

# ANTIROCK®

## OFFROAD SWAYBAR

### CE-9900JKR, CE-9900JKRA, CE-9900JKR4 & CE-9900JKR4A Jeep JK Wrangler Front Antirock® Sway Bar Kits Installation Instructions & Technical Manual

#### Fits

- All models of 2007 to 2018 Jeep JK Wrangler & Unlimited

#### Kit Includes



- 1) CE-9900JR2-BAR.....50" Antirock® Bar (2 door or CE-9900JR4-BAR - 50" Antirock® Bar (4 door)
  - 1) CE-9900JKR-BR.....Rear Mounting Bracket (R)
  - 1) CE-9900JKR-BL.....Rear Mounting Bracket (L)
  - 1) CE-9807RBLK...Stainless Braided Brake Line Kit
  - 1) RJ-232200-101.....Forged Chromoly Arms (pr.) - or -
  - (1) CE-99003-JKRA.....Aluminum Arms (pr.)
  - 2) CE-9901D.....Antirock® Bushing
  - 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-9901RD5.....10 1/2" 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 | Metric Line Wrenches     | 3/16" Allen Wrench |
| Electric drill             | Drill bit set up to 1/2" | 5/8" drill bit     |

#### Important Note!

If you are not comfortable making the hard brake line modifications to your vehicle that are required for the installation of this kit - please seek out a shop that can install the kit for you! Damage to the brake lines could result in costly repairs, up to and including having to replace the entire, front-to-back, hard brake lines on your vehicle!



#### 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](http://www.P65warnings.ca.gov)**

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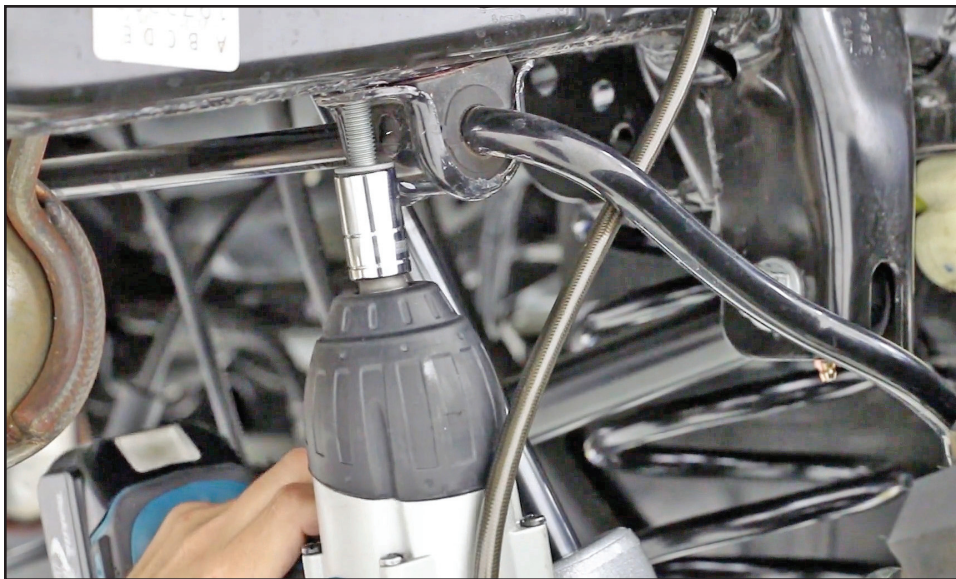
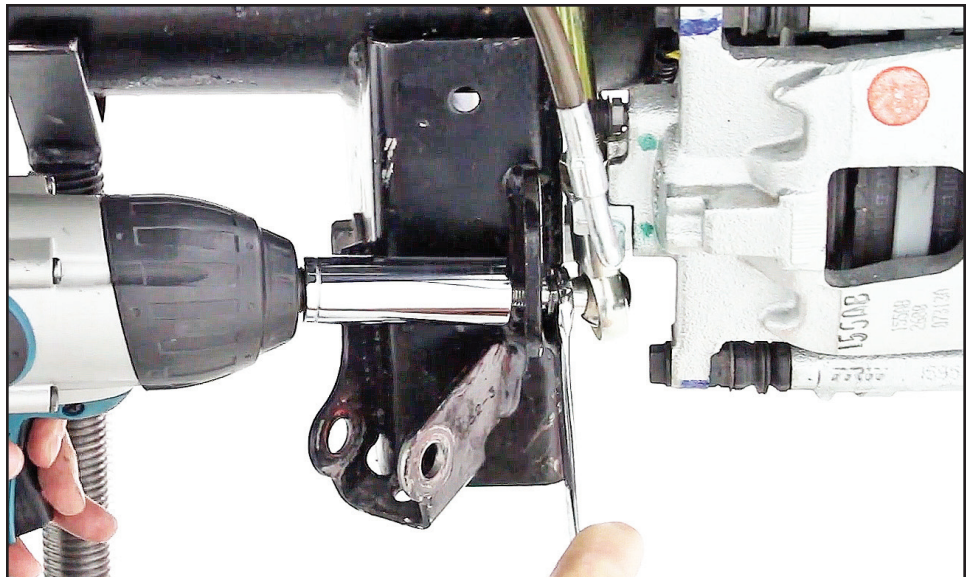
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### Step 1

