

E4-WM5-Y116A00

MOUNTING INSTRUCTION



Before installation please observe the following points:

- Read all information in this manual carefully. -
All [suspension components](#) are fitted and removed acc. to the manufacturer's specifications for installing and removal, if not otherwise required in these instructions.

- Check that your vehicle type is listed in the certificate as being specified for this product. -
- Check the product for all components before starting installation! -
- Check that dimensions and fastening points are comparable between the original and Bilstein shock absorbers. -
- Remove the negative battery pole. -
- Directional references (left, right, front, rear) are always with reference to the driving direction. -
- The test vehicles are left- hand drive vehicles. -

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 setting. -

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

- 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. -
- Connect the negative battery pole. -

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DO NOT USE AN IMPACT TOOL TO LOOSEN
OR TIGHTEN FASTENERS DUE TO POSSIBLE
DAMAGE TO THE PRODUCT.

SELF- LOCKING NUTS MUST ONLY BE

USED ONCE!

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.

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

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

Using a suitable spring compressor, compress
suspension spring until tension on support bearing is free to move.

Release central nut and remove original
mounting parts and coil spring. Please refer
to diagram to identify which parts will be replaced with BILSTEIN- supplied components.

Release lock ring.

Remove all internal parts and oil from strut.



Surplus of grease on the outer tube does not diminish function. Before fitting the insert should be compressed once to lubricate the inner seal. Take care when fitting the lock ring. Lubricate the seal, use a special wrench to tighten the lock ring.

Installation

Fit BILSTEIN cartridge into original strut housing.

Take care when installing the lock ring (3): lubricate the seal inside the lock ring (use oil from outside of insert, or synthetic grease).

Avoid tilting sealed lock ring during installation.

Tighten lock ring with special wrench:

torque 130 ± 10 Nm (95 ± 7 ft lb)

Fit dust cover.

Do not reuse original bump stop, since BILSTEIN cartridge has built in bump stop.
Fitment in reverse order as 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. Make sure that the bump stop and dust cover are correctly and properly fastened.

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Important **NOTE** for Cartridges delivered with **BILSTEIN** dust cover **AND** a plastic ring:

After fitting the cartridge (5) into the outer tube (4) and **before** fitting the lock ring (3) the plastic ring (2) must be fixed on outer tube. After screwing the lock ring and fitting other mounting parts, the dust cover (1) must be fixed on the plastic ring (2) as shown in the sketch below.

