ADJUSTMENT INSTRUCTIONS & TECHNICAL MANUAL

ANTIROCK® OFFROAD SWAYBAR

PROPER ADJUSTMENT — FRONT OR REAR

Applies to all Antirock® sway bars, front or rear, on any vehicle. To correctly adjust a **front** or **rear** Antirock sway bar and determine how long the end links should be, we recommend the following process:

1. Determine how much suspension **up-travel** and **down-travel** your vehicle has, then add them together for total overall travel. *Example: 4″ up + 8″ down = 12″ total.*
2. Find the midway point of your suspension travel. *Example: 12″ ÷ 2 = 6″.*
3. Set the axle at that midway point of its travel.
4. At the midway point — and **only** at the midway point — level the Antirock arms. This is the ONLY time the Antirock arms should ever be level.
5. Measure center-to-center from the link mounting hole in the end of the Antirock arm to the link mounting hole on your differential housing. **This dimension is your mandatory link length for your specific vehicle build.**

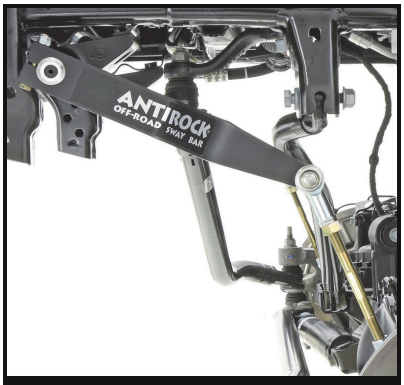

FIG. 1 Installed Antirock® — a safe link-to-arm angle

LINK RODS AVAILABLE FOR PURCHASE

Rods feature long, trimmable RH and LH threads and can be cut down for an exact fit. See rockjock4x4.com for exact specs.

CE-9901RD3	6.5″ link rod
CE-9901RD4	8.5″ link rod
CE-9901RD5	10.5″ link rod
RJ-517200-1	12.5″ link rod
CE-9901RD2	14″ link rod
RJ-253200-1	15.5″ link rod

FIG. 2 Trimmable link rods

WARNING

On down-travel, the link rod and arm must never form a straight line.

If they reach a straight line they can flip upside down toward the bumper, fail to return upward to their original location, and destroy the link rods and/or arms, abruptly changing suspension behavior.

→ Keep a safe angle through full travel (FIG. 1). If you foresee this being an issue, get longer arms, continue to adjust the link length (or both), or limit down-travel with axle limit straps or shorter shocks, until this situation can never occur. RockJock does not warranty parts damaged by improper setup.