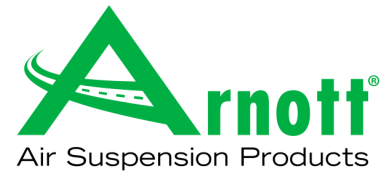


Installation Manual

C-3418
ARNOTT
NEW COIL SPRING CONVERSION KIT
2007-2016 LEXUS LS460 (XF40) - RWD



Congratulations on your purchase of an Arnott® air suspension product. We at Arnott 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.*

Arnott® is committed to the quality of its products. If you have a question or problem with any Arnott product, please contact Arnott 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.

FRONT AIR STRUT REMOVAL

1. SET STEERING TO STRAIGHT AHEAD.
2. RAISE VEHICLE.
3. REMOVE APPLICABLE FRONT WHEEL. (FIGURE 1)



FIGURE 1

4. REMOVE APPLICABLE ENGINE BAY TRIM TO ACCESS THE SHOCK TOWER BENEATH. (FIGURE 2)



FIGURE 2

5. LOCATE THE SHOCK TOWER AND BEGIN BY REMOVING THE 3 NUTS SECURING THE ACTUATOR COVER IN PLACE. (FIGURES 3, 4)



FIGURE 3



FIGURE 4

6. CAREFULLY DISCONNECT THE ACTUATOR'S ELECTRICAL CONNECTION AND SET THE COVER ASIDE. (FIGURE 5)

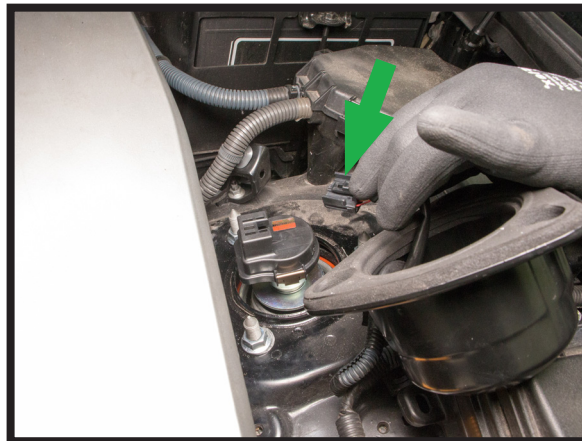


