INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL

ANTIROCK®
OFFROAD SWAYBAR
JEEP JL & JT FRONT

Part Nos. **CE-9900JLF** · **CE-9900JLFA** · **RJ-246100-101** · **RJ-246100-102** · **RJ-246100-103**
Fits the front of all 2018-and-up Jeep® JL Wrangler and Wrangler Unlimited and JT Gladiator models (except the Gladiator Mojave edition)



WARNING

Read and understand this entire manual and all product safety labels before beginning installation or operating the vehicle.

Failure to follow these instructions and safety messages can result in component failure, loss of vehicle control, crash, serious injury, or death.

→ Keep this manual with the vehicle for future reference. If you do not understand any part of it, or are not equipped to perform this work safely, have the kit installed by a qualified professional shop.

PROFESSIONAL INSTALLATION STRONGLY RECOMMENDED. This kit is installed beneath a raised, supported vehicle, may require grinding a factory frame weld for bracket fitment, and requires precise fastener torque and end-link geometry setup. The procedures, tools, and competencies required are described in Sections 1–3.

1 SAFETY INFORMATION — HOW TO USE THIS MANUAL

This manual uses the hazard-communication system defined by the American National Standard **ANSI Z535.6** (Product Safety Information in Product Manuals, Instructions, and Other Collateral Materials). Safety messages are flagged with a **signal word** and, where personal injury is possible, the **safety alert symbol** ⚠. Each message states the **hazard**, the **consequence** of not avoiding it, and **how to avoid it**.

SIGNAL WORDS USED IN THIS MANUAL

⚠ **DANGER**	**Indicates a hazardous situation which, if not avoided, WILL result in death or serious injury.**
⚠ **WARNING**	**Indicates a hazardous situation which, if not avoided, COULD result in death or serious injury.**
⚠ **CAUTION**	**Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.**
NOTICE	**Addresses practices not related to personal injury — typically a risk of property or product damage.**

INTENDED USE

The Antirock® system is an adjustable anti-roll (sway) bar designed to manage body roll on the front of 2018-and-up Jeep JL Wrangler and Wrangler Unlimited and JT Gladiator vehicles (except the Gladiator Mojave edition) in on-road and off-road use. It is not a recovery point, tow point, step, or load-bearing structural member. Do not use it for any purpose other than as described in this manual. Use only the supplied components and RockJock-specified replacement parts.

WHO SHOULD INSTALL THIS KIT

Installation is performed beneath a raised vehicle that must be properly supported, may require grinding a factory frame weld for bracket fitment, and requires precise assembly, fastener torque, and end-link geometry setup. These tasks should be performed only by a person who is competent in automotive suspension service and equipped with the proper tools, including a calibrated torque wrench. If you are not, stop and have the kit installed by a qualified shop. Improper installation or setup can cause unpredictable handling and component failure.

2 SAFETY INFORMATION — READ BEFORE YOU BEGIN

The following hazards apply to this installation. Review every message below before starting. These hazards are repeated, where relevant, at the individual steps in Section 4.

⚠ **WARNING**	**Vehicle supported off the ground. You will work beneath a raised vehicle.** A vehicle that shifts or falls can crush you, causing serious injury or death. → Work on a level, hard surface. Set the parking brake, place the transmission in gear/Park, and chock the wheels. Support the vehicle on jack stands rated for its weight. Never rely on a jack alone.

WARNING

Incorrect assembly or torque. Sway-bar hardware, arms, and end links that are mis-located, mis-clocked, set to the wrong length, or left loose can come apart in use.

Loss of sway-bar function or a separated component can cause unpredictable handling, loss of control, or damage at speed or on the trail.

→ Follow the assembly sequence exactly, clock the arms identically side to side, set link length per Section 5, and torque all fasteners to the values in Section 3. Re-check all fasteners after the first drive and periodically thereafter (Section 6).

CAUTION

Grinding and sharp edges. Some frames require sanding down a factory frame weld for the new sway-bar brackets to fit (Section 4, Step 6).

Flying chips and sparks, hot metal, and freshly ground edges can injure eyes, skin, and hands.

→ Wear ANSI Z87.1 eye protection and work gloves. Confirm nothing flammable, no fuel or brake lines, and no wiring sit near the grinding location. Keep sparks away from fuel and brake components and keep a fire extinguisher within reach. Deburr ground edges.

