

MULTI-PRO-R2 | INSTALLATION INSTRUCTIONS

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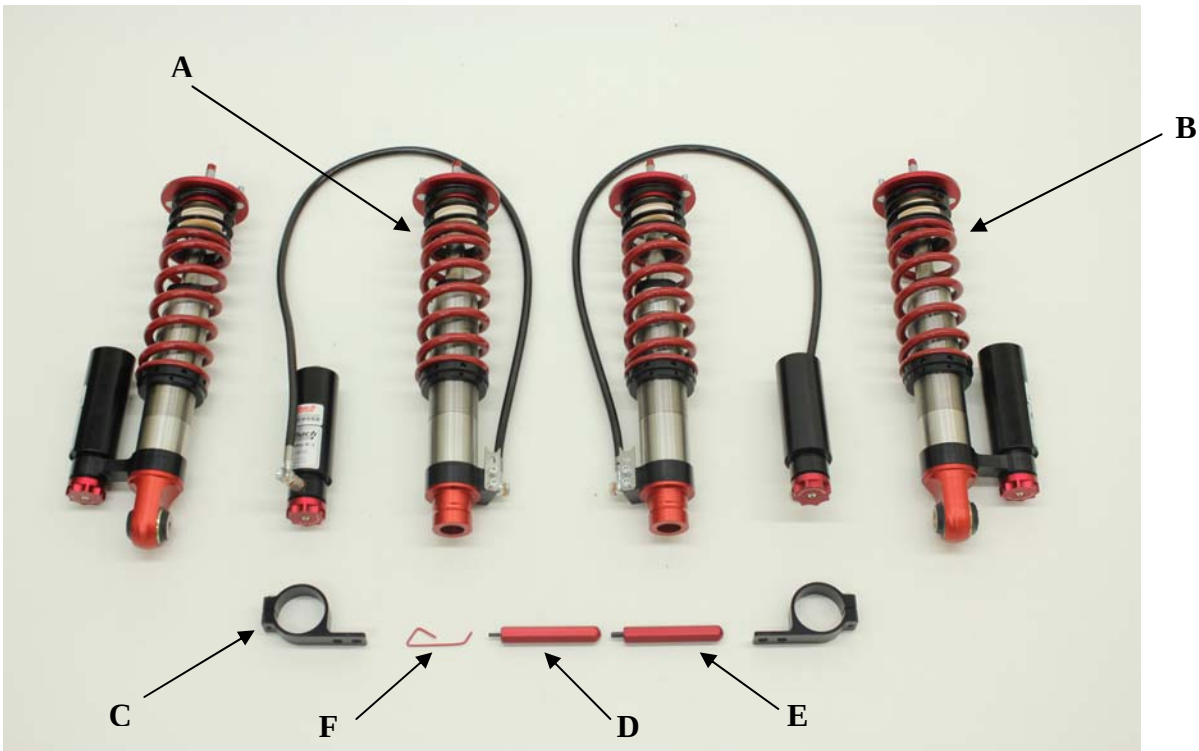


1997-01 Acura Integra, Type-R, DC2
PART NUMBER 4020.713

PARTS & HARDWARE LIST

Part Number	Description	Qty	Part Number	Description	Qty
A	4017.8300	2	D	PDK4.TOOL	1
B	4020.8400	2	E	PDK6.TOOL	1
C	UB0120	2	F	PDR.TOOL	1
	DAMPER ASSY FRONT			4mm ADJUSTMENT TOOL	
	DAMPER ASSY REAR			6mm ADJUSTMENT TOOL	
	RESERVOIR CLAMP			REBOUND TOOL	

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.



Photo 1

3. Loosen and remove the two screws that secure the brake line to the side of the strut. **(See Photo 1)**



Photo 2

4. Loosen and remove the bolt and nut that secures the fork to the lower control arm. **(See Photo 2)**



Photo 3

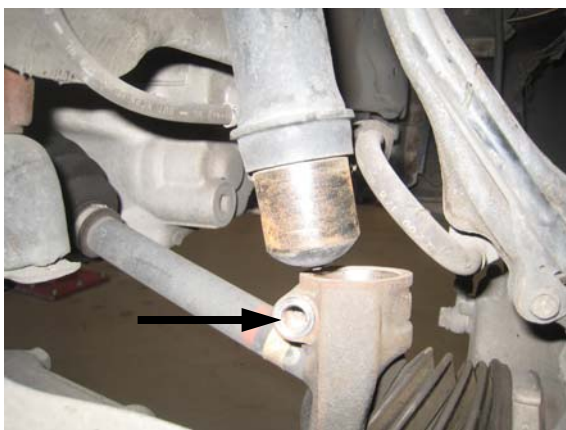


Photo 4

5. Loosen and remove the bolt that secures the fork to the OE strut, then, lower the fork down as shown. **(See Photos 3 & 4)**

