



**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.

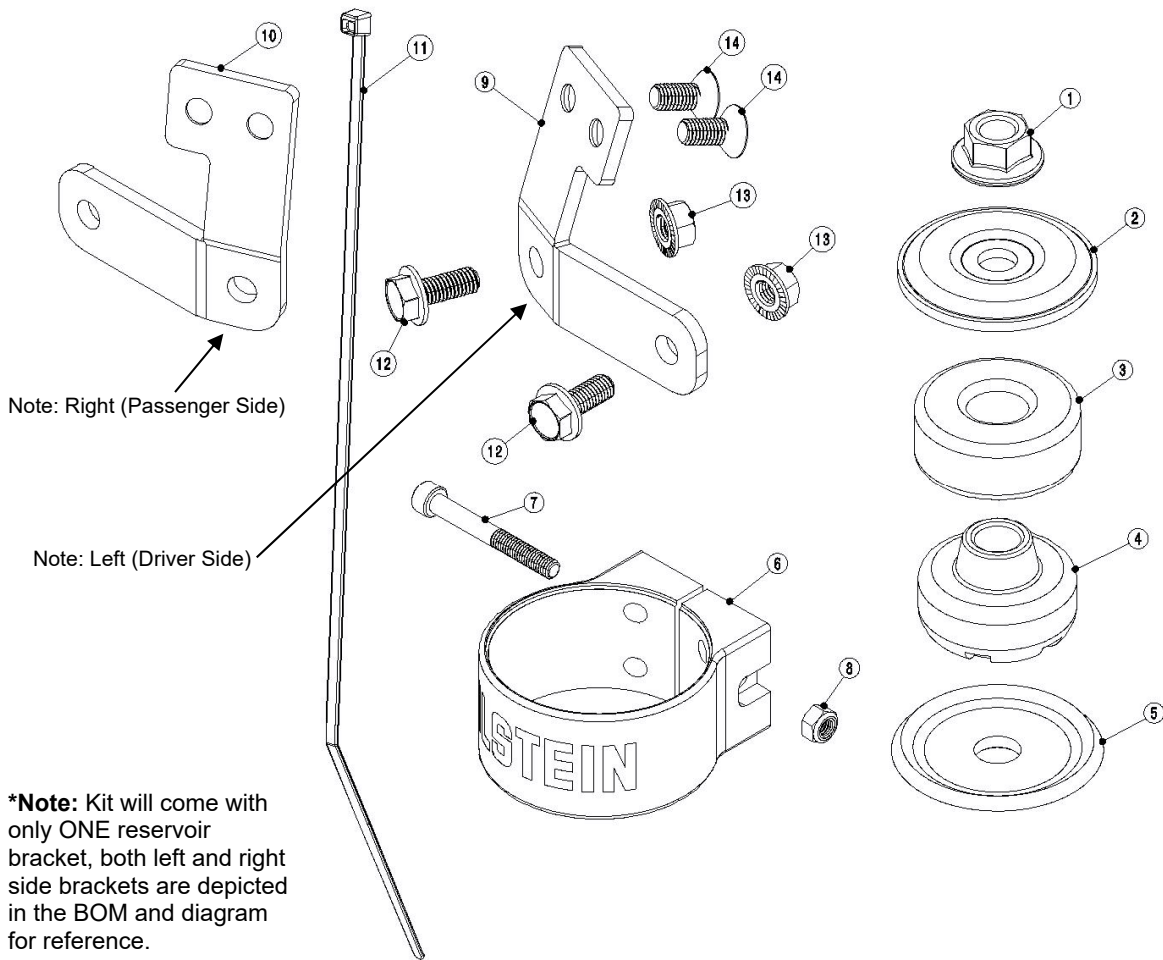
***CAUTION for COILOVER TYPE SUSPENSIONS!!!***

**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.**

# E- WM05-0000019 MOUNTING INSTRUCTION



Bill of Materials		
Item #	Description	Qty.
1	Flange Locknut; M12x1.25	1
2	Upper Washer	1
3	Upper Bushing	1
4	Lower Bushing	1
5	Lower Washer	1
6	Reservoir Clamp	1
7	Socket Head Cap Screw; M6x1; L=50mm	1
8	Nylon Insert Locknut; M6x1	1
9	Reservoir Bracket, FL	1
10	Reservoir Bracket, FR	1
11	Zip tie	1
12	Flange Head Cap Screw; M8x1.25	2
13	Serrated Flange Nut, M8x1.25	2
14	Flat Head Screw, M8x1.25 L=18mm	2



