



AIR DITCHER

AIR TO COIL CONVERSION KIT

2000 - 2005 Buick LeSabre • 2006 - 2011 Buick Lucerne • 1997-2005 Buick Riviera
2006-2001 Cadillac DTS • 2000-2005 Cadillac DeVille • 1998-2004 Cadillac Seville
1995-1999 & 2001-2003 Oldsmobile Aurora • 2000-2005 Pontiac Bonneville



This product is intended to modify your vehicle and replace the existing air controlled suspension components with a passive coil and shock system. The system has been designed and extensively tested to provide the same ride quality and height as the O.E.M. system.



This conversion kit requires the removal of the stock coil spring, which may be under compression. Proper procedure must be followed to minimize risk of personal injury and product damage.

General Precautions

When servicing any vehicle be sure to follow all safety procedures.

First, make sure that when lifting the vehicle that you are using the appropriate jack for the weight of the vehicle.

Make sure before going underneath any vehicle 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. There is a list of tools needed included in these instructions.

Safety glasses and mechanic gloves should also be worn for your protection.

Be sure to follow the instructions in the order that they are given. The instructions are in a certain order for a reason and improper installation could lead to damage to your vehicle or the parts. Keep in mind that if you damage the parts during installation you will be responsible for the replacement parts.

Included In This Conversion Kit



Minimum Tools Needed For This Installation



Metric Hand Tools (Sockets/Wrenches)



Jack and Jackstands

Torque Specifications

Wheel Lug Nut.....106 ft. lbs
Strut (Knuckle) Mounting Nut..... 79 ft. lbs.
Strut (Tower) Mounting Nut51 ft. lbs.

! WARNING

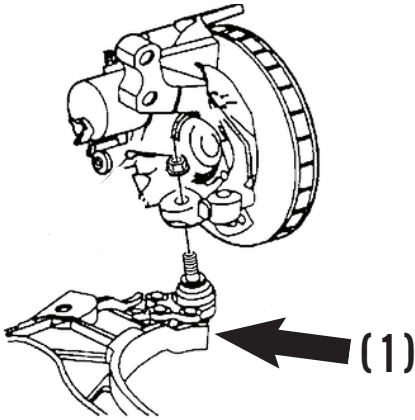
Our complete strut assemblies are completely assembled from the factory. These units contain a coil spring under compression. DO NOT ever loosen the top mount main bolt for prevention of both physical harm and vehicle damage.

CAUTION

The new conversion kit strut assemblies **MUST** be aligned using the old strut assemblies alignment. Failure to align new strut to the old strut will result in failure aligning the vehicle after installation

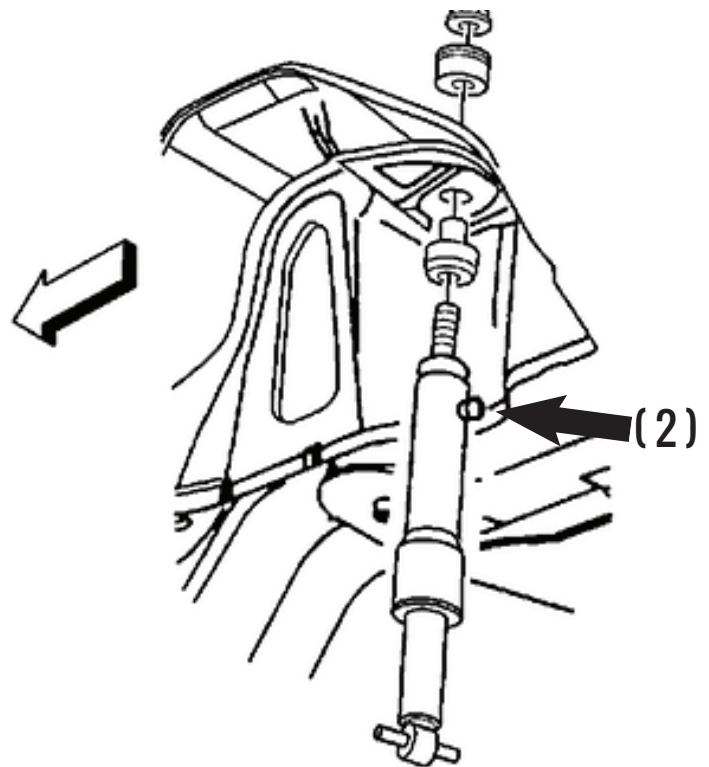
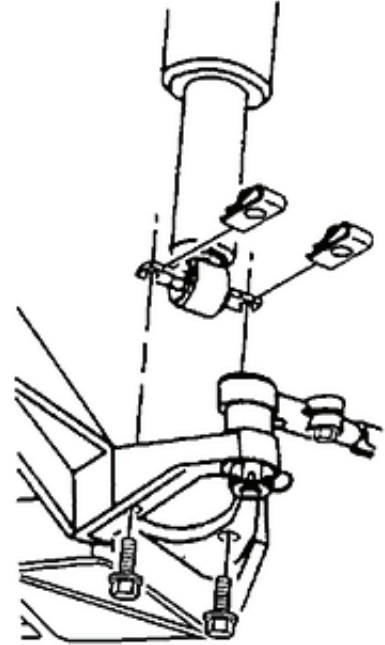
Removal

