

Installation Manual

A-2107 ARNOTT REAR AIR SPRING FOR 1984-1987 LINCOLN CONTINENTAL FOR 1984-1992 LINCOLN MARK VII



Congratulations on your purchase of an Arnot® air suspension product. We at Arnot 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.

KIT CONTAINS:

PARTS LIST

P/N	QTY	DESCRIPTION
21-3798	1	ARNOTT REAR AIR SPRING
21-6385	1	ACCESSORY KIT

Arnot® is committed to the quality of its products. If you have a question or problem with any Arnot product, please contact Arnot by calling **800-251-8993** during normal business hours or email techassistance@arnottinc.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 SPRING REMOVAL



Air suspension must be inflated before lowering suspension.

1. TURN AIR SUSPENSION SWITCH TO THE **OFF** POSITION (SWITCH IS LOCATED ON THE LEFT SIDE OF THE TRUNK). (FIGURE A)

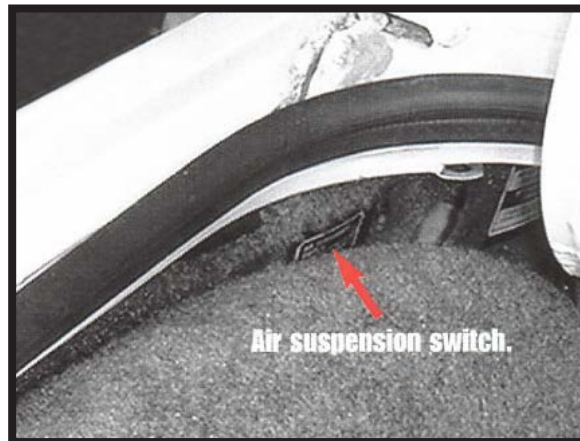


FIGURE A

2. SET THE STEERING TO STRAIGHT AHEAD.
3. RAISE THE VEHICLE.
4. REMOVE THE WHEEL.

5. TO REMOVE THE SOLENOID FROM THE SPRING, YOU MUST REMOVE THE SOLENOID CLIP. (FIGURE B)

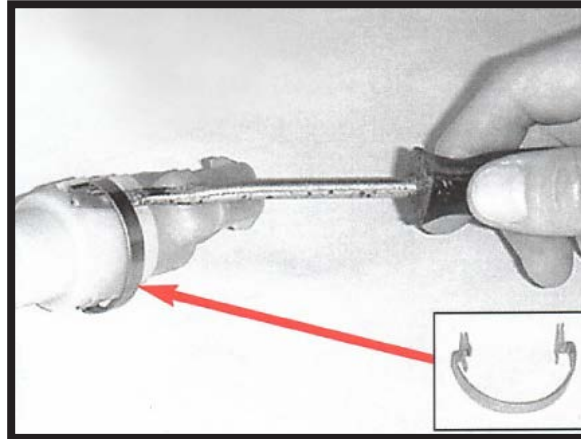


FIGURE B

6. ROTATE THE VALVE COUNTERCLOCKWISE TO THE FIRST STOP. (FIGURE C)

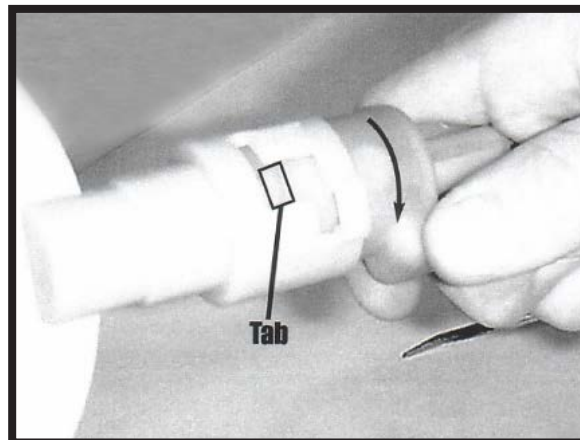


FIGURE C

7. PULL SOLENOID STRAIGHT OUT SLOWLY UNTIL ALL THE AIR IS DEFLATED FROM THE AIR SPRING. (FIGURE D)

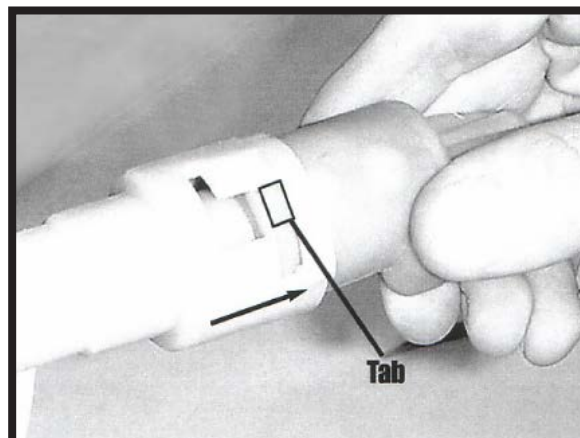


FIGURE D

8. ONCE THE AIR SPRING IS FULLY DEFLATED, ROTATE COUNTERCLOCKWISE TO THE SECOND STOP. (FIGURE E)

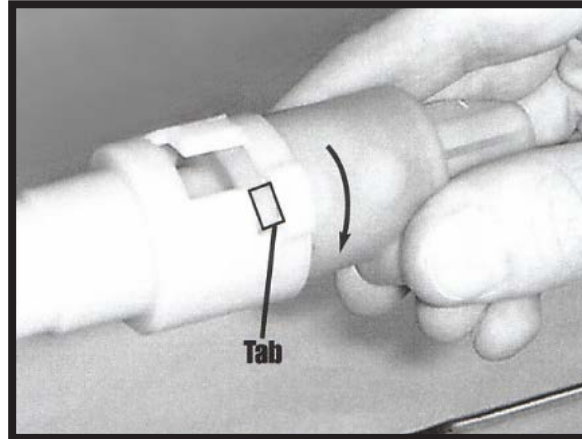


FIGURE E

9. REMOVE SOLENOID FROM AIR SPRING. (FIGURE F)

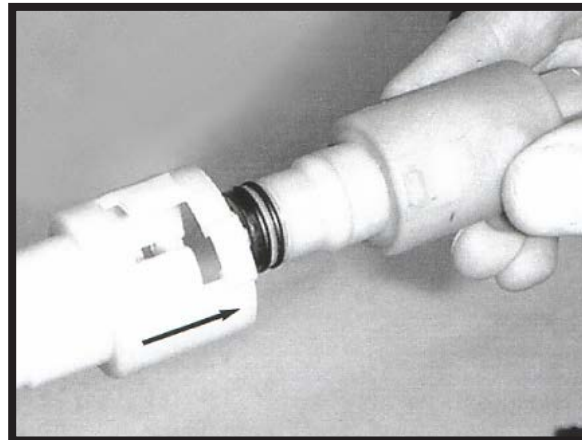


FIGURE F

10. REMOVE THE TOP OF THE AIR SPRING FROM THE TOP MOUNT. (TO REMOVE TOP, PUSH CLIP DOWN AND TURN THE RING). (FIGURE G)

