



**VW Golf III inkl. Cabriolet  
VW Vento  
VW Corrado  
VW Golf II  
VW Jetta**



## 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 fitting and removing, if not otherwise required in these instructions.

Check that your vehicle type is listed in the certificate as being released 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 test vehicles are left-hand drive cars.

## 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.

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.

Because the vehicle has been lowered, freedom of movement for all wheel/tire-combinations must be checked.

Connect the negative battery pole.

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.

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



## VW Golf III und Vento

*Before fitting, please check carefully whether your car is delivered with **base axle** or with **plus axle**.*

In certain cases, the fitment of the front axle struts can vary due to the introduction of technical changes. In all cases, steps must be taken to establish whether the vehicle in question is equipped with base axle or plus axle.

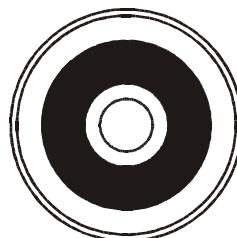
The difference between the two is explained below:

**base axle:** The strut top insulator, located on the spring tower and visible when the bonnet is open, is covered by a plastic cap. The top insulator has no reinforcing ribs.

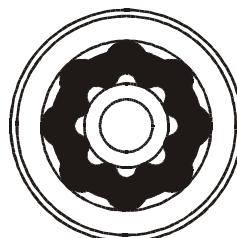
**plus axle:** The top insulator is not covered. It has star shaped reinforcing ribs.

### Plan view of top insulator

Base axle >

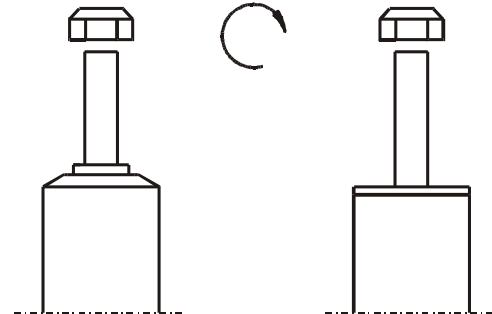


Plus axle >



## 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 an impact tool to loosen or tighten fasteners due to possible damage to the product.  
Self-locking nuts must only be used once!**

## mounting instruction for front axle

### Removal

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 center nut at this time!**

Remove complete strut and clamp it in an appropriate strut vise.

Using a suitable spring compressor, compress suspension spring until tension on support bearing is released.

Release center nut and remove original mounting parts and coil spring. Please refer to diagram to identify which parts will be replaced with BILSTEIN-supplied components.

### Installing

Assemble BILSTEIN and/or original mounting parts, as well as the new BILSTEIN spring on the BILSTEIN strut in reverse sequence of removal.



**IMPORTANT! Spring plates must not be adjusted outside the ranges specified below!**

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

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

The adjustment range of the spring plates is only approved within the range of the values given in Point I. 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	Volkswagen, VW			
model	Golf III, Vento without Station Wagon and 4WD			
type designation	1HX0 F804	1EX0 G407	1H e1*96/79*0068*..	1E e1*96/79*0070*.., e1*98/14*0070*..

model	Corrado	Golf 2, Jetta
type designation	53I	19E

ABE-/ EG- BE- No.

E664, -/1

D186;-/1;-/2

I.

FRONT	with refer to max. permissible axle load and service data	
spring part number	main spring E4-FD1-Z348A00	helper spring E4-FD1-Z349A00
shock absorber part number	VE3-C465 without damping force adjustment	

#### Golf III, Vento

max. permissible axle load and permissible adjustment range	up to max. 950 kg 195 - 215 mm* = 20 mm range	up to max. 990 kg 200 - 215 mm* = 15 mm range
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\* measurement:

top edge of spring seat down to the center of upper mounting screw of lower mount

#### Corrado

max. permissible axle load and permissible adjustment range	up to max. 950 kg 205 - 215 mm* = 10 mm range	
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\* measurement:

top edge of spring seat down to the center of upper mounting screw of lower mount

