Level One Suspension Kit

A cost-effective way to improve the geometry of your Mopar front suspension.

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BEFORE YOU START

- Read this guide all the way through before you start, and keep it open while you work.
- Support the car on a lift or on jack stands rated for its weight. Never work under a car held up only by a jack.
- Torsion bars and springs store a lot of energy. Unload them the factory way before you remove suspension parts.
- Wear eye protection and gloves, and use the right tools for each fastener.
- After any steering or suspension work, have the alignment checked before you drive at speed.

Questions during your install? Call Bergman Auto Craft.

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INSTALLATION TIPS

Installing the lower control arms

This kit is designed as a cost-effective way to improve the geometry of your Mopar front suspension. Below are some tips to make installation easier.

1. Remove the outer shells from the lower control arms and discard them.
2. Retain the inner shells on the factory pivot pins. If you are using BAC pivots, they are already matched to the inside diameter of the BAC Delrin bushing.
3. A thick grease, similar to the type used on popular urethane bushings, is recommended for assembly.
4. Lube the outside surface of the bushing and push it approximately 25% of the way into the arm. Lube the pivot pin and start it the same way, pressing it into the inside of the bushing. From here, a vise or press will easily push the pivot into the bushing and the bushing into the arm.
5. At this point, the pin and arm assembly can be started into the K-frame. Take a moment to read the included QA1 instructions, as the strut rod needs to be installed at the same time as the lower arm assembly.
6. Once the lower control arm and strut assembly is installed, note that the pin must be tightened with an air or electric impact gun with full suspension load on it, or the pin will spin in the bushing. This assumes you are using the OE-style prevailing torque nuts. If these tools are not available, a standard nut and lock washer can be used. Follow the factory torque setting.
7. When installing the torsion bars, be sure to push them all the way forward against the inside of the front socket.
8. Because Delrin is self-lubricating and has a high durometer, greasing is rarely necessary during the life of the bushing.

UPPER CONTROL ARMS

Bushing orientation and alignment

9 Install the offset upper control arm bushings to push the front portion of the control arm outboard. Install the rear bushing the opposite way: the rear portion of the arm will be offset inboard, toward the centerline of the vehicle.

10 Installing the bushings in this orientation creates increased caster for better road holding.

WHEEL ALIGNMENT

Caster	3 degrees should be attainable once the vehicle is on an alignment machine
Camber	3/4 to 1 degree negative
Total toe	1/16 to 1/8 in. toe-in

With these settings your vehicle will feel more centered and stable at speed.

QUESTIONS? WE ARE HERE TO HELP

Feel free to call, text or email with any questions: 516-384-6438, p.bergman@bergmanautocraft.com.