

# Installation Instructions

## PRO-KIT # E10-55-019-01-22

2016+ Mazda MX-5 Miata, 2.0L 4 Cyl.

Kit Contents	Description	Part Number	Qty
	Front Spring	F11-55-019-01-FA	2
	Rear Spring	F11-55-019-03-RA	2
	Information Kit	EPAK	1
	Instructions	E10-55-019-01-22INST	1

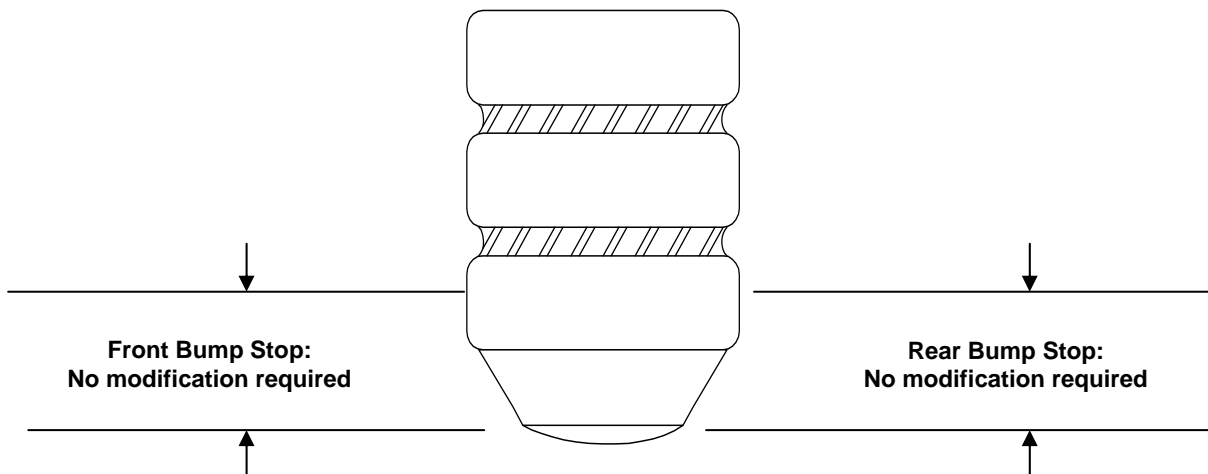
### NOTES: Read All Instructions Before Beginning Installation

- **Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.**
- **Use** of a hoist 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 impact guns** to install or remove shock absorber piston components, shafts and piston rod nuts.
- **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, when aftermarket tires and wheels are used.
  - 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.
- **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 the Pro Kit springs. Noise may result if this procedure is not performed correctly.

### Bump Stop Modification Instructions

Typical Bump-Stop

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



# Installation Instructions

## Anti-Roll-Kit # AS41-55-019-01-RA

2016+ Mazda, MX-5, ND

Kit Contents	Description	Part Number	Qty
	Rear Bar	AS41-55-019-01-RA	1
	Anti-Roll Hardware Kit	AS41-55-019-01-RAHK	1
	Information Kit	EPAK	1
	Instructions	AS41-55-019-01-RAINST	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.
- 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.

### FACTORY REAR BAR REMOVAL

1. Raise the vehicle and support it with the proper safety equipment. **Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**



Photo 1

2. Disconnect the end links from the ends of the bar. (See Photo 1)

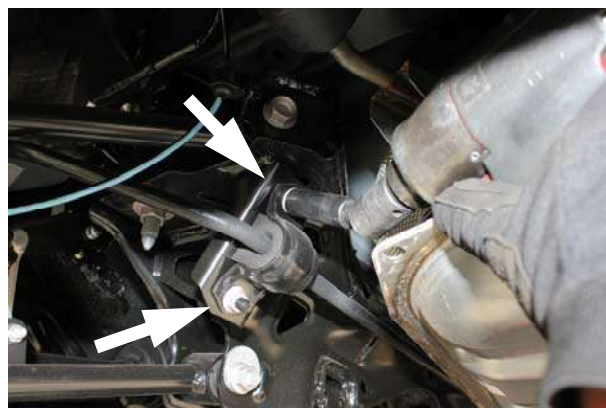


Photo 2

3. Loosen and remove the OE hardware that secures the bushing brackets to the subframe, then, remove the brackets. (See Photo 2)



Photo 3

4. You can now remove the bar by sliding it out towards the driver side of the vehicle. **Note: Be sure to note the orientation of the OE bar as the Eibach bar will be installed in the same orientation.** (See Photo 3)

