

Installation Instructions		<i>KW automotive</i>
Instruction No.	686 20 072	

KW automotive

INSTALLATION INSTRUCTIONS

**Before you begin installation ,
please read the following carefully:**

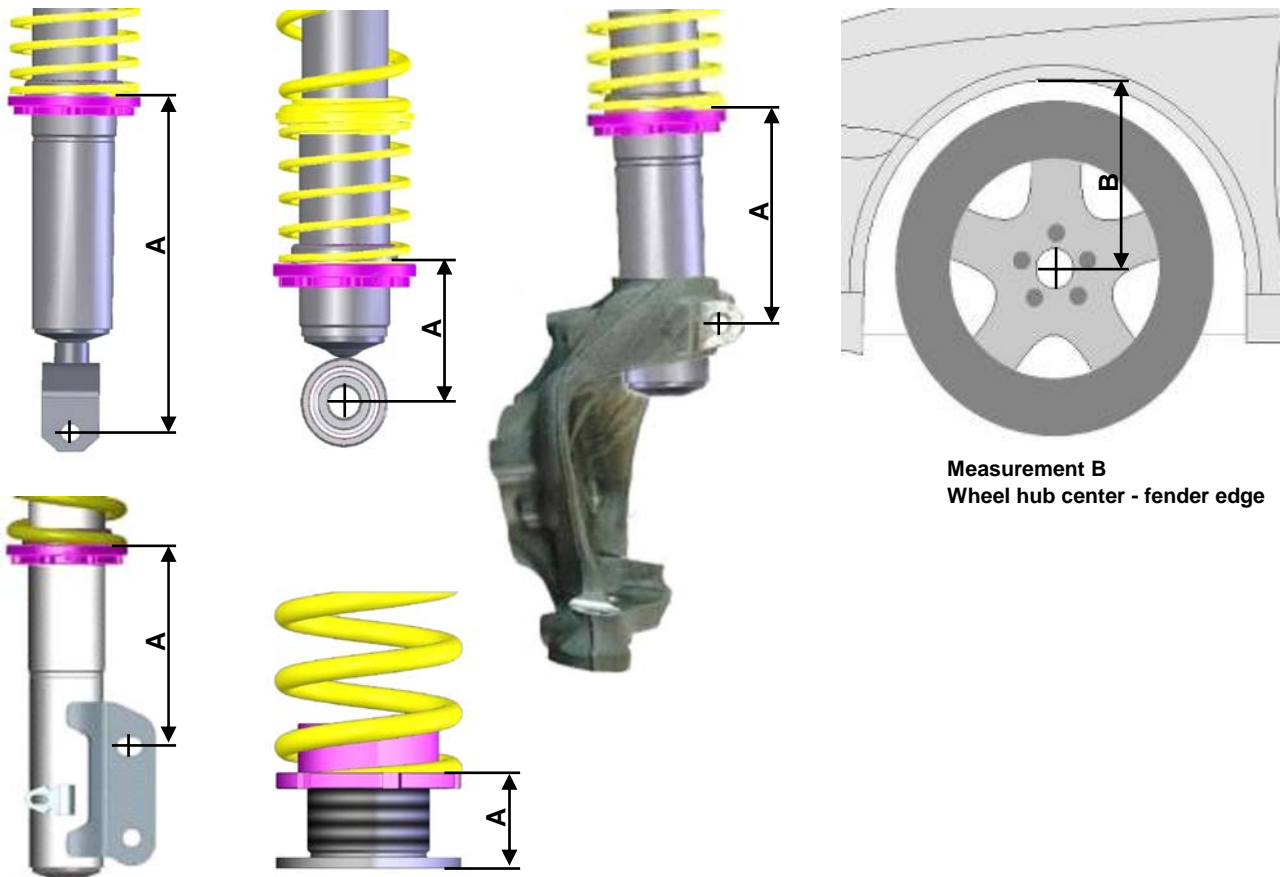
- Ensure that the TUEV certificate matches the vehicle specifications (front vehicle identification number (VIN)) etc...
- The suspension components must match the suspensions application specifications (springs and shock/struts identification numbers).
- The instructions have to be strictly observed.