WARNING

End-link geometry (over-center condition). If the link rod and the Antirock arm form a straight line at full suspension droop, the link can flip over-center toward the bumper and may not return.

An over-center link can destroy the link rods and/or arms and abruptly change suspension behavior.

→ Set link length using the procedure in Section 5 so the link and arm never reach a straight line through full travel. If they can, fit longer links, re-adjust link length, or limit down-travel with limit straps or shorter shocks.

WARNING

California Proposition 65 — chemical exposure.

These products can expose you to chemicals including chromium, lead and lead compounds, nickel (metallic) and nickel compounds, di-isononyl and di(2-ethylhexyl) phthalates (DINP/DEHP), which are known to the State of California to cause cancer and birth defects or other reproductive harm.

→ Wash hands after handling. For more information visit www.P65Warnings.ca.gov.

NOTICE

Never strike any component with a steel hammer.

Steel hammers damage bushings, splines, bars, arms, and finishes. Use a rubber or dead-blow mallet only, as directed in Section 4.

3 TOOLS, MATERIALS & KIT CONTENTS

REQUIRED TOOLS

- 11 mm or Crescent wrench
- 14 mm sockets · 15 mm wrenches and sockets
- 18 mm wrenches and sockets · 19 mm wrench
- 3/16″ Allen wrench
- 9/16″ wrenches and sockets
- 5/8″ wrench · 3/4″ wrenches and sockets
- Tape measure
- Dead-blow / rubber mallet (never a steel hammer)
- Calibrated torque wrench
- Jack and jack stands rated for vehicle weight; wheel chocks
- Grinder / sander (only if frame-weld clearance is required, Step 6)

PERSONAL PROTECTIVE EQUIPMENT

- ANSI Z87.1 safety glasses / goggles
- Work gloves
- Fire extinguisher within reach when grinding

CONSUMABLES

- Blue (medium-strength) threadlocker
- Black non-synthetic chassis grease
- Anti-seize compound

KIT CONTENTS

1	CE-99001B	36″ Antirock bar
1	RJ-241100-1	Frame mounting bracket (L)
1	RJ-241100-2	Frame mounting bracket (R)
2	RJ-202001-101	Arms (forged chromoly) — or RJ-202011-101 arms (billet aluminum)
2	CE-9901D	UHMW bushing
4	CE-98093A624	M10 × 1.5 mm × 30 mm bolt
2	CE-99005B3	5/16″-24 × 7/8″ Allen bolt
2	CE-91090A111	5/16″ × 1.35″ o.d. aluminum body washer
2	CE-91257A661	3/8″-24 × 2-1/2″ bolt
2	CE-95615A150	3/8″-24 Nylock nut
2	CE-9901RD4	8-1/2″ end-link rod
1	RJ-527000-101	End-link sealed rod end with nut (RH)
1	CE-99006B	End-link thru-bolt heim (RH)
2	RJ-527000-102	End-link sealed rod end with nut (LH)
2	CE-95462A525	1/2″-20 jam nut (RH thread)
2	CE-H0020	1/2″-20 jam nut (LH thread)
1	CE-91257A751	1/2″-20 × 3″ Grade 8 bolt
2	CE-H0014	1/2″ flat washer
2	CE-9900JLFS	Heim spacer
1	CE-95615A220	1/2″-20 Nyloc nut
1	RJ-720301-101	Antirock arm stickers (pr.)

Verify all parts against this list before starting. Contact RockJock if any item is missing or damaged.

FASTENER TORQUE REFERENCE

NOTICE

Tighten every fastener to the specification below.

Under- or over-tightened fasteners can loosen, fail, or strip, leading to component separation.

→ Use a calibrated torque wrench. The installation steps in Section 4 refer back to this table.

FASTENER / JOINT	SIZE	TORQUE
Frame mounting bracket bolts	M10 × 1.5	45 lb-ft
Arm retaining Allen bolt	5/16″-24	5 lb-ft
Arm pinch bolt / Nylock nut	3/8″-24	35 lb-ft
End-link rod-end Nyloc nuts (studded heims)	1/2″-20	75 lb-ft
Thru-bolt heim bolt (passenger side)	1/2″-20 × 3″	85 lb-ft
End-link jam nuts	1/2″-20	55 lb-ft

4 INSTALLATION PROCEDURE

See the **Fastener Torque Reference** table in Section 3 for all torque values used in this procedure.

