



Part# **01AA-C**
2001-2006 Audi allroad
Coil Spring Conversion Kit



**Wheel alignment
will be necessary
after install.**

“Engineered to Ride, Built to Last”

PARTS LIST	PART NUMBER	QUANTITY
FRONT COIL STRUTS	21-3552	2
REAR COIL STRUTS	21-3553	2
REAR LOWER MOUNT SPACERS	14-3499	4

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Thank you for purchasing an Arnott Air Suspension product! This system provides you with the ability to maintain your vehicle at a constant level, resulting in enhanced vehicle ride, handling, and performance.

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 this system on your vehicle. Reviewing the components and the parts list below will familiarize you with the system.

It is equally important to be aware of and take all necessary safety measures while installing your new coil conversion kit. This includes proper lifting and immobilizing of the vehicle, and isolation of any stored energy to prevent personal injury or property damage.



SAFETY WARNING:



CAUTION

ALWAYS USE SAFE AND APPROPRIATE SPRING COMPRESSORS.

Take precautions not to exceed the Gross Vehicle Weight Rating (GVWR, or the maximum load) recommended by the manufacturer. It is important that all vehicle's Owner Manual recommendations are followed for your own safety and to prevent damage to the vehicle.

VEHICLE PREPARATION

1. Before you begin, you should take the necessary safety precautions into account when working on your vehicle.
2. First place your vehicle on a solid, even surface and chock the wheels.
3. Using a floor jack and jack stands, safely lift and secure the vehicle. (Refer to Owners Manual for proper lifting techniques and jacking points.)

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4. Remove the wheel(s) to gain access to the suspension components.

FRONT SUSPENSION DISASSEMBLY

1. Start by removing the remaining air pressure from the front air spring. To deflate the air spring, carefully remove the air fitting from the top of the air spring.
2. Loosen and remove the lower shock bolt. **See Figure "A"**
3. Remove the pinch bolt from the front of the control arms. **See Figure "B"**
4. Remove both ball joints from the front suspension link. Make sure to secure the front hub assembly to eliminate any stress on the brake lines and front drive shafts.
5. Loosen the 3 top bolts under the hood. Leave one bolt finger tight to prevent the assembly from falling out. **See Figure "C"**
6. Have another person hold the strut assembly while you remove the last retaining bolt. Carefully remove the shock assembly from the vehicle. **See Figure "D"**
7. Using a 12 point torx bit, remove the 6 upper shock mounting bolts. Remove the top cast aluminum shock cap. **See Figure "E"**

NOTE: Fig. "F" depicts upper mount removed.

FRONT SUSPENSION RE-ASSEMBLY

1. With the upper cast piece and the new coil strut, align the forked bottom of the shock centered on the center mounting point of the upper mount. **See Figure "G"**

NOTE: If the assembly is slightly misaligned, this can be adjusted later upon installation.

NOTE: Fig. "H" shows the assembled coil strut ready for install.

2. Begin by lifting the strut back into position and aligning the pin at the front right of the center mounting hole. Install upper three(3) bolts to hold the strut and tighten. **See Figure "I"**

3. Center the fork onto the lower control arm bushing and install the factory mounting bolt and tighten. **See Figure "J"**

NOTE: Pressure may need to be applied downward to the knuckle assembly to allow the shock to go over the control arm. If the fork is misaligned, you can turn it with the aid of a screwdriver.

4. Next, reinstall the ball joints back into the knuckle assembly and affix with the factory hardware removed. A pair of pliers can help in seating the ball joints. **See Figure "K, L"**

NOTE: The air hoses can be left in place and tucked up next to the upper mount. See Figure "L"

