

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

Arnett® is committed to the quality of its products. If you have a question or problem with any Arnett product, please contact Arnett by calling [800-251-8993](tel: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.

## FRONT AIR SPRING REMOVAL

1. SET STEERING TO STRAIGHT AHEAD.
2. RAISE THE VEHICLE.
3. REMOVE FRONT WHEELS.
4. REMOVE PLASTIC WHEEL ARCH LINER. (FIGURE 10-1)



FIGURE 10-2

5. DEPRESSURIZE AIR SPRING BY REMOVING NYLON AIR HOSE. TO REMOVE AIR HOSE, PUSH DOWN ON THE METAL COLLET, WHILE PULLING OUT ON THE HOSE. (FIGURE 10-2)



FIGURE 10-2

6. REMOVE THE TWO UPPER SECURING CLIPS. (FIGURE 10-3)



FIGURE 10-3

7. REMOVE THE BOLT SECURING THE LOWER AIR SPRING RETAINING PIN TO THE FRONT AXLE. (FIGURE 10-4)



FIGURE 10-4

8. REMOVE LOWER AIR SPRING RETAINING PIN. (FIGURE 10-5)



FIGURE 10-5

9. REMOVE AND DISCARD OLD AIR SPRING. (FIGURE 10-6)



FIGURE 10-6

## FRONT COIL SPRING INSTALLATION



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

1. REMOVE RETAINING NUT FROM BOTH FRONT SHOCKS. (FIGURE 20-1)



FIGURE 20-1

2. INSTALL UPPER COIL SPRING RUBBER ISOLATOR. (FIGURE 20-2)



FIGURE 10-2

3. INSTALL FRONT COIL SPRING ONTO THE SUSPENSION. HOLD THE COIL SPRING AGAINST THE UPPER MOUNT, WHILE SLIDING LOWER SPRING PERCH INTO PLACE. (FIGURE 20-3)



FIGURE 20-3

4. USING A FLOOR JACK, JACK UP THE AXLE, COMPRESSING THE FRONT COIL SPRINGS SO YOU CAN REPLACE LOWER SHOCK NUTS (REVERSE STEP 1).

## REAR AIR SPRING REMOVAL

1. REMOVE REAR WHEELS.
2. DEPRESSURIZE AIR SPRING BY REMOVING NYLON AIR HOSE. TO REMOVE AIR HOSE, PUSH DOWN ON THE METAL COLLET, WHILE PULLING OUT ON THE HOSE. (FIGURE 30-1)



FIGURE 30-1

3. REMOVE TOP AIR SPRING CLIP. (FIGURE 30-2)



FIGURE 30-3

4. REMOVE LOWER AIR SPRING SECURING CLIP. (FIGURE 30-3)



FIGURE 30-3

5. REMOVE AND DISCARD OLD AIR SPRING. (FIGURE 30-4)



FIGURE 30-4

## REAR COIL SPRING INSTALLATION



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

1. REMOVE RETAINING NUTS FROM BOTH REAR SHOCKS. (FIGURE 40-1)



FIGURE 40-1

2. INSTALL COIL SPRING ONTO REAR SUSPENSION. ALIGN THE UPPER ALUMINUM SPRING MOUNT IN PLACE. (FIGURE 40-2)



FIGURE 40-2

3. HOLD THE COIL SPRING AGAINST THE UPPER MOUNT, WHILE SLIDING LOWER SPRING PERCH INTO PLACE. (FIGURE 40-3)



FIGURE 40-3

4. USING A FLOOR JACK, JACK UP THE AXLE, COMPRESSING COIL SPRINGS SO YOU CAN REPLACE LOWER SHOCK RETAINING NUTS.
5. REPLACE WHEELS AND LOWER VEHICLE.

