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.

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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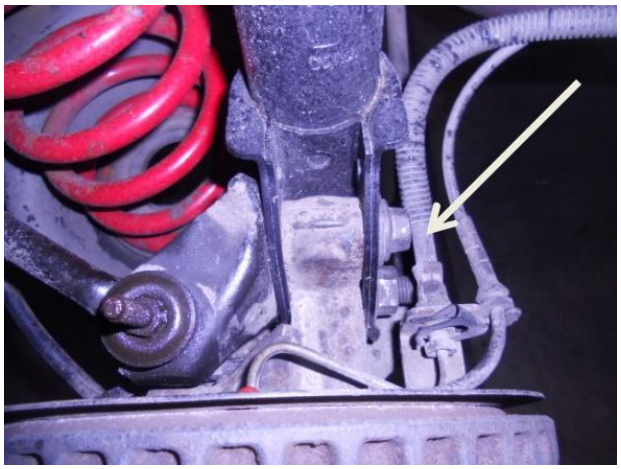
Rear Shock & Coil Spring Removal

- Raise and support vehicle.
- Remove rear seat cushion and seat back to gain access to shock mounting nuts. (Fig. 1)
- Remove tire and wheel assembly.
- Disconnect air line from shock.
- Support lower control arm with suitable jack stand.
- Remove the two upper shock mounting nuts. (Fig. 2)
- Remove the two lower shock anchoring bolts, washers, and nuts from the knuckle. Remove the knuckle bracket. (Fig. 3)
- Remove strut from vehicle.

Fig. 1

Fig. 2

Fig. 3



- Repeat this procedure on the other side before proceeding.

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Rear Shock & Coil Spring Removal Continued

- Disconnect the one ride height sensor rod. (Fig. 4)
- With both shocks removed, raise the sway bar up to gain access to the coil spring.
- Place coil spring compressor on the spring and tighten.
- Slowly lower the jack stand to remove spring. **Do not over stretch the brake line**. **Note:** If unable to remove the spring, raise jack stand back up and further tighten the compressor. Remove spring. (Fig. 5)
- Measure the old spring while it is compressed. Remember this measurement.

Fig. 4

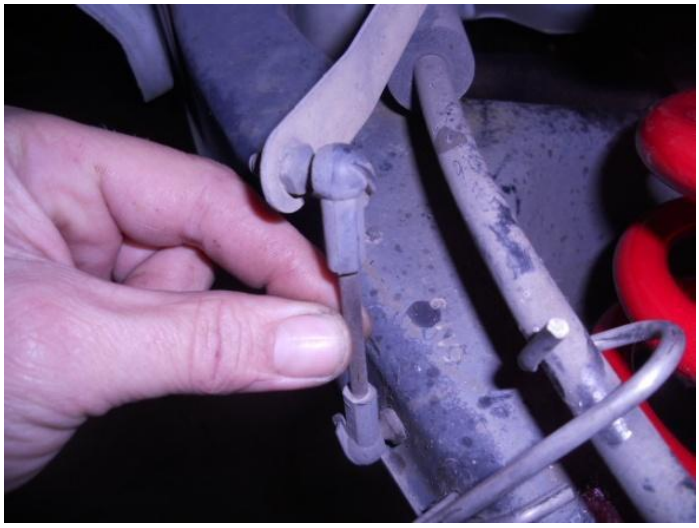

Fig. 5

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New Coil Spring & Shock Installation

- Place coil spring compressor on the new spring and compress until it's the same dimension as the old compressed spring. (Fig. 1)

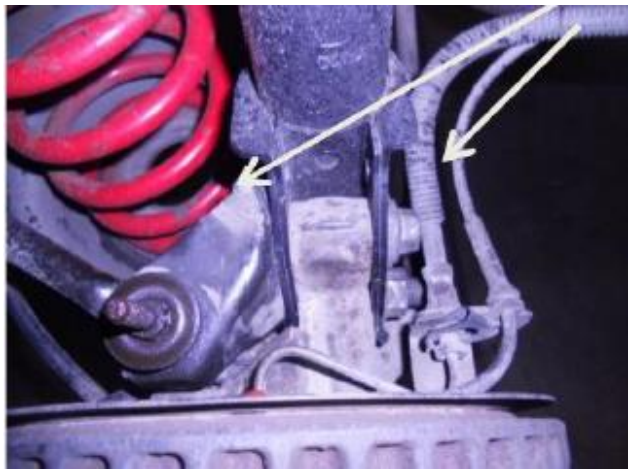
Fig. 1

- Place rubber spring isolator from the old spring on top of the new spring and install on the vehicle.