KW Coilovers for automobile [suspensions](#) are designed for easy installation. If not otherwise stipulated in these instructions, all suspension components are installed and removed in accordance with the manufacturer's specifications for installing and removing standard springs and damper components. At the time of printing all instructions and specifications are correct.

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Technical data	Coilover part number ... 20 072			
Vehicle model	BMW Z4 type Z89, ZR		max. permissible front axle load: 870 kg	
	front axle		rear axle	
Spring signature	2011		2003	
Coilover strut / Shock absorber signature	200 1015		200 1110	
Approximate distance measurement A Front axle: Lower fastening screw - spring contact area Rear axle: Seating height adjustment - spring contact area or lower fastening screw - spring contact area	min:	max:	min:	max:
	170 mm / 6,7 inch	195 mm / 7,7 inch	15 mm / 0,6 inch	35 mm / 1,4 inch
Approximate measurement* B in mm / inch: wheel hub center to fender edge	min:		min:	
	330 mm / 13,0 inch		330 mm / 13,0 inch	

Calculating the adjustment range (distance measurement A) : (Photos are examples only)



Please enter the adjusted height of the modified car into the list:

Coilover part no	Vehicle type	Measurement A		Wheel hub center - fender edge Measurement B	
		Front	Rear	Front	Rear

* **IMPORTANT:** The allowable measurement between wheel hub center and fender edge as indicated above, may not exceed these measurements when using standard fenders.

Installation Instructions		<i>KW automotive</i>
Instruction No.	686 20 072	



Danger:

Always follow the latest accident prevention regulations (not applicable for North America) for each step to prevent any serious bodily harm or injury.

1. We recommend the use of a vehicle hoist or lift when installing the suspension. If a lift is not available and jacking equipment is used, make sure that the vehicle is secured with commercial wheel blocks and jack stand to ensure safety.
2. The suspension components may only be installed by trained technical personnel using the proper tools.
3. The General Installation instructions, as well as the Technical Inspectorate (German TÜV) documents must be read BEFORE attempting installation.
4. Never use impact wrenches or guns to install or remove shock absorber piston hardware.
5. Never disassemble or cut open shock absorbers and/or shock absorber inserts. They contain oil under pressure. Danger of explosion.
6. Before driving on public highways, carry out the work steps on page 7, items 11 through 14 after installation.
7. The suspension regulation (when available) needs to be disabled through an authorized dealer.
8. Please take care in any case that fittings (for example fittings of shock absorber housings or fittings of the lower control arm in the housing of the wheel bearing) are free of dust and oil. (see manufacturer guideline)

General Instructions for Use:

1. When adjusting the vehicle height, make sure that the threads are clean and free of debris. After initial cleaning, move the perch by 10 mm (0.4 Inches) downwards, and then clean the area that you desire to adjust the perch (up or down).
2. During height adjustments on separate shock and spring systems, remove the perch from the vehicle to adjust the height.
3. After adjusting the vehicle height, repeat steps 11 through 14 from page 7.
4. In the area of the piston rod and the sealing package of the new and used damper there might be oil and grease collected. This could either be caused by using a special black grease during assembling the washer or due to accumulation of streak oil. Further more oil is used during assembling the cartridge and rod guide. There is no reason of worrying about and damage, as in this area also dust and dirt used to be collected.

Tightening torque for the piston rod nut:

M8 = 25Nm (18 ft-lb), M10x1 = 20Nm (15 ft-lb), M10x1,25 = 20Nm (15 ft-lb), M12x1,25 = 35Nm (26 ft-lb),
M12x1,5 = 40Nm (29 ft-lb), M14x1,5 = 50Nm (37 ft-lb), M16x1,5 = 50Nm (37 ft-lb)

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M12x1,5 = **40Nm (29 ft-lb)**, M14x1,5 = **50Nm (37 ft-lb)**, M16x1,5 = **50Nm (37 ft-lb)**

