



**INSTALLATION INSTRUCTIONS**  
**MOPAR PERFORMANCE SWAY BAR UPGRADE KIT**  
**2008 - 2009 Dodge Challenger SRT and R/T**  
PART NUMBER P5155239

**Performance Sway Bar Kit includes:**

- (1) Front Sway Bar
- (2) Pivot Bushings
- (1) Rear Sway Bar
- (2) Pivot Bushings
- (2) Grease Packs

MOPAR recommends using this system in conjunction with MOPAR Coilover kit (P5155152) to increase the handling performance of your vehicle.

**WARNINGS AND CAUTIONS**

**READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION**

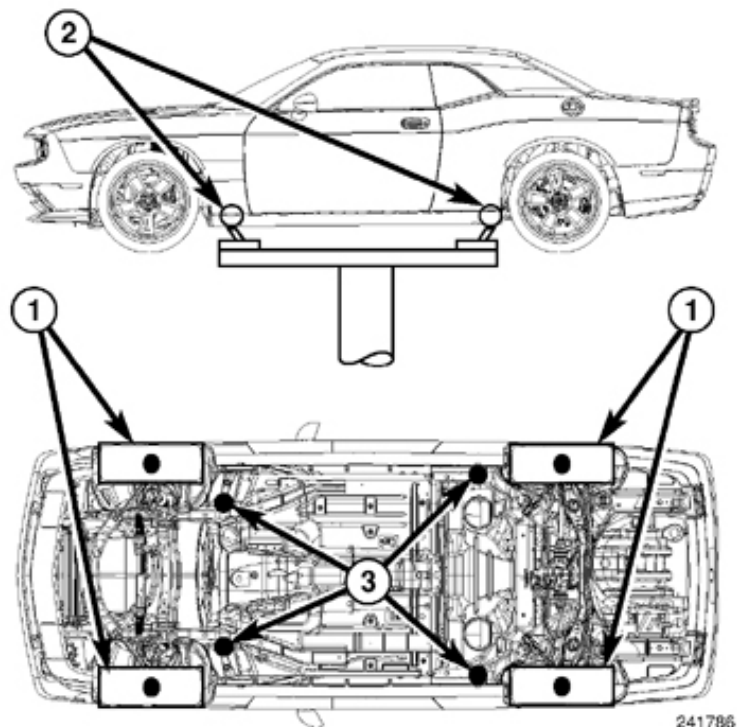
**MOPAR PERFORMANCE PARTS RECOMMENDS PROFESSIONAL INSTALLATION BY AN ASE CERTIFIED TECHNICIAN. A VEHICLE HOIST, TORQUE WRENCHES AND SPECIALIZED REMOVAL AND INSTALLATION TOOLS ARE REQUIRED**

**WARNING: THE HOISTING AND JACK LIFTING POINTS PROVIDED ARE FOR A COMPLETE VEHICLE. WHEN THE ENGINE OR REAR SUSPENSION IS REMOVED FROM A VEHICLE, THE CENTER OF GRAVITY IS ALTERED MAKING SOME HOISTING CONDITIONS UNSTABLE. PROPERLY SUPPORT OR SECURE VEHICLE TO HOISTING DEVICE WHEN THESE CONDITIONS EXIST.**

**CAUTION: Do not position hoisting device on any suspension component, including the front or rear suspension crossmembers. Do not hoist on the front and rear bumpers, the lower liftgate crossmember, the lower radiator crossmember, or the front engine mount.**

**STANDARD PROCEDURE - HOISTING**

Refer to Owner's Manual provided with vehicle for proper emergency jacking procedures.



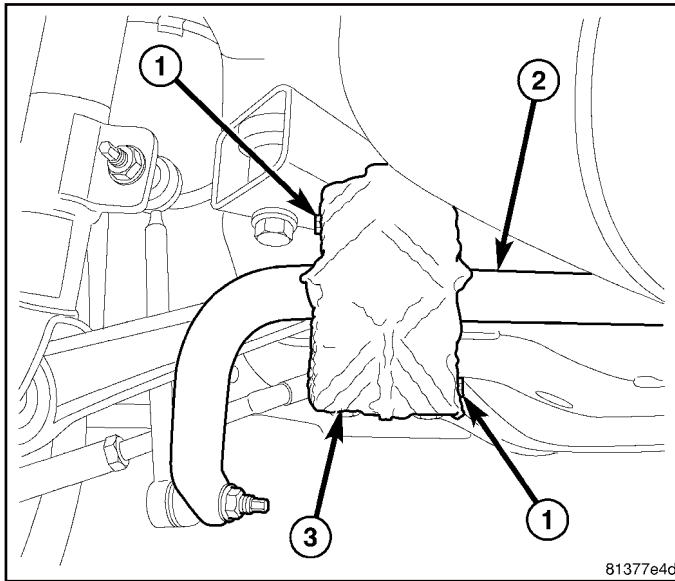
- 1 - DRIVE ON HOIST
- 2 - FLOOR JACK, VEHICLE EMERGENCY JACK
- 3 - FRAME CONTACT LIFT (SINGLE POST)
- 3 - CHASSIS LIFT (DUAL LIFT)
- 3 - OUTBOARD LIFT (DUAL LIFT)
- 3 - FLOOR JACK



