



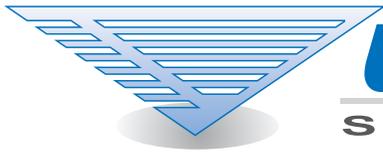
300 / CHARGER / CHALLENGER 2ND GEN INSTALL INSTRUCTIONS

TOOLS REQUIRED:

Jack & stands/Lift	14 MM
Wheel wrench to remove rims	15 MM
Grinder/Cut off wheel	16 MM
Hose Cutter	17 MM
Hammer	18 MM
Drill	21 MM
13 MM	9/16

KEY POINTS

1. Bags are made out of rubber. If they rub it will cause blow out. Make sure the front alignment tabs do not rub the front bags.
2. If your hose sits on your exhaust, it will melt.
3. Cut your airline straight with sharp cutter (i.e. Air line cutter, PVC pipe cutter, or even a box cutter, but no wire cutter, saw or anything that will have uneven cut).
4. Thread Sealer on all fittings going with the threads. 2 ½ wraps of Teflon Tape is enough, don't over do it!
5. Do not over tighten fittings and bag bolts. Hand tight with 1 ½ rotations on the fittings. Bag bolts should be hand tight and then snug.
6. Suggest using semi permanent lock-tite so bolts don't loosen up!



FRONT

1 Loosen upper spindle nut with 18 mm. Leave at least 3 threads on nut.

2 Tap top of spindle with hammer to loosen top ball joint from spindle.

3 Remove top ball joint nut.



4 Remove sway bar nut from strut with 21 mm and hold with 10 mm.



5 Remove bottom strut bolt with 18 mm.

6 Remove three nuts with 13 mm from top of strut in the engine compartment.



7 Remove strut from vehicle.

8 Using a spring compressor remove top nut on strut assembly with 18 mm.

9 Remove coil spring from strut.

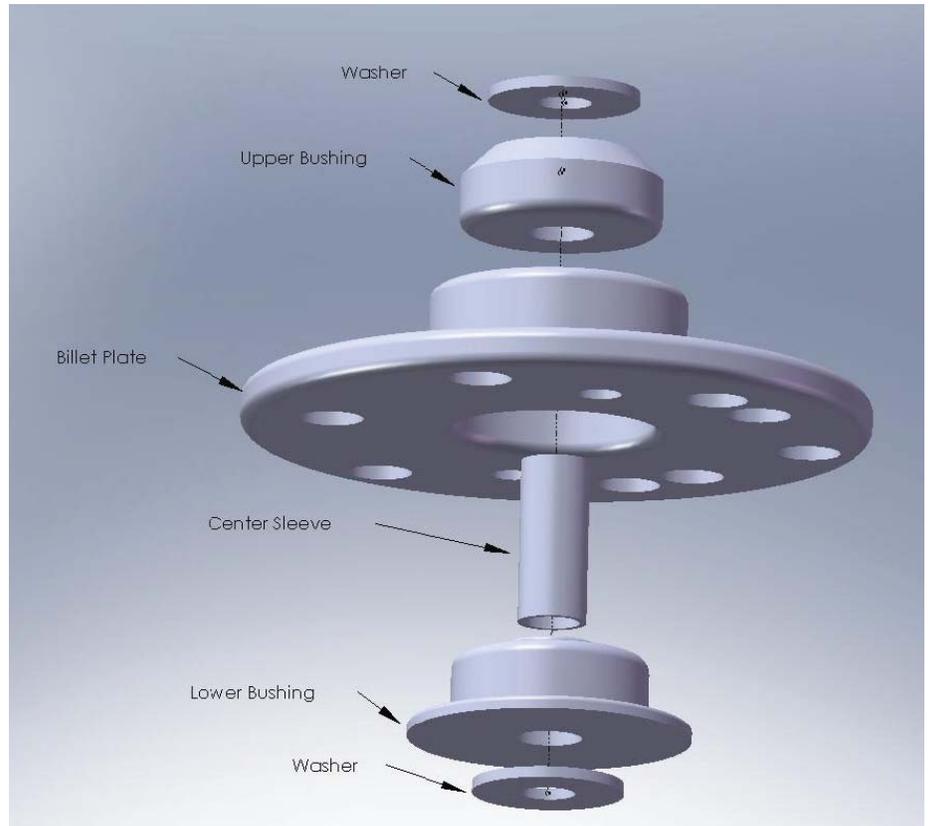
10 Pop off the chrome bump stop striker (ontop of the pressure tube).



11 Assemble the bags onto the brackets plates.

12 Make sure to install the washer under the bushing, if you don't the shaft will push through the plate.

13 Assemble the Bag, Brackets onto the strut and tighten the top nut on the strut. It will be hard to get the nut started, but tighten it down to pre-load the strut mount bushings.



14 If Bilstein Struts, remove the lower spring perch and lower bag mount groove will sit on top of the clip.

15 If Black OEM Struts, tube section will slide over collar on OEM strut.

16 Re attach sway bar, and bottom bolt from strut to lower control arm.

17 Re attach spindle onto upper control arm.

18 Run the airline from the bag into the front valves, inflate the bags and check for leaks between the valve and bags.

19 Reinstall the plastic covers behind front wheel wells.



REAR

1

Remove rear shock two upper nuts with 15 mm and lower bolt with 15 mm and lower nut with 18 mm.

2

Remove top nut from shock with 14mm.

3

Slide off plastic shroud.

4

Remove factory bump stop.



5

Re install plastic shroud and top nut.

6

Loosen two suspension carriage bolts to drop one side of the cross member at a time to remove the springs.

7

Pull out rear coil springs rubber seats.

8

Tighten suspension crossmember bolts and then do other side.

9

Assemble air bag with supplied cups, fittings and hardware.



10

Slide the cup into the rear spring pocket and secure down the lower cup with the supplied washer and nut.



11

Re install rear shock.



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12 Rotate the bag so the fitting faces the rear of the car and connect the air lines.

13 Inflate the bags slightly (**watch out for your fingers!!**) and seat the upper cup in the spring pocket.

14 Connect the air lines from the rear bags to the rear valves. Make sure to secure the lines away from the exhaust!

FINAL TOUCHES

1. Deflate the bags and jack up front and back wheel to insure proper fender clearance.
2. Double check all bolts to insure tightness.
3. Air the car up and take car off lift/jack stands.
4. Turn on ignition and drop the car. Admire your work!!
5. Take the car out for a test drive and make sure there is no noises.
6. Leave the car aired up overnight to make sure there is no slow leaks.
7. After about 500 miles lift vehicle all the way up, double check for air leaks and check bolt tightness.
8. Re check car every 6 months or as required.