# Installation Instructions

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USA Tech Support 800-507-2338 ext. 114

# PRO LIFT KIT: E80-51-025-02-22

2021+ JEEP GRAND CHEROKEE WL

## Notes

Unless otherwise instructed, torque all fasteners to factory specifications.

## Kit Contents

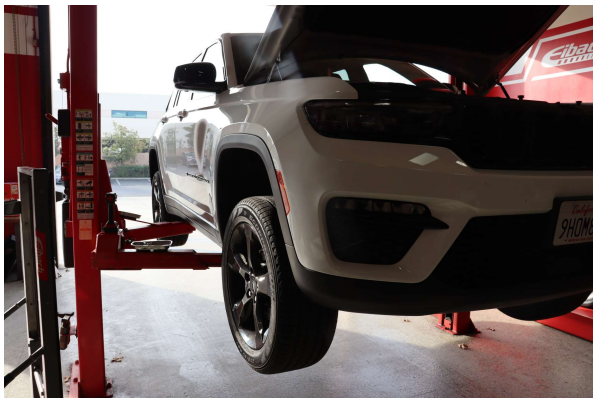
| Description | Part Number | Quantity |
|---|---|---|
| FRONT SPRING | F31-51-025-02-FA | 2 |
| REAR SPRING | F31-51-025-02-RA | 2 |
| FRONT DAMPER | 28129.8003 | 2 |
| REAR DAMPER | 28129.8004 | 2 |

## Installation Notes

### Read all instructions before beginning installation

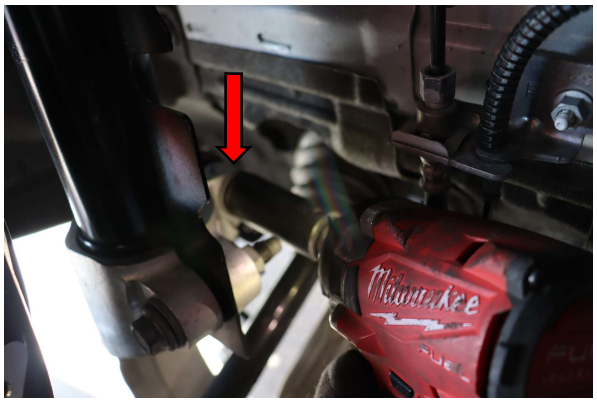
- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by 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. All original stock spring isolators and dampers should be retained from the stock springs when installing Eibach PRO-LIFT springs.
- 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.
- Tire Rotation: In order to increase the life of your tires, it is recommended to rotate yours tires every 3,000 miles.

# FRONT INSTALLATION

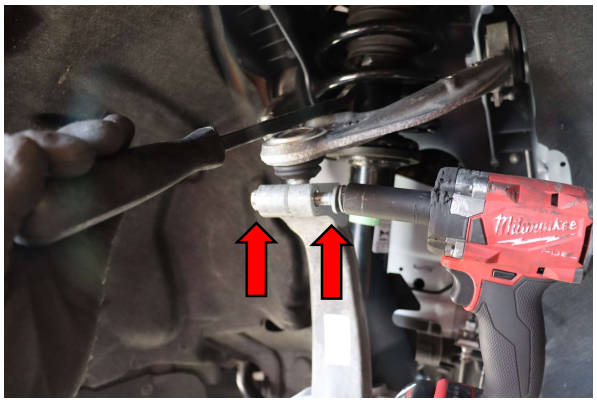


Step 1. Raise the vehicle on a suitable hoist and support it with the proper safety equipment. Use a 22mm socket to remove both front wheels. **Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**

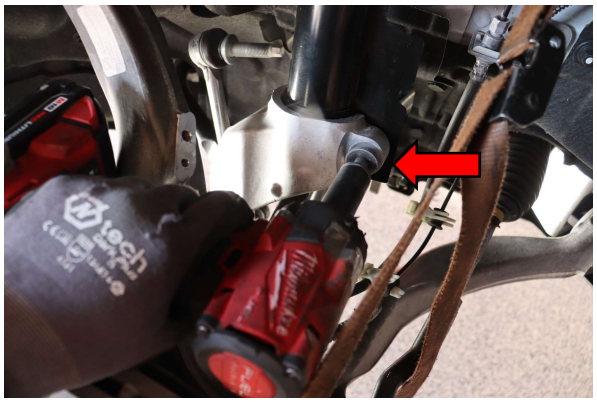

Step 2. Remove 10mm bolt from the wheel speed sensor wire harness bracket.



