CHECKLIST
EIBACH RACE SPRINGS

Date:

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Please fill in

Consumer datas:

Name: ..... Phone: .....

Adress: ..... Fax: .....

City: ..... e-mail: .....

Vehicle datas:

Make: ..... Driving gear: .....

Model: ..... Execution: .....

Production year: .....

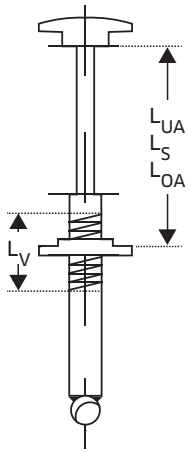
Application: (tick box)

☐ Formula racing	☐ Touring car	☐ Other
☐ Slalom	☐ Hillclimb	Classification: (tick letter)
☐ Rallye	☐ Rallyecross	☐A ☐B ☐C ☐D ☐E ☐G ☐H ☐N

Vehicles with threaded body coil over shock-absorbers:

In case a suitable shock-absorber is already fitted, please take the following measurements:

- Mount the spring seat in the middle of the adjustment range. Fit the shock-absorber to the vehicle without spring.) and support on stands. With shock-absorber in the fully extended position, measure the distance between the lower and upper spring seats (LUA).
- By the use of a suitable jack, raise the wheel to the desired or static height. Measure again the distance between the lower and upper spring seats (LS).
- Raise the wheel to its maximum compression travel. Measure the resulting distance between lower and upper spring seats (LOA).
- Finally, measure the total adjustment range of the threaded section of the shock-absorber (LV).



Front Axle

Dimension LUA: .....

Dimension LS: .....

Dimension LOA: .....

Dimension LV: .....

Rear Axle

Dimension LUA: .....

Dimension LS: .....

Dimension LOA: .....

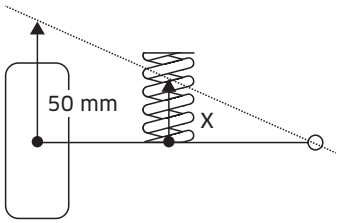
Dimension LV: .....

Measuring the wheel/spring motion ration:

The motion ratio indicates the relationship between wheel and spring travel.

This measurement may not be required if the vehicle is equipped with McPherson strut layout. However, it will be required for all suspensions where the spring is mounted in-board of the outer ball joint. The motion ratio can be calculated by raising the wheel for example 50 mm and measuring the corresponding spring travel.

$$U = \frac{\text{Spring travel}}{\text{Wheel travel (e.g. 50 mm)}}$$



Front axle: ..... Rear axle: .....

Weight distribution:

Total weight of unloaded vehicle: .....

Front axle: ..... Rear axle: .....

The Eibach Federn proposal is as follows:

Front axle: ..... Rear axle: .....

Warning:
Please note that this proposal is not a definite solution. Road or driving tests will be necessary to optimize the spring combinations. Motorsport springs are not allowed for daily street use. Please consider our special instructions.