

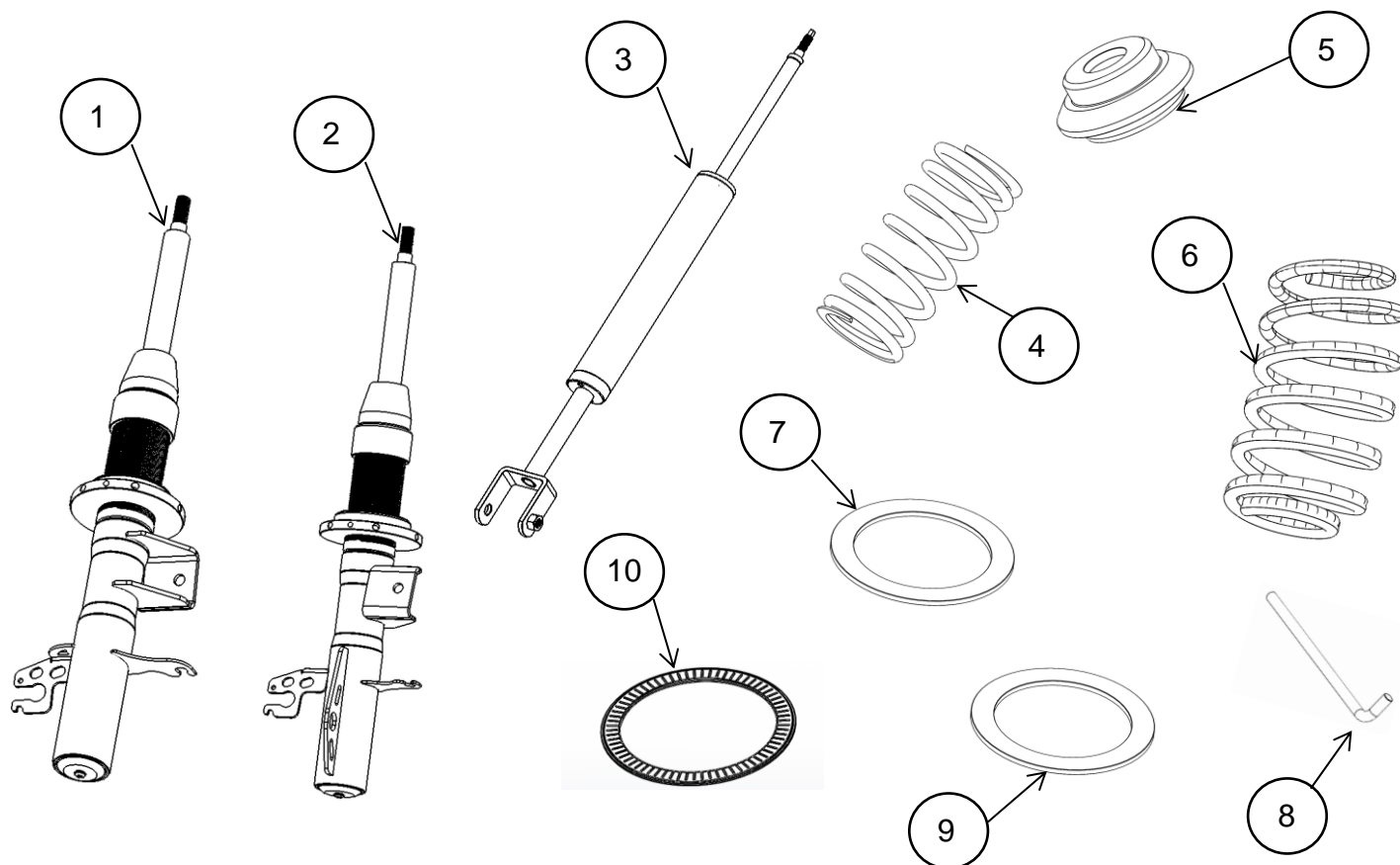


Dodge Dart Performance Suspension Kit

77072346AB

www.mopar.com

KIT COMPONENTS



*IMAGES NOT TO SCALE

Call Out	Description	Quantity
1	STRUT FRONT LEFT	1
2	STRUT FRONT RIGHT	1
3	REAR SHOCK	2
4	FRONT SPRING	2
5	SPRING RETAINER FRONT	2
6	REAR SPRING	2
7	SPRING ISOLATOR (BLACK)	4
8	SPANNER WRENCH	1
9	FLAT WASHER	4
10	THRUST WASHER	2

