

E-WM05-0000110

MOUNTING INSTRUCTION



IMPORTANT! READ THIS FIRST!

Installation of shock absorbers or other suspension components requires special tools and expert knowledge. Accordingly, installation of all BILSTEIN products must be performed by a professional automotive suspension technician.

When replacing other brands, BILSTEIN shock absorbers or other suspension components 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 install any BILSTEIN product without the necessary special tools, expertise, and chassis hoist, you may subject yourself to the risk of serious bodily injury or death.

BILSTEIN shock absorbers are gas-filled and are highly pressurized.

- Never place any BILSTEIN shock absorbers in a vise or use a clamp on any BILSTEIN shock absorber.
- Never apply heat near any BILSTEIN shock absorber.
- 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 shock absorber piston rod and seal.
- All mounting fasteners for shock absorbers and other suspension components must be securely tightened before tension is placed on the suspension system, unless otherwise specified in the manufacturer's service manual or in this instruction.

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. Or, if applicable, adaptive headlights must be checked and recalibrated to comply with the vehicle manufacturer's specifications.
- If applicable, any/all Advanced Driver Assistance Systems (ADAS) must be checked and recalibrated to comply with the vehicle manufacturer's specifications.

CAUTION for COILOVER TYPE SUSPENSIONS!!!

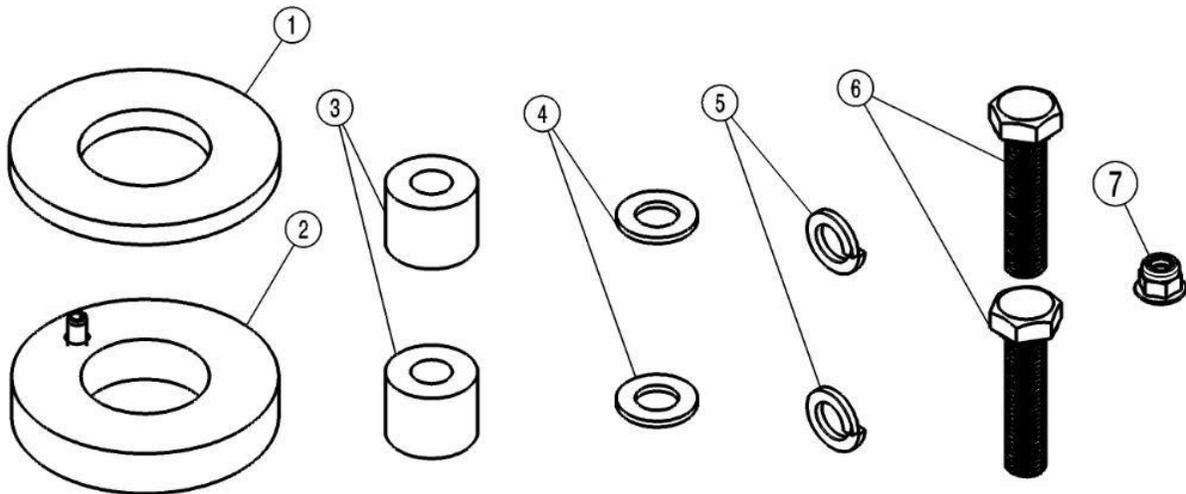
If disassembling a coilover type suspension, refer to the vehicle manufacturer's service manual for proper procedures. The coil spring is preloaded and must be compressed with a spring compressor to release load before the upper mount is disassembled. Failure to follow the vehicle manufacturer's procedures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

IMPORTANT!!!

This BILSTEIN product may or may not be compatible with non-BILSTEIN aftermarket products and/or vehicle modifications. It is the responsibility of the professional automotive suspension technician performing the installation to identify any non-OEM components and/or modifications on the vehicle that may interact with the suspension system. These must be evaluated for any potential physical static or dynamic interference with and/or effect on the function of this BILSTEIN product.

