

Shock Instructions and Safety Tips

Installation

IMPORTANT NOTES:

- Any time you are working under a vehicle, be sure to use the proper jack stands and tire chocks to prevent any shifting or slipping of the car. Never use a jack only to support the vehicle while changing shocks.
- Inspect shock brackets or mounting points before installation to make sure they are not broken or bent.
- Do not attempt to disassemble these shocks. Return damaged shocks to EIBACH SPRINGS for any necessary service or repairs.

PLEASE READ THESE INSTRUCTIONS ENTIRELY BEFORE BEGINNING

- Proper installation is a must to realize the maximum performance improvements. Follow these steps carefully.

USE THE RIGHT SHOCK FOR YOUR VEHICLE

- Use EIBACH SPRINGS shocks only for the applications for which they are listed. Each shock is specifically tuned for that vehicle's weight, suspension geometry, and other characteristics.
- Compare original shock mounting style and hardware with your new shocks before starting installation. If original hardware is not reusable, it should be replaced with OEM quality and style hardware.
- Shocks are tuned to vehicle manufacturer's recommendation for tire pressure, not necessarily the max inflation pressure listed on sidewall of tire.

IMPORTANT INSTALLATION NOTES

- If you are uncertain of proper shock installation procedure, please consult appropriate service manual. Torque all fasteners to vehicle manufacturer's specs. Note: On Post Mount shocks, finger tighten nut to achieve zero clearance between the retaining washers and the bushings, then continue to tighten approximately 5-6 turns to achieve proper pre-load. Bushings should be slightly bulged. Secure with Jam Nut. On some vehicles, nut may bottom out on stud before 5-6 turns, which is proper for those applications.
- OEM mounting hardware may be either standard or metric. Make sure you have the proper tools before starting. Do not interchange hardware. Use new mounting hardware provided with your shocks, and re-use original mounting hardware in all other locations.
- EIBACH SPRINGS shocks have a high-pressure nitrogen gas charge and may come with a restraining strap, which holds the shock in a compressed position. To ease most installations, leave the strap on until you have secured one end of the shock, then cut the strap and quickly guide the other end of the shock into position as it expands. Strap must be cut before some installations, such as when strap goes around post.
- Wire ties are provided to secure the shock boot to the shock body. On some installations (especially where the shock must pass through a hole in the lower control arm), it is necessary to put the wire tie on after the shock is installed.
- After installing shocks and before driving vehicle, check for clearance of exhaust, brake or gas lines, electrical wiring, etc.
- After installation, drive the vehicle cautiously for the first few miles to develop a feel for the improved handling and ride quality. After 10 miles, inspect installation, re-check torque on all fasteners, and verify adequate component clearance.

EIBACH SPRINGS Shock Absorber

Two Year Warranty

- EIBACH SPRINGS Corporation guarantees for a period of two years each new EIBACH SPRINGS Shock Absorber to be free from factory defects (except for finish and shock boot) from date of purchase, provided that the product is properly installed, subjected to normal use and service and that the product is not modified or changed in any way, nor subjected to negligence, or used for racing or competition purposes. Should a part become defective, it should be returned to the original selling dealer or shipped freight prepaid to EIBACH SPRINGS Corporation. It must be accompanied with the sales receipt and a clear description of the problem.
- EIBACH SPRINGS Corporation reserves the right to replace or repair the defective part and return said part freight prepaid. This warranty covers the replacement or repair of the product only and does not cover the cost of removal and installation.
- Damage or defects resulting from collision, improper installation, off-road use or road hazards, are not covered by this warranty. The warranty for EIBACH SPRINGS Shock Absorbers extends only to the original purchaser only for the two year period of the original vehicle in which it is installed.
- EIBACH SPRINGS INC, shall not be liable for any and all consequential damages occasioned by the breach of any written or implied warranty pertaining to this sale in excess of the purchase price of the product sold.

