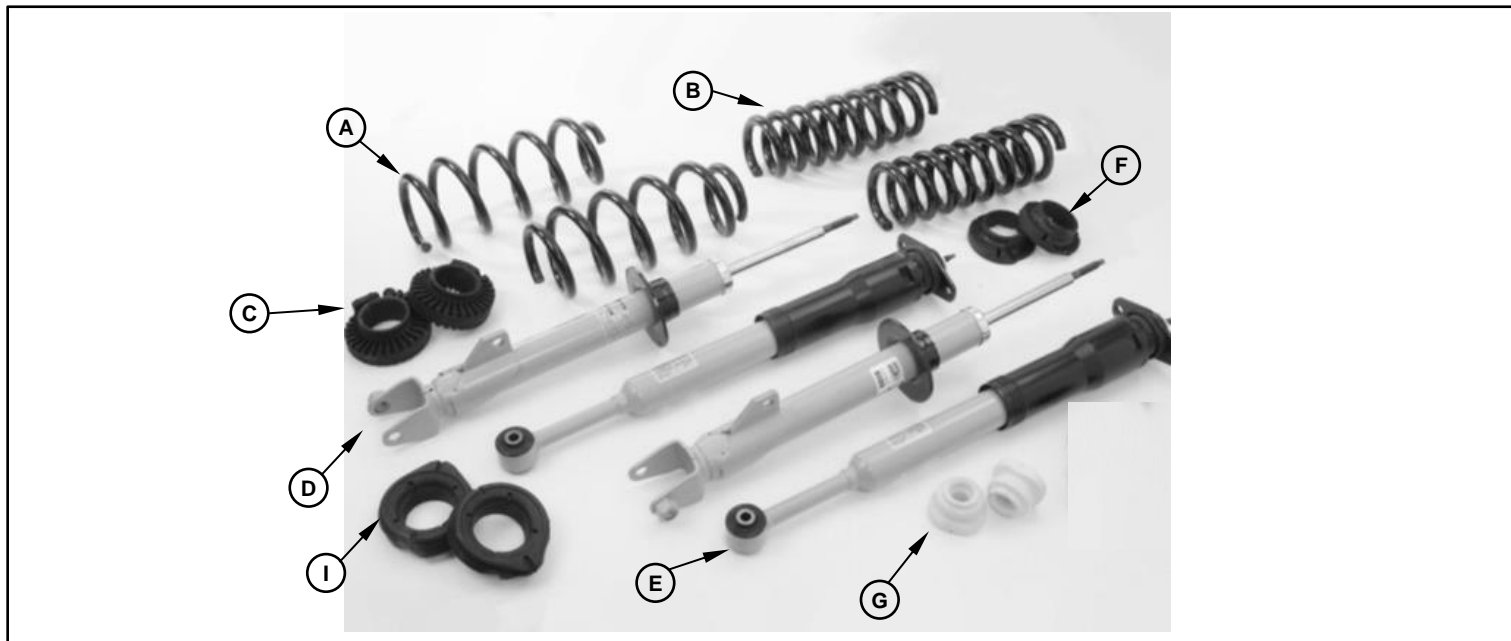




Suspension Upgrade Kit

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PARTS LIST

Callout	Description	Quantity
A	Front Springs	2
B	Rear Springs	2
C	Rear Upper Isolator	2
D	Front Shock Absorber	2
E	Rear Shock Absorber Sub Assembly – Refer to pg7 for components and sub assembly steps	2
F	Rear Top Mount	2
G	Front Upper Isolator	2
H	Front Jounce Bumper	2
I	Rear Lower Isolator	2

TOOLS REQUIRED

Torque Wrench	Puller 9360 (or similar)	W-7200 Spring compressor (or similar)	
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PROCEDURAL STEP

1. Disconnect battery and leave trunk open.
2. Raise and support vehicle (refer to owner's manual).

FRONT REMOVAL

3. Remove the tire and wheel assembly.
4. Remove three nuts (2) fastening shock assembly to shock tower (1). <Figure 1>
5. Remove the stabilizer link to strut nut (1). Slide stabilizer link (4) from shock assembly (5). <Figure 2>
6. Remove the strut to lower control arm bolt (3). <Figure 2>
 - a. Remove the upper ball joint from the knuckle. Loosen the upper ball joint to knuckle nut (2). Back nut off until nut is even with end of stud. Keeping nut on at this location will help keep end of stud from distorting while using Puller in next step. <figure 3>

CAUTION: In following step, use care not to damage ball joint seal boot while sliding into place past seal boot.

