



Installation instructions



Adjustable strut bearings (Uniball): **551G1**

Errors and changes excepted. Current installation instructions for the respective product can also be found at www.burkhardt-engineering.com.

Please note before installation:

- The certificate must match the technical data of the vehicle (axle load, vehicle type, &)
- The product must comply with the certificates and these installation instructions (check marking on strut bearing 55191)
- The scope of delivery must be checked for completeness:
 1. 2x strut bearing (left C right same)
 2. 4x M6*25 screw incl. screw lock
- The table below is intended as an indication of the vehicles for which the strut mounts are intended. However, this is not binding for the parts certificate, as identification is only legally permissible via the type approval number of the corresponding vehicle!

Manufacturer	Model	Designation
BMW	Z4	G29
Toyota	Supra	A90, A91

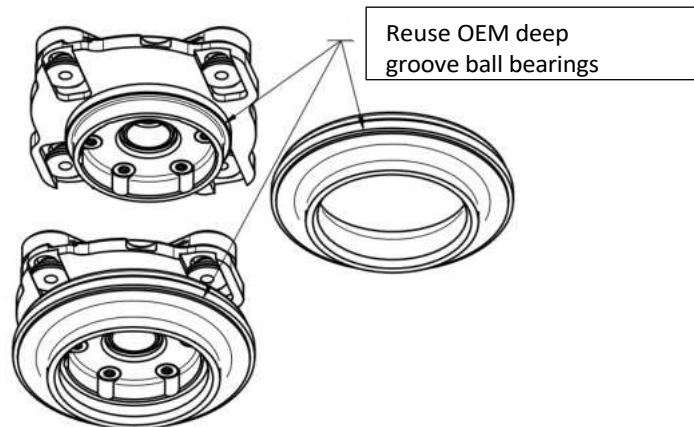
- Should any difficulties arise during installation, our support team is available during normal opening hours. See footer for contact details!

Note during installation:

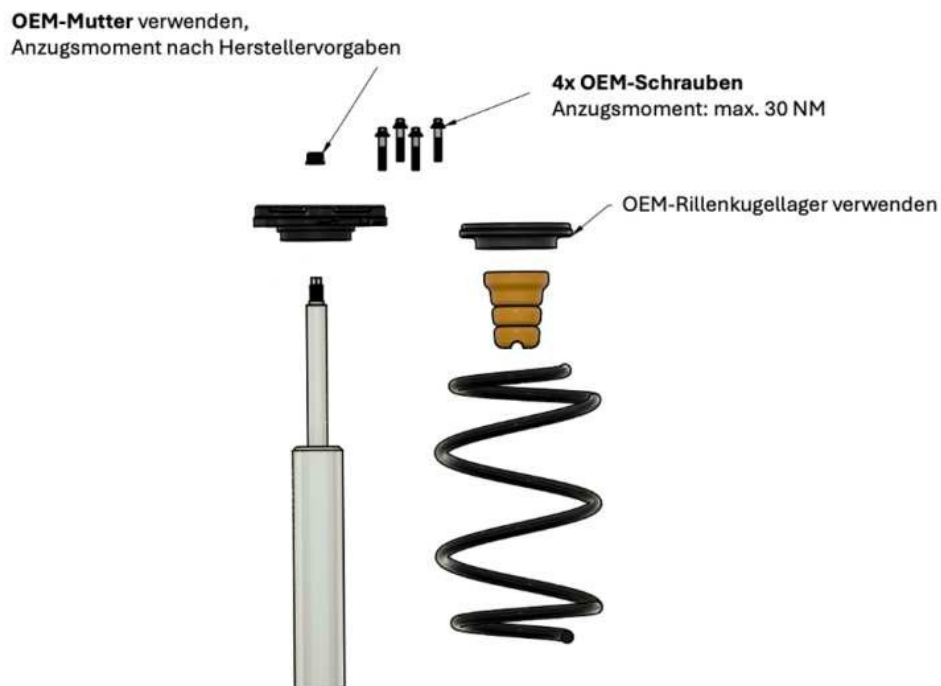
- The conversion may only be carried out by trained personnel with suitable tools
- The following installation instructions and the associated parts certificate must be strictly observed
- Under no circumstances should the piston rod lock nut be moved with an impact wrench
- The uniball bearing of the dome bearing for holding the piston rod must not be lubricated under any circumstances, as this can significantly reduce the service life of the bearing

The installation

1. Remove the suspension struts incl. support bearing of the front axle on both sides from the vehicle according to the manufacturer's instructions
2. Secure the spring with a spring compressor and remove the existing support bearing from the damper
3. Then carefully separate the deep groove ball bearings (to be reused) from the existing support bearings
4. The deep groove ball bearings can now be transferred to the adjustable strut bearings:



5. All components of the suspension strut (shock absorber, spring, dust cover, bump stop, spring pad, adjustable strut bearing incl. grooved ball bearing and lock nut can now be refitted. The tightening torque of the original lock nut can be found in the vehicle manufacturer's specifications.



6. The red sticker (if present) can now be removed from the strut mount: This only serves as a reminder of the maximum tightening torque (30 Nm) for screwing the strut bearing to the bodywork
7. In the final step, the strut with strut mount can be reinstalled in the vehicle, taking the tightening torque into account, whereby the camber should initially be set to 0, as it is mechanically easier to increase the camber than to reduce it again during the subsequent wheel alignment.
8. The four M6 screws (two per dome bearing) including threadlocker can now be tightened to a torque of 4 Nm as shown in the illustration below to partially lock the dome bearing while the four screw connections to the vehicle dome are loosened during the wheel alignment. These do not need to be loosened again for the wheel alignment



Note after installation:

- The axle geometry must be measured after installing the strut mounts and adjusted if necessary, as a change in the camber can also affect other parameters.
Caution: Camber values above 2° on the front axle are not permitted in road traffic
- Make sure that the strut bearing is moved with a suitable tool and without force so that it is not damaged during the camber adjustment. It may be necessary to take the weight off the front axle.
- All screw connections that had to be loosened to adjust the axle geometry must now be retightened to the tightening torque specified above.
- After installation, the vehicle must be presented to a technical service (such as TÜV, Dekra, etc.) with the enclosed parts certificate so that the correct installation can be approved.