

# Installation Instructions

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## **Sportline- #4.8840**

**2012 + Honda Civic Si, 2 & 4 dr, 2.4L 4 cyl.**

**2012 + Honda Civic, 2 & 4 dr, 4 cyl., Exc. Hybrid**

**2013-15 Acura ILX, 2.4L 4 cyl.**

**Note:** Due to the progressive coil design of the Sportline springs, there may be some noise in the front suspension when turning. This is completely normal and will not affect the ride of the vehicle.

Kit Contents	Description	Part Number	Qty
	Front Spring, Right	4.8840FL	1
	Front Spring, Left	4.8840F	1
	Rear Spring, Right	4.8840R	1
	Rear Spring, Left	4.8840RL	1
	Bump Stop, Front	BS770014	2
	Bump Stop, Rear	BS45001617	2
	Crush Sleeve	SLV60660	2
	Instructions	4.8840INST	1

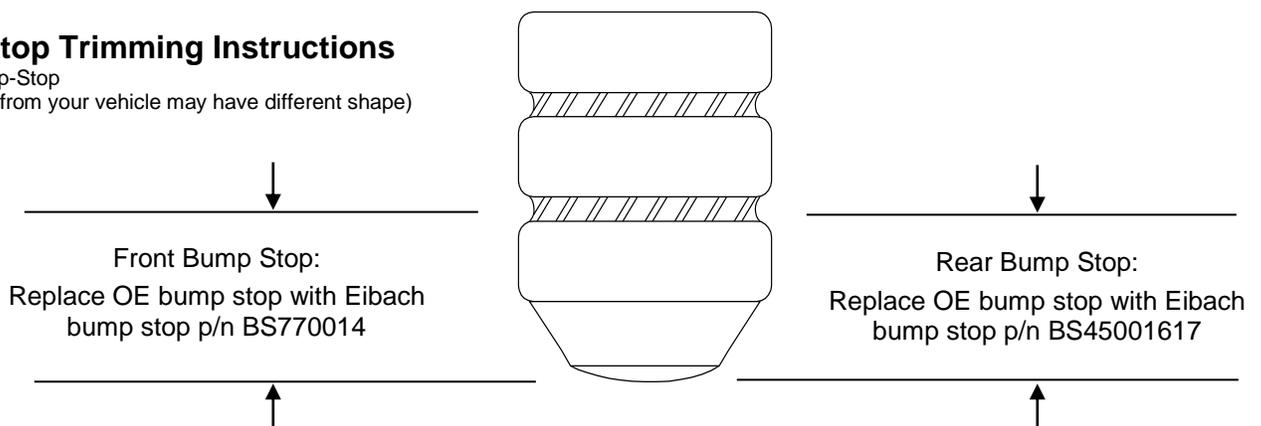
### **NOTES: Read All Instructions Before Beginning Installation**

- Installation of a **Sportline 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.**
- **Sportline** Springs are marked with an “F” and an “R” (located at the end of the part number) designating front and rear springs. (See the description in the parts list above for the correct spring location)
- **Sportline** 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 **Sportline** 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.

**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.

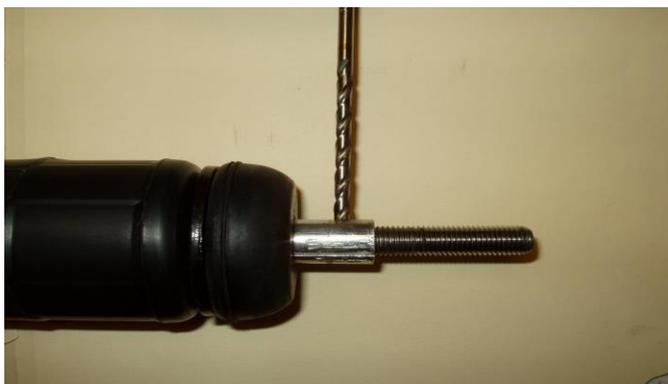
### **Bump Stop Trimming Instructions**

Typical Bump-Stop  
(Bump-Stop from your vehicle may have different shape)



## Rear bump stop removal

1. Remove the stock rear shocks from the vehicle.
2. Drill out the pinch point on the crush sleeve being careful not to damage the rod. See photo 1.



**Photo1**

3. Remove the crush sleeve being careful not to damage the rod or the threads.
4. Remove the washer.
5. Remove the dust cover.
6. Using a mallet or hammer gently tap upward on the bump stop retainer. See photo 2.



**Photo 2**

8. Remove the bump stop and replace it with the provided Eibach bump stop.

9. Reinstall the bump stop retainer, dust cover, washer, and rubber bushing.
10. Install new crush sleeve part # SLV-60660 that is provided in the kit. Photo 3 shows the shock reassembled with the new sleeve.



**Photo 3**

11. Re-install the rear shock into the vehicle.