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F150online Forums (<http://www.f150online.com/forums/index.php>)

- **Lightning** (<http://www.f150online.com/forums/forumdisplay.php?forumid=50>)

-- **Need help from those with drop springs..bumpstop issue!! (pic)**

(<http://www.f150online.com/forums/showthread.php?threadid=74250>)

Posted by Speedin Bob on 04-15-2002 04:52 AM:

Need help from those with drop springs..bumpstop issue!! (pic)

Gang:

Just finished installing a set of Eibach progressive rate springs, cam bolts, Herb's washers, lubed the steering stops for good measure. Nice to do it all at one shot. **install tip below

However, upon lowing the vehicle and giving it a quick glance underneath, I noticed the lower A-arms are resting on the bumpstops as illustrated in the following image. 😞



Pre-installation height from floor to top fo the fender lip was 32 3/4". After a CAREFUL 10 mile drive, the number came to 30 3/4" (possible more due to issue illustrated above). Don't worry Spike, I'll update the list with proper measurements when the bumpstop issue is resolved. 😊

Obviously, this is in need of attention. For those of you having dropped the front of your truck, any assistance would be greatly apreciated

How much clearance should there be between the lower a-arm and the bumpstop? The truck is daily driven, drag raced about once a month, and tossed into corners where and whenever possible.

What is the recommended method of trimming the bumpstops and/or are there replacement units available?

***install tip.

It is very easy to use the jack to support the a-arm and remove the upper a-arm bolts then SLOWLY lower the jack. I used a chain as a safety precaution but the spring came out VERY easily.

Again, any tips would be greatly appreciated.

Bob

Posted by Edward on 04-15-2002 05:04 AM:

You need some shorter bumpstops. I've got some Roush one's new in the box I could let you have for \$15. They are the same ones included in their lowering kit.

Posted by QKSILVR on 04-15-2002 06:07 AM:

Umm you sure you have the right springs. The coils look like they are touching to me.



[QKSILVR's Gallery](#)

2000 Black Mustang GT (Wife's)
2000 Silver Lightning 13.11 @103
JDM FlipChip
90MM kit

JDM 2# lower pulley
QKSILVR@InsightBB.com
an Avid Unreal Tournament player NLA*KİnG-Çr@cklë
www.nlautclan.com



Posted by dtdionne on 04-15-2002 08:42 AM:

UH OH!

I did my Eibach springs yesterday and they look just like the pics above, actually a little worse. Looks like more pressure on the bump stops than the picture. This can't be good, what gives? Could there be a bad batch of eibach springs out there? I really worried.

Posted by Don's Bolt on 04-15-2002 12:32 PM:

The Hotchkiss and Roush springs will ride on the stock bump stops too. Get some shorter bump stops, or get a hacksaw and cut an inch off the stock bumpstops.

Posted by Chainsaw13 on 04-15-2002 12:37 PM:

I'll have to look when I get home on mine. I too installed the same springs over the weekend. Mine dropped from 32 3/8 from the ground to the lip of the fender to 30 5/8 afterwards.

Bob

Posted by dtdionne on 04-15-2002 01:48 PM:

ttt, spike? is this normal?

Posted by Chainsaw13 on 04-15-2002 02:11 PM:

Speedin Bob, how did you install the springs, with the tighter coils at the top or bottom? I did mine with the tighter coils at the top. I wonder if this would make a difference. I'll post tomorrow if I have the same problem with the bump stops.

Bob

Posted by dtdionne on 04-15-2002 02:40 PM:

Don's Bolt, that sure doesn't leave much room for suspension travel does it? If I cut 1" off that will only leave about 1/2" of bumpstop, is that enough?

Is everyone with front springs having the same problem or issue?

Posted by Speedin Bob on 04-15-2002 02:45 PM:

Edward,

I'm calling Eibach's tech line this morning and will keep you in mind 😊

QKSILVR,

The Eibachs are a progressive rate springs and have tighter coils on one end.

Chainsaw,

I installed the tighter coils at the top as well. Wouldn't think this have an affect on the ride height.



Bob

Posted by Onelfastride on 04-15-2002 03:11 PM:

Keep us informed Speedin Bob.

I wonder if the Roush Bumps stops can be purchased seperately?

Posted by thepawm on 04-15-2002 03:25 PM:

Yes, the Roush bumpstops can be purchased seperately. They are \$40...

