

Last weekend I installed new Eibach springs and Koni yellows. It was a last minute decision to tackle this project without a helms manual. But I thought I would attempt it anyways and document it as much as possible to help those like me who tend to dive into projects. Plus, I also surrounded myself with two friends who have had experience with suspensions on several other cars. The project took a full day, adding a few breaks for beer and pizza. We went about it very slow and methodically, not wanting to cut too many corners.

If I missed anything, let me know and I will append this.

IF YOU CAN'T SEE THE PICTS, CLICK ON THE BLACK BAR, TWICE!!

Koni's out of the box. (stole this picture from another member)



Eibachs (note: the numbers for the front and rears)



Jack up the front end and remove the wheels. Unattach the brake line bracket

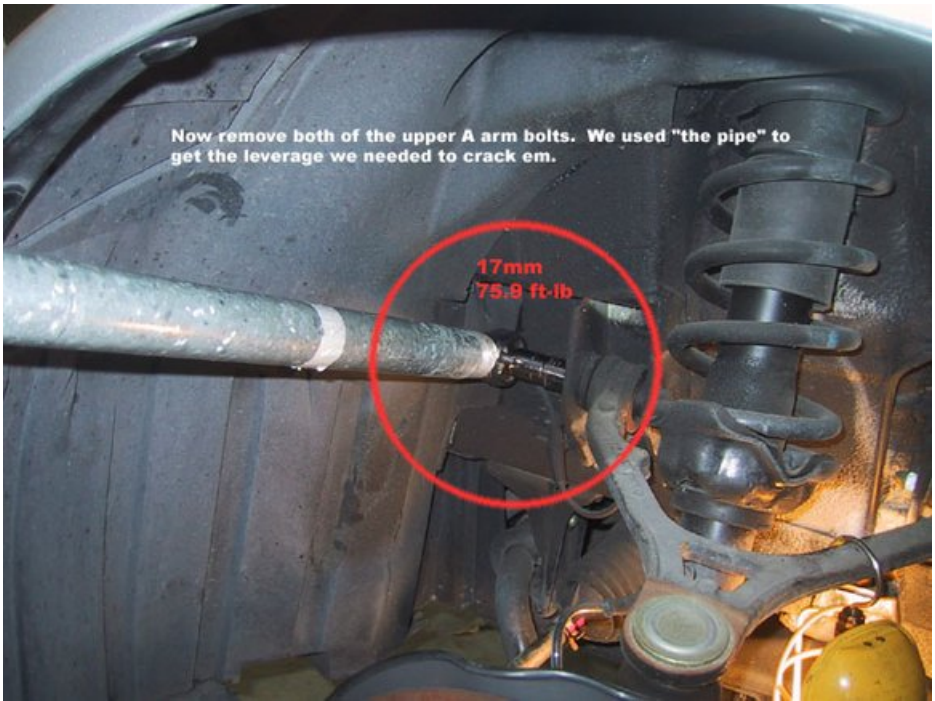


Now unscrew the bolt tot he lower bracket of the shock. (note: the torque specs are listed for when you put on the new shock)



Take off the "A" arm bolts. It should swing forward, just let it rest gently. (note: the torque specs are listed for when you put on the new shock)





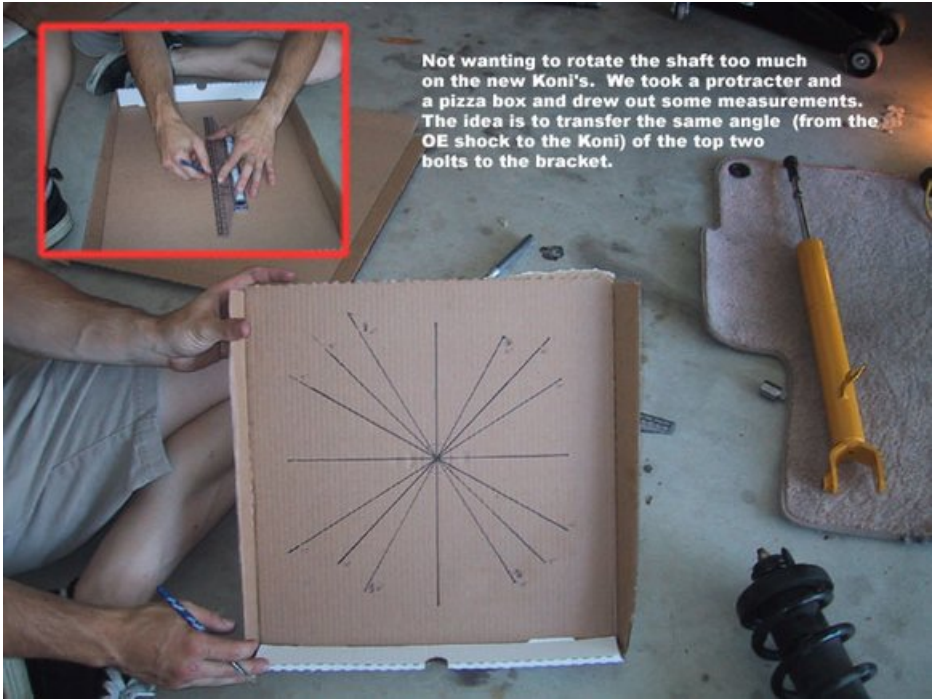
unscrew the top two nuts (note: the torque specs are listed for when you put on the new shock)





