Bilstein 6112 4runner installation manual free online software downloads



arag id kcohs onu ,itteffe ni-esotsoc <sup>1</sup>Aip inoisnepsos elled enoizarugifnoc al eratsiuqca e ericsu emoc ecilpmes "A noN .et rep etnatropmi <sup>1</sup>Aip "A ehc <sup>2</sup>Aic eranimreted iveD .otnemaicnalib id otta nu "A adnamod aut al e et rep atsuig enoisnepsos al eravorT .etnecudnoc la kcabdeef itlom erinrof e imref otlom eresse orebbertop ,ireggel a itaredom ad inerret osrevartta e adartsirouf atnel Aticolev a etneiciffus ollortnoc nu iarva non e edipar aisroc id inoizisnart onautteffe odnauq ollortnoc li iah non adarts us am ,adartsirouf Aticolev essab a ilibidercni kcohs ereva itsertop ,etrap artla'D. .erednerp e erad ived otilos id ehc "Ã otropsa ednarg li idnerp e iaD. itavele 1Ãip Aticolev id issergni osrevartta otnemazroms aznatsabba erinrof non e oproc led olotor li eratnemua am , Aticolev essab a ollortnoc li noc itsubor ilocatso ilg osrevartta erassap id eritnesnoc ebbertop enoisnepsos artla'nU. Aticolev assab a otaredom onerret nu us arud <sup>1</sup>Åip adartsirouf azneirepse'nu a ereneg ni atrop adarts us enoitseg eroilgim anu ,aivattu<sup>T</sup>. tlaedi inoizatserp el rep olociev olognis ingo ni ataroprocni etnemacificeps eresse eved ehc acimanid aitseb anu "Å enoisnepsos aL .ittut a attada is onusseN .otarod elitteiorp nusseN .otacrem lus otnemavellos id tik id inoizpo ertla el ettut anrevog ehc otnemavellos id tik nu "Å'c non ehc "Å enoisnepsos al noc imelborp iroiggam ied onU .adarts us ehcna am .adarts irouf otazzinotnis neb enoisnepsos al noc imelborp iroiggam ied onU .adarts us ehcna attada is onusseN .otarot elitteiorp nusseN .otarot elitteiorp nusseN .otarot elitteiorp nusseN .otarot elitteiorp iroiggam ied onU .adarts us ehcna am .adarts irouf otazzinotnis neb enoisnepsos id ametsis nu id icifeneb i iareilgoccar olos noN .rennuR4 nu a eraf ioup ehc itnemanroigga idnarg <sup>1</sup>Åip ied onu "Å rennuR4 enoizareneg a5 id enoisnepsos allus 0018/2118 8B nietsliB enoizarugifnoc alled atilosni Åtivitta'nu eratoN tuned could provide less comfort on the road and on moderate ground than factory shocks because race shocks are designed for high speed, high speed Input. Most often<sup>1</sup>, people don't understand systems, their dynamics and what's really best for their application. You have to be honest with yourself and determine what qualities you want in your suspension system. It's very easy to install some jolts that will impress your friends and people on Instagram, but again, the most expensive suspension system might not be more suited to your needs. I recently installed the Bilstein B8 8112 and 8100 shocks you can get on a 4Runner. I think they're among the first to challenge the best shocks you can get on a 4Runner. I think they're among the first to challenge the best shocks you can get on a 4Runner. I think they're among the first to challenge the best shocks you can get on a 4Runner. I think they're among the first to challenge the best shocks you can get on a 4Runner. I think they're among the first to challenge the best shocks you can get on a 4Runner. I think they're among the first to challenge the best shocks you can get on a 4Runner. it online: Now, is this a pretty bold statement about the best full-run shocks? Especially with companies like Fox, King and ICON that provide substantial competition. I think these shocks are about as good as they get if you want a truly modular suspension that can handle large inputs, high speeds, and provide control through faster environments while still providing enough comfort at lower speeds. Before I dive into these shocks, I'd like to start from the beginning and work for the present backwards when I had the factory jolts that come on a 4Runner Suspension. The Factory Toyota 4Runner Suspension. The Factory Toyota 4Runner Suspension (Not KDSS) The factory jolts that come on a 4Runner Suspension. Road 4Runner, not KDSS. I went with the TRD Off-Road because I knew I would make a lot of changes in the long run. So, buying a much more expensive TRD Pro doesn't make sense. The factory shocks on my 4Runner provided a comfortable driving quality and moderately good soup. I did a few weird things with them, and the shocks at the factory led me to the point that I ÂÂm today. They worked great, all in all! I was rep rep esab amitto'nu onare de ,essab 1Ãip Aticolev a etneced adartsirouf li onavecaf orol ,adarts allus oiga oim Start in the 4ndame-4 vehicles and off -road vehicles. However, as I progressed and I became the more concentrated with the factory shocks had some defects. Firstly, I remember that the factory shocks add some defects for me accidentally triggering the impact stops and feeling the hardness of touching the bottom. You could hit the Bump Stop quite easily, especially at high speeds and with a higher useful load. This is not a good thing when you go off the road, especially to speed. They can cause damage and loss of control of your vehicle. undesirable on the road. The body's roller was the result of the great comfort offered by the factory shock. However, it took place at the rolling price of the body and an answer not ideal for the most high speeds. Finally, due to the relatively small piston and shock body, the shock factory can start to vanish if you use them for a prolonged period of more high speeds, while driving a trailer, or worst scenario, towing a trailer while off-road high speed . It is not enough to be able to maintain fresh conditions. I believe that the factory shocks are an excellent starting point, but if you travel the paths enough, you could take into consideration the update to obtain greater control on rough land, avoid the fading of the shocks and simply provide more comfort to most high speeds. I did this. Bilstein 6112 and 5160 shock in the end I went to Bilstein 6112 and 5160 shock. The reason why I made the upgrade was twofold. One, I wanted to raise my 4Runner a little and the 6112 provided an easy way to do this. Secondly, I wanted a more robust suspension that was better on the road and off-road than the shocks of the factory. In particular, I wanted a suspension that could provide more control at any time, less body rolling and better damping thanks to a larger and/or faster entry ground<sup>1</sup> higher<sup>1</sup>. I discussed go therego , deniat i taht LORTNOC FO TNUOMA eht .Noipssussus yrotcaf eht morf edargpu elbakramer whose saw yrkramers yht .sliart deep RETTEB Hcum Deciton I .DILLOS YTERP si rennur4 no puss 0615/2116 eht kniht i .laed gib that he hcihw⢀â€TMs ecirp sippo notsip MMATMOSSip MMATMAs yapssip MM†¢000,1\$ dnuora rof rof teng nac uoy noisnepsus tse eht ses 0615/2116 eht taht yas ot sa RAF OS NEVELS I .PUTES 0615/2116 eht redimnocd tluohs yhtom yhtom smom Tuoba dneps ot gnikool era uoy fi .edivorp yeht kcub ruoy rof gnab eht dna ,mrofrep yeht llew wo ,skcohs eseht tuoba hguone ylhgiah kaep ltsni ot ot dedicid yletamitlu i ,raer eht ni s0615 dna tnorf PU s2116 htiw emac Neve Srennur4 orp drt eht fo sraey emos .Lortnoc Retteb ni Stluser llarevo hcihw, gninepmad desercni in the yticapac lio erom tol a dedivorp Skcohs raer riovreser Etna Notsip tnorf retemaid regret eht htomer etomer ) Tgir eht eht deh cenees of DNA, Putes 0615/2116 eht dehcraeser i .Dah rennur4 y taht levat noisnepsus edepsus eht edeb tna wsrret erp erp erp erp erp erp. ma i i nehw tneverp ot yticapac .Notsip Yradnoces )ocj( ffo-toc ecnuoj eht fo stsinoc eht eht y2 to ,dezlitu ylnommoc tsam som .snoitddddddded gnivid laron rednu nmuloc lio eht hguorht gnilevat not evicssergid mm0 edisni skcohs eerht evah s2118 eht ekil si ti ,syaw ynam nI .esoprup ralucitrap a gnivres enoz hcae htiw ,senoz dnuober owt dna