

INSTALL/REMOVAL INSTRUCTIONS: AIR SUSPENSION CONVERSION KIT

ATTENTION: Refer to the appropriate shop manual for your vehicle to obtain specific service procedures for this part. If you do not have a service manual or lack the skill to install this part, it is recommended that you seek the services of a qualified technician. Pay special attention to all cautions and warnings included in the shop manual. Read and follow all instructions carefully.



Installation Instructions

Air Suspension Conversion Kit

General Installation Instructions

When servicing any vehicle be sure to follow all safety procedures. First, make sure that when lifting the vehicle that you use an appropriate jack with a proper weight rating. Before going underneath any vehicle, make sure that it is properly supported with sturdy jack stands and on level ground so that the vehicle doesn't fall or slide off of the jack and onto you. As with any automotive repair, make sure you have the appropriate tools to do the job so you don't damage any parts on the vehicle. Safety glasses and mechanic's gloves should also be worn for your protection.

Take care not to exceed the Gross Vehicle Weight Rating (GVWR), or the maximum load recommended by the manufacturer. It is important that all the vehicle owner manuals recommendations are followed for your own safety and to prevent damage to the vehicle.

Once you are ready to disable the ride light, you will need to disconnect the negative battery cable (-) to prevent electrical shock/malfunction.

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Installation Guide

Cadillac Escalade 2007 - 2013

Chevrolet Suburban 2007 - 2013

Chevrolet Tahoe 2007 - 2013

GMC Yukon 2007 – 2013

Front Kit

Parts included in this kit

- (2) Fully assembled strut assemblies



- (4) Resistor packs

Tools needed for installation

- Metric socket set
- Floor jack
- Jack stands
- Metric wrenches
- Screwdrivers (Phillips and flat head)
- Wire cutter/stripper/crimping tool
- Level work surface

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Cadillac Escalade 2007 - 2013

Chevrolet Suburban 2007 - 2013

Chevrolet Tahoe 2007 - 2013

GMC Yukon 2007 – 2013

Front Kit

Read instructions before attempting installation. If there are any problems during the installation call our Technical Support Line.

Front Removal and Installation Instructions

Read the instructions sheet and any instructions printed on the parts package carefully prior to removing the strut from the vehicle.

- Do not grip polished rod with any tool. Nicks or scratches will cause decreased service life.
- Part number on the unit may differ from part number on the vehicle.
- If you have any questions during installation you can call for Tech Assistance.

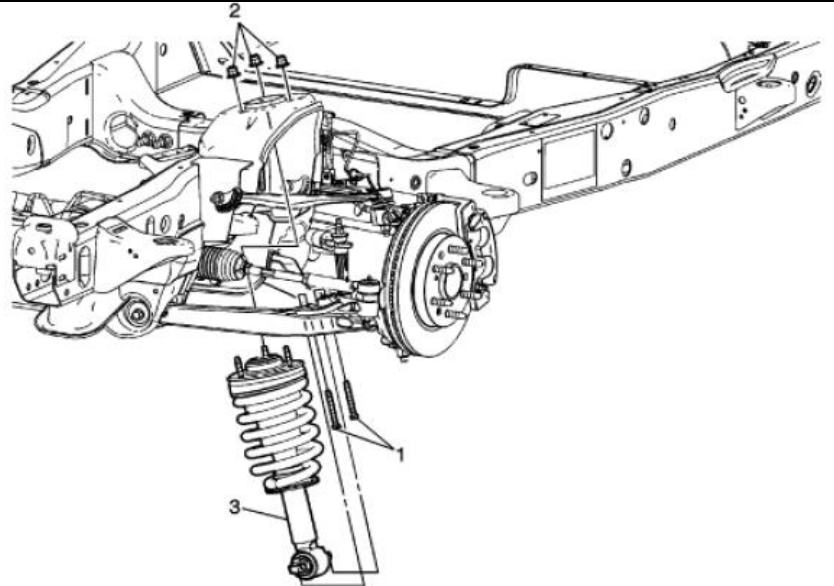


If this unit is gas pressurized, do not heat or open. Always wear safety glasses for eye protection. Use safety stands whenever a procedure requires you to go under the vehicle.

