aFe Control
Sway Bar Set
Dodge Charger/Challenger 06-23

Product Number: 440-201001-L, 440-201001FL, 440-201001RL
Install Time: 6 HRS.

Recommended Tools:
Sockets: 8mm, 10mm, 13mm, 15mm, 16mm, 18mm
Wrenches: 15mm, 21mm

Preferable Equipment:
- 2-Post Lift
- Transmission Jack or Floor Jack

Front & Rear Parts List:

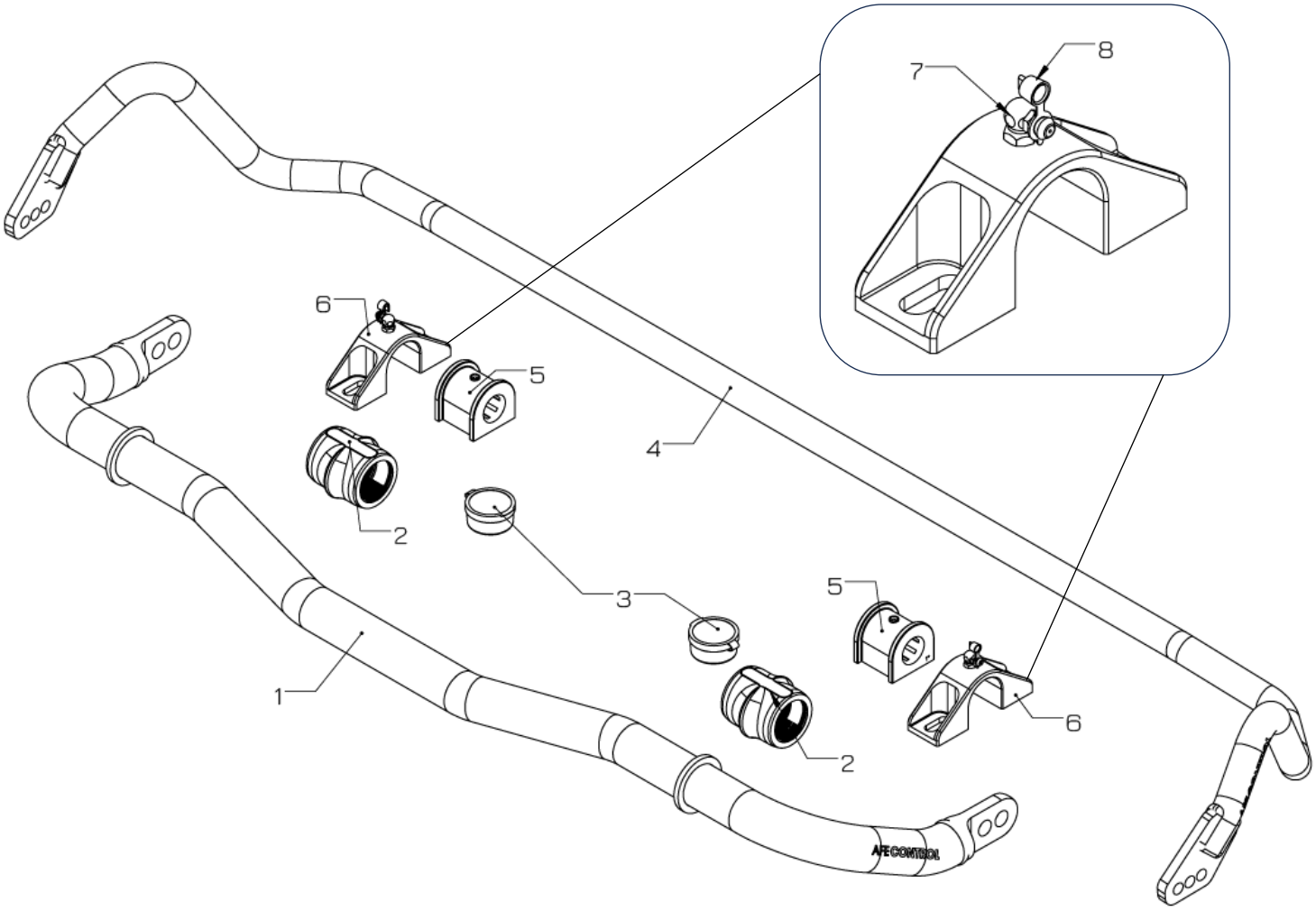
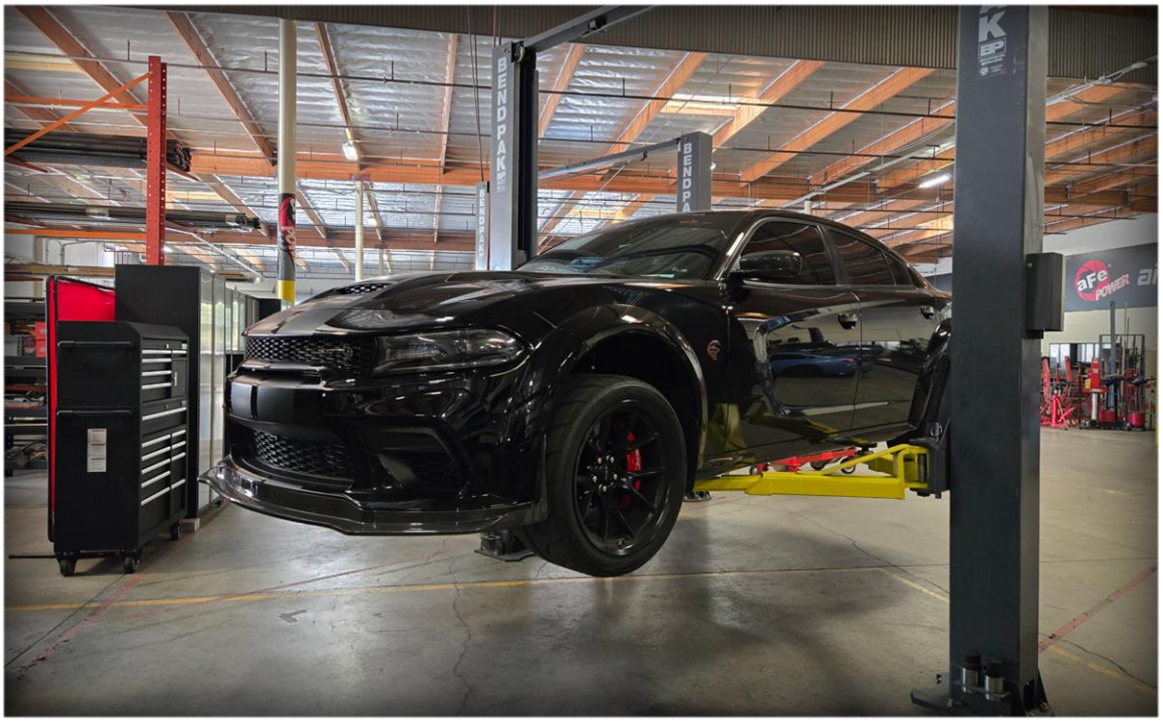


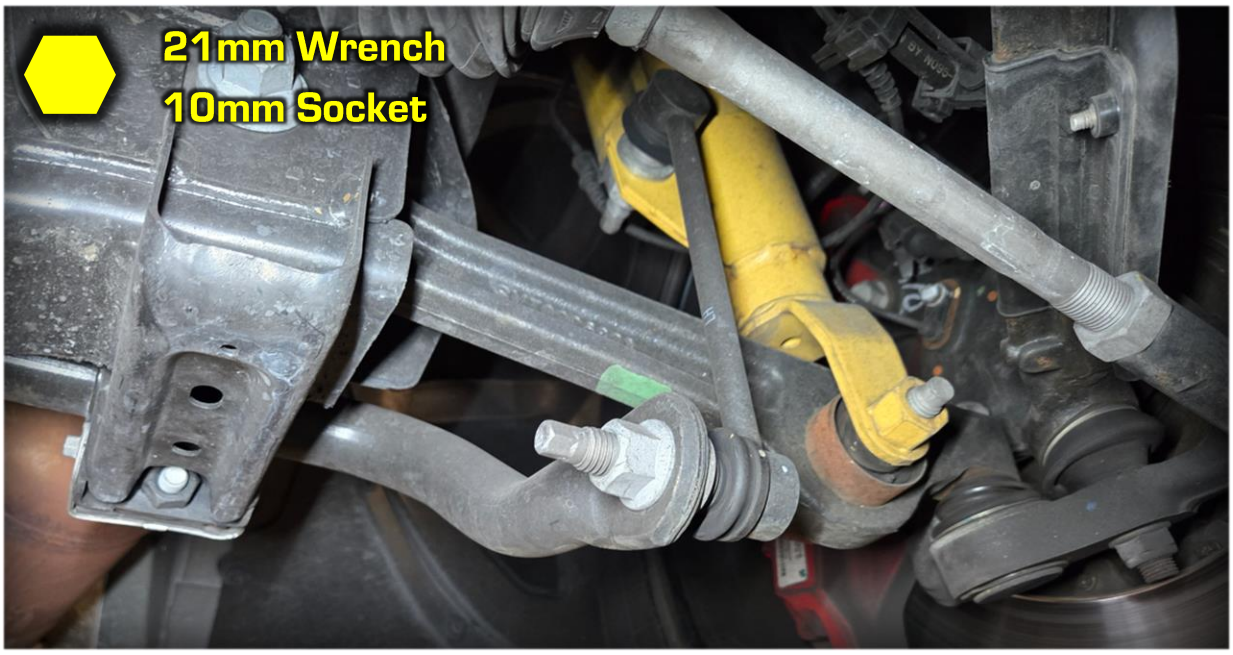
Diagram #	Part No.	Description	Qty.
1	00P-0P2695-L	Sway Bar, Front: Hellcat	1
2	00P-0P2709-B	Bushing, Poly: 1.5" LX	2
3	00P-0C1007-A	Packet, Grease: Poly Bushing (0.5 oz)	2
4	00P-0P2696-L	Sway Bar, Rear: Hellcat	1
5	00P-0C1747-B	Bushing, Poly: 1" ID 5340G	2
6	00P-0P2510-B	Bracket, Type 2 S/B	2
7	00P-0C1697-A	Fitting, Grease: 1/4-28 Self Tap 90°	2
8	00P-0C1698-A	Cap, Grease Fitting	2

Front Sway Bar Installation:

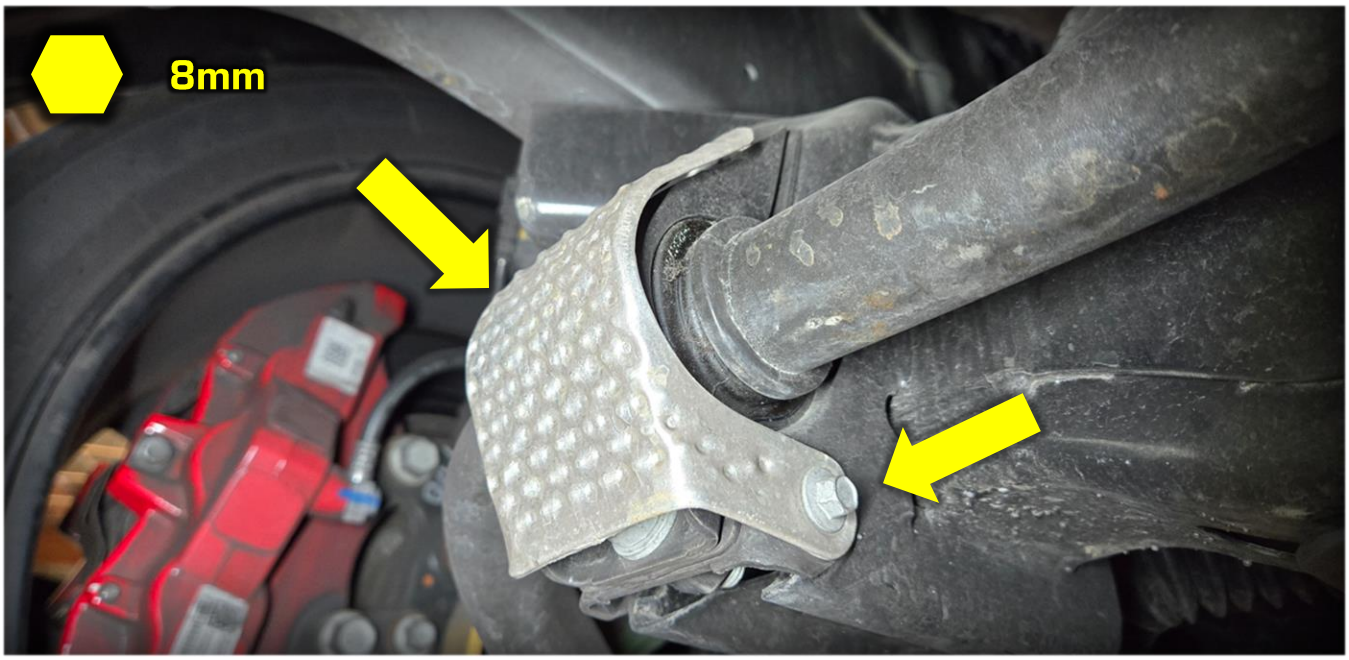
1F Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points.