- b. Using Puller 9360 (2), separate upper ball joint stud (1) from knuckle
7. Tip top of knuckle outward using care not to overextend brake flex hose.
8. Remove the strut assembly from vehicle.

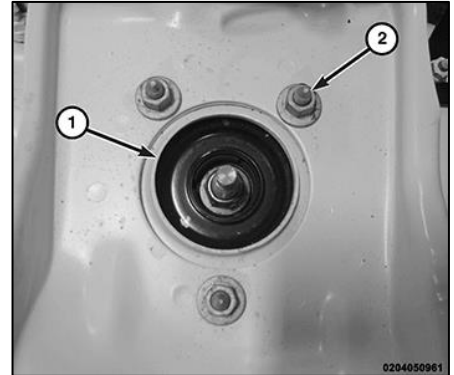


Figure 1

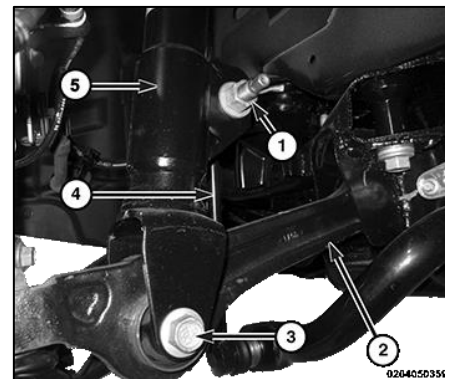


Figure 2

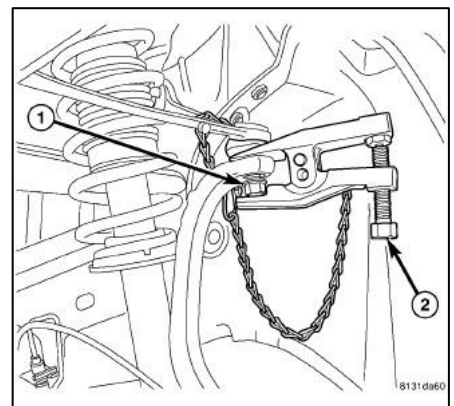


Figure 3

FRONT DISASSEMBLY

CAUTION: Do not use any type of pliers on the chrome machined surface of shock/strut rod to assist in the disassembly/assembly of shocks or struts. Use only tools designed to hold the shock/strut rod stationary when servicing shock or strut components.

The shock assembly must be removed from vehicle for it to be disassembled and assembled.

For shock assembly disassembly and assembly, use of shock Spring Compressor, Mopar Service Equipment (MSE) tool W-7200, or equivalent, is recommended to compress coil spring. Follow manufacturer's instructions closely.

WARNING: Do not remove shock shaft nut before coil spring is compressed. Coil spring is held under pressure and must be compressed, removing spring tension from upper and lower mounts, before shock removal.

8. Position shock assembly coil spring (2) on hooks (1 , 3) of the compressor following manufacturer's instructions. Install clamp securing shock to the upper and lower spring coil. To ease installation, rotate shock as necessary positioning shock in compressor so that upper spring coil ends (step in Upper mount) at straight outward position from compressor. <Figure 4>
9. Compress coil spring (2) until all spring tension is removed from upper mount. <Figure 4>
10. Using the appropriate tool, remove the shock absorber shaft nut (3). <Figure 5>
11. Remove clamp from bottom of coil spring and remove shock and lower isolator out through bottom of coil spring.
12. Remove upper mount (1) from shock shaft and coil spring if replaced is necessary. <Figure 6>

NOTE: Prior to removing spring from compressor, note location of lowering coil end in relationship to compressor to ease assembly of components later.

