# Installation Instructions

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

## PRO-UTV #E85-211-001-03-22

**Please Note:  The UTV kit includes front and rear crossover rings.  For this installation, the front crossover rings are set at full high, which will render them inactive.  For more information about the how to tune your front suspension using the crossover rings visit the following link.**
**http://eibach.com/america/en/motorsport/eibach-ero-eibach-racing-off-road-system-guide**

| Kit Contents | Description | Part Number | Qty |
|---|---|---|---|
| | Front Main Spring | 1200.300.0275S | 2 |
| | Front Secondary Spring | 0600.300.0250S | 2 |
| | Rear Main Spring | 1600.300.0250S | 2 |
| | Rear Secondary Spring | 0800.300.0250S | 2 |
| | Crossover Ring | 8001104 | 8 |
| | Slider | 8001498 | 4 |

## NOTES:          Read All Instructions Before Beginning Installation

- **Only qualified technicians 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.**

### RECOMMENDED FRONT SET-UP

1. Raise the front of 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.**
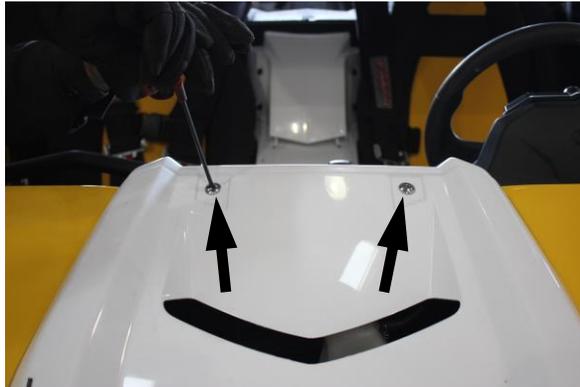


**Photo 1**



**Photo 2**

2. Remove the screws that secure the front cover, then, remove the cover as shown.  **(See Photos 1 & 2)**



**Photo 3**

3.  Loosen and remove the two forward screws that secure the cover as shown. **(See Photo 3)**



**Photo 4**



**Photo 5**

4.  Remove the bolt on the plastic cover, then, pull the cover forward as shown. **(See Photos 4 & 5)**



**Photo 6**



**Photo 7**



**Photo 8**

5.  Loosen and remove the hardware that secures the coilover to the upper mount and lower control arm, then, remove the coilover as shown. **(See Photos 6, 7, & 8)**



**Photo 9**

6.  Loosen the locking collar and upper spring seat to release preload as shown. **(See Photo 9)**

**Photo 10**



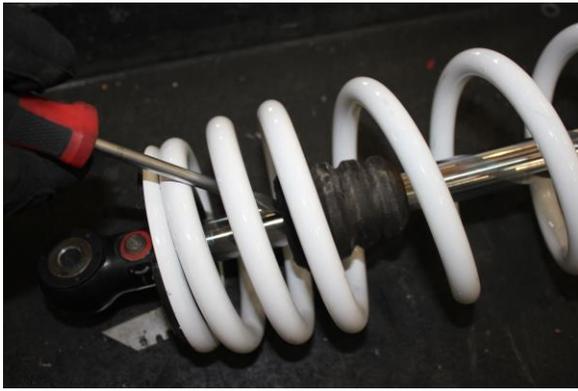**Photo 11**

7. Pry the bump stop upward just enough to slide the lower spring seat off the coilover as shown. **(See Photos 10 & 11)**



**Photo 12**

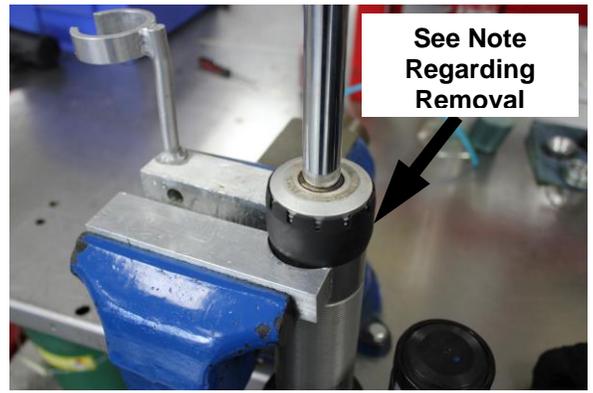8. You can now slide the OE spring off the coilover as shown. **(See Photo 12)**



