

Congratulations on your purchase of an Arnott<sup>®</sup> 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<sup>®</sup>"**



**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<sup>®</sup> 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.*

## AIR SUSPENSION COMPRESSOR REMOVAL

1. SET STEERING TO STRAIGHT AHEAD.
2. LIFT VEHICLE AND REMOVE REAR LEFT WHEEL. (FIGURE 10-1)

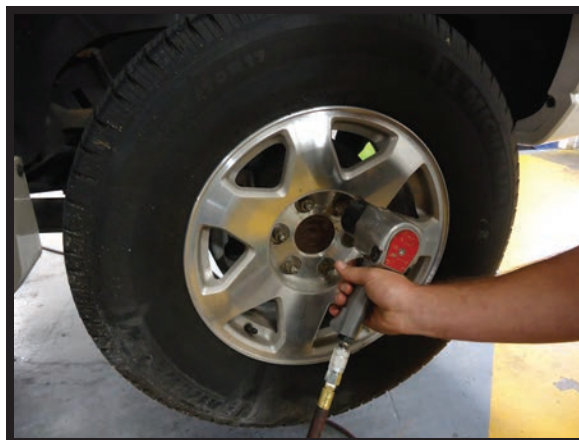


FIGURE 10-1

3. LOCATE COMPRESSOR HOUSING ON THE REAR LEFT FRAME RAIL AND REMOVE PROTECTIVE COVER. (FIGURE 10-2)



FIGURE 10-2

4. LOCATE THE AIR LINE ON THE COMPRESSOR. TURN THE METAL CLIP ON THE AIR LINE FITTING APPROXIMATELY 90° TO REMOVE AIR LINE FROM THE COMPRESSOR. (FIGURE 10-3)



FIGURE 10-3

5. LOCATE AND REMOVE THE RUBBER HOSE FROM THE COMPRESSOR. (FIGURE 10-4)



FIGURE 10-4

6. LOCATE AND DISCONNECT THE ELECTRICAL CONNECTOR. SOME MODELS MAY USE A SQUARE PLUG (FIGURE 10-5)



FIGURE 10-5

7. LOCATE AND REMOVE THE THREE (3) MOUNTING BOLTS HOLDING THE COMPRESSOR TO THE VEHICLE. (FIGURE 10-6)



FIGURE 10-6

8. REMOVE THE COMPRESSOR FROM THE VEHICLE. DISCONNECT THE TRANSDUCER HARNESS AT THE DRYER. (FIGURE 10-7)



FIGURE 10-7



9. REMOVE THE SCREW THAT SECURES THE DRYER TO THE COMPRESSOR. (FIGURE 10-8)

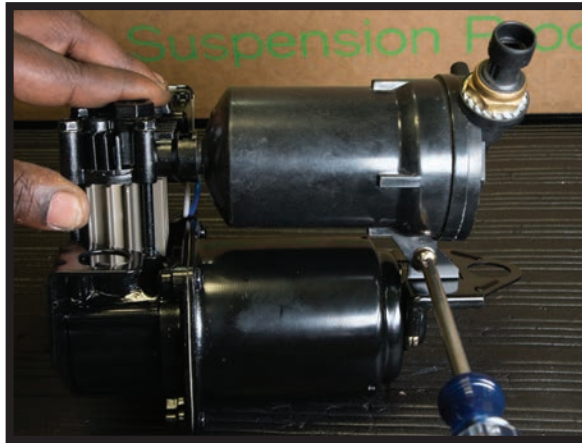


FIGURE 10-8

10. ROTATE THE DRYER A QUARTER TURN AND PULL AWAY FROM THE COMPRESSOR TO REMOVE. (FIGURE 10-9) REFER TO DRYER REBUILD PROCEDURE PRIOR TO REINSTALLATION ONTO NEW COMPRESSOR.

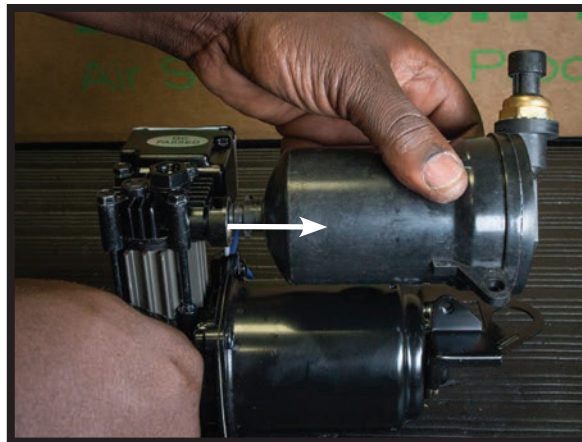


FIGURE 10-9

- CUT THE (4) PLUG WIRES FROM THE OE COMPRESSOR, BEING SURE NOT TO CUT THE WIRING FOR THE PRESSURE TRANSDUCER THAT WAS PREVIOUSLY DISCONNECTED. (FIGURE 10-10)