PARTS NEEDED FOR ASSEMBLY BUT NOT INCLUDED IN KIT

NOTE: Fasteners listed are one time use and **MUST** be replaced with **NEW** fasteners.

Description	Quantity	Part Number
UPPER STRUT RETAINERS	4	5168088AA
LOWER STRUT BOLTS	2	6509954AA
LOWER STRUT NUTS AND UPPER STRUT NUTS	4	6510103AA
BALL JOINT BOLTS	2	6510168AA
LOWER BALL JOINT NUTS	2	6104717AA
CALIPER ADAPTOR BOLTS FRONT	4	6510023AA
SHOCK MOUNT BOLTS	4	6510115AA
SHOCK SHAFT NUTS	4	6106208AA
AXLE SHAFT NUTS	2	6509898AA

SPECIAL TOOLS

- | | |
|----------------|--------------------------------|
| 1. 8mm SOCKET | 10. 6mm HEX or Allen Key |
| 2. 10mm SOCKET | 11. 1/8" HEX or Allen Key |
| 3. 15mm SOCKET | 12. 17mm STRUT NUT WRENCH |
| 4. 16mm SOCKET | 13. 18mm STRUT NUT WRENCH |
| 5. 18mm SOCKET | 14. PRY BAR |
| 6. 36mm SOCKET | 15. TORQUE WRENCH |
| 7. E14 DRIVER | 16. FLAT HEAD SCREWDRIVERS (2) |
| 8. E16 DRIVER | 17. SPRING COMPRESSOR |
| 9. E20 DRIVER | |

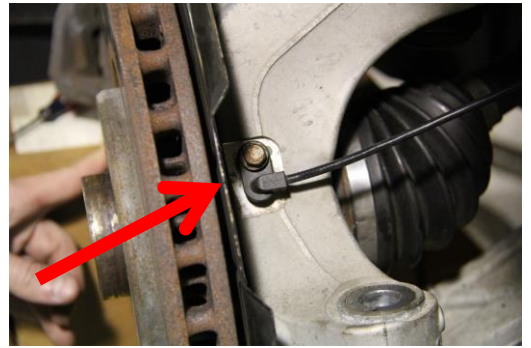
CAUTION!: Do not use any type of pliers on the chrome machined surface of shock/strut rod to assist in the assembly/disassembly of shocks or struts. Use only tools designed to hold the shock/strut assembly.



OE FRONT STRUT REMOVAL

NOTE: The following steps must be performed on both the front left and front right of the vehicle.

1. Raise and support vehicle (Refer to 04 – Vehicle Quick Reference/Hoisting – Standard Procedure).
2. Remove the wheel mounting bolts, then the tire and wheel assembly.
3. Disconnect brake hose from strut body.
4. Remove 10mm wheel speed sensor bolt from the knuckle.
Remove the wheel speed sensor and position out of the way.



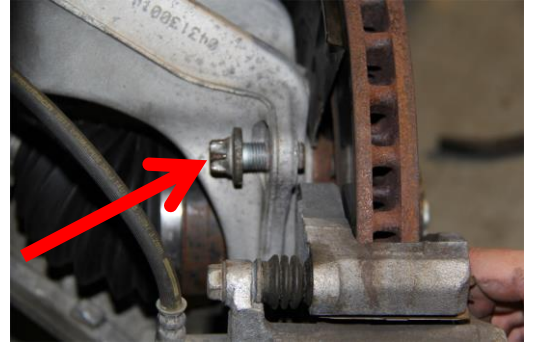
5. Disconnect sway bar 15mm nut.