## EIBACH REAR BAR INSTALLATION



Photo 4



Photo 5

5. Apply some poly lubricant to the inside of the supplied Eibach bushings, then, install the bushings onto the Eibach bar. (See Photos 4 & 5)



Photo 6

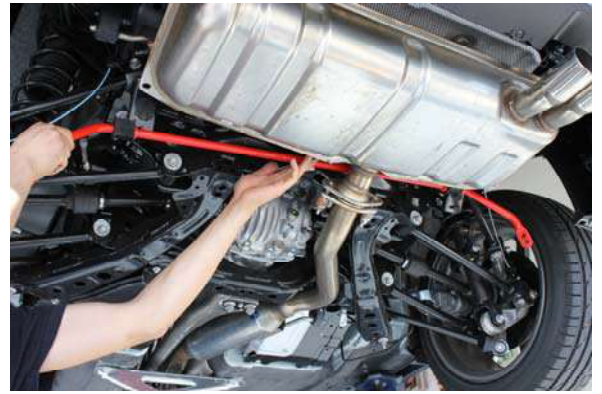


Photo 7

6. You can now install the Eibach bar in the reverse of the removal of the OE bar. **Note: Be sure to reinstall the bar in the same orientation as the OE bar as specified in step 4 of the removal process.** (See photos 6 & 7)



Photo 8

7. Secure the Eibach bar using the provided brackets and the OE hardware. (See Photo 8)



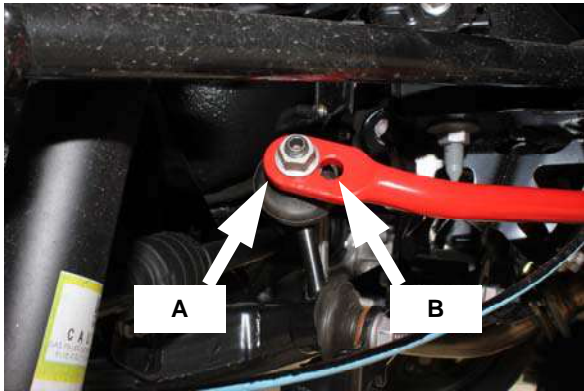
Photo 9

8. Secure the end links to the ends of the bar using the OE hardware. (See Photo 9)



9. Double check to make sure everything is properly positioned and tightened, then, do a road test.
10. After road testing, double check all hardware to make sure everything is properly tightened and positioned.

### Tuning The Rear Bar.



- a) Softest Setting.
  - Reduces over-steer
  - Use in rain or on slick roads.
  - Use on rough or bumpy roads.
  - Increases comfort.
- b) 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 # AS41-55-019-01-FA

2016+ Mazda, MX-5, ND

Kit Contents	Description	Part Number	Qty
	Front Bar	AS41-55-019-01-FA	1
	Anti-Roll Hardware Kit	AS41-55-019-01-FAHK	1
	Information Kit	EPAK	1
	Instructions	AS41-55-019-01-FAINST	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.
- 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.

### FACTORY FRONT BAR REMOVAL

1. Begin by raising the vehicle and supporting it with the proper safety equipment, then, remove the front wheels.  
**Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**



Photo 1



Photo 2



Photo 3



Photo 4

2. Remove the left and right side inner fender covers, and the center splash shield as shown. (See Photos 1, 2, 3 & 4)



Photo 5



Photo 6



Photo 7

3. Remove the reusable cotter pin and nut from both the left and right side tie rods, then, separate the tie rods from the spindles as shown. (See Photos 5, 6 & 7)



Photo 8



Photo 9

4. Rotate the steering shaft so that the bolt for the steering coupler is visible to the driver side of the vehicle, then, with a paint pen, mark the alignment/orientation of the steering coupler to steering rack input shaft. You can now remove the steering coupler bolt. **Note: This is necessary as the steering rack will need to be removed, and must be reinstalled into the vehicle in the exact same orientation. (See Photos 8 & 9)**