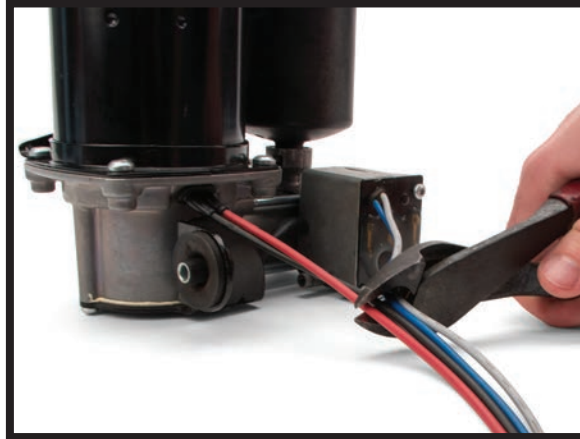


FIGURE 10-10

- DISCARD OLD COMPRESSOR. REMOVAL COMPLETE.

## WIRING NEW COMPRESSOR TO THE OE HARNESS

- CRIMP THE OE HARNESS ONTO THE NEW COMPRESSOR'S WIRES USING THE PREINSTALLED BUTT CONNECTORS. (FIGURE 20-1)

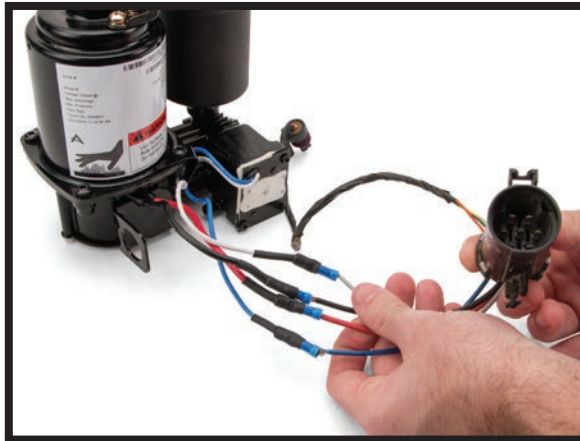


FIGURE 20-1

- REFER TO THE DIAGRAM BELOW FOR PROPER WIRING. (FIGURE 20-2)

COMPRESSOR	FROM	TO	VEHICLE'S WIRING HARNESS
	BLUE	BLUE	
	RED	RED	
	WHITE	GREY	
	BLACK	BLACK	

FIGURE 20-2

## AIR DRYER REBUILD PROCEDURE

1. HOLD THE LID OF THE DRYER WITH A VISE. LOOSEN THE LID WITH A LARGE PAIR OF CHANNEL LOCK PLIERS. (FIGURE 30-1)



FIGURE 30-1

2. UNSCREW THE DRYER LID PART WAY. DO NOT COMPLETELY REMOVE THE LID WHILE THE DRYER IS IN THE VISE. (FIGURE 30-2)



FIGURE 30-2

3. REMOVE THE DRYER FROM THE VISE AND CAREFULLY FINISH UNSCREWING THE LID. KEEP PRESSURE DOWN ON THE LID TO KEEP THE LID FROM POPPING OFF. (FIGURE 30-3)



