

# 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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# Quick Start Guide

Lincoln Continental

*Front Passive Kit 1995 - 2002*

## **Parts Included in This Kit**

- (2) Fully assembled coil over struts



## **Tools Needed For Installation**

- Metric Socket Set
- Floor Jack
- Jack Stands
- Metric Wrenches
- Screw Drivers (Phillips and Flat Head)
- Wire Cutter/Stripper/Crimping Tool
- Level Work Surface
- Spring Compressor (If Applicable)
- Allen Wrenches

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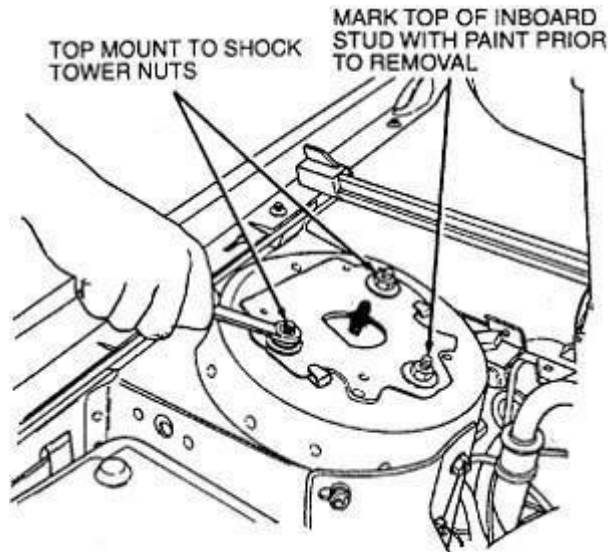
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## Front Removal Instructions

**ALWAYS USE EXTREME CAUTION WHEN LIFTING VEHICLE. (Refer to shop manual for lifting instructions)**

**1. Turn off air switch.**

**2. Loosen, but do not remove, the three top mount-to-shock tower nuts. (See Figure #1)**

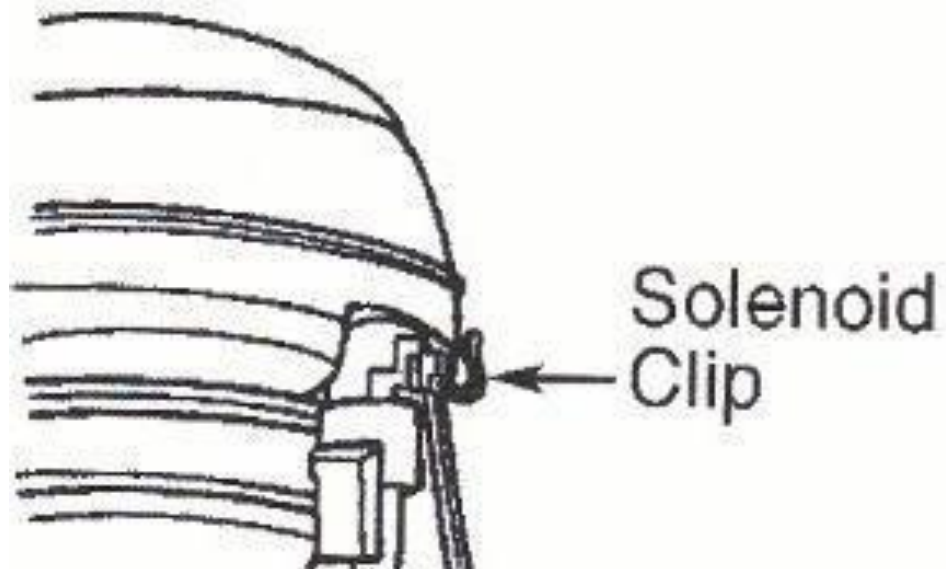


**Fig. 1**

**3. Raise the vehicle on the hoist.**

**4. Remove tire and wheel assembly.**

**5. Remove air spring solenoid retaining clip. (See Figure #2)**



**Fig. 2**

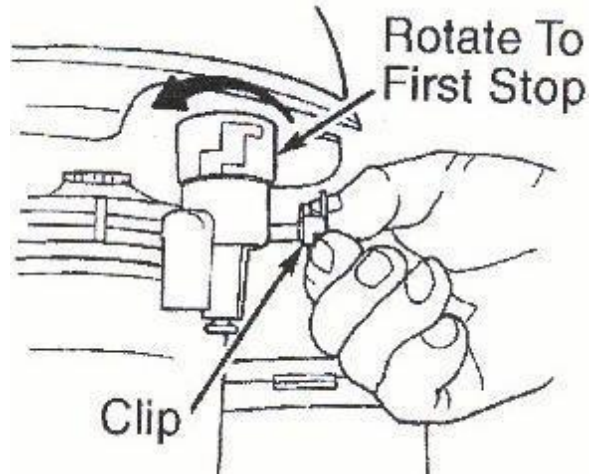
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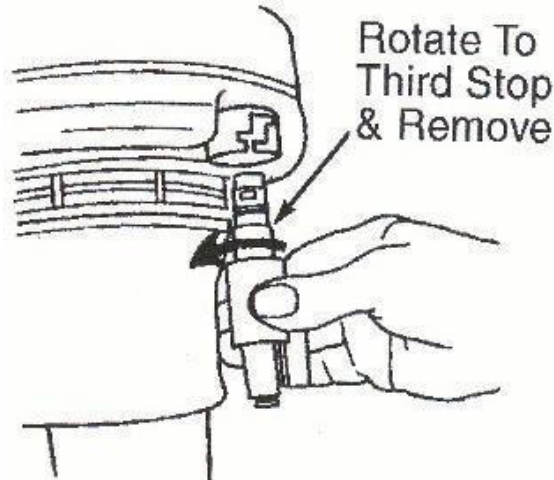
**6. Rotate the solenoid clockwise to the first stop. (pull out to let the air vent from the spring) (See Figure #3)**

