



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.

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.

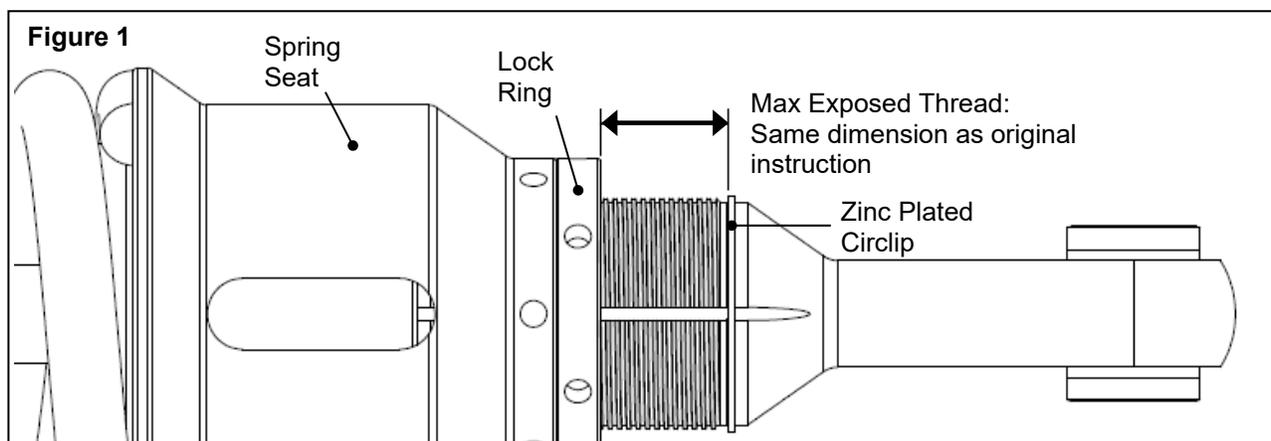
B8 8112 Heavy Load Spring Kit- 700 lb/in Spring Rate

This B8 8112 Heavy Load spring kit is intended for vehicles with 150-200lbs of additional weight on the front bumper over stock. Additionally, this mounting instruction is an addendum to the original B8 8112 shock module mounting instructions that were supplied. All steps listed in the original B8 8112 shock module mounting instructions 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 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" 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 1" lift with a 200lb aftermarket bumper and winch, this kit will bring your lift back up to 2".

The max exposed thread dimension 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 as noted in Step 4. Then slowly release the spring compressor.

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MOUNTING INSTRUCTION

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11. Reinstall the zinc plated circlip with appropriate tools.
12. Remove the OE chassis bumpstops (one per side) according to vehicle manufacturer's procedures.
13. Apply non-permanent thread locker to the threaded bolt of the OE chassis bumpstops. Then, install the supplied chassis bumpstop washers as shown in the pictures in Figure 2 and reinstall the bumpstops in their original positions.

Torque to 20 lb-ft (27 Nm).



Figure 2

14. Continue with the remaining installation steps per the original B8 8112 shock module mounting instructions. Verify the shock length measurement at ride height that is depicted in the original mounting instruction (typically on page 5 or 6) is less than the specified measurement. 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.