

Installation Instructions

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Anti-Roll-Kit # E40-82-089-01-01

2020+ Toyota Supra

Note: This kit requires the lowering of the rear subframe and removal of the exhaust. If you feel this is beyond your capabilities, do not proceed. Take your vehicle to a qualified mechanic who has experience in automotive drivetrain removal and assembly.

Kit Contents	Description	Part Number	Qty
	Rear Bar	AS41-82-089-01-RA	1
	Anti-Roll Hardware Kit	AK41-82-089-01-RA	1
	Instructions	E40-82-089-01-01INST	1

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.
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

FACTORY REAR BAR REMOVAL

1. Raise the vehicle and support it with the proper safety equipment. **Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**



Photo 1

2. Disconnect the electric connections on both the left and right side rear shocks. Also, unclip the wires from the bracket on the shock. (See Photo 1)

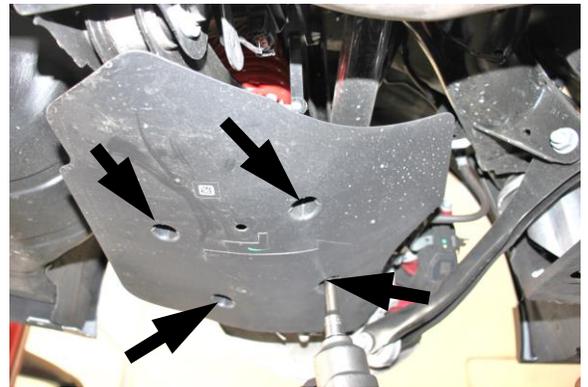


Photo 2

3. Remove the plastic shields from both the left and right side the lower control arms. (See Photo 2)



Photo 3

Photo 1

4. Disconnect the ride height sensor electric connection, then, remove the screw that secures the sensor to the subframe. (See Photo 3)



Photo 4

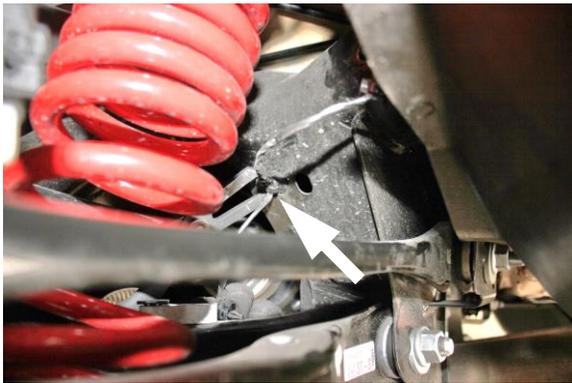


Photo 5

5. Unclip the wire harness from the driver side subframe. **Note: This is necessary to prevent any stretching or damage to the wiring when lowering the rear subframe.** (See Photos 4 & 5)



Photo 6

6. Loosen and remove the hardware that secures the ground wire that attaches to the unibody. (See Photo 6)



Photo 7

7. Loosen and remove the hardware that secures the aluminum brace. (See Photo 7)



Photo 8



Photo 9



Photo 10



Photo 11

- 8. Loosen and remove the hardware that secures the underbody covers, then, remove the covers as shown. (See Photos 8, 9, 10 & 11)



Photo 12

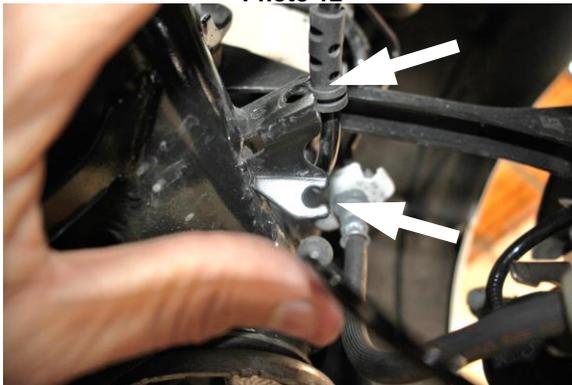


Photo 13

- 9. Detach both the left and right side brake line grommets from the retaining bracket as shown. (See Photos 12 & 13)



Photo 14

- 10. Support the lower control arm, then, remove the outer control arm and lower shock mount hardware. (See Photo 14)



Photo 15

- 11. Lower the control arm and remove the OE spring. (See Photo 15)