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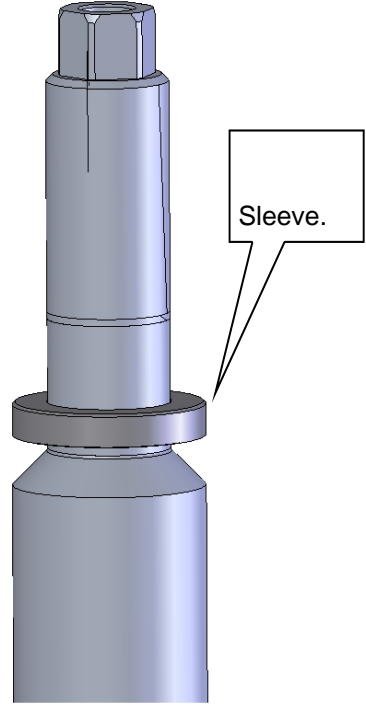
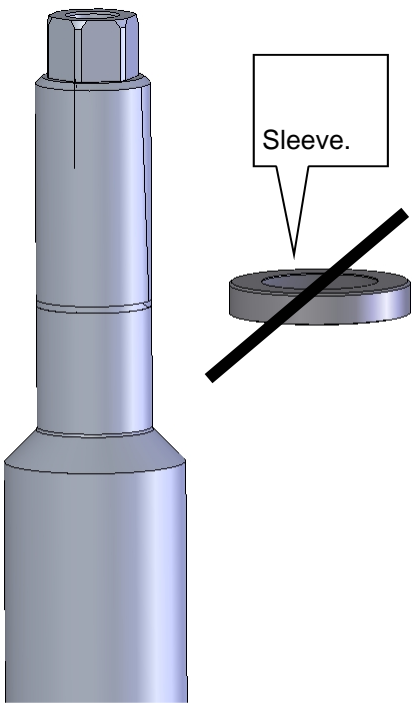
Front axle:

Please note: At aluminum spring perch remove the supplied sleeve on the piston rod. Use the sleeve only on at steel spring perches.

Aluminum spring perch.



Steel spring perch.



Front axle:



A Supplied coilover strut.

Put the standard spring perch with the seal washer and the bearing screening grid on the spring.



Install the factory top mount and secure it with the supplied nut. Tightening torque for the piston rod nut is 50 Nm (37 ft-lb). The strut unit has to be installed according to manufacturers recommended settings regarding tightening torque and fixing specifications.



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Front axle:

Mount the holder parallel to the coilover strut.



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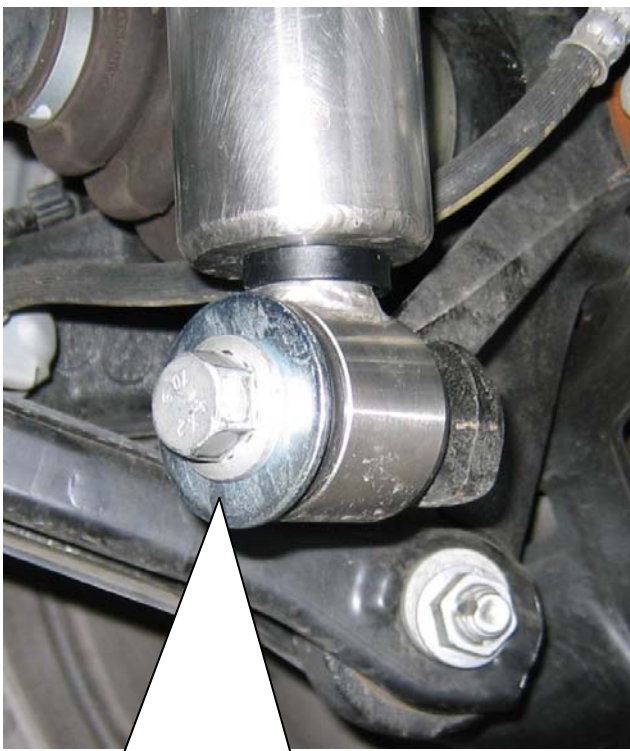
Rear axle:



Mount the supplied height adjuster between the vehicle body and the top of the spring without factory rubber. You have to remove the rear axle adjustment to correct (screw up the threaded ring) the car height.

Re-use the original rubber unit at the bottom end of the spring.

Install the factory upper top mount with the supplied damper. The Tightening torque for the piston rod is 20 Nm (15 ft-lb). Please install the damper unit to manufacturers recommended settings regarding tightening torque and fixing specifications.



Please use the supplied washer on installing the shock absorbers. The washer has to be installed towards car centre (as shown on the picture).

