

ANTIROCK®

OFFROAD SWAYBAR

CE-9900YJF JEEP YJ WRANGLER FRONT ANTIROCK® SWAY BAR KIT INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL



Fits

Fits: Front of 1987-1995 Jeep YJ Wranglers

Kit Includes

- 1) CE-99001B.....36" Antirock® Bar
- 2) CE-99003-20.....20" Antirock® Steel Arms
- 2) CE-9904YJ.....YJ Antirock® Frame Bushings
- 2) CE-9901RD5.....10.5" Threaded End Link Rods
- 2) CE-99006M.....RH Thread Studded Heim Joint
- 2) CE-99006L.....LH Thread Studded Heim Joint
- 2) CE-99006NT.....1/2"-20 RH Thin Nyloc Nut
- 2) CE-99006N.....1/2"-20 RH Nyloc Nut
- 2) EE-51NF.....1/2"-20 Jam Nuts (RH Thread)
- 2) EE-51NFLHZY5.....1/2"-20 Jam Nuts (LH Thread)
- 1) CE-99005A.....Antirock® Arm Hardware Pack
- 2) JK-BRKT-FSB.....Weld-On Sway Bar Link Tabs
- 2) RJ-720300-101.....Antirock® Arm Decals

Required Tools

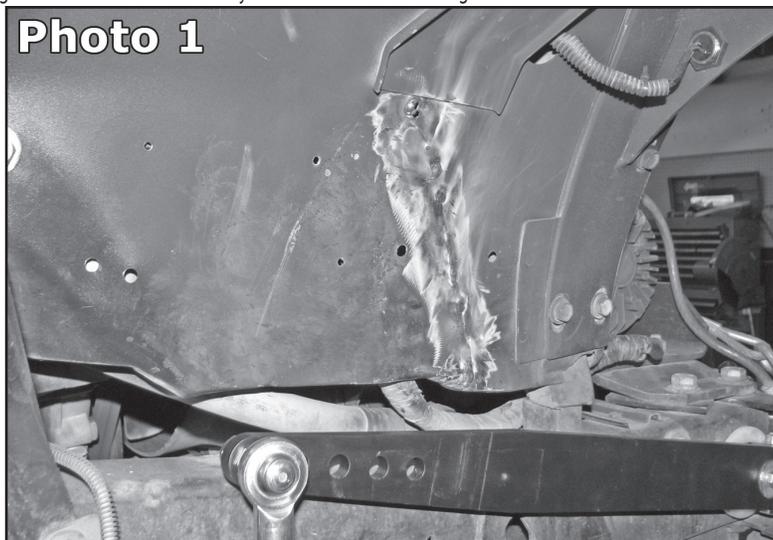
- Complete set of hand tools.



Instructions

- 1) Remove the front bumper and stock front sway bar assembly from the vehicle, including the links that connect the sway bar to the front end housing.
- 2) Using a good sized hammer and a block of wood, knock the white plastic bushings into the front tube crossmember at the front of the Jeep's frame. Heavy burrs in the ends of this tube may need to be removed with a file before installing the bushings. Notice the flats on one side of the bushings before installing them and make sure they are clocked to be over the top of the seam weld inside the tube before installing them. A few hard hits should get the bushing in and seated against the lip.
- 3) Grease the inside diameter of the bushings and the ends of the sway bar. Use moly-lube or multi-purpose grease.
- 4) Push sway bar through bushings, use mallet to tap on end of sway bar if necessary. Center sway bar in the crossmember.
- 5) At this point it will be necessary to go under the hood and unbolt the drier for the air conditioning system as it will need to be relocated. Just unbolt it so that it is loose! Do not open the lines of your air conditioning system!
- 6) You will need to cut, modify and reweld the right inner fender panel so that it is flush with the side of the frame rail to allow for sway bar arm travel. See photo 1.

Photo 1



@RockJock4x4

/RockJock4x4

/RockJock4x4byJohnCurrie



1592 Jenks Dr.
Corona, Ca. 92878
(714) 367-1580

7) After you are satisfied with the modifications of the inner fender panel, find a new place to install the drier for the air conditioning system and bolt it back on. See photo 2.

8) Install the 20" long sway bar arms on each end of the sway bar. Shorter arms may be purchased for use with coil over conversions. You will want to install the arms with the stepped side of them facing inward toward the bushing & frame - the completely smooth side will be facing out. Push the arms snugly up against the white bushings. The arms should be clocked on the splines of the bar so that they are parallel with each other. Use the 3/8"-24 x 2 1/2" bolts and the 3/8" nyloc nuts to clamp the arms to the sway bar. The 5/16"-24 x 3/4" bolts, the 5/16" lock washers, and the 5/16" flat washers bolt into the end of the sway bar on each side for safety. You may now install the "Antirock®" stickers on the arms.

