

MULTI-PRO-R2 | INSTALLATION INSTRUCTIONS

Eibach Springs, Inc. | 256 Mariah Circle | Corona | California 92879-1751 | USA
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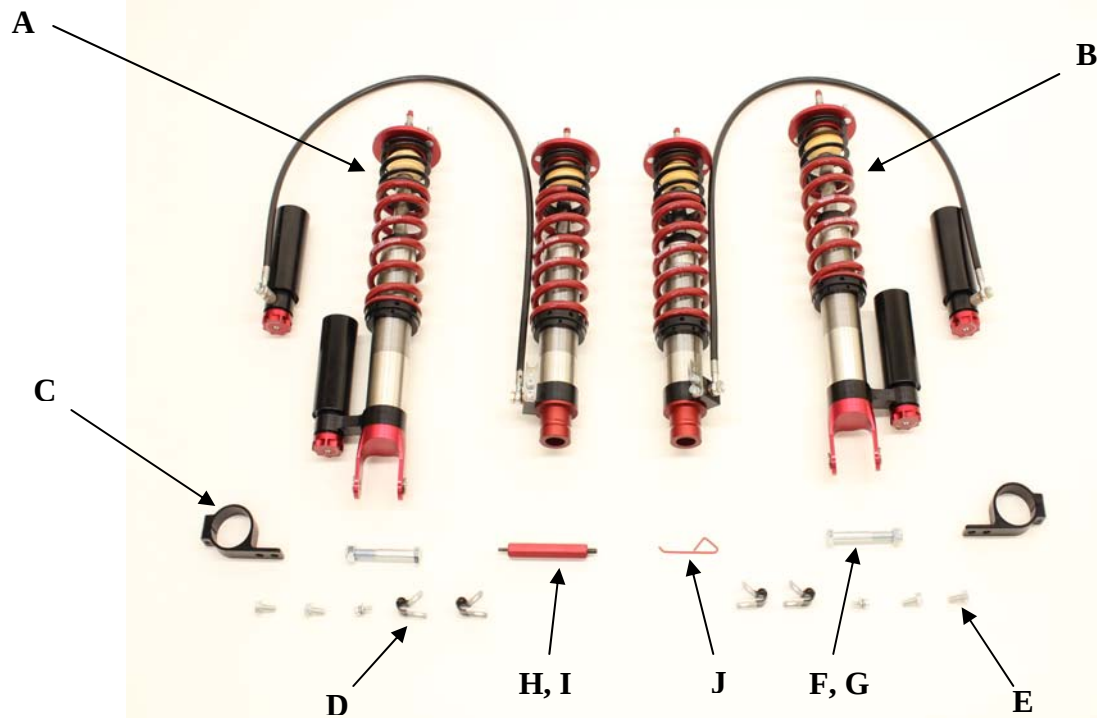


1992-95 Honda Civic, 2 & 4 door, 93-97 Del Sol, 1994-01 Integra DC2/4, Exc. Type-R
PART NUMBER 4017.713

PARTS & HARDWARE LIST

Part Number	Description	Qty	Part Number	Description	Qty
A	4017.8300	2	G	H63074700	2
B	4017.8400	2	H	PDK4.TOOL	1
C	UB0120	2	I	PDK6.TOOL	1
D	8000184	4	J	PDR.TOOL	1
E	H28074842	2			
F	H13024755	2			

PARTS IDENTIFIER



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 components.
- **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.
- **Alignment:** After installation, you will need a full vehicle alignment to ensure proper tire wear and performance.
- **Height Adjustment** – Should be performed with the wheels completely off the ground and with the springs fully unloaded.

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FRONT SUSPENSION REMOVAL

1. Raise the car off the ground and make sure it's properly supported with jack stands. **Note: Never work on or underneath a car that is not properly supported with safety stands.**
2. Remove the wheels from the vehicle.
3. Loosen and remove the screw that secures the brake line to the side of the strut.

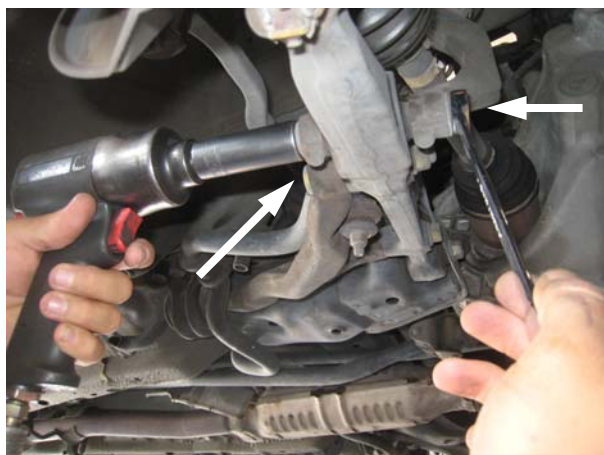


Photo 1

4. Loosen and remove the bolt and nut that secures the fork to the lower control arm. (See Photo 1)



Photo 2

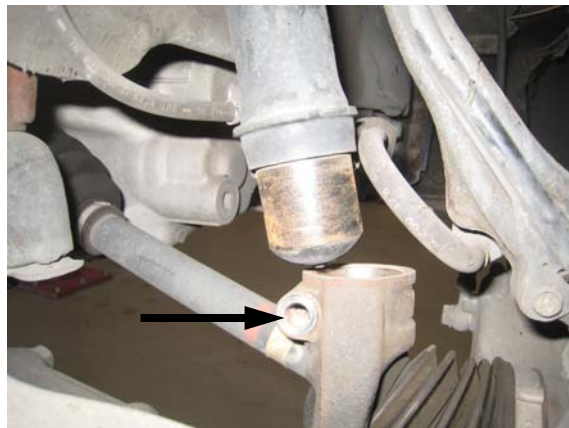


Photo 3

5. Loosen and remove the bolt that secures the fork to the OE strut, then, lower the clevis down as shown. (See Photos 2 & 3)

