Installation Instructions

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Pro-Kit # 38144.140

2010+ Chevrolet Camaro SS, 6.2L V8

Kit Contents	Description	Part Number	Qty
	Front Spring	38144.001	2
	Rear Spring	38144.002	2
	Information Kit	EPAK	1
	Instructions	38144.140INST	1

NOTES: Read All Instructions Before Beginning Installation

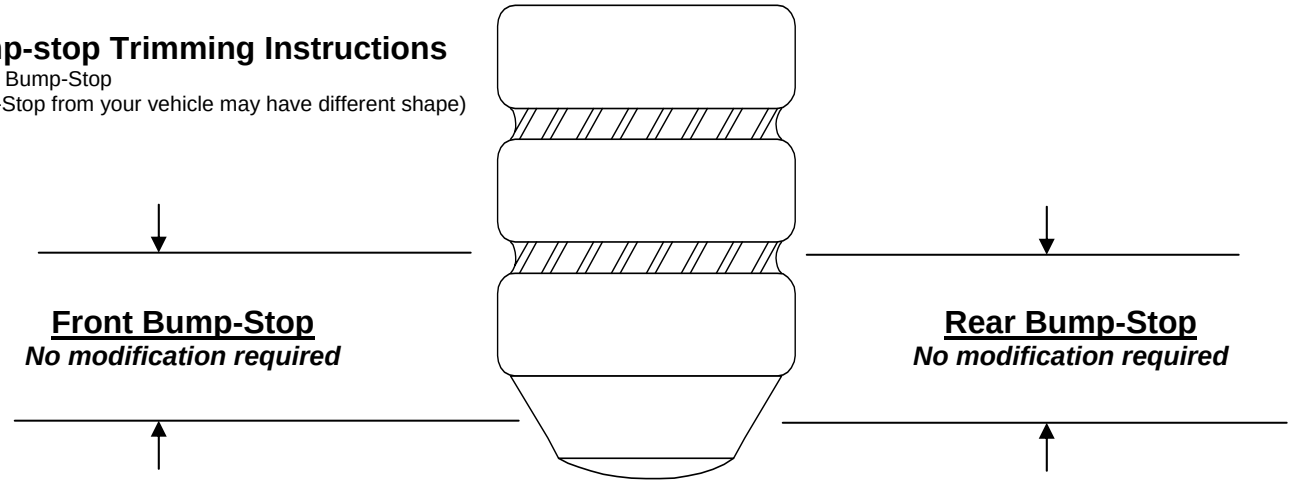
- **Installation of a *Pro-Kit* Spring set should only be performed by a qualified mechanic experienced in the installation and removal of suspension springs.**
- **Use** of a hoist is highly recommended and will substantially reduce installation time.
- **Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.**
- ***Pro-Kit*** Springs are marked with an **001** and an **002** (located at the end of the part number) designating front and rear springs.
- ***Pro-Kit*** Springs should be installed with the ***Eibach*** Logo right side up. All original stock spring isolators, dampers and tubing should be retained from the stock springs and used when installing the ***Pro-Kit*** Springs.
- **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.
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.
- **For MacPherson Strut Type** front suspension, it is important to mark the upper perch with respect to the lower perch before disassembly. This orientation must remain the same with the installation of the Pro Kit Springs. Noise may result if this procedure is not performed correctly

ALIGNMENT: After installation, it will be necessary to perform a full vehicle alignment using factory specifications.

Note: During installation of the Eibach rear springs it is extremely important that all bushing related pivot points be re-torqued with the full weight of the vehicle on the suspension, this is done to prevent “bushing pre-load”. This is easiest with the vehicle on a drive on type of hoist. If this is not done, bushing damage and un-even lowering may result.

Bump-stop Trimming Instructions

Typical Bump-Stop
(Bump-Stop from your vehicle may have different shape)



Front Bump-Stop
No modification required

Rear Bump-Stop
No modification required