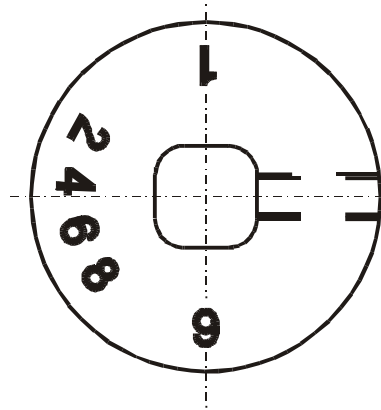


instructions for force adjustment

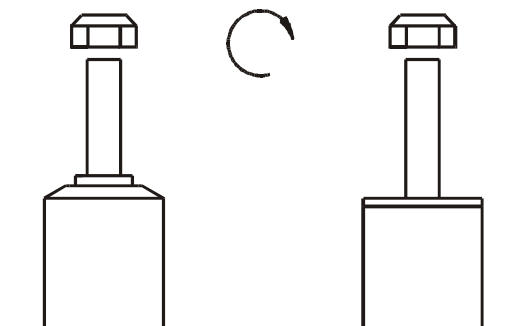


position **9** = **soft** (clockwise direction)
 position **1** = **firm** (counter-clockwise direction)

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

- 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



DO NOT USE IMPACT TOOLS FOR LOOSENING OR TIGHTENING FASTENERS, BECAUSE THIS MAY DESTROY THE THREADS. SELF- LOCKING NUTS MUST ONLY BE **USED ONCE!**



**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 aim.

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 tight-ened BEFORE load is placed on the suspension system.

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

Remove

Place vehicle on a chassis hoist, lift it and remove wheels.



The lower control arm must be supported by suitable means!

Remove top and bottom fixing mount.

Remove original shock absorber.

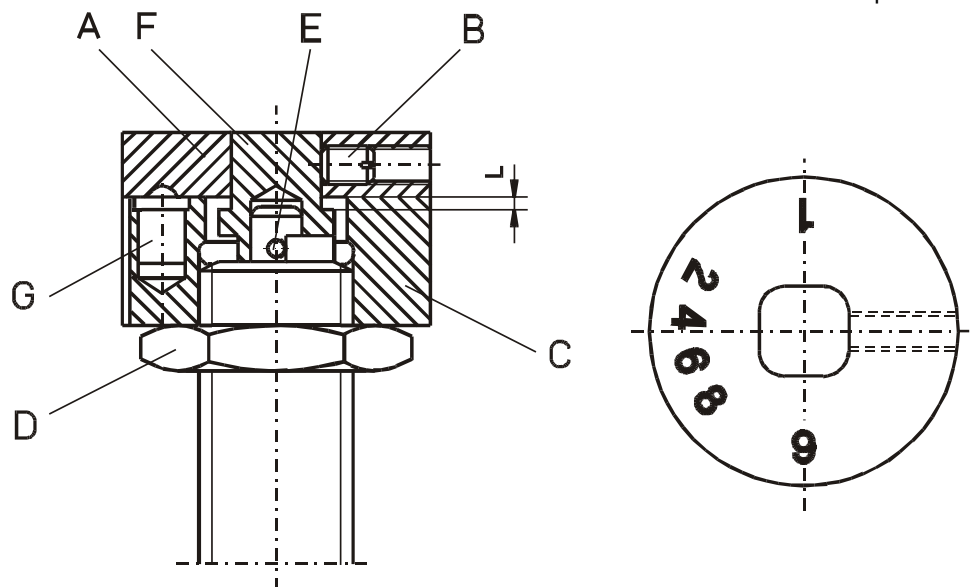
Install

Fit BILSTEIN mounting parts on BILSTEIN shock absorber according to the sketches on page 19/ 20.

Fit BILSTEIN shock absorber to the vehicle in reverse sequence of removal.

B16- 9 step- pin adjustment

The adjustment unit must be install before the shock absorber installation can be completed.