**B8 8100 shock installation procedure:**

**B8 8100 shocks are corner specific. The step by step procedure is shown with pictures of the left side, and in some cases, pictures of the right. The right side is a mirror image of the left. Skip to pages 9 and 10 to see the final result for both sides.**

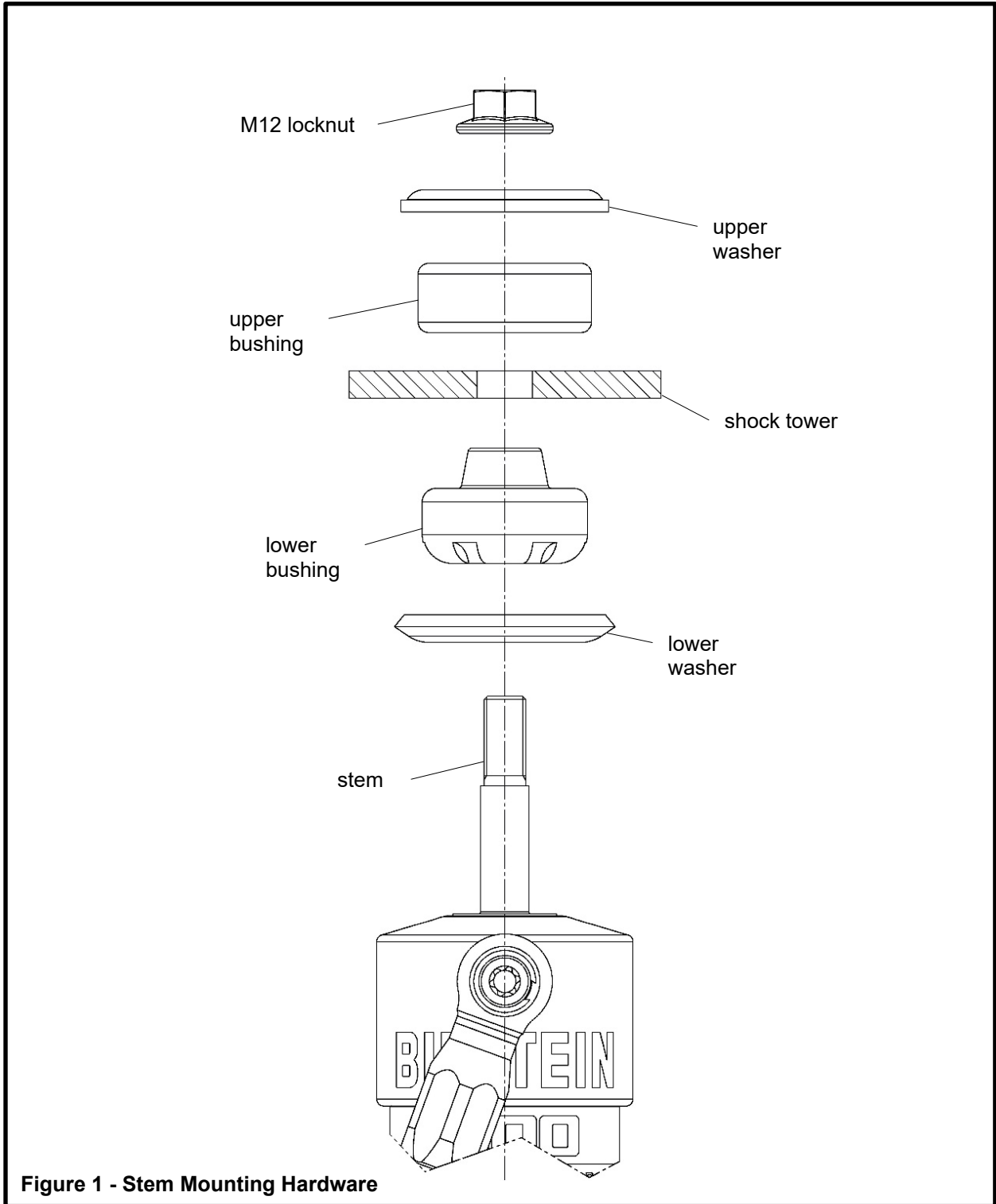
BILSTEIN B8 8100 Series Reservoir Shock Absorbers are designed to fit your vehicle's original shock mounts with no modifications. With the exception of reservoir placement, the B8 8100 Series shocks are installed in the same manner as a standard replacement shock. However, due to the extended down travel of the front shocks, **2-2.5" lift springs or 2-2.5" spring spacers are required.** For optimum ride quality and performance, it's recommended to pair these shocks with the Bilstein specific B12 Spring kit (part # for GAS engine: 53-317322; part # for DIESEL engine: 53-317315). Alternatively, 2-2.5" lift springs or 2-2.5" spring spacers can be obtained from many lifted/off-road truck accessory retailers.