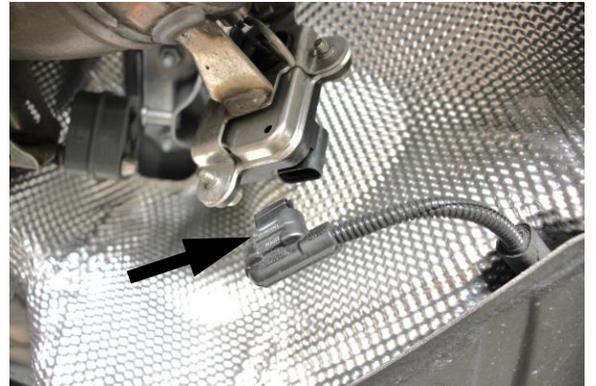


Photo 16

- 12. Disconnect the exhaust control valve electrical connection. (See Photo 16)



Photo 17

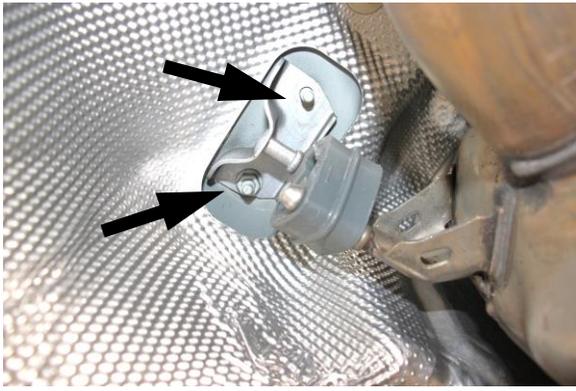


Photo 18



Photo 19

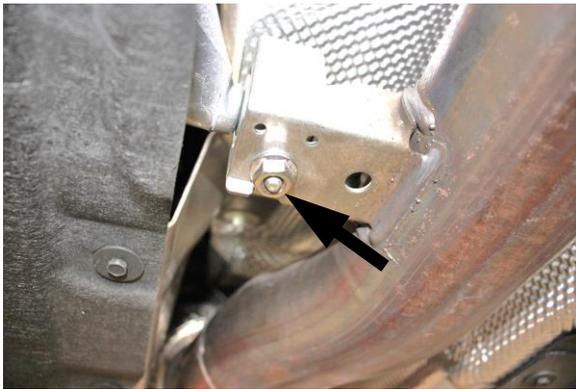


Photo 20

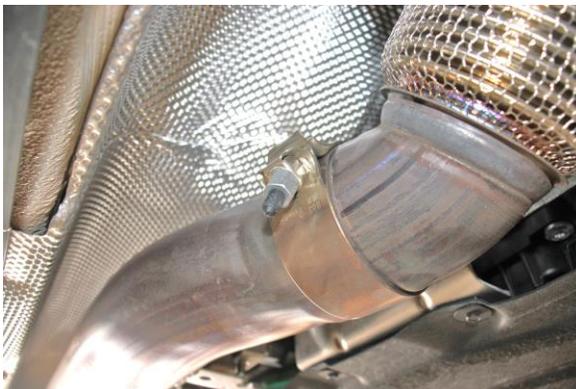


Photo 21

- Support the exhaust with a screw jack, then, loosen and remove the hardware that secures the exhaust hangers

as well as the forward exhaust clamp, then, remove the exhaust from the vehicle. (See Photos 17, 18, 19, 20 & 21)



Photo 22



Photo 23

- You can now remove the hardware that secures the heat shield, then, remove the heat shield as shown. (See Photos 22 & 23)



Photo 24

- Loosen and remove the left and right side forward subframe bracket bolts. (See Photo 24)



Photo 25



Photo 26



Photo 27

16. Remove the left and right side rear plastic valance, then, remove the rearward subframe bracket bolts. (See Photos 25, 26 & 27)



Photo 28



Photo 29

17. Unclip the brake lines from the body. Note: This is necessary to prevent any stretching or damage to the brake lines while lowering the subframe. (See Photos 28 & 29)



Photo 30

18. Loosen and remove the hardware that secures the end links to the ends of the OE bar. (See Photo 30)
19. Loosen and remove the upper and lower shock mount hardware, then, remove both left and right side shocks.



Photo 31



Photo 32



Photo 33

20. Support the subframe with the approximate subframe jack or similar safety support stand, then, remove the subframe bolts. **Note: As shown in photo 31, we used a heavy duty cart, but you can use jack stands or subframe jack. (See Photos 31, 32 & 33)**



Photo 34



Photo 35

21. You can now raise the vehicle up just enough to loosen and remove the left and right side bushing bracket hardware, then, remove the bar from the vehicle. **Note: When raising the vehicle be sure to keep any eye for any lines that may be stretching and adjust if necessary. (See Photo 35)**

