Coil-Over Kit

(2011-2022 Challenger)

INSTALLATION INSTRUCTIONS

CONTENTS

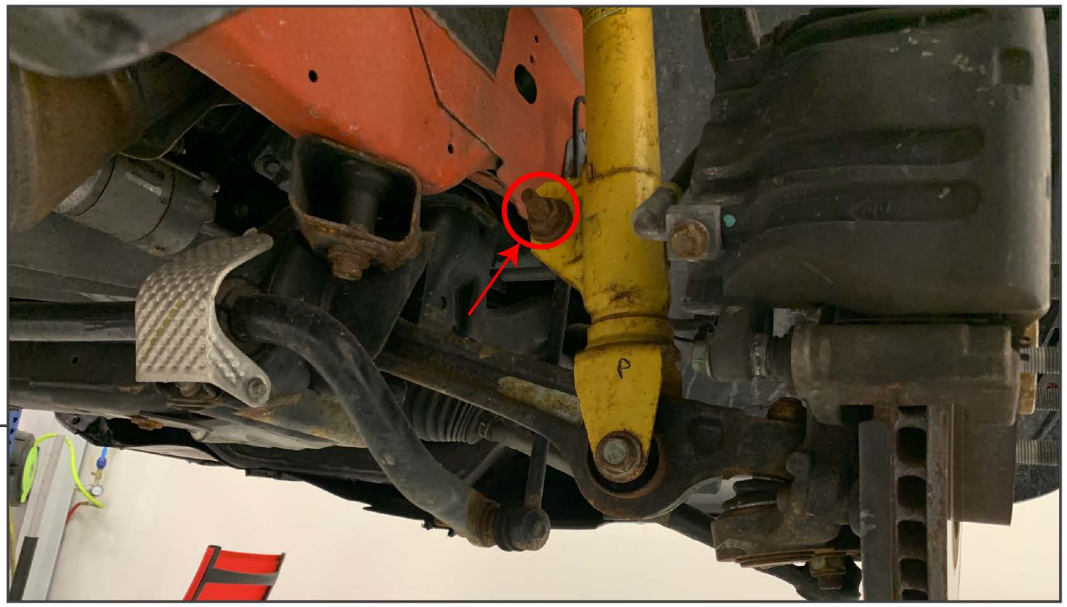
(2) Front Strut Assemblies
(2) M14x2.0 Lock Nuts
(2) Rear Spring Perch Assemblies
(2) Adjustable Rear Shocks
(1) Set of Locking Ring Wrenches

TOOLS REQUIRED

Jack
Jack Stands
Pry Bar(s)
3/8” & 1/2” Drive Socket Wrench
3/8” & 1/2” Extensions
10, 13, 15, 18, 22mm Sockets
10, 13, 15, 18mm Wrenches
Torque Wrench

FRONT
STEP 1

Raise and support the front of the vehicle using a jack and jack stands. Remove the wheels to access the factory strut/suspension hardware.