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



### Step 2

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

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

### Step 3

Next we'll address the rear brake lines. You will need to completely remove the factory rear brake lines from the vehicle and discard them, but retain the banjo bolts from the calipers for reuse. NOTE: make sure to use the proper line wrench on the brake hardline fittings!

From underneath the vehicle, next to the upper shock mounts, you will need to drill a 5/8" hole on each side to allow you to relocate the bulkhead fitting end of the new rear brake hoses. (locations of the holes are also illustrated in the Step 4 photo). Start with a pilot drill bit and work your way up to 5/8".



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### Step 4

Install the bulkhead fitting ends of the new brake lines thru the new holes you have drilled and affix them (from the top) with the new, square bulkhead fitting clips that are supplied in the brake line kit.

The "L" brackets in brake line kit may be discarded. Illustrated is the driver's side brake line installed in the new, relocated location.



### Step 5

Next you will have to free the hard brake lines on each side from their frame clips to allow you to modify their shape so that they can be reattached to the relocated brake line fitting.

### Step 6

VERY CAREFULLY bend the lines as needed to allow them to route inside the frame rails and attach to the new brake line bulkhead fittings.



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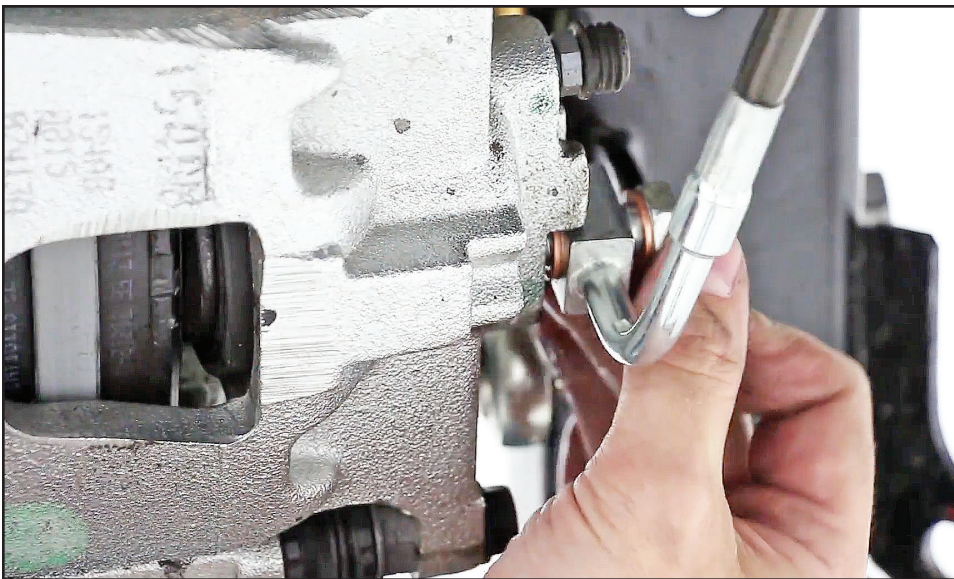
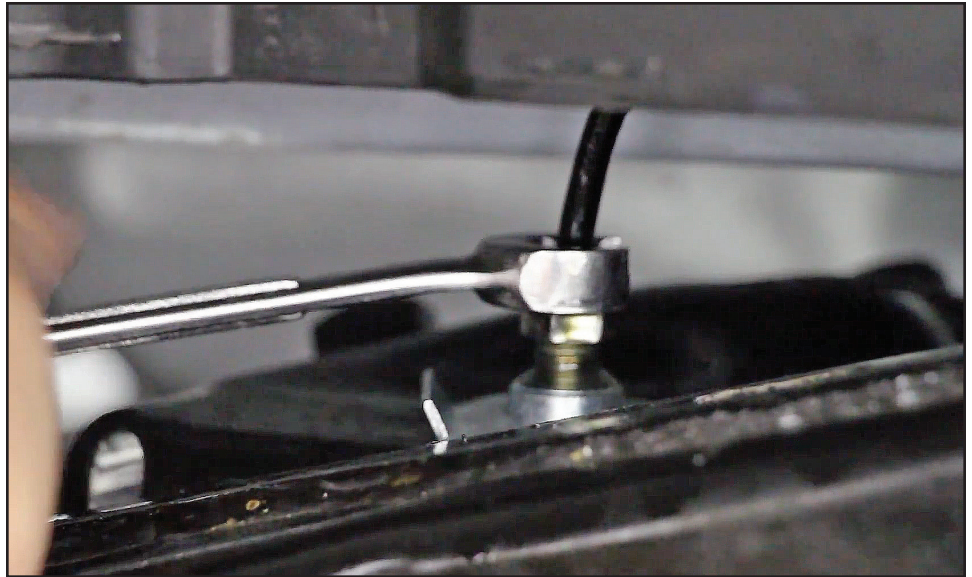
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## Step 7

