

E4-WM5-Y702A00

MOUNTING INSTRUCTION



Upper Control Arms, part # 51-304690

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 qualified suspension specialist.

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 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 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 piston rod and seal.
- All mounting fasteners for shocks and other suspension components 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.

CAUTION!!!

Before disassembling the front suspension, refer to the vehicle manufacturer's Service Manual for proper procedures. If replacing, servicing or adjusting the spring-shock absorber module assemblies while installing new control arms, note that: 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.

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.

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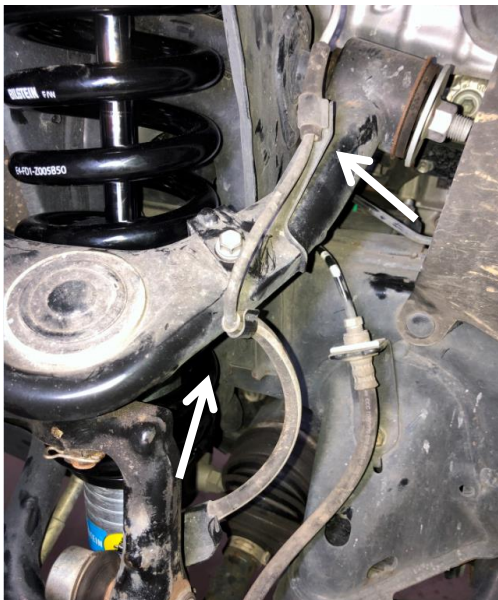


Bill of Materials – 51-304690		
Item #	Description	Qty
1	B4-BB2-Z062A02; Toyota 4Runner '03-'19; FL; UCA	1
2	B4-BB2-Z062A03; Toyota 4Runner '03-'19; FR; UCA	1
3	B4-KT1-Z458A00, contents include:	1
	Bushing	8
	Sleeve	4
	Grease Packet	2
4	B4-KT1-Z459A00, contents include	1
	Washer	8
5	B4-KT1-Z439A00, contents include:	1
	Zerk Fitting	4
	Brake Line Clamp	2
	Button Head Screw	2
	Nyloc Nut	2
6	B4-KT1-Z440A00, contents include:	1
	Castle Nut	2
	Cotter Pin	2

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

NOTE: All images are of the left (driver) side of the vehicle unless otherwise stated.

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



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- D. Remove cotter pin from upper ball joint castle nut. Using a 19mm wrench, loosen upper ball joint castle nut until flush with the end of the stud. Use a 17mm wrench to remove the nut holding the sway bar link to the spindle and a 12mm wrench to remove the brake line bracket from the spindle.



- 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.



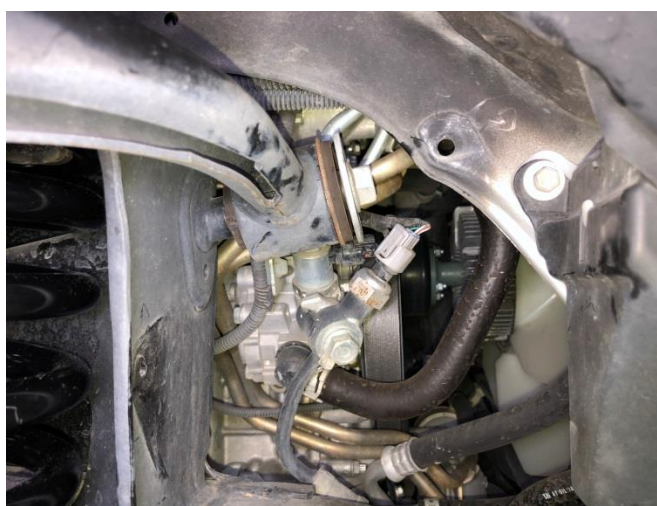
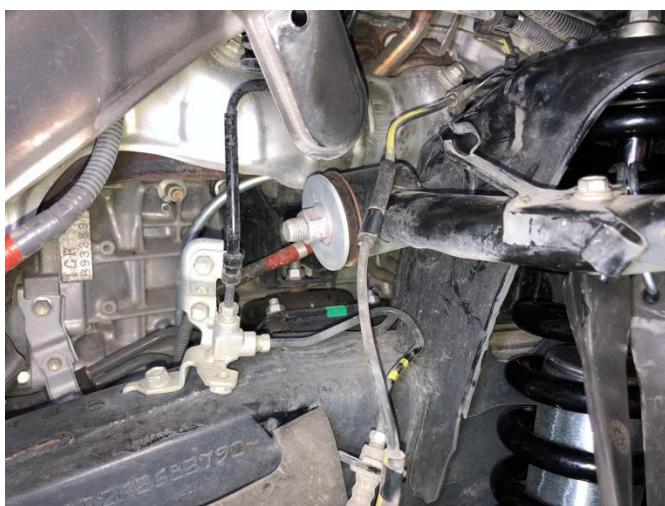
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- F. Using a clip tool, remove the top clips closest to the UCA bushings that secure the inner fender liners to the inner fender. Fold fender liners out of the way for access to the UCA bolt.



- G. Using two 19mm wrenches, remove the nut and washer securing the UCA bolt.



- H. Carefully remove the UCA bolt. The UCA can now be removed. If still in good condition, save the UCA bolt and flanged nut as they will be reused. Otherwise, replace UCA bolt/nut. The OE washer can be discarded.



Preparation of Bilstein Upper Control Arms

- I. Thoroughly clean and dry the UCA and provided bushings.
- J. Following the Bushing Assembly Instructions provided in the kit, use a shop press or vice to dry press the bushings into the UCAs.



- K. Apply the supplied grease to the bushing inside diameter.



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- L. Press the steel sleeves into the bushings and apply more grease to outside faces of all bushings and sleeves.



- M. Install the 4 provided 90° zerk fittings into the threaded holes on the bottom of each bushing eye-ring ensuring they face outboard for easy access during service.
DO NOT OVER TORQUE ZERK FITTINGS. OVER TORQUING CAN RESULT IN DAMAGE TO FITTINGS.



Installation of Bilstein Upper Control Arms

- N. Using the 4 supplied washers and the OE UCA bolt & nut that were removed in Step H, install the UCA onto the vehicle. Tighten the flanged nut by hand. Do not torque down at this point.



- O. Install UCA ball joint on the spindle and secure using castle nut provided. Torque castle nut to 110 Nm (81 ft.lbs.) Continue to tighten the castle nut to the next available slot (no more than 60°). Never back off the slotted nut to achieve alignment with the hole in the stud. Install and spread the cotter pin.



- P. Reinstall the Sway bar link using a 17mm wrench. Reinstall the brake line bracket to the spindle using a 12mm wrench.

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- q. Remove the ABS line from the ABS line bracket. Then remove ABS line bracket from the brake line bracket using a 10mm wrench.



- R. Open the provided ABS line clamp and fit over the ABS line. The clamp should be wrapped around the thicker insulated hose segment, not the bare line to ensure a snug fit, as shown below.
s. Mount the clamp to the Bilstein UCA mounting tab using the screws, washer and nuts provided.



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- T. Using a 19mm socket and 19mm wrench, torque UCA bolt and flanged nut removed in Step H to 115 Nm (85 ft. lbs.).



- U. Using a grease gun, apply Prothane Super Grease to the zerk fittings of the bushings and ball joints.
- V. Install wheels and torque to factory specification.
- W. Check alignment and perform alignment if needed.