**See Note Regarding Removal**

**Photo 13**



**Photo 14**



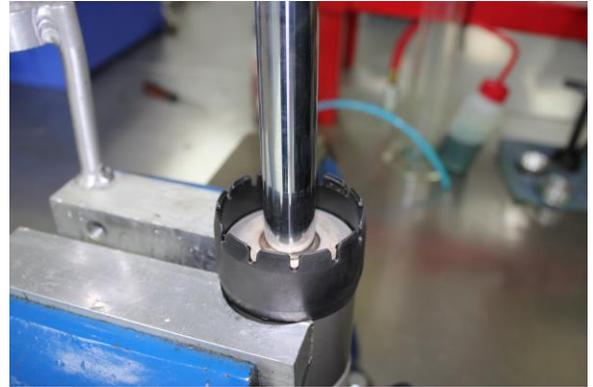**Photo 15**

9. Install the coilover into a coilover vice, **resting the jaws onto the bottom of the plastic spring guide as shown**, then, lightly tap downwards on the bump stop cap to disengage/slide the spring guide off the coilover**. (See Photos 13, 14 & 15) Note: Be sure to avoid clamping onto the actual coilover. Damage to the coilover can occur if excessive pressure is applied to the coilover housing.**

**Photo 16**



**Photo 17**



**Photo 18**



**Photo 19**

10. Install the provided crossover rings as shown, setting them at full high. **(See Photos 16, 17, 18 & 19) Note: The front crossover rings will be inactive for this**

**Photo 20**



**Photo 21**



**Photo 22**

11. You can now install the secondary spring, slider, and primary spring, onto the coilover as shown. **(See Photos 20, 21 & 22)**

**Photo 23**


**Photo 24**

12. Install the lower spring seat as shown. **(See Photos 23 & 24)**



68mm

**Photo 25**

13. Preload the springs to **68mm** as shown above, measuring from the end of the threads to the locking collar. **(See Photo 25) Note: This may need to be adjusted in order to dial in the proper ride height as specified in step 16.**


**Photo 26**


**Photo 27**


**Photo 28**


**Photo 29**

14. You can now reinstall the coilover using the OE hardware as shown. **(See Photos 26, 27, 28 & 29)**

15. Repeat the process on the opposite side, then, reinstall the front wheels, set the vehicle on the ground, and roll it back and forth, making sure it's fully settled.



**Photo 30**

16. You can now adjust the upper spring perch to adjust the ride height. The recommended preload measurement in **step 13 Photo 25** will get the vehicle close to the recommended ride height, but each vehicle may vary some. We recommend setting the ride height to **415mm** from the ground to the center line of the inner control arm bolt as shown above **(See Photo 30)**

## RECOMMENDED REAR SET-UP

1. Raise the rear of the vehicle until the wheels are off the ground and the suspension is fully unloaded. **Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**



**Photo 31**



**Photo 32**



**Photo 33**

2. Loosen and remove the upper and lower coilover hardware, then, remove the coilover as shown. **(See Photos 31, 32 & 33)**
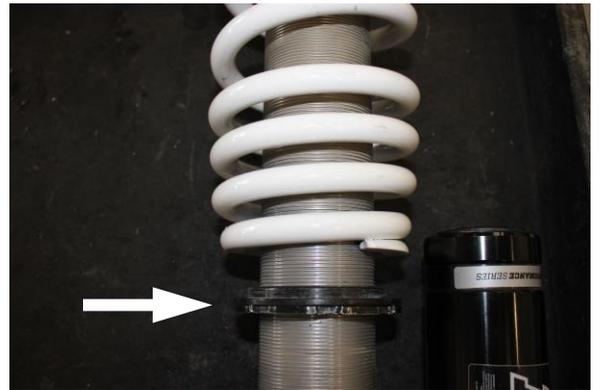


**Photo 34**

3. Using the height adjustment tool, loosen the upper spring perch until there is no preload on the spring. **(See Photo 34)**



