

nect the electrical connector for the dual dampening actuator.

42. Turn on the air suspension switch and fill the air spring as follows:

- Place the air suspension service switch in the **ON** position.
- Turn the ignition switch **OFF**.
- Connect a battery charger to reduce the battery drain.
- Open the access door in the left-hand luggage compartment trim panel to plug the Super Star II tester or an equivalent scan tool, into the air suspension diagnostics wiring harness connector.
- Set the tester to EEC-IV/MCU mode. Also set the tester to FAST mode. Release the tester button to the HOLD (up) position and turn the tester **ON**.
- Depress the tester button to TEST (down) position. A Code 10 will be displayed. Within 2 minutes, a Code 13 will be displayed. After Code 13 is displayed, release the tester button to HOLD (up) position, wait 5 seconds, and depress the tester button to TEST (down) position. Ignore any codes displayed.
- Release the tester button to the HOLD (up) position. Wait at least 20 seconds, then depress the tester button to TEST (down) position. Within 10 seconds, the codes will be displayed in the order shown.
- Within 4 seconds after Code 26/28 is displayed, release the tester button to the HOLD (up) position. Waiting longer than 4 seconds may result in Functional Test 31 being entered. The compressor will fill the air springs with air as long as the tester button is in the HOLD (up) position. To stop filling the air springs, depress the tester button to the TEST (down) position.

It is possible to overheat the compressor during this operation. If the compressor overheats, the self-resetting circuit breaker in the compressor will open and remain open for about 15 minutes. This allows the compressor to cool down.

- To exit Functional Test 26/28, disconnect the tester and turn the ignition switch **OFF**.

43. Lower the vehicle.

Shock Absorbers

REMOVAL & INSTALLATION

Without Automatic Leveling

See Figure 84

CAUTION

All vehicle applications are equipped with gas-pressurized shock absorbers that will extend unassisted. Do not apply heat or flame to the shock absorber tube.

1. If equipped with air suspension, turn the air suspension switch **OFF**.
2. Raise and safely support the vehicle. Make sure the rear axle is supported.

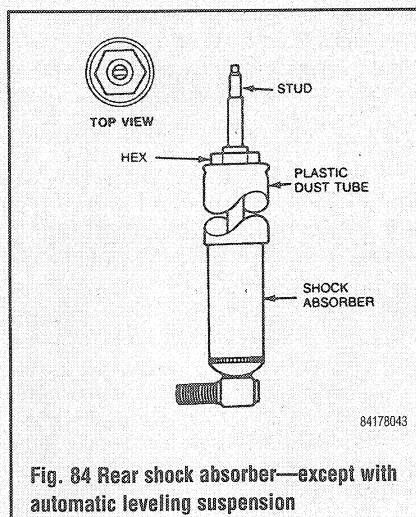


Fig. 84 Rear shock absorber—except with automatic leveling suspension

3. To assist in removing the upper attachment on shock absorbers using a plastic dust tube, place and open end wrench onto the hex stamped into the metal cap of the dust tube. For shock absorbers with a steel dust tube, simply grasp the tube to prevent stud rotation when loosening the retaining nut.

4. Remove the shock absorber retaining nut, washer, and insulator from the stud on the upper side of the frame. Discard the nut. Compress the shock to clear the hole in the frame and remove the inner insulator and washer from the upper retaining stud.

5. Remove the self-locking retaining nut and disconnect the shock absorber lower stud from the mounting bracket on the rear axle.

To install:

1. Prime the new shock absorber as follows:
 - a. With the shock absorber right side up (as installed in the vehicle), extend it fully.
 - b. Turn the shock upside down and fully compress it.
 - c. Repeat the previous 2 steps at least 3 times to make sure any trapped air has been expelled.

7. Place the inner washer and insulator on the upper retaining stud and position the shock absorber with the stud through the hole in the frame.

8. While holding the shock absorber in position, install the outer insulator, washer, and a new stud nut on the upper side of the frame. Tighten the nut to 25 ft. lbs. (34 Nm).

9. Extend the shock absorber and place the lower stud in the mounting bracket hole on the rear axle housing. Install a new self-locking nut and tighten to 56–76 ft. lbs. (77–103 Nm).

10. Lower the vehicle and, if equipped, turn the air suspension switch **ON**.

With Automatic Leveling

See Figures 85, 86 and 87

WARNING

When removing and installing rear air shock absorbers, it is very important that this procedure be followed exactly. Failure to do so may result in damaged shock absorbers.

1. Make sure the ignition switch is in the **OFF** position.

2. Disconnect the height sensor connector link before allowing the rear axle to hang free.

3. Raise and safely support the vehicle so the suspension arms hang free. The rear shock absorbers will vent air through the compressor and a hissing noise will be heard. When the noise stops, the air lines can be disconnected. A residual pressure of 8–24 psi will remain in the air lines.

4. Disconnect the air line by pushing in on the retainer ring(s) and pulling the line(s) out.

5. Remove the top retaining nut, washer, and bushing.

6. Remove the bottom retaining nut and washer. Remove the shock absorber.

To install:

7. Position the shock absorber and install the bottom retaining washer and nut. Tighten to 52–85 ft. lbs. (70–115 Nm).



Fig. 85 This is the height sensor for air adjustable rear shocks

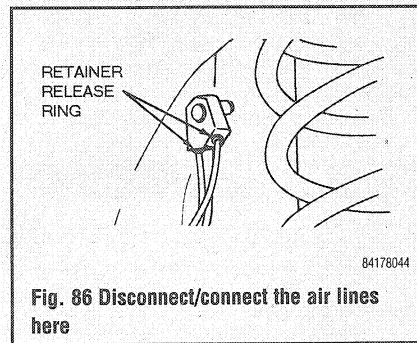


Fig. 86 Disconnect/connect the air lines here

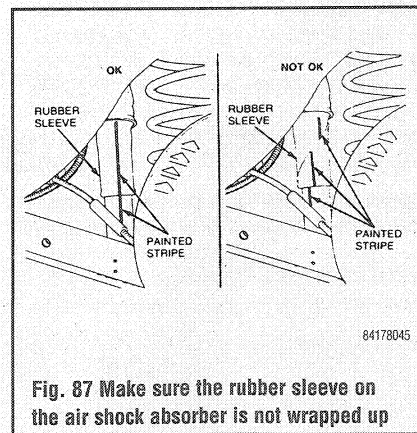


Fig. 87 Make sure the rubber sleeve on the air shock absorber is not wrapped up