senoz noisserpmoc eerht evah s2118 eht, yllaitnessE ?naem siht seod tahW.riovreser etomer a dna gninepmad evitisnes noitisop htiw notsip niam evissergid mm06 a fo tsisnoc skcohs tnorf ehT .rerutcafunam yna ylbatabed dna, nietsliB morf rennuR4 neG ht5 a rof teg nac uoy taht skcohs enil-eht-fo-pot eht era skcohs 2118 8B nietsliB. putes 0018 dna 2118 8B nietsliB eht Ot del ylet ot tol a saw Siht .tnaw I taht ytilitasrev eht htiw em edivp dna ,gninepmad ot ytilbatsujda emos reffo ,sdeeps regraced supnip supnid edinpmad hils ,putes 0615/2116 ym dekil yllaer I elihW .tol relaed eht ffo esahcrup dluoc uoy gnihtyna naht retteb rennuR4 ym ekam yllaer dna ti no dnif dluoc I noisnepsus tseb eht tup ot detnaw I ,hcus sA .tseb eht ti ekam ot detnaw I dna Rennur4 y otni krow Fo Tol A Tup Evâ€â€â€â1. Romen Nur tâ€â€â€â1 .Romen Nur tâ€â€â€â1 .Romen Nur tâ€â€â€â1 .Romen Nur tâ€â€â€â1 Yltnecer dediced i ?taerg os 0615/2116 eht fi ot ot ot tnaw uoy dluow yhw ,gnirednow eb tgim ,os .lla because dab yrev si is odups rewol to leef od od ,sey !taerg era Skcohs Eseht .Reliart A Gniwot nehw nehw gnildnah esaercni laitnats a deciton sla i .suodnemert saws rehgiah DNA niarret ReVo dream have have larger suspension inputs and your main 60mm digressive pistons, as the JCO engages with the internal telescoping compression stop. 3rd Stage ¢ÂÂA The third stage is the internal telescoping 2-stage compression stop (aka bump stop). This really is a remarkable feature to have in a shock, as you would typically require an external hydraulic bump stop. Not with the 8112s! This third stage is for the most extreme suspension inputs. On a stock 4Runner, the shocks are single stage, non-position sensitive. The 8112s 60mm main digressive piston will utilize the JCO secondary piston under harder than normal inputs, and then the internal bump stop will be utilized under the harshest of inputs. All of the above stages provide exponential dampening to allow for great comfort under normal driving conditions (1st stage of dampening) but allow you to also remain in mean? What Does All This Mean? This might seem like a lot of information, but what does it mean? Essentially, you are getting a shock that can handle a huge variety of situations. If you are daily driving on the road, the secondary piston will engage, providing more dampening and comfort. Without the second stage of compression, you would experience a harsher input as the shock shaft velocity would not slow down fast enough. While off-road and only under significant suspension input, you might engage the third stage of compression to provide smooth dampening instead of a jarring alled asroc al etnarud elapicnirp enotsip otseug osrevartta erassap eved otruâd odiugil li ottuT. elapicnirp enotsip nu ad atiutitsoc "A assocs anu ,etnemacipiT ?erid louv asoC .ssapyb id kcohs ilged aigolonimret al otitnes reva etsertop ,0001 ajaB li emoc otresed len erag otsiv iam eteva eS .ozlabmir id ssapyb li rep onu e enoisserpmoc id ssapyb il rep onu :ssapyb id ibut eud onnah 0018 iroiretsop irotazzitromma ilged inoizatserp el orteid aigoloncet al 'op nu eridnoforppa ierrov , iroiretna irotazzitromma ilged idats isrevid ied aediânu eteva ehc arO ?ssapyb aigoloncet al "Aâsoc ehC .ssapyb id irotazzitrommaâl ehc inotsip isrevid kcohs ert ereva isaug emoc iroiretna kcohs ilga erasnep 2Åup is ,aznedecerp ni otted oh emoC .kcohs irtla da ottepsir ecaciffe odom ni ititnesnoc iggaiv ied <sup>1</sup>Åip id otlom erazzilitu id odarg ni Ä is ,isetnis nI .ollortnoc eroiggam nu e trofmoc omissam li erffo otseuq ottuT .etavele <sup>1</sup>Åip id otlom erazzilitu id odarg ni Åis ,isetnis nI .ollortnoc eroiggam nu e trofmoc omissam li erffo otseuq ottuT .etavele <sup>1</sup>Åip id otlom erazzilitu id otnemazroms ol etnemroiretlu eratnemua rep 06 ad elapicnirp ovisserger enotsip li 2118 el noC. gonikcub id enoizasnes arud