WARNING

The following steps are performed under a raised vehicle.

A vehicle that shifts or falls off its supports can crush you, causing serious injury or death.

→ Confirm the vehicle is supported on rated jack stands and chocked before going underneath. Never rely on a jack alone.

1 DISCONNECT THE FACTORY SWAY-BAR LINKS

Start the front Antirock® installation by removing the bottoms of the factory front sway-bar links from the differential.

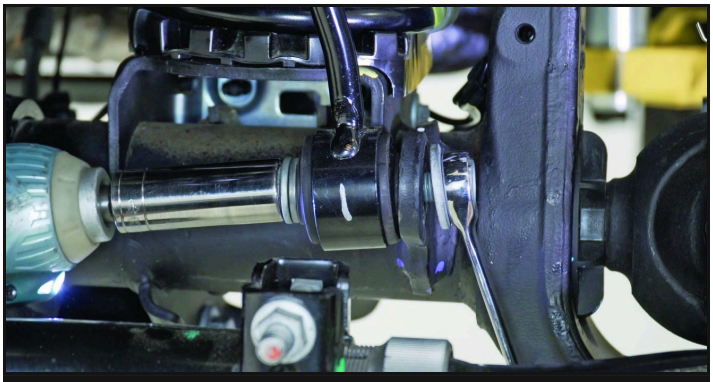


FIG. 1 Remove the lower sway-bar link fasteners at the differential.

2 FREE THE PASSENGER-SIDE LINK

You will notice, when removing the bottom of the passenger-side sway-bar link, that the attachment situation is different than on the driver's side.



FIG. 2 The passenger-side link attachment differs from the driver's side.

3 UNBOLT THE FACTORY BUSHING BRACKETS

Next, remove the two bolts on each side that attach the sway-bar bushing brackets to the bottom of the frame.

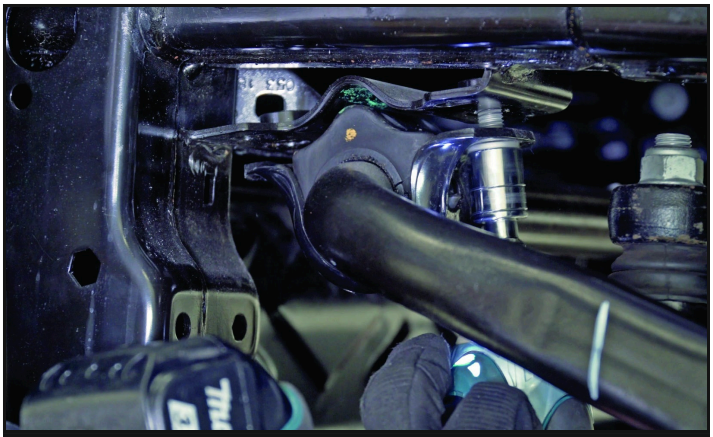


FIG. 3 Remove the two bolts per side securing the bushing brackets.

4 REMOVE THE FACTORY SWAY BAR

You may now remove and discard the entire factory front sway bar as an assembly, as well as its hardware.

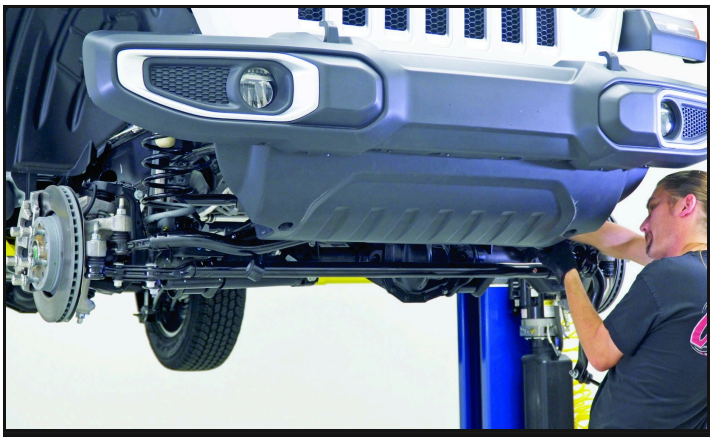


FIG. 4 Remove the complete factory front sway-bar assembly.

