

# Tubular Strut Rod Kit

## Instructions

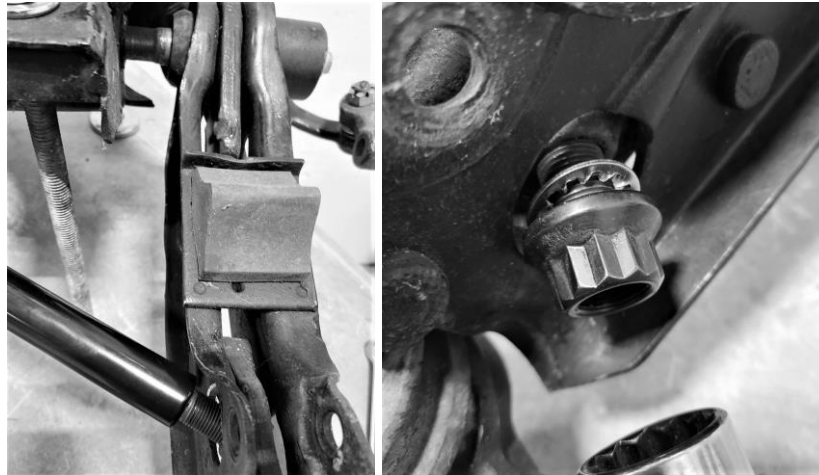
- Remove strut rod as per Chrysler service manual.
- **Remove tension on both torsion bars before disassembly or injury may occur!**
- Using a standard 5/8" drill bit, ream the strut rod hole in the lower control arm to make it true 5/8, instead of the as cast hole which is slightly smaller. Slide the strut rod stud into the arm and make sure the rod clears the sheetmetal side of the arm, if it does not, use a die grinder to create enough clearance for the rod to fully slide into the arm.



- Tighten the bolt/nut holding the rod end to the clevis. Next slide the clevis end into the k frame making sure the shoulder of the aluminum bushing seats into the hole. Add the flat bushing on the front side along with the washer and nut, then tighten the nut to remove slack. Leave it loose enough so you can rotate it later.



- Measure the strut rod from the center of the pivot to the end of the rod. Make the length 16" for B and E bodies, 15" for A bodies. This is factory length, but they can be adjusted to accommodate differences between cars or variances on the sides of the same car. Tighten the jam nut at the pivot end. Next, slide the lower control arm back on the k frame and strut rod at the same time. Install the star washer and nut on the stud at the back of the strut rod snug, not tight. The strut rod and lower control arm pin should both be fully seated at the same time.



- With the shock absorber installed, allow the lower arm to hang freely in its lowest position. At this point, look at the clevis end in the kframe. Rotate the strut rod(or the clevis) until the edge of the rod end touches the top outside of the clevis. The strut rod rotates as the arm travels up and down, so clearance is needed to ensure the rod end can rotate freely as needed. Now raise the arm up until it touches the bumpstop to make sure the rod end has free rotation for the full distance.



- This marks the proper location for the rod, and both ends can now be fully tightened. Make sure to use a backup wrench so nothing rotates during tightening.
- As always, after any suspension changes are made, a proper wheel alignment should be done.