

# **SAFETY NOTES – CHASSIS SPRINGS AND STABILIZERS**

## **MOTOR SPORTS (RACING) PRODUCTS**

RACING SPRINGS (among them the ERS/EMS suspension systems, Formula, Group N and Group G springs) as well as racing stabilizers are designed specifically for motor sports applications and thus are not approved for public streets because they meet fundamentally different specifications and demands than standard street products.

Weight minimization, coupled with other performance parameters, plays an important role. This is the reason that materials are exhausted to their actual limits without safety reserves and without considering limits known from series vehicle construction. Motor sports thus fulfills its legitimation as a testing field for the series. However, this also results in risks outlined below that have to be considered at all times.

**The working time of the parts has to be short and all parts have to be inspected and replaced as needed after each use. Corrosion has to be completely eliminated. Parts are not dynamically inspected.**

**Installing these types of parts into your standard road vehicle will or may result in the following:**

- **Invalidation of the vehicle's type approval**
- **Loss of warranty issued by vehicle manufacture**
- **Significantly modified handling**
- **Significant load changing responses**
- **Significantly modified braking responses**
- **Overbraking/locking up of rear axle for vehicles with load-dependent braking responses**
- **Misalignments concerning shock absorbers and body bracing**
- **Significant worsening with wet/snow-covered road**
- **Deformation or warping or fissuring of the vehicle chassis**
- **Loss of spring bias for wheels with rebound travel**
- **Spring breakage after long use**
- **Spring breakage after being affected by heavy corrosion**
- **Insufficient or lack of fit in series spring plate**
- **Illegal lowering or raising of the vehicle**
- **Lack of compression**
- **Increased wear-and-tear on the vehicle**
- **Change of response characteristics or failure of the antilock brake system**
- **Physical damages/bodily injury**
- **Problems with clearance of wheels/tires or chassis**
- **Reduced ground clearance**

**We therefore strongly advise against use on standard vehicles and on public roads.**

## **GENERAL NOTES – CHASSIS SPRINGS AND STABILIZERS**

Installation and removal of the springs can be hazardous because springs are under bias tension, which can cause property damage or personal injuries if handled incorrectly. Only specially trained technicians employed by an authorized shop and using suitable special tools should therefore install or remove springs.

Do not place the vehicle on tire mounting racks and never lift with car jacks when installing or removing springs – always a properly functioning autohoist or lifting platform. Working under an improperly secured vehicle can cause severe bodily injuries and even death.

Check all screws and bolts to ensure proper torque; especially check screws and bolts on rims and wheels.

Damaged parts have to be replaced at all times.

The following inspections and possible readjustments have to be carried out by an authorized shop after the springs/stabilizers have been changed:

- Track and axle settings
- Clearance of wheels and tires from other components such as fenders, brakes, brake lines, sensors and cables (antilock brake system, etc.)
- Brake systems and especially the associated control systems
- Height control/adjustment, if needed

In case of noncompliance with these rules and regulations, systems may fail and lead to serious damages or even injuries.

Replacing the springs/stabilizers can drastically change handling of the vehicle. Take note of this changed handling when first using your vehicle to slowly become familiar with and get used to the different handling.

Unusual handling or driving behavior of the vehicle can be due to unsuitable springs/stabilizers or an installation or adjustment error. If this is the case, please have your vehicle inspected by a qualified technician/shop. Further use of a vehicle equipped with unsuitable or damaged springs/stabilizers can cause severe property damage and bodily injury.

Eibach springs/stabilizers are manufactured and tested/inspected in accordance with strict quality standards and specifications. However, certain circumstances can lead to product damage. Always use the springs/stabilizers in compliance with the following:

- Make sure you are using the right type of spring/stabilizer designed specifically for your application (motor sports, standard public roads, etc.). If in doubt, contact Eibach.

- Do not exceed statutory and/or suggested max. speeds.
- Never exceed the max. axial loads specified by the vehicle manufacturer whatever the reason
- Do not subject the vehicle to excessive wear and tear by driving cross-country or on unfinished roads.
- Do not subject the vehicle to excessive wear and tear due to aggressive and/or unusual steering or maneuvering.

Chassis springs are designed exclusively for use in vehicles. We therefore strongly advise against any other use. Severe property damage or physical injuries may be the result.

**Always comply with the safety notes listed above – it is the customer's responsibility to ensure that these safety notes are made available or passed to the new owner or driver if the products or vehicles equipped with these products are sold, rented, or leased.**

