



RockJock® Professional OffRoad Products presents:
CE-9807 Off Road Suspension System
Installation Instructions

Please note that modifying the suspension of your Jeep Wrangler will affect the vehicle handling and stability characteristics.

You have purchased a RockJock® off road suspension system for the 2007 and newer Jeep Wrangler; the finest suspension system on the market. This suspension system will provide ample lift to accommodate up to 37" tall tires¹, and up to 11" of wheel travel². This suspension system was designed around a 17" x 9" wheel with a 4½" back spacing. Other wheel & tire configurations can be used but interference may be an issue.

¹ Some body/bumper trimming may be necessary depending upon application. 37x12.50x17 tires were used.

² 38% more travel than stock. To obtain maximum front wheel travel, a reduced diameter front driveshaft is necessary for clearance purposes. heavy duty drive shafts are available from RockJock4x4.com or your local driveline shop.



Photo courtesy Phil Howell



Currie Enterprises / RockJock Professional Off Road Products
382 N. Smith Ave., Corona, Ca. 92880
Ph (714) 528-6957 - F (951) 549-0267
www.rockjock4x4.com



Parts List

CE-9807FS - Front Coil Springs
CE-9807PA - Drop Pitman Arm
CE-9807FTBK - Front Track Bar Relocator Kit
CE-9807FUA - Front Upper Arms
CE-9807FLA - Front Lower Arms
CE-9807FBLK - Front Brake Line Kit
CE-9807FSRK - Front Shock Relocator Kit
CE-9807FBSK - Front Bump Stop Kit

Front Sway Bar Link Options:
- CE-9807FSBX - Currie Adjustable Links
- CE-9141JK - JKS Sway Bar Disconnects
- CE-9900JKF / CE-9900JKFA - Antirock Sway Bar
CE-9807RS - Rear Coil Springs
CE-9807RTBK - Rear Track Bar Relocator Kit
CE-9807RUA - Rear Upper Control Arms
CE-9807RLA - Rear Lower Control Arms

CE-9807RBLK - Rear Brake Line Kit
CE-9807RSRK - Rear Shock Relocator Kit
CE-9807RBSK - Rear Bump Stop Kit
CE-9807RRK - Rear Coil Spring Retainer Kit
CE-9807RSBX - Rear Sway Bar Links
2) EE-50WUSS9 - 1/2" Washers - Thick
4) Zip Ties

Required Tools

Complete Set of Hand Tools Metric and SAE
Drill
7/16" Drill Bit
1/2" Drill Bit
1/2"-13 Tap

Grease Gun
Welder
Die Grinder with Cut Off Wheel or Saws-All
Angle Finder
Jack Stands

Floor Jack
Pitman Arm Puller
Tape Measure

Installation Instructions

1) Read the complete instruction manual before starting installation.