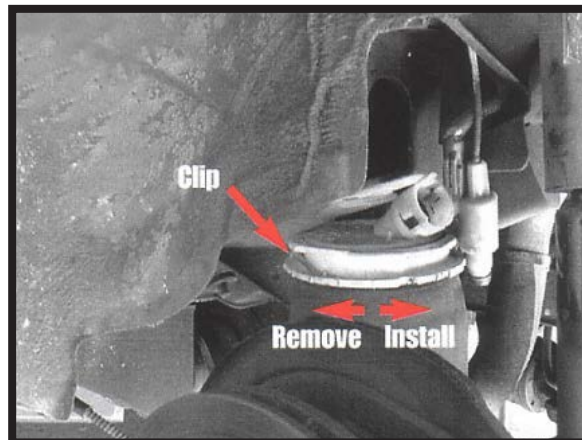


FIGURE G

11. REMOVE TWO (2) BOLTS FROM THE AIR SPRING PISTON. (FIGURE H)

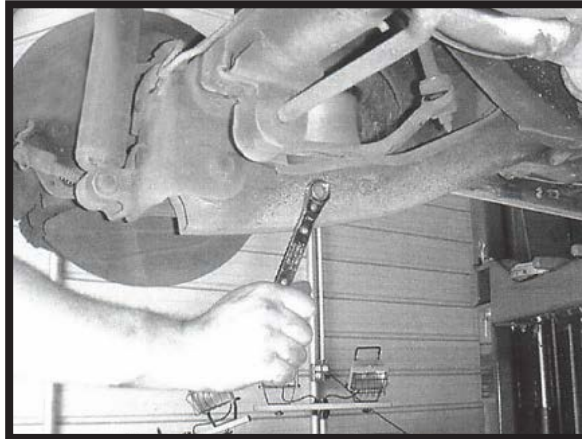


FIGURE H

12. REMOVE OLD AIR SPRING FROM THE VEHICLE. (FIGURE I)

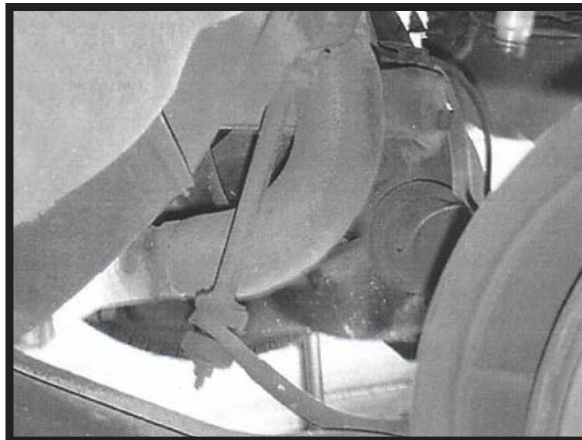


FIGURE I

13. REMOVAL COMPLETE.

AIR SPRING INSTALLATION



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

1. INSTALL TOP AIR SPRING INTO THE TOP MOUNT. SECURE IN PLACE BY ROTATING LOCKING RING. (FIGURE J)

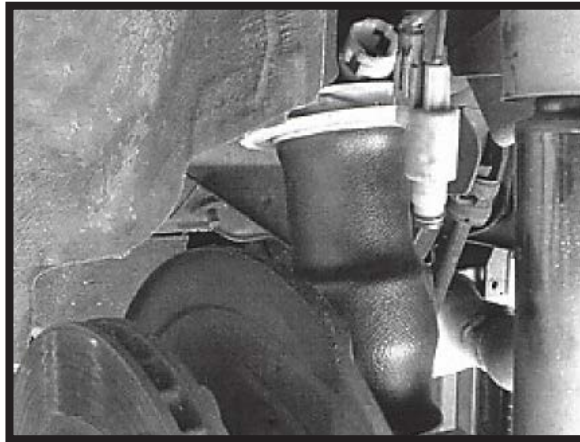


FIGURE J

2. REPLACE THE O-RINGS ON THE SOLENOID VALVE. ONCE THE O-RINGS ARE INSTALLED, SPRAY THEM WITH A SILICONE LUBRICANT TO PREVENT ANY PINCHING.
3. INSTALL THE SOLENOID VALVE IN THE AIR SPRING (REVERSE THE PROCEDURE IN STEPS 5-9 OF THE AIR SPRING REMOVAL). (FIGURE K)

