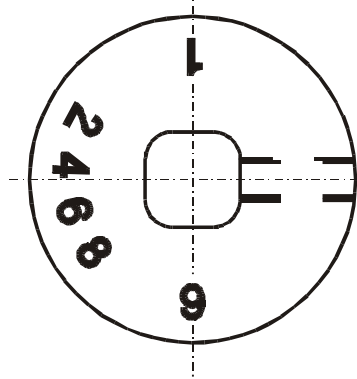


instruction for force adjustment

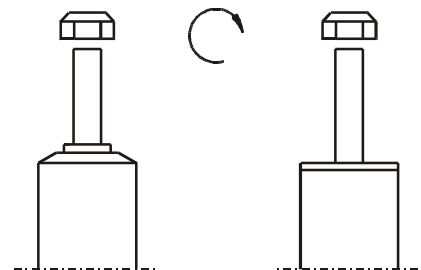


position **9** = **soft** (clockwise direction)
 position **1** = **firm** (counter- clockwise direction)

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



FOR THE REMOVAL AND INSTALLATION OF NUTS, IMPACT TOOLS MUST NOT BE USED BECAUSE THIS WOULD DAMAGE THE MOUNT 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 tightened BEFORE load is placed on the suspension system. Make sure that the bump stop and dust cover are correctly and properly fastened.

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

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.

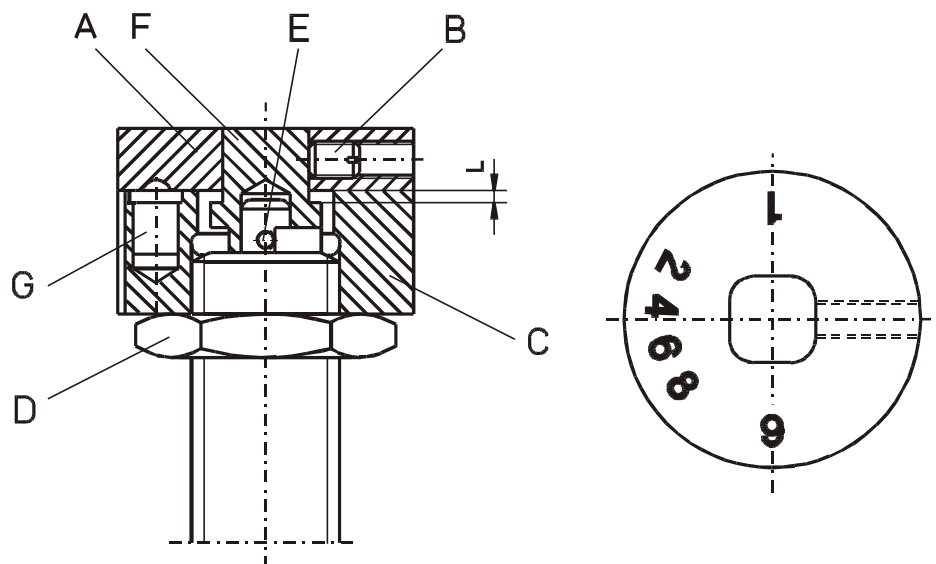
Compress suspension spring until tension on support bearing is released.

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

B16- 9 step- pin adjustment

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

- A- adjusting knob
- B- set screw
- C- adjusting head
- D- M12x 1 counter nut
- E- adjusting pin
- F- square rod stop
- G- spring- loaded detent ball



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

IMPORTANT!

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

Manufacturer	MAZDA	
model	MX 5	
type designation	NB	NBD
ABE-/ EG- BE- No.	e11*96/79*0083*.. e11*98/14*0083*..	e11*98/14*0192*..

FRONT	maximum permissible axle load 655 kg (1441 lb)	
spring part number	main spring E4-FD1-Y585A00	helper spring E4-FD1-Z349A00
shock absorber part number	BM5-6415 with damping force adjustment	
permissible adjustment range	220 – 235 mm* = 15 mm range	
* measurement:	top edge of spring seat down to the center of bottom mounting screw	

REAR	maximum permissible axle load 665 kg (1463 lb)	
spring part number	main spring E4-FD1-Y585A00	helper spring E4-FD1-Z349A00
shock absorber part number	BM5-6416 with damping force adjustment	
permissible adjustment range	120 – 135 mm* = 15 mm range	
* measurement:	top edge of spring seat down to the center of bottom mounting screw	

- If vehicle is equipped with a spoiler, lower rear panel and/ or special exhaust system, be aware of reduced slope angle available (be careful of ramps, etc.)
- There is no hesitation against special- wheel/ tire combinations if there are certificates for that combinations and all demands are be done, except:
- If special bumpers are been used, because of that demands, the spring characteristic curve is to be fixed and checked again.

Until this check is done the vehicle can only be operated with production wheel/ tire combinations.

Disassembly B16

The adjusting knob (A) must be positioned on 9 (see sketch).

Loosen the set screw (B) by an 1,5 mm hex key and remove the adjusting plate.

Hold the adjusting head (C) with an appropriate tool (SW 21 spanner), and loosen the lock nut (D ; SW 17).

Now the adjusting head and lock nut can be removed, to install the shock absorber.

The installation of the shock absorbers must be done according to the mounting instructions.

Improper installation will render the adjustment function inoperative!!

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

Fitting

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.

Hinterachse/ rear axle

