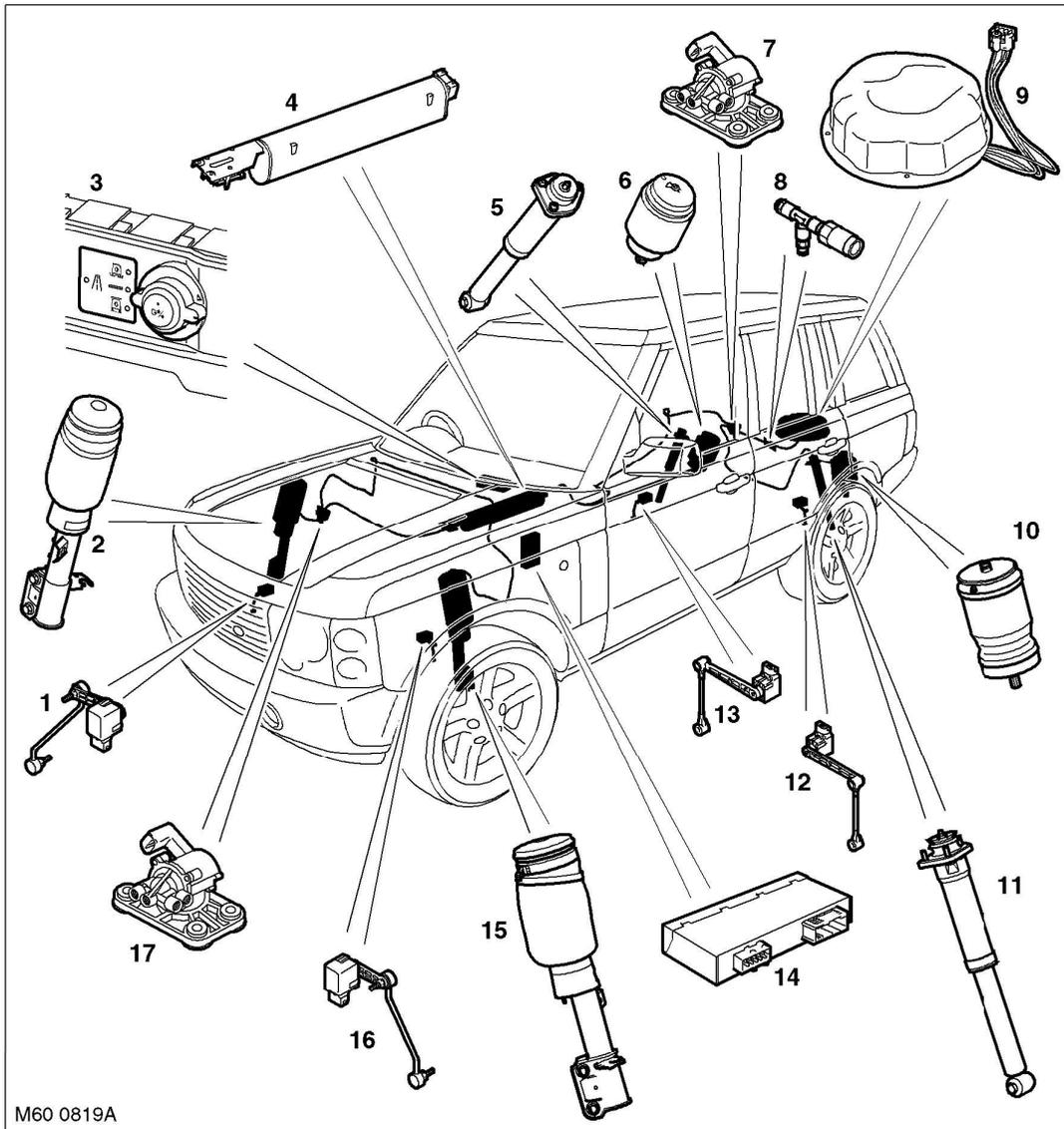


Suspension Component Location

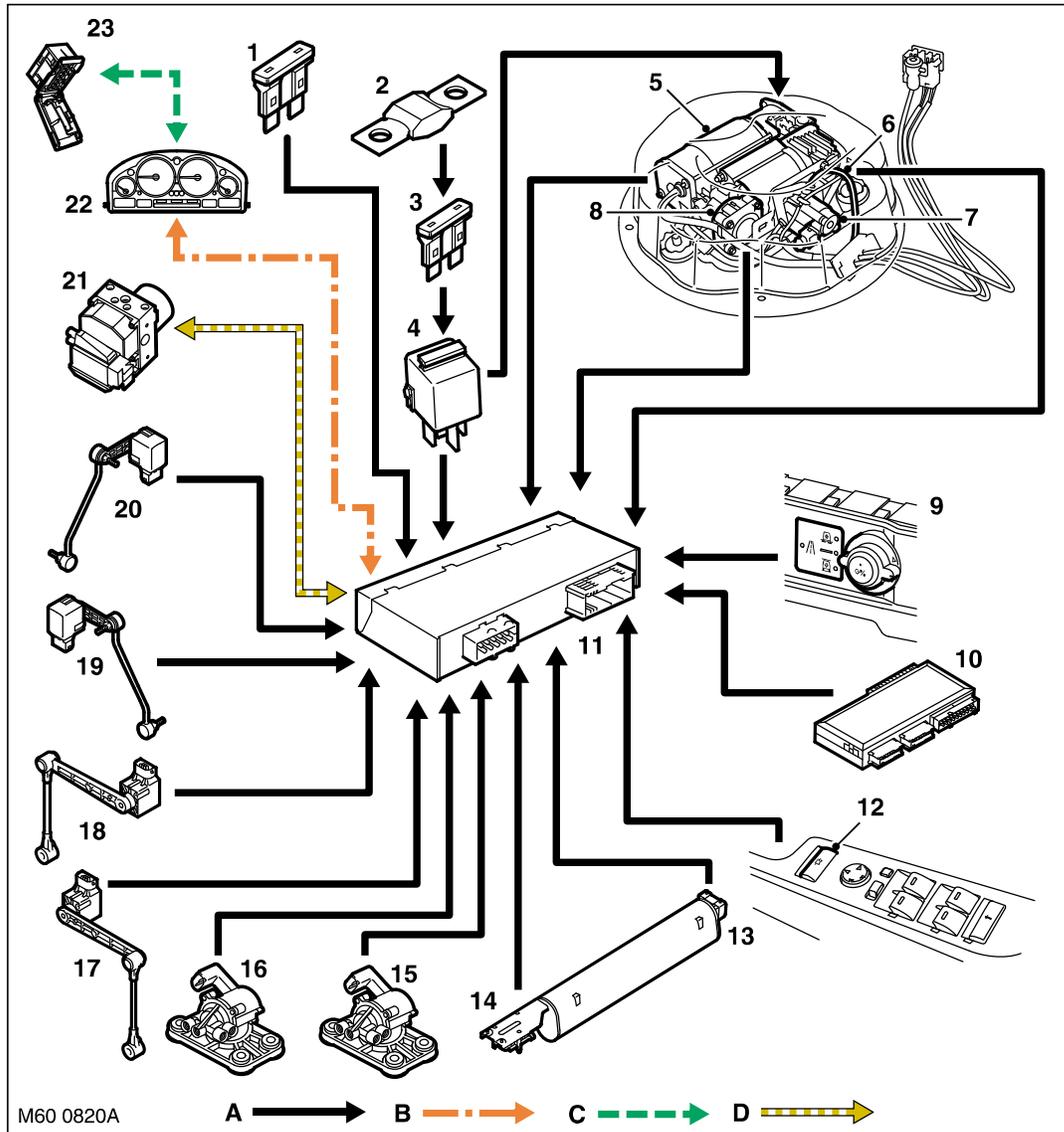


M60 0819A

- | | |
|---|----------------------------|
| 1 Front RH height sensor | 10 Rear LH air spring |
| 2 Front RH strut assembly | 11 Rear LH damper |
| 3 Air suspension control switch | 12 Rear LH height sensor |
| 4 Reservoir and valve block | 13 Rear RH height sensor |
| 5 Rear RH damper | 14 Air suspension ECU |
| 6 Rear RH air spring | 15 Front LH strut assembly |
| 7 Rear cross link valve | 16 Front LH height sensor |
| 8 External pressure relief valve (where fitted) | 17 Front cross link valve |
| 9 Compressor assembly | |