Installation Instructions



Anti-Roll-Kit # 35129.312

2011+ Ford Mustang, GT, 3.7L V6, 5.0L V8, Incl. Convertible

2011+ Ford Mustang Shelby GT500, Coupe and Convertible

Kit Contents	Description	Part Number	Qty
	Rear Bar	35129.320R	1
	Anti-Roll Hardware Kit	35129.312HK	1
	Information Kit	EPAK	1
	Instructions	35129.312INST	1

NOTES: **Read All Instructions Before Beginning Installation**

- **Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.**
- **Use** of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- **Installation time:** Is approximate **1.5** hours with the use of a hoist.
- **Never work on or under a vehicle unless it is properly supported.**
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

Additional Eibach Components Available For Your Car

Eibach Kits	Part Number	Description	Front	Rear
<i>Pro-Kit</i>	35125.140	High Performance Handling	.8-1.0"	1"-1.5"
<i>Sportline</i>	4.12535	Extreme Lowering	1.1-1.4"	1.5-2.0"

FACTORY REAR BAR REMOVAL

1. With the vehicle safely supported, remove the rear wheels. **Note: Never work on or under a vehicle that is not properly supported with the appropriate safety equipment.**

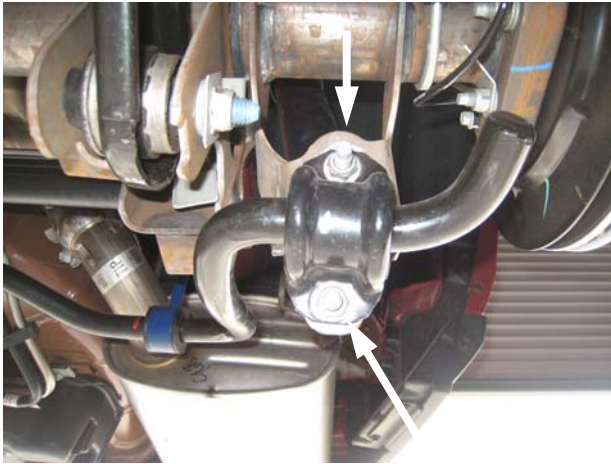


Photo 1

2. Remove the two nuts that secure the outer clamps to the lower shock mount bracket. **(See Photo 1)**



Photo 2

3. Remove the bolt that secures the end link to the upper mount, then, remove the OE bar from the vehicle. **(See photo 2)**

EIBACH REAR BAR INSTALLATION

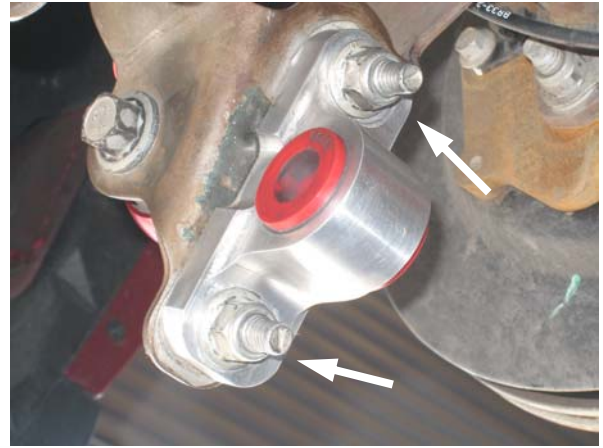


Photo 3

4. Install the new outer bar mount to the lower shock mounts using the original hardware as shown. **Note: Do not tighten completely at this time. (See Photo 3)**



Photo 4

5. Install the spacer sleeve into the outer mount as shown. **(See Photo 4)**

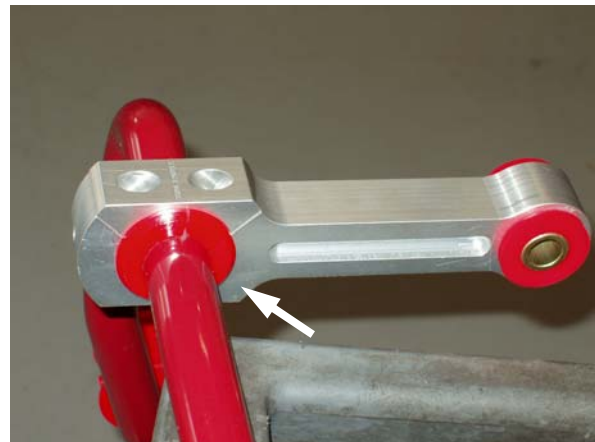


Photo 5

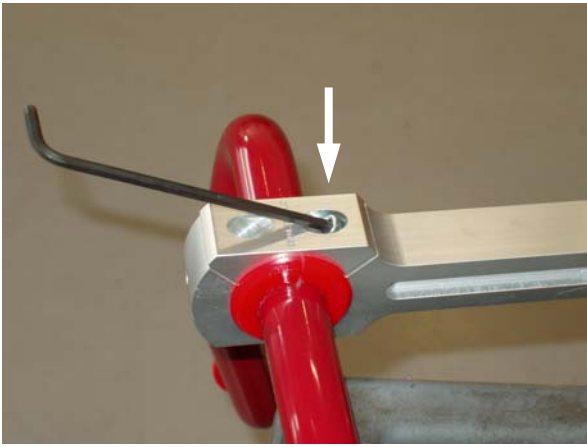


Photo 6

6. Lubricate the Eibach bushings, then install them onto the Eibach bar, then, install the end link and the end link cap as shown. Secure the end link cap with the provided cap screws and flat washers. (See photos 5 & 6)

