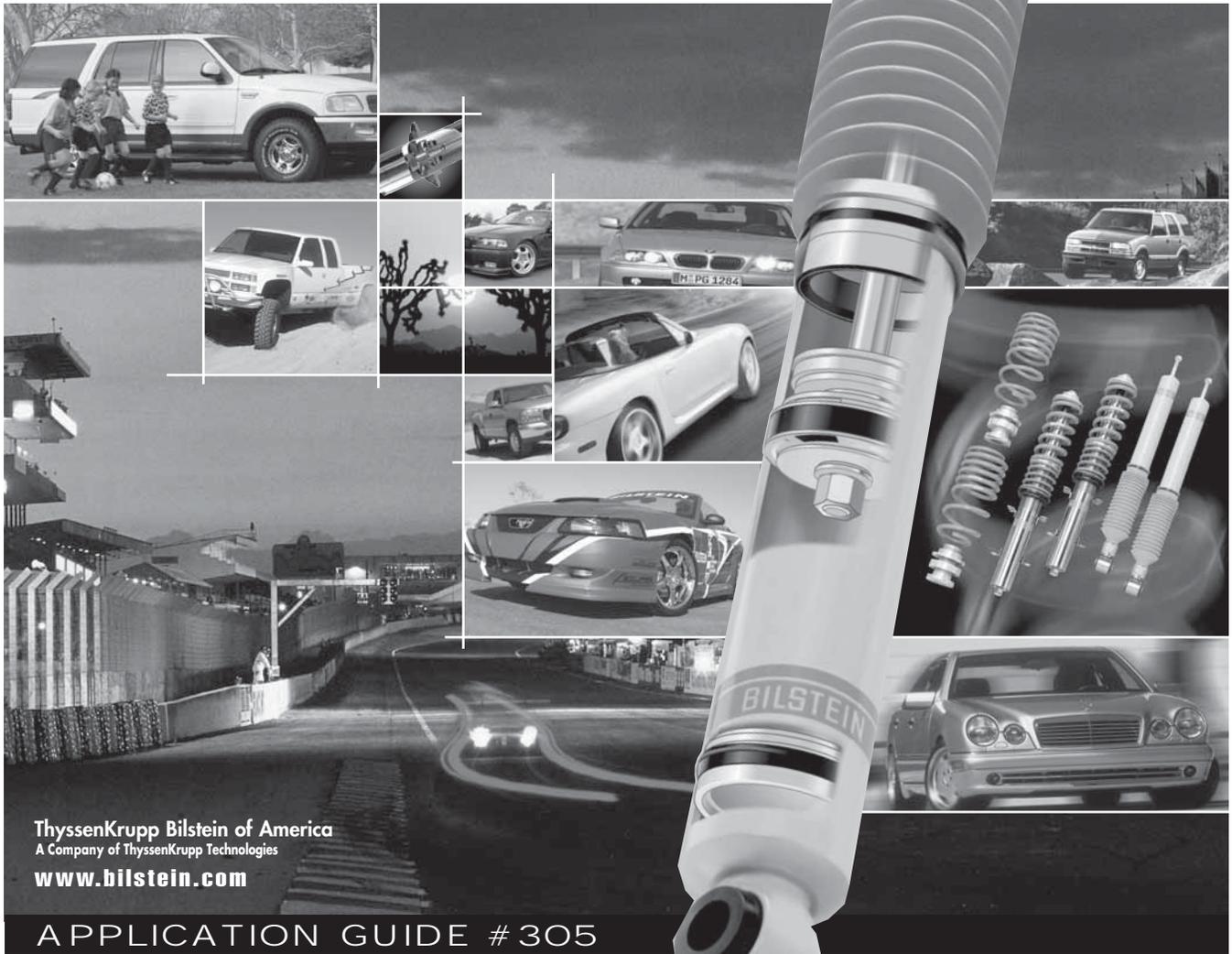


the world leader in gas pressure shock absorber technology



ThyssenKrupp Bilstein of America
A Company of ThyssenKrupp Technologies
www.bilstein.com