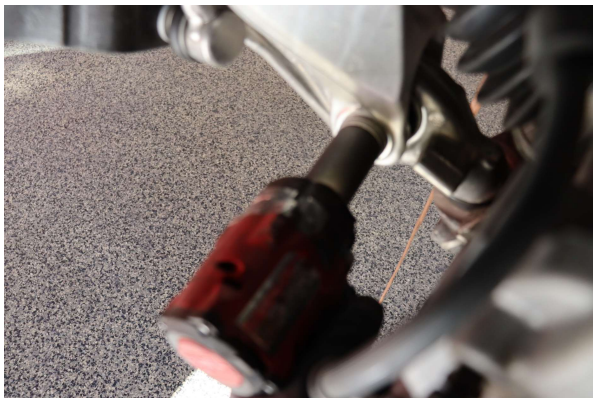

Step 3. Remove 21mm nut from the sway bar end link. Swing the sway bar end link ball joint out of the lower shock mount.




Step 4. Remove 16mm nut from upper control arm ball joint. Secure top of spindle to vehicle frame using a strap to prevent damage to the axle. Use a pry bar to apply downward pressure on the upper control arm. Remove the upper ball joint bolt and slowly allow the upper control arm to lift out of the way.

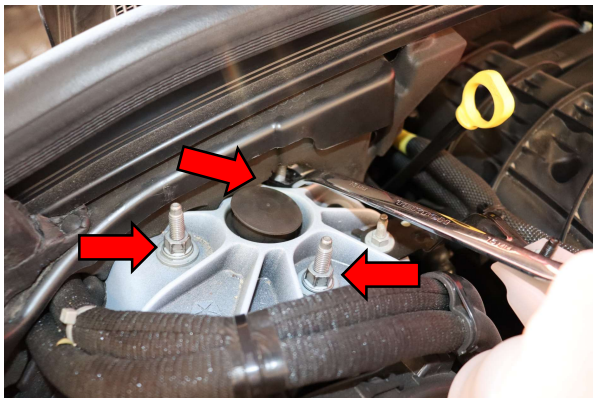


Step 5. Remove 15mm nut and bolt from the lower shock mount.

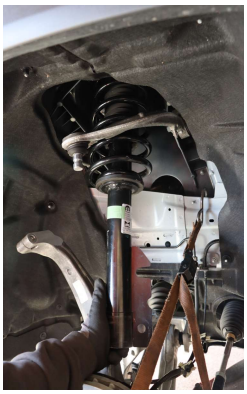


Step 6. Remove 24mm nut and bolt from bottom of the lower shock mount. Allow lower shock mount to drop from bottom of shock.

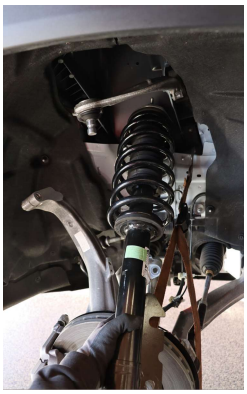
# FRONT INSTALLATION



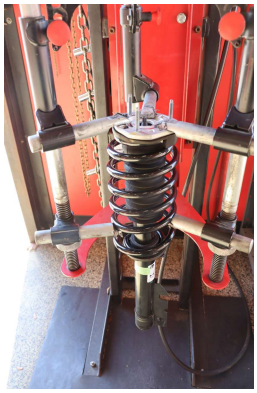
Step 7. Lower vehicle without placing it on the ground. Remove three 13mm nuts from the shock top hat. Note: The third nut is underneath the rubber insulation at the rear of the shock tower.