It is normal to hear a slight audible clicking noise during rebound strokes in the B8 8100 shocks, most notably during low velocity events. This is due to the internal pistons engaging each other creating the position sensitive rebound zone.

**Note:** The shocks and hardware depicted herein may differ slightly in appearance from the supplied components.

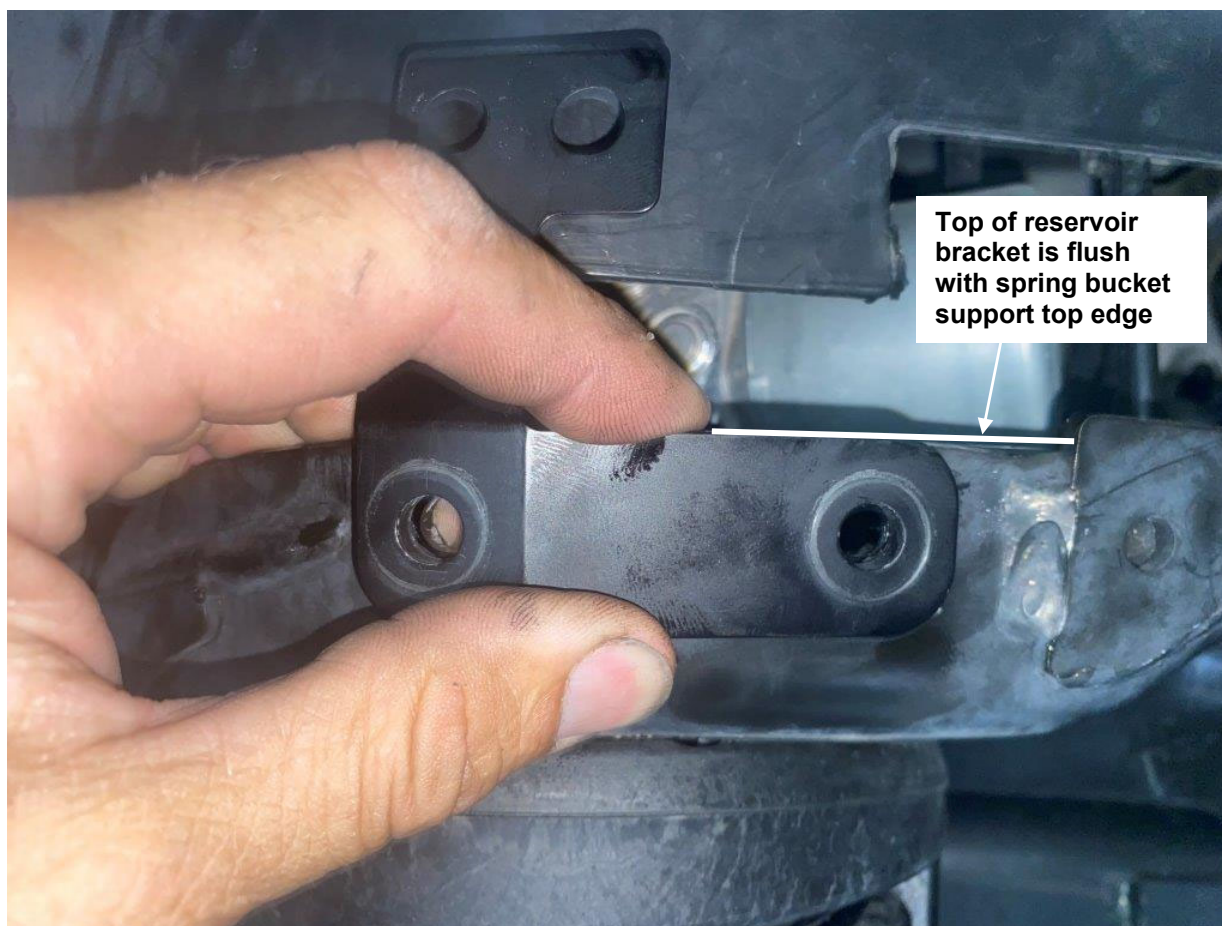
In order to complete the installation, the following tools in addition to common hand tools will be required:

- Drill
  - Size 3/8" drill bit (~9mm)
  - Centerpunch and/or marker
- A. Remove the existing front shocks from the vehicle following all procedures in the vehicle manufacturer's service manual. Depending on your vehicle, removing inner fender wells may simplify installation.
  - B. Install the front shock in the original location and attach the lower mount. Orient the shock body so the hose port is facing directly outboard. Refer to Figure 6 and 7 to see the correct hose port orientation.
  - C. Using the supplied stem mounting hardware, install the lower washer (BOM item #5) and lower bushing (BOM item #4) over the threaded mount pin on the shock body as shown in Figure 1. Verify the lower washer is installed concave side up.
  - D. With the above step complete, slide the threaded pin on the shock body through the chassis mount and carefully center the lower bushing (BOM item #4) in the mount hole. Slide the upper bushing (BOM item #3) over the threaded mount pin, followed by the upper washer (BOM item #2). Verify the upper washer is installed concave side down. Thread the M12x1.25 flange nut (BOM item #1) onto the threaded pin on the shock body. Using an open end or box end wrench, thread the flange nut down the threaded pin until all the gap in the bushing and cushion is taken up. Do not torque the nut at this time. Refer to Figure 1 for the correct order and orientation of the upper stem hardware.



**Front Reservoir Bracket Installation Procedure:**

- E. The front reservoir brackets are recommended to be installed above the spring bucket. Each front shock includes a hardware kit containing the reservoir bracket and hardware. Brackets are sided, note the orientation of each.
- F. Each hardware kit includes two M8x1.25 flange head cap screws (BOM item #12) and two serrated flange nuts (BOM item #13) which are needed to secure the reservoir bracket (BOM item #9 or #10). The spring bucket support must be drilled in order to install the bolts.
- G. Figure 2 depicts the recommended bracket position. The bracket should sit between the two welds on the spring bucket support, not contacting either weld. The driver side is shown.



**Figure 2 - Driver side**

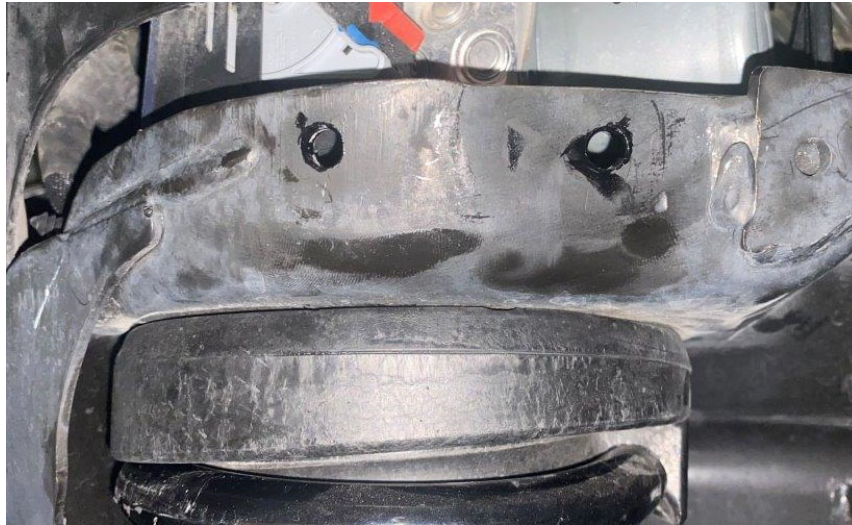
- H. While holding the reservoir bracket (BOM item #9 or #10) in place and ensuring the bracket is level/flush with the spring bucket support top edge, use a marker and/or centerpunch to mark a point through one of the reservoir bracket holes onto the spring bucket support.
- I. Using a 3/8" drill bit, drill the first hole through the spring bucket support at the point marked. It is recommended to drill a smaller pilot hole first to prevent the larger bit from wandering. Be sure to keep the drill bit as perpendicular as possible to the side of the spring bucket support. It is also recommended to use cutting oil to drill the reservoir bracket hole.
- J. Put the reservoir bracket (BOM item #9 or #10) up to the spring bucket support and install one of the M8x1.25 flange head cap screws (BOM item #12) and a serrated flange nut (BOM item #13) to hold