1. Raise and support the vehicle.
2. Remove the tire and wheel.
3. Support the control arm with a jack stand. (1)
4. Disconnect the Automatic Level Control air tube from the shock. (2)
5. Remove the lower shock absorber retaining bolts.
6. Remove the trunk trim to gain access to the shock absorber upper mounting nuts



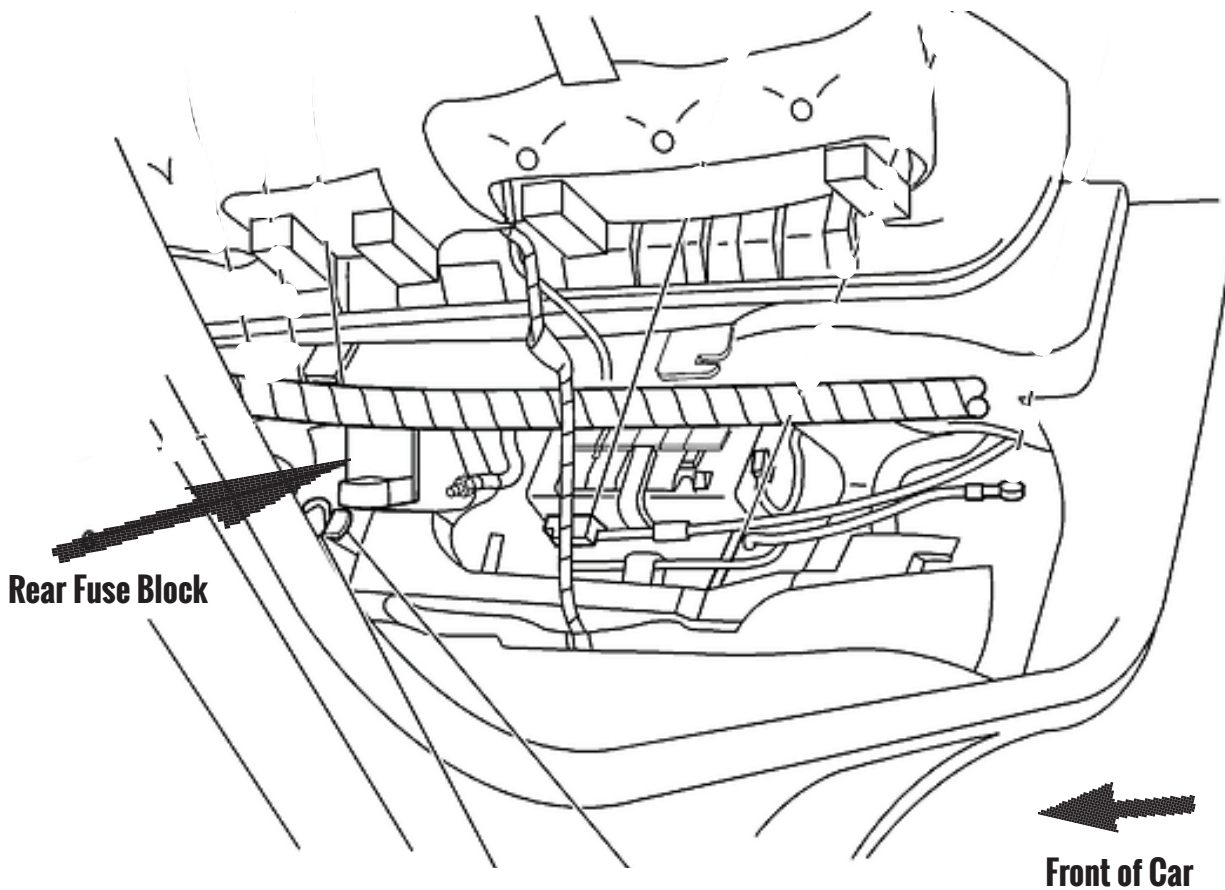
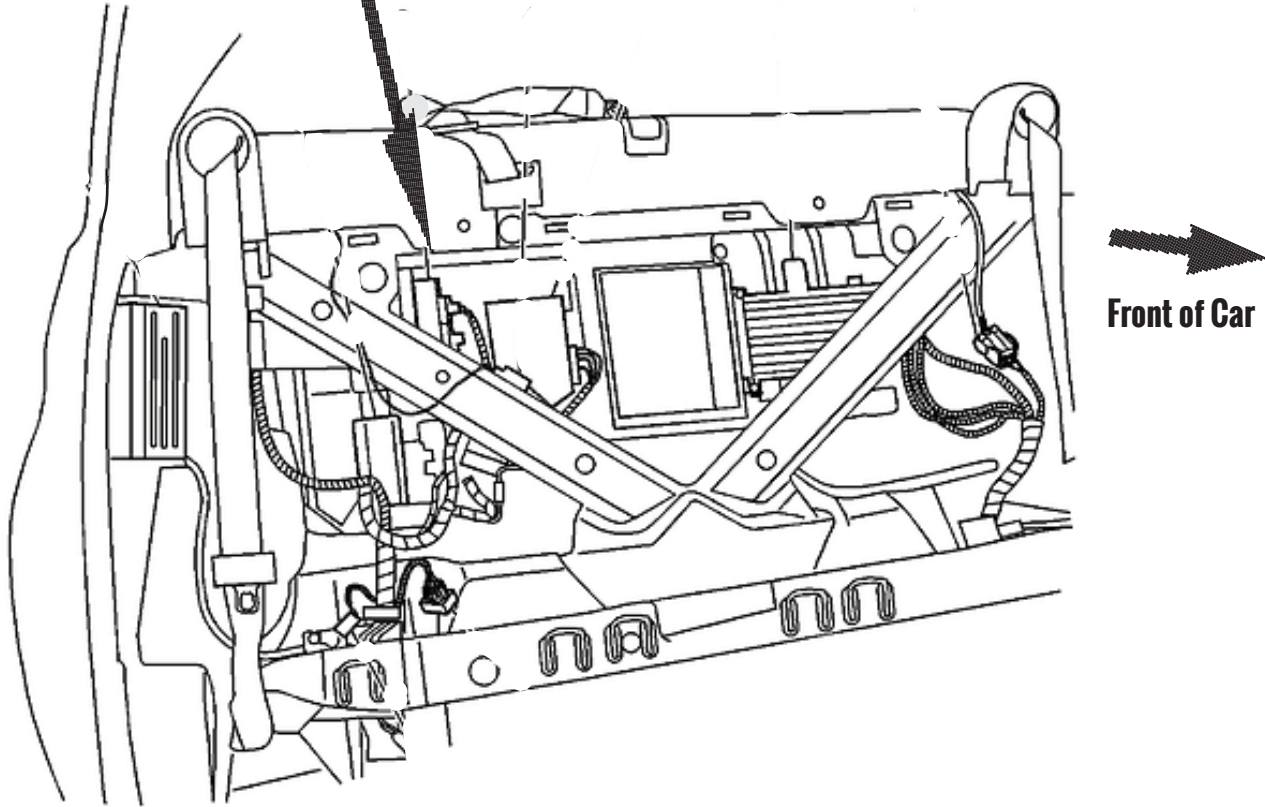
7. Remove the upper shock absorber cover.
8. Remove the upper shock absorber retaining nuts.
9. Remove the upper shock absorber reinforcement.
10. Remove the shock from the vehicle.