Daniel.

Posted by Shorty on 04-15-2002 03:27 PM:

Wow, those are close. I too have the Eibachs. I installed with the tight coils on top but didn't get that much drop. Did you install the springs upside down? I believe the writing on the coils should be readable. Good srpings though. I will check when I go home for lunch.

99 L, Shrunken Head, PSP Filter, 2lb Lower Pulley, JDM Chip, NGKs, Bedrug, Alpine HU, Pioneer Speakers, Eibachs.

13.278 @ 103.25

2001 Eddie Bauer Expedition, loaded, I guess.

Posted by Speedin Bob on 04-15-2002 04:06 PM:

Edward,

Shoot me an email so we can discuss the Roush bumpstops. 📧

nlocgen2vp@hotmail.com

Bob

Posted by Shorty on 04-15-2002 05:03 PM:

Well, I just got home and took a look, mine are like yours. The spring is compressed at the top and the bump stop is about a 1/4" from hitting the control arm. Time to do some shaving. Doesn't look like there is much room for the spring do its job. This should become interesting.

Posted by ICULOKN on 04-15-2002 05:04 PM:

Anyone had issues with the Bell Tech springs?? I have not even looked at mine yet to see how it sits....

Richard T. - TEAM PSP
2001 Silver Lightning
Best ET:
1.69 60 foot
7.81 @ 89.26 1/8 Mile
12.21@ 110.67 1/4 Mile

[My Toy's](#)
[Just alot of Random Pictures!!](#)
[Install Pictures](#)



Posted by RTKILLA on 04-15-2002 05:20 PM:

bell techs with a 2inch drop sit pretty close on mine, but I have different bump stops on a 99 then the 02's do. Yours are allot bigger so they might be touching.

That could be an option for you guys, buy the 99/00 units.

How much better of a ride do those progressive rate springs off speedy?



Posted by Speedin Bob on 04-15-2002 05:41 PM:

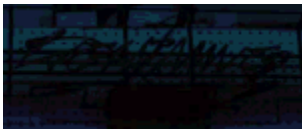
Killa,

so far, the ride is alot better however the full range of suspension travel is being hampered by the bumpstops riding on the a-arm.

Thanks for the tip on the 99-00 units.. care to take/post a photo? 😊

I did notice the front end doesn't lift under harder acceleration. may have an affect on 1/4 mile times. Not a big concern for me.

Ruslow recommended there be 1/2 to 3/4" clearance for suspension travel/movement.



Posted by easterisland on 04-15-2002 05:48 PM:

Here is a pic with the stock 01+ bump stop compared to the roush one. There is about a 1 1/8th inch difference between the two with the stock being longer.



Posted by ICULOKN on 04-15-2002 05:51 PM:

quote:

Originally posted by Speedin Bob

I did notice the front end doesn't lift under harder acceleration. may have an affect on 1/4 mile times. Not a big concern for me.

I noticed that as well... Its a good thing though.. You dont want the Front to rise and the back to squat. You want the rear to lift and plant those tires!!! I knocked some 60 foot time off just by lowering my truck, but you better have traction bars or you will break a shaft.

Posted by easterisland on 04-15-2002 06:01 PM:

It must just be those eibach progressive srings. Here is what the roush ones look like.



Posted by Speedin Bob on 04-15-2002 06:04 PM:

easter,

thanks for the imagery! 😊

Posted by easterisland on 04-15-2002 06:43 PM:

quote:

Originally posted by Speedin Bob

easter,

thanks for the imagery! 😊

No problem. 😊 There is nothing in the engine bay so the springs will compress a little when the engine goes in. I would have posted on NLOC, but someone kicked me off, and erased my posts. 😞

Posted by 78f1hundo on 04-15-2002 06:55 PM:

Those springs you used look like there is no travel at all, the Roush ones look totally different. That's just wierd.

Steven Hansen
99' Lightning
#424 of 4,000
- K & N Filter + air box cut out
- Clear corner lenses

Posted by clonetek on 04-15-2002 06:58 PM:

quote:

Originally posted by Speedin Bob

Thanks for the tip on the 99-00 units.. care to take/post a photo? 😊

no you can't have a pic of my unit, you sicko! LOL LOL

brooks
'00 silver "L"



my F-150Online photo albums [-click here-](#)
my webspace.. a collection of junk [-click here-](#)
my email addy: clonetek@jam.rr.com

Posted by cabraco on 04-15-2002 06:59 PM:

The yellow bump stop just snaps out of the metal cup, and I shaved quite a bit off mine when I installed 2" drop springs. Just popped it out and cut it with a hacksaw. It sliced right through, real easy. Then popped it right back in, slicker than spit on a brass door knob!