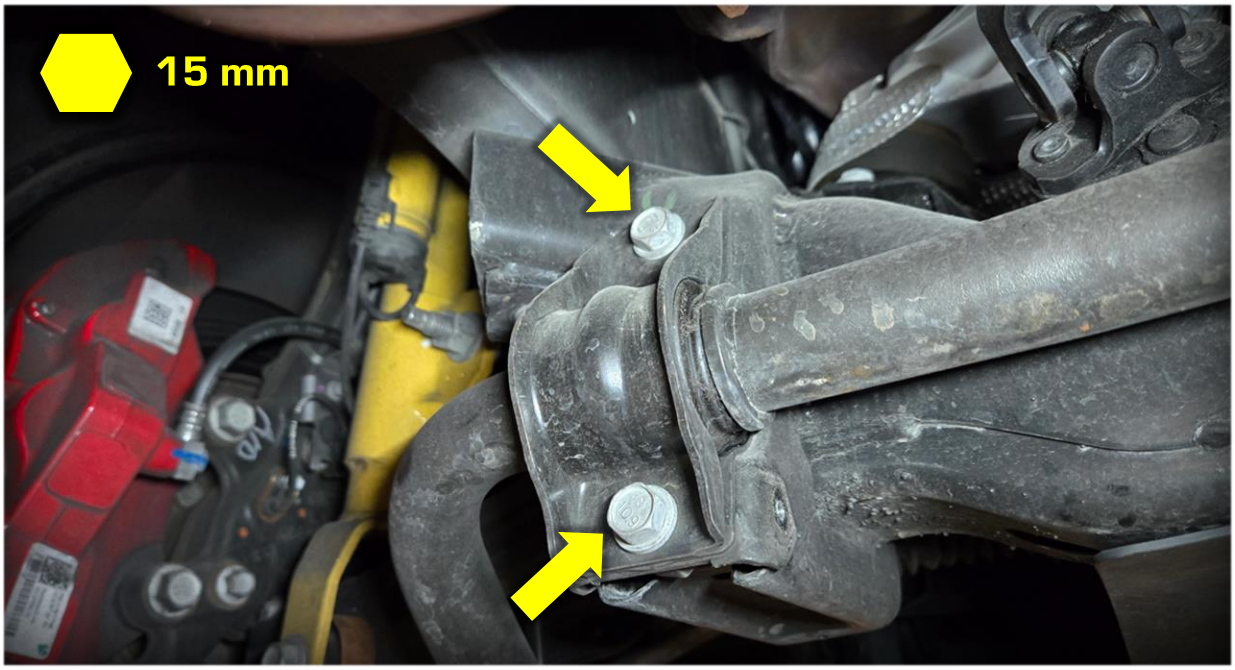
2F First, Locate the front sway bar and loosen the end link nut using a 21mm wrench on the nut and 10mm socket on the end link stud. Leave the nut finger loose.

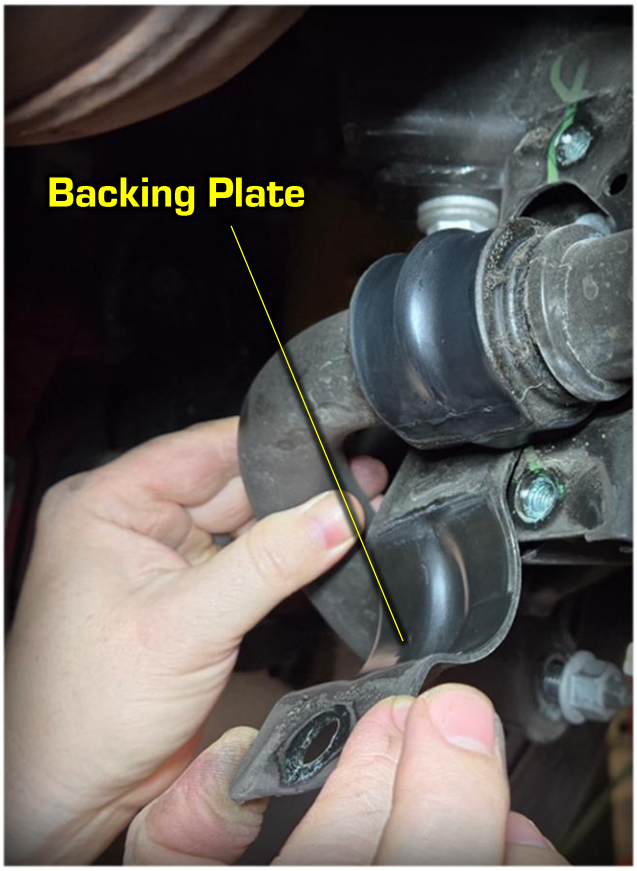


3F Each bushing bracket has a heat shield that needs to be removed. Use an 8mm socket to remove the (2) bolts per shield.

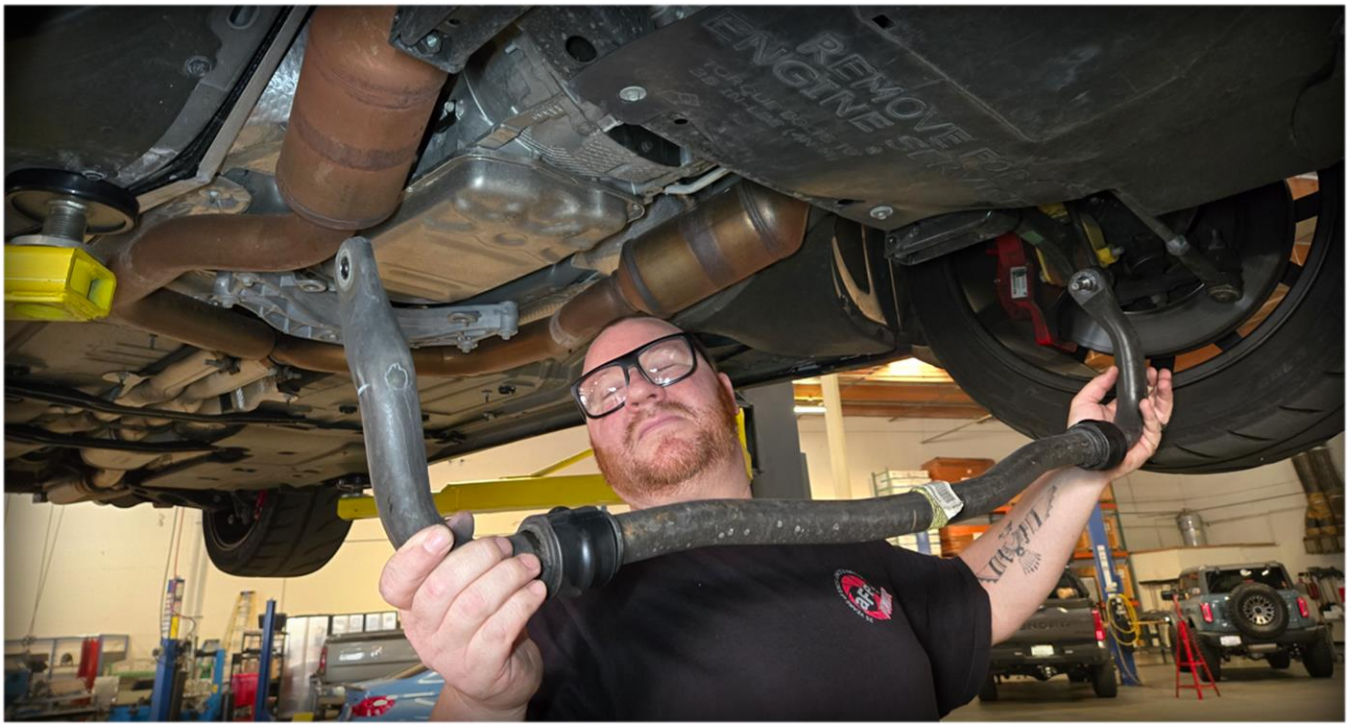


4F Unbolt the bushing bracket (2) bolts per side. Be careful not to lose the back plate that is sandwiched between the bushing and the crossmember.



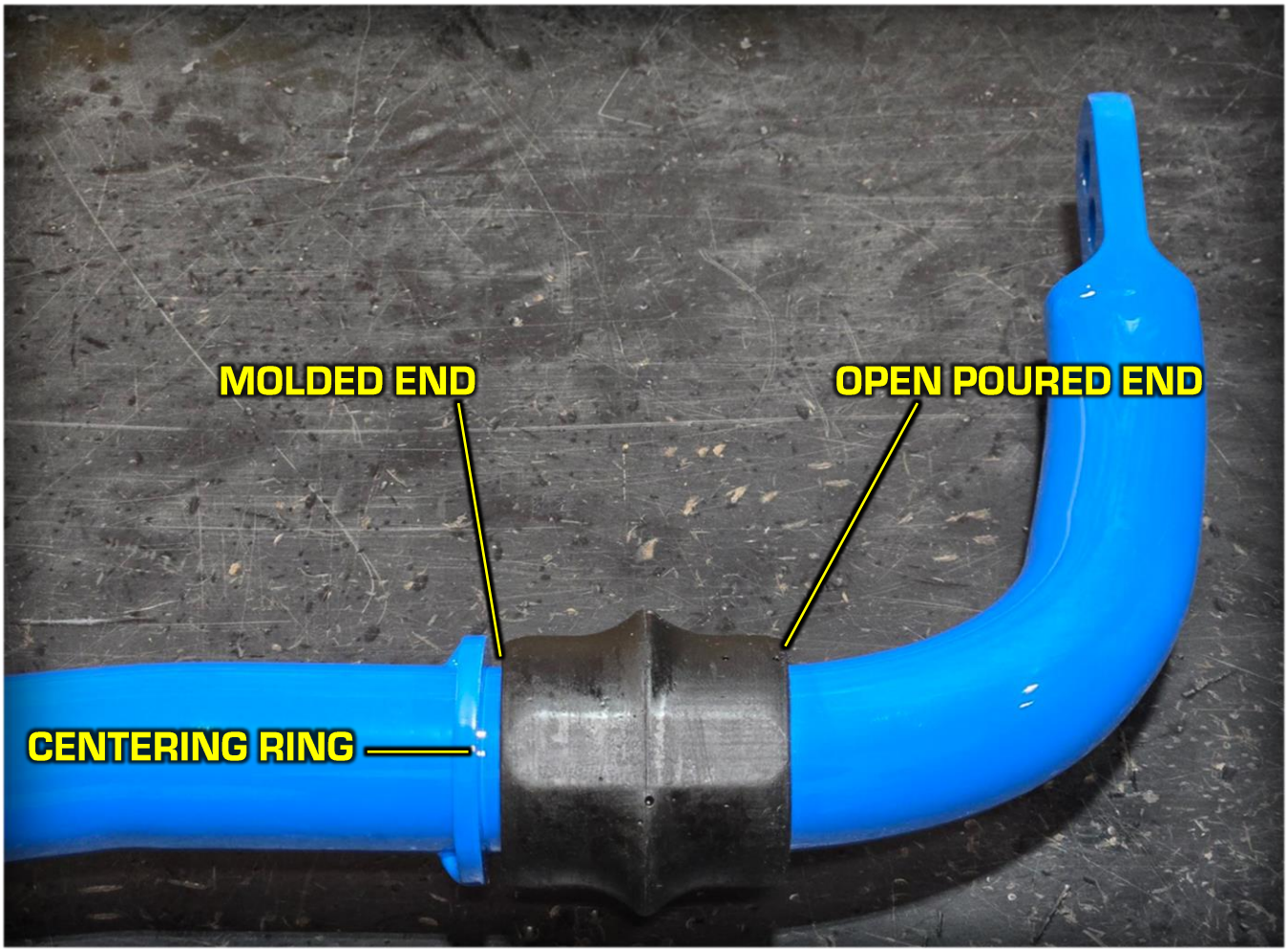


5F The bar can now be removed by spinning off the end link nuts.

