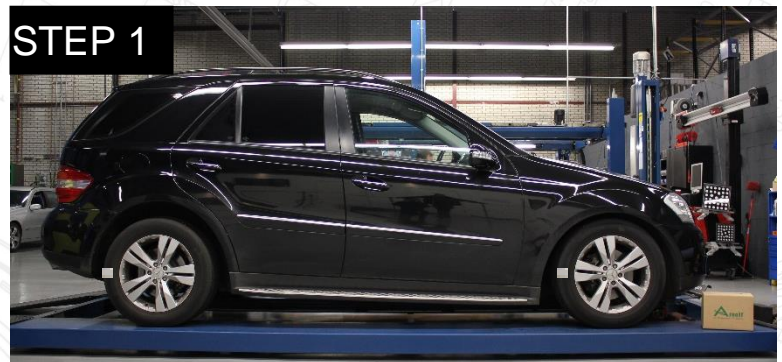


# STEP BY STEP

## Replacing Air Suspension

Air suspension is popular. More and more cars are equipped with an air suspension system. On average air springs should be replaced every six to ten years due to age and wear & tear. Driving too long with worn-out air springs increases the risk of a failing compressor. In that case, both the air springs and compressor should be replaced. Arnott Europe shows you how to replace air suspension and offers practical information.

Is there a problem with your air suspension system? Then you can go to the official dealer or you can work with Arnott's products. Arnott's assortment contains compressors, air struts, shocks, air springs and coil conversion kits for most vehicles with air suspension. "Replacing the components is easy. You can find installation manuals and videos on [www.arnottmanuals.com](http://www.arnottmanuals.com). The products are 'plug-and-play'. You can replace the original components with our products, without making any adaptations to the airlines, mounting points or chassis", explains Arnott Europe. Arnott only offers its products in the aftermarket. They are designed, produced or assembled in the USA. Arnott does not only manufacture new components but also delivers remanufactured air struts. "We work with a core deposit system for remanufactured products and we also purchase old air struts. When there is a core deposit on the remanufactured struts, we inform the customers and we ask them to return the old core. If we cannot use the parts, we discard them responsibly", says Arnott Europe. The prices of the Arnott products are lower than the OE-prices. No concessions are made on quality, that's why Arnott Europe offers a Limited Lifetime Warranty on air springs, air struts, shock absorbers, air suspension compressors and conversion kits for European Union customers.



It is important to check what the customer complaints are. In 90% of the cases a malfunction indicator light is lit on the dashboard. Customers complain that the car is not levelled or is no longer levelling to driving height. A leak can be difficult to find. Sometimes the rubber pushes the cracks shut and the air spring does not appear to be leaking. It is important to test the vehicle for possible leakages on every individual driving height.



Diagnose the car. Do the fault codes relate to the failure? Reset the system and start the car. Check if the system is activated and if the compressor is functioning.

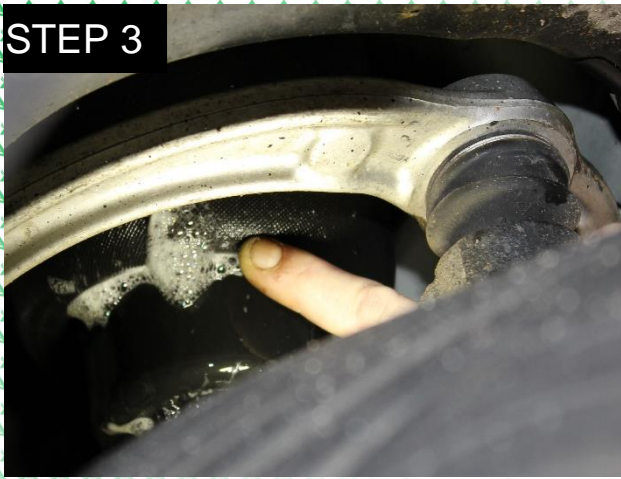


**Installation Instructions**  
Arnott helps auto technicians with replacing air suspension. On the website [www.arnottmanuals.com](http://www.arnottmanuals.com) you can find installation manuals and videos.

