



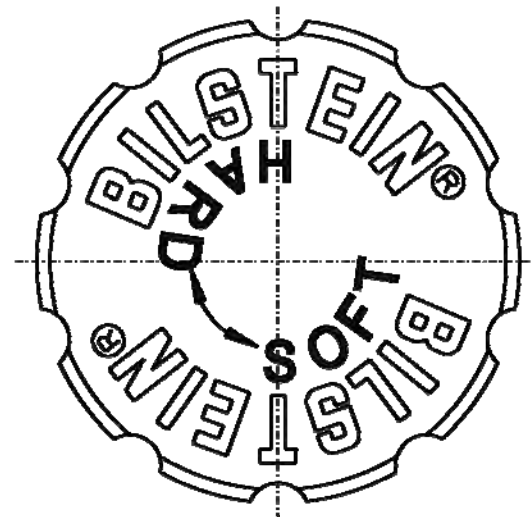
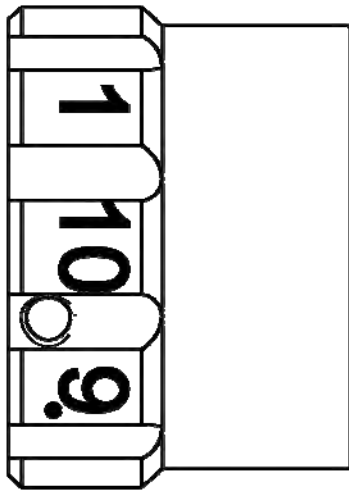
**Before installation please observe  
the following points:**

- 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 **1** = **comfort**  
 position **10** = **sport**

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

**Instruction for the front axle**

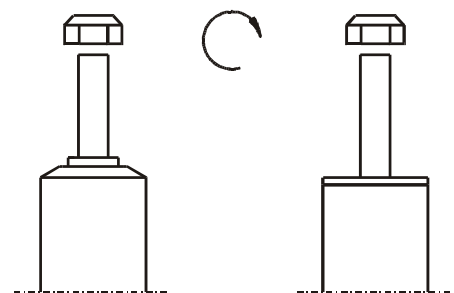
The adjusting element of the front struts is located at the bottom edge of the strut.

Adjusting position must aligned with the red mark on outer tube.

Status of delivery is position **1**.

**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!**

## Removal strut

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

Vehicles equipped with xenon headlight the sensor for the headlamp levelling controller must removed before.



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

Remove bottom mount.

Remove top fixing nuts from support bearing. Do not remove centre 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 released.

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

### **NOTE:**

Remove original stabi link and replace with parts delivered by BILSTEIN. Observe the requested space **S** by fitting the stabi link away from strut on both sides (**see fig. on page 6**).