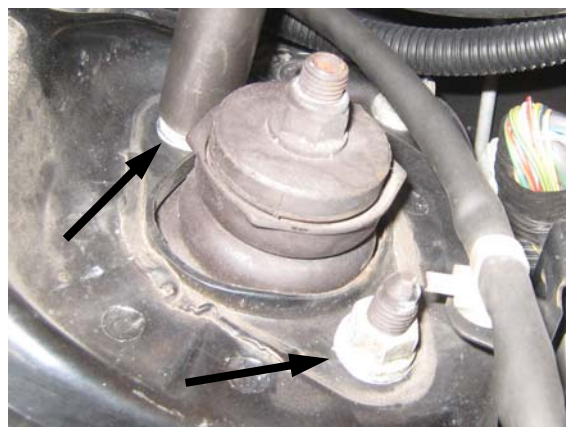


Photo 5

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Photo 6

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

FRONT SUSPENSION INSTALLATION



Photo 7

1. Install the Eibach Multi Pro coilover into the vehicle and secure it to the strut tower using the provided hardware. (See Photo 7)



Photo 8

2. Slide the OE fork onto the bottom of the Eibach Multi Pro coilover, and secure it with the OE screw. (See Photo 8)



Photo 9

3. Secure the fork to the lower control arm using the OE hardware removed in step 4 of the removal process. **Note: Be sure to preload the suspension prior to tightening this bolt. Uneven lowering and premature wear to the control arm bushing will result if not done properly.** (See Photo 9)

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Photo 10



Photo 11



Photo 12

OE hardware and the provided cap screw. (See Photos 10, 11 & 12)

5. Route the reservoir into the engine compartment and mount it to a suitable location using the provided reservoir clamp and hardware.
6. Double check to make sure everything is properly positioned, then, tighten all hardware.

4. Using a grinder or cut off wheel, cut the tab off of the brake line bracket (See Arrows) as shown. Then secure the bracket to the coilover using the

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REAR SUSPENSION REMOVAL



Photo 13

1. Remove the interior access panels (both left and right side) and remove the upper shock mount nuts. (See Photo 13)



2. Remove the lower shock mount bolt, then, slide the shock downward, and remove the strut as shown (See Photos 14, 15 & 16)



Photo 14

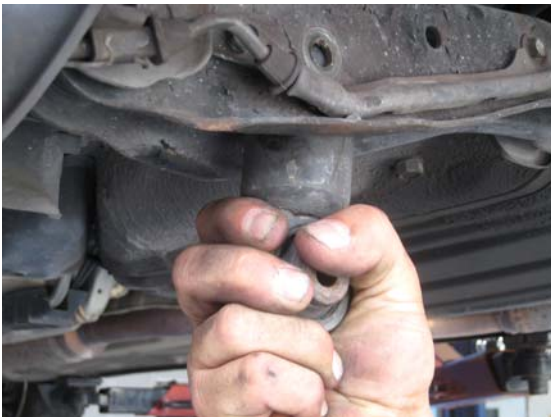


Photo 15

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REAR SUSPENSION INSTALLATION



Photo 17

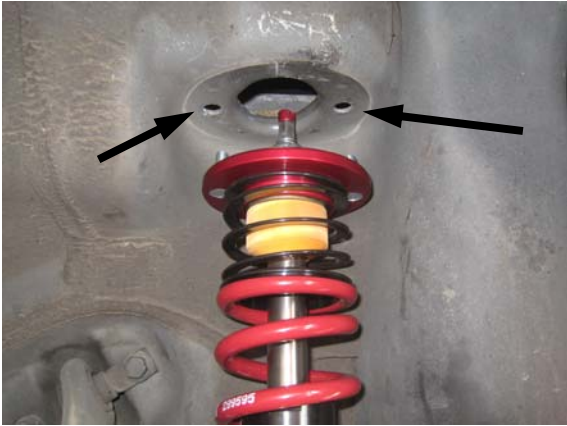


Photo 18



Photo 19

1. Install the Eibach Multi-Pro coilover into the lower control arm with the reservoir facing the front of the car, slide it as far down as possible, then, slide the coilover upward into the upper OE mounting holes and secure it with the provided nuts. **(See Photos 17, 18 & 19) Note: Do not tighten at this time**



Photo 20

2. Secure the coilover to the lower control arm using the OE hardware. **(See Photo 20) Note: Be sure to preload the suspension prior to tightening this bolt. Uneven lowering and premature wear to the control arm bushing will result if not done properly.**

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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 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.

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								