



For ALL Your Air Suspension Needs!!!

Lincoln Continental '84-'87

Lincoln Mark 7 '84-'92



36F-30-R

Rear Conversion kit



For ALL Your Air Suspension Needs!!!

WARNING:

BEFORE YOU BEGIN THE REMOVAL OR INSTALLATION, READ ALL INSTRUCTIONS THOROUGHLY! THE WARRANTY WILL BE VOID IF INSTRUCTIONS ARE NOT FOLLOWED EXACTLY. DO NOT WORK UNDER CAR UNDER A VEHICLE SUPPORTED BY A JACK. ALWAYS SUPPORT THE VEHICLE ON SAFETY STANDS.

REMOVAL

ALWAYS USE EXTREME CAUTION WHEN LIFTING THE VEHICLE
(refer to shop manual for lifting instructions)

- 1 Turn off air suspension switch in the trunk. Disconnect the negative (-) battery terminal.
- 2 Raise the vehicle with proper lifting equipment. The tire must be off the ground and the suspension must be fully down with no load.
- 3 Remove airline from solenoid. (See page 5)
- 4 You may have to hold down the plastic ring with a pair of needle nose pliers in order to pull the nylon line out.
- 5 Remove the 2 bottom bolts that hold the air spring to the lower control arm.
- 6 Use a screwdriver to release the plastic clip at the topside of the air spring mount, then turn the top ring and remove the air spring.
- 7 Remove the stabilizer bar link attaching nuts and bushings. Remove the lower shock bolts, and lower rear suspension.

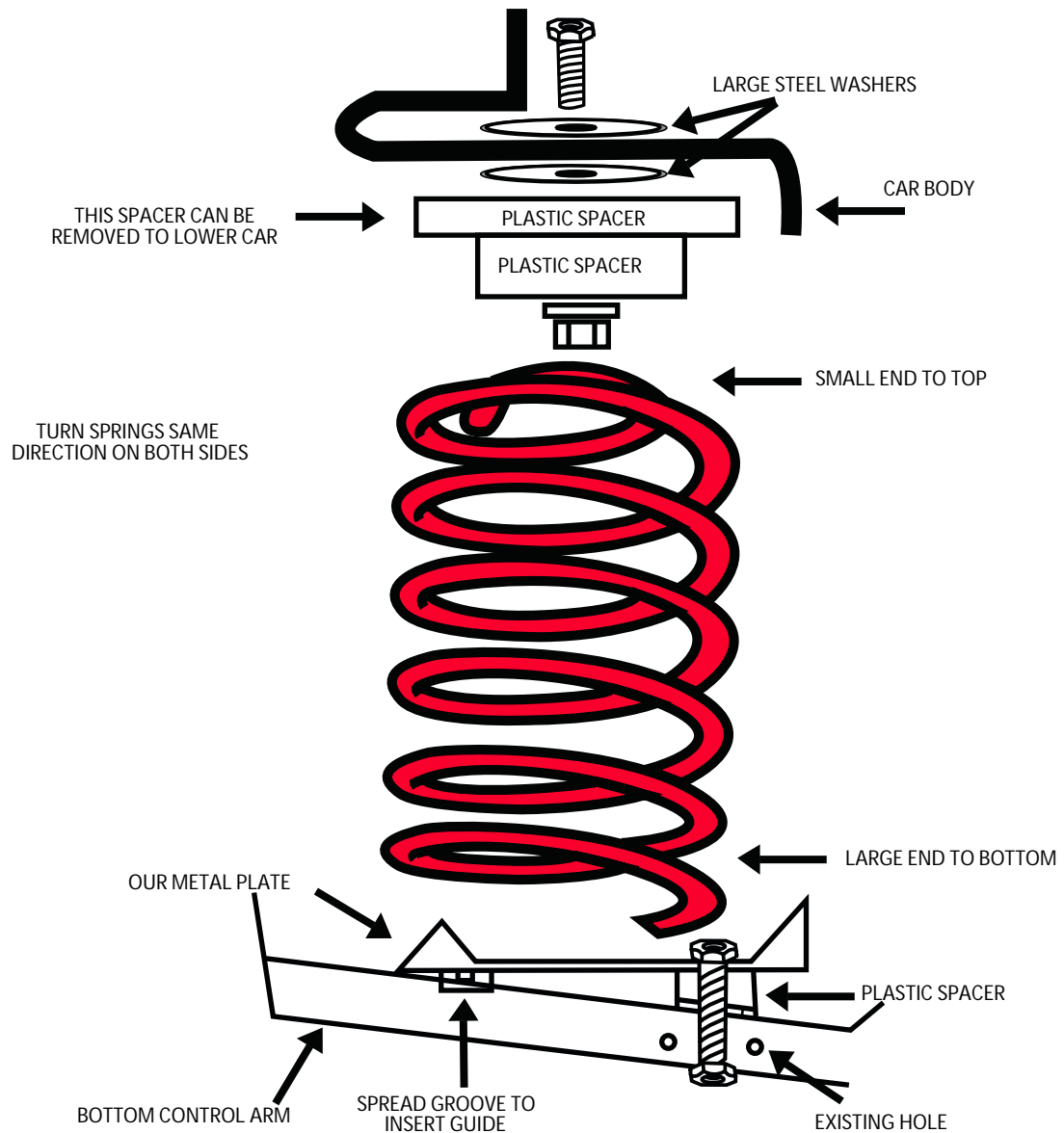
INSTALLATION (see Installation Diagram on pg 2)

