



Service Bulletin #310

SB-310
(012208)
ECR 9796

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Pillowball Bearing Replacement Guide

Below are the steps to complete a pillowball bearing replacement on any Air Lift Performance damper with a pillowball bearing.

HARDWARE LIST

Item	Part#	Description.....	Qty
A	11294	Pillowball bearing	1
B	18616	M12 Nylon lock nut	1
C	23245	Loctite® 262, perm red	0.5ml

TOOLS NEEDED

Description.....	Qty
Torque wrench.....	1
M17 Wrench or pass through.....	1
Socket M5 hex key.....	1
M3 Hex key	1
25.4mm (1") Rod	1
25.4mm (1") Socket.....	1
Vise or press.....	1

REMOVING THE ORIGINAL BEARING

1. Remove the damper from the vehicle.
2. Make a temporary mark on the upper and lower mounts to ensure proper orientation during reassembly (see Step 6 in the *Installing the Provided Bearing* section).

NOTE Suggest using a white oil pen or tape for easy removal.

3. Remove the damper adjustment knob from the top of the strut (Fig. 1).
4. Remove the M12 lock nut and discard; **DO NOT REUSE** (Fig. 2). Use the M5 hex key in the end of the rod and M17 wrench or socket to remove.

NOTE Removal of the nut may require heat or a wrench extension.

5. Remove the upper mount from the strut assembly (Fig. 3).

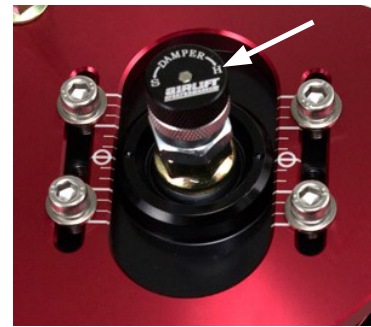


Fig. 1

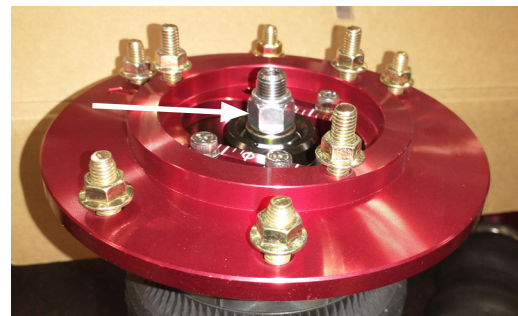


Fig. 2



Fig. 3

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6. Remove the pillowball top spacer from the upper mount (Figs. 4 & 5). Ensure the pillowball conical spacer remains on the strut rod (Fig. 6)



Fig. 4

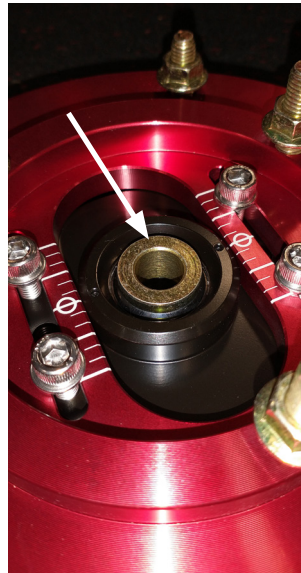


Fig. 5



Fig. 6

7. Flip the upper mount over, remove (4) M5 x 0.8 8mm screws using an M3 hex key and the pillowball retainer plate (Figs. 7, 8 & 9)

NOTE Removal of the screws requires heat.

