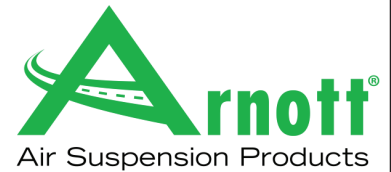


Installation Manual

SK-2671 ARNOTT FRONT SHOCK KIT GM FULL SIZE SUVs (GMT 900)



Congratulations on your purchase of an Arnett® air suspension product. We at Arnett Incorporated are proud to offer a high quality product at the industry's most competitive pricing. Thank you for your confidence in us and our product.

Proper installation is essential to experience and appreciate the benefits of this system. Please take a moment to review these installation instructions before you begin to install these components on your vehicle. The removal and installation of air suspension products should only be performed by a fully qualified, ASE Certified, professional.

It is equally important to be aware of all necessary safety measures while installing your new Air Suspension System. This includes proper lifting and immobilizing of the vehicle and isolation of any stored energy to prevent personal injury or property damage.

"Engineered to Ride, Built to Last®"



WARNING: *The air suspension system is under pressure (up to 10 bar, or 150 lbf/in). Verify pressure has been relieved and disconnect power to the air suspension system prior to disassembly. Do not allow dirt or grease to enter the system. Always wear standard hand, ear, and eye protection when servicing the air suspension system.*

Arnett® is committed to the quality of its products. If you have a question or problem with any Arnett product, please contact Arnett by calling **800-251-8993** during normal business hours or email techassistance@arnottinc.com.
(In the EU please call +31 (0)73 7850 580 or email info@arnotteurope.com)

GENERAL INFORMATION:

Reading this manual signifies your agreement to the terms of the general release, waiver of liability, and hold harmless agreement, the full text of which is available at www.arnottinc.com.

- Not to be stored below 5°F (-15°C) or above 122°F (50°C).
- Avoid damage to air lines and cables.
- Removal and installation is only to be performed by fully qualified personnel.
- Use car manufacturer's diagnostic software.

CAUTION: *Damage to the vehicle and air suspension system can be incurred if work is carried out in a manner other than specified in the instructions or in a different sequence.*



To avoid the possibility of short circuits while working with electric components consult your owner's manual on how to disconnect your battery.



Consult your vehicle owner's manual, service manual, or car dealer for the correct jacking points on your vehicle and for additional care, safety and maintenance instructions. Under no circumstances should any work be completed underneath the vehicle if it is not adequately supported, as serious injuries and death can occur.

COIL STRUT REMOVAL

1. RAISE VEHICLE AND REMOVE FRONT WHEEL TO EXPOSE THE FRONT COIL STRUT. (FIGURES 10-1, 10-2)



FIGURE 10-1

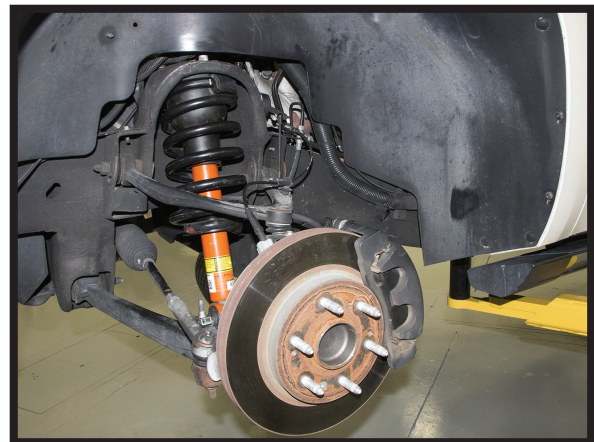


FIGURE 10-2

2. LIFT THE HOOD TO EXPOSE THE TOP OF THE COIL STRUT. LOCATE AND DISCONNECT THE ELECTRICAL CONNECTOR. (FIGURES 10-3, 10-4)