Installation is reverse of removal



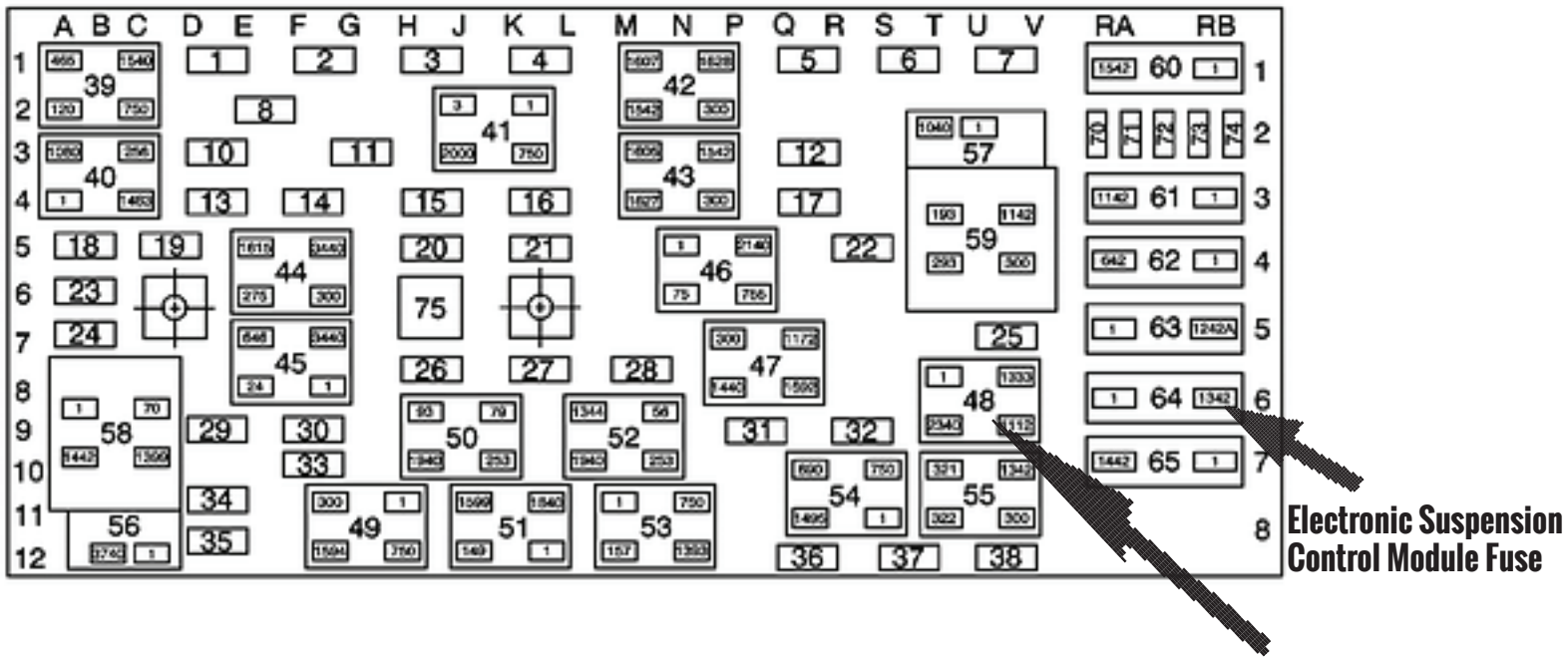
Disable Illumination of Service Indicator

Electronic Suspension Control Module



Rear Fuse Block

Front of Car



Option 1.

Remove fuse #64 and Relay #48.

Put keys in the ignition and allow full cycling of computer systems.

Remove key and replace relay 48. The light will be off when you start the vehicle.

Option 2

Wire a 25ohm resistor into the signal output (green) wire of the Electronic Suspension Control Module located on the left side of the rear seat back. Make sure to insulate the wires from touching metal, always solder connections of resistors and wrap in cloth or electrical tape.