RockJock® Professional OffRoad Products presents:

Universal Antirock® Sway Bar Kits

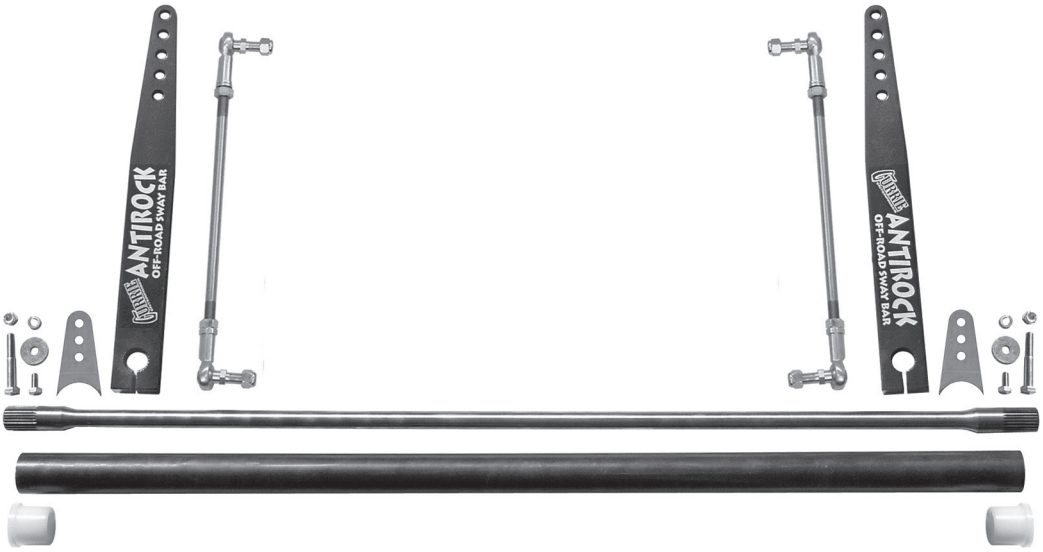
Installation Instructions

Fits

Universally installs on the front or rear of off road vehicles.

General Information

The Antirock off road sway bar kit is designed to balance the the vehicle's front and rear suspension when off roading resulting in better, more consistent traction. This sway bar is designed to be connected on and off road. On the road, the vehicle will have more body roll than a stock vehicle normally would. Heavier Jeeps may need to increase the effect of the sway bar by decreasing the leverage point - there are 5 adjustment holes for changing the rate of the bar. 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.



Kit Includes

1) Torsion Bar (various lengths depending on kit chosen)
2) Black Steel Side Arms - or - 2) Aluminum Side Arms (various lengths depending on kit chosen)
1) 1 3/4" o.d. d.o.m. steel sway bar mounting tube
2) white UHMW sway bar bushings
2) 14" long x 1/2"-20 RH/LH Threaded Link Rods (other link lengths available)
2) 1/2"-20 RH thread male rod ends with stud
2) 1/2"-20 LH thread male rod ends with stud
2) 1/2"-20 RH thread jam nuts
2) 1/2"-20 LH thread jam nuts
4) 1/2"-20 nyloc nuts.
2) 5/16"-24 x 3/4" bolts, two 5/16" flat washers
2) 5/16" split lock washers
2) 3/8"-24 x 2 1/2" bolts
2) 3/8"-24 nyloc nuts

Instructions

1) Being that this is a universal kit, we cannot tell you how to install it into your specific vehicle because we do not know what you have, however we can provide some general instruction and recommendations. It is recommended that you tack weld the unit into your vehicle and fully assemble the entire Antirock sway bar assembly before doing any welding to ensure that everything fits and works as you have intended.

2) Hopefully you measured your frame before ordering an Antirock kit so fitment should not be too difficult. The mounting tube supplied can be welded to your frame on the top or the bottom of your frame rails, or you may also hole saw through your frame rails and run the tube through your frame and simply weld it at the ends. Another option is only using enough of the tube on each end to just support the sway bar bushing and discarding the rest of the tube. In either case, try to mount the tube in a place where the tube and the sway bar will be as protected as possible.