Strut Assembly Replacement

1. Raise and support the vehicle, remove the front wheel and tire assembly.

Fig. 1



Disclaimer:

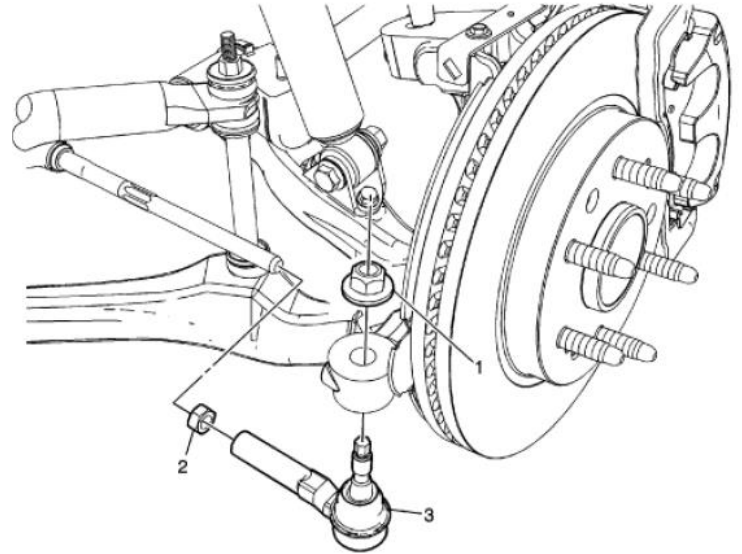
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Cadillac Escalade 2007 - 2013 Chevrolet Suburban 2007 - 2013 Chevrolet Tahoe 2007 - 2013 GMC Yukon 2007 - 2013 Front Kit

- 2. Disconnect the outer tie rod from the steering knuckle. It may be necessary to use a special puller to separate the tie rod end from the steering knuckle.**

Only loosen the inner tie rod nut, Do not remove it.
(Marked as 2 in the figure shown.)



- 3. Support the lower control arm (Fig. 2)
Disconnect the electronic suspension electrical connector (Fig. 3)
Now you can remove the two lower strut retaining bolts (Marked as 1 in above illustration).**

Do not use air tools for this process

Fig. 2

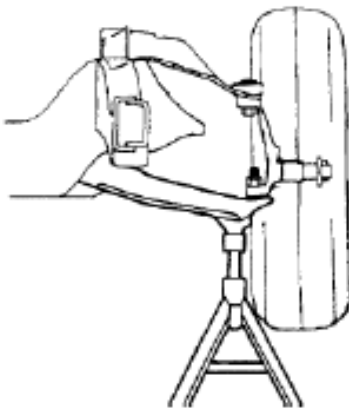
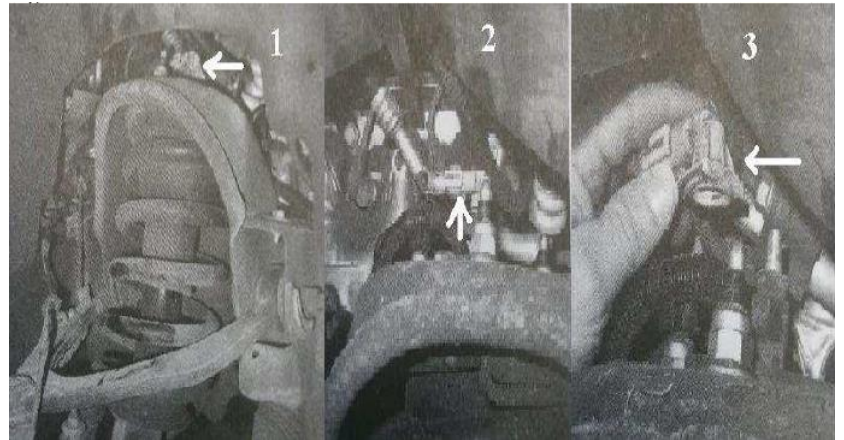


