

thyssenkrupp Bilstein GmbH

MDS – BILSTEIN Motorsport Service Center



# MDS – BILSTEIN Motorsport Service Center

## Motorsport in TCR



# MDS – BILSTEIN Motorsport Service Center

BILSTEIN MDS modular damper system



BILSTEIN 2-way adjustment system

Maximum flexibility, maximum sport



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## BILSTEIN MDS modular damper system



With separately adjustable rebound and compression levels, the BILSTEIN Modular Damper System (MDS) offers a high degree of individuality. With the extensive BILSTEIN MDS damper program, you not only have a large selection of products but also access to a highly experienced team of specialists in the BILSTEIN Technical Centers, who can support you comprehensively with custom products, tailored solutions and expert service. Our BILSTEIN MDS dampers are available as coil-over dampers or as McPherson struts.

### High performance in any form.

The dynamics of a race vehicle are the result of the vibration damping of sprung and un-sprung masses, aerodynamics and tire set-up. This interplay requires as much individual customization of the dampers on each vehicle as possible.

Our BILSTEIN MDS dampers are available in all designs, which is how we ensure that you will always get the perfect design for your vehicle – and of course, you can expect uncompromising BILSTEIN quality.



Eye/eye



McPherson





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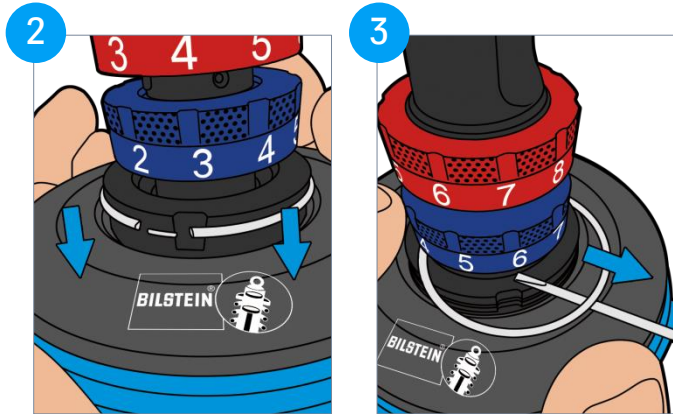
## BILSTEIN MDS modular damper system



### Product benefits at a glance

- Individual Damping Characteristic
- Configurable Adjustment Range
- 10 Well defined Clicks
- Low Hysteresis
- Low Friction
- Perfect Reproducibility
- Easy to Handle
- Configurable Standard Dimensions
- Dimensioning Regarding To Customer Request





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

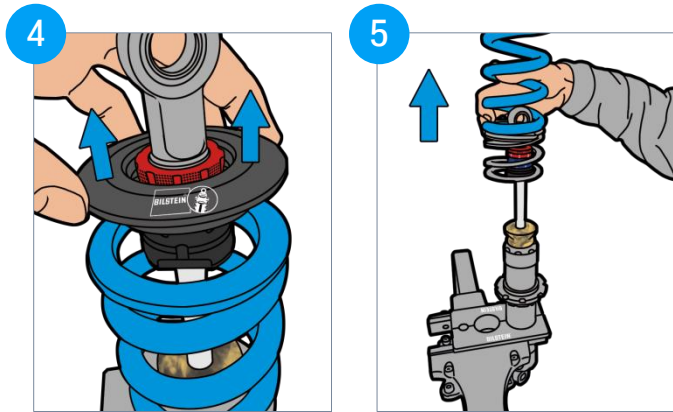
1 Clamp the tube below the lower spring plate in the BILSTEIN clamping jaws.

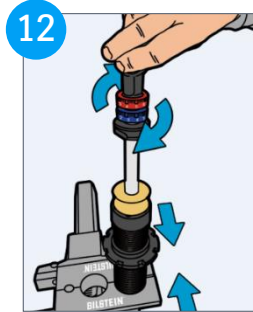
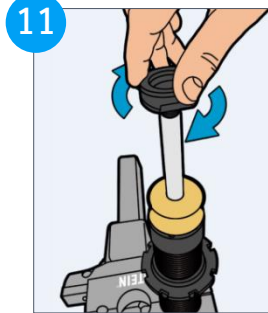
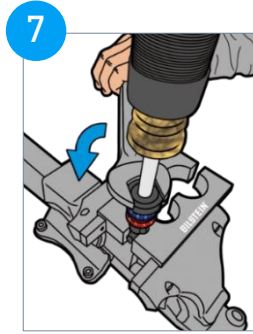
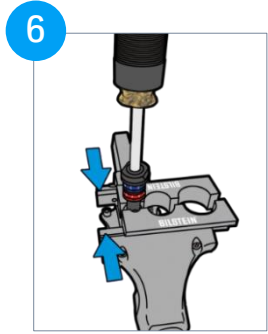
2 Press the upper spring plate down. If the spring is very preloaded, we recommend that you screw the lower spring plate downward (note the spring plate position).