Verstellposition **9** = **weich** (im Uhrzeigersinn drehen)
 Verstellposition **1** = **hart** (gegen Uhrzeigersinn drehen)
 position **9** = **soft** (clockwise direction)
 position **1** = **firm** (counter- clockwise direction)

The adjustment range of the spring plates is only approved within the range of the values given in Point 1. Adjustment must be carried out so that the body is level when the vehicle is empty apart from the driver. The lowest approved adjustment and the permissible adjustment range are to be entered, stating the fixed axle reference points. (Example, see below).

Manufacturer	Daimler Chrysler	Chrysler
ABE-/ EG- BE- No.	e1*95/54*0039*.. e1*97/27*0039*..	e11*2001/116*0140*..
type designation	SLK W170	ZH
model	170	Crossfire

Point 1

FRONT	according to permissible axle load and adjusting dimensions
spring part number	main spring E4-FD1-Y927A00
shock absorber part number	with damping force adjustment BM5-B955 Without damping force adjustment BE3-B959
permissible adjustment range	maximum permissible axle load 905 kg (1991 lb) 65 – 80 mm* = 15 mm range
* measurement: top edge of spring seat down to basis plate of adjustment system	

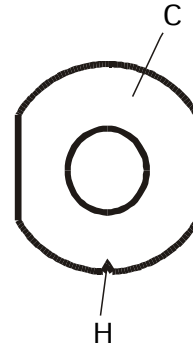
REAR	according to permissible axle load and adjusting dimensions
spring part number	main spring E4-FD1-Y656A00
shock absorber part number	with damping force adjustment BM5-B956 Without damping force adjustment BE3-B960
permissible adjustment range	maximum permissible axle load 850 kg (1870 lb) 35 - 45 mm* = 10 mm range
* measurement: bottom edge of spring seat up to bottom of original spring seat	

- There are no technical objections against the use of all O.E. wheel/tyre combinations.
- There is also no technical reason to object to the use of special wheel/tyre combinations, provided the following conditions are met:
 - Special TÜV assessments or approvals have been obtained for the relevant wheel/tyre combination and the necessary conditions are met.
 - If the series bump travel limitation has to be modified as a result of conditions laid down in these test reports (e.g. change of O.E. bump stops or installation of additional bump travel limiters), the characteristic line of the axle suspension has to be verified and assessed new (assessment acc. to §21 StVZO).
- The ground clearance in unladen state is reduced by the installation of special springs. It is the approximate equivalent of that of a partially laden series vehicle. When the vehicle is loaded to the admissible axle loads the ground clearance does not change as compared to the series vehicle. If spoilers, rear aprons and special exhaust systems are mounted, however, the reduced angle of slope must be noted (travelling on ramps etc.).
- The specified minimum height of the coupling ball above the road surface with the permissible total weight of the vehicle (acc. DIN 74058) is 350 mm.

Assembly B16

The square rod stop (F) must be turned in clockwise direction fully to its stop (soft).

Assemble first the lock nut, then the adjusting head. Do not thread the top of the adjusting head (C) past the stop at the bottom edge of the square section (F). A gap (L) of 0 to 1 mm is necessary!



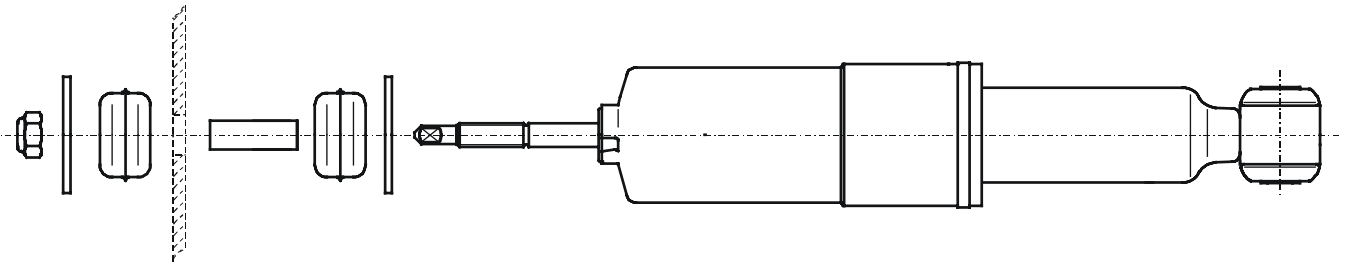
Orient the score mark (H) on adjusting head in the center of any of the four sides of the square rod stop. Then lock the parts together by screwing the lock nut up to the adjuster head.