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GETTING THE RIDE THAT IS RIGHT FOR YOU

Bilstein mono-tube gas pressure shock absorbers are available in a wide variety of sizes and stiffness settings, depending upon the vehicle type and use. All Bilstein shocks absorbers instantaneously self-adjust to changing road surfaces; in addition, their performance does not gradually decline from age, use or heat, requiring no compensating manual adjustments as with conventional multi-tube shocks. Shock stiffness settings are divided into five usage categories shown below.

SPORT (S) - B8

For the performance-minded driver, Bilstein "Sport" shocks deliver absolute mastery of the road surface.

Designed to push a car's suspension to its performance peak, these shocks are well suited for use with special springs, anti-sway bars or other suspension upgrades.

HEAVY DUTY (HD) - B6

For most vehicles including full-size sedans, SUVs and trucks. These shocks provide improved handling and stability without sacrificing ride comfort. They offer super damping ability that makes them ideal for heavy hauling for occasional off-road use, while maintaining an exceptional "street" ride.

COMFORT (C) - B4

For the driver who wants maximum ride comfort, with the virtual elimination of "bottoming out" and vehicle sway.

These shocks generally maintain and, in many cases, enhance a vehicle's original ride qualities while increasing road-handling and overall stability.

5100 SERIES

For specific manufactured lift kits utilizing the stock OEM mounting configuration.

Self-adjusting deflective disc valving, independent rebound and compression with superior control for larger diameter tires.

RALLE, RACE

For rigorous demands of driving competition. Their success should be measured by the unprecedented levels of acceptance and use by professional drivers in virtually all major Motorsports.

Include such features as spherical bearings, adjustable spring seats longer or shorter than standard dimensions. *Not suited for street use.

TWIN TUBE TECHNOLOGY

TOURING CLASS (TC)

Bilstein Touring Class original equipment replacement twin tube gas pressure shocks and struts feature the same German engineering and quality as the world famous Bilstein Monotube Gas Pressure Shocks in a competitively priced twin-tube design.

PERFORMANCE SUSPENSION SYSTEM

Bilstein has developed the ultimate automotive performance suspension systems. To ensure maximum performance, these systems utilize superior Bilstein mono-tube gas shocks, featuring the largest available piston diameter for greater sensitivity and precise control, patented digressive piston head design, and deflective disc valving that instantly reacts to changing road input. From street performance, to competition ready, these suspension systems are available in three levels:

BTS – BILSTEIN TUNED SUSPENSION, is a high performance system with sport tuned mono-tube gas shocks and matched lowering springs. The system includes 4 coil springs with performance directed spring rate and patented mono-tube gas pressure shock absorbers.

PSS – PERFORMANCE SUSPENSION SYSTEM, is an ultra high performance ride height adjustable suspension system featuring performance valved mono-tube gas shocks. The system includes coil-over and standard mono-tube gas shocks with performance level valving along with application specific rate coil springs.

PSS9/PSS10 – PERFORMANCE SUSPENSION SYSTEM WITH 9/10 DAMPING ADJUSTMENTS, is the "race inspired" fully adjustable ride height system featuring mono-tube gas shock absorbers with precise damping adjustments. The system includes adjustable mono-tube gas shock absorbers with adjustable compression and rebound settings from comfort to competition, front and rear application specific, progressive rate springs allow accurate adjustment of vehicle ride height and center of gravity for the level of performance you seek.

ERC – ELECTRONIC RIDE CONTROL® SYSTEM, allows the driver to electronically select between a comfort oriented or a significantly firmer, aggressive performance damping mode with a simple push of the dash mounted button. The integrated control unit switches the damping settings on all four shocks/struts in fractions of a second to deliver the handling characteristics you desire.

PASSENGER CAR LISTINGS



Year Application Setting Front Rear

HONDA (cont.)