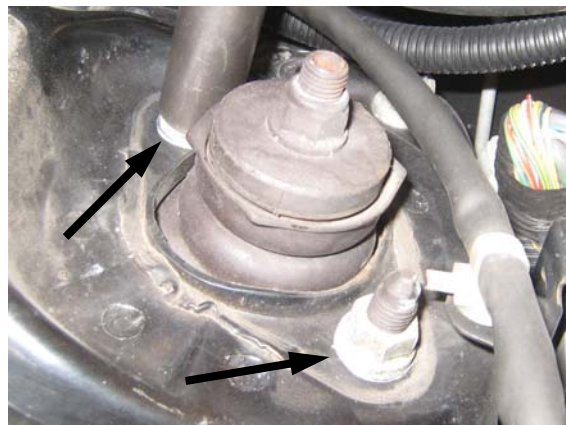


Photo 4



Photo 5

6. Loosen and remove the upper strut mount nuts, then, remove the strut as shown. (See Photos 4 & 5)

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FRONT SUSPENSION INSTALLATION



Photo 6

1. Install the Eibach Multi Pro coilover into the vehicle and secure it to the strut tower using the provided hardware. **(See Photo 6)**



Photo 7

2. Slide the OE fork onto the bottom of the Eibach Multi Pro coilover, and secure it with the OE screw. **(See Photo 7)**



Photo 8

3. Secure the fork to the lower control arm using the OE hardware removed in step 4 of the removal process. **(See Photo 8)**



Photo 9

4. Route the reservoir into the engine compartment and mount it to a suitable location using the provided reservoir clamp and hardware. **(See Photo 9)**

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Photo 10

5. Secure the brake line to the bracket on the coilover using the provided hardware. **(See Photo 10)**
6. Double check to make sure everything is properly positioned, then, tighten all hardware.

REAR SUSPENSION REMOVAL



Photo 11

1. Support the rear suspension with a screw jack, then, remove the interior access panels (both left and right side) and remove the upper shock mount nuts. **(See Photo 11)**



Photo 12

2. Remove the lower shock mount bolt. **(See Photo 12)** **Note: For vehicles with a rear anti roll bar, disconnect the end link from the lower control arm as well.**

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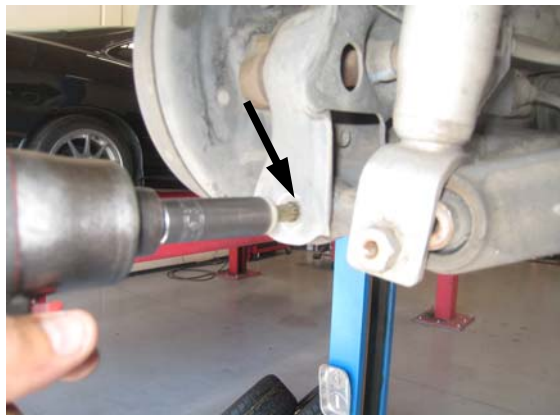


Photo 13



Photo 14



Photo 15

3. Loosen and remove the bolt that secures the lower control arm to the knuckle, then, lower the control arm downward and remove the strut assembly. (See Photos 13, 14 & 15)

REAR SUSPENSION INSTALLATION



Photo 16

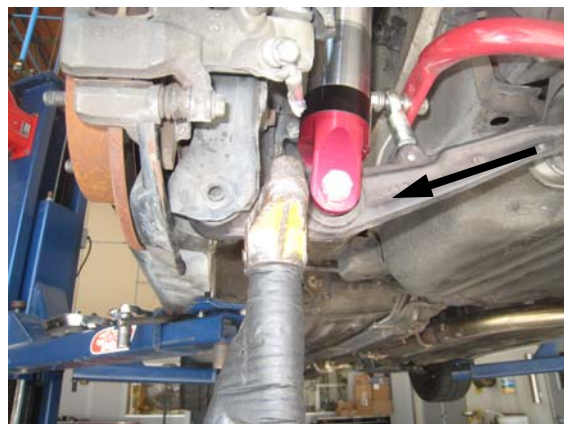


Photo 17

1. Install the Eibach Multi Pro coilover into the vehicle with the reservoir towards the front of the vehicle, then, secure the coilover to the lower control arm with the provided hardware. (See Photos 16 & 17)
Note: Do not tighten at this time



Photo 18

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2. Raise the lower control arm upwards and secure it to the knuckle with the OE bolt removed in step 3 of the removal process. **(See Photo 18) Note: For vehicles with a rear anti roll bar, you can now reconnect the end link to the lower control arm. Do not tighten at this time.**



Photo 19

3. Secure the upper strut mount using the provided hardware. **(See photo 19)**



4. Double check for clearance and to make sure everything is properly positioned, then, preload the suspension and tighten all hardware.
5. Repeat this procedure on the opposite side.

ADJUSTMENT PROCEDURE / RECOMMENDATIONS

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 compression adjustment is located on the reservoir.**

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 coil-over is located at the top of the shock. Turning the adjustment to the right increases the rebound forces and turning the adjustment to the left will decrease the rebound forces.**

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						