EIBACH REAR BAR INSTALLATION



Photo 36

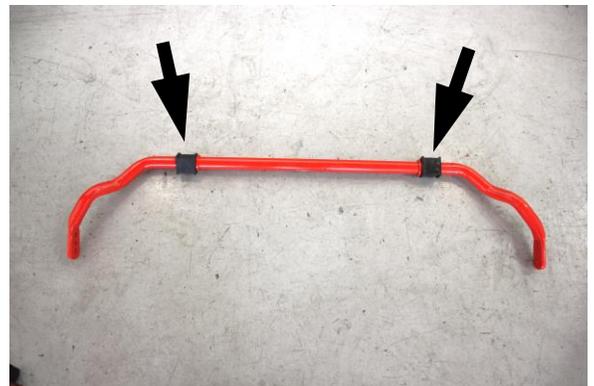


Photo 37

22. Apply some poly lubricant to the inside of the supplied Eibach bushings, then, install the bushings onto the Eibach bar. **(See Photos 36 & 37)**



Photo 38



Photo 39

23. You can now install the Eibach bar in the reverse of the removal of the OE bar and secure it with the provided bracket and OE hardware. **Note: Be sure to reinstall the bar in the same orientation as the OE bar. (See Photos 38 & 39)**



Photo 40

24. Secure the end links to the lower control arms using the OE hardware. (See Photo 40)

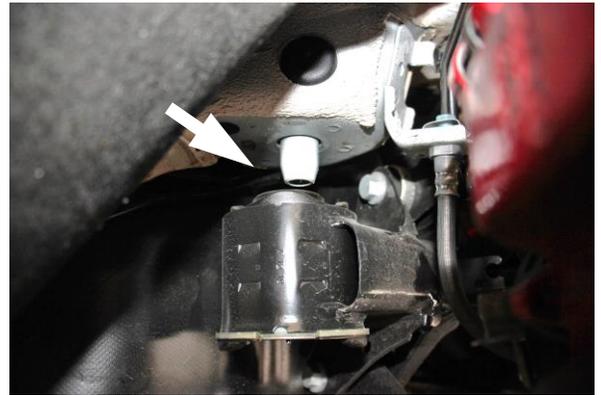


Photo 41



Photo 42



Photo 43

25. Lower the vehicle back onto subframe and secure it with the OE brackets and hardware. (See Photos 41, 42 & 43)



Photo 44

26. Reinstall the OE shock and secure the upper mount with the OE hardware. (See Photo 44)

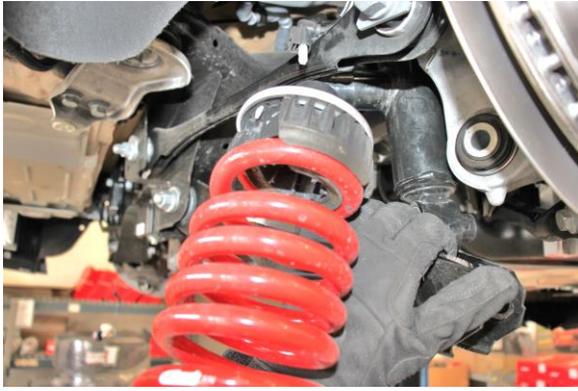


Photo 45



Photo 46

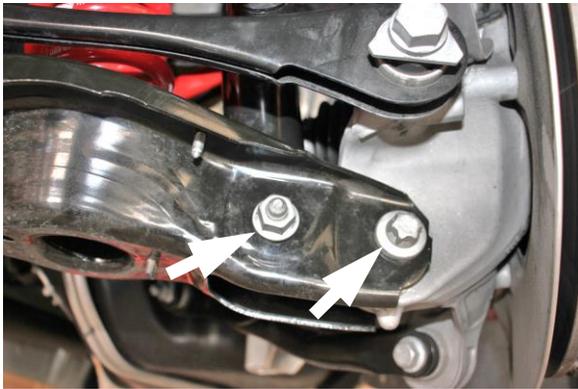


Photo 47

27. Reinstall the springs and secure the control arm with the OE hardware. You can also secure the lower shock mount at this time. (See Photos 45, 46 & 47)

