

# Installation Instructions

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## Eibach Multi-Pro R2 Coilovers - #2895.713

2009 Dodge Challenger, R/T, SRT8

Kit Contents	Description	Part Number	Qty
	Front Coil Over Assembly	2895.8300	2
	Nylock Nut, front lower	H63024900	2
	Rear Damper	2873.8400	2
	Rear Spring	2895.702	2
	Rear Spring Seat	8000255	2
	Rear Spring Collar	8000256	2
	Reservoir Clamp	UB0120	4
	Reservoir Bracket	8000124	2
	Adell Clamps	8000184	2
	Height adjustment tool	PDK.TOOL	1
	Rebound Adjustment Tool	PDR.TOOL	1

### NOTES: Read All Instructions Before Beginning Installation

- **Installation of a Eibach Multi-Pro Coil-Over** 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.
- **Alignment:** After installation, you will need a full vehicle alignment to ensure proper tire wear and performance.
- **Height Adjustment** – Should be performed with the wheels completely off the ground and with the springs fully unloaded.
- **Please Note** - The Eibach Multi-Pro suspension kits were designed for maximum performance, meaning it no longer has rubber isolators to eliminate suspension and road noise. Some vehicles transfer chassis noise more than others and most are barely noticeable, especially if engine performance modifications have already been installed. If noise is an issue, please consider switching to our Pro Street-S coilovers before installation.

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	M16 x 1.50	50	37
M10 x 1.25	20	15						



## FRONT SUSPENSION REMOVAL

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

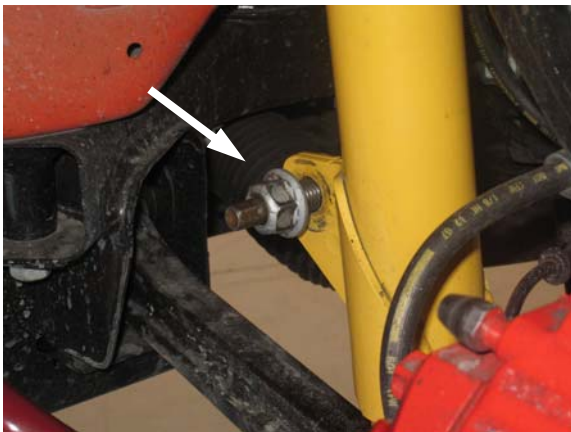


Photo 1

2. Remove the nut that secures the sway bar end link to the strut. (See Photo 1)



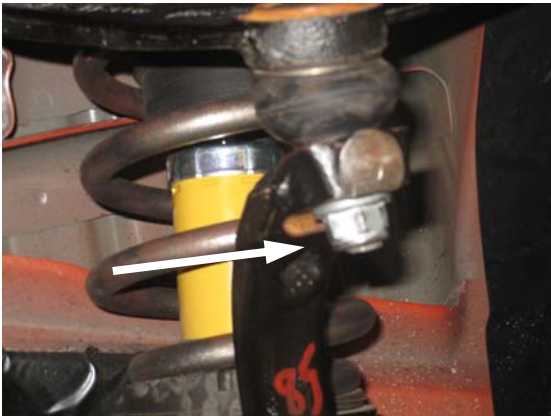
Photo 2

3. Loosen and remove the three upper strut mount nuts. (See Photo 2)



**Photo 3**

4. Loosen and remove the lower strut mount bolt and nut. **(See Photo 3)**



**Photo 4**

5. Support the front suspension with a screw jack, then, loosen and remove the nut that secures the upper spindle mount to the upper control arm. **(See Photo 4)**



**Photo 5**

6. Lower the suspension downward slowly and separate the spindle from the upper control arm, then, remove the front strut assembly. **(See Photo 5)** **Note: Be careful when lowering the spindle, and take care not to stretch or damage the brake lines.**

## FRONT SUSPENSION INSTALLATION



**Photo 6**

7. Install the Eibach Multi-Pro Coilover into the vehicle and secure the upper mount using the OE nuts removed in step 4. **(See Photo 6)**



**Photo 7**

8. Secure the lower strut mount to the lower control arm using the OE bolt and the supplied nylock nut. **(See Photo 7)**



**Photo 8**

9. Raise the suspension upwards, then, secure the upper spindle mount to the upper control arm. **(See Photo 8)**

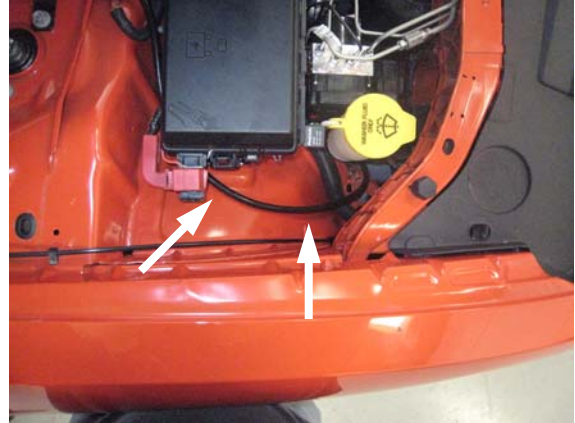


**Photo 9**

10. Secure the end link to the Multi-Pro Coilover using the OE nut. **(See Photo 9)**



**Photo 10**



**Photo 11**

11. Unclip the inner fender plastic valance and slide the reservoir through the inner fender and up through the hole located next to the windshield wiper reservoir on the **passenger** side. **(See Photo 10 & 11)** **Note: Driver side requires removal of the air filter box.**