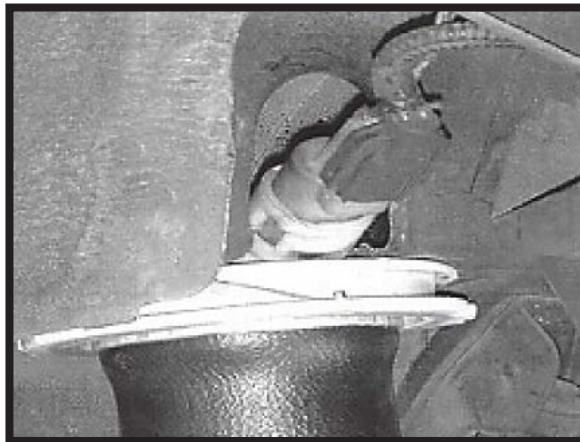


FIGURE K

4. JACK THE AXLE UP TO REDUCE THE DISTANCE BETWEEN THE LOWER CONTROL ARM AND THE AIR SPRING PISTON. (FIGURE L)



FIGURE L

5. REPLACE THE 2 PISTON BOLTS. (FIGURE M)

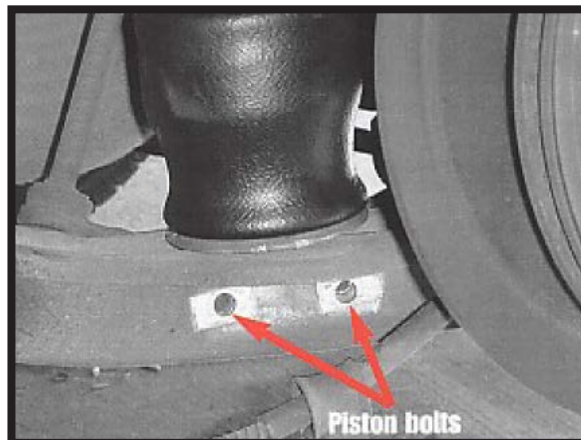


FIGURE M

6. RELEASE FLOOR JACK SO THE SUSPENSION HANGS FREE. (FIGURE N)



FIGURE N

7. UNLOCK HEIGHT SENSOR. (FIGURE O)

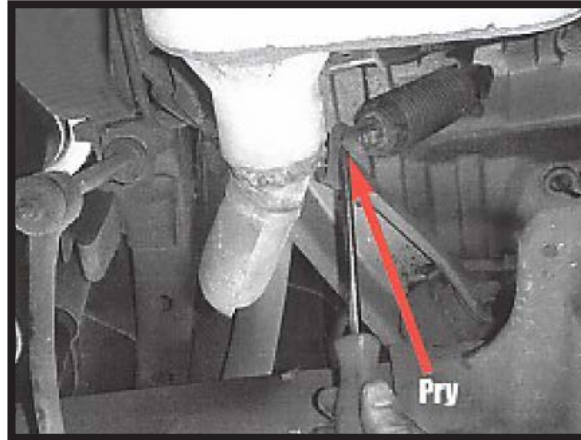


FIGURE O

8. PUSH HEIGHT SENSOR UP AND TEMPORARILY WEDGE IT BETWEEN THE UPPER CONTROL ARM. THIS WILL SIMULATE A LOWERED SUSPENSION. (FIGURE P)

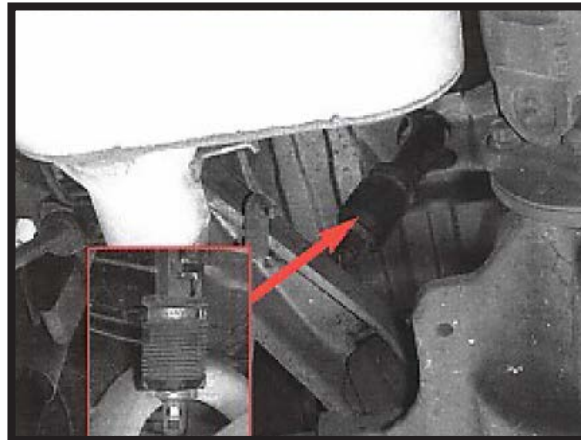


FIGURE P

9. TURN THE AIR SUSPENSION SWITCH BACK **ON**. TURN THE IGNITION KEY TO THE ON POSITION. THE COMPRESSOR WILL COME ON AND START FILLING THE REAR SPRINGS WITH AIR PRESSURE. (FIGURE Q)