9) The sway bar link housing tabs will need to be welded on next. We put the tabs on the front side of the axle tube in approximately 2 o'clock position. See photo #3 to see the approximate location of this tab. It does not have to be exact - because the links are adjustable - however - you do want to make sure that their location side to side on the housing allows the link rod to end up 90° to the housing tube, again, see Photo 3. We recommend tack welding the tabs only at this point until the entire Antirock® kit is fitted properly. Also before welding, you will want to cycle your steering from lock to lock and make sure everything clears the tab. If it does not clear - adjust the tab location accordingly!

10) Assemble the end links so that they may be installed. On any Jeep with a 4" suspension lift and a 1" body lift, we recommend setting the center to center length on the end links to 13 1/2". Extra thread is provided on the 10.5" threaded rods, so if you need to cut them down to suite your lift amount, you may do so now using a hack saw - or - if necessary, longer rods are available on our website if you need longer links than are provided. Regardless of your lift amount, when the link is attached to the arm and to the housing tab - you want the sway bar arm close to parallel with the frame at ride height. When the arm is parallel to the frame, you can take a measurement from the center of the middle hole on the arm to the center of the hole on the housing bracket and this will give you your ideal link length. For reference, if you measured 10 1/2" from center of hole to center of hole, you would need to cut 1 1/2" off of the supplied 10 1/2" long rod. This would give you a rod that was 9" long, and a complete assembled link that was 10 1/2" from center of rod end to center of rod end.

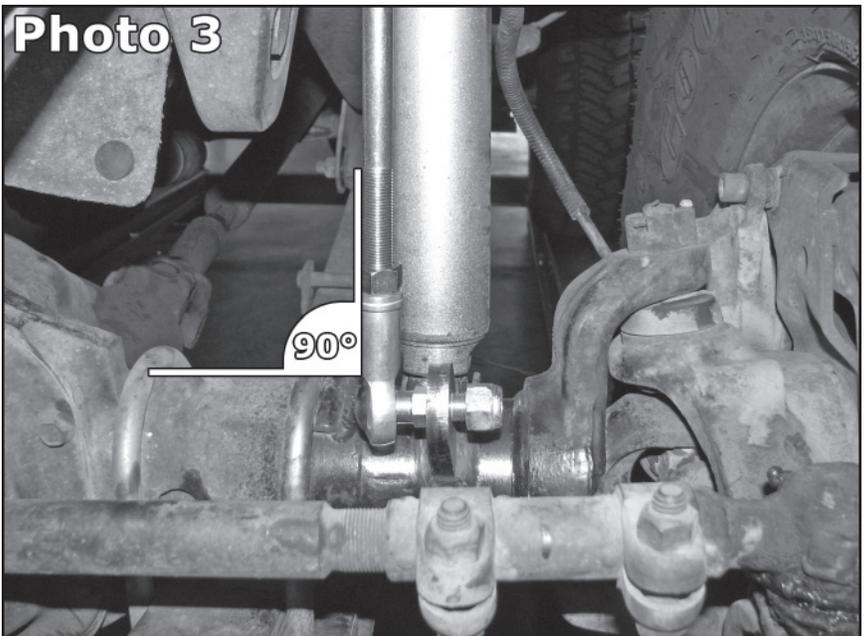
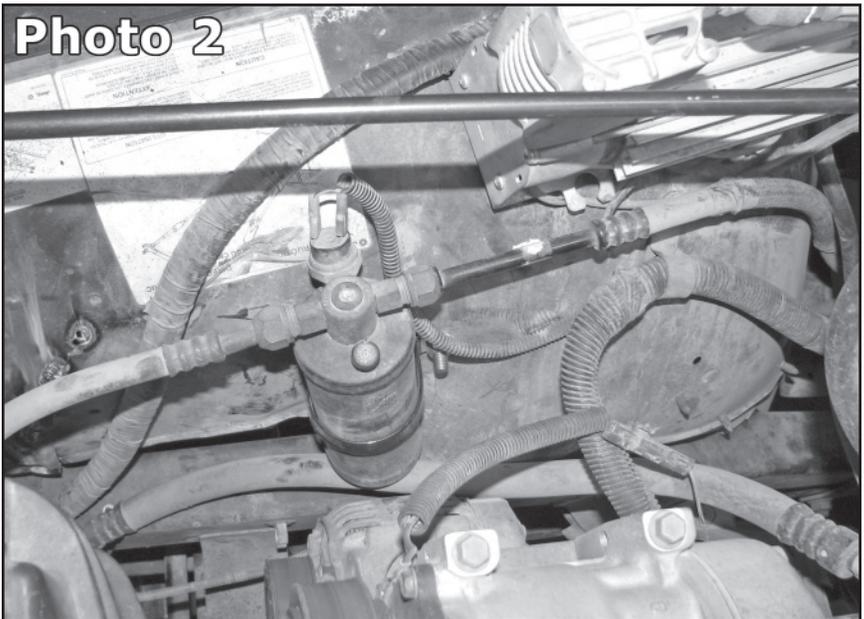
Before installing the rod ends, you will need to ensure that the heim joints with the shortened studs are the ones you are putting into the arm so that the longer threads do not contact the inner fender panel. You will then use a thin nyloc nut on this rod end. Install the links with the upper heim joint on the OUTSIDE of the arm and the lower heim joint on the INSIDE of the tab. Tighten the nyloc nuts, but do not tighten the jam nuts at this point.