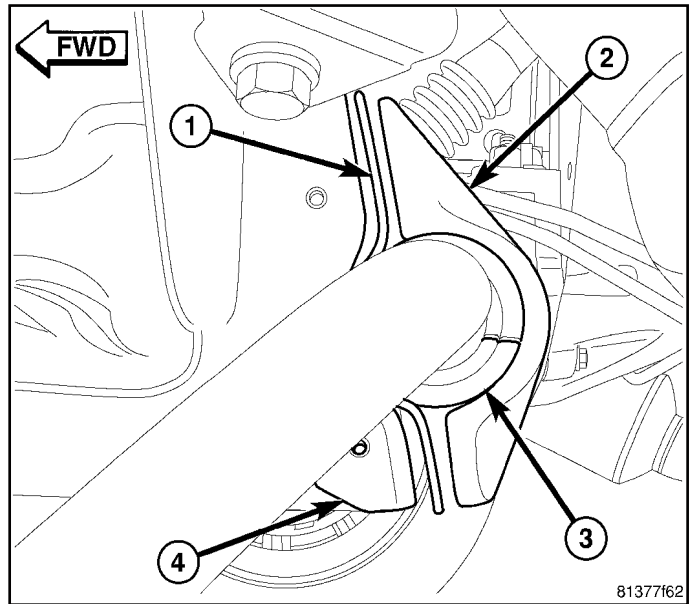
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**REMOVAL - SWAY BAR (FRONT)**

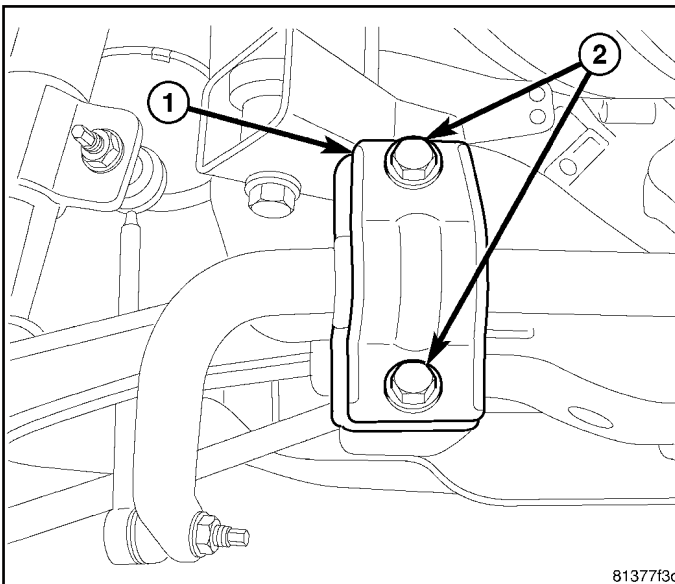
1. Raise and support vehicle.
2. Remove belly pan.
3. On each side of vehicle, remove screws (1) fastening stabilizer bar heat shield (3). Remove heat shield.



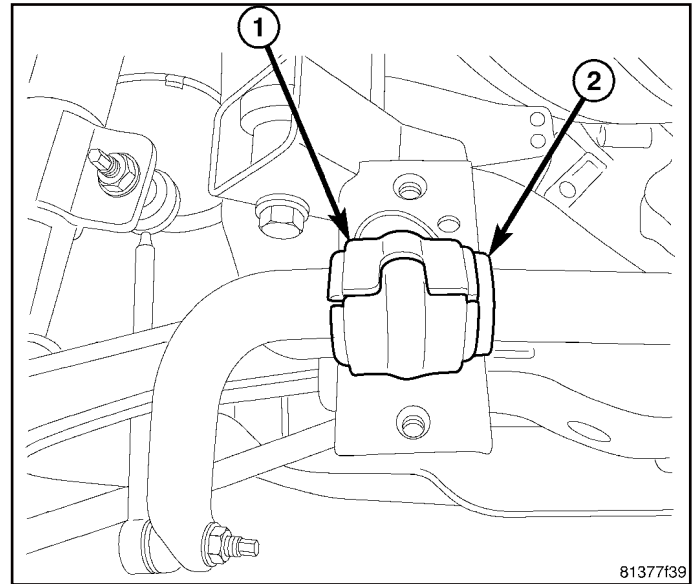
5. On each side of vehicle, swivel the outer retainer halves (2) upwards to free the stabilizer bar. You may need to loosen the upper bolts more to allow this.



4. On each side of vehicle, loosen the bolts (2) fastening stabilizer bar isolator retainer (1) in place. Remove the lower bolt only, leaving the top bolt loose but in place.



