Installation Instructions

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USA Tech Support 800-507-2338 ext. 114

PRO-UTV: E85-214-002-02-22

2023 KAWASAKI KRX 4 1000ES

Notes

EQUIPPED WITH FOX LIVE VALVE SHOCKS

STAGE 2 PRO-UTV KIT

Kit Contents

Description	Part Number	Quantity
FRONT SECONDARY SPRING	1000.300.0350S	2
FRONT MAIN SPRING	1600.300.0350S	2
REAR SECONDARY SPRING	1000.300.0200S	2
REAR MAIN SPRING	1800.300.0250S	2
MACHINED SLIDER FOR KRX	8001064-M	2
SPRING ADAPTER	234-00-491	2
SPRING RETAINER	234-00-420-1	2

Installation Notes

Read all instructions before beginning installation

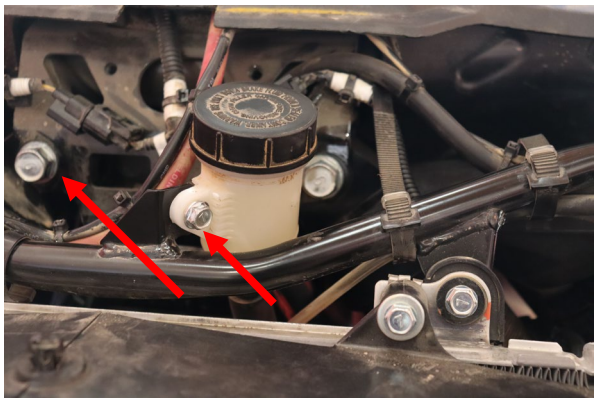
- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.
- Never use impact wrenches or impact guns to install or remove shock absorber piston components, shafts and Piston rod nuts.
- All Eibach springs should be installed with the Eibach logo right-side-up.
- After Installation, inspect and adjust the following: Wheel Alignment; tire/wheel fender clearance when using aftermarket wheels or tires; brake line clearance and attachments; anti-lock-brake system sensors.

FRONT INSTALLATION

Begin by jacking up the front of the vehicle.

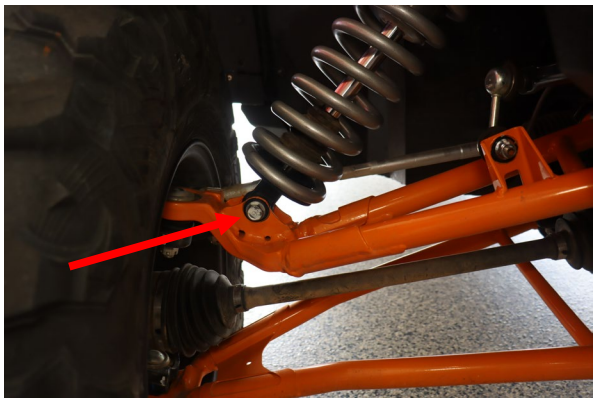
Remove hood by twisting black tabs by a quarter turn.

Disconnect the electrical connector at the top of the coilover.



Loosen and remove the hardware that secures the coilover to the upper mount.

Note: Bolt pictured to the right attached to the brake fluid reservoir must be removed in order to access driver side upper shock bolt.



Loosen and remove lower front shock hardware.

Remove front coilover.

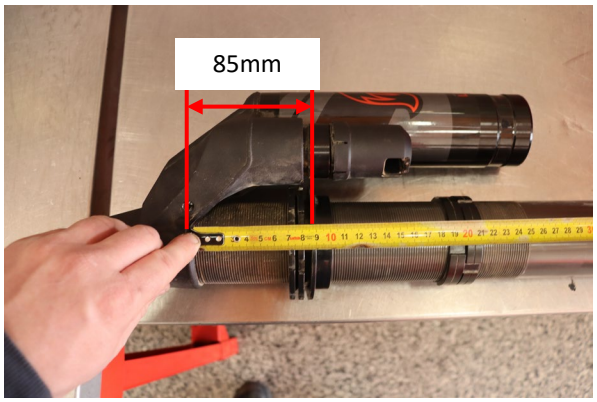
FRONT INSTALLATION

Step 5. Compress the coilover, then remove the spring retainer. **Note: The bump stop will need to be pried down, out of the way of the spring retainer.**

