



'92-'00 Civic/'94-'01 Integra/  
'93-'97 Del Sol/'90-'97 Accord/  
'92-'95 CRX

MN-513  
(08409)  
NPR 4778

**Front Kit Part No. 75440**  
[www.airliftperformance.com](http://www.airliftperformance.com)

---

***Please read these instructions completely  
before proceeding with installation***



### Warranty Information

1. All goods come with a one year manufacturer's warranty against defects.
2. Warranty will be void if the strut is altered for any reason and/or adapted to applications other than those suggested.
3. Any abrasions or rub marks on the spring portion of the strut will not be covered under warranty. The customer is responsible for all repair charges.
4. Driving at a low PSI can cause the strut to bottom out. Repeated bottoming out can cause the strut to fail. Failure resulting from repeated bottoming out is not covered under warranty.
5. The customer is responsible for all shipping costs to Air Lift Company for all warranty claims.
6. Please call tech support at 1-800-248-0892 before shipping a product to Air Lift Company.

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Technical Support  
1-800-248-0892

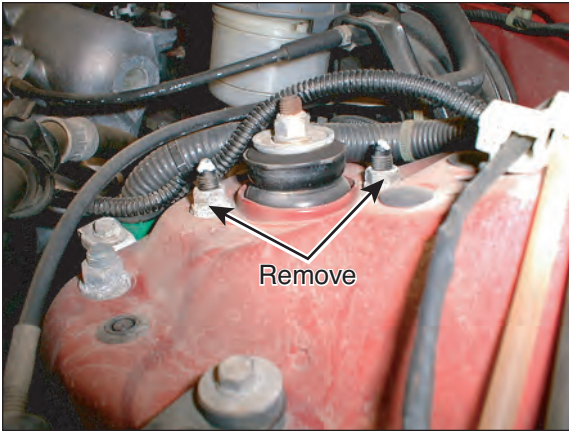


Figure 1



Figure 2



Figure 3

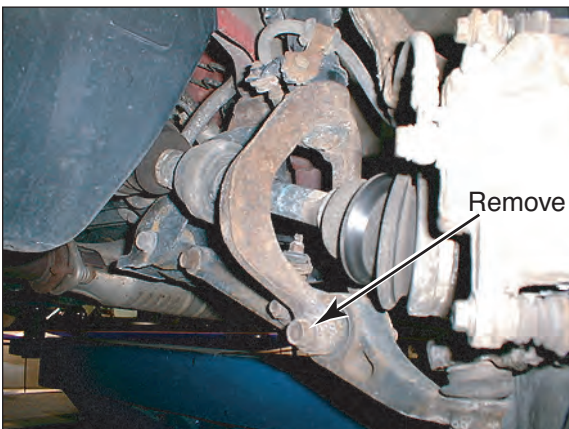


Figure 4

## Hardware

Item	P/N	Description	Qty.
A	35066	Strut Assembly	2
B	21261	1/4" Pipe - 1/2" Tube Straight	2
C	18495	10mm Nylock Nut	4
D	17278	10mm x 80mm x 1.5 Bolt	4
E	18494	10mm Flat Washer	8

**IMPORTANT: Always keep safety in mind when working on your vehicle. Completely read these instructions before installing the kit.**

### I. Preparing the Vehicle

1. Jack up the front of the vehicle and support the body on jackstands.
2. Remove the front wheels.

### II. Strut Removal

1. Remove the two mounting nuts on the top of the strut. These are located on the inside of the engine compartment above the spring pocket (Figure 1).
2. Remove the bolts holding the brake lines to the strut body and discard.
3. Remove the strut lower mounting bolt that is on the side of the clevis (Figure 3).
4. Remove the bottom nut and bolt that holds the lower strut mount to the lower control arm (Figure 4).
5. Pull the lower strut mount away from the strut and let the mount rest on the lower axle shaft. Remove the strut from the vehicle.



### III. Top Strut Mount

**NOTE:** The top strut mount will be re-used on the air-strut. It will be necessary to use a strut spring removal tool to remove the mount from the strut.

**Use caution and follow all safety rules from the strut tool manufacturer in the removal process.**

1. Remove the top strut mount from the stock strut. Retain the large washer on the top and all of the rubber pieces including the rubber spring isolator that is on the inside above the spring. Also remove and retain the steel spacer that goes on the inside of the strut mount bushings (Figure 5).

