



**RockJock® Professional OffRoad Products presents:  
CE-9900TJR Antirock® Sway Bar Kit  
Installation Instructions**

**Fits**

- 1997-2006 Jeep TJ and LJ (Unlimited)

**Kit Includes**

- |  |  |
|--|--|
| 1) CE-9902J.....45" Antirock® Bar                | 2) EE-51NS.....1/2"-20 Nylock Nut                                |
| 1) CE-9900TJR-BR.....RH frame bracket            | 2) EE-51NF.....1/2"-20 Jam Nuts (RH Thread)                      |
| 1) CE-9900TJR-BL.....LH frame bracket            | 2) EE-51NFLHP.....1/2"-20 Jam Nuts (LH Thread)                   |
| 2) CE-99003-JK.....Steel Antirock® Arms          | 1) CE-99005.....Antirock® Arm Hardware Kit                       |
| 2) CE-9901D.....Antirock® Bushings - white       | 2) EE-5164CH8.....1/2"-20 X 4" Long Bolt                         |
| 1) CE-9901RD2.....14" long threaded end link rod | 4) EE-50WSAEH.....1/2" Flat Washer                               |
| 2) CE-99006.....Sway Bar End Link Rod End (RH)   | 4) EE-3712RW.....3/8"-16 X 1" Thread Rolling Screws              |
| 2) CE-99006L.....Sway Bar End Link Rod End (LH)  | 2) CE-9900TJR-SP.....11/16" o.d. x 1/2" i.d. x 2.45" Long Spacer |
| 2) EE-51NST.....1/2"-20 Thin Nylock Nut          | 2) CE-9900S.....Antirock® Decals                                 |

**Required Tools**

- Complete set of hand tools.

**General Information**

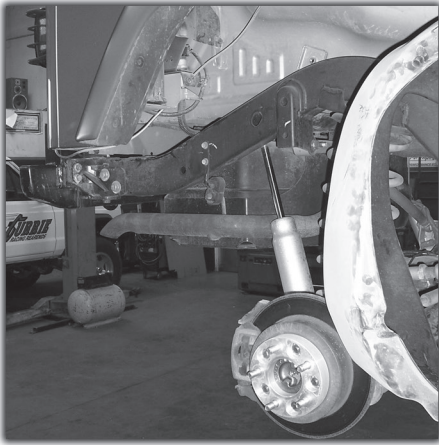
The Antirock® off road sway bar kit replaces the stock Jeep TJ and LJ (Unlimited) rear sway bar and is designed to be run in conjunction with the Currie Antirock® front sway bar or the stock front sway bar. The object of the Antirock® sway bar system is to balance the front and rear suspension when the vehicle is off road resulting in better, more constant traction. This sway bar is designed to be left connected while on and off road. On the road, the Jeep will have more body roll than stock. Adjustable sway bar links allow for minor preload adjustments. The sway bar itself is of a torsion bar style design and is made out of 4340 alloy steel. This matches the quality that is commonly used in off road racing today.



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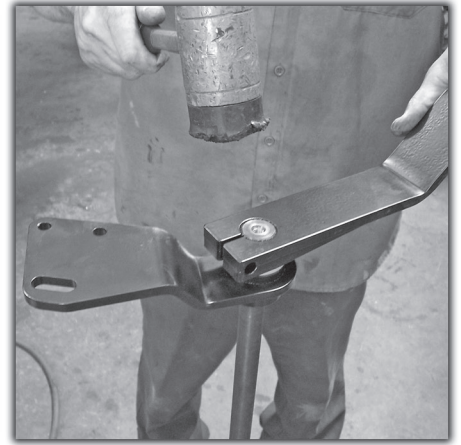




**1)** After removing the rear wheels & tires, remove the plastic rivets that retain the back ends of the plastic inner wheelwells to the body tub. Lower the panels down out of the way.



