

Installation Instructions

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Eibach Multi-Pro R1 Coilovers - #28110.712

2011-12 Dodge Challenger, SE, R/T, LC, 3.6L V6, 5.7L V8

2011 Dodge Challenger SRT8, 6.4L V8

2011-12 Dodge Charger, 2wd, SE, R/T, 3.6L V6, 5.7L V8, Exc. SRT8 S/Lev

2011-12 Chrysler 300, 300C, 2wd, V6 & V8, Exc. SRT8 S/Lev

Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	28110.8500	2
	Nylock Nut, front lower	H63024900	4
	Rear Damper	2873.8600	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
	Comp/Rebound adjustment tool	PDR.TOOL	1

NOTES: Read All Instructions Before Beginning Installation

- **Installation of a *Eibach Multi-Pro 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 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)**

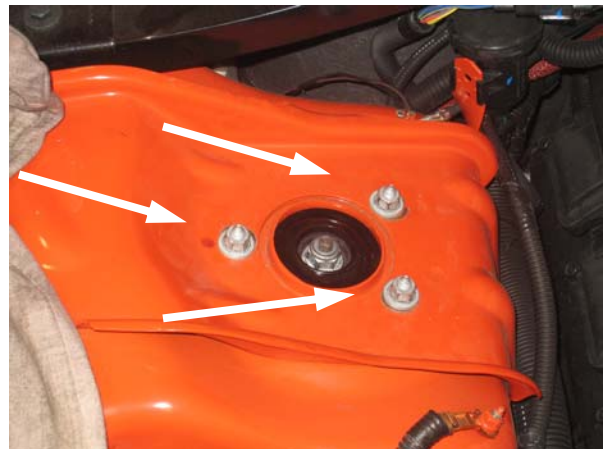


Photo 2

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)**

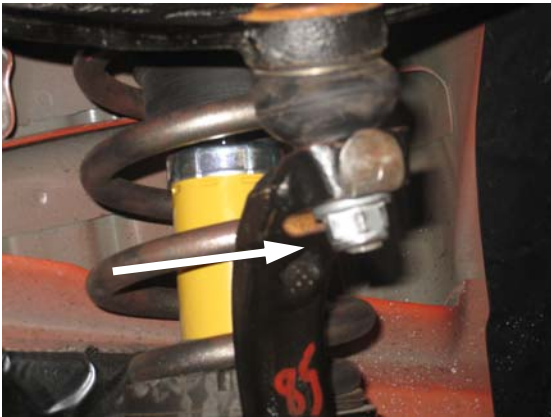


Photo 4

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.**

FRONT SUSPENSION INSTALLATION



Photo 6

7. Install the new Eibach Multi-Pro Coilover into the vehicle and secure the upper mount to the strut tower using the OE nuts removed in step 3. **(See Photo 6)**

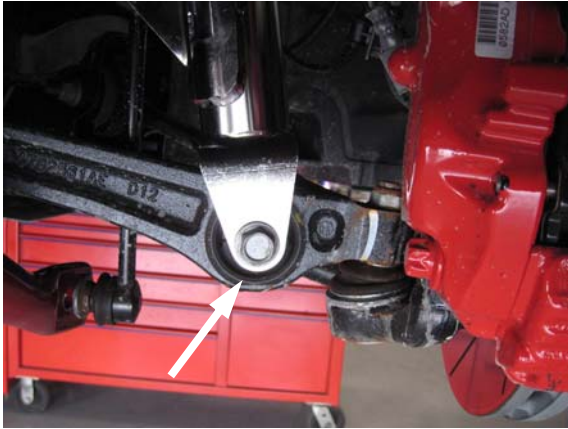


Photo 7

8. Secure the lower strut mount to the lower control arm using the OE bolt and the supplied nylock nut. **(See Photo 7)**



Photo 8

9. Raise the suspension upwards, then, secure the upper spindle mount to the upper control arm. **(See Photo 8)**



Photo 9

10. Secure the end link to the Multi-Pro Coilover using the OE nut. **(See Photo 9)**

REAR SUSPENSION REMOVAL



Photo 10

1. Loosen and remove the two bolts that secure the rear exhaust resonator, then, lower the exhaust down. **(See Photo 10)**

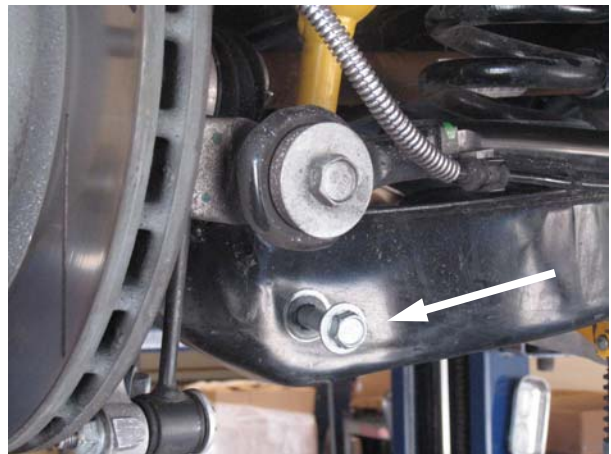


Photo 11

2. Loosen and remove the lower shock mount bolt and nut. **(See Photo 11)**



Photo 12



Photo 13

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 12 & 13) Note: The OE lower spring pad will be re-used for the installation of the new Eibach Springs.**



Photo 14



Photo 15

4. Loosen and remove the upper shock mount bolts, then, remove the OE shock. **(See Photos 14 & 15)**



Photo 16

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 16)**

REAR SUSPENSION INSTALLATION



Photo 17



Photo 18

6. Install one of the provided washers onto the top of the rear damper, then, install the OE upper shock mount and the remaining washer onto the Eibach rear damper and secure with the provided nut and jam nut. **(See Photos 17 & 18)**



Photo 19

7. Install the Eibach Pro Street-S Damper into the vehicle and secure the upper mount using the OE bolts. **(See Photo 19)**



Photo 20

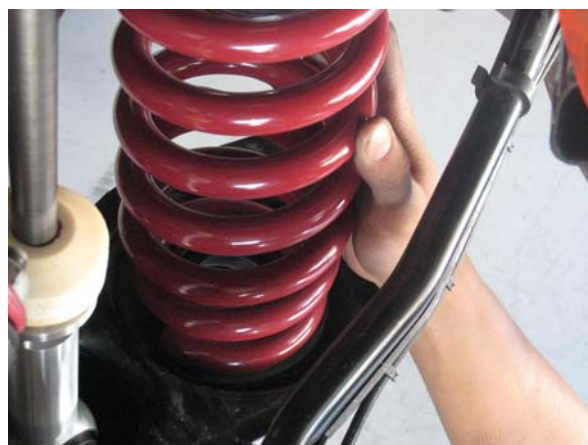


Photo 21



Photo 22

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 20, 21 & 22)**



Photo 23



Photo 24

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 23 & 24)**

COMPRESSION AND REBOUND SETTINGS

1. The shocks in this kit are adjustable for compression and rebound dampening forces. The following steps explain the adjustable features of this kit.
2. Front Adjustment: Turning the compression/rebound adjustment in a clockwise or (+ pos.) direction increases the compression/rebound forces and turning the adjustment in a counterclockwise or (– neg.) direction decreases the compression/rebound forces. **Note: The front adjustment is located on the Upper Strut shaft. (See Photo 6)**

Rear Adjustment: Turning the adjustment to the right increases the compression/rebound forces and turning the adjustment to the left will decrease the compression/rebound forces. **Note: The rear adjustment is located at the bottom of the shock (See Photo 23)**