Step 8. Rotate bottom of shock towards the outside of the car.



Step 9. Remove the shock assembly by lowering out and away from the vehicle.

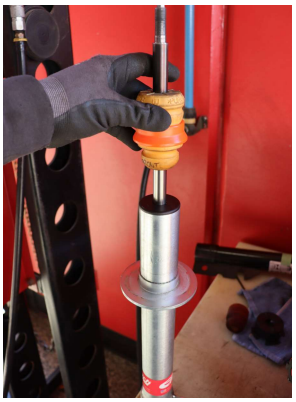


Step 10. Use spring compressor to compress spring and shock assembly until there is no pressure on lower spring perch. Remove the nut from the top of shock stem, and lower shock out of compressed spring.

Step 11. Verify snap ring is installed in bottom groove of shock body (furthest from shock shaft). Ensure snap ring is fully seated in groove. Failure to fully seat snap ring can cause failure and damage to shock assembly and/or vehicle.

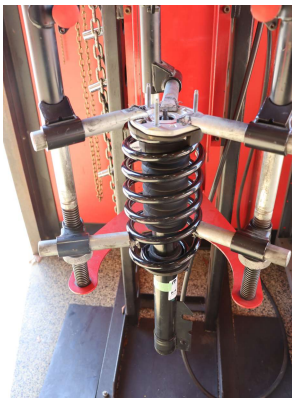
# FRONT INSTALLATION

Step 12. Install lower spring perch on shock body. Transfer lower spring isolator from OE shock.



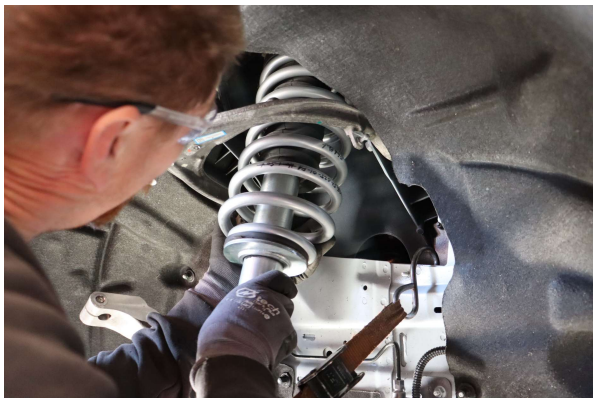
Step 13. Transfer bump stop from OE shock.

Step 14. Transfer top hat spacer from OE shock.



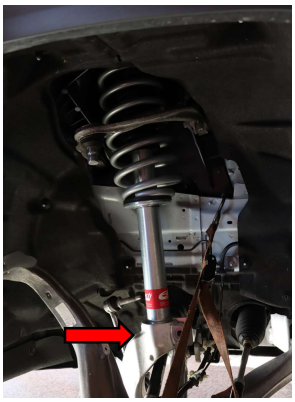
Step 15. Transfer the OE top hat onto the Eibach front spring. Use spring compressor to compress spring and top hat assembly enough that the Eibach shock shaft can be inserted through the bottom of the spring and through the top hat. Tighten shock nut to factory spec.

Step 16. Decompress spring assembly and remove from spring compressor. Install OE top hat shim/spacer onto top hat studs.

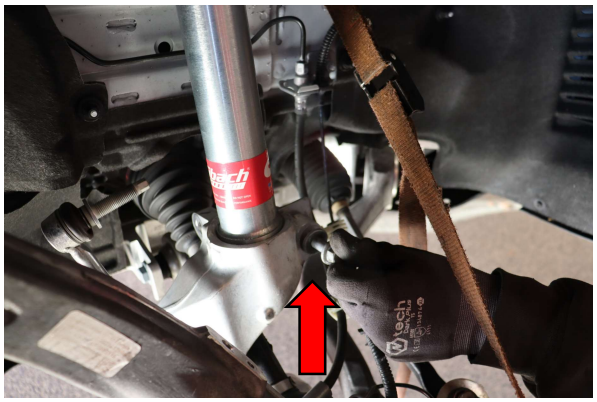


Step 17. Place shock assembly in vehicle by inserting through upper control arm. Use 13mm top hat nuts to hold in place loosely. Raise the vehicle and support.

