

DRIVE THE LEGEND.

THE ULTIMATE IN HIGH PERFORMANCE.

The BILSTEIN MDS modular damper system.



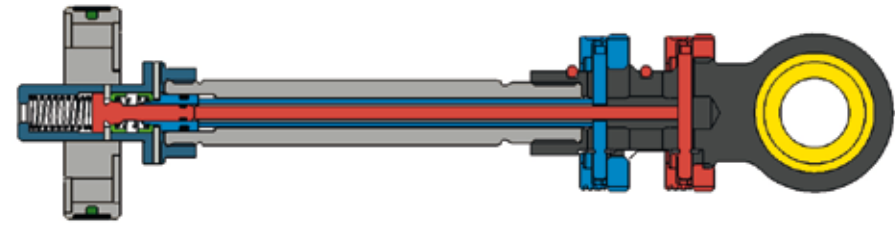
BILSTEIN®



motorsport.bilstein.com

BILSTEIN 2-way adjustment system. Maximum flexibility. Maximum racing quality.

Maximally soft or maximally hard – the BILSTEIN 2-way adjustment system offers you everything at once: a simple manual damper force adjustment, plus separate setting for rebound and compression levels with a clear and visible scaling. The BILSTEIN 2-way adjustment system allows up to 100 variations from 1 (soft) to 10 (hard), with a difference that can be experienced.

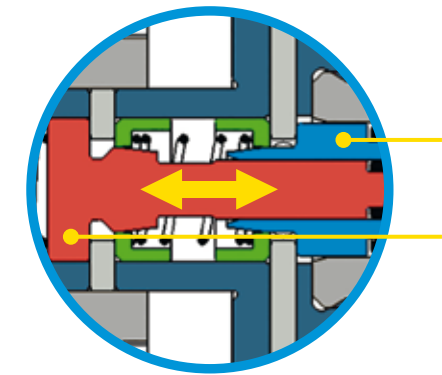


Valve system:

- Unlimited variations through soft/hard linear or digressive piston
- Valve arrangement integrated into the piston shaft
- Construction method allows for BILSTEIN mono-tube damper with maximum piston diameter
- Unlimited variation via bypass adjustment with needle valve
- Short flow paths
- Piston plating with shim stack

Manual adjustment:

- Two scaled adjustment wheels, each with 10 positions
- Clear click-grid and color coding: Red for rebound/traction level, blue for bump/compression level
- Set-up check by visual examination
- Zero position aligned with eye or offset 90°
- Minimized risk of incorrect identifier settings
- Simple disassembly/assembly of the adjustment head when changing the bump stop

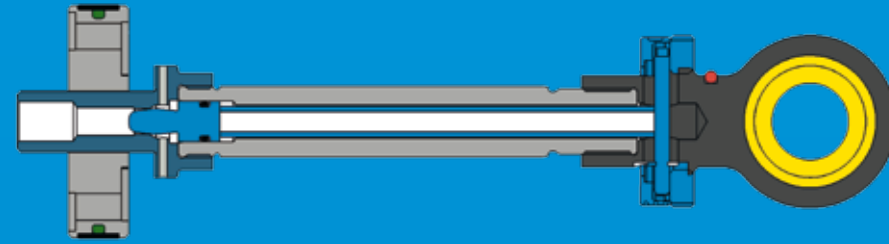


The shift of the conical needle determines the bypass set, which can be run through in the respective direction.



BILSTEIN 1-way adjustment system. Perfectly tuned racing quality.

Based on our high performance BILSTEIN mono-tube technology, the BILSTEIN 1-way adjustment system allows for simple damper force adjustment in the installed state by twisting the adjuster on the damper. You can feel each of the 10 clicks so you get clear feedback about the adjustment. The parallel setting of rebound and compression allows you to find a perfect match between driving behavior and individual needs.

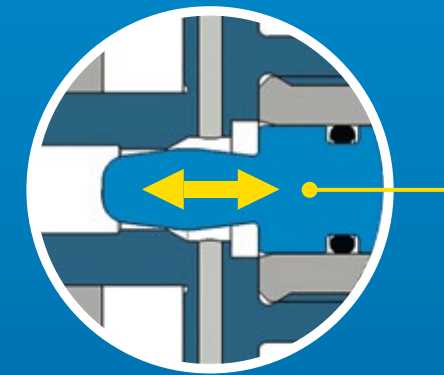


Valve system:

