

E4-WM5-Y692A00 EINBAUANLEITUNG/ MOUNTING INSTRUCTION



IMPORTANT!

PLEASE READ ALL INSTRUCTIONS FIRST!

If in doubt, please contact your local BILSTEIN dealer or our sales department before installation.

When replacing other brands, BILSTEIN shock absorbers should always be installed as a set. Installation of shock absorbers, struts and cartridges requires special tools and expert knowledge. Accordingly, installation of all BILSTEIN products must be performed by a qualified suspension specialist.

Always use a chassis hoist for the installation of BILSTEIN products, and make certain that the raised vehicle is securely attached to the hoist to prevent the vehicle from slipping, falling, or moving during the installation process.

If you choose to install any BILSTEIN product without the necessary special tools, expertise or chassis hoist, you may subject yourself to the risk of serious bodily injury or death. If you elect not to use a chassis hoist, at least make sure the vehicle is on level ground, that all tires on the ground during installation are blocked to prevent movement, that at least two tires are on the ground at all times, and that adequately secured safety stands (jack stands) are used to support the chassis. **NEVER** get under the vehicle until you have checked to make sure all of these things are done.

All BILSTEIN products must only be used for the specific, intended application as indicated in the application guide. Any use of any BILSTEIN product other than for its intended use may result in serious bodily injury or death.

BILSTEIN suspension products are gas-filled and are highly pressurized. Never place any BILSTEIN product in a vise or use a clamp on any BILSTEIN product; never apply heat near any BILSTEIN product, and never attempt to open or repair any BILSTEIN product, in order to prevent serious bodily injury or death. Any attempt to misuse, misapply, modify, or tamper with any BILSTEIN suspension product voids any warranty and may result in serious bodily injury or death.

Do not use impact tools for loosening or tightening fasteners, because this may destroy the screw threads. Self-locking nuts must only be used once!

Reuse original equipment components only if they are in good condition, otherwise replace them with new components. Never remove the slight film of oil on the piston rod and seal.

After installing any BILSTEIN product, the suspension caster and camber must be checked and/or adjusted to comply with the vehicle manufacturer's specifications. Also, the (load dependent) brake compensator and the anti-lock brake system must be checked and/or reset to comply with the vehicle manufacturer's specifications. Also the headlight aim must be checked and adjusted.

Be sure to properly dispose of all old parts.

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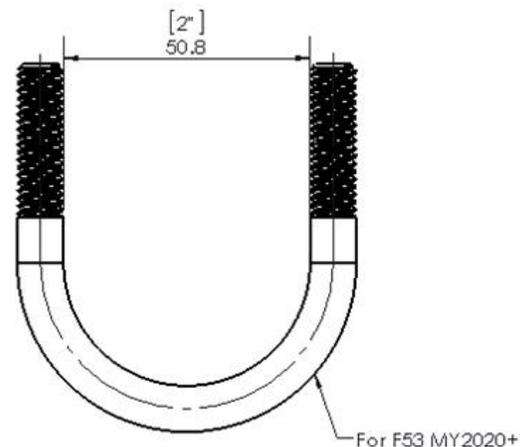
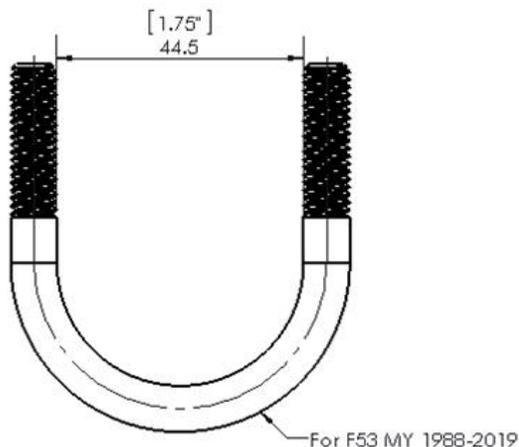


Ford Motorhome F53 Chassis

Steering Stabilizer Installation Instructions

The installation of this stabilizer must be performed only by experienced and qualified personnel. Follow these instructions thoroughly. Incorrect installation will cause damage to the stabilizer and/or the vehicle! Damage due to improper installation is not covered by the warranty!

1. Before starting the installation procedure, the vehicle must be on level ground with the fully functioning parking brake applied. The steering should be centered (wheels as straight ahead as possible). Securely block the rear wheels to prevent the vehicle from moving forward or backward!
2. If a non-original (aftermarket) stabilizer has been installed, remove the stabilizer and all associated mounts, and proceed to step 3. If the vehicle has a Ford original stabilizer, remove the stabilizer shock unit only and proceed to step 5. The Bilstein stabilizer is designed to be used only with the original Ford brackets, or Bilstein bracket kit part no. 11-317555.
3. Locate the right hand (passenger side) leaf spring and the rearmost U-bolt attaching the I-beam axle. Remove the two (2) nuts attached to the U-bolt. Position I beam bracket "A" horizontally so that the single small ($\frac{1}{2}$ " hole is inboard and rearward (see fig 1A). Install bracket "A" over the exposed U-bolt threads. Reinstall the U-bolt nuts and torque them to 350 N/m (260 lb/ft), alternating from left to right.
4. Place tie rod bracket "B" on the underside of the tie rod with the single round (non-oval) $\frac{1}{2}$ " hole towards the front of the vehicle (see figs. 1B and 2). The flat side of bracket "B" contacts the tie rod (see fig. 2B). Install the appropriate U-bolts based on the vehicle model year (2 ea., provided) over the top of the tie rod and through the oval holes in bracket "B". Loosely install four (4) flanged nuts (provided) on the exposed U-bolt threads.