13. Back off compressor drive, releasing tension from coil spring. Push back compressor upper hooks and remove coil spring from compressor.
14. Remove jounce bumper from shock shaft by pulling straight up and off.
15. Remove lower isolator (4) from shock body by pulling straight up and off shock shaft. <Figure 6>
16. Inspect parts not being replaced in kit for damage and replace if necessary.
 - a. Inspect upper mount (1) for cracks and distortion and its retaining studs for any sign of damage.
 - b. Inspect upper spring isolator (1) for severe deterioration.
 - c. Inspect lower spring isolator (4) for severe deterioration.
 - d. Inspect dust shield(1) and jounce bumper for tears and deterioration.

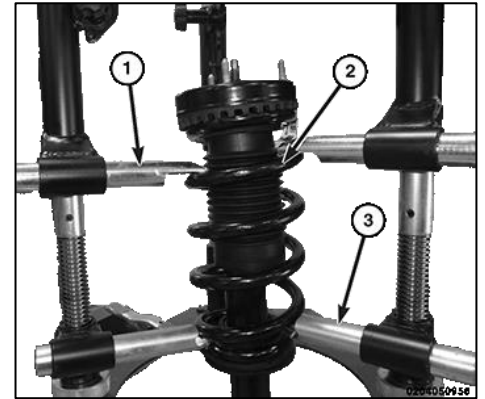


Figure 4

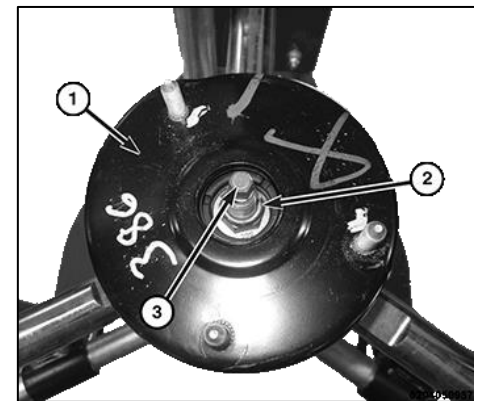


Figure 5

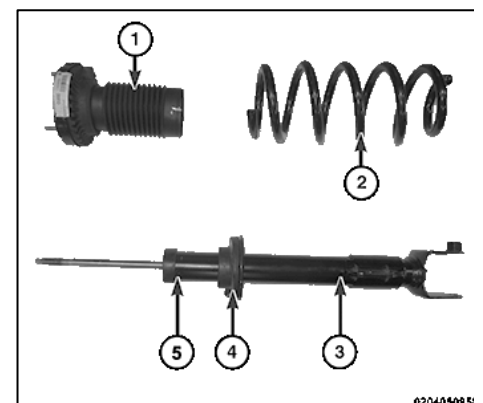


Figure 6

FRONT ASSEMBLY

CAUTION: Use care not to damage coil spring coating during spring assembly. Damage to coating will jeopardize its corrosion protection.

Place coil spring (2) <Figure 7> (part number tag end upward) in compressor lower hooks following manufacturer's instructions. To ease shock reassembly, rotate coil spring around until upper coil ends at straight outward position from compressor. Proper orientation of spring to upper mount (once installed) is necessary.

