

Installation Instructions

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PRO-TRUCK COILOVER 2.0: E86-35-062-01-20

24+ FORD RANGER

Notes

- Exact lift heights may vary depending on exact packages and weight distribution.
- The pre-set coilover perch height is set to be level with the factory rear suspension.
- Do not exceed 3" of lift, poor ride quality will result.

Kit Contents

Description	Part Number	Quantity
24+ FORD RANGER PRO-TRUCK COILOVER	35171.9003	2
SPANER WRENCH	ETCO2.0	1
FORD RANGER HARDWARE KIT	35148.8000HK	2

Installation Notes

Read all instructions before beginning installation

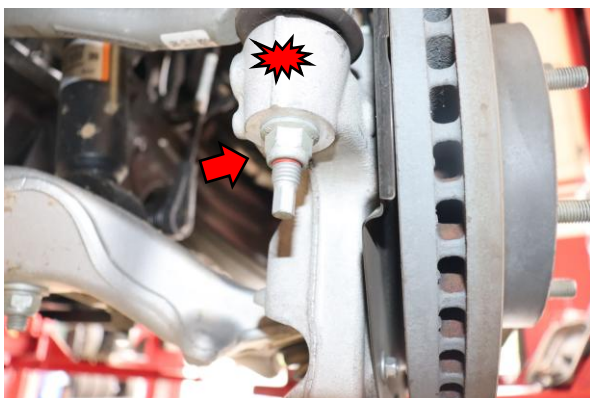
- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by 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.
- All Eibach springs should be installed with the Eibach logo right-side-up.
- After Installation, inspect and adjust the following: Wheel Alignment; tire/wheel fender clearance when using aftermarket wheels or tires; brake line clearance and attachments; anti-lock-brake system sensors.



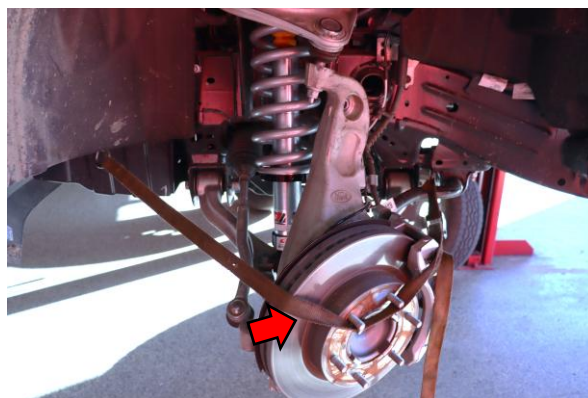
1. Lift the vehicle and remove the front wheels.



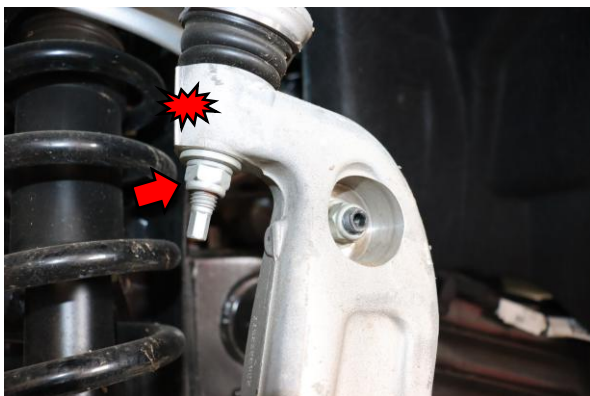
2. Remove 18mm sway bar end link nut.



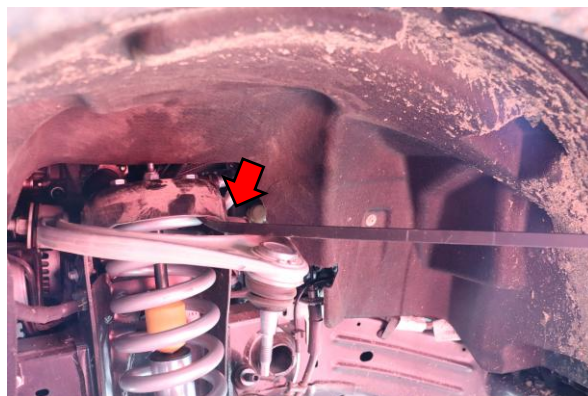
3. Remove 15mm tie rod end nut. Use a hammer against the steering knuckle to shock loose the tie rod end.