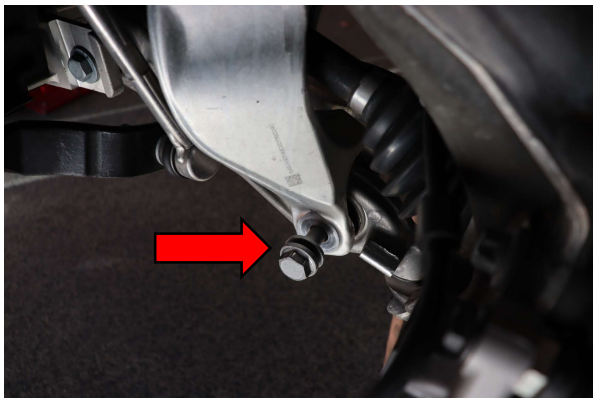
# FRONT INSTALLATION



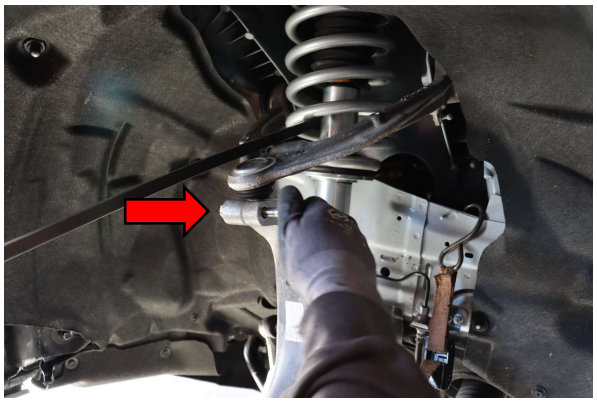
Step 18. Slide lower shock mount up onto lower shock body until fully seated.



Step 19. Install 15mm lower shock mount nut and bolt. Tighten to factory specification.

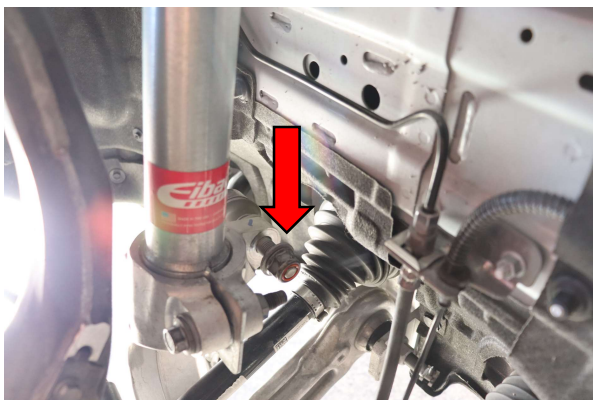


Step 20. Install 24mm lower shock mount to control arm bolt. Tighten to factory specification.



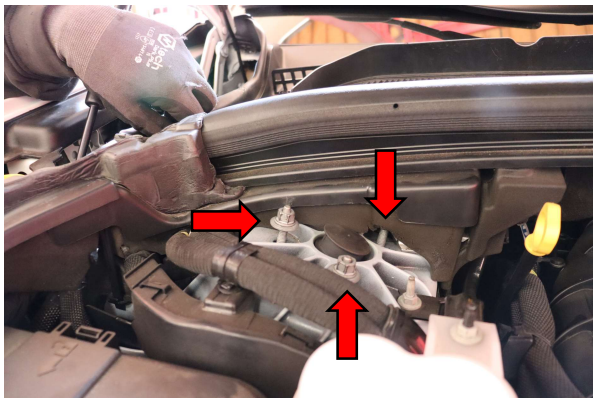
Step 21. Using a pry bar, lower the upper control arm ball joint into the top of the spindle. While pulling down on control arm, install 16mm nut and bolt in top of spindle. Tighten to factory specification. Remove the strap used to support the spindle during shock replacement.

