

Installation Instructions

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Eibach Multi-Pro R1 Coilovers - #35125.712

2011+ Ford Mustang GT, Coupe, 5.0L V8



Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	35125.8500	2
	Rear Damper	35125.8600	2
	Rear Main Spring	0800.250.0250	2
	Rear Helper	Helper250	2
	Rear Spacer	Spacer250	2
	Rear Bump Stop	BS45001617	2
	Height adjustment tool	PDK4.TOOL	1
	Height adjustment tool	PDK6.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.



Photo 1

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

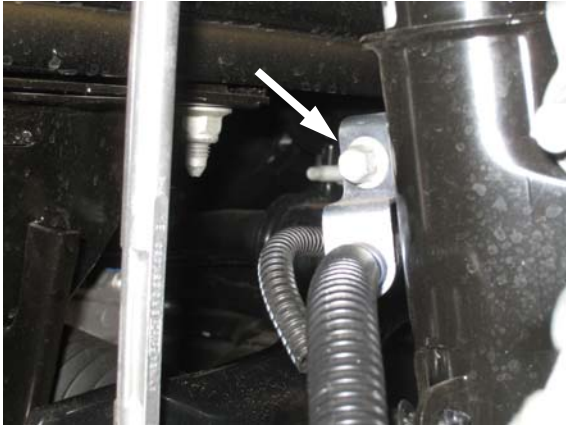


Photo 2

4. Remove the brake line from the back of the strut, and unclip the wheel speed sensor from the strut as well. **(See Photo 2)**

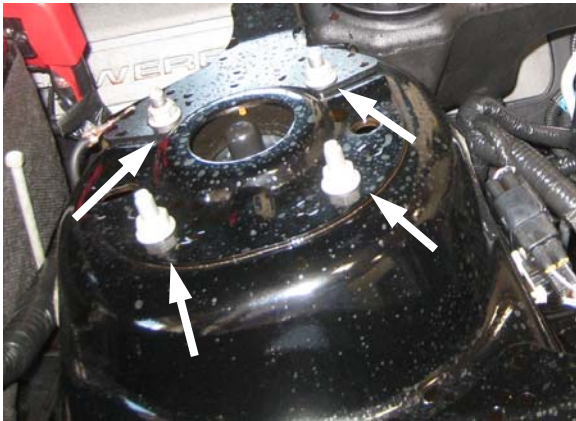


Photo 3

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

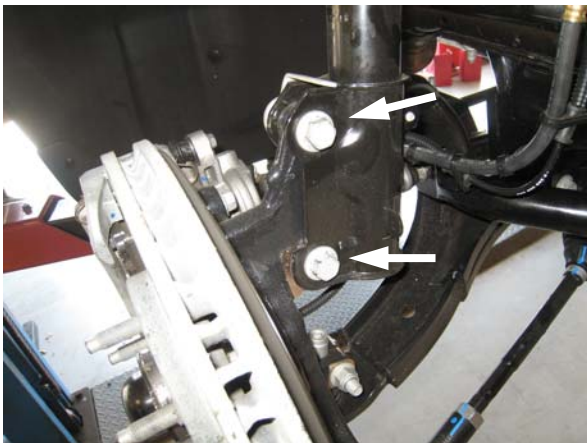


Photo 4

6. Loosen and remove the two bolts/nuts that secure the strut to the spindle and remove the complete strut assembly from the vehicle. **(See Photo 4)** **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 5

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



Photo 6

9. Secure the coilover to the spindle using the bolts/nuts removed in step 6. **(See Photo 6)**

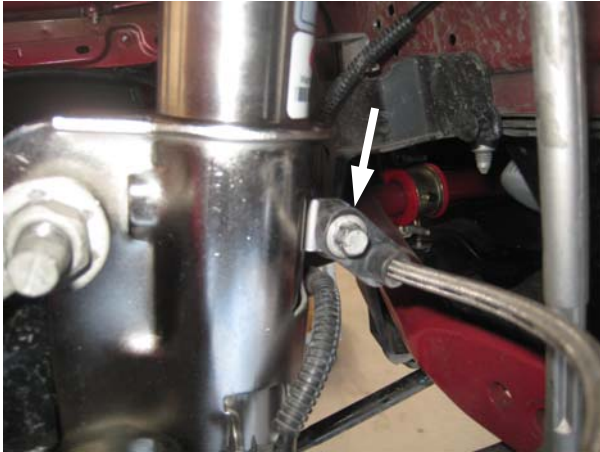


Photo 7

10. Secure the brake line to the strut using the OE screw. **(See Photo 7)**

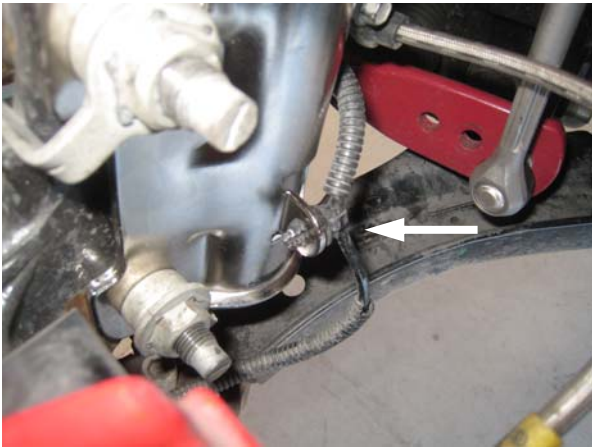


Photo 8

11. Secure the wheel speed sensor to the side of the coilover. **(See Photo 8)**



Photo 9

12. Secure the end link to the coilover using the OE nut as shown. **(See Photo 9)**
13. 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.



