

Installation Manual

A-2724
ARNOTT REAR AIR SPRING
FOR 2003-2009 MERCEDES-BENZ E-CLASS
FOR 2005-2011 MERCEDES-BENZ CLS-CLASS
(EXC. AMG)



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.*

KIT CONTAINS:

PARTS LIST

| P/N | QTY | DESCRIPTION |
|---------|-----|------------------------|
| 21-7069 | 1 | ARNOTT REAR AIR SPRING |
| 21-7070 | 1 | ACCESSORY KIT |

IMPORTANT NOTICE

If replacing an O.E. unit with an Arnott Air Spring you **MUST replace both rear air springs at the same time.**

Replacing just one O.E. spring with the Arnott designed air spring may result in a slight difference in heights between the O.E. side and new air spring side. This is due to the vehicle's ride height sensor reading different pressures in the new and O.E. springs and automatically making adjustments for that. This does not occur if you replace both sides at once.



The A-2724 Eliminates The Need For An Air Reservoir. (See Above Photo)

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GENERAL INFORMATION:

- 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

1. SAFELY RAISE AND SUPPORT THE VEHICLE.
2. REMOVE THE REAR WHEEL. (FIGURES 10-1, 10-2)



FIGURE 10-1



FIGURE 10-2

3. REMOVE THE BOLTS FROM FENDER WELL. (FIGURES 10-3, 10-4)

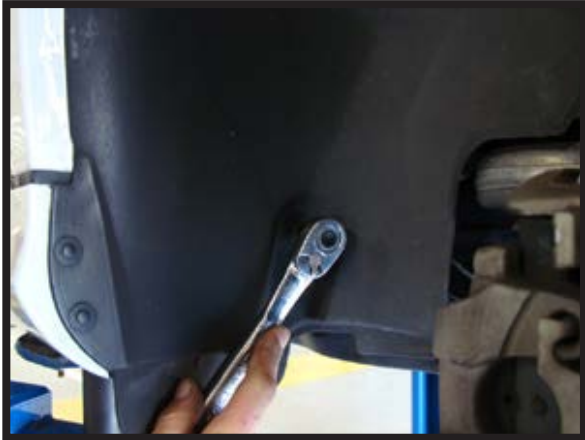


FIGURE 10-3



FIGURE 10-4

4. REMOVE THE PUSH PINS FROM FENDER WELL TO EXPOSE THE SENSOR JUNCTION BLOCK. (FIGURES 10-5, 10-6)



FIGURE 10-5



FIGURE 10-6

5. MARK THE CONNECTIONS TO ENSURE PROPER PLACEMENT IN REASSEMBLY, REMOVE RETAINING CLIP AND UNPLUG SENSOR LINES. (FIGURES 10-7, 10-8)



