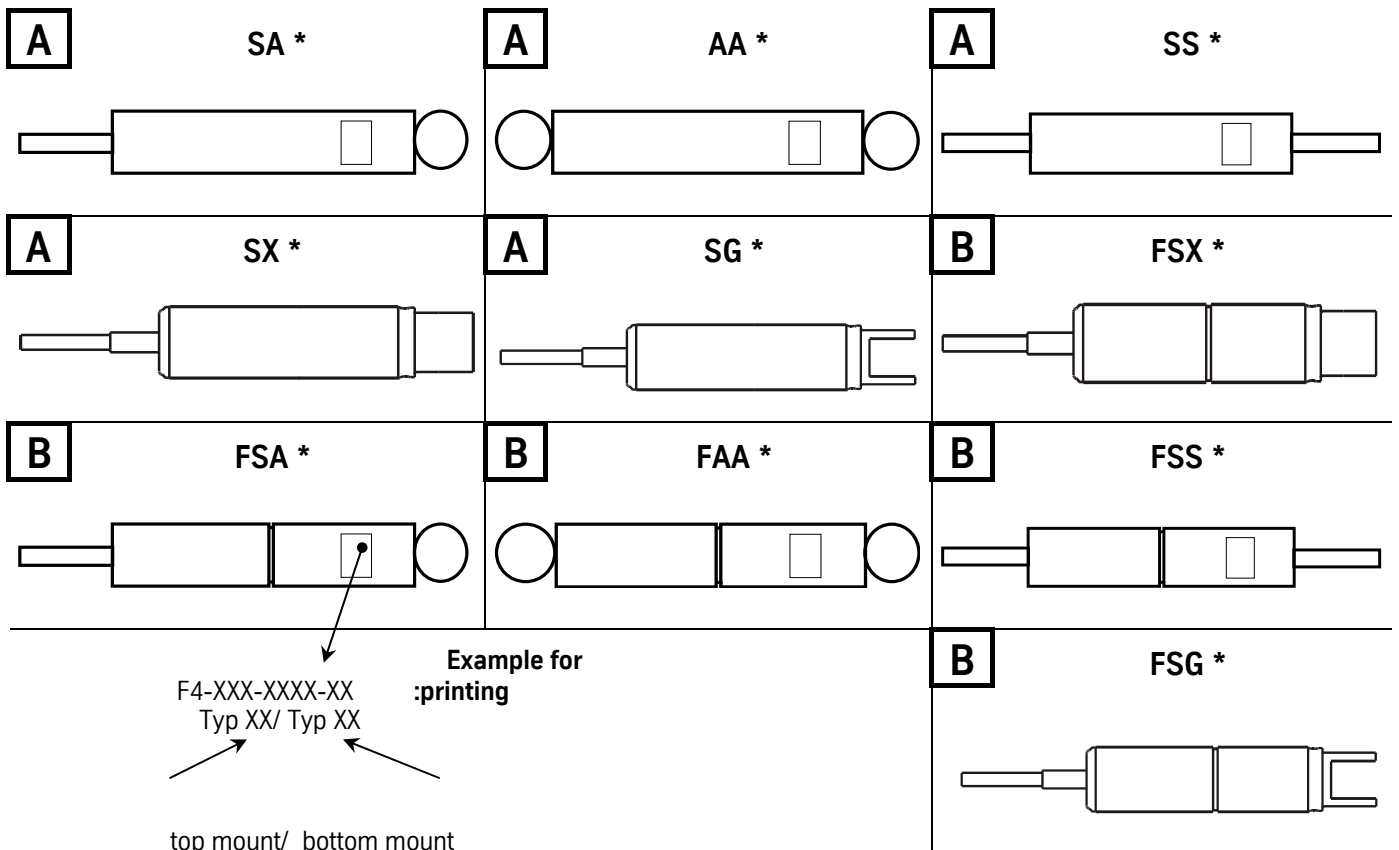




ALL DRAWINGS ARE GENERALIZED!  
BRACKETS, ETC. SPECIFIC TO  
STRUT ARE NOT SHOWN!

