

# E4-WM5-Y656A00

## MOUNTING INSTRUCTION



### IMPORTANT! READ THIS FIRST!

Installation of shock absorbers requires special tools and expert knowledge. Accordingly, installation of all BILSTEIN products must be performed by a qualified suspension specialist.

When replacing other brands, BILSTEIN shock absorbers should always be installed as a set. 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.**

Always use a chassis hoist for the installation of BILSTEIN products and make certain that the raised vehicle is securely attached to the hoist and/or supported 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 steps are performed.

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.
- 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.**

While installing any BILSTEIN product:

- Do not use impact tools for loosening or tightening fasteners, because this may destroy the screw threads.
- Self-locking fasteners 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.
- All mounting fasteners for shocks and struts must be securely tightened before the vehicle is operated.

After installing any BILSTEIN product:

- The suspension caster and camber must be checked and/or adjusted to comply with the vehicle manufacturer's specifications.
- 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.
- The headlight aim must be checked and adjusted.

### **CAUTION!!!**

**Before disassembling the front suspension, refer to the vehicle manufacturer's Service Manual for proper procedures. The coil spring is preloaded and must be compressed with a spring compressor to release load before the upper mount is disassembled. Failure to follow the vehicle manufacturer's procedures may cause serious injury or death, and may damage the vehicle.**

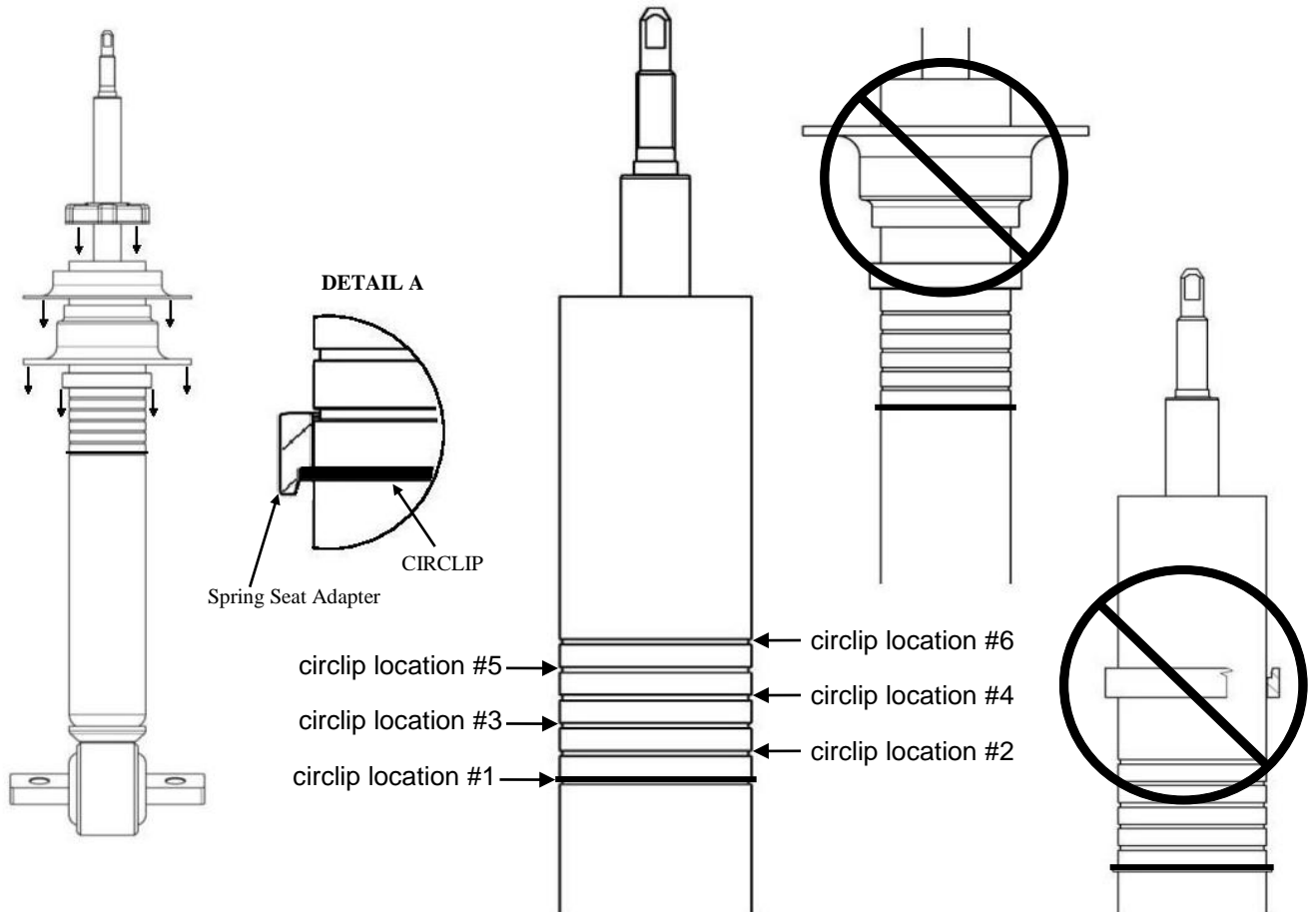
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**IMPORTANT:**