Once your lines are bent to allow it, go ahead and tighten them into the new brake line bulk-head fittings. Make sure you are using the proper line wrench for this job!



## Step 8

In the new brake line kit, you will find 4 new copper washers. Upon close examination of the washers, you will notice a flat side and a rounded side. Using your factory banjo bolts, assemble the banjo bolts and copper washers on to the banjo fittings of the brake lines, with the round sides of the washers inward, touching the banjo fitting. Install the new lines into the calipers with the hardline exiting to the rear, as shown.

## Step 9

The sway bar brackets are intended to bolt onto the frame using the factory bolts. However, in some custom bumper applications, you will have to slightly modify the brackets to suit. So, in this instruction manual, we will outline that scenario. If your vehicle has a stock bumper - these brackets bolt right on.

In this instance, we will mark our bracket with the red pen where we need to do some grinding. Also, this bumper is causing the bracket to be spaced out from the frame 1/4" (arrow). Right and left on the brackets is: with the bolt holes straight up and down, the brackets lean forward and the tube weld is inboard.



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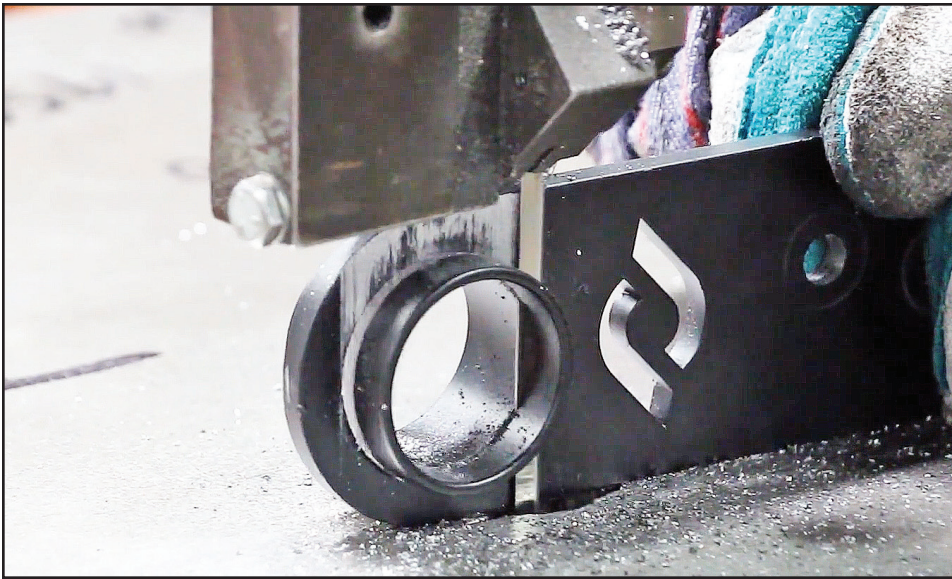
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## Step 10

First we'll address that little interference at the back end of the bracket. We'll just grind as necessary to gain the bit of clearance that we need.