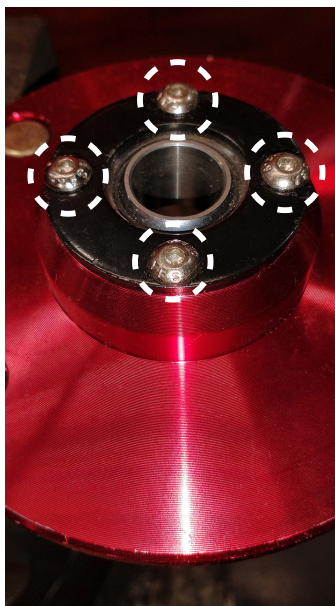


Fig. 7

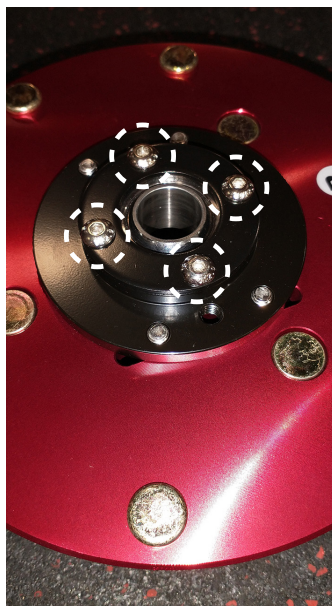


Fig. 8

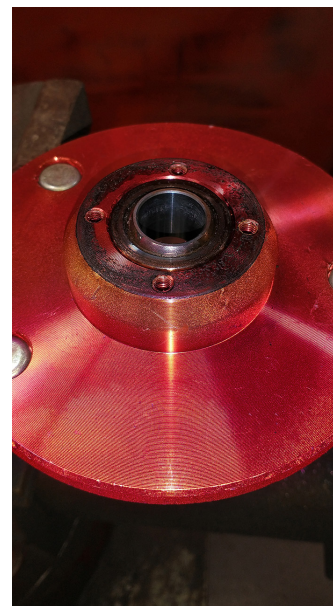


Fig. 9

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- Remove the bearing from the upper mount and discard bearing. **DO NOT REUSE** (Figs. 10 & 11)

NOTE Removal of the bearing requires a hammer or vice/press and a support piece.

NOTE Place a support piece on the inner or outer bearing face to remove, depending on plate style.

- Clean/remove debris from the face of the upper mount and bearing channel (Fig. 12).

INSTALLING THE PROVIDED BEARING

- Place and align the new bearing onto the upper mount and press by hand until tight (Fig. 13).
- Use a support piece aligned to the outer face of the bearing and vice/press to install bearing fully into the plate (Fig. 14).
- Ensure the outer face of the bearing is flush with the top surface before continuing (Fig. 15).



Fig. 10

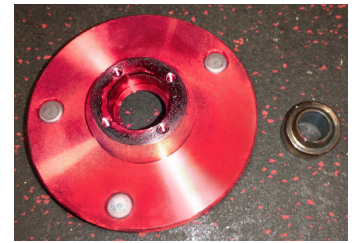


Fig. 11

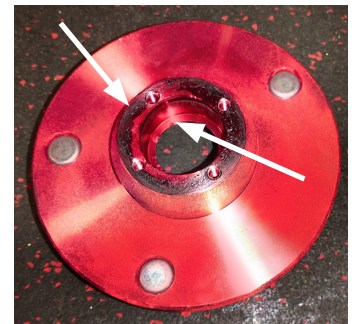


Fig. 12



Fig. 13

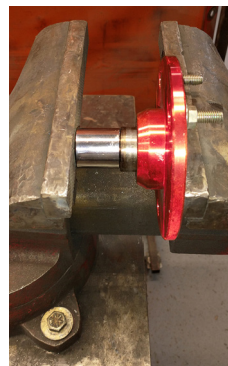


Fig. 14

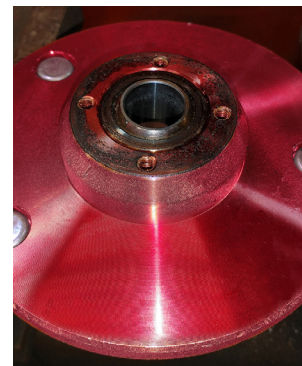


Fig. 15

- Place the pillowball retainer plate onto the upper mount and reinstall the (4) M5 x 0.8 8mm screws. Snug the screws after applying the included Loctite® 262 (Figs. 16, 17 & 18).



