

ANTIROCK®

OFFROAD SWAYBAR

CE-9900JLR4 & RJ-246200-101 JEEP JL WRANGLER & UNLIMITED REAR ANTIROCK® SWAY BAR INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL



Fits

- All models of 2018 & Up Jeep JL Wrangler & Unlimited

Kit Includes

- 1) CE-9900JR2-BAR.....50" x .900" Antirock® Bar
 - 1) CE-9900JLRL.....UHMW Rear Mounting Bracket (L)
 - 1) CE-9900JLRR.....UHMW Rear Mounting Bracket (R)
 - 1) RJ-202002-101.....Forged Chromoly Arms (pr.)
or (1) CE-9904-18.....Aluminum Arms (pr.)
 - 2) CE-99005B3......5/16"-24 x 7/8" Allen Bolt
 - 2) CE-91090A111......5/16" x 1.35" o.d. Aluminum
Body Washer
 - 2) EE-3840CH8......3/8"-24 X 2 1/2" Bolt
 - 2) EE-38NS......3/8"-24 Nylock Nut
 - 2) CE-9901RD2......14" End Link Rod
 - 2) CE-99006.....End 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)
- Steel Arms Only:
- 1) RJ-720300-1.....Antirock® Arm Sticker (RH)
 - 1) RJ-720300-2.....Antirock® Arm Sticker (LH)



Required Tools

- | | | |
|----------------------------|--------------------|----------------------|
| Complete set of hand tools | 3/16" Allen Wrench | Air Tool/Rotary File |
| Mallet | Tape Measure | Grease |

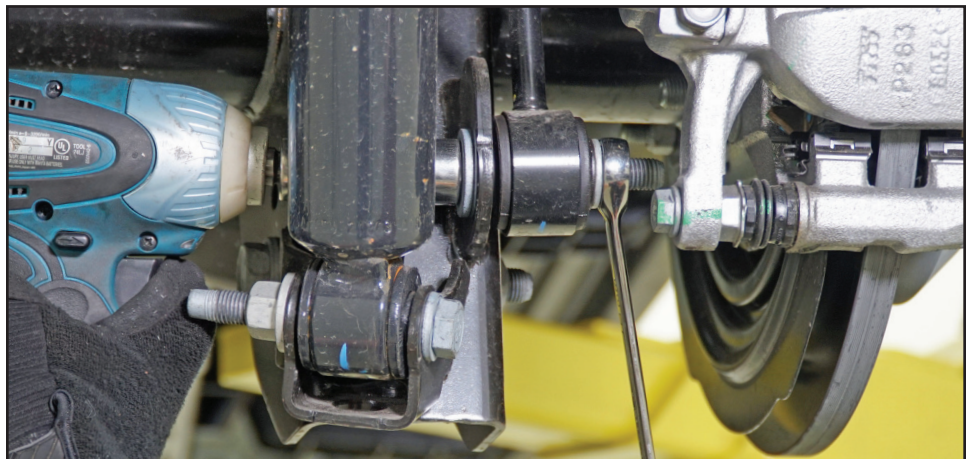


CALIFORNIA PROP 65 WARNING

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**

Step 1

Start the rear Antirock installation by removing the bottoms of the factory rear sway bar links from the differential.