**PLACE CIRCLIP IN APPROPRIATE GROOVE TO ADJUST RIDE HEIGHT (B8 5100 ONLY).**

Use appropriate tools to move the circlip. Ensure that the circlip is fully seated in the groove after moving it (you should be able to rotate it manually in the groove). Install the spring seat adapter in the direction shown only. The circlip must fit completely in the groove inside the spring seat adapter (DETAIL A). **Improper installation will cause permanent damage to the shock!**



**B8 5100 is depicted**

B8 5100 Typical Lift Heights**		
Circlip Location	All other engine variants 4WD/2WD	V8 6.2L Gas 4WD Crew/Double Cab
#6	2.50"	1.50"
#5	2.00"	1.20"
#4	1.50"	0.90"
#3	1.00"	0.60"
#2	0.50"	0.30"
#1	Stock	Stock

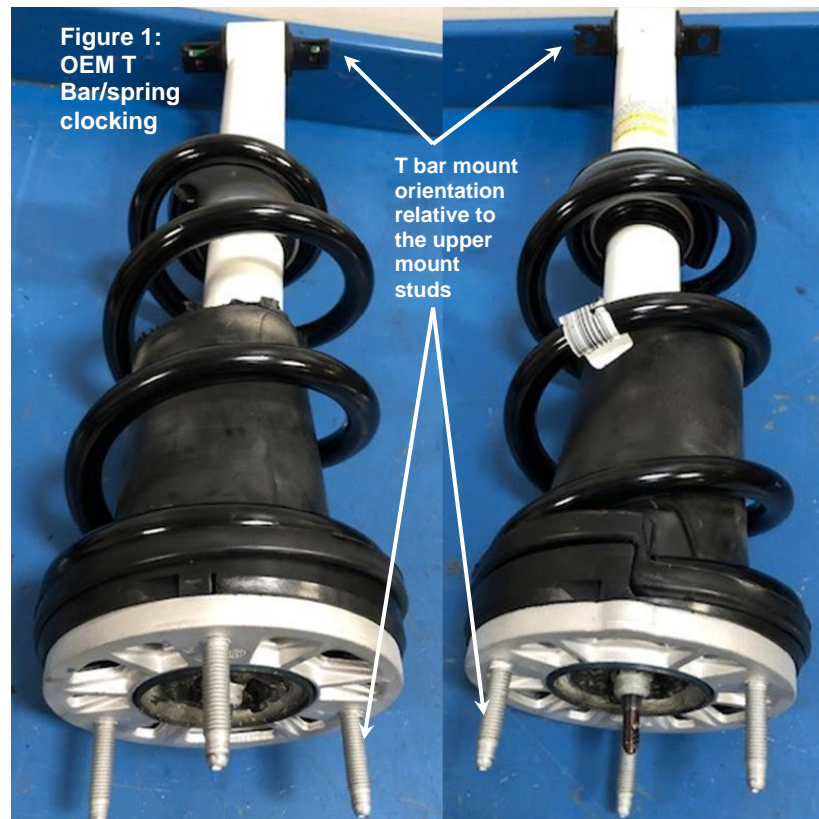
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\*\* Ride heights indicated are typical. Actual ride height is influenced by which factory suspension the vehicle is equipped with and its condition; optional equipment and accessories on your vehicle, and other vehicle modifications such as replacement coil springs, wheel and tire combinations, etc. Modifying/lifting the suspension to your vehicle may raise its center of gravity and may make it more susceptible to loss of control and/or rollover, which may result in death or serious injury. We strongly recommend that you offset the loss of rollover resistance as much as possible by increasing tire track width, and that you equip the vehicle with a functional roll bar and cage system. Wear seat belts and shoulder harnesses at all times, and avoid situations where a side rollover may occur.

## Instructions for disassembly of OE shock absorber module:

- A. Remove the existing shock and spring unit from the vehicle following all procedures in the vehicle manufacturer's service manual.
- B. Note the clocking of the lower T bar mount relative to the studs on the upper mount as shown in Figure 1 (important for reassembly).



- C. Using an appropriate spring compressor, compress the spring until it can be rotated freely by hand. Then, disassemble the shock and spring unit.
- D. Remove the OEM shock.

