

# Installation Instructions

Eibach Inc. 264 Mariah Circle Corona, CA 92879  
USA Tech Support 800-507-2338 ext. 114



## 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	35171.8000HK	2

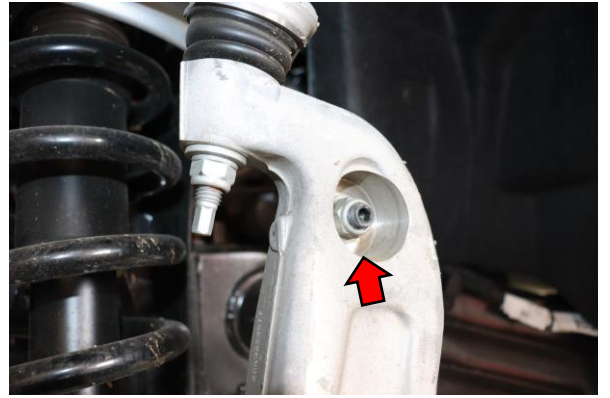
### Installation Notes

#### Read all instructions before beginning installation

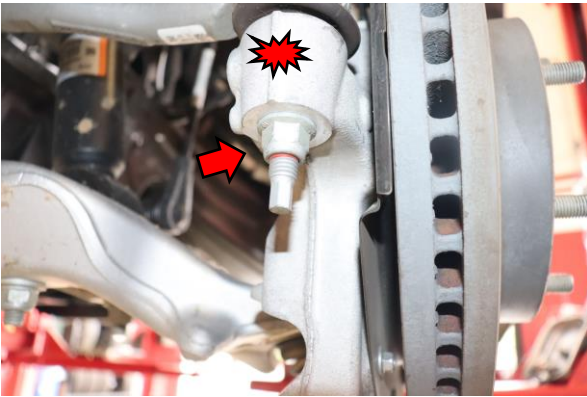
- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by 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.



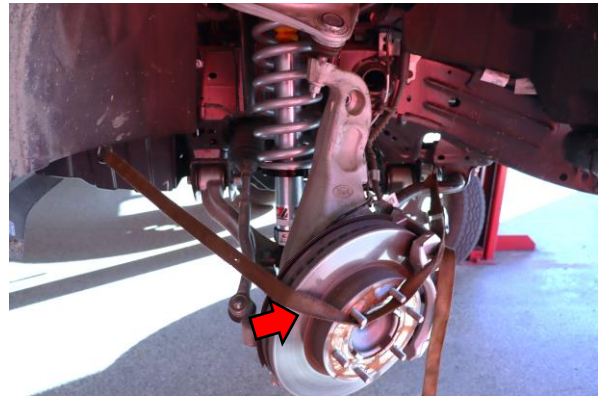
1. Lift the vehicle and remove the front wheels.



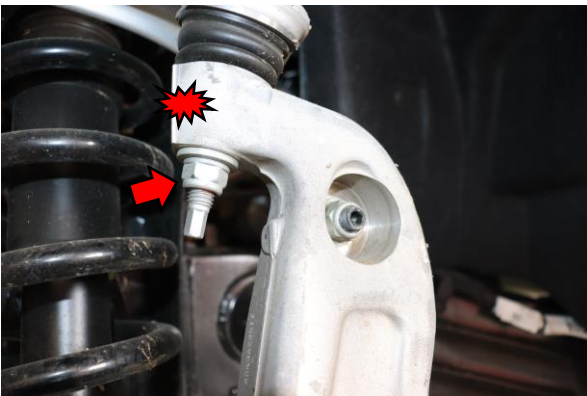
2. Remove 18mm sway bar end link nut.



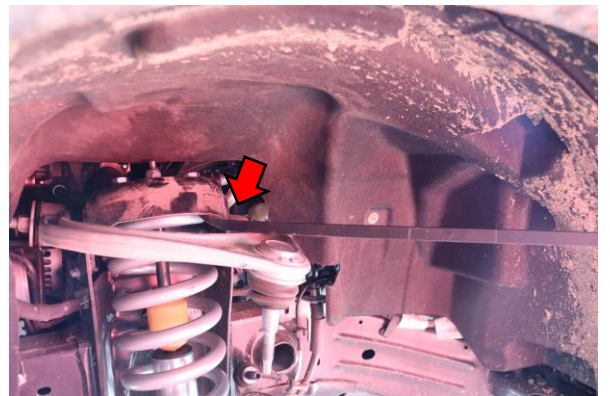
3. Remove 15mm tie rod end nut. Use a hammer against the steering knuckle to shock loose the tie rod end.



