

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 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) or above 122°F (50°C).
- Avoid damage to air lines and cables.
- 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 APPLICABLE WHEEL.
4. REMOVE THE RUBBER GROMMET FROM INSIDE THE FENDER WELL AND REMOVE THE AIR LINE CLIP. (FIGURE 1, 2)

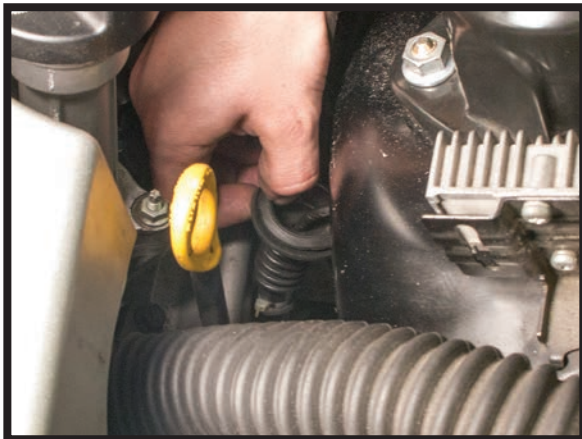


FIGURE 1

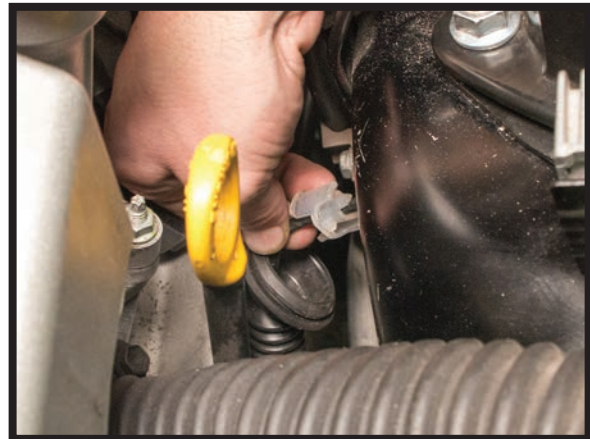


FIGURE 2

5. REMOVE THE 3 UPPER CAP NUTS. (FIGURE 3)



FIGURE 3

6. REMOVE THE UPPER CAP AND TURN THE ACTUATOR COUNTER CLOCKWISE AND REMOVE FROM THE UPPER SHOCK BRACKET AND SET ASIDE FOR REINSTALLATION. (FIGURES 4, 5 6)