Posted by Speedin Bob on 04-15-2002 11:05 PM:

 **UPDATE**

update:

Talked to Eibach Tech Support and obtaining the design spring rate force vs. deflection data was inaccessible/unavailable to Tech Support and John Q Public.

The closer coils are to be placed on the BOTTOM, not the top.

Will Be reversing them this evening... joy. 😊

I was also told the closer coils are part of the spring design and it is OK for them to touch. 🤖

Bob

Posted by clonetek on 04-15-2002 11:14 PM:

so the coils are supposed to be touching, huh?

heck, i'm gonna go to the pipe yard and cut a couple of pieces of pipe to replace my springs.. heck yeah. 🤖

brooks
'00 silver "L"



my F-150Online photo albums [-click here-](#)
my webpage.. a collection of junk [-click here-](#)
my email addy: clonetek@jam.rr.com

Posted by RTKILLA on 04-15-2002 11:16 PM:

Thats interesting! I wouldn't have guessed that, but who know's! Think about that though bob, its not going to change the height at all how could it?

You know I'm curious how much travel robG has with his new lower A arms in front. That might be the best way to solve this problem you know. His truck handles great with it, I can say that much! Go with a 1 inch drop coil and 1 inch lower A arm. DAMMIT this is going to cost more money now, HEHEHEHEHE.

ROB: we need pictures! whats your look like.



Posted by thepawn on 04-15-2002 11:20 PM:

Well, I can see the idea that the upper coils would decompress on a bump where the wheel drops down (pothole, etc), and alter the return of the wheel to the proper position by lessening the 7

Posted by Speedin Bob on 04-16-2002 01:49 AM:

EIBACH USERS DONT GO FLIPPIN YOUR SPRINGS JUST YET!!

During a conversation with and according to the Eibach Tech, the springs are supposed to be installed with the writing right side up.

WELLLLLL, upon closer inspection, the writing WAS installed right side up but this puts the close coils AT THE TOP.

DAMN!!!!!!!

just missed them leaving for the day to inquire WTF CHUCK?!?!?!?

Therefore, they'll get a call first thing tomorrow.

at least the truck wasn't torn down.

>>off to trim the bump stops and measure true drop.

ARGH

Posted by Shorty on 04-16-2002 02:26 AM:

Well,... if my springs are upside down, they sure handle good for being installed upside down.

Posted by Spike Engineering on 04-16-2002 02:31 AM:

Re: UPDATE

quote:

Originally posted by Speedin Bob

update:

Talked to Eibach Tech Support and obtaining the design spring rate force vs. deflection data was inaccessible/unavailable to Tech Support and John Q Public...

Here's a question, not directed at you specifically, but anyone who buy's this stuff:
How do you (or their techies) know that the springs are better than the stock Lightning springs?
What if the spring rate over the range of deflection is less than the stockers?

Just wondering...

If it was me, I'd bug them until I got an answer.

Spike

Posted by dtdionne on 04-16-2002 06:30 AM:

Upsidedown?

Weird, mine are upside down too. I dont get it, somone please explain. I took my stock ones out and put them side by side. One end of my stock ones was flat which had the rubber boot on it and was at the top. The other end was uneven and made the spring lean when rested on it, this end was down in my stock setup. I just copied that since the eibach had the same characteristics. Are we sure ours are upside down?

BTW, i cut about an inch off of my bump stops (which is almost as effective as removing them) and my control arms still rest on them! AHHHHH!! NOT GOOD. Whats going on?

Posted by Chainsaw13 on 04-16-2002 12:54 PM:

Figures I'd find this out after having dropped my truck off for an alignment. Anyone know what the affects will be with leaving the springs in the wrong way? So far the little driving I did with it, I like the feel, plus the new stance.

Bob

Posted by cabraco on 04-16-2002 12:56 PM:

I cut my bump stops down to maybe 3/8 of an inch showing past the cup, and I have about 1 inch clearance. I used the belltech springs to get a 2 inch drop.