6. Rotate bar away from the mount

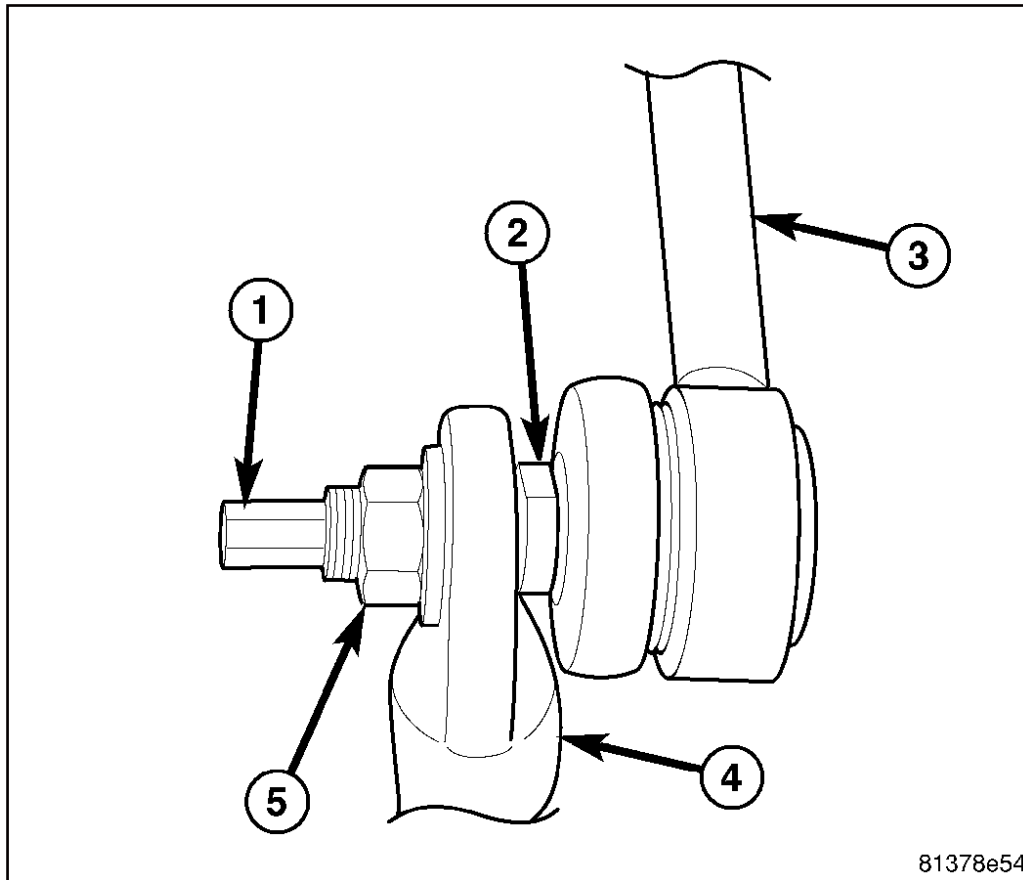




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### REMOVAL - SWAY BAR (FRONT)

7. On each side of vehicle, remove nut (5) fastening stabilizer link (3) to stabilizer bar (4). Slide link ball joint stem (1) from bar, then remove bar from vehicle.



### INSTALLATION- SWAY BAR (FRONT)

**NOTE:** When attaching stabilizer link to stabilizer bar, make sure link ball joint stem (1) is jointed inboard toward engine cradle.

1. As per the above diagram on each side of vehicle, raise stabilizer bar (4) to stabilizer link (3) and slide link ball joint stem (1) through mounting hole in bar. Loosely install nut (5) at this time.

**NOTE:** Thoroughly lubricate the inside of your new isolator bushings using the included grease (high-grade lithium or silicone-based grease with molybdenum disulfide or moly) before installing the new bushings onto the new Anti-Sway Bar.

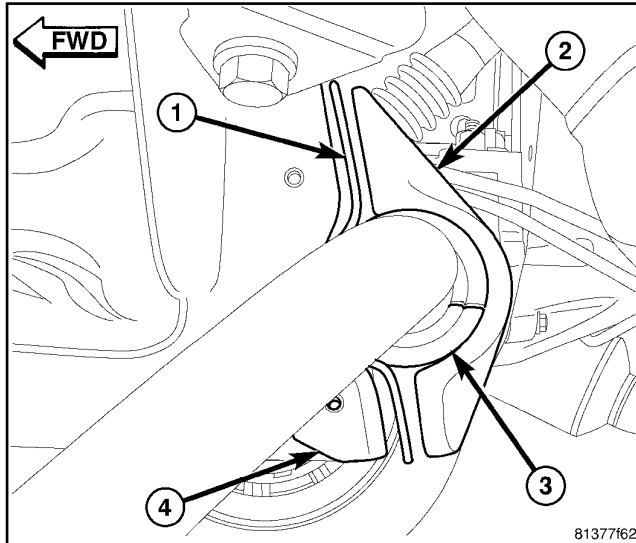


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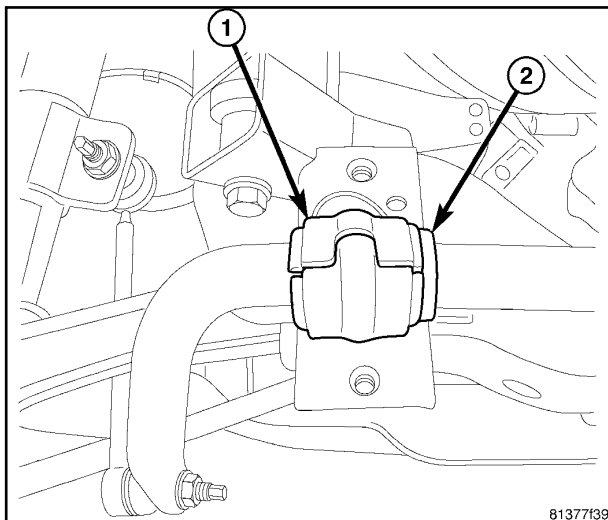
**INSTALLATION - SWAY BAR (FRONT)**

**CAUTION:** Because of stabilizer isolator outer shape, it is very important to install isolators in position discussed in following step.