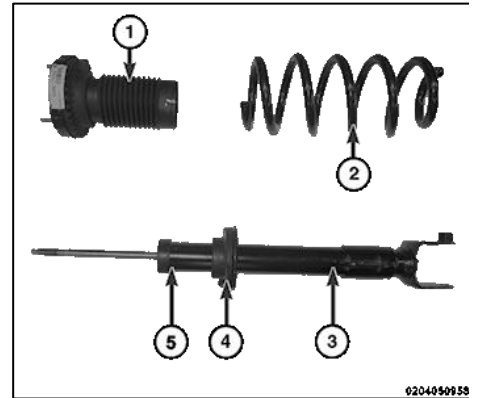


Figure 7

1. Position compressor upper hooks over coil spring following manufacturer's instructions.
2. Compress coil spring far enough to allow shock installation.
3. Install upper mount (2) onto coil spring (1). Match step in upper isolator to end of spring coil. <Figure 8>
4. Install lower spring isolator (4) on shock body (3). <Figure 7>
5. Install jounce bumper on shock shaft, small end first.
6. Install shock through bottom of coil spring until lower spring isolator (on shock) contacts lower end of coil spring. Match step built into isolator (1) to lower coil end. Install clamp to hold shock and coil spring together. <Figure 7>
7. Install clamp to hold shock and coil spring together.
8. Install the shock absorber shaft nut (2) on shock shaft (1). Tighten to the 74 Ft. Lbs (100 Nm), while holding shock shaft from turning. <Figure 9>
9. Slowly release tension from coil spring by backing off compressor drive fully. As tension is relieved, make sure shock components are properly in place.
10. Remove clamp from lower end of coil spring and shock. Push back spring compressor upper and lower hooks, and then remove shock assembly from spring compressor.

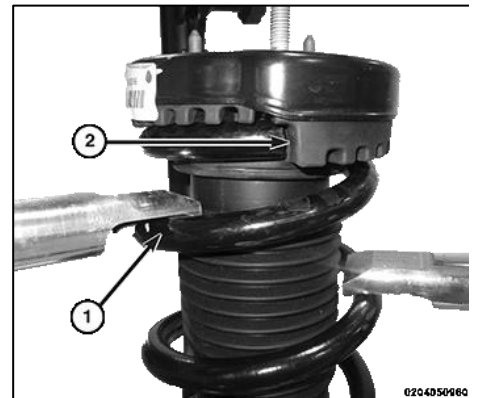


Figure 8

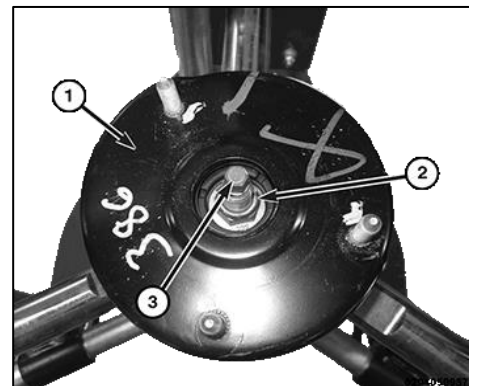


Figure 9

FRONT INSTALLATION

21. Place the strut assembly into front suspension using reverse direction in which it was removed.
22. Place upper ball joint stud through hole in top of knuckle and install the upper ball joint to knuckle nut. Tighten the upper ball joint to knuckle nut by holding ball joint stud with a hex wrench while turning nut with a wrench. Tighten to the 35 Ft Lbs. +95° (47 Nm +95°).
23. Install the strut to lower control arm bolt (3). Do not tighten bolt at this time. <Figure 10>
15. Install the stabilizer link (4) into shock assembly from front. Install the stabilizer link to strut nut (1). Tighten by holding the stabilizer link stud while turning nut, tighten to the proper 111 Ft Lbs (150 Nm). <Figure 10>
16. Install the tire and wheel assembly.
17. Remove the support and lower the vehicle.
18. Install the three strut mount to body nuts (2), and tighten to 20 Ft. Lbs (27 Nm) <Figure 11>
19. If equipped, align shock tower cap with shock mounting nuts and snap into place.
20. Tighten the strut to lower control arm bolt (3) to 128 Ft. Lbs (174 Nm) <Figure 10>