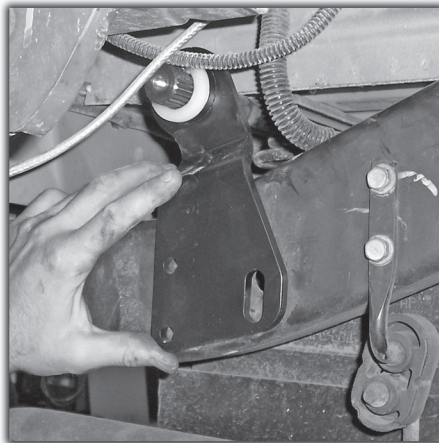
**2)** Using a mallet, knock the white UHMW bushings into the frame brackets. Take note of the bushing flange, and the "Z" in the bracket when installing.



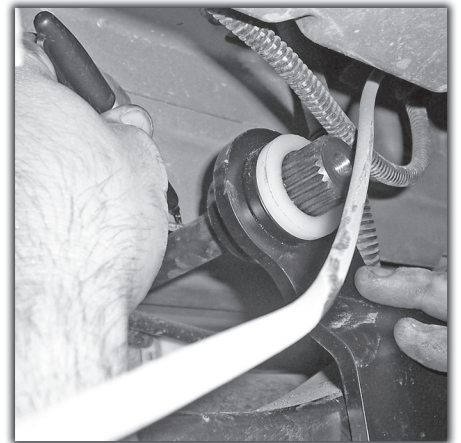
**3)** Install the right hand side bracket onto the end of the sway bar with a mallet just far enough that the face of the arm is flush with the end of the bar.



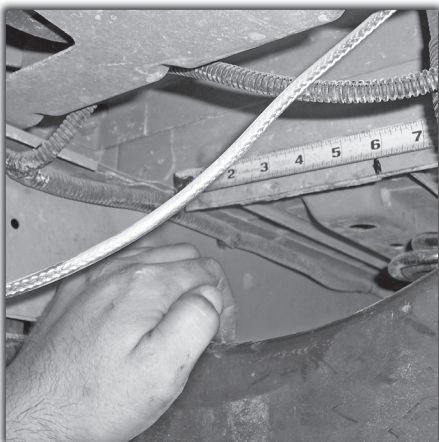
**4)** Slide the bar through the back of the vehicle from the passenger's side as shown. Be mindful of wiring and lines in this process!!!



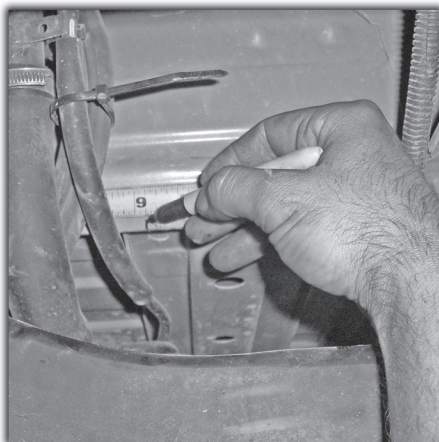
**5)** Align the slotted hole in the bracket with the large hole in the frame. Raise the or lower the bracket based on the slotted hole until the sway bar is clear of the gas tank.



**6)** If your vehicle does not have a body lift, like our subject vehicle here, it will be necessary to mark the body tub flange in the location where the sway bar contacts it so that clearance notches can be ground on both sides.



**7)** Measure from the back of the tub to your mark.



**8)** Transfer this measurement to the other side.



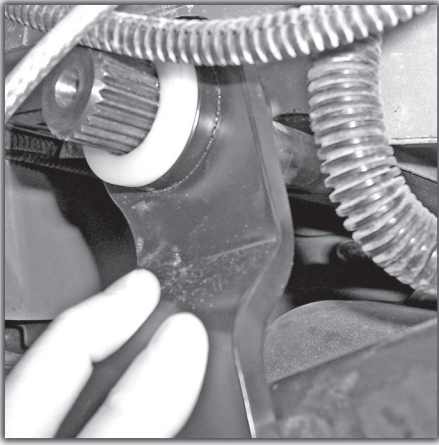
**9)** Grind notches in the tub flange for sway bar clearance.



