

Installation Instructions

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Eibach Pro Street-S Coilovers - #28110.711

2011-13 Dodge Challenger SE, SXT, & R/T 3.6L V6 & 5.7L V8

2011-13 Dodge Challenger SRT8, 6.4L V8 (Exc. Electronic Suspension)

2011-13 Dodge Charger, 2WD, SE, SXT & R/T, 3.6L V6 & 5.7L V8, (Exc. SRT8 & AWD)

2011-13 Chrysler 300, 300C, 3.6L V6 & 5.7L V8 (Exc. SRT8 & AWD)

2012-13 Chrysler 300 SRT8, 6.4L V8 (Exc. Electronic Suspension)

Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	28110.8100	2
	Nylock Nut, front lower	H63024900	2
	Rear Damper	2873.8200	2
	Rear Spring	2895.702	2
	Rear Spring Seat	8000255	2
	Rear Spring Collar	8000256	2
	Isolator, 3"	3510.7011	2
	Height adjustment tool	PDK.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.
- **Height Adjustment** – Should be performed with the wheels completely off the ground and with the springs fully unloaded. **See photos below for amount of drop as installed from the factory. You heights may vary depending on what model vehicle you have.**

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, then, remove the front tires.
NOTE: Do not work on or underneath the car without the proper safety equipment



Photo 1

2. Remove the nut that secures the sway bar end link to the strut. **(See Photo 1)**

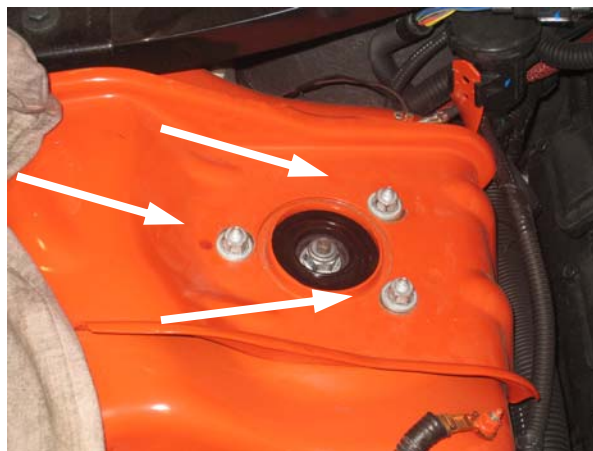


Photo 2

3. Loosen and remove the three upper strut mount nuts. **(See Photo 2)**



Photo 3

4. Loosen and remove the lower strut mount bolt and nut. **(See Photo 3)**

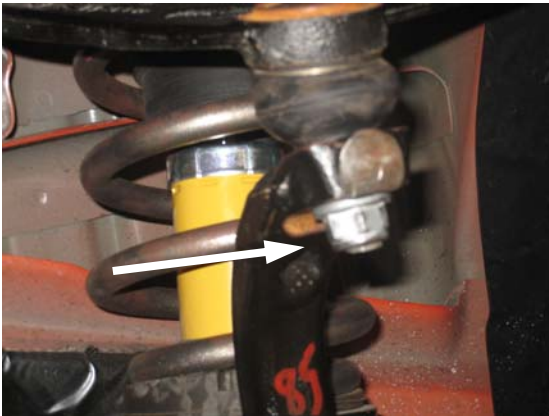


Photo 4

5. Support the front suspension with a screw jack, then, loosen and remove the nut that secures the upper spindle mount to the upper control arm. **(See Photo 4)**



Photo 5

6. Lower the suspension downward slowly and separate the spindle from the upper control arm, then, remove the front strut assembly. **(See Photo 5)** **Note: Be careful when lowering the spindle, and take care not to stretch or damage the brake lines.**
7. Using a spring compressor, remove the upper strut mount from the OE strut as this will be reused on the Eibach Pro Street Coilovers. **Note: Use caution when disassembling the strut as the spring is under considerable pressure and can cause injury if not disassembled using the appropriate tools.**



Photo 6

8. Using a screw driver, pry up on the spring isolator pad and remove the isolator/dust boot, then, pull the dust boot off as this will not be reused. **(See Photo 6)**



Photo 7

9. Reinstall the spring isolator pad onto the upper strut mount as shown. **(See Photo 7)**

FRONT SUSPENSION INSTALLATION



Photo 8

10. Install the OE strut mount onto the Eibach Coil Over using the provided nylock nut, then install the Eibach Multi-Pro Coilover into the vehicle and secure the upper mount to the strut tower using the OE nuts removed in step 3. **Note: The front Coilovers are universal, so they will fit on either the driver or passenger side. (See Photo 8)**

