



Upper Control Arms, part # 51-353094

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.

BILSTEIN Upper Control Arms are compatible with direct fit replacement shocks and coilovers only. Not compatible with lift spacers. May not be compatible with some aftermarket spindles. If using aftermarket spindles, installer must check clearance between control arm and spindle throughout full suspension travel. BILSTEIN is not responsible for any damages caused due to insufficient clearance with aftermarket spindles.

E-WM05-0010019AA MOUNTING INSTRUCTION

BILSTEIN

Bill of Materials – 51-353094		
Item #	Description	Qty
1	B-BB02-0010006; RAM 1500 4WD '09-19+; FL; UCA	1
2	B-BB02-0010007; RAM 1500 4WD '09-19+; FR; UCA	1
3	B-KT01-0020008, contents include:	1
	Brake Line Clamp	2
	Button Head Screw	2
	Nyloc Nut	2

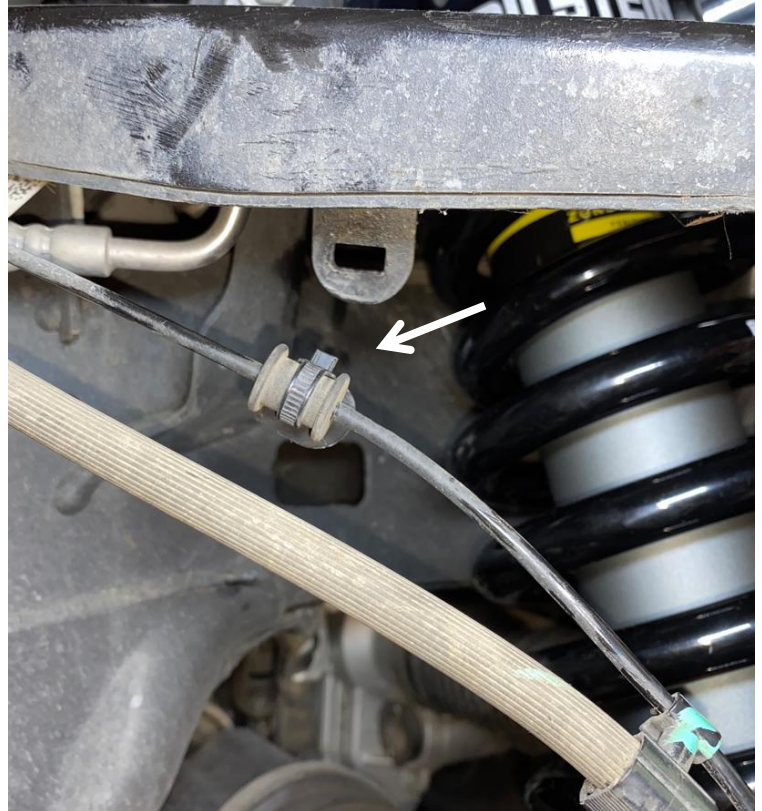
IMPORTANT!!!

This BILSTEIN product is NOT compatible with OE wheel backspacing. Wheels with a maximum of 4.75" backspacing must be used.

Removal of OE Upper Control Arms (always follow service manual specifications)

NOTE: All images are of the right (passenger) side of the vehicle unless otherwise stated. Some components depicted herein differ in appearance from the supplied components.

- Secure vehicle on hoist.
- Remove the front wheels.
- Remove the ABS line from the ABS line bracket on the OE upper control arm.





- D. Using a wrench, loosen upper ball joint nut until flush with the end of the stud.



- E. Using a ball joint puller, separate the spindle from the ball joint stem. Be careful to avoid tension on the brake line and ABS line.