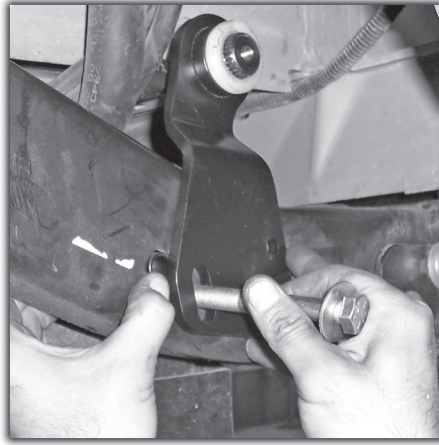
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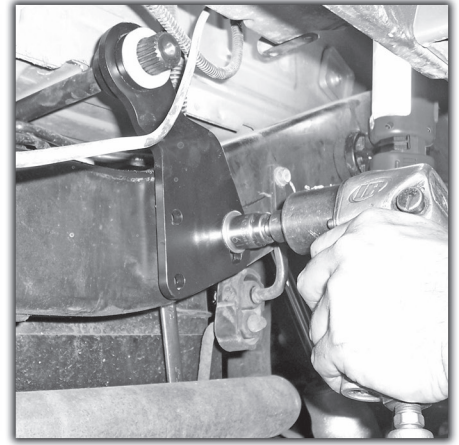




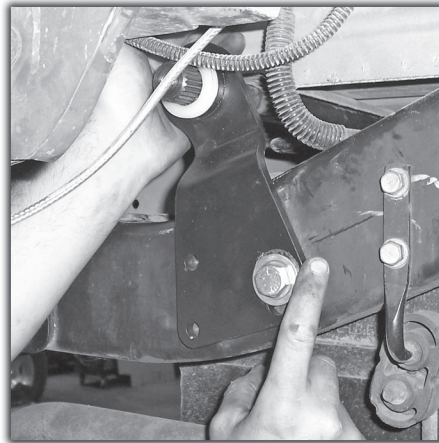
**10)** Align the slotted hole in bracket with the large hole in the frame again to check your clearance. Grind the notches more if necessary.



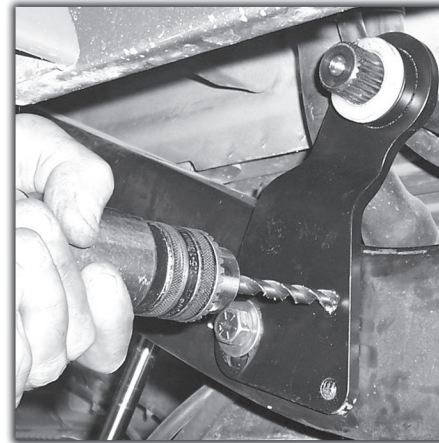
**11)** Install the driver's side bracket and then, on both sides, install the tube spacer through the hole in the frame, and insert the 1/2" x 4" bolt with washer thru the bracket and the tube spacer.



**12)** Insert the other 1/2" flat washer and 1/2" stover nut on the inside of the frame rail. Snug bolt down but do not tighten!



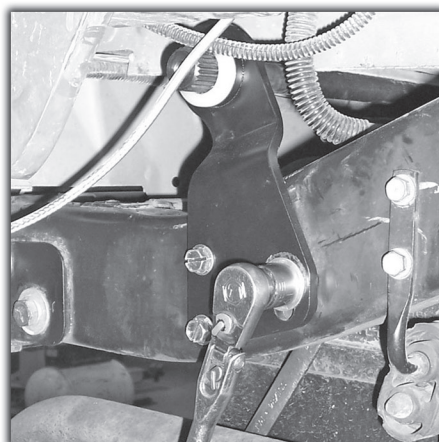
**13)** Raise, lower, and or rotate the bracket as needed before center-punching the 2 smaller holes.



**14)** Center punch all 4 of the small holes with a 3/8" transfer punch, pilot drill, and then drill with a 5/16" drill bit.



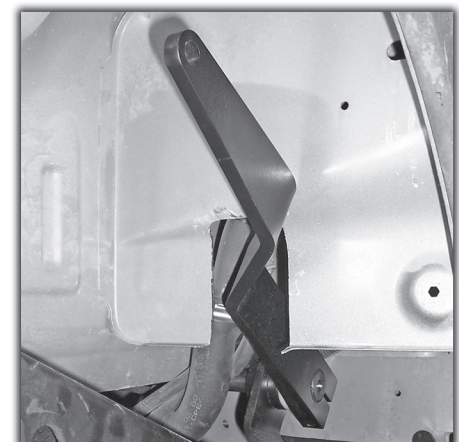
**15)** Put red loc-tite on the 4 thread rolling bolts and run them into the holes.