FIGURE 5

7. REMOVE THE ACTUATOR BY ROTATING COUNTER-CLOCKWISE AND LIFTING OUT OF POSITION. (FIGURES 6, 7)



FIGURE 6

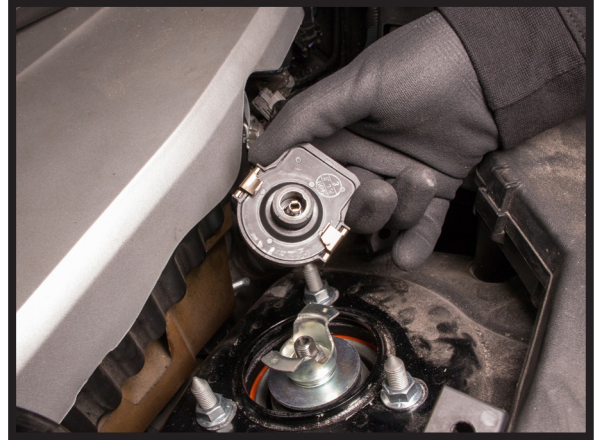


FIGURE 7

8. NEXT, REMOVE THE THREE NUTS RETAINING THE TOP OF THE STRUT TO THE STRUT TOWER. (FIGURES 8, 9)

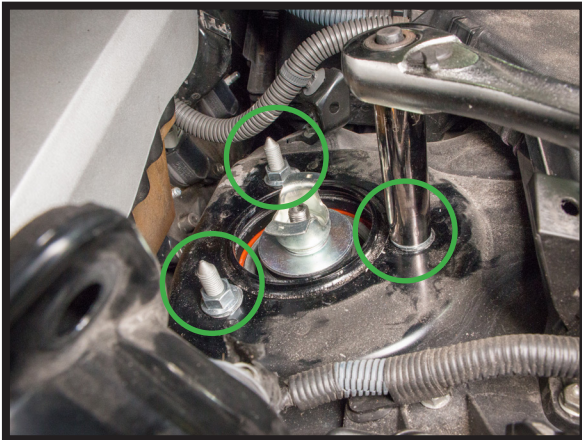


FIGURE 8

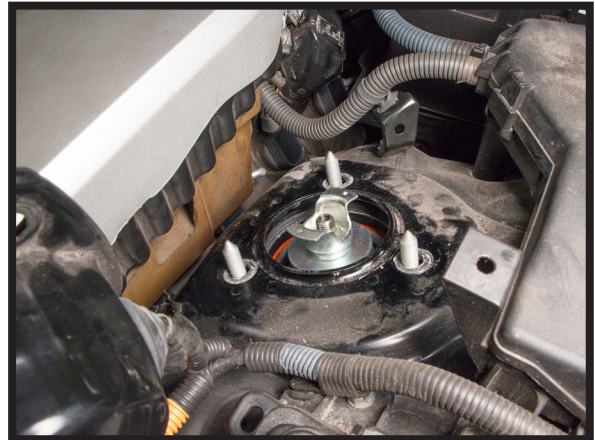


FIGURE 9

9. MOVE TO THE UNDERSIDE OF THE VEHICLE TO LOOSEN AND REMOVE THE LOWER SHOCK MOUNTING BOLT LOCATED ON THE LOWER CONTROL ARM. (FIGURE 10)



FIGURE 10

10. LOCATE AND REMOVE THE AIR LINE BY PUSHING IN ON THE RETENTION CLIP TO DISLodge THE AIR LINE CONNECTION. (FIGURE 11)

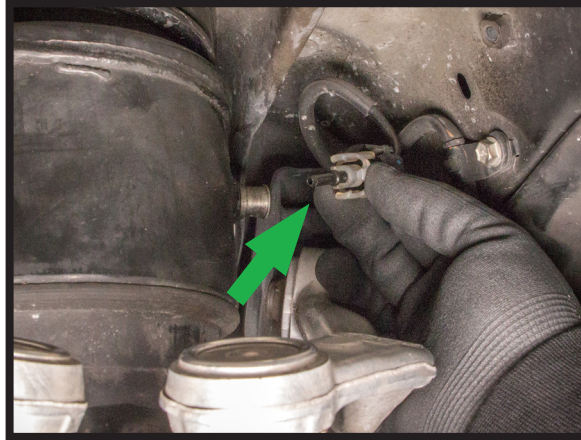


FIGURE 11

11. LOCATE AND REMOVE THE FASTENERS RETAINING THE BRAKE HOSE BRACKET TO THE INSIDE OF THE SPINDLE ASSEMBLY. (FIGURE 12)



FIGURE 12

12. LOCATE AND REMOVE THE COTTER PINS RETAINING THE CASTLE NUTS THAT SECURE THE UPPER CONTROL ARMS TO THE SPINDLE ASSEMBLY. (FIGURE 13)

