



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

Fits

- 1984-2003 Jeep XJ (Cherokee) and 1986-1992 MJ (Comanche)

Kit Includes

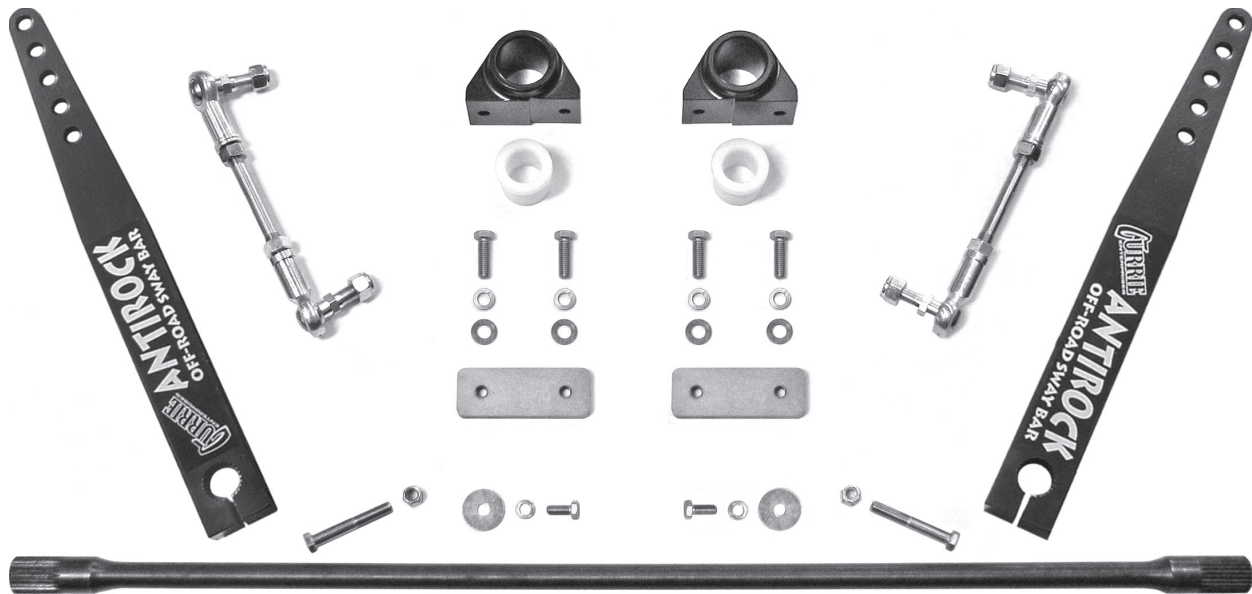
- | | |
|---|--|
| 1) CE-99001B.....36" Antirock® Bar | 2) EE-51NF.....½"-20 Jam Nuts (RH Thread) |
| 1) CE-9900XJBR.....RH aluminum frame bracket | 2) EE-51NFLHP.....½"-20 Jam Nuts (LH Thread) |
| 1) CE-9900XJBL.....LH aluminum frame bracket | 1) CE-99005.....Antirock® Arm Hardware Kit |
| 2) CE-99003-17.....17" Antirock® Steel Arms | 4) EE-3720CH8.....3/8"-16 X 1 1/4" Long Bolt |
| 2) CE-9901D.....Antirock® Bushings - white | 4) EE-37WSAEH.....3/8" Flat Washer |
| 1) CE-9901RD3.....6.5" long threaded end link rod | 4) EE-37WS.....3/8" Lock Washer |
| 2) CE-99006.....Sway Bar End Link Rod End (RH) | 2) CE-9900XJP.....Nut Plates For Frame |
| 2) CE-99006L.....Sway Bar End Link Rod End (LH) | 2) CE-9900S.....Antirock® Decals |
| 4) EE-51NS.....½"-20 Nylock Nut | |

Required Tools

- Complete set of hand tools.

