

ANTI-ROLL KIT

You have just purchased an ultra-high performance sway bar kit equipped with high performance poly-urethane bushings – which may cause some additional road noise and/or bushing noise- this is considered normal.

Preparing the vehicle for Anti-Roll Kit Installation

1. A technician, certified in the suspension work and/or familiar with your particular vehicle, should perform the Installation of this kit. A factory shop manual may be necessary for the installation of this kit.
2. Verify the individual Anti-Roll Bars and necessary hardware included in the ***Eibach*** Anti-Roll Kit is correct for your vehicle. If your vehicle did not come factory equipped with an anti-roll bar, you will need to purchase the appropriate hardware to secure the anti-roll bar.
3. Raise the vehicle securely off the ground using a commercial car lift or jack stands.
4. **Never work on/or under a vehicle that is solely supported only by a “JACK”!!**
5. If necessary, remove the wheels from the axles for better access.

Removing the factory Front/Rear Anti-Roll Bar

1. Loosen and remove the stock middle bushing brackets (both sides). **Do not discard these brackets, as they will be needed to re-install the *Eibach* Anti-Roll Bar.**
2. Loosen and remove the end links from the anti-roll bar arms (both sides). **Do not discard these nuts and bolts, as they will be needed to re-install the *Eibach* Anti-Roll Bar.**
3. Remove the stock anti-roll bar.

Installing the *Eibach* Front/Rear Anti-Roll Bar

1. Lubricate the new ***Eibach*** Middle Bushings with the lubricant supplied.
2. Install the new middle bushings on the ***Eibach*** Anti-Roll Bar in the same position as they were installed on the factory bar.
3. Align the middle bushings (both sides) and install the factory brackets and loosely tighten to the vehicle chassis.
4. Secure the end links to the bar using the OE hardware.
5. It is important at this time to verify the bar is centered left to right.
6. Tighten all nuts and bolts used in the installation of the anti-roll bar to factory torque specifications.

Installation Instructions



Pro-Kit # 2092.140

2007-2008 BMW 335i Coupe, E92, 6 cyl. twin turbo

2007-2008 BMW 335i Sedan, E90, 6 cyl. twin turbo

Kit Contents	Description	Part Number	Qty
	Front Spring	11-20-013-02-VA	2
	Rear Spring	2091.002	2
	Information Kit	EPAK	1
	Instructions	2092.140INST	1

NOTES: Read All Instructions Before Beginning Installation

- Installation of a **Pro-Kit Spring set** should only be performed by a qualified mechanic experienced in the installation and removal of suspension springs.
- For **MacPherson Strut** type front suspension, it is important to mark the orientation of the upper perch with respect to the lower perch before disassembly. This orientation must remain the same with the installation of Pro Kit Springs. Noise maybe result if this procedure is not performed correctly.
- 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.**
- **Pro-Kit** Springs are marked with an **001** and an **002** (located at the end of the part number) designating front and rear springs.
- **Pro-Kit** Springs should be installed with the **Eibach** Logo right side up. All original stock spring isolators, dampers and tubing should be retained from the stock springs and used when installing the **Pro-Kit** Springs.
- **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.
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

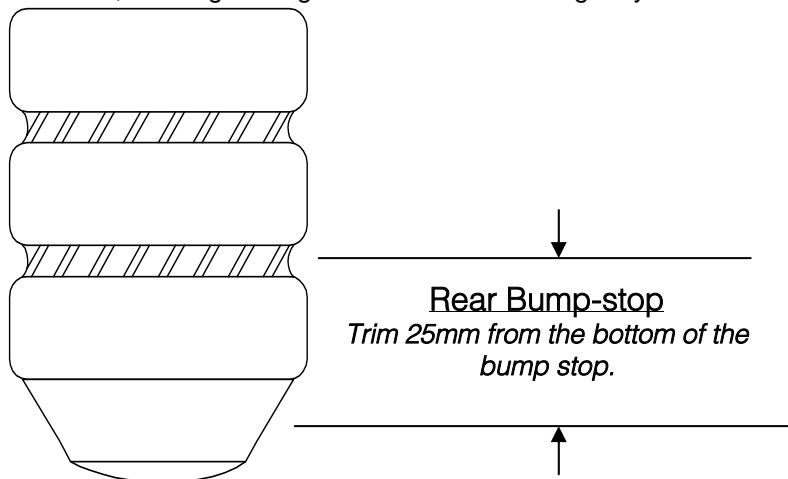
ALIGNMENT: After installation, it will be necessary to perform a full vehicle alignment using factory specifications.

Note: During installation of the Eibach rear springs it is extremely important that all bushing related pivot points be re-torqued with the full weight of the vehicle on the suspension, this is done to prevent "bushing pre-load". This is easiest with the vehicle on a drive on type of hoist. If this is not done, bushing damage and un-even lowering may result.

Bump-stop Trimming Instructions

Typical Bump-Stop
(Bump-Stop from your vehicle may have different shape)

Front Bump-stop
No trim required



Rear Bump-stop
Trim 25mm from the bottom of the bump stop.