**NOTE:** This steel spacer may come off on the shaft of the strut. In order to correctly mount the top strut assembly, the spacer must be on the inside of the bushings (Figure 8).

2. A slot must be made in the top strut mount for the fitting. Hold the strut mount with the stud at the top and facing you. Strike a vertical mark at  $1\frac{1}{4}$ " and a mark at  $2\frac{3}{4}$ ". Measure clockwise for the markings on the left side and counter clockwise when marking the right side. Figures 6 and 7 show the left side.
3. Measure down  $\frac{1}{2}$ " from the flat edge of the strut mount (Figure 7). Cut this area out of the upper strut mount (Figure 8). Smooth the rough edges and paint the exposed areas.
4. If the rubber isolator was previously removed, set it back in the upper strut mount. Trim the rubber away with a pair of wire cutters (Figure 8).



Figure 5

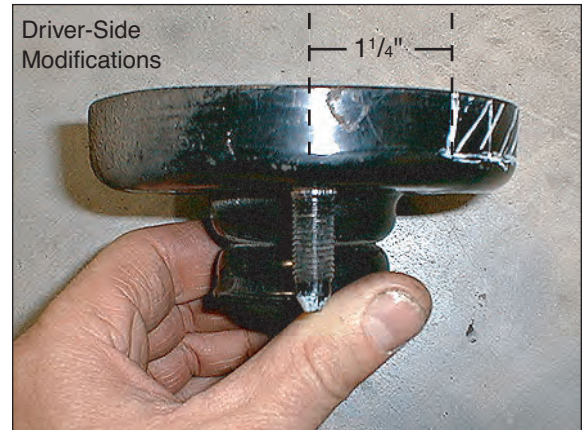


Figure 6

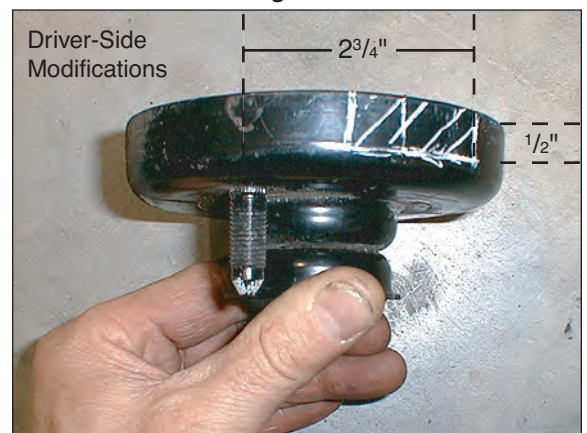


Figure 7

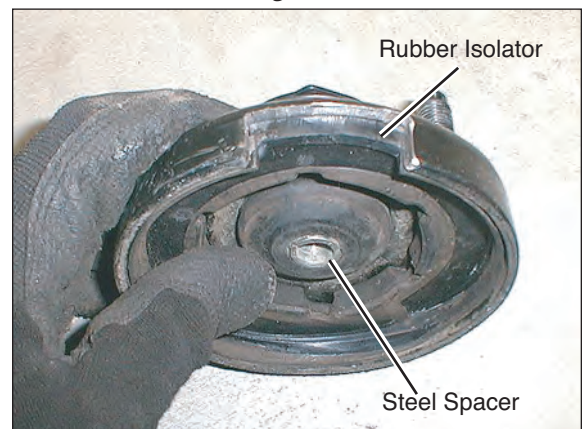


Figure 8



Figure 9

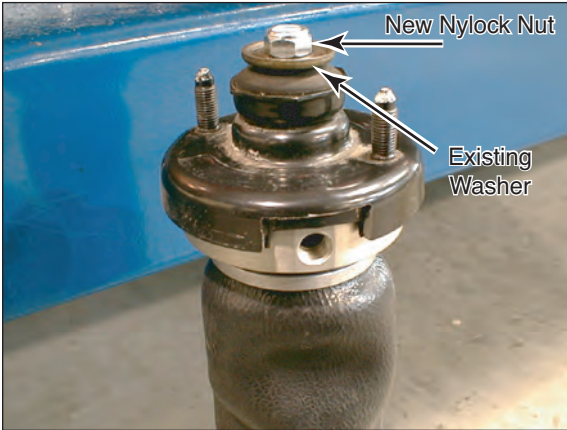


Figure 10

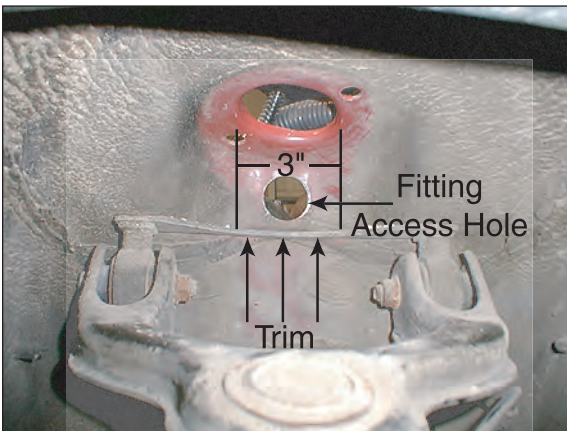


Figure 11



Figure 12

#### IV. Fitting Access Hole in Body

**NOTE:** It will be necessary to create an access hole in the upper spring seat area to install the fitting and hose for the air-strut.

1. Make sure the small washer is on top of the upper air-strut end cap (Figure 9).
2. Set the modified top strut mount onto the air-strut. Install the previously saved stock washer, and a supplied nylock nut, loosely to the top of the air-strut assembly (Figure 10).
3. Set the assembly up into the spring pocket with the fitting hole pointing inward toward the engine. Finger tighten the two existing upper strut mount nuts onto the upper strut mount studs.
4. Take note of where the hole points toward the upper spring seat pocket. Use a china or felt marker and mark the area where the fitting will go.
5. Remove the air-strut. Center punch and drill a hole large enough to get a socket over the fitting to tighten the fitting into the upper air-strut end cap (Figure 11).

**CAUTION:** Be sure to move any electrical connectors or wires that are on the inside of the engine compartment before drilling or cutting.

#### V. Spindle Casting Flash

**IMPORTANT:** This step is critical to the life and performance of your air bags.

1. It will be necessary to grind the inside of the flashing off the spindle arm that attaches to the upper control arm (Figure 12).

