

# Installation Manual

## SK-2162 ARNOTT FRONT SHOCK KIT FOR 1993-1994 CADILLAC VARIOUS CARS



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](#).*

## GENERAL INFORMATION:

- Not to be stored below 5°F (-15°C) or above 122°F (50°C).
- Avoid damage to hydraulic lines and cables.
- Removal and installation is only to be performed by fully qualified personnel.
- Use car manufacturer's diagnostic software.



*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 vehicles 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.*

## STRUT REMOVAL

1. Set steering to straight ahead.
2. Raise vehicle. The tires must be off the ground. Suspension must be fully down with no load.
3. Remove front wheel(s).
4. Unbolt the two side brackets from the strut (These brackets hold the brake lines and other cables). (FIGURE A)

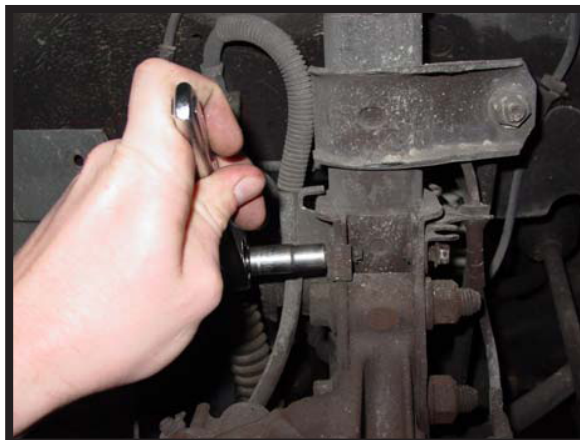


FIGURE A

5. Remove the position sensor from upper and lower ball studs. (FIGURE B)



FIGURE B

6. Remove nut from stabilizer link. (FIGURE C)



FIGURE C

7. Remove stabilizer link from strut. (FIGURE D)



FIGURE D

8. Remove strut damper solenoid cable from mounting brackets. (FIGURE E)



FIGURE E

9. Unplug the strut damper solenoid. (FIGURE F)



FIGURE F

10. Remove the two nuts at the bottom of the strut. (FIGURE G)



FIGURE G



11. Remove the two strut-to-knuckle bolts. (FIGURE H)



FIGURE H

12. Knuckle will fall away from strut. (FIGURE I)



FIGURE I

13. Remove the three nuts attaching top of strut assembly to body. (FIGURE J)



FIGURE J

14. Remove old strut from vehicle. (FIGURE K)



FIGURE K

15. The coil spring, upper mount, bump stop and lower spring isolator will be re-used on the new shock. Use a spring compressor to compress the coil spring and remove the components from the old air strut. Install the components onto the new shock in the same orientation in which they were removed.

## SHOCK INSTALLATION



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

1. Installation is in reverse order of strut removal.