

Installation Manual

**C-3697
ARNOTT
NEW REAR COIL SPRING CONVERSION KIT
2007-2013 BMW X5 (E70)
2008-2014 BMW X6 (E71)**



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.

AIR SPRING REMOVAL

1. RAISE VEHICLE.
2. REMOVE REAR WHEEL(S). (FIGURE 1)



FIGURE 1

3. REMOVE THE FASTENERS AND PANELING UNDER THE RIGHT SIDE OF THE VEHICLE TO EXPOSE THE VEHICLE'S AIR SUSPENSION VALVE BLOCK. (FIGURES 2, 3, 4)



FIGURE 2



FIGURE 3



FIGURE 4

4. LOCATE THE VALVE BLOCK AND SLOWLY REMOVE THE AIR LINES TO DEFLATE THE AIR SPRINGS. WHEN LOOKING AT THE VALVE BLOCK, THE AIR HOSE ON THE RIGHT WILL DEFLATE THE RIGHT AIR SPRING AND THE AIR HOSE ON THE LEFT WILL DEFLATE THE LEFT AIR SPRING. (FIGURE 5)

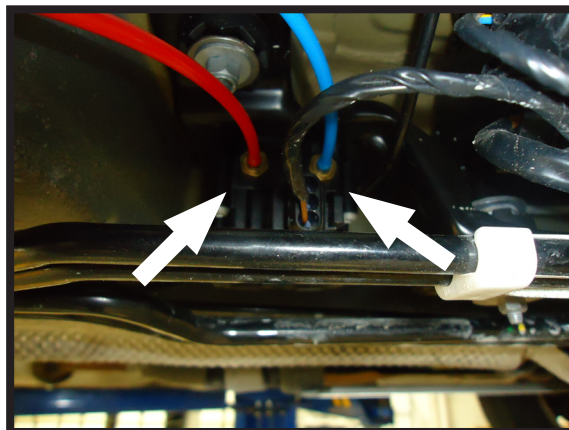


FIGURE 5

5. REMOVE THE BOTTOM PISTON FROM THE LOWER AIR SPRING SEAT BY PRESSING IN THE TWO LOCKING TABS AND PUSHING UPWARD ON THE BOTTOM PISTON. (FIGURES 6, 7)



FIGURE 6



FIGURE 7

6. REMOVE THE TOP OF THE AIR SPRING BY TURNING COUNTERCLOCKWISE APPROXIMATELY 90 DEG. AND PULL THE AIR SPRING OUT. (FIGURES 8, 9)



