



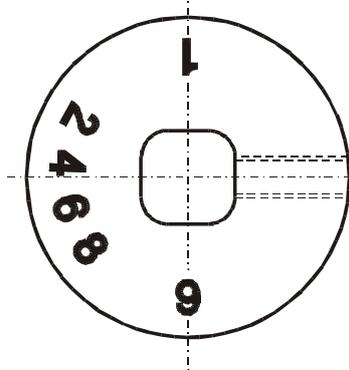
**Before installation please observe
the following points:**

- 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.
- Directional references (left, right, front, rear) are always with reference to the driving direction.
- Remove the negative battery pole.
- 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.

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



position **9** = **comfort** (clockwise direction)
 position **1** = **sport** (counter- clockwise direction)

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

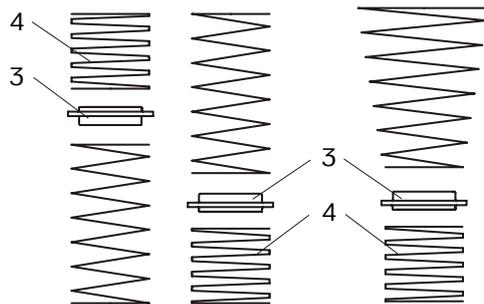
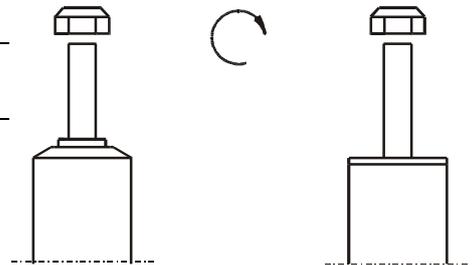
| | M8 | M 10 | M 12 | M 14 | M 16 |
|---------------------|----|------|------|------|------|
| Torque Nm | 13 | 25 | 45 | 72 | 110 |
| Torque ft lb | 10 | 19 | 34 | 54 | 83 |

List

Thread

Torque Nm

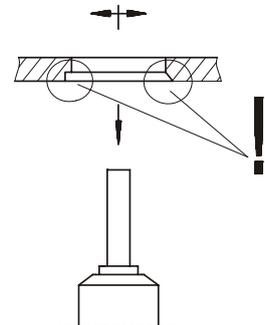
Torque ft lb



Montage von Tellern mit Fase/ Ausdrehung (falls vorhanden)

Fitting of plates with chamfer (if exist)

刃付きのシートがある場合は、それをお取り付けください。



Removal shock absorber

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 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 released.

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.

Installing shock absorber

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



The adjustment dimension 310 – 345 mm (front) and 205 – 215 mm (rear) 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.