Fig. 16

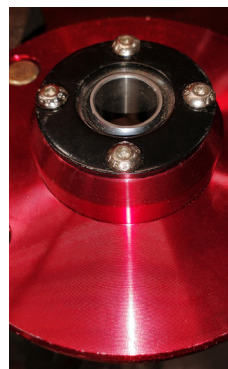


Fig. 17

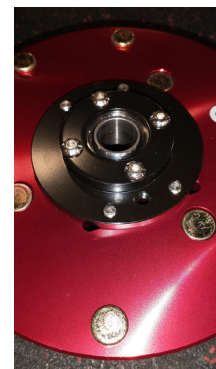


Fig. 18

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5. Ensure the pillowball conical spacer is re-installed on the strut rod (Fig. 19).
6. Place the upper mount onto the strut rod, ensuring correct orientation with the mark made in step 2 of the *Removing the Original Bearing* section (Fig. 20).
7. Reinstall the pillowball top spacer onto the strut rod (Figs. 20 & 21).
8. Apply the included Loctite® 262 onto the strut rod where the lock nut will engage (Figs. 22 & 23).
9. Hand start the lock nut onto the strut rod (Fig. 24).
10. Torque the lock nut onto the strut rod to 54Nm (40 lb.-ft.) (Fig. 25).



Fig. 19



Fig. 20



Fig. 21

NOTE A hex key is needed to keep the strut rod from spinning as you torque the lock nut.

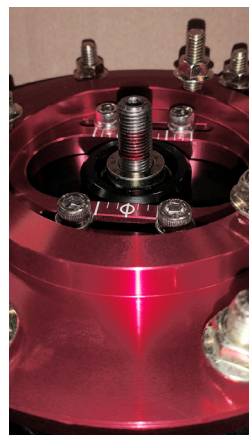


Fig. 22

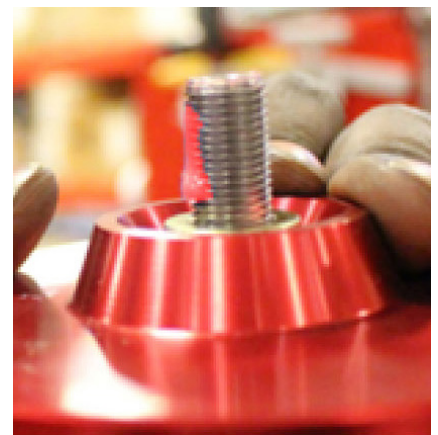


Fig. 23

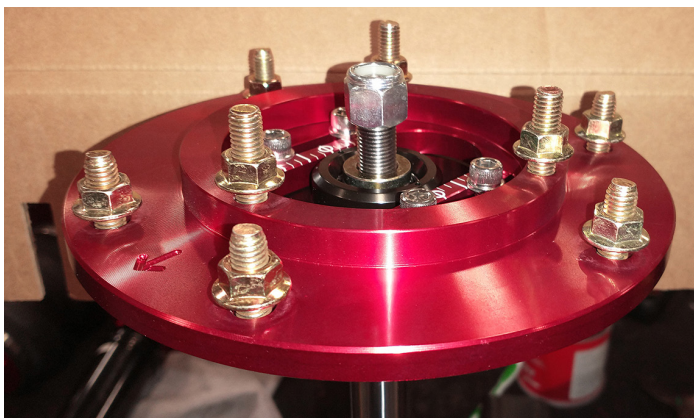


Fig. 24

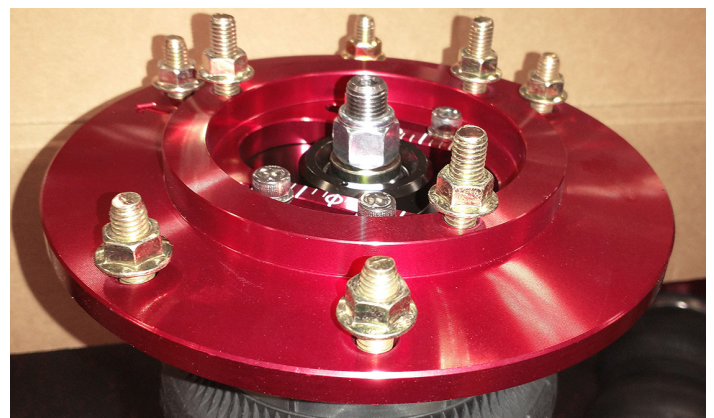


Fig. 25

11. Reinstall the damping adjustment knob.
12. Reinstall the damper onto the vehicle following the installation guide included with your kit or on the website.

NOTE A vehicle alignment may be required.

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