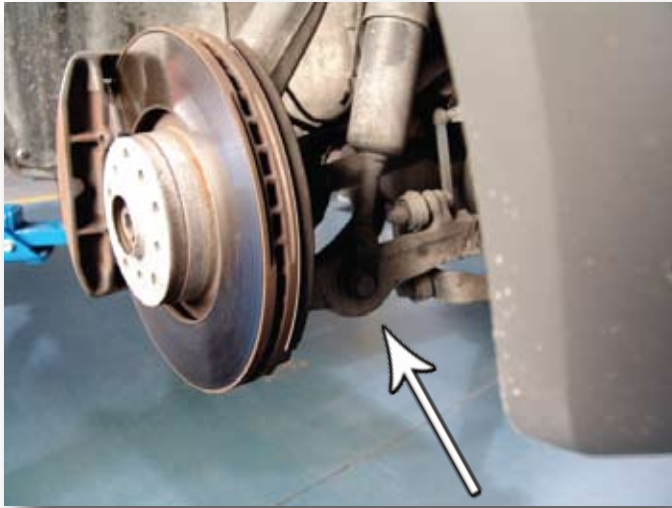


Fig. "A"

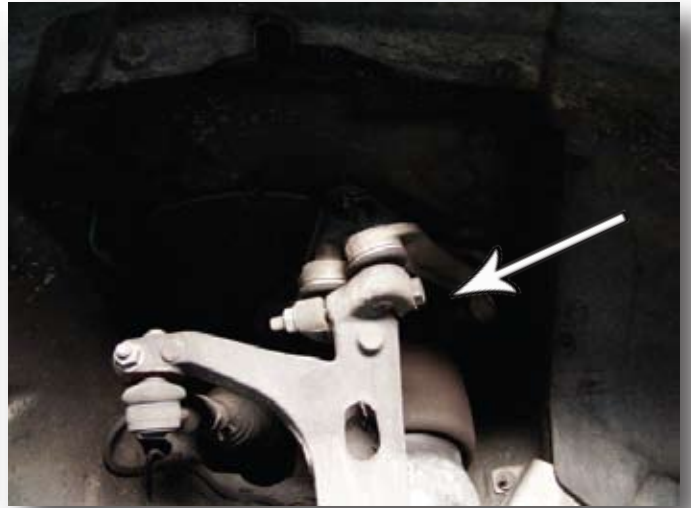


Fig. "B"

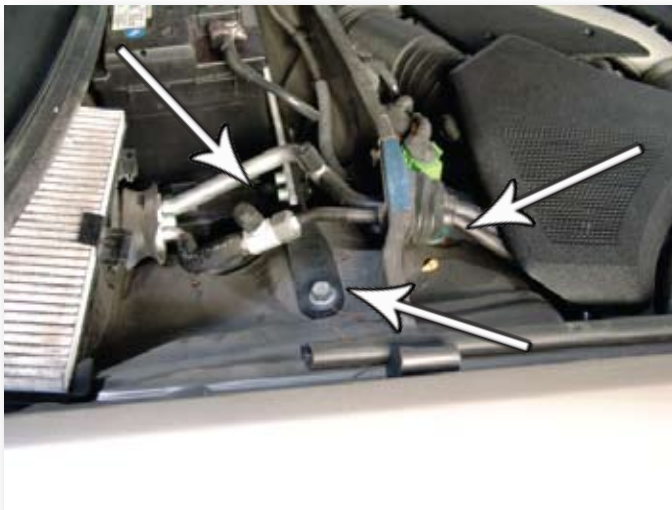


Fig. "C"



Fig. "D"

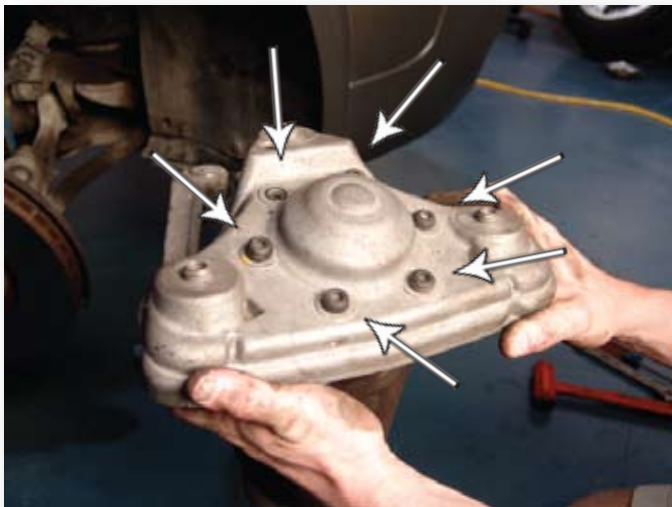


Fig. "E"