5 INSTALL THE BUSHINGS

Install the UHMW sway-bar bushings into the brackets as shown.

NOTICE

Never strike any component with a steel hammer.

Steel hammers damage bushings, brackets, and finishes.

→ Use a rubber or dead-blow mallet only.



FIG. 5 Press the UHMW bushings into the brackets.

6 CHECK FRAME-WELD CLEARANCE

CAUTION

Step 6 may require grinding a factory frame weld.

Sparks, hot metal, flying debris, and sharp edges can cause injury.

→ Wear eye protection and gloves, confirm no fuel or brake lines and no wiring sit near the grinding location, keep a fire extinguisher nearby, and deburr ground edges.

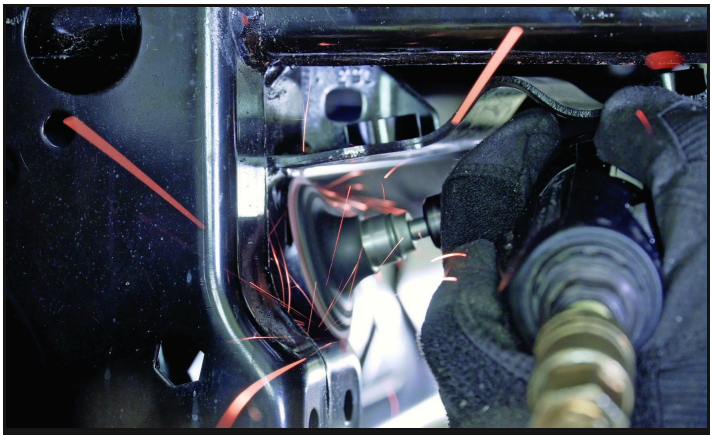


FIG. 6 Sand the factory frame weld, if required, for bracket fitment.

Some frames require sanding down a factory frame weld to allow proper fitment of the front upper corners of the new sway-bar brackets.

7 PREPARE THE BRACKET BOLTS

Find the four gold M10 bolts and apply blue threadlocker to their threads.

NOTICE

Threadlocker is required on the M10 bracket bolts.

Without it, bracket bolts can vibrate loose in service.

→ Apply blue (medium-strength) threadlocker to all four bolts before installation.



FIG. 7 Apply blue threadlocker to the four M10 bracket bolts.

8 INSTALL THE BRACKETS — FRONT BOLTS FIRST

Install the brackets to the frame, bushing side out, and bushing end of the bracket toward the front of the vehicle.

For now, only install the front-most bolts, as shown, and only snug the bolts — do not tighten.



FIG. 8 Bracket installed bushing-side out; front bolt snug only.

9 INSTALL THE REAR BOLTS

Now install the rear bolts, again, snug, but not tightened.

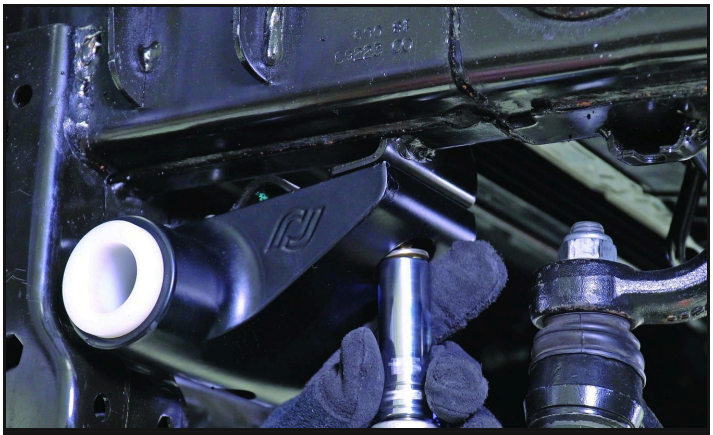


FIG. 9 Install the rear bracket bolts snug.

10 TORQUE THE FRONT BOLTS

Return to the front bolts and tighten and torque them to the specification in Section 3.

The rear bolts remain snugged for now.



FIG. 10 Torque the front bracket bolts; rear bolts stay snug.

11 GREASE THE BUSHING BORES

Grease the bushing bores with black, non-synthetic chassis grease.