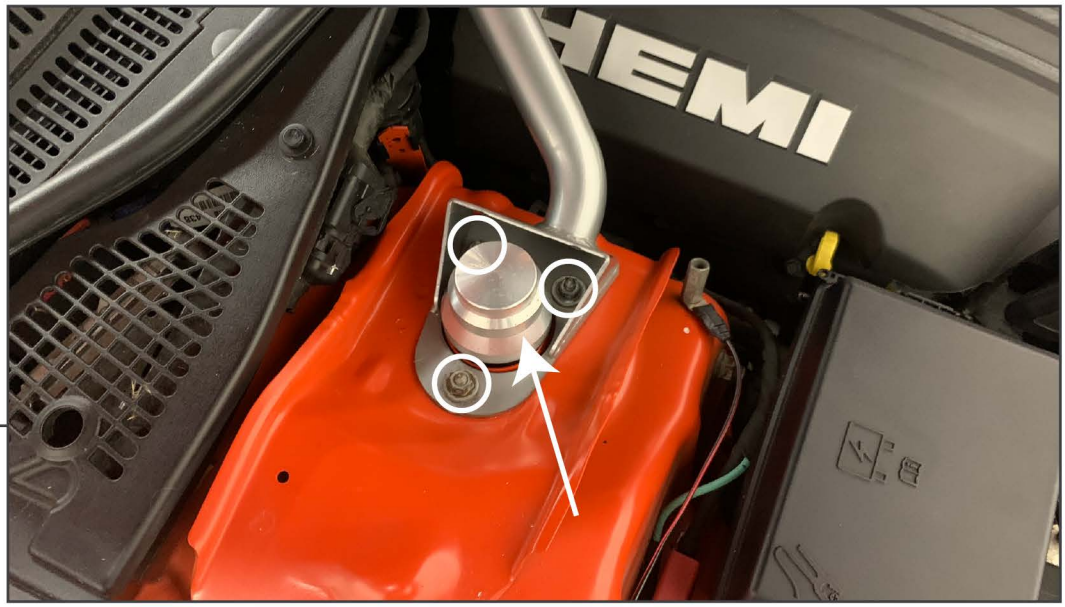
STEP 2

Loosen the remove the sway bar end link.

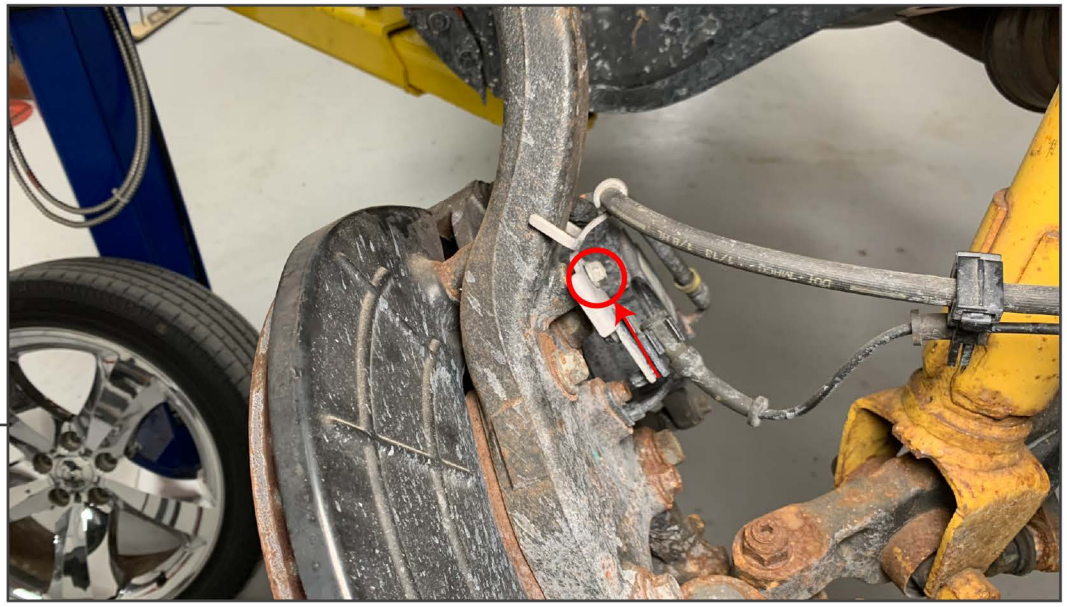
STEP 3

Loosen and remove the lower strut bolt.

STEP 4



From the engine bay, unscrew the factory strut cap. Using a 13mm socket, remove the (3) bolts securing the strut to the vehicle.