With the "A" arm bolts removed the shock should pop right out.

Not sure if this was a necessary step, however better safe than sorry.



Not wanting to rotate the shaft too much on the new Koni's. We took a protractor and a pizza box and drew out some measurements. The idea is to transfer the same angle (from the OE shock to the Koni) of the top two bolts to the bracket.



By eye, we measure the angle of the two bolts to the bottom bracket to be around 47 degrees, +3 degrees.

We measured the rear shocks to be around 28 degrees +3



Time to disassemble the OE shock. We used spring compressors in order to pop the top off. Spring compressors are a must for the fronts.

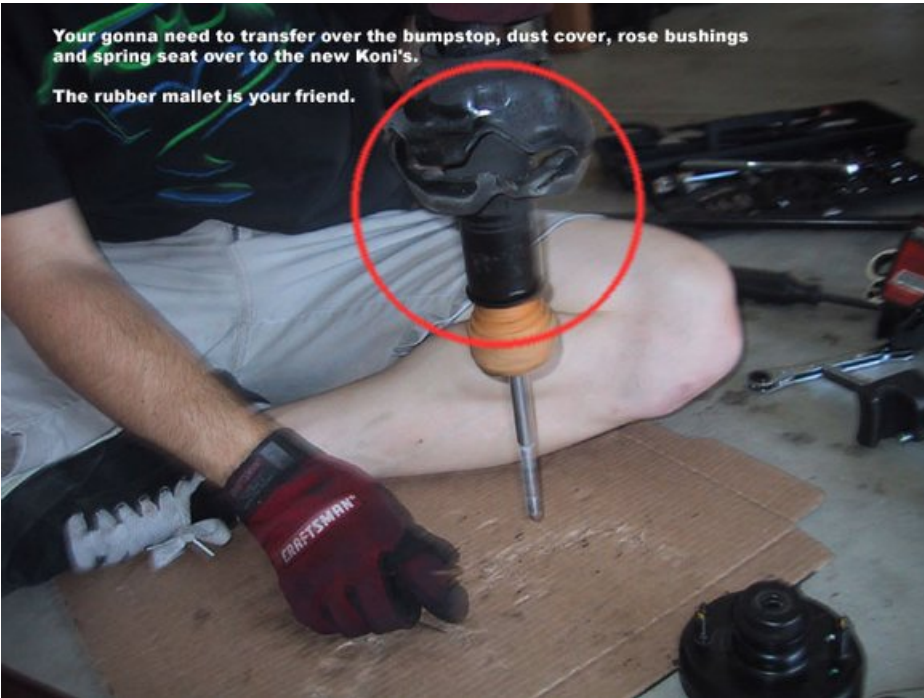


Not wanting to spin the shaft of the OE shock, used a ratchet wrench and allen key to remove the top housing.



Your gonna need to transfer over the bumpstop, dust cover, rose bushings and spring seat over to the new Koni's.

The rubber mallet is your friend.





I did NOT cut the bumpstops



dremmeling out 8 rose bushings and 4 dust covers, was one of the most time consuming part of this projects. If we only had a proper drill bit.

