

Deck Lid Strut

How many Pantera owners have had their deck lids come down on their heads? It happened to me several times recently when the temperature was cooler than 75 degrees but never when it was hotter than 75. I happened to have a Dodge Omni that uses the strut that everyone says works on a Pantera. I ordered a pair of the lower pressure Omni struts from Napa.(819-5207) (Same as Autozone 95004) others say 33106 with the 4400 number somewhere on a label.

1. Early Omni with no wiper motor on deck lid. 100 lbs pressure.
2. Later Omni with Wiper motor on deck lid. 110lbs of pressure
3. 024 Charger with wiper and slats/spoiler 120lbs?

When I installed the strut on my car and I shut the deck lid I noticed that the lid pushed up on the hinges and was definitely putting pressure on the latch. When I released the lid I had to press down on the deck lid to get the latch to release.....only to have the lid spring all the way open. This was too much pressure. In measuring the pressure of the original Pantera struts I found that my worn struts had about 75 lbs. of pressure.

I talked with Dave Doddek about my dilemma. He pointed me to the McMastercar internet page with listings of all of the gas struts that they sell. They have a strut that is the right length with 80 lbs. of pressure and screw on ends that accept different fittings.



I ordered a pair of 9416K355 Gas Springs (superceded now to 9416K17) (\$13.04ea) and a pair of 6465K61 Die cast screw on Eyelets (\$2.50ea) that match up to the Pantera Deck Lid Mount and the bottom mount on the fender.

I received the struts from McMastercar the day after I ordered them. When placed on the car....the deck lid opened exactly like the first time I opened the deck lid. It had to be opened a few inches and

then it would gradually open up and slow down at the end of its full extension...absolutely perfect. However I wanted the struts to look more like the original Pantera struts and I came up with the following solution that makes the appearance and makes the length identical to the original Pantera Struts. I purchased two $\frac{3}{4}$ length steel spacers from Ace Hardware (Hillman Brand 58589L) with a center hole identical to the original. I drilled the middle of the tube with a $\frac{11}{64}$ bit and tapped the hole with a .100 pitch - 6mm tap to screw on the end of the strut tube. I painted the spacers black and screwed them onto the shock strut after grinding off $\frac{1}{16}$ of an inch from the screw on the end of the strut so that the spacer would snug tight.

The end result is a strut that resembles the appearance of the Pantera strut with the distance from center to center being exactly the same as the original. One end of the strut required a spacer on either side of the McMastercar Screw on eyelet, to fill out the $\frac{3}{4}$ inch mount on the Pantera fender. A little black paint on the eyelets gives the spacers a very stock appearance for the whole conversion.