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Part # 13043110
Mopar LX Platform Front CoilOver – HQ Series
05-08 Magnum / 05-Up 300C / 06-Up Charger / 08-Up Challenger

Shock:

2	24559999	5" stroke shock w/ threaded bottom – HQ Series
2	90002357	Aluminum Reducer Puck
2	90009988	2" Stud top (Stud top base not needed)
2	90001668	(SKW076) Aluminum lower shock mount
2	90009980	(A953) Lower Shockwave steel bracket

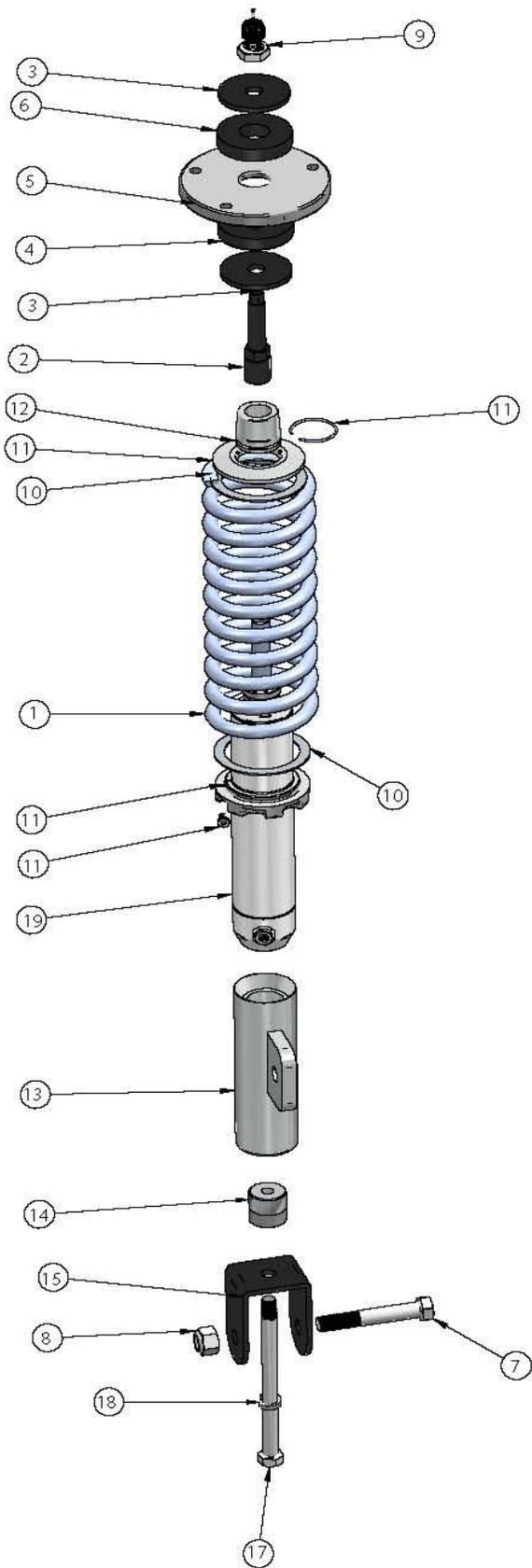
Components:

2	59120325	12" 325lb Coilspring
4	90002229	Steel washer for rubber mount (2.375" O.D.)
2	90001974	Upper rubber isolator
2	90001973	Lower rubber isolator (T-shaped)
2	90001971	Aluminum upper ShockWave plate
2	90002222	Spring Retainer kit

Hardware:

2	99562003	9/16" SAE Nylok jam nut	Stud top to upper mount
2	99561006	9/16" x 3 1/2" SAE bolt	Lower bracket to lower arm
2	99562005	9/16" SAE Nylok nut	Lower bracket to lower arm
6	99371006	3/8" x 1 1/2" USS bolt	Aluminum plate to body
6	99372001	3/8" USS Nylok nut	Aluminum plate to body
12	99373003	3/8" SAE washer	Aluminum plate to body
2	99501029	1/2"-13 x 6 1/2" Bolt	Lower Shock Mount to Shock
2	99503002	1/2" Split Lock Washer	Lower Shock Mount to Shock

