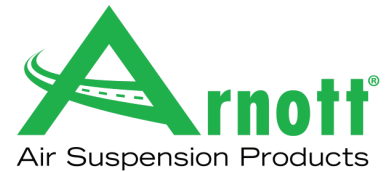


Installation Manual

P-2740

**WABCO OES AIR SUSPENSION COMPRESSOR
FOR 2003-2012 BENTLEY CONTINENTAL GT
FOR 2006-2012 BENTLEY FLYING SPUR
2004-2006 VW PHAETON**



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.

COMPRESSOR ASSEMBLY REMOVAL

1. Set steering to straight ahead.
2. Raise vehicle.
3. Loosen and remove the fasteners holding the cover towards the rear of the vehicle to expose the vehicles air suspension compressor assembly. (FIGURE 1)



FIGURE 1

4. Remove the wiring harness clips from the compressor assembly. (FIGURE 2)

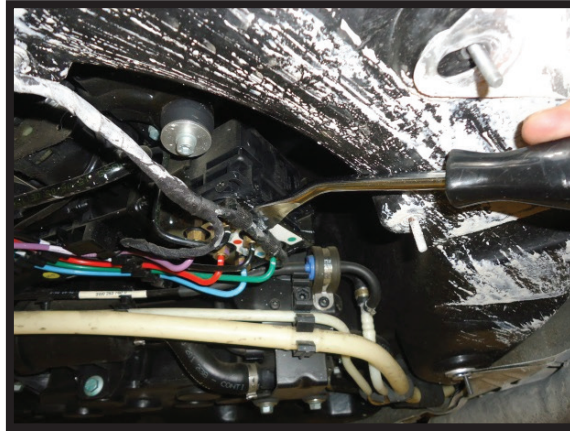


FIGURE 2

5. Disconnect the three (3) electrical plugs from the compressor assembly to the vehicle. (FIGURE 3)

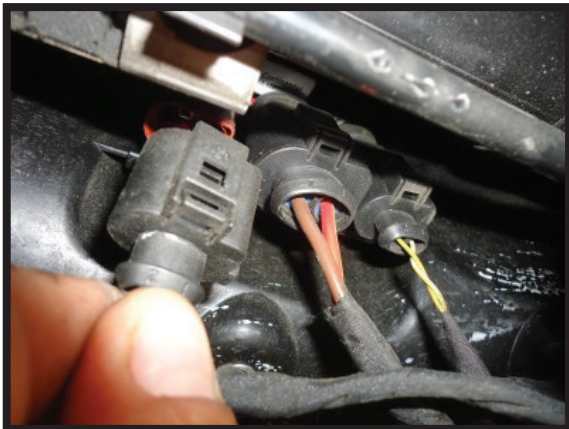


FIGURE 3

6. Slowly loosen and remove five (5) air lines leading from the vehicle to the valve block. The black air line from the compressor to the valve block does not need to be removed. (FIGURE 4)