6. Remove outer 18mm tie rod nut and separate from the knuckle.
(NOTE: Applying downward force on the tie rod with a pry bar can aid in loosening)



7. Remove brake E20 caliper bolts and remove caliper from rotor. Use rotor or bungee cord to support caliper. Do **NOT** hang caliper from brake line



8. Remove 16mm pinch bolt nut and E14 pinch bolt from the knuckle. Then pry down control arm and remove from the knuckle, using caution not to damage lower ball joint boot.



9. Remove E14 bolt and 18mm nut that connects shock to upright.



10. Remove staking from hub nut and remove 36mm axle nut. Separate the axle from the knuckle and support the axle. (NOTE: Brake rotor may be removed for easier access but is not required) Remove knuckle from vehicle prior to removing strut, if strut and knuckle are removed as an assembly, the assembly will be very heavy.



11. Using hand pressure in upward direction on strut, remove upper strut retainers by prying apart. (A new retainer will be necessary on reassembly) Remove strut from vehicle.



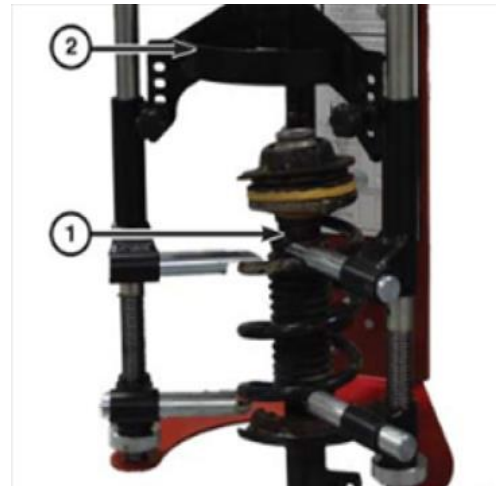
PERFORMANCE SUSPENSION UPGRADE FRONT INSTALLATION

NOTE: The following steps must be performed on both the front left and front right of the vehicle

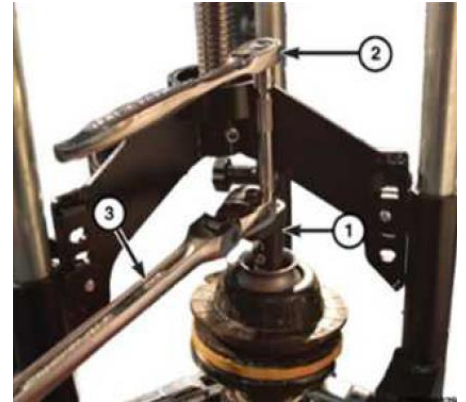
1. Remove dust cap from OE shock mount to access strut rod nut.



2. Use a spring compressor to relieve the tension on the spring.



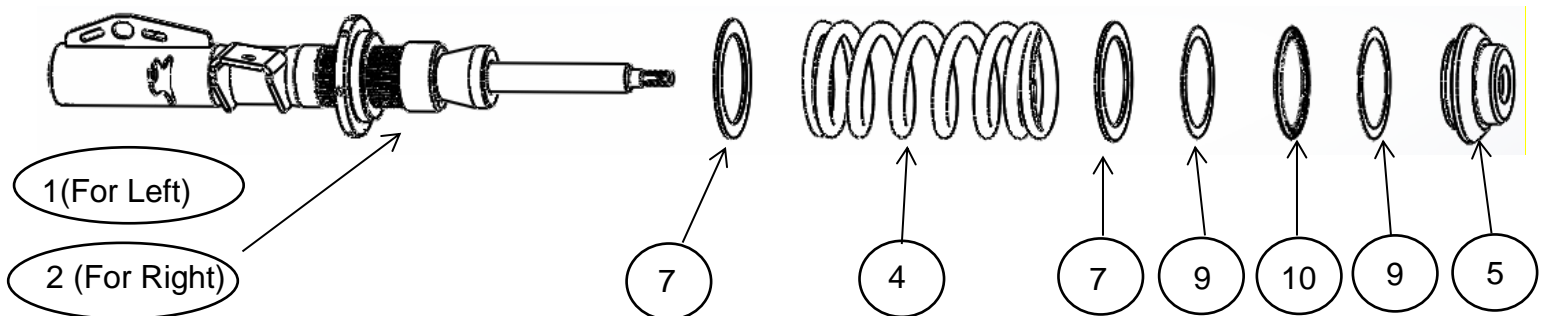
3. Use an 18mm strut nut wrench (1) and 6mm hex or allen key (2) to remove the strut rod nut. Put nut aside, this will be re-used on the Mopar strut. Remove top mount from strut and set aside, this will be re-used on the Mopar strut.