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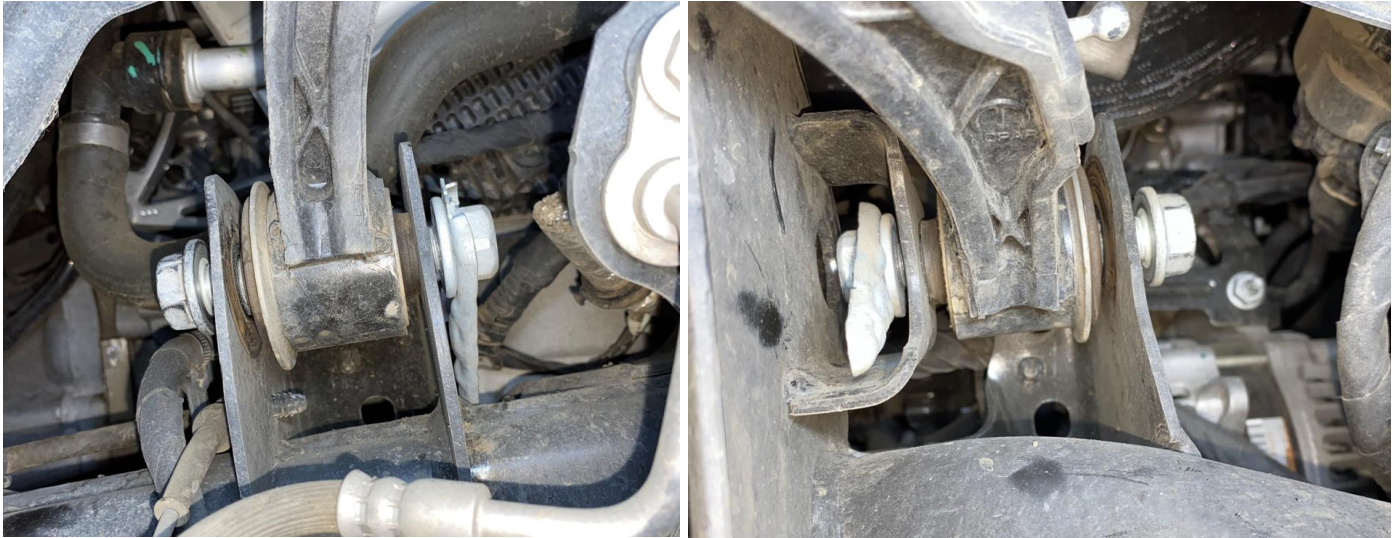


- F. Completely remove the upper ball joint nut from the end of the stud and remove the spindle from the ball joint stem. Secure the spindle (as shown below) to the chassis to avoid stretching the brake line.



- G. Loosen the two rear upper control arm bolts.



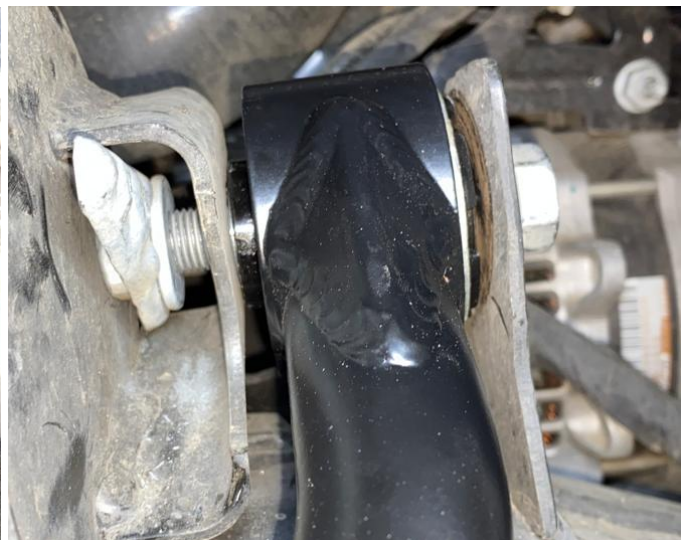


H. Remove the two rear upper control arm bolts and the upper control arm.



Installation of Bilstein Upper Control Arms

- I. Place the UCA into position and install using the factory hardware. Apply high strength thread locker then tighten the flanged nut by hand. Do not torque down at this point.



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- J. Install the UCA ball joint on the spindle and secure it using the provided flange nut. Torque the ball joint nut to 115 Nm (85 ft-lbs.).



- K. Torque the upper control arm rear bolts to 175 Nm (128 ft-lbs.).
L. Cut the OEM ABS zip tie from the ABS line.



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- M. Open the provided ABS line clamp (BOM Item #3) and secure it over the ABS line rubber grommet and mount it onto the upper control arm.



- N. Torque the ABS line clamp hardware to 8.5 Nm (75 in-lbs.).
- O. Ensure the ABS line has enough slack and that the control arm is not contacting any suspension components.
- P. Reinstall the wheels and torque the lug nuts to your wheel manufacturer's specifications.





Q. Check and perform alignment as needed.