## Installing strut

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!***

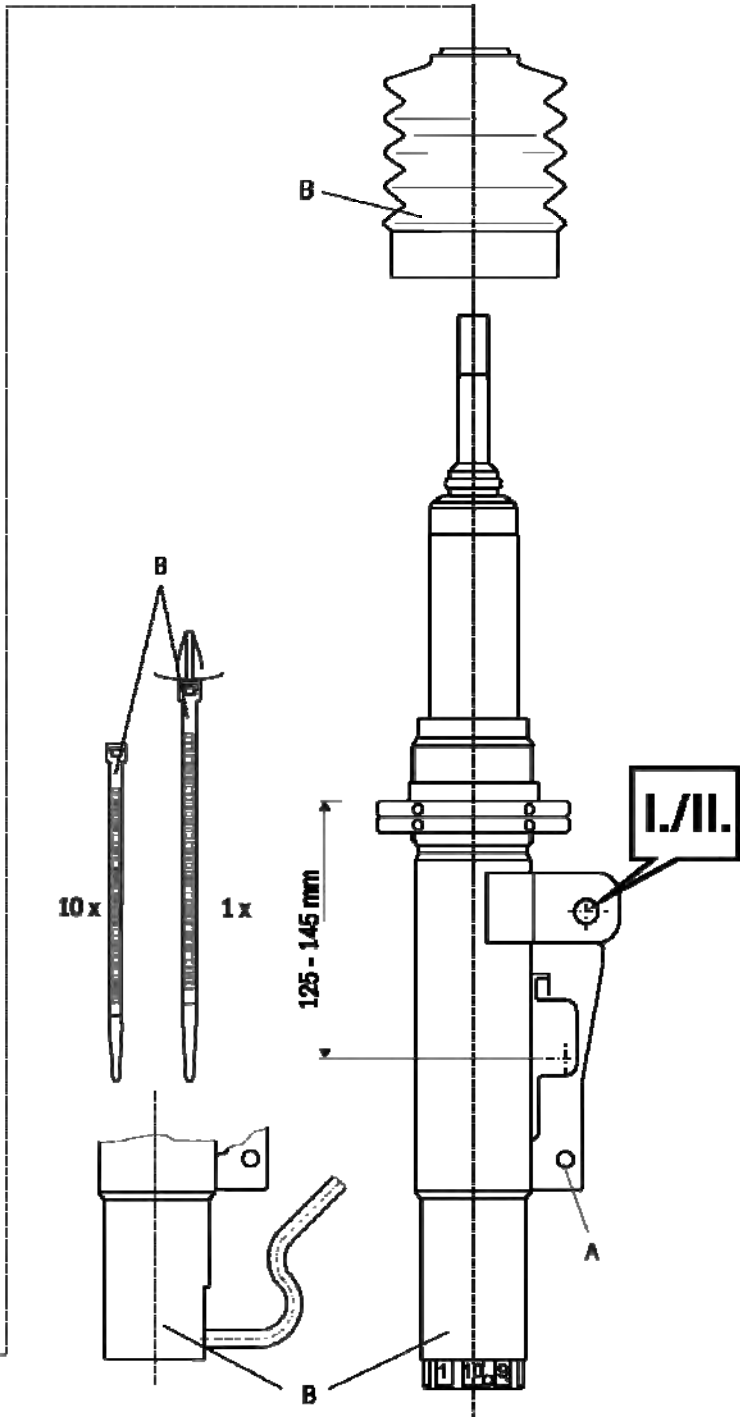
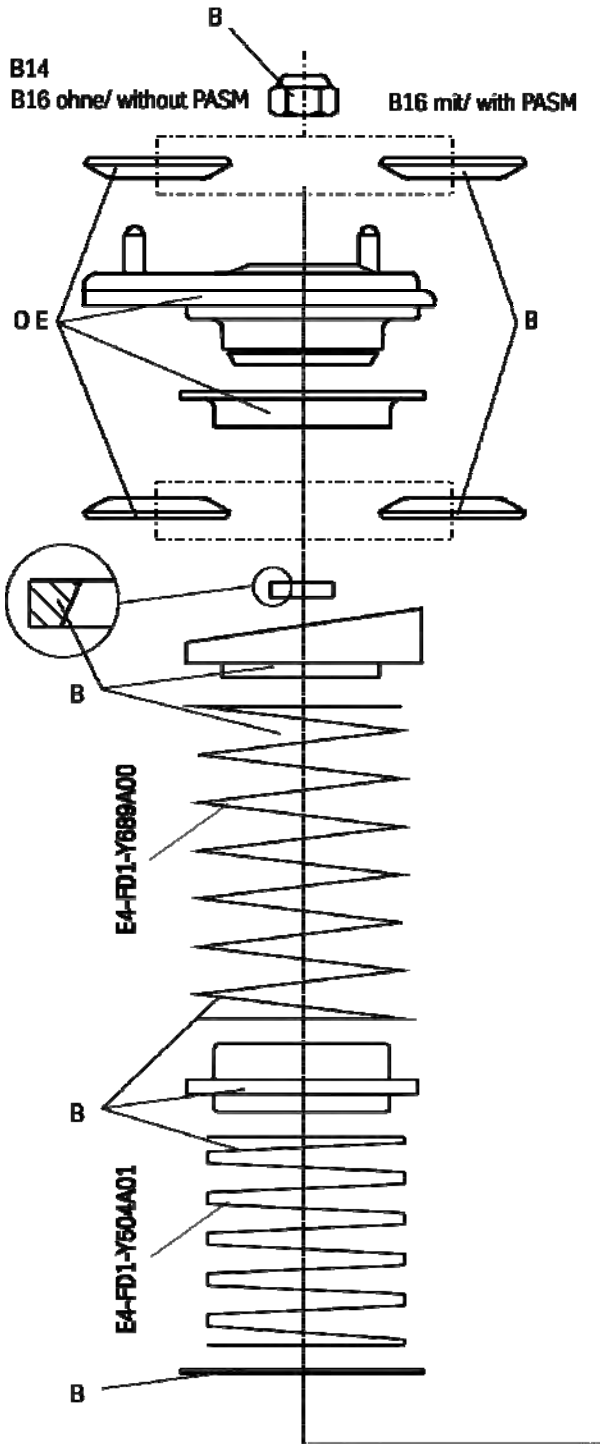
The correct mounting position of the suspension springs can be determined by the printing on the springs; install them with the print upright.