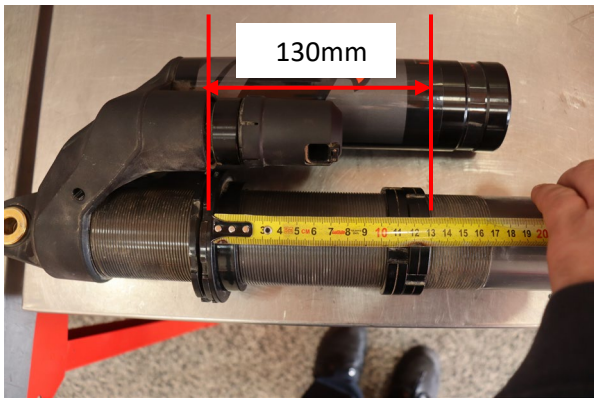
Remove OE main spring.

Remove OE spring slider.

Remove OE secondary spring.



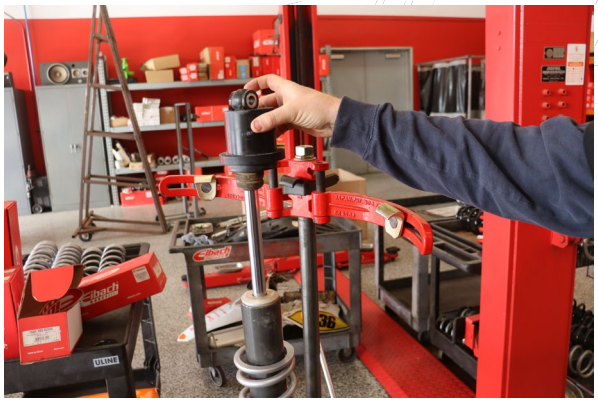
Set the preload collar to **85mm** measuring from the base of the reservoir housing to the spring flange.



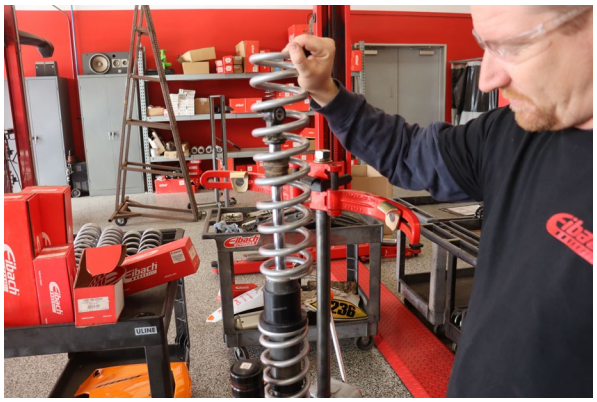
Install the cross-over rings and set them at **130mm** measuring from the spring flange to the bottom of the crossover ring.

FRONT INSTALLATION

Install the Eibach secondary spring.



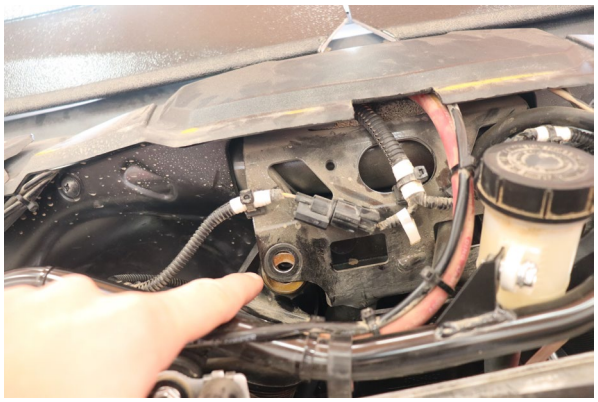
Install the OE spring slider.



Install the Eibach main spring.

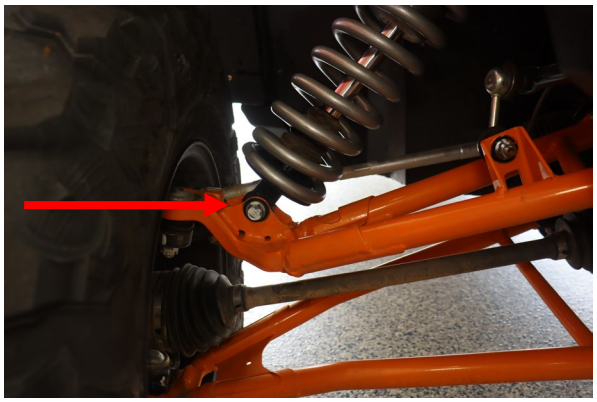
Compress the spring assembly and re-install the spring retainer.

