



Installation Instructions

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Eibach Pro Lift System - #2894.980

2007-14 Jeep Wrangler, 2 dr., 3.8L V6, Incl. Sahara & Rubicon

Note: This kit requires the use of an aftermarket exhaust crossover for front driveshaft clearance.

Kit Contents	Description	Part Number	Qty
	Front Spring	2894.603	2
	Rear Spring	2894.604	2
	Front Damper	2894.8009	2
	Rear Damper	2894.8010	2
	Front Hardware Kit	2897.980HKF	1
	-End Links	8000977.0	2
	-Bump Stop Spacer, Front	8000911	2
	-Screw, Cap, 6mm-1.0 x 16mm L.	H14024848	2
	-Screw, Self Tapping, 5/16-18 x 3/4: L.	H21021612	2
	-Cable Tie, Nylon	H70065500	8
	Rear Hardware Kit	2897.980HKR	1
	-End Links	8000977.0	2
	-Bump Stop Spacer, Rear	8000959	2
	-Screw, Cap, 6mm-1.0 x 16mm L.	H14024848	2
	-Bolt, Allen, 8mm-1.25 x 75mm L.	H31085057	4
	-Nut, Nylock, 8mm-1.25	H63023700	4
	-Cable Tie, Nylon	H70065500	2
	Track Bar, Front	5.10007K	1
	Brake Line Kit	SP4864-001	1
	Alignment Bolts	5.82390K	1
	Track Bar Kit	8000942HK	1
	-Track Bar Bracket	8000942	1
	-Nut, Stover	H65072000	1
	-Washer, 1/2"	H50076500	2
	-Screw, Hex 1/2"-20 x 2.75"	H13072324	1
	-Screw, Hex 3/8"-24 x 1.25"	H13071918	1
	-Washer, 3/8"	H50076300	2
	-Nut, 3/8"-24	H65071900	1

NOTES: **Read All Instructions Before Beginning Installation**

- **Installation of a *Eibach Pro Lift System*** set should only be performed by a qualified mechanic experienced in the installation and removal of suspension componentry.
- **Use of a hoist** is highly recommended and will substantially reduce installation time.
- **Never work on or under a vehicle** unless it is properly supported by safety stands and wheels are blocked.
- **Never use impact wrenches or guns** to install or remove shock absorber piston components, shafts and piston rod nuts.
- **Never disassemble or cut open** shock absorbers and/or shock absorber inserts. They contain oil and gas under high pressure.
- **After installation**, it is always important to inspect and adjust the following if necessary:
 - Wheel alignment such as camber, caster & toe.
 - Tire and/or wheel fender clearance.
 - Brake line clearance and attachments.
 - Brake anti-locking and anti-skid system sensors.

Tightening torque for piston rod nut

Thread Size	Nm	ft-lb	Thread Size	Nm	ft-lb	Thread Size	Nm	ft-lb
M8	25	18	M12 x 1.25	35	26	M14 x 1.50	50	37
M10 x 1.0	20	15	M12 x 1.50	40	29	M14 x 2.00	50	37
M10 x 1.25	20	15	M12 x 1.75	40	29	M16 x 1.50	50	37
M10 x 1.50	20	15						



FRONT SUSPENSION REMOVAL

1. Raise the vehicle off the ground and firmly support it with safety stands, then, remove the front and rear tires. **NOTE: Do not work on or underneath the car without the proper safety equipment.**



Photo 1

2. Support the axle with screw or floor jacks. (See Photo 1)



Photo 2

3. Detach/remove the electrical connection from the driver side upper control arm. (See Photo 2)



Photo 3



Photo 4

4. Loosen and remove the hardware that secures the driver and passenger side end links to the anti roll bar and axle, then, remove both of the end links. (See Photos 3 & 4)



Photo 5

5. Loosen and remove the hardware that secures both the driver and passenger side lower shock mounts. (See Photo 5)



Photo 6



Photo 7

6. Loosen and remove the hardware that secures the brake line bracket to the axle on both driver and passenger side, then, pull the shock rearward and pull the brake line brackets free of the axle. (See Photos 6 & 7)



Photo 8



Photo 9

7. Loosen and remove the upper shock mount nuts on the driver and passenger side, then, remove the both of the shocks. (See Photos 8 & 9)



Photo 10

8. You can now lower the axle downwards and remove both the driver and passenger side springs. (See Photo 10)



Photo 11



Photo 12



Photo 13

9. Loosen and remove the hardware that secures the track bar to the subframe and the axle, then, remove the track bar from the vehicle. **(See Photos 11, 12 & 13)**

