



Installation Instructions

Eibach Springs, Inc. • 264 Mariah Circle • Corona, California 92879-1751 • USA • Tech Support 800-222-8811 Ext 114

Eibach Pro Lift System - #2897.940

2007-14 Jeep Wrangler, 4 dr., 3.8L V6, Incl. Sahara & Rubicon

Note: This kit requires the use of an aftermarket exhaust crossover for front driveshaft clearance.

Kit Contents	Description	Part Number	Qty
	Front Spring	2894.601	2
	Front Damper	2894.8007	2
	Rear Damper	2894.8008	2
	End Links	8000977.0	2

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

- **Installation of a *Eibach Pro Lift System*** set should only be performed by a qualified mechanic experienced in the installation and removal of suspension componentry.
- **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 guns** to install or remove shock absorber piston components, shafts and piston rod nuts.
- **Never disassemble or cut open shock absorbers and/or shock absorber inserts.** They contain oil and gas under high pressure.
- **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.

Tightening torque for piston rod nut

Thread Size	Nm	ft-lb	Thread Size	Nm	ft-lb	Thread Size	Nm	ft-lb
M8	25	18	M12 x 1.25	35	26	M14 x 1.50	50	37
M10 x 1.0	20	15	M12 x 1.50	40	29	M14 x 2.00	50	37
M10 x 1.25	20	15	M12 x 1.75	40	29	M16 x 1.50	50	37
M10 x 1.50	20	15						



FRONT SUSPENSION REMOVAL

1. Raise the vehicle off the ground and firmly support it with safety stands, then, remove the front and rear tires. **NOTE: Do not work on or underneath the car without the proper safety equipment.**



Photo 1

2. Support the axle with screw or floor jacks. (See Photo 1)



Photo 2

3. Detach/remove the electrical connection from the driver side upper control arm. (See Photo 2)



Photo 3



Photo 4

4. Loosen and remove the hardware that secures the driver and passenger side end links to the anti roll bar and axle, then, remove both of the end links. (See Photos 3 & 4)



Photo 5

5. Loosen and remove the hardware that secures both the driver and passenger side lower shock mounts. (See Photo 5)



Photo 6



Photo 7

6. Loosen and remove the hardware that secures the brake line bracket to the axle on both driver and passenger side, then, pull the shock rearward and pull the brake line brackets free of the axle. (See Photos 6 & 7)



Photo 8



Photo 9

7. Loosen and remove the upper shock mount nuts on the driver and passenger side, then, remove the both of the shocks. (See Photos 8 & 9)



Photo 10

8. You can now lower the axle downwards and remove both the driver and passenger side springs. (See Photo 10)

FRONT SUSPENSION INSTALLATION



Photo 11



Photo 12

9. Install the new driver and passenger side shocks into the upper shock mounts and secure them with the new hardware. (See Photos 11 & 12)



Photo 13



Photo 14

10. Install the front spring as shown. (See Photos 13 & 14)



Photo 15



Photo 16

11. Secure the brake line bracket to use axle using the OE hardware as shown. (See Photos 15 & 16)



Photo 17

12. Secure the lower shock mount using the OE hardware as shown. (See Photo 17)



Photo 18



Photo 19

13. Install the provided end links using the OE hardware. (See Photos 18 & 19)

14. Double check to make sure everything is properly positioned, then, tighten all hardware.

REAR SUSPENSION REMOVAL



Photo 20



Photo 21



Photo 22

1. Using a screw or floor jack, support the rear axle, then, loosen and remove the hardware that secures both the driver and passenger shocks to the axle as well as the chassis. You can now remove the shocks from both sides of the vehicle. **(See Photos 20, 21 & 22)**

REAR SUSPENSION INSTALLATION



Photo 23



Photo 24

2. Install the new shocks and secure them to the upper and lower shock mounts using the OE hardware. **(See Photos 23 & 24)**
3. Double check to make sure everything is properly positioned, then, tighten all hardware.