FIGURE Q

10. TURN AIR SUSPENSION SWITCH BACK TO THE OFF POSITION.
11. INSPECT THE AIR SPRING. MAKE SURE THE AIR SPRING BLADDER IS ROLLED OVER THE PISTON 360 DEGREES. PRESSURE SHOULD BE BETWEEN 15-20 PSI.
12. HOOK HEIGHT SENSOR TO ITS CORRECT MOUNTING BRACKET. (FIGURE R)

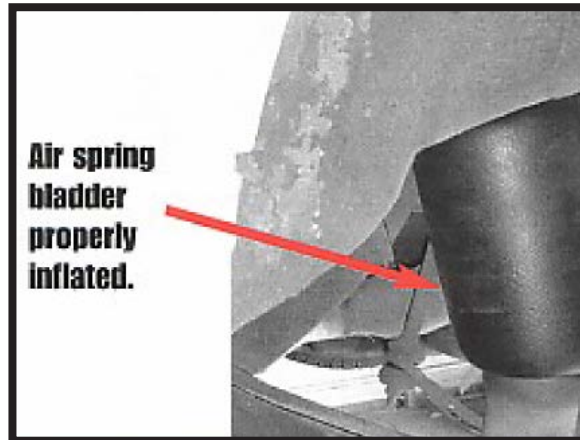


FIGURE R

13. INSTALLATION COMPLETE.

NOTICE

O-RINGS ON THE SOLENOID **MUST** BE CHANGED

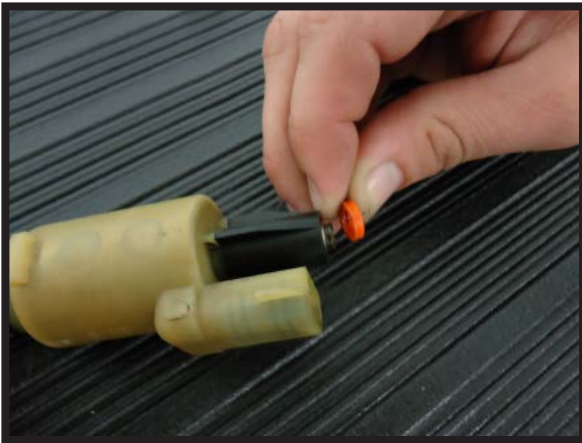


Failure to change o-rings on the solenoid can cause the air spring to leak, damage the compressor, and/or void the warranty.

NOTE: TO REMOVE AIR LINE: DEPRESS THE ORANGE COLLET TOP WHILE PULLING OUT ON THE AIR LINE.

O-RING REMOVAL:

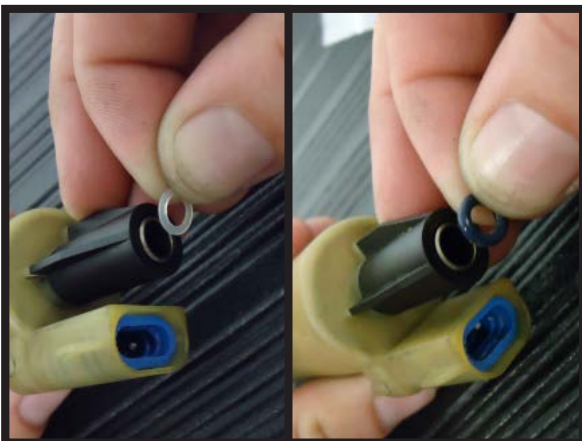
1. Remove the orange collar.