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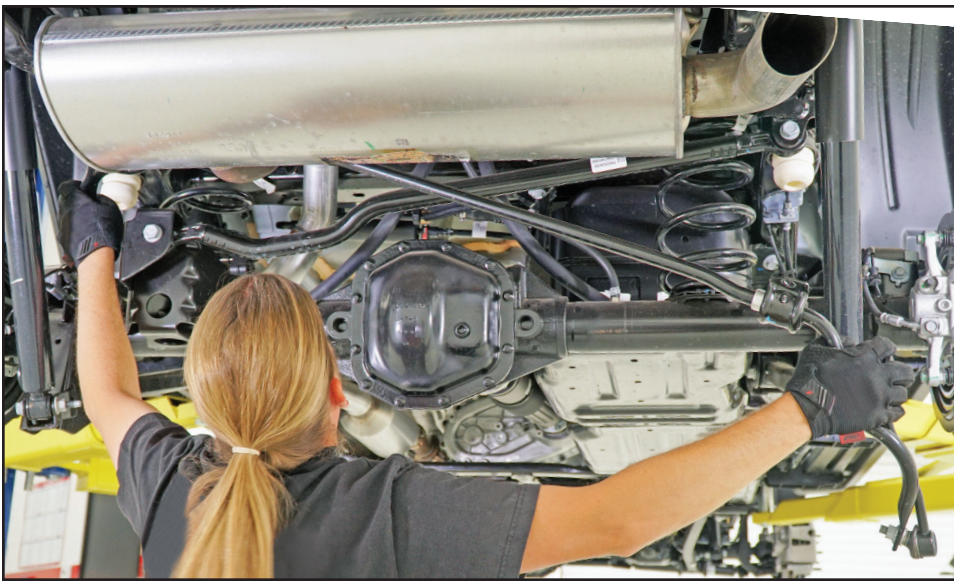
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Step 2

Next, remove the 2 bolts on each side that attach the sway bar bushing brackets to the bottom of the frame.



Step 3

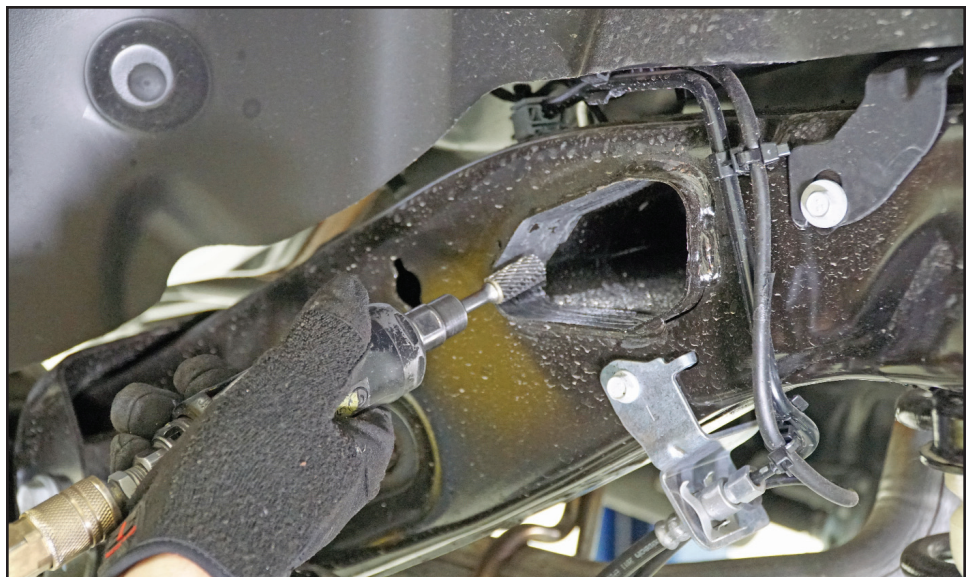
You may now remove and discard the entire factory rear sway bar as an assembly, as well as its hardware.

Step 4

Locate this oddly shaped tube in the side of the frame rail and, in preparation for installing the sway bar bushing/brackets on each side, you'll need to remove the slight chamfer from the end of the tube.

Also, in most cases, you will notice a large seam inside the tube, you will need to smooth that seam out, flat with the tube, inward about 1 1/4" on each side.

An air tool with a metal burr bit or sanding drum makes short work of this job. Do not remove any more material than necessary as you still want the bushings to be a snug fit into the ends of the tube.



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Step 5

Once you have cleaned up the end of the tube on both sides, you may go ahead and tap the bushings in with a mallet. Tap them in until they stop snugly at the shoulder on the bushings.



Step 6

Grease the bushing bores with black, non-synthetic chassis grease.

Step 7

Grease the splines and the machined areas beyond the splines on both ends of the torsion bar.