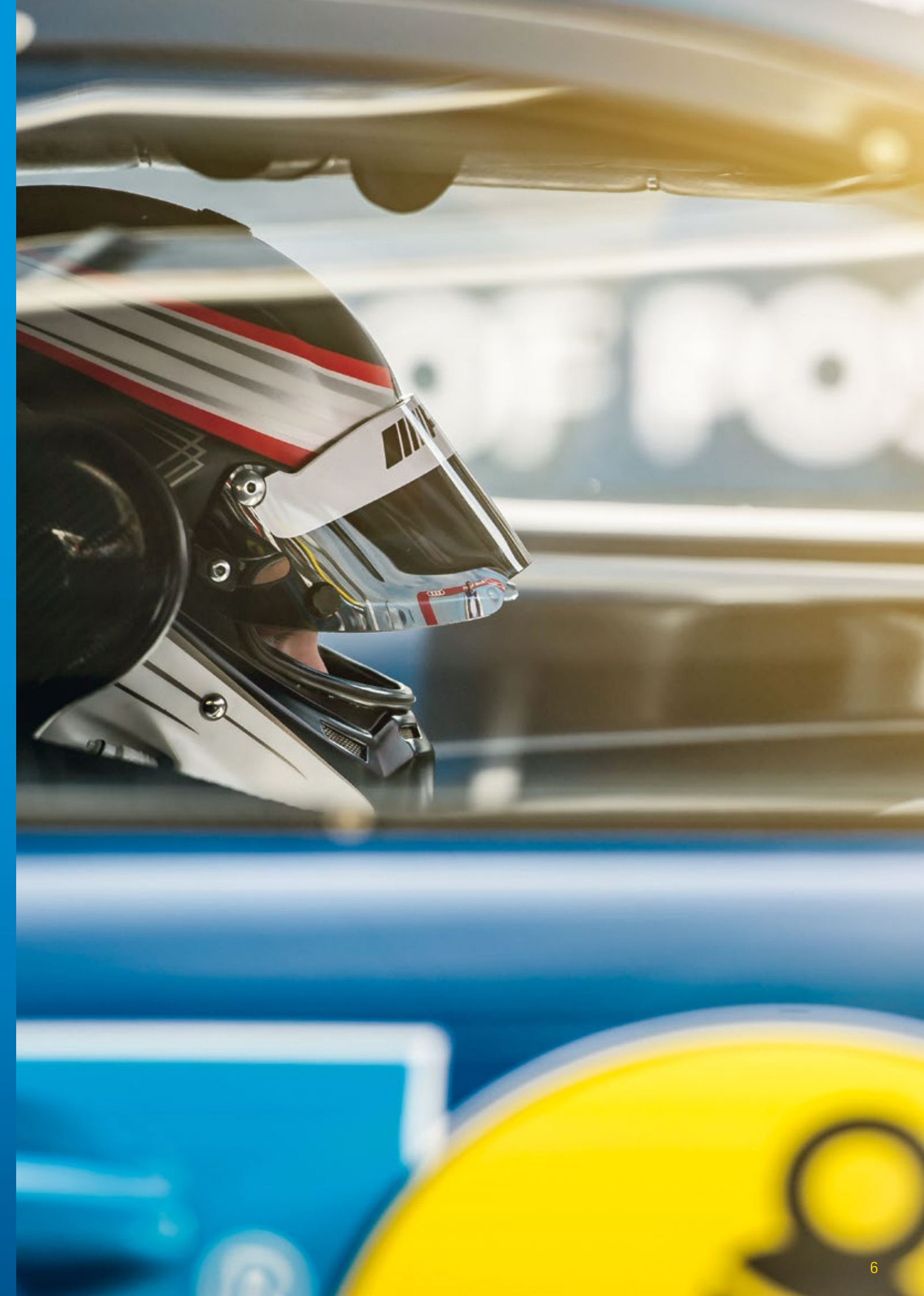
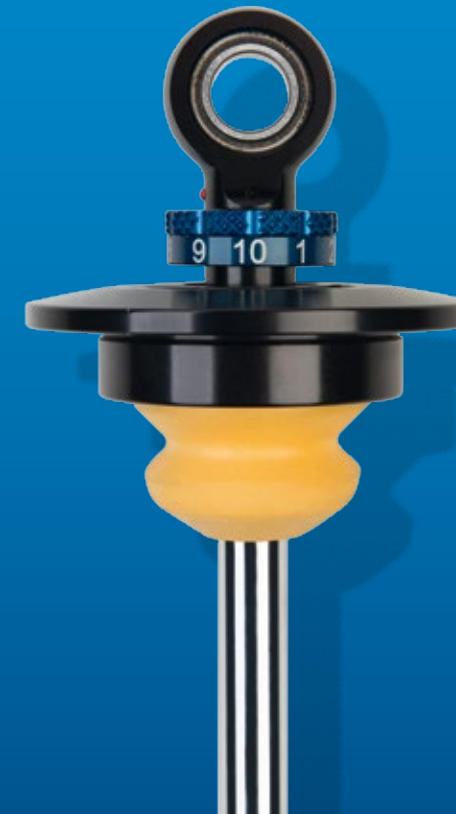
- Unlimited variations through soft/hard linear or digressive piston
- Valve arrangement integrated into the piston shaft
- Construction method allows for BILSTEIN mono-tube damper with maximum piston diameter
- Unlimited variation via bypass adjustment with needle valve
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Manual adjustment:

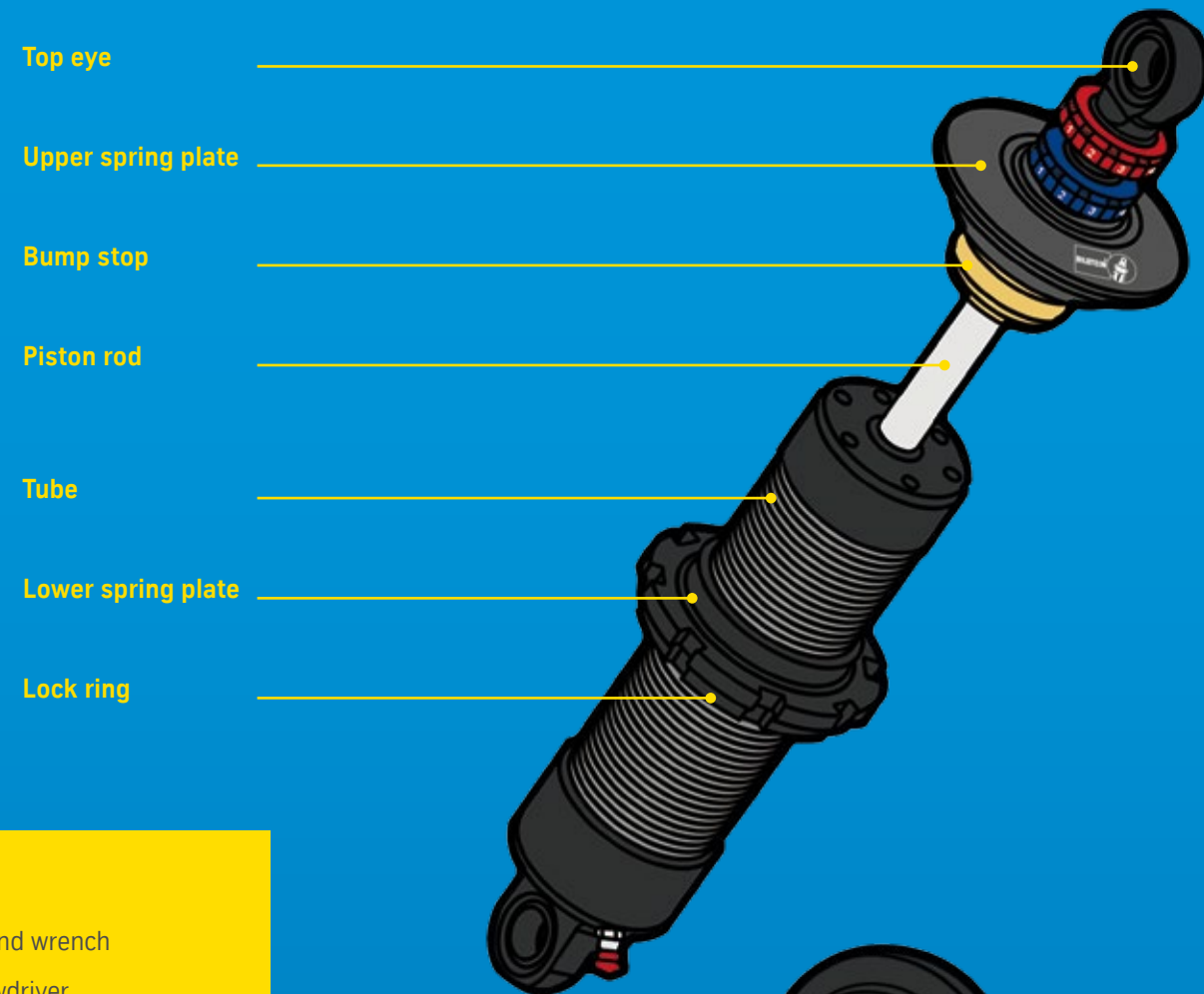
- Scaled adjustment wheel with 10 positions
- Parallel or separately adjustable for rebound/compression
- Set-up check by visual examination
- Zero position aligned with eye or offset 90°
- Minimized risk of incorrect identifier settings
- Simple disassembly/assembly of the adjustment head when changing the bump stop



The shift of the conical needle determines the bypass set, which can be run through in the respective direction.



