

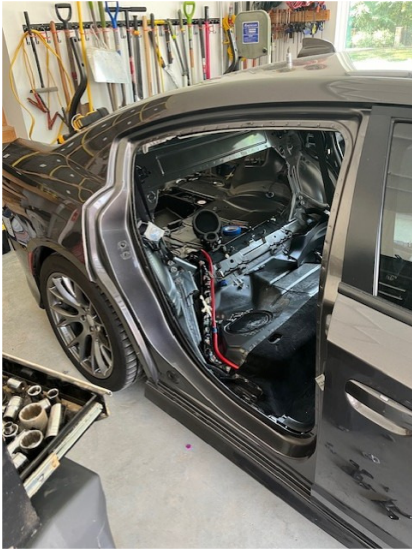
2015 Dodge Charger SRT 392 Smyth Performance Ute Conversion (Houston, TX)



My crate arrived via box truck August 2024. By this time, I'd stripped the car down of unused parts but was careful not to make any cuts before my kit arrived in case I chickened out.



I purchased my donor car from Houston River Oaks Chrysler Jeep Dodge & Ram April 2024. I planned to wait until I had my kit but when I saw this 392 for a decent price, I had to jump on it. This is a clean title vehicle which, of course, was substantially more than a salvage from an auction purchase but I wanted this thing CLEAN. It had around 82,000 miles.



Removing all the doors, trunk lid, lights, bolts, nuts, etc is the easy part. Time consuming but easy. Do yourself a favor and get a nice foam pillow to sit on while you crank away inside the backseat; it isn't easy on your back or your a\$\$\$. Get the blue tape ready, you'll want to label all this stuff. Funny how all the cables look the same which you disconnect the component! Safety glasses are fundamental here.

I've never touched an airbag in my life so removing these side airbags was stressful as hell. I handled them like a live bomb after letting reddit commenters scare me. Your ABS light will illuminate after these are removed but you can find airbag bypass resistors on Amazon for nearly nothing.



First (and likely the most important cut) along the top of the car was tedious but not difficult. My Sawzall jumped out a couple times and messed my cut up. In hindsight, a cutoff wheel would've probably been a better choice but I made it work. I also have a sunroof on this car, so cutting around the sunroof slider track was important to be conscience of. Taking this top off needs an extra set of hands as these cut edges are razor sharp, heavy and unbalanced. I simply could NOT get the rear glass out so I removed it with the top at this stage.

In all, I was able to sell the following removed parts: trunk lid, tail lights, rear doors (remove your fob sensors if you have keyless), rear bumper, rear seats. This might've accumulated to around \$1,000 of my paint fund.



Kit inventoried and bed roughly assembled. And YES!--do bolt this together loosely for a much easier fitment onto the car. I think I set and removed twice to finalize some cuts, etc. I was careful to watch and follow Mark's 2005-2010 Charger cut videos for guidance and I don't believe this newer charger model had any real differences once it was all stripped down. With 2 primary indexing holes in the bed connecting to existing studs in the car (either seat or seatbelt bolts, can't remember) it made setting the bed in place easier than I expected. And again, this is a two man job unless you have a nice engine lift to help. Also: GLOVES!





Adding the interior fenders really starts to add some structure and rigidity to the car and it's feeling solid again. I was taking quick joyrides around the block each phase to check dash lights, new issues, rattles, etc to keep me on top of problems I might be causing. At this phase, many electronic components aren't re-attached so I was getting airbag lights, keyless sensor issues (wouldn't detect my key fob), tail lights and blinker indicators. But nothing I didn't have a plan to fix later.



First time dry-fitting quarter panels and tail lights. Excitement is building! This is the best time to start re-routing all your electrical components and WOW do these higher end trims have way more crap than I expected. Sensors, speakers, cameras, antenna, lights you name it there's a lot of it in this SRT. Staying organized with the million cables is key. I used half a roll of blue tape keeping everything labelled. Mark warned us and I forgot but please keep those fender light trims from your original rear bumper, it makes re-installing those red fender lights much easier. I ended up getting newer, fancier LED lights there but that didn't make them any easier to install. Eventually, I tightly wrapped the old fender lights in blue tape and "sank" them into a wet glob of Bondo for the perfect fitment. After that it was just some sanding to get that profile perfect.



Sunroof Uters! From what I could gather online, 2005-2013 Chargers have the sunroof electric motor to the rear and must be removed (not 100% sure if that's true or not). But this 2015 has it above the rear view mirror. So while I can no longer slide the sunroof open, I can vent it up/down. The drain pieces toward the rear of the tracks was removed. I then traced the exact pattern from the drain end of the track and replicated it with my multitool so the plastic drain pieces would reattach seamlessly and this worked like a charm. You'll need: a tedious cutting tool like Dremel or multitool, good silicone, 3/8" plastic tubing and some zip ties for attachment.



I endured lots of fitting, re-fitting and re-re-fitting getting the glass just perfect. Never ended up perfect but I'll take it. \$8 Amazon 3rd light for the win (wired from the old 3rd tail light on rear Charger window, thanks blue tape). Not required in Texas, to my knowledge, but I wanted it anyway.