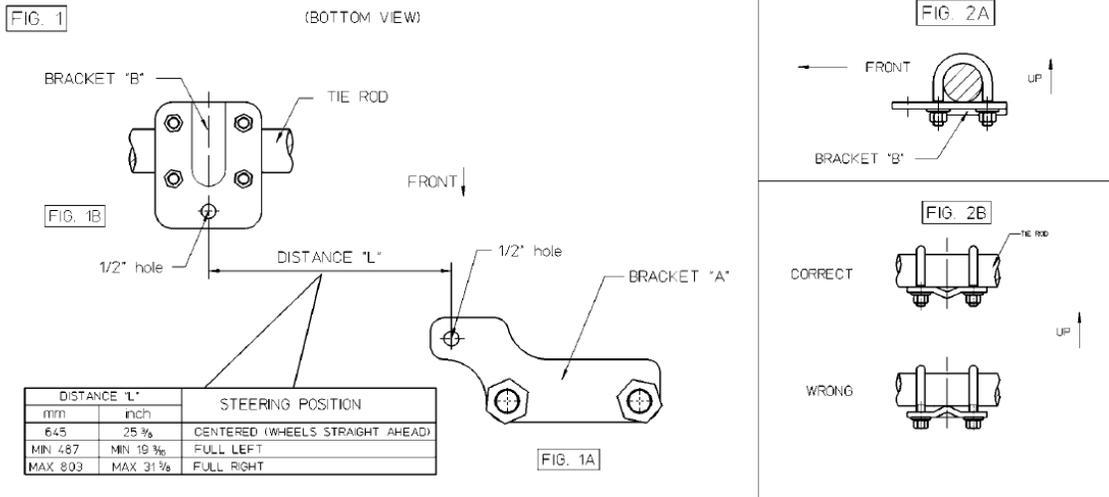


5. Position bracket "B" so that the center of the $\frac{1}{2}$ " hole in bracket "B" is $25 \frac{3}{8}$ " (645 mm) from the center of the $\frac{1}{2}$ " hole in bracket "A" (see distance "L" for centered steering position). Tighten bracket "B" U-bolts, alternating front to rear using the three torque steps called out below. Ensure that bracket "B" has remained horizontal once tightening procedure is complete.
 - a. Tighten bracket "B" U-bolts, alternating front to rear to 13.5N/m (10 lb/ft).
 - b. Tighten bracket "B" U-bolts, alternating front to rear to 27.1N/m (20 lb/ft).
 - c. Tighten bracket "B" U-bolts, alternating front to rear to 41N/m (30 lb/ft).

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- Start the engine and steer to full left turn lock. Turn off the engine. At full left turn the measurement between $\frac{1}{2}$ " hole centers should be no less than $19 \frac{3}{16}$ " (487 mm) (see distance "L" for full left). Start vehicle and steer to full right turn lock. Turn off the ignition. At full right turn the measurement between $\frac{1}{2}$ " hole centers should be no greater than $31 \frac{5}{8}$ " (803 mm) (see distance "L" for full right). If these measurements are not correct, loosen the 4 flanged nuts (on U-bolts, bracket "B") and repeat steps 5 and 6.



- (See figs. 3 and 4). Install the stud on the body end of the stabilizer unit through the top side of the $\frac{1}{2}$ " hole in bracket "A". Using the washer and M12 nylock nut (provided), hand tighten onto the installed stabilizer stud. Compress the stabilizer unit until the stud on the rod end of the stabilizer will install through the top side of $\frac{1}{2}$ " hole in bracket "B". Install washer and M12 nylock nut on rod end stud. Hold the flat portion of the stud with a 19 mm wrench to prevent rotation, and torque the M12 nylock nuts to 48 N/m (35 lb/ft).
- Re-torque all U-bolts one week after installation. Torque tie rod bracket "B" U-bolts to 41 N/m (30 lb/ft) and right-hand spring U-bolt to 350 N/m (260 lb/ft).

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FIG. 3
(TOP VIEW)

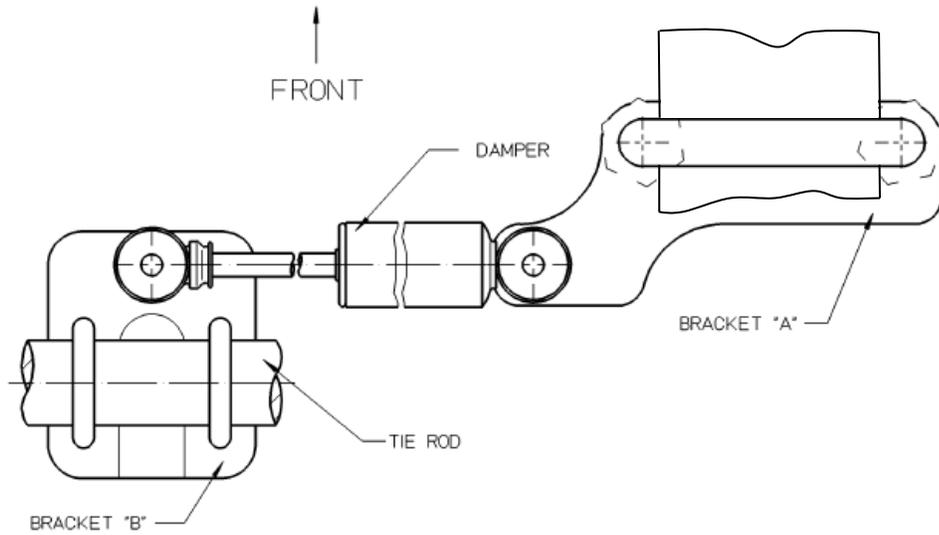


FIG. 4
(FRONT VIEW)

