

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](mailto: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](http://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.

## SHOCK REMOVAL

**NOTE:** REFER TO FIGURE 10-1 SHOCK ABSORBER ASSEMBLY FOR PART LOCATION/ IDENTIFICATION.

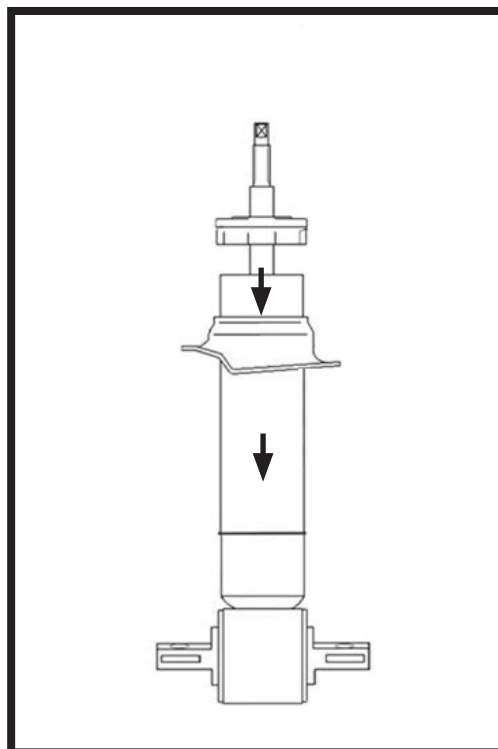


FIGURE 10-1

1. SAFELY RAISE AND SUPPORT THE VEHICLE.
2. REMOVE THE FRONT WHEEL.
3. UNPLUG THE SHOCK SENSOR CONNECTOR AT THE TOP OF THE SHOCK.
5. DISASSEMBLE THE FRONT SHOCK/COIL SPRING ACCORDING TO THE MANUFACTURER'S PROCEDURES.
6. REMOVE THE OEM SPRING SEAT FROM THE ORIGINAL SHOCK ABSORBER (WILL BE RE-USED).

## SHOCK INSTALLATION



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

7. INSTALL THE OEM SPRING SEAT (MAKE SURE THAT THE FLANGED END OF THE SPRING SEAT IS DOWN (FIGURE 20-1) AND BUMP STOP CAP ONTO THE NEW SHOCK ABSORBER.

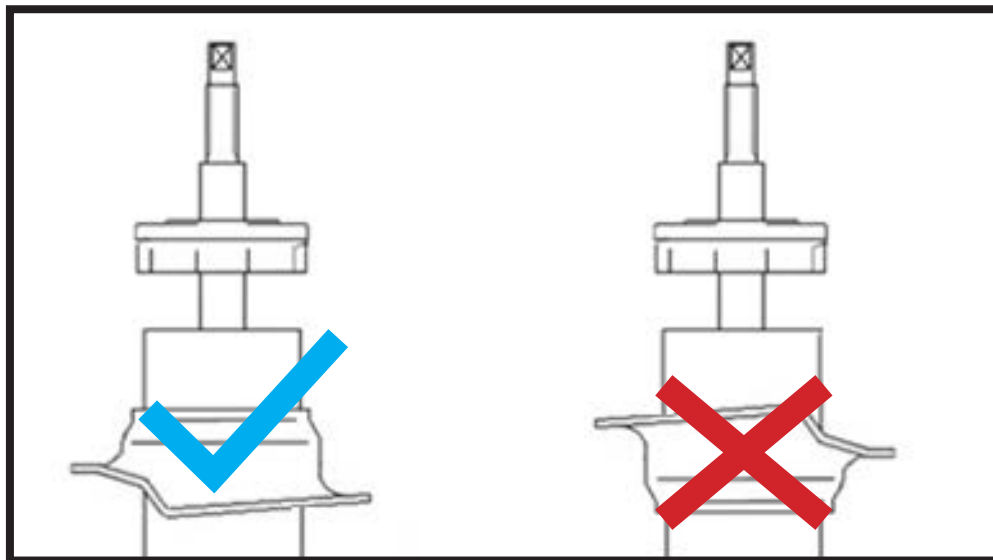


FIGURE 20-1

8. INSTALL OEM COIL SPRING AND ALL OEM UPPER MOUNT PARTS INCLUDING BUMP STOP AND UPPER SPRING HAT IN THEIR ORIGINAL POSITIONS.
9. INSTALL NEW BOLTS ON LOWER T-BAR MOUNT, RE-USING THE FACTORY HARDWARE. TIGHTEN TO MANUFACTURER'S SPECIFICATIONS.
11. RE-INSTALL FRONT TIRE(S). TORQUE FRONT WHEELS TO MANUFACTURER'S SPECIFICATIONS.
12. CHECK AND ADJUST VEHICLE FRONT-END ALIGNMENT AFTER INSTALLATION.
13. INSTALLATION COMPLETE.