Mopar LX Front CoilOver Assembly



Item Number	Description	Qty.
1	12" 325 lb Coilspring 59120325	2
2	Short stud top 90009988	2
3	Washer for Rubber Mount 90002229	4
4	Lower Rubber Isolator(T- shaped)90001973	2
5	Upper mounting plate 90001971	2
6	Upper Rubber Isolator 90001974	2
7	9/16" X 3 1/2" Bolt	2
8	9/16" SAE Nylok nut	2
9	9/16" SAE jam Nylok nut	2
11	Coilspring Retainer kit 90002222	2
12	Stud Top Spacer 90002442	2
13	Bottom lower billet mount 90001668	2
14	Aluminum Reducer Puck 90002357	2
15	Lower Steel Shockwave Bracket-90009980	2
17	1/2"-13 x 6 1/2" USS bolt	2
18	1/2" Lock Washer	2
19	5.2" Shock w/ universal bottom - 24559999	2

COILOver

Installation Instructions

1. Raise the vehicle to a safe and comfortable working height with the suspension hanging freely.
2. Remove the factory struts and upper mounts, refer to the service manual for proper disassembly procedures.
3. Assemble the CoilOver using the drawing on the previous page as a reference.



4. Bolt the aluminum upper plate to the car in place of the factory rubber mount using the 3/8" x 1 1/4" bolts, flat washer and Nylok nuts.

Note: The recessed side of the plate must face down.

5. Place one of the 2.375" steel washers over the threaded stud. Then slide the T shaped rubber bushing over the stud. Place the Shockwave into the coil spring pocket with the stud protruding through the hole in the aluminum plate.



6. From the engine bay, place the other rubber bushing over the stud, then another steel plate. Secure the assembly with a 9/16" SAE Nylok Jam nut. **Note:** Some cars may have a plastic cover in the engine bay that may need to be clearance for the adjustment knob.

7. Bolt the bottom of the Coilover assembly to the lower arm using a 9/16" x 3 1/2" bolt and Nylok nut.

8. Attach sway bar to Coilover using the factory hardware.



11. Ride height on this car is approximately 2" lower than factory.

Ride Height

We have designed most cars to have a ride height of about 2" lower than factory. To achieve the best ride quality & handling, the shock absorber needs to be at 40-60% overall travel when the car is at ride height. This will ensure that the shock will not bottom out or top out over even the largest bumps. Measuring the shock can be difficult, especially on some front suspensions. Measuring overall wheel travel is just as effective and can be much easier. Most cars will have 4-6" of overall wheel travel. One easy way to determine where you are at in wheel travel is to take a measurement from the fender lip (center of the wheel) to the ground. Then lift the car by the frame until the wheel is just touching the ground, re-measure. This will indicate how far you are from full extension of the shock. A minimum of 1.5" of extension travel (at the wheel) is needed to ensure that the shock does not top out. If you are more than 3" from full extension of the shock then you are in danger of bottoming out the shock absorber.

Adjusting Spring Height

When assembling the CoilOver, screw the spring retainer tight up to the spring (0 preload). After entire weight of car is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind.

- If the car is too high w/ 0 preload then a smaller rate spring is required. Although threading the spring retainer down would lower the car, this could allow the spring to fall out of its seat when lifting the car by the frame.
- If the car is too low w/ 0 preload, then preload can then be added by threading the spring retainer up to achieve ride height. On 2.6" - 4" stroke shocks, up to 1.5" of preload is acceptable. On 5-7" stroke shocks, up to 2.5" of preload is acceptable. If more preload is needed to achieve ride height a stiffer spring rate is required. Too much preload may lead to coil bind, causing ride quality to suffer.

Shock adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.



-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-if you are satisfied with the ride quality, do not do anything, you are set!



-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

Take the vehicle for another test drive.



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.



-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.