

E4-WM5-Y161A00

MOUNTING INSTRUCTIONS



Removal front

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

The lower control arm must be supported by suitable means!



For fitting the wheel, hub must be restrained inside the wheelhouse, so that the brake hose will not be overstretched!

Remove top mount (piston rod nut **and** support bearing) first, then bottom mount.

Remove complete strut and original mounting parts.

Fitting front

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

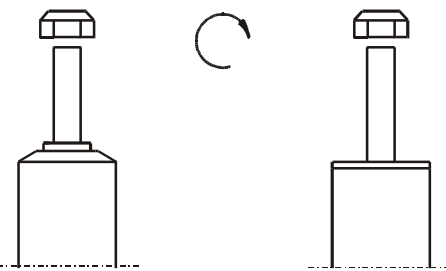
Fit BILSTEIN shock absorber to the vehicle in reverse sequence of removal.

Tightening torques for lower mounting: **110 ± 10Nm**

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!**

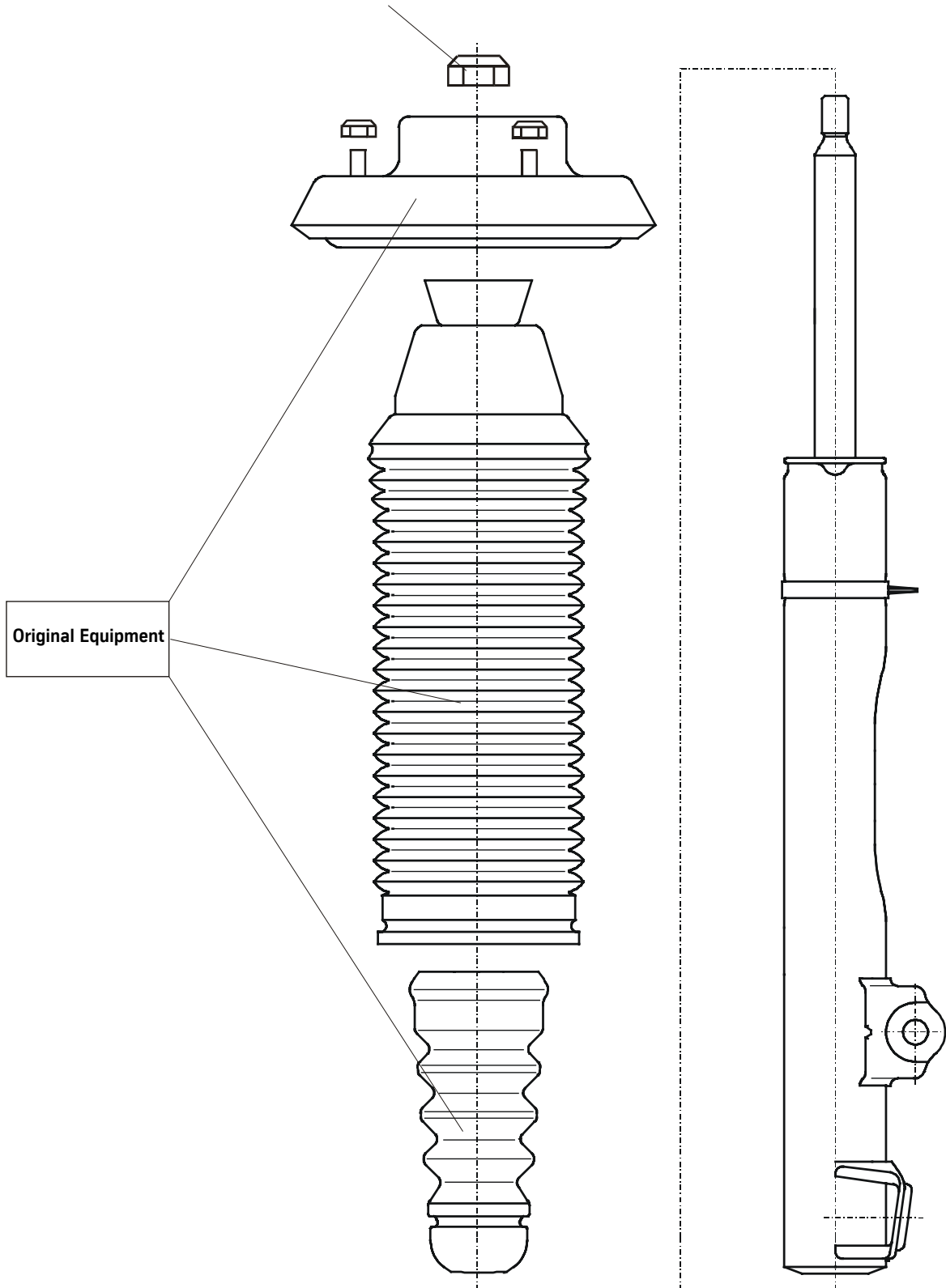
	M8	M 10	M 12	M 14	M 16	List
						Thread
	13	25	45	72	110	Torque Nm
	10	19	34	54	83	Torque ft lb



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Tightening torques 60 + 10 Nm



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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. -