Posted by Onelfastlride on 04-16-2002 01:58 PM:

What is going on????????????????

Ok, Well I'm starting to get slightly annoyed 😡 . I bought these springs from a "Lightning Vendor" who advertised them as 1" drop. When they went a little past I didn't mind.

Now you guys are saying even with 1" cut off the bump stops you are still hitting them??

Any one with the 99' - 00' bump stops address this issue yet? My 00' look a little different. They are black, shorter, and more rectangular.

I like the raked look, but I don't want the front end scraping the ground and the ass in the air.



P.S..... I called Roush on their bump stops. \$40 bucs, but the guy said that if I'm already riding on the bump stops theirs might not help. He recommended just cutting the stockers.

Posted by Speedin Bob on 04-16-2002 02:11 PM:



Cutting almost an inch off the bumpstop by splitting the extended area just under the mounting point (see photo in first post) left approx 1/2" of clearance between the 'stop and the A-Arm.

Bob

Posted by Chainsaw13 on 04-16-2002 02:46 PM:

Same for me with trimming the bumpstops.

Bob

Posted by Speedin Bob on 04-16-2002 06:33 PM:

⇒ clarification...

After a lengthy and pointed discussion with Eibach Tech Support (nice guy btw), the spings are to be installed in the following manner:

closer coils at the TOP, writing-side-up, decreasing radius coil at the BOTTOM.

verified the kit number, application, and asked him to pull up a pic and describe the spring so we were both on the same page.

sorry for the misinformation earlier.

>>off to the alignment shop tomorrow morning 🚗

Bob

Posted by Chainsaw13 on 04-16-2002 06:47 PM:

Bob, did you talk to DC @ Eibach? I just talked to him about 20 mins ago. I'm confused now as he told me the tighter coils should be at the bottom. 🤔

Mines at the shop right now getting aligned. I'm going to keep it that way and see how things go. If I don't like it, I can always switch them around.

Bob

Posted by NeedFourSpeed on 04-16-2002 07:04 PM:

Just a thought.....by lowering you are compressing the stock shock some. Then by cutting the bump stop are you creating a condition where the shock will be fully compressed before hitting the bump stop? In other words does the shock become the "bump stop" and could bottoming out the shocks cause problems?

Just a thought as I get ready to put on my hotchkis springs Thursday.

Posted by captainoblivious on 04-16-2002 07:24 PM:

NeedFourSpeed - the hotchkis springs are stiffer then stock, and don't lower the truck as much as Eibachs or Belltech do. So with the bumpstops that come with the hotchkis kit you shouldn't have to worry about hitting them.

Posted by Chainsaw13 on 04-16-2002 07:26 PM:

Well, with my trimmed bump stops, I have about 3/4"-1" clearance. Not a lot, but I don't believe stock clearance is a considerable amount more. I think the spring still has more travel than that.

Bob

Posted by Speedin Bob on 04-16-2002 07:32 PM:

Bob,

yep, talked to him, twice.

so we're talking apples and apples, 😊

on one end of the spring, the circumference of the coil decreases. This is what I and DC referred as the 'tighter coils'

on the other end, the distance between the coils decreases. this is what is being referred to as 'closer coils'

Therefore, tighter coils on the bottom, closer coils on top

Did he tell you different? 🤔

Bob

Posted by QKSILVR on 04-16-2002 07:45 PM:

I didn't have any of these problems you guys are with My Belltech Kit. I think it handles and rides like a dream as well,

Posted by NeedFourSpeed on 04-16-2002 07:50 PM:

captainoblivious

I got some black rectangular bumpstops from hotchkis. Are these for the front? I haven't opened the box for with my rear springs. I assumed (perhaps wrongly) that the aforementioned bump stops were for the rear 🤔.

Posted by Chainsaw13 on 04-16-2002 08:18 PM:

Bob, looks like I have mine in correct then. I guess it was just a misunderstanding of the terms "tighter" and "closer". Thanks for clearing it up. I'm off to pick up my truck in about 20 mins. Can't wait.

Bob

PS. After cutting the bumpstops, mine measured in at 30 1/2 from the ground to the lip of the fender. So it went down another 1/8 inch after the trim.