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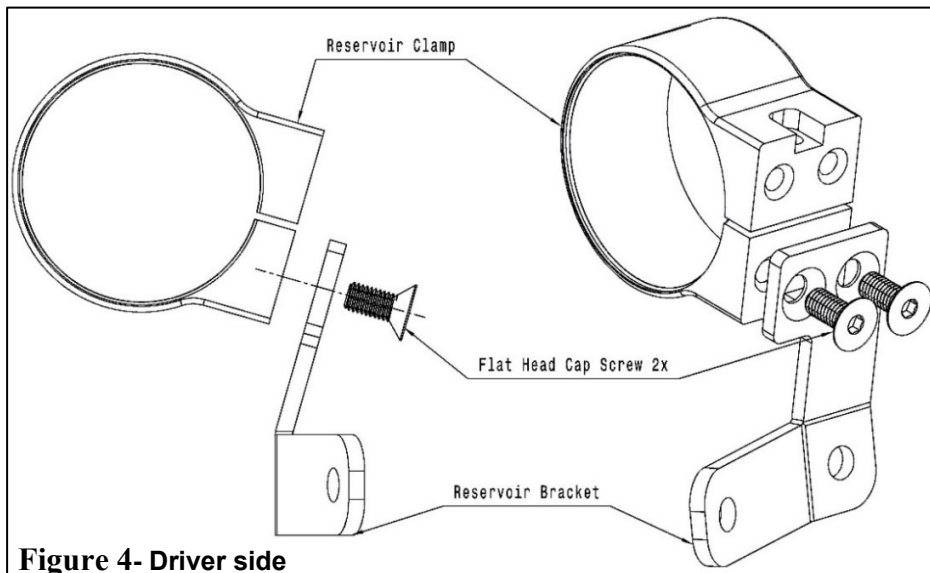
the bracket in place. While in place, ensure the bracket is level and use a marker and/or centerpunch to mark a point through the remaining hole of the bracket onto the spring bucket support. Remove the bracket and hardware.

- K. Using a 3/8" drill bit, drill the second hole in the side of the spring bucket support at the point marked. It is recommended to drill a smaller pilot hole first to prevent the larger bit from wandering. Be sure to keep the drill bit as perpendicular as possible to the side of the spring bucket support. It is also recommended to use cutting oil to drill the reservoir bracket hole.
- L. Once both holes are drilled, it is recommended to deburr the holes and apply paint or rust preventative to any exposed steel from the drilling process. Refer to Figure 3 below.



**Figure 3- Driver side**

- M. Prepare the reservoir support brackets as shown below in Figure 4. Attach the reservoir clamp (BOM item #6) to the reservoir bracket (BOM item #9 or #10) using the two M8x1.25 flat head cap screws (BOM item #14). Apply a non-permanent thread locker and **torque the Flat Head Cap Screws to 18 ft-lb (25 Nm)**.