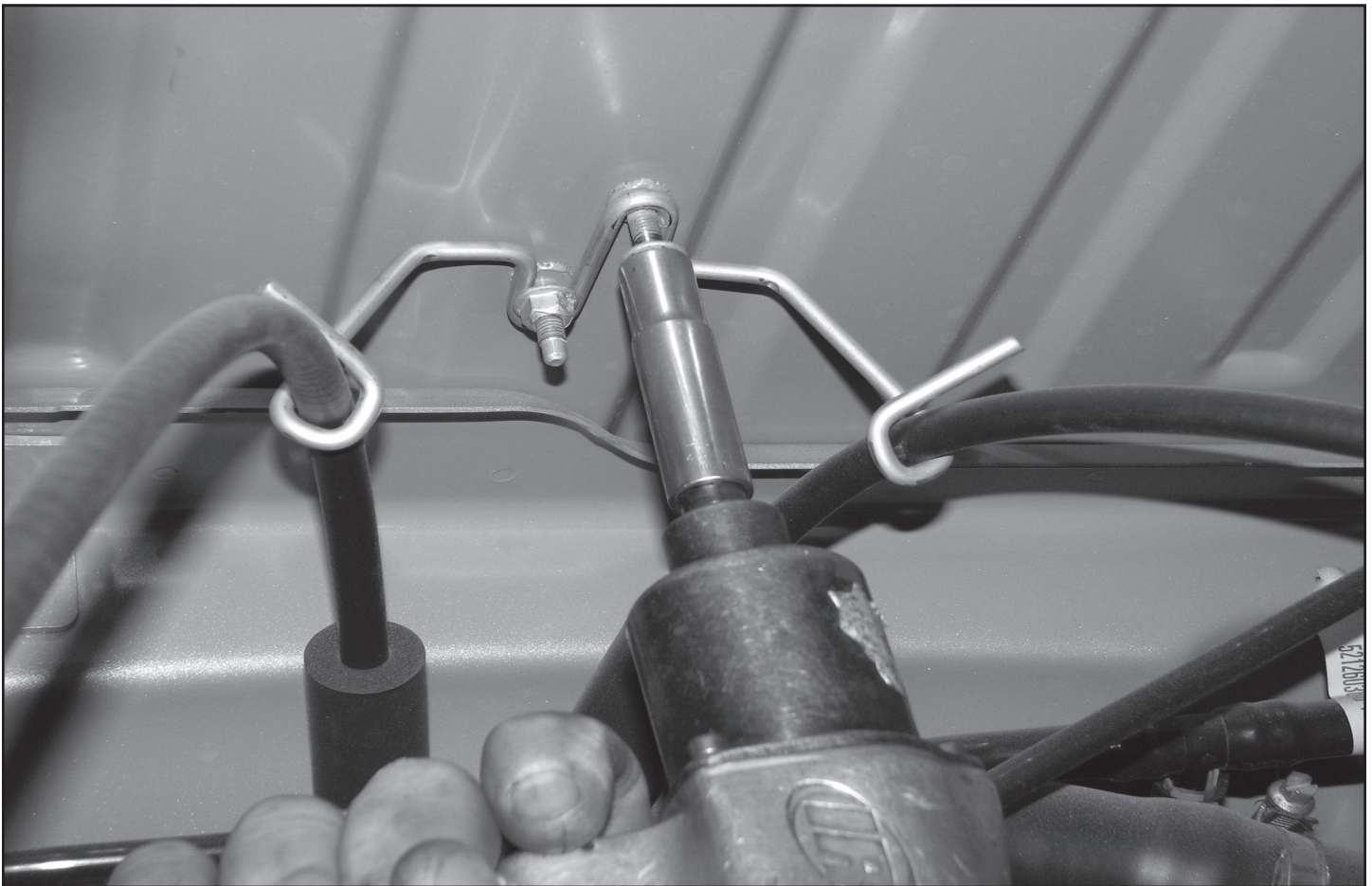
Note: all factory hardware is to be retained and reused unless otherwise specified!

2) Park your vehicle on level ground and place on jack stands by the frame. Ensure the vehicle's stability before working on the vehicle.

3) Remove wheels and tires from the vehicle.

4) Remove left rear brake caliper, caliper bracket and rotor.

5) Remove the emergency brake cable hold down wire bracket that is located in the center of the vehicle's tub floor above the fuel lines.