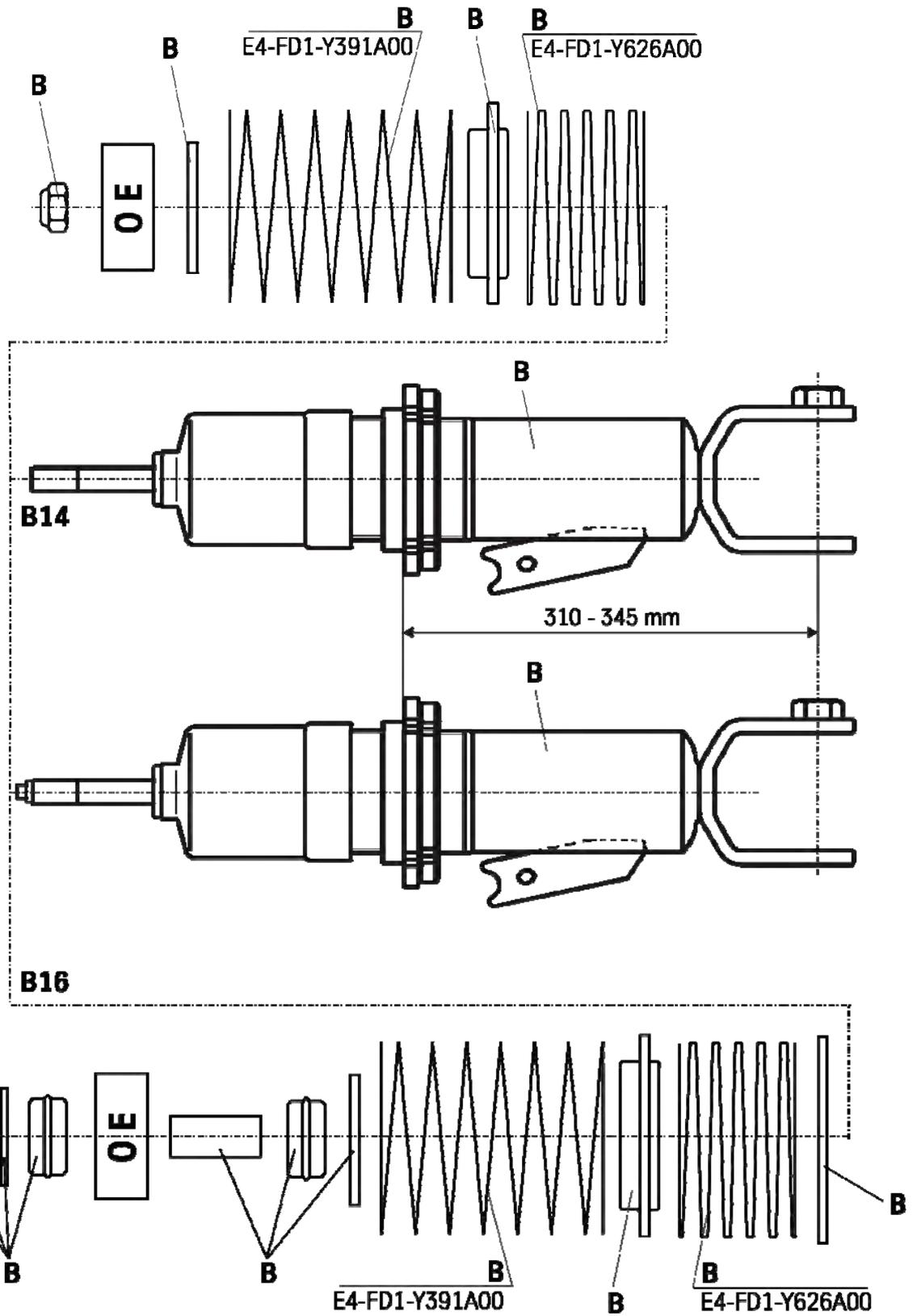
Fit assembled shock absorber to the vehicle in reverse sequence of removal.

Improper installation will render the adjustment function inoperative!