FRONT SUSPENSION INSTALLATION



Photo 14



Photo 15



Photo 16

10. Center the provided bump stop spacer onto the axle pad and mark the center hole location, then, use a center punch and drill the hole as shown. **(See Photos 14, 15, & 16)**



Photo 17



Photo 18

11. Thread the hole using the included self tapping screw, then, remove the screw after the hole has been threaded. **(See Photos 17 & 18) Note: Do not install the spacer at this time. This is necessary to facilitate the ease of installation during the spring install.**



Photo 19



Photo 20

12. Install the new driver and passenger side shocks into the upper shock mounts and secure them with the new hardware. **(See Photos 19 & 20)**



Photo 21



Photo 22



Photo 23

13. Install the Eibach Pro Lift spring and spacer as shown. **(See Photos 21, 22 & 23)** **Note: Start with the passenger side as it will make the installation of the driver side easier.**



Photo 24

14. You can now secure the bump stop spacer with the provided self tapping screw. **(See Photo 24)**
15. Secure both the driver and passenger side lower shock mounts.



Photo 25



Photo 26

16. Loosen and remove the brake line from the caliper as well as the frame junction, then, remove the brake line. **(See Photos 25 & 26)**



Photo 27

17. Remove the wheel speed sensor bracket from the OE brake line as it will need to be reused for the installation of the new brake lines. **(See Photo 27)**



Photo 28



Photo 29

18. Remove the OE brake line bracket as it will need to be reused for the installation of the new brake lines. (See Photos 28 & 29) Note the orientation of the bracket as it will need to be installed in the same orientation on the new brake line.

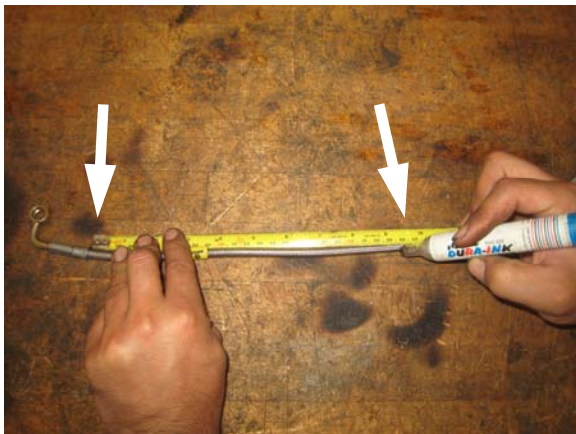


Photo 30

19. Using a paint pen or marker, measure 240mm from the caliper side of the new brake line as shown. This will mark the leading edge of where to place the OE brake line bracket onto the new brake line. (See Photo 30)



Photo 31



Photo 32

20. Install the OE brake line bracket onto the new brake line as shown. (See Photos 31 & 32) Note: Be careful not to pinch the line with the bracket.



Photo 33



Photo 34

21. Install the new brake line bracket and the OE wheel speed sensor bracket and secure it with the OE hardware as shown. **(See Photos 33 & 34)**



Photo 35



Photo 36

22. Install the new brake line and secure it to the new brake line bracket using the OE tension clamp. **(See Photos 35 & 36)**