First customization I made away from the kit was the rear spoiler. I love that Nascar look so I decided to forego the spoiler lip included in the kit and go for a thinner, top mount option. However, I had to fill in the $\frac{3}{4}$ " dip in the tailgate originally left for the Smyth spoiler lip. Steel bar and some filler and it looked factory.



Second added option was this tonneau cover. These Bak-flip knock offs are all over the place. Can't remember this brand but it was purchased to fit a new model F150. Length checked out but not width. I tried and never found an appropriately fitting tonneau cover for this custom bed—so I customized the tonneau cover. Very easy to alter these tri-flip tonneau covers. Mine lost about 8" of width to make it a perfect fit.



Do yourself a favor and build/carpet your rear speaker box while the rear is still wide open!



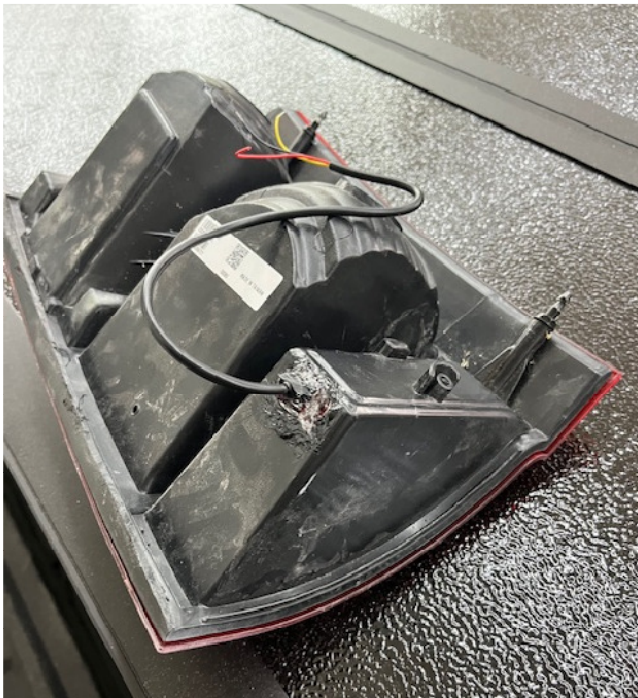
Starting to look like a car!....or truck....or whatever lol rear spoiler is 3/16" aluminum bent at the local metal shop. Took it home to trim it up and cut the arch with a portable bandsaw. A few hours later I have a custom spoiler all for about \$50. Amazon saves the day again with some connector rods for \$35 to give it that "race truck" look I was going for. This is a 392 after all. The primer grey made searching for imperfections in my body filler work a breeze. If you have a rear camera and backup sensors like me, DO NOT throw away those bezels, they'll save your life at this stage when reconnecting them! The cost to replace those plastic pieces is astonishingly high.



Raptor Liner took about 2 hours to mix and spray. Dries fast, too. Highly recommended! Almost made me sad to cover it up with the tonneau cover.



My faux windows look amazing from 10' away—only pretty darn good up close lol This, for me, was the most difficult part of the build. I can body fill all day long but these need to look at least somewhat sleek. This was sourced from trims from the rear doors and some black acrylic sheets to mimic tinted glass.



New car, old tail lights--separating the incandescent bulb days with LED bulb vehicle days YEESH. Simply wiring your ground, hot and neutrals didn't work here for me. New chargers switch the ground inside the tail light unit, no thanks. To save you boring low voltage discussion, I'll just jump to the finish and tell you I wired in an all new running light into the empty lower chamber of the Town & Country tail light. It was labelled a motorcycle extra light on Amazon. It is about 5" LED and fit perfectly in that lower chamber. The actual tail light bulb still acts as my brake and signal.



I almost went to the paint booth until I decided to add these diffuser blocks to the rear roll pan. I think they earned me a more aggressive look. Doesn't function as intended but neither do 90% of these on the road. They're made of epoxy resin with some ribbons of fiberglass mat inside for some extra rigidity—but I don't think I needed it. And no, they did not create a permanent rear obstruction alert on my reverse sensors. That didn't even occur to me until it was too late to change but thankfully I was in the clear.



BOOM! Back from Maaco, the best 7/10 job \$3800 will get you. They're not perfect but neither am I. So excited to have this home. It gets SOOO much attention on the road it's unreal. Like a pop up car show everywhere I go. Mostly love, some mopar hate including my wife (vanity plate SHEH8IT was rejected by Texas DMV, losers!). Decided on plain ol' "Charger Truck" stamped on the rear. Yep, I know it's a ute not a truck but maybe 2% of people I talk to about this thing even know that term. Decided against "rampage" since Dodge has one of those in the works, apparently. I loved Hell Camino but I felt like I needed a legit Hellcat for that honor. Yep, some filler work wasn't as good as I thought once you throw gloss on it but hey it was my first ever car project. I'll get that rear interior upholstered soon when I have time. I had a great time on this project. Thanks Mark and the Smyth Performance Team!