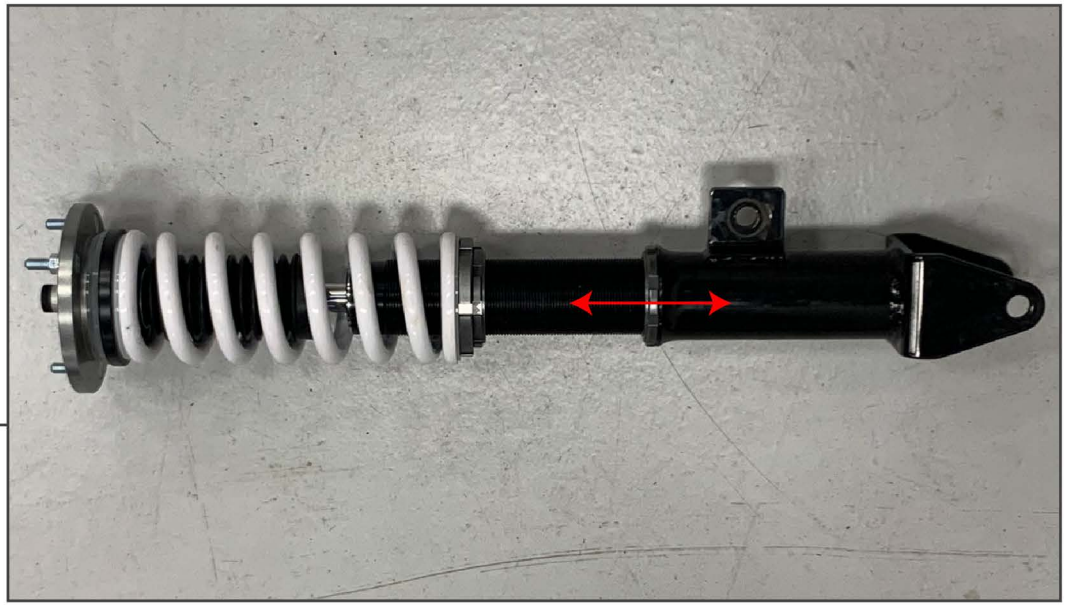


STEP 5

Using a 10mm socket, remove the bolt securing the brake line and abs wiring to the spindle. This will allow for more slack when removing the strut from the vehicle.

STEP 6

Using a 18mm socket, remove the nut holding the spindle to the upper control arm. Separate the ball joint and fold the spindle down to remove the strut from the vehicle.



STEP 7

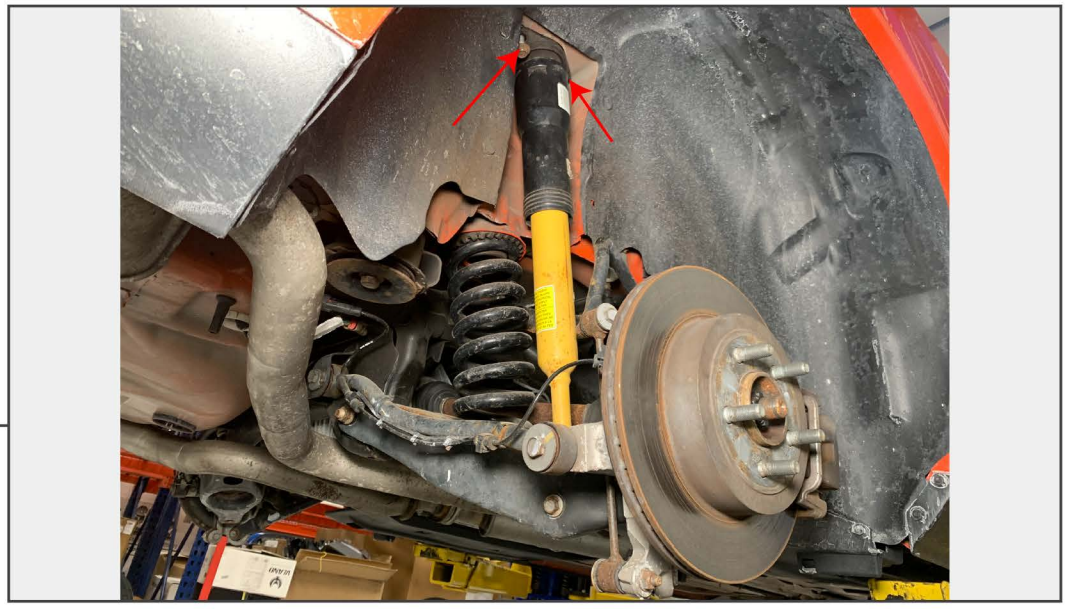
Adjust the front coil-over ride height by spinning the strut body up or down the threads of the shock. It is unnecessary to adjust the locking collars under the spring, the spring comes preloaded from the manufacturer and should not be adjusted. Both L&R coil-over assemblies should be set to the same height to achieve a level ride height.

