

# Installation Instructions

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## PRO-KIT- # 28101.140

2011+ Chrysler 300, 2WD, V6, Exc. AWD

Kit Contents	Description	Part Number	Qty
	Front Spring	28111.001	2
	Rear Spring	28105.002	2
	Information Kit	EPAK	1
	Instructions	28101.140INST	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.
- 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 the numbers 01 and 02 (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.

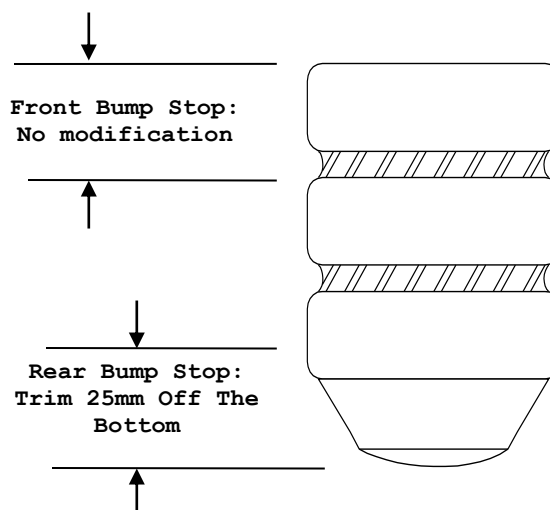
**Note:** During installation of the Eibach rear springs it is extremely important that all bushing related pivot points be re-torqued with the full weight of the vehicle on the suspension, this is done to prevent "bushing pre-load". This is easiest with the vehicle on a drive on type of hoist. If this 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)



You must remove the rear shock, then, remove the upper mount to access the rear bump stop which is located underneath the OE dust boot



## Bushing Pre-Load

The following steps should be followed in order to get the proper amount of lowering and to ensure longevity of the OE suspension bushings.



**Photo 1**



**Photo 2**

1. During the installation of the rear springs, **do not tighten** the lower control arm or the lower shock mount when the vehicle is up in the air and the suspension is at full droop. **(See Photos 1 & 2)**



**Photo 3**

2. Place a screw jack or floor jack under the knuckle, raise the suspension upwards to static height, then, tighten the inner control arm bolt and lower shock mount bolt. **(See Photo 3)**