#### Golf 2, Jetta

max. permissible axle load and permissible adjustment range	up to max. 790 kg 190 - 215 mm* = 25 mm range	up to max. 840 kg 200 - 215 mm* = 15 mm range
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\* measurement:

top edge of spring seat down to the center of mounting screw of lower mount

REAR	maximum permissible axle load 890 kg ( 1780 lb)	
spring part number	main spring E4-FD1-Y023B00	
shock absorber part number	BE5-C677 without damping force adjustment	
permissible adjustment range	Golf 2, Jetta, Corrado 195 – 225 mm* = 30 mm range	Golf III 205 – 225 mm* = 20 mm range

\* measurement:

top edge of spring seat down to the center of lower mount

- There are no technical objections against the use of all O.E. wheel/tyre combinations.
- Because of the distance between spring seat and tire there are spacer discs required at the front axle with following thickness:

o.e. wheel/tire combination	thickness of spacer disc:
185/60 R14 on 6x14, ET43:	5 mm
195/50 R15 on 6x15, ET45:	5 mm
205/50 R15 on 6,5x15, ET43:	10 mm.

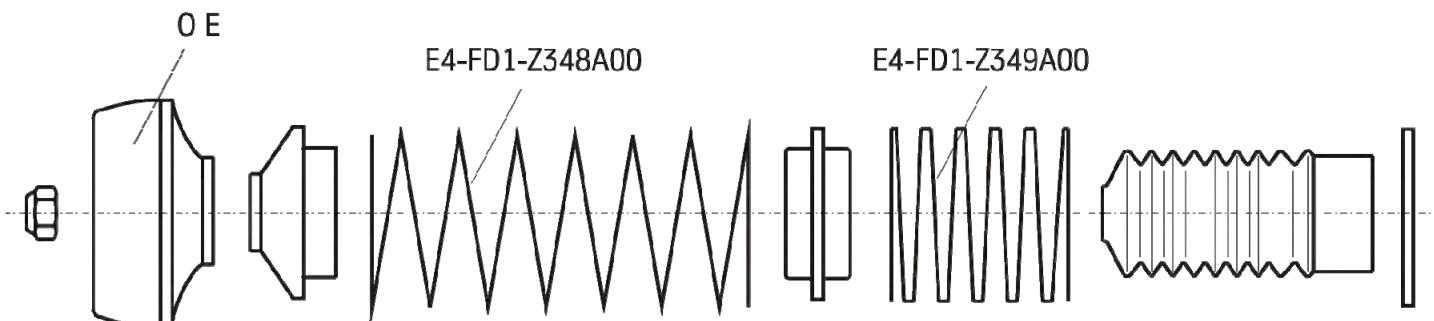
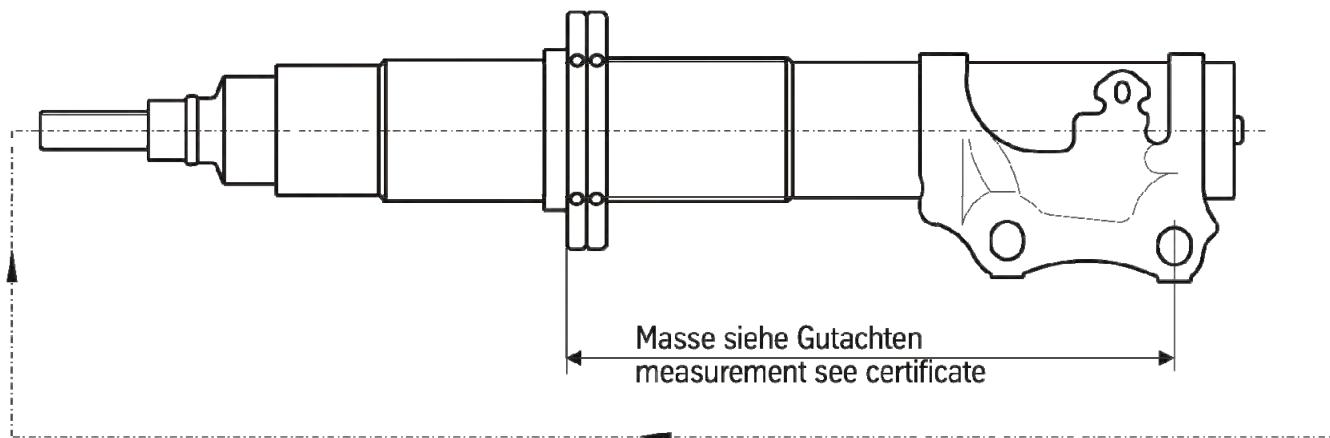
The given thickness of the spacer discs follow from the tire maximum width in service by ETRTO and 5 mm freedom of motion. For the spacer discs special certificates are required, the conditions in which have to be observed.