Fig. 3



**7. Rotate the solenoid again and remove. (See Figure #4)**

Fig. 4

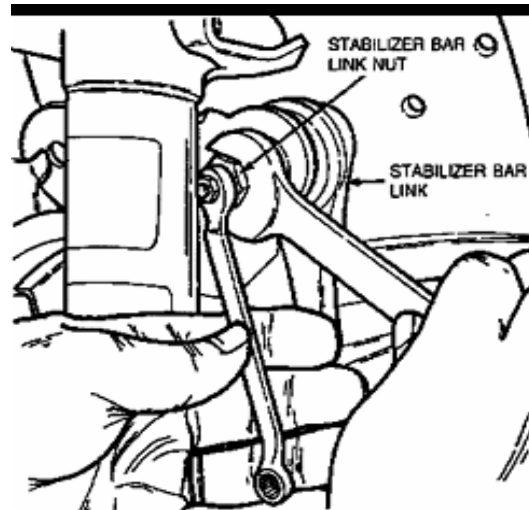


**8. Remove the brake hose bracket from the front strut.**

**9. Remove the wire holders from the bracket.**

**10. Remove the vinyl cover from the upper stabilizer link stud. Remove stabilizer bar link nut, and remove stabilizer bar from the strut. Remove the nut using the hex-hold feature. (See Figure #5)**

Fig. 5



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**11. Disconnect the height sensor from the lower ball stud and position out of the way.**

**12. Release the plastic inner fender apron by removing the five screws and two plastic pins, pull back to access the electrical plug for the strut dampening unit and disconnect. Note: If the vehicle is equipped with electronic struts, disconnect the plug and release the wires from the plastic holders. Remove the electronic actuator from the factory strut, reconnect the plug and secure.**

**13. Push the plastic inner apron back into place and fasten.**

**14. Remove the strut to knuckle pinch bolt and nut. Lightly spray the pinch joint with penetrating lubricant. Carefully use a large screwdriver to slightly spread the strut pinch joint if needed to remove the strut assembly from the steering knuckle.**

**15. Remove the three top-mount-to strut nuts and remove the strut and spring assembly from the vehicle.**

**16. CAUTION: Do not allow the half shaft (driveshaft) to move outboard. Over-extension of the tripod front wheel drive joint could result in separation of internal parts, causing failure of the joint.**

## Front Installation Instructions

**1. Install front shock absorber (strut) and spring assembly and three top mount-to-shock tower nuts; leave the nuts loose.**

**2. Position the front shock absorber (strut) into the front wheel knuckle.**

**3. Install the front strut to the front wheel knuckle pinch bolt and nut. Tighten to 98 - 132 Nm (73 - 98 ft. lbs.). CAUTION: Use extreme care not to damage boot seal. Do not use power tools to tighten the nut or bearing and seal damage will result. Use the hex hold feature to prevent stud from rotating. NOTE: After reassembly of wheel end, make sure the front wheel drive half shaft is fully inserted into the transaxle. Visually inspect the seal area. Some polished surface is due to axial run out and is normal. Grasp the inboard housing and gently pull outward. A slight drag from the snap ring should be felt. Failure to fully seat half shaft into transaxle may result in premature failure of the half shaft or transaxle.**

**4. Install stabilizer bar link to front shock absorber (strut) and install the stabilizer bar link nut. Tighten to 77 - 103 Nm (57 - 75 ft. lbs.). Install stud cover.**

**5. Connect air suspension height sensor to lower height sensor ball stud.**

**6. Install screw and front brake hose to front shock absorber (strut). Tighten screw to 15 Nm (11 ft. lbs.)**

**7. Install tire and wheel assembly. Tighten lug nuts to 115 - 142 Nm (85 - 105ft. lbs.).**

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**8. Lower vehicle.**

**9. Tighten three top mount-to-shock tower nuts to 30 - 40 Nm (23 - 29 ft. lbs.).**

**NOTE: DO NOT PROCEED TO WIRING REPAIR IF ONLY INSTALLING A 2 WHEEL KIT.**

- The new springs may settle and soften some during the first few weeks of use.
- (2 wheel kit only) - Securely plug the two front air lines with a tight fitting screw and epoxy.
- (2 wheel kit only) - plug the air spring solenoids back into their electrical connector and tie up securely under the inner fender apron.
- Turn the air ride switch in the trunk back "ON", and leave on to control your electronic struts.
- Set ride control button on the dash to "PLUSH"
- (4 wheel kit only) - Disconnect the compressor.

When installation has been completed lower the vehicle off the lift. Recheck and tighten all nuts and bolts while vehicle is on the ground.

**Read instructions carefully before attempting installation.**

**ALWAYS USE EXTREME CAUTION WHEN LIFTING VEHICLE (Refer to shop manual for lifting instructions).**