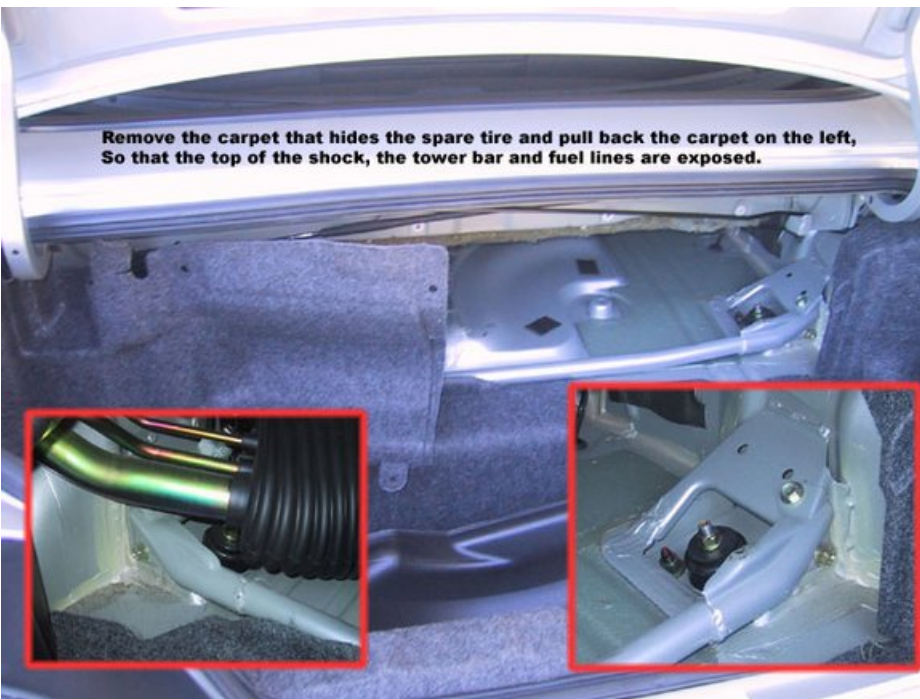


Reassemble the shock and put it back the way you took the old one out. don't forget to torque everything down





Time for the rears. Before you jack up the rear, remove the spare and pull back the carpet to expose the top shocks.





To make my life easier, I removed the tower bar.

I highly recommend detaching the fuel line. It only takes a few minutes and will save you hours.



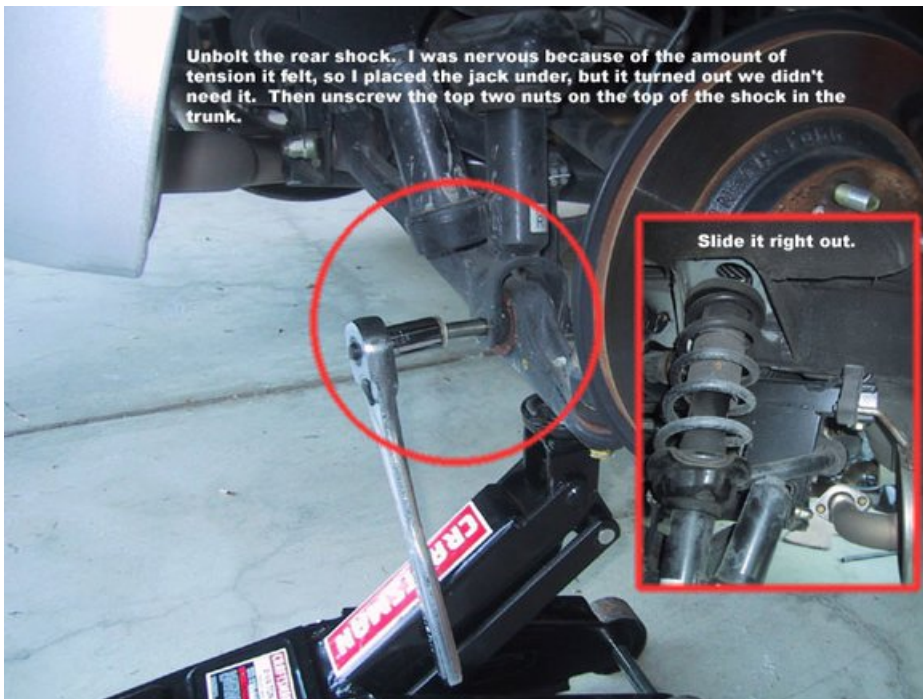
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In order to keep the profanity down, I decide to unbracket the fuel line. There are four bolts. One on the bracket, and three by the gas cap.

Save gas, it's expensive



Pop off the rears









Voila! My car is now 1" lower and I love it. It rides nice. I'm still getting use to how far I can push it. I have the Koni set at about halfway between full-firm and full-soft.