

E4-WM5-Y615A00 MOUNTING INSTRUCTION



B8 8112 Heavy Load Kit- 700 lb/in Spring Rate

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 the vehicle is operated.

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.

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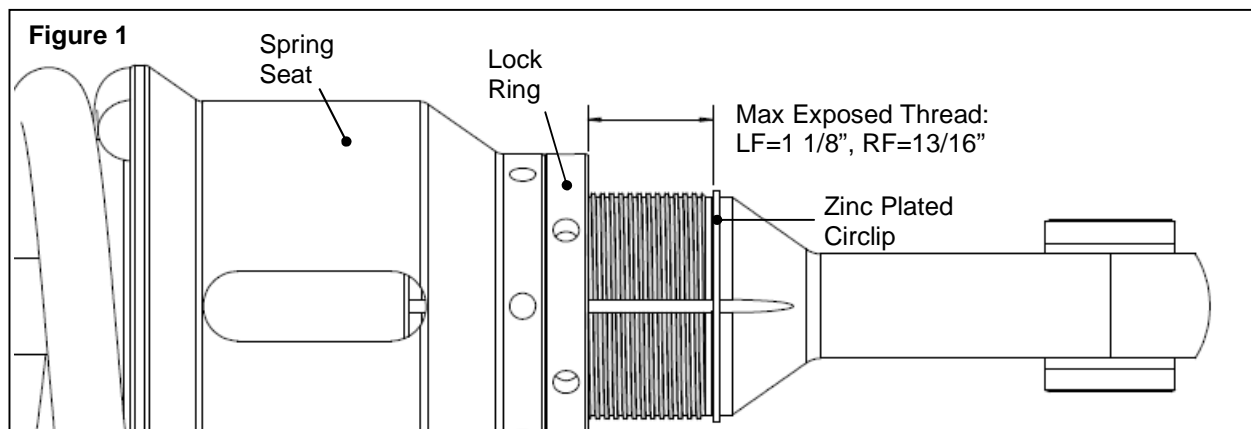


This B8 8112 Heavy Load kit is intended for vehicles with 150-200lbs additional weight on the front bumper over stock. Additionally, this mounting instruction is an addendum to E4-WM5-Y542A00. All steps listed in E4-WM5-Y542A00 still apply.

Refer to Figure 1 for steps 1 to 11:

1. With the B8 8112 shock module off the vehicle, remove the zinc plated circlip at the base of the threads with appropriate tools being careful to not scratch the anodized aluminum.
2. Break the lock ring loose with the spanner wrenches that were supplied in the original B8 8112 kit.
3. Using an appropriate spring compressor, compress the spring until the shock can be rotated freely by hand.
4. Note the clocking of the lower mount relative to the studs on the upper mount (important for reassembly).
5. Spin the spring seat off of the threaded rod end. Then, slowly release the spring compressor and remove the shock and spring assembly.
6. Place the new supplied spring onto the shock and put the assembly into the spring compressor. Compress the spring enough to safely assemble the spring seat back onto the rod end.
7. Thread the spring seat and lock ring that were removed previously back onto the rod end.
8. Set desired lift height. This kit will yield another 1.5" of lift height over the standard B8 8112 kit with the same exposed thread dimension. For example, if the standard B8 8112 kit only yielded a 0.5" lift with a 200lb aftermarket bumper and winch, this kit will bring your lift back up to 2".

The max exposed thread dimension with the new 700lb/in spring, top mount spacer, and chassis bumpstop spacer combination is as shown below:

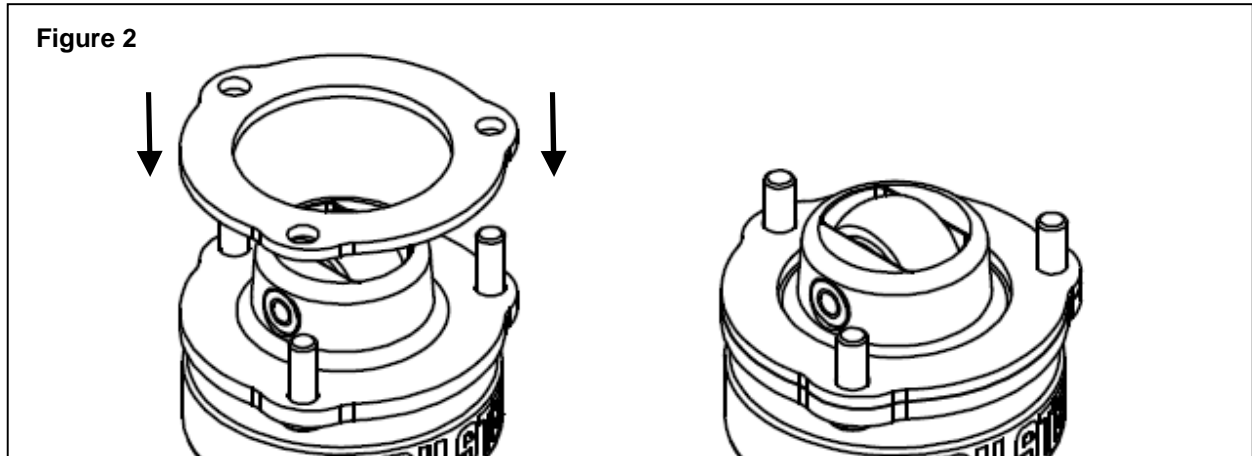


9. Once the desired lift height is set, position the elongated hole in the spring seat so it will face inboard once installed on the vehicle. Then, tighten the lock ring against the spring seat using the spanner wrenches. **Torque the lock ring to spring seat to approx. 37 ft-lb (50 Nm).**
10. Rotate the lower shock mount so it is aligned with the upper mount studs as noted in step 4. Then slowly release the spring compressor.
11. Reinstall the zinc plated circlip with appropriate tools.

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12. Before installing the shock module onto the vehicle, install the supplied top mount spacer onto the top of the module as shown in Figure 2 below:



13. Due to the additional extended length the top mount spacer will provide, aftermarket upper control arms (UCAs) are required in order to have clearance between the UCA and coil spring at full droop. After install, verify the coil spring is not contacting the UCA at full droop and do not proceed with install if there is contact. See Figure 3 below for installed depiction of top mount spacer:



Note: The top mount spacer and spring depicted differ slightly in appearance from the supplied components.

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14. Remove original chassis jounce bumpers (one per side) according to vehicle manufacturer's procedures.
15. Install the supplied chassis bumpstop washers as shown in the pictures in Figure 4 and reinstall the jounce bumpers in their original positions. **Torque to 20 lb-ft (27 Nm).**



16. Continue with the remaining installation steps per the original mounting instruction E4-WM5-Y542A00. Verify the shock length at ride height that is depicted on page 5 of the original mounting instruction is less than 19 11/16". This is to ensure there is at least 2" of droop travel from static ride height and so the stiffer rebound zone is not being engaged at ride height.