Photo 37

23. Reconnect the brake line junction as shown. **(See Photo 37)**



Photo 38

24. Secure the OE brake line bracket to the axle using the OE hardware. **(See Photo 38)**



Photo 39



Photo 40



Photo 43



Photo 41



Photo 44

25. Secure the banjo fitting to the caliper using the new hardware as shown. (See Photos 39, 40, & 41)

27. Using the provided zip ties, secure the wheel speed sensor to the brake line as shown. (See Photos 43 & 44)



Photo 42



Photo 45

26. Secure the wheel speed sensor to the bracket assembly as shown. (See Photo 42)



Photo 46

28. Install the provided end links using the OE hardware. (See Photos 45 & 46)



Photo 47



Photo 48

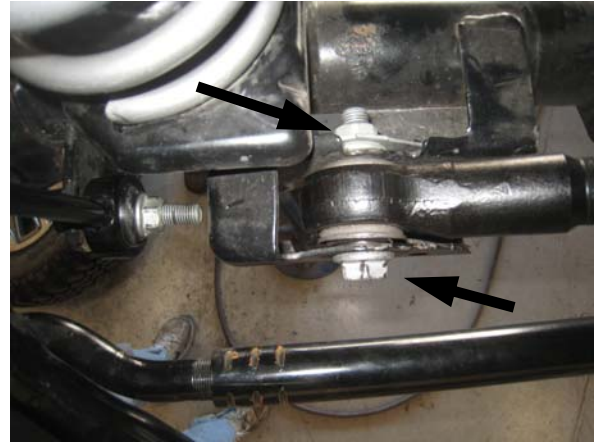


Photo 49

29. Install the new track bar using the OE hardware as shown. (See Photos 47, 48 & 49)

30. Double check to make sure everything is properly positioned, then, tighten all hardware.



Photo 50

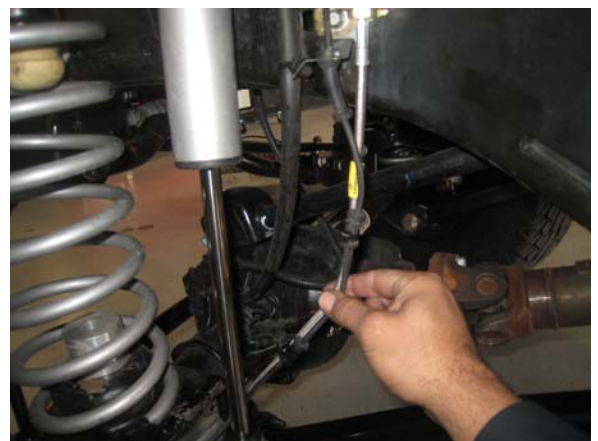


Photo 51



Photo 52

31. With the front suspension fully assembled, and the vehicle still up in the air, lower the front axle downward so that the suspension is at full droop, then, double check to make sure the brake lines have adequate slack and are not being stretched and possibly damaged. Also, turn the front wheels to full lock and make sure the brake line is not being stretched. Adjust if necessary. (See Photos 50, 51 & 52)

REAR SUSPENSION REMOVAL



Photo 53



Photo 54



Photo 55

1. Remove/Unclip the electrical line from the top of the differential case, as well as the left and right side frame rails, then, disconnect the vent from the axle tube. (See Photos 53, 54 & 55) **Note: This is done to prevent any stretching or damage during the removal of the springs.**



Photo 56

2. Loosen and remove the nuts that secure the parking brake cable bracket to the chassis of the vehicle, then, remove the bracket completely as it will no longer be used. **(See Photo 56)**



Photo 57

3. Loosen and remove the screws that secure the brake lines to the driver and passenger side frame rails. **(See Photo 57) Note: This is necessary to prevent any stretching or damage during the removal of the springs**



Photo 58



Photo 59

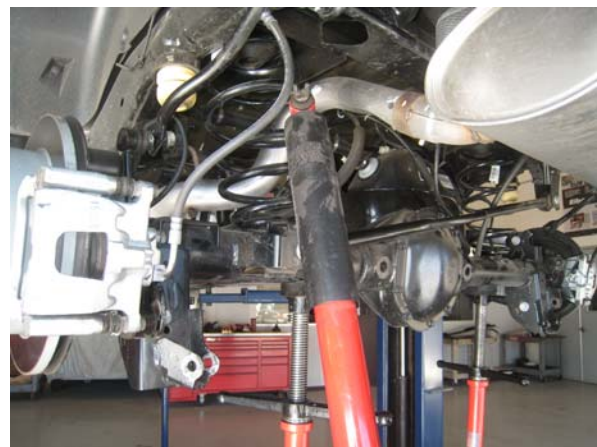


Photo 60

4. Using a screw or floor jack, support the rear axle, then, loosen and remove the hardware that secures both the driver and passenger shocks to the axle as well as the chassis. You can now remove the shocks from both sides of the vehicle. **(See Photos 58, 59 & 60)**

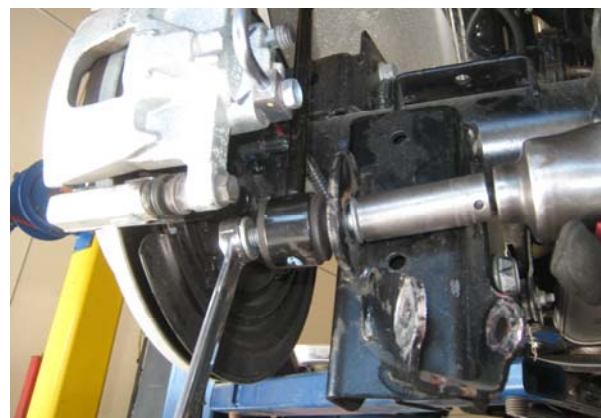


Photo 61

5. Loosen and remove the hardware that secures the end links to both sides of the axle. (See Photo 61)



Photo 62

6. Lower the axle downwards, then, remove the rear springs from the vehicle. (See Photo 62)



Photo 63



Photo 64

7. Loosen and remove the hardware that secures the track bar to the frame, then, lower the track bar downward as shown. (See Photos 63 & 64)

REAR SUSPENSION INSTALLATION



Photo 65



Photo 66



Photo 67

8. Secure the new track bar relocation bracket to the OE track bar mount using the provided hardware as shown. (See Photos 65, 66 & 67)