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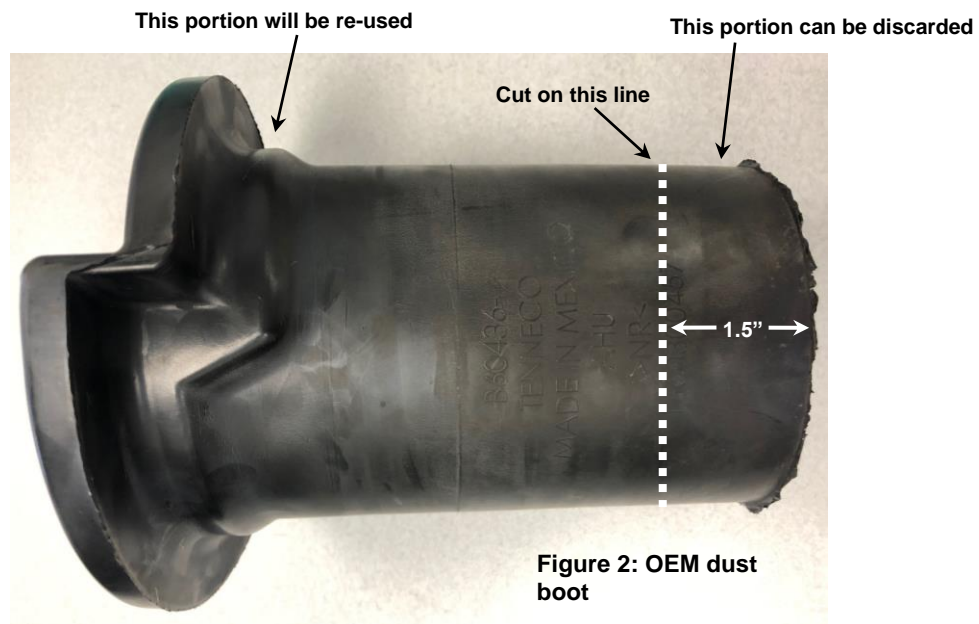


## Instructions for assembly of Bilstein B6 4600 or B8 5100 Series shock absorber module:

B6 4600: Skip step E.

B8 5100: Skip step E if using circlip locations #1-#2. If using circlip locations #3-#6, continue to step E. Trimming the OEM dust boot is only necessary if circlip locations #3-#6 are being used.

E. Using scissors, cut the OEM dust boot on the dotted line shown below in Figure 2:



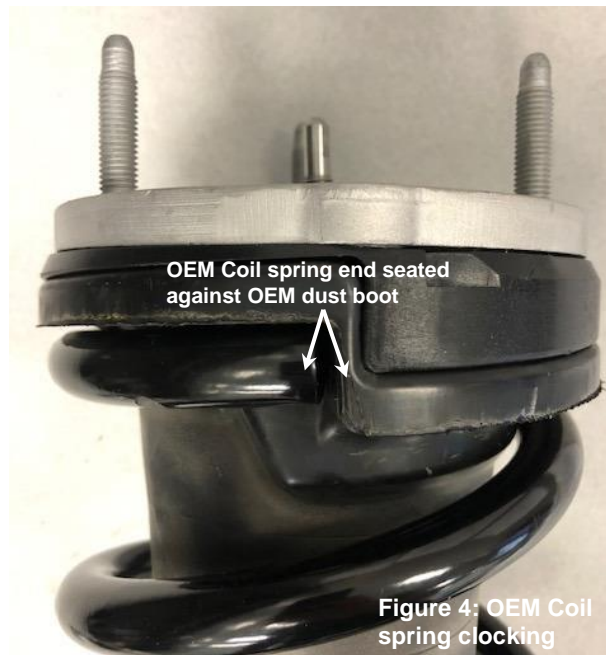
The result should look as depicted below in Figure 3:



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- F. Install the supplied spring seat adapter followed by the OEM spring seat and OEM spring seat isolator onto the new Bilstein shock body as shown. Orient the spring seat adapter, OEM spring seat, and OEM spring seat isolator in the direction shown only. Ensure that the groove inside the spring seat adapter fits over the circlip on the shock body [see page 2 (DETAIL A)]. Improper installation will cause permanent damage to the shock.
- G. Install the supplied bump stop cap onto the shock body as shown in Figure 5.
- H. Using an appropriate spring compressor, compress the OEM spring and assemble it with the new Bilstein shock. Ensure that the OEM coil spring is installed in the direction shown only. Refer to Figure 1.
- I. Install the OEM top hat assembly (which includes the OEM dust boot, OEM top mount plate, and OEM jounce bumper) over the threaded stem on the new Bilstein shock and on top of the spring. Refer to Figure 5.
- J. Rotate the coil spring until the end of the top coil is seated into the OEM dust boot as shown in Figure 4.
- K. Rotate the shock so the lower T bar mount is aligned with the upper mount studs as noted in step B and shown in Figure 1.
- L. Install the provided new flange lock nut and tighten to 25 Nm (19 lb/ft).  
**\*\*\*\*DO NOT USE AN IMPACT WRENCH TO TIGHTEN THE LOCK NUT! \*\*\*\***
- M. Release the spring compressor while ensuring that the end of the top coil remains seated in the OEM top hat assembly.
- N. Install the assembly on to the vehicle and tighten all fasteners to the vehicle manufacturer's specifications- with exception to the lower T bar bolts. Install the OEM lower T bar bolts up through the control arm and T bar. Then install the Bilstein supplied flange lock nuts on to the OEM T-Bar bolts and tighten the supplied flange lock nuts to 25 Nm (19 lb/ft). Do not re-use the original lock nuts. This completes the installation.
- O. Check wheel alignment. If necessary, adjust to the vehicle manufacturer's specifications.



