



Contents:

- **BILSTEIN Clubsport Certificate for:**
 - AUDI A3/ S3 (multilink-axle) -**
 - Seat Leon (multilink-axle) -**
 - SKODA Oktavia (multilink-axle) -**
 - VW Golf VII (multilink-axle) -**
 - **mounting instruction**



If the vehicle is used in a competition or on a race track after the modification, a visual check for damage or impairment in the function of the BILSTEIN components is required.
If the vehicle is used for normal road use, a visual check as part of inspection intervals, specified by the manufacturer, is sufficient.

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 kit.

- 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 tested vehicles are left- hand drive vehicles.

After installation please observe the following points:

- Set the vehicle height by adjusting spring plates and lock nuts on the new dampers. Only use the supplied spanner wrenches.

- 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.



**The camber must only be adjusted
in the range that has been released
by the tire manufacturer!**

It is possible that the original camber cannot be readjusted again.

Check and adjust headlight setting. -

Because the vehicle has been lowered, ground clearance 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.

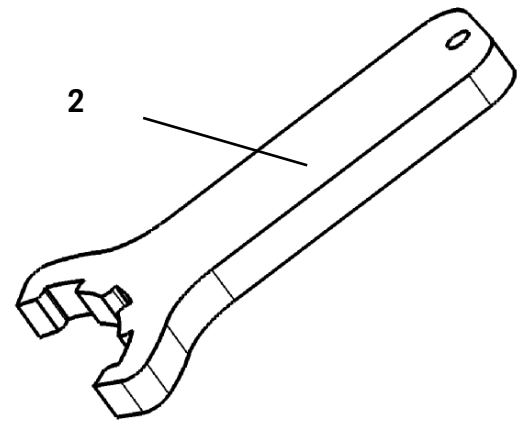
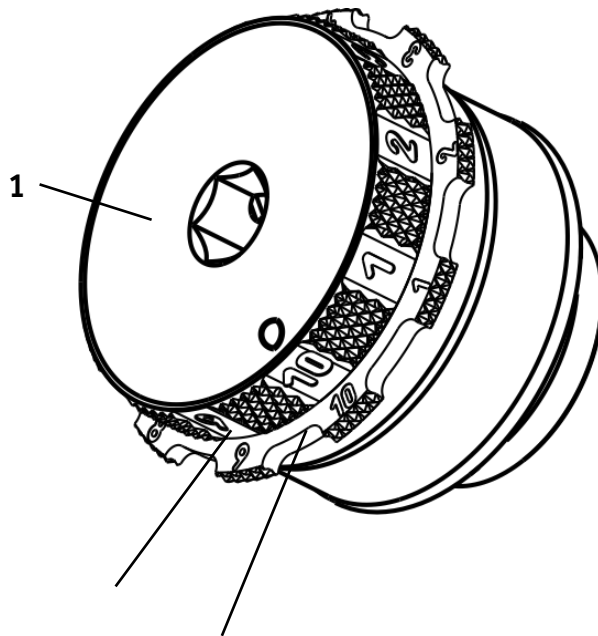
Connect the negative battery pole. -

All diagrams are generalized and not to scale!
brackets, etc. specific to strut are not shown!

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!

instruction for force adjustment



position **1** = **soft**

position **10** = **hard**

The adjustment is done with a hook wrench (**2**) delivered by BILSTEIN. The hook wrench must be put on adjustment ring from below.

During the adjustment you will hear a definite „click“ at each position of the adjustment.

Status of delivery is position **1**.

Instruction for the front axle

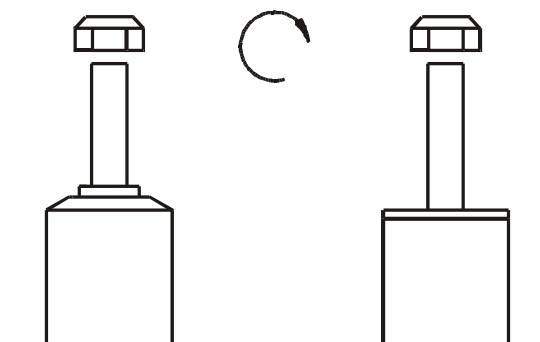
The adjusting element of the front struts is located at the bottom end of the strut.

Adjusting position must be aligned with the red mark on outer tube.

Take care that the adjustment position is the same on both sides of vehicle (left/ right)

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





mounting instruction for front axle

Removal

Place vehicle on a wheel- free car hoist, lift it and remove wheels.

Pay attention that support wires of brake system are strain-free during removal. Stabilization by suitable means is demanded.

Remove bottom mounting.

Remove top fixing screws from support bearing.