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

The cable for the electronic force adjustment must be fixed by stick- cable clip (1x) at pos. **A**. With small cable clips (10x) the electronic cable can be fixed along the ABS- cable to connect with original plug adapter.

**B** = BILSTEIN Lieferumfang  
Delivered by BILSTEIN

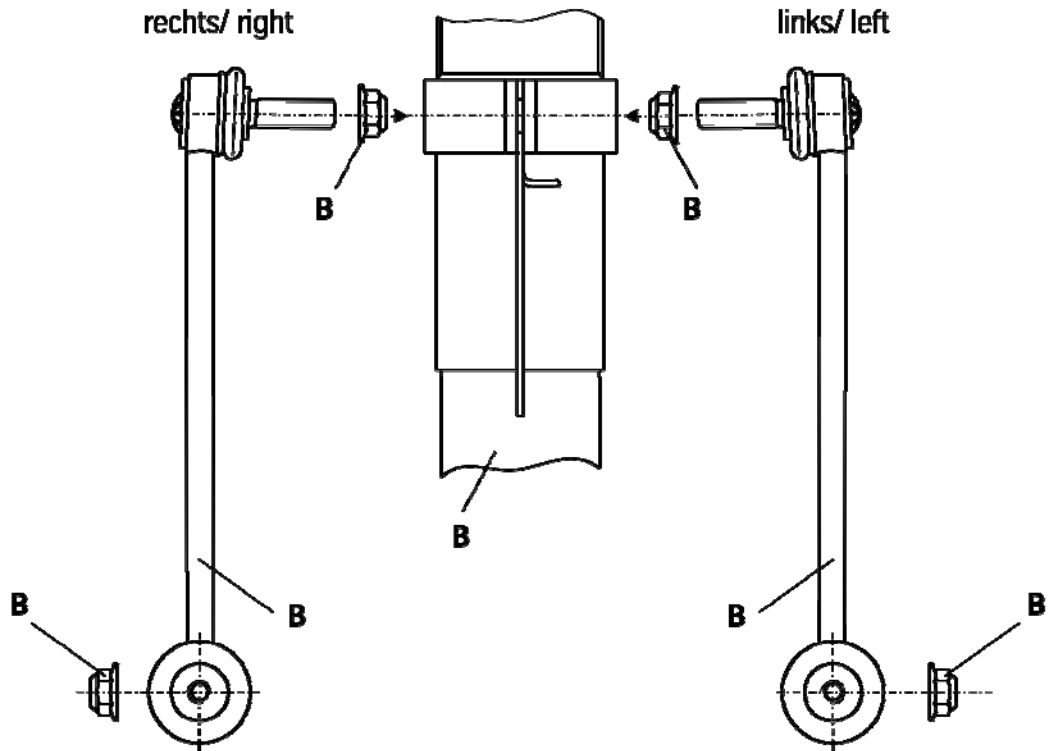
**OE** = Original Anbauteile  
Original Equipment