FIGURE 4

7. Remove the air lines from the retaining clips. (FIGURE 5)

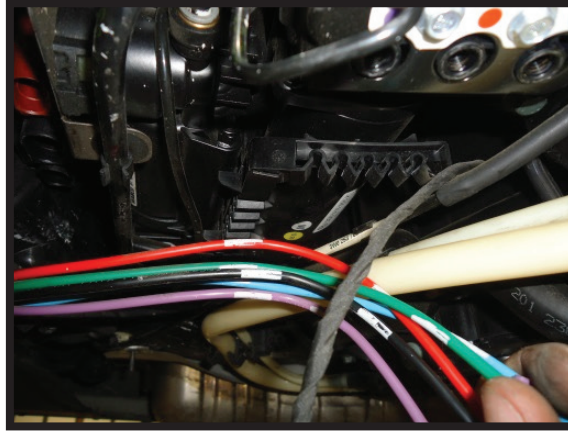


FIGURE 5

8. Locate the rubber hose. Slide the spring clamp down the hose. (FIGURE 6)



FIGURE 6

9. Separate the rubber hose from t-fitting. (FIGURE 7)

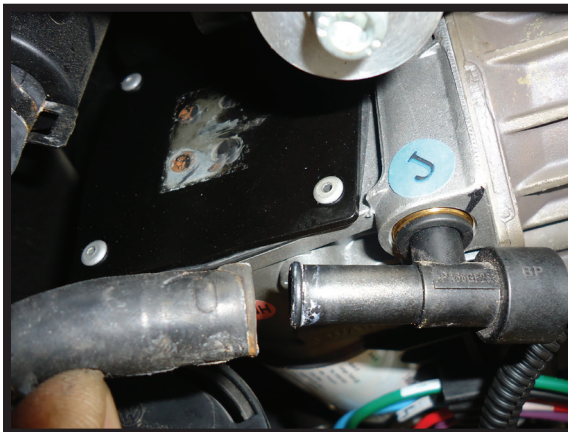


FIGURE 7

10. Remove the three (3) mounting bolts and hardware holding the compressor assembly to the vehicle. (FIGURE 8)

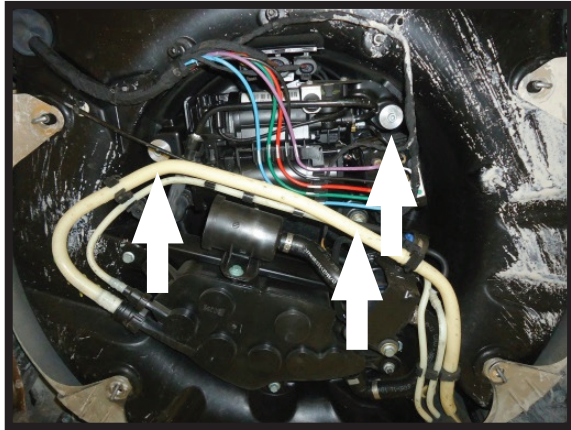


FIGURE 8

11. Remove the compressor assembly from the vehicle. (FIGURE 9)



FIGURE 9

12. Removal complete.

AIR SUSPENSION COMPRESSOR REMOVAL

1. Set the pump assembly on a work bench and begin by removing the air line fitting from the Compressor. Remove the air line fitting from the air hose and discard. (FIGURE 10)

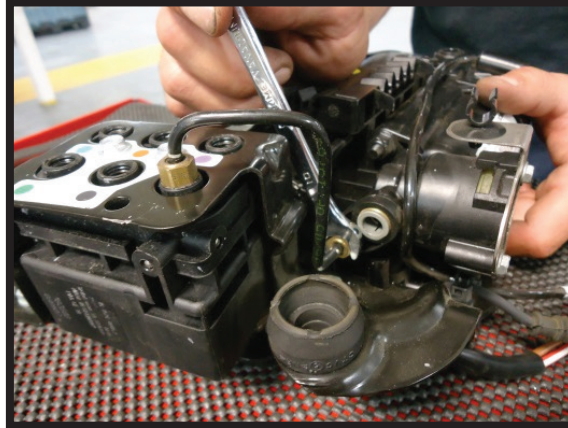


FIGURE 10

2. Remove the wiring harness and plugs from the mounting clips. (FIGURE 11)

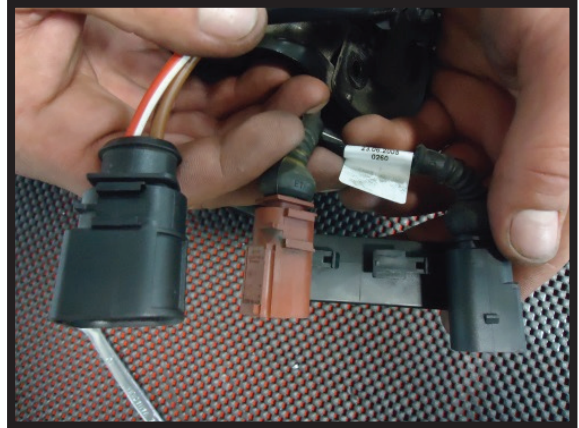


FIGURE 11

3. Remove the three (3) mounting bolts before removing the compressor from the mounting bracket. Set mounting bracket aside. (FIGURE 12)

