



**Installation Instructions**  
**STAGE ONE SPRING KIT**  
**2011-2014 Challenger R/T / SRT8**  
**Excluding Load Leveling Rear**  
 Catalog# 613 0010  
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**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.