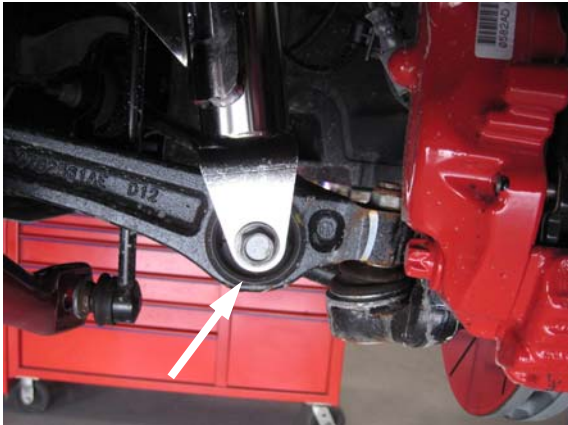


Photo 9

11. Secure the lower strut mount to the lower control arm using the OE bolt and the supplied nylock nut. **(See Photo 9)**



Photo 10

12. Raise the suspension upwards, then, secure the upper spindle mount to the upper control arm. **(See Photo 10)**



Photo 11

13. Secure the end link to the Multi-Pro Coilover using the OE nut. **(See Photo 11)**

REAR SUSPENSION REMOVAL



Photo 12

1. Loosen and remove the two bolts that secure the rear exhaust resonator, then, lower the exhaust down. **Note: You will need to do this on both sides to access the inner bolt on the lower control arm. (See Photo 12)**

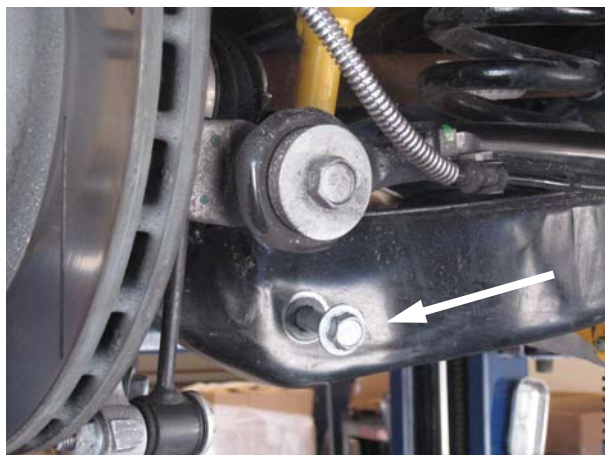


Photo 13

2. Loosen and remove the lower shock mount bolt and nut. **(See Photo 13)**



Photo 14



Photo 15

3. Using a screw jack support the spring arm, then loosen and remove the inner pivot bolt. Carefully lower the spring arm downwards and remove the OE spring. **(See Photos 14 & 15) Note: Only the OE lower spring pad will be re-used for the installation of the new rear spring/adjustable collar. The upper pad will not be re-used.**



Photo 16



Photo 17

4. Loosen and remove the upper shock mount bolts, then, remove the OE shock. **(See Photos 16 & 17)**



Photo 18

5. Loosen and remove the nut that secures the OE upper mount, as the OE upper mount will be re-used for the installation of the Multi-Pro rear dampers. (See Photo 18)

REAR SUSPENSION INSTALLATION



Photo 19



Photo 20

6. Install one of the provided washers onto the top of the rear damper, then, install the OE upper shock mount and the OE washer onto the Eibach rear damper and secure with the provided nut and jam nut. **Note: The rear dampers are universal, so they will fit on either the driver or passenger side. (See Photos 19 & 20)**



Photo 21

7. Install the Eibach Pro Street-S Damper into the vehicle and secure the upper mount using the OE bolts. (See Photo 21)



Photo 22



Photo 23



Photo 24

8. Install the Eibach rear spring and the upper spring seat adjustment collar into the OE isolator spring pad, making sure the spring is properly rotated into the step in the isolator pad. **Note the lower OE spring pad must be re-used.** (See Photos 22, 23 & 24)



Photo 25



Photo 26

9. Secure the lower shock mount with the OE bolt and nut, then, raise the suspension upwards, and secure the inner pivot with the OE bolt and nut. **Note: Do not tighten the lower shock mount and inner control arm mount when the vehicle is in the air and the suspension at full droop. Lower the vehicle to the ground then tighten both these bolts at stock ride height.** (See Photos 25 & 26)