Photo 68

9. Secure the track bar to the new bracket, using the OE hardware. (See Photo 68)



Photo 69



Photo 70

10. Install the Eibach Pro Lift springs on both sides, using the OE upper spring pads. (See Photos 69 & 70)



Photo 71

11. Raise the suspension upwards and secure both the driver and passenger side end links to the axle using the OE hardware (See Photo 71)



Photo 72



Photo 73

12. Install the new shocks and secure them to the upper and lower shock mounts using the OE hardware. (See Photos 72 & 73)



Photo 74

13. Secure the parking brake cables to the gas fill line using the provided nylon zip ties as shown. (See Photo 74)



Photo 75



Photo 76

14. Secure the bump stop spacers to the both the driver and passenger side axle using the provided hardware as shown. (See Photos 75 & 76)



Photo 77

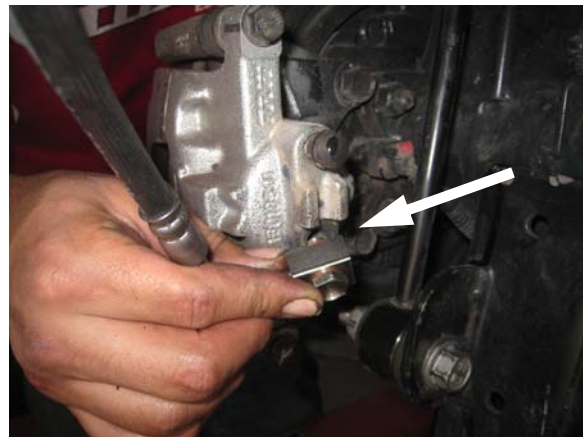


Photo 78

15. Disconnect the OE brakes lines from the caliper as well as the junction on the frame rail, then, remove the brake lines. (See Photos 77 & 78)



Photo 79

16. Secure the new brake line bracket to the frame rail using the OE hardware. **(See Photo 79)**



Photo 80

17. Install the new brake line and secure it to the new bracket using the OE tension clamp. **(See Photo 80)**



Photo 81

18. Reconnect the brake line junction as shown. **(See Photo 81)**



Photo 82



Photo 80

19. Secure the banjo fitting to the caliper using the new hardware as shown. **(See Photos 82 & 83)**
20. Double check to make sure everything is properly positioned, then, tighten all hardware.
21. **Bleed the entire brake system per the factory procedure before attempting to drive the vehicle.**

Instruction Sheet

JEEP JK CASTER/PINION ANGLE KIT

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

Front Axle: Caster and Pinion Angle - ± 1.5 Degree

1. Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns.
 2. Raise the vehicle by the frame.
CAUTION: Always use appropriate safety devices to support the weight of the vehicle while servicing any suspension component.
 3. Remove the front lower control arm to axle bolts one at time.
 4. Remove knock-out tabs on frame bracket using tool #74910 or equivalent. Remove the tabs by pressing from the outside to inside of the frame bracket. Trim any metal burrs.
 5. Install the #82390 cam bolts by placing one cam at the head of the bolt, slide the bolt through the axle bracket and control arm, then place another cam washer on the bolt and then the locknut.
 6. Repeat for other side making sure cam washer sets in recess on axle bracket.
 7. To adjust loosen lock nut and rotate cam bolt. **Both right and left cam bolts must be in the same relative position.**
- Note: Cross caster cannot be set on this type of axle. Having the bolts in different positions on each side will load the bushings and possibly cause setback problems.**
8. Tighten locknut to 115 Nm (85 lb-ft).
 9. Check alignment and/or pinion angle readings and road test vehicle.

Rear Axle: Pinion Angle Only - ± 1.5 Degree

1. Raise the vehicle by the frame.
CAUTION: Always use appropriate safety devices to support the weight of the vehicle while servicing any suspension component.
2. Remove rear tire and wheel assembly
3. Remove the rear upper control arm to axle bolts one at time.
4. Remove knock-out tabs on axle bracket using tool #74910 or equivalent. Remove the tabs by pressing from the outside to inside of the axle bracket. Trim any metal burrs.
5. Install the #82390 cam bolts by placing one cam at the head of the bolt, slide the bolt through the axle bracket and control arm, then place another cam washer on the bolt and then the locknut.
6. Repeat for other side making sure cam washer sets in recess on axle bracket.
7. To adjust loosen lock nut and rotate cam bolt. **Both right and left cam bolts must be in the same relative position.**
8. Tighten locknut to 115 Nm (85 lb-ft).
9. Check pinion angle readings and road test vehicle

Always check for proper clearance between suspension components and other components of the vehicle.