4. Use a flat head screwdriver to pry and remove the OE spring isolator and bearing (1) and discard. Install the Mopar spring retainer into the OE top mount as shown (2).



5. Install spring isolator (7), then spring (4), then spring isolator (7) on strut (1). Install flat washer (9), thrust washer (10), and then flat washer (9). Install upper top mount assembly (5) (Step 4 #2) and hand tighten strut rod nut. Assembly should look as shown.



6. Use 18mm strut rod wrench and 6mm hex to tighten strut rod nut. Torque to 48N-m (35 ft-lbs).



7. Install strut through body from wheel well.
8. Install black plastic collar from top side in engine compartment to hold strut in place (Refer to step 11 of removal). Install NEW upper Strut retainer (5168088AD). Press each side of strut clip toward each other to assemble. Make sure clip is fully closed and serrations fully engaged.



9. Install bottom of strut into the top of the knuckle. Install NEW nut and bolt 06509954AA and 0650103AA.



10. Torque top knuckle retaining bolt (1) and nut (2) to 110N-m (81ft-lbs). Slide axle shaft into the knuckle and pry down lower control arm to align the lower ball joint stud. Release control arm and install new nut and bolt into lower steering knuckle for ball joint.



11. Install a NEW pinch bolt (06510168AA) and NEW nut (06104717AA) into lower ball joint. Tighten to 70N-m (52ft-lbs).



12. Install NEW axle retaining nut (06509898AA). Torque to 200N-m (148ft-lbs).



13. Install tie rod retaining nut and tighten to 30N-m PLUS 90° (22ft-lbs PLUS 90°).



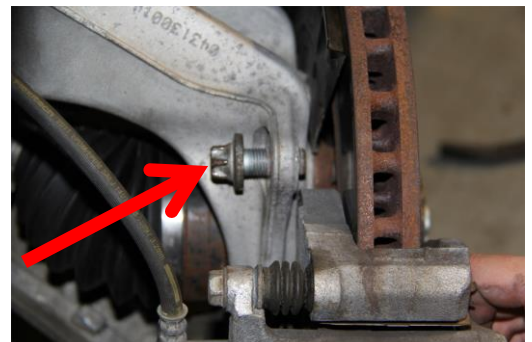
14. Install the stabilizer link to the knuckle and install the retaining nut. While holding the link stud stationary, tighten the nut to 55N-m (41 ft-lbs).