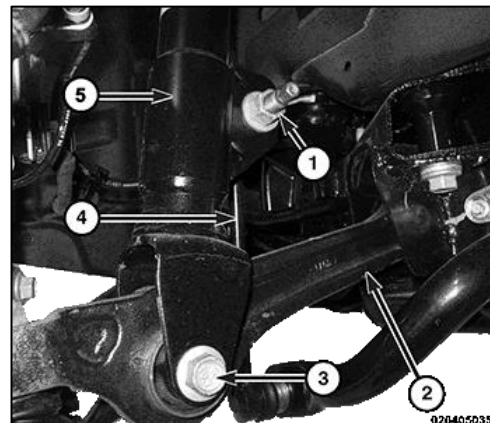


Figure 10

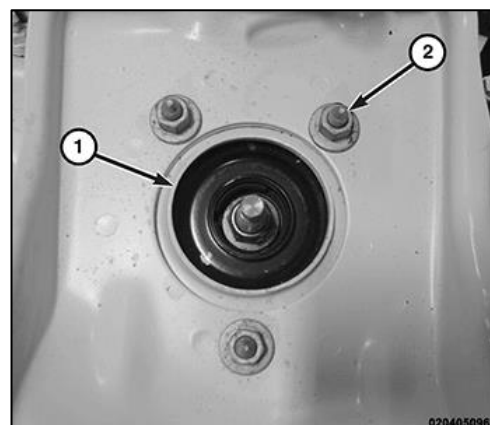


Figure 11

Repeat procedure for opposite side of the vehicle.

REAR DISASSEMBLY

21. Position a suitable jack under spring link.
22. Remove the shock absorber (1) lower bolt (1) <Figure 12>.
23. Remove shock absorber upper bolts (1). <Figure 13>
24. Lower the spring link and remove shock absorber.
25. Position stands below exhaust at muffler and disconnect exhaust isolators at muffler and resonator hangers. Lower exhaust to rest on top of jack stand placed below mufflers.
26. Using a grease pencil or equivalent, mark the position (2) of the rear suspension crossmember at all four isolator bushing (3) locations to aid in installation. <Figure 14>
27. Unbolt calipers and support under vehicle
28. Position an extra pair of jack stands under and support forward end of engine cradle to help stabilize vehicle during rear suspension work.
29. Remove undercar shields to access bolts.
30. Will need to unbolt the filler tube from body prior to lowering crossmember. This can be done by removing the left rear inner fender liner and removing the bolt. Then guide to opening of the tube back into position after reinstalling the cross member.
31. Using a suitable lifting device, support the rear suspension crossmember.
32. Remove the four bolts (3 and 4) bolts and retainer plates. <Figure 15>
33. Slowly lower jack until crossmember is low enough to remove coil spring. Do not lower jack any further than necessary to remove spring. Watch for watch for component to component contact.
34. Remove springs and isolators.