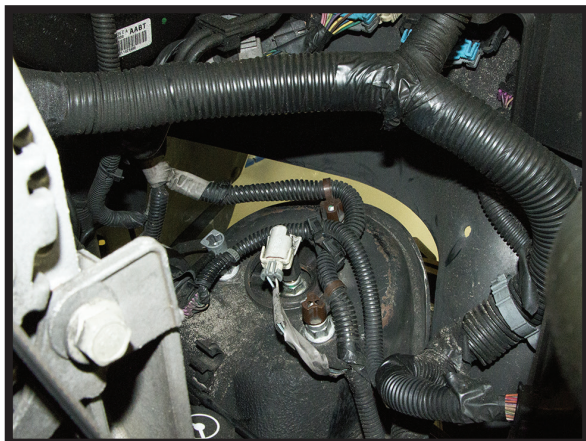


FIGURE 10-3

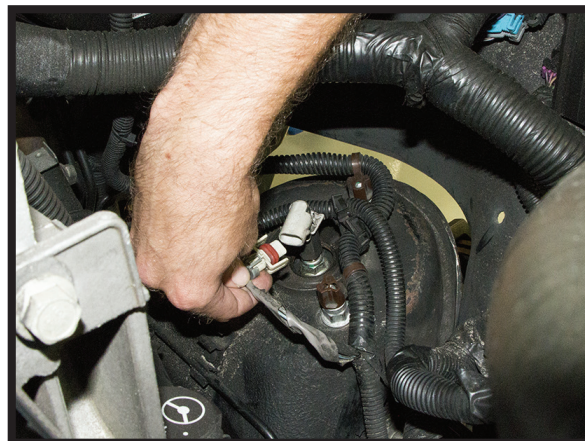


FIGURE 10-4

3. REMOVE THE 3 WIRE CLIPS AND TOP MOUNTING NUTS, NUTS TO BE REUSED UPON INSTALLATION. (FIGURES 10-5, 10-6, 10-7)



FIGURE 10-5

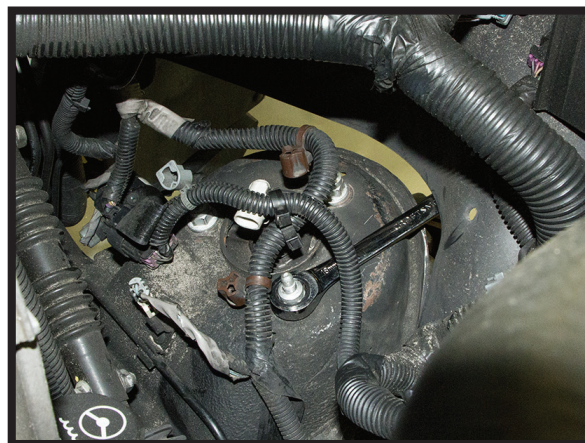


FIGURE 10-6

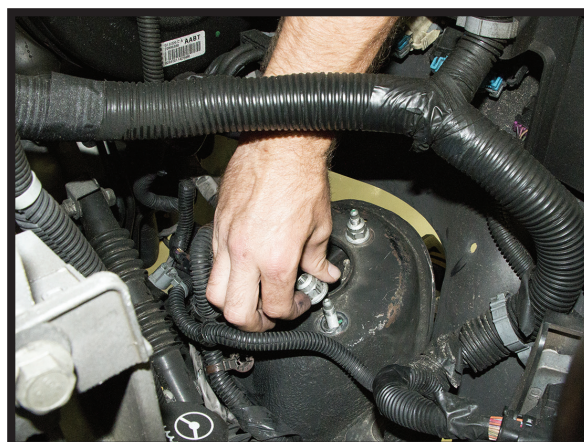


FIGURE 10-7

4. REMOVE THE TWO (2) LOWER MOUNTING BOLTS. (FIGURES 10-8, 10-9)



FIGURE 10-8



FIGURE 10-9

5. LOOSEN, *DO NOT REMOVE*, THE SWAY BAR END LINK HARDWARE. (FIGURE 10-10)



FIGURE 10-10

6. CAREFULLY REMOVE COIL STRUT FROM THE VEHICLE. (FIGURE 10-11)

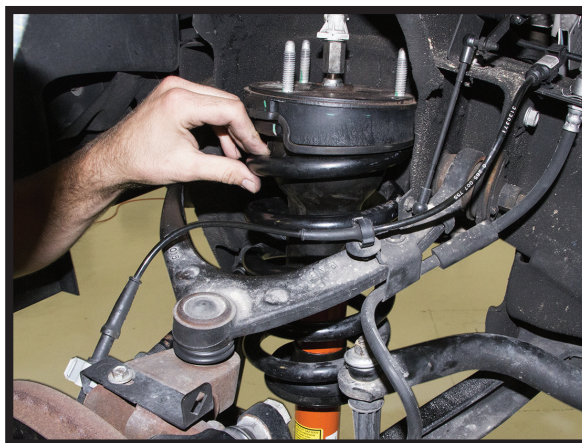


FIGURE 10-11



Use a spring compressor tool for the following removal steps.

