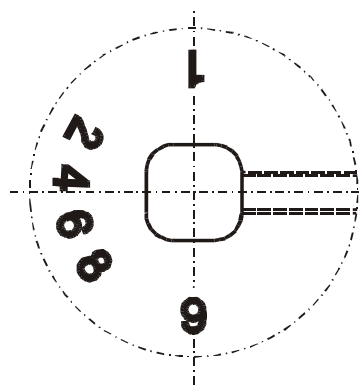




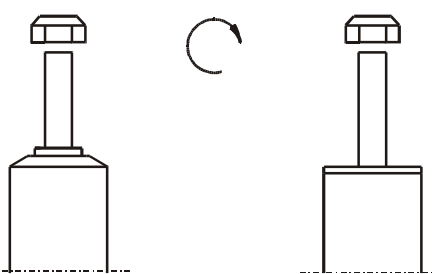
position **9** = **soft** (clockwise direction)

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

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

Instruction for the front axle

The adjusting element of the front struts is located at the bottom edge of the strut, covered by a blue plastic cap. That cap must be removed before adjusting. After the adjustment the cap must be replaced again.

						List	
	M8	M 10	M 12	M 14	M 16	Thread	
	13	25	45	72	110	Torque Nm	
	10	19	34	54	83	Torque ft lb	



**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 installing and removal, if not otherwise required in these instructions.
- Check that your vehicle type is listed in the certificate as being specified 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 vehicles.

**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.
- 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 setting.
- 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.
- Connect the negative battery pole.



**ALL DRAWINGS ARE
GENERALIZED!
BRACKETS, ETC. SPECIFIC
TO STRUT ARE NOT SHOWN!**

**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 wheel- free car 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 central 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 free to move.

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

Installation

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



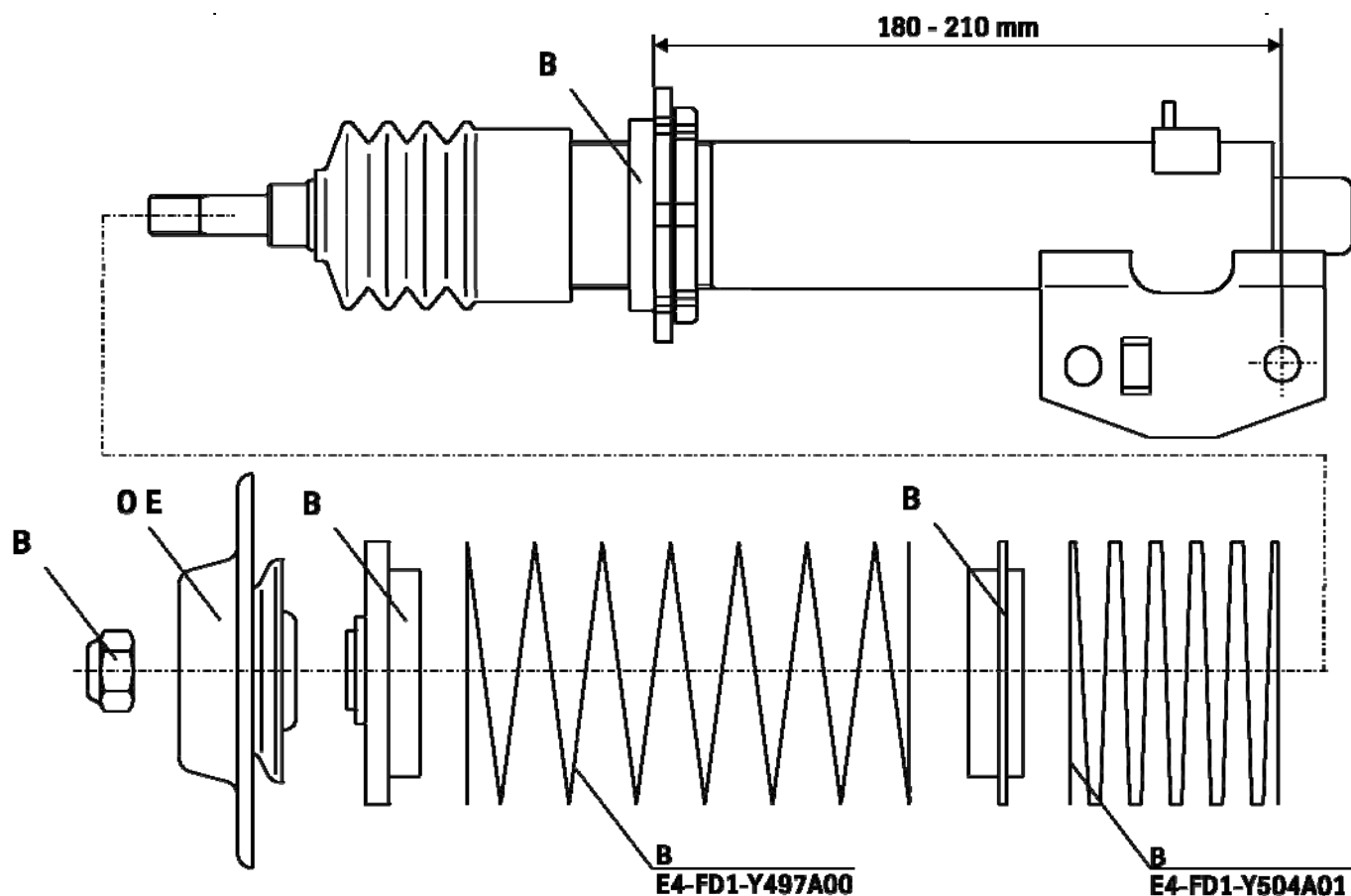
***The adjustment dimension 180 –
120 mm must be observed strictly!***