B8 Terrasport Rear Parts Kit:

Bill of Materials		
Item #	Description	Qty.
1	Upper Spring Seat	1
2	Lower Spring Seat	1
3	Cradle Drop Spacer	2
4	M14 Washer	2
5	M14 Split Lock Washer	2
6	M14x2.0 Hex Head Cap Screw	2
7	M8 Flanged Lock Nut	1



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** Lift heights indicated are typical. Actual lift 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 to install Bilstein B8 Terrasport dampers:

- A. While supporting the trailing arm, start by removing the two OE bolts shown in *Figure 1*. Repeat the process for the opposite side.

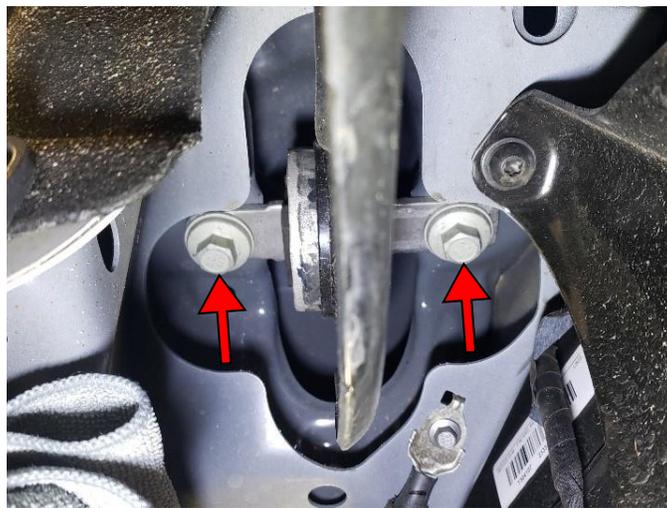


Figure 1

- B. Then, utilizing Items #3, 4, 5 and 6 in the Bill of Materials, reinstall the trailing arm effectively spacing it downwards, as shown in *Figure 2* and *Figure 3*. Tighten to manufacturer's specifications and repeat on the other side.



Figure 2



Figure 3

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- C. While supporting the rear lower control arm, remove the bolts that fasten the shock and upright to it, as shown in *Figure 4* and *Figure 5*. Ensure that no lines or wires are being overextended. Repeat for the other side.



Figure 4



Figure 5

- D. Make alignment marks on the upper spring isolator, spring, chassis, lower isolator, and control arm as shown in *Figure 6* and *Figure 7*. Make note of the green and blue paint markings by Ford. Make your own markings (shown in white) to ensure these parts are realigned to their exact position again upon reassembly. Repeat for the other side.



Figure 6



Figure 7

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- E. Remove the two springs and four isolators from the vehicle.
- F. Install the Bilstein lower spring spacer (Item #2) making sure to align the locating pin into its hole on the control arm, as shown in *Figure 8* and *Figure 9*. Repeat for the other side.



Figure 8



Figure 9

- G. Reinstall the OE lower spring isolators, ensuring they are positioned properly as mentioned in **Step D**.
- H. Install the Bilstein upper spring spacer (Item #1), as shown in *Figure 10*. Repeat for the other side.



Figure 10

- I. Reinstall the OE upper spring isolators, ensuring they are positioned properly as mentioned in **Step D**.
- J. Reinstall the springs onto the vehicle, ensuring they are positioned properly as mentioned in **Step D**.
- K. Remove the two top mount bolts to free the shock from the vehicle. Repeat for the other side.
- L. Remove the top caps from the shocks to access the M8 nut, to release the top mounts. These, along with the bump stops and dust boots will be installed onto the new Bilstein Shocks. Use the supplied lock nuts (Item #7) to secure the OE top mounts, the flats of the rod must be held in order to bottom out the nut.

****** DO NOT USE AN IMPACT WRENCH TO TIGHTEN THE LOCKNUT! ******

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- M. Once the shocks are assembled, install them back onto the vehicle and tighten to manufacture's specifications.



Check wheel alignment and headlight aim, and adjust to the vehicle manufacturer's specifications.
This completes the installation.