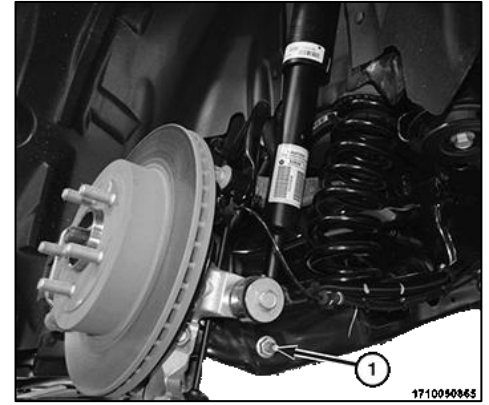


Figure 12

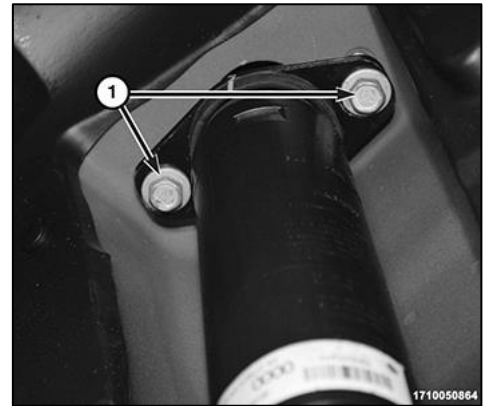


Figure 13

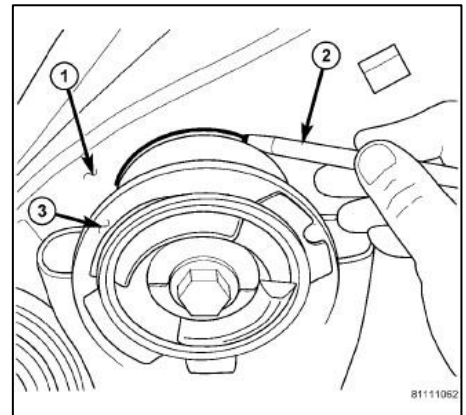


Figure 14

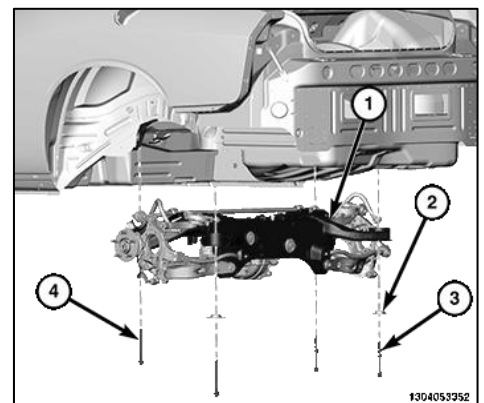


Figure 15

REAR ASSEMBLY

35. Install coil spring with isolators into spring pocket of spring link fitting lower isolator to shape of pocket, then align top of spring with body mount.
36. Loosely install the front bolts (4). Position the retainer plates (2) back into place and loosely install the rear bolts (3). <Figure 16>
NOTE: There are four crossmember mounting bolts. The rear bolts are longer than the front bolts. Do not interchange bolts.
37. Align the rear suspension crossmember with the reference marks made previously and tighten the rear suspension crossmember to body bolts.
38. Once mounts are lined up with location marks, on both sides of vehicle, measure distance (1) between the tension link (2) and weld flange (3) on body directly in front of it, just outboard of the front mount bushing (4). <Figure 17> **This distance must be at least 12 mm to allow proper clearance for suspension movement.** If distance is less than 12 mm on either side of vehicle, shift that side of rear crossmember directly rearward until distance is 12 mm or greater. To do so, loosen 3 mounting bolts slightly, leaving one on opposite side of shift snugged to pivot off of. Shift crossmember rearward and snug loosened bolts. Re-measure opposite side to be sure it still maintains minimum 12 mm distance. Once aligned torque bolts to 136 Ft.Lbs (185 Nm).
39. If previously lowered, raise rear exhaust back to mounted position and connect exhaust isolators at muffler and resonator hangers.
40. Assemble rear shock subassembly per Dia 1. Torque top mount nut to 24Nm (18-Ft.Lb) . Position the shock absorber assembly in vehicle.