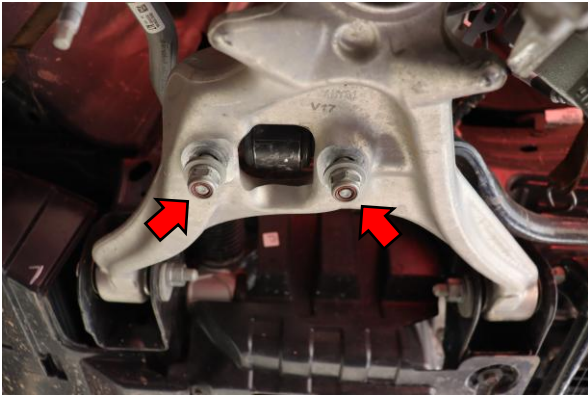
4. Use a strap to hold the rotor and steering knuckle against the vehicle. This will help prevent damage to the front axle due to overextending.



5. Loosen but do not remove 18mm upper ball joint nut. Use a hammer against the top of the steering knuckle to shock loose the upper ball joint.



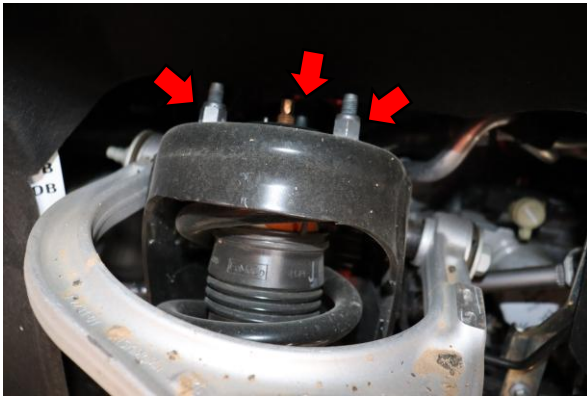
6. Use a pry bar to pull down on the upper control arm. Remove the upper ball joint nut and slowly allow the upper control arm to lift out of the steering knuckle.



7. Remove two 19mm nuts from the bottom of the lower shock mount.



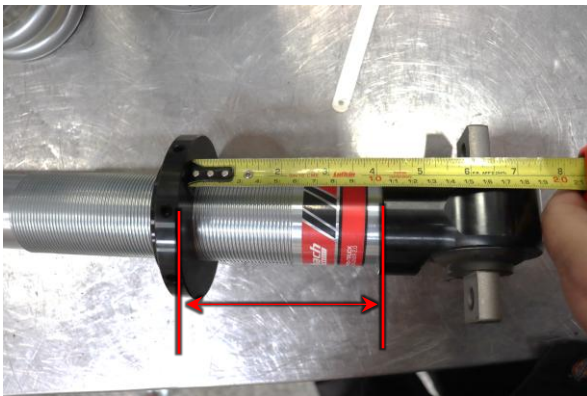
8. Use hammer to drive out both lower shock mount studs from the bottom. Applying heat to the studs can assist in their removal, be careful not to overheat the surrounding bushing or shock body.



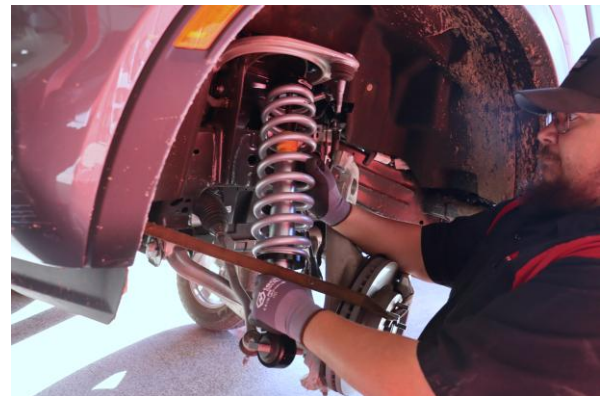
9. Remove three 18mm top hat nuts.