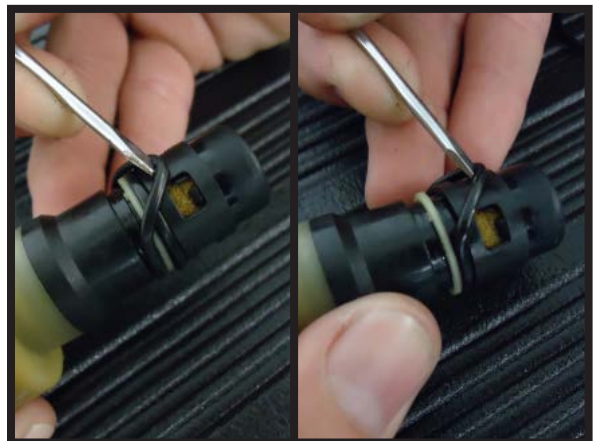
2. Grip the top of the brass collet and remove from the solenoid. **Be very careful not to bend or distort the collet.**



3. Remove the nylon washer and small o-ring.



4. Stretch the o-rings out of the o-ring groove and off of the solenoid. **Be very careful not to damage sealing surfaces.**



NOTE: DISCARD THE NYLON WASHER AS IT WILL NOT BE REPLACED OR RE-USED.

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O-RING INSTALLATION:

1. Place the new o-ring into the solenoid. Be sure that the o-ring is seated properly and laying flat inside of the solenoid.



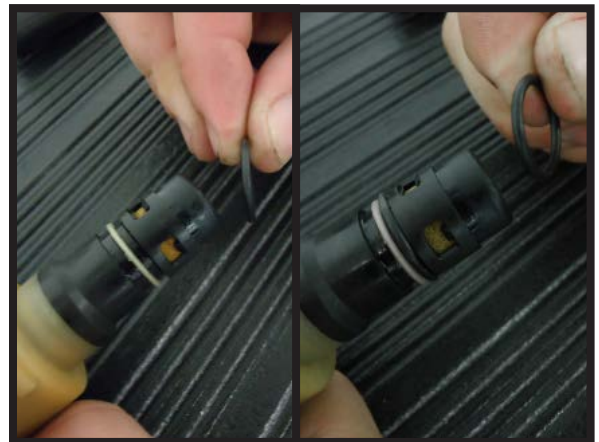
2. Insert the brass collet back into the solenoid. You will need to compress the bottom of the collet while you press it back into the opening. **Be very careful not to bend or distort the collet.**



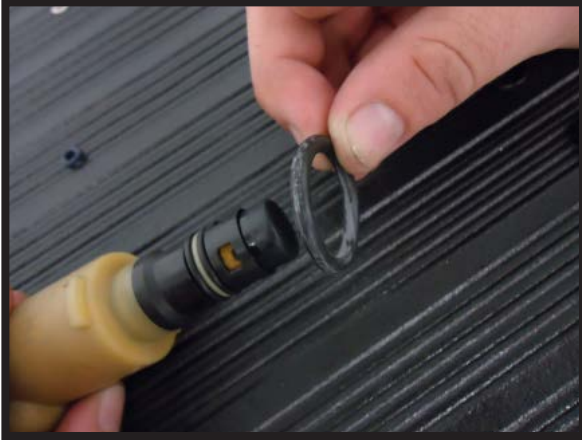
3. Once the collet is reinserted, press the orange collar top back over top of the collet making sure it snaps back into place.



4. Roll the first o-ring over the tip of the solenoid and into the first o-ring groove. Do the same for the second o-ring stretching over the first o-ring already seated, and placing it into the second o-ring groove.



5. Place the large o-ring on the solenoid.



6. Apply a thin layer of o-ring lubricant and install the solenoid into the air spring in the reverse order of removal.