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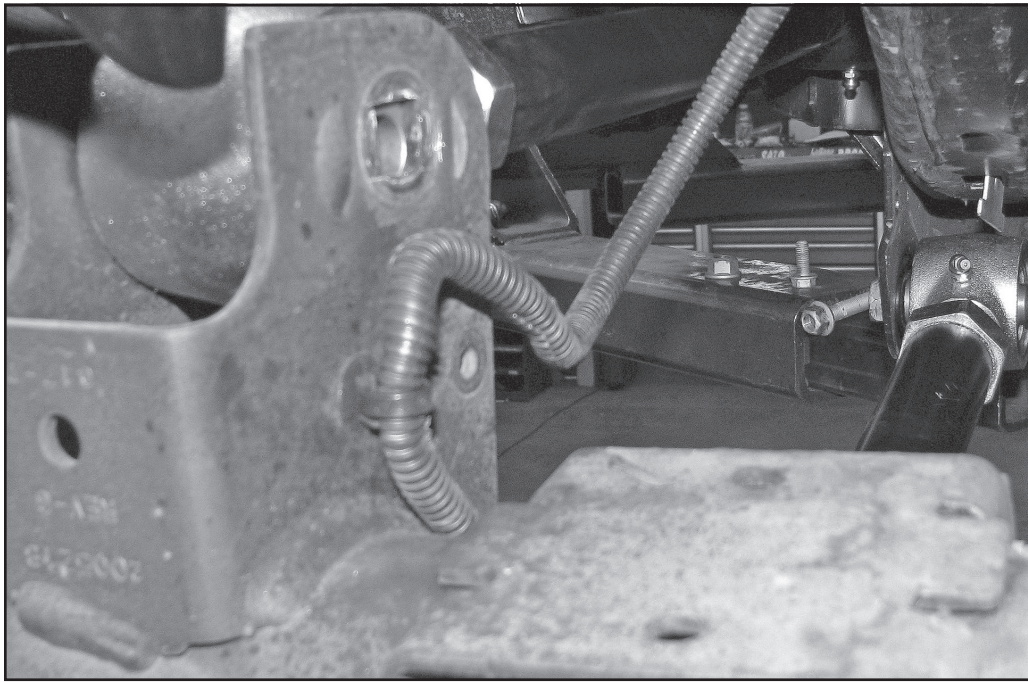
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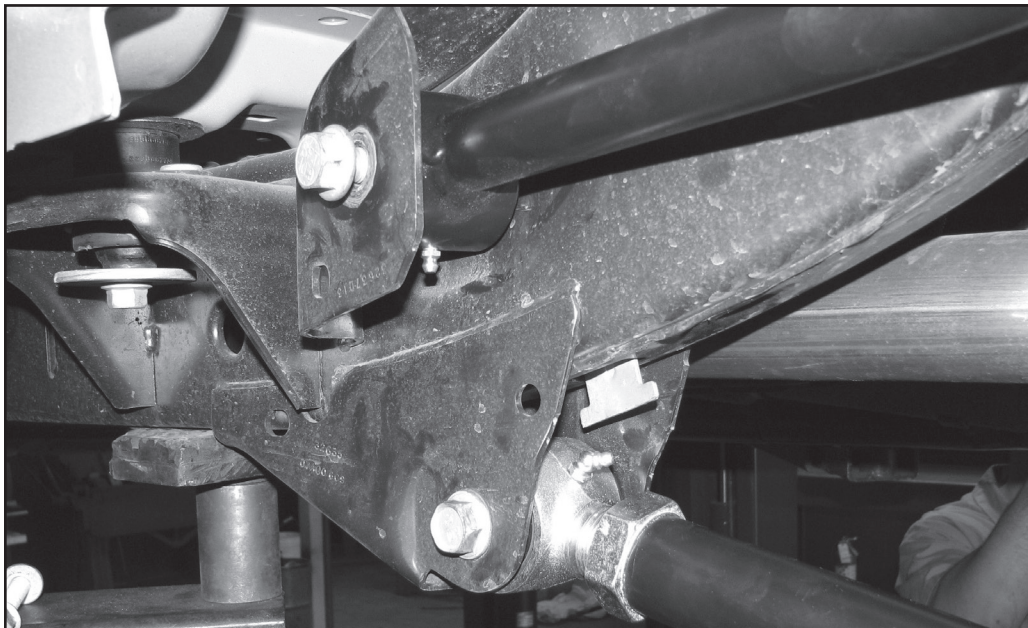
6) On the rear upper control arm brackets, remove the front clip that holds the ABS sensor wire on both sides.



7) Using a floor jack, lift rear end a couple of inches and remove both rear shocks, rear track bar and anti sway bar links.

8) Lower the floor jack and remove rear springs. Use caution, springs can fall off during this step.

9) Remove the rear control arms and replace them with the new arms included in the kit using the factory bolts. ***Replace one arm at a time!!!*** Measure the length of the factory arms and adjust the new arms accordingly. (On a 2 door vehicle the upper arm should be 17 11/16" and the lower arm 19-5/8" center to center). Make sure the grease fittings are on the same side. On the top arms the grease fittings point down and on the lower arms the grease fitting points up. On the upper arms the adjustable end goes to the rear end and on the lowers to the frame. Do not tighten bolts at this time.