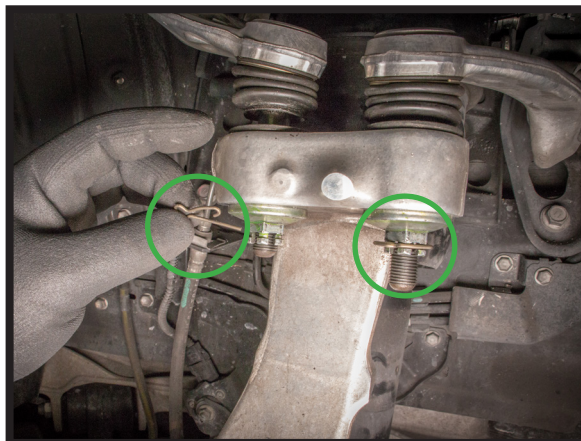


FIGURE 13

13. WITH COTTER PINS REMOVED, LOOSEN AND REMOVE THE CASTLE NUTS. (FIGURE 14)



FIGURE 14

14. WITH A BALL JOINT SEPARATION TOOL OR OTHER MEANS, DISLodge THE UPPER CONTROL ARMS FROM THE SPINDLE ASSEMBLY. (FIGURES 15, 16)



FIGURE 15



FIGURE 16

15. CAREFULLY MANUEVER THE SHOCK OVER THE LOWER CONTROL ARM AND OUT AWAY FROM THE VEHICLE. (FIGURE 17)



FIGURE 17

16. REMOVAL COMPLETE.

FRONT COIL SPRING INSTALLATION



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

1. INSTALL THE NEW ARNOTT COIL SPRING COVERSON STRUT. (FIGURE 18)



FIGURE 18

2. INSTALL BOTTOM STRUT MOUNT BOLT. TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURE 19)

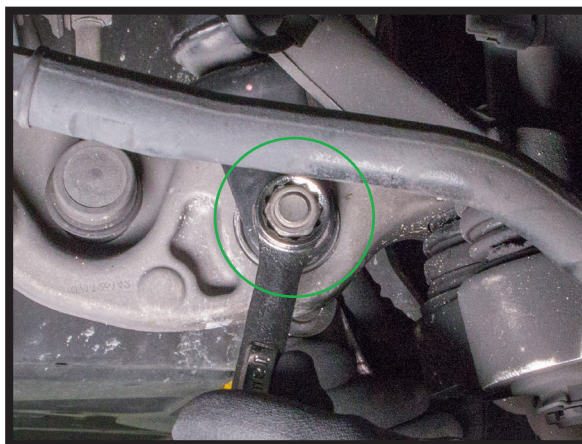


FIGURE 19

3. RECONNECT SPINDLE TO UPPER CONTROL ARM. TIGHTEN NUTS TO MANUFACTURER'S SPECIFICATIONS. (FIGURE 20)

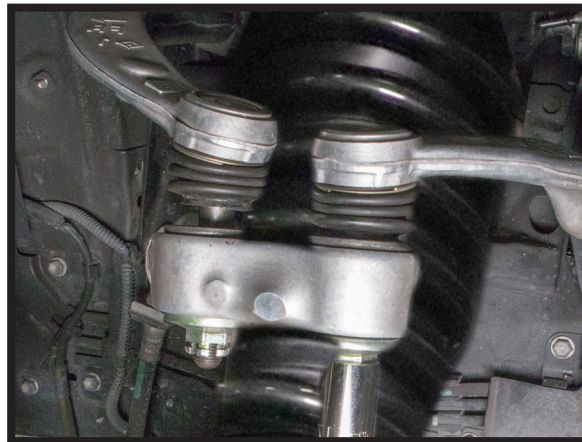


FIGURE 20

4. INSTALL TOP MOUNT NUTS. TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. REINSTALL TOP MOUNT CAP. (FIGURES 21, 22)



