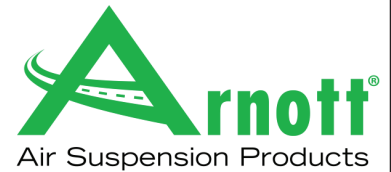


# Installation Manual

SK-2812  
ARNOTT FRONT STRUT KIT  
LEXUS GX-470  
CHASSIS: J120



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](tel:800-251-8993) during normal business hours or email [techassistance@arnottinc.com](mailto:techassistance@arnottinc.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](http://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 STRUT REMOVAL

1. REMOVE THE FRONT WHEELS. (FIGURE 10-1)



FIGURE 10-1

2. LOCATE AND DISCONNECT THE ELECTRONIC DAMPENER. (FIGURE 10-2)



FIGURE 10-2

3. REMOVE SENSOR AND BRACKET FROM THE TOP OF THE STRUT. (FIGURES 10-3, 10-4)

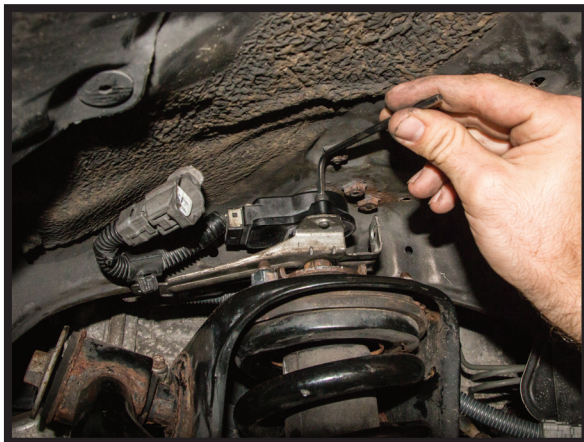


FIGURE 10-3



FIGURE 10-4

4. REMOVE THREE (3) TOP MOUNTING NUTS. (FIGURES 10-5, 10-6)



FIGURE 10-5



FIGURE 10-6



5. DISCONNECT THE SWAY BAR END-LINKS FROM BOTH SIDES OF THE VEHICLE (FIGURE 10-7, 10-8)



FIGURE 10-7



FIGURE 10-8

6. REMOVE THE BRAKE LINE BRACKET FROM THE SPINDLE ASSEMBLY ON BOTH SIDES OF THE VEHICLE. (FIGURE 10-10, 10-11)



FIGURE 10-10



FIGURE 10-11

7. REMOVE COTTER PIN FROM THE CASTLE NUTS AND REMOVE NUTS FROM THE UPPER BALL JOINTS. (FIGURE 10-12, 10-3)

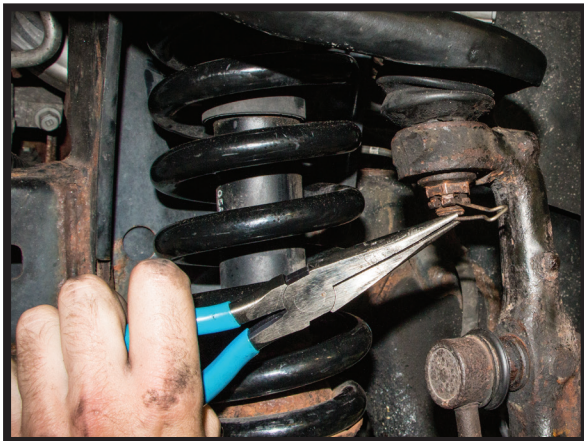


FIGURE 10-12

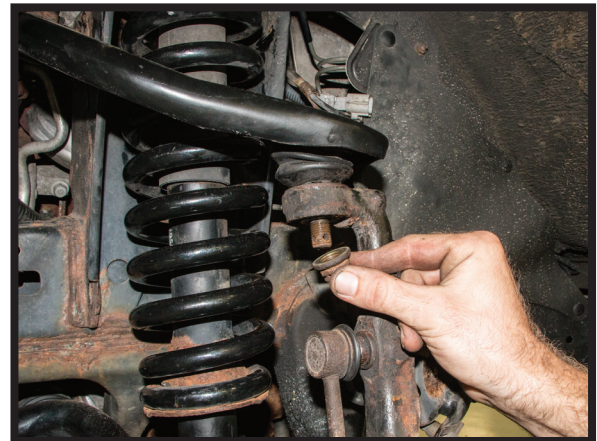


FIGURE 10-13



8. BALL JOINT REMOVER (INSTALL) TIGHTEN UNTIL REMOVED (BOTH SIDES). (FIGURES 10-14, 10-15)

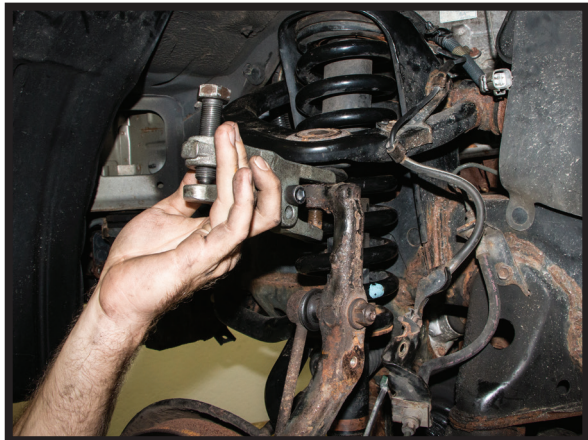


FIGURE 10-14



FIGURE 10-15