Step 22. Install 10mm bolt securing the wheel speed sensor wiring harness bracket. Tighten to factory specification.



Step 23. Insert the sway bar end link into the lower shock mount. Install 21mm nut onto the sway bar end link. Tighten to factory specification.

# FRONT INSTALLATION

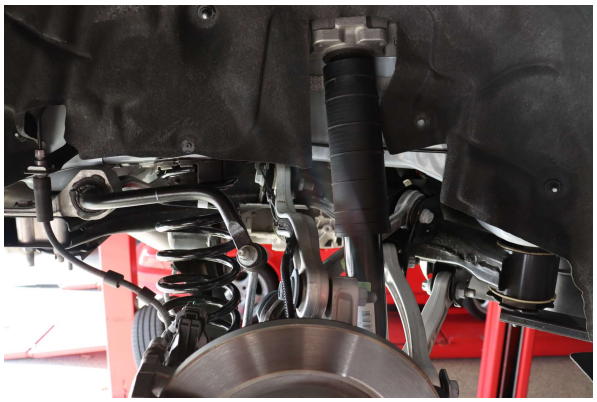


Step 24. Lower the vehicle. Tighten all three 13mm top hat nuts to factory specification.

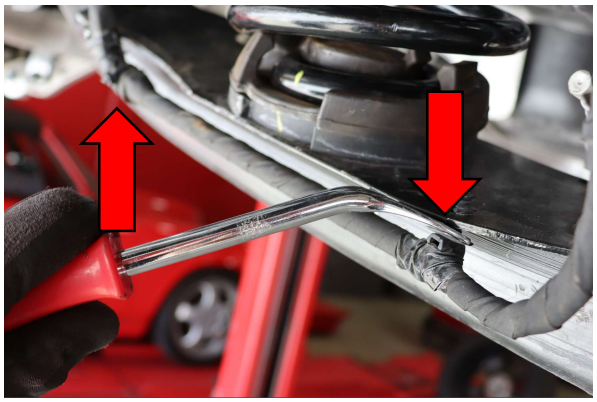
Step 24. Install wheel and tire assembly. Torque 22mm lug nuts to factory specification.

Step 25. Continue to rear Eibach Pro Lift Kit installation.

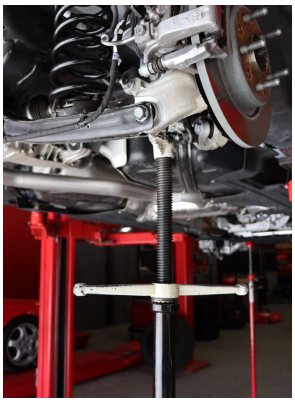
# REAR INSTALLATION



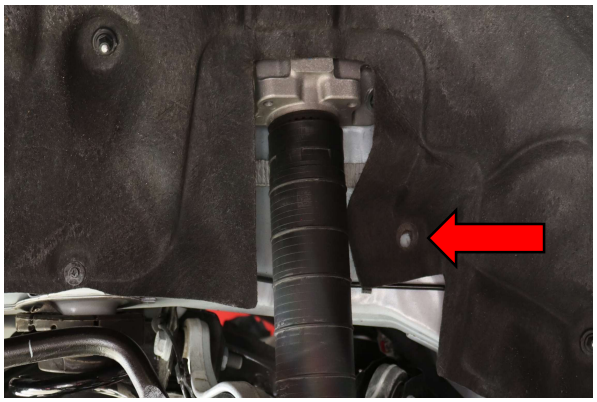
Step 1. Raise and support the vehicle. Remove 22mm lug nuts and remove wheel and tire assembly. **Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**