**Caution:** Failure to grind the flashing may cause the air bag to rub against the spindle arm flashing and rupture. This will void the air bag warranty.

**NOTE:** Make sure the face is smooth and clear of burrs.

#### VI. Trimming the Upper A-Arm

**NOTE:** It will be necessary to trim the flange off of the upper A-arm in order to make clearance for the flex member (Figure 13).

1. Remove the control arm mounting hardware and replace with bolts (D), flatwashers (E), and nylock nuts (C) being sure to insert them with the bolt heads facing the inside of the control mount in order to provide adequate clearance for the air strut (Figure 11).
2. The inside flange on the upper control arm can be trimmed by using a die grinder with a cut-off wheel or grinding bit. Be sure



all sharp edges are removed, and paint the exposed area when complete (Figure 13).

3. The top bar for the upper control arm will also need to be trimmed. Grind 1/8" off of a 3" area (Figure 11).

## VII. Installing the Strut

**NOTE:** Be sure the area on the body is clear of anything protruding from it including the line/hose clips from the engine compartment.

1. Set the air-strut assembly in place. Hand tighten the top nuts onto the upper strut mount studs. Make sure the fitting lines up with the hole that was previously made in the upper spring retainer (Figure 16).
2. Slide the lower mount onto the strut tube. Be sure to line up the small tab of the brake line bracket/spacer with the slot in the lower strut mount. Align the indent in the lower air-strut with the bolt hole in the clevis. Insert the existing bolt and finger tighten.
3. Insert the lower bolt into the lower strut mount and the lower control arm. Push the bolt all the way through and finger tighten the stock nut onto the bolt.
4. While the assembly is still loose, install and tighten the upper air fitting into the top air-strut upper end plate.

Tighten the fitting (B) finger-tight plus 1 1/2 turns being careful to tighten on the metal hex nut only.

**NOTE:** The fitting needs to be turned so that a base of the hex nut is parallel to the end cap (Figure 15).

**NOTE:** It may be necessary to grind the access hole or tighten the upper strut mount to get the socket over the fitting (Figure 17).

