



PRO-ALIGNMENT

General Installation | Adjustable Arms and Hardware

! This is a general guide. The application specific Eibach instructions, vehicle service manual, supplied hardware orientation, and specified torque values always take priority.

1 Before you begin

Verify

Confirm the Eibach part number, vehicle application, kit contents, left/right orientation, and required alignment range.

Prepare

Use wheel chocks, a lift or floor jack, rated jack stands, hand tools, and a calibrated torque wrench.

Record

Measure ride height and note current alignment, tire wear, and the installed position of OEM adjusters before disassembly.

2 General Installation

1. Secure and raise the vehicle.

Park on a level surface, set the parking brake, chock the wheels, loosen wheels fasteners, lift at approved points, and support the vehicle with rated stands.

2. Remove the wheel and support the suspension.

Support the control arm or knuckle so brake hoses, ABS wiring, ball joints, and axle/CV joints are not stretched or allowed to hang.

3. Remove the original component.

Mark the OEM position and orientation. Remove only the hardware required for the component being replaced. Retain factory hardware only where the kit instructions specify reuse.

4. Install the Eibach component.

Match an adjustable arm approximately to the OEM length as a starting point, or position eccentric hardware as shown in the application instructions. Hand-start all fasteners.

5. Settle and torque at ride height.

Reinstall the wheel, lower the vehicle, roll or bounce it to settle the suspension, then torque bonded-bushing pivot hardware at the normal ride height unless otherwise directed.

6. Complete a professional alignment.

Perform a four-wheel alignment immediately. Center the steering wheel, set camber/caster/toe, tighten adjusters and jam nuts, and verify clearance through the full steering and suspension range.

Component Setup Notes

Camber Bolts

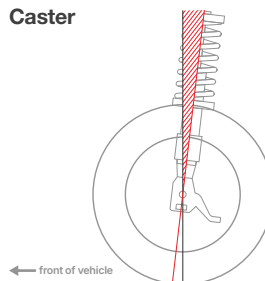
Keep eccentric washers fully seated and correctly indexed. Rotate the eccentric only enough to establish a safe initial setting; final adjustment belongs on the alignment rack.

Adjustable Arms

Maintain adequate thread engagement, keep rod ends/bushings free from binding, and tighten jam nuts only after the final alignment setting is confirmed.

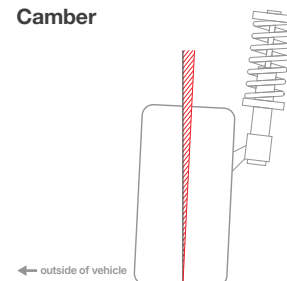
Alignment Basics

Caster



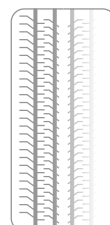
Steering-axis angle viewed from the side. Positive caster supports stability and return to center.

Camber

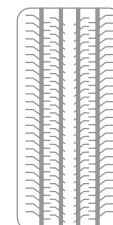


Wheel angle viewed from the front. Top inward = negative; top outward = positive

Tire Wear Check



Out of Spec



Within Spec

Safety & Quality Checks

- Never work under a vehicle supported only by a jack.
- Do not allow the knuckle or suspension to hang from brake/ABS lines.
- Use supplied locking hardware and a calibrated torque wrench.
- Do not drive aggressively before the final alignment is complete.
- After the initial road test, inspect all hardware again per the kit instructions.



Alignment Required

Improper camber or toe can reduce handling stability and cause rapid inner-edge tire wear. Alignment should be completed immediately after installation.