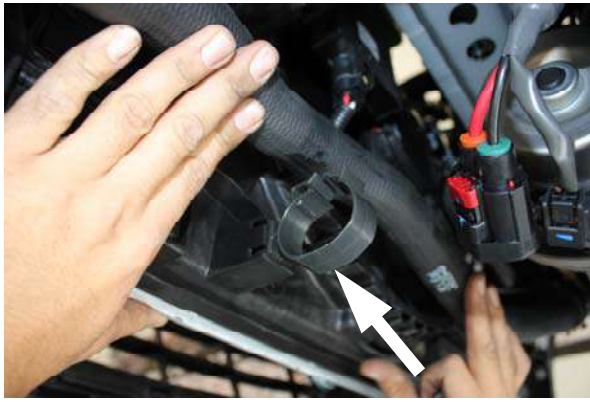
Photo 10

5. Disconnect the two forward electrical connections on the steering rack. (See Photo 10)



Photo 11

6. Unclip the wire harness from the top of the steering rack. (See Photo 11)



**Photo 12**

7. Unclip the radiator hose from the fan shroud. (See **Photo 12**)

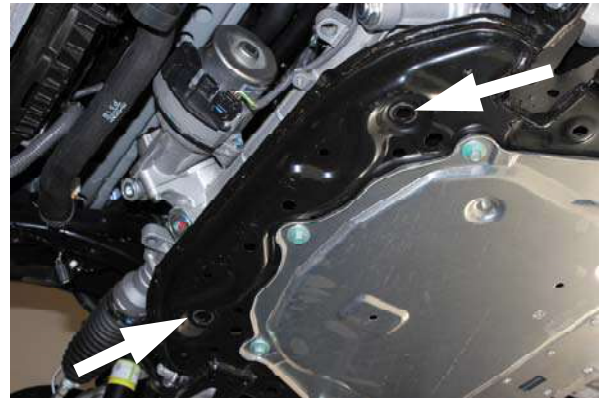


**Photo 13**



**Photo 14**

8. Disconnect the coolant temp sensor connection, then, unclip the wire harness as shown. (See **Photos 13 & 14**)



**Photo 15**



**Photo 16**

9. Loosen and remove the two bolts that secure the steering rack to the subframe, then, remove the steering rack from the vehicle. (See **Photos 15 & 16**)



**Photo 17**

10. Loosen and remove the nuts that secure the end links to both ends of the OE anti roll bar, then, disconnect the end links. (See **Photo 17**)

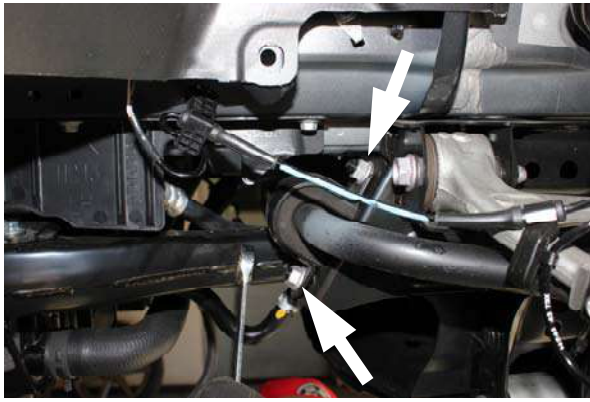


Photo 18



Photo 19

11. Loosen and remove the bushing bracket hardware, then, remove the brackets. (See Photos 18 & 19)

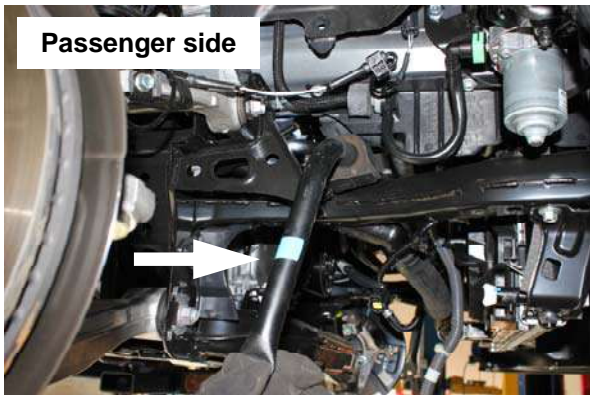


Photo 18

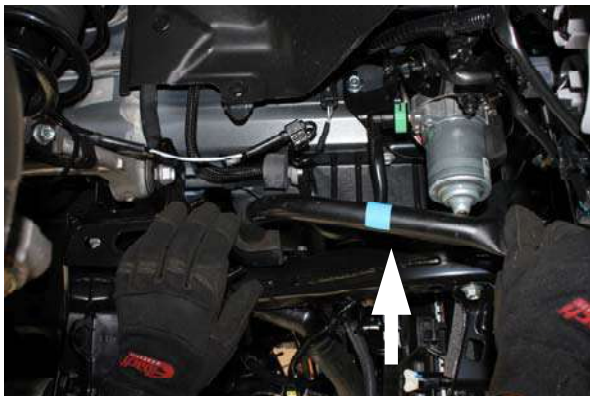


Photo 19



Photo 20

12. Rotate the bar forward on the passenger side, then, push the bar inward under the plastic valance and over the subframe as the bar will need to be removed from the driver side of the vehicle. **Note: Be careful to note the orientation of the OE bar as the Eibach bar will be installed in the same orientation.** (See Photos 18, 19 & 20)