Fig. 3



- 4. Next remove the 3 strut mounting nuts on the top (Marked as 2 in Fig. 1)
5. Lower the strut assembly (Marked as 3 in Fig. 1) out of the vehicle.
6. Installation of the new assembly will be the reverse order.**

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Cadillac Escalade 2007 - 2013

Chevrolet Suburban 2007 - 2013

Chevrolet Tahoe 2007 - 2013

GMC Yukon 2007 – 2013

Front Kit

Air Suspension Light Disarm Instructions

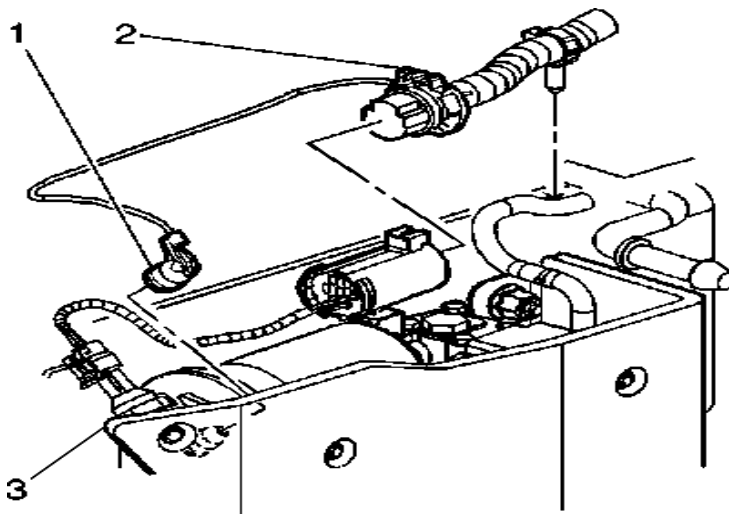
1. Check codes using appropriate scan tool and record.

2. Clear codes.

3. Crimp electronic units that came with the kit to the wire that was unplugged from the factory struts and shocks.

Note: Cut the factory plug off the wire and strip to crimp electronic unit. One lead per wire.

4. After installation the air compressor pump must be disabled. To do so remove the inner fender well liner on the driver side rear wheel well to gain access to the compressor electrical connector and unplug it. Refer to illustration below. Connector is labeled as 2.



5. Reinstall fender liner shield.

6. Alternatively, remove the dedicated fuse for the compressor pump instead of unplugging it. Refer to owner's manual for fuse location.

It may be necessary to reset the vehicle's ECU after the installation process using a scan tool.