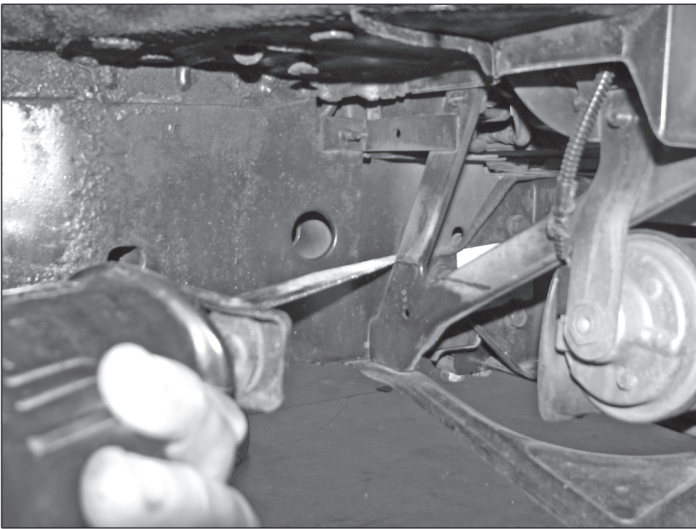
General Information

The CE-9900XJF Antirock® sway bar kit directly replaces the stock Jeep XJ (Cherokee) and MJ (Comanche p/u) 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 consistent traction. The sway bar is designed to be left connected while on and off road. On the road, the vehicle 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. Universal application Antirock® kits are also available for rearend use.

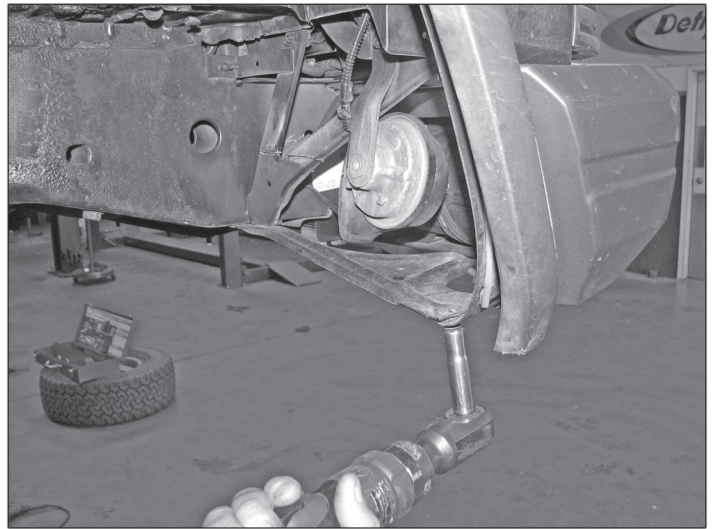


Currie Enterprises / RockJock Professional Off Road Products
382 N. Smith Ave., Corona, Ca. 92880
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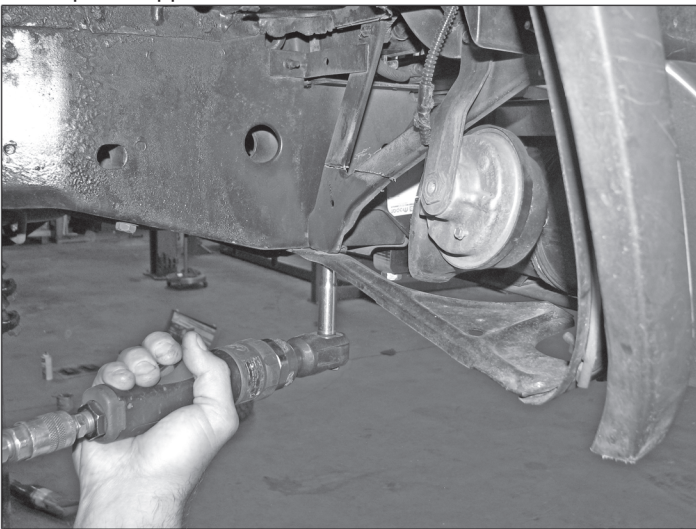