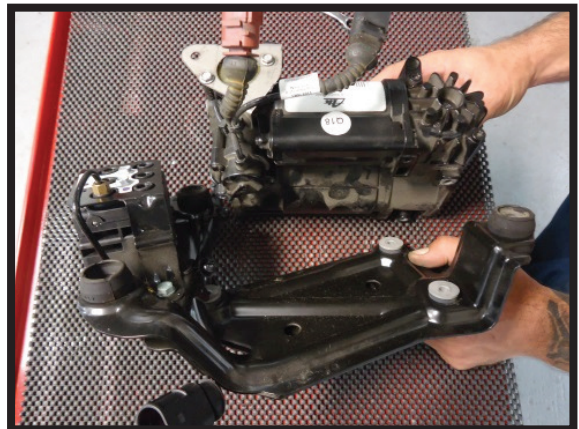
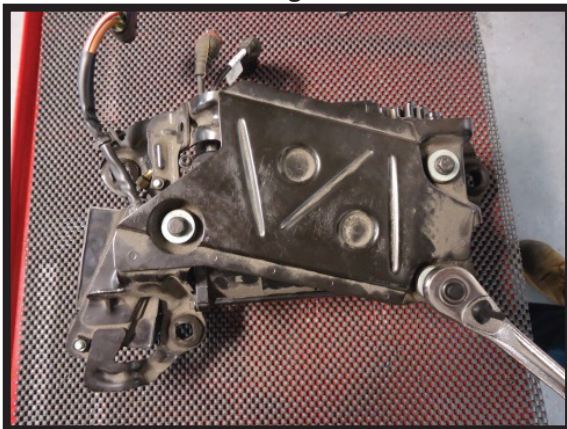


FIGURE 12

4. Remove the two (2) screws and metal shield from the old compressor and install onto the new one. (FIGURE 13)

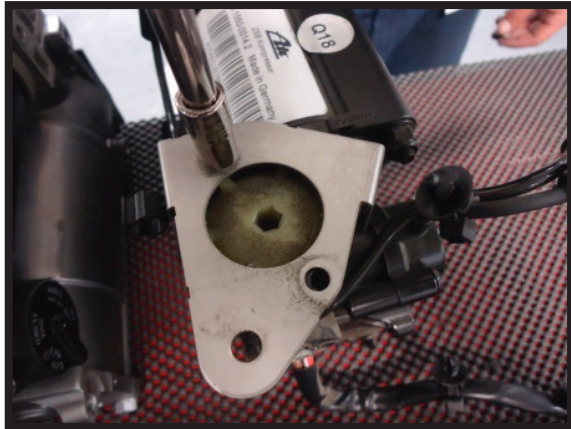
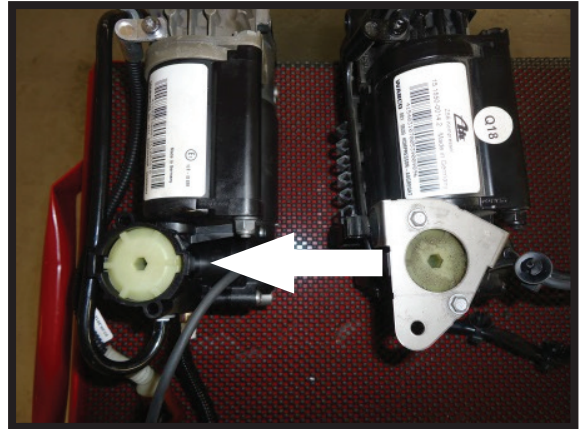


FIGURE 13



5. Remove the long compressor bolt holding the airline mounting clips and reinstall them onto the new compressor. (FIGURE 14)

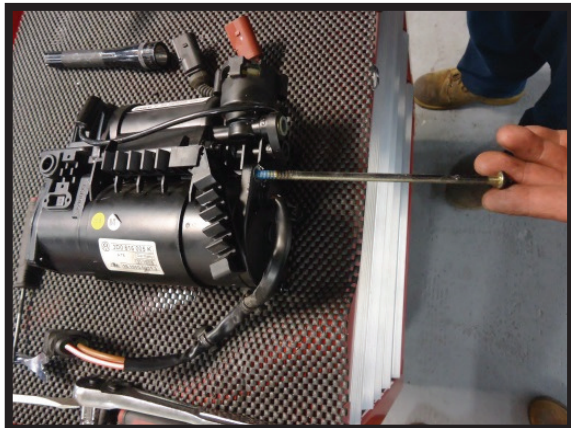
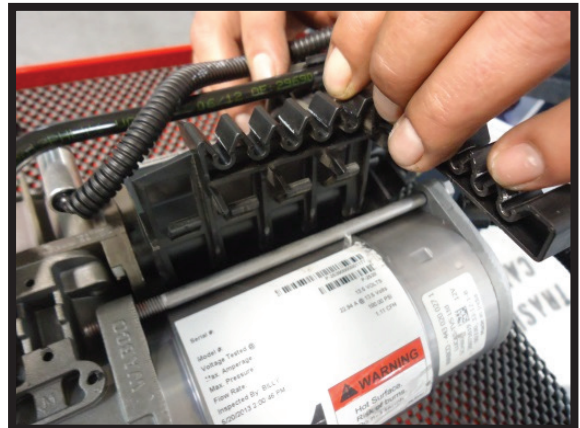