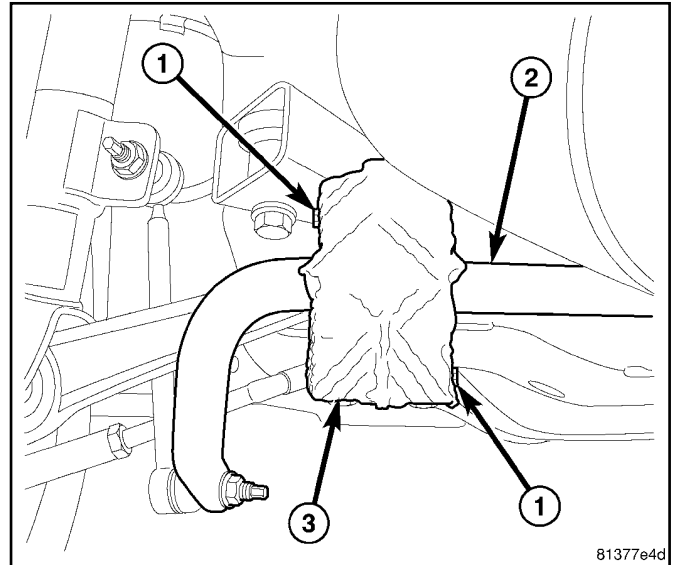
- Utilizing slit in isolator, install each stabilizer bar isolator (1) on bar resting against locating collar (2) as shown. Make sure slit in isolator is positioned toward rear of vehicle.
- Rotate the bar into place, and on each side of vehicle, rotate the stabilizer bar isolator bracket (2) down around isolator (3).



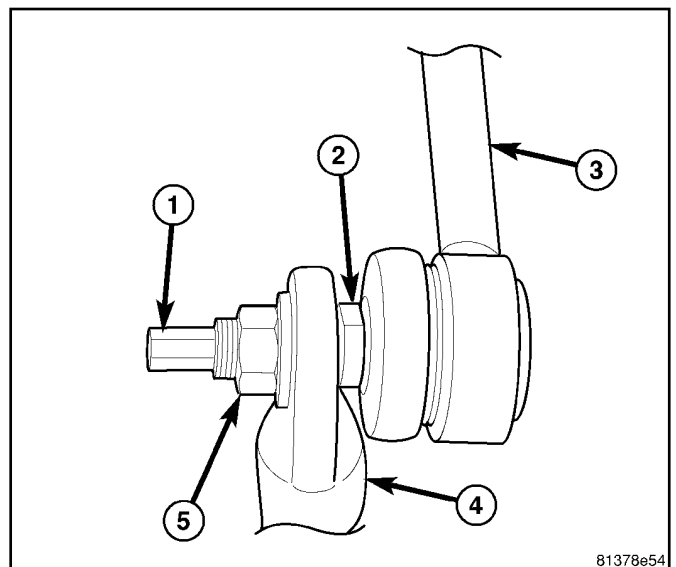
- On each side of vehicle, install bolts (2) securing stabilizer bar isolator retainer halves (2) to cradle. Tighten bolts (2) to 60 N•m (44 ft. lbs.) torque.



- On each side of vehicle, install stabilizer bar heat shield (3) over stabilizer bar isolator retainer. Install mounting screws (1).



- While holding stem from rotating at hex (1) or flat (2) tighten stabilizer link nuts at each end of stabilizer bar (4) to 128 N•m (95 ft. lbs.) torque.



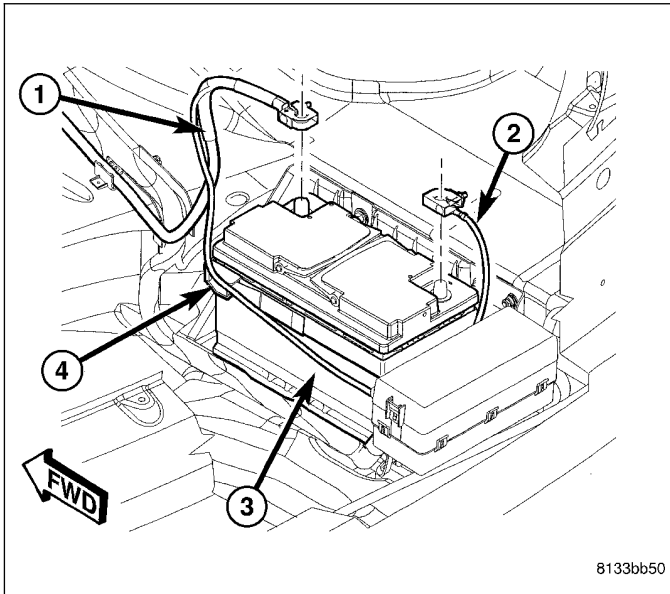
- Install belly pan.
- Lower vehicle.