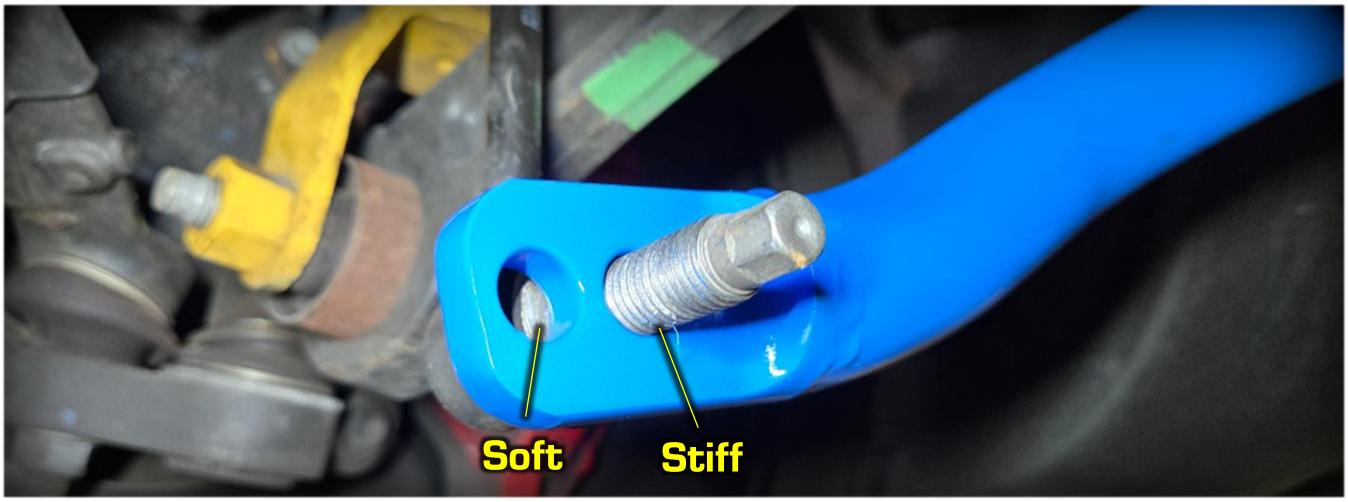


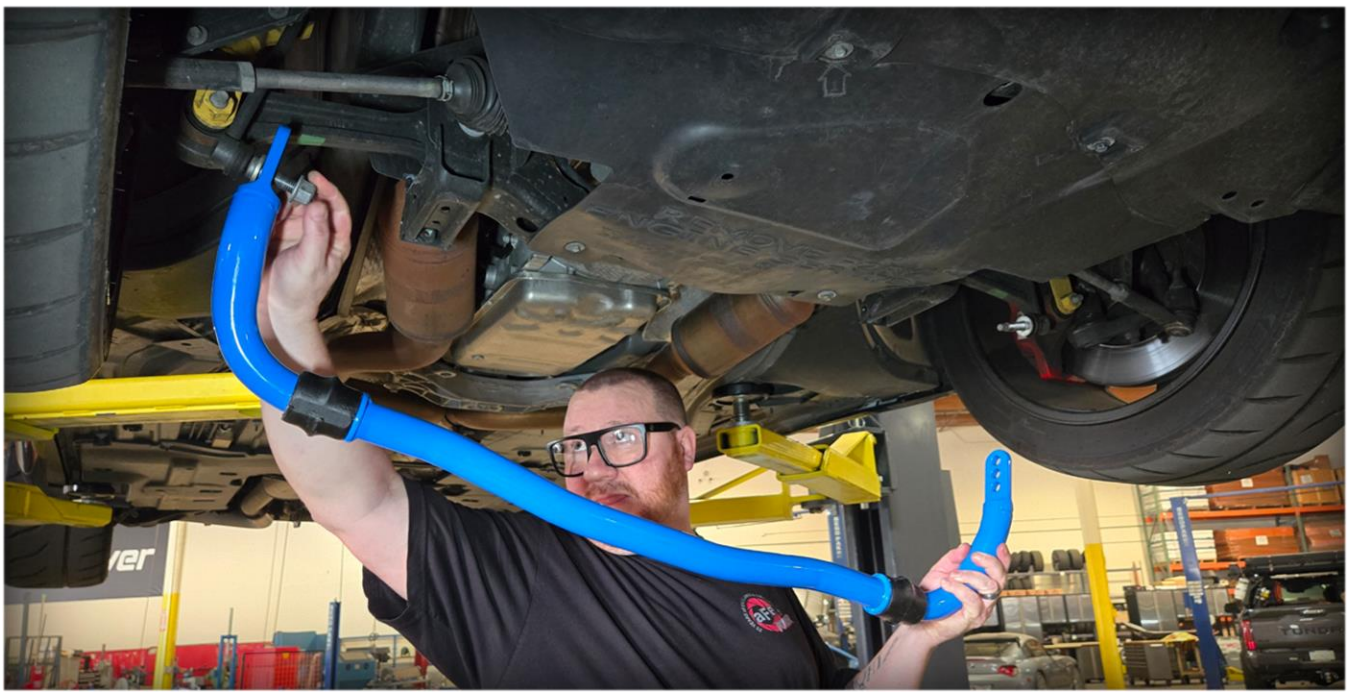
6F Lay out the factory sway bar with the aFe Control sway bar to match the orientation. Lube the inside surface of the bushings with the supplied silicon grease. Install the bushings onto the bar as shown.

Please Note: Due to the manufacturing process of the bushings, one of the outer surfaces is formed in the mold while the other outer surface is "open" poured. The distance from the center of the bushing to the molded surface is more accurate than the poured side. For this reason, please install the molded side towards the sway bar centering ring.


MOLDED END
OPEN POURED END
CENTERING RING

7F Reinstall the sway bar in the same manner as removal. Start with the end links to help hold the bar in place. The hole furthest from the end is the stiffest setting. (Shown) The hole closest to the end is the softest setting. Spin the nuts on finger tight for now.



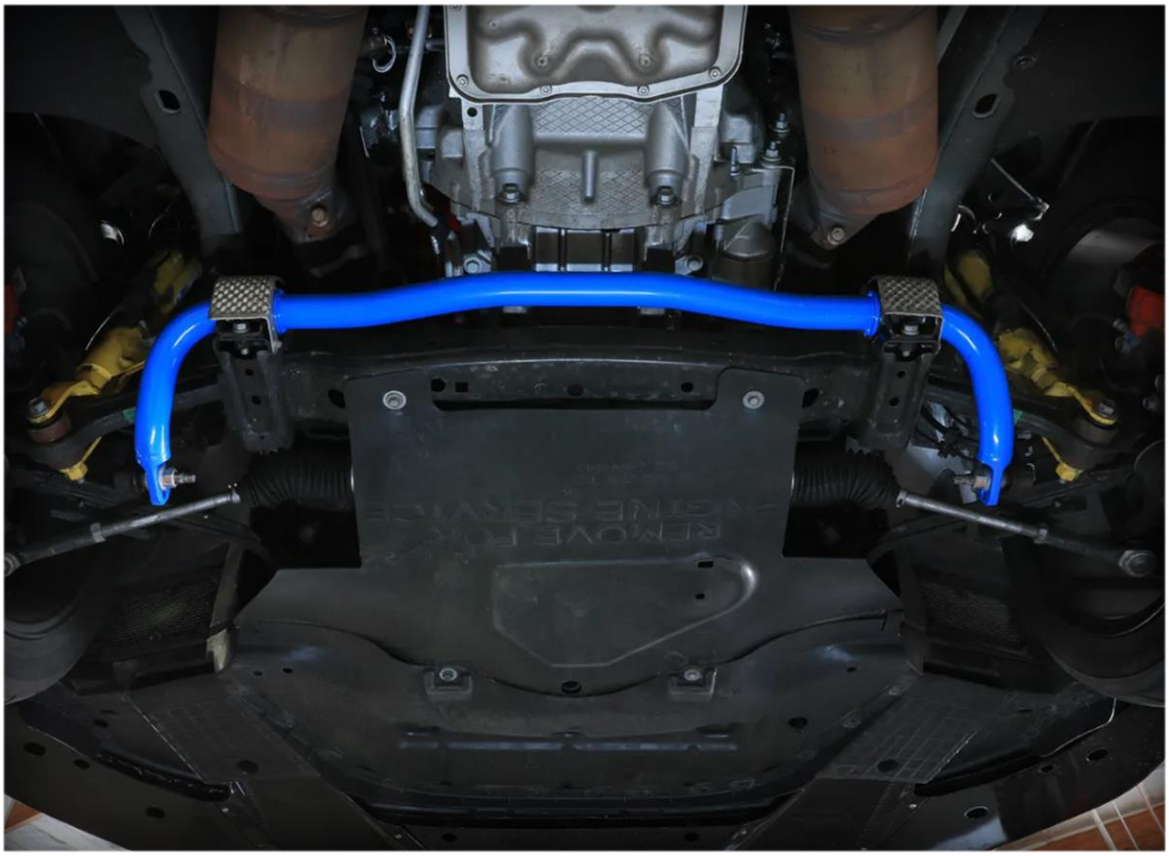


8F Position the bushing as shown. Don't forget to place the backing plate between the bushing and crossmember as you are reinstalling the bushing bracket.

9F Repeat steps 1F-4F in reverse order.

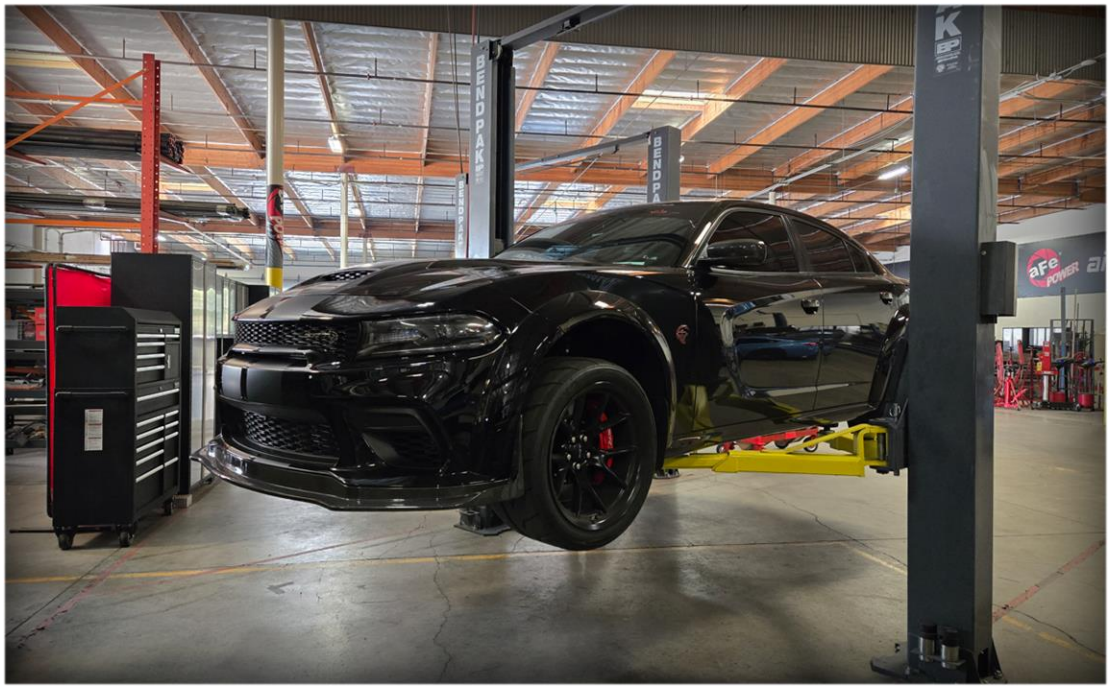
Sway Bar Bushing Bracket Bolts: **48 ft. lbs**
Heat Shield bolts: **44 inch lbs. (3.7 ft. lbs)**
End Link to Sway Bar Nut: **100 ft. lbs.**
(Tip: Add some thread locking compound to the end link stud to ensure long lasting tightness.)

You are now finished with the front sway bar installation.