Fig. "F"



Fig. "G"



Fig. "H"



Fig. "I"



Fig. "J"



Fig. "K"



Fig. "L"

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REMOVAL OF REAR STRUT AND SUSPENSION DISASSEMBLY

1. Start by removing the remaining air pressure from the rear air spring. To deflate the air spring, carefully remove the air fitting from the bottom.
2. Loosen and remove the upper mounting plate's bolts. *See Figure "1"*
3. Remove the lower shock bolt connecting the shock to the lower control arm. *See Figure "2"*
4. With the shock loose, collapse the shock absorber by pushing downward on the upper plate to allow you to dislocate the upper mount from its mounting perch.
5. With the upper mount dislodged, pull the air shock assembly up and out of the lower control arm. *See Figure "3"*
6. With the aid of a large pair of pliers, compress the parking brake lever and remove the cable. *See Figure "4"*
7. Remove the parking brake cable retaining clip, and slide the cable out of its mount. *See Figure "5"*
8. Remove the bolt securing the wheel speed sensor on the front side of the wheel hub. Let the sensor hang.. *See Figure "6"*
9. Locate the height sensor bracket on the back left of the lower control arm and remove its mounting nut from the inside of the control arm to free the height sensor. *See Figure "7"*
10. Next, loosen but DO NOT remove the lower control arms rear most bolts to eliminate binding during installation. *See Figure "8"*
11. Using a paint marker, mark the eccentric bolts alignment at the knuckle and remove it being sure to turn the nut on the backside. *See Figure "9"*
12. After all fasteners are removed, the lower control arm should hang free.

INSTALLATION OF REAR COIL STRUT

1. Install the rear coil strut up from the bottom, making sure the locating pins are facing outward. Install the two (2) factory upper mounting bolts and tighten. *See Figure "10"*
 2. Swing the control arm up to align the shock bushing to its mounting hole. Spacers are provided for the shock bushing and are to be placed one (1) per side of the bushing. Secure with the factory hardware.
 3. Using the floor jack, lift directly under the shock mount until you can align the knuckle bolt. *See Figure "11"*
NOTE: Be extremely careful not to lift the car off of the jack stands as that would make the car become unstable.
 4. Align the marks previously made on the eccentric bolt and tighten. At this point, go back and tighten the rear-most bolts of the lower control arm.
 5. Finish by reinstalling the wheel speed sensor, parking brake cable, and height sensor mounting bracket.
NOTE: The air hose can be doubled back on itself and clipped into the open clips already installed.
NOTE: Figure "12" shows completed installation.
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Fig. "1"



Fig. "2"



Fig. "3"

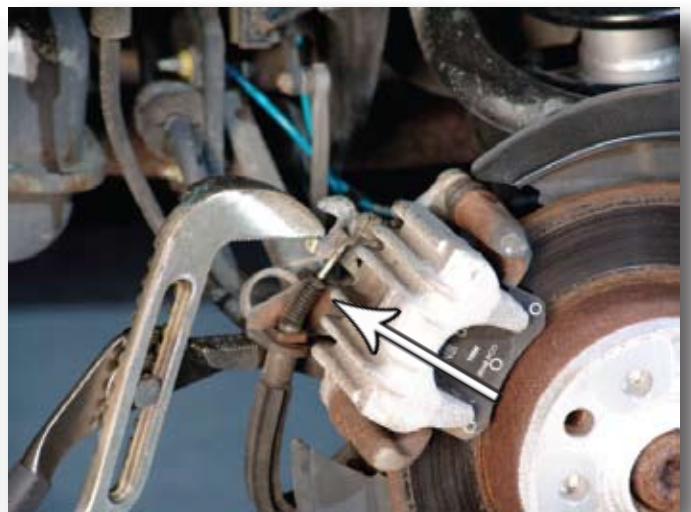


Fig. "4"