**16)** After a final fitment check, go back and tighten ALL SIX bolts.



**17)** Next, with an arm installed, mark your trim area to be cut out. This should be centered around the arm, and about 2 1/4" wide and 3 1/2" tall.



**18)** Cut out the trim area with a saws-all, jig saw, or tin snips. We used an air hack saw. Then test fit the arm clearance to make sure it is sufficient.



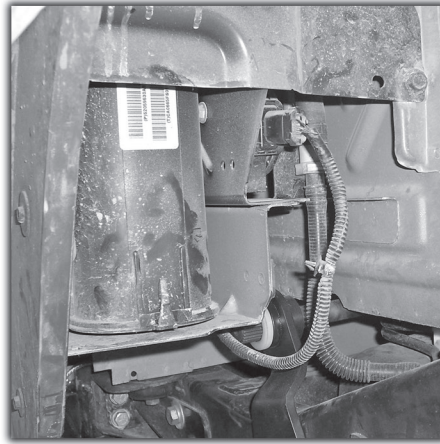
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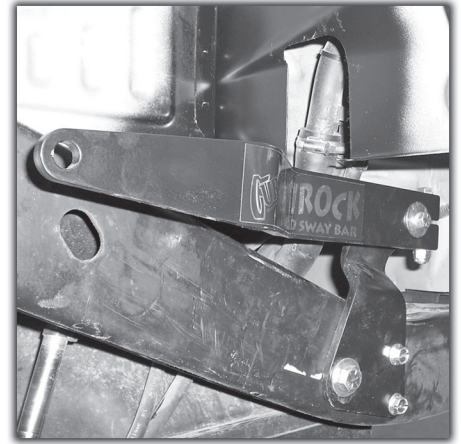




**19)** This is what the sway bar arm interference should look like on the passenger's side before trimming. This area will appear different on early TJ's that did not have the charcoal canister in this location.

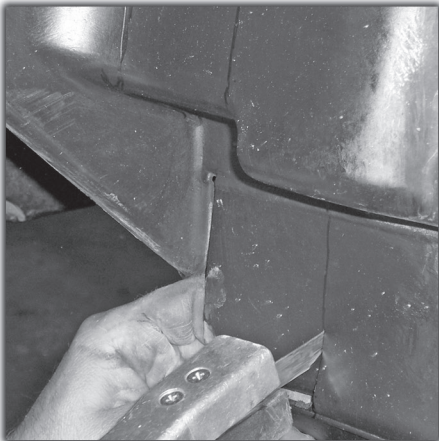


**20)** Articulate the arm upward and trim the sheetmetal on the charcoal canister brackets as necessary. When you are finished it should look like this.

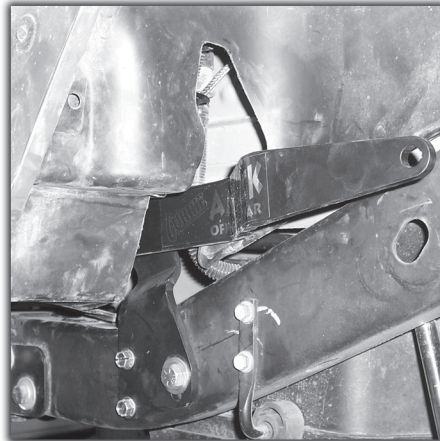


**21)** At this point trimming on both sides is done. We covered the areas with some spray paint, and installed the Antirock® stickers. Now is also a good time to install all of the arm to sway bar hardware. This entails installing the 3/8"-24 x 2 1/4" long bolt through the end of the arm and tightening the nyloc nut to pinch the arm tight onto the bar. You will then install the 5/16" flat washers, 5/16" lock washers, and the 5/16" x 3/4" bolts into the end of the bar.