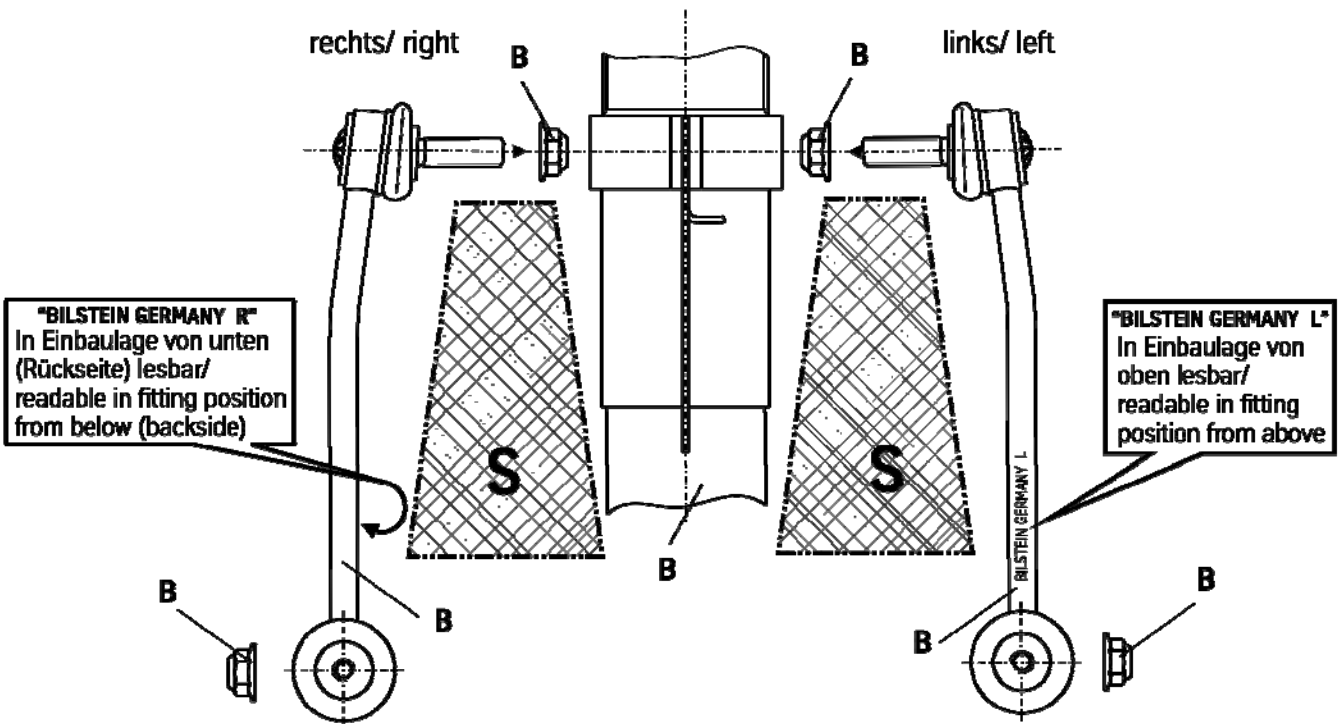
B16 mit PASM

B16 ohne PASM  
PSS10

**I. Vorgänger- Lieferversion links- rechts/  
former type of delivery left- right**



**II. aktuelle Lieferversion/ links- rechts/  
current type of delivery left- right**



## Removal shock absorber

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

***When the vehicle is equipped with Bose- Sound- System the soundboard must be removed for reaching the adjustment of B16.***

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

Remove bottom mount.



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

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

Compress suspension spring until tension on support bearing is released.