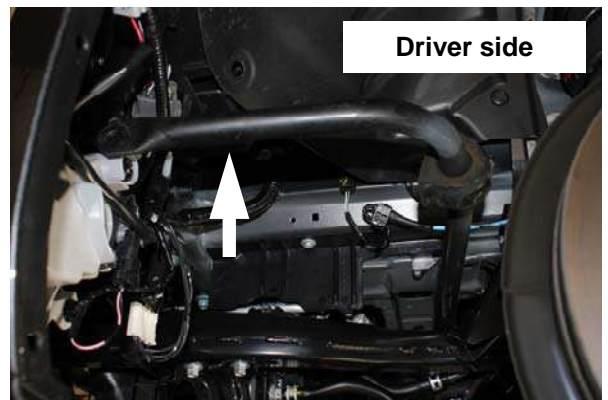


Photo 21



Photo 22

13. The bar should slide out the driver side of vehicle as shown. (See Photos 21 & 22)



## EIBACH FRONT BAR INSTALLATION



Photo 23



Photo 24



Photo 25



Photo 26



Photo 27

1. Install the Eibach front bar into the vehicle in the reverse of the removal of the OE bar. **Note: Leave the poly bag on the bar as this will help to limit any scratching to the bar during installation. (See Photos 23, 24, 25, 26 & 27)**



Photo 28

2. Before proceeding to the next step, rotate the bar to its normal orientation and confirm that the center section of the bar has the center bend facing upwards to clear the steering rack, then, remove the plastic wrap from the bar. **(See Photo 28)**



Photo 29

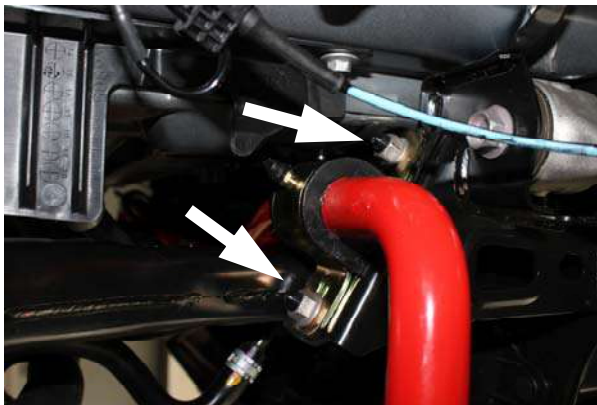


**Photo 30**

3. Apply some poly lubricant to the inside of the supplied Eibach front bushings, then, install the bushings onto the Eibach bar. (See Photos 29 & 30)



**Photo 31**



**Photo 32**

4. Install the new bushing brackets and secure with the OE hardware. (See Photos 31 & 32)

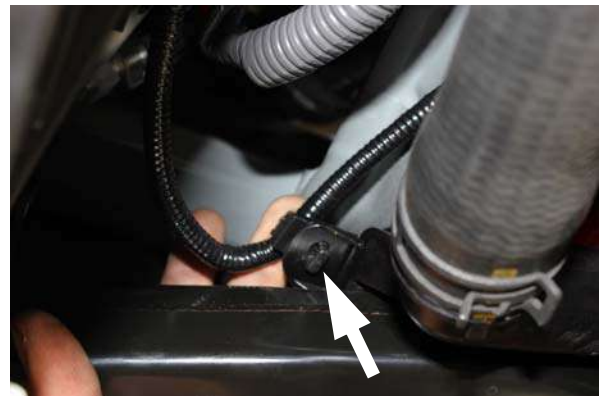


**Photo 33**

5. Secure the end links to both ends of the bar using the OE hardware. **Note: It may be necessary to disconnect the lower shock mount from the lower control arm in order to attach the end link.** (See Photo 33)



**Photo 34**



**Photo 35**

6. Reconnect the coolant temperature sensor and secure the harness as shown. (See Photos 34 & 35)



Photo 36



Photo 37



Photo 38

7. You can now reinstall the steering rack, making sure the input shaft and the coupler are properly aligned using the paint mark from step 4 of the removal process. (See Photos 36, 37 & 38)