## ELECTRONIC BYPASS MODULE INSTALLATION

1. DISCONNECT THE BATTERY. (FIGURE 50-1)



FIGURE 50-1

2. ON THE RIGHT HAND FRONT SEAT OPEN THE FUSE DOOR AND REMOVE THE PLASTIC TREE NAILS THAT HOLD THE LOWER SEAT COVER IN PLACE.(FIGURE 50-2)



FIGURE 50-2

3. ON THE RIGHT HAND FRONT SEAT, REMOVE THE LOWER RIGHT PLASTIC SEAT COVER EXPOSING THE BODY ELECTRICAL CONTROL MODULE. (FIGURE 50-3)



FIGURE 50-3

4. LOCATE THE POSITIVE BATTERY FEED TO THE RIGHT OF THE FUSE BOX (IT HAS A BROWN PINK STRIPED WIRE ATTACHED TO IT). (FIGURE 50-4)



FIGURE 50-4

5. LOCATE THE GROUND FEED (LOCATED FARTHEST TO THE REAR OR LEFT OF THE FUSE PANEL). (FIGURE 50-5)



FIGURE 50-5

6. ON THE FRONT SIDE OF THE RIGHT HAND FRONT SEAT, UNPLUG THE SECOND GREEN CONNECTOR FROM THE END (THIS GOES TO THE EAS MODULE). (FIGURE 50-6)



FIGURE 50-6

7. LOCATE THE BLUE WITH PINK STRIPED WIRE. (FIGURE 50-7)

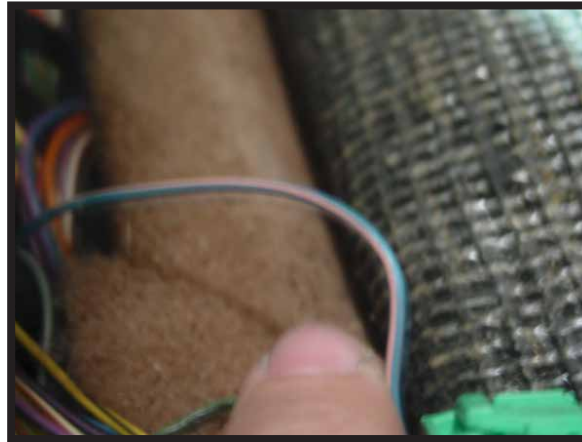


FIGURE 50-7

8. CLIP THE BLUE WITH PINK STRIPED WIRE. (FIGURE 50-8)



FIGURE 50-8

9. USING A WIRE CONNECTOR AND A JUMPER WIRE, HOOK THE BLUE WITH PINK STRIPED WIRE TO THE GROUND SIDE OF THE FUSE PANEL. **MAKE SURE YOU CONNECT THE SIDE THAT LEADS INTO THE GREEN PLUG.** (FIGURES 50-9, 50-10)

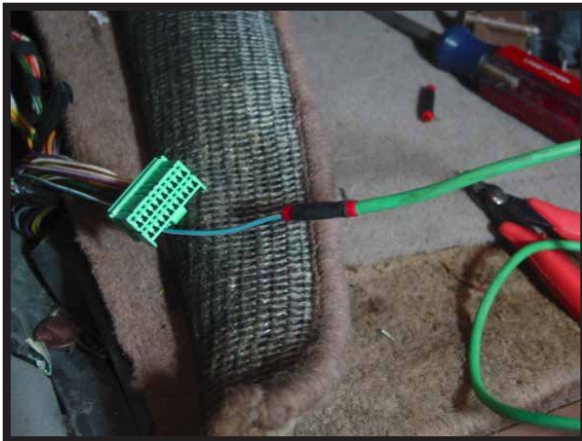


FIGURE 50-9



FIGURE 50-10

10. USING ANOTHER WIRE CONNECT AND JUMPER WIRE, CONNECT THE BLUE WIRE WITH WHITE STRIPE TO THE POSITIVE SIDE OF THE FUSE PANEL. **ONCE AGAIN MAKE SURE YOU CONNECT TO THE SIDE FEEDING BACK INTO THE GREEN PLUG. PLUG GREEN PLUG BACK INTO MODULE.** (FIGURES 50-11, 50-12)