SHOCK REMOVAL

1. RELEASE CLIP AND REMOVE THE TOP ELECTRICAL CONNECTOR AND SHOCK ROD STEM. (FIGURES 20-1, 20-2, 20-3, 20-4)



FIGURE 20-1

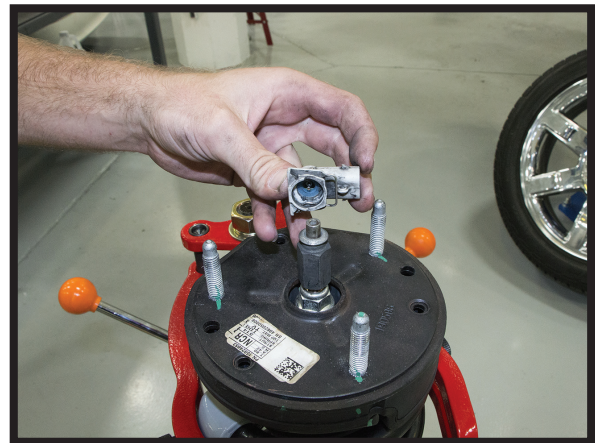


FIGURE 20-2

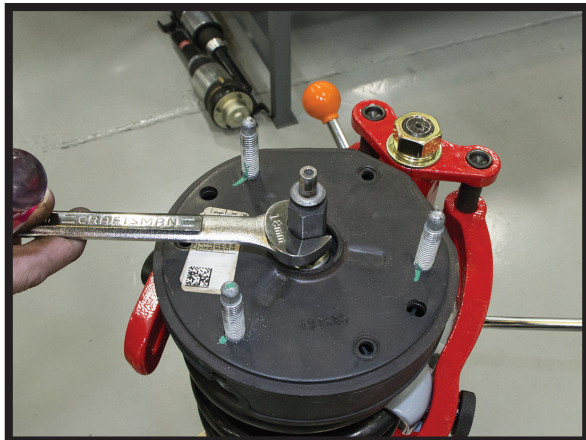


FIGURE 20-3



FIGURE 20-4

2. COMPRESS THE COIL SPRING AND REMOVE THE TOP SHOCK ROD NUT. (FIGURES 20-5, 20-6)



FIGURE 20-5

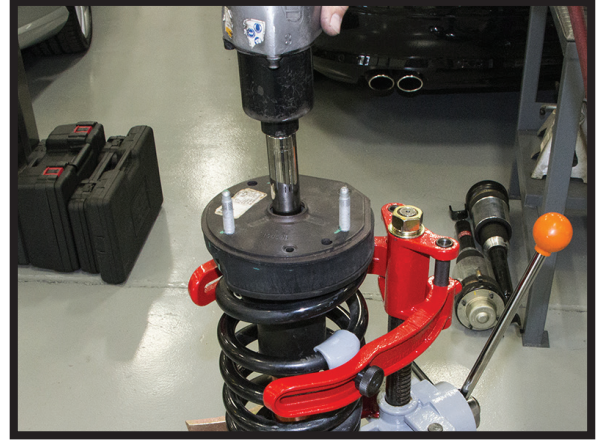


FIGURE 20-6

3. REMOVE TOP MOUNT PLATE, OFFSET PLATE AND RUBBER ISOLATOR. (FIGURES 20-7, 20-8)



FIGURE 20-7



FIGURE 20-8

4. CAREFULLY RELEASE SPRING PRESSURE AND REMOVE COIL SPRING, SPACER WASHER, BUMP STOP, AND SPRING SEAT. (FIGURES 20-9, 20-10)



FIGURE 20-9



FIGURE 20-10

COIL STRUT REASSEMBLY



Tighten all nuts and bolts to manufacturer's specifications during the assembly process.

