



ANTIROCK[®]

OFF-ROAD SWAY BAR

RockJock[®] Professional OffRoad Products presents:

CE-9900JKR, CE-9900JKRA, CE-9900JKR4 & CE-9900JKRA4 Antirock[®] Sway Bar Kits
Installation Instructions

Fits

- All models of 2007 & up Jeep JK Wrangler

Kit includes

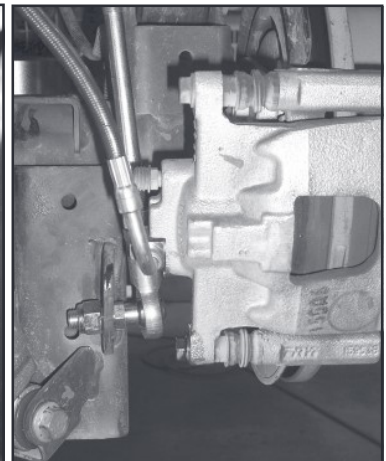
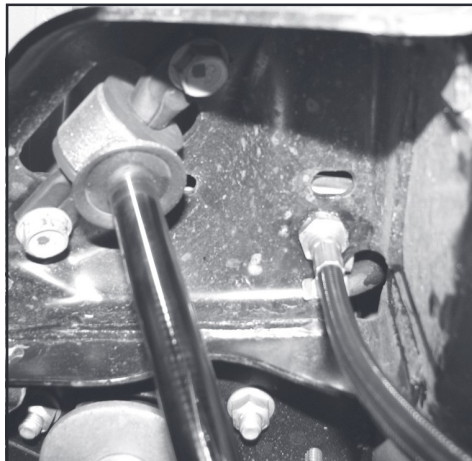
- | | |
|--|---|
| 1) CE-9900JR2-BAR.....50" Antirock [®] Bar (2 door) | 2) EE-62WS.....5/16" Lock Washer |
| or CE-9900JR4-BAR.....50" Antirock [®] Bar (4 door) | 2) EE-3840CH8.....3/8"-24 X 2 1/2" Bolt |
| 1) CE-9900JKR-BR.....Rear Mounting Bracket (R) | 2) EE-38NS.....3/8"-24 Nylock Nut |
| 1) CE-9900JKR-BL.....Rear Mounting Bracket (L) | 2) EE-991050.....Sway Bar End Link Rod |
| 1) CE-9807RBLK.....Brake Line Kit | 2) CE-99006.....Sway Bar End Link Rod End (RH) |
| 2) CE-99003-JKR.....Antirock [®] Steel Arm | 2) CE-99006L.....Sway Bar End Link Rod End (LH) |
| or CE-99003-JKRA.....Antirock [®] Steel Arm | 4) EE-51NS.....1/2"-20 Nylock Nut |
| 2) CE-9901D.....Antirock [®] Bushing | 2) EE-51NF.....1/2"-20 Jam Nut (RH Thread) |
| 2) EE-3212CH8.....5/16"-24 x 3/4" Bolt | 2) EE-51NFLHP.....1/2"-20 Jam Nut (LH Thread) |
| 2) EE-3120WFZY.....5/16" Washer | |

Required Tools

- Complete set of hand tools.
- Electric drill.
- Drill bit set up to 1/2"
- 5/8" drill bit

Instructions

- 1) Remove the rear factory anti-sway bar and links.
- 2) Drill a 5/8" hole as shown in the picture to relocate brake lines (start with a 1/8" drill and slowly work your way up to 5/8").
- 3) Remove the factory brake lines and install the supplied brake lines in the hole you've just drilled in the frame, and the other end into the factory caliper. Note: the brake lines are right and left. The line must point away from the brake caliper.