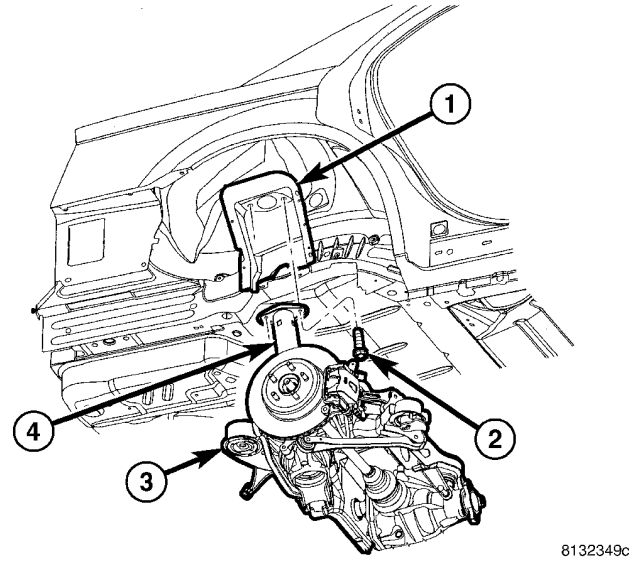
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**REMOVAL - SWAY BAR (REAR)**

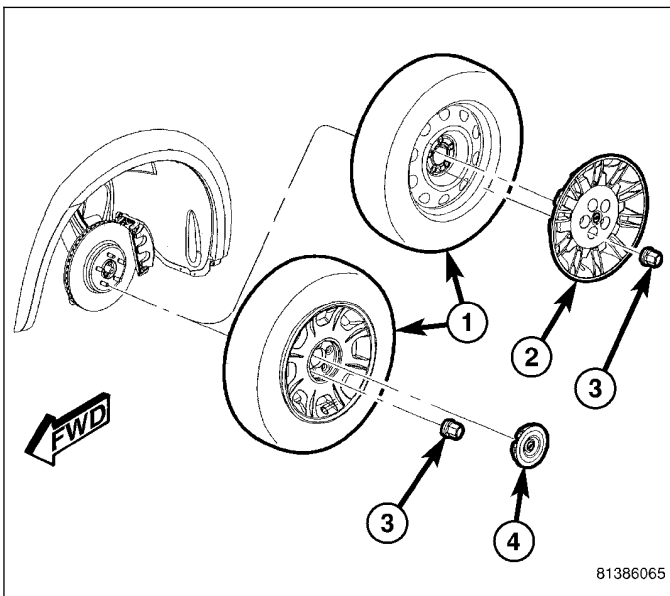
1. Disconnect and isolate battery negative cable (2) from battery post.



4. REAR SHOCK TOP MOUNT DIS-ENGAGEMENT
  - a. Locate the rear shock top mount, located up inside the rear fender well (1). Using a 13mm wrench or an air ratchet with a 13mm socket head, remove the mounting bolts completely. The rear shock top mount should stand freely.



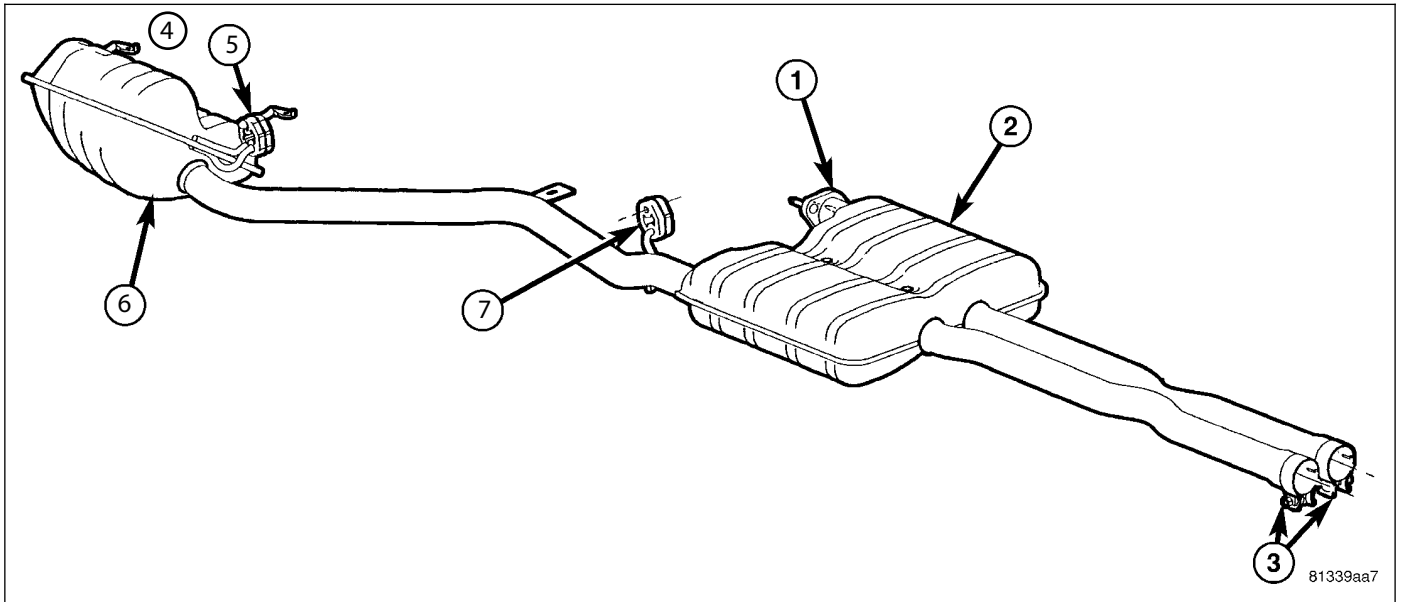
2. Raise and support vehicle.
3. On each side of vehicle rear, remove wheel mounting nuts (3), then tire and wheel assembly (1).