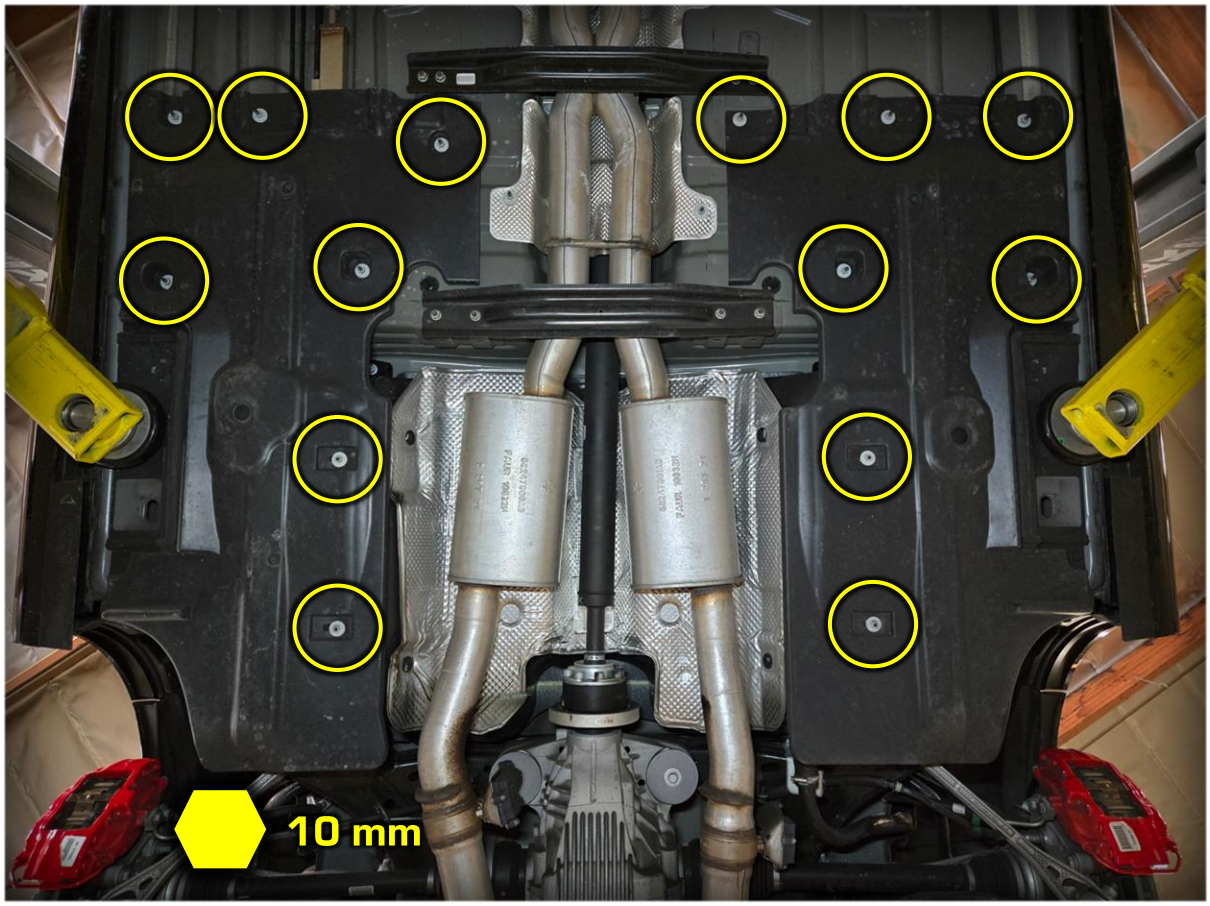
Rear Sway Bar Installation:

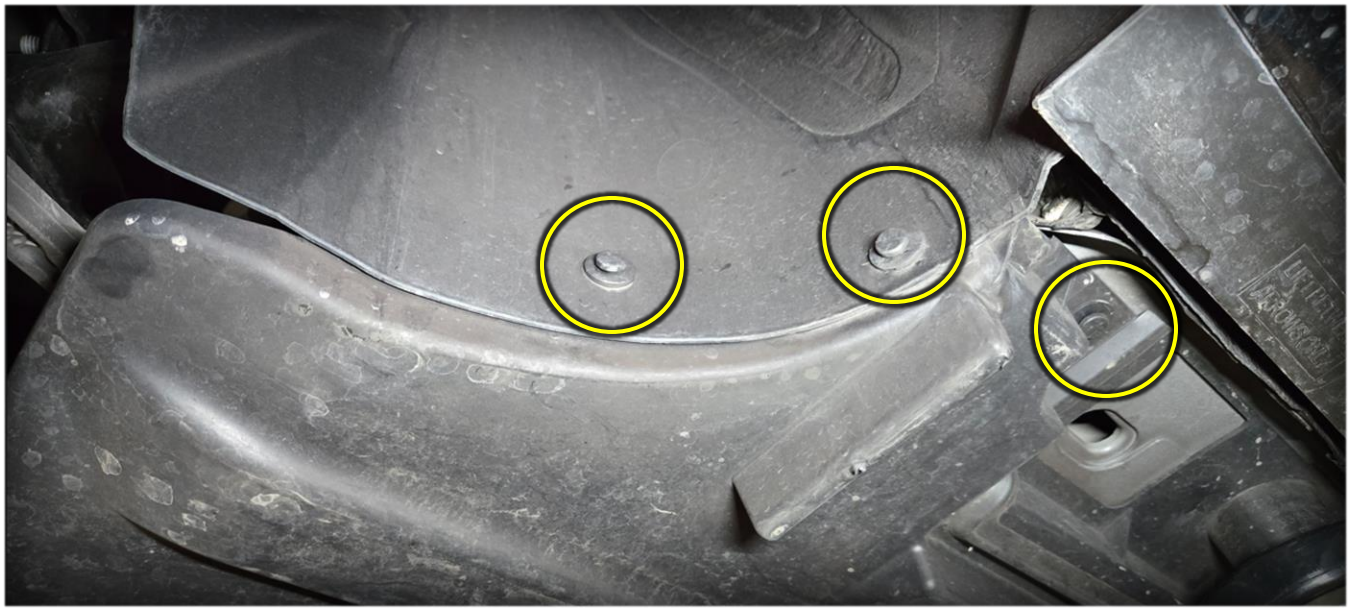
1R Raise the vehicle with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points.



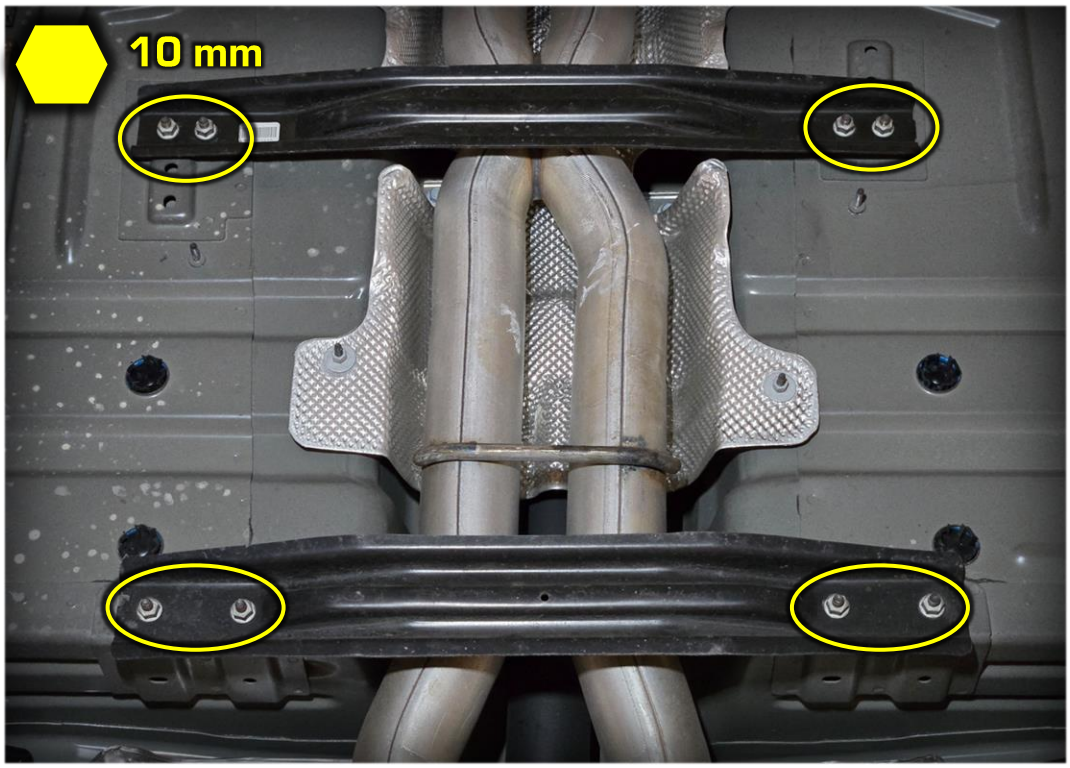
Remove rear wheels.

2R Unbolt the (7) bolts and (3) pop clips to remove the rear plastic under tray. Perform on both sides.





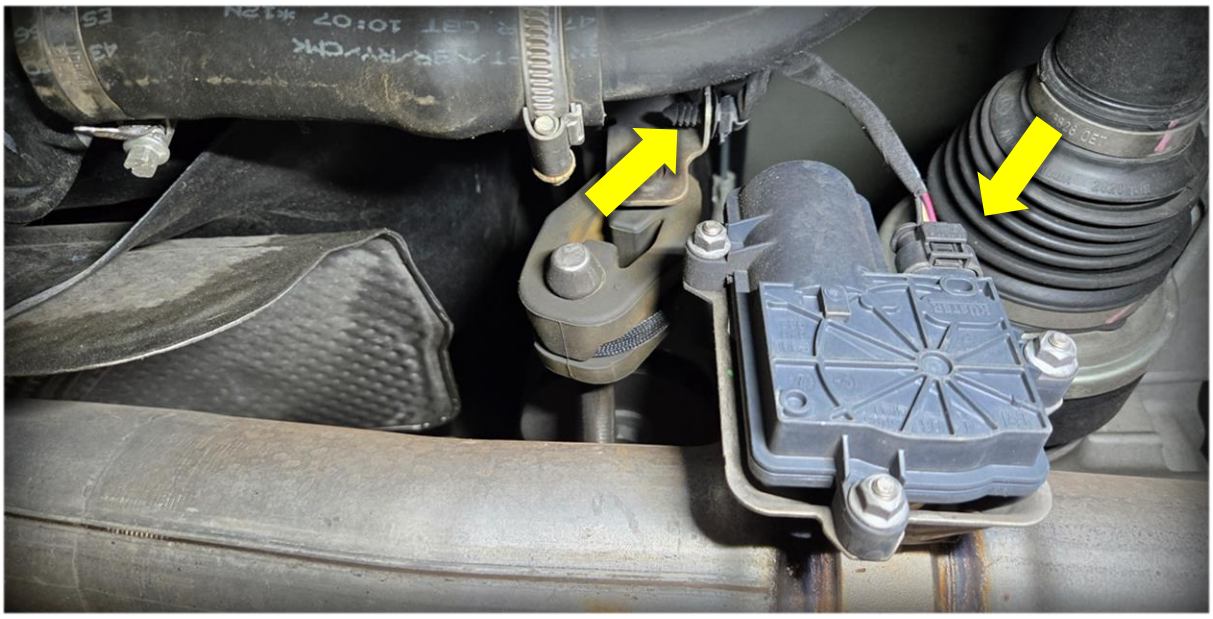
3R Unbolt and remove the (2) tunnel braces.



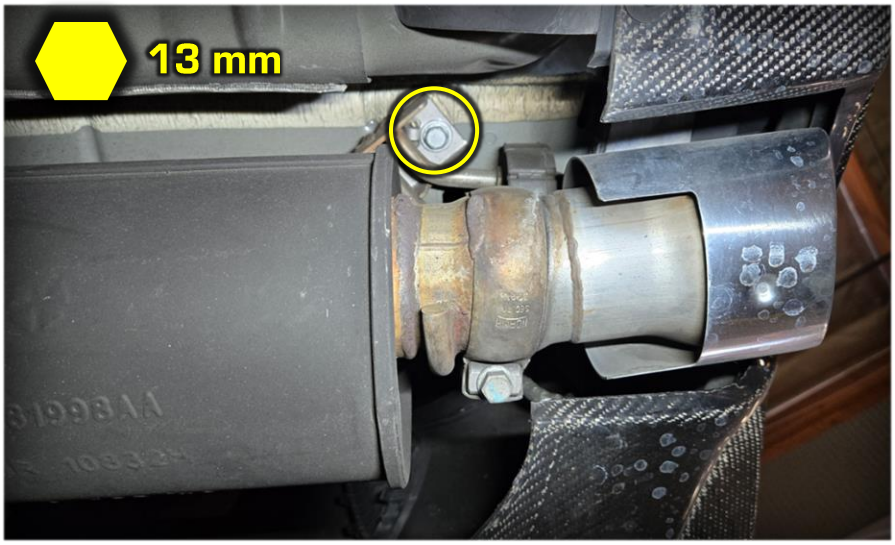
4R The exhaust system will need to be removed or allowed to hang down when we drop the rear crossmember. We removed the exhaust system for clarity.

First, spray penetrating oil on the front clamps just behind the transmission. Loosen the clamps.