FIGURE 50-11



FIGURE 50-12

11. USING ELECTRICAL TAPE OR WIRE NUTS, CAP OFF THE WIRES LEADING BACK INTO THE VEHICLES WIRE HARNESS. **MAKE SURE GREEN PLUG IS PLUGGED BACK INTO THE EAS MODULE.** (FIGURE 50-13)

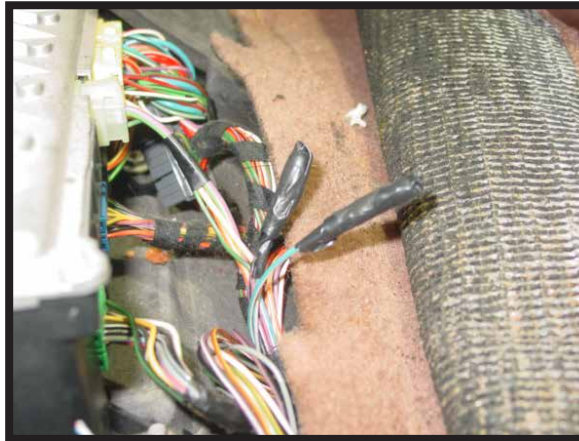


FIGURE 50-13

12. UNDER THE HOOD ON THE PASSENGER SIDE, REMOVE THE RELAY RL20 (RELAY IS LOCATED IN THE FUSE/RELAY BOX). (FIGURES 50-14, 50-15)

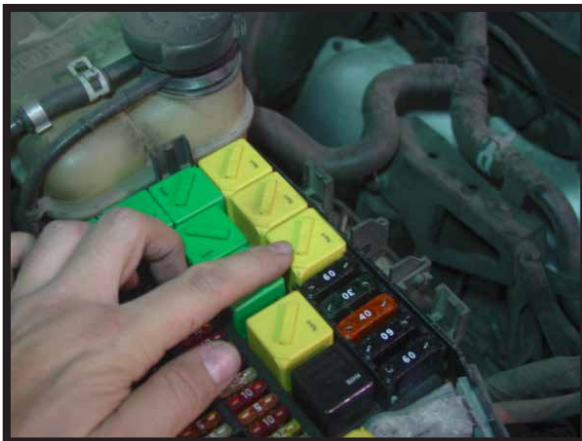


FIGURE 50-14

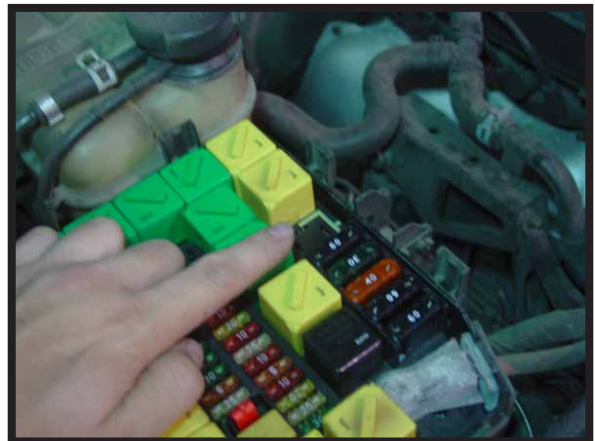


FIGURE 50-15

13. UNPLUG THE AIR SUSPENSION COMPRESSOR. (FIGURE 50-16)



FIGURE 50-16

14. RECONNECT THE BATTERY AND RECODE YOUR RADIO. YOU WILL ALSO HAVE TO RESET YOUR WINDOWS AND SUNROOF. (FIGURE 50-17)



FIGURE 50-17

**NOTE:**

*When you start your vehicle, "EAS MANUAL" will appear on your message display. It will only come on momentarily after start up.*