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**REMOVAL - SWAY BAR (REAR)**



**5. EXHAUST MUFFLER MOUNT DIS-ENGAGEMENT**

The exhaust muffler will need to be un-bolted and lowered slightly to gain access to the original equipment Anti- Sway Bar.

Also the rubber mounts that the exhaust system hangs from will need to be removed. There are three (3) sets of mount hangers that only two (2) need to be un-bolted. On these two (nearest the rear bumper), leave the rubber mount attached to the hanger, just un-bolting the hanger from the undercarriage only.

- a. Locate the mounting hardware for the exhaust muffler. Located near the rear bumper (4) and using a 13mm wrench or an air ratchet with a 13mm socket head, with an extension, un-bolt the hanger and let it hang off the rubber mount.
- b. The other hanger mount is slightly upstream (5).
- c. With the jack stands positioned underneath the exhaust, adjust them upward, letting the exhaust system rest atop the jack stands, supporting the muffler (6).

- d. The third set of hanger mounts is a little different in that the mounts are actually welded to the undercarriage. Remove the rubber mount only (7).

To ease the rubber mount removal, use a lubricant to spray on the hanger mount stud (7). Using a large screwdriver, pry the rubber mount off the hanger mount stud. The entire rear exhaust system should rest free atop the jack stands.



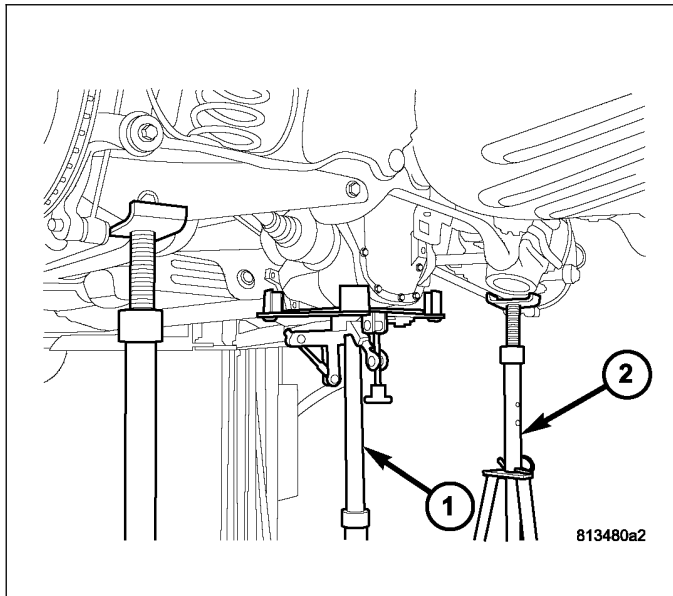
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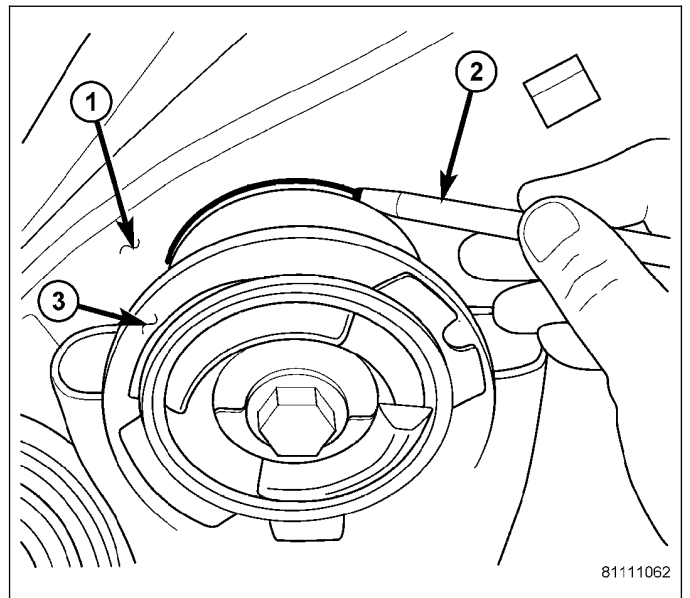
**6. REAR SUB-FRAME SUPPORT ARMS**

With still not enough room to allow the original equipment Anti-Sway Bar to be removed, the rear sub-frame support arms need to be lowered from the frame chassis.