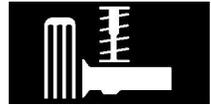
SUSPENSION

Suspension Control Diagram

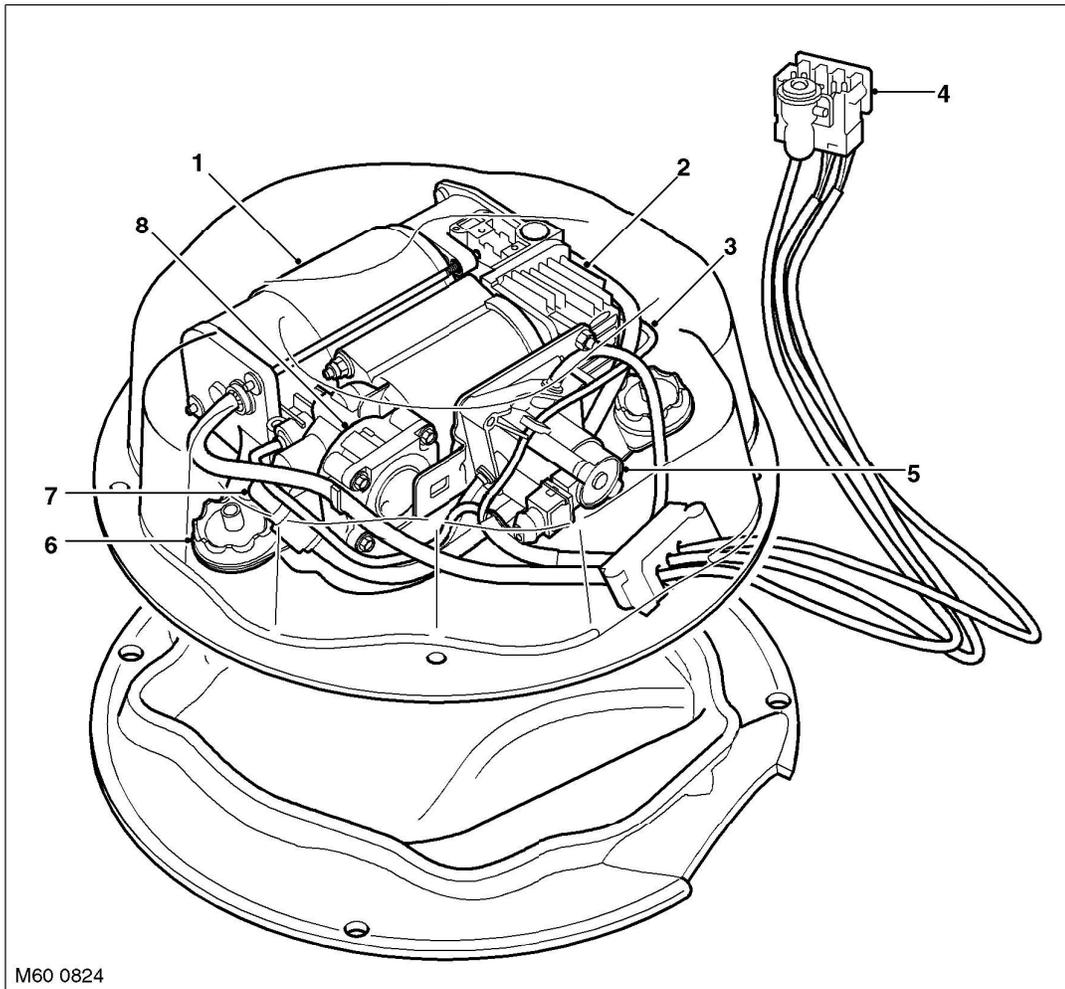


A = Hardwired connections; B = K bus; C = Diagnostic DS2 bus; D = CAN bus

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|--|------------------------------|
| 1 Fuse 15A – Permanent feed | 13 Reservoir pressure sensor |
| 2 Fusible link 100A | 14 Valve block |
| 3 Fuse 50A | 15 Front cross link valve |
| 4 Air suspension relay | 16 Rear cross link valve |
| 5 Compressor and motor | 17 LH rear height sensor |
| 6 Temperature sensor | 18 RH rear height sensor |
| 7 HP exhaust valve | 19 LH front height sensor |
| 8 Exhaust valve | 20 RH front height sensor |
| 9 Control switch | 21 ABS ECU |
| 10 Body control Unit (BCU) | 22 Instrument pack |
| 11 Air suspension ECU | 23 Diagnostic socket |
| 12 Driver door module (Access mode switch) | |



Air Supply Unit



M60 0824

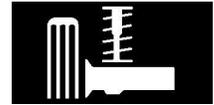
- | | |
|--|-------------------------------|
| 1 Electric motor | 5 High pressure exhaust valve |
| 2 Compressor | 6 Rubber mounting (3 off) |
| 3 Compressor temperature sensor | 7 Exhaust hose |
| 4 Electrical and air supply connectors | 8 Exhaust pilot valve |

The air supply unit is located in a sealed housing which is mounted in the spare wheel well. The unit is secured with four bolts into threaded inserts in the vehicle floorpan. The unit is connected to the system via a single air pipe and harness wiring and multiplug. The air pipe from the unit passes through a grommet in the wheel well. It is important to ensure that this grommet is not disturbed and correctly installed. Incorrect fitment will allow water to enter the wheel well leading to possible damage to and failure of the air supply unit.