The adjusting knob (A) must be placed flat on the adjusting head, so that the spring-loaded detent ball (G) is slightly preloaded. During adjustment the ball must snap with a positive „click“ into the notches on the lower side of the knob.

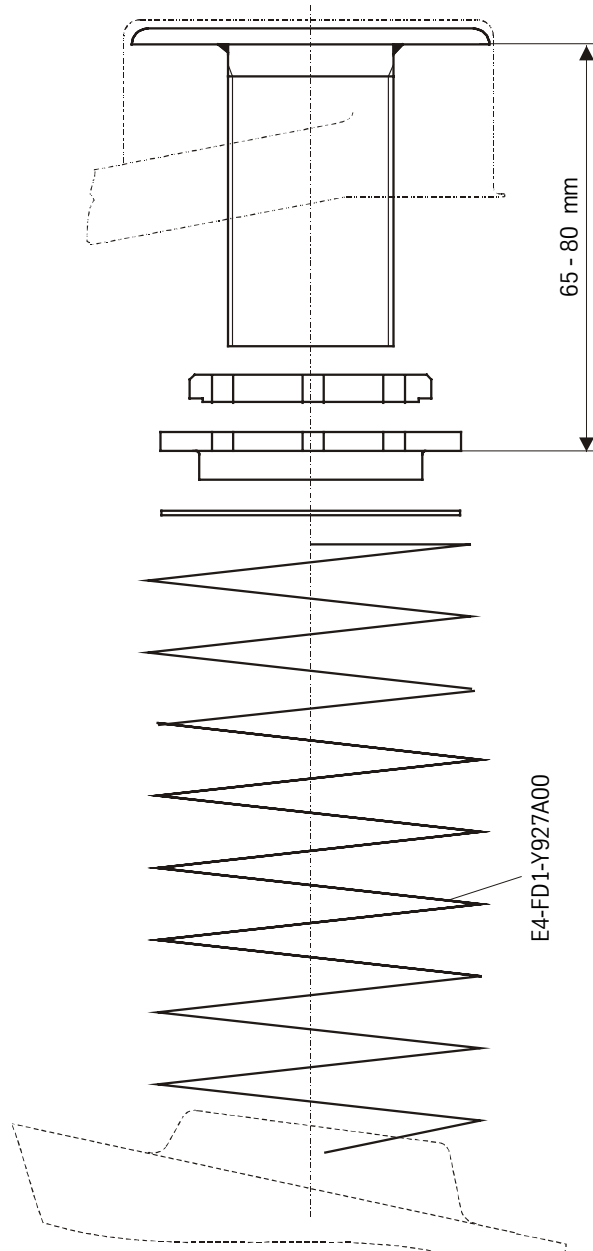
Position 9 must be positioned directly above the score mark on the adjusting head (C). Then tighten the set screw (B).