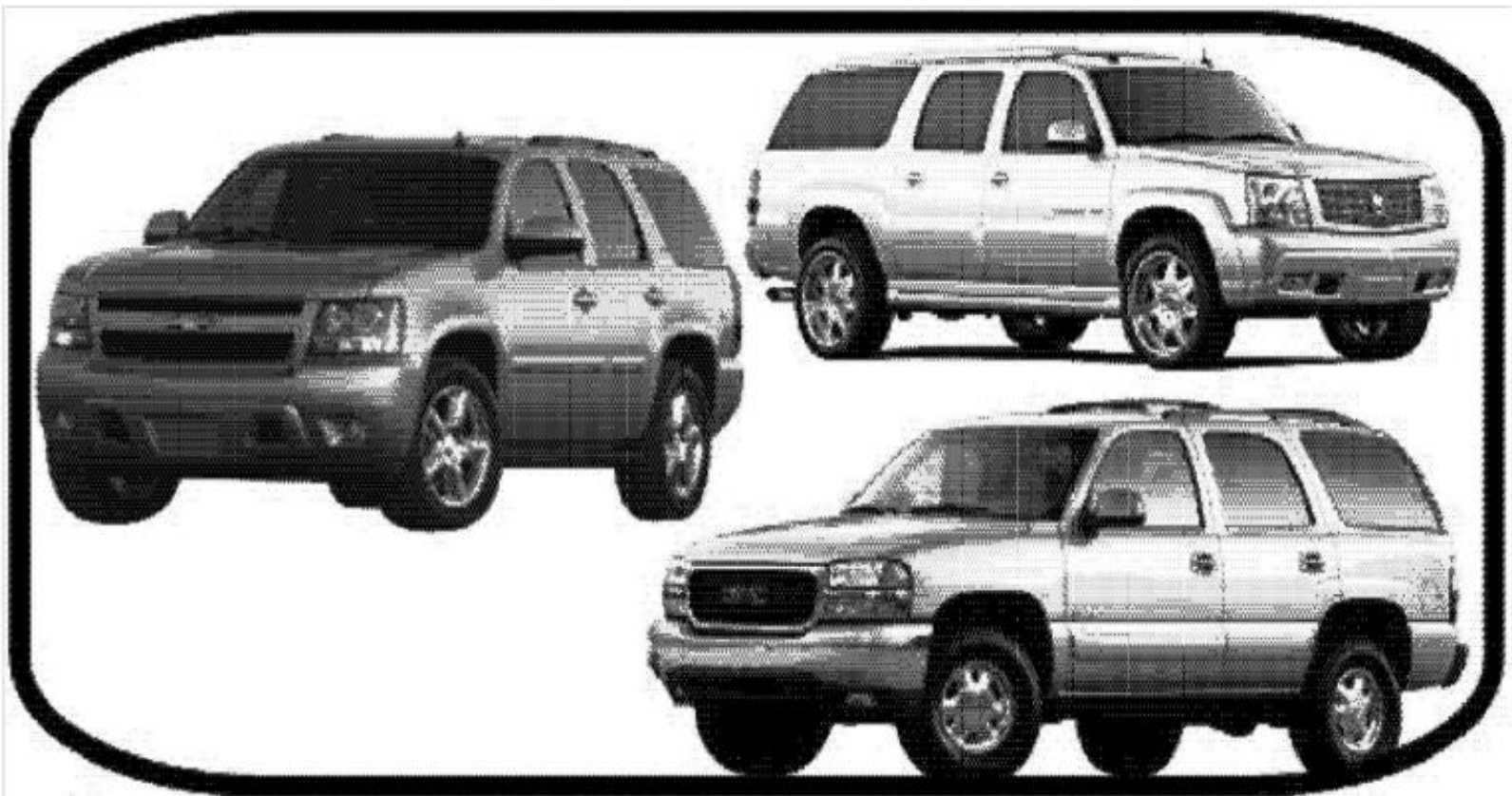
It is recommended to check the vehicle's alignment after installation.

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Cadillac Escalade 2002-2012
Chevrolet Suburban 1500 2000-2013
Chevrolet Avalanche 1500 2002-2013
Chevrolet Tahoe 2000-2013
GMC Yukon 1500 2000-2013

Rear Conversion Kit



INSTALL/REMOVAL INSTRUCTIONS: AIR SUSPENSION CONVERSION KIT

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Air Suspension Conversion Kit

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Installation Guide

Rear Kit

Parts included in this kit

- (2) Rear shocks with bushings
- (2) Rear coil springs

- (2) Bypass units for the shocks electrical Connectors. **Note:** Not used if Light Out Module is used 2007 thru 2013 models.