atallortnocni anu eraerc e ossab li osrev etnemecolev opport onnarerelecca icitamuenp iout i e ozlabmir id olcic elovetrofnoc e eraloger nu erinrof rep ozlabmir id otnemazroms etneiciffus Arva non kcohs elamron nu elat emoC. pots otru ortsov li eriploc id atipac iv es osserpmoc etnematelpmoc otats onu ni etnemlaiznetoP .enoisserp etrof ottos eresse rep ats allom artsov al ,ellav id aiadnorg o acub anu ad issergni idnarg opoD .ollortnoc id occas nu ehcna eneitto is ,esoc elled otsoppo otal luS .acirbbaf alled otruâd etamref ella At hand, the piston and shock fluid flowing through the piston provide damping. Bypass shocks work a little differently, though. When the vehicle is in the normal driving area (a simple way to visualize it is simply simply height of your vehicle, plus or minus 1-2¢Â of suspension travel for compression or rebound) you will be in the bypass zones of the 8100 shocks. Instead of all the shock fluid being forced through the main piston, a portion of fluid can bypass the piston and travel through a compression or rebound bypass tube. In the case of the 8100s, these are externally mounted bypass channels, but typically, this results in a smaller piston since the shock body has to be much larger to accommodate the internal bypasses too. This isn¢ÂÂt the case with the 8100s, as the external bypasses allow you to have an extremely large piston. The bypass tubes allow you to have an extremely large piston. The bypass tubes allow you to have an extremely large piston. fluid must travel through the main piston. In hand, this allows for a little more comfort within the normal suspension zone of the shock while still providing control through harsh terrain. Bypass shocks are a very high-level component, and while there are some other companies that offer bypass shocks for a 5th Gen 4Runner, the 8100s are one of the few external bypass shocks for the 4Runner. Most are internal bypass with a smaller main piston. Having the capability to adjust how much fluid is bypassed is a really nice feature as well. You can adjust both the compression and the rebound bypass. This allows you to dial in your settings based upon your wants and needs. The rear shocks are a hit out of the park¢Â4Å I think they are phenomenal. The adjustability really is key here. If you want a firmer or softer rear shock, you can adjust them for even better performance depending on your particular setup and driving. style. How Does it Feel in the Real World? I how do these shocks perform? The B8 8112 and 8100 are very impressive on paper, but what matters is how they actually perform. What is the performance in comparison to the 6112/5160 setup? What about in comparison to the 6112/5160 setup? ¢ÄÂÂfeels¢Ã is very subjective. Some drivers might interpret a comfortable ride as something that is soft and absorbs small bumps. Other drivers might define comfortable as limiting body roll, nose dive, and provide a ¢ÃÂÂtighter¢Ã response around corners. Secondly, the way something ¢ÃÂÂfeels¢ÃÂÂ, especially when it comes to shock performance is very dependent on what speed you are traveling at, the terrain you are going through, and how much extra weight you are carrying. There is a lot to discuss, so let¢ÂÂs dive into some scenarios! On-Road (Smooth to Lightly Textured Pavement) Most owners will have their vehicle on-road the vast majority of the time. On-road, the B8 8112 and 8100 handle exceptionally well. I think these shocks provide great control, reduced body roll, reduced nose dive, and an overall improvement in the responsiveness of the vehicle. If you want more control on-road than the factory shocks, or even the 6112/5160 setup, I believe the 8112/8100 setup does just that. Now, slightly textured pavement is interesting. There is a misconception that higher-end shocks provide better comfort over all terrains. In