**'A LEAK CAUSES THE COMPRESSOR TO CONSTANTLY PUMP AIR INTO THE SYSTEM'**



### STEP 3



Is the compressor working and is the pressure back in the air suspension system? Then you can look for the cause. The problem can be in the height sensors, air springs, pipes or in the valves. Air

springs are subjected to wear and tear. The area where the air spring bends dries out, causing small cracks. Due to that, leakages develop or appear on average after six to ten years. Check whether there are air leaks, you can use soap if needed. Some vehicles have torn air pipes or the height sensor axes are broken. To test the compressor, you can connect it to a diagnose unit. Is the compressor working, but there is no pressure in the system? Probably the compressor output is too low. Replace the compressor and find out why the compressor is defect.

### STEP 4



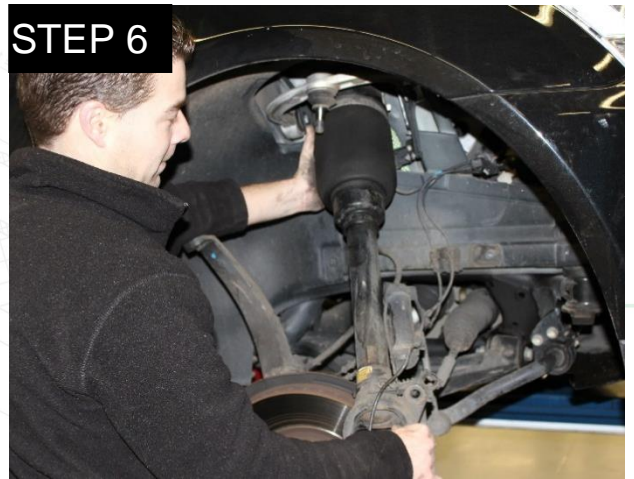
When the compressor is not working, it is usually because of a leakage in the system. Arnott Europe "Due to a leakage a compressor has to continuously pump air into the system. It is not made for that. Sooner or later the compressor will stop functioning. Before you replace the compressor, check the fuses and relays. Is the

### STEP 5



The compressor is usually attached with a few bolts. Disconnect the airlines and connectors and replace the compressor. Arnott Europe says that you should also always replace the air suspension relay. "When a relay is faulty the compressor is either working constantly or not working at all. Warranty-wise it is required to replace the relay when you install a new compressor"

### STEP 6



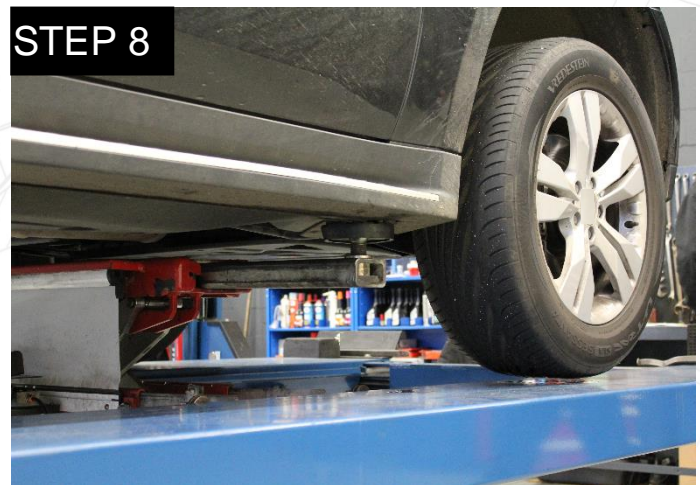
Disconnect the old air springs and disassemble them. Don't throw the old air struts away, but send them to Arnott Europe. The air suspension specialist remanufactures parts or discards all components separately. Old struts are often still worth money!

### STEP 7



Read the installation manual and place the new air springs/struts. Check if the connections are clean and connect the airlines.

### STEP 8



Use a jack to support the car, so that the air springs are not under pressure and folded. Start the engine, wait for a couple of minutes and check if the air springs are inflated. Lower the car slowly in its suspension. The system should be maintaining the pressure.