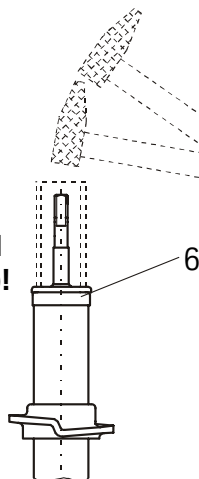
**TYPES OF SHOCK ABSORBER**

• see application guide side 1

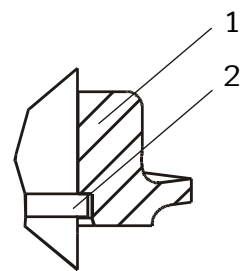


If no dust cover is delivered by BILSTEIN, original dust cover must be reused or replaced.

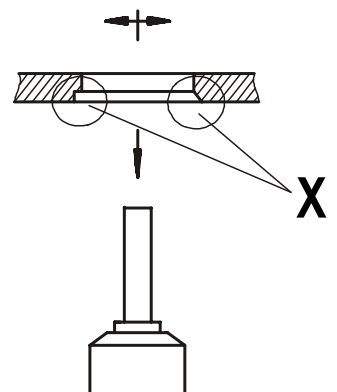
Do not damage the piston rod when knocking a top cap ( 6 )!



When fitting the spring plate ( 1 ) care must be taken to ensure that the circlip ring ( 2 ) is seated correctly!



X = Fitting of plates with chamfer (if exist)





**A** SPRING CARRIED SHOCK ABSORBER

( FSA \*, FAA \*, FSS \*, FSX \* )

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

**Remove**

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 shock absorber and  
clamp it in an appropriate strut vice.

Compress suspension spring until tension on support bearing is released.

Release nut and remove original ( mounting parts ) just as original spring. Please check, which original mounting parts will be renewed with mounting parts supplied by BILSTEIN.

**Fitting**

Fit BILSTEIN and/ or original mounting parts just as the new BILSTEIN spring on the strut in reverse sequence of removal.



***Before releasing the spring, care is to be taken to ensure that the ends of the spring rest in the cut outs of the top and bottom spring plates.***

The mounting position of the suspension springs can be read by the imprint- have them installed just the way you read the imprint.

Fit assembled shock absorber to the vehicle in reverse sequence of removal. For to guarantee correct fitting of mounting parts, it is necessary to compare the Type- No, printed on damper-label with the charts on the following pages.

All self- locking nuts must be replaced.  
Tightening torques see list on page 3.

# E4-WM5-Y217A00 MOUNTING INSTRUCTION



## B

### STANDARD SHOCK-ABSORBER

( SA \*, AA \*, SS \*, SX \* )

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.

Remove bottom mount.



***The lower control arm must be supported by suitable means!***

Remove top fixing mount.

Remove shock absorber from vehicle.

Remove original mounting parts.

