



Installation Instructions
STAGE ONE SPRING KIT
2011-2014 Challenger RT / SRT8
Excluding Load Leveling Rear
Catalog# 6320010

WORK SAFELY: Installation of any Hurst Spring Kit should be performed ONLY by a qualified mechanic with significant experience in removal and installation of suspension springs. Never work on a vehicle unless it is properly supported.

CAUTION: Special tools are required for the installation of this kit. Please refer to the factory service manual for a complete listing of special tools required, as well as the full procedure for safely removing the springs. Never use an impact gun to remove or install strut main shaft components.

NOTE: Any Hurst part number starting with “611” is a front spring, any Hurst part number starting with “612” is a rear spring.

INSTALLATION OF HURST SPRING KIT

1. All springs should be installed with the Hurst logo right side up, and all original isolators, dampers, etc., should be retained.
2. For MacPherson Strut front suspension – mark the upper perch in relation to the lower before disassembly. Once the springs have been installed, verify the orientation has remained the same.
3. No bump stop modifications are required.
4. During installation, any bushed pivot points MUST be torqued with the full weight of the vehicle on the suspension. This is to avoid bushing pre-load. Failure to do so can result in uneven lowering, and bushing damage. This is easiest to accomplish with a drive-on type hoist.
5. With installation complete, always check (and adjust if required):
 - Alignment – Camber/Castor/Toe
 - Tire/Wheel to Fender Clearance
 - Brake line Clearance & Strain Relief
 - Wheel Speed Sensor Wires & Strain Relief

PLEASE NOTE: After installation, front camber may be slightly over factory specification; this is no cause for concern. An adjustable upper A-arm is required if the camber is to be set back to exact factory.

OEM FRONT SWAY BAR REMOVAL

1. Begin by properly supporting the vehicle and removing the wheels. NEVER work under a vehicle only supported by a jack.
2. Remove the nuts which secure the outer links to the end of the factory bar.
3. Remove the bolts which secure the OEM sway bar pivot bushings to the subframe.
4. The OEM sway bar may now be removed by rotating and sliding it out.

HURST FRONT SWAY BAR INSTALLATION

1. Apply some of the included lubricant to the ID (internal diameter) of the new front bushings.
2. Install the new bushings and the OEM bushing clamps back onto the new Hurst sway bar.
3. Secure the brackets to the subframe using the OEM bolts. Do not tighten at this time.
4. Fasten the outer links to the sway bar ends, using the OEM hardware. Do not tighten at this time.
5. Before final torque, double check to make sure everything is properly aligned and positioned.
6. Torque all sway bar fasteners to factory recommended settings.

OEM REAR SWAY BAR REMOVAL

1. Detach the end links which secure to the factory bar.
 2. Remove the brake line strain relief brackets, which are located behind the plastic inner fender, in front of the shock absorber.
 3. Disconnect the upper shock mounts on both sides.
 4. Remove the four bolts (two each side) which secure the mufflers to the underside of the body.
 - 5) Remove the left and right exhaust hangers (at the input shaft of the differential) from their respective rubber grommets.
 - 6) Suitably support the rear subframe, then loosen the 4 subframe bolts.
 - 7) Lower the subframe just enough to remove the rear bushing brackets and the sway bar.
- NOTE:** Lower the unit very slowly, checking for any binding connections.
- 8) Remove the OEM bushing bracket fasteners.
 - 9) Remove the OEM bushing brackets, then carefully remove the sway bar from the vehicle.

HURST REAR SWAY BAR INSTALLATION

1. Apply some lubricant (included in the hardware kit) to the ID of the new rear bushings.
2. Install the bushings onto the new sway bar, with the cut wall of the bushing facing the rear of the vehicle.
3. Install the sway bar, and bolt to the subframe using the new bushings and OEM brackets and fasteners. Torque to factory specification.
4. Raise the rear subframe and secure it with the stock fasteners.

NOTE: There are clearance specifications between the tension links and body structure which must be adhered to, otherwise contact could occur during suspension movement. Please refer to the factory service manual for your specific year car to obtain proper specifications. Torque all fasteners to factory spec.

5. Reconnect the upper shock mounts, torque to spec.
6. Reconnect the end links using the OEM hardware, torque to spec.
7. Reinstall all exhaust fasteners and hangers.
8. Reinstall the wheels and torque to factory specification.

IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Technical service calls, correspondence, and warranty questions should be directed to:



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