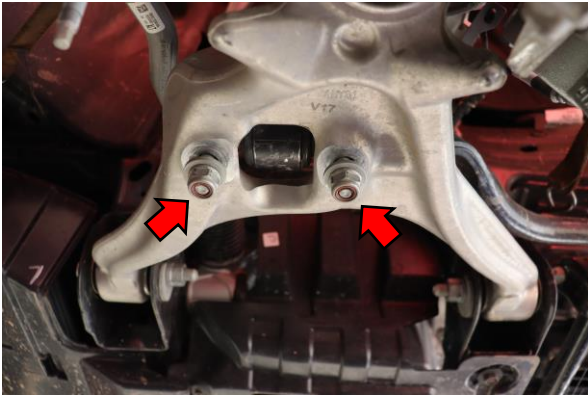
4. Use a strap to hold the rotor and steering knuckle against the vehicle. This will help prevent damage to the front axle due to overextending.



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.



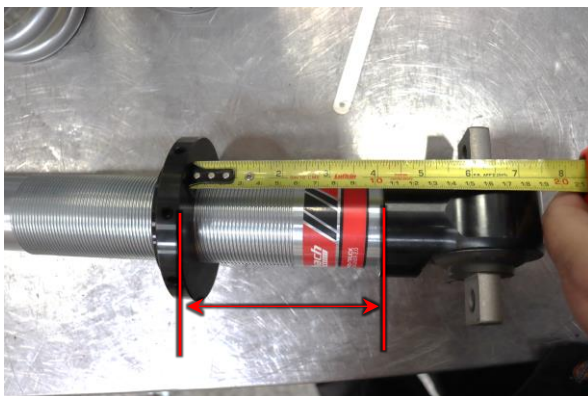
8. Use hammer to drive out both lower shock mount studs from the bottom. Applying heat to the studs can assist in their removal, be careful not to overheat the surrounding bushing or shock body.



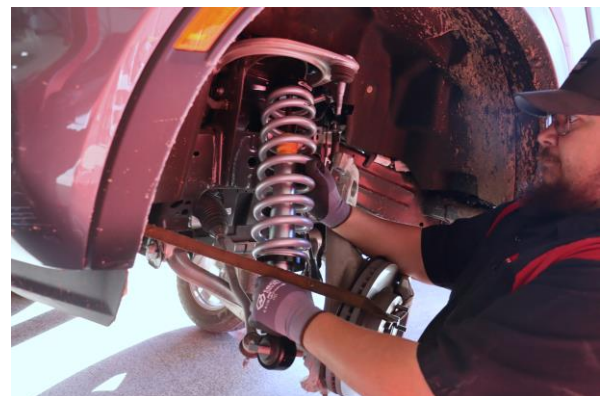
9. Remove three 18mm top hat nuts.



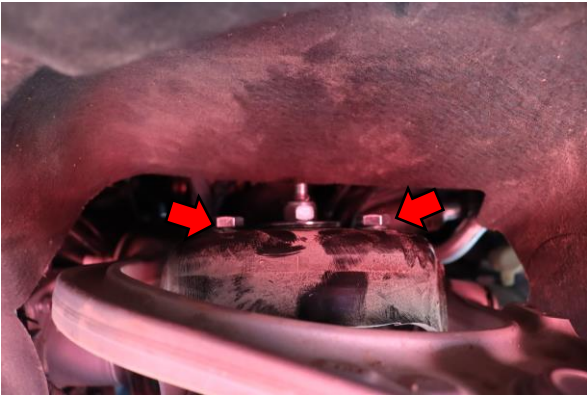
10. Remove the shock assembly from the vehicle.