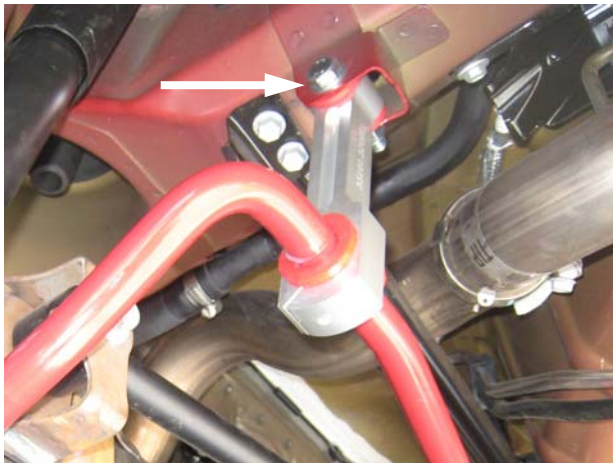


Photo 7



Photo 8

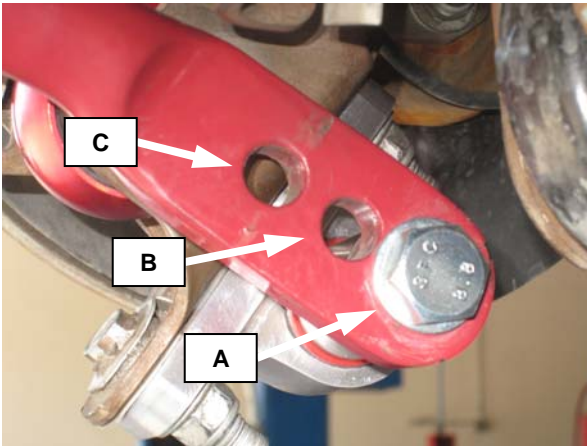


Photo 9

7. Install your new Eibach Anti-Roll bar in the car loosely by securing the end links to the factory mounts with the supplied nut and bolt for each side, then connect the ends of the bar to the outer mount using the supplied hardware. **Note: Place the bar into the vehicle in the orientation shown in the photos. (See photos 7, 8 & 9)**



8. Double check to make sure you have proper clearance, then, tighten all hardware.



TUNING YOUR EIBACH REAR BAR

- a) Softest Setting.
 - Reduces over-steer
 - Use in rain or on slick roads.
 - Use on rough or bumpy roads.
 - Increases comfort.
- b) Mid Setting / Street Performance Setting.
 - Tuning out under or over-steer.
 - For normal driving conditions.
 - Dry street driving.
 - Use with additional trunk weight.
- c) Firmest Setting.
 - Reduces under-steer
 - Use on dry roads and tracks.
 - Use on smooth roads and tracks.
 - Do not use on wet or slick roads

Installation Instructions



Anti-Roll-Kit # 35101.310

Ford Mustang, S197, 2005 & Up – V8, V6, Coupe, Convertible
2007 Shelby GT500

Kit Contents	Description	Part Number	Qty
	Front Bar	35101.320F	1
	Anti-Roll Hardware Kit	35101.310HK	1
	Information Kit	EPAK	1
	Instructions	35101.310INST	1

NOTES: Read All Instructions Before Beginning Installation

- **Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.**
- **Use** of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- **Installation time:** Is approximate .5 hours with the use of a hoist.
- **Never work on or under a vehicle unless it is properly supported.**
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

Additional Eibach Components Available For Your Car

Eibach Kits	Part Number	Description	Front	Rear
<i>Pro-Kit</i>	35101.140	High Performance Handling	1.3 In.	1.4 In.
<i>Sportline</i>	4.10135	Extreme Lowering	1.6 In.	2.0 In.