S2000

6/99-06		PSS	F4-HE5-8038-M1	N/A
		PSS9	F4-GM5-8865-H1	N/A

HYUNDAI

ACCENT

5/97-99		TC	F4-VNE-4734-BK (L) F4-VNE-4735-BK (R)	F4-VNE-4884-BK (L) F4-VNE-4885-BK (R)
7/94-4/97		TC	F4-VNE-4734-BK (L) F4-VNE-4735-BK (R)	F4-VNE-4882-BK (L) F4-VNE-4883-BK (R)

ELANTRA

96-00		TC	F4-VNE-4732-BK (L) F4-VNE-4733-BK (R)	F4-VNE-4886-BK (L) F4-VNE-4887-BK (R)
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TIBURON

96-01		TC	F4-VNE-4732-BK (L) F4-VNE-4733-BK (R)	F4-VNE-4886-BK (L) F4-VNE-4887-BK (R)
2/03-08		PSS	F4-HE5-A799-H1	N/A
		PSS9	F4-GM5-A804-H1	N/A

INFINITI

G20 SEDAN

99-02	(P11 Chassis)	HD	F4-B46-1782-H1	F4-BE5-2344-H0
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G35

03-05	Coupe/Sedan	HD	F4-BE5-A156-M0 (L) F4-BE5-A157-M0 (R)	F4-BE5-A158-M0 N/A
02-05		PSS	F4-HE5-A162-H2	N/A
		PSS9	F4-GM5-A970-H2	N/A

JAGUAR

S-TYPE

02-05	2.5 V6 with OE Sport Suspension	HD	F4-BE3-6744-H0	F4-BE5-6745-H0
02-05	2.5 V6 w/out OE Sport Suspension	HD	F4-BE3-6595-H0	F4-BE5-6645-H0
01/99-06	3.0 V6 / 4.0 V8 w/out OE Sport suspension	HD SP	F4-BE3-2492-H0 (HD) F4-BE3-6779-H0	F4-BE5-2662-H0 (HD) F4-BE5-6778-H0
02-05	4.2 V8 with OE Sport Suspension	HD	F4-BE3-6743-H0	F4-BE5-6772-H0
02-05	4.2 V8 w/out OE Sport Suspension	HD	F4-BE3-6728-H0	F4-BE5-6771-H0

X-TYPE

02-05	AWD with OE Sport Suspension	C HD	F4-VNE-5362-BG F4-VE3-5149-H0	F4-BE5-2981-H0 F4-BE5-6676-H0
02-05	AWD w/out OE Sport Suspension	C HD	F4-VNE-5361-BG F4-VE3-5149-H0	F4-BE5-6227-H0 F4-BE5-6676-H0

XJ

98-02	(X308 chassis)	HD	F4-BE3-2372-H0	F4-BE5-2373-H0
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XJ-6

94-97	(XJ40/X304 chassis)	HD	F4-B36-1861-H0	F4-B46-1858-H0
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XJ-12

94-97	(XD-305 chassis)	HD	K4-BE3-61742-M0	F4-B46-1858-H0
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XJR/300

94-97	(X306 chassis)	HD	F4-BE3-6724-M0	F4-BE5-6725-M0
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Year Application Setting Front Rear

JAGUAR (cont.)

XJ-6, XJ-12

10/86-11/93		HD	F4-B36-1804-H0	F4-B46-1805-H0 (HD) (HD)
69-9/86		HD	F4-BE3-2445-H0	F4-BE3-2446-H0 (HD)

XJS

87-96		HD	F4-BE3-2445-H0	F4-BE3-2446-H0 (HD)
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XK8

96-06	Coupe (QEV) Convertible (QDV)	HD	F4-BE5-6726-H0	F4-BE5-6727-H0
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LEXUS

IS 300

01-05	(Altezza)	HD	F4-BE5-6048-H0	F4-BE5-6049-H0
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GS 300/400/430