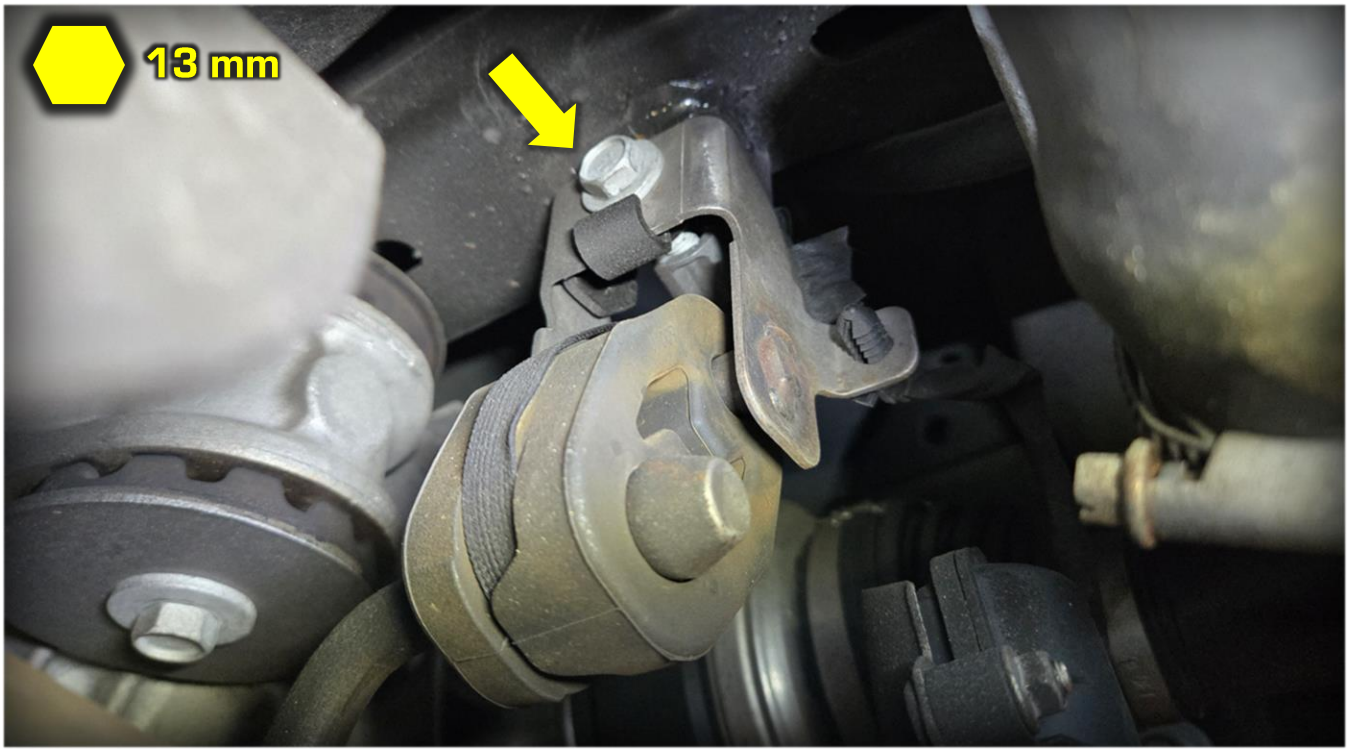
Unclip the exhaust valve electrical connector.



Support the exhaust with a jack and unbolt the hangers near the tips.

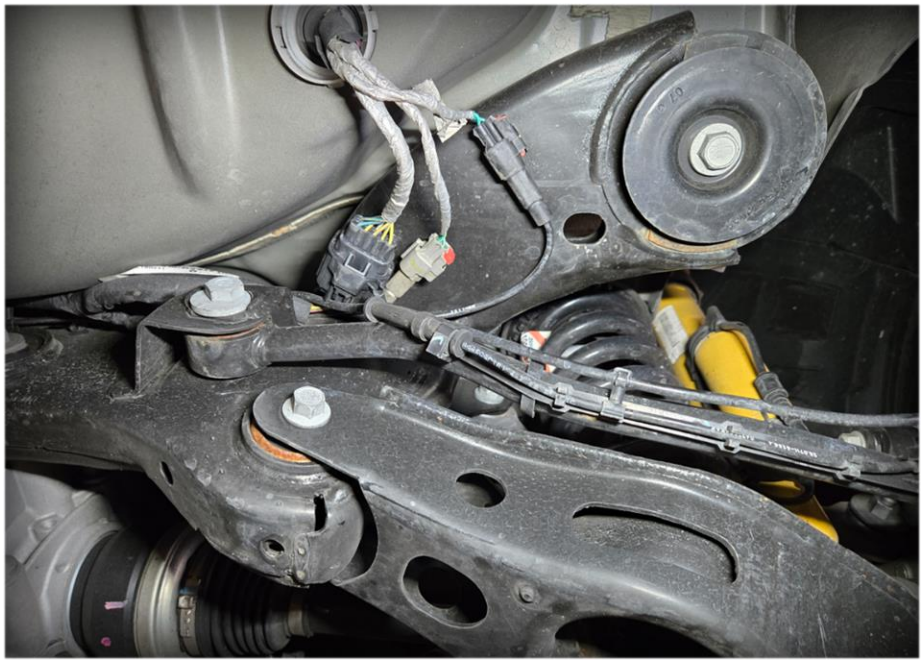


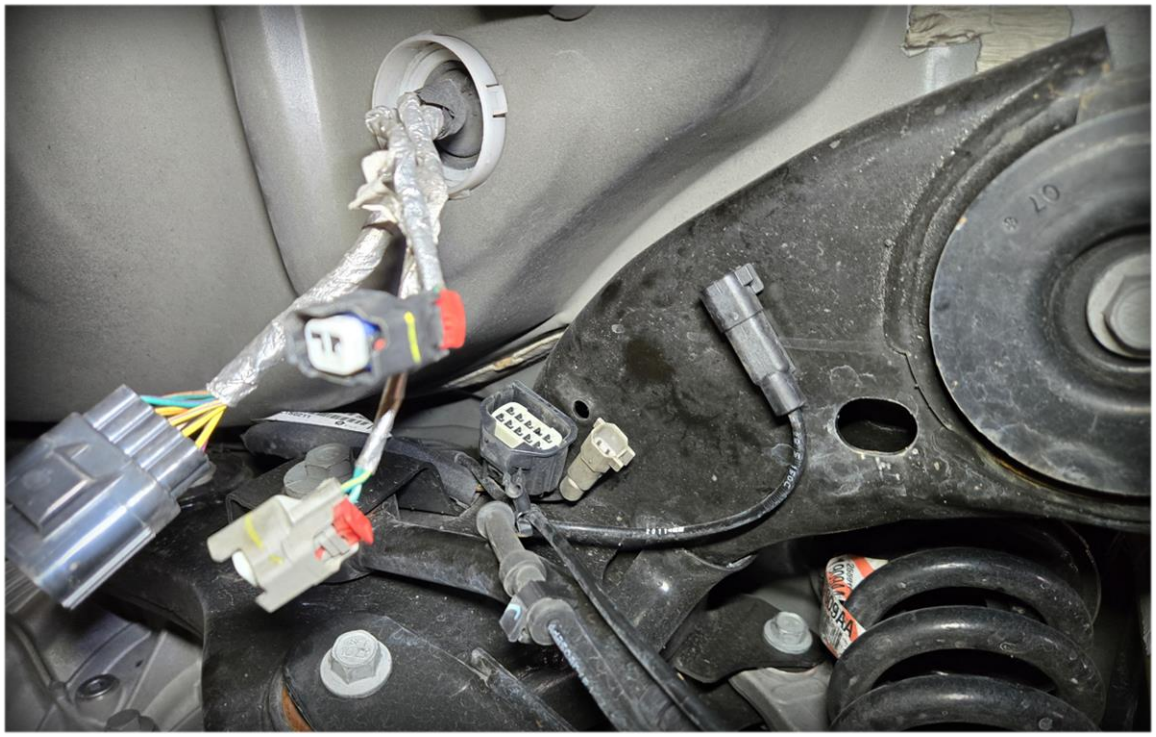
Unbolt the hangers near the rear differential.



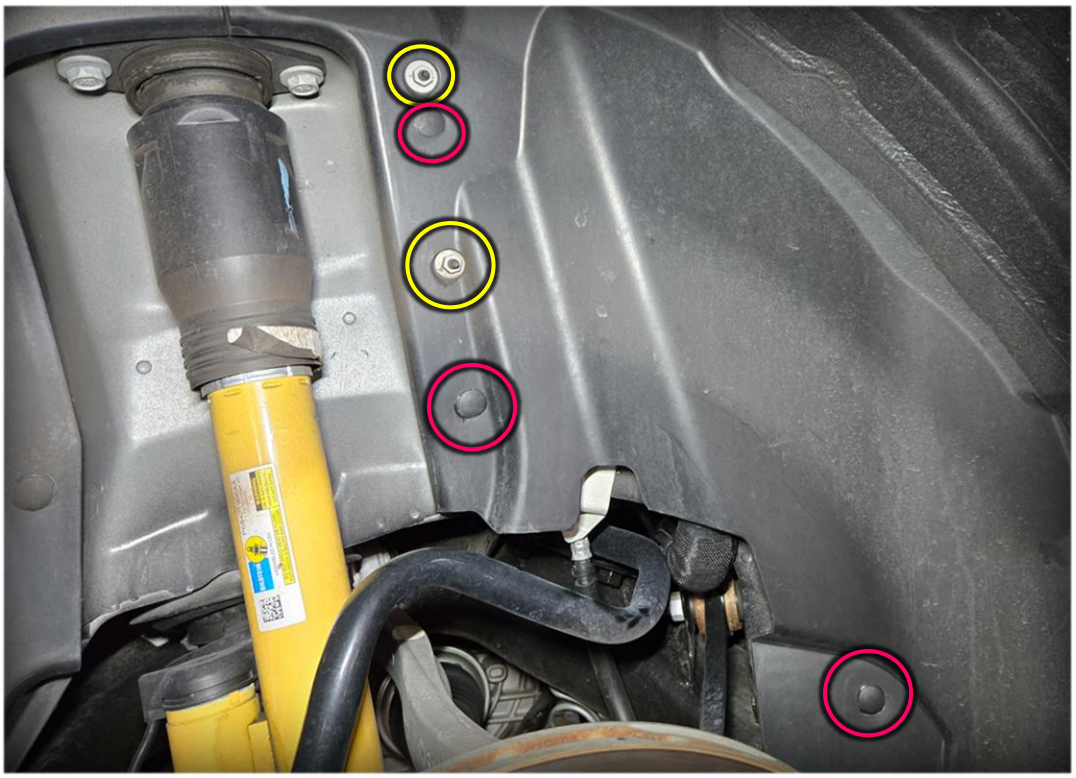
Shimmy the exhaust towards the rear of the vehicle to allow the front pipes to slip out. Remove the exhaust from the vehicle and set aside.

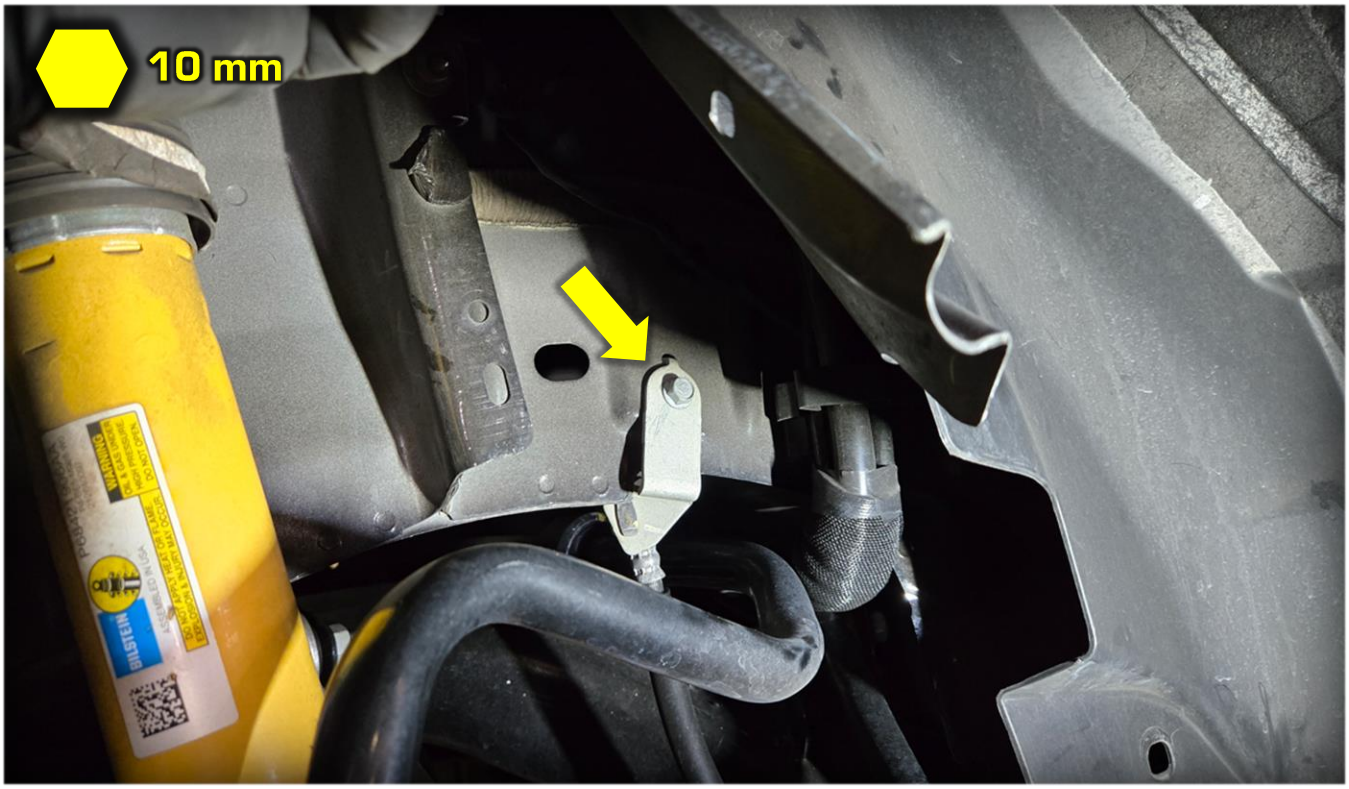
5R Next, disconnect all the electrical connections that are attached to the rear crossmember.



