



# 300/Magnum/Charger/Challenger 1<sup>st</sup> Gen Install Instructions

## **TOOLS REQUIRED:**

Jack & stands/Lift

Wheel wrench to remove rims

Grinder/Cut off wheel

Hose Cutter

Hammer

Drill

13 MM

14 MM

15 MM

16 MM

17 MM

18 MM

21 MM

9/16

## **KEY POINTS**

1. Bags are made out of rubber. If they rub it will cause blow out. Make sure the front alignment tabs do not rub the front bags
2. If your hose sits on your exhaust, it will melt.
3. Cut your airline straight with sharp cutter (i.e. Air line cutter, PVC pipe cutter, or even a box cutter, but no wire cutter, saw or anything that will have uneven cut).
4. Thread Sealer on all fittings going with the threads. 2 ½ wraps of Teflon Tape is enough, don't over do it!
5. Do not over tighten fittings and bag bolts. Hand tight with 1 ½ rotations on the fittings. Bag bolts should be hand tight and then snug.
6. Suggest using semi permanent lock-tite so bolts don't loosen up!



## FRONT

1. Loosen upper spindle nut with 18 mm. Leave at least 3 threads on nut.
2. Tap top of spindle with hammer to loosen top ball joint from spindle.
3. Remove top ball joint nut.



4. Remove sway bar nut from strut with 21 mm and hold with 10 mm.



5. Remove bottom strut bolt with 18 mm.
6. Remove three nuts with 13 mm from top of strut in the engine compartment.



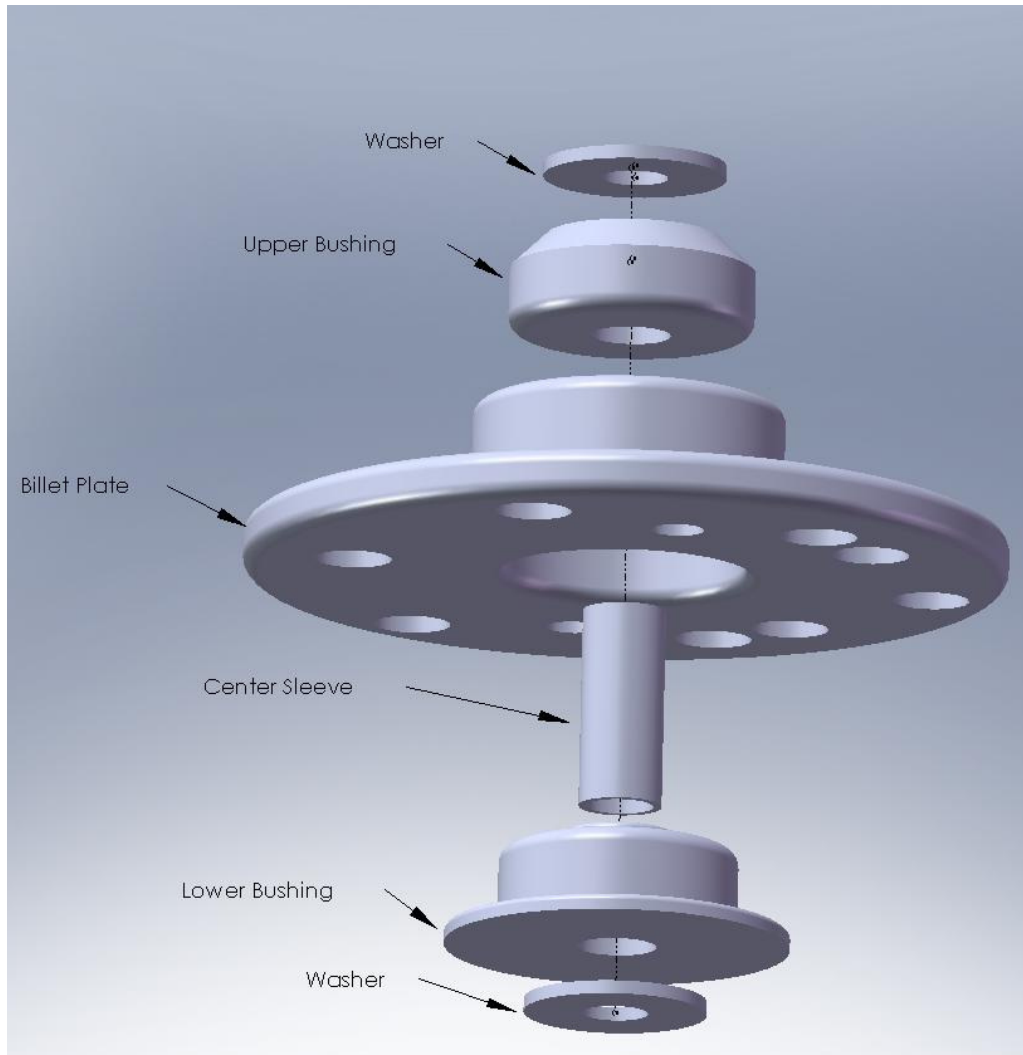
7. Remove strut from vehicle.
8. Using a spring compressor remove top nut on strut assembly with 18 mm..
9. Remove coil spring from strut.
10. Pop off the chrome bump stop striker (ontop of the pressure tube)

