Installation Instructions

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Eibach Multi-Pro R2 Coilovers - #8598.713

2006-2008 Volkswagen, GTi, 2.0L Turbo

Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	8598.8300	2
	Rear Damper	8598.8400	2
	Rear Main Spring	0800.250.0200	2
	Perch, Rear	8000155	2
	Perch, Rear Threaded	80000184	2
	Clamp, Adell	8000184	2
	Height adjustment tool	PDK.TOOL	1
	Rebound adjustment tool	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.
- **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)**

5. Unclip and disconnect the wheel speed sensor secondary connection and move it out of the way. **(See Photo 2)**

Photo 1

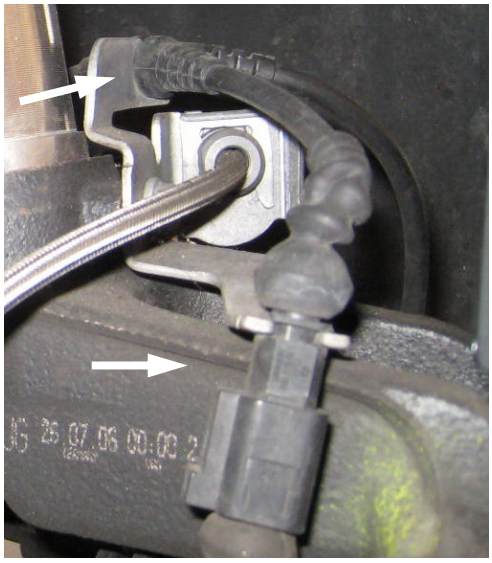

Photo 2

Photo 3

6. Loosen and remove the nut that secures the sensor link to the lower control arm. **(See Photo 3) Note: this is on the driver side only.**

7. Loosen and remove the nut that secures the tie rod to the hub, then remove the tie rod from the hub

8. Loosen and remove the bolts that secure the brake caliper to the hub, then, remove the brake caliper and move to the side out of the way. **Note: Safely hang the caliper using a zip tie or wire hanger so that it doesn't over-extend or damage the brake line.**

9. Loosen and remove the three nuts that secure the ball joint to the end of the lower control arm.

Photo 4

10. Loosen and remove the pinch bolt from the back of the hub/strut. **(See Photo 4)**

11. Loosen and remove the axle bolt.

12. Knock the axle out of the hub, being careful not to damage the splines on the inside of the hub or damage the end of the axle.

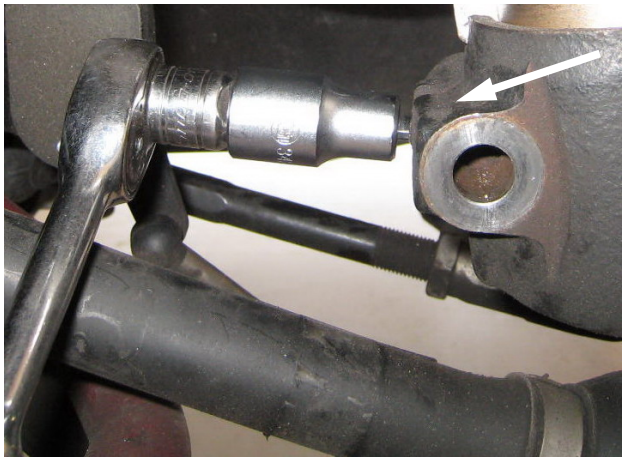

Photo 5

13. Use a strut spreader tool to expand the hub and wiggle things a little bit pulling firmly downwards until the hub is free from the strut, then remove the hub. **(See Photo 5)**

Photo 6

14. Loosen and remove the three bolts on the strut tower. **Note: Have someone hold it from the bottom so that it doesn't fall to the ground when removing the strut tower bolts. (See Photo 6)**

15. Remove the upper strut mount from the OE strut as it will be re-used on the Pro Street-S coilovers.

FRONT SUSPENSION INSTALLATION

Photo 7

16. Install the OE upper strut mount onto the Eibach front coilover and secure it with the provided nut. **(See Photo 7)**

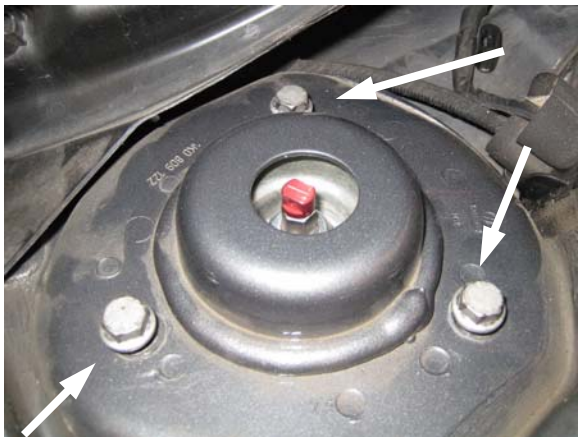

Photo 8

17. Install the Eibach Multi-Pro coil-over into the vehicle and secure it to the upper strut tower using the OE nuts. **(See Photo 8)**