FIGURE 30-3

4. REMOVE THE LID FROM THE DRYER. (FIGURE 30-4)



FIGURE 30-4

5. DUMP THE OLD GUTS OUT OF THE DRYER. (FIGURE 30-5)

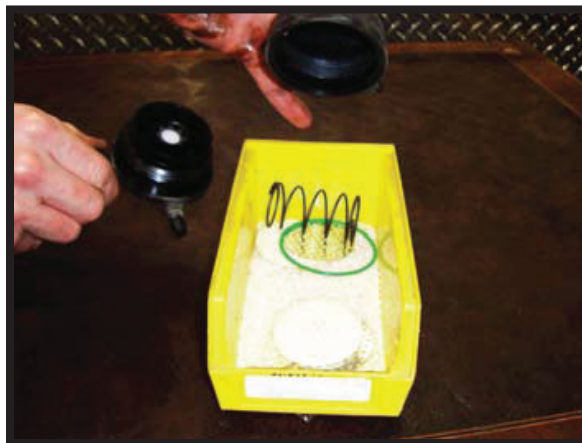


FIGURE 30-5



6. THOROUGHLY CLEAN THE DRYER OUT INSIDE. (FIGURE 30-6)



FIGURE 30-6

7. INSPECT THE INSIDE OF THE DRYER BEFORE REASSEMBLY. (FIGURE 30-7)



FIGURE 30-7

8. PLACE ONE OF THE GOLD STEEL PLATES IN THE BOTTOM OF THE DRYER. (FIGURE 30-8)



FIGURE 30-8

9. PUSH ONE OF THE WHITE COTTON FILTERS TO THE BOTTOM OF THE DRYER. MAKE SURE TO PUSH THE FILTER FLAT AGAINST THE GOLD WASHER. INSPECT THE EDGES OF THE FILTER TO MAKE SURE THERE IS NO GAP AROUND THE EDGES . (FIGURE 30-9)



FIGURE 30-9

10. OPEN THE BAG OF DESICCATE BEADS AND CAREFULLY POUR THE CONTENTS INTO THE DRYER. (FIGURE 30-10)



FIGURE 30-10

11. PLACE THE OTHER COTTON FILTER IN NEXT. (FIGURE 30-11)



FIGURE 30-11

12. GENTLY FLATTEN THE COTTON FILTER AGAINST THE DESICCATE BEADS, MAKING SURE THERE IS NO GAP AROUND THE EDGES OF THE ROUND FILTER. (FIGURE 30-12)



FIGURE 30-12

13. PLACE THE SECOND GOLD PLATE AGAINST THE WHITE COTTON FILTER. (FIGURE 30-13)



FIGURE 30-13

14. PLACE THE NEW SPRING IN THE CENTER OF THE GOLD PLATE. ALIGN THE GREEN O-RING INTO THE FACE GROOVE ALONG THE TOP EDGE OF THE DRYER LID. (FIGURE 30-14)



FIGURE 30-14



15. SCREW THE LID BACK ONTO THE DRYER BODY. TIGHTEN BACK DOWN WITH THE CHANNEL LOCKS AND THE VISE. MAKE SURE THE GREEN O-RING STAYS IN THE GROOVE WHILE YOU TIGHTEN DOWN THE LID. (FIGURE 30-15)

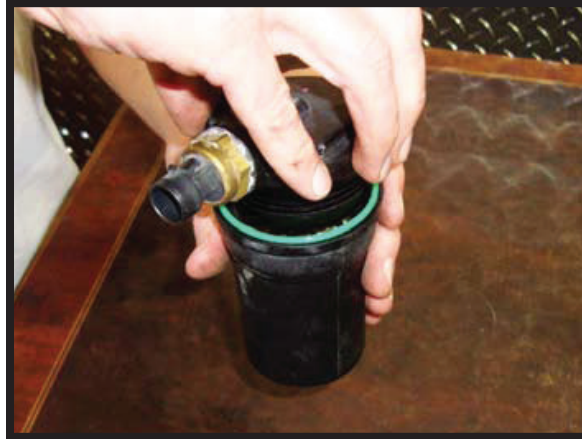


FIGURE 30-15

16. PLACE THE SMALL ORANGE O-RING ON THE BOTTOM OF THE DRYER BEFORE REINSTALLING ONTO THE COMPRESSOR. (FIGURE 30-16)



FIGURE 30-16

## AIR SUSPENSION COMPRESSOR INSTALLATION



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

1. INSTALLATION IS IN THE REVERSE ORDER OF AIR COMPRESSOR REMOVAL.





## WARNING



### CRACKED AIR SPRINGS MUST BE CHANGED TO VALIDATE THE WARRANTY ON THE COMPRESSOR

PLEASE READ ADDITIONAL WARRANTY INFORMATION ON THE BACK OF YOUR INVOICE



### PROPER PROCEDURE FOR ASSESSING YOUR AIR SPRINGS CONDITION:

1. TURN OFF AIR SUSPENSION SWITCH IF EQUIPPED.
2. REFER TO OWNER'S MANUAL FOR PROPER LIFTING TECHNIQUES AND JACKING POINTS.
3. RAISE THE VEHICLE.
4. INSPECT AIR SPRINGS FOR ANY TYPE OF CRACKS OR EXCESSIVE WEAR. CRACKS IN AIR SPRINGS ARE EVIDENT IF THEY ARE LEAKING. THIS WILL CAUSE THE COMPRESSOR TO OVERHEAT FROM CONTINUOUS OPERATION.

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