10) Install Rear Track Bar Relocator. Follow supplied instructions. **Welding required!!!**

11) Install rear 3" bump stop with the provided hardware.

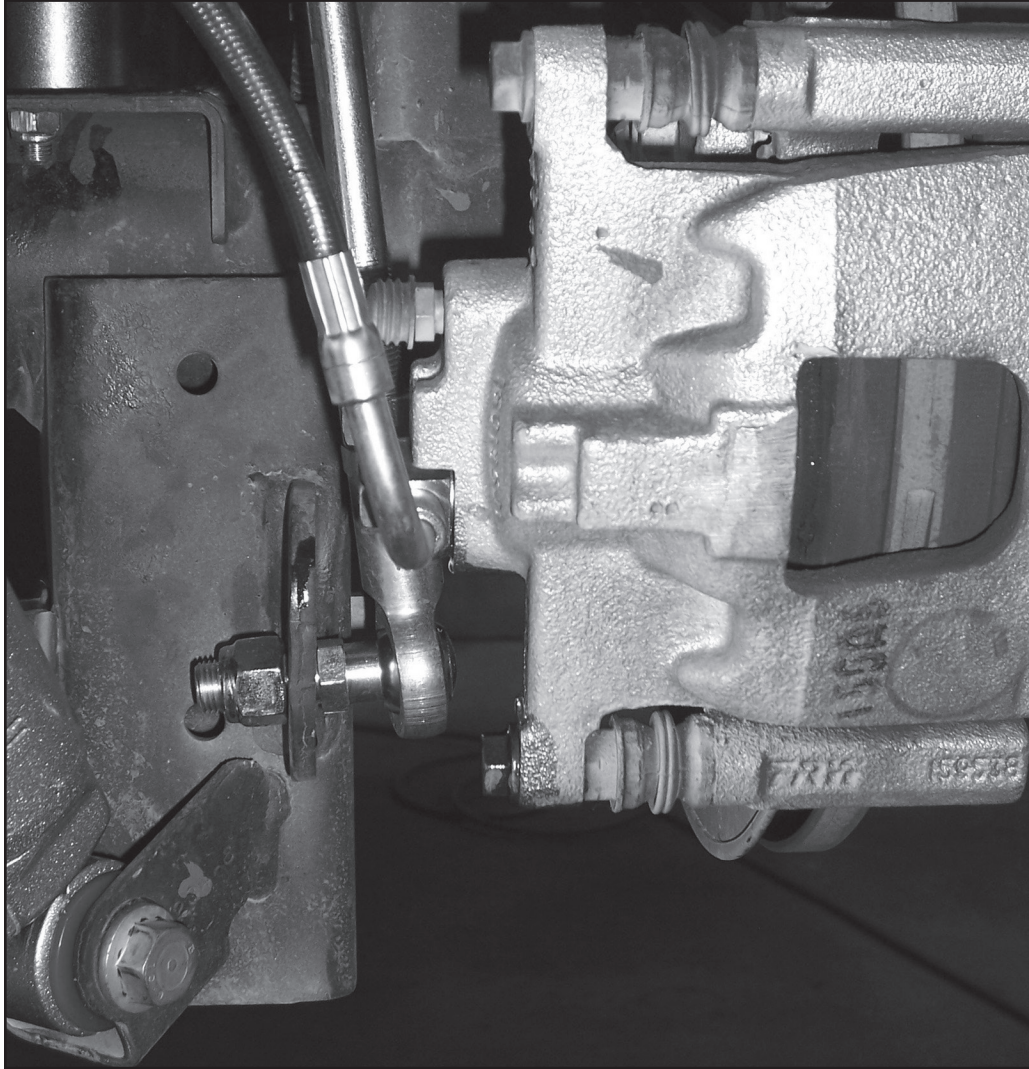
12) Install anti-sway bar links. Center to center distance of the link should measure 13" center to center. In some applications it may be necessary to drill out the anti-sway bar with 1/2" drill. *** Refer to the sway bar adjustment instructions on the last page! ***



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- 13) Install the left rear brake caliper and bracket and the new brake lines supplied. Ensure that the hose points away from the caliper on the lower mount. Tighten the brake lines to factory specification.