\*\* If you have AWD, DO NOT CUT COLLAR, Set aluminum bracket ontop of collar. Your spring perch is already lower than the RWD and does not require removal.

\*\* If you have SRT8 or Bilstein Struts, Do not cut collar, just remove clip and slide off spring perch. Aluminum Mount is designed to sit ontop of clip

11. \*\*\*\* **make sure you do not cut into shock body!** \*\*\*\*
12. With a grinder cut along the bottom of the 2" collar on strut.
13. Cut up the 2" collar or slice angle cut.
14. With large screw driver pry along shock body to peel off 2" collar.





15. Assemble the bags onto the billet plates.
16. **\*\*Make sure to install the washer under the bushing, if you don't the shaft will push through the plate**
17. Test fit bag over the strut in the vehicle so you can mark where you have to notch out the spring plate for the air line to go through
18. Notch out bottom spring plate for air fitting towards the body of the car. (sway bar mount side)
19. Assemble the Bag, Billet Brackets onto the strut and tighten the top nut on the strut. It will be hard to get the nut started, but tighten it down to pre-load the strut mount bushings.
20. Re attach sway bar, and bottom bolt from strut to lower control arm.
21. Re attach spindle onto upper control arm.
22. Run the airline from the bag into the front valves, inflate the bags and check for leaks between the valve and bags.
23. Reinstall the plastic covers behind front wheel wells



## REAR

1. Remove rear shock two upper nuts with 15 mm and lower bolt with 15 mm and lower nut with 18 mm.
2. Remove top nut from shock with 14mm.
3. Slide off plastic shroud.
4. Remove factory bump stop.



5. Re install plastic shroud and top nut.
6. Loosen two suspension carriage bolts to drop one side of the cross member at a time to remove the springs
7. Pull out rear coil springs rubber seats
8. Tighten suspension crossmember bolts and then do other side
9. Assemble air bag with supplied cups, fittings and hardware.







10. Slide the cup into the rear spring pocket and secure down the lower cup with the supplied washer and nut.



11. Re install rear shock.
12. Rotate the bag so the fitting faces the rear of the car and connect the air lines.
13. Inflate the bags slightly (**watch out for your fingers!!**) and seat the upper cup in the spring pocket
14. With a 5/16 drill bit drill across the upper cup through hole in cup, right below where the body folds over from the wheel well area inwards.
15. Deflate bags, and enlarge hole in cone to 3/8"
16. Re-inflate bags and side the 5/16 bolt through the cup and the top cone section that you drilled through to bolt in the upper cup.
17. Connect the air lines from the rear bags to the rear valves. Make sure to secure the lines away from the exhaust!

## Final Touches

1. Deflate the bags and jack up front and back wheel to insure proper fender clearance.
2. Double check all bolts to insure tightness.
3. Air the car up and take car off lift/jack stands.
4. Turn on ignition and drop the car. Admire your work!!
5. Take the car out for a test drive and make sure there is no noises.
6. Leave the car aired up overnight to make sure there is no slow leaks.
7. After about 500 miles lift vehicle all the way up, double check for air leaks and check bolt tightness.
8. Re check car every 6 months or as required.