

ALL PARTS ARE TO BE INSTALLED BY A CERTIFIED ASE TECHNICIAN



- 2007-2013 Cadillac Escalade**
- 2007-2012 Chevorlet Avalanche**
- 2007-2012 Chevorlet Surburban 1500**
- 207-2012 Chevorlet Tahoe**
- 2007-2013 GMC Yukon XL 1500**

Autoride Conversion Complete Struts
& Shocks with Bypass

151G-30-4-ASSY



Before you begin the removal or installation, please read all or the instructions thoroughly!
The warranty will be void if instructions are not followed exactly. Do not work under a vehicle supported by a jack.
Always support the vehicle safety standards.

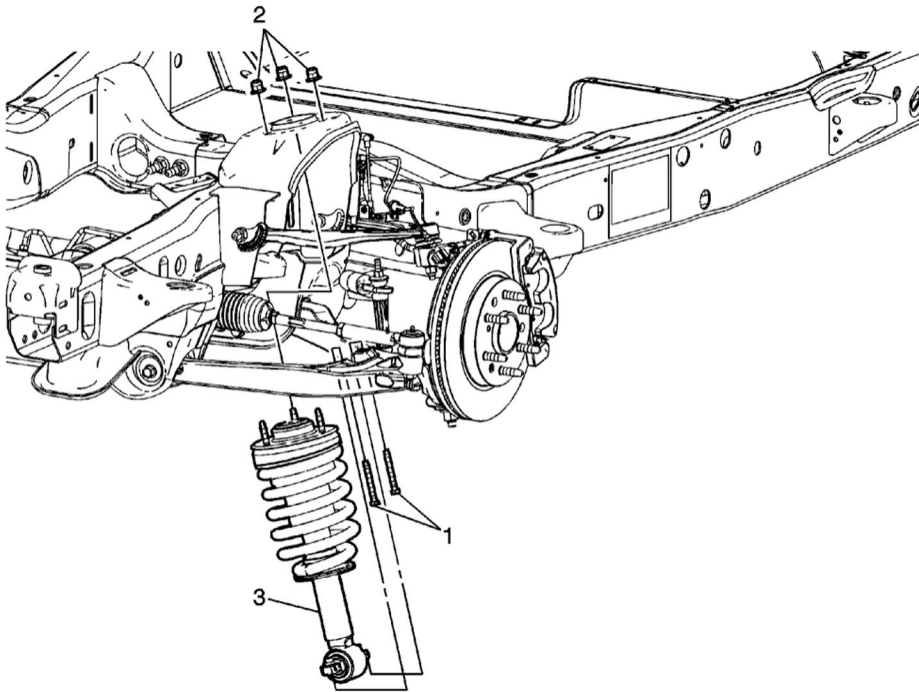


BEFORE YOU BEGIN THE REMOVAL OR INSTALLATION, PLEASE READ ALL OF THE INSTRUCTIONS THOROUGHLY!

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ALWAYS SUPPORT THE VEHICLE ON SAFETY STANDS.

Front Shock Absorber and Spring Assembly Replacement



1. Raise and support the vehicle.
2. Remove the front tire and wheel assembly.
3. Disconnect the outer tie rod from the steering knuckle

Notice: Do not use air powered tools in order to disassemble or assemble any vehicle component. Bolt torques are vital to diagnosis. You can detect bolt torques only when using hand tools. Improper bolt torques can contribute to vehicle repair problems.

4. Support the lower control arm.
5. Disconnect the electronic suspension control electrical connector.
6. Remove Fastening bolts to the strut bottom mounting bracket (#1 in picture) (37 ft lbs)
7. Remove Fastening bolts on strut mount top (#2 in picture) (37 ft lbs.)
8. Remove strut.
9. Install in reverse order.

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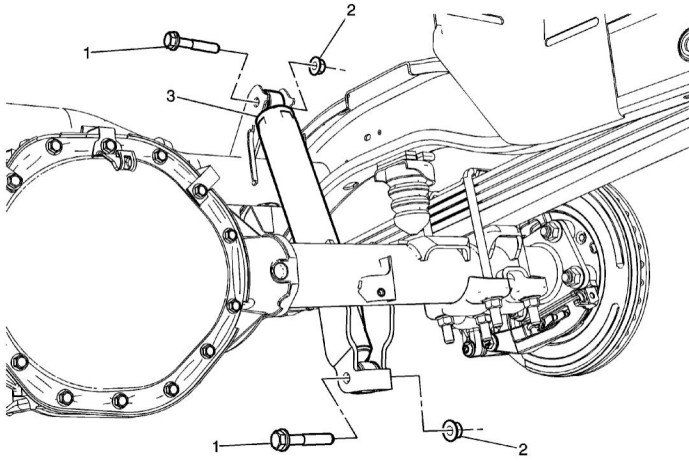


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Rear Shock Absorber Replacement



1. Raise and support the vehicle.
2. Remove tire and wheel.
3. Disconnect the electronic suspension control electrical connector, if equipt.
4. Support the rear drive axle with a suitable jack stand.
5. Disconnect air line from strut.
6. Remove retaining nut and bolt on strut mount top and bottom (#1 and #2 in picture) (85 ft lbs.)
7. Remove strut assembly.
8. Install in reverse order.



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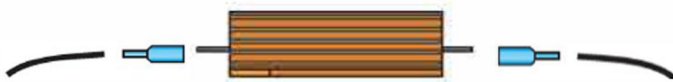
Resistors are connected into the wiring at each wheel to bypass the original dampening solenoid. This will allow the Road Sensing Suspension to function without giving the driver a "Suspension Error" message on the instrument cluster. The resistors are only meant to bypass the dampening solenoids, not disable the entire system. Check the suspension codes to ensure that you don't have other problems that will cause a suspension error message. To get an accurate reading of any suspension problems you may have occurring, you will need to clear all suspension codes and then test drive the vehicle and watch for suspension error messages.

Step 1

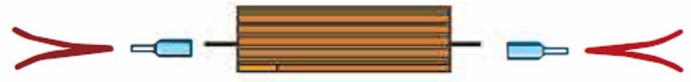
Cut the wires leading to the dampening solenoid (plug) on the wiring harness leading to the strut/ shock. After cutting the plug off there should be two or four wires.

Step 2

Connect the one wire to each end of the resistor. If you have four wires connect two wires to each end of the resistor. (This is an inline resistor, so it doesn't matter which end of the resistor each wire goes to.)



Two wire installation



Four wire installation

Step 3

Secure ends of wire to resistor using the connectors provided to prevent shorts and corrosion. To ensure connectors are secure use crimping tool. Tape or heat shrink wrap may be used as well.

****Resistors get very hot and must be installed and tied back onto frame of the vehicle. This will give resistors the proper ventilation and will prevent any issues.****

Step 4

Tie the resistor back out of the way. Installation is now complete.