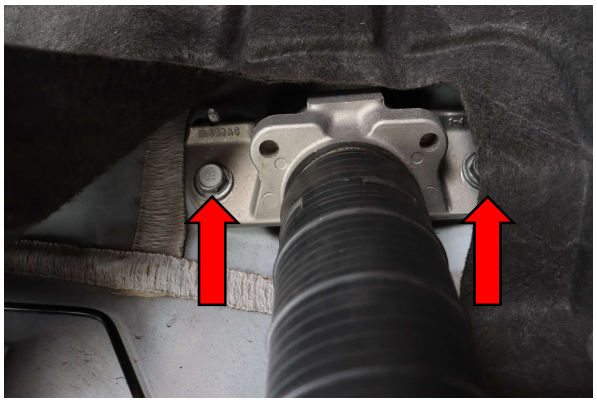
Step 2. Carefully remove wire harness clips from lower control arm.



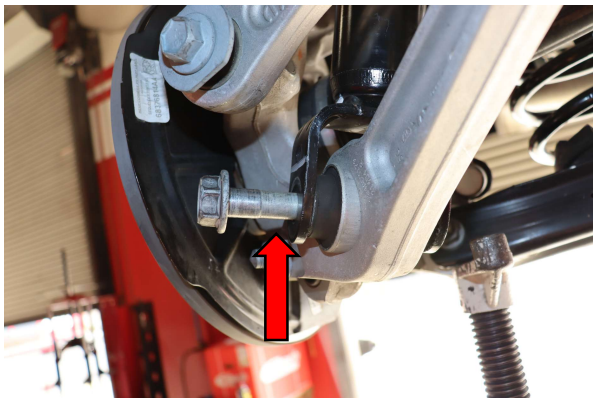
Step 3. Use jack to support lower control arm.



Step 4. Remove 10mm nut securing fender liner to body.



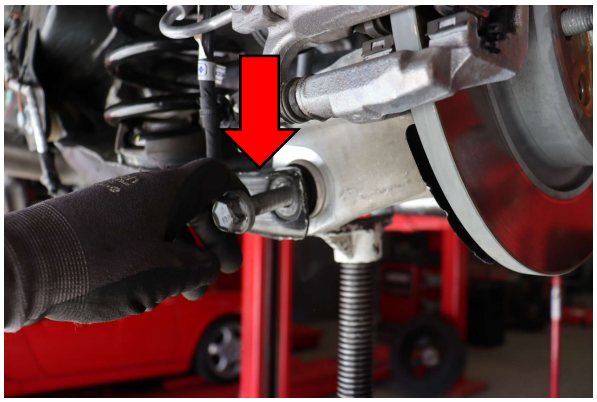
Step 5. Remove both 16mm bolts from upper shock mount, behind the fender liner.



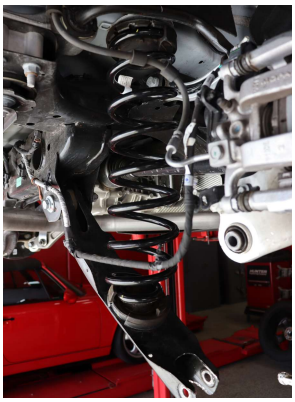
Step 6. Remove 24mm lower shock mount nut and bolt.

# REAR INSTALLATION

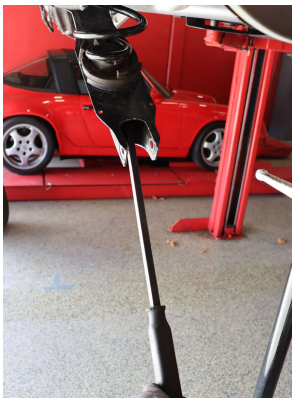
Step 7. Rotate the top of the shock away from the body and remove from the vehicle by lifting off the lower mounting point.



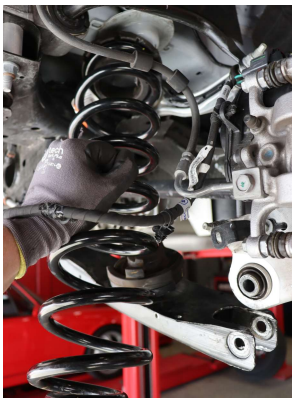
Step 8. Use the jack at the end of the lower control arm to compress the suspension. Remove 21mm nut and bolt from lower control arm.