general, higher-end shocks will provide more dampening and better comfort through some terrain, but this doesn AÂAt necessarily result in a more comfortable ride over all terrains. As I previously mentioned, suspension is a bit of a give-and-take game. Some terrain might actually feel harsher because the shock is designed for a specific purpose. For example, higher end shocks such as the ones offered by Bilstein, Fox, King, and Icon will all have a tendency to transmit smaller bumps and feedback more than factory shocks, but soak up medium to larger bumps what what you are better (especially faster higher<sup>1</sup>). Why? These high-end shocks (sometimes referred to as "race shocks") provide greater damping, particularly for input/speed scenarios higher<sup>1</sup>. In my opinion, it will be hard to find bumps that absorb the normal daily driving bumps you encounter on the road better than the factory bumps, especially because the factory front springs have a lower spring rate that allows for better sensitivity Shock. However, there are several shocks that provide much better cushioning and comfort for medium and large impacts without sacrificing the daily driving comfort much. That said, the 8112 and 8100 shock absorbers offer excellent road handling substantially better than the factory shock absorbers. It should be noted that I felt smaller impacts<sup>1</sup> than the 6112/5160 setup. However, Bilstein has some amazing technology at play with the sensitive position shock front to help out. Bilstein really has a great product with front shock absorbers 8112, as having position sensitive front shock absorbers allows you not to over-dampen smaller impacts<sup>1</sup> while providing enough cushioning for larger off-road shock absorbers. In addition, the 8100 rear dampers allow for moreÃ<sup>1</sup> damping optimized in the Â"normal drive zoneÂ" of the dampers, while having the capacity to dampen larger impacts<sup>1</sup> when the 60 mm plunger is located outside the bypass zones. Pretty cool! On-Road (Speed Bumps, Potholes, Rougher Pavement) Even on the sidewalk there are some notable bumps, such as speed bumps through a car park, holes in the road (sometimes on highway), and pavement that à is robust and not ilocatso ilocatso ilocatso irtlA .acipit alleuq a eroirepus Aticolev anu da otru nu erarepus emoc, Aticolev atla da tupni us otnemazroms etnellecce nu odnenrof, acirbbaf id itru ilged oilgem otlom onocsitseg, elareneg nI 20018 e 2118 irotazzitromma ilg onocsigaer emoC such as potholes or rough flooring are dominated by shocks 8112 and 8100. In my opinion, the 6112/5160 and the 8112/8100 are the clear winners on more rugged floors<sup>1</sup> than the shocks of the factory. However, if you are just observing the execution of bumps on rough road pavement, IÃ Åd Åd say the winner would be outfitting 6112/5160. The 8112/8100 Åre the clear winners on more rugged floors<sup>1</sup> than the shocks of the factory. configuration, but Å is very close! This Å is obviously my opinion and you might think otherwise. Gravel and dirt roads Gravel roads, and then there are very smooth gravel roads, and then there are very smooth gravel roads can be very misleading in judging how good a suspension system is. roads relatively smooth you could experience a little more<sup>1</sup> feedback than the factory suspension. However, the roads of gravel more<sup>1</sup> than the factory suspension. However, the roads of gravel more<sup>1</sup> feedback than the factory suspension. However, the roads of gravel more<sup>1</sup> than the shocks of factory with my 6112/5160 trim, the 8112/8100 puÃ<sup>2</sup> carry even more<sup>1</sup> speed and Ã<sup>1</sup> more forgiving for the times you hit an unexpected bump big, deep, or fall in front of you. Reap the benefits of the 8112/8100 configuration on high-speed gravel roads, plus