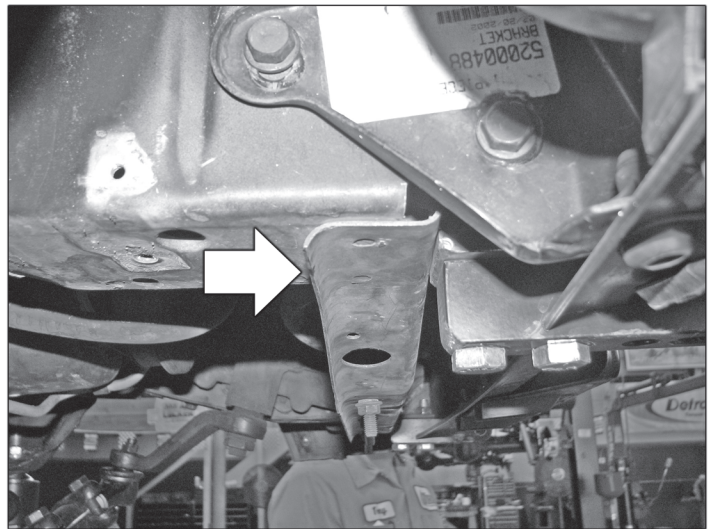
1) Start by removing the factory under-bumper skid plate (if equipped), the factory sway bar, and the factory sway bar links. You may now start the installation of the Antirock® sway bar by cutting the lower inner fender panel supports on both sides as shown.



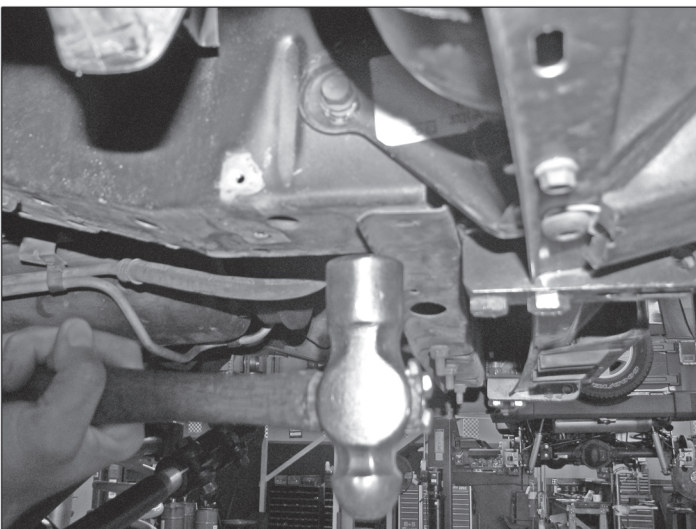
2) Next, remove the lower fender support brackets from the fender first,



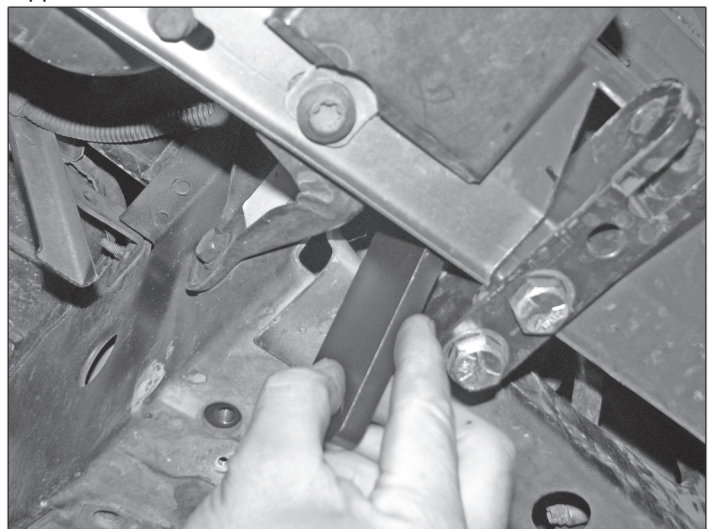
3) and then from the frame.