- 1 Bolt the supplied upper mount in the notch where the air spring was removed.
- 2 Bolt the bottom plate (positioned tilt forward) through the lower control arm where the bottom of the air spring was attached.
- 3 Set the spring in place with the small pigtail end to the top.
- 4 Jack up the rear suspension to compress the springs so that you can reinstall shock bolts and sway bar hardware.
- 5 Follow the Suspension Light Disarm Instructions to disable the warning light then turn your air suspension switch back "ON."

NOTES:

The rear springs may settle some during the first couple weeks of use. You may have to adjust the front height sensors to match the level of your new rear springs.
The rear springs can sit a little low if your rear shocks are bad. Test the rearshocks by pushing down on the rear of the car. If the rear bounces, then you need to replace the shocks also. (At SUNCORE, we carry replacement shocks if they need replacing.)

INSTALLATION (see Installation Instructions on pg 1)

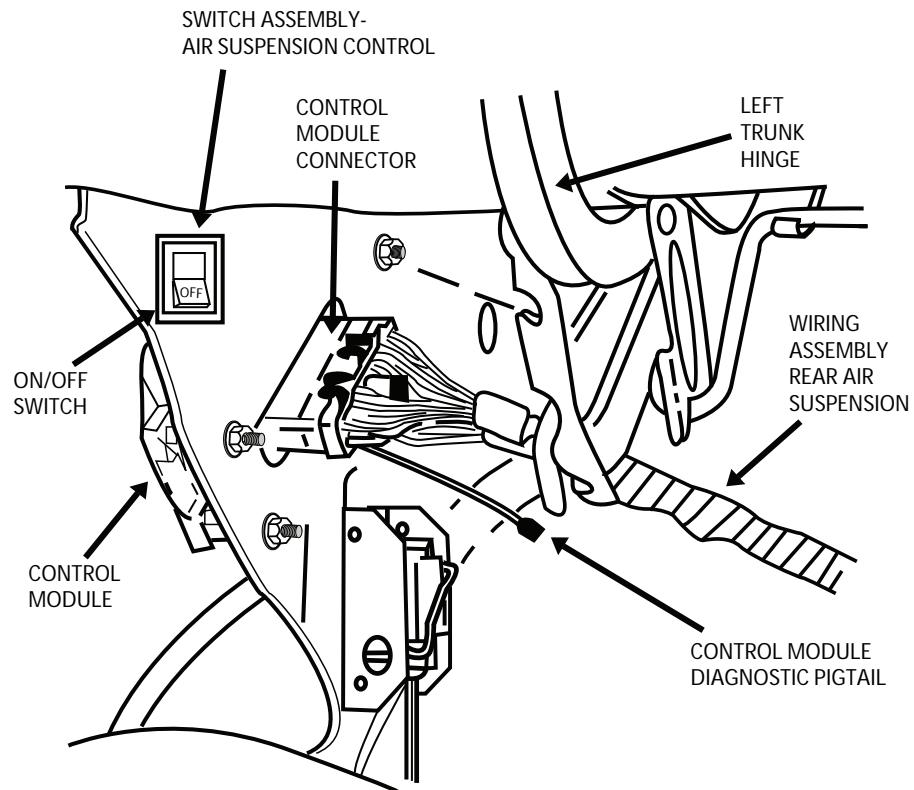


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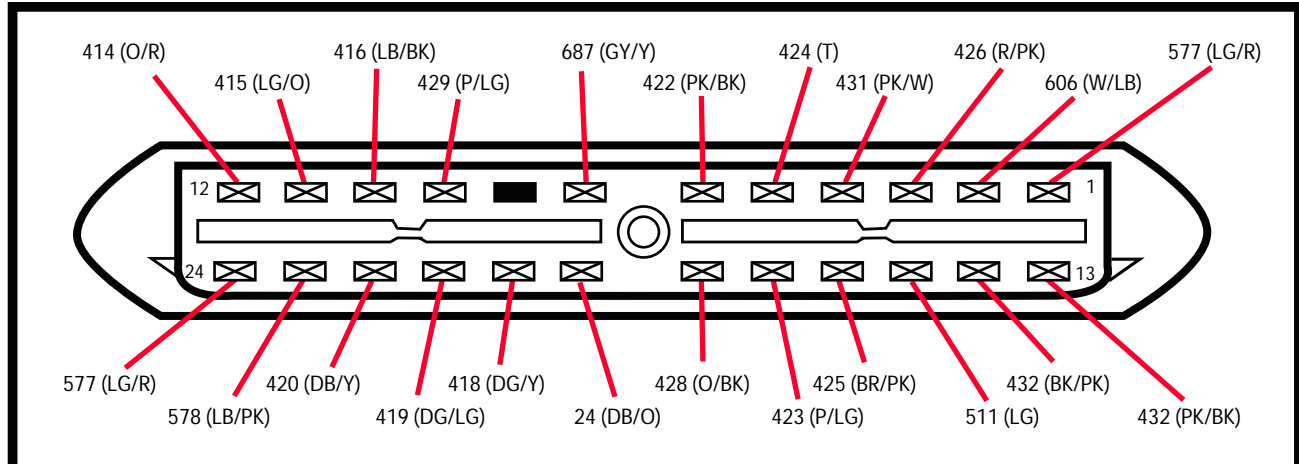


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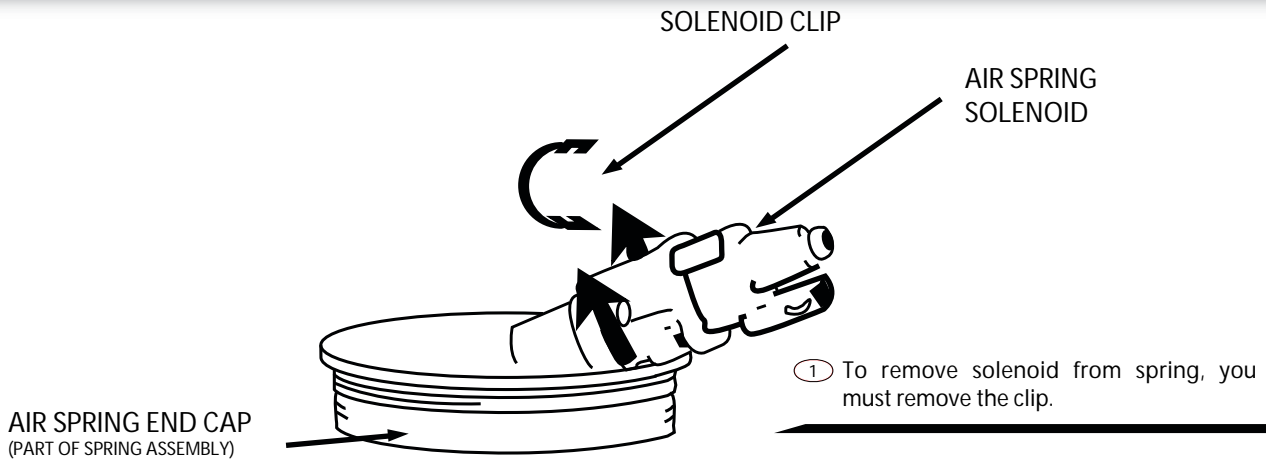
AIR SUSPENSION LIGHT DISARM INSTRUCTIONS