Step 9. Slowly lower the jack supporting the control arm to allow the spring to decompress. The spindle bushing is larger than the slot on the top of the control arm, so the spindle will need to be pulled towards the outside of the vehicle to release it from the control arm.



Step 10. Using a pry bar inserted into the lower control arm, pull down on the control arm to release the spring from the vehicle.



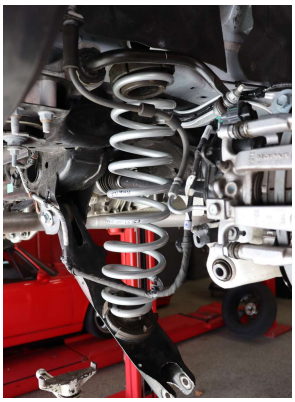
Step 11. Remove the spring from the vehicle.

Step 12. Use 18mm socket to remove the nut from the top of the rear shock.

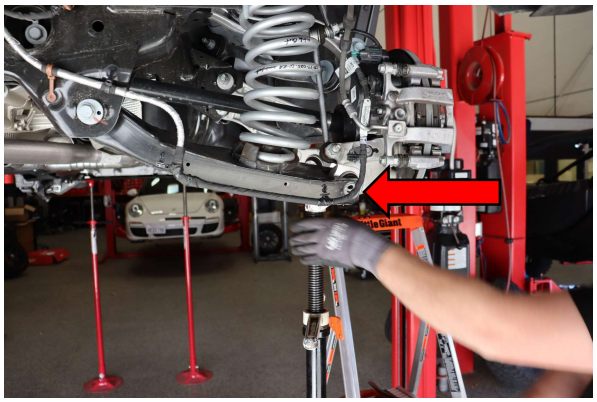
# REAR INSTALLATION

Step 13. Transfer the OE bump stop onto the Eibach rear shock.

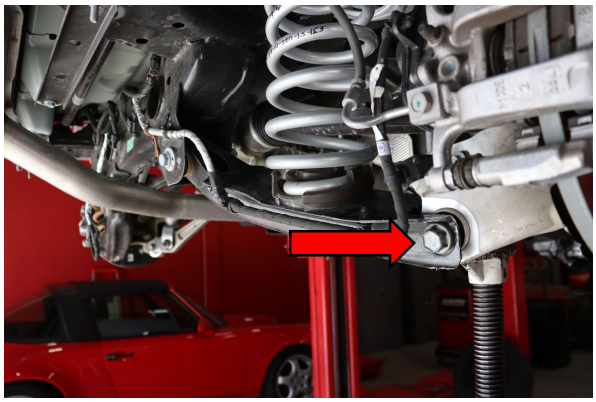
Step 14. Transfer the OE boot, upper shock mount, and spacer/shim. Install 18mm shock shaft nut and tighten to factory specification.



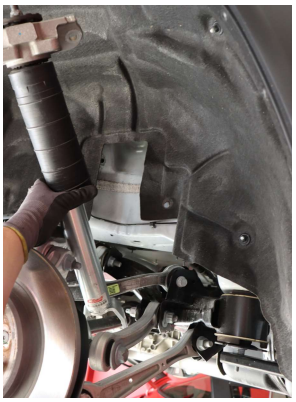
Step 15. Place the Eibach rear spring in the OE spring isolators top and bottom.



Step 16. Use a jack to lift the lower control arm and compress the spring. Be careful to align the jack centered under the control arm to prevent the arm rotating forward or back in the vehicle. Lift the control arm until you can slide the lower spindle bushing in from the outside of the control arm.