- (1) Bypass unit for the vent solenoid valve
Not used with Module



Tools needed for installation

- Metric socket set
- Floor jack
- Jack stands
- Metric wrenches
- Screwdrivers (Phillips and flat head)
- Wire cutter/stripper/crimping tool
- Level work surface
- Spring compressor (if applicable)
- Allen wrenches

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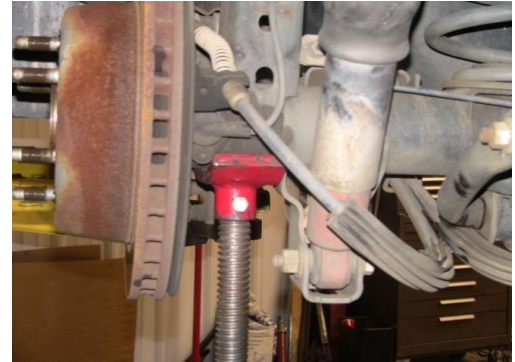
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Rear Removal Instructions

- Raise and support the vehicle.

Caution: Make sure the vehicle is properly supported.

- Support the rear axle
- Remove the electrical connector
- Remove the air-line.



- Remove the upper shock bolt
- Remove the lower shock bolt
- Remove the shock.



- Install and tighten the upper shock mount only.



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Rear Spring Removal

- Remove the brake line bracket from the rear differential, to prevent stretching the brake line.



- Remove the ABS wire from the frame clip to prevent stretching the wire.



- Remove the ride height sensor bracket.



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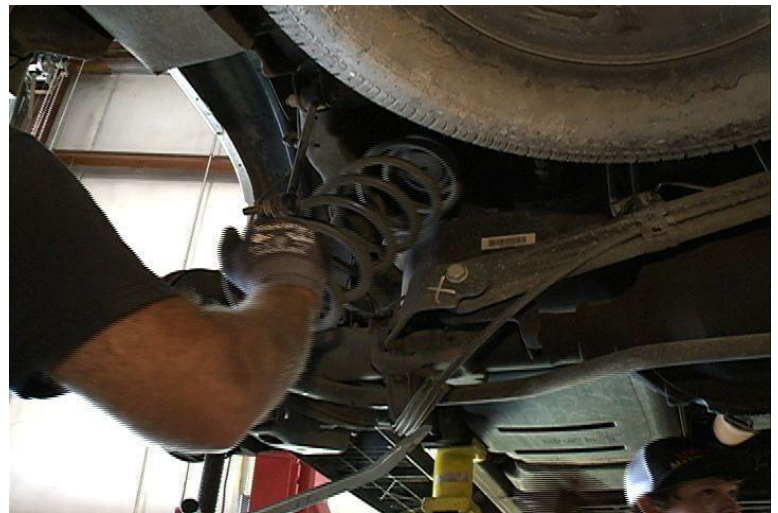
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Rear Spring Removal

- Work on one side at a time
- Remove the stabilizer shaft link retaining nut from the frame.
- Remove the stabilizer link.



- Lower the axle until the coil spring is fully unloaded.
- Remove the coil spring.
- Keep both rubber isolators, they will be reused in the installation of the new spring.



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Rear Spring Installation

- Install the new coil spring
- Reinstall the factory isolators reserved above
- Raise the axle and install the lower shock bolt.
- Install the stabilizer link.
- Install the ride height sensor bracket.
- Attach the ABS line.
- Attach brake line to differential.
- Tighten all fasteners completely.



Air Suspension Light Disarm Instructions

Note: Skip these steps if using the module

- Install the supplied resistors to the shock's electrical connector.
- The factory connector will need to be removed and the wires butt connected. **Note:** There is no polarity with this connection. Either wire from the bypass resistor can be connected to either wire from the vehicle's harness.