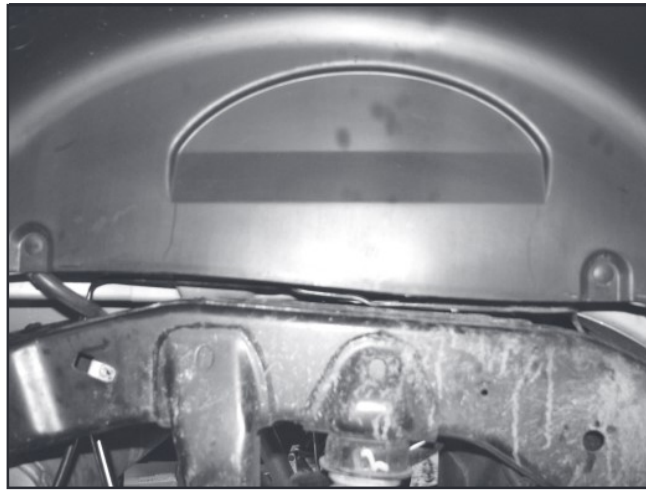


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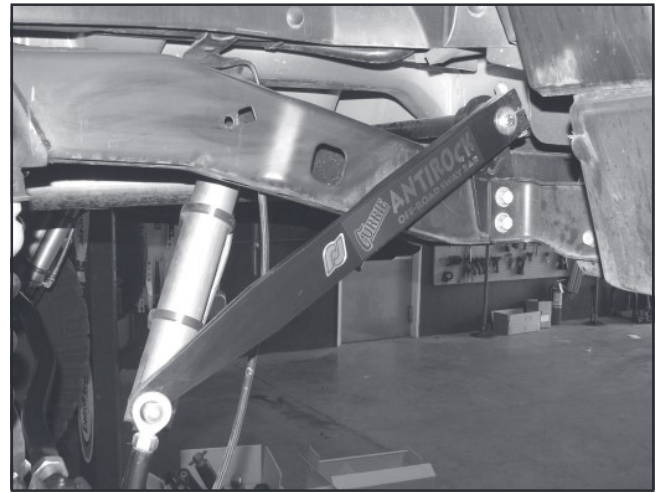
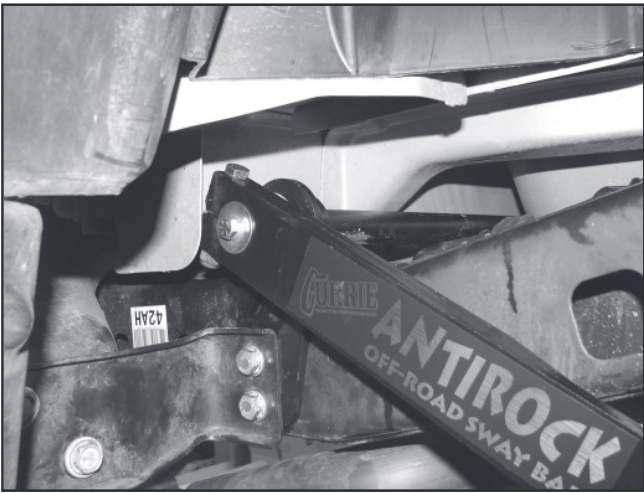


Currie Enterprises / RockJock Professional Off Road Products
 382 N. Smith Ave., Corona, Ca. 92880
 Ph (714) 528-6957 - F (951) 549-0267
 www.rockjock4x4.com





- 4) Remove the factory brake hard line from the frame and carefully straighten / re-bend it to fit the new brake line location. Be careful not to kink the hard line.



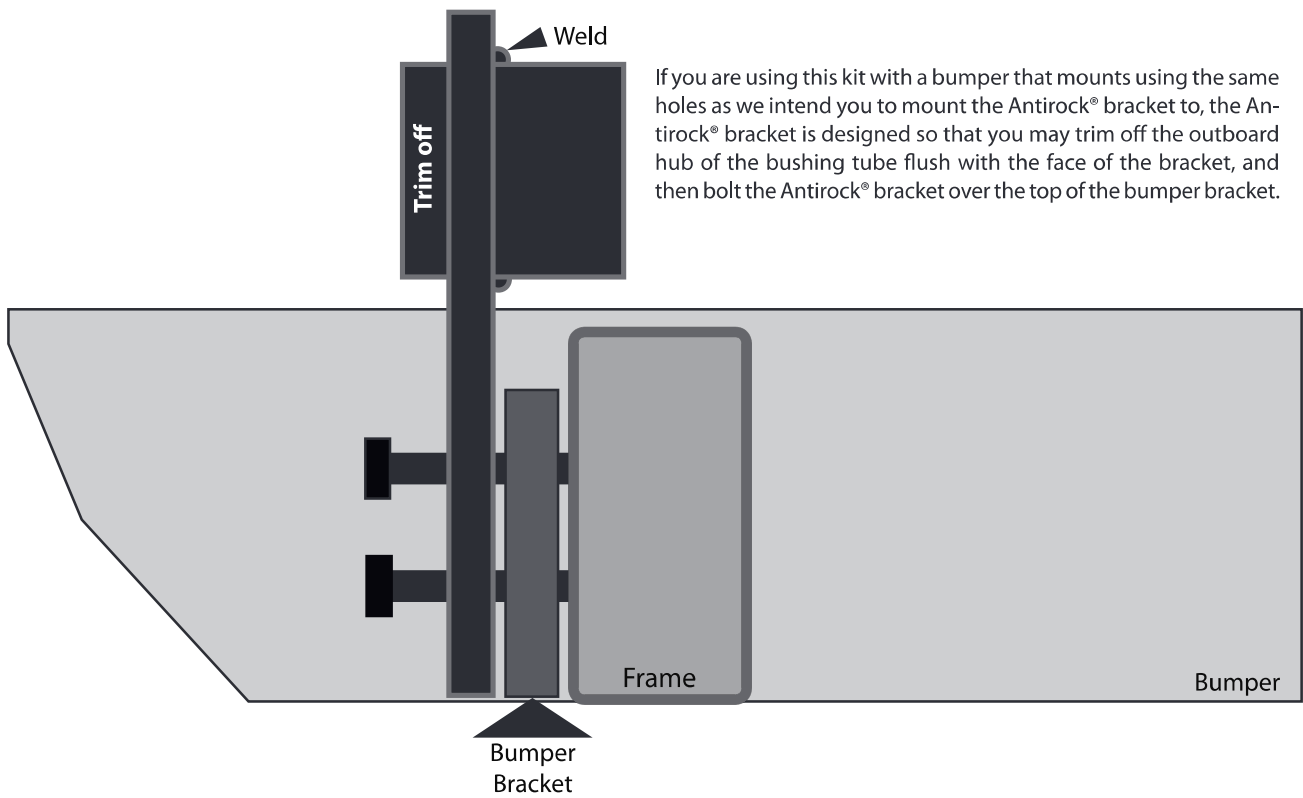
- 5) Remove the factory bumper support brackets.
6) Insert the Antirock® bar in-between the body and the muffer heat shield from the rear of the vehicle.
7) Install the Antirock® mounting brackets on the bar at this time. The brackets are angled forward. If necessary use a rubber mallet to install the bracket over the bar.
8) Using the bolts that used to hold the factory anti-sway bar in place, install the bumper support bracket and the Antirock® mounting bracket. It may be necessary to slot the holes on the bumper support bracket to attain proper alignment of bolt holes.
9) Install the Antirock® arms and fasten with the supplied hardware. Make sure that both of the arms are "clocked" to the same position. On some vehicles it maybe necessary to clearance the body support to prevent the back of the arm from making contact. Prior to connecting the end links rotate the Antirock® arms and make sure that there is no interference. Install the provided links.
10) Refer to the adjustment instructions on the next page.