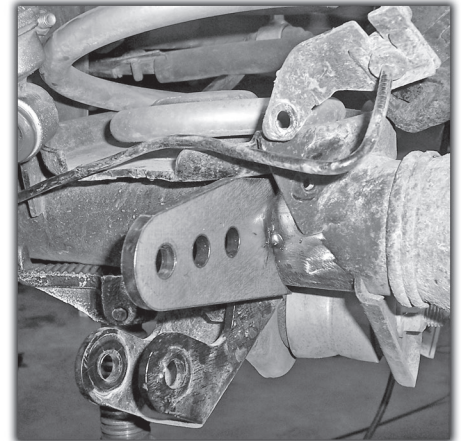
**\*NOTE:** This kit is designed to accommodate frame variances in different vehicles. When installing the Antirock® arms, make sure that they are installed snugly, all the way up against the bushings. In some vehicles, this may result in 1/4" to 3/8" of the splined bar protruding through the arm per side. This is normal.



**22)** Trim your plastic inner fender panels accordingly. Again, you may use a saws-all, jig saw, or tin snips - we used an air hack saw.



**23)** Test fit the inner panels and when you are satisfied with the fit, reattach them to the tub using their plastic rivets.



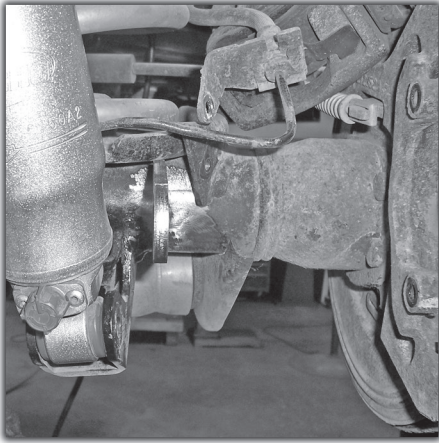
**24)** Installation of the housing tabs can be somewhat of a "per vehicle basis" situation, as many vehicles have had the shock mounts and/or rearend housings modified and/or replaced. When determining your side to side location for your tab, keep in mind that the upper heim joint **MUST** go on the **INSIDE** of the arm - but, as long as the link rod that is coming down from the arm is straight up and down, the heim joint that attaches to the housing tab can be positioned on either side of the tab. Whichever side of the tab that allows for ease of installation. You may want to assemble your link rods for mock up purposes and fit them on the vehicle during this process. Notice the 3 holes are level, straight out the back. Also, be sure to clean the tab weld area thoroughly before tacking/welding.



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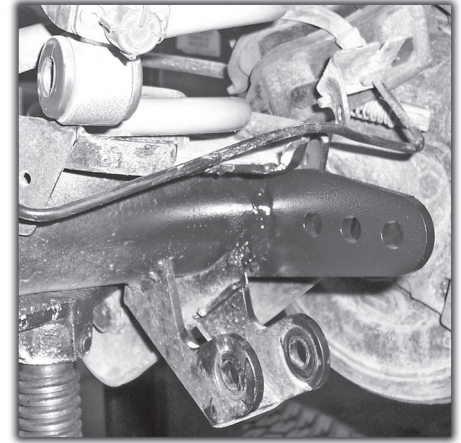




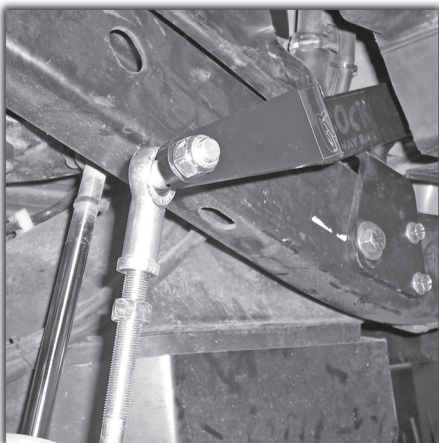
**25)** Our subject vehicle had the shock mounts replaced at one time, and this is where optimum tab location fell in this instance. We will be running our link heim joints on the outboard or tire side of the housing tabs.



