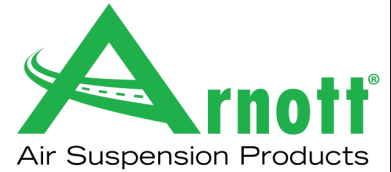


# Installation Manual

P-2932  
ARNOTT AIR SUSPENSION COMPRESSOR  
FORD EXPEDITION/LINCOLN NAVIGATOR  
CHASSIS: UN173 2WD/4WD, U228



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.*

## 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 SUSPENSION COMPRESSOR REMOVAL

1. TURN THE AIR SUSPENSION SWITCH TO THE OFF POSITION. (REFER TO THE OWNER'S MANUAL FOR SWITCH LOCATION).
2. OPEN THE HOOD OF THE VEHICLE.
3. UNBOLT AND REMOVE THE WINDSHIELD WASHER RESERVOIR TANK TO GAIN ACCESS TO THE COMPRESSOR ASSEMBLY. (FIGURE 1)



FIGURE 1

- DISCONNECT THE AIR LINES BY FIRST DEPRESSING THE ORANGE COLORED QUICK-CONNECT LOCKING RINGS WHILE PULLING SIMULTANEOUSLY OUTWARD ON THE AIR LINE. (FIGURE 2)



FIGURE 2

- CAREFULLY DISCONNECT THE ELECTRICAL CONNECTOR.
- UNBOLT THE THREE (3) FASTENERS RETAINING THE COMPRESSOR ONTO THE VEHICLE, NEXT REMOVE THE ASSEMBLY FROM ITS MOUNTING LOCATION. (FIGURES 3,4)



FIGURE 3

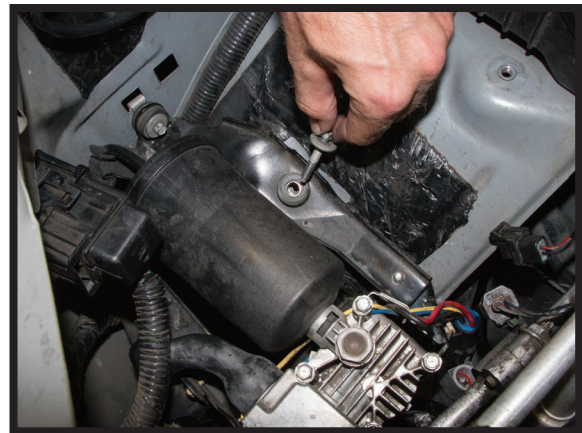


FIGURE 4

## PRE-ASSEMBLY OF THE AIR SUSPENSION COMPRESSOR

1. USING THE PLASTIC DRYER PLUGS SUPPLIED WITH THE NEW COMPRESSOR, PLUG THE EXTRA HOLES IN THE TOP OF THE AIR DRYER. THESE PUSH IN LIKE THE AIR LINE.

'97-'02: 4WD MODELS USE TWO (2) AIR LINES, WHILE 2WD MODELS USE ONLY ONE AIR LINE.

'03-'06: USE ONLY (1) AIR LINE REGARDLESS OF 4WD or 2WD

## 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 SUSPENSION COMPRESSOR REMOVAL. ADHERE TO ALL MANUFACTURE'S SPECIFICATIONS FOR TORQUE VALUES. SECURE INTAKE BAFFLE IN A SUITABLE LOCATION AWAY FROM MOVING PARTS OR HEAT SOURCES.





## 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.