

E4-WM5-Y550A00

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 tension is placed on the suspension system.

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.

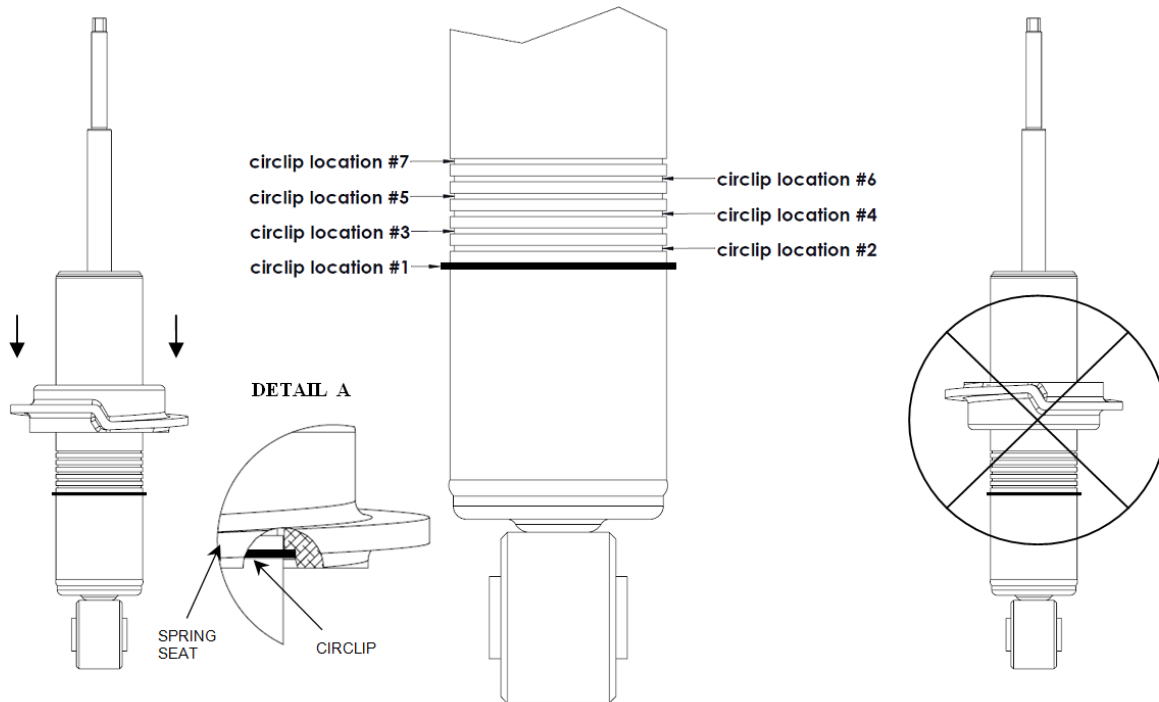
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IMPORTANT:

PLACE CIRCLIP IN APPROPRIATE GROOVE TO ADJUST RIDE HEIGHT.

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 in the direction shown only. The circlip must fit completely in the groove inside the spring seat (DETAIL A). **Improper installation will cause permanent damage to the shock!**



B8 6100 Typical Lift Heights***			
Circlip Location	'04-'12 4WD - Spring PN 54010-7S300*	'12-'15 4WD - Spring PN 54010-ZR40A*	2WD
#7	DO NOT USE**	DO NOT USE**	2.0" lift
#6	2.0" lift	DO NOT USE**	1.7" lift
#5	1.6" lift	DO NOT USE**	1.4" lift
#4	1.2" lift	1.2" lift	1.0" lift
#3	0.8" lift	0.8" lift	0.7" lift
#2	0.4" lift	0.4" lift	0.35" lift
#1	Stock	Stock	Stock

*Spring PN 54010-7S300 free length is approx. 14.2 in. (360mm)

*Spring PN 54010-ZR40A free length approx. 15 in. (380mm)

****CAUTION!!! – The circlip locations marked with “DO NOT USE” are not intended for these vehicle variants. Using these circlip locations may cause serious injury or death, and may damage the vehicle.**

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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 mount bushing relative to the studs on the upper mount (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 making note of which side of the spring is the top and bottom.
- D. Inspect OE parts to be reused and replace with new parts if they show significant signs of wear.

Instructions for assembly of B8 6100 shock absorber module:

- E. Select desired lift height by seating the circlip in the appropriate circlip location (see page 2).

[Refer to the figure on page 4 for steps F-P]

- F. Install the supplied spring seat onto the shock body as shown. Ensure the groove inside the spring seat fits over the circlip on the shock body (see DETAIL A on page 2). Improper installation will cause permanent damage to the shock.
- G. Install the supplied rod adapter onto the stem of the rod as shown.
- H. Install the supplied lower washer (concave side down) onto the stem of the rod as shown.
- I. Install the OE sleeve onto the stem of the rod as shown.
- J. Install the OE lower bushing onto the stem of the rod as shown.
- K. Using an appropriate spring compressor, compress the OE coil spring enough to safely assemble it with the new Bilstein shock.
- L. Place the OE upper mount (top mount plate and spring isolator) onto the top of the spring and install the Bilstein unit into the spring up through the center of the OE upper mount.
- M. Install the OE upper bushing onto the stem of the rod as shown.
- N. Install OE upper washer (concave side up) onto the stem of the rod as shown.
- O. Install the provided new locknut and tighten to 40 ft-lbf (54.2 N-m).
******DO NOT USE AN IMPACT WRENCH TO TIGHTEN THE NUT!******
- P. Rotate the shock so that the lower mount is aligned with the upper mount studs as noted in step B.
- Q. Slowly release the spring compressor while ensuring that the lower shock mount remains aligned with the upper mount studs.
- R. Install the module assembly onto the vehicle and tighten all fasteners to vehicle manufacturer's specifications.
- S. Check wheel alignment. If necessary, adjust to the vehicle manufacturer's specifications. This completes the installation.

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