**Photo 35**

**Photo 36**

4. Pry the bump stop upward just enough to slide the lower spring seat off the coilover as shown. **(See Photos 35 & 36)**


**Photo 37**

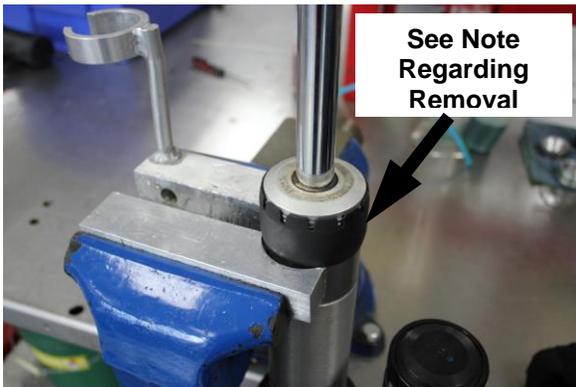5. You can now remove the OE spring from the coilover. **(See Photo 37)**



See Note Regarding Removal

**Photo 38**


**Photo 39**


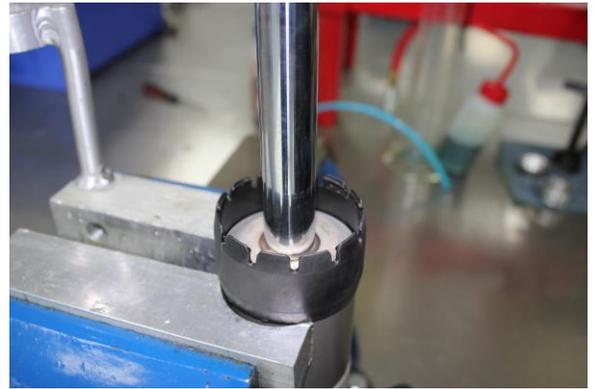**Photo 40**

6. Install the coilover into a coilover vice**, resting the jaws onto the bottom of the plastic spring guide as shown**, then, lightly tap downwards on the bump stop cap to disengage/slide the spring guide off the coilover**. (See Photos 38, 39 & 40) Note: Be sure to avoid clamping onto the actual coilover. Damage to the coilover can occur if excessive pressure is applied to the coilover housing.**
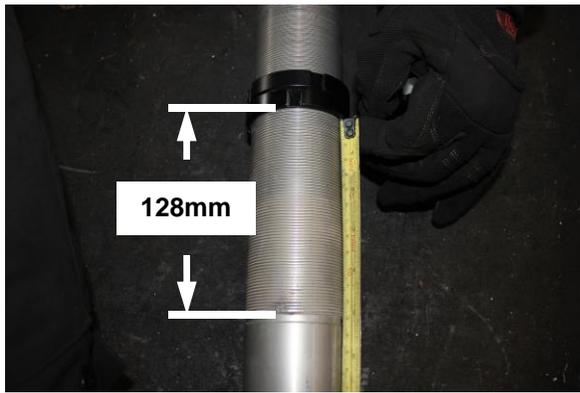

**Photo 41**

**Photo 42**



**Photo 43**

7. Install the crossovers rings and set the height at **128mm** from the bottom of the threads, then, lock the crossover rings in place. **Note: This may need to be re-adjusted in step 14**. **(See Photos 41, 42 & 43)**



**Photo 44**



**Photo 45**



**Photo 46**

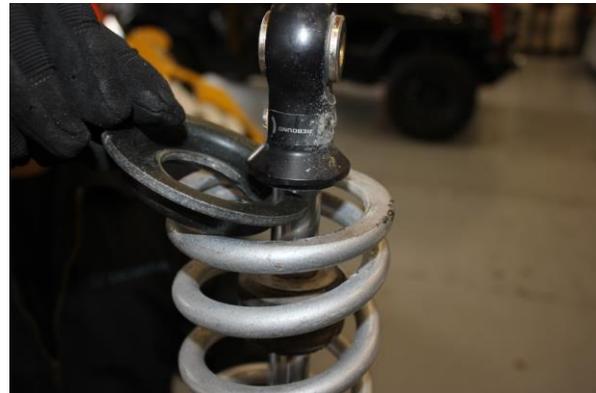8. You can now install the secondary spring, slider, and the main spring as shown**. (See Photos 44, 45 & 46)**