FIGURE 10-7

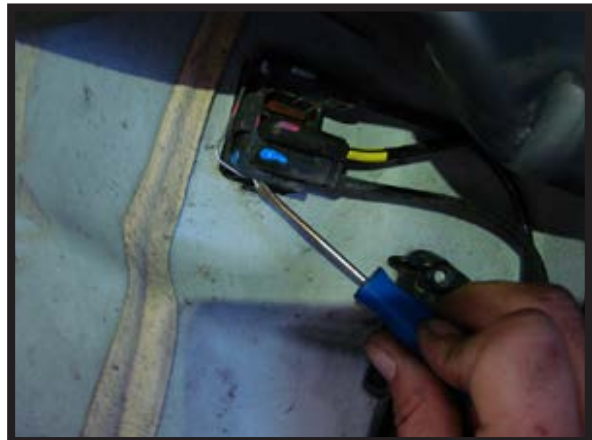


FIGURE 10-8

6. REMOVE THE SENSOR LINES FROM THE BRACKETS. (FIGURES 10-9, 10-10, 10-11, 10-12)

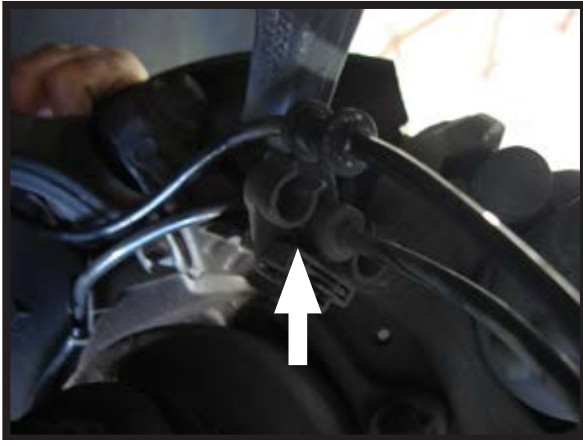


FIGURE 10-9

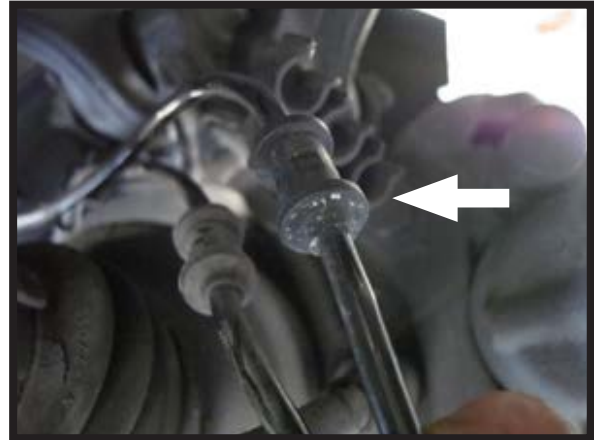


FIGURE 10-10



FIGURE 10-11



FIGURE 10-12

7. REMOVE THE AIR SPRING BOLTS FROM THE LOWER CONTROL ARMS. (FIGURES 10-13, 10-14)



FIGURE 10-13



FIGURE 10-14

8. REMOVE THE LOWER SHOCK BOLTS. (FIGURES 10-15, 10-16)



FIGURE 10-15



FIGURE 10-16

9. REMOVE THE MOUNTING NUT FROM THE AIR BLOCK. CLEARLY MARK THE AIRLINES ON THE AIR DISTRIBUTION BLOCK BEFORE DISCONNECTING. (FIGURES 10-17, 10-18)