Product description: Your BILSTEIN MDS in detail.



Tools required:

- 32 mm open-end wrench
- Small flat screwdriver
- Torque wrench
- BILSTEIN clamping jaws (item number: E4-VSE-0073263)
- BILSTEIN hook wrench (item number: B4-XS1-Z001A00)

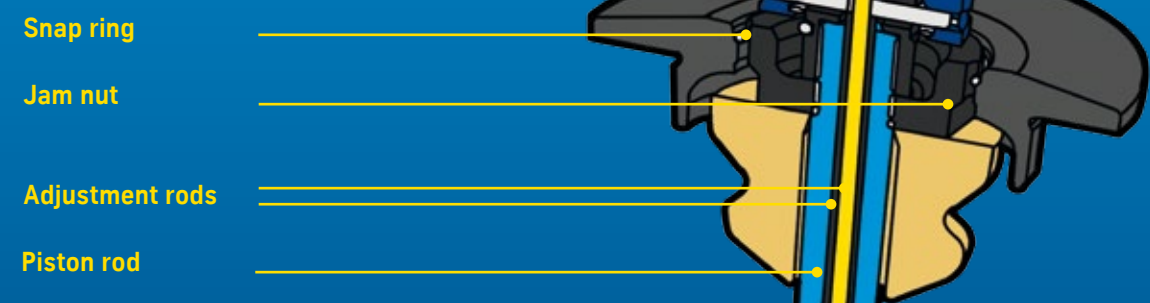
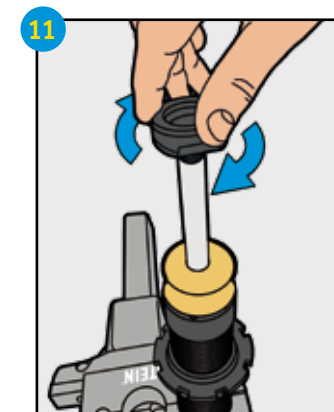
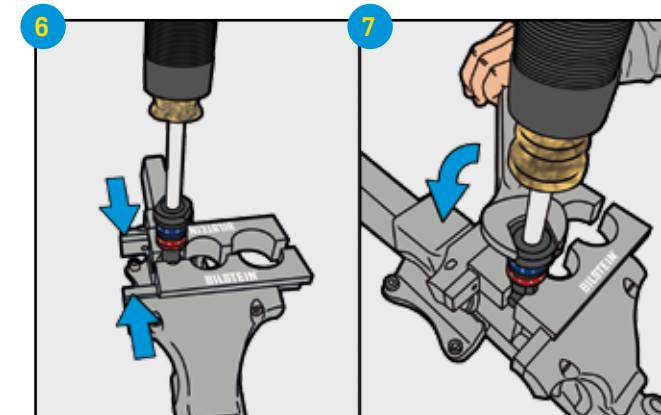
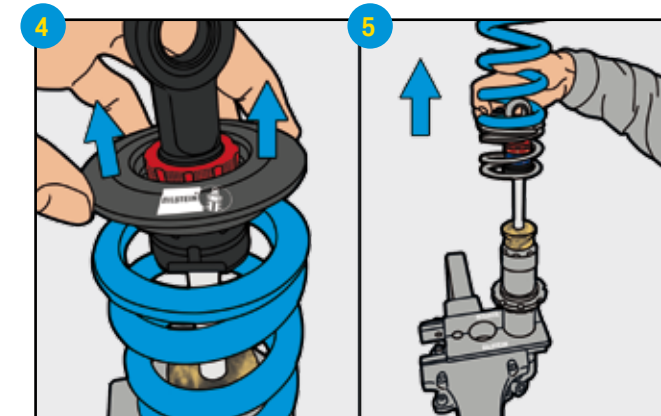


Illustration of an eye/eye damper.