- Because of the increased bump travel on axle 1 and 2, all special wheel/tyre combinations which have already been entered ( approved ) must be re-examined with regard to freedom of motion. Critical areas are f.e. area of outer tyre flank above centre of wheel.
- In so far as these wheel-/ tyre combinations are not listed below, the examination must be carried out by an officially recognised expert or test engineer at a TÜV/TÜH test facility. The vehicle registration document in accordance with §21 German Road Traffic Licensing Code - StVZO must be presented. Any certificates already obtained with regard to special wheel/tyre combinations are invalid if they do not contain a reference to the suspension system described in this document.
- The dynamic ground clearance is decreased by the provision of special springs/dampers which increase the bump travel of the front and rear axle. In the case of the test vehicle, the distance from the ground amounted to 100mm under the motor crossbar. Care must be taken when driving over humps, barriers and heightened paving or road surfaces. If special spoilers, aprons and exhaust systems are mounted, attention must be paid to the decreased overhang angle (driving up 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.

Kabelbinder \*B  
( ggf. für ABS- Schlauchhalter )

cable clip  
( if necessary, for ABS hose support )

\*B= BILSTEIN Lieferumfang  
\*B= parts supplied by BILSTEIN





## mounting instruction for rear axle

BE5-C677

### Removal

Place vehicle on a chassis hoist,  
lift it and remove wheel



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

Remove bottom mount.

Remove top fixing nuts from support bearing.  
Do not remove center nut at this time!

Remove complete shock absorber and  
clamp it in an appropriate strut vise.

Compress suspension spring until ten-  
sion on support bearing is released.

Release center nut and remove original mounting  
parts. Please refer to diagram to identify which parts  
will be replaced with BILSTEIN- supplied components.

