Conversion Kit for replacement of Front OR Rear Air Shock (electronic and air leveling) on:

2007-> Cadillac Escalade w/ Z55 suspension package
2007-> Cadillac Escalade EXT
2007-> Cadillac Escalade ESV
2007-> Chevrolet Tahoe, w/ Autoride Z55 suspension package
2007-> Chevrolet 1500 Suburban w/ Autoride Z55 suspension package
2007-> GMC Denali (Yukon)
2007-> GMC Yukon w/ Autoride Z55 suspension package

1. Make sure that ignition switch is in the OFF position. Raise vehicle at recommended lift points and remove wheels (consult GM Owners or Service Manual if necessary) and make sure the vehicle is properly supported.

2. Remove the two lower mounting bolts to the damper mounting to lower mounting must be correct to reinstall. Careful attention to component order should be maintained vs. a conventional passive damper (12mm versus 10mm stem). Thus for proper fit, must use components provided as indicated.

3. (FIG. 2, FIG 3, FIG 4) Locate the upper mounting and electrical connector above the strut. Pull the retaining clip from the connector, then pull the connector straight up to remove (disconnect).

4. Once connector is removed, the three mounting nut may be removed to allow the complete strut module to be removed from the vehicle. DO NOT remove the center nut until the complete assembly can be placed in a spring compressor to relieve spring load. All new components for upper end will be provided.

5. The spring over shock absorber must be placed into a spring compressor for disassembly. Relieve spring load and remove only the center nut. Disassembly is required to retrieve some components. The new components supplied are upper mounting, upper isolator, shock absorber, new spring, new damper with lower spring seat and isolator. The original jounce bumper and dirt shield are to be reused. Careful attention to component order should be maintained for reassembly. Attention to the orientation of the upper mounting to lower mounting must be correct to reinstall. The reason new upper mounting and spring items are included is due to size differences from a vehicle with electronic components versus a conventional passive damper (12mm versus 10mm stem). Thus for proper fit, must use components provided as indicated.

6. By using the original damper disassembly as a guideline, the new components should be reassembled is same order. Using the new damper, install the spring in the correct orientation, install jounce bumper on rod, dirt shield, upper isolator oriented to spring, then upper mounting plate. The mount stud heads MUST be clocked to fit the isolator, as they must rest within the relief areas of the upper isolator, which assures orientation. Once complete, install the rod nut and tighten to 30 ft-lbs (40 N-m).
Relieve load from spring compressor. Review assembly for orientation and correct assembly prior to installing on vehicle.

7. Install module back into vehicle. The three studs for upper mounting have an orientation which coincide with the lower, thus once the unit is installed on the upper end, the lower end should be aligned. If not, the module was not properly assembled and MUST be corrected. If correct, tighten the upper stud nuts to 30 ft-lbs (40 N-m).

8. Align the lower mounting to the holes to the lower control arm. Install original bolts and tighten to 35 ft-lbs (47 N-m).

9. Repeat for opposite side.

10. To eliminate the electronic suspension, the electrical connectors will now need to have a resistor installed (provided). Refer to the instructions within the part package for this installation. The use of a heat gun is needed at this point for shrinking the insulation over the electrical connections. Recommended that the entire vehicle shock absorbers first, then install resistor kits on all four corners for consistency.

**REMOVAL & INSTALLATION PROCEDURE FOR REAR SHOCK ASSEMBLY:**

11. Again, make sure that ignition switch is in the OFF position. Raise vehicle at recommended lift points and remove wheels (consult GM Owners or Service Manual if necessary) and make sure the vehicle is properly supported.

12. Support the axle prior to removal of any bolts, suggest completing one side at a time.

13. (FIG. 5) Remove the air line from the shock by separating the clip and pull straight out from the fitting. Prevent dirt from entering the end of this air line.

14. (FIG. 5) Disconnect the electrical connector for the electronic ride control from the rearward portion of the shock.

15. Remove the upper and lower mounting bolts, save for reuse. Remove shock absorber assembly from vehicle.

16. The new shock absorber assembly can now be installed. Tighten bolt to 42 ft-lbs (57 N-m).

17. Reinstall the air line to the shock. There may be a protective cap over the fitting, so remove first. The original air fitting will attach by pushing directly on to fitting. The clip must be with the split area of the fitting as secure lock. Air will need to added to shock prior to vehicle being set to static height, instructions future statements.

18. Repeat for opposite side.

19. Once both shocks are installed, air will need to added to shocks prior to vehicle being set to static height. The leveling valve at the control arm can be disconnected to move manually. B turning on ignition and moving the valve arm upward the pump should activate. Only a small amount of air needs to inflate the air sleeve to prevent folding inside of dirt shield.

20. To eliminate the electronic suspension, the electrical connectors will now need to have a resistor installed (provided). Refer to the instructions within the part package for this installation. The use of a heat gun is needed at this point for shrinking the insulation over the electrical connections. Recommended that the entire vehicle shock absorbers first, then install resistor kits on all four corners for consistency.

**DISABLING ELECTRONIC CONTROL**

As noted previously, a resistor is installed (provided) on all four corners. Refer to the instructions within the part package for this installation. This part of the procedure relates to disabling the warning systems for the Electronic Ride Control Systems. Not completing this part of the instruction will lead to visual and/or audible warning signals or messages. However, this will NOT harm the operation of the vehicle. The message or warning may be an annoyance after the conversion, but the suspension is fully operational.

**DISABLING AIR LEVELING COMPRESSOR PUMP**

This part of the procedure relates to disabling the warning systems for Air Compressor Pump Control. It is recommended that you continue to use the on board leveling system pump if possible, even if this requires the the replacement of the pump itself (sold separately, not included in kit).

The remainder of this procedure to be used ONLY if conversion has been completed and no longer planning on using the on-board leveling compressor pump. Then this pump needs to be disabled. Manual air fill lines will need to be utilized. Not following this part of the instruction will lead to visual and/or audible warning signals or messages, again which will not harm the operation of the vehicle. The message or warning may cause annoyance after the conversion, but the suspension is fully operational. If needed, you can refer to the original equipment service manual for servicing the air leveling system using a scan tool. Several codes will detect the air system is still functional or indicate items in question. The scan tool can also reset any error codes causing message lights or message center to be illuminated.

21. (FIG 6) If conversion has been completed to no longer use the on-board leveling compressor pump, this needs to be disabled. Remove the splash shield to gain access to the pump. Unplug the pump from the electrical system.

22. It is advised NOT to remove the dedicated fuse within the fuse block for the air leveling pump, typically it is a 30 or 50 amp. The fuse does eliminate operation of the compressor pump but disengages the circuit for the leveling valves. This will trigger fault code C0660 and C0711 for compressor and leveling system errors.