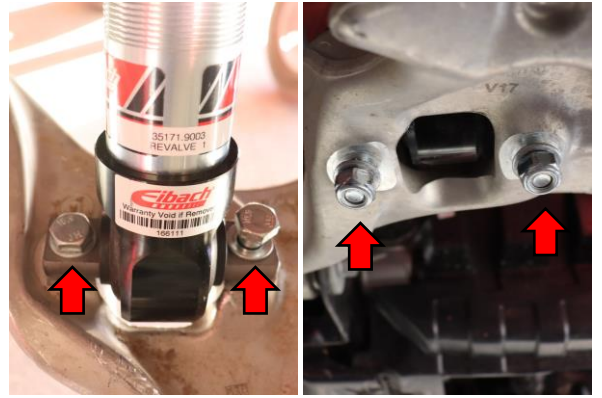
11. Verify pre-load of the coilover by measuring from the bottom of the lower spring perch to the top of the shock mount. Out of the box this setting should be 105mm which will provide a ride height level with the OE rear suspension. Exceeding 3" of lift will result in poor ride quality.



12. Install the Eibach coilover into the vehicle.



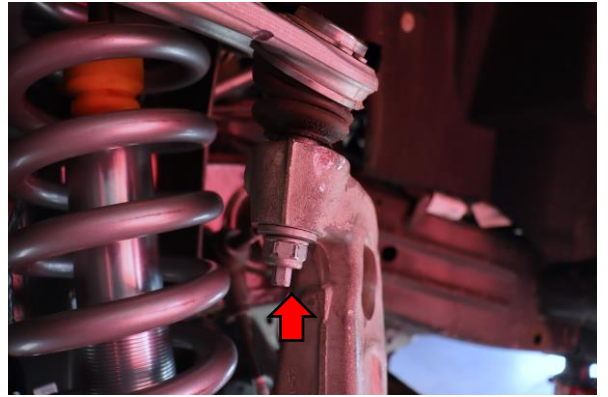
13. Use 17mm to install three top hat bolts and tighten to manufacturer specification.



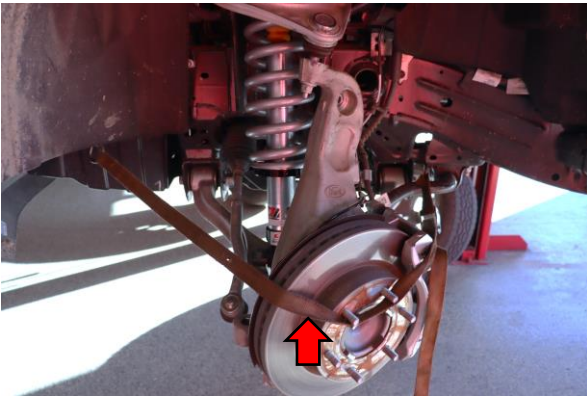
14. Use 19mm to install and tighten lower shock mount nuts and bolts to manufacturer specification.



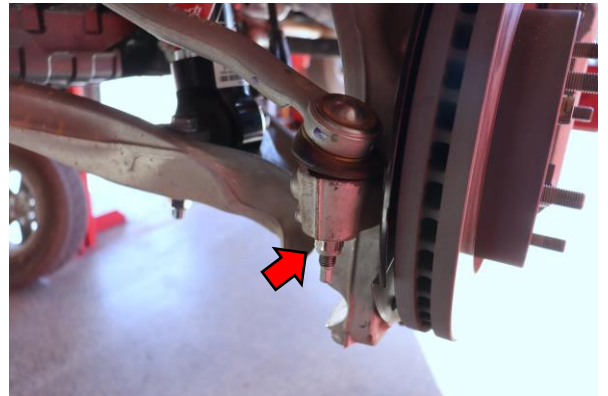
15. Use a pry bar to pull down on the upper control arm. Lower the upper ball joint into the top of the steering knuckle and install the upper ball joint nut hand tight.