FIGURE 8



FIGURE 9

7. REMOVE THE AIR LINE FROM THE AIR SPRING. REMOVE THE AIR LINE FITTING FROM THE AIR HOSE AND DISCARD. (FIGURES 10, 11)



FIGURE 10



FIGURE 11

8. PLACE THE UNUSED AIR LINE IN A SUITABLE LOCATION AWAY FROM FRICTION OR HEAT SOURCES.
9. REMOVAL COMPLETE.

COIL SPRING INSTALLATION



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

1. ASSEMBLE THE PROVIDED BOTTOM COIL SPRING PERCH AND HARDWARE ONTO FRAME OF THE VEHICLE. (FIGURES 12, 13, 14, 15)



FIGURE 12



FIGURE 13



FIGURE 14

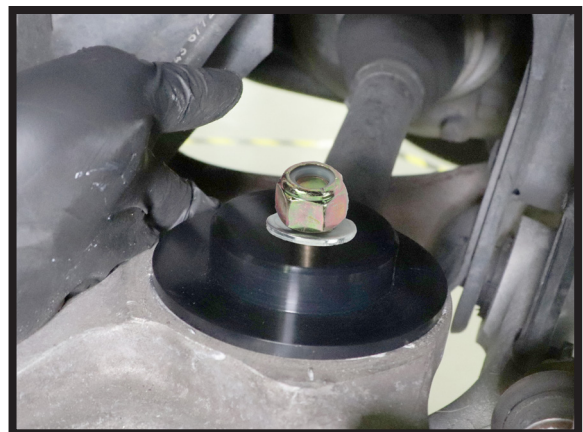


FIGURE 15

2. PLACE THE TOP COIL SPRING PERCH ONTO THE COIL SPRING. (FIGURES 16, 17)



FIGURE 16



FIGURE 17

3. INSTALL THE NEW COIL SPRING. THE TOP MOUNT PERCH WILL SEAT INTO THE FRAME OF THE VEHICLE. (FIGURE 18)



FIGURE 18

4. TIGHTEN THE NUT ON THE BOTTOM COIL SPRING PERCH. TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURE 19)



FIGURE 19

5. INSTALLATION STEPS APPLY FOR BOTH REAR SIDES OF THE VEHICLE.
6. COIL SPRING INSTALLATION COMPLETE.

ELECTRONIC BYPASS MODULE INSTALLATION

1. REMOVE RIGHT SIDE TRUNK PANELING TO REVEAL CONTROL MODULE. (FIGURES 20, 21)



FIGURE 20



FIGURE 21

2. REMOVE THE HARNESS CONNECTION TO THE CONTROL MODULE. IT WILL REMAIN UNPLUGGED. (FIGURES 22, 23)

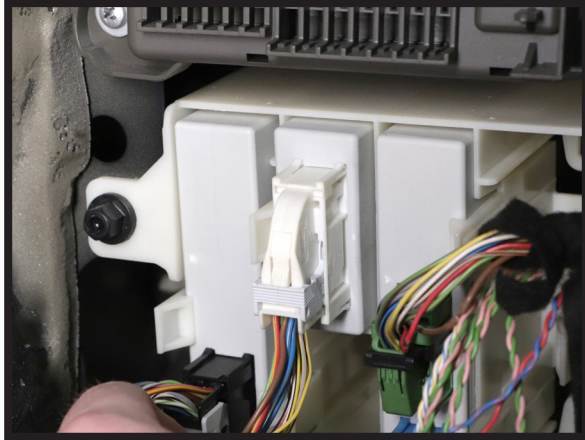


FIGURE 22



FIGURE 23

3. INSTALL THE FOUR (4) CONNECTOR SPLICE TO MALE SPADE TERMINALS ONTO THE APPLICABLE HARNESS WIRES USING THE PHOTOS AND DIAGRAM BELOW. (FIGURES 24, 25, 26, 27, 28)

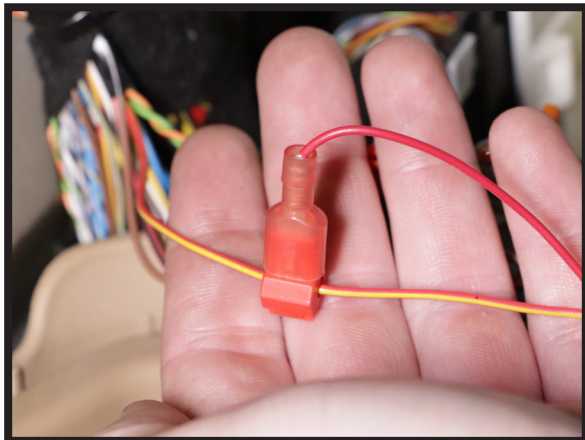


FIGURE 24

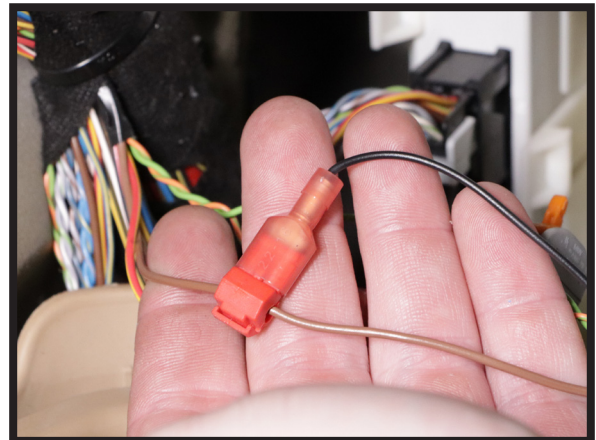


FIGURE 25

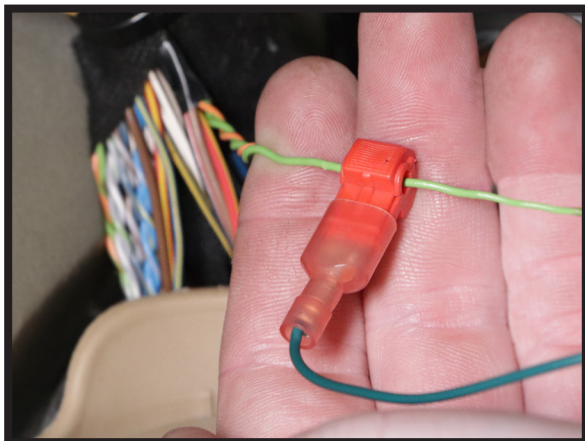


FIGURE 26

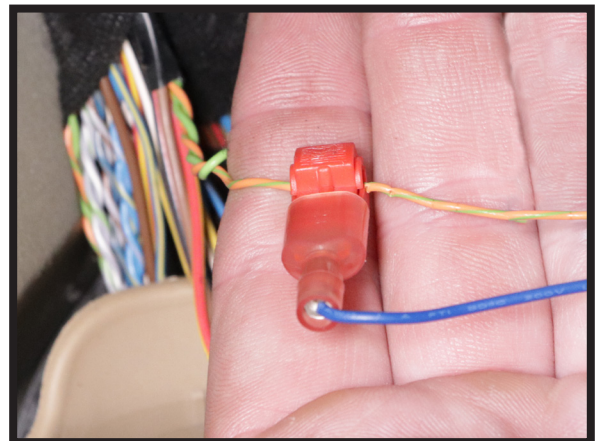


FIGURE 27

	FROM	TO	PIN LOCATION	
ELECTRONIC BYPASS MODULE	RED	RED/YELLOW	22	AIR SUSPENSION CONTROL MODULE CONNECTIONS
	BLACK	BROWN	6	
	GREEN	LT. GREEN	25	
	BLUE	ORANGE/GREEN	24	

FIGURE 28

NOTE: DO NOT PLUG THE SUSPENSION CONTROL MODULE BACK IN. IT REMAINS UNPLUGGED. THERE SHOULD BE NO SUSPENSION ERROR LIGHTS PRESENT IN THE INSTRUMENT CLUSTER.

4. PLACE WIRES AND EBM IN A SUITABLE LOCATION.
5. REASSEMBLE THE TRUNK PANELING.
6. INSTALLATION COMPLETE.