shocks front left/ right



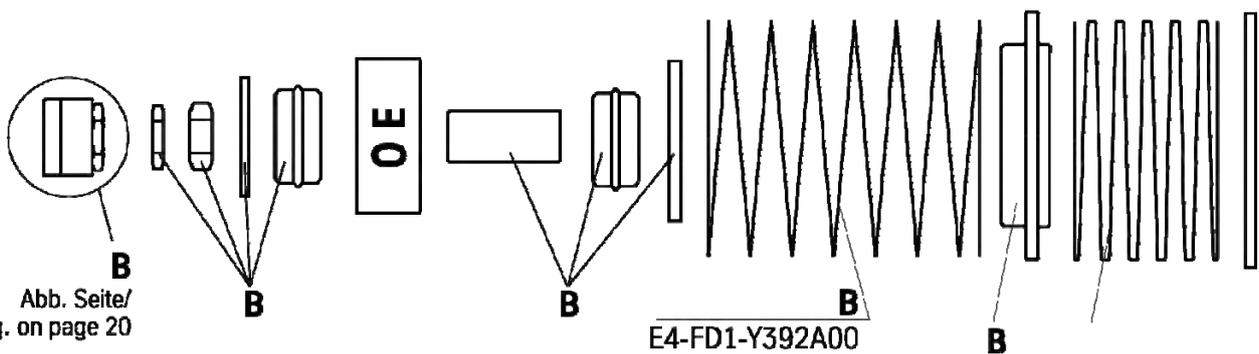
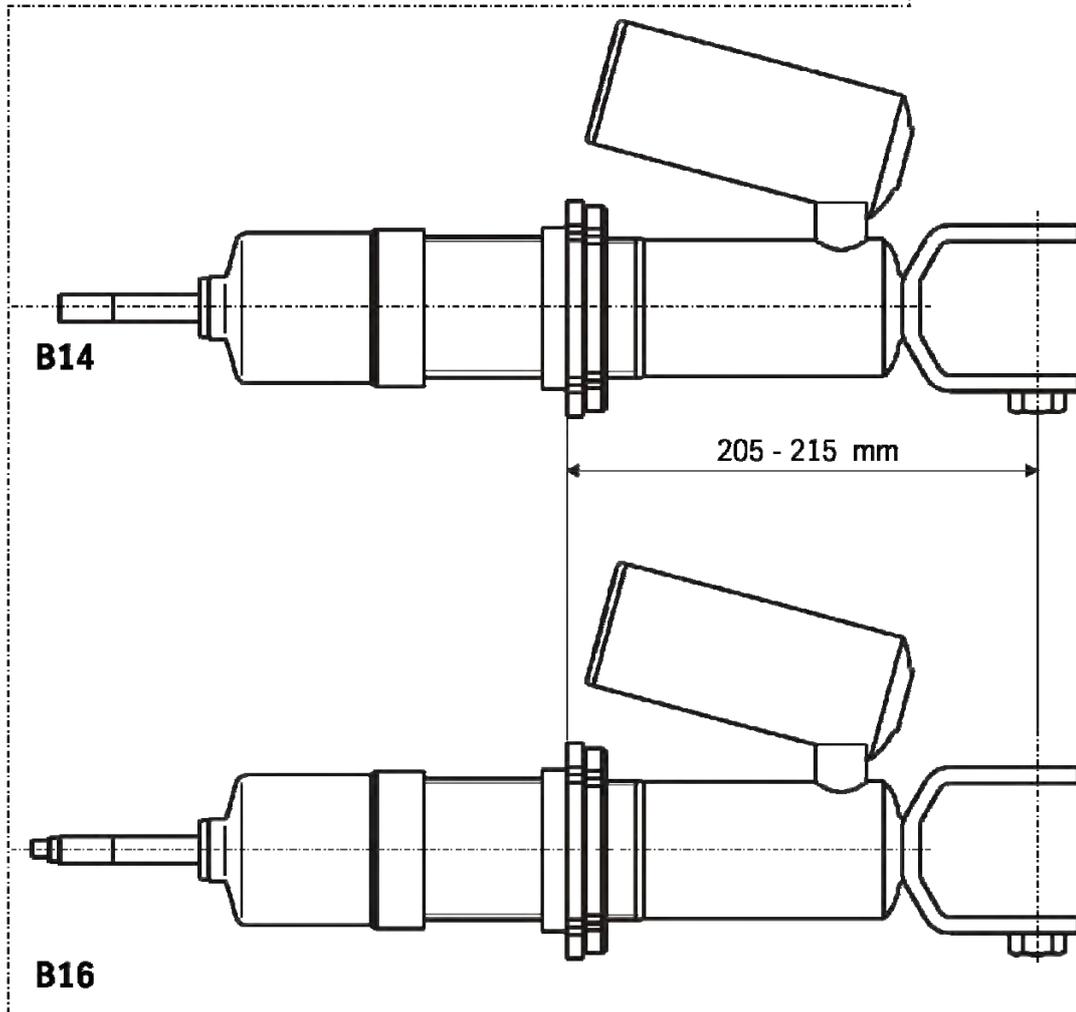
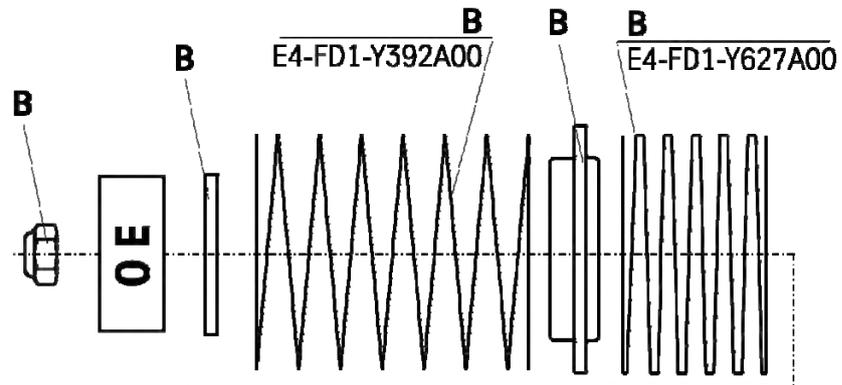
B = BILSTEIN Lieferumfang
Delivered by BILSTEIN
OE = Original Anbauteile
Original Equipment





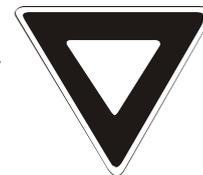
B = BILSTEIN Lieferumfang
Delivered by BILSTEIN
OE = Original Anbauteile
Original Equipment

shocks rear





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.