1. INSTALL THE OEM SPRING SEAT, MAKING SURE THE FLANGED END OF THE SPRING SEAT IS DOWN, FOLLOWED BY THE BUMP STOP CAP ONTO THE NEW SHOCK ABSORBER. (FIGURE 30-1)

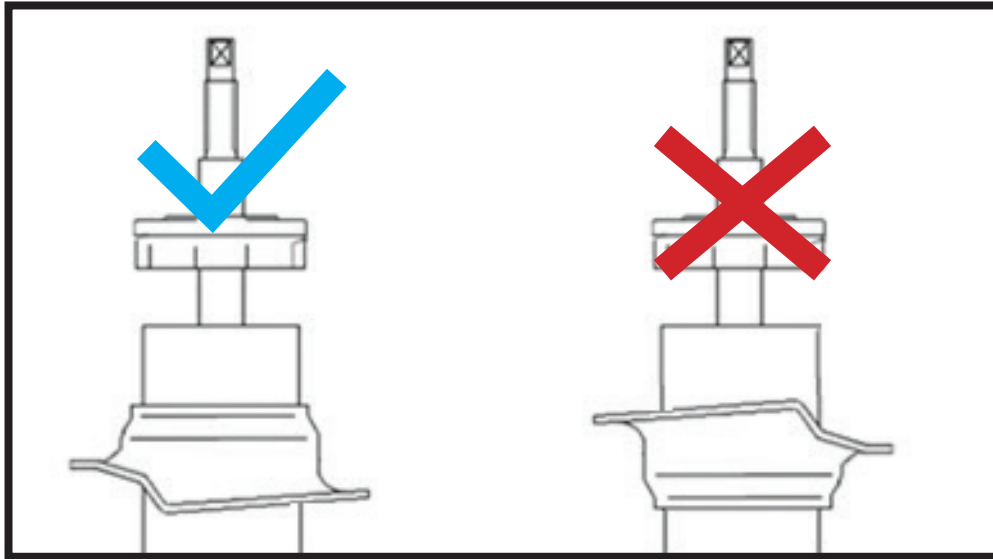


FIGURE 30-1

2. REMAINING ASSEMBLY IS IN THE REVERSE ORDER OF SHOCK DISASSEMBLY.

COIL STRUT INSTALLATION



Tighten all nuts and bolts to manufacturer's specifications during the installation process.

1. INSTALLATION IS IN REVERSE ORDER OF SHOCK REMOVAL.
2. POSITION THE T-BAR ON TOP OF THE CONTROL ARM TO ENSURE PROPER MOUNTING. (FIGURE 30-2)

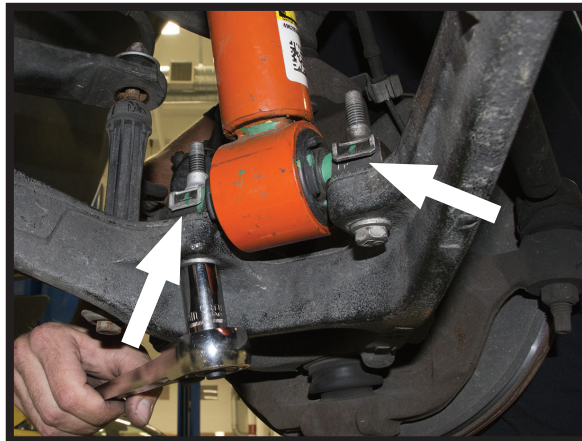


FIGURE 30-2

3. SUPPLIED NUTS ARE TO BE USED TO SECURE SHOCK SHAFT TO THE TOP MOUNT AS WELL AS THE LOWER SHOCK BOLTS TO THE CONTROL ARM. REUSE OF TOP MOUNT HARDWARE IS REQUIRED DURING INSTALLATION.

SHOCK SENSOR INSTALLATION

1. LOCATE THE DAMPING SENSOR LEAD.
2. DISCONNECT THE ANGLE ADAPTER THAT CONNECTED THE SHOCK SENSOR TO THE SENSOR LEAD.
3. CONNECT THE SUPPLIED COIL. (FIGURE 40-1)
4. SECURE THE COIL AND HARNESS IN A WAY NOT TO INTERFERE WITH ANY MOVING PARTS OR COMPONENTS WITH EXCESSIVE HEAT.



FIGURE 40-1