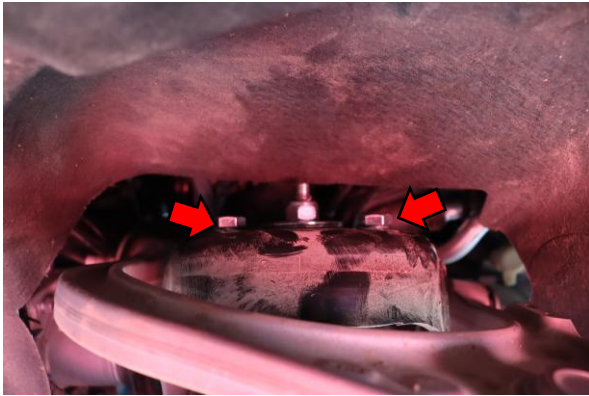
10. Remove the shock assembly from the vehicle.



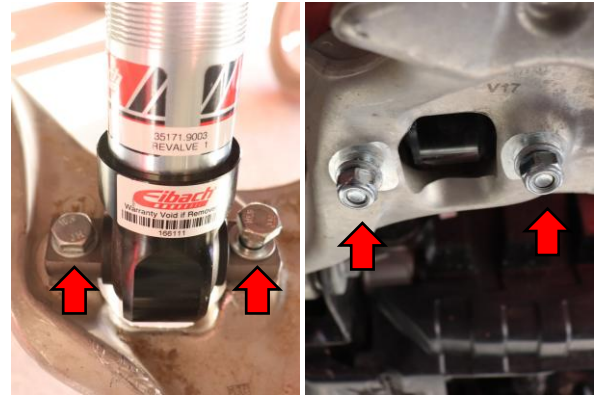
11. Verify pre-load of the coilover by measuring from the bottom of the lower spring perch to the top of the lower shock mount. Out of the box this setting should be 105mm which will provide a ride height level with the OE rear suspension. Exceeding 3" of lift will result in poor ride quality.



12. Install the Eibach coilover into the vehicle.



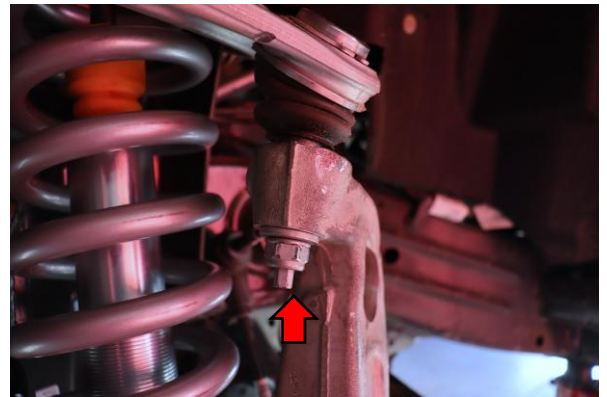
13. Use 17mm to install three top hat bolts and tighten to manufacturer specification.



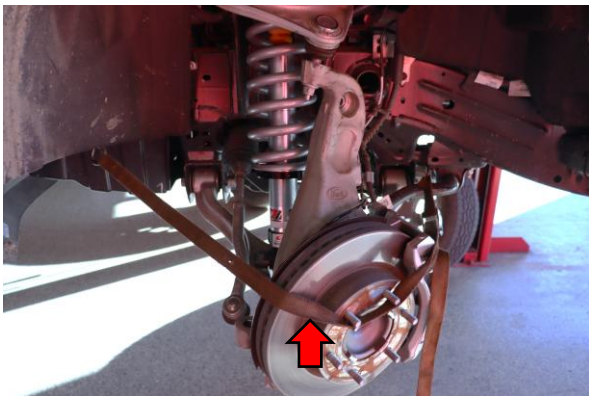
14. Use 19mm to install and tighten lower shock mount nuts and bolts to manufacturer specification.