rough<sup>1</sup>. These shocks are designed for applications like this. Off-road technician While most of my time Å is moderate to light or high-speed desert terrain when i go off-road, i occasionally go through some technical sections. Sections requiring low 4-wheel drive, rear lock engaged and ATRAC activated. Some people might argue that the suspension Å Å a factor if you can<sup>2</sup> crawl at a speed low enough with sufficient control. Even if there is a bit of validity in this, you will experience a slip and some uncontrollability at some pointAit doesn't matter how skilled a driver is. During times, the suspension is essential! First, you'll experience something much less harsh. Two, you could simply save a little body shop if your suspension can<sup>2</sup> dampen the shot enough. Ai am very pleased the configuration 8112/8100 in the technical sections. You will also be very comfortable due to the sensitive damping of the position on the front impacts and the bypass technology in the rear impacts. These are great shocks to have when you go through the technical sections. Towing You may not buy high-end shocks exclusively for towing, but it is always good to know how they handle increased loads. ÂÂi discovered that the B8 8112/8100 Ã is an excellent accommodation for towing. Increased damping, high capacity oil and adjustable bypass rear impacts allow for compliant and controlled driving. Typically, factory shocks on a 4Runner simply do not provide enough damping and control when you are pulling a load. Large inputs are not controlled, as you can<sup>2</sup> do from the bottom to the outside of the bumped stop and the bounce damper is not enough, so you end up bouncing up and already<sup>1</sup>. The 8112/8100 configuration provides great control, which A is just what you want when you pull. I have a trailer of about 2,000 pounds and another trailer of about 3,500 pounds. Neither of the two Ä's is too much for these tremors. I know that 3,500 pounds. might not be a lot of weight for a large diesel truck 2500, but Å is quite a substantial load for a 4Runner designed to go all-terrain. The 8112/8100s handle the trailer beautifully. Performance Summary In general, the 8112/8100 offers incredible road management at a speed higher<sup>1</sup>. Will less body roll, less nasal diving and a better overall response. You will feel small bumps and ground a little, but you get a control. As I said, it is very important to understand what the suspension system needs. If you are traveling only at lower speeds (less than 30-40 mph) and lighter terrain, I think the The setting is the best application in general. High speed management, increased load, higher input terrain is a clear indicator that you would be suitable to follow the 8112/8100 configuration. They are an excellent shock configuration to gain control on the road and offer ample capacities at higher off-road speeds. However, you might be more suited to the 6112/5160 configuration if you're going to travel a little slower off-road speed and want to keep a little more comfort on the road. The 8112/8100 configuration does an amazing job in providing damping for smaller inputs, and especially for medium-large inputs; However, the smaller bumps are simply felt a bit more than the factory shocks and even the 6112/5160 configuration I had. I think the 8112/8100 configuration is a great application for those of you who want to carry an increased load and/or travel at higher speeds, while still providing enough damping across a wider input terrain. You will still have a comfortable ride on the road and through light terrain, and you will especially have a comfortable ride through rough terrain. What would I change? The 8100 rear shocks are phenomenal. Since this is a high-end shock review, I'll be picky and notice two things I think could be improved