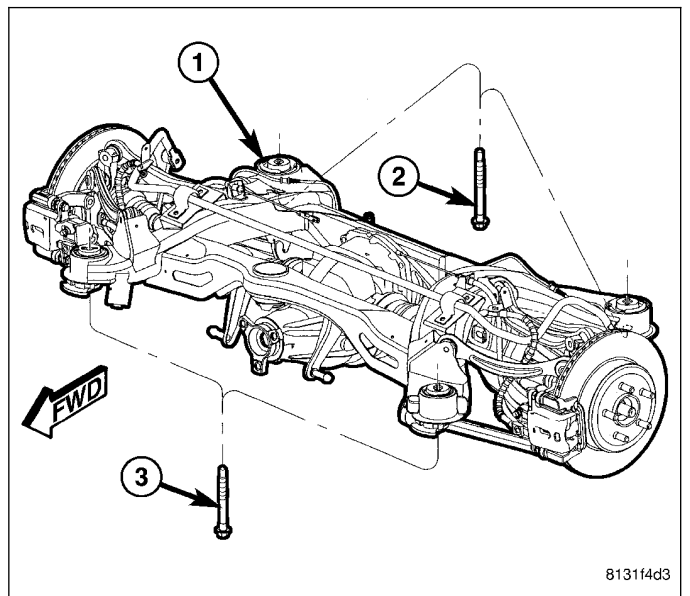
- a. Locate the jack stands in a position where they securely support the rear sub-frame support arms (2). Adjust the jack stands upward so that there is tension on the support arms.



- b. There are four (4) main mounting bolts that attach the rear sub-frame support arms to the frame chassis (2). Carefully mark location of rear crossmember on the body at all four mount (bushing) locations using a marker or crayon. Do not use a scratch awl to mark location.



- c. Using an 18mm wrench or an air ratchet with 18mm socket head, remove all four bolts (1,2,3) completely. Leave the jack stands as they are, not adjusting them yet.





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## REMOVAL - SWAY BAR (REAR)

### 7. END LINK REMOVAL

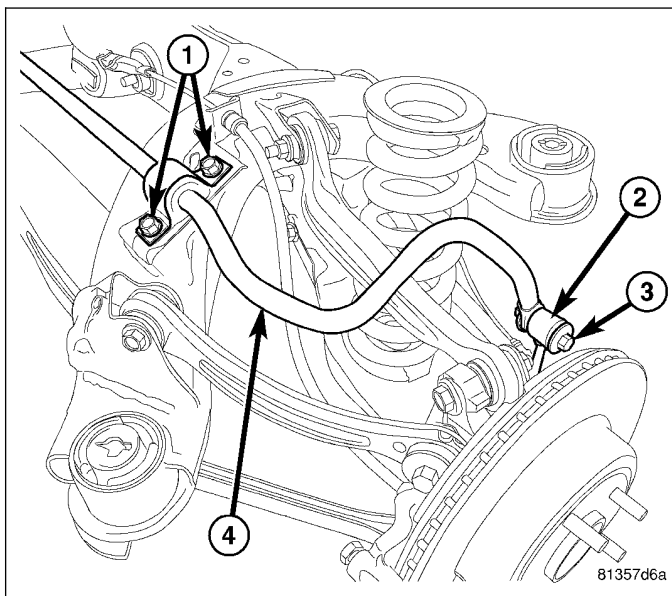
In order for the sub-frame to be lowered and to remove the original equipment Anti-Sway Bar, the top end link will need to be detached from the Anti-Sway Bar.

- a. Locate the end link attachment at the original equipment Anti-Sway Bar (2 & 3). Using two different sizes of wrenches, a 15mm and 16mm, un-bolt the bolt and nut and remove them completely. Remove only the top end link connection.

### 8. BUSHING BRACKET REMOVAL

There are two original equipment bushing brackets that come equipped with the original equipment Anti-Sway Bar. These will need to be removed completely from their mounts.

- a. Using a 15mm wrench, locate the mounting hardware and remove the bolts completely (1). Once the mounting bolts have been removed, remove the bracket which encases the bushing.



### 9. BRAKELINE MOUNTING BRACKET REMOVAL

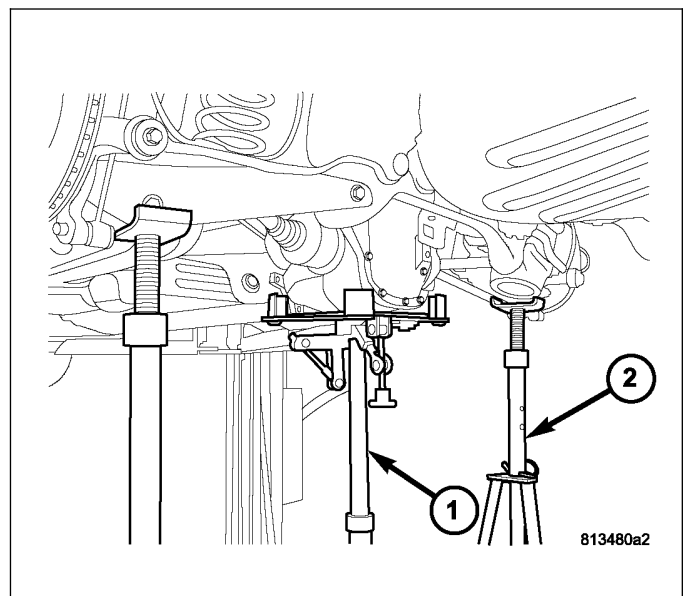
- a. Once the sub-frame support has been un-bolted, to avoid damage to the brake-lines, un-bolt the mounting hardware from the bracket and remove the bolt completely (no diagram).