FIGURE 21

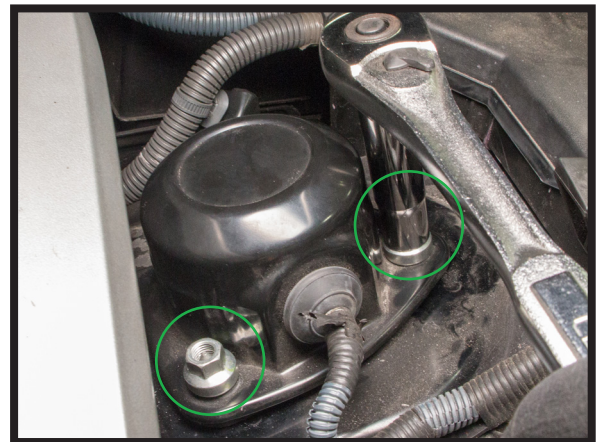


FIGURE 22

5. RECONNECT BRAKE LINE BRACKET. (FIGURE 23)



FIGURE 23

6. FRONT COIL SPRING CONVERSION STRUT INSTALLATION COMPLETE.

REAR AIR STRUT REMOVAL

1. REMOVE APPLICABLE REAR WHEEL.
2. FOLLOWING THE VEHICLE'S FACTORY SERVICE PROCEDURES, REMOVE THE BACK SEATS. (FIGURE 24)



FIGURE 24

3. LIFT UP THE REAR DECK PANEL TO EXPOSE THE TOP CAP. LOOSEN AND REMOVE THE THREE TOP CAP NUTS. (FIGURE 25)



FIGURE 25

4. REMOVE THE TOP CAP. (FIGURE 26)

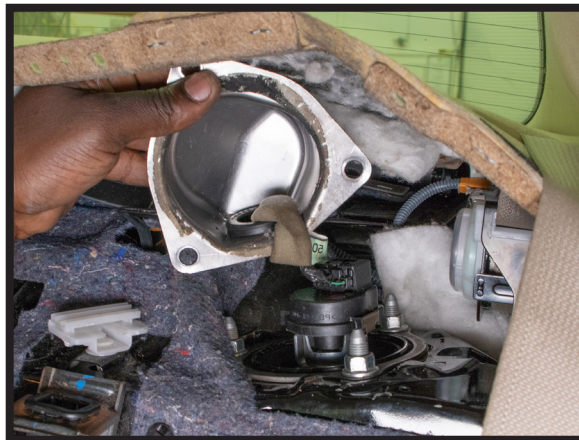


FIGURE 26

5. ROTATE AND REMOVE THE TOP CAP SENSOR. (FIGURE 27)



FIGURE 27

6. LOOSEN AND REMOVE THE THREE TOP MOUNTING NUTS FROM THE SHOCK. (FIGURE 28, 29)



FIGURE 28



FIGURE 29

7. REMOVE THE AIR LINE. TO DO THIS, PUSH THE TABS INWARD AND TWIST UNTIL THE CLIP ALIGNS WITH THE HOLES IN THE FITTING, ALLOWING THE AIR LINE TO BE REMOVED. (FIGURES 30, 31, 32)