5. Once the fitting is installed, tighten the supplied nylock nut on the upper air-strut.

**NOTE:** By holding the air-strut, you can index the fitting slightly while tightening this nut.

6. Tighten the two upper strut mount nuts.
7. Tighten the clevis bolt.

**NOTE:** It may be necessary to jack the lower control arm up to take the slack out of the lower control arm/strut assembly.

8. Tighten the bottom strut mount/control arm bolt and nut.

## VIII. Brake Line Attachment

1. Using the supplied tie straps, fasten the brake line to the lower clevis (Figure 14).

**Repeat the installation for the other side of the vehicle.**

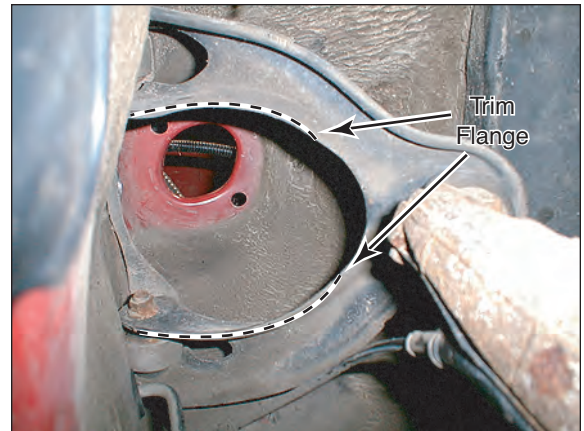


Figure 13



Figure 14

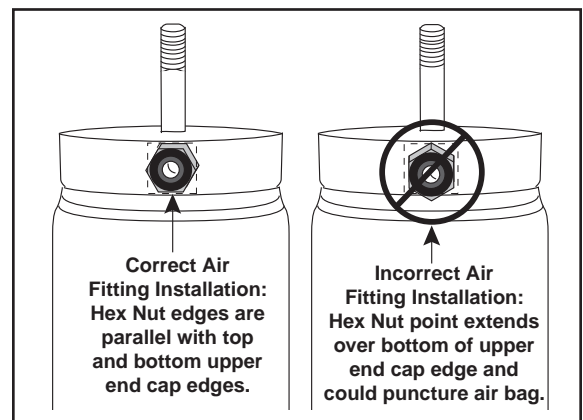


Figure 15



Figure 16

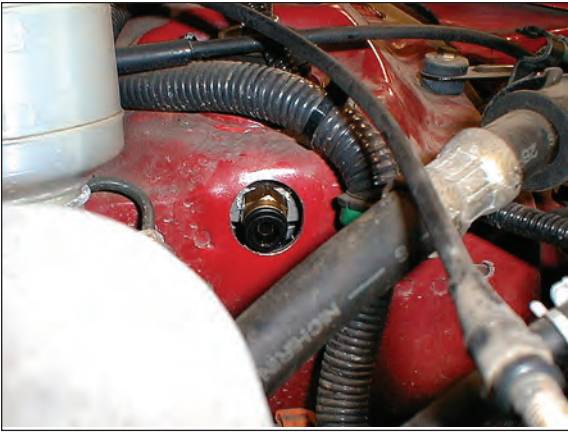


Figure 17



Figure 18

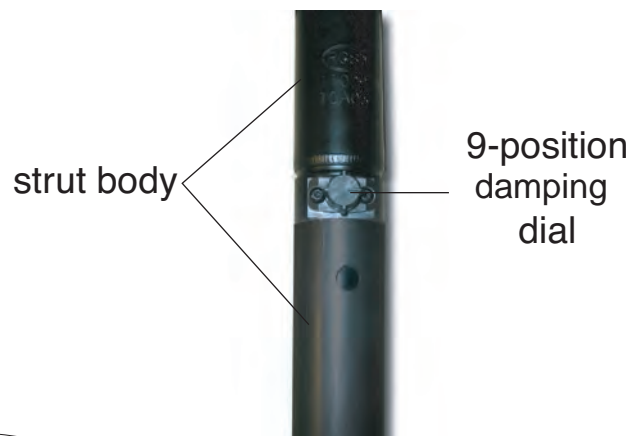
## IX. Finishing Touches

**NOTE: Be sure to check clearances in an inflated and deflated condition to avoid early flex member failure. Grind area for clearance if necessary.**

1. Use silicone, or something pliable, around the fittings and the body to seal holes off. This will keep the elements from entering the engine compartment.
2. Before operating, note the wheel clearance. Keep the wheels straight when deflating the front air-struts so wheels do not hit on the fender quarter panel.
3. A finished installation is shown in figure 18.
4. Air Lift recommends the installation of a strut bar with this air-strut kit.