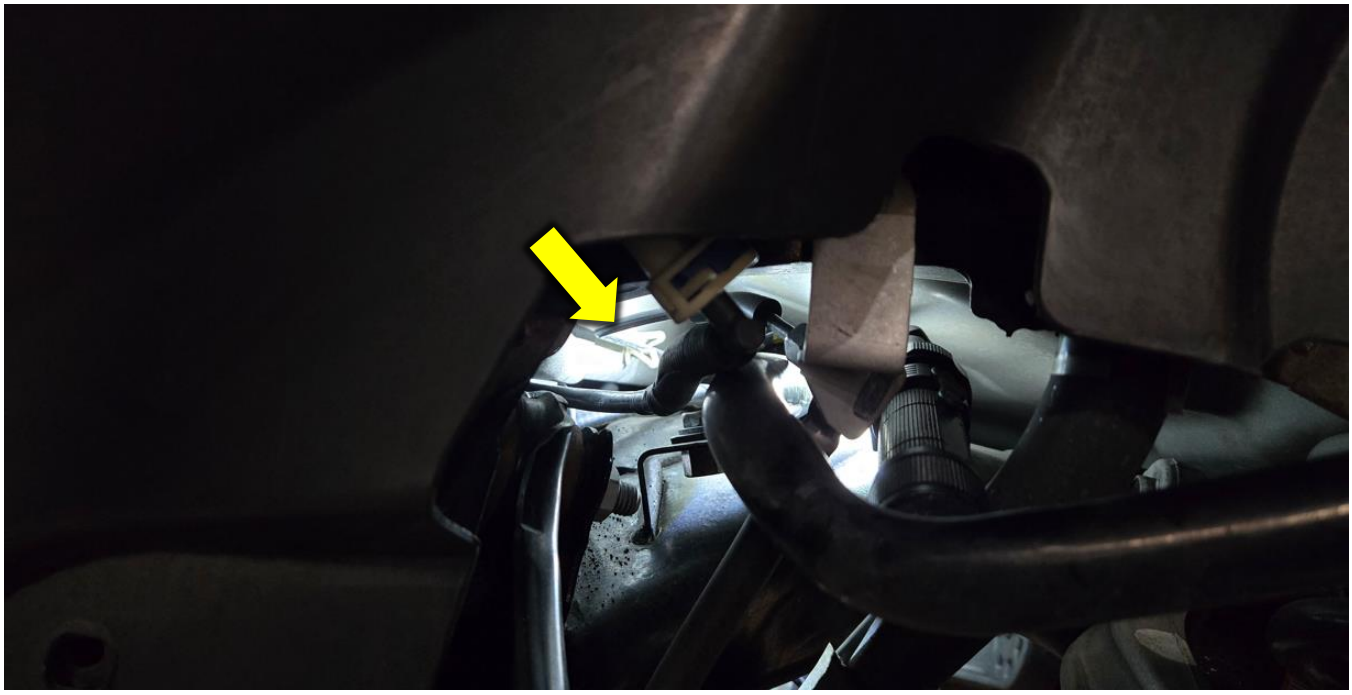


6R Work your way over to the fender-well area and unfasten (2) nuts and (3) pop clips to access the brake line bracket. Peel back the fender well and unfasten the bracket from the body. Do this to both sides.

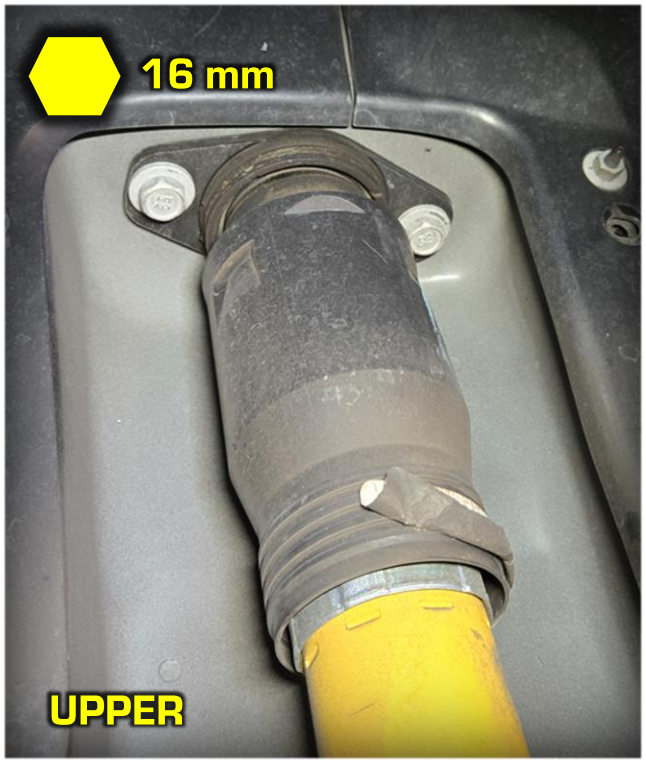




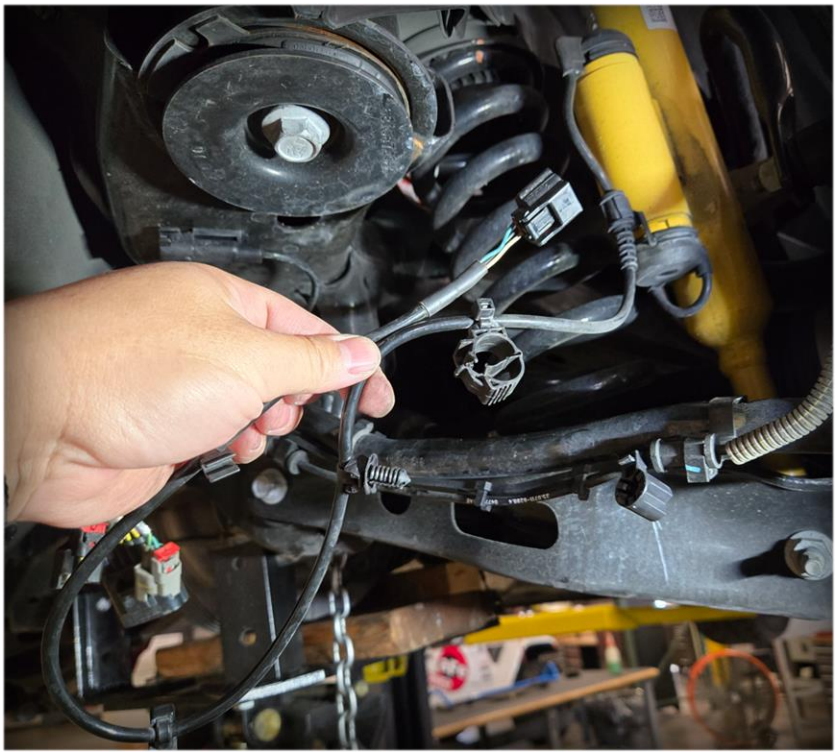
7R Continuing with the brake lines, follow the line inward over the top of the crossmember and unclip the line from the white clip. Do this to both sides.

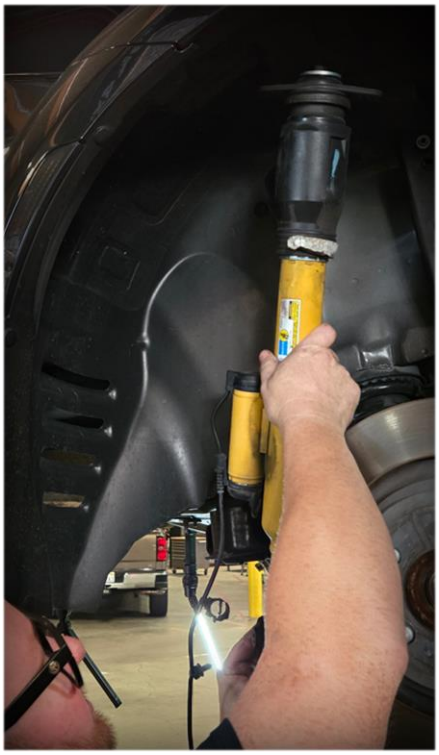


8R Next remove both rear shocks. (2) bolts on the top and (1) bolt/nut for the lower mount.

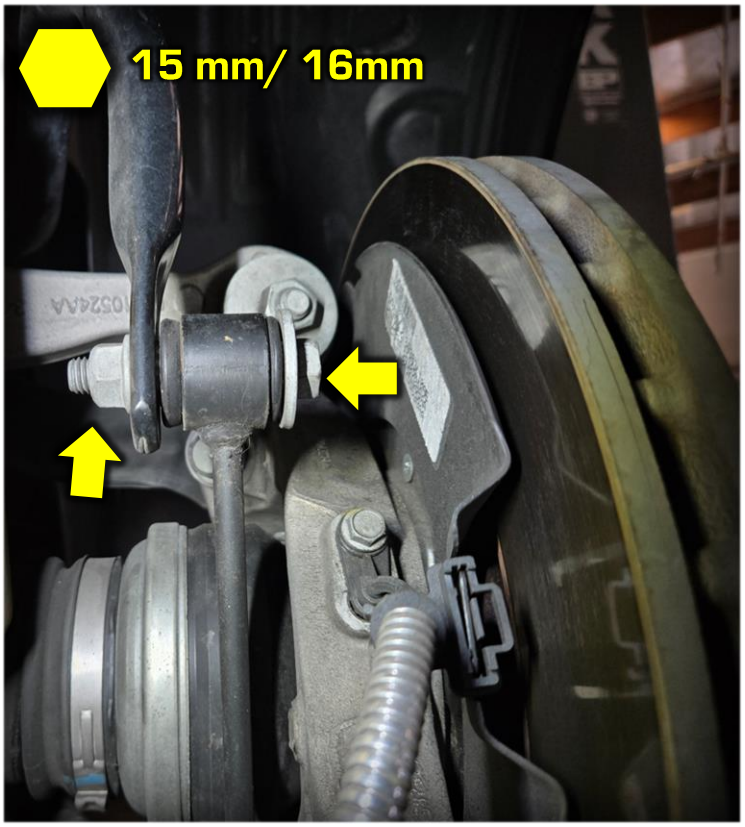


Disconnect all the electrical connections for the rear shocks.