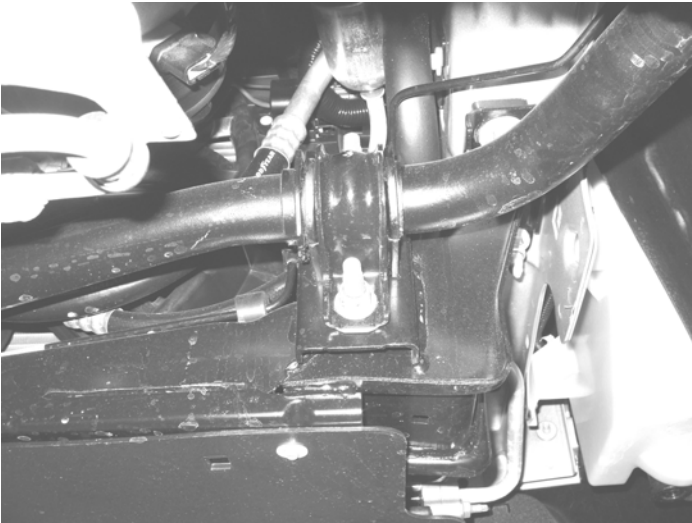


FACTORY FRONT BAR REMOVAL & INSTALLATION

1. With the vehicle safely supported, remove all 4 wheels. Disconnect the front end links from the factory front bar on both sides. Remove the center frame mount bushing securing both sides of the bar to the frame. (See photos 1&2)



(Photo 1)



(Photo 2)

2. Remove the bar from the car. Lubricate the inside of the new supplied bushings and install on the bar with the "cut" portion towards the ground adjacent to the locating collars. Install new Eibach bar in car in the reverse order of removal.
3. The Eibach front bar is three position adjustable, before connecting the end link to the bar see the guide below. (See photo 3)



(Photo 3)

TUNING YOUR EIBACH FRONT BAR

FRONT

- a) Full Rear / Softest Setting.
 - **Reduces** under-steer
 - Use in rain or on slick roads.
 - Use on rough or bumpy roads.
 - Increases comfort.
- b) Mid Setting / Street Performance Setting.
 - Tuning out under or over-steer.
 - For normal driving conditions.
 - Dry street driving.
 - Use with additional trunk weight.
- c) Full Forward / Firmest Setting.
 - **Reduces** over-steer
 - Use on dry roads and tracks.
 - Use on smooth roads and tracks.
 - Do not use on wet or slick roads.

Installation Instructions



SPORTLINE - # 4.10135

2005-2007 Ford Mustang GT & V6 Hard Top

2007 Shelby GT500 Models

Kit Contents	Description	Part Number	Qty
	Front Spring	4.10135F	2
	Rear Spring	4.10135R	2
	Front Bumpstop	770034	2
	Front Dust Boot	770041	2
	Rear Bumpstop	45001617	2
	Information Kit	EPAK	1
	Instructions	4.10135INST	1

NOTES: **Read All Instructions Before Beginning Installation**

- Installation of a **SPORTLINE** Spring set should only be performed by a qualified mechanic experienced in the installation and removal of suspension springs.
- 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.**
- **SPORTLINE** Springs are marked with **F** and **R** (located at the end of the part number) designating front and rear spring respectively.
- **SPORTLINE** 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 reused
- **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:** To increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

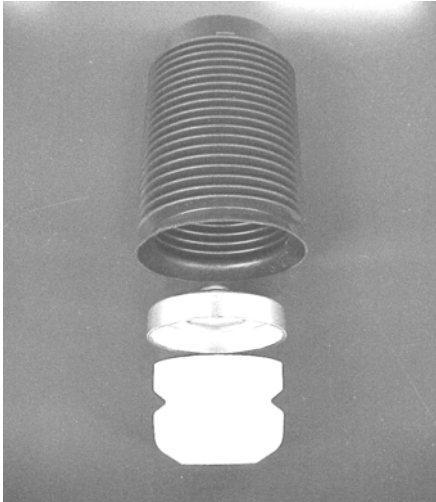
Alignment:

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



Bumpstop Instructions:

1. Remove and discard the OE front bumpstop, dust boot and metal cup assembly when installing front springs.



(OE front bumpstop / cup / boot)

2. Snap new **Eibach** boots onto new **Eibach** bumpstops and reinstall in the same fashion as the factory parts on the front strut assemblies.



(Eibach front bumpstop / Eibach boot)

1. Remove the factory bumpstop and plate from the rear axle.



(OE rear bumpstop and plate)

2. Remove and discard the OE bumpstop, retain the mounting plate.



(OE bumpstop separated from mounting plate)

3. Install the new **Eibach** bumpstop in the OE mounting plate, and reinstall in the car.



(Eibach bumpstop / OE plate)