98-02		HD	F4-BE5-2743-H0	F4-BE5-2744-H0
		SP	F4-BE5-2802-H0	F4-BE5-2803-H0
		PSS	F4-SS0-8301-M1	N/A

LS 400

95-00	(Celsior) (Exc. air leveling)	HD	F4-BE5-2734-H0	F4-BE5-2735-H0
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LINCOLN

CONTINENTAL

70-81		C	F4-B46-1497-H0	F4-B46-1498-W0
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CONTINENTAL MARK VI

80-83		C	F4-B46-1497-H0	F4-B46-1498-W0
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CONTINENTAL MARK V

77-79		C	F4-B46-1497-H0	AK2074
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CONTINENTAL MARK IV

73-76		C	F4-B46-1497-H0	AK2074
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CONTINENTAL MARK IV

72		C	F4-B46-1497-H0	F4-B46-1498-W0
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CONTINENTAL MARK III

68-71		C	F4-B46-1497-H0	F4-B46-1498-W0
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TOWN CAR

82-02		C	F4-B46-1497-H0	F4-B46-1498-W0
	(Firm ride)	HD	F4-B46-1495-H0	F4-B46-1496-M0

MAZDA

3

04-08		HD	F4-VE3-B073-H0 (L) F4-VE3-B074-H0 (R)	F4-BE5-B080-H0 N/A
		SP	F4-VE3-B076-H0 (L)	F4-BE5-B081-H1
		SP	F4-VE3-B077-H0 (R)	N/A

6

02-08	(GG / GY Chassis)	HD	F4-BE5-A256-H0 (L) F4-BE5-A257-H0 (R)	F4-BE5-A258-H0 N/A
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MX5 MIATA

06-08		HD	F4-BE5-D174-H0	F4-BE5-D175-H0
		SP	F4-BE5-D176-H0	F4-BE5-D177-H0
		PSS10	F4-GM5-D184-H0	N/A
98-05		HD	F4-BE5-6558-H0	F4-BE5-6559-H0
		SP	F4-BE5-6550-H0	F4-BE5-6551-H0
		PSS	F4-SS0-8300-M0	N/A
		PSS9	F4-GM5-8609-H1	N/A

FOOTNOTES (EXCLUDING LIFTED SUSPENSION)