#### Installing

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


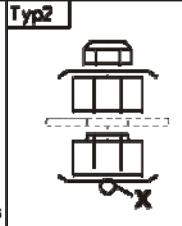
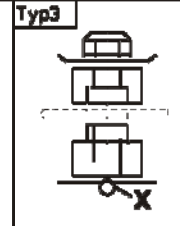
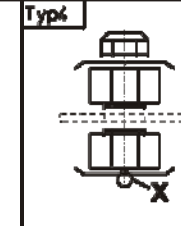
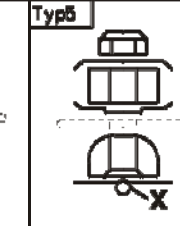
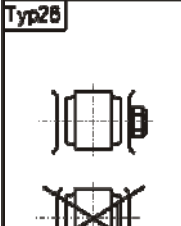
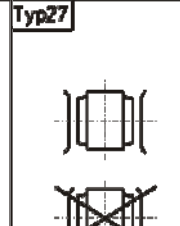
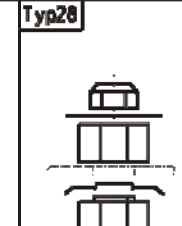
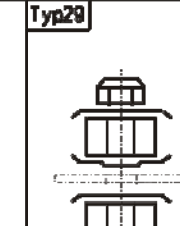
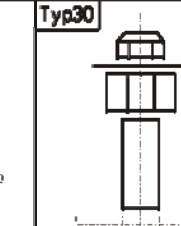
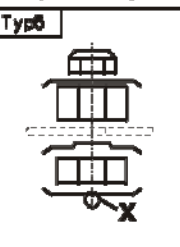
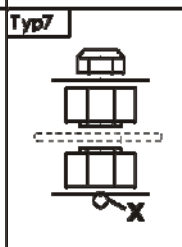
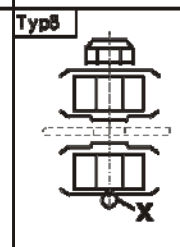
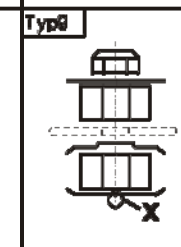
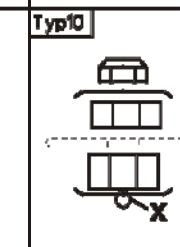
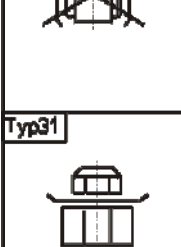
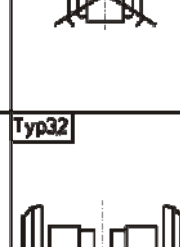
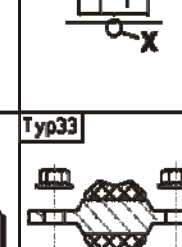
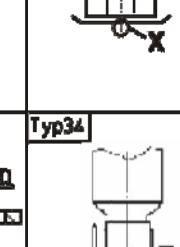

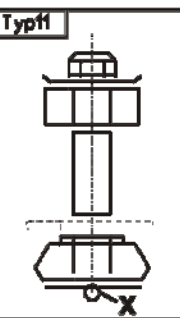
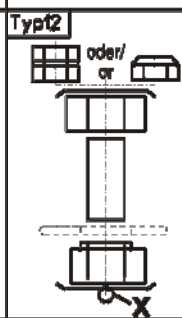
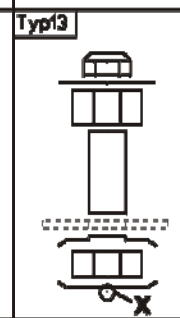
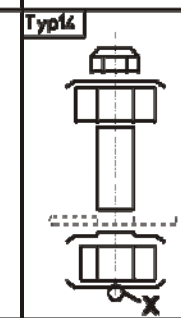
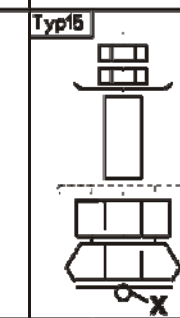
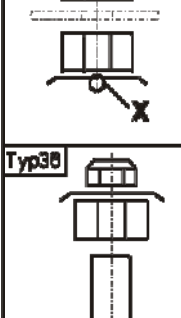
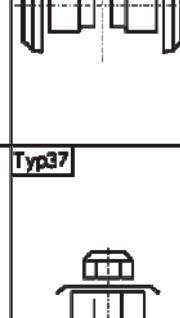
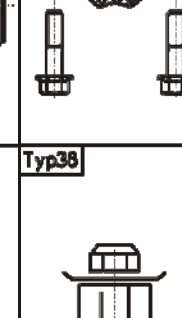
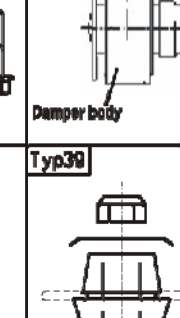
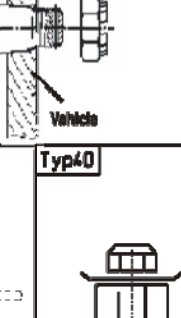
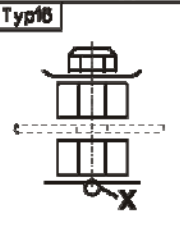