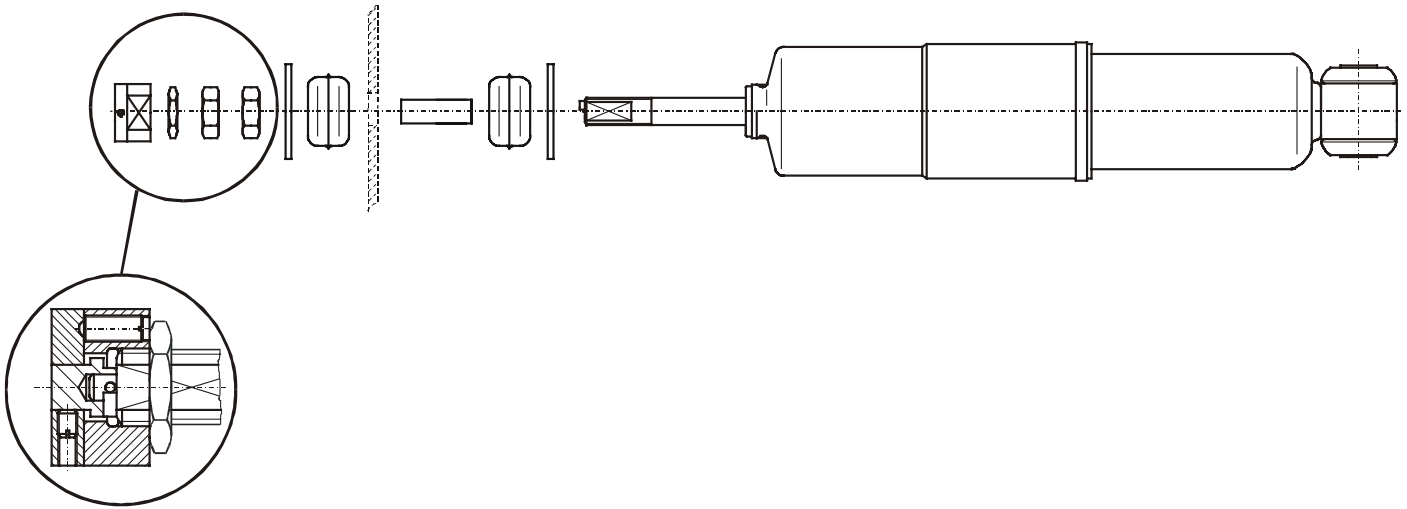
The adjusting knob (A) should move easily and with distinct „clicks“ at each adjustment position. If not, disassemble the adjuster mechanism and reassemble according to the instructions

front and rear axle B14

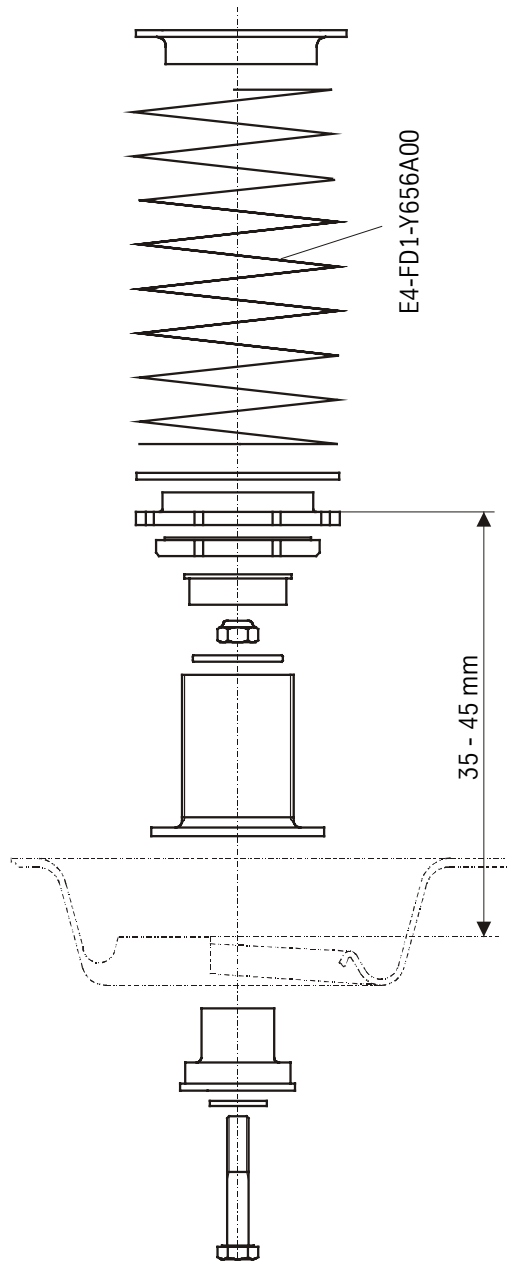


hight adjustment front





high adjustment rear



Original- Federunterlage durch
BILSTEIN- Unterlage ersetzen/
Replace original spring pad
by Bilstein part.