Do not remove central nut at this time!

Remove complete strut.

Do not reuse any original parts!

Installation

Assemble BILSTEIN strut (1) with the sleeve (4), the BILSTEIN support bearing (3) and central nut (2) delivered by BILSTEIN. The nut must be locked with an appropriate, high- strength thread locker.

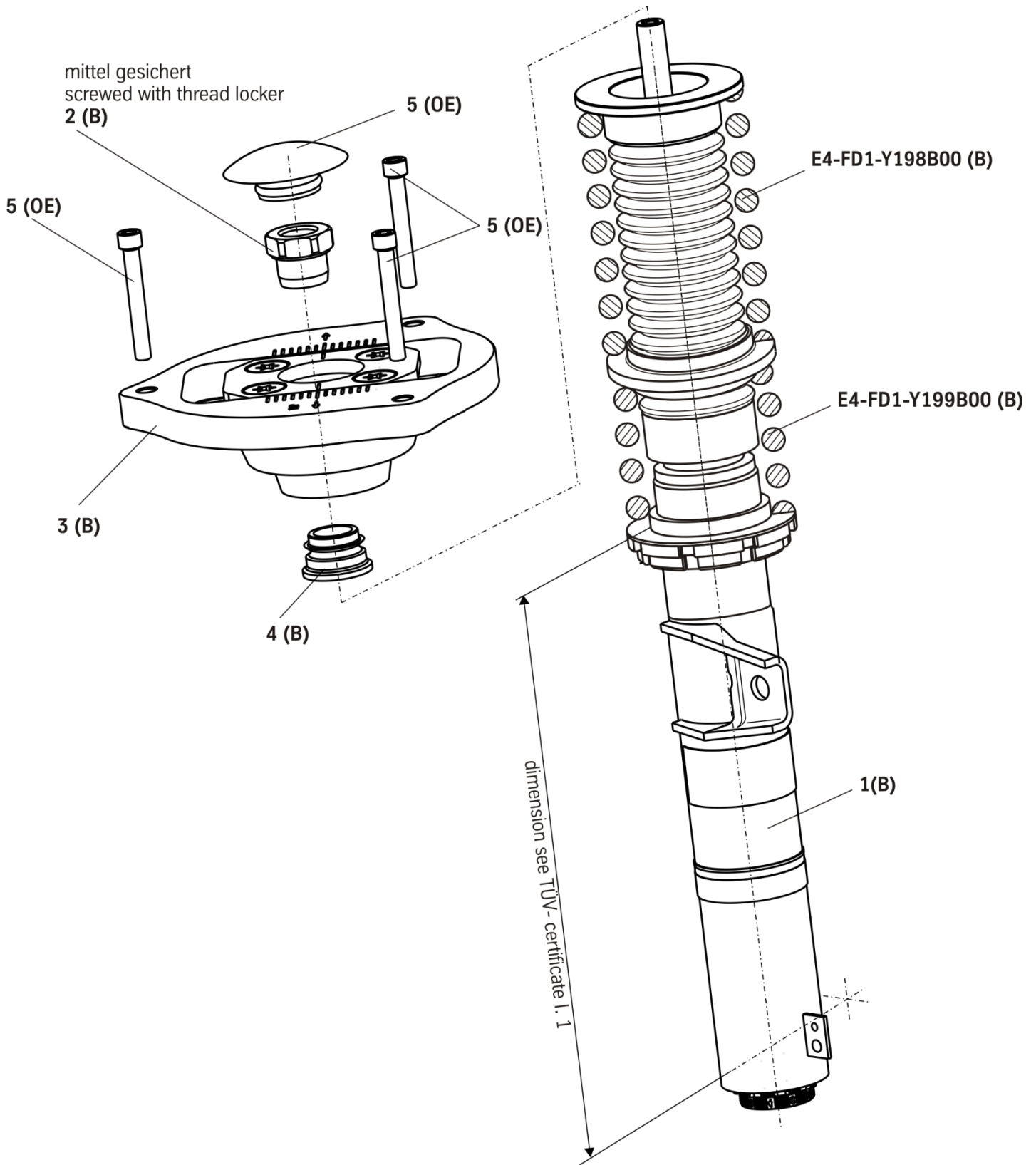
IMPORTANT! Spring plates must not be adjusted outside the ranges specified in the certificate!

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

Install assembled BILSTEIN strut to the vehicle in reverse order as removal. The original support bearing screws (5) must be reused.

OE= Original Equipment

B= Delivered by BILSTEIN





mounting instruction for rear axle

Removal

Place vehicle on a wheel- free car hoist, lift it and remove wheels.