FIGURE 4



FIGURE 5



FIGURE 6

7. REMOVE THE THREE UPPER MOUNTING PLATE NUTS AND REMOVE THE UPPER MOUNTING PLATE. (FIGURES 7, 8)

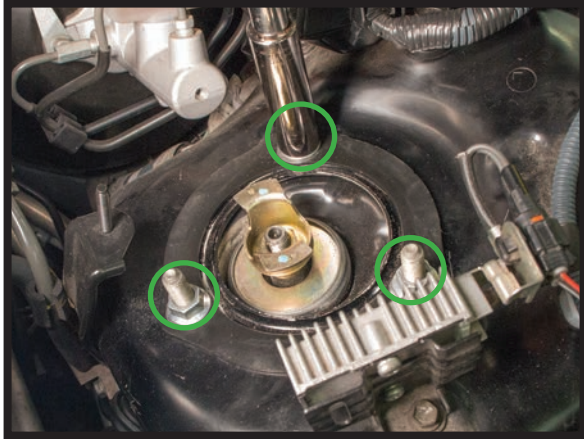


FIGURE 7



FIGURE 8

8. REMOVE THE BOLTS FROM THE WHEEL SPEED SENSOR BRACKET AND REMOVE FROM THE UPPER CONTROL ARM. (FIGURES 9, 10, 11)



FIGURE 9



FIGURE 10



FIGURE 11

9. REMOVE THE LOWER HEIGHT SENSOR NUT AND DISCONNECT FROM THE LOWER CONTROL ARM. (FIGURE 12)



FIGURE 12

10. REMOVE THE SWAY BAR END LINK NUT AND SEPARATE FROM THE SWAY BAR. (FIGURES 13, 14)



FIGURE 13



FIGURE 14

11. REMOVE THE LOWER SHOCK MOUNT BOLT. (FIGURE 15)



FIGURE 15

12. REMOVE THE COTTER PIN FROM THE UPPER BALL JOINT. (FIGURE 16)



FIGURE 16

13. REMOVE THE BALL JOINT CASTLE NUT AND SEPARATE THE BALL JOINT FROM THE SPINDLE. (FIGURES 17, 18, 19)



FIGURE 17



FIGURE 18



FIGURE 19

14. REMOVE THE SHOCK FROM THE VEHICLE. (FIGURE 20)



FIGURE 20

15. REMOVAL COMPLETE

1. REMOVE THE PROTECTIVE CAP FROM THE AIR LINE CONNECTION. (FIGURE 21)



FIGURE 21

2. INSTALL THE SHOCK INTO THE VEHICLE, ORIENTING THE AIR LINE CONNECTION TOWARDS THE ENGINE BAY. (FIGURE 22)



FIGURE 22

3. REINSTALL THE LOWER MOUNTING BOLT AND NUT AND TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURES 23, 24)



FIGURE 23



FIGURE 24

4. RECONNECT THE UPPER BALL JOINT AND TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURES 25, 26)



FIGURE 25



FIGURE 26

5. REINSTALL THE COTTER PIN. (FIGURE 27)



FIGURE 27

6. REINSTALL THE UPPER SWAY BAR END LINK NUT AND BOLT AND TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURES 28, 29)

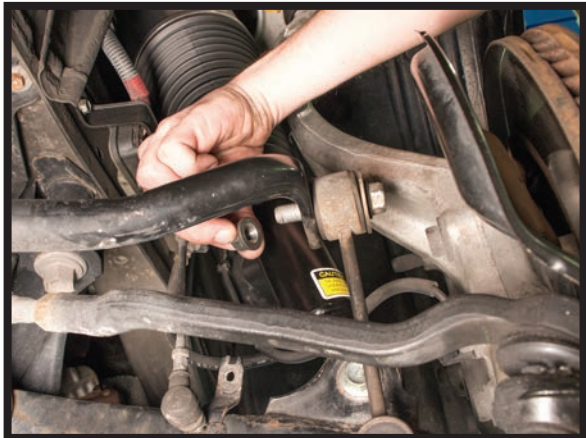


FIGURE 28



FIGURE 29

7. REINSTALL THE HEIGHT SENSOR LINKAGE AND TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURE 30)



FIGURE 30

8. RECONNECT THE WHEEL SPEED SENSOR BRACKET AND TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURES 31, 32)



FIGURE 31



FIGURE 32

9. REINSTALL THE UPPER MOUNTING PLATE. REINSTALL THE 3 MOUNTING PLATE NUTS AND TIGHTEN TO MANUFACTURER'S SPECIFICATIONS USING THE SUPPLIED HARDWARE. (FIGURES 33, 34)



FIGURE 33



FIGURE 34

10. REINSTALL THE ACTUATOR AND THE TOP CAP AND TIGHTEN THE SUPPLIED HARDWARE TO MANUFACTURER'S SPECIFICATIONS. (FIGURES 35, 36, 37)



FIGURE 35



FIGURE 36

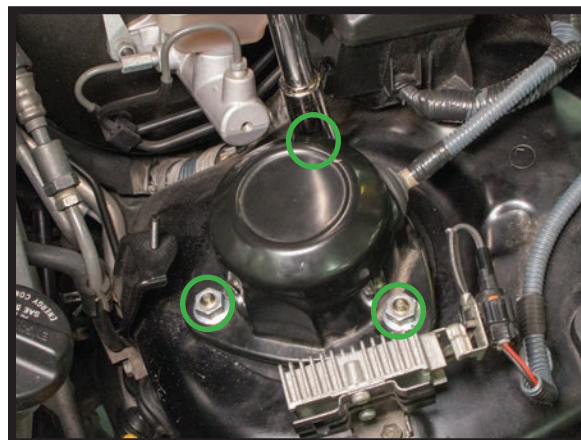


FIGURE 37

11. REINSTALL THE AIR LINE CLIP AND REINSTALL THE GROMMET. (FIGURES 38, 39)



FIGURE 38

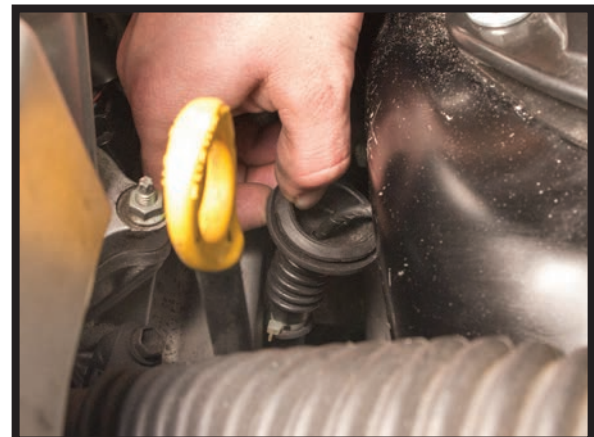


FIGURE 39

12. INSTALLATION COMPLETE.