Posted by Onelfastride on 04-16-2002 08:23 PM:

So-Cal Drop

<http://www.so-calspeedshop.com/index2.html>

Ok,

From what I can tell we are basically doing what the So-Cal kit does. They sell the Eibachs with the kit and claim 1.75" front drop. They also replace the **bump stops** with Energy Suspension bump stops which I believe can be had from Jegs for \$8.99 so FORGET roush. Have the new bump stops on order.

Looks like I'm droppin the rear now some more. I was thinking Hotchkis 2" drop leaf springs with the 2" shackles. **Anyone know how payload is affected?** Or is it better to go with the hangers? I'll basically have the So-Cal kit minus the extra leaf spring if I do the hangers.

Posted by Speedin Bob on 04-16-2002 08:30 PM:

onefast,

what is the Jeg's part number for the Energy Suspension bumpstops?

let us not forget the end links too. 😊

Posted by Spike Engineering on 04-16-2002 08:33 PM:

quote:

Originally posted by NeedFourSpeed

Just a thought.....by lowering you are compressing the stock shock some. Then by cutting the bump stop are you creating a condition where the shock will be fully compressed before hitting the bump stop? In other words does the shock become the "bump stop" and could bottoming out the shocks cause problems?

Just a thought as I get ready to put on my hotchkis springs Thursday.

It's easy to check. Pull off the shock and measure the actual shock length with the fully compressed. Compare that to the actual compressed length of the suspension.

BUT, the shock won't be operating in it's optimum range and the moving mass/springs will overpower them, so considering them deadweight.

Spike

Posted by Spike Engineering on 04-16-2002 08:37 PM:

Re: So-Cal Drop

quote:

Originally posted by Onelfastlride

...was thinking Hotchkis 2" drop leaf springs with the 2" shackles. Anyone know how payload is affected? Or is it better to go with the hangers? I'll basically have the So-Cal kit minus the extra leaf spring if I do the hangers.

All the "kits" result in a reduction of the payload capacity (not towing capacity) because of the reduced suspension travel. In other words, you'll bottom out quicker.

Spike

Posted by Onelfastlride on 04-16-2002 08:50 PM:

 **Speedin Bob / Spike Engineering**

Speedin

The Jegs part # is 355-9-9102G , description....1 1/16" Tall, 2" Dia., 2/pkg. I'm not certain this is the same as in the So-Cal kit, but from the picture, and searching I'd bet it is. I'll soon find out.

Oh, and I have short **End Links**!! 😊 Don't forget I'm running Hotchkis Sway Bar kit for a Lowered L w/ that comes shorter end links.

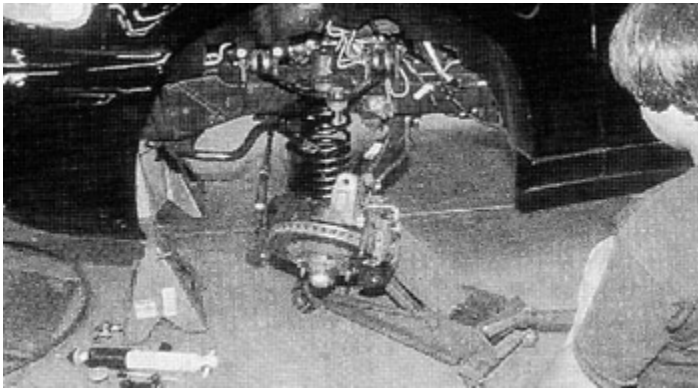
Spike or ANYONE

What is best to lower the rear now besides the shackles I have???

Posted by Speedin Bob on 04-16-2002 08:53 PM:

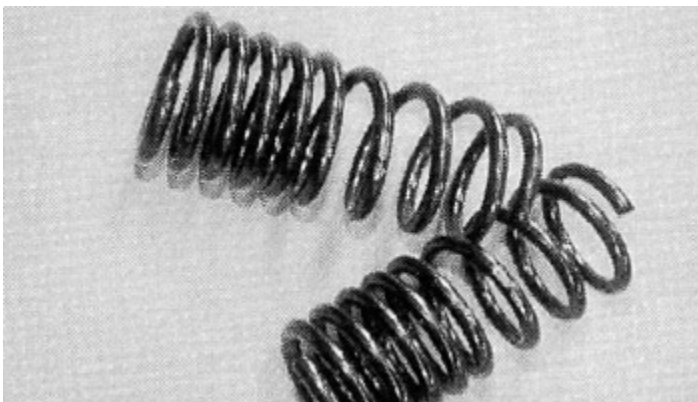
WTF CHUCK!!!! (not you LTNBOLT)

in browsing the So-Cal Speedshop installation of the kit, they installed the closer coiled end DOWN.