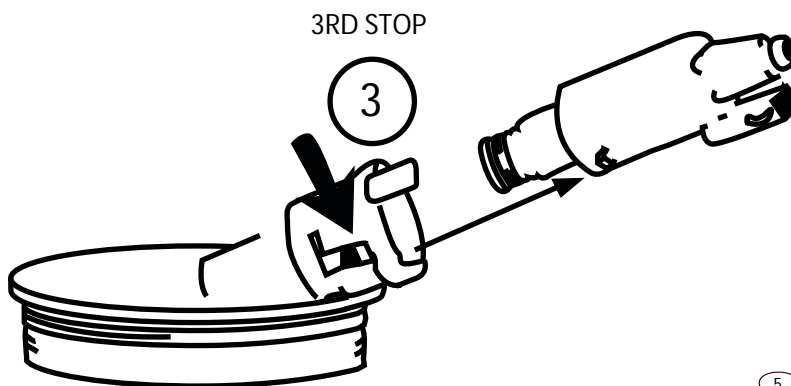
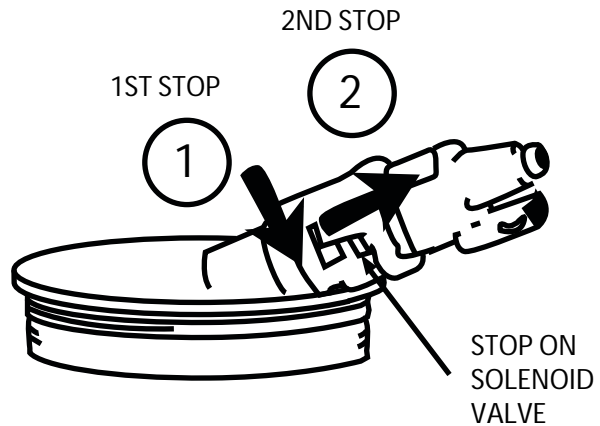
**C403
AIR SUSPENSION CONTROL MODULE**



PIN NUMBER	CIRCUIT	CIRCUIT FUNCTION
1	577 (LG/R)	Ground
2	506 (W/LB)	Test Connector
3	426 (R/PK)	Rear Height Sensor Feed
4	431 (PK/W)	Left & Right Height Sensors Feed
5	424 (T)	Right Front Height Sensor HI Input
6	422 (PK/BK)	Left Front Height Sensor HI Input
7	687 (GY/Y)	Ignition Sense
8	-	NOT USED
9	429 (P/LG)	Left Rear Solenoid Control
10	416 (LB/BK)	Right Rear Solenoid Control
11	415 (LG/O)	Left Front Solenoid Control
12	414 (O/R)	Right Front Solenoid Control
13	427 (PK/BK)	Rear Height Sensor HI Input
14	432 (BK/PK)	Sensor Ground
15	511 (LG)	Brakes Applied Input
16	425 (BR/PK)	Right Front Height Sensor LO Input
17	423 (P/LG)	Left Front Height Sensor LO Input
18	428 (O/BK)	Rear Height Sensor LO Input
19	24 (DB/O)	Door Open Input
20	418 (DG/Y)	Air Suspension Switch Input
21	419 (DG/LG)	Indicator Control
22	420 (DB/Y)	Air Compressor Relay Control
23	578 (LB/PK)	Air Compressor Vent Solenoid Control
24	577 (LG/R)	Ground



- ② Rotate valve counterclockwise to 1st stop.
- ③ Pull solenoid straight out slowly until all air is deflated from air spring.
- ④ Once deflated, rotate counterclockwise to 2nd stop.



REMOVAL SHOWN - REVERSE SEQUENCE FOR SOLENOID INSTALLATION