## X. Before Operating

1. Inflate and deflate system (do not exceed 150 p.s.i) to check for clearance or binding issues. With air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
2. Tighten and visually inspect all hardware after 100 miles.
3. The struts for this vehicle come with a nine-position damping dial (shown below) for added adjustability. To start, we recommend setting the dial at the third position for the most versatility.
- 4 Air Lift part #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.





## XI. Maintenance and Operation:

<b>Minimum Pressure</b>	<b>Maximum Pressure</b>
<b>10 p.s.i.</b>	<b>150 p.s.i.</b>
<b><i>Failure to maintain correct minimum pressure (or pressure proportional to load),</i></b>	

***By following these steps, vehicle owners should obtain the longest life and best results from their air-struts.***

1. Always maintain Ride Height.
2. Always adjust the air pressure to maintain Ride Height. Increase or decrease pressure from the system as necessary to attain Ride Height for optimal ride and handling.
3. Should it become necessary to raise the vehicle by the frame or do any service work, make sure the system is at minimum pressure (10 p.s.i.) for safety and to reduce the tension on the suspension/brake components.



***Thank you for purchasing Air Lift Performance Products***

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**For Technical Assistance call 1-800-248-0892**

***"The Choice of the Professional Installer"***

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'92-'00 Civic/'94-'01 Integra/  
'93-'97 Del Sol/'92-'95 CRX  
**Rear Kit Part No. 75540**  
[www.airliftperformance.com](http://www.airliftperformance.com)

MN-514  
(06409)  
NPR 4762

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***Please read these instructions completely  
before proceeding with installation***



#### Warranty Information

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---

Technical Support  
1-800-248-0892



Figure 1

<u>Hardware</u>			
<u>Item</u>	<u>P/N</u>	<u>Description</u>	<u>Qty.</u>
A	35062	Strut Assembly	2
B	21261	1/4" NPT x 1/2" Tube Straight	2
C	18443	7/16" Spacer	4

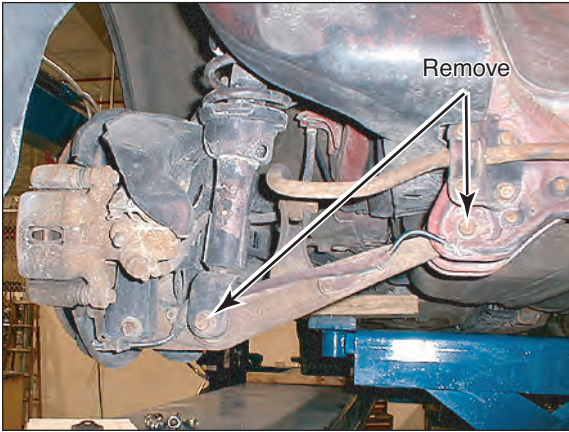


Figure 2

**IMPORTANT:** Always keep safety in mind when working on your vehicle. Completely read these instructions before installing the kit.

## I. Preparing the Vehicle

1. Jack the vehicle up and support the body on jackstands.
2. Remove the rear wheels.

## II. Strut Removal

**NOTE:** Begin on the driver-side

1. Remove the top two nuts holding the upper strut mount to the body (Figure 1).
2. Remove the lower strut bolt.

**NOTE:** It may be necessary to replace the bolt and the lower control arm bushing if the bolt is corroded to the bushing (Figure 2).

3. Remove the inside lower control arm bolt (Figure 2).
4. If equipped with ABS brakes, unclip the ABS line from the lower control arm. Retain the bolts to re-attach the line later (Figure 2).
5. Disconnect the sway bar if so equipped.
6. Pull the lower control arm down far enough to remove the strut.

### III. Upper Strut Mount

**NOTE:** The top strut mount will be re-used on the air strut. It will be necessary to use a strut spring removal tool to remove the mount from the strut.

**Use caution and follow all safety rules from the strut tool manufacturer in the removal process.**

1. Remove the top strut mount from the stock strut. Retain the large washer on the top and all of the rubber pieces including the rubber spring isolator that is on the inside above the spring. Also remove and retain the steel spacer that goes on the inside of the strut mount bushings.