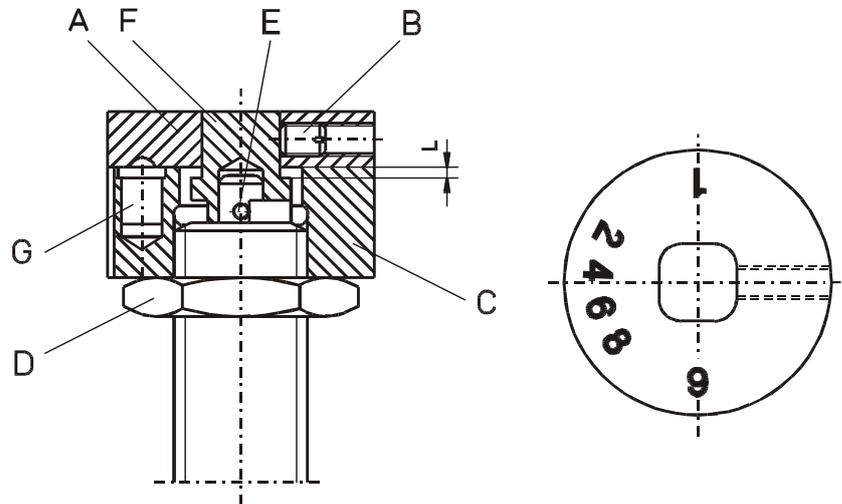
The extension of lowering has to be reduced by the series lowering.

| type | HONDA S2000 | |
|--------------|----------------------------------|----------------------------|
| front | ca./ approx. 35 mm | |
| rear | ca./ approx. 35 mm | |
| part no. | F4-HE5-8038 | F4-GM5-8865 |
| shocks front | F4-BE5-6010 F4-BE5-6011 | F4-BM5-6870 F4-BM5-6871 |
| shocks rear | F4-BE5-6014 | F4-BM5-6872 |
| spring front | E4-FD1-Y390A00 E4-FD1-Y626A00 | |
| spring rear | E4-FD1-Y390A00 E4-FD1-Y627A00 | |

B16- 9 step- pin adjustment

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

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



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

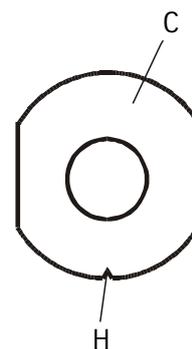
position **1** = **firm** (counter- clockwise direction)

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 centre 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

fig. 1

Carefully check that the spring will not become loose at fully extended shock absorber length (max. lowering)!

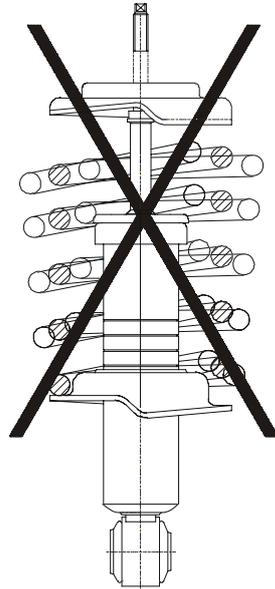


fig. 2

The wheel or other chassis components must not touch spring plate, bracket or bracket hose holder (max. lowering)

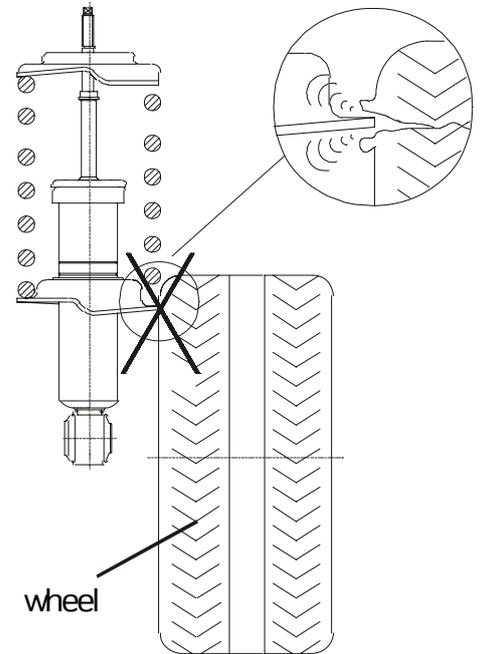


fig. 3

The spring must not be fully compressed when the shock absorber is fully compressed (upper groove)!

