

Installation Instructions

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Eibach Multi-Pro Coilovers R2 - #5706.713

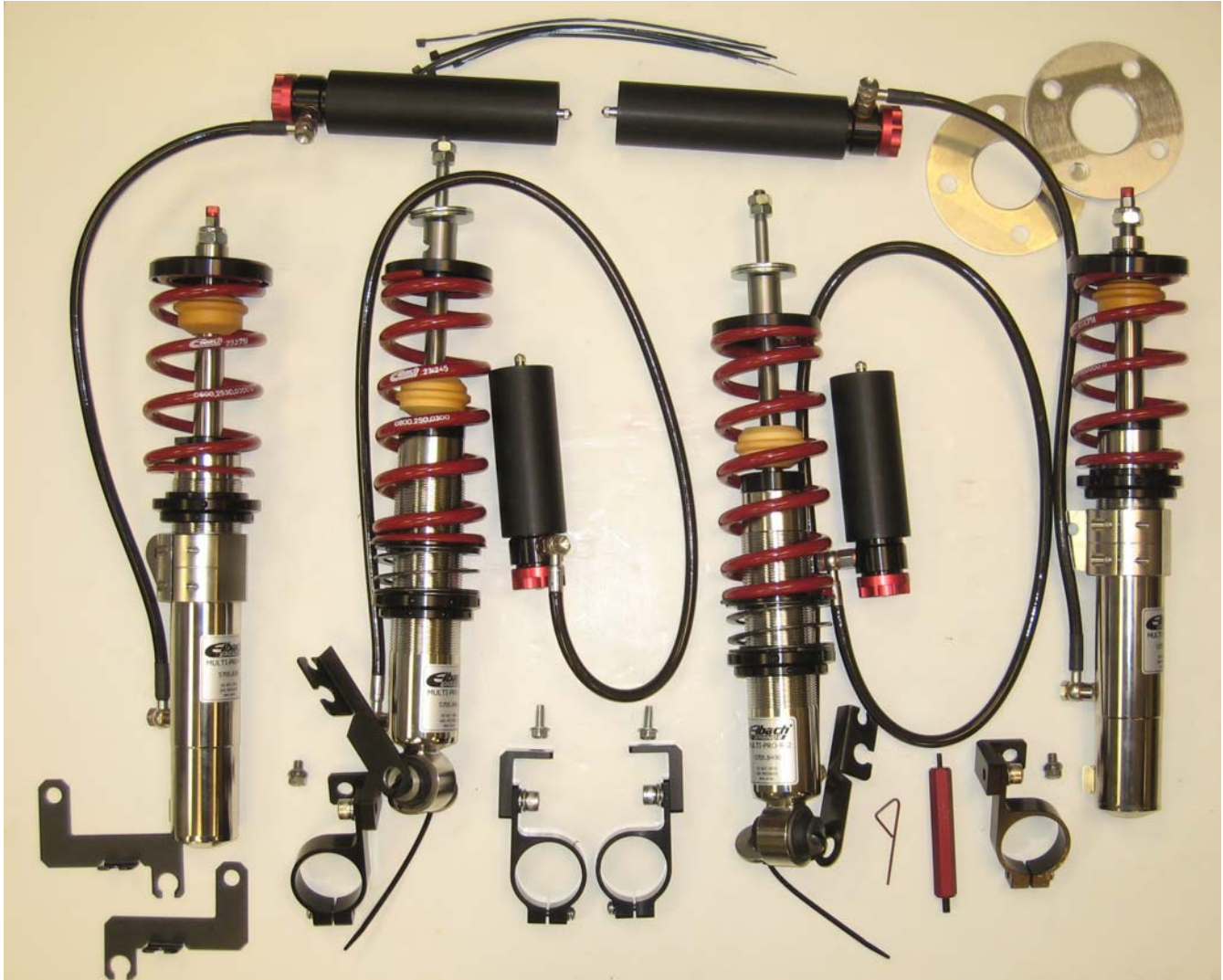
2008-2009 Mini Clubman, Including "S"

Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	5705.8300	2
	Rear Coil Over Assembly	5706.8400	2
	Reservoir Clamp	UB0120	4
	Bracket, "L"	8000124	4
	Bracket, ABS Brake	8000302	2
	Bracket, ABS – Left	8000316	1
	Bracket, ABS – Right	8000335	1
	Spacer, wheel	8000323	2
	Height adjustment tool	PDK.TOOL	2
	Rebound adjustment tool	PDR.TOOL	1
	Nylon cable tie	H70065500	2

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.
- **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.