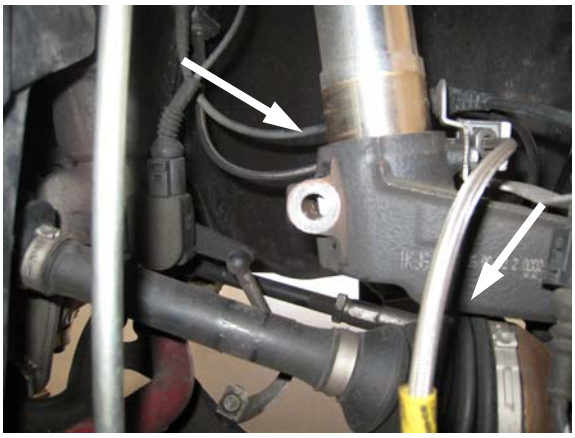

Photo 9

18. Slide the hub onto the strut, and slide the axle into the rotor, then, secure the ball joint to the lower control arm using the OE nuts. **(See Photo 9)**

Photo 10

19. Raise the suspension upwards until the strut is fully engaged into the hub then tighten the pinch point with the OE bolt and nut. **(See Photo 10)**

20. Secure the tie rod to the hub using the OE nut.

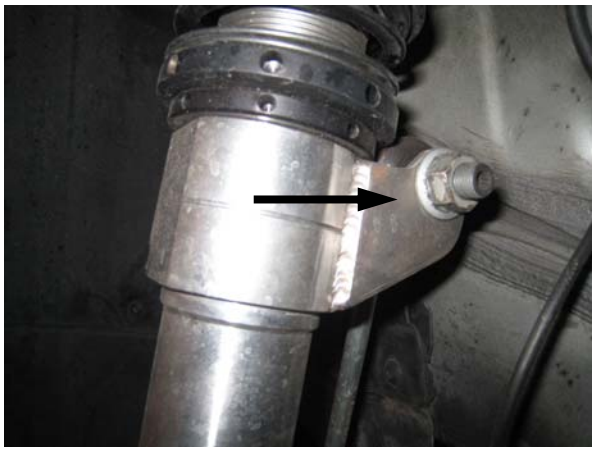

Photo 11

21. Secure the end link to the coilover using the OE nut. **(See Photo 11)**

22. Secure the axle to the hub using the OE axle bolt and torque to factory specs.

23. Reinstall the brake caliper and torque to factory specs.

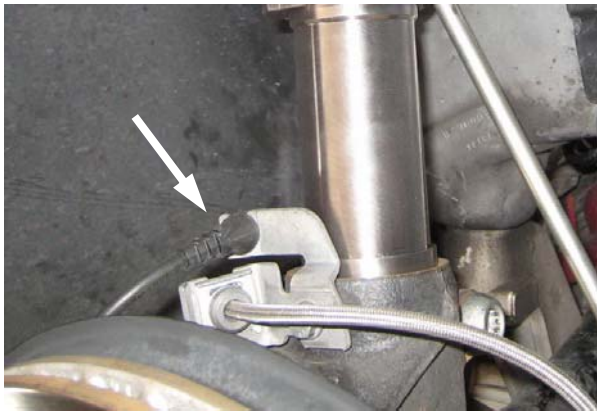

Photo 12

24. Secure the brake line to the OE bracket, then, reconnect the secondary wheel speed sensor and clip it back onto the OE bracket. **(See Photo 12)**

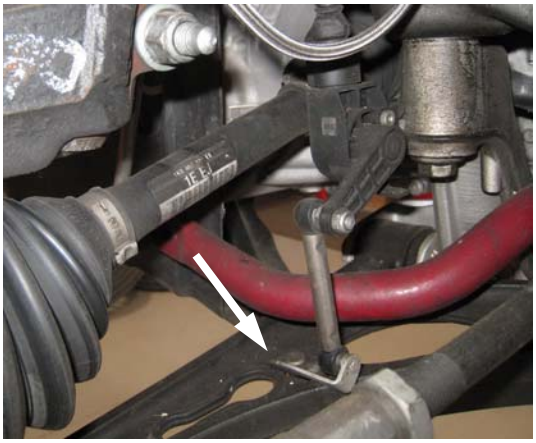

Photo 13

25. Secure the sensor link to the lower control arm using the stock nut. **(See Photo 13)**

Photo 14

Photo 15

26. Remove both driver and passenger side inner fender valance. **(See Photos 14 & 15)**

Photo 16

27. Slide the reservoir into the inner fender cavity just below the headlight assembly. **(See Photo 16)**

Photo 17

28. Loosen and remove the three bolts that secure the headlight assembly **(Passenger side only)** and move it slightly forward, this will help to route the reservoir through the inner fender. **(See Photo 17)**

Photo 18

Photo 19

29. Secure the reservoir using the provided brackets and hardware. **(See Photos 18 & 19)**

Photo 20

Photo 21

30. Place one of the provided adell clamps onto the reservoir line, then install the inner fender valance back into the vehicle and use the OE hardware to secure the valance and the adell clamp to the OE hole location. **(See Photos 20 & 21)**

