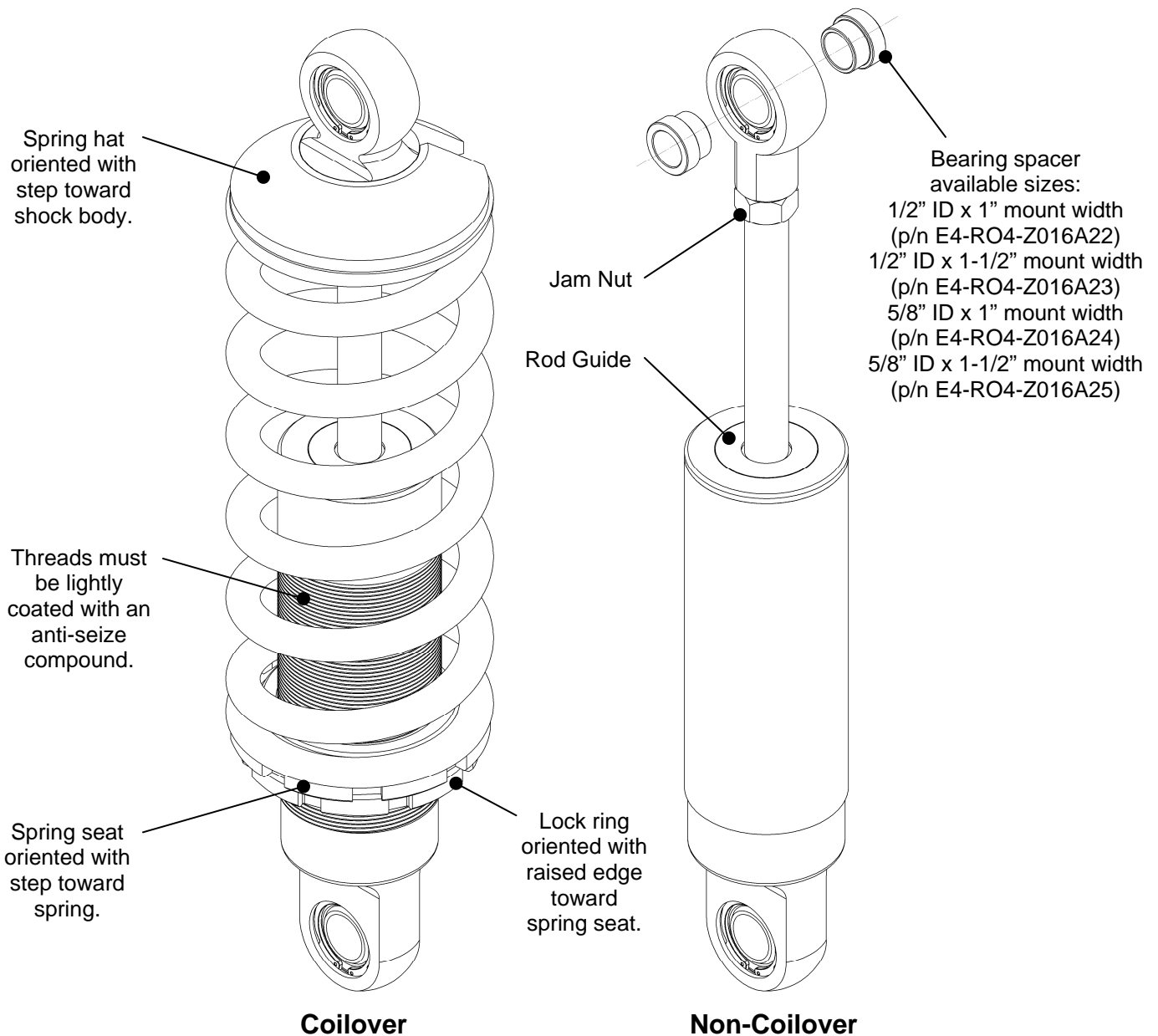




Bilstein Bearing-Mount Street Rod Shock Installation Notes

Due to variations in chassis and suspension designs, it is the responsibility of the installer and/or end user to ensure that the shock absorber is dimensionally appropriate for the application. Excessive misalignment angles (beyond 6° for bearing mounts) may create side loads that accelerate wear and promote shock and/or mount failure. The installer and/or end user must also determine appropriate spring rates for coilover applications.

The suspension should be fully cycled and checked for any potential unintended contact points or binding. The vehicle must be equipped with some type of compression limiting device (bumpstop) in order to prevent coil bind or contact between the jam nut and rod guide.





Bilstein Bushing-Mount Street Rod Shock Installation Notes

Due to variations in chassis and suspension designs, it is the responsibility of the installer and/or end user to ensure that the shock absorber is dimensionally appropriate for the application. Excessive misalignment angles (beyond 5° for bushing mounts) may create side loads that accelerate wear and promote shock and/or mount failure. The installer and/or end user must also determine appropriate spring rates for coilover applications.

The bushing mounts should not be fully tightened until AFTER the suspension system is loaded (wheels on the ground). Other mounting fasteners (brackets for example) must be securely tightened BEFORE load is placed on the suspension system. The suspension should be fully cycled and checked for any potential unintended contact points or binding. The vehicle must be equipped with some type of compression limiting device (bumpstop) in order to prevent coil bind or contact between the jam nut and rod guide.

