



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.

E-WM05-0000087 MOUNTING INSTRUCTION



Front Shock Installation Procedure:

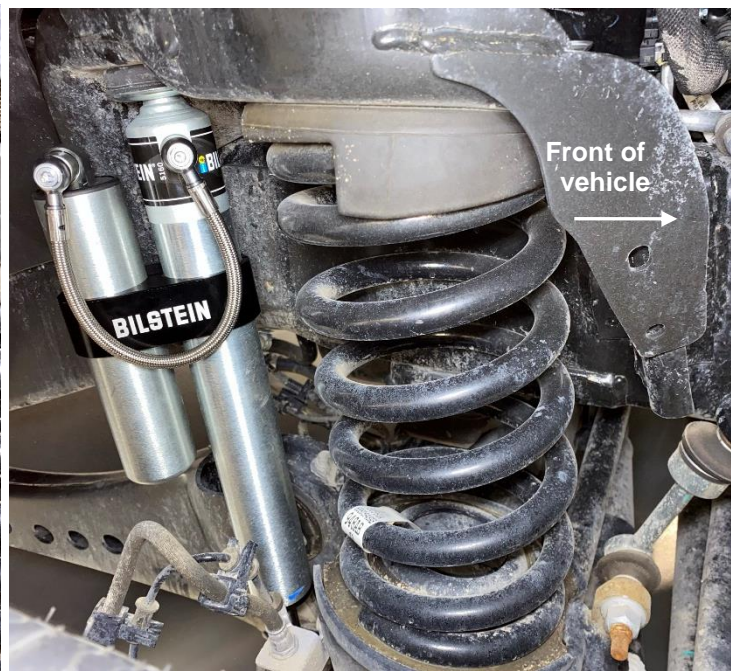
- A. Remove existing front shocks from the vehicle following all procedures in the vehicle manufacturer's service manual.
- B. Before installing the shock/reservoir assemblies on the vehicle, use the supplied billet aluminum "piggyback" reservoir bracket to mount each reservoir to its shock body. Position reservoir for passenger side as depicted in Figures 1 and 2. The driver side is a mirror image. Ensure the hose is not rubbing against the shock tube in the static position. The hose fittings are designed to swivel and will allow the reservoir and hose to be easily moved.

Note: Before mounting the reservoir with the reservoir bracket, apply non-permanent thread locker on the 2 socket head cap screws.

- C. The reservoir and reservoir bracket should be placed approximately in the location pictured below.
- D. Tighten the socket head cap screws into the reservoir bracket sufficiently to prevent the reservoir from slipping, but loose enough to allow for small subsequent adjustments of position. The socket head cap screws will be tightened further once the shock/reservoir assembly is installed on the vehicle and the proper reservoir position has been confirmed.



**Figure 1.
Passenger Side**



**Figure 2.
Passenger Side**

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- E. Install the complete shock/reservoir assemblies on the vehicle using the provided mount bushings and hardware (refer to Figure 3 for assembly order).

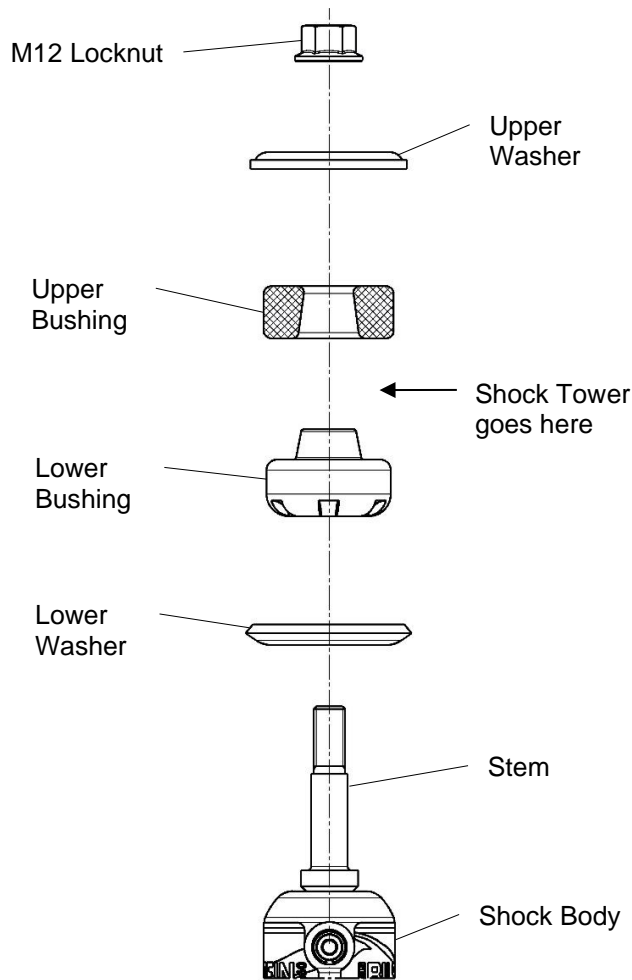


Figure 3. Shock Mount Assembly

- F. Tighten all fasteners to the vehicle manufacturer's service manual torque specifications.
- G. Carefully check for any possible interference between the reservoirs/hoses and any other components on the vehicle, then make any necessary adjustments to the reservoir positions. The reservoir mounting locations depicted herein are appropriate for most RAM trucks for which this kit is intended, however, some wheel/tire and/or lift kit combinations may create interference problems. It is the responsibility of the installer to determine if the reservoirs are mounted appropriately and if there is any potential for interference.
- H. If no potential interference is found, tighten the reservoir bracket's socket head cap screws to approximately 6 ± 1 ft-lb (8 ± 1 Nm).