4) Using a hammer, you will need to flatten the seam/edge of the core support.



5) It will need to be hammered completely flat against the frame rail - but only in the frame rail area.



6) Insert the 3/8" thick steel nut plates into the frame through a hole found in the front end of the frame rail.



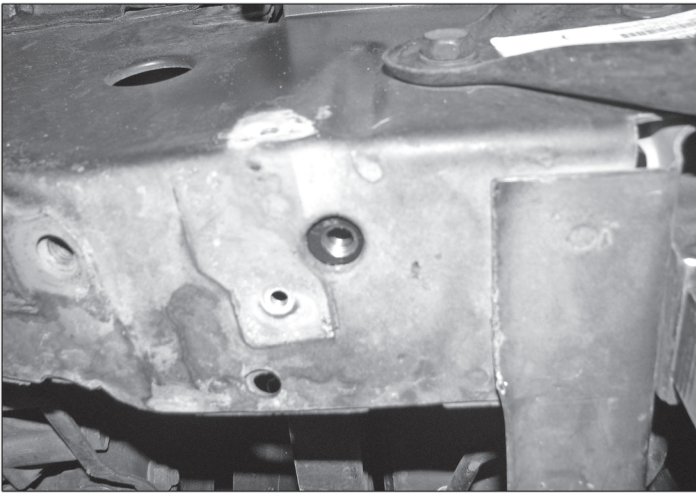
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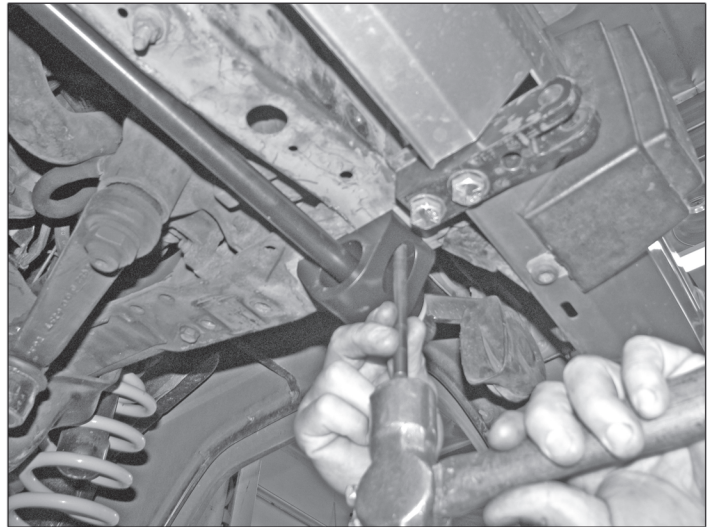
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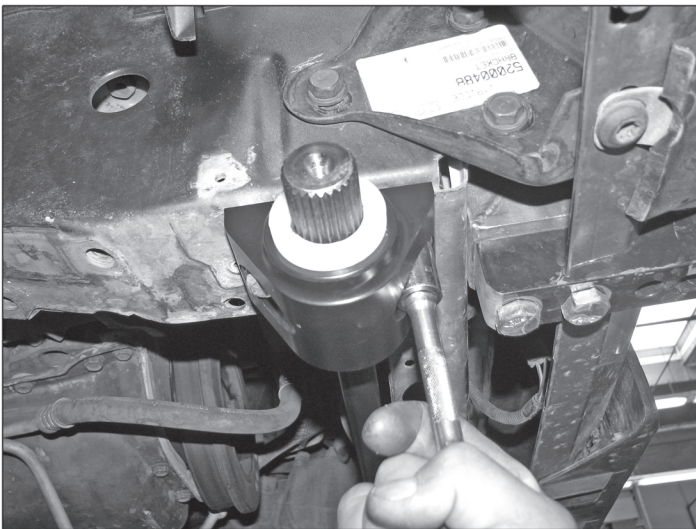




7) Using a screwdriver, align the back hole of the nut plate with the existing hole in the bottom of the frame rail.