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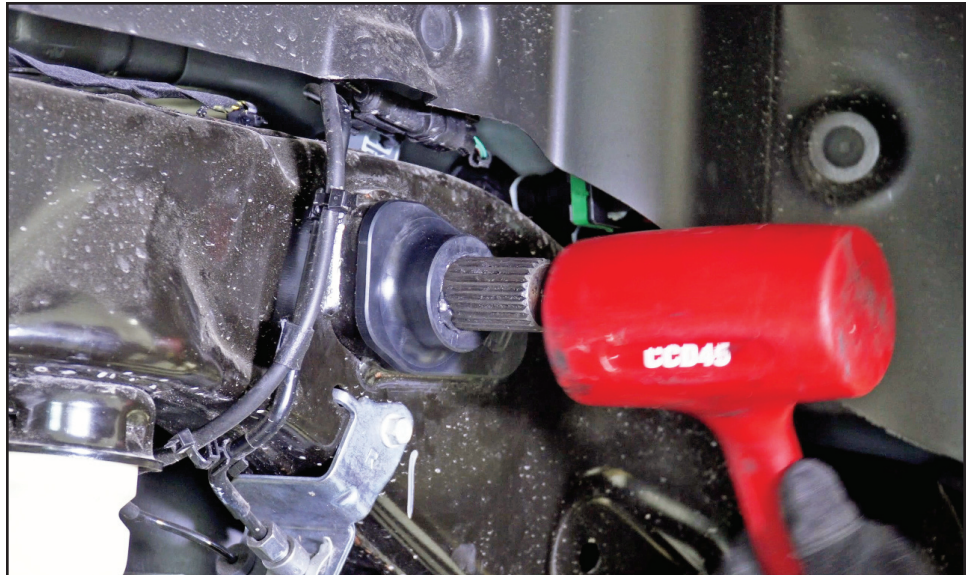
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Step 8

Slide the sway bar in one side, align it on the other side and push it on thru the bushing on the other side. This will most likely require a mallet.



Step 9

Center the bar side to side in the vehicle. You should have about 3/4" of spline protruding on each side.

Step 10

Slide the arms onto the torsion bar splines (current kits feature forged chromoly arms with 3 adjustment holes). The arms point to the back of the vehicle. Ensure that you clock the arms the same, side to side, when installing.



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Step 11

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

Apply some anti-seize between the heads of the allen bolts and the counter sunk hole in the washers.



Step 12

Install the 3/8"-24 x 2 1/2" pinch bolts and 3/8"-24 nyloc nuts into the ends of the arms. Torque to 35 ft. lbs.

Step 13

Assemble your new sway bar end links as shown, with a jam nut and a heim joint on both ends of the gold rods. You should also have 4 nyloc nuts for use on the studs on the heim joints.