3) After mounting your tube, use a good sized hammer and a block of wood and knock the white plastic bushings into the tube. If you have cut the tube, heavy burrs in the ends of this tube may need to be removed with a file before installing the bushings. A few hard hits should get the bushing in and seated against the lip.

4) Next, grease the ends of the sway bar and the inside diameter of the bushings. Use moly-lube or multi-purpose grease.

5) Push the sway bar through the bushings. Use a mallet to tap on the end of the sway bar if necessary. Center the sway bar in the tube.

6) Install the sway bar arms on each end of the sway bar. Push the arms snuggly up against the white bushings. The arms should be clocked on the splines of the bar so that they are parallel with each other. Use the 3/8"-24 x 2 1/2" bolts and the 3/8" nylock nuts to clamp the arms to the sway bar. The 5/16"-24 x 3/4" bolts, the 5/16" lock washers, and the 5/16" flat washers bolt into the end of the sway bar on each side for safety. You

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may now install the "Antirock" stickers on the arms.

7) At this point you will need to mount the tabs on the houisng for the housing end of the link rods. If you are confident of your dimensions coming out correctly, you may go ahead and weld the tabs on. Otherwise, it is recommended that you refer to the adjustment guide below as to where to position the Antirock arms per your suspension set up, fully assemble the link rods, install the link rods in the middle of the 5 holes on the Antirock arms and then install the housing tabs onto bottom end of the link rod to aid in the installation of the tabs.

8) During this fitment process, you may find out that the link rods are too long or too short depending on your application. Universal Antirock kits come with the longest link rods we offer. If you need longer ones, you will need to either cut these and sleeve them with a piece of tubing and weld them back together, or fabricate something completely custom on your own. If you need shorter link rods you can either cut the supplied 14" rods down, or we offer 10 1/2", 8 1/2" and 6 1/2" rods that can be purchased separately. Once you are satisfied with the adjustment and fitment of the arms and links, weld the housing tabs on.

9) CAUTION: Check the length of your linkage by articulating the suspension! See our Antirock adjustment guide below!

10) Test drive the vehicle. The sway bar rate may be increased by moving the linkage toward the sway bar, thus shortening the arm. The sway bar rate may be decreased by moving the linkage toward the end of the arm, away from the sway bar, thus lengthening the arm. NOTE: Each hole toward the sway bar that you move the linkage, you will lose approximately 1/2" of articulation.

Notes:

1) Make adjustments to the Antirock sway bar taking into account the unique characteristics of the suspension kit your vehicle is equipped with. Specifically, up and down suspension travel relative to the ride height of the vehicle. These factors must be taken into account when setting the length of the Antirock arms.

2) Vehicle will have more body roll than a normal vehicle with stock sway bars.

3) Antirock swaybars ultimately work best when they are installed on both ends of the vehicle.

4) The 2 hole settings closest to the sway bar on the Antirock arms are intended for on-road use only.