**Photo 12**

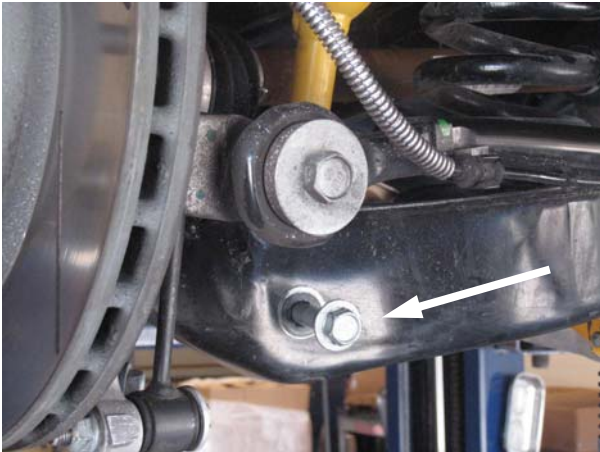
12. Secure the reservoir to the upper strut mount using the OE nut. **(See Photo 12)**

## REAR SUSPENSION REMOVAL



**Photo 13**

1. Loosen and remove the two bolts that secure the rear exhaust resonator, then, lower the exhaust down. **(See Photo 13)**



**Photo 14**

2. Loosen and remove the lower shock mount bolt and nut. **(See Photo 14)**



**Photo 15**



**Photo 16**

3. Using a screw jack support the spring arm, then loosen and remove the inner pivot bolt. Carefully lower the spring arm downwards and remove the OE spring. **(See Photos 15 & 16)** **Note: The OE lower spring pad will be re-used for the installation of the new Eibach Springs.**



**Photo 17**



**Photo 18**

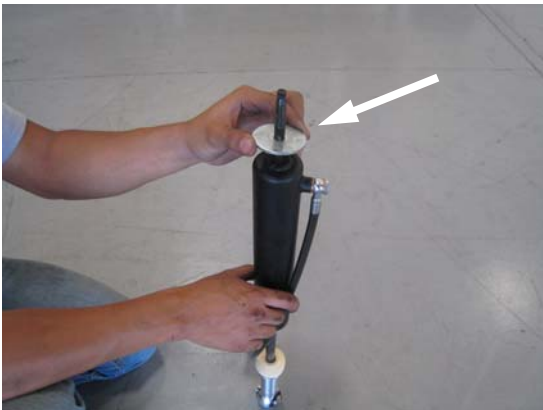
4. Loosen and remove the upper shock mount bolts, then, remove the OE shock. **(See Photos 17 & 18)**



**Photo 19**

5. Loosen and remove the nut that secures the OE upper mount as this will be re-used for the installation of the Multi-Pro rear dampers. **(See Photo 19)**

## REAR SUSPENSION INSTALLATION



**Photo 20**



**Photo 21**

6. Install one of the provided washers onto the top of the rear damper, then, install the OE upper shock mount and the remaining washer onto the Eibach rear damper and secure with the provided nut and jam nut. **(See Photos 20 & 21) Note: The reservoir hose fitting should be orientated so that it is inline with the hole on the upper mount.**



**Photo 22**

7. Install the Eibach Multi-Pro Damper into the vehicle and secure the upper mount using the OE bolts. **(See Photo 22) Note: The reservoir fitting should be facing the front of the car.**



Photo 23



Photo 24

8. Install the Eibach rear spring into the OE isolator spring pad, making sure the spring is properly rotated into the step in the isolator pad. **Note the lower OE spring pad must be re-used.** (See Photos 23 & 24)



Photo 25



Photo 26

9. Secure the lower shock mount with the OE bolt and nut, then, raise the suspension upwards, and secure the inner pivot with the OE bolt and nut. (See Photos 25 & 26) **Note: The orientation of the window for the rebound adjustment should be facing the rear of the car for ease of adjustment.**



Photo 27

10. Mount the reservoir "L" bracket to the driver side OE parking cable bracket location. (See Photo 27) **Note: The passenger side has an un-used hole in the same location to mount the passenger side reservoir.**



**Photo 28**

11. Mount the reservoir bracket to the “L” bracket using the provided hardware. (See Photo 28)



**Photo 29**



**Photo 30**



**Photo 31**

12. Route the reservoir through the suspension and secure it to the reservoir clamp as shown. (See Photos 29, 30 & 31) **Note: Double check to make sure everything has proper clearance and tighten firmly.**

#### **COMPRESSION AND REBOUND SETTINGS**

1. The shocks in this kit are adjustable for compression and rebound dampening forces. The following steps explain the adjustable features of this kit.
2. Turning the compression adjustment knob in a clockwise or (+ pos.) direction increases the amount of force necessary to compress the shock. Likewise turning the knob in a counterclockwise or (–neg.) direction decreases the amount of force to compress the shock. **Note: The compression adjustment knob is located on the reservoir.**
3. Turning the rebound adjustment knob (front coil over only) in a clockwise or (+ pos.) direction increases the rebound forces. Likewise turning the knob in a counterclockwise or (- neg.) direction decreases the rebound forces. **NOTE: The rebound adjustment for the rear coil-over is located at the bottom of the shock as shown in Photo 25. Turning the adjustment to the right increases the rebound forces and turning the adjustment to the left will decrease the rebound forces.**