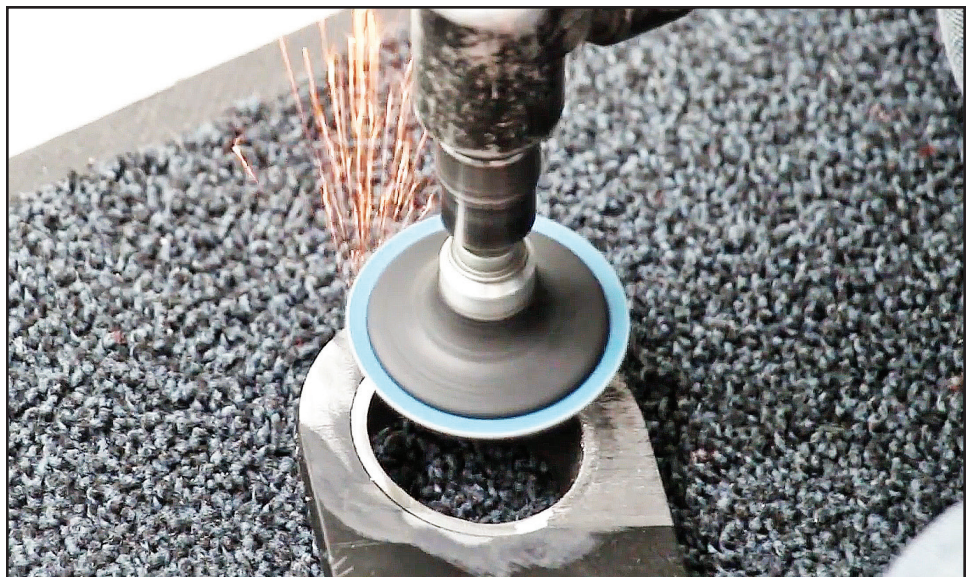


## Step 11

To address the issue of the brackets being spaced out 1/4" from the frame, you'll notice on the brackets, the side of the brackets that are intended to be the inboard side, are the sides with the welds, that affix the tubes to the bracket plates. The amount of tube on the outboard sides is made longer, so that if you encounter this type of an issue, you can simply cut as much of the outer tubes off as necessary to allow proper fitment of the kit in conjunction with your bumper. Again, our bumper's frame plates were 1/4" thick, so we are cutting 1/4" off of the tubes on the brackets. Before you cut, see the illustration on the last page of this sheet for additional clarification.


## Step 12

After the trimming of the tubes, we cleaned up the cuts with a sander and hit the brackets with some spray paint.



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### Step 13

Now you'll install the white sway bar bushings into the tubes in the brackets from the outboard sides of the brackets. So again, the welds that affix the tubes to the bracket plates are on the inboard sides of the brackets.



### Step 14

Next, insert the sway bar across the back of the Jeep. It will go on top of the tail of the back of the frame rails, at the very tail of the frame, between the body and the muffler heat shield. Very close to right above the new bracket and bumper holes.

### Step 15

Being mindful of left and right on the brackets, install the brackets onto the bar with a mallet. DO NOT ever hit any of the components with a metal hammer!



