



# CHECKLIST Motorsport springs | Checklist for your vehicle data.

Please completely fill out the Checklist and forward it to your Eibach contact.

## Personal data

Name: \_\_\_\_\_  
Street: \_\_\_\_\_  
P.O.Box/Code: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Fax: \_\_\_\_\_

## Vehicle data

Manufacturer: \_\_\_\_\_  
Model: \_\_\_\_\_  
Year: \_\_\_\_\_  
Driving gear: \_\_\_\_\_  
Execution: \_\_\_\_\_

## Application (tick box):

Formula racing     Slalom     Rallye     Touring Car     Hillclimb     Rallycross

Others \_\_\_\_\_

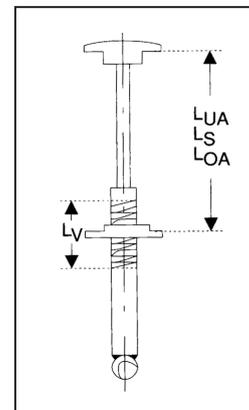
## Classification (tick box):

A     B     C     D     E     G     H     N    Reglement

## Vehicles with threaded body coil over shock-absorbers

In case a suitable shock-absorber is already fitted, please take the following measurements:

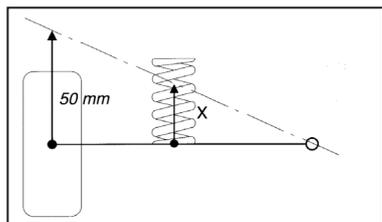
- Mount the spring seat in the middle of the adjustment range. Fit the shock-absorber to the vehicle spring and support on stands. With shock-absorber in the fully extended position, measure the distance between the lower and upper spring seats (LUA).
- By the use of a suitable jack, raise the wheel to the desired or static height. Measure again the distance between the lower and upper spring seats (LS).
- Raise the wheel to its maximum compression travel. Measure the resulting distance between lower and upper spring seats (LOA).
- Finally, measure the total adjustment range of the threaded section of the shock-absorber (LV).



	Front axle:	Rear axle:
Dimension LUA	_____	_____
Dimension LS	_____	_____
Dimension LOA	_____	_____
Dimension LV	_____	_____

## Measuring the wheel/spring motion ration

The motion ratio indicates the relationship between wheel and spring travel.



This measurement may not be required if the vehicle is equipped with McPherson strut layout. However, it will be required for all suspensions where the spring is mounted in-board of the outer ball joint. The motion ratio can be calculated by raising the wheel for example 50 mm and measuring the corresponding spring travel.

$$U = \frac{\text{Spring travel}}{\text{Wheel travel (e.g. 50 mm)}}$$

Front axle: \_\_\_\_\_      Rear axle: \_\_\_\_\_

## Weight distribution:

Total weight of unloaded vehicle: \_\_\_\_\_

Front axle: \_\_\_\_\_      Rear axle: \_\_\_\_\_

## The Eibach Federn proposal is as follows:

Front axle: \_\_\_\_\_

Rear axle: \_\_\_\_\_

## Warning:

Please note that this proposal is not a definite solution. Road or driving tests will be necessary to optimize the spring combinations. Motorsport springs are not allowed for daily street use. Please consider our special instructions.