**NOTE:** This spacer may come off on the shaft of the strut. In order to correctly mount the top strut assembly, the spacer must be on the inside of the bushings.

2. A slot must be made in the top strut mount for the fitting. Set the upper spring mount onto the air-strut. Loosely install the stock flat washer and supplied nylock nut onto the strut shaft.
3. Hold the upper strut mount in place with the two, previously removed, nuts. Set the lower clevis of the strut around lower control arm and loosely insert the bolt.

**IMPORTANT NOTE:** The air port faces toward the inside of the car. Make sure that the upper strut mount is aligned with the mounting holes prior to marking the strut mount for cutting.

4. Mark the area on the upper strut mount where the fitting goes into the upper air-strut end cap (Figure 3).
5. Remove the strut and upper strut mount. Cut or grind out the marked area to make room for the fitting.
6. If the rubber isolator was previously removed, set it back in the upper strut mount. Trim the rubber away with a pair of wire cutters (Figure 4).



Figure 3



Figure 4

### IV. Strut Assembly Installation

1. Place the assembled strut in the vehicle and mark where the air fitting will pass through the strut tower. Using a hole saw, make a hole in the strut tower that is 1/8"-1/4" bigger than the diameter of the air fitting to ensure adequate clearance.
2. Install the upper strut mount back onto the top of the air-strut assembly. Be sure the small washer is in between the air-strut upper end plate and strut mount. Loosely attach the upper strut mount with the previously saved stock upper washer and new nylock nut.





Figure 5



Figure 6

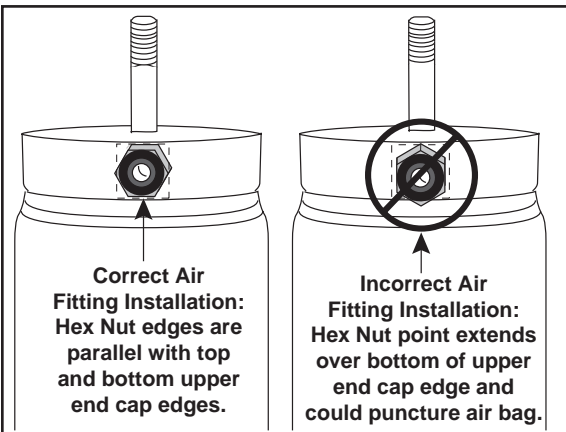


Figure 7

3. Set the assembly in place. Attach the top two existing nuts onto the upper strut mount to hold the assembly in place. Tighten securely.
4. Using the existing hardware, attach the lower control arm to the inside mount.

**NOTE: It may be necessary to slightly twist the lower control arm to get the bolt to start threading correctly.**

Tighten securely.

5. Attach the strut to the lower control arm and tighten securely.

**NOTE: In order to fit the 1996 and newer Civics, you will have to use the provided spacers (C) on each side of the lower strut mount to reduce the space between the A-arm and the strut.**

6. If the ABS lines and/or sway bar were detached, re-attach them at this time.
7. Repeat steps one through four for the other side of the vehicle.

## V. Finishing Touches

**NOTE: Be sure to check clearances in an inflated and deflated condition to avoid early flex member failure.**

1. Install the air fitting (B). Tighten the fitting finger-tight plus 1 1/2 turns being careful to tighten on the metal hex nut only.

**NOTE: The fitting needs to be turned so that a base of the hex nut is parallel to the end cap (Figure 7).**

2. Before operating, note the wheel clearance.
3. A finished installation is shown in figure 6.
4. Using a silicone sealer, seal the holes where the air fitting and air lines enter the car.

## VI. Before Operating

1. Inflate and deflate system (do not exceed 145 p.s.i.) to check for clearance or binding issues. With air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
2. Tighten and visually inspect all hardware after 100 miles.
3. The struts for this vehicle come with a nine-position damping dial (shown right) for added adjustability. To start, we recommend setting the dial at the third position for the most versatility.
4. Air Lift part #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.
5. Please continue by reading the Maintenance and Operation section.