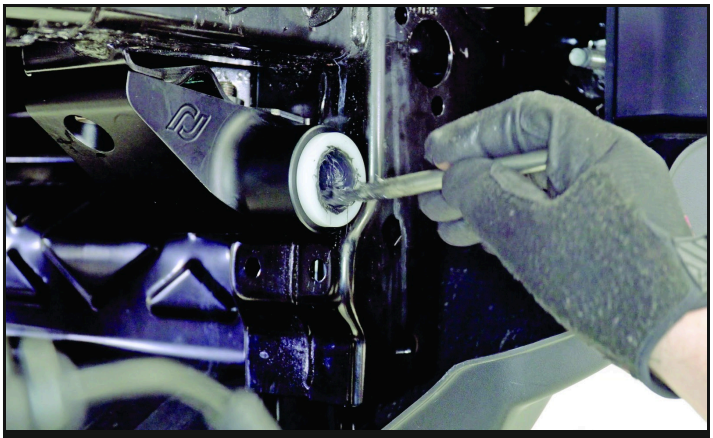


FIG. 11 Apply chassis grease to the bushing bores.

12 GREASE THE TORSION-BAR SPLINES

Grease the splines and the machined areas beyond the splines on both ends of the torsion bar.

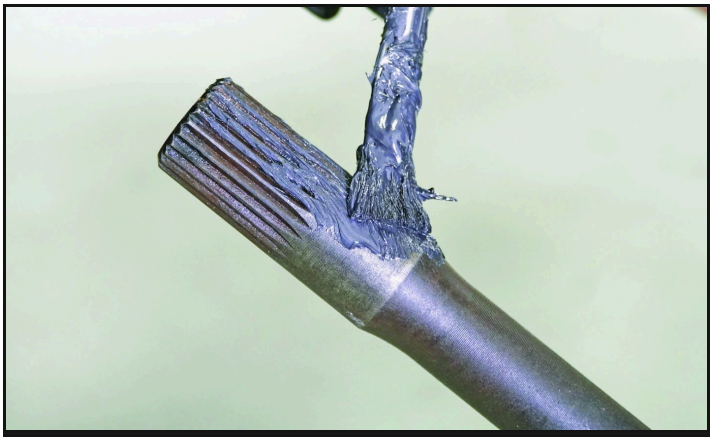


FIG. 12 Grease the splines and adjacent machined surfaces.

13 INSTALL THE SWAY BAR

Slide the sway bar in one side, align it on the other side, and push it on through the bushing on the other side. This will most likely require a mallet.

NOTICE	**Use a rubber or dead-blow mallet only.** A steel hammer will damage the bar ends and splines.



FIG. 13 Drive the bar through the bushings with a mallet.

14 CENTER THE BAR

Center the bar side to side in the vehicle. You should have about 3/4" of spline protruding on each side.

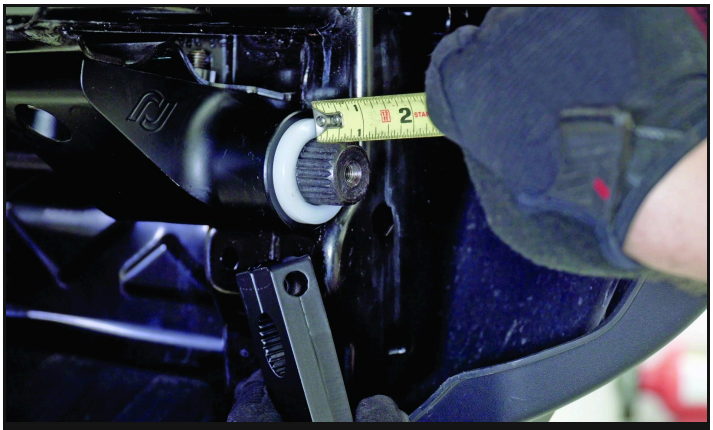


FIG. 14 About 3/4" of spline should protrude on each side.

15 TORQUE THE REAR BRACKET BOLTS

Tighten and torque the rear bracket bolts to the specification in Section 3.



FIG. 15 Torque the rear bracket bolts.

16 INSTALL THE ARMS

Slide the arms onto the torsion-bar splines (current kits feature forged chromoly arms).