**Photo 47**



**Photo 48**

9.  Install the lower spring seat. **(See Photos 47 & 48)**
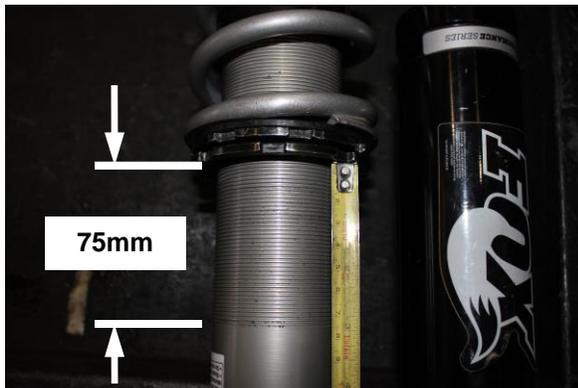


**Photo 49**



**75mm**

**Photo 50**

10. Preload the springs to **75mm** as shown above, measuring from the end of the threads to the locking collar. **(See Photos 49 & 50) Note: This may change in order to dial in the proper ride height as specified in step 13.**



**Photo 51**



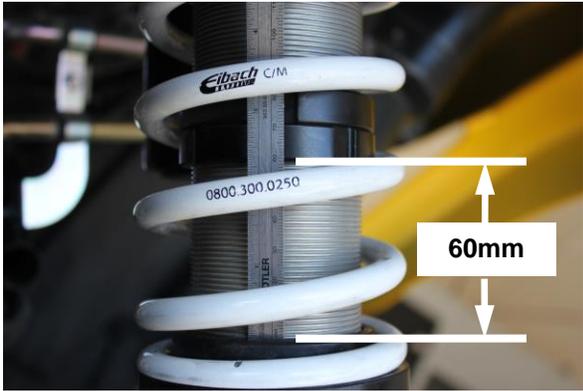**Photo 52**



**Photo 53**



**Photo 54**

11. You can now install the coilover, securing it with the OE hardware. **(See Photos 51, 52, 53 & 54)**

12. Repeat this process on the opposite side, then, reinstall the rear wheels, set the vehicle on the ground and roll it back and forth, making sure the vehicle is fully settled.

**Photo 55**

13. You can now adjust the upper spring perch to adjust the ride height. The recommended preload measurement in **step 10 Photo 50** will get the vehicle close to the recommended ride height, but each vehicle may vary some. We recommend setting the ride height to **380mm** from the ground to the center line of the lower control arm bolt as shown **(See Photo 55)**



**60mm**

**Photo 56**

14. With the vehicle on the ground and fully settled, adjust the crossover rings so that there is **60mm** from the bottom of the crossover ring, to the top of the slider, then, tighten the crossover rings. **(See Photo 56)**

## RECOMMENDED FRONT AND REAR FOX X2 SHOCK SETTINGS

- **Front:**

  **Hi-Speed Comp: 2.5 turns out from closed**
  **Low-Speed Comp: 2 turns out from closed**
  **Hi-Speed Rebound: 1.5 turns out from closed**
  **Low-Speed Rebound: 2 turns out from closed**

- **Rear:**

  **Hi-Speed Comp: 2.5 turns out from closed**
  **Low-Speed Comp: 2 turns out from closed**
  **Hi-Speed Rebound: 1.5 turns out from closed**
  **Low-Speed Rebound: 2 turns out from closed**

## RECOMMENDED FRONT AND REAR FOX RC2 SHOCK SETTINGS

- **Front:**

  **Hi-Speed Comp: 2.5 turns out from closed**
  **Low-Speed Comp: 2 turns out from closed**
  **Rebound: 6 clicks in from full open**

- **Rear:**

  **Hi-Speed Comp: 2.5 turns out from closed**
  **Low-Speed Comp: 2 turns out from closed**
  **Rebound: 6 clicks in from full open**

  **Note: These are the recommended shock settings that we tested using the spring rates provided in this kit**