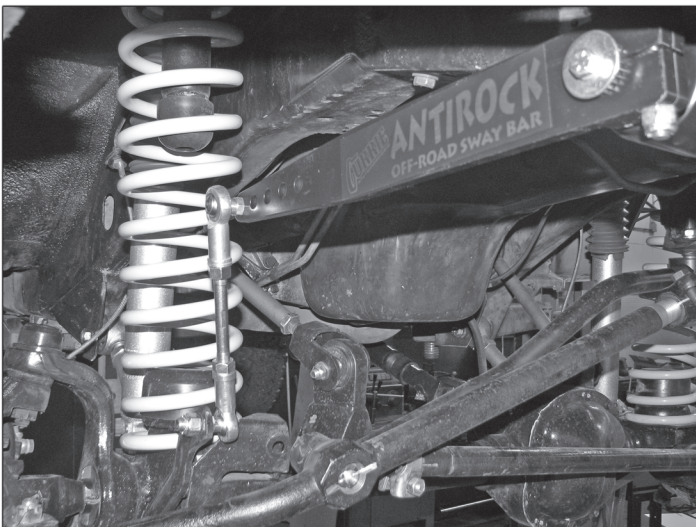
8) Mount the aluminum brackets on the frame, noting that the step on the top of the brackets lines up with the flange you've hammered flat on the bottom of the frame rail. Bolt the back side of bracket to the nutplate using the supplied 3/8" hardware. Now, assure that the brackets are aligned squarely with the bottom of the frame rail, and then, using the bracket as a "template", center punch the front holes in the frame and drill them out to 1/2".



9) Assemble the Antirock® bar with the brackets and bushings on it (the bushing flange goes to the outside), then install the assembly onto the frame with the supplied 3/8" hardware. Use blue Loctite on the mounting bolts.



10) Install the Antirock® arms onto the bar and slide them up against the white bushings. Affix them using the 3/8" x 2 1/4" clamp bolts and nylocks thru the end of the arms, and with the 5/16" flat washer, 5/16" lock washer, and 5/16" x 3/4" fine thread bolt on the sway bar end. Note: on some vehicles the spline on the bar may stick out past the arm due to frame width variations.



11) Assemble and adjust the Antirock® sway bar links to 9 1/4" center to center, and install them as shown.

NOTE On 2000-2001 models, the sway bar bracket on the frontend housing has a stud pressed into it. You must remove this stud from the bracket before attempting to install our link.

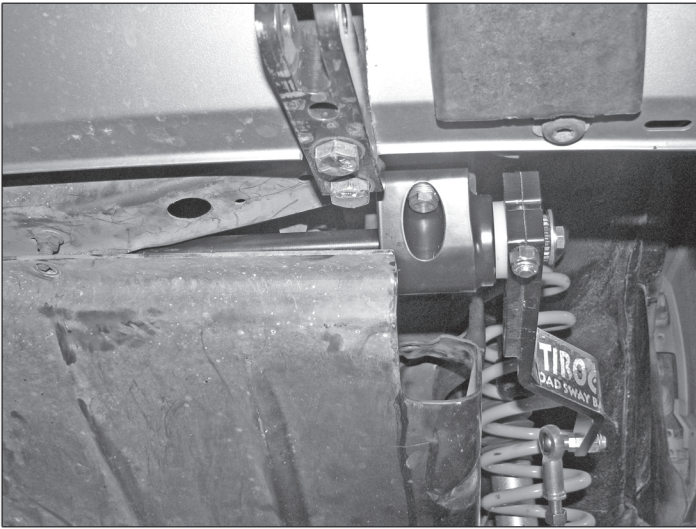
Continue to
Step 12....