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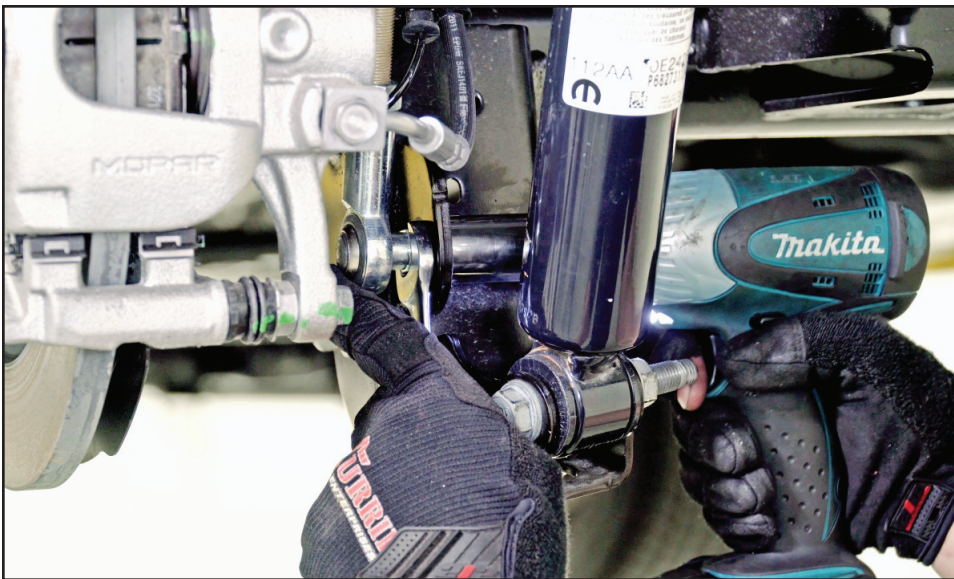
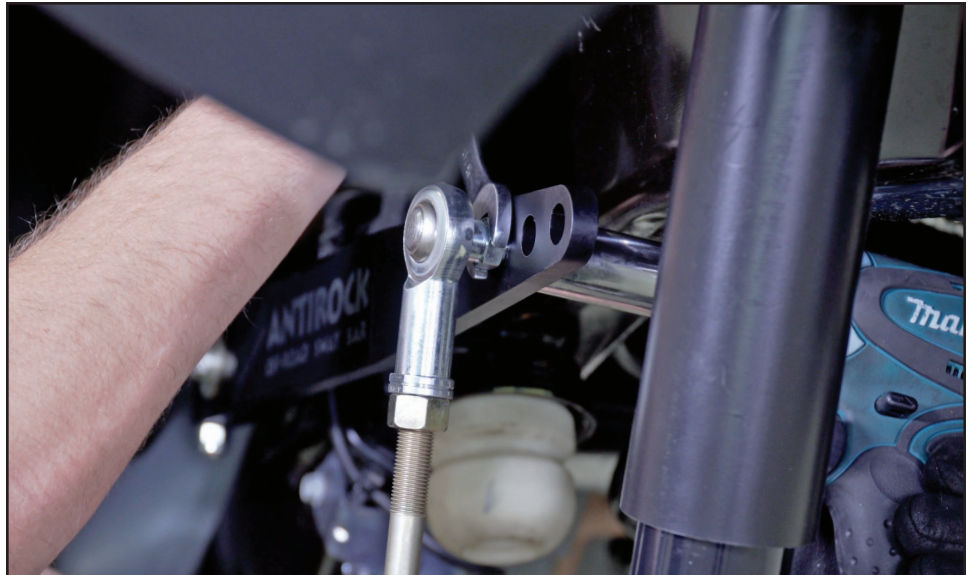
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Step 14

Insert the tops of the new sway bar links into the middle holes in the sway bar arms.
Using a 5/8" wrench and a 3/4" wrench or socket, tighten and torque the nyloc nuts to 75 ft. lbs.



Step 15

Repeat this heim joint installation process for the heims that attach to the differential housing.

Step 16

Not every vehicle is the same and surely not every differential housing bracket set is installed the same. You may find the need to rotate the gold end link rods, to adjust them, to take preload off of the sway bar.
Once you have neutralized load on the sway bar, go ahead and tighten all 4 jam nuts (2 per side) with a 3/4" and a 19mm wrench.



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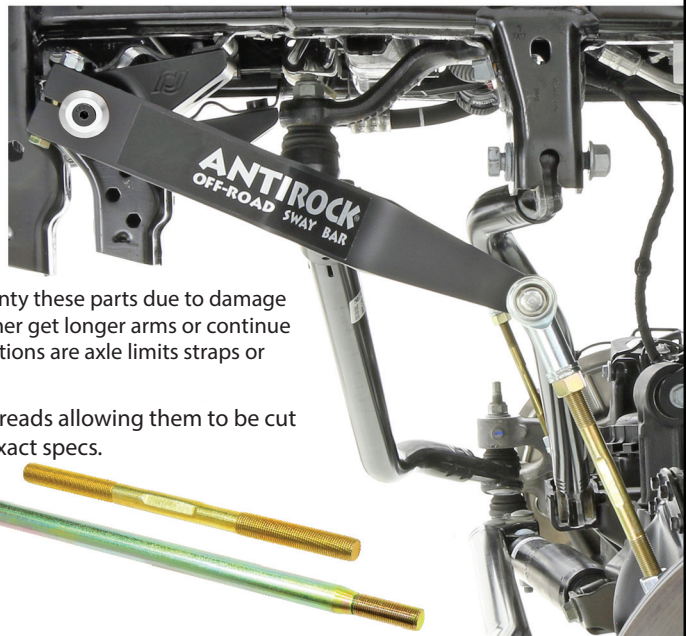
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Proper Antirock® Adjustment

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 Anitrock 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.




Link Rods Available For Purchase: 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 |



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