Pay attention that support wires of brake system are strain-free during removal. Stabilization by suitable means is demanded.

Remove top and bottom fixing mounting.

Remove shock absorber and original mounting parts.

Do not reuse any original parts!

Installation

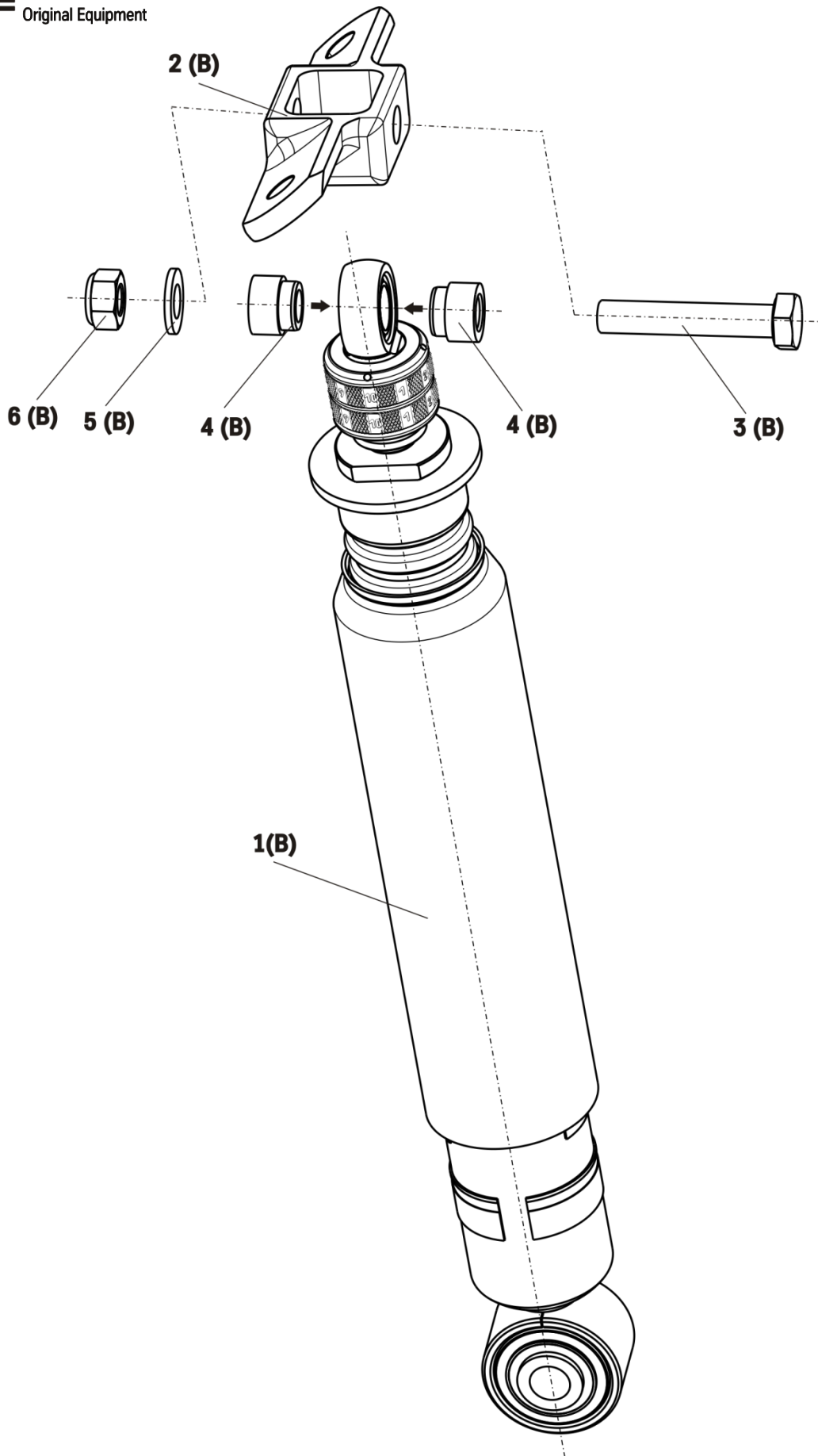
To fit BILSTEIN support bearing (2) on BILSTEIN shock absorber (1) the support bearing delivered by BILSTEIN must be disassembled first like shown in sketch next page.

Press sleeves (4) into the bearing of top mount. Fix the BILSTEIN support bearing to the shock absorber with screw (3), disc (5) and nut (6).

Fit BILSTEIN shock absorber to the vehicle in reverse order as removal.

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B= Delivered by BILSTEIN



-mounting instruction for rear axle height adjustment

OE= Original Equipment

B= Delivered by BILSTEIN