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								



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. **(See Photo 1)**
4. Unclip the brake line from the front of the strut. **(See Photo 2)**

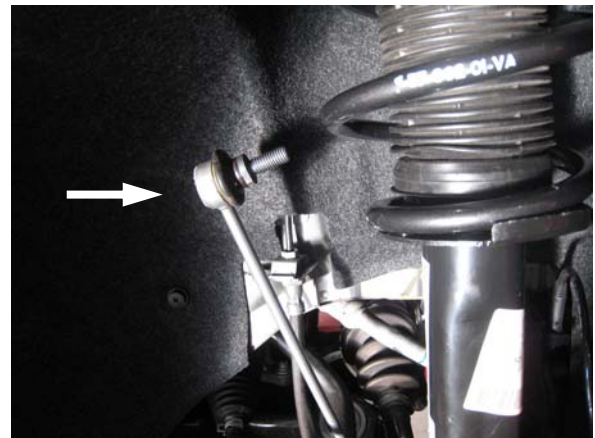


Photo 1



Photo 2



Photo 3

5. Loosen and remove the pinch bolt that secures the strut to the spindle as shown. **(See Photo 3)**



Photo 4

6. Remove the three nuts to the strut tower. **(See Photo 4)**



Photo 5

7. It may be necessary to use a strut spreader tool to remove the strut from the spindle. **(See Photo 5)**



8. You can now remove the strut from the vehicle. **(See Photo 6)**

9. Remove the OE upper strut mount and the OE washer located between the OE strut mount and the OE spring seat as it will be re-used on the Eibach coilovers.

FRONT SUSPENSION INSTALLATION

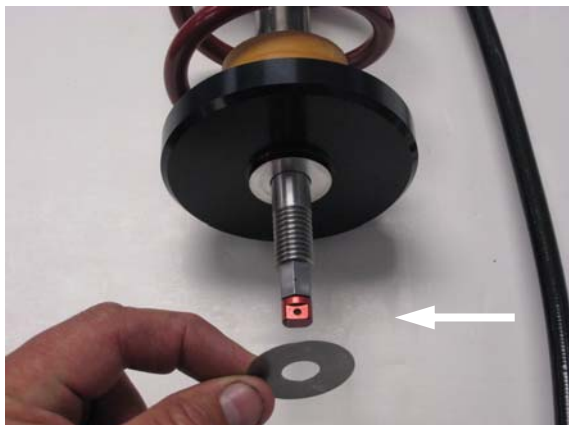


Photo 7

10. Install the OE washer onto the Eibach Multi-Pro Coilover as shown. **(See Photo 7)**



Photo 8

11. Install the OE strut mount onto the Eibach Multi-Pro coil-over, then, install the provided spacer onto the shaft as shown. **(See Photo 8)**



Photo 9

12. Secure the OE strut mount to the Eibach Multi-Pro Coilover using the provided nylock nut as shown. **(See Photo 9)**



Photo 10

13. You can now Install the Eibach Multi-Pro Coilover into the vehicle in the reverse order of removal. **(See Photo 10)**
14. Secure the strut mount to the upper strut tower using the OE nuts.

15. Secure the end link to the coilover using the OE nut.
16. Secure the strut/spindle using the OE pinch bolt removed in step 5.



Photo 11



Photo 12



Photo 13

17. **On the passenger side** you will need to remove the screws that secures the inner fender valance and the lower plastic splash guard as shown. (See **Photos 11, 12 & 13**)



Photo 14



Photo 15

18. Pull the plastic splash guard down and route the reservoir up into the inner fender as shown, then mount the reservoir to the core support using the provided hardware and bracket. (See **Photos 14 & 15**)



Photo 16

19. Use the provided zip ties to secure the reservoir line as shown. (See Photo 16)



Photo 17

20. The **drivers side** reservoir will be routed in the same manner, you will have to pull back the inner fender valance in order to route the reservoir into the inner fender (See Photo 17)



Photo 18



Photo 19

21. Pull the inner fender valance back and route the reservoir into the inner fender, then mount the provided bracket to the core support using the supplied hardware. (See Photos 18 & 19)