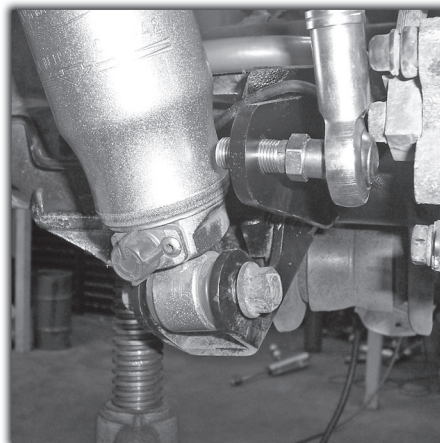
**26)** Once you are satisfied with your tab location on your specific vehicle, weld the tabs in place.



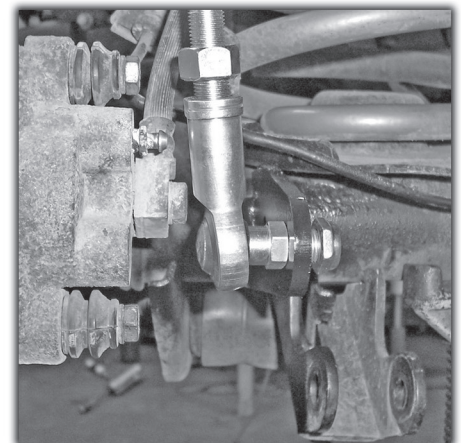
**27)** After welding shoot some spray paint on the tab area to prevent rusting.



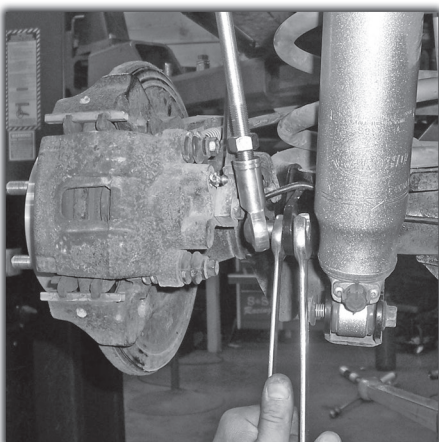
**28)** Assemble the end links, if you haven't already, with an initial setting of 16" from center of rod end stud to center of rod end stud. Install them in the holes in the arms and tighten them down. The nut goes on the tire side of the arm.



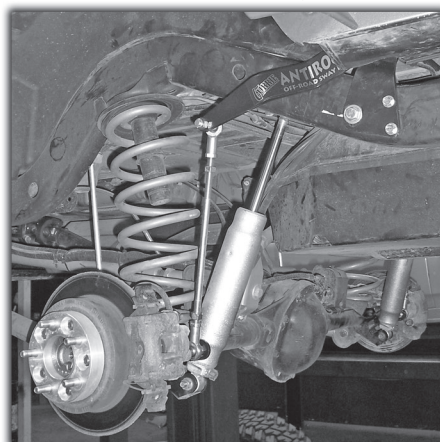
**29)** Again in an effort to present this in as "real world" of a fashion as possible, where you may have bought a used vehicle with modified shock mounts, we are able to illustrate here that this shock mount combination will require trimming of the heim joint threads.



**30)** Full nyloc nuts and thin nyloc nuts are supplied in the kit. In this application, after the heim joint threads were trimmed, the thin nyloc nut is used as opposed to the full nyloc.



**31)** After you are satisfied with the shock and heim joint fitment, go ahead and tighten ONE of the heim joints down. Run the nut down on the opposite one, but do not snug or tighten it at this time.



**32)** At this point you are done with the basic installation.



**33)** You may now reinstall your wheels & tires and set the vehicle back down on the ground so that final adjustments can be made at ride height with the weight on the suspension.



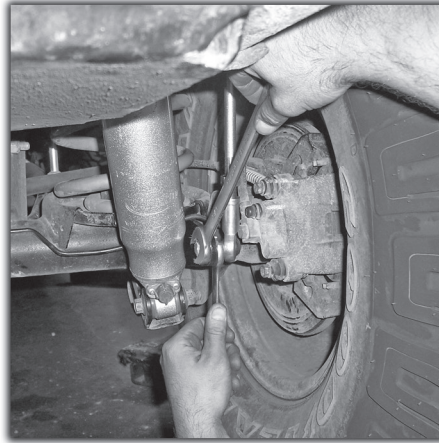
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**33)** Adjust the link that you left untightened in step 31 until the studs in the heim joints are completely neutral. As in - the studs are both parallel to the ground and can slide in and out of their bolt holes with no bind.