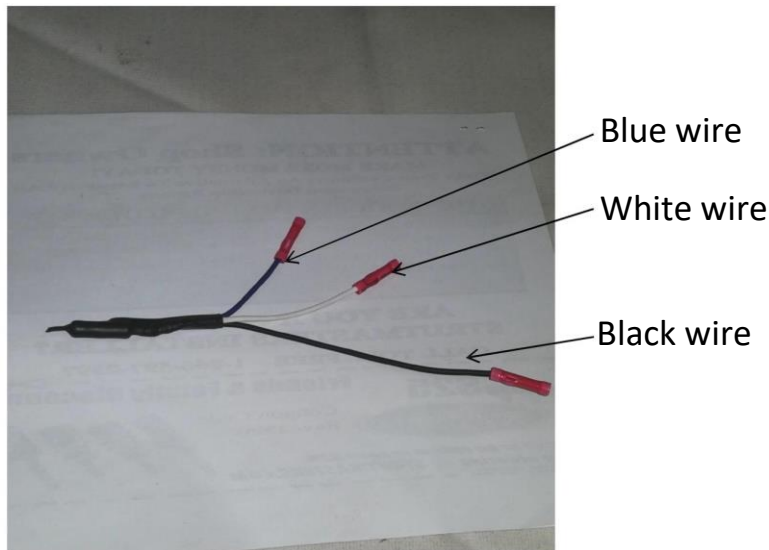


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- Should the vehicle have issues with the vent solenoid valve then proceed to the next procedure. Make sure to disconnect the negative battery cable, or remove the RTD 30 amp fuse. Replace fuse after repair.



- Splice the resistor blue wire into the dark blue wire at the vehicle harness.
- Splice the resistor white wire into the tan wire in the vehicle harness.
- Splice the resistor black wire into the grey wire of the vehicle harness.
- Wire the resistor to the vehicle harness at the compressor. This will eliminate the “Check Suspension” message displayed on the instrument panel.
- Leave the compressor unplugged.

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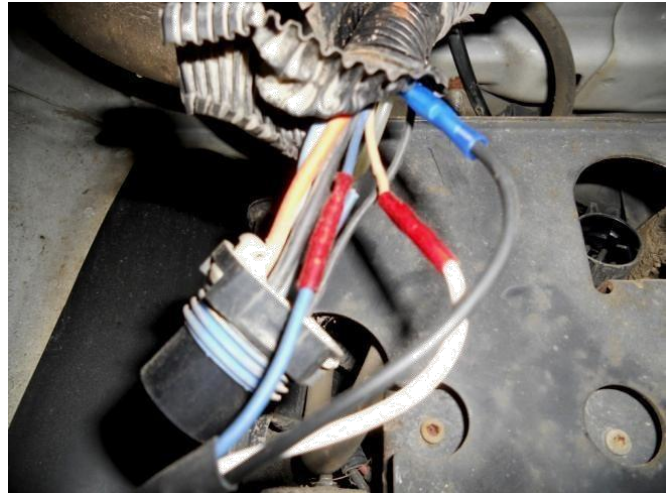
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- Locate the compressor and unplug the electrical connector.



- Remove the wire insulation

- Locate and cut the dark blue wire, the tan wire, and the grey wire.
- Splice the blue wire from the supplier's resistor to the dark blue wire in the vehicle's harness. Splice the white wire to the tan wire. Splice the black wire to the grey wire.



- Leave the compressor unplugged.



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The resistors are not use if installing the module for 2007-2013