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Before operating your vehicle - read the following adjustment requirements!!!

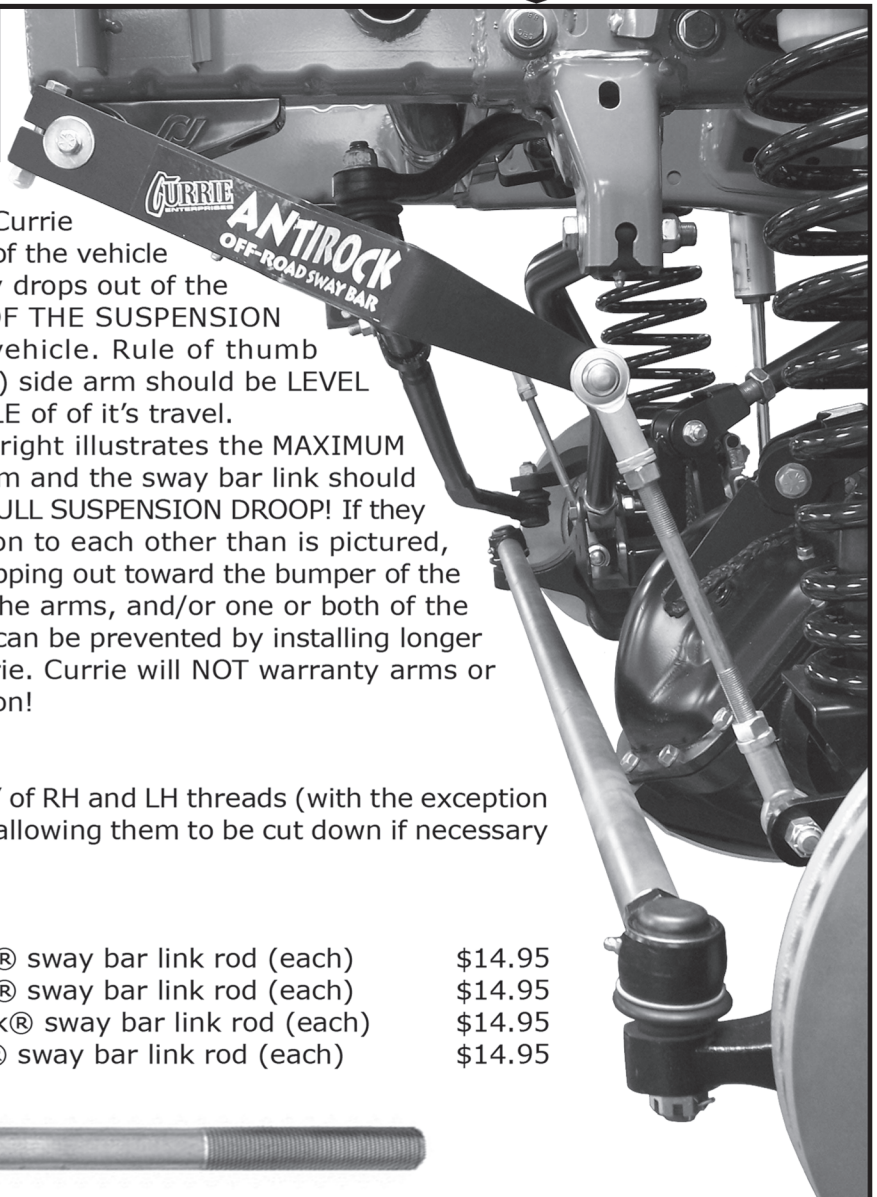


12) Re-install the factory skid plate (if equipped). Skid plate must be trimmed to fit in the area illustrated.

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 MAXIMUM 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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