Ensure that you clock the arms the same, side to side, when installing.



FIG. 16 Slide the arms onto the splines, clocked identically.

17 SECURE THE ARMS

Install the arm retaining washers and bolts. Current kits include aluminum washers and Allen bolts for use here (see inset photo). Install the tapered aluminum washers and flat-head Allen bolts with a 3/16" Allen wrench, and torque to the specification in Section 3.

Apply some anti-seize between the heads of the Allen bolts and the countersunk hole in the washers.



FIG. 17 Install the tapered aluminum washer and Allen bolt.

18 INSTALL THE ARM PINCH BOLTS

Install the 3/8"-24 × 2-1/2" pinch bolts and 3/8"-24 Nyloc nuts into the ends of the arms. Torque to the specification in Section 3.



FIG. 18 Install and torque the arm pinch bolts.

19 ASSEMBLE THE END LINKS

Assemble your new sway-bar end links as shown, with a jam nut and a heim joint on both ends of the gold rods.

You should also have three Nyloc nuts for use on the studded heim joints and a bolt, washers, high-misalignment spacers, and a Nyloc nut for the single thru-bolt heim joint.



FIG. 19 Assembled end links with jam nuts, heims, and thru-bolt hardware.

20 CONNECT THE LINK TOPS TO THE ARMS

Insert the tops of the new sway-bar links into the holes in the sway-bar arms.

Using a 5/8" wrench and a 3/4" wrench or socket, tighten and torque the Nyloc nuts to the specification in Section 3.



FIG. 20 Torque the upper link Nyloc nuts.

21 CONNECT THE DRIVER-SIDE LINK BOTTOM

Repeat this heim-joint installation process for the heim joint that attaches to the driver's side of the differential housing.



FIG. 21 Install the driver-side heim at the differential housing.

22 CONNECT THE PASSENGER-SIDE LINK BOTTOM

On the passenger's side of the differential housing, you will insert a washer and the Nyloc nut into the cavity in the trac-bar bracket. You will use a high-misalignment spacer on each side of the heim joint (small side of the spacers touching the heim joint) and then you will bolt it all together with the 1/2" bolt with a washer under its head.

Torque to the specification in Section 3.

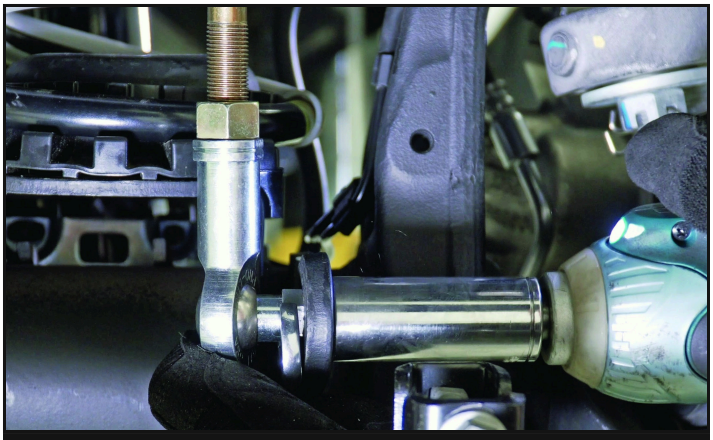


FIG. 22 Thru-bolt heim with spacers at the trac-bar bracket.

23 NEUTRALIZE PRELOAD AND LOCK THE JAM NUTS

Not every vehicle is the same, and surely not every differential housing bracket set is installed the same. You may find the need to rotate the gold end-link rods, to adjust them, to take preload off of the sway bar. Before locking anything down, verify your end-link length and geometry using the procedure in Section 5.

Once you have neutralized load on the sway bar, go ahead and tighten all four jam nuts (two per side) with a 3/4" and a 19 mm wrench, to the specification in Section 3.

⚠ WARNING

The link rod and arm must never form a straight line at full droop.

An over-center link can flip toward the bumper, fail to return, and destroy the link rods and/or arms.

→ Verify geometry per Section 5 before locking the jam nuts.