Re-install the coilover.



Secure the coilover to the upper mount with the OE hardware.

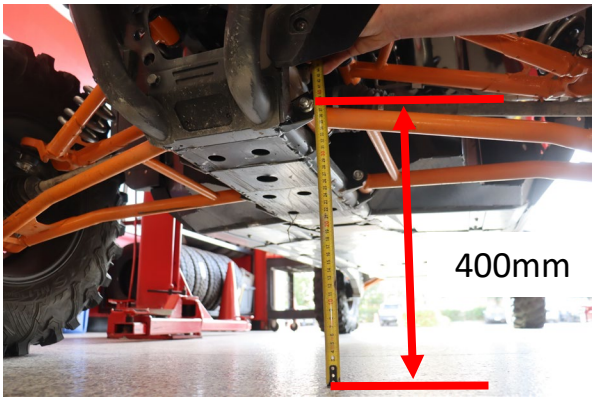
FRONT INSTALLATION



Secure the coilover to the control arm with the OE hardware.

Plug in the electrical connector at the top of the coilover.

Reconnect the hood to black plastic tabs.

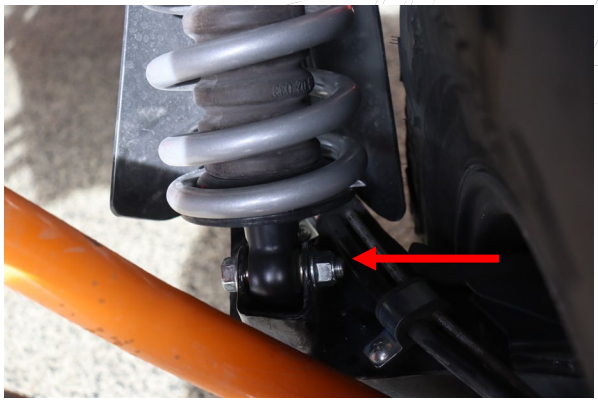


Lower vehicle back to ground and measure from the ground to the center of the lower control arm bolt. The recommended preload measurement will get the vehicle close to the recommended ride height, but each vehicle may vary some. We recommend setting the ride height at **400mm** measuring from a flat surface to the center of the lower control arm bolt.. Front shock length is **735mm** eye to eye at ride height

Note: If you have larger than stock wheels and tires, the ride height will be increased.

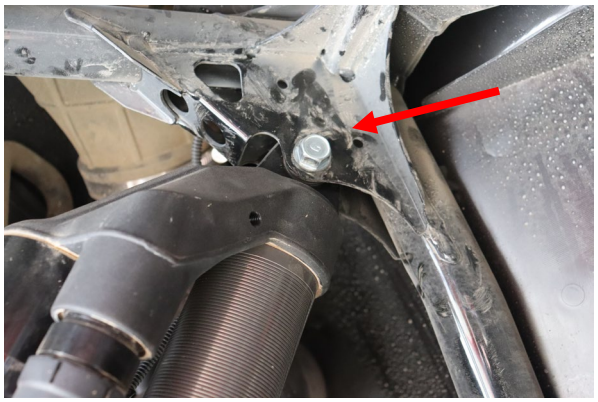
REAR INSTALLATION

Jack up the rear of the car so the wheels are off the ground.



Loosen and remove the hardware that secures the coilover to the control arm. **Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**

Remove electrical connector from the top of the coilover.



Loosen and remove the hardware that secures the coilover to the upper mount.

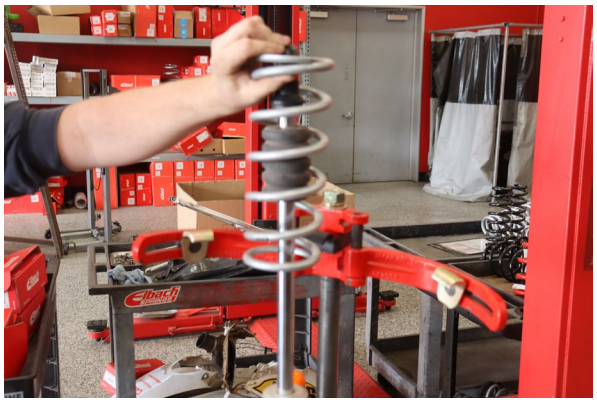
Remove the coilover.

