



Air suspension compressor Important installation procedure!

Please strictly follow the correct steps when installing the product, otherwise you will irreparably damage the parts! After installation no returns are accepted.

Please refer for installation to the complete installation description from the manufacturer.

Please check if you received the correct item, and inspect the item carefully. Returning a product is only possible using the right of withdrawal if the item is un-used, not installed and undamaged. Please check the conditions that apply to the sale and returns.

Reading this document signifies your agreement to our terms and conditions. Work should only be performed by a trained mechanic else damage might be caused to the vehicle. The airmatic system is working under a pressure of over 16 bars and is a critical parts in the suspension system, taking the wrong installation steps can have serious consequences. You are responsible for studying the official service manual and the necessary safety proceedings that should be taken before working on, and raising the vehicle as when errors are made serious injuries and death can occur. Diagnostic tool and software is required to bleed, pressurize, and calibrate the system after installation.

CAUTION: The replacement of the relay is mandatory, otherwise the warranty on the compressor is forfeited!

Before you buy a compressor please keep in mind that the main reason a compressor fails is because there is a leak in the Air Suspension System causing the compressor to overwork and "Burn Out". The most common cause for a leak in the system is an old leaky air spring bag. Your compressor warranty will be voided if air spring bags have not been recently replaced in your vehicle. We recommend that in order to maintain your Air Suspension System in optimal condition you purchase new air spring bags.

NOTICE:

The installation and removal through workshops is usually performed as specified by the manufacturer. The bumper is also removed. This leads to enormous costs.

We point out that we do not come up with any complaint for this type of installation and removal.

- Check the functioning of all other components of the air suspension system (control valve, compressor, shock absorbers, sensors, leaking air lines or connections, accumulator, control module).
- Please handle the product with care, the electronic sensor is sensitive.
- Disconnect the battery, and bleed the pressure from the air suspension system before working on the car.
- Lift the car, remove the old product and install the new product with the utmost attention to a very clean environment, dirt and particles on tools, lines, etc. can easily get into the system. Any debris that enters the system contaminates the system and could lead to leakage.
- Cut old air lines straight off and insert them straight into the fittings. Don't open the fittings as the olive may gets damaged not assuring an air tight seal.
- Follow the installation procedure from the manufacturer. Don't twist or turn with force. Tighten all bolts to the correct specifications and momentum.

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- Please use Diagnostic equipment and follow the instructions in the Diagnostic Equipment to pressurize the system.
- After installation, lower vehicle with pressurized air spring modules from the lifting platform.
- Verify after repair if the system is completely sealed.
- Please use Diagnostic equipment and follow the instructions in the Diagnostic Equipment to calibrate the system. Perform the calibration on a level floor with the correct equipment, even a small deviation of the distances leads to permanent damage to the compressor, valves or shocks.
- Don't drive the car without completed calibration in any case.
- Wheel alignment may be necessary.

Important!

- Driving while the system has not been properly calibrated correctly, will damage the system irreparable.
- Never lower vehicle with air discharged from air-suspension bags
- Check air suspension system for leaks.
- Lower vehicle with pressurized air spring modules from the lifting platform.

Our technical advice for the air supply device:

1. Increased noises while the compressor is running may be caused by a non-functioning compressor mounting.

Change the rubbers and springs of the mounting in any case.

2. A porous intake hose often is the cause for a breakdown of the compressor.

Change the intake hose and preferably also the filter and noise absorber, because we do not want the compressor to breakdown because of these.

3. Change the **relays** before installing the compressor even if it seems to still work.

This is also a specification by the car manufacturer. Be sure to change the right relays.

Relays look similar, that is why there is a risk to change the wrong relays.

4. Be sure to check whether the system is leakproof after repairing.

The easiest way to do this is to park the vehicle. Wait for the system to automatically re-adjust if your car has this feature.

Then measure the heights from the ground to the lower edge of the fender as exactly as possible and take notes.

On the day after measure these heights again and compare them with the ones before. Even a small difference will lead to a damaged compressor and damaged valves in the long run.

When driving with a leaking suspension for a long time it needs to be assumed that the compressor is running more often than normal. The increased number of cycles of powering on and off is likely to already have damaged the compressor. Depending on the duration of that condition you should change the relays and check the performance of the compressor to be on the safe side. After the vehicle stood overnight the compressor normally doesn't need to run more than 20 to 30 seconds for the system to be ready to start.

- Please contact us if you have questions

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