

# Installation Instructions

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## ***Eibach Multi-Pro R1 Coilovers - #35101.712***

**2005-2008 Ford Mustang, Coupe and Conv., S197, V6/V8**

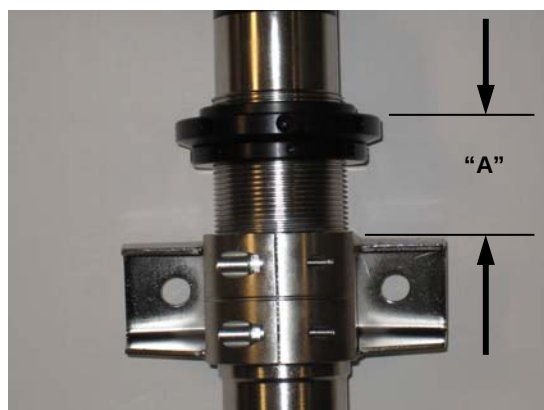
| Kit Contents | Description              | Part Number   | Qty |
|--------------|--------------------------|---------------|-----|
|              | Front Coil Over Assembly | 35101.8500    | 2   |
|              | Rear Damper              | 35101.8600    | 2   |
|              | Rear Main Spring         | 0800.250.0250 | 2   |
|              | Rear Helper              | Helper250     | 2   |
|              | Rear Spacer              | Spacer250     | 2   |
|              | Rear Bump Stop           | BS45001617    | 2   |
|              | Height adjustment tool   | PDK.TOOL      | 1   |
|              | Allen Wrench             | 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.
- **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.

| 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    |             |    |       |             |    |       |

1. Front Height adjustment: "A" dimension-45mm = approx. 36mm drop at wheels
2. Rear Height adjustment: "B" dimension-40mm = approx. 46mm drop at the wheels



**Front**



**Rear**



## 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.
4. Remove the brake line from the back of the strut.
5. Loosen and remove the four OE nuts that secure the strut to the strut tower located in the engine compartment.
6. Loosen and remove the two bolts/nuts that secure the strut to the spindle and remove the complete strut assembly from the vehicle. **Note: Prior to removing the strut, make sure the spindle is properly supported so that the brake lines are not over-extended.**
7. Repeat this process on the opposite side.

## FRONT SUSPENSION INSTALLATION



Photo 1

8. Install the Eibach coil-over into the vehicle and secure it to the upper strut tower using the OE nuts removed in step 5. **(See Photo 1)** Note: make sure the notch on the upper mount is facing towards the wheel.

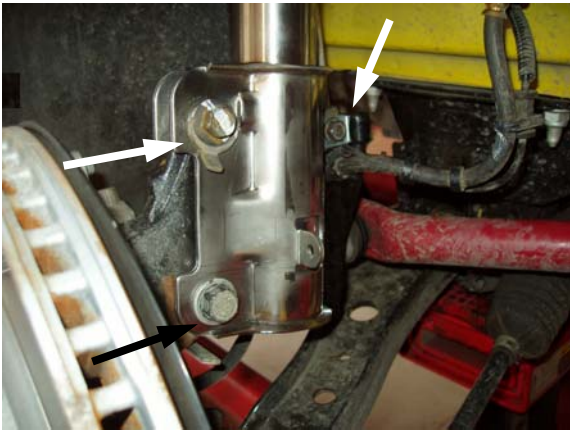


Photo 2

9. Secure the coil over to the spindle using the bolts/nuts removed in step 6. **(See Photo 2)**
10. Secure the brake line to the strut using the OE screw. **(See Photo 2)**
11. Secure the end link to the coilover using the OE nut as shown. **(See Photo 3)**



Photo 3

12. This concludes the installation of the front coil-overs.

## REAR SUSPENSION REMOVAL

1. Using a floor jack or screw jack support the rear end housing.
2. Remove the bolt that secures the brake line bracket to the inner fender. This is done to prevent any stretching or damage to the brake line, when lowering the rear axle.
3. Disconnect the lower shock mounts.
4. Disconnect the end links from the body of the vehicle.
5. Lower the rear end down, then, remove the rear springs.
6. From inside the rear trunk, remove the upper shock mount nuts, then, remove the OE shocks.

## REAR SUSPENSION INSTALLATION

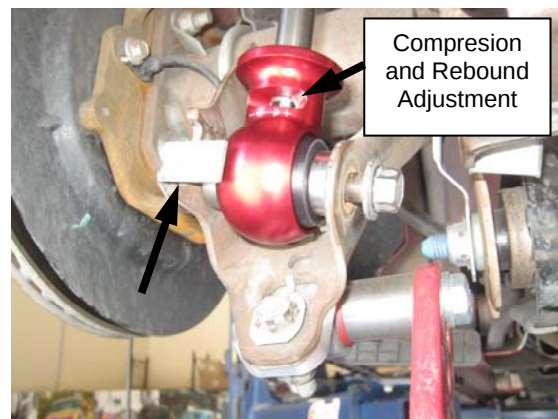


Photo 7

7. Secure the new dampers to the lower mount using the OE hardware making sure the compression/rebound adjustment window on the bottom is facing the back of the vehicle. Bend the tab on the OE nut slightly outwards so that it does not contact the lower shock mount. **(See Photo 7)**



**Photo 8**



**Photo 9**

8. Using the stock upper and lower isolators install the rear spring assembly into the vehicle. (See Photos 8 and 9)
9. Raise the suspension back up and secure the upper shock mount with the provided hardware.



**Photo 10**

10. Replace the OE bump stops with the provided Eibach bump stops. (See Photo 10)
11. Secure the sway bar end links.
12. This concludes the installation of the rear coil-overs.

#### **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. Likewise turning the knob in a counterclockwise or (– neg.) direction decreases the compression/rebound forces. **Note: The front adjustment is located on the Upper Strut shaft. (See Photo 1)**
3. 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 7)**