STEP 8

Install the coil-over assembly in the reverse order. The flat ear of the sway bar mount faces forward. Ensure all the locking rings are tight. Torque all hardware to factory torque specifications including the lug nuts. Repeat this process on both sides to complete the front coil-over installation.

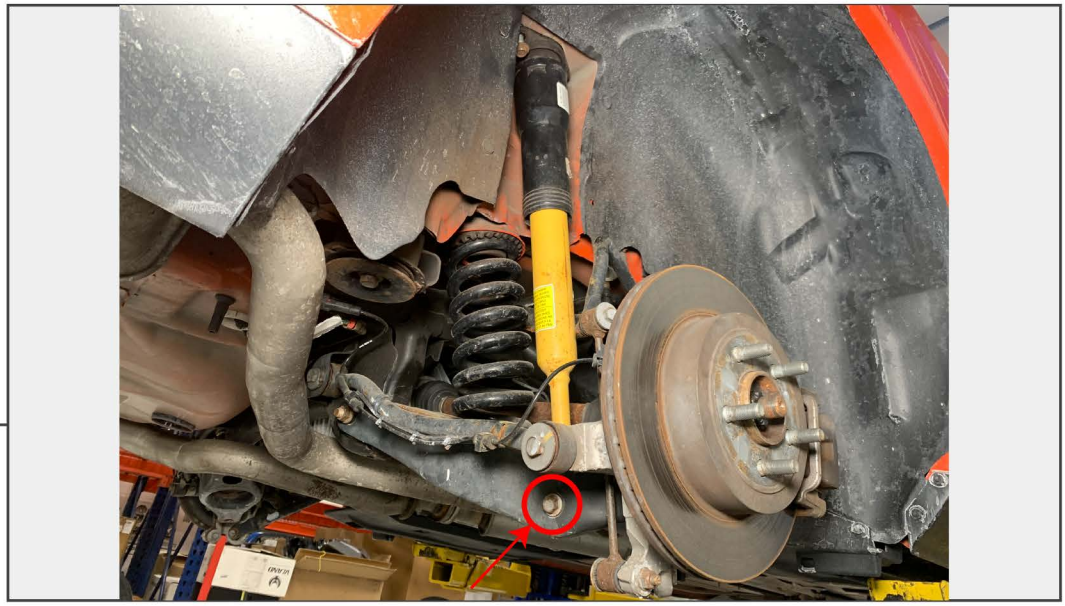
REAR
STEP 9

Raise and support the rear of the vehicle using a jack and jack stands.