<p>[X] - Self leveling system. Conventional shock absorbers cannot be used. [XX] - Replacement unit is a conventional shock. Leveling system will not function when this shock is installed. [Y] - Recommended for use if shorter springs are installed. On cars with coilover rear suspension, rear shocks allow ride height adjustability. [Z] - Only M12 thread. [ZZ] - If an original front strut has been replaced with the later type, the later type cartridge will be required.</p>		
Use the following list	Struts with M50x1.5 threads P36-0022 is equivalent to P36-0024 P36-0026 is equivalent to P36-0028 is equivalent to	Struts with M48x1.5 threads P36-0326 Not Available P36-0326 P36-0228
<p>Caution! Do not interchange ringnuts only. Shock are different lengths. [3] -Fitment as follows: California cars, manual transmissionfrom chassis #5060314 49 states cars, manual transmissionfrom chassis #5070355 California cars, automatic transmissionfrom chassis #5080277 49 states cars, automatic transmissionfrom chassis #5090332 [4] -Fitment as follows: California cars, manual transmissionup to chassis #5060313 49 states cars, manual transmissionup to chassis #5070354 California cars, automatic transmissionup to chassis #5080276 49 states cars, automatic transmissionup to chassis #5090331 [5] -Protective boot & bumpstop (when applicable) from original shock must be re-installed. Failure to install proper parts will result in damage to shocks and to vehicle. [6] - Outside housing diameter 45mm. [7] - Outside housing diameter 51mm. [8] - Except self leveling system. [9] - Special tool required for installation; available from BMW. [10] - Re-install original equipment hardware. [11] - Selective Ride components, please inquire on components not listed.</p>		
Part#	Description	Year
AK2100	Socketed control (without clip)	89-95
AK2103	Front actuator	89-95
AK2104	Rear actuator	89-95
AK2108	Eprom chip (Custom)	89-95
AK2113	Slalom 1 (Control w/chip)	89-91
AK2114	Slalom 2 (Control w/chip)	89-91
AK2115	Road Race (Control w/chip)	89-91
AK2116	Slalom 1 (Control w/chip)	92-95
AK2117	Slalom 2 (Control w/chip)	92-95
AK2118	Road Race (Control w/chip)	92-95
<p>[12] - Two shocks required for vehicle. [13] - Vertical location shocks only. Horizontal location shocks N/A. [14] - Does not replace electronically adjustable system. [15] - Original equipment spring seat must be re-used to mount standard shock. [16] - Axle requires four shock absorbers. [18] - Replaces OE struts. [19] - To ensure proper ride height, installation of these shocks should be preformed by a Porsche dealer who will have the appropriate equipment and parts. Cars not equipped with OE height adjustable Bilstein front shocks may also require replacement of coil springs and hardware.</p>		
<p>[20] - Threaded body shocks & struts. [21] - OE jounce stops and dust covers must be reused. [22] - P30-0137 are recommended for standard (OE) springs only. [23] - On all VW models with coilover rear shocks, the protective boot and bumpstop from the OEM shocks must be re-installed. Failure to re-install proper parts will result in damage to shock and to vehicle. 1974 and 1975 cars not originally equipped with rear shock absorber dust covers must use the following components 171.513.425 and 171.512.131 A or B. (Available through VW dealers) [24] - These shocks must be used with original VW upper mount assembly. This assembly includes the following VW Parts:</p>		
Dust Cover No. 131.413.425A Bumpstop No. 131.413.449B Cap No. 131.413.441	Cushions No. 131.413.435 Washer No. 131.413.431 Nut (M10x1.50)	
<p>[25] - Must use OE spacer # 1229423-7 if equipped with original equipment gas shocks. [26] - 4" Lowered front, spindle and/or spring. [27] - 6" Lowered rear, flip kit with lower mount extension. [28] - Vehicles with GVW of 9000lbs. or over, must use B46-1401 which is longer than B46-0925. [29] - Only one shock required for vehicle, 4-door only. [30] - 3" Lowered front, utilized drop I-beam. [31] - 4" Lowered rear, lowered shackles. [32] - Some Strut assemblies after 1197 model year have non serviceable struts. Must verify if strut units are serviceable with cartridge insert. [33] - Tag axle requires two additional shock absorbers. [34] - Use regular chassis application on drive axle.</p>	<p>[35] - Tag axles systems (rear position only), use OE application on drive axle. [36] - 1194 coaches with factory retro fit conversion kit. [37] - Strut Assembly. [38] - Strut Insert. [39] - Except Wagon. [40] - W/Out electronic suspension control [41] - Non Self-leveling [42] - Self-leveling [43] - Police Package (firm) [44] - Will not replace electronic dampers [45] - Not compatible w/selectride</p>	

FOOTNOTES - LIFTED SUSPENSION

<p>[1] - Applies to upper A-Arm Type lift only (Fabtech, Camburg, California Supertrucks, etc. [2] - Compression bump stop on chassis may need to be modified to prevent damage to the shock absorber. This is standard procedure when placing longer shocks on the stock location. [3] - Shocks are banded compressed to aid installation [4] - For kits utilizing stock radius arms only [5] - Includes 2 shocks and 2 springs</p>	<p>[6] - For applications utilizing the factory coilover. Use where the lift kit manufacturer provides a spacer for the stock shock. [7] - Yellow shock (HD) [9] - Spindle Lift [10] - Do not use center shock [11] - Will not fit with stock swaybar. Shock body is too large and will interfere. [12] - Ride Height Adjustable</p>
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