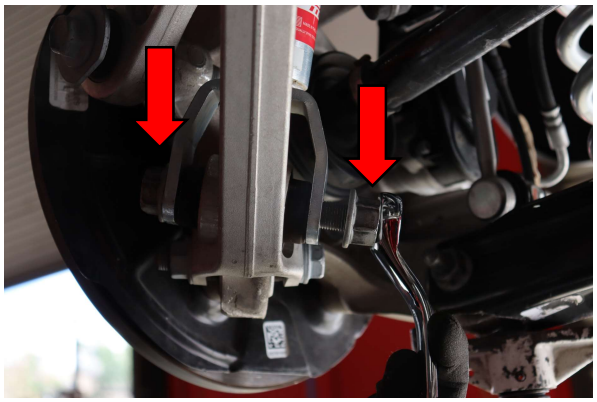


Step 17. Install 21mm lower control arm nut and bolt. Tighten to factory specification.

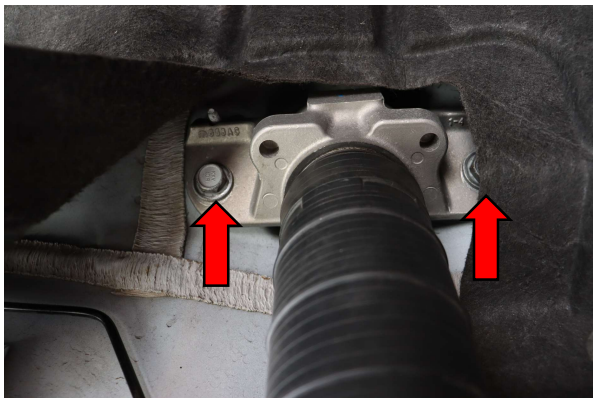


Step 18. Install Eibach shock assembly by lowering onto the lower shock mount and rotating the top of the shock in toward the vehicle.

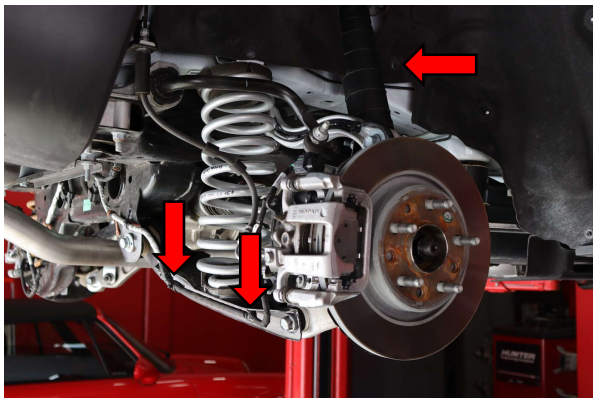
# REAR INSTALLATION



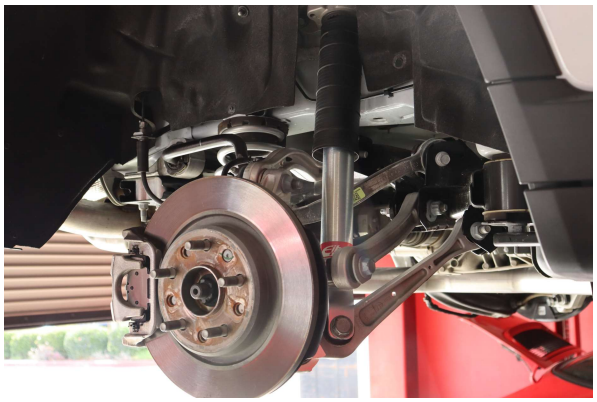
Step 19. Install the 24mm nut and bolt into the lower shock mount. Tighten to factory specification.



Step 20. At the upper shock mount, ensure the mount is seated against both locating pins at the top of the mount. Install both 16mm bolts securing the upper shock mount to the body of the vehicle. Tighten to factory specification.



Step 21. Reinstall both wire harness clips along the lower control arm. Install 10mm nut securing the fender liner to the body.



Step 22. Install wheel and tire assembly. Torque 22mm lug nuts to factory specification.

Step 23. Lower the vehicle and test drive listening for any abnormal noises or vibrations. After driving verify ride height by measuring from the bottom of the wheel to the fender. Ride height should increase 1.7 inches in front and 1 inch in rear when compared with measurements from factory equipment.