11) Reinstall front bumper.

12) **CAUTION:** Check the length of the sway bar links by articulating the suspension! Make sure that the arms do not hit under the fenders when the suspension is fully articulated. If the arms do hit, you will need to adjust the sway bar links.

13) Go back and cycle the steering one more time to make sure there is no chance of any interference issues. If all looks well, go ahead and weld the housing tabs on at this point and tighten the sway bar link jam nuts if you have not done so already.

14) You are now ready for a test drive. After driving, note that the sway bar rate may be increased by moving the linkage forward toward the bumper, thus shortening the arm and tightening the sway bar's tension - and vice-versa - the sway bar rate may be decreased by moving the linkage backward toward the rearend, thus lengthening the arm and loosening the sway bar's tension. NOTE: Each hole forward that you move the linkage you will lose approximately 1/2" of articulation.



Notes:

- 1) Varying characteristics of different suspension systems will require you to make adjustments for optimum performance, specifically, up and down suspension travel relative to the ride height of the vehicle. These factors must be taken into account when setting the length of the sway bar links.
- 2) Even on the tightest setting, the Jeep will have more body roll the Antirock® than it did with the stock sway bar.
- 3) This swaybar may be used in conjunction with an Antirock® rear sway bar, or no rear sway bar at all.
- 4) The 2 hole settings closest to the sway bar on the Antirock® side arms are for on-road use only.



 **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**

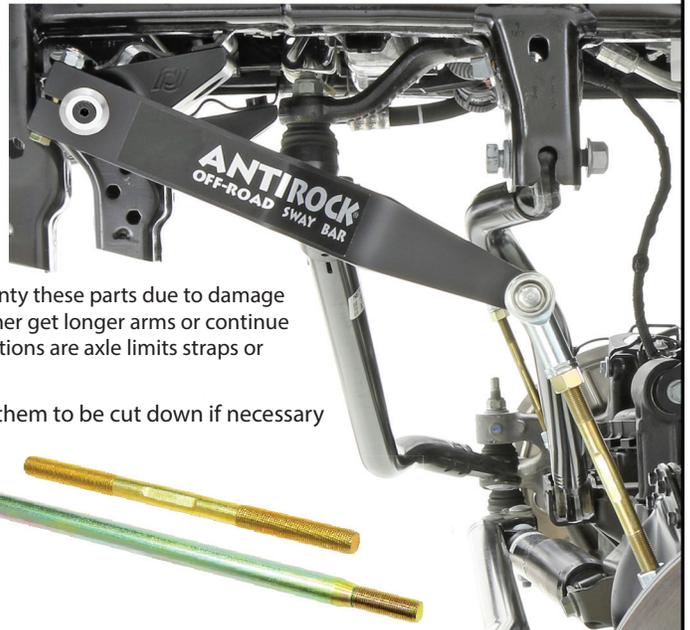
Proper Antirock® Adjustment

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" 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



 @RockJock4x4

 /RockJock4x4

 /RockJock4x4byJohnCurrie



1592 Jenks Dr.
Corona, Ca. 92878
(714) 367-1580

ROCK JOCK[®] BY JOHN CURRIE



 @RockJock4x4

 /RockJock4x4

 /RockJock4x4byJohnCurrie

ROCK JOCK[®] BY JOHN CURRIE

1592 Jenks Dr.
Corona, Ca. 92878
(714) 367-1580