



INSTALLATION INSTRUCTIONS

Part #PG-STB-009 - Hellcat Strut Tower Brace

COMPONENTS:

QTY	DESCRIPTION
1	Strut Tower Brace
1	Intercooler Reservoir
3	8x1.25 Nyloc Nut (13MM)

RECOMMENDED TOOLS:



FITMENT:

2015-2020 Dodge Challenger/Charger
6.2L Hellcat

13MM, 10MM SOCKET, & TORQUE WRENCH
HOSE CLAMP PLIERS & HOSE PINCHOFF PLIERS
FLUID TRANSFER PUMP (RECOMMENDED)

INSTRUCTIONS

Step 1: Remove the driver side shock mount cover (Fig. 1), using a trim removal tool (if necessary) There is a recessed area to make removal easier.

***Note:** On 2019+ Models – Remove the 10mm nuts holding the EVAP system in place (Fig. 2)



Figure 1



Figure 2 (10MM Nuts)

Step 2: Remove as much coolant as possible with a fluid transfer pump, into a small container to be reused later.

Note: Do not drain entire coolant system. This could lead to cavitation and DTC for intake coolant temp, if system is not properly bled.

Step 3: Remove the two 10mm nuts holding the supercharger coolant reservoir in place (Fig. 3 & Fig. 4)



Figure 3



Figure 4

Step 4: Use hose clamp pliers to slide hose clamps back far enough to allow room for pinch off pliers.

Step 5: Flip reservoir over towards engine. Use hose pinch pliers for minimal coolant lose and remove the two hoses from the reservoir.

Note: Place shop towels and catch pan under vehicle for any coolant spills.

Note: If you do not have a pump or pinch pliers available, skillfully position the reservoir and hoses minimize coolant spills.

Step 6: Using a 13mm socket (deep well may be needed) remove the six strut mounting nuts, three per side (Fig. 5)



Figure 5



INSTALLATION INSTRUCTIONS

Step 7: Carefully position the strut bar into place, using a microfiber towel over the center of the bar to protect the finish. On the driver side, position the flange over the coolant hose, under the EVAP system (if equipped)

Step 8: Connect the coolant lines to the Petty's Garage intercooler reservoir in the same location as the factory reservoir. Transfer the overflow hose to the new reservoir, then position over the strut tower.

Step 9: Torque the remaining six strut fasteners, three per side, to 20 ft/lbs. (Fig. 6)

The three provided nuts are to be used in place of the factory nuts on the driver side for clearance of the EVAP system.

Note: 2019+ Vehicles Only – 2015-2018 Factory shock tower cap is not reused.

The PG reservoir mounts onto the factory studs from the strut (Fig. 5)

Note: Some instances will require raising one side of the vehicle to allow proper alignment of the studs through the holes of the strut bar

Step 10: Reinstall the two mounting nuts on the passenger side for the EVAP system (if equipped)

Step 11: Transfer the saved coolant into the new reservoir, filling until coolant reaches the bottom of the neck of the reservoir, **NOT TO THE TOP**. Reinstall factory reservoir cap

Note: This reservoir and connected cooling system is not integrated into the primary engine coolant system. The reservoir serves primarily as a fill point, having little pressure.



Figure 6 (PG Coolant Reservoir)



Figure 7



Figure 8 (PG-STB-005 Shown)