FIGURE 14



AIR SUSPENSION COMPRESSOR INSTALLATION

1. Route the compressors wiring harness underneath the valve block, and through the mounting bracket as shown. (FIGURE 15)

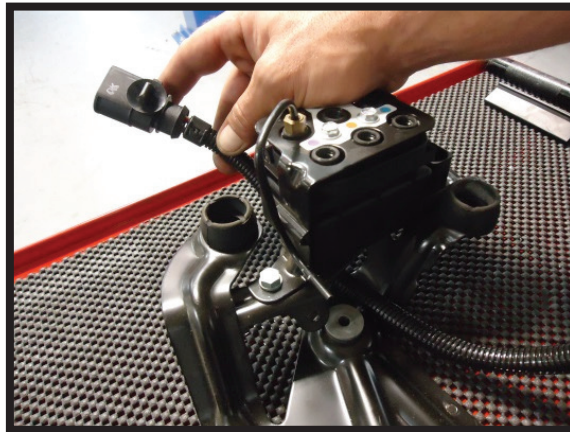


FIGURE 15

2. Install the new compressor into the mounting bracket and secure with the three (3) mounting bolts. (FIGURE 16)



FIGURE 16

3. Remove the white shipping pin and install the air line from the valve block to the new compressor. (FIGURE 17)

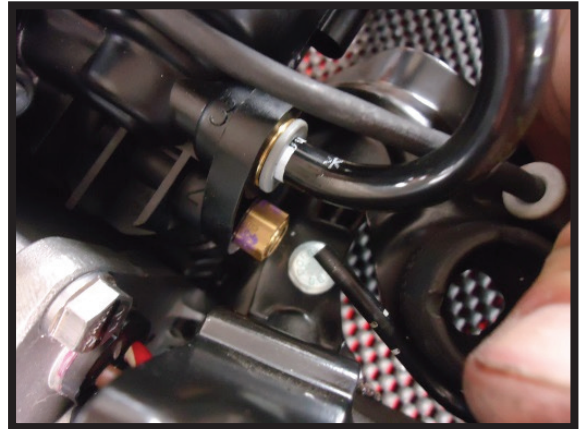


FIGURE 17

4. Route the compressors wiring harness as shown and mount the plugs to the mounting clip. (FIGURE 18)

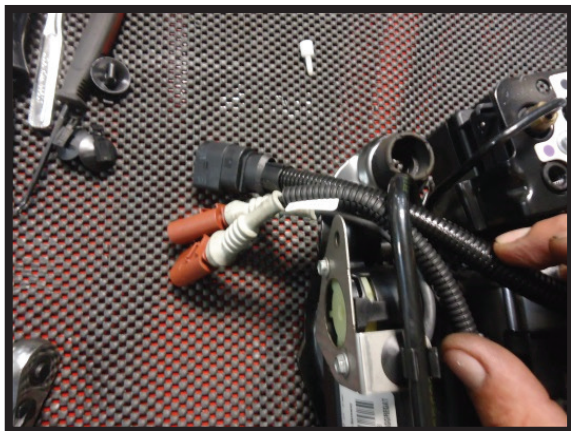


FIGURE 18

5. Installation complete.

COMPRESSOR ASSEMBLY INSTALLATION



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

1. Installation is in reverse order of air compressor assembly removal.



WARNING



CRACKED AIR SPRINGS MUST BE CHANGED TO VALIDATE THE WARRANTY ON THE COMPRESSOR

PLEASE READ ADDITIONAL WARRANTY INFORMATION ON THE BACK OF YOUR INVOICE



PROPER PROCEDURE FOR ASSESSING YOUR AIR SPRINGS CONDITION:

1. TURN OFF AIR SUSPENSION SWITCH IF EQUIPPED.
2. REFER TO OWNER'S MANUAL FOR PROPER LIFTING TECHNIQUES AND JACKING POINTS.
3. RAISE THE VEHICLE.
4. INSPECT AIR SPRINGS FOR ANY TYPE OF CRACKS OR EXCESSIVE WEAR. CRACKS IN AIR SPRINGS ARE EVIDENT IF THEY ARE LEAKING. THIS WILL CAUSE THE COMPRESSOR TO OVERHEAT FROM CONTINUOUS OPERATION.

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