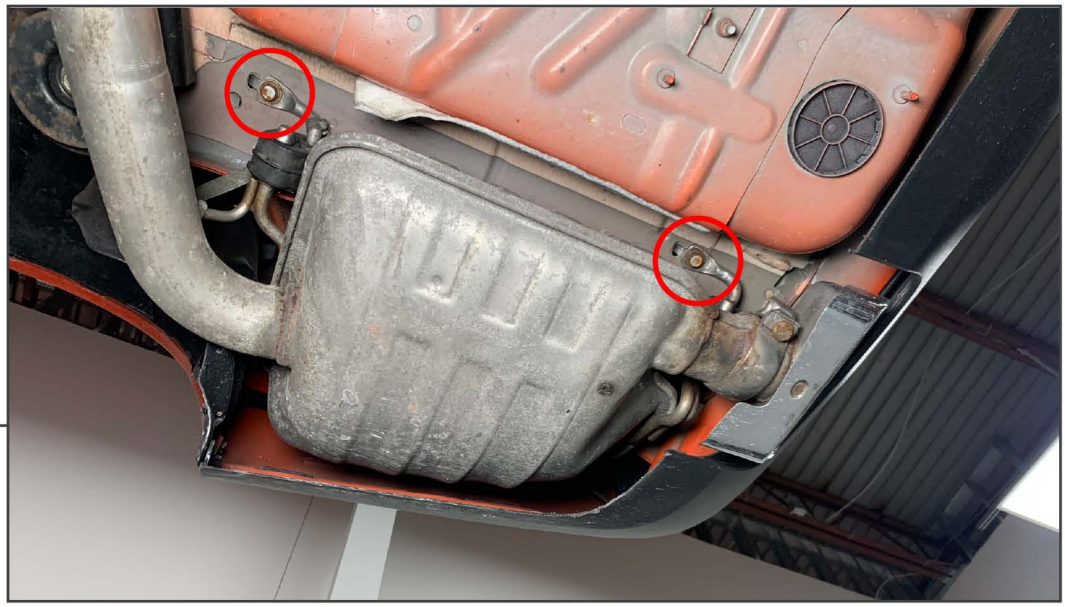
STEP 10

Using a 16mm socket remove the (2) upper shock mount bolts.



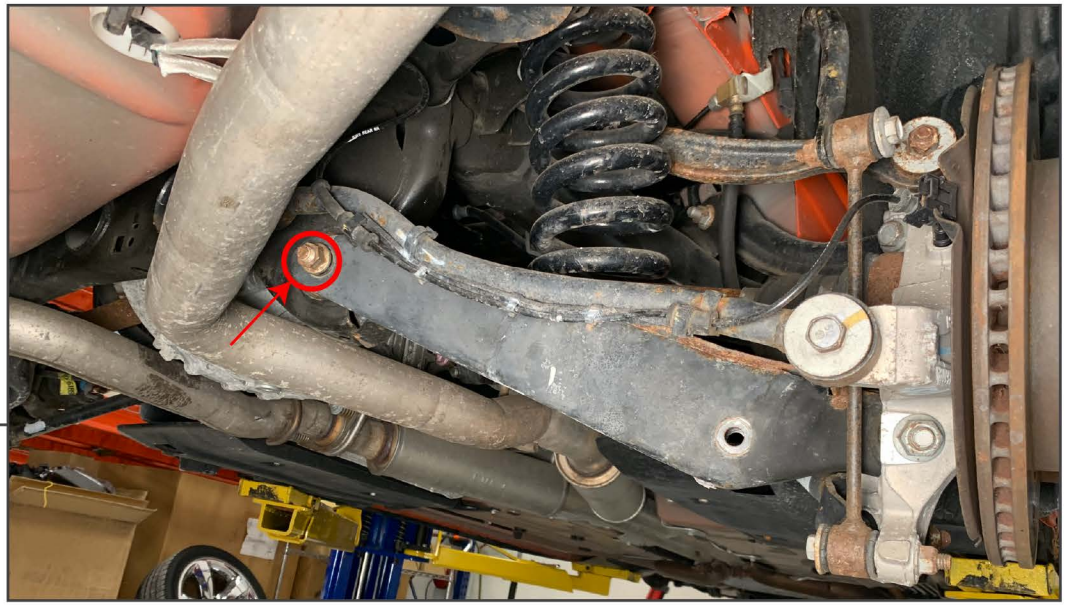
STEP 11

Using a 15mm wrench and 18mm socket, remove the lower should bolt. Remove the shock from the vehicle.



STEP 12

Using a 10mm socket, remove the (2) exhaust hanger bolt from each muffler. The mufflers need to be lowered in order to remove the inner lower control arm bolts.