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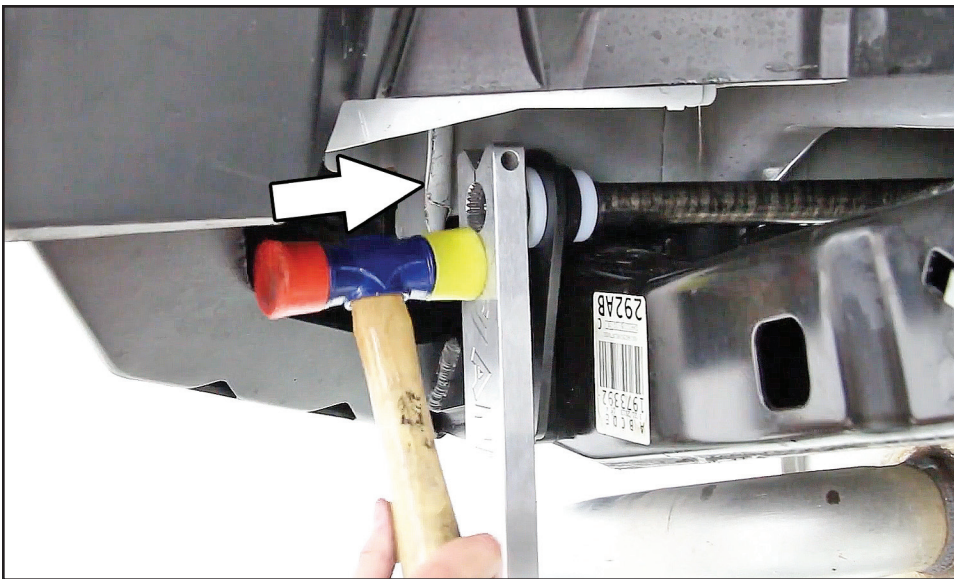
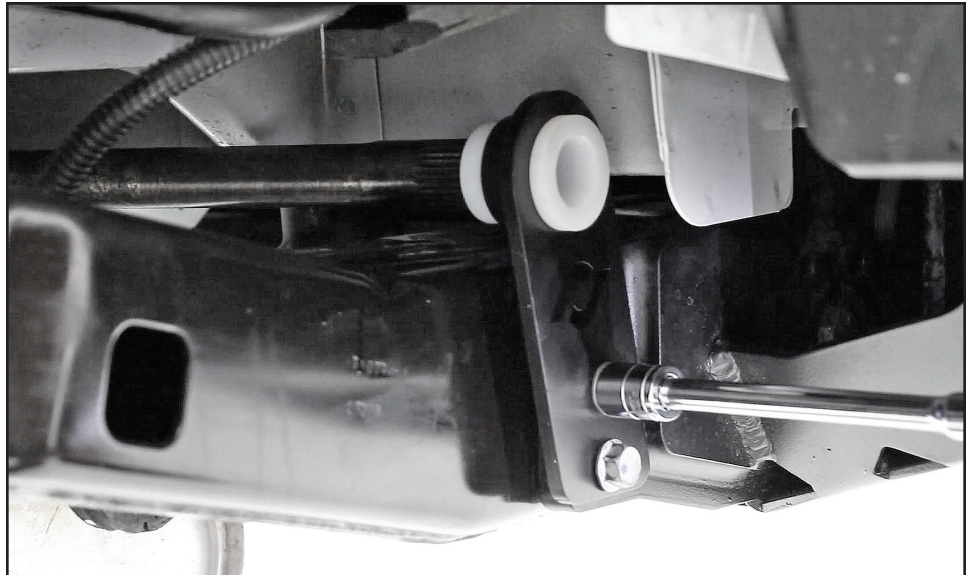
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## Step 16

Reusing the stock hardware, you may now bolt the new brackets up to the frame (on top of the bumper brackets). This may also aid in pulling the brackets all the way onto the sway bar.

If you are reusing your stock rear bumper, the Antirock brackets will bolt up against the frame rail and the stock bumper brackets fit back on top of the Antirock brackets. It may be necessary to slightly slot the holes in the factory bumper brackets to attain proper alignment of the bolt holes.



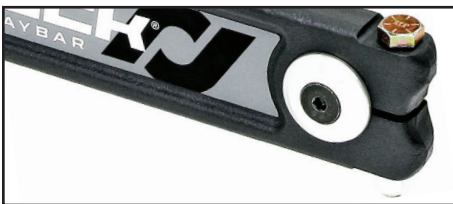
## Step 17

Next you'll install the sway bar arms. This may require the mallet again, to gently tap them on. On some, but not all, JK bodies, the body pinch weld (arrow) intrudes into the area where the end of the arm needs to reside. If this is the case on your body, you'll need to bend the pinch weld out of the way. We used a Crescent wrench for this.

## Step 18

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 head of the allen bolt and the counter sunk hole in the washer.



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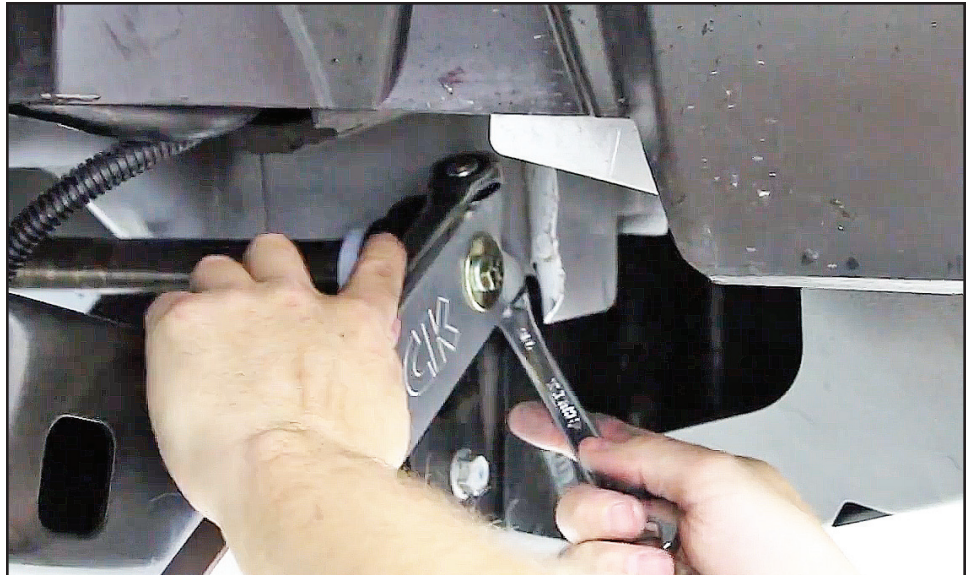
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### Step 19

Now go ahead and install the 3/8" -24 x 2 1/4" pinch bolts and nyloc nut. in to the ends of the arms with two 9/16" wrenches, or a socket.