- b. Using a 10mm wrench, un-bolt the hardware and remove completely.

### 10. REAR SUB-FRAME SUPPORT ARMS

- a. With the jack stands in place, begin lowering the sub-frame support arms slowly. If one person is installing, alternate between jack stands, adjusting the support arms downward away from the frame chassis (2).
- b. By adjusting the support arms, create enough space to allow for installation of the original equipment and the new MOPAR PERFORMANCE Sway Bar.

**NOTE:** With the rear exhaust system still supported by the jack stands also, lower the exhaust system down along with the rear sub-frame support arms.







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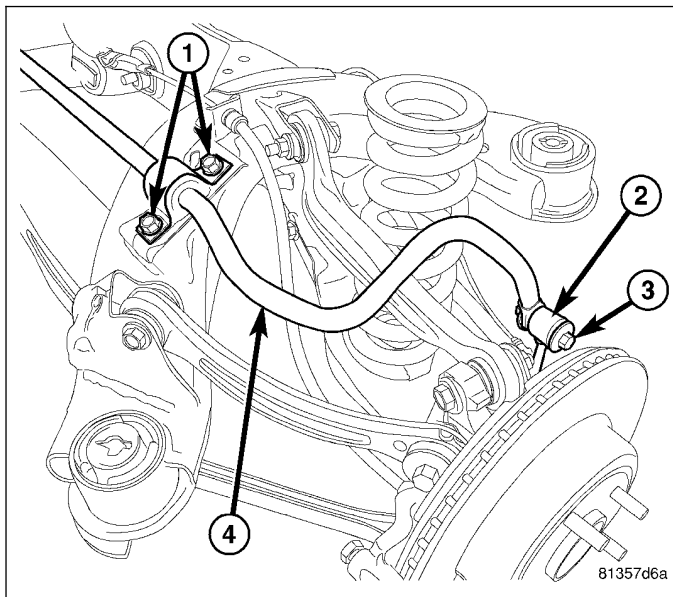
### 11. ORIGINAL EQUIPMENT ANTI-SWAY BAR REMOVAL

- a. Grabbing either end of the original equipment Anti-Sway Bar, from either side, slowly guide out the Sway Bar, being careful not to damage any lines.
- b. Remove the Anti-Sway Bar completely.

## INSTALLATION - SWAY BAR (REAR)

### 1. ANTI-SWAY BAR INSTALLATION

- a. Thoroughly lubricate the inside of your new poly bushings using a high-grade lithium or silicone-based grease with molybdenum disulfide (moly).
- b. Begin by feeding the new Anti-Sway Bar through, starting with the ends of the Sway Bar facing down. This is the way the Anti-Sway Bar sits when installed, with the ends facing down and to the rear of the vehicle.
- c. Feeding the new Anti-Sway Bar from one end, guide it through to the other side. Be careful not to damage any lines when feeding the new Anti-Sway bar through.



- d. Once you have fed the new Anti Sway Bar through, place the new bushings onto the new Sway Bar in the locations where the bushing brackets will be re-installed. Install the bushing brackets (1) atop the new poly bushings. Re-install all mounting hardware and finger-tight at this time only.
- e. Attach the end links to the ends of the Anti-Sway Bar and finger tight only (2,3).

### 2. FINALIZING THE INSTALLATION

Begin by working your way back, and re-tightening each area that was affected by the installation. Re-torque all hardware according to the manufacturer's specifications.

- a. Bushing bracket – re-tighten to torque specs.
- b. End links re-tighten to torque specs
- c. Using the jack stands, adjust the rear sub-frame support arms upward to its respective position. Install the four mounting hardware and re-tighten to torque specs.
- d. Rear shock mount – re-tighten to torque specs
- e. Exhaust muffler mounts – re-tighten to torque specs
- f. Exhaust muffler rubber mount – use a lubricant to slide the rubber mount back onto the hanger mount stud.
- g. Brake line mounting brackets – re-tighten to torque specs.
- h. Re-check that all components and fasteners have been properly installed, tightened and torqued.
- i. Check brake hoses and other components for any possible interference.
- j. Lift the vehicle and remove the support jack stands. Carefully lower the vehicle to the ground.
- k. Installation is complete. Check all of the hardware and re-torque at intervals for the first 10, 100, 1000 miles.



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**NO PARTS WARRANTY – “AS IS”**

Mopar Performance parts beginning with a “P” prefix are sold “as is” unless otherwise noted. This means that parts sold by Mopar Performance carry no warranty whatsoever. Implied warranties, such as warranties of merchantability, are excluded. (An implied warranty of merchantability means that the part is reasonably fit for the general purpose for which it was sold). The entire risk as to quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair. Chrysler, Dodge and Jeep® vehicle and parts warranties are voided if the vehicle or parts are used for competition. The addition of performance parts does not by itself void a vehicle’s warranty. However, added performance parts (parts not originally supplied on the vehicle from the factory) are not covered by the vehicle’s warranty, and any failure that they may cause is also not covered by the vehicle’s warranty.

**MOPAR Direct Connection Techline Assistance 1-888-528-HEMI**