Tubular Strut Rod Kit

Instructions

- Remove strut rod as per Chrysler service manual. Since the factory strut rod will no longer be used, cutting the strut rod out with a saw or cut-off wheel will save much work, unless you want to save it. The new tubular rod can be installed with the car assembled. It's recommended that all tension be removed from the torsion bars prior to installation. This will allow the lower control arm to stay in it's correct position while the strut rod is out, making the install easier.
- Install solid bushing kit into k-frame. Be sure the clevis - rod-end attaching bolt is tightened prior to installation. Leave bushing nut loose enough that the assembly can be rotated slightly in the K-frame for alignment afterward.
- Thread rod onto bearing end approx. 3/4". This is close to the original factory length. As long as the lower control arm is straight, you can adjust the rod so it's against the lower arm. If more caster is desired, shorten the strut rod further. The rod end must be threaded into the strut rod first, then swing the rear end of the strut into place and install bolt through the back of the lower control arm. The strut rods are intentionally made to a length that allows very little adjustment – if the lower control arms are pulled too far forward, tire to fender clearance may be a problem, as well as binding in the lower control arm bushing, and side-loading on the torsion bars. All of these issues will worsen your handling, if not cause other problems. If more caster is desired, we recommend you use tubular upper a-arms to increase the adjustment range.
- When the strut rod moves up and down with suspension travel, it rotates the rod end. Once the rod is in place, but not yet tight, re-tension the torsion bars. With the wheels off the ground, rotate the rod end outward so the top edge of it just touches the clevis bracket. Be sure the wheel is at its lowest point in the travel. The kit is designed to provide enough rotation for full suspension travel. If the t-bars aren't adjusted before this operation, the upper snubbers will not flatten and rotational clearance will be improperly adjusted. Once the rotational clearance has been properly adjusted, fully tighten control arm attaching bolt with a 1/2" allen wrench. It is recommended that thread locker be used on the control arm attaching bolt. Suspension should be moved through its complete travel afterwards to ensure clearances are adequate.
- Spherical bearing rod ends should be checked periodically for stretch and wear. Any rod end showing wear or stretched threads should be replaced immediately.