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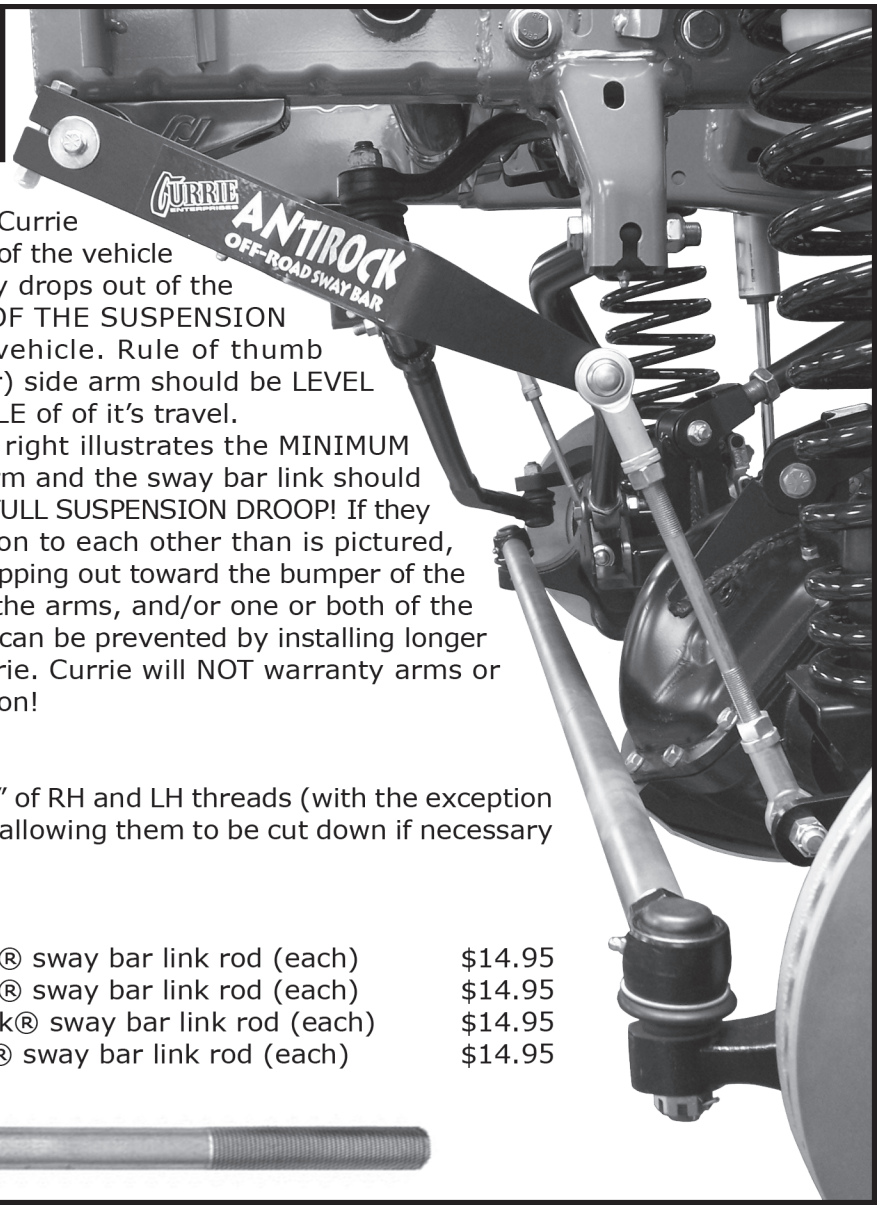
Proper Sway Bar Adjustment



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

If you have any questions on our products or require any assistance during the installation process of this product, please feel free to contact our technical staff at:

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ITEM NO.	PART NUMBER	DESCRIPTION	QTY.
1	CE-99003-JKR	21" STEEL ARM FOR REAR JK RJ	2
2	CE-9900JR4-BAR	50" SWAY BAR, 1.000 DIA.	1
3	CE-99005	ANTIROCK ARM HARDWARE PACK	1
4	CE-99005R	ANTIROCK ROD END KIT	1
5	CE-9901D	ANTIROCK UNIVERSAL BUSHING	2
6	CE-9901G	ANTIROCK WELD-ON SWAY BAR BRACKET	2
7	CE-9906H	48" MOUNTING TUBE FOR 50" UNIVERSAL ANTIROCK KIT	1
8	CE-9901RD2	14" ANTIROCK LINK ROD	2

UNLESS OTHERWISE SPECIFIED:		NAME	DATE
DIMENSIONS ARE IN INCHES TOLERANCES: ANGULAR: TWO PLACE DECIMAL ± 0.010 THREE PLACE DECIMAL ± 0.005	DRAWN	BDS	07/15/14
	CHECKED		
	ENG APPR.		
	MFG APPR.		
INTERPRET GEOMETRIC TOLERANCING PER:	Q.A.		
MATERIAL	**PROPRIETARY AND CONFIDENTIAL** THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF CURRIE ENTERPRISES. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF CURRIE ENTERPRISES IS PROHIBITED.		
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CORONA, CA 92880

UNIVERSAL REAR ANTIROCK KIT, 50", 1.000" DIA. BAR W/ 21" STEEL ARMS

SIZE	DWG. NO.	REV
C	CE-9906-21	

SCALE: NTS | WEIGHT: | SHEET 1 OF 1