- Raise control arm up enough to hold spring in place. Remove spring compressor.

- Place the new shock on to the lower wheel mount using the factory bolts. Make sure to reconnect the sway bar brackets before installing nuts. **Do not tighten bolts yet!** (Fig. 2)

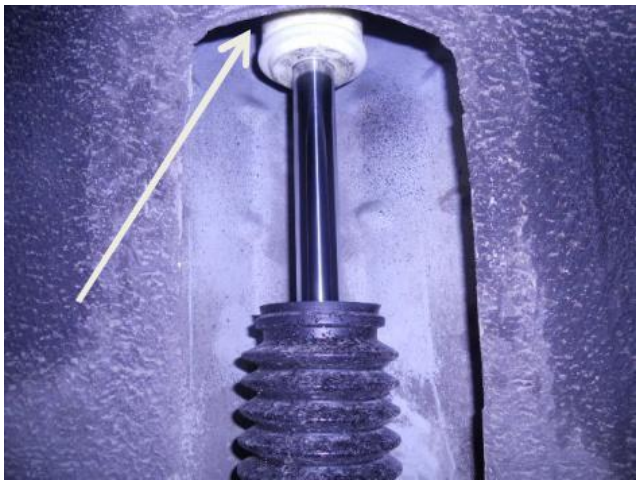
Fig. 2



- With the jack, raise the control arm while Aligning the upper shock to go through the upper mounting hole behind the rear seat.

- Install the upper shock nuts and tighten. (Fig. 3)

Fig. 3



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New Coil Spring & Shock Installation Continued

- Tighten the lower shock mounting bolts. (Repeat the same procedures for the other side.)
- Reinstall the height sensor rod on the one side.
- Install the rear wheels and tighten to factory spec.
- Replace rear seat.

Caution: Perform a rear wheel alignment done to ensure safe vehicle handling.

- Leave the compressor connected to the power source but pull the fuse.
- If an electrical connection to the old strut dampener solenoid is not present and the vehicle is not displaying a “suspension warning code” on the dash, ignore the Electronic Disarming Instructions.
- The electronic dampener solenoid should be removed from the old strut and then secured to the vehicle with a tie strap. This will negate the need for any procedure to disarm alarm code if the solenoid is damaged or cannot be removed. Use the resistors sent with the kit.

Notes:

- Tighten all mounting hardware to the manufacturers torque specifications (replace any suspect hardware).
- Inspect the upper mounts before reinstalling on the vehicle. Replace if needed.
- The electronic dampener solenoid can be removed from the old strut and secured to the underside of the vehicle with a tie strap. This will negate the need to install the resistors supplied with the kit. If the solenoid is damaged or inoperative then follow the instructions included to install the resistors.
- Some models have a thicker upper mount. If you cannot get the nut started, just pull the upper mount and trim off about ¼” of the top rubber mount to ease installation.

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IPC Over-Ride to Disable Service Ride Control Light

1991 to 1993 Deville

- Locate the CCR control Module attached to the floor pan below the left front seat.
- Locate and cut circuit 1300 (Dark green wire).
- Tape the wires back into the harness to prevent shorting to the other components.

Cadillac Suspension Warning Light Disarming Checklist

- Remove one battery cable from battery before installing kit.
- Follow previous kit installation instructions.
- Install coil winding & resistors. Coil windings tie strapped to the front struts may be removed and mounted any place on the vehicle where convenient. In some cases the connector on the winding may not fit the plug coming from the vehicle. In this case cut the connectors off and hardwire.
- Ensure ride height sensors remain plugged in.
- Reattach battery cable.
- Clear any present & past history codes. See owner guide on clearing codes. This process may require a scan tool.
- If installing a rear kit, pull the compressor fuse (30 or 50 amp) located in the engine or trunk compartments.