FIGURE 30



FIGURE 31



FIGURE 32

8. LOOSEN AND REMOVE THE SWAY BAR END LINK NUT AND SEPERATE. (FIGURES 33, 34)



FIGURE 33



FIGURE 34

9. LOOSEN AND REMOVE THE BOTTOM MOUNT NUT AND BOLT. (FIGURE 35)



FIGURE 35

10. REMOVE THE SHOCK FROM THE VEHICLE. (FIGURE 36)



FIGURE 36

11. REMOVAL COMPLETE.

REAR COIL SPRING INSTALLATION



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

1. INSTALL THE NEW REAR COIL SPRING CONVERSION STRUT INTO THE VEHICLE. (FIGURE 37)



FIGURE 37

2. INSTALL BOTTOM MOUNT BOLT. TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURE 38)

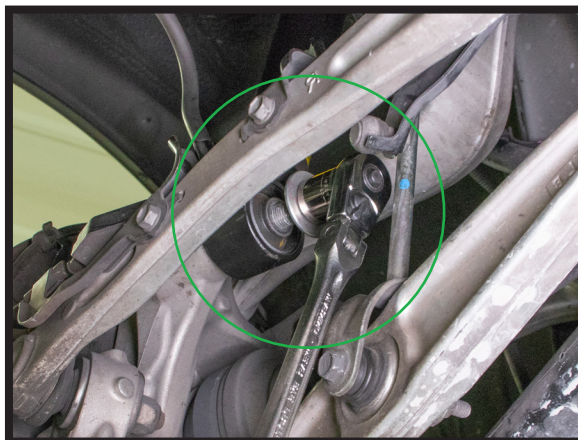


FIGURE 38

3. RECONNECT SWAY BAR END LINK. TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURE 39)

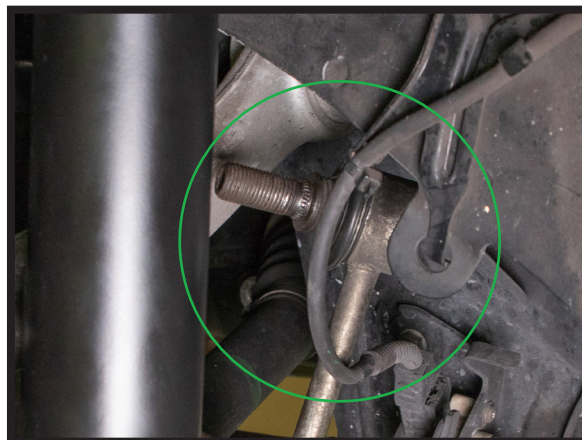


FIGURE 39

4. INSTALL THE TOP NUTS AND TOP MOUNT CAP. TIGHTEN TO MANUFACTURER'S SPECIFICATIONS. (FIGURES 40, 41)



FIGURE 40



FIGURE 41

5. REINSTALL THE APPLICABLE REAR WHEEL.
6. LOWER THE VEHICLE.
7. REINSTALL THE REAR SEATS AND TRIM.
8. REAR COIL SPRING CONVERSION STRUT INSTALLATION COMPLETE.

ELECTRONIC BYPASS MODULE INSTALLATION

1. REMOVE GLOVEBOX AND SURROUNDING TRIM TO GAIN ACCESS TO AIR SUSPENSION MODULES.
(FIGURES 42, 43)



FIGURE 42

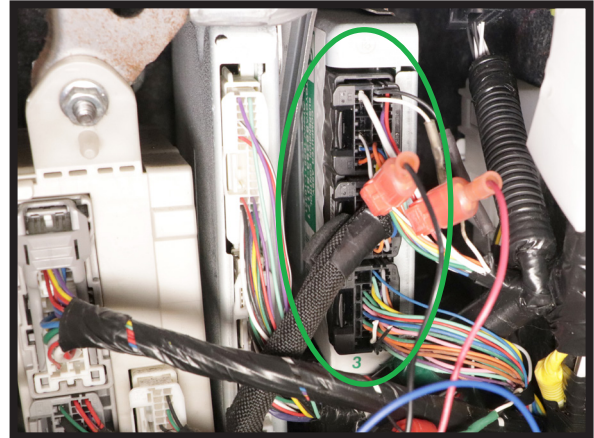


FIGURE 43

2. SEVER THE BLACK AND WHITE WIRES FROM THE R1 HARNESS ON THE AIR SUSPENSION CONTROL MODULE.
(FIGURE 44) REFER TO FIGURE 48 ON THE NEXT PAGE FOR PRECISE WIRE LOCATION ON THE HARNESS.

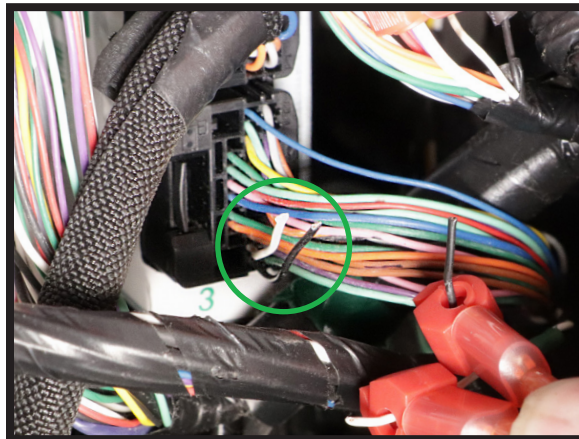


FIGURE 44

3. SPLICE AND T-TAP THE WIRES FROM THE EBM TO THE SUSPENSION MODULES USING THE PHOTOS AND TABLE BELOW FOR WIRE COLOR/HARNESS INFO. (FIGURES 45, 46, 47, 48)