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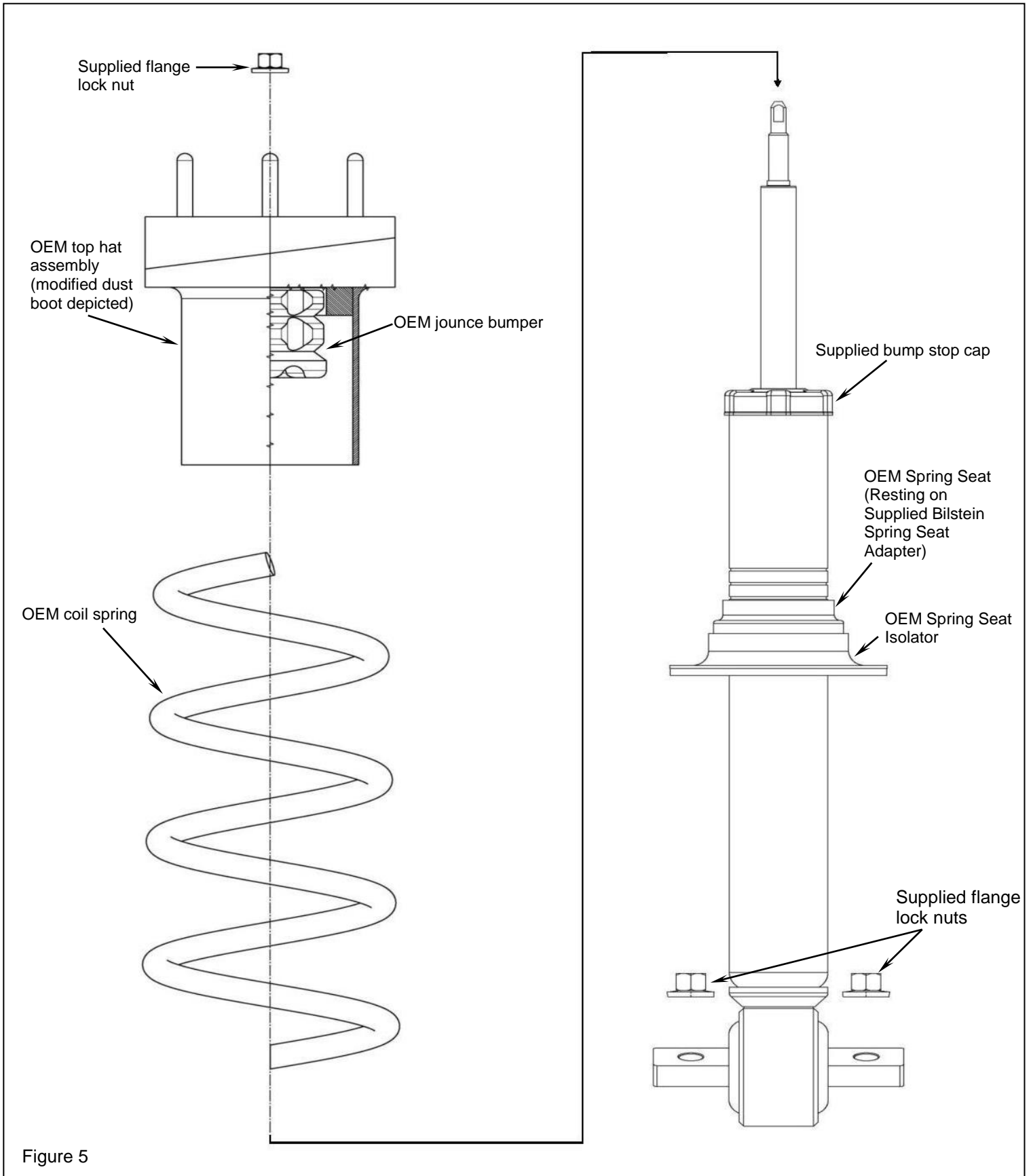


Figure 5