

Installation Instructions

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Eibach Pro Street-S Coilovers - #2085.711

2006-2011 BMW 325i, 328i, 330i, Sedan, E90

2007-2011 BMW 328i, Coupe, E92

2007-2011 BMW 335i, Sedan/Coupe, E90/92, 3.0L 6cyl. Twin Turbo

2008-2012 BMW 128i, Coupe, E82. 3.0L 6 cyl.

2008-2012 BMW 135i, Coupe, E82, 3.0L 6 cyl. Twin Turbo

Kit Contents	Description	Part Number	Qty
	Front Right Coil Over Assembly	2085.8100R	1
	Front Left Coil Over Assembly	2085.8100L	1
	Rear Damper	2085.8200	2
	Rear Main Spring	2085.702	2
	Mount, Rear	8000230	2
	Perch, Threaded	8000084	2
	Height adjustment tool, 4mm	PDK4.TOOL	1
	Height adjustment tool, 6mm	PDK6.TOOL	1

NOTES: Read All Instructions Before Beginning Installation

- **Installation of a *Eibach Pro Street-S* Coil-Over 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.
- **Alignment:** After installation, you will need a full vehicle alignment to ensure proper tire wear and performance.
- **Height Adjustment** – Should be performed with the wheels completely off the ground and with the springs fully unloaded
- **Damper Disassembly** – The dampers should never be disassembled as it will cause permanent damage to the seals.

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	M16 x 1.50	50	37
M10 x 1.25	20	15						



FRONT SUSPENSION REMOVAL

1. Raise the vehicle off the ground and firmly support it with safety stands. **NOTE:** Do not work underneath the car without the proper safety equipment
2. After the vehicle is raised and supported at the frame by safety stands or a hoist, remove the front tires.
3. Remove the nut that secures the sway bar end link to the strut. **(See Photo 1)**
4. Open the plastic box located on the inner fender and unclip the enclosed lines as some slack on these lines will be needed in later steps. **(See Photo 1)**



Photo 1



Photo 2

5. Unclip the brake line from the back of the strut. (See Photo 2)



Photo 3

6. Loosen and remove the three OE nuts that secure the strut to the strut tower located in the engine compartment. (See Photo 3)



Photo 4



Photo 5

7. Loosen and remove the pinch bolt/nut that secures the strut. (See Photo 4) **Note: The OE bracket will be re-used. (See Photo 5)**



Photo 6

8. Remove the nut that secures the tie-rod to the hub, then, disconnect the tie rod from the hub. (See Photo 6)



Photo 7

9. Pulling firmly downwards on the strut, then, rotate the strut away from the vehicle being careful not to stretch and possibly damage any of the miscellaneous lines. **(See Photo 7)**



Photo 8

10. Using a strut spreader tool or a chisel, spread the strut open and remove the strut from the hub. **(See Photo 8)**



Photo 9

11. Using a spring compressor, remove the upper strut mount, washer, spring seat, and hex nut, from the OE strut as these will be reused on the Eibach Pro Street-S coilovers. **Note: Be sure to use the appropriate safety equipment for removal of the OE spring. (See Photo 9)**

FRONT SUSPENSION INSTALLATION

12. Install the OE spring seat, washer, and strut mount, removed in step 11, onto the Eibach Pro Street-S coilovers, then, secure it with the OE nut.



Photo 10

13. You can now slide the coilover assembly back into the hub and rotate the complete assembly back into place. **(See Photo 10)**

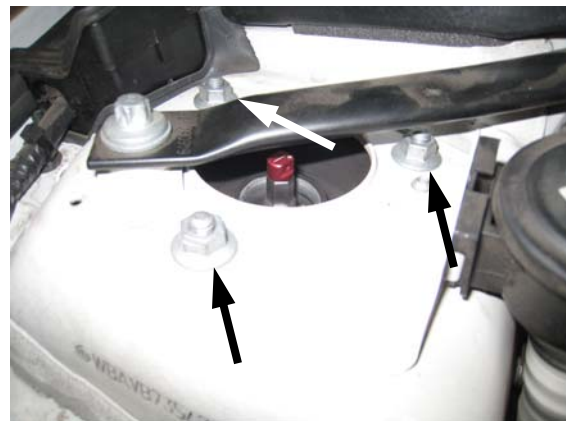


Photo 11

14. Using a screw jack raise the suspension upwards and secure the strut mount to the strut tower using the OE nuts. **(See Photo 11)**



Photo 12

15. Make sure the strut is fully engaged into the hub then remove the spreader tool and secure the pinch point using the OE bolt/nut and the bracket removed in step 7. **(See Photo 12)**
16. Reconnect the tie rod to the hub using the OE nut.



Photo 13

17. Secure the end link and brake line bracket to the coilover using the OE nut. **(See Photo 13)**
18. This concludes the installation of the front coil-overs.

REAR SUSPENSION REMOVAL



Photo 14

1. Loosen and remove the nut that secures the sensor link to the lower control arm, then, disconnect the link from the lower control arm. **(See Photo 14)**



Photo 15

2. Loosen and remove the nut that secures the lower shock mount and also remove the two bolts that secure the lower shock isolator. **(See Photo 15)**



Photo 16

3. Using a floor or screw jack support the lower control arm, then, remove the bolt/nut that secures the arm to the knuckle. **(See Photo 16)**



Photo 17

4. Slowly lower the control arm downwards, then, remove the OE spring. **(See Photo 17)**



Photo 18

5. Remove the upper spring seat. **Note: A light tap on the upper spring seat with a mallet may be required to knock it loose. (See Photo 18)**



Photo 19



Photo 20

6. From inside the rear trunk, remove the upper shock mounts nuts, then, remove the OE shocks. **(See Photos 19 and 20)**

REAR SUSPENSION INSTALLATION



Photo 21

7. Install the new Eibach Spring and the upper adjustable perch. (See Photo 21)



Photo 22

8. Install the new Eibach rear damper and secure the upper mount using the provided hardware. (See Photo 22)



Photo 23

9. Raise the control arm upwards making sure the spring and damper assembly is properly orientated and secure it using the OE bolt/nut and also secure the lower damper isolator using the OE bolts. (See Photo 23)
10. This concludes the installation of the rear coil-overs.