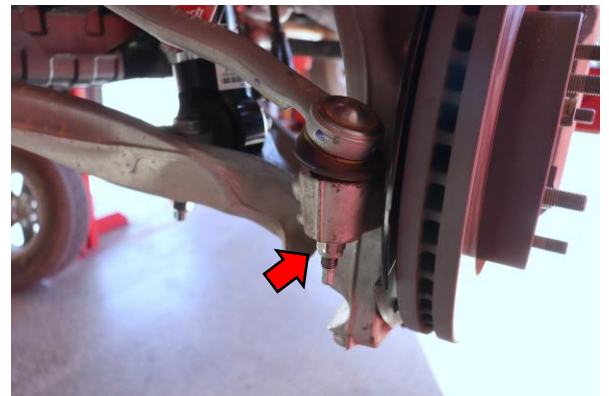
15. Use a pry bar to pull down on the upper control arm. Lower the upper ball joint into the top of the steering knuckle and install the upper ball joint nut hand tight.



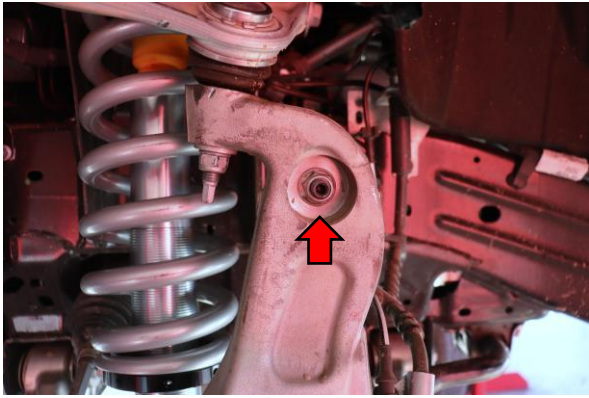
16. Use 18mm to tighten the upper ball joint to manufacturer specification.



17. Remove the strap installed in step 4.



18. Install the tie rod end and tighten nut using 15mm to manufacturer specification.

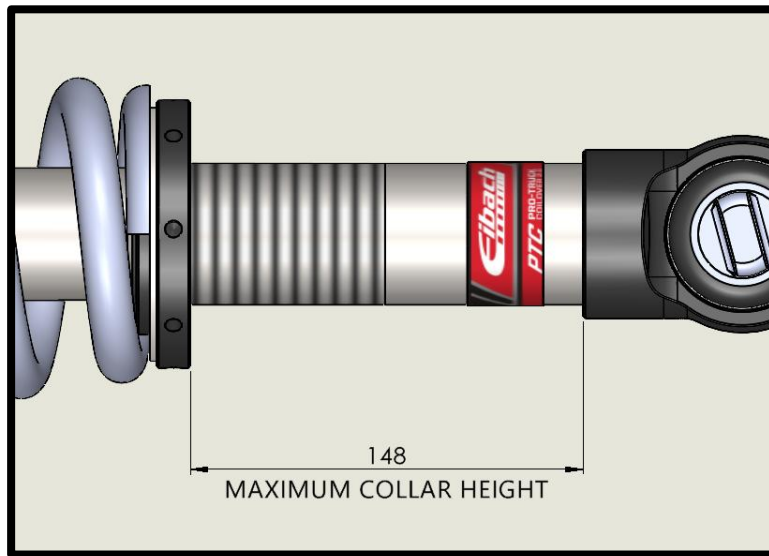


19. Install the sway bar end link nut using 18mm and tighten to manufacturer specification.



20. Install the wheel and tire using 19mm. Tighten to manufacturer specification.





NOTE: DO NOT GO ABOVE A SPRING COLLAR HEIGHT OF 148MM FROM BOTTOM OF COLLAR TO BASE, AS SHOWN, OR ELSE DAMAGE TO THE SHOCK AND SUSPENSION WILL OCCUR
