

E4-WM5-Y189A00 MOUNTING INSTRUCTION



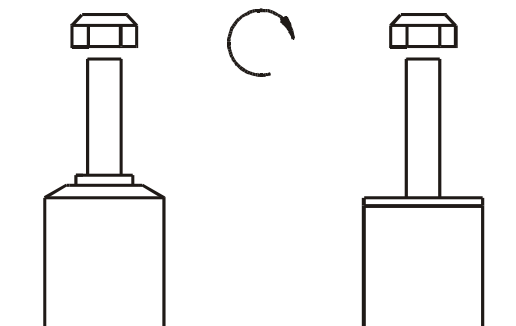
**Do not use an impact tool to loosen or tighten fasteners due to possible damage to the product.
Self- locking nuts must only be used once!**

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.

ALL DIAGRAMS ARE GENERALIZED AND NOT TO SCALE!
BRACKETS, ETC. SPECIFIC TO STRUT/ SHOCK ABSORBER ARE NOT SHOWN!

- **list of torques**

	M 8	M 10	M 12	M 14	M 16	Thread
	13	25	45	72	110	Torque Nm
	10	19	34	54	83	Torque ft lb



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Removal

Place vehicle on a chassis hoist, lift it and remove wheels. Vehicles equipped with xenon headlight the sensor for the headlamp levelling controller must removed before.



The lower control arm must be supported by suitable means!

Remove bottom mount.

If necessary release brake hose/ brake hose holder/ stabilizer/ ABS- hose and/ or swing-support at strut. At support suspension arm, screw on top, inside must be released a little.

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 released.

Drill a hole of \varnothing 3 mm as been shown on figure next page, in the original strut housing (2) to enable gas and oil to escape.
The strut must be in a horizontal position.

Turn or mill off the outer tube to a length of „A“ from the top edge of strut housing (length „B“ from the bottom fixing point), file straight and deburr. Remove insert and oil.

Drill a hole of 11- 11,5 mm in the centre of outer base of the strut (position „Y“).

Range of „X“ must be free of welding material inside a diameter of 20 mm.

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Installing

Treat the machined surface of strut housing with an anticorrosive before fitting BILSTEIN cartridge (4).

Fit BILSTEIN cartridge and lock ring (3). Press lock ring into outer tube (2) by means of a suitable tool (max. 50 kN). Make sure that the hard chrome plated surface of the cartridge and the seal inside the lock ring will not be damaged.

***Lock ring is to be fitted in an absolutely straight way!
Take care of check length „C“!
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 inside the ring- (use oil from outside of insert, or synthetic grease).***



Tighten piston rod to base (size „C“) with nut (6) delivered by BILSTEIN.

Reuse original dust cover, if not delivered by BILSTEIN. Fit original mounting parts and original spring on strut in reverse sequence to removal, except for bump stop, since BILSTEIN-strut has built in bump stop. Replace original mounting parts with new ones unless they are in good condition.

Fit assembled strut to the vehicle in reverse sequence to removal.

Check torque of lock nut (6) after a range of ~ 31 miles again!

(Dimensions „A“, „B“, „C“ and tightening torque „D“ for piston rod nut see list)

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