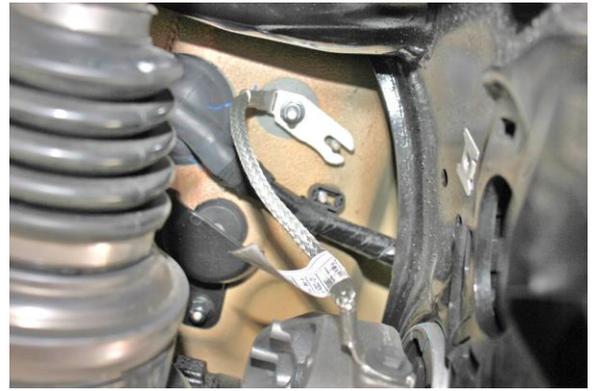


Photo 48

28. Secure the ground strap with the OE hardware. (See Photo 48)



Photo 49

29. Secure the wire harness to the frame with the OE push clips. (See Photo 49)



Photo 50

30. Secure the brake line grommet and wheel speed sensor grommets to the OE brackets. (See Photos 50)

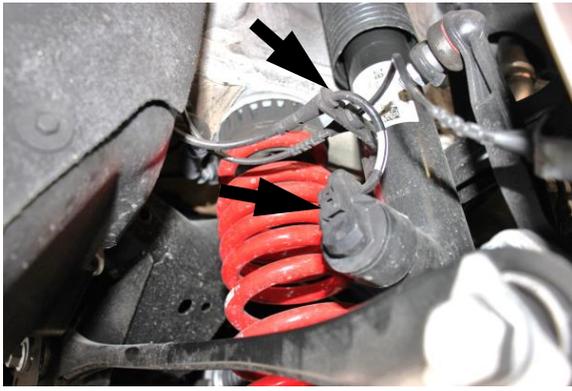


Photo 51

31. Reconnect the shock electric connection and also secure the wires onto the bracket on the shock. **(See Photo 51)**



Photo 52



Photo 53

32. Secure the brake lines to the chassis. **(See Photos 52 & 53)**

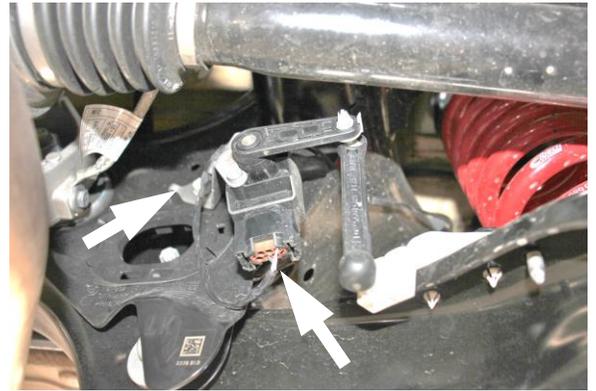


Photo 54

33. Secure the ride height sensor to the subframe with the OE screw, then, reconnect the electric connection. **(See Photo 54)**



Photo 55

34. Reinstall the heat shield and secure with the OE hardware. **(See Photo 55)**



Photo 56

35. Reinstall the exhaust using the OE hardware and hangers, then, reinstall the aluminum brace as well. **(See Photo 56)**

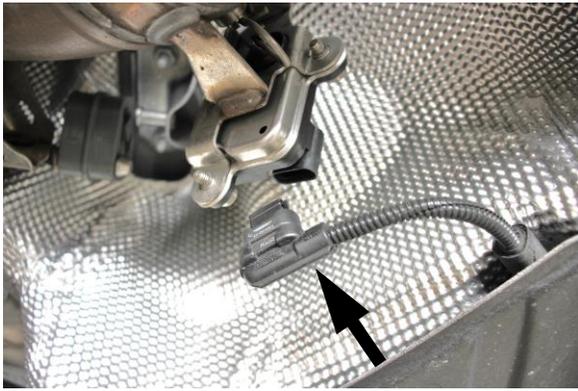


Photo 57

36. Reconnect the exhaust control valve electric connection.
(See Photo 57)



Photo 58

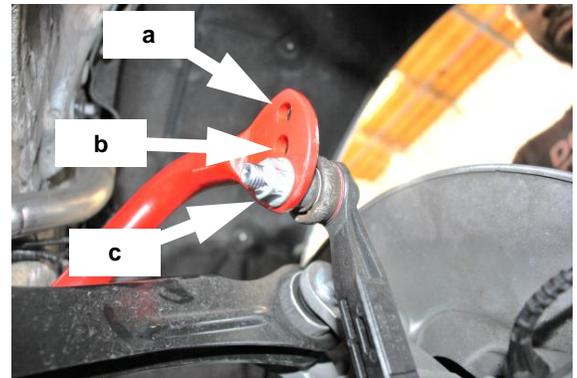


Photo 59



Photo 60

37. Reinstall the underbody covers using the OE hardware.
(See Photos 58, 59 & 60)
38. Double check to make sure everything is properly positioned and tightened, then, do a road test and listen for any noises and retighten if necessary.



TUNING YOUR EIBACH REAR BAR

- a) Softest Setting.
- Reduces over-steer
 - Use in rain or on slick roads.
 - Use on rough or bumpy roads.
 - Increases comfort.
- b) Mid Setting / Street Performance Setting.
- Tuning out under or over-steer.
 - For normal driving conditions.
 - Dry street driving.
 - Use with additional trunk weight.
- c) Firmest Setting.
- Reduces under-steer
 - Use on dry roads and tracks.
 - Use on smooth roads and tracks.
 - Do not use on wet or slick roads.