Photo 10

2. Loosen and remove the bolts that secure the brake lines to the inner fenders on both sides. **(See Photo 10)** **Note: This is done to prevent stretching or damage to the brakes lines when the rear axle is lowered to remove the OE springs.**

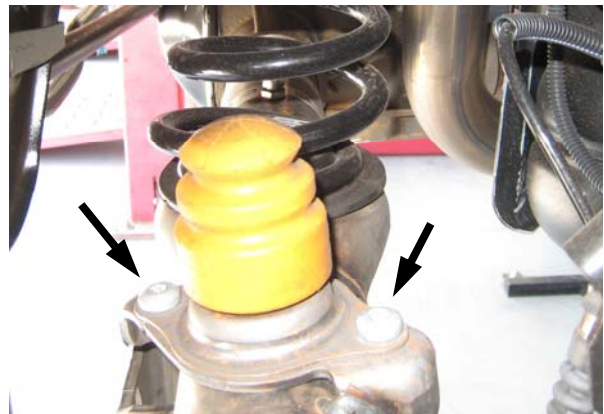


Photo 11

3. Loosen and remove the bolts that secure the bump stop assembly to the axle. **(See Photo 11)**

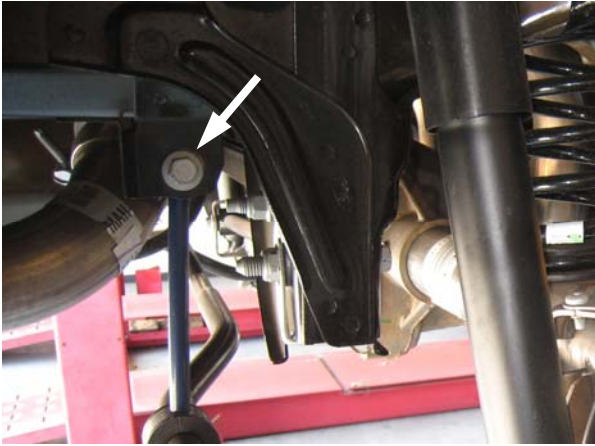


Photo 12

4. Loosen and remove the bolts that secure the end links to the chassis, then, lower the anti roll bar downward. **(See Photo 12)**



Photo 13

5. Loosen and remove the bolts that secure the lower shock mounts to the axle. **(See Photo 13)**
6. Lower the rear end down, then, remove the rear springs.
7. From inside the rear trunk, remove the upper shock mounts nuts, then, remove the OE shocks.

REAR SUSPENSION INSTALLATION



Photo 14

8. Using the stock upper and lower rubber isolators, install the rear spring assembly as shown. **(See Photo 14)**

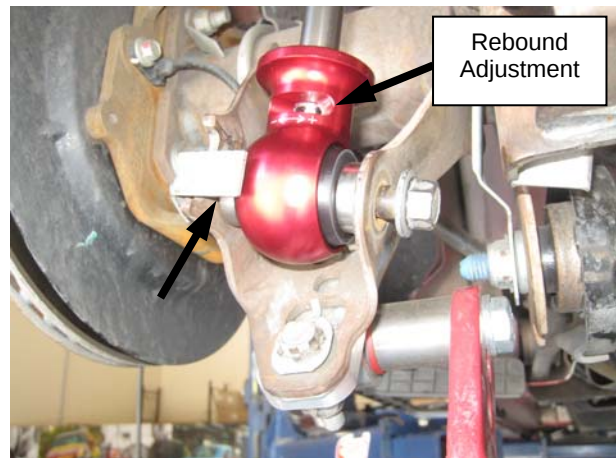


Photo 15

9. Secure the bottom of the Eibach Multi Pro shocks to the lower shock mount using the OE hardware. Bend the tab on the OE nut slightly outwards so that it doesn't contact the lower shock mount. **(See Photo 15) Note: Make sure the rebound adjustment is facing the rear of the car for ease of adjustment.**

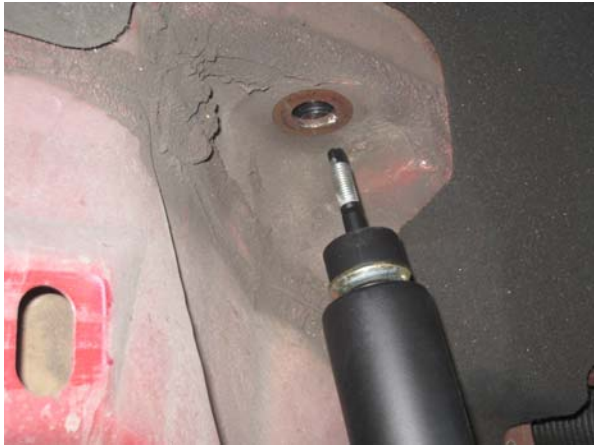


Photo 16



Photo 17

10. Raise the suspension back up and guide the shock into the upper strut mount hole, then, secure the upper shock mount with the provided hardware. **(See Photos 16 & 17)**
11. Raise the anti roll bar back up and secure the OE end links with the OE hardware.



Photo 18



Photo 19

12. Install the provided bump stop into the OE bump stop plate, then, secure the bump stop assembly to the axle using the OE hardware. **(See Photos 18 & 19)**



Photo 20

13. Secure the brake lines to the inner fender using the OE hardware. **(See Photo 20)**
14. 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.



Photo 21

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 21)**



Photo 22

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 22)**