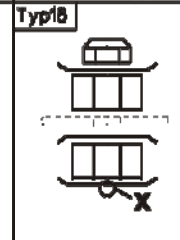
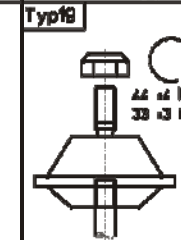
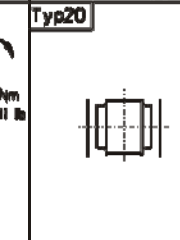
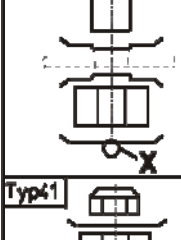
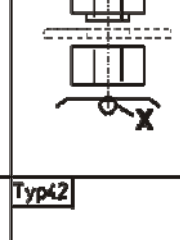
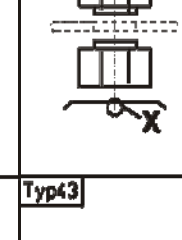
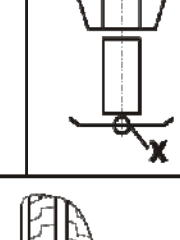
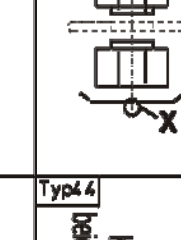
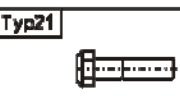


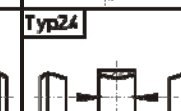
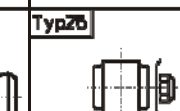
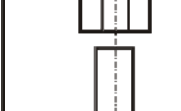
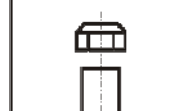


Fit assembled shock absorber to the vehicle in reverse sequence of removal. For to guarantee correct fitting of mounting parts, it is necessary to compare the Type- No, printed on damper- label with the charts on the following pages.

All self- locking nuts must be replaced.  
Tightening torques see list below.

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



# E4-WM5-Y217A00 MOUNTING INSTRUCTION

<b>Typ1</b> 	<b>Typ2</b> 	<b>Typ3</b> 	<b>Typ4</b> 	<b>Typ5</b> 	<b>Typ26</b> 	<b>Typ27</b> 	<b>Typ28</b> 	<b>Typ29</b> 	<b>Typ30</b> 
<b>Typ6</b> 	<b>Typ7</b> 	<b>Typ8</b> 	<b>Typ9</b> 	<b>Typ10</b> 	<b>Typ31</b> 	<b>Typ32</b> 	<b>Typ33</b> 	<b>Typ34</b>  <p>Slotted nut torque to min. 48 Nm (35 lbf ft) and insert cotter pin</p> <p>Damper body Vehicle</p>	<b>Typ30</b> 
<b>Typ11</b> 	<b>Typ12</b>  <p>oder/ or</p>	<b>Typ13</b> 	<b>Typ14</b> 	<b>Typ15</b> 	<b>Typ36</b> 	<b>Typ37</b> 	<b>Typ38</b> 	<b>Typ39</b> 	<b>Typ40</b> 
<b>Typ16</b> 	<b>Typ17</b> 	<b>Typ18</b> 	<b>Typ19</b>  <p>44 ad Nm 33 ad lb</p>	<b>Typ20</b> 	<b>Typ30</b> 	<b>Typ37</b> 	<b>Typ38</b> 	<b>Typ39</b> 	<b>Typ40</b> 
<b>Typ21</b> 	<b>Typ22</b> 	<b>Typ23</b> 	<b>Typ24</b> 	<b>Typ25</b> 	<b>Typ41</b> 	<b>Typ42</b> 	<b>Typ43</b> 	<b>Typ44</b> 	<b>Typ44</b> <p>DC "G" - Typ Bei Fahrzeugen mit Kurzschass entfallen die beiden Schrauben ø 22/5 dick!</p>

