

E4-WM5-Y302A01 – MOUNTING INSTRUCTION



1. BILSTEIN shock absorber with original spring
2. BILSTEIN shock absorber with BILSTEIN spring
3. Original shock absorber with BILSTEIN spring

Removal

Place vehicle on a chassis hoist,
lift it and remove wheels.



The lower control arm must be supported by suitable means!

Remove bottom mount.

If necessary release brake hose/ brake hose holder/
stabilizer/ ABS- hose and/ or swing- support at strut.
At support suspension arm, screw on top,
inside must be released a little.

Remove top fixing nuts from support bearing.
Do not remove center nut at this time!

Remove complete strut and
clamp it in an appropriate strut vise.

Using a suitable spring compressor, compress
suspension spring until tension on support
bearing is released.

Fit original/ BILSTEIN mounting parts on strut in
reverse sequence to removal, except for dust cover
and bump stop, since BILSTEIN- strut has built
in bump stop. If there is no dust cover delivered
by BILSTEIN, the original one is to be reused.

Please refer to diagram to identify which parts will
be replaced with BILSTEIN- supplied components.

ATTENTION: Some models are equipped with
plastic- dustcover cap also. This cap **do not** reuse!

Install

Assemble BILSTEIN and/ or original
mounting parts, on the BILSTEIN strut in
reverse sequence of removal.

The cable for the electronic force adjustment must
be fixed by small cable clips (10x) along the ABS-
cable to connect with original plug adapter.



Before releasing the spring, care is to be taken to ensure that the spring rest in the cutouts of top and bottom spring plate!

The correct mounting position of the suspension
springs can be determined by the printing on
the springs; install them with the print upright.

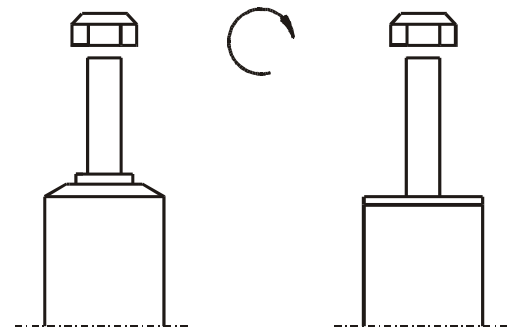
Fit assembled BILSTEIN strut to
the vehicle in reverse sequence of removal.

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- list of torques

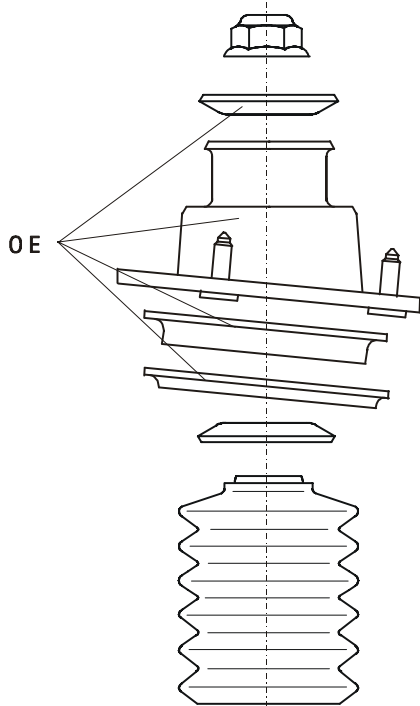
	M8	M 10	M 12	M 14	M 16	Thread
	13	25	45	72	110	Torque Nm
	10	19	34	54	83	Torque ft lb



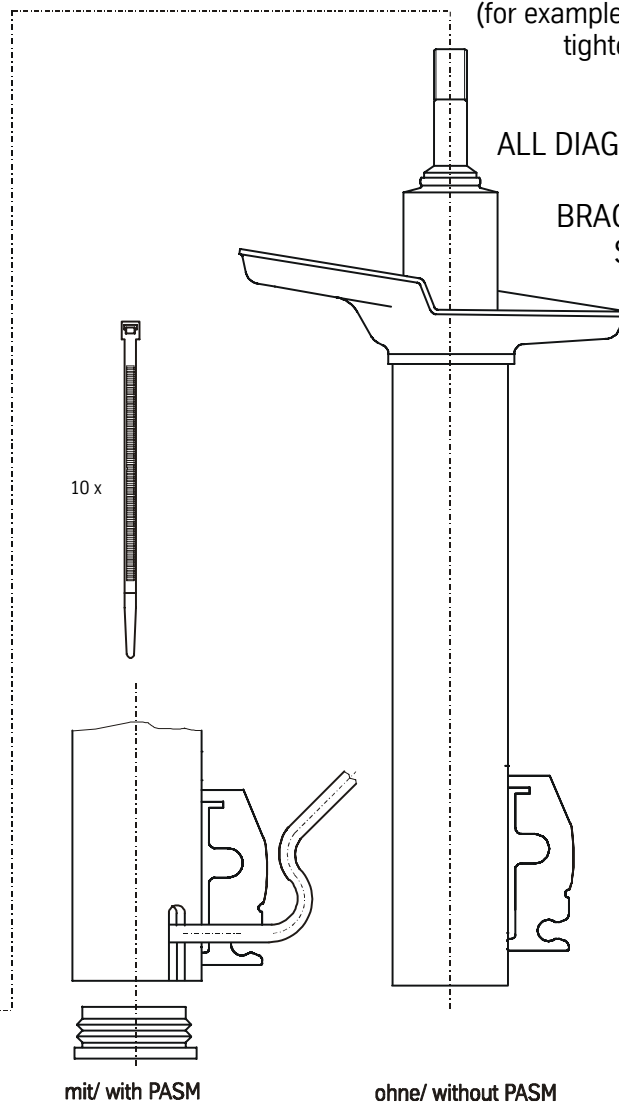
DO NOT USE IMPACT TOOLS FOR LOOSENING OR TIGHTENING FASTENERS, BECAUSE THIS MAY DESTROY THE THREADS. SELF- LOCKING NUTS MUST ONLY BE **USED ONCE!**

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.

ALL DIAGRAMS ARE GENERALIZED AND NOT TO SCALE! BRACKETS, ETC. SPECIFIC TO STRUT ARE NOT SHOWN!



OE = Original Equipment



mit/ with PASM

ohne/ without PASM