## VII. Maintenance and Operation:

<b>Minimum Pressure</b>	<b>Maximum Pressure</b>
<b>10 p.s.i.</b>	<b>150 p.s.i.</b>
<b><i>Failure to maintain correct minimum pressure (or pressure proportional to load),</i></b>	

***By following these steps, vehicle owners should obtain the longest life and best results from their air-struts.***

1. Always maintain Ride Height.
2. Always adjust the air pressure to maintain Ride Height. Increase or decrease pressure from the system as necessary to attain Ride Height for optimal ride and handling.
3. Should it become necessary to raise the vehicle by the frame or do any service work, make sure the system is at minimum pressure (10 p.s.i.) for safety and to reduce the tension on the suspension/brake components.



***Thank you for purchasing Air Lift Performance Products***

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**For Technical Assistance call 1-800-248-0892**

***“The Choice of the Professional Installer”***

Printed in the USA

# **Air Lift**<sup>™</sup> **PERFORMANCE**

## **Kit 27666** Manual Air Management System



## **INSTALLATION GUIDE**

For maximum effectiveness and safety, please read these instructions completely before proceeding with installation.

*Failure to read these instructions can result in an incorrect installation.*





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# Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the Air Management System.

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair. The information here includes a hardware list, tool list, step-by-step installation information, maintenance guidelines and troubleshooting guide.

Air Lift Company reserves the right to make changes and improvements to its products and publications at any time. For the latest version of this manual, contact Air Lift Company at (800) 248-0892 or visit our website at [www.airliftcompany.com](http://www.airliftcompany.com).

## IMPORTANT SAFETY NOTICE

The installation of this kit does not alter the Gross Vehicle Weight Rating (GVWR) or payload of the vehicle. Check your vehicle's owner's manual and do not exceed the maximum load listed for your vehicle.

**Gross Vehicle Weight Rating:** The maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number — along with other weight limits, as well as tire, rim size and inflation pressure data — is shown on the vehicle's Safety Compliance Certification Label.

**Payload:** The combined, maximum allowable weight of cargo and passengers that the vehicle is designed to carry. Payload is GVWR minus the Base Curb Weight.

## NOTATION EXPLANATION

Hazard notations appear in various locations in this publication. Information which is highlighted by one of these notations must be observed to help minimize risk of personal injury or possible improper installation which may render the vehicle unsafe. Notes are used to help emphasize areas of procedural importance and provide helpful suggestions. The following definitions explain the use of these notations as they appear throughout this guide.

 **DANGER**

INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.

 **WARNING**

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.

 **CAUTION**

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE MACHINE OR MINOR PERSONAL INJURY.

---

## NOTE

*Indicates a procedure, practice or hint which is important to highlight.*

---



# Hardware List

Item	Part #	Description	Quantity	Item	Part #	Description	Quantity
A	16380	Viair 380C Compressor	1	<b>Electrical</b>			
B	11955	4 Gallon Aluminum Air Tank	1	S	24782	30/50A Relay	1
C	26228	Dual Needle Gauge	2	T	24608	10 Gauge Red Wire	15'
D	21703	Paddle Switch	4	U	24643	16 Gauge Red Wire	20'
E	11031	Paddle Switch Mounting Bracket	1	V	24644	16 Gauge Black Wire	10'
F	20946	1/4" Airline	80'	W	24537	Quick Splice	3
G	10530	Air Line Cutter	1	X	24568	18 Gauge Ring Terminal	2
H	24575	145 - 175 PSI Pressure Switch	1	Y	24594	Blue Female Spade Terminal	9
<b>Paddle Switch Mounting Bracket Hardware</b>				Z	24748	12 Gauge Ring Terminal 3/8" ID	1
I	17434	#8 x 3/4" Stainless Steel Screw	4	AA	24542	Fuse Tap	1
<b>Tank Mounting Hardware</b>				BB	24561	Mini Fuse Adapter	1
J	17188	3/8"-16 x 1.25" Grade 5 Bolt	4	CC	24649	Yellow Butt Connector	1
K	18444	3/8" Flat Washer	8	DD	24595	Yellow Female Spade Terminal	2
L	18435	3/8"-16 Nyloc Nut	4	EE	17263	1/4" x 1" Self Threading Screw	1
<b>Tank Fittings</b>				FF	24539	Fuse Holder	1
M	21737	3/8" Pipe Plug	1	GG	24547	30A Spade Fuse	1
N	21738	1/4" FNPT x 3/8" MNPT Bushing	1	HH	17132	1/2" Self Threading Screw	2
O	21779	1/4" NPT x 1/4" Tube Elbow	2	<b>Gauge and Paddle Switch Fittings</b>			
P	21610	1/8" FNPT x 1/4" MNPT Bushing	1	II	21838	1/4" Union Tee	4
Q	21633	Inflation Valve	1	JJ	21842	1/4" Y Tee	3
R	23586	Thread Sealant	1				



Missing or damaged parts? Call Air Lift customer service at (800) 248-0892 for a replacement part.