FIGURE 10-17



FIGURE 10-18

10. AFTER THE AIR LINES ARE REMOVED, UNPLUG THE AIR SPRINGS VALVE WIRING. (FIGURES 10-19, 10-20)

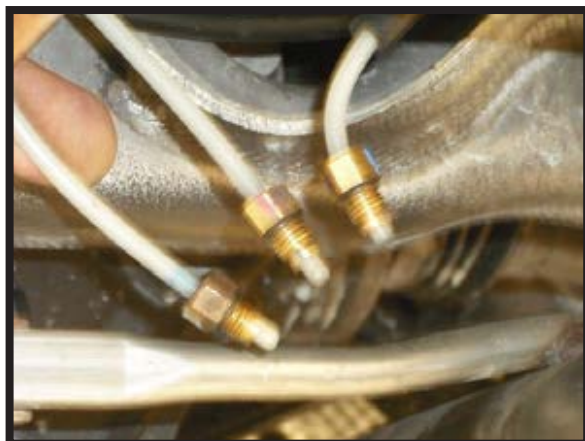


FIGURE 10-19



FIGURE 10-20

11. SUPPORT EXHAUST, LOOSEN AND REMOVE EXHAUST FLANGE BOLTS. (FIGURES 10-21, 10-22, 10-23)

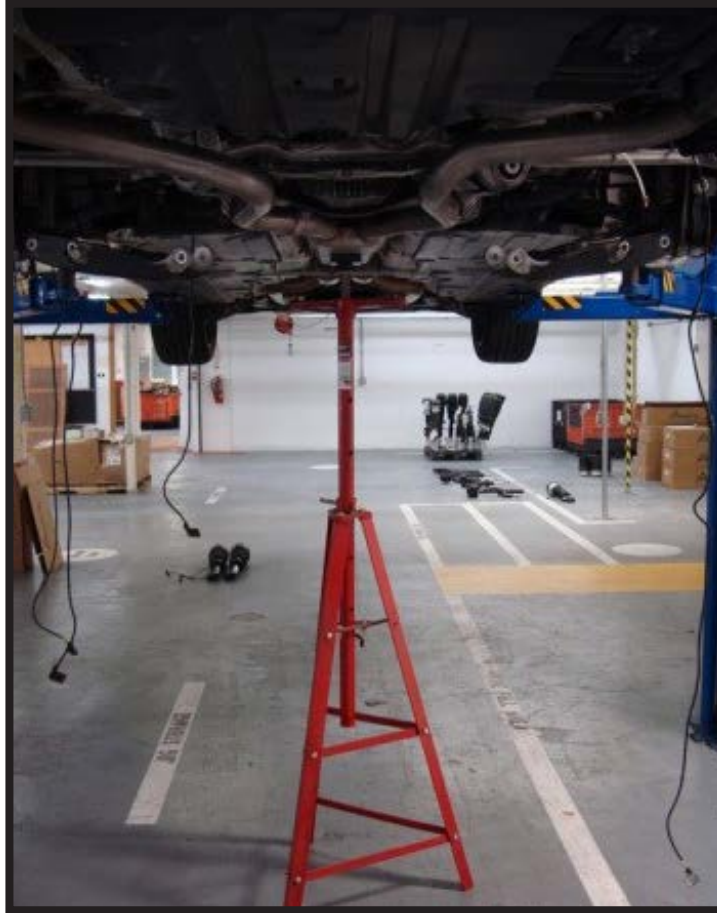


FIGURE 10-21



FIGURE 10-22



FIGURE 10-23

12. WITH THE EXHAUST STILL SUPPORTED, REMOVE THE RUBBER HANGERS. THEN REMOVE THE EXHAUST. (FIGURES 10-24, 10-25, 10-26)



FIGURE 10-24



FIGURE 10-25

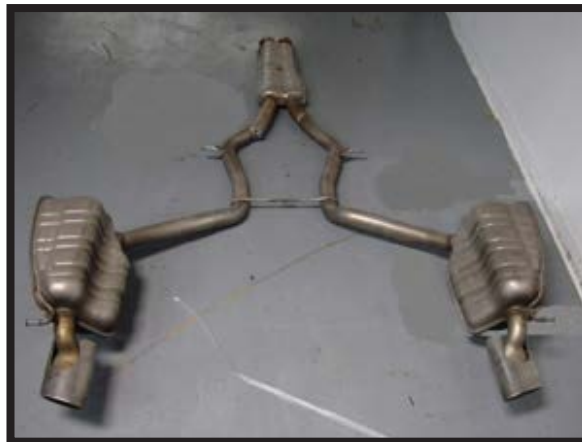


FIGURE 10-26

13. REMOVE THE DRIVESHAFT SAFETY BAR, AND THE TWO-PIECE HEAT SHIELD TO EXPOSE THE DRIVE SHAFT CARRIER BEARING. (FIGURES 10-27, 10-28)



FIGURE 10-27

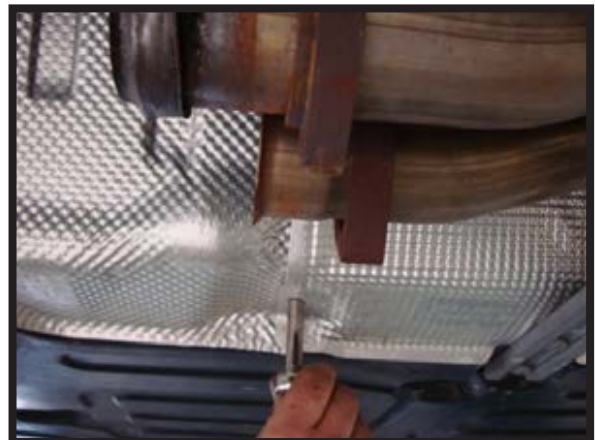


FIGURE 10-28

14. REMOVE THE TWO BOLTS HOLDING THE CARRIER BEARING. CAREFULLY LOWER. (FIGURES 10-29, 10-30)



FIGURE 10-29



FIGURE 10-30

15. REMOVE THE REAR DRIVESHAFT BOLTS. (FIGURES 10-31, 10-32)



FIGURE 10-31



FIGURE 10-32

16. SLIDE THE DRIVESHAFT TOWARD THE FRONT OF VEHICLE AND REMOVE. (FIGURES 10-33, 10-34)



FIGURE 10-33



FIGURE 10-34

17. LOOSEN BOLTS AND REMOVE THE REAR HEAT SHIELDS. (FIGURES 10-35, 10-36)



FIGURE 10-35



FIGURE 10-36

18. LOOSEN BOLTS AND REMOVE BOTH REAR ROCK GUARDS. (FIGURES 10-37, 10-38)



FIGURE 10-37



FIGURE 10-38

19. REMOVE CALIPER CLIPS, AND THEN REMOVE BOLTS FROM BRAKE PAD WEAR SENSORS. (FIGURES 10-39, 10-40)



FIGURE 10-39



FIGURE 10-40

20. UNPLUG THE BRAKE PAD WEAR SENSORS. (FIGURES 10-41, 10-42)



FIGURE 10-41



FIGURE 10-42

21. REMOVE THE CAPS FROM THE CALIPER MOUNTING BOLTS, LOOSEN AND REMOVE BOLTS. (FIGURES 10-43, 10-44)



FIGURE 10-43



FIGURE 10-44

22. REMOVE CALIPERS, AND SUSPEND WITH CABLE TIES. (FIGURES 10-45, 10-46)



FIGURE 10-45



FIGURE 10-46



FIRE HAZARD: Use extreme caution when working on, or around, fuel tank as gas fumes may be present.

