

VCC13

THIRTEEN



DODGE FRONT ADJUSTABLE ENDLINK INSTALLATION INSTRUCTIONS:

**06-19 DODGE CHARGER LX/LD
09-19 DODGE CHALLENGER LC/LA
05-14 CHRYSLER 300 LX/LD
05-08 DODGE MAGNUM LX**

**PART NUMBER:
ADEL-0900**

We recommend that installation of all Voodoo13 parts be completed by a professional who is experienced in suspension tuning. With proper installation and maintenance, Voodoo 13 suspension products will provide exceptional performance and durability. For any questions, please contact Voodoo 13 immediately. We thank you for choosing Voodoo 13 for your suspension tuning needs!

NEED HELP?

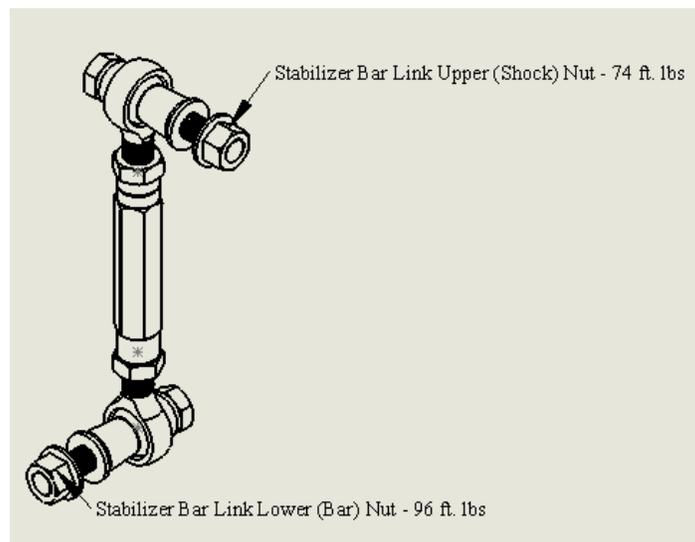
Our representatives are here to help you with any questions concerning the operation of this product.

RECOMMENDED TOOLS AND SUPPLIES

- General Mechanics Tool Set
- Jack and Jack Stands
- 21mm Socket
- 17 mm Wrench
- Torque Wrench
- Anti-Seize Lubricant

PART BREAKDOWN

NOTE: For any OE hardware please refer to OEM service manual for torque specifications. For all included hardware, please torque to specifications shown below. It is recommended to use a torque wrench when tightening instead of an impact gun and apply anti-seize on all threads.



INSTALLATION PROCEDURE

Step 1: Lift the vehicle to a safe height using the recommended factory lift points to work underneath the rear suspension. Ensure to place safety jack stands where recommended by the manufacturer's service manual before anyone goes underneath the car (unless using a vehicle lift with safety locks).

Note: If you can lift the entire front suspension where the rear wheels are off the ground, this will ease the process of removing the factory endlinks. If you can only lift one side of the vehicle, you'll need to use a floor jack on the lower portion of the knuckle to relieve the tension on the sway bar.

Step 2: First unbolt the stabilizer bar link lower nut on both side of the stabilizer bar. This will relieve any tension on the stabilizer bar and make the job much easier.

Step 3: Next, make sure that the stabilizer bar can be freely move. Start to unbolt the OEM stabilizer bar upper (shock) nut.

Step 4: Apply anti-seize on the threads of the bolt and heim. Adjust the endlinks to the same length as the factory endlinks. Measurement of the endlinks is taken by measuring from the center of one ball joint to the other.

Note: Increasing from the factory endlinks length is a fine way of increasing the spring rate of the sway bar, however, take into consideration the length of the sway bar does not interfere with anything else such as the lower control arms or the chassis itself. Also, since the endlinks are independently adjustable in length, you can dial out preload in the sway bar. Preload in the sway bar can be result of corner balancing a vehicle with height adjustable shocks or struts or an uneven height in the suspension.

Step 5: Now insert the bolt of the stabilizer bar upper mount. Then use a 17mm wrench for the head of the bolt and 21mm socket to torque the stabilizer bar upper mount to **74 ft lbs** using a torque wrench. Do this for both side of the stabilizer upper shock mount. (NOTE: Make sure to apply anti seize to threads)

Step 6: Insert the endlink bolt to the stabilizer bar link lower mounting point. Then use a 17mm wrench for the head of the bolt and 21mm socket to torque the lower stabilizer mounting nut to **96 ft lbs** using a torque wrench. Do this for both side of the stabilizer links lower mounting point. (NOTE: Make sure to apply anti seize to threads)

Step 7: Once the lengths of the endlinks are established, tighten the jams nuts against the hex rod. Then you are finished.

WARNING

High performance parts. For off-road use only. Installation should be carried out by a qualified facility. Improper use or installation may result in injury or death.

Learn more about performance suspension parts we have.