

Installation Instructions

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Eibach Multi-Pro R2 Coilovers - #35115.713

2007-2008 Ford Shelby GT500, S197, 5.4L V8 Supercharged

Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	35115.8300	2
	Rear Damper	35101.8400	2
	Rear Main Spring	0800.250.0275	2
	Rear Helper	Helper250	2
	Rear Spacer	Spacer250	2
	Rear Bump Stop	BS45001617	2
	Reservoir Bracket	UB0120	4
	Screw	H21021612	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 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 three 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.
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)
12. Slide the reservoir through the inner fender valance and route up into the engine compartment as shown in photos. Note: It may be necessary to lower the coolant reservoir downwards to help in routing the reservoir into the engine compartment. (See Photos 4 and 5)



Photo 3



Photo 4



Photo 5



Photo 6

13. Using the provided bracket secure the reservoir in a suitable place in the engine compartment. (See Photo 6) **Note: This can be located anywhere in the engine compartment and is left to the customers discretion. Note: The drivers side requires removal of the stock air cleaner to route the reservoir into the engine compartment.**
14. 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. Disconnect the lower shock mounts.
3. Disconnect the end links from the body of the vehicle.
4. Lower the rear end down, then, remove the rear springs.
5. From inside the rear trunk, remove the upper shock mounts nuts, then, remove the OE shocks.

REAR SUSPENSION INSTALLATION

6. Install the new Eibach Dampers making sure the adjustment window on the bottom of the damper is facing the back of the vehicle. (See Photo 7)



Photo 7



Photo 8



Photo 9

7. Using the stock upper and lower isolators install the rear spring assembly into the vehicle. (See Photos 8 and 9)

8. Raise the suspension back up and secure the lower shock mount.



Photo 10

9. Replace the OE bump stops with the provided Eibach bump stops. (See Photo 10)
10. Secure the sway bar end links.



Photo 11

11. Line up the reservoir and reservoir bracket on the inner fender as shown, mark the hole location and drill a 1/4" hole, then, using the provided self tapping screw, secure the reservoir as shown. (See Photo 11)
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. Turning the compression adjustment knob in a clockwise or (+ pos.) direction increases the amount of force necessary to compress the shock. Likewise turning the knob in a counterclockwise or (-neg.) direction decreases the amount of force to compress the shock. **Note: The adjustment knob is located on the reservoir.**
3. Turning the rebound adjustment knob (front coil over only) in a clockwise or (+ pos.) direction increases the rebound forces. Likewise turning the knob in a counterclockwise or (- neg.) direction decreases the rebound forces. **NOTE: The Rebound adjustment for the front is located on the end of the shaft as shown in Photo 1. Turning the adjustment clockwise increases the rebound forces, and turning the adjustment counter-clockwise will decrease the rebound forces. The rebound adjustment for the rear coil-over is located at the bottom of the shock as shown in Photo 7. Turning the adjustment to the right increases the rebound forces and turning the adjustment to the left will decrease the rebound forces.**