## SHOCK SENSOR INSTALLATION

1. LOCATE THE DAMPING SENSOR LEAD.
2. DISCONNECT THE ANGLE ADAPTER THAT CONNECTED THE SHOCK TO THE SENSOR LEAD.
3. CONNECT THE SUPPLIED COIL AS SHOWN IN FIGURES 30-1, 30-2.
4. SECURE THE COIL AND HARNESS IN A WAY NOT TO INTERFERE WITH ANY MOVING PARTS OR COMPONENTS WITH EXCESSIVE HEAT.



FIGURE 30-1



FIGURE 30-2

## REAR AIR SHOCK/COIL SPRING REMOVAL

1. SET STEERING TO STRAIGHT.
2. RAISE VEHICLE.
3. REMOVE THE REAR WHEELS. (FIGURE 40-1)



FIGURE 40-1

4. LOCATE AND REMOVE THE AIR LINES TO DEFLATE THE AIR SHOCKS. TURN THE METAL CLIP APPROX. 90° TO REMOVE THE AIR LINE FITTING FROM THE AIR SHOCK. (FIGURE 40-2)



FIGURE 40-2

5. LOCATE AND REMOVE THE ELECTRICAL CONNECTORS FROM THE TOP OF THE AIR SHOCKS. (FIGURE 40-3)



FIGURE 40-3

6. LOOSEN AND REMOVE THE UPPER AND LOWER SHOCK MOUNTING NUTS. (FIGURES 40-4, 40-5)



FIGURE 40-4



FIGURE 40-5

7. SUPPORT THE AXLE TO RELIEVE PRESSURE FROM THE AIR SHOCKS MOUNTING POINTS. REMOVE THE UPPER AND LOWER AIR SHOCK MOUNTING BOLTS. (FIGURE 40-6)



FIGURE 40-6

8. REMOVE THE AIR SHOCKS FROM THE VEHICLE. (FIGURE 40-7)



FIGURE 40-7

9. REMOVE THE BOLTS AND RIDE HEIGHT SENSORS FROM THE UPPER CONTROL ARMS. (FIGURES 40-8, 40-9)



FIGURE 40-8



FIGURE 40-9

10. REMOVE THE BOLT AND BRACKET HOLDING THE BRAKE LINE TO THE REAR DIFFERENTIAL. (FIGURES 40-10, 40-11)



FIGURE 40-10

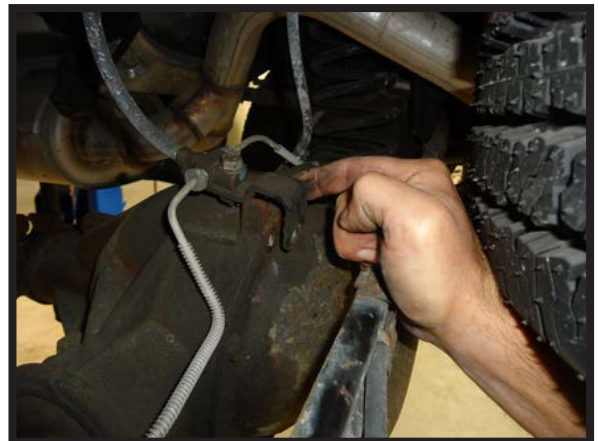


FIGURE 40-11

11. REMOVE THE NUTS ON THE UPPER SWAY BAR END LINKS. (FIGURE 40-12)



FIGURE 40-12

12. USING A JACK OR OTHER SUITABLE DEVICE, SUPPORT THE AXLE TO RELEASE PRESSURE FROM THE SWAY BAR END LINKS. REMOVE THE SWAY BAR END LINK BOLTS. (FIGURES 40-13, 40-14)



FIGURE 40-13



FIGURE 40-14

13. SLOWLY LOWER THE AXLE AND REMOVE THE COIL SPRINGS. (FIGURE 40-15)



FIGURE 40-15



## REAR COIL SPRING INSTALLATION



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

1. INSTALL THE REAR COIL CONVERSION IN THE REVERSE ORDER OF REMOVAL.

### **NOTE:**

*Secure the air lines and electrical connectors in suitable locations as they are not used for this kit.*

## ELECTRONIC BYPASS MODULE INSTALLATION

1. LOCATE AND REMOVE THE SPARE TIRE UNDER THE REAR OF THE TRUCK.
2. LOCATE SUSPENSION MODULE ABOVE SPARE TIRE CORNER BRACKET. RELEASE CLIP ATTACHING WIRE HARNESS TO MODULE. (FIGURES 50-1, 50-2)



FIGURE 50-1



FIGURE 50-2

3. ONCE WIRE HARNESS CLIP IS REMOVED, UNPLUG HARNESS. ALLOW WIRE HARNESS PLUG TO HANG DOWN. (FIGURES 50-3, 50-4)



FIGURE 50-3



FIGURE 50-4

4. LOCATE RED W/BLACK STRIPE, SOLID BLACK, SOLID TAN, TAN W/ BLACK STRIPE. CUT EACH WIRE ABOUT 2 INCHES BACK FROM THE PLUG. STRIP ALL 4 WIRES ON THE WIRE HARNESS SIDE. (NOT THE PLUG SIDE). (FIGURES 50-5, 50-6, 50-7)