3 Using a flat slotted screwdriver, pry the snap ring out of the nut and remove it without bending it.

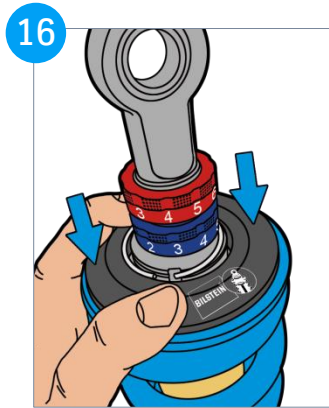
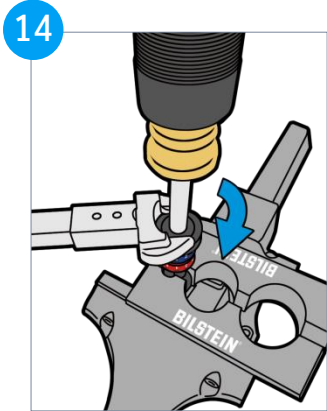
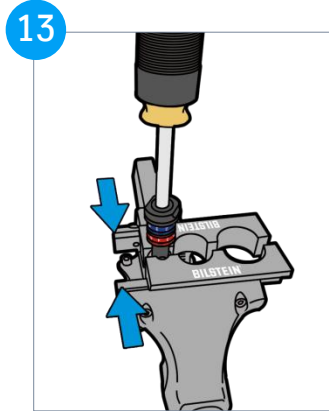
4 Let the spring plate slide upward slowly and under counter-pressure over top eye.

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 counterclockwise 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!
- Turn the top eye by hand until it stops at the piston rod.
- 12 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.

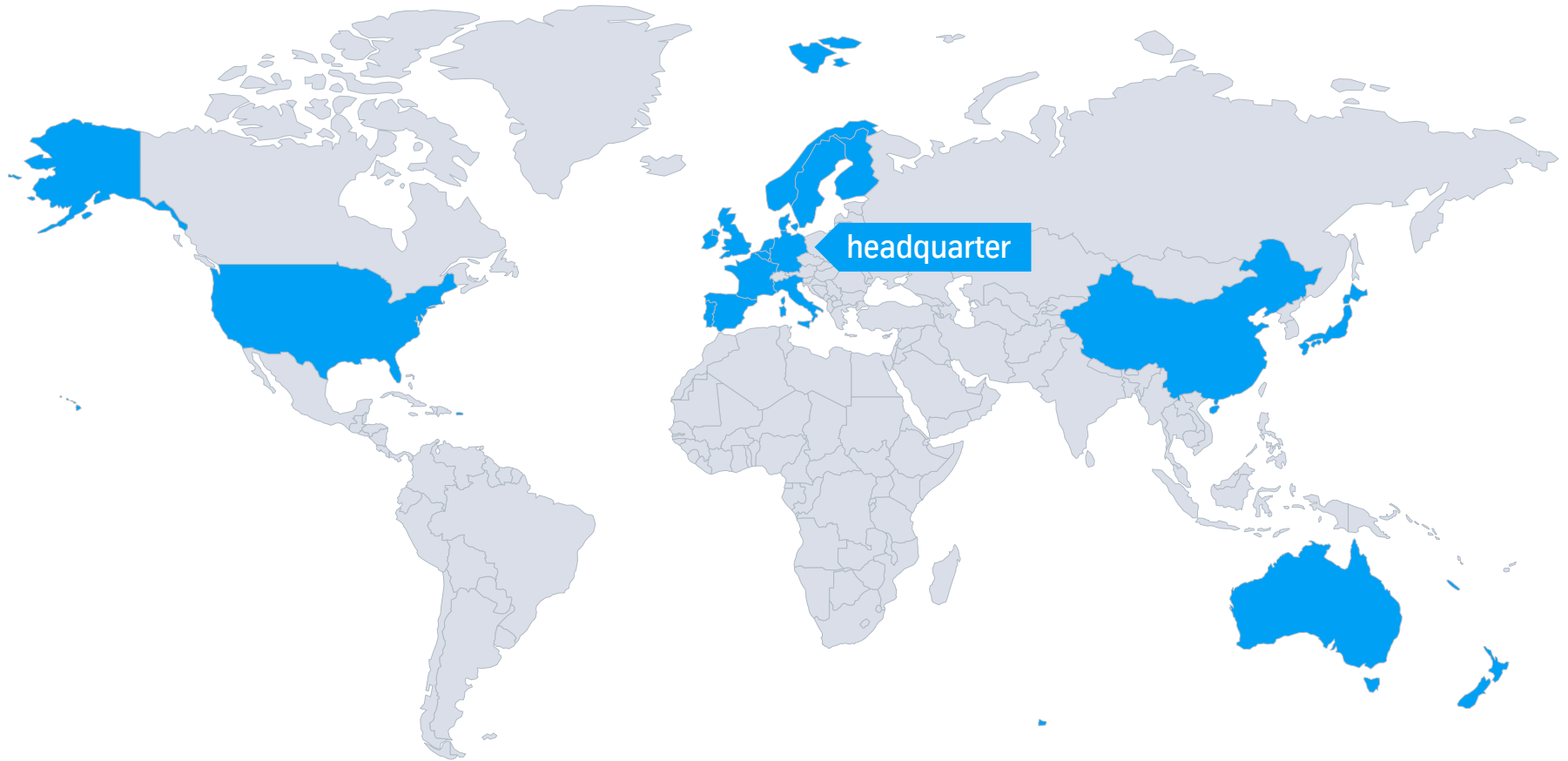


# MDS – BILSTEIN Motorsport Service Center

Our locations



BILSTEIN Motorsport Service Center can revise and repair MDS Damper



# MDS – BILSTEIN Motorsport Service Center Germany



## Headquarter

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# MDS – BILSTEIN Motorsport Service Center

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Worldwide



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Thank you for your  
attention.

