



SP112 INSTALLATION INSTRUCTIONS

Challenger 2008- Current Rear Lowering Springs

Tools required:

- 15mm, 18mm Socket/Wrench

Instructions:

1. Lift vehicle and support with jack stands under the rocker pinch welds.
(A service lift is recommended for additional ground clearance and ease of installation)
2. Remove lug nuts and wheel using 22mm socket.
3. Place an extended jack stand under the Rear Lower Control Arm underneath the spring seat. This will keep the spring loaded so that you can easily remove the Lower Control Arm-Crossmember bolt and not have the spring experience unexpected rapid decompression.
4. Use a 15mm and 18mm socket to loosen and remove the Lower Control Arm bolt as shown in **Image 1**.
5. Remove the Lower Shock bolt using a 15mm socket.
6. Using a 18mm socket and wrench, remove the bolt for the Lower Trailing Arm as shown in **Image 2**.

Image 1

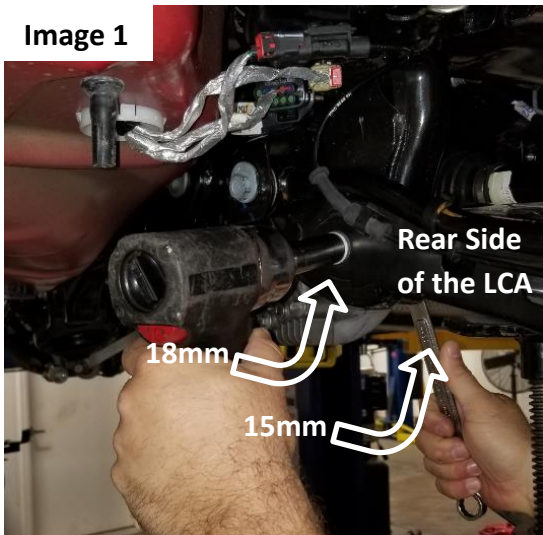
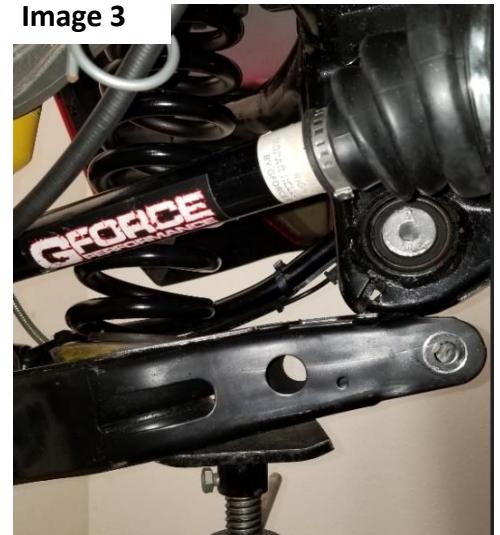


Image 2



Image 3



7. Unmount the Rear Brake Caliper using a 18mm wrench. Using a piece of wire or a zip tie, hang the caliper in the wheel well so that there is slack in the brake line when you lower the entire hub assembly.
8. Lower your jack to remove tension on your spring as shown in **Image 3** and remove the old springs.
9. **Ensure** that your rubber Lower Spring Boot has a 'triangular' nub that fits inside of the Lower Control Arm's Spring Cup as shown in **Image 4**. Your rubber Upper Spring Boot should fit overtop of your new springs as shown in **Image 5**.
(**Note:** It is critical to your final ride height that your springs are clocked to the proper location, making sure the pigtails of the springs are flush to the butts of the Spring Boots)
10. Insert the new Springs into Spring Cups using a Jack to compress the spring and a Pry Bar to align the Lower Control Arm with the Rear Crossmember as shown in **Image 6**. Tighten but do not Torque this bolt yet.
(**Note:** If you torque the Linkages without the vehicle's weight resting on the suspension, you will create binding points for the Suspension geometry.)

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11. Once the Lower Control bolt is inserted, remove the jack and place it under the knuckle below the Rear Sway Bar Link. Compress the Lower Control Arm enough to align the Lower Shock Bolt hole and insert the bolt. Tighten but do not Torque this bolt yet.
12. Re-attach your Brake Caliper and Torque to **85 ft-lbs**.
13. Re-connect the Lower Trailing Arm. Tighten but do not Torque this bolt yet.

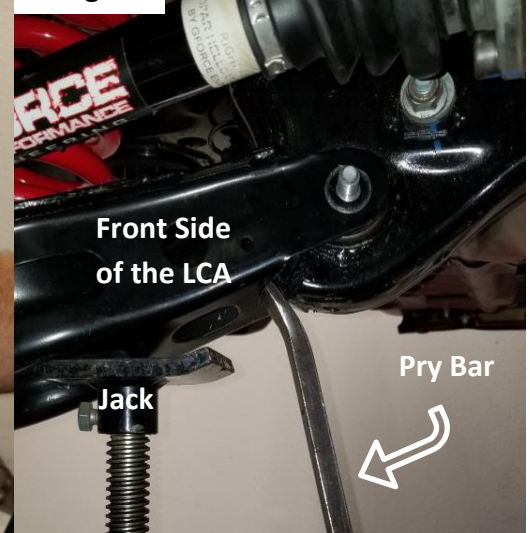
Image 4



Image 5



Image 6



14. Lower the car and to set the suspension. Then proceed to drive your vehicle onto ramps in order to gain enough room to torque all rear linkages to their final specified torque as listed at the end of these instructions.

Torque Specs:

Lower Control Arm-Crossmember = 80 ft-lbs
Front Lower Trailing Arm = 70 ft-lbs
Lower Shock Mount Bolt = 53 ft-lbs
Brake Caliper Bolts = 85 ft-lbs

(Lowering the car will create negative camber in the rear of the vehicle. It is important to realign the car as soon as possible in order to prevent irregular tire wear.)

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