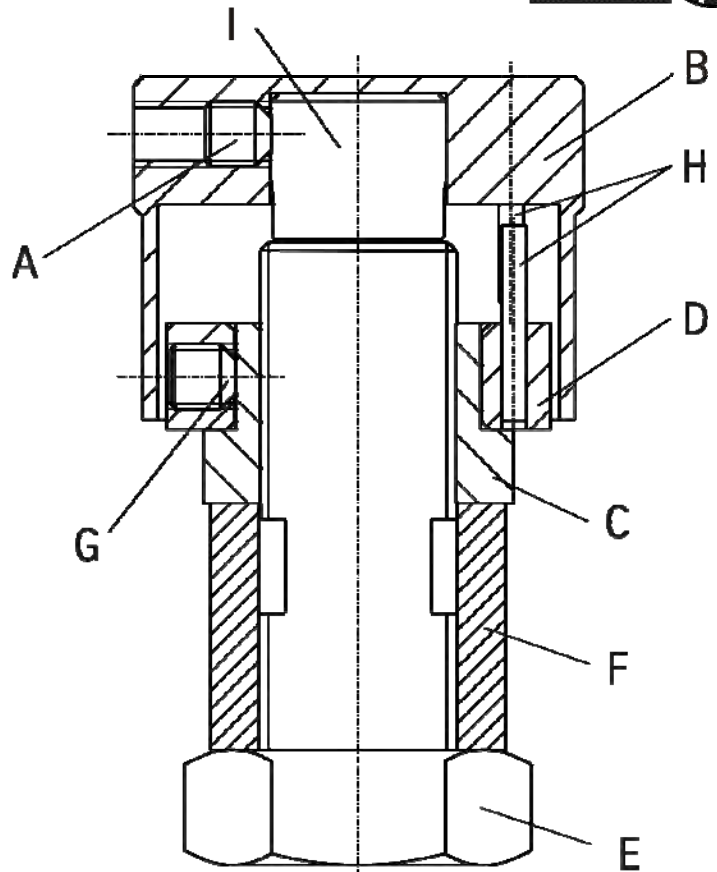
Release centre nut and remove original mounting parts and coil spring. Please refer to diagram to identify which parts will be replaced with BILSTEIN- supplied components.

Original rubber spring pad at rear axle must be replaced by Bilstein part.

## PSS10- 10 step- pin adjustment

The adjustment unit must be deinstall before the shock absorber installation can be completed in reverse sequence with BILSTEIN and/ or original mounting parts.

- A- Set screw
- B- head
- C- lock nut M12x 1
- D- stop disc
- E- Nut M12x1
  
- F- sleeve
- G Set screw
- H stop pin
- I Adjusting screw



position **1** = **comfort** (counter-clockwise direction)  
 position **10** = **sport** (clockwise direction)

**Instruction for the rear axle**  
 Status of delivery is position **10**.



## Removal Adjustment Unit PSS10

To remove the adjusting head ( B )  
the set screw must loose.

Remove the lock nut ( C ) together  
with end stop disc ( D ).

Now remove all original mounting parts and  
fit Bilstein and/ or original mounting parts in  
reverse sequence of removal ( see fig. on  
page 20)

## Installing Adjustment Unit PSS10

Tighten ( E ) to block and fit lock nut ( C )  
together with end stop disc ( D ).

Getting an optimal fitting position for the ad-  
justment unit you can also loose the set  
screw ( G ) and turn the end stop disc ( D ) in  
a position to a saliently mark at the chassis  
you have selected before. Fix the set screw  
again. Pins ( H ) are end stops.

Place the adjusting knob ( A ) flat on the adjust-  
ing screw ( I ) and turn it clockwise to end stop.

Fix the adjusting head ( B ) with set screw ( A ).

The adjusting head should move easily and  
with distinct “clicks” at each adjustment posi-  
tion. If not, disassemble the adjustment unit  
and reassemble acc. To the instruction.

## Installing shock absorber

Assemble BILSTEIN and/ or original mounting  
parts 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.



**B** = BILSTEIN Lieferumfang  
Delivered by BILSTEIN

**OE** = Original Anbauteile  
Original Equipment