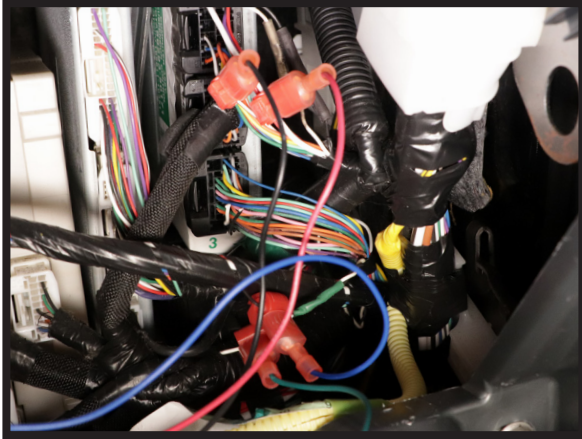


FIGURE 45

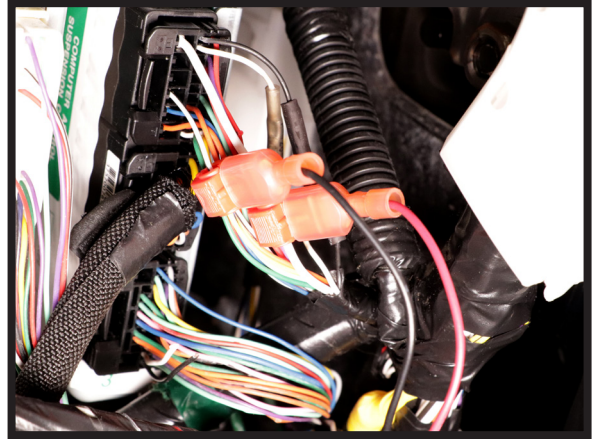


FIGURE 46



FIGURE 47

ELECTRONIC BYPASS MODULE	EBM WIRE COLOR	TO WIRE COLOR & (HARNESS)	PIN	SUSPENSION HARNESSES
	RED	WHITE (L88)	1	
	BLUE (T-TAP)	BLACK (R1)	22	
	GREEN (T-TAP)	WHITE (R1)	21	
	BLACK	WHITE/BLACK (L88)	4	

FIGURE 48

4. PLUG IN THE EBM. THE VEHICLE SUSPENSION MODULES WILL REMAIN PLUGGED IN. (FIGURE 49)

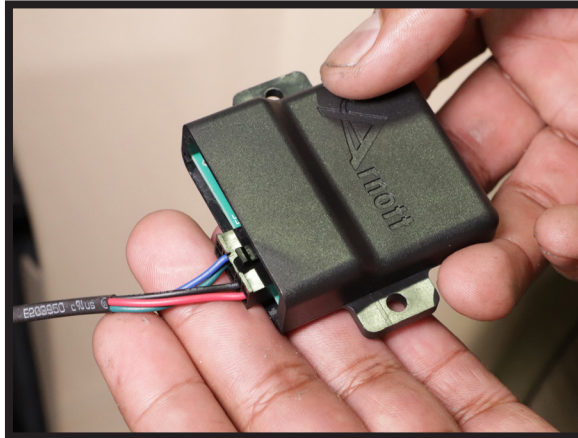


FIGURE 49

5. PLACE THE EBM IN A SUITABLE LOCATION AS DESIRED.
6. REASSEMBLE GLOVE BOX AND SURROUNDING TRIM.
7. INSTALLATION COMPLETE.