

<http://www.crossfireforum.org/forum/wheels-brakes-tires-suspension/18650-lowered-my-ride-24-95-srt-6-a.html>

Lowering Springs

Overview

I wanted to lower the Crossfire on a budget, and what better way to do it than to cut the stock springs! Now, this is not the same for all vehicles. (And indeed should not be done to any other car without first finding out some specs). SO, it turns out that the Eibach springs have the same lbs rate than the stock ones, just that it has one less coil. This mean that if we cut the stock springs one coil, they will be the same as if we had Eibach springs.

Installation

Installation took about 3 hours for both rear sides by myself. It is straightforward, and it could be completed in about 1 1/2 hrs if you have someone to help you.

- Raise the car (take off wheels).
- Take off the two bolts near the center of the car that hold the lower a-arm plastic cover (they are 10mm) - and take the cover off.
- There are three bolts near the disc brake (two are silver and the middle one bronze/gold) which you need to take off. If you lower/raise the a-arm by placing a jack under it it will be really easy to take tension off the bolts to take them off - they all have different positions at which tension is off of them so you need to play with the jack.
- After that simply pull the lower a-arm down and pry the spring out.
- To cut from the bottom I had to take it to a mechanic with a table saw so he could cut it (my dremel didn't work, the blade totally broke off)... THESE SPRINGS ARE MADE OF TITANIUM OR SOMETHING! THEY ARE HARD TO BRAKE!
- Reinstall everything in the reverse order.

Review

I have had this mod for about 5 days and it is awesome! It lowered the car enough to give it a good look and stiffened the suspension just enough. Body roll is reduced about 80% and the looks are just awesome.

Now, I will get to lowering the front the same way, BUT if you just want to lower the rear don't cut a full coil, maybe 3/4ths and that will be more than enough to level it (<- If I did this again, I would do it like this and not even touch the fronts = less work). 😊

If you have a spare weekend, some jacks, and beer I would definitely recommend doing this as it is free (or \$10 for someone having to cut the springs like in my case) and it gives the car a MUCH sportier feeling as well as looks.

RECOMMENDED! IT HANDLES A LOT BETTER! (And remember, this is just the rear done. when the front gets done I will post a new thread with observations on it).

Notes

- The rear is a tad bit lower than the front, like I said if i weren't lowering the front I would only cut the rear 3/4th of a spring to level it.
- The suspension IS stiffer, but a good stiffer. 😊 I used to have a Honda S2000 with full coilovers so to me this is nothing. I actually love having no body roll now.
- It doesn't rub with stock wheels and tires (not even close to rubbing).

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- PLEASE align the spring pad on top of it when putting the spring back in, other wise bad things could happen. Also, cut the spring from the bottom, not the top!

Level of Difficulty - *** out of ***

Time to Complete- 3 hours (by myself)

I finished the lowering project on my SRT-6 last night and I can tell you it's a pretty easy task.

First I want to thank forum member LantanaTX for lowering his ride by trimming the stock coils and to basslover911 for posting his rear DIY lowering steps on the forum; big help to me. And lastly I want to thank forum member stevewrx who told me how he had installed Eibach's on his SRT at the Anaheim GTG which saved me a ton of time and effort.

Members helping members – what a concept!!

Bottom line is you can lower your ride for \$0. I purchased a spring compressor from Harbor Freight Tools for \$13 and I did not need it.

I purchased the lowest spring pads for the front and rear springs (\$24.95) – and probably did not need them but they were so cheap and good for fine tuning.

The numbers.

My stock rears measured 4-1/2 inches from top of rim to the top of the wheel well. The fronts measured 4-1/4 inches.

I removed the rear springs using the steps in outlined in basslover911's post: [REVIEW and DIY - Lowered Rear ONLY with Pictures](#)

Took about 15 min to remove each side, I trimmed a 1/2 coil from each spring (from the top) using a small grinder, painting some black on the exposed metal to prevent rust, putting the “one dot 5mm” pads on top, (my stock pads were 3 dot or 1/3 of an inch taller) re-installing the springs and rims and lowering the car. Total time 1 hour.

I should have driven the car at this point. More on this later.

I measured and only got about a 3/4 inch drop so I removed the coils again, shaved another 1/2 coil off each side and re-assembled. Total time 1/2 hour; second time is always easier. Measured and saw a 1-3/4” drop. I was happy and moved on to the fronts.

First time I attempted to remove the front springs, I tried from the front, unbolting the shock, sway-bar, using an air pickle-fork to disconnect the upper and lower ball joint.

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Without a proper spring compressor I gave up and went to the Anaheim GTG where Steve suggested I remove the two inner bolts that hold the A-arm.

Steps for removing front springs:

Place XFire on front and rear jack stands (both sides or one side at a time) Remove plastic belly pan.

Place floor jack under front a-arm close to shock and raise enough to remove tension. Unbolt shock from top mount (17mm wrench). Unbolt sway-arm mount (two 13mm nuts).

Reposition Jack to inside portion of A-arm under two big bolts and raise just enough to remove any tension. Remove the two bolts (I did not have a 22 mm socket but a 7/8" worked just great). You might also need a torx driver for the other side.

Lower jack, spring will fall into you hand. No spring compressor required. No stress on the brake line etc..

I trimmed the springs $\frac{3}{4}$ of a coil, painted and re-installed with the new one dot (5mm) pad. (My stock pads were so 2 dot so not much help in lowering). Re-install spring.

Place jack under the inner section of A-arm and slowly raise. Make sure bottom of spring rest in the holder with end of spring touching the butt of the mount. (keep an eye on the shock and feed it thru mounting hole) and align inside A-arm mounting brackets. Insert both bolts and tighten (BTW – I use a little lock-tite).

Lower Jack and reposition under shock mount and slowly raise A-arm guiding shock and sway-bar into position. Good time to insure you have the spring seated correctly. Re-assemble top shock nut and sway-arm bracket. Put the rims back on and yer done.

This lowered the front end 1 inch. I thought about lowering some more but decided it was time for a test drive.

Took it out for a spin, filled with gas and drove to work and pulled into the parking lot. I still clear the little cement parking stops by $\frac{3}{4}$ of an inch but will not clear a sidewalk gutter (I used to). So I decided that was low enough. When I got home and measured again, the rears had settled more – Not sure if it was a full tank of gas or what – but the rears now measure 2-1/2 inch. That's a 2" drop from stock, but I like the ride and I like the look – It was way to high in the back, and it's so easy to remove and put back in the stock pads and raise it back up a 1/3 inch.

But no bottoming out (did a few speed runs) no tire rub, hard turns in the parking lot forward and reverse, and no big change in the ride, still feels like a stiff SRT-6.

I suggest only $\frac{3}{4}$ of a coil trim for all four springs – but it all depends on how aggressive you want your XFire to look.

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Here are few pictures, more in my gallery – and good luck with your projects.