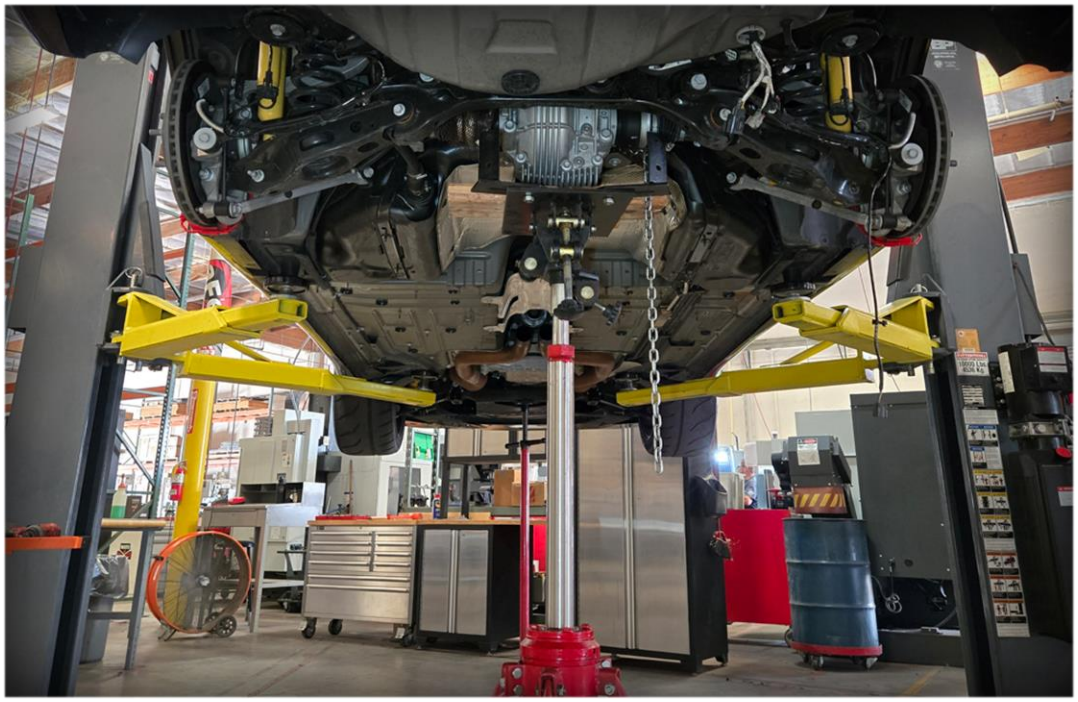




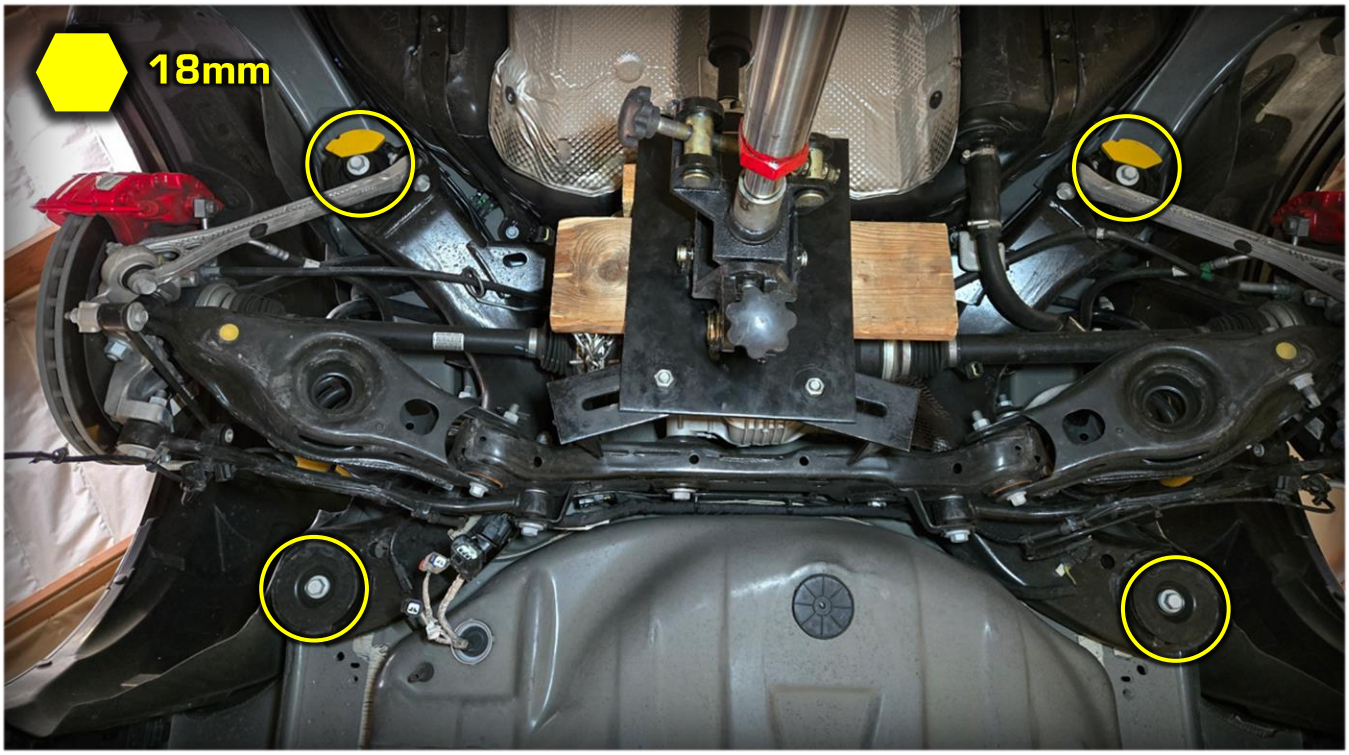
9R Unbolt the end link from the factory sway bar. Repeat on the other side. Retain hardware for reinstallation.

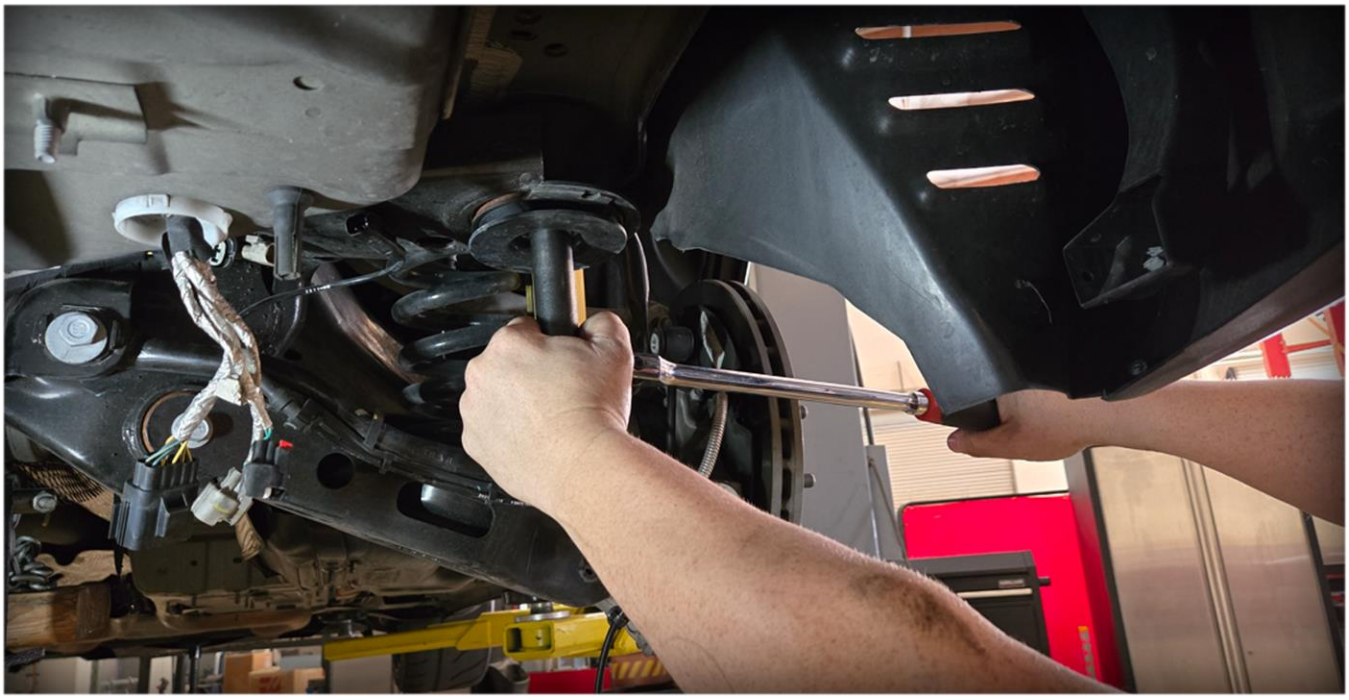


10R Support the rear differential with the transmission jack or floor jack.

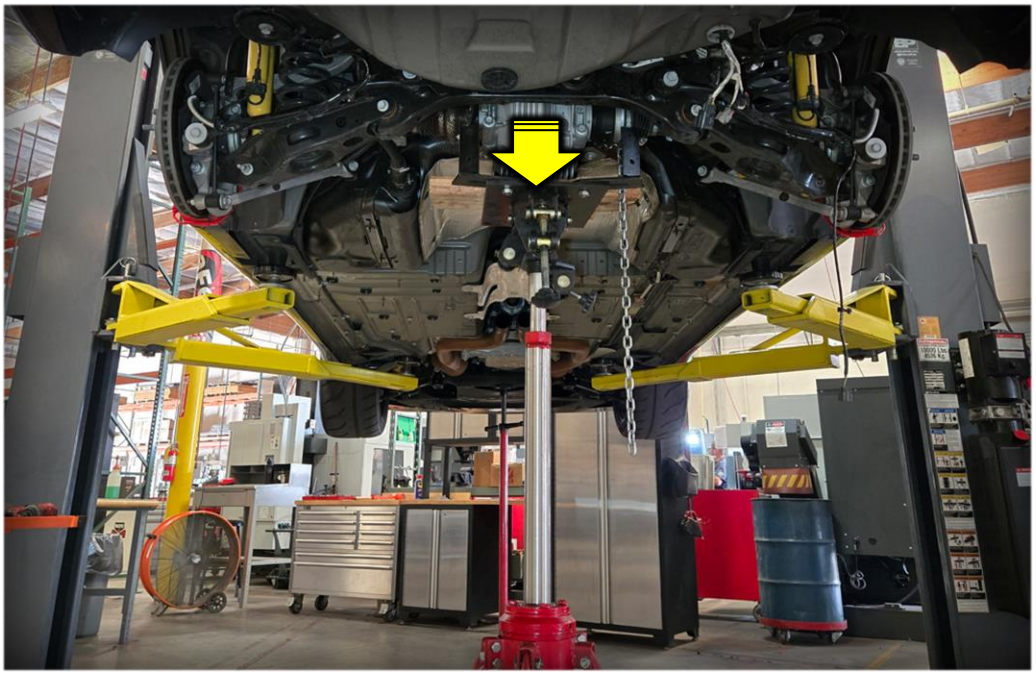


11R Unbolt the 4 main crossmember bolts.



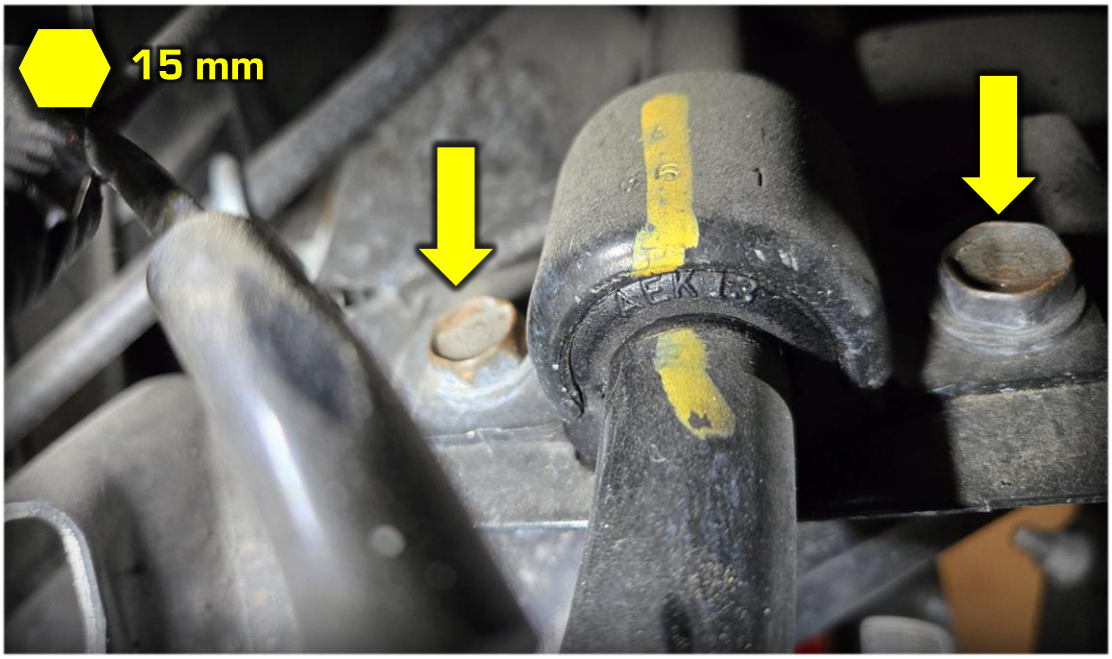


12R Lower the crossmember a few inches and check to make sure no electrical wires or brake lines are pulling.