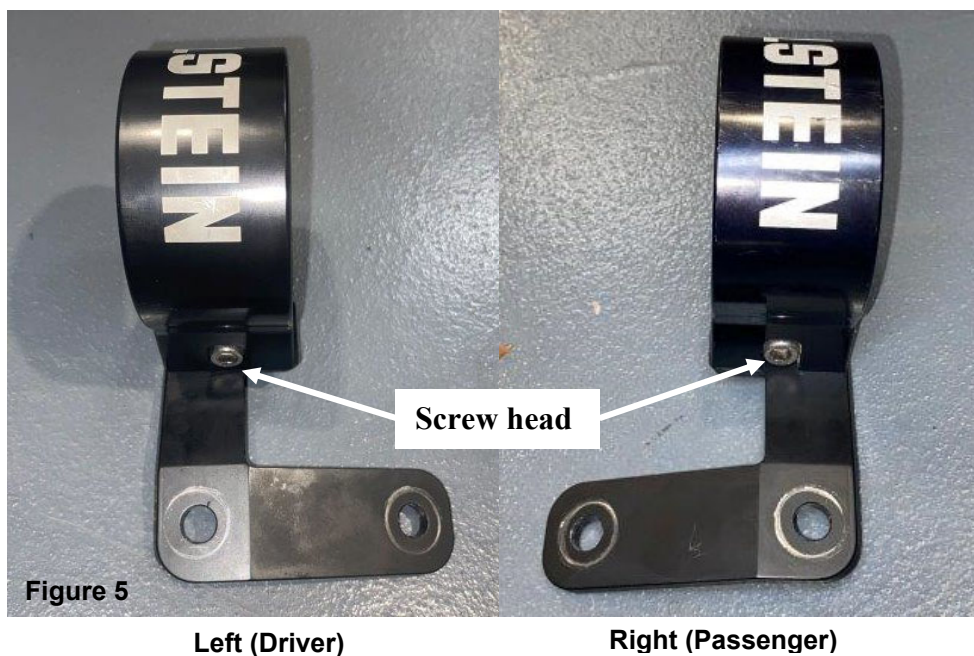
**Figure 4- Driver side**

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## MOUNTING INSTRUCTION

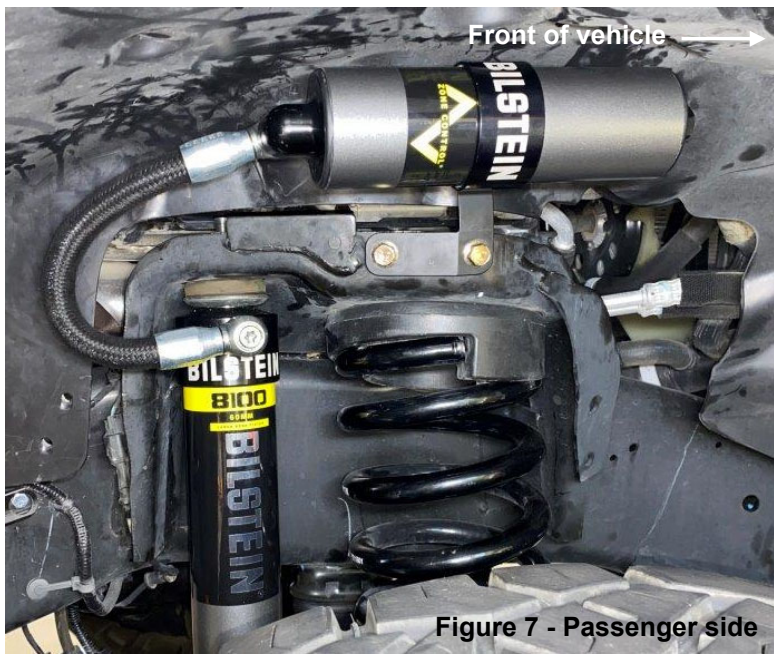
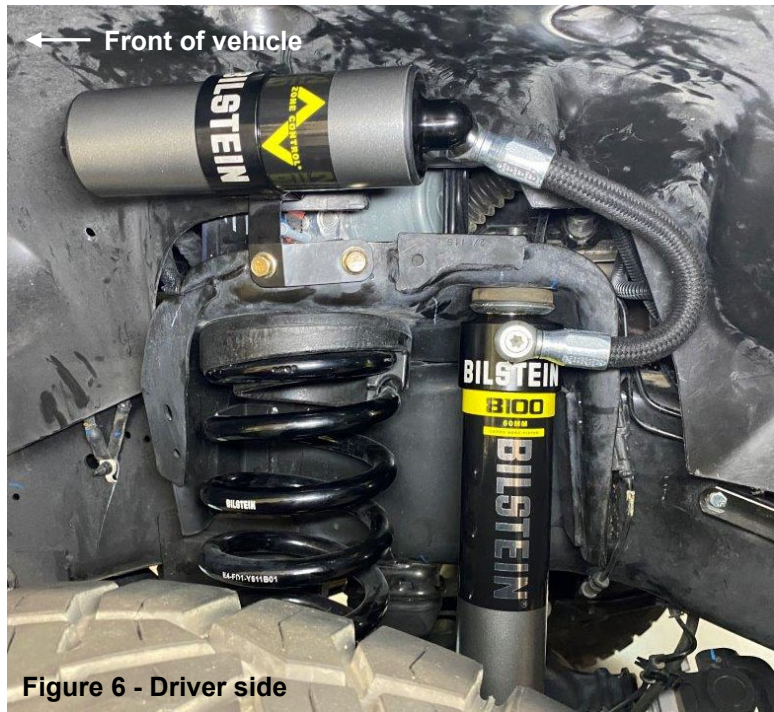