on the back 8100. The first is something I've heard rumors about Bilstein already working on. The way you set the rear bypasses isn't hard, but it's not easy either. It requires some tools and is not very fast to be completed. I think a simple adjustment knob would be an easy solution here. Second (and this is just really demanding/looking for something to suggest), the 8100 could potentially have an extra bypass tube to offer a bit more adjustability. I think they're really good as they are, but having two by bypass (two for compression and two for the rebound) would really good, but I have a significant area that I think can desu teg ot tib a ekat nac ti tub, theugerf yrev ton dna ,lla ta dab tAAA¢nsi tI .dnuos gnikcilc siht eciton ot dnet I ,sgniht llams rof relkcits a gnieB .)wollof ot ysae dna deliated repus si hcihw( edivorp yeht launam noitallatsni eht nehw dnuos gnikcilc elbidua na ecudorp nac s2118 thorf eht fo ngised eht ,yltsaL .evah ot desu I 0615/2116 eht naht kcabdeef erom elttil a timsnart yeht ,sniarret lla tuohquorht boj elbidercni na od s2118 eht elihw taht dnuof ev¢l ,hcus sA .snoitces rehguor hguorht tib a etiuq nwod wols yllacipyt I ,sdaor tresed no sdeeps rehgih ta levart od I elihW .snoitacilppa deeps hgih rof dengised yllaer era yehT .od I tahw rof llikrevo ylbaborp si putes 0018/2118 eht ,tsenoh ylrevo eb oT .gnikil ruoy ot skcohs eht enut enif nac uoy sa erutaef gib a si yllaer sihT .dnuober dna noisserpmoc ro ,noisserpmoc deeps laud ,noisserpmoc tsujda ot uoy wolla lliw egnar ecirp siht ni skcohs gnitepmoc rehto ynaM. erutuf eht ni ekam dluoc nietsliB kniht I taht tnemevorpmi yek a si skcohs tnorf elbatsujda tub , niarret fo yteirav egral a gnildnah dna rennuR4 eht rof eseht gninut htiw boj gnizama na did nietsliB kniht od I , niaga ecnO .s2118 eht htiw siht od t¢nac uoY .daor-ffo pirt dnekeew a no gniog mÂÂ4¢l wonk I fi tib a pu sgniht mrif ot ytilibapac eht evah neht dna gnivird yliad ma I nehw rof edir retfos ylthgils a evah ot ekil dluow I sa ,hquoht ytilibatsujda evah ot ekil d¢I ,em roF .llew yllaer skrow ti dna ,)skcohs rennuR4 rof tsael ta( gnizilitu ynapmoc rehto yna fo erawa ton mÂÂ&¢I taht yalp ta ygolonhcet emos evah seod nietsliB .skcohs eseht tsujda tâ¢nac uoy ,revewoh ;elbakramer si yllaer gninepmad tnorf evitisnes noitisop eht dna ,skcohs eseht gninut boj elbidercni na did nietsliB .dnuober elbatsujda evah neve emoS .noisserpmoc elbatsujda tnorf evah ot gniog si egnar ecirp siht nihtiw kcohs yna ylraeN .ytilibatsujda improved Final Thoughts Suspension is an endless moving target. Your on-road needs are different than when you are off-road and vice versa. Changing payload is a huge factor, and of course the different terrain also plays an important role. The Bilstein 8112/8100 configuration is intended to provide excellent road control and greater control and damping at higher speeds / wider entry terrain. The responsive damping position in the front shock absorbers and the rear bypass shock absorbers do a great job of absorbing even the smallest bumps so you can make a comfortable ride in your daily driver. These quakes are really impressive! They are very performing, built by Bilstein and bring their reputation for durability, and can tackle a lot of terrain. The 8112/8100 are superb. They are undoubtedly one of the best suspension systems you can currently install on a 5th Gen 4Runner. If Bilstein adds the adjustment knobs to the rear 8100 and the adjustment to the front 8112 I think these shocks could undoubtedly be the best overall. If you want a suspension that can really absorb big bumps at high speed, this is the setup for you! I recommend the 8112/8100 setup for users who have a higher workload, want to travel at higher speeds off-road, and want a sturdy suspension that can withstand a beating, because the 8112/8100 excels in all these aspects!