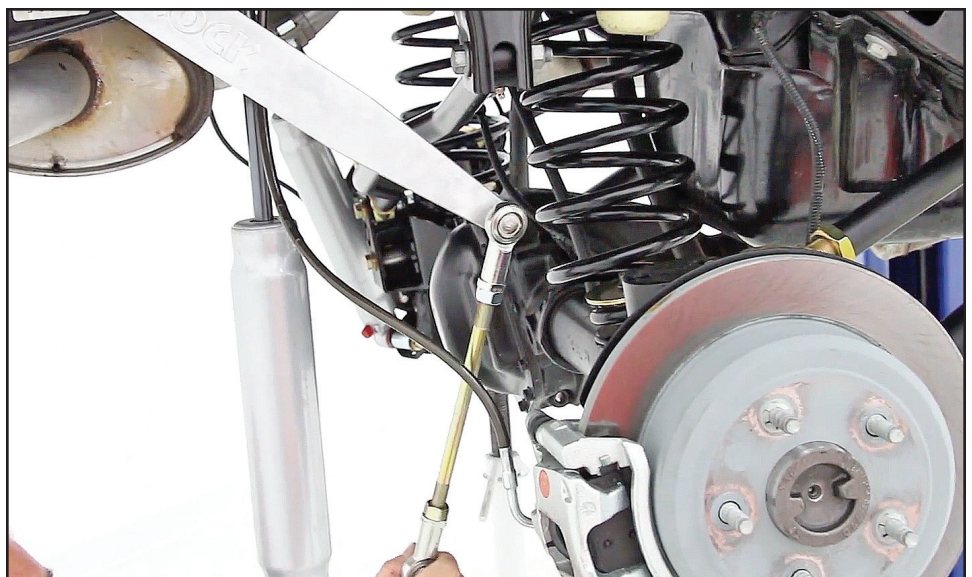


### Step 20

Assemble the new adjustable sway bar links as shown.

### Step 21

With a 3/4" wrench or socket and a 5/8" wrench, go ahead and install the new sway bar links to the outboard sides of the ends of the arms and tighten.



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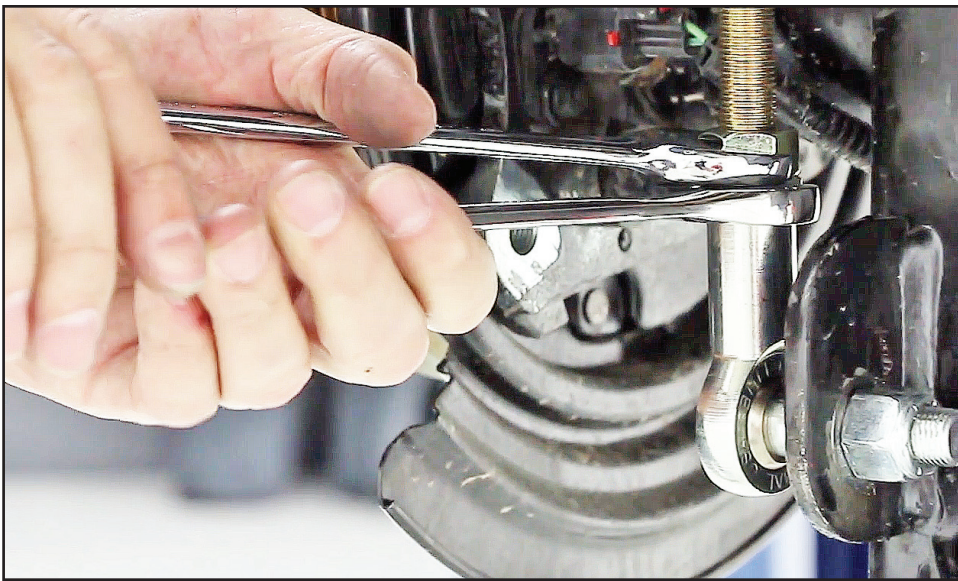
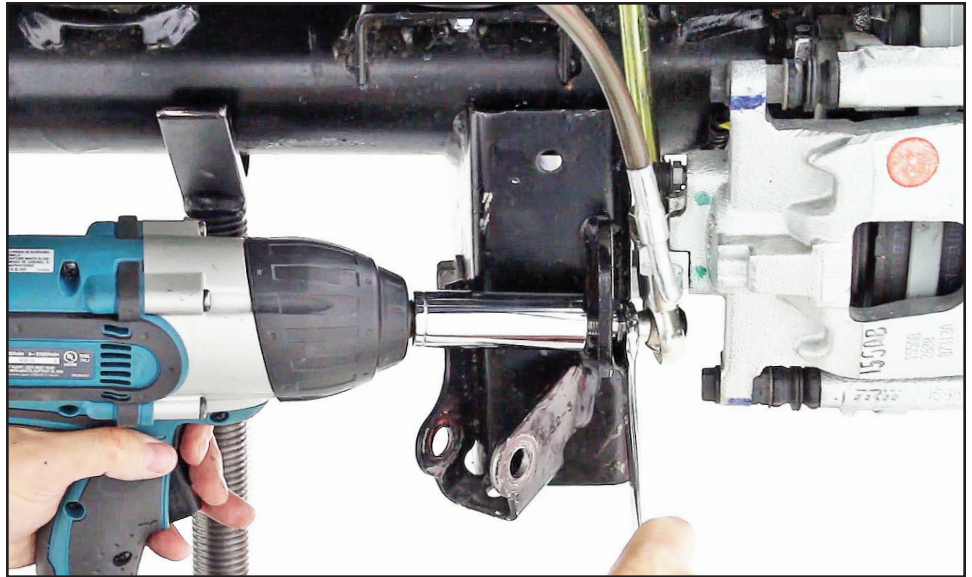