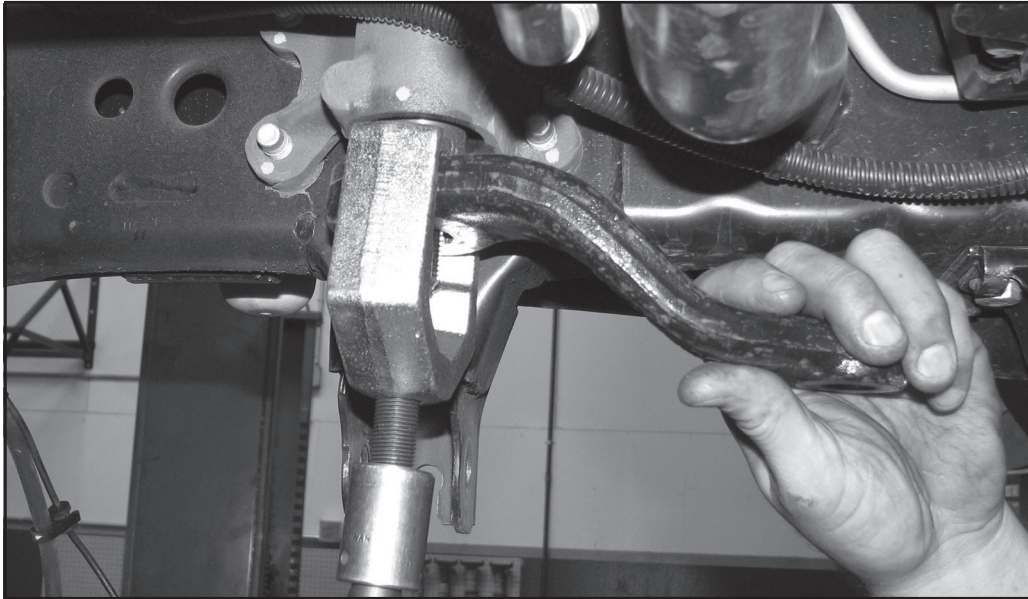
- 14) Install rear coil springs using the Spring Retainer Kit. Follow the supplied instructions. **CAUTION!!!! DO NOT OVER EXTEND BRAKE LINES!!!!**
- 15) Install rear shock using the rear shock relocater kit.
- 16) Tighten all of the hardware on the rear suspension to factory specifications. **Note:** the rear track bar will be installed at a later time.
- 17) **Before starting on the front installation make sure the front wheels are straight and the steering is on the locked position.**
- 18) Remove the transmission skid plate (if equipped).
- 19) Remove the steering drag link from the pitman arm. **Make sure the steering wheel is on the locked position; failing to do so may cause damage to the steering positioning sensor.**



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20) Remove the factory pitman arm by using a puller.



21) Install the new supplied drop pitman arm and torque to factory specifications.

22) Re-install the steering drag link.

23) Support vehicle's front axle with floor jack and remove anti-sway bar links, front track bar and front shocks.