Step 5. Compress the coilover, then remove the OE spring retainer. **Note: The bump stop will need to be pried down, out of the way of the spring retainer.**

REAR INSTALLATION

Remove OE main spring.

Remove OE spring slider.



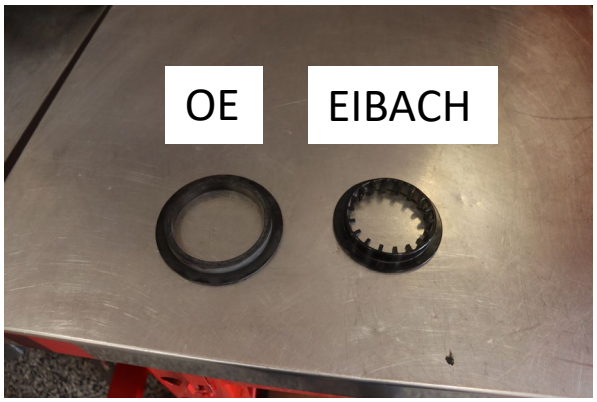
Remove OE secondary spring.

Remove the clip at the end of the shock body securing the slider sleeve.

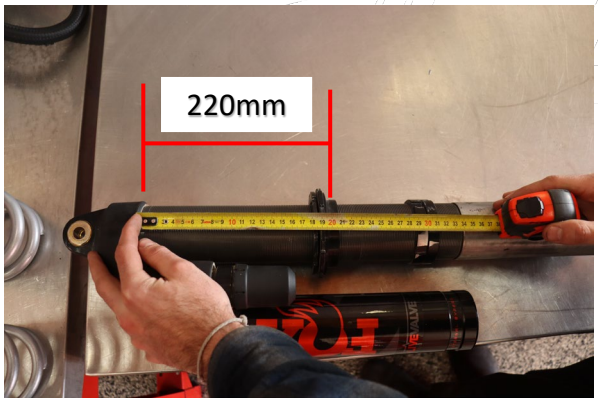
Remove the inner flat retaining wire through the access hole of the slider sleeve. Be sure not to distort of bend this wire as it will go back when finished.

Remove the slider sleeve and crossover rings.

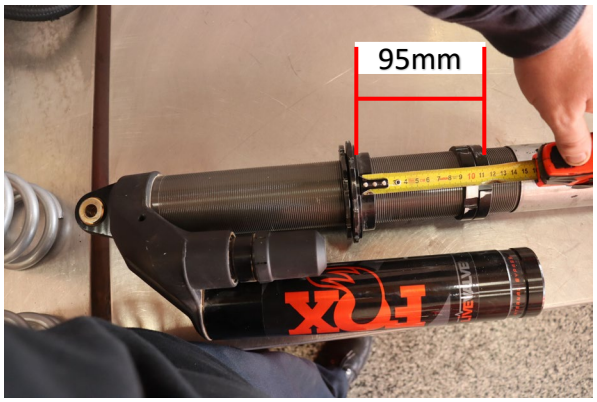
REAR INSTALLATION



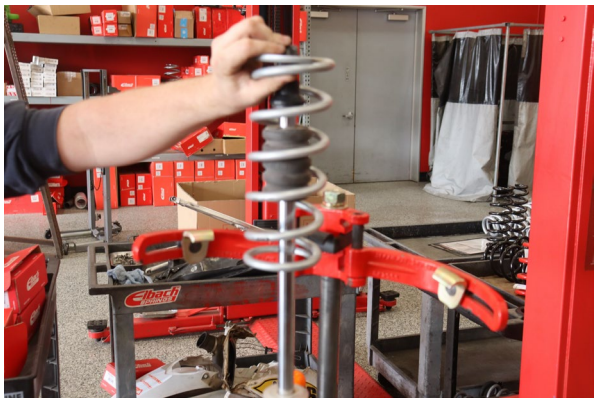
Remove the OE Spring adapter and replace with the provided one. Then reinstall the crossover ring and slider sleeve with the clips.