15. Install wheel speed sensor to the knuckle and install retaining bolt. Tighten to 12N-m (106in-lbs).



16. Install brake caliper over the rotor and install NEW caliper to adapter bolts. Tighten to 175N-m (129ft-lbs).



17. Install the clip securing the brake flex hose to the strut.

18. Install wheel speed sensor harness to strut.



19. Install tire and wheel assembly (Refer to 22 – Tires and Wheels – Installation).

20. Lower the vehicle.

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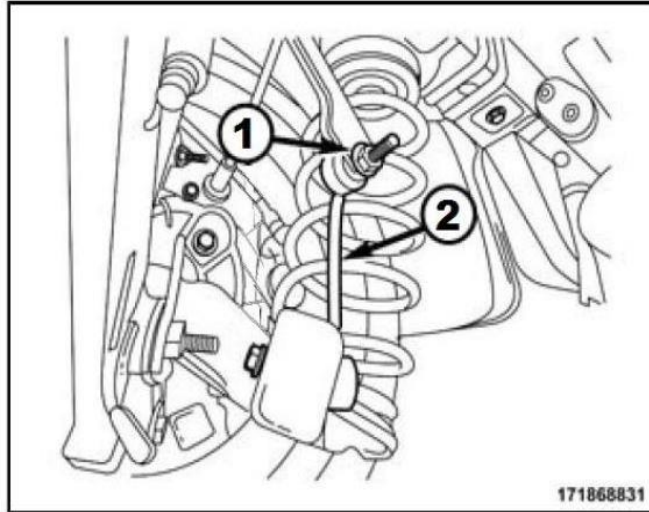
OE REAR DAMPER REMOVAL

NOTE: The following steps must be performed on both the rear left and rear right of the vehicle.

1. Raise and support vehicle (Refer to 04 – Vehicle Quick Reference/Hoisting – Standard Procedure).
2. Remove the wheel mounting bolts, then the tire and wheel assembly.
3. Remove plastic tabs and screws (8mm & 10mm) for rear wheel well liner. Remove wheel liner completely or pull aside to access the strut upper mount. The rear wheel liner has:
 - 5 – 8mm bolts
 - 4 – 10mm nuts
 - 1 – 10mm bolt
 - 6 – push pins
4. Remove two E16 bolts for upper shock mount.



5. Disconnect sway bar end links (16mm hex) from lower transversal link.



6. Remove lower E18 bolt connecting the lower shock clevis to lower transversal link.



7. Remove shock from vehicle.
8. Remove upper shock shaft nut and remove upper shock mount from OE damper. Remove the retaining nut (1) using the appropriate shock absorber tool set.



9. Discard OE damper and retain upper mount.

10. Remove spring by using pry bar to push down on lower transversal link



11. Remove spring isolators from top and bottom of OE spring and transfer to your Mopar spring.

PERFORMANCE SUSPENSION UPGRADE REAR INSTALLATION

NOTE: The following steps must be performed on both the rear left and rear right of the vehicle.

1. Remove zip tie from Item 3 before beginning installation to release washer.
2. Install previously retained upper shock mount over shaft of performance rear shock (Item #3).
3. Install NEW upper shaft nut (06106208AA) and tighten to 30 Nm (22ft-lbs).



4. Install new spring by prying down on lower transversal link and rotating onto upper and lower spring seats.



5. Install lower end of shock over the lower transversal link and install lower retaining bolt. Do not tighten to specification at this time



6. Install upper shock mount with NEW upper mounting bolts (06510115AA) and tighten to 73N-m (54ft-lbs). A hoist may be needed to raise hub assembly to align upper mounting bolts.



7. Re-connect sway barlinks. Torque to 55 Nm (41 ft-lbs).

8. Install plastic clips, 8mm & 10mm screws for wheel well liner.



9. Install tire and wheel assembly (Refer to 22 – Tires and Wheels – Installation).

10. Lower the vehicle.

11. With vehicle on ground, tighten lower shock to lower transversal link bolt to 100N-m (74 ft-lbs).

12. Your vehicle should be taken to your local dealer or alignment shop for a complete alignment.

FRONT COIL-OVER ADJUSTMENT

NOTE: The following steps must be performed on both the front left and front right of the vehicle.

1. Raise and support vehicle (Refer to 04 – Vehicle Quick Reference/Hoisting – Standard Procedure).
2. Use 1/8" hex to loosen set screw in spring adjuster on strut.
3. Using spanner wrench (9) insert into holes on spring adjuster and turn to adjust spring preload. Turning the adjuster to the right will raise the vehicle. Turning the adjuster to the left will lower the vehicle.
4. After adjustment, tighten set screw in spring adjuster on strut.
5. Lower the vehicle.
6. Your vehicle should be taken to your local dealer or alignment shop for a complete alignment after every change in ride height.

Document Revision History

Date	Section	Summary of Changes Made	Notes
7/30/2015		Initial release	