

E4-WM5-Y352A00

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.

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.

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.

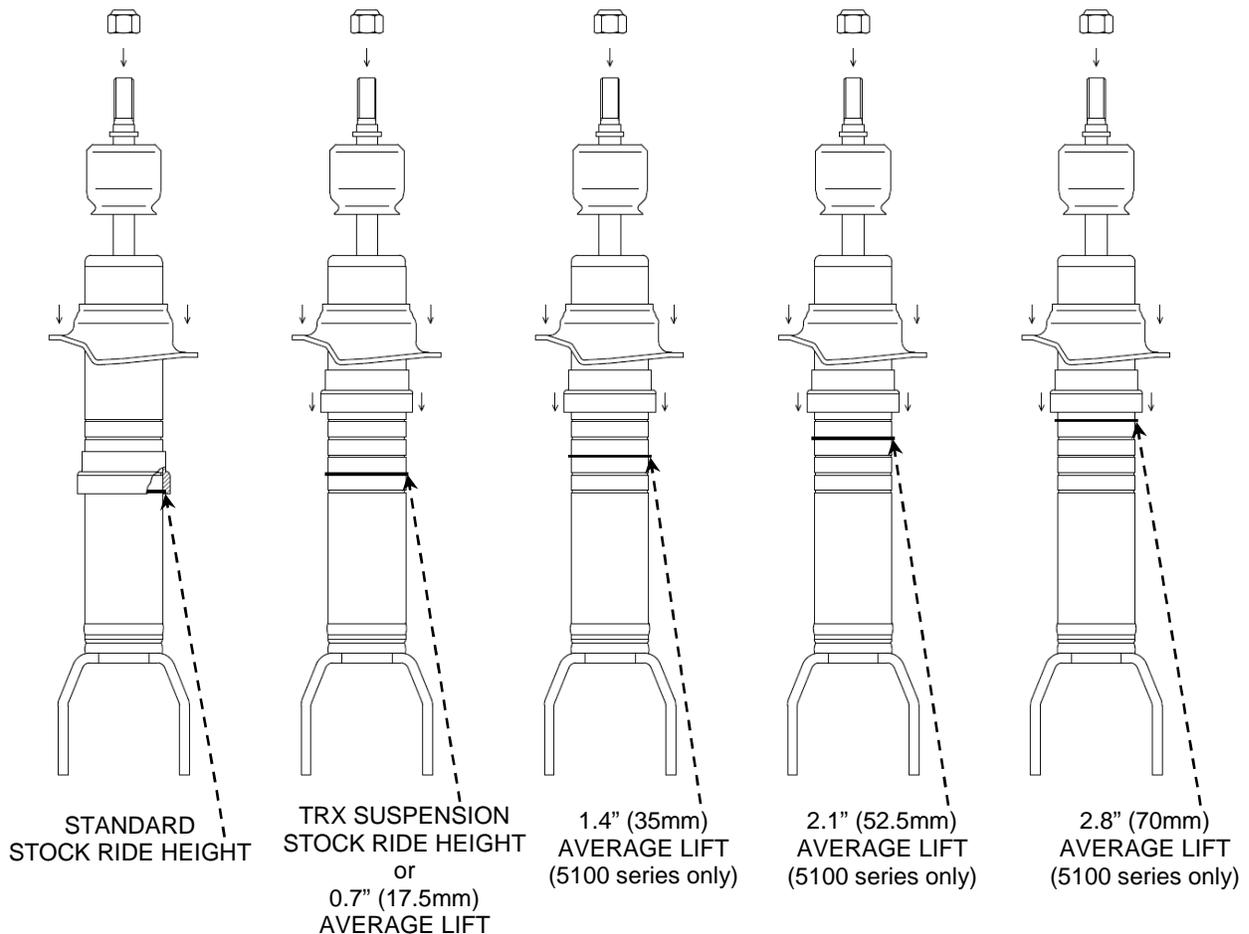
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1. Disassemble front shock and coil spring according to vehicle manufacturer's procedures.
2. Install the supplied circlip in the correct ride height location**. See Figure 1. Use appropriate tools to move the circlip. Ensure that the circlip is fully seated in the groove after moving it (you should be able to rotate it manually in the groove). The HD Series Bilstein shock absorbers are designed with two circlip locations, which are for standard stock ride height and TRX Suspension stock ride height. The 5100 Series Bilstein shock absorbers are designed with five circlip locations, which are for standard stock ride height, TRX Suspension stock ride height, and three additional lift heights.

IMPORTANT: PLACE CIRCLIP IN APPROPRIATE GROOVE TO ADJUST RIDE HEIGHT.



** 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.

Figure 1

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3. Install the new spring seat adapter (supplied) such that the groove inside the spring seat adapter fits over the circlip on the shock body. See Figure 2. Install the spring seat adapter in the direction shown only. The circlip must fit completely in the groove inside spring seat adapter. Improper installation will cause permanent damage to the shock!
4. Reinstall OEM spring seat and new bumpstop (supplied) in the direction shown only.
5. Install new washer (supplied) on piston rod as shown.
6. Reinstall the coil spring, all original upper mount parts and upper spring hat in their original locations (reverse order of disassembly). Install new lock nut (supplied) and tighten to 45 N•m (34 lb•ft). Do not re-use original lock nut.
7. Check and adjust vehicle front-end alignment after installation.