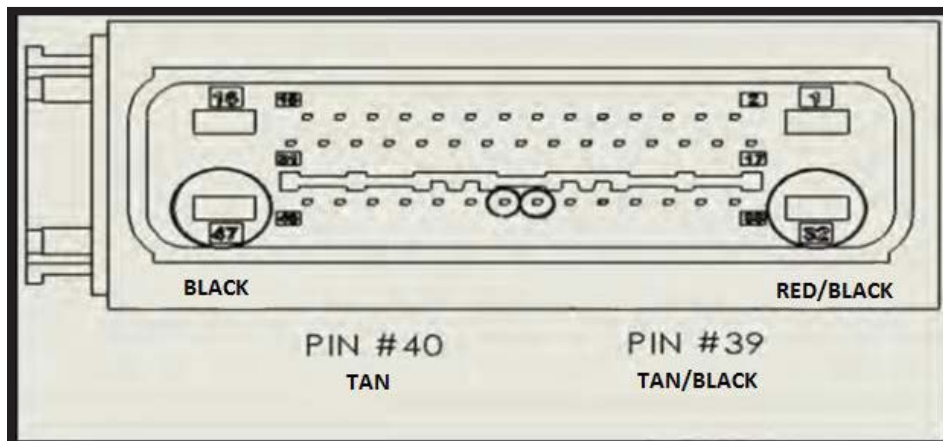


FIGURE 50-5

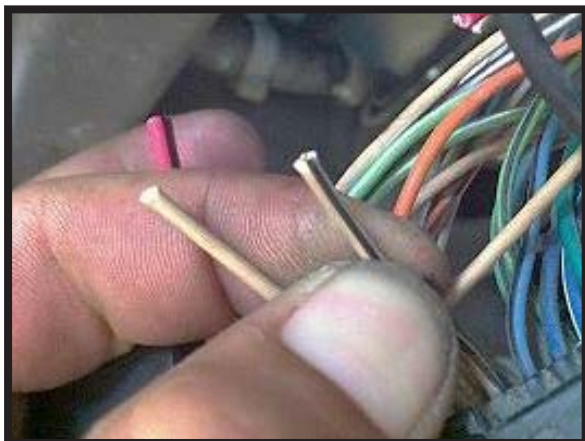


FIGURE 50-6



FIGURE 50-7

5. USING THE WIRING DIAGRAM (FIGURE 50-8), MATCH UP THE WIRES AND CONNECT THEM TOGETHER WITH THE BUTT CONNECTORS. (FIGURE 50-9)

EBM SIDE	FROM	TO	WIRING HARNESS SIDE
	→		
	BLUE	TAN/BLACK STRIPE	
	RED	RED/BLACK STRIPE	
	GREEN	TAN	
	BLACK	BLACK	

FIGURE 50-8

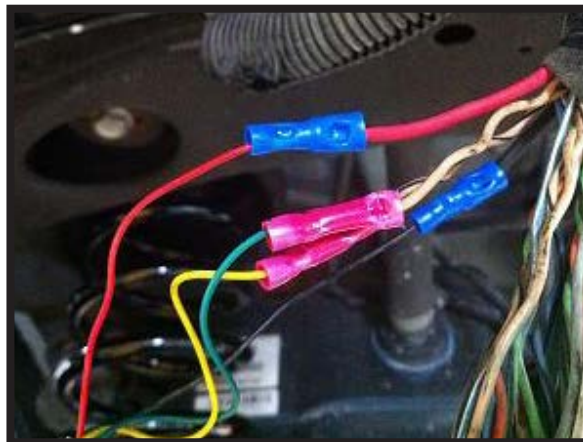


FIGURE 50-9

6. ONCE ALL THE WIRES HAVE BEEN CONNECTED YOU WILL NEED TO SECURE THE EBM TO THE WIRE HARNESS AS SHOWN. (FIGURE 50-10)



FIGURE 50-10

9. LOCATE THE FUSE BOX UNDER THE HOOD. (FIGURE 50-11)



FIGURE 50-11

10. REPLACE THE 30 AMP FUSE WITH A 5 AMP FUSE. (FIGURES 50-12, 50-13)

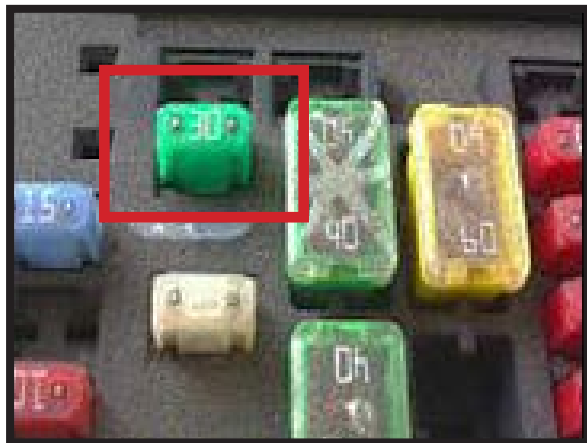


FIGURE 50-12



FIGURE 50-13

11. REPLACE SPARE TIRE. INSTALLATION COMPLETE.