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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® bracket to, the Antirock® bracket is designed so that you may trim off the outboard hub of the bushing tube flush with the face of the bracket, and then bolt the Antirock® bracket over the top of the bumper bracket.

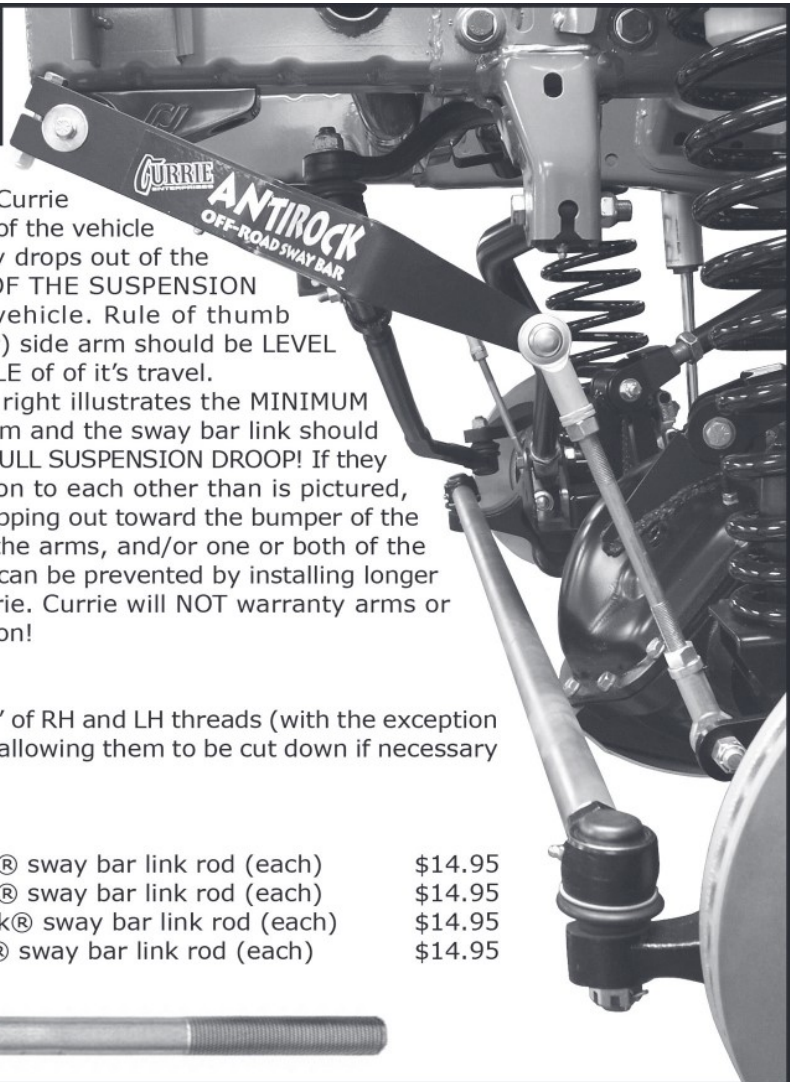
ANTIROCK®

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 its 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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