31. This concludes the installation of the front coilovers

REAR SUSPENSION REMOVAL

Photo 22

1. Disconnect the sensor link that is located on the driver side rear spring control arm. **(See Photo 22)**

Photo 23

2. Using a floor or screw jack support the lower control arm, then, loosen and remove the OE bolt, lower the arm down and remove the OE spring. **(See Photo 23)**

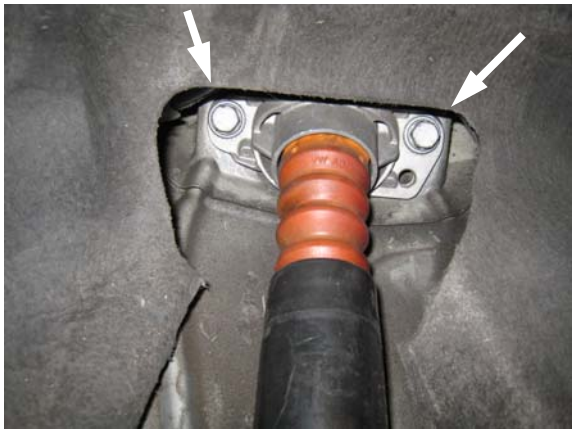

Photo 24

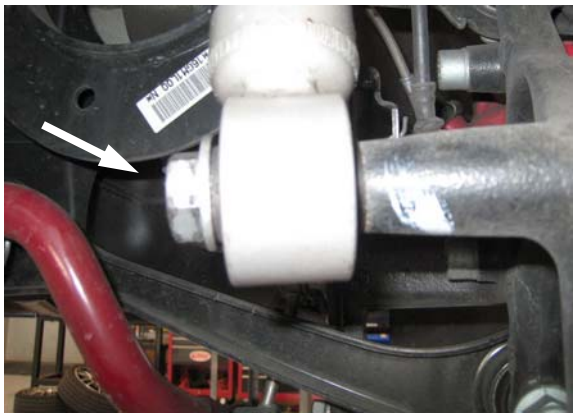

Photo 25

3. Loosen and remove the upper and lower shock mount bolts, then remove the OE shock. **(See Photos 24 & 25)**

Photo 26

4. Remove the OE upper mount from the OE shock as this will be re-used. **(See Photo 26)**

REAR SUSPENSION INSTALLATION

Photo 27

5. Slide the provided sleeve onto the strut shaft, then, slide the OE upper mount onto the Eibach Pro Street Damper and secure it with the provided nut/jam nut. **(See Photo 27)**

Photo 28

6. Secure the shock to the upper mount using the OE bolts as shown. **Note: Install the shock with the reservoir fitting/line facing the rear of the vehicle. (See Photo 28)**

Photo 29

7. Secure the lower shock mount using the OE bolt as shown. **(See Photo 29) Note: Make sure the rebound adjustment window is facing towards the rear of the car for ease of adjustment.**

Photo 30

8. Make sure the OE lower spring isolator pad is left in the lower spring control arm. **(See Photo 30)**

Photo 31

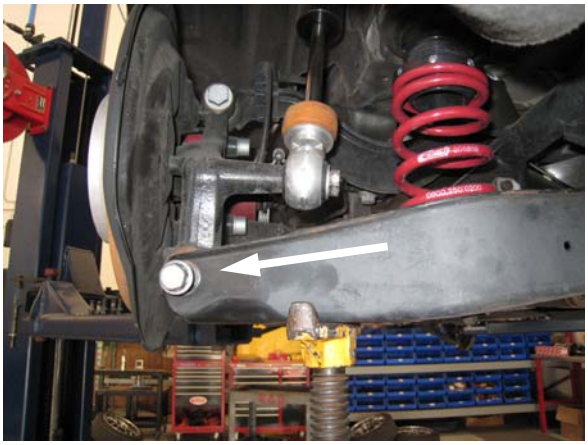

Photo 32

9. Using the stock upper isolator install the rear spring assembly into the vehicle, then raise the control arm upwards and secure it to the hub using the OE bolt as shown. **(See Photos 31 & 32)**

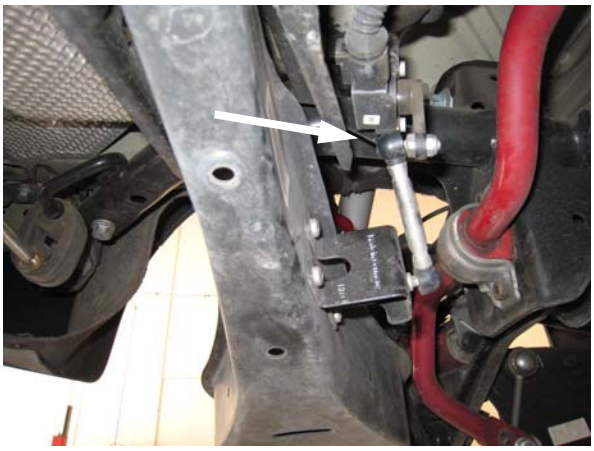

Photo 33

10. Reconnect the sensor link to the control arm. **(See Photo 33)**

Photo 32

11. Secure the reservoir just in front of the rear exhaust hanger using the OE bolt. (See Photo 34)
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 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.**