23. LOOSEN FILLER NECK CLAMP, AND REMOVE GASTANK FILLER HOSE. (FIGURES 10-47, 10-48)



FIGURE 10-47



FIGURE 10-48



Use lifting platform (hoist) that is capable of raising the body separately from the wheels, lift body at the lifting points prescribed by the vehicle manufacturer.

24. THE REAR CROSSMEMBER BOLT POINTS. (FIGURE 10-49)

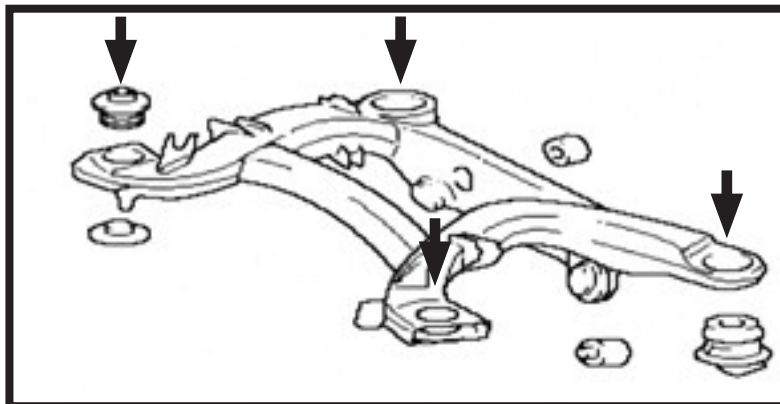


FIGURE 10-49

25. LOWER THE VEHICLE AND POSITION JACK STANDS TO SUPPORT THE REAR SUB FRAME. REMOVE THE FOUR (4) BOLTS HOLDING THE SUB FRAME TO THE VEHICLE. (FIGURES 10-50, 10-51)



FIGURE 10-50



FIGURE 10-51

26. SUPPORT CROSSMEMBER ASSEMBLY ON JACK STANDS, AND RAISE VEHICLE TO ACCESS THE AIR SPRINGS. (FIGURE 10-52)

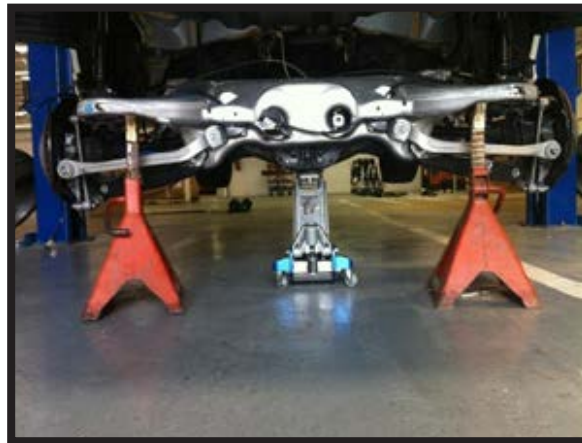


FIGURE 10-52

27. LOCATE, LOOSEN, AND REMOVE THE SWAYBAR BOLTS. (FIGURES 10-53, 10-54)



FIGURE 10-53



FIGURE 10-54

28. RAISE SWAY BAR TOWARDS REAR OF VEHICLE. (FIGURE 10-55)



FIGURE 10-55

29. LOOSEN, AND REMOVE THE BOLTS FOR THE AIR RESERVOIRS. (FIGURES 10-56, 10-57)



FIGURE 10-56



FIGURE 10-57

30. REMOVE BOTH AIR SPRINGS AND RESERVOIRS. (FIGURES 10-58, 10-59)



FIGURE 10-58



FIGURE 10-59

31. WITH THE AIR SPRINGS REMOVED, REMOVE THE AIR LINES FROM THE TOP MOUNT OF THE AIR SPRINGS. (FIGURES 10-60, 10-61)



FIGURE 10-60



FIGURE 10-61

32. REMOVAL COMPLETE.

AIR SPRING INSTALLATION



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

1. INSTALLATION IS IN REVERSE ORDER OF AIR SPRING REMOVAL.