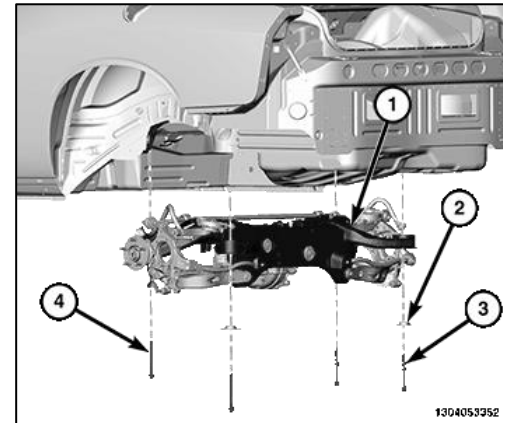


Figure 16

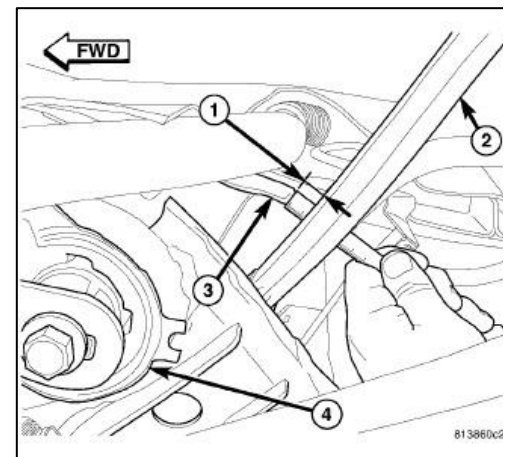
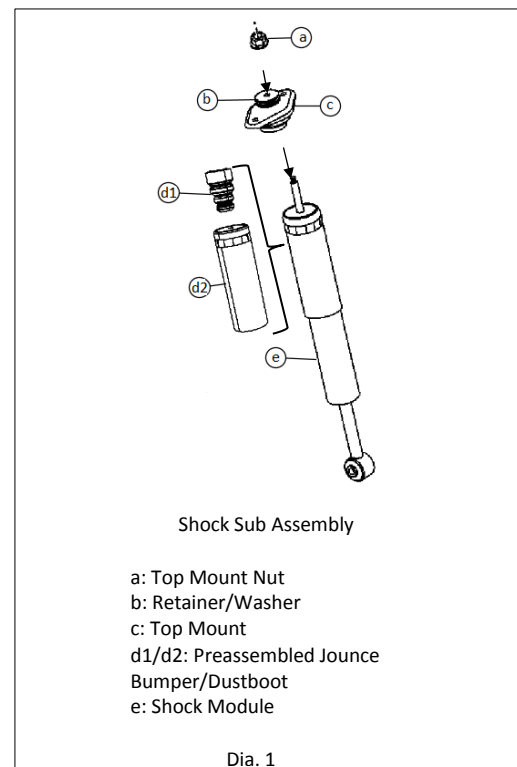


Figure 17



REAR ASSEMBLY

41. Raise the jack and position the shock absorber into the pocket in the spring link and into the mount on the body.
42. Install the shock absorber lower bolt (1). Do not tighten at this time. Install the shock absorber upper bolts (1). Tighten to 46 Ft. Lbs. (63 Nm). <Figure 18>
43. Re-Install brake calipers. Before installing the brake caliper guide pin bolts, clean guide pin bolt threads and apply Mopar® Lock AND Seal Adhesive or equivalent. Align the brake caliper guide pin bolts (5) with the brake caliper adaptor (1). While holding guide pins from turning, tighten to the proper torque 23 Ft. Lbs. (31 Nm)
44. Remove the jack from under the spring link. Install the tire and wheel assembly. Progressively tighten wheel mounting (lug) nuts, in a star pattern, to 130 Ft. Lbs. (176 Nm)
45. Remove supports and lower the vehicle.
46. Position vehicle on alignment rack/drive-on hoist. Raise vehicle as necessary to access lower mounting bolt. Tighten shock absorber lower bolt to 96 Ft Lbs (130 Nm). <Figure 19>

Upon completion of the installation, a 4-Wheel alignment may be necessary.

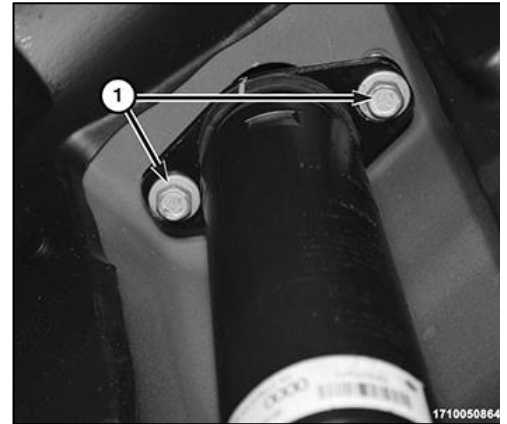


Figure 18

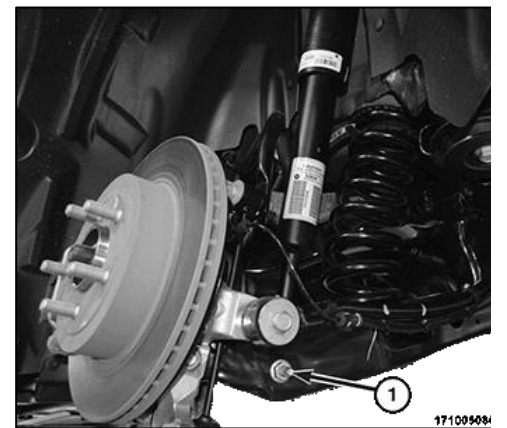


Figure 19