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

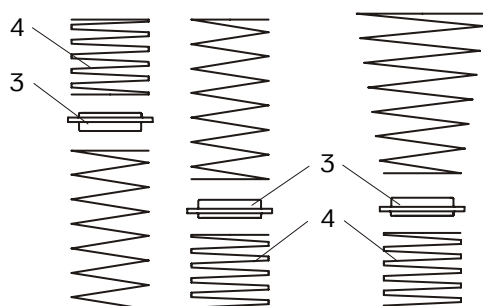
Fit assembled BILSTEIN strut to the
vehicle in reverse order asf removal.

OE = Original Anbauteile

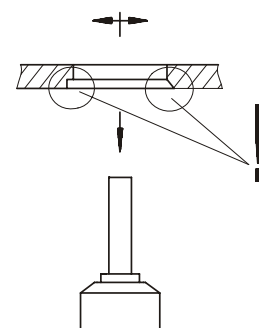
B = BILSTEIN Lieferumfang



When fitting the intermediate ring (3), care must be taken to ensure that the shorter side of the ring is fitted to the helper spring (4).



Fitting of plates with chamfer (if exist)



mounting instruction for rear axle

Remove shock absorber

Place vehicle on a wheel-free car 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 central nut at this time!

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

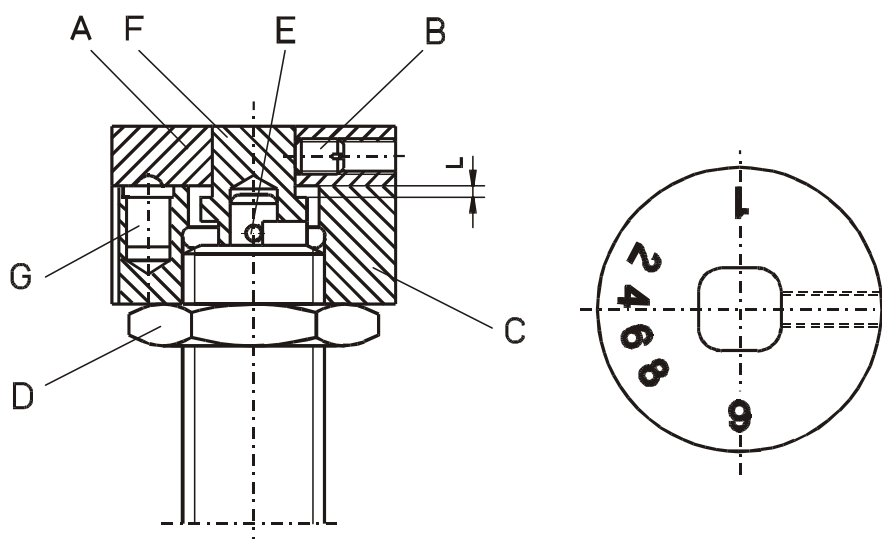
Using a suitable spring compressor, compress suspension spring until tension on support bearing is free to move.

Release central nut and remove original mounting parts and coil spring. 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 disassembled first, before the shock absorber 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)



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.

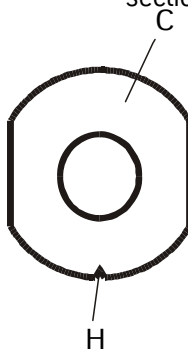
The installation of the shock absorbers must be done according to the mounting instructions.