STEP 13

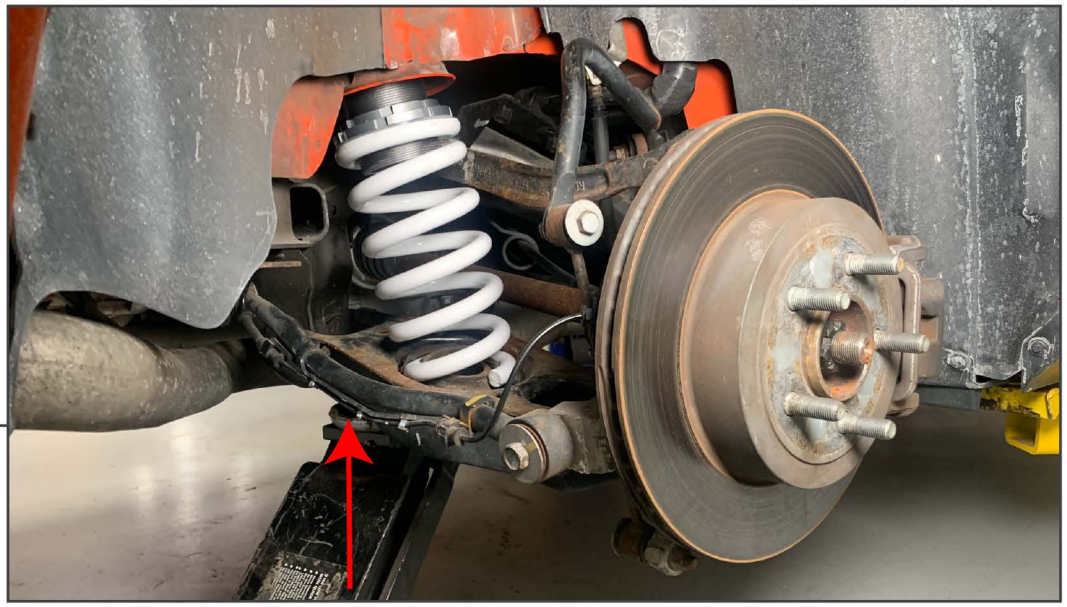
With the mufflers loose/lowered, place a jack under the lower control arm to support the control arm/spring tension. Using a 15mm wrench and 18mm socket, remove the inner lower control arm nut and bolt. Slowly lower the jack/control arm to relieve the tension from the spring, then remove the spring from the vehicle.

STEP 14

Ensure the rubber upper spring mount isolator is removed from the spring pocket.

STEP 15

Place the adjustable spring perch in the factory location. Install the thin rubber isolator, adjustable spring perch, and nylon spring isolator. Place the lowering spring in the factory lower spring isolator.