9. REMOVE BOTTOM MOUNTING NUT AND BOLT. (FIGURE 10-16, 10-17)



FIGURE 10-16

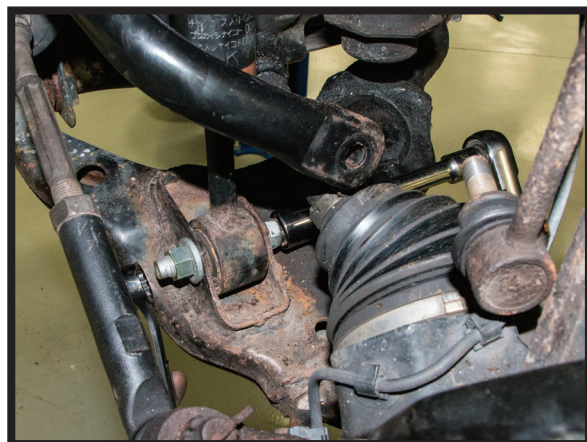


FIGURE 10-17

10. ROTATE SWAY BAR UP, PULL SPINDLE DOWN AND REMOVE THE STRUT ASSEMBLY (FIGURE 10-18, 10-19)



FIGURE 10-18



FIGURE 10-19



## FRONT SHOCK REMOVAL



*Use a spring compressor tool for the following removal steps. Refer to the spring compressor instructions for proper procedures and safety hazards.*

1. REMOVE TOP NUT, WASHER, UPPER MOUNT AND COIL FROM THE OE ASSEMBLY. THE UPPER MOUNT AND COIL SPRING WILL BE REUSED ON THE NEW ASSEMBLY. (FIGURES 20-1, 20-2, 20-3, 20-4)



FIGURE 20-1



FIGURE 20-2

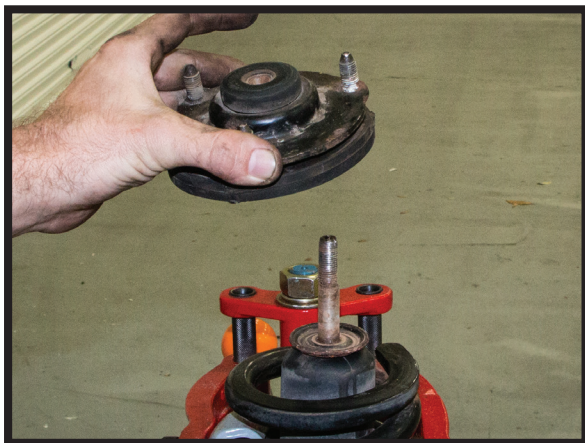


FIGURE 20-3



FIGURE 20-4



## FRONT SHOCK INSTALLATION

1. INSTALL THE NEW SHOCK INTO THE SPRING COMPRESSOR. REMOVE THE TOP NUT AND UPPER WASHER FROM NEW SHOCK (FIGURES 30-1, 30-2)



FIGURE 30-1



FIGURE 30-2

2. INSTALL OE SPRING ONTO THE NEW SHOCK MAKING SURE THE SPRING KEYS INTO THE LOWER SPRING PERCH, AS SHOWN (FIGURES 30-3)



FIGURE 30-3

3. COMPRESS THE SPRING AND INSTALL TOP MOUNT, UPPER WASHER (FLAT SIDE FACING UP) AND TOP NUT. (FIGURES 30-4, 30-5)



FIGURE 30-4



FIGURE 30-5

4. CAREFULLY RELEASE SPRING PRESSURE FROM NEW STRUT ASSEMBLY. (FIGURES 30-6)



FIGURE 30-6

## FRONT STRUT INSTALLATION

1. INSTALL SHOCK ONTO VEHICLE IN REVERSE ORDER OF REMOVAL. LEAVE THE ELECTRONIC DAMPENERS PLUG DISCONNECTED AND TIE BACK AWAY FROM MOVING PARTS AND EXCESSIVE HEAT.