

1. Nut, self-locking, tightening torque 60 N
2. Dished plate
3. Groove nut, tightening torque 40 N
4. Strut bearing
5. Spring plate
6. Washer
7. Helical spring
8. Bilstein strut with dust cover
9. Nut, tightening torque 95 Nm
10. Bolt eventually to be replaced by VW ET part No. N 101740.01 for correction of camber.

Conversion of front axle

1. Remove complete strut
2. Dismantle strut using spring tensioner
3. Complete Bilstein strut with special springs as per illustration. The original bump stops and dust covers must not be remounted.

4. Mount strut.

After conversion check the front axle in accordance with the FAS repair guide lines.

Setting of track (unloaded) $0^\circ \pm 10'$

Mounting on only one axle is not permitted.

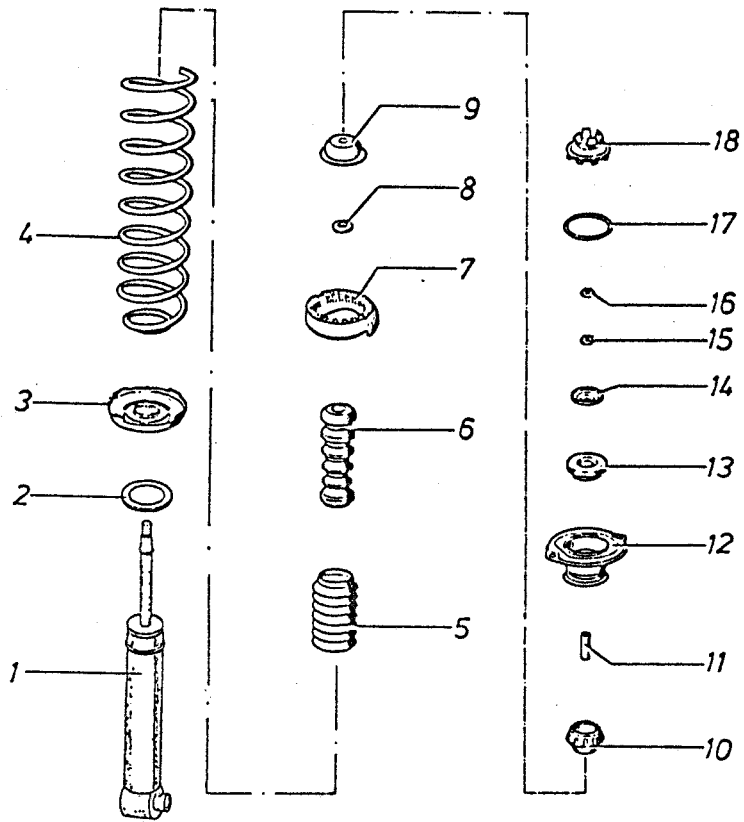


Abb. 1

1. Bilstein shock absorber
2. Support ring for spring plate
3. Spring plate
4. Helical spring
5. Dust cover
6. Bump stop
7. Spring rubber pad
8. Washer
9. Cap
10. Rubber bearing, bottom
11. Spacer sleeve
12. Strut bearing
13. Rubber bearing, top
14. Plate washer
15. Hexagon nut
16. Plate locking nut
17. Toroidal sealing ring
18. Cap

Conversion of rear axle

1. Remove strut
 2. Dismantle strut using spring tensioner
 3. Complete Bilstein shock absorber using spring tensioner as per illustration 1. Before relieving the helical spring, the strut bearing must be aligned with the hook (see illustration 2).
- A = axle, shock absorber hook
 B = axle, strut bearing
 $\alpha = 50^\circ$
4. Mount strut.

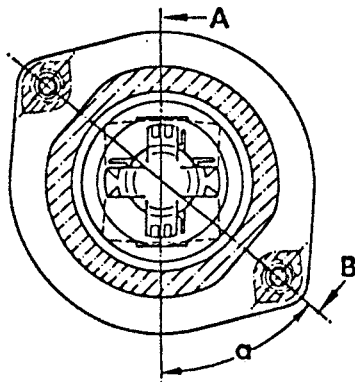


Abb. 2