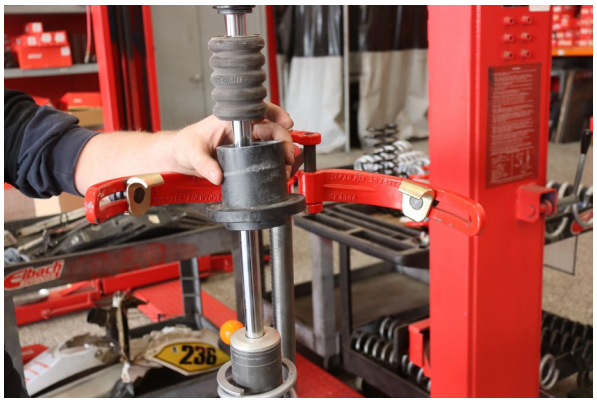
Set the preload collar to 220mm measuring from the base of the reservoir housing to the spring perch.



Compress spring assembly.



Install Eibach Secondary spring.

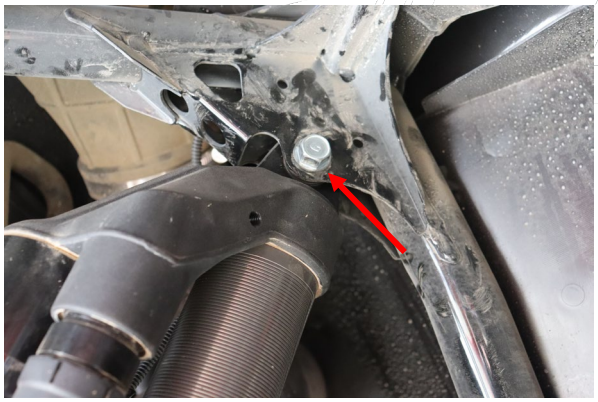


Install OE Slider.

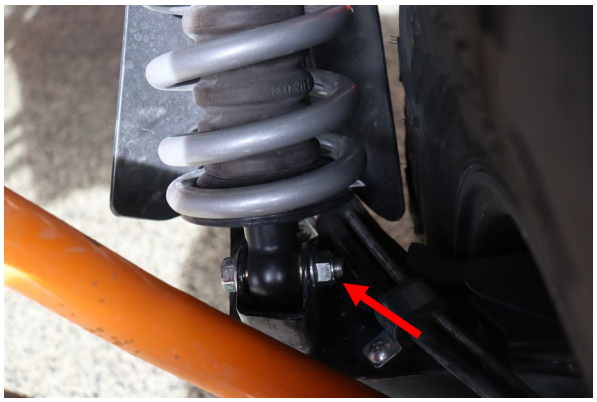
Install Eibach Main spring.

REAR INSTALLATION

Compress the springs and install the provided spring retainer.

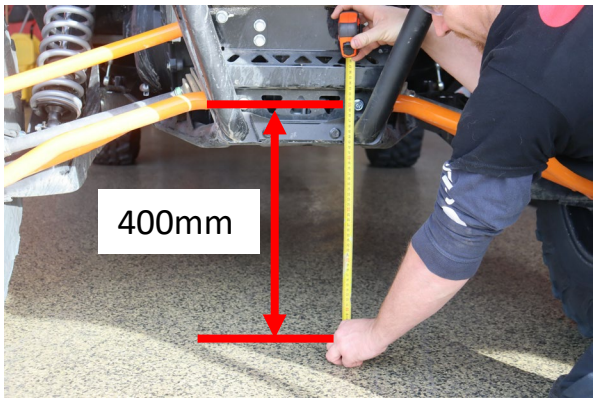


Reinstall the coilover with the OE Hardware



Install the bolt connecting the shock to the lower control arm.

Reinstall the connectors at the top of the shock for the Live Valve and complete on the opposite side.



Measure from the ground to the center of the lower radius arm bolt. The recommended preload measurement will get the vehicle close to the recommended ride height, but each vehicle may vary some. We recommend setting the ride height at **400mm** measuring from a flat surface to the center of the lower control arm bolt. Rear shock length is **918mm** eye to eye at ride height.

Note: If you have larger than stock wheels and tires, the ride height will be increased. Due to the sensitivity of weight of these vehicles, weight distribution may change ride heights, additional pre-load may need to be added to compensate.

Note: The shocks will be locked out and remain and full extension when the key is off. Cycle the key on and scrub the vehicle before measuring for front and rear static heights. The Eibach PRO-UTV kit is useable with all suspension modes.

Note: Fill tires to manufacturer recommended pressure.

Note: Always drive the vehicle to scrub the suspension and always park on a flat level surface to take measurements.