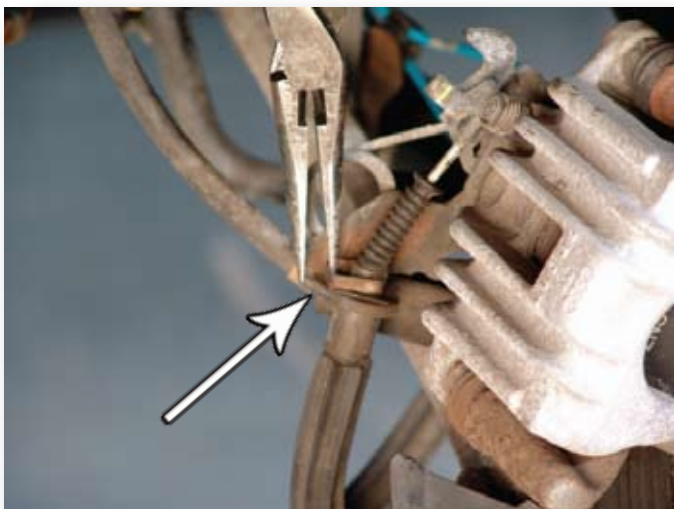


Fig. "5"



Fig. "6"

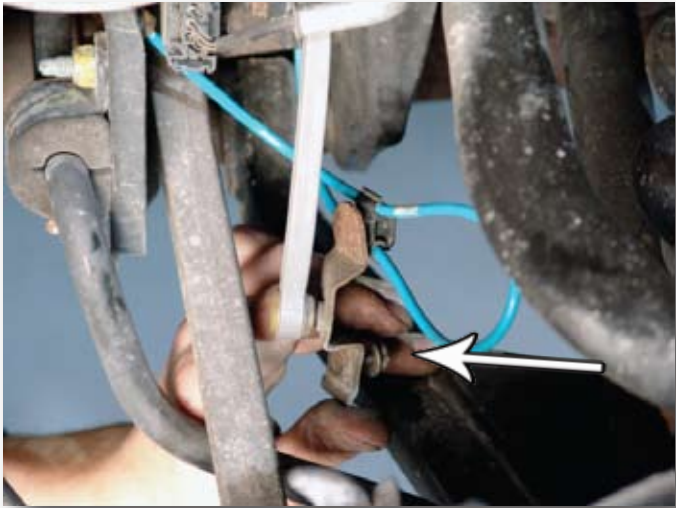


Fig. "7"

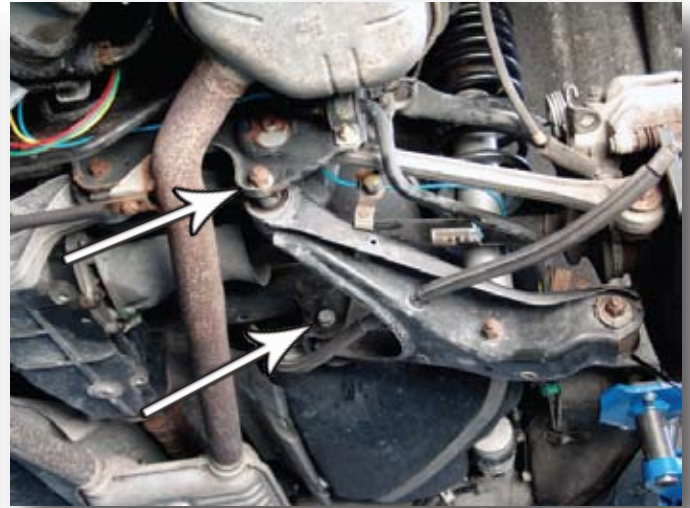


Fig. "8"



Fig. "9"



Fig. "10"



Fig. "11"



Fig. "12"

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