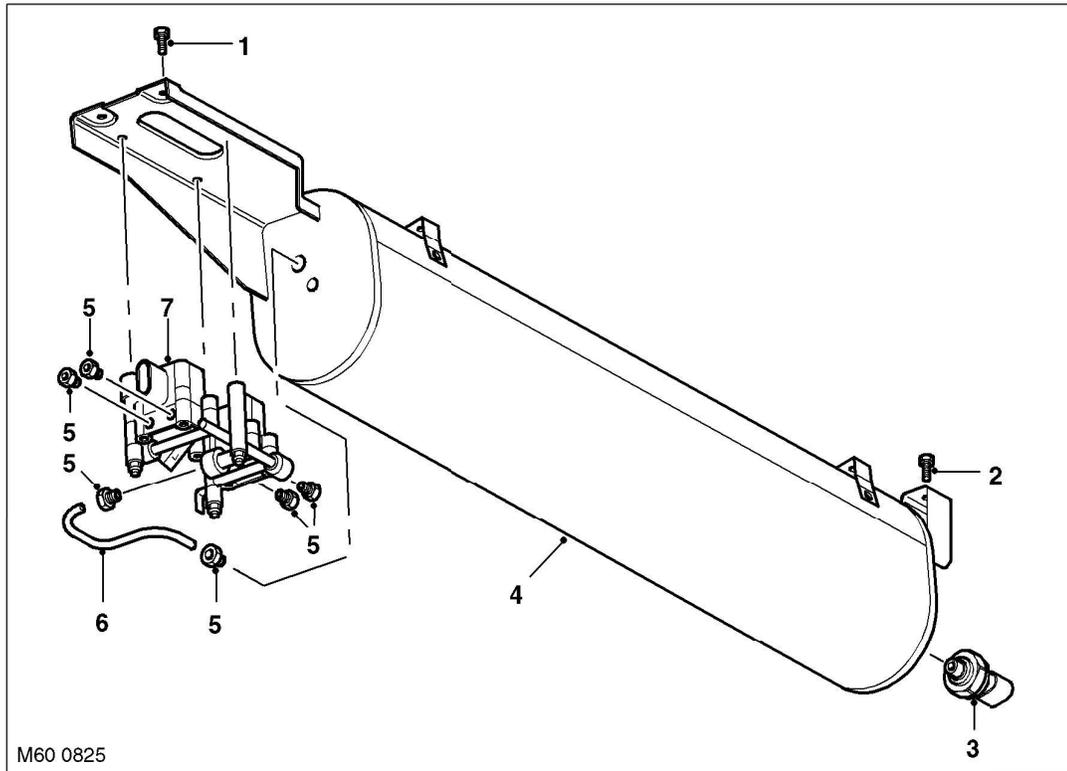
The unit comprises a piston compressor, a 12V electric motor, a solenoid operated exhaust pilot valve, a pressure relief valve and an air dryer unit.

The electric motor, compressor, air dryer and pressure limiting and exhaust valve are mounted on a frame which in turn is mounted on flexible rubber mountings to reduce operating noise.

Removal of the air supply unit does not require depressurisation of the air suspension system. The corner and the reservoir valves close, retaining the air in the system.



Reservoir



- | | |
|------------------------------------|--|
| 1 Reservoir mounting screw – front | 5 Air hose connectors |
| 2 Reservoir mounting screw – rear | 6 Hose – reservoir pressure to valve block |
| 3 Air pressure sensor | 7 Valve block |
| 4 Reservoir | |

The air suspension reservoir is fabricated from aluminium and is located under the RH sill of the vehicle. The reservoir is secured with four bolts to the underside of the vehicle. The reservoir has an additional bracket on the forward facing end which provides the mounting for the valve block. A pressure sensor is screwed into the rear face of the reservoir. The sensor is connected to the air suspension ECU and measures the pressure within the reservoir. The pressure sensor cannot be replaced. If failure of the sensor occurs, the reservoir, complete with the sensor must be replaced.

The reservoir supplies pressurised air to the four air springs, via the valve block, to enable the air suspension system to carry out ride height changes.

Valve Block

The five way air suspension valve block is located under the RH sill of the vehicle, and is mounted forward of the air reservoir. The valve block is held in place on the air reservoir support bracket by 3 studs and secured by nuts. The studs are bonded into rubber mounts which isolates solenoid operation from the vehicle.

The valve block contains five solenoid operated valves which are controlled by the air suspension ECU. Four of the valves, known as corner valves, control the air flow to and from air springs, via the cross-link valves. The fifth valve, known as the reservoir valve, controls the air pressure supply from the reservoir to the air springs, via the corner valves and cross-link valves and also from the compressor to the reservoir.

Removal of the valve block will require full depressurisation of the air suspension system. The valve block is a non-seviceable item and should not be disassembled.