**34)** With the link adjusted, you may finish the tightening of the nut that you had left loose. Check all of the other hardware that you've installed or disturbed during this installation to make sure that it is reinstalled and torqued to standard specs.

**Final Note:** After driving the vehicle and testing it off road, go back and inspect all of the clearance areas of the installation. If all is well, you may either tack weld, or weld the frame brackets to the frame if you so desire.

Should you have ANY questions or concerns before, during, or after the installation of this product, please feel free to contact our technical staff!

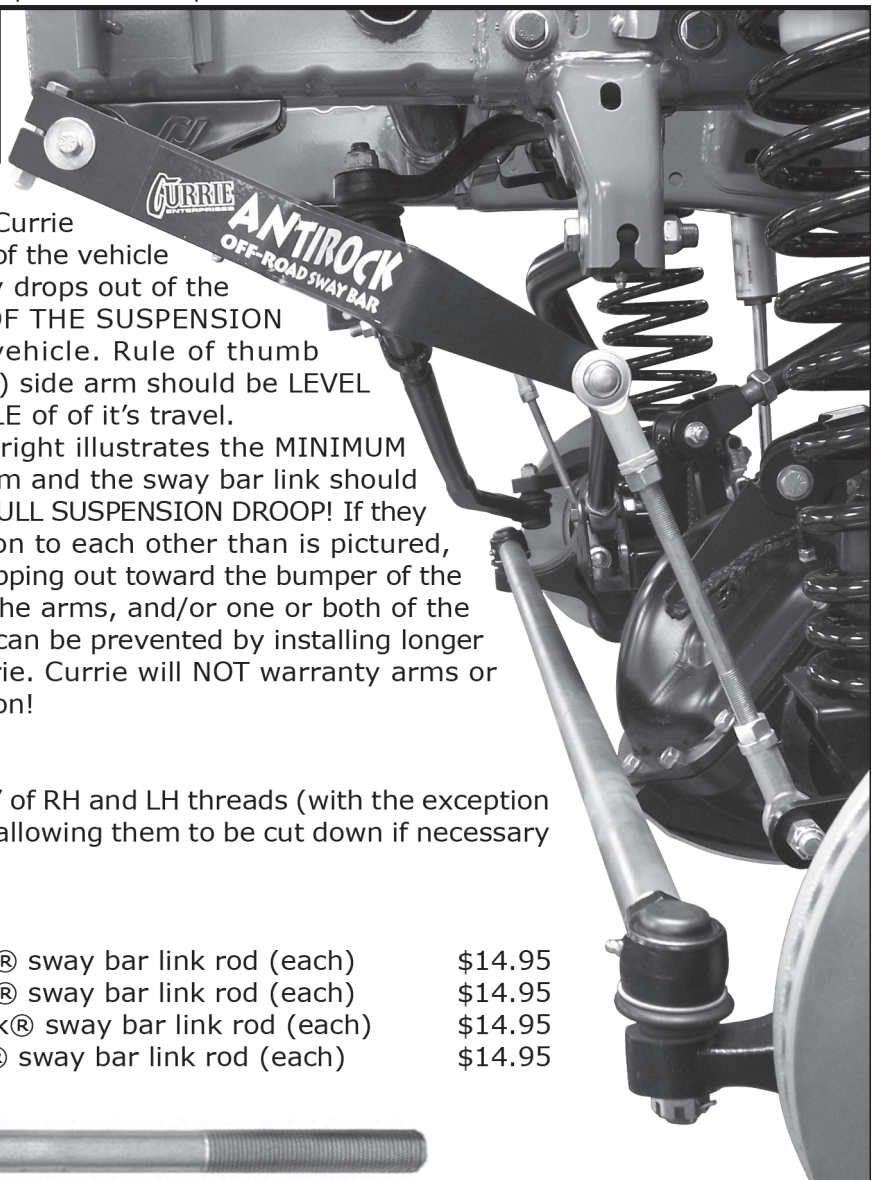
## ANTIROCK® Proper Sway Bar Adjustment

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 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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