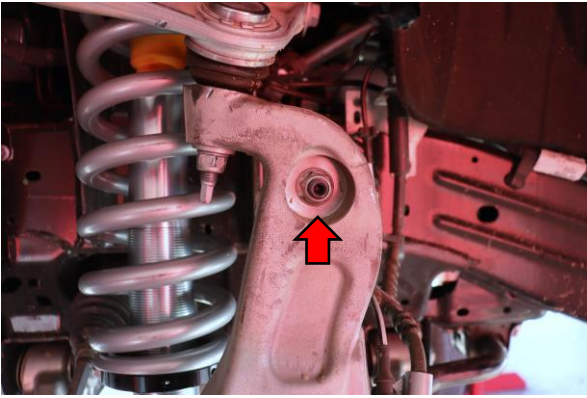
16. Use 18mm to tighten the upper ball joint to manufacturer specification.



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.



# Installation Instructions

Eibach Inc. 264 Mariah Circle Corona, CA 92879  
USA Tech Support 800-507-2338 ext. 114



**Part Number**      **PRO-TRUCK RESERVOIR SHOCK:  
E60-35-062-02-01**

**Vehicle**            24+ FORD RANGER

<b>Kit Contents</b>	Description	Part Number	Quantity
	Rear Reservoir Damper	35171.8004RR	1
	Dust Boot	84-2024	1
	Zip Tie	H70065500	1



## Shock Instructions and Safety Tips

### Read all instructions before beginning installation

- Park vehicle on level surface and set emergency brake. Raise and support the vehicle with safety stands.
- Power washing your chassis will make the installation cleaner.
- Loosen and remove the OE shock per the factory recommended removal procedure.
- Installation of the Eibach PRO-TRUCK Sport Shock should be done in the reverse order of removal.

# Installation Instructions

Eibach Inc. 264 Mariah Circle Corona, CA 92879 USA Tech Support 800-507-2338 ext. 114



## Shock Instructions and Safety Tips

### IMPORTANT NOTES:

- Any time you are working under a vehicle, be sure to use the proper jack stands and tire chocks to prevent any shifting or slipping of the car. Never use a jack only to support the vehicle while changing shocks.
- Inspect shock brackets or mounting points before installation to make sure they are not broken or bent.
- Do not attempt to disassemble these shocks. Return damaged shocks to Eibach for any necessary service or repairs.

### USE THE RIGHT SHOCK FOR YOUR VEHICLE

- Use EIBACH shocks only for the applications for which they are listed. Each shock is specifically tuned for that vehicle's weight, suspension geometry, and other characteristics.
- Compare original shock mounting style and hardware with your new shocks before starting installation. If original hardware is not reusable, it should be replaced with OEM quality and style hardware.
- Shocks are tuned to vehicle manufacturer's recommendation for tire pressure, not necessarily the max inflation pressure listed on sidewall of tire.
- The OEM spring perch will have to be removed from the OEM strut assembly and installed onto the Eibach Pro Truck Sport Damper.

### ADDITIONAL NOTES

- If you are uncertain of proper shock installation procedure, please consult appropriate service manual. Torque all fasteners to vehicle manufacturer's specs. Note: On Post Mount shocks, finger tighten nut to achieve zero clearance between the retaining washers and the bushings, then continue to tighten approximately 5-6 turns to achieve proper pre-load. Bushings should be slightly bulged. Secure with Jam Nut. On some vehicles, nut may bottom out on stud before 5-6 turns, which is proper for those applications.
- OEM mounting hardware may be either standard or metric. Make sure you have the proper tools before starting. Do not interchange hardware. Use new mounting hardware provided with your shocks, and re-use original mounting hardware in all other locations.
- Eibach shocks have a high-pressure nitrogen gas charge and may come with a restraining strap, which holds the shock in a compressed position. To ease most installations, leave the strap on until you have secured one end of the shock, then cut the strap and quickly guide the other end of the shock into position as it expands. Strap must be cut before some installations, such as when strap goes around post.
- Wire ties are provided to secure the shock boot to the shock body. On some installations (especially where the shock must pass through a hole in the lower control arm), it is necessary to put the wire tie on after the shock is installed.
- After installing shocks and before driving vehicle, check for clearance of exhaust, brake or gas lines, electrical wiring, etc.
- After installation, drive the vehicle cautiously for the first few miles to develop a feel for the improved handling and ride quality. After 10 miles, inspect installation, re-check torque on all fasteners, and verify adequate component clearance.