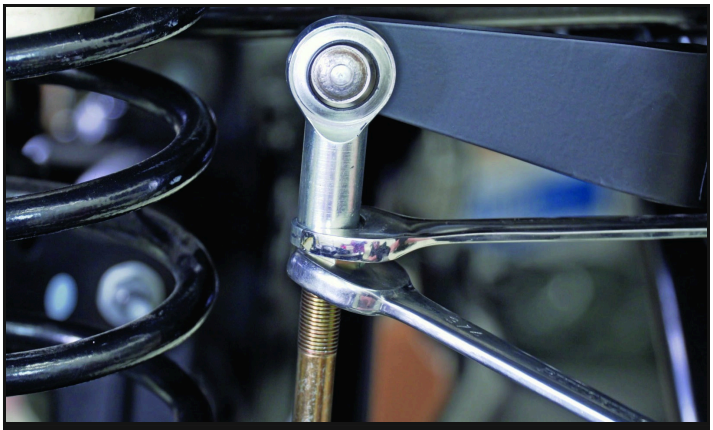


FIG. 23 Rotate the rods to neutralize preload, then lock the jam nuts.

5 PROPER ANTIROCK® ADJUSTMENT

To correctly adjust a front or rear Antirock sway bar and determine end-link length:

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

WARNING

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

If they reach a straight line they can flip over-center toward the bumper and fail to return, destroying the link rods and/or arms and abruptly changing suspension behavior.

→ Keep a safe angle through full travel. If you cannot, fit longer arms, re-adjust link length (or both), or limit the axle's down-travel with axle limit straps or shorter shocks. RockJock does not warranty parts damaged by improper setup.



FIG. 24 Installed Antirock — arms level at mid-travel

LINK RODS AVAILABLE FOR PURCHASE

Rods feature long, trimmable RH and LH threads allowing them to be cut down if necessary for an exact fit in your application. 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. 25 Trimmable link rods

6 BREAK-IN, INSPECTION & MAINTENANCE

WARNING

Re-inspect all fasteners and link geometry before relying on the vehicle.

Fasteners can settle and loosen after the first miles of use; an unnoticed over-center condition can destroy links and arms and abruptly change handling.

→ Complete the checklist below before the first drive, again after the first 100 miles (160 km) and first off-road outing, and at every routine service thereafter.

BEFORE THE FIRST DRIVE

- All sway-bar and end-link fasteners present and torqued to the Section 3 specifications.
- Arms clocked identically side to side; about 3/4" of spline protruding on each side.
- End links cannot reach an over-center (straight-line) condition through full suspension travel (Section 5).
- Jam nuts locked with the rod ends in a neutral, un-preloaded position.
- Adequate clearance between the bar, arms, links and the body, bumper, lines, and tires throughout travel.

AFTER THE FIRST 100 MILES / FIRST OFF-ROAD USE

- Re-torque all sway-bar bracket, arm, and end-link fasteners.
- Re-check jam-nut tightness and rod-end condition.

ROUTINE (EVERY SERVICE INTERVAL)

- Inspect bushings, rod ends, and arms for wear, looseness, cracks, or damage; replace worn parts with RockJock-specified components.
- Confirm fastener torque and link geometry; re-grease bushings as needed with black non-synthetic chassis grease.

⚠ CAUTION	**Inspect more often under severe-duty or off-road use.** Trail impacts and articulation accelerate wear and can loosen fasteners. → Add an inspection after any significant trail use or impact, and replace damaged components before further use.

7 WARRANTY, DISCLAIMER & DOCUMENT CONTROL

LIMITED WARRANTY

RockJock 4x4 warrants this product to be free from defects in materials and workmanship for the period and under the terms stated in the current RockJock limited-warranty policy. This warranty applies only to products installed, adjusted, used, and maintained in accordance with this manual.

EXCLUSIONS

This warranty does not cover, and RockJock is not responsible for, damage or loss resulting from: improper installation, adjustment, or setup (including end-link geometry that allows an over-center condition); use of non-specified parts; modification of supplied components beyond what this manual describes; accident, abuse, competition, or off-road damage; or corrosion of bare metal left unfinished. Damage caused by improper setup is expressly not warranted.

SAFETY DISCLAIMER

Off-road driving and vehicle modification involve inherent risks. This product changes vehicle handling. The installer and owner are responsible for correct installation, for verifying proper setup and fastener torque, and for operating the vehicle safely and within its limits. If any part of this procedure is beyond your training or equipment, have the work performed by a qualified professional.