Here is a pic of what we're meaning:

'closer coils' on the left, tighter coils on the right



WHAT THE PHUCK!!!!!!



Posted by Onelfastride on 04-16-2002 09:01 PM:

Bob why don't you

Just give old So-Cal a call for us...

I'm trusting So-Cal, they been around for a little bit now I think? 😊

Posted by captainoblivious on 04-16-2002 09:06 PM:

NeedFourSpeed - yep I got those same with the front springs also. I'll take a picture of it either later tonight or tomorrow and put up for you to how close it is.

About the Roush bumpstops, they are small little rectangles of rubber with a metal plate and bolt on the top. If Dan (thepawn) reads this maybe he will post a picture of them for everyone to see.

Bob - at this point I would just leave the coils the way they are, you may give yourself a serious headache trying to figure it out.

Posted by Speedin Bob on 04-16-2002 10:10 PM:

⚠ just when I was ready to say phuck it....

onefast, chainsaw, and all

Talked to So-Cal Speedshop. They offered and called Eibach (non-tech support) to verify how these are to be installed and followed up with me within 20 minutes... OUTSTANDING!!!

They stated prior to calling Eibach the closer coils are to be on the BOTTOM and they have done almost 30 installs this very way.

During our clarification phone call, it seems the F150 application differs from the norm. Good for So-Cal since they have done quite a few, good for us to FINALLY get the skinny on how they are to be installed.

obtw, So-Cal has some other suspension goodies in the works. 😊

Bob

Posted by ROBM on 04-16-2002 11:15 PM:

🤔 QA-1 adjustment?

Bob---with coils so tight on the bottom how can QA-1 shocks be easily adjusted?--what about spring spacers(1"--3/4")?--we are going to get into major bump-steer issues(i believe 1" is the most amount of front drop you want on these trucks if you want to retain good handling.[imo])-----

--Rob^{???} 😊

Posted by Spike Engineering on 04-16-2002 11:35 PM:

Best drop system for rear: Either springs or sliders with a drop. Drop shackles allow more rear-end slop than the stock system.

Front bump steer: This is a problem with any drop. It just get worse the lower you go. 1" to 1.5" drop is the recommended max. I to avoid excessive bump steer.

The QA1's are adjusted from underneath the control arm thus springs don't matter.

Posted by captainoblivious on 04-17-2002 12:09 AM:

NeedFourSpeed -

click here for a pic of the bump stops: <http://captainoblivious.tripod.com/...suspension.html>

Posted by Struck in AZ on 04-17-2002 12:19 AM:

So am I to take it that after my original call to Eibach (two months ago) prior to installing my springs I was given bum info. I was also told that the springs go in so the writing on them is right-side up - which places the 'closer' coils on the top. Darn those guys! Any reason why I need to spend an hour or so flipping my coils so they are now installed the correct way ('closer' coils at the bottom) in the next day or two?

Thanks,

Dan

Posted by dtdionne on 04-17-2002 01:24 AM:

DAMN

Well, my coils appear to be touching, i appear to still be sitting on my bumpstops that have been trimmed about 3/4" and my truck is sitting at like 29.8"!!!! Anyone know whats going on?

Posted by dtdionne on 04-17-2002 03:30 AM:

ttt, im really worried i either have the wrong springs or bad springs.

Anyone else having similar prob as mine stated in the post above?

Posted by Struck By Lightning on 04-17-2002 03:46 AM:

IMO, I don't see why it would make a difference if the spring is installed one way or another. Either way, the same amount of force is transmitted to the spring and the "closer coils" compresses first. I compared both ends of the Eibach spring and they appears to be identical (pigtailed and diameter appears to be the same). So I flipped a coin and installed them the same way so-cal does theirs.

Just looked at the bump stops and there is a slight gap between the stops and the control arms. BTW, only about 1/3 of the coils are touching each other in my case...

Posted by dtdionne on 04-17-2002 04:30 AM:

struck by, did you cut your bumpstops? How much of a drop did you get? and what is your fender to ground measurement now?

My stock height was 32.5 and it is now 29.75!! Too low for me, and im sitting on my .75" cut bumpstops.