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

Installation of shock absorber

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



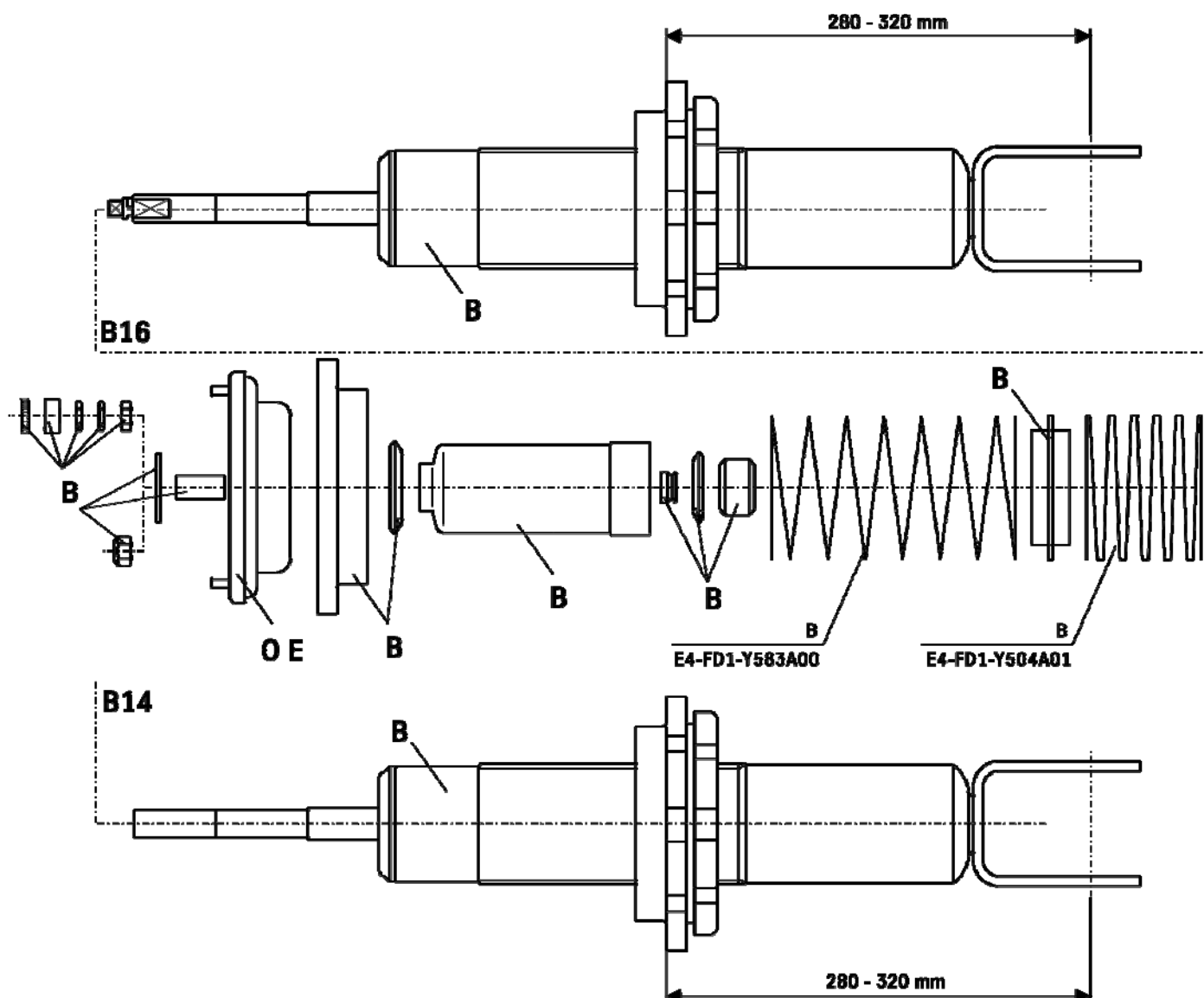
***The adjustment dimension
280 – 320 mm
must be observed strictly***

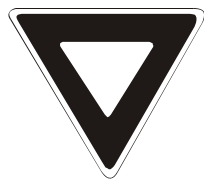
The correct mounting position of the suspension springs can be determined by the printing on the springs; install them with the print upright.

Fit assembled shock absorber to the vehicle in reverse order as removal.

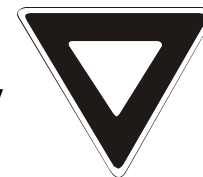
OE= Original Anbauteile

B= BILSTEIN Lieferumfang





Care has to be taken to make sure that all spring sets are fitted with the correct shock absorbers acc. to this list only!



Lowering

The lowering we indicates here refers to the stationary height of a new vehicle.

To obtain comparable measured values, the influence of the wheel/ tire combination on the stationary height to be calculated, should be eliminated. So the vertical distance from wheel hub centre to the lower edge of the mudguard should be compared prior to/ after conversion.

The extension of lowering has to be reduced by the series lowering.

Quality type	B16	B14
	MITSUBISHI Lancer Evolution VII/ VIII	MITSUBISHI Lancer Evolution VII/ VIII
front	ca./ approx. 50 mm	ca./ approx. 50 mm
rear	ca./ approx. 50 mm	ca./ approx. 50 mm
Kit	F4-GM5-8642	F4-HE5-B847
shocks front	F4-VM3-5145	F4-VE3-B848
shocks rear	F4-BM5-6673	F4-BE5-B849
spring front	E4-FD1-Y497A00 E4-FD1-Y504A01	E4-FD1-Y497A00 E4-FD1-Y504A01
spring rear	E4-FD1-Y583A00 E4-FD1-Y504A01	E4-FD1-Y583A00 E4-FD1-Y504A01