Photo 20

22. Use the provided zip ties to secure the reservoir line as shown. (See Photo 20)

REAR SUSPENSION REMOVAL

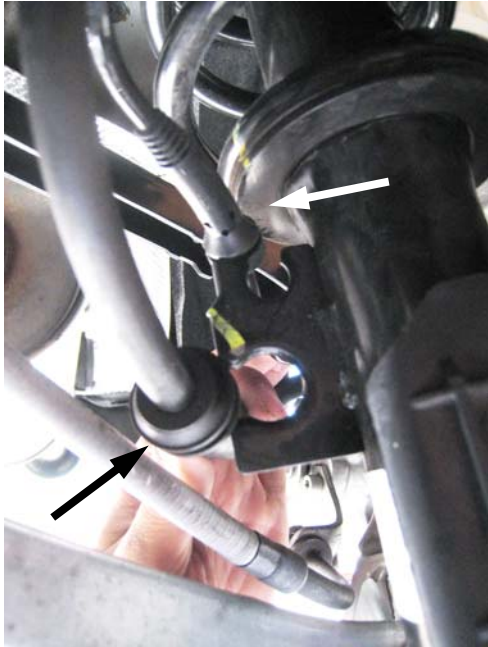


Photo 21

1. Unclip the misc. hoses from the bracket on the rear struts. **(See Photo 21)**



Photo 22

2. Remove the bolts that secure the upper strut mount as shown. **(See Photo 22)**



Photo 23



Photo 24

3. Remove the bolt that secures the lower mount and then remove the OE strut. **(See Photos 23 & 24)**

REAR SUSPENSION INSTALLATION



Photo 25



Photo 26

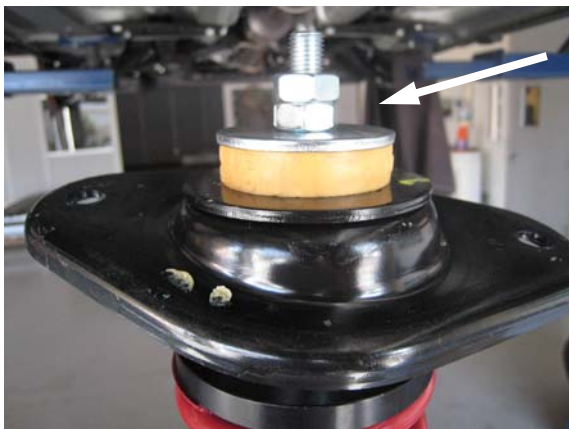


Photo 27

4. Remove the OE upper strut mount from the OE shock, then, install it on the new Eibach Multi-Pro Coilover as shown, then, secure it with the provided hardware. (See Photos 25, 26 & 27)



Photo 28



Photo 29

5. Install the Eibach Multi-Pro Coilover into the vehicle and secure the upper mount using the OE bolts removed in the earlier step. **Note: Make sure the rebound adjustment window is facing out towards the wheel for ease of adjustment.** (See Photos 28 & 29)



Photo 30

6. Place the provided washer onto the mount as shown. **(See Photo 30)**



Photo 31

7. Secure the lower shock mount using the OE bolt as shown. **(See Photo 31)**



Photo 32

8. Remove the four nuts that secure the inner bumper cover as shown. **(See Photo 32)**



Photo 33

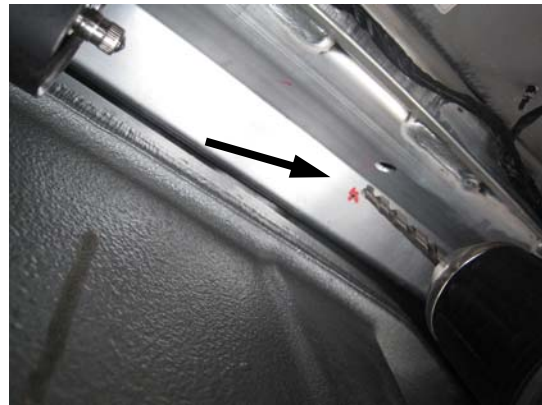


Photo 34

9. Route the reservoirs under the heat shields and around the spare tire well, and mark the "L" bracket locations, then, drill two holes into the inner aluminum bumper structure and secure the provided "L" brackets using the provided self tapping screws. **(See Photo 33 & 34)**



Photo 35

10. Drill two holes into the inner aluminum bumper structure and secure the provided "L" brackets using the provided self tapping screws. **(See Photo 35)**

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.**
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 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.**