GM Wiring



Remove
this fuse

- Remove number 2 fuse and leave it out

Diagnostic (DLC) connector under dash

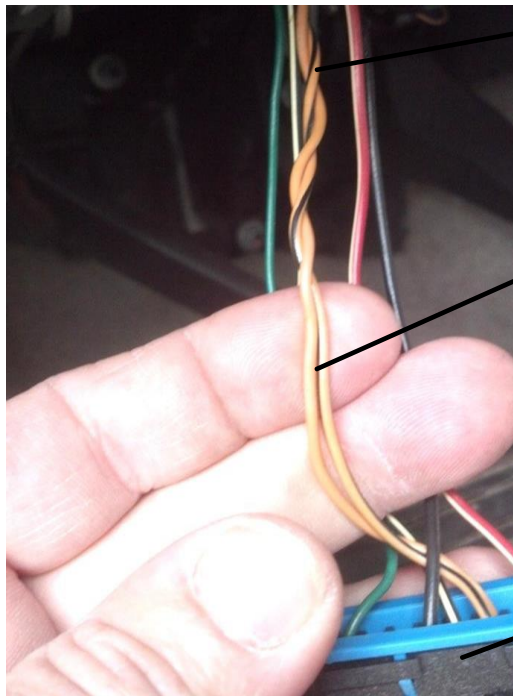


Data Link Connector

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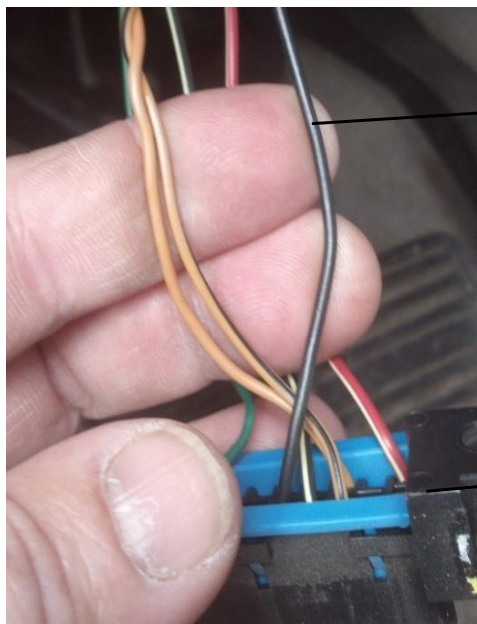


3-Way Splice the green with yellow stripe wire, from the module to the tan with black stripe wire.

3-Way Splice the solid green wire, from the module to the solid tan wire.

Back side of Data Link Connector

- Pin number 6 tan and black, wire to the green wire with yellow stripe.
- Pin number 14 tan, wire to the solid green wire.



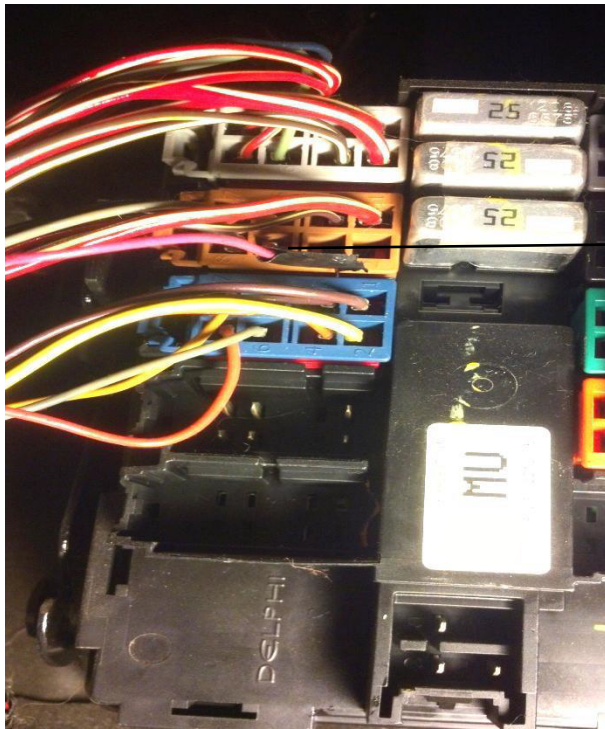
3-Way Splice brown wire, from the module to the black wire.

Back side of Data Link Connector

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3-Way Splice module red wire to this pink wire for module power.

Junction Block in left front foot well

- Locate pink wire, this is key on power. Connect red or pink wire from module here.

Installation/Operation

It is not necessary to disconnect the battery when installing the Light Out device but the key must be in the off position. Disconnecting the battery will cause many functions like seats, radios, sliding roofs etc. in the vehicle to loose synchronization.

Installation

Using the supplied connectors attach the 4 wires from the device to the existing vehicle wiring harness as shown in the pictures.

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