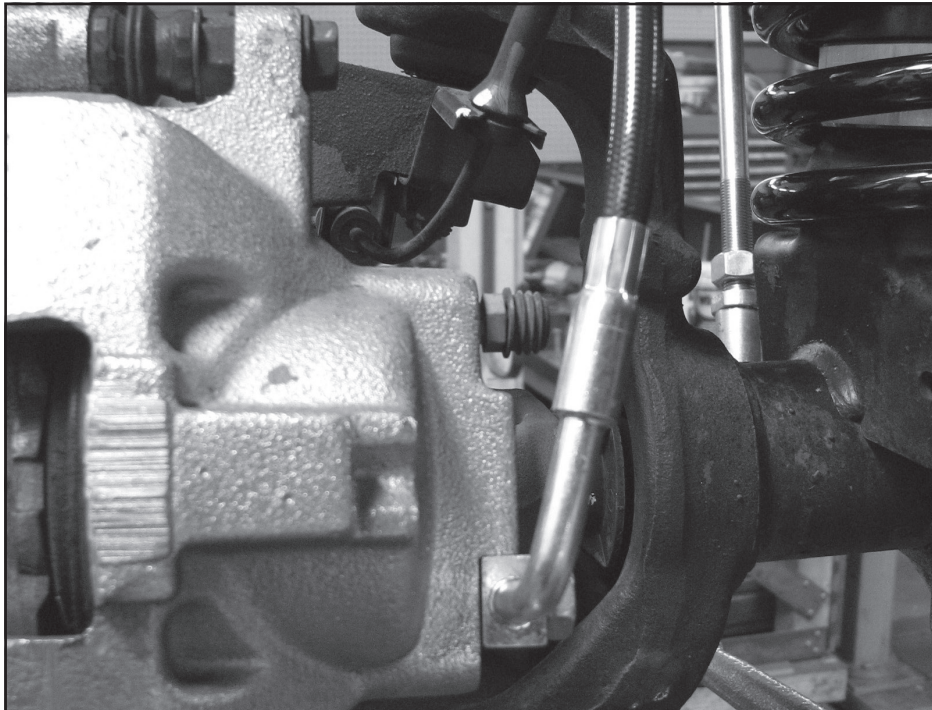
24) Lower the axle slowly and remove the front coil springs; use caution as springs may fall.

25) Remove the front control arms and replace them with the new arms included in the kit using the factory bolts. *Replace one arm at a time!!!!* It is necessary to cut the passenger side upper control arm bolt at the frame, new 1/2" bolts are supplied for replacement (may be necessary to drill out the upper control arm mount with 1/2" drill). The lower arms measure 22-5/8" and the upper arms 18 3/4" center to center. Make sure the grease fittings are on the same side when adjusting the arms. On the top arms the grease fittings point down and on the lower arms the grease fitting points up. On the lower arms the adjustable end goes on the frame. Do not tighten bolts at this time.

26) Install the Front Track Bar Relocator Kit, follow the supplied instructions. **Welding required!!!**

27) Install the Front Shock Mount Relocator Kit, follow the supplied instructions.

28) Install the supplied front brake lines and attach the ABS sensor line to the brake line with the provided zip ties.



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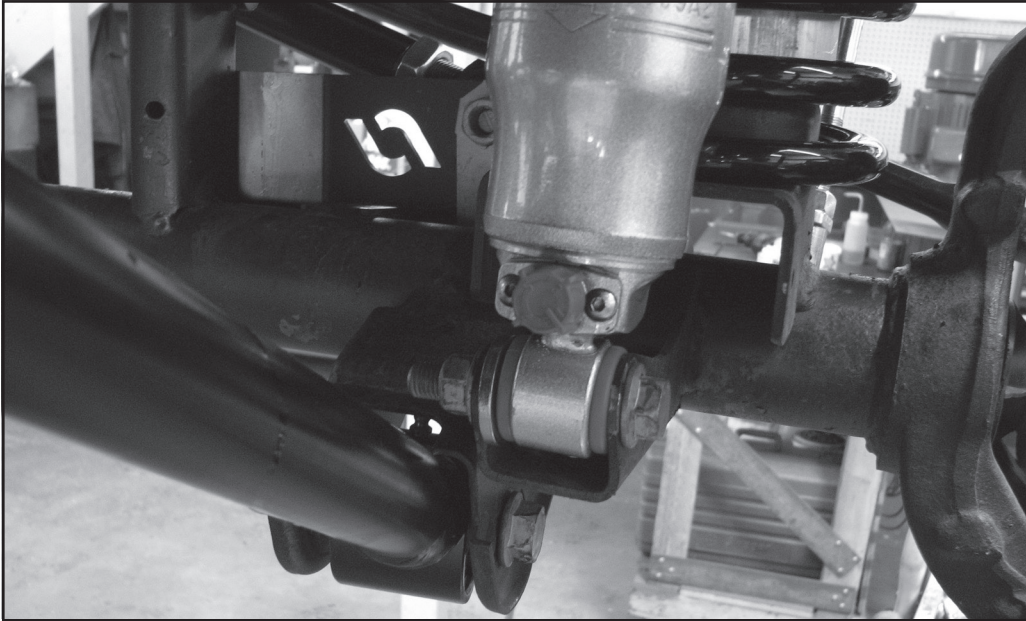
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29) Install the front coil springs using the Front Bump Stop Kit. **CAUTION!!!! DO NOT OVER EXTEND BRAKE LINES!!!!!!**