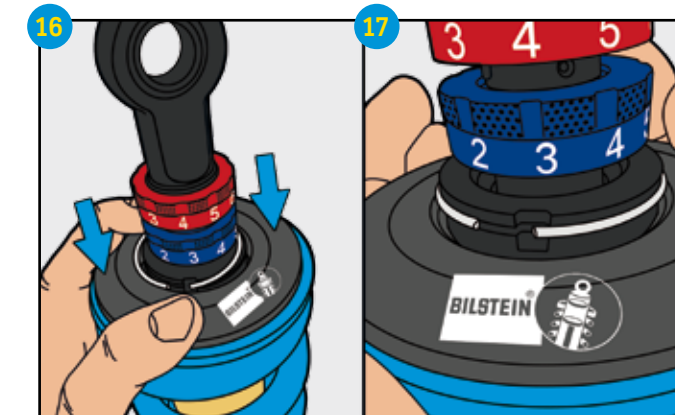
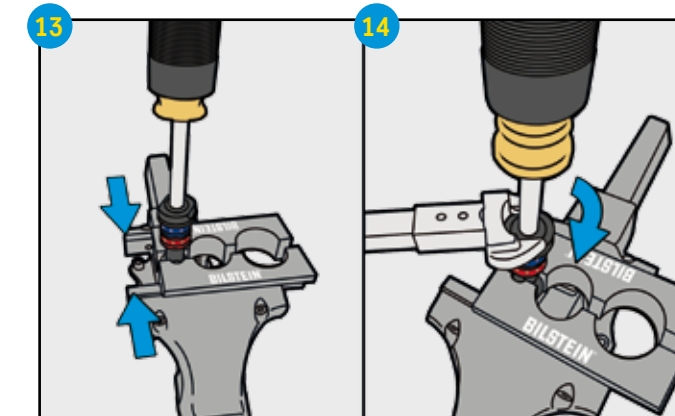
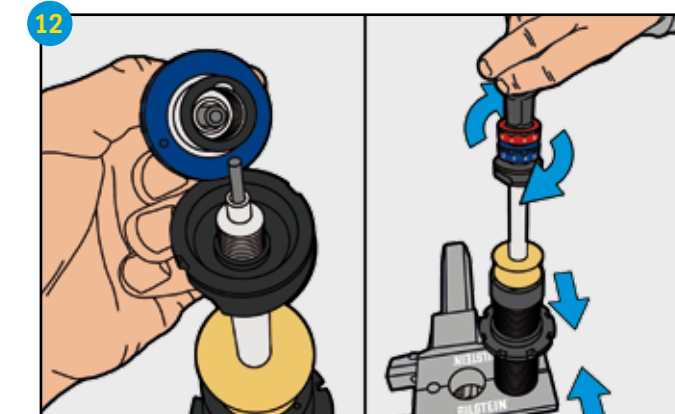
This is how you correctly change the bump stop and spring on the eye/eye damper:

We have illustrated the critical steps for you. Follow the numbering.

1. Clamp the tube below the lower spring plate in the BILSTEIN clamping jaws.
2. Press the upper spring plate down. If the spring is very preloaded, we recommend that you screw the lower spring plate downward (note the spring plate position).
3. Using a flat slotted screwdriver, pry the snap ring out of the nut and remove it without bending it.
4. Let the spring plate slide upward slowly and under counter-pressure over top eye.
5. Remove the main spring and the helper spring.
6. Clamp the damper carefully onto the top eye with the flat side in the BILSTEIN clamping jaws.
7. Loosen the jam nut using a 32 mm open-end wrench.
8. Clamp the damper on the tube under the lower spring plate.
9. Unscrew the top eye and the jam nut counter-clockwise and make sure you do not damage the adjustment rods.
10. Replace the bump stop.
11. Mount the jam nut in a clockwise direction. NOTE: The indentation must point in the direction of the screw eye!



12. Turn the top eye by hand until it stops at the piston rod. NOTE: The adjustment rods should slide into the adjustment head!
13. Clamp the damper carefully onto the top eye with the flat side in the BILSTEIN clamping jaws.
14. Turn the jam nut against the top eye and torque at 40 Nm.
15. Mount the main spring and the helper spring. NOTE: Note the installation position at this time!
16. Put on the spring plate and press it downward.
17. Place the snap ring into the jam nut groove. NOTE: The snap ring must sit cleanly into the groove; it cannot be bent!
18. Allow the spring plate to slide slowly upward until the snap ring is covered. NOTE: Jamming is possible!
19. Finally, perform a visual inspection and position the lower spring plate if this was moved.





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