

Congratulations on your purchase of an Arnott® air suspension product. We at Arnott Incorporated are proud to offer a high quality product at the industry's most competitive pricing. Thank you for your confidence in us and our product.

Proper installation is essential to experience and appreciate the benefits of this system. Please take a moment to review these installation instructions before you begin to install these components on your vehicle. The removal and installation of air suspension products should only be performed by a fully qualified, ASE Certified, professional.

It is equally important to be aware of all necessary safety measures while installing your new Air Suspension System. This includes proper lifting and immobilizing of the vehicle and isolation of any stored energy to prevent personal injury or property damage.

"Engineered to Ride, Built to Last™"



WARNING: *The air suspension system is under pressure (up to 10 bar, or 150 lbf/in). Verify pressure has been relieved and disconnect power to the air suspension system prior to disassembly. Do not allow dirt or grease to enter the system. Always wear standard protective hand, ear, and eye protection when servicing the air suspension system.*

Arnott® is committed to the quality of its products. If you have a question or problem with any Arnott product, please contact Arnott by calling 800-251-8993 during normal business hours or email techassistance@arnottinc.com. (In the EU please call +31 (0)73 7850 580 or email info@arnotteurope.com)

GENERAL INFORMATION:

Reading this manual signifies your agreement to the terms of the general release, waiver of liability, and hold harmless agreement, the full text of which is available at www.arnottinc.com.

- Not to be stored below 5°F (-15°C) and above 122°F (50°C).
- Avoid damage to air lines and cables.v
- Removal and installation is only to be performed by fully qualified personnel.
- Use car manufacturer's diagnostic software.

CAUTION: *Damage to the vehicle and air suspension system can be incurred if work is carried out in a manner other than specified in the instructions or in a different sequence.*



To avoid the possibility of short circuits while working with electric components consult your owner's manual on how to disconnect your battery.



Consult your vehicle owner's manual, service manual, or car dealer for the correct jacking points on your vehicle and for additional care, safety and maintenance instructions. Under no circumstances should any work be completed underneath the vehicle if it is not adequately supported, as serious injuries and death can occur.

AIR STRUT REMOVAL

1. SET STEERING TO STRAIGHT AHEAD.
2. RAISE VEHICLE.
3. REMOVE REAR WHEEL.
4. REMOVE AIR PRESSURE FROM REAR AIR SPRING. DEFLATE AIR SPRING BY SLOWLY REMOVING AIR FITTING FROM THE BOTTOM. (FIGURE A)



FIGURE A

5. LOOSEN AND REMOVE UPPER MOUNTING BOLTS. (FIGURE B)



FIGURE B

6. LOOSEN AND REMOVE THE BOLT CONNECTING THE SHOCK TO THE LOWER CONTROL ARM. (FIGURE C)



FIGURE C

7. REMOVE WHEEL SPEED SENSOR. (FIGURE D)



FIGURE D

8. USE A PAINT MARKER TO MARK THE LOWER CONTROL ARM WASHER (*IMPORTANT FOR YOUR ALIGNMENT*). (FIGURE E)



FIGURE E

9. REMOVE THE BOLT FROM THE LOWER CONTROL ARM. (FIGURE F)



FIGURE F

10. PULL DOWN ON TOP MOUNT TO REMOVE IT FROM ITS MOUNTING LOCATION. (FIGURE G)



FIGURE G

11. SHOCK IS READY FOR REMOVAL. PULL UP AND OUT. (FIGURE H)



FIGURE H

AIR SPRING REMOVAL

1. REMOVE AIR LINE FROM THE BOTTOM OF THE AIR SPRING. (FIGURE I)



FIGURE I

2. WITH AN ALLEN WRENCH, REMOVE THE TOP PLASTIC CAP. (FIGURE J)



FIGURE J

3. REMOVE THE TOP SHOCK NUT. (FIGURE K)

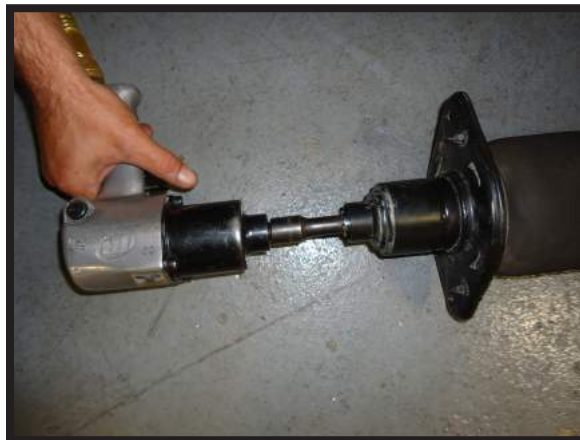


FIGURE K

4. TURN SHOCK UPSIDE DOWN AND TWIST THE BOTTOM 1/4 TURN AND PUSH DOWN. (FIGURE L)
YOU MAY NEED TO TAP LOWER PISTON WITH A RUBBER HAMMER TO SEPARATE IT FROM THE BOTTOM SEAL. (FIGURE M)



FIGURE L



FIGURE M

5. REMOVE AIR SPRING FROM SHOCK. (FIGURE N)



FIGURE N

6. REMOVE OLD O-RING FROM SHOCK. USE A CLEAN TOWEL TO WIPE DOWN SHOCK AND O-RING GROOVE. (FIGURE O)



FIGURE O

AIR SPRING INSTALLATION

1. INSTALL NEW O-RING ONTO THE SHOCK AND LUBRICATE. (FIGURE P)



FIGURE P

2. INSTALL NEW AIR SPRING ONTO THE SHOCK (FIGURE Q)



FIGURE Q

3. REINSTALL TOP SHOCK NUT. (FIGURE R)



FIGURE R

4. APPLY LUBRICANT TO O-RING, THEN REINSTALL TOP CAP. (FIGURE S)



FIGURE S

5. TIGHTEN TOP CAP WITH ALLEN WRENCH. (FIGURE T)



FIGURE T

6. PUSH AND TWIST 1/4 TURN TO SEAL THE BOTTOM PISTON TO THE SHOCK. (FIGURE U)



FIGURE U

7. REMOVE PLASTIC PLUGS AND INSTALL AIR LINE. (FIGURE V)



FIGURE V

AIR STRUT INSTALLATION



Tighten all nuts and bolts to manufacturer's specifications during the installation process.

1. INSTALLATION IS IN REVERSE ORDER OF AIR STRUT REMOVAL.