ethylhexyl) Phthalates (DEHP)(DINP) which are known to the State of California to cause cancer or birth defects or other reproductive harm. For more information,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