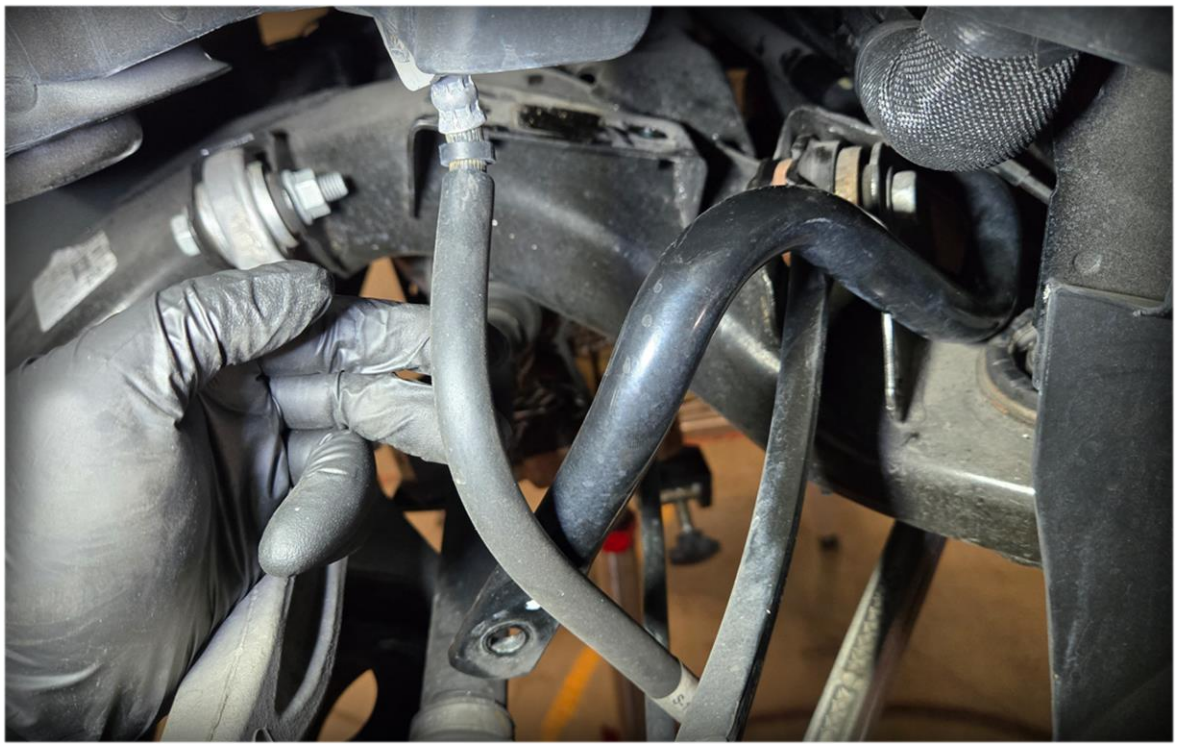


Lower the crossmember more until the rear springs are loose and remove them from vehicle.

13R Unbolt the sway bar bushing bracket on the top side of the crossmember. Remove the brackets and set aside. The bushing can stay on the OEM sway bar. Both the brackets and bushings will not be reused.



14R You are ready to remove the rear sway bar from the vehicle. Fish the bar ends around the brake line and work your way to the other side. Shown: removing from the driver side.

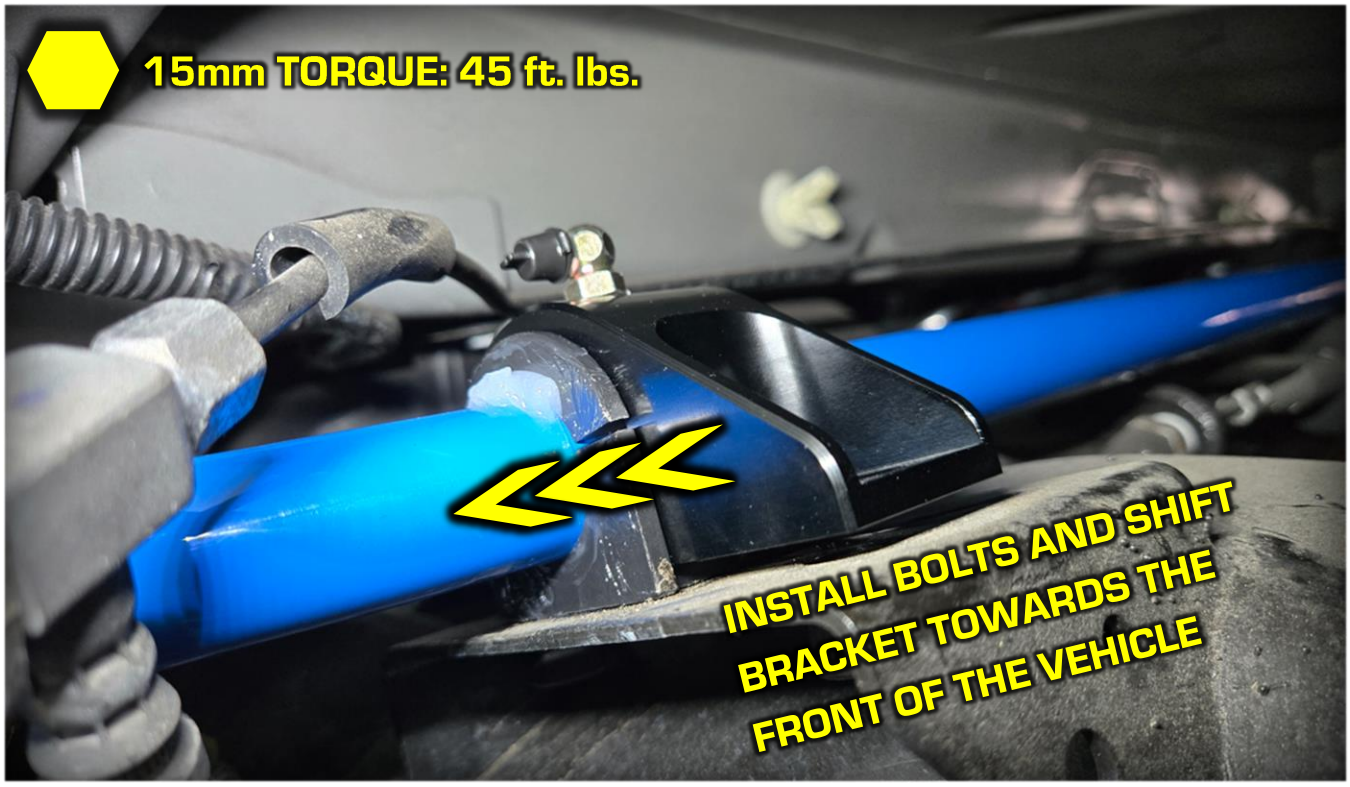


Lay out the factory sway bar with the aFe Control sway bar to match the orientation.

15R Reapply the poly bag back onto the aFe CONTROL sway bar for protection and install the sway bar in the same manner as removal. Remove bag after is in position.

Lube the inside surface of the bushing using the provided grease. Spread open the bushing and install onto the sway bar.

16R Install the aFe CONTROL billet brackets using the factory bolts. Point the grease fittings outward. **Shift the bushing brackets forward when tightening. Torque 45 ft. lbs. This will give the end links the most clearance to the toe link bolt at droop.**



17R Fully tighten the factory bolt/nut onto the sway bar end. The hole furthest from the end is the stiffest setting. The hole closest to the end is the softest setting. **Tip: Add some thread locking compound to the end link stud to ensure long lasting tightness. Torque: 45 ft.lbs.**

18R Repeat steps 1R-12R in reverse order.

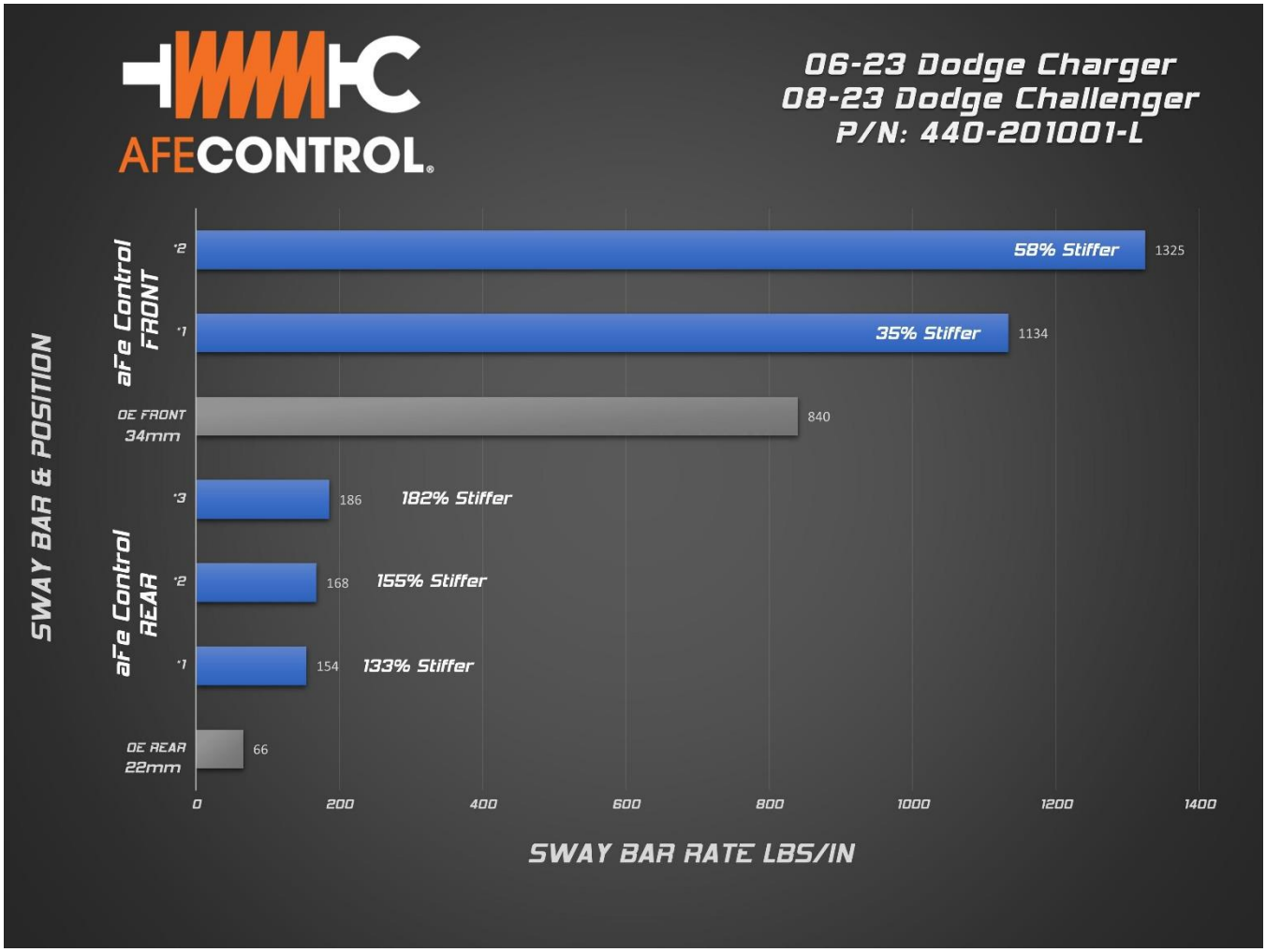
Rear Crossmember Bolts:	**136 ft. lbs.**
Shock Upper Bolts:	**46 ft. lbs.**
Shock Lower Bolt:	**96 ft. lbs.**
Wheels Lug Nuts:	**115 ft. lbs.**

Key points to watch for when restoring the crossmember back to the vehicle:

- Make sure the rear springs are clocked properly in the lower control arm
- Make sure not to pinch any electrical wires or brake lines when raising the crossmember back up.
- Start each crossmember bolt by hand. Use a prybar to align the crossmember up with the bolt holes. These bolts can easily be cross threaded, so be careful.

You are now finished with the rear sway bar installation.

Stiffness Chart and Tuning:



Stiffer roll resistance will demand more from the tires. When the tire's grip is overloaded, they will begin to slip. Manipulating when the front or rear tires slip can make the vehicle understeer, oversteer, or handle neutral. So, think of it as the higher the stiffness, the earlier the slip. If the front slips first, you will have understeer. If the rear slips first, you will have oversteer. If both front and rear slip near the same time, you will have neutral handling.

(Note: Handling characteristics highly depend on wheel alignment and how much grip your tires have)

Suggested Initial Settings for Street:
Front: Position #2 Full Stiff (Hole furthest from the end)
Rear: Position #2 Middle Stiffness (Center hole)