## Step 22

You'll now want to reinstall your wheels and tires, torque your lug nuts to the wheel manufacturer's spec., and then set the vehicle back on the ground

Install the bottoms of the new links into the out-board sides of the factory sway bar link tabs on the differential housing, again with a 3/4" wrench or socket and a 5/8" wrench.

If you find that there is preload on the links, that will not allow the links to install freely into the holes, Adjust their lengths, as minimally as possible to allow them to freely install into their bolt holes.



## Step 23

Tighten all 4 of your jam nuts using a 3/4" and a 19mm wrench.

This will complete your installation! Make sure to see the next page for Antirock adjustment instructions.

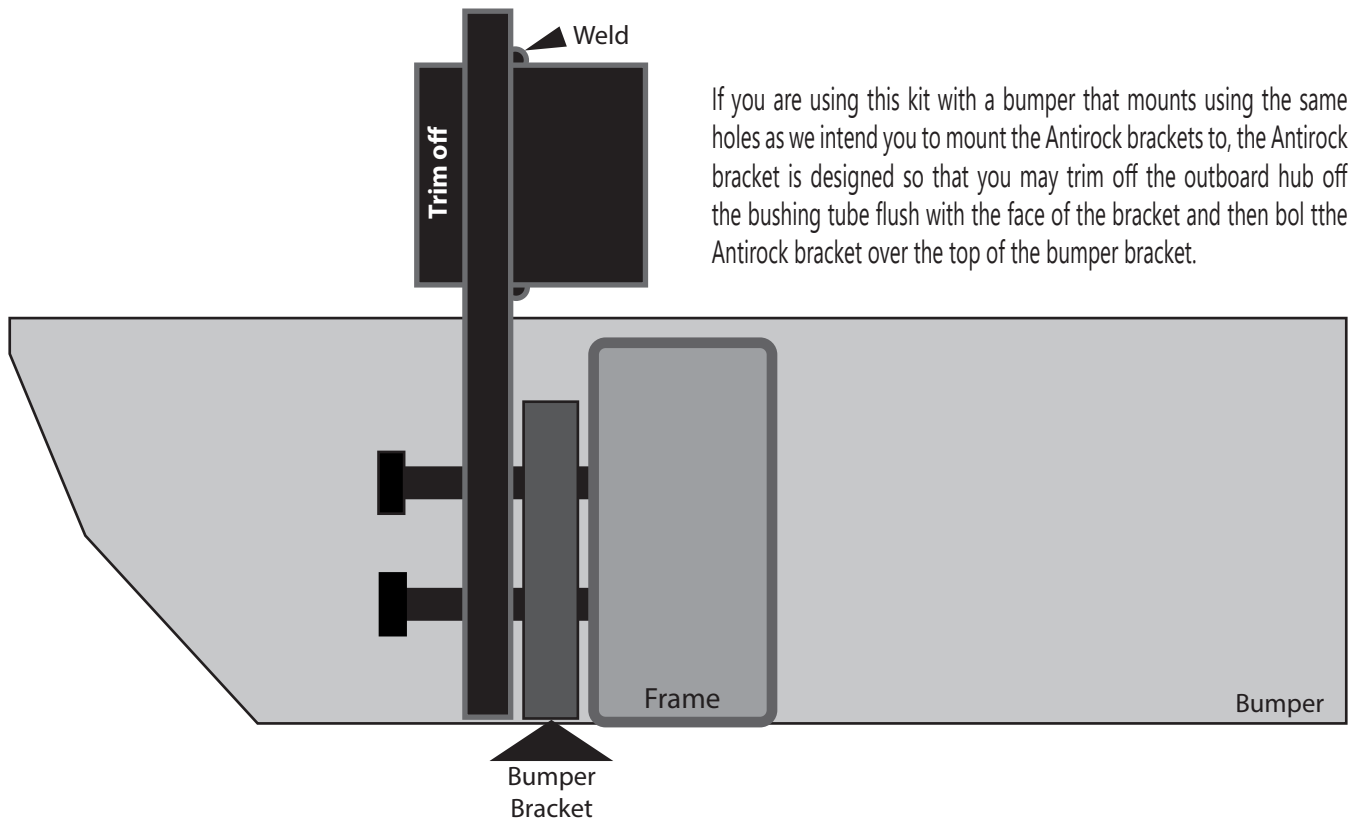
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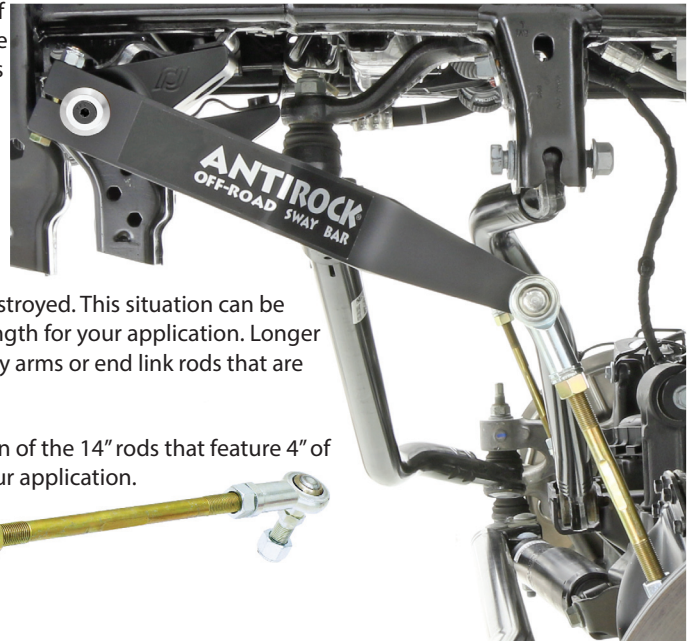
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If you are using this kit with a bumper that mounts using the same holes as we intend you to mount the Antirock brackets to, the Antirock bracket is designed so that you may trim off the outboard hub off the bushing tube flush with the face of the bracket and then bolt the Antirock bracket over the top of the bumper bracket.

### Proper Antirock® Adjustment

To correctly adjust a **front** or **rear** Antirock sway bar's end links, 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 vehicle's available suspension travel. This is different on every vehicle. Rule of thumb is that the black Antirock arms should be level when the axle assembly is in the middle of its travel. Secondly, be advised! At full suspension droop, the arm should never drop down far enough to get anywhere close to forming a straight line with the end link rod (see diagram to the right). If this situation is occurring, or is something that you can foresee happening on your vehicle, you are at risk of the arm going past center and flipping upside-down toward the bumper of the vehicle. When/if this occurs, the arms, and/or the link rods may be destroyed. This situation can be prevented by installing longer vertical link rods that are of more suitable length for your application. Longer link rods are available for purchase separately. RockJock will not warranty any arms or end link rods that are damaged due to this situation.



**Available Link Rods:** feature 2 1/2" of RH & LH threads (with the exception of the 14" rods that feature 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
- CE-9901RD4      8.5" long Antirock sway bar link rod
- CE-9901RD5      10.5" long Antirock sway bar link rod
- CE-9901RD2      14" long Antirock sway bar link rod



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