

E4-WM5-Y183A00

MOUNTING INSTRUCTIONS



Removal

Place vehicle on a chassis hoist,
lift it and remove wheel



The lower control arm must be supported by suitable means!

Remove top and bottom mount.

Remove complete shock absorber
and original mounting parts.

Fitting

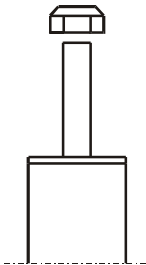
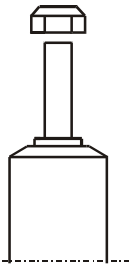
Fit BILSTEIN and/ or original mounting parts
on BILSTEIN shock absorber in reverse
sequence to removal.

Fit BILSTEIN shock absorber to the vehicle
in reverse sequence of removal.

All rubber- mounted strut/ damper attachments
must not be fully tightened until AFTER the
suspension system is loaded (wheels on the
ground). Other mounting fasteners (for example
brackets) must be securely tightened BEFORE
load is placed on the suspension system.

For the removal and installation of nuts,
impact tools must not be used because
this would damage the mount threads.
Self- locking nuts must only be **used once!**
If there are no other indication please find
the tightening torques in the bottom list.

						List		
	M8	M 10	M 12	M 14	M 16	Thread		
	13	25	45	72	110	Torque Nm		
	10	19	34	54	83	Torque ft lb		



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When fitting a **BILSTEIN Tuning Kit** the following points must be observed:

Before starting work the correct original rubber pad is to be selected (ask specialised workshop or see BILSTEIN Programm notes and explanations).

Removal of front spring

An appropriate spring compressor must be used. The pressure plates must be positioned between spring coils and rotated to get sufficient length to clamp the spring.

The spring compressor can only be inserted through bottom control arm. The top pressure plate is locked by rotating the tensioning cylinder.

Using an appropriate screw tool for tightening, the spring can be compressed sufficiently to be removed from vehicle.

Fitting of front spring

Fit BILSTEIN spring to the vehicle in reverse sequence of removal.



Before releasing the spring, care is to be taken to ensure that the lower spring tail rest in the cutout of bottom spring support at lower control arm! Do not damage rubber pad when unscrew strut vise.

After installation please observe the following points:

After installing the suspension system, caster and camber must be checked and adjusted according to manufacturer's specifications. -

Check and reset load- dependent brake compensator and ABS system according to manufacturer's specifications.

Check and adjust headlight aim. -

Because the vehicle has been lowered, freedom of movement for all wheel-/ tire- combinations must be checked. -