Posted by Struck By Lightning on 04-17-2002 04:45 AM:

It measured 30" from the fender to the ground, or 17" from the center of the wheel to the bottom of the fender.

I have the square/black OEM bumpstops and I haven't touch them. There is at most an 1/8" gap between the control arms and the bump stops as it sits so I think I will be getting some shorter ones. OTOH, the stock rubber bump stops are much softer than poly ones and possibly gives as much as 1/2" under compression...

I've driven the truck for a couple thousand miles since the springs went on, and I only remember feeling the truck hits the bump stops a couple of times.

Posted by ROBM on 04-17-2002 10:59 PM:

OPTIONAL EIBACH SPRING

Just got off the phone with Dwaine @Eibach Tech-----He said the following; (1)was surprised these trucks were being lowered 2" ----(2)said p/n 3576.520 should lower a stock F-150 2" and a Lightning 1"-----(3) said p/n 3575.520 should lower a stock F-150 1.3" with the same spring rate-- ----(4) said tight coils belong on the bottom like So.Cal said (last time Eibach Tech says #s give position --now apparently not true).-----SO---I ordered a set of p/n 3575.520 (Tire Rack-- \$155.00) and will post with results!! Rob

Posted by Shorty on 04-18-2002 12:07 AM:

reread the above post. sorry

99 L, Shrunken Head, PSP Filter, 2lb Lower Pulley, JDM Chip, NGKs, Bedrug, Alpine HU, Pioneer Speakers, Eibachs.
13.278 @ 103.25

2001 Eddie Bauer Expedition, loaded, I guess.

Posted by dtdionne on 04-18-2002 12:26 AM:

Interesting

Well i got my springs from JDM and they didnt include a part number. Is there a way for me to tell what part number my springs are? Im almost sure they are wrong especially considering Eibach was surprised that people were getting 2" of drop. My truck is down about 2.5" which is too low for me...heck the friggin coils are touching! 😞😞

Posted by ROBM on 04-18-2002 01:12 AM:

SPRING ISOLATORS ?

Guys, Just got off the phone with ENERGY SUSPENSIONS---They make poly/graphite spring isolators (among other things) and are coming out with an extensive line in late spring/early summer INCLUDING A 1" SPACER/ISOLATOR which may be a perfect fix.(might be able to sneak them in with a spring compressor without taking everything apart). Hang in there!! Rob

Posted by Spike Engineering on 04-18-2002 01:57 AM:

Re: SPRING ISOLATORS ?

quote:

Originally posted by ROBM

...A 1" SPACER/ISOLATOR which may be a perfect fix.(might be able to sneak them in with a spring compressor without taking everything apart...

Correct my logic if I'm wrong.

1. Drop springs are installed and it appears that suspension travel is limited.
2. Cut bump stops.
3. Suspension drops further and it appears that suspension travel is still limited.
4. Install isolator to raise spring back up (a different type of bump stop).

Why not install springs with the correct spring rate to begin with?

Spike

Posted by Speedin Bob on 04-18-2002 03:46 AM:

😞 Enough of the BS/unhappy camper...lesson learned

Spike,

Tired of messing with this nonsense..... 😞

I'll be touching base with Stan in the morning for issue resolution. 🙏

Bob

Posted by *dtdionne* on 04-18-2002 05:18 AM:

Feel the exact same way

Speedin, let me know what you do, im pretty upset with with mine. Im shocked that eibach was surprized that our trucks were dropping as much as they are. REDICULOUS in my opinion

Posted by *Onelfastlride* on 04-18-2002 01:49 PM:

Problems problems problems

First off I don't know how Eibach can sell springs and not release the spring rates to the public. Their own web site says the drops may vary. Well the L's have a 5.4, plus the supercharger, plus all the heavy duty cooling equipment. In my opinion this is why we are getting so much drop, so much weight up front.

Next you through in the different rear drops each of us are running and perhaps this accounts for some of the reasons some are getting more drop then others. The more rake, or higher the rear is, the more weight you'll have up front.

dtdionne

I'm sitting at ~30 1/8-1/4 up front and I'm riding the bumpstops. I've ordered 2" Hotchkis Leafs for the rear to go along with the shakles. All and all I hope for a 3" drop in the rear leaving a slight rake. I hopefully will be at 30" upfront and 31" in the rear. We'll see next week.

The time now is 02:49 AM.

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