30) Install front shocks at this time. Use supplied 1/2" washer as a spacer on the inside of the lower shock mount.



31) Install the supplied anti-sway bar end links. The anti-sway bar links should measure 11-1/2" center to center. *** Refer to the sway bar adjustment instructions on the last page! ***

32) Tighten all of the hardware on the front suspension to factory specifications.

33) Fill brake fluid reservoir with factory approved fluid and bleed front and rear brakes per factory specifications.

34) Check for any leaks in your brake system.

35) Bolt on the wheels and tires and torque to 85 ft/lb.

36) With the vehicle on the ground, disconnect one of the rear upper control arms (on rear end side only). Install rear track bar at this time. If using an adjustable track bar, center the rear end of the vehicle by adjusting the length of the bar. Re-install previously removed upper control arm. It may be necessary to adjust the length of the arm to reinstall bolt.

37) Re-install front trac bar using step 42 as guide line.

38) Install factory transmission skid plate (if equipped). Modifying the factory transmission skid plate as necessary to provide clearance for the front drive shaft. Grind as necessary to provide 1/4" clearance between the drive shaft and the skid plate with the suspension at full droop and with the trac bar installed.



39) Check your rear driveline angles and your front caster angle. Adjust if necessary. The rear end pinion angle must be 2-3 degrees down in relationship to the drive shaft. The frontend must have 2-3 degrees of caster.



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- 40) It will be necessary to re-center the steering wheel by adjusting the drag link.
- 41) Drive the vehicle for 1-2 miles at a moderate speed.
- 42) Once again go over every nut and bolt in the suspension system and ensure that they are tight.
- 43) At this time grease every one of the bushings on the suspension arms and track bar if equipped. Repeat this step after 500 miles of driving then every 3,000 miles.
- 44) Congratulations you have just installed the finest suspension system available in the market. Enjoy!!! See you on the trail!!!

Shocks & Driveshaft Options

Rancho Shocks

The ideal shocks for this application are the Rancho Part #'s RS999112 (front) and RS999028BP (rear). Shocks can be purchased directly from Currie under part #'s:

RT-999112 - RS9000X adjustable shock - \$109.95 ea.

RT-999028BP - RS9000X adjustable shock - \$119.95 ea.

Additionally, there is an option of 11" of travel in the frontend. This requires a different shock and a double cardan CV drive shaft. The shocks for this application are Rancho part # RS999028. These shocks can be purchased from Currie under part #:

RT-999028 - RS9000X 11" travel adjustable shock - \$109.95 ea.



Driveshaft

J.E. Reel offers the double cardan CV drive shaft for the 11" travel front application. Their contact information is:

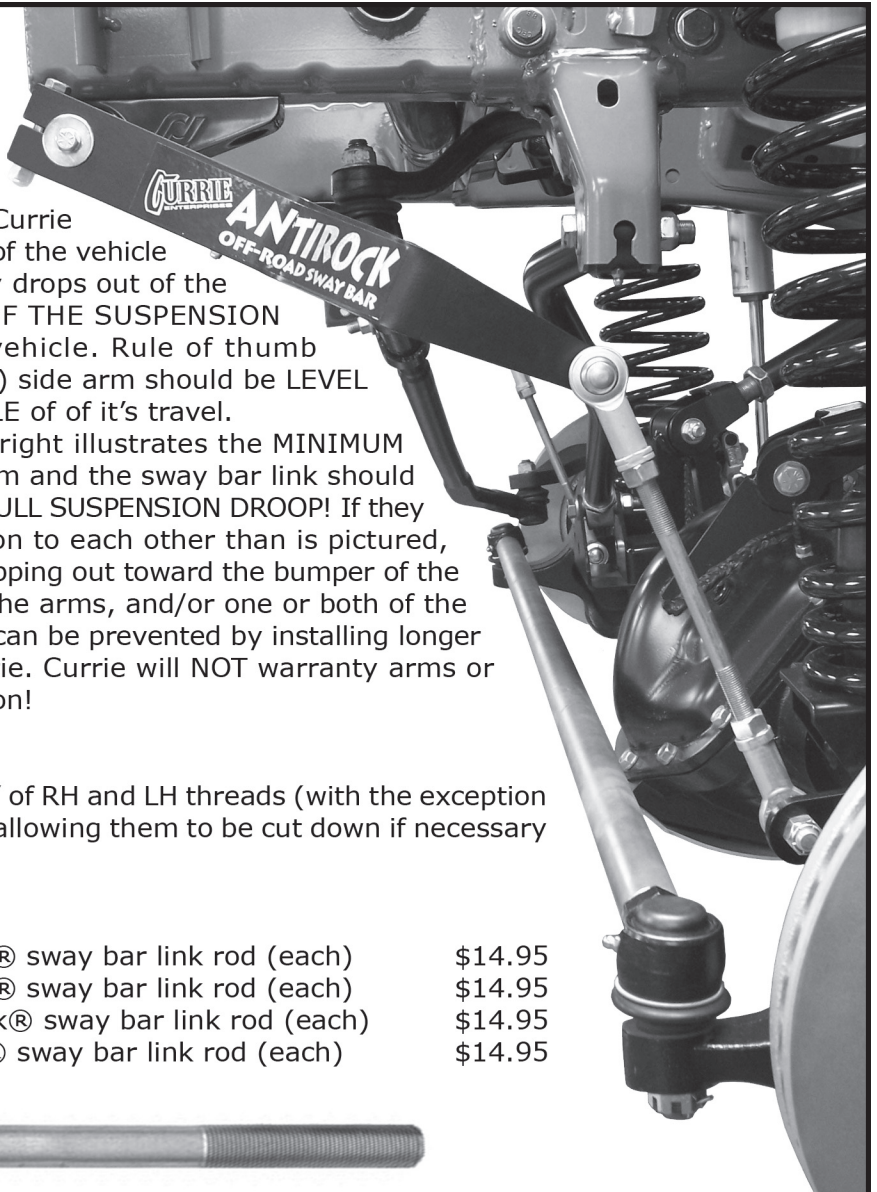
(909) 629-9002

www.reel driveline.com

ANTIROCK®

Proper Sway Bar Adjustment

To correctly adjust FRONT or REAR Antirock® link rods, or sway bars using Currie adjustable sway bar link rods, 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 SUSPENSION TRAVEL. This is DIFFERENT on EVERY vehicle. Rule of thumb is that the Antirock® (or stock sway bar) side arm should be LEVEL when the axle assembly is in the MIDDLE of it's travel. Secondly, be advised! The photo to the right illustrates the MINIMUM ALLOWABLE ANGLE that the sway bar arm and the sway bar link should EVER reach when the axle assembly is at FULL SUSPENSION DROOP! If they become any straighter of a line in relation to each other than is pictured, you risk the arm going past center and flipping out toward the bumper of the vehicle. In this instance, one or both of the arms, and/or one or both of the link rods may be bent or destroyed. This can be prevented by installing longer link rods that are available through Currie. Currie will NOT warranty arms or link rods that are bent due to this situation!



Available Link Rods: feature 2 1/2" of RH and LH threads (with the exception of the 14" rod that has 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 (each)	\$14.95
CE-9901RD4	8.5" long Antirock® sway bar link rod (each)	\$14.95
CE-9901RD5	10.5" long Antirock® sway bar link rod (each)	\$14.95
CE-9901RD2	14" long Antirock® sway bar link rod (each)	\$14.95



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