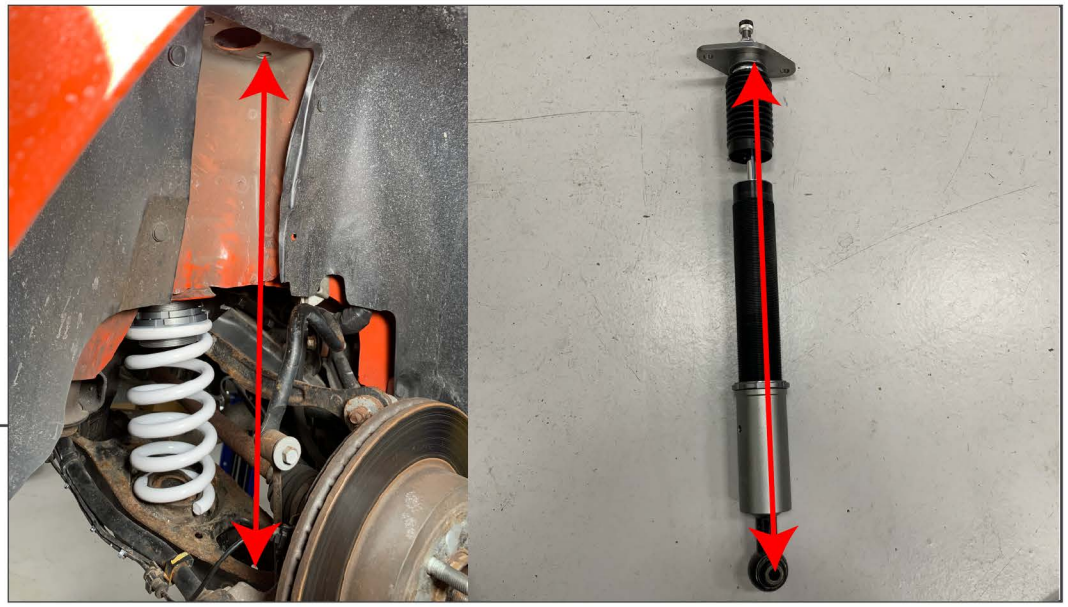
STEP 16

Using a floor jack, raise the lower control arm into place and reinstall the factory hardware. Repeat this process on both sides of the vehicle before installing the adjustable shocks.

STEP 17

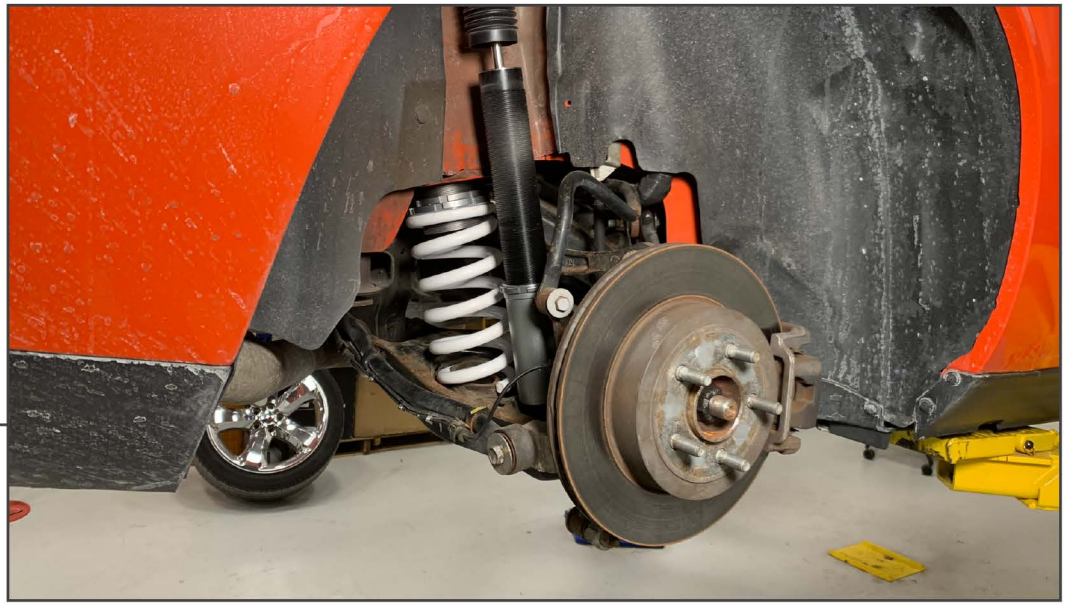
Before installing and adjusting the shocks, you will need to adjust the spring perch to achieve the desired ride height. With the lowering springs installed on both sides of the vehicle, temporarily mount the wheels and lower the vehicle to the ground. This will be your ride height, adjust the spring perch up or down to raise/lower the ride height.

STEP 18



Once the ride height is set on both sides, raise and support the vehicle. With the suspension at full droop Measure the distance between the upper and lower strut mount points. Spin the lower shock mount up or down the shock body so that the distance between the mounting points match the measurement taken from the vehicle.

Install the shock to the vehicle using the factory hardware.



STEP 19

Ensure all the locking rings are tight. Torque all hardware to factory torque specifications including the lug nuts.

STEP 20

Adjust ride height and shock values as desired. Adjust the shock dampening as desired. There are 32 levels of dampening. Fully clockwise is full stiff. Fully counter-clock-wise is full soft. Set them at 16 clicks from full hard and adjust as desired.