- N. Place the M6 nylon insert locknut (BOM item #8) in the slot on the top side of the reservoir clamp (BOM item #6). Then, install the M6x1 socket head cap screw (BOM item #7) through the hole in the reservoir clamp and into the locknut. Ensure the locknut is located on the top side of the assembly with the screw head facing downward as you will need access to the screw head once the assembly is on the vehicle. Thread the socket head cap screw in a few turns for now but leave loose enough so the reservoir can be installed in the next step. Refer to Figure 5 below.



- O. Slide the reservoir into the reservoir clamp and gently tighten the socket head cap screw (BOM item #7) using a 5mm Allen wrench. Only tighten it enough to prevent slipping (do not torque at this time).
- P. Using the provided M8x1.25 flange head cap screws (BOM item #12) and serrated flange nuts (BOM item #13), install the reservoir bracket assembly (clamp and bracket) onto the spring bucket support. It is recommended that a non-permanent thread locking compound be used on the threads.
- Q. Torque both M8x1.25 flange head cap screws to **18 ft-lb (25 Nm)**.
- R. Adjust the reservoir so the reservoir label is flush with the reservoir clamp and the banjo hose fitting on the reservoir is pointed straight inward toward center of vehicle. Refer to Figure 6 and 7. The reservoir can be clocked as needed to keep hose tight to wheel liner, but it should not make contact. Tighten the clamp using a 5mm Allen wrench and **torque to 6 ft-lb (8 Nm)**.
- S. After mounting the reservoir, ensure the main shock body is still oriented in the position described in Steps B.
- T. Once the shock body is oriented properly, tighten the Flange Locknut (BOM item #1) that was installed onto the threaded pin on the shock body in Step D. **Torque the Flange Locknut to 34 ft-lb (45 Nm)**.
- U. Fully tighten the lower shock bolt to the torque specified in the manufacturer's service manual.

**\*Be sure to lower the vehicle such that it's full weight is on the suspension prior to fully tightening the lower shock bolt.\***



- V. Carefully check for any possible interference between the reservoirs 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.



Final left (driver) Front 25-302226 B8 8100 shock installed on vehicle:



E-WM05-0000019  
MOUNTING INSTRUCTION



Final right (passenger) Front 25-335897 B8 8100 shock installed on vehicle:



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## MOUNTING INSTRUCTION



- W. If the factory clip securing the front ABS line to the hard brake line is missing as shown below, use the included zip tie (BOM item #11) and zip tie the lines together as shown in Figure 8. Trim the excess zip tie length after installation. Do not tighten the zip tie to the point where it's pinching the ABS line, just enough so it holds the ABS line out of the way. Be careful to not damage the ABS line during this process.



**Figure 8 - Passenger side**

### **B8 8100 service:**

For service of your B8 8100 shocks, please contact:

THYSSENKRUPP BILSTEIN OF AMERICA  
Toll Free: 1-800-537-1085  
bilsteinus.com