### Installing

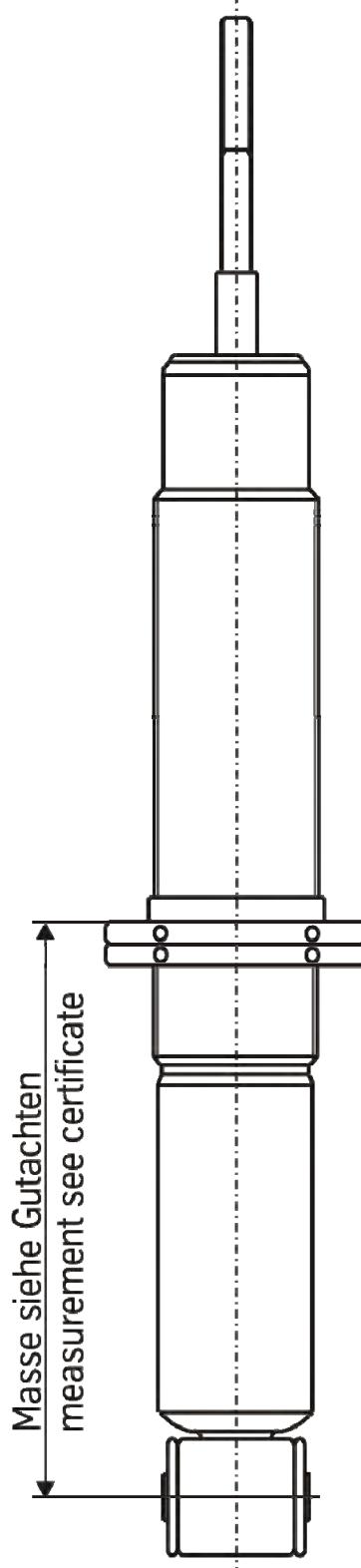
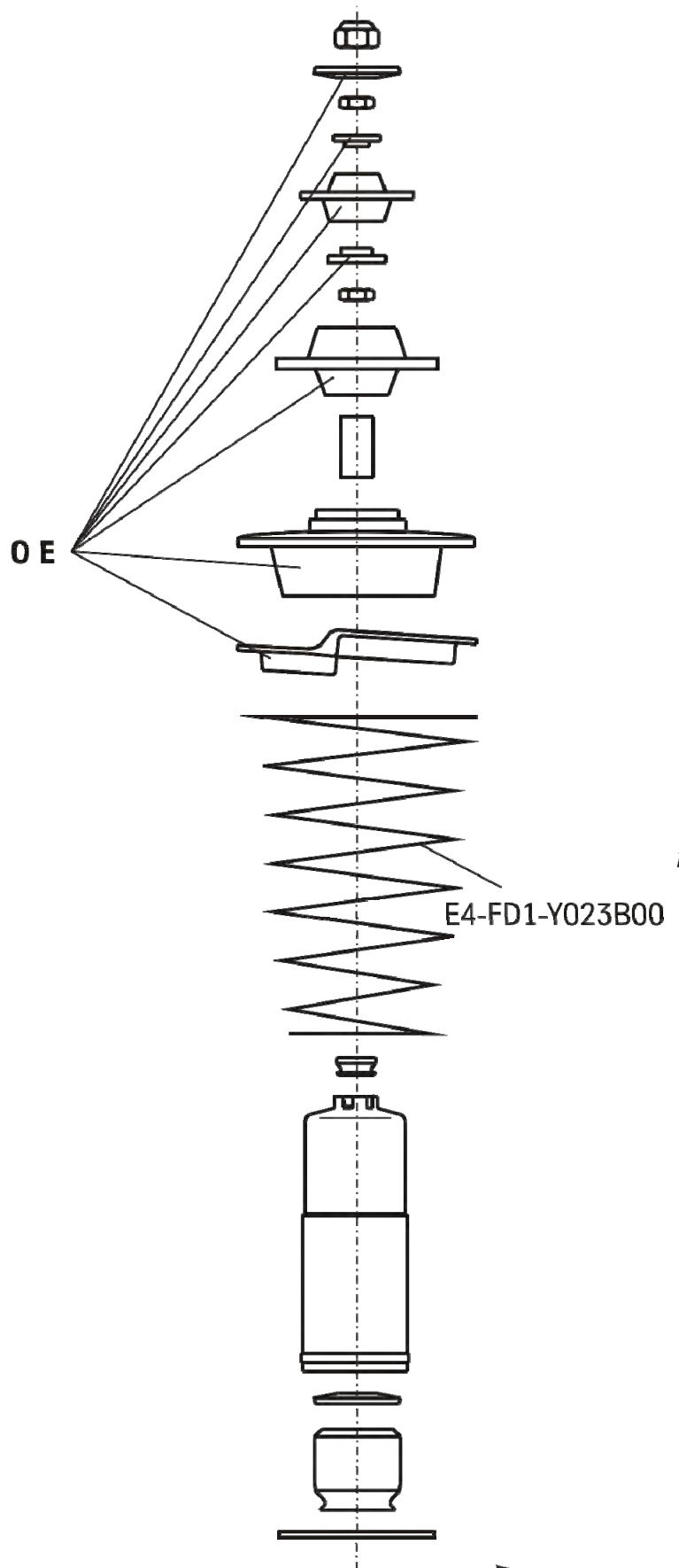
Assemble BILSTEIN and/ or original mounting parts,  
as well as the new BILSTEIN spring on BILSTEIN  
shock absorber in reverse sequence of removal.



***IMPORTANT! Spring plates must  
not be adjusted outside the  
ranges specified below!***

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

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



**OE**= Original Anbauteile

Learn more about performance suspension parts we have.