Photo 39

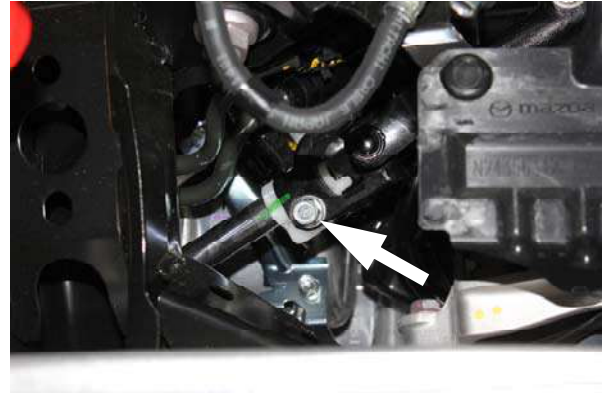


Photo 40

8. Once the steering rack is properly aligned, secure the steering rack to the subframe and secure the steering coupler to the steering rack input shaft with the OE hardware. (See Photos 39 & 40)

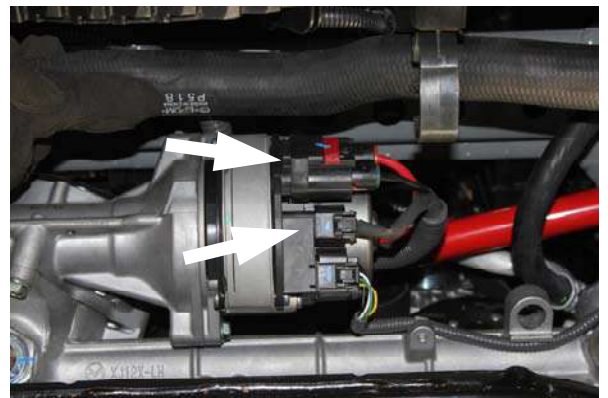
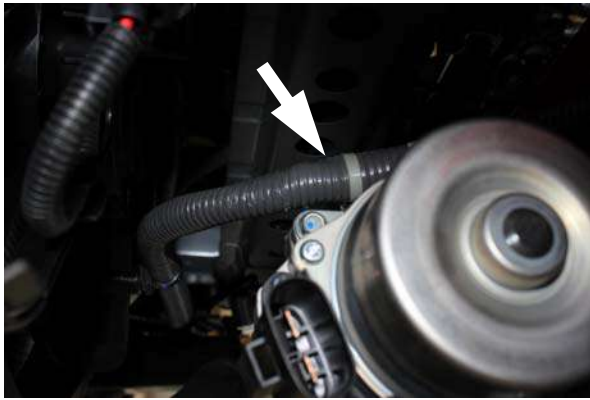


Photo 41



**Photo 42**

9. Reconnect the electrical connections to the steering rack, and clip the harness to the top of the rack. (See Photos 41 & 42)



**Photo 43**

10. Secure the coolant hose to the OE clamp. (See Photo 43)

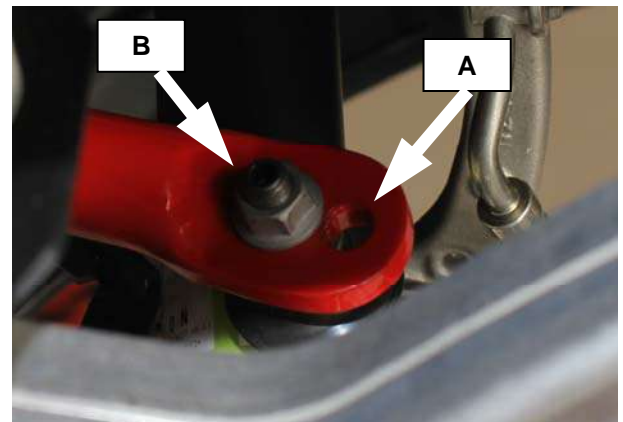


**Photo 44**

11. Secure the tie rods to the spindle using the OE hardware and reusable cotter pin. (See Photo 44)



12. Double check to make sure everything is properly positioned and tightened, then, reinstall the inner fender valances and the underbody splash shields.
13. After road testing, double check all hardware to make sure everything is properly tightened and positioned.



### **Tuning Front Bar.**

- a) Softest setting.
  - Reduces under-steer
  - Use in rain or on slick roads.
  - Use on rough or bumpy tracks.
  - Increases comfort.
- b) 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.