## NPT ASSEMBLY INSTRUCTIONS

1. Inspect the port and fitting ensuring both are free of contaminants and excessive burrs and nicks.
2. Apply a stripe of liquid pipe sealant around the male threads leaving the first two threads uncovered.
3. Screw finger tight into the port.
4. Wrench tighten the fitting to the correct turns past finger tight position (see table 1).



NEVER BACK OFF AN INSTALLED PIPE FITTING TO ACHIEVE PROPER ALIGNMENT. LOOSENING INSTALLED PIPE FITTINGS WILL CORRUPT THE SEAL AND CONTRIBUTE TO LEAKAGE AND FAILURE.

Torque Specifications		
Fitting Size	Turns Past Finger Tight	Torque lb/ft
1/8" NPT	1.5 - 3.0	12
1/4" NPT	1.5 - 3.0	25
3/8" NPT	1.5 - 3.0	40
1/2" NPT	1.5 - 3.0	54
3/4" NPT	1.5 - 3.0	78
1" NPT	1 - 2.5	112
1 1/4" NPT	1 - 2.5	154
1 1/2" NPT	1 - 2.5	211
2" NPT	1 - 2.5	300

Table 1

## HELPFUL TIPS: AIR LINE AND FITTINGS

1. Minimum hose bend radius
  - 1/4" hose = 1" hose bend radius.
2. Hose to fitting
  - No side loading on fitting from hose.
  - Hose straight for 1" before bending.
3. Hose cutting
  - Cut hose perpendicular to hose length.
  - Inspect hose for scratches that run lengthwise on hose prior to insertion.
  - Use proper hose cutter, cigar cutter, or razor on flat surface.
4. DOT/SAEJ844 air brake hose data
  - Maximum working pressure of 175 PSI.
  - Not to be used for frame (body) to un-sprung mass connection, use a braided leader hose for this moving connection.

Compressor Tank Pressure		
Viair	Air Lift P/N	Max. Tank Pressure
380C	16380	175
400C	16400	150
444C	16444	175
450C	16450	150

*Table 2*

# Installing the Air Management System

## INSTALL COMPONENTS

**NOTE**

*For a complete schematic, please see fig. 1. (pages 8 – 9)*

### **Layout**

1. Plan component location first.
2. Prior to mounting components, check to make sure:
  - the compressor leader hose will reach the tank.
  - the plumbing will route cleanly through the vehicle.

**NOTE**

*Be sure to install all components as far as possible from any heat sources. Plan and prepare wiring and plumbing routing thru the vehicle. Eliminate all sharp edges that could chafe. Use grommets when passing through compartment walls.*

### **Prepare and install the compressor**

1. Prepare the compressor intake. If inside the vehicle, attach filter to port on end of compressor (fig. 1). If the compressor is located outside the vehicle, snorkel inlet filter to a dry location inside vehicle using components supplied with the compressor.
2. Center punch and drill four holes using the template on page 15.
3. Attach using the hardware supplied with the compressor.

**NOTE**

*Air compressors ingest moisture and will deposit water in the tank. Tanks must be regularly purged to eliminate the possibility of water freezing inside the system or causing corrosion. Be sure to provide easy access to drain/fill valve (preferably outside the vehicle). The system does not include moisture separators or water traps, and does require periodic tank moisture drain. If using an engine driven compressor, proper oil and water filtration must be added as these compressors will contaminate the air suspension system. Water traps are available and sold separately through Air Lift Performance, part numbers: 21011 (1/4"), 21012 (3/8"), 21013 (1/2").*

**Tank pre-assembly** (see fig. 1)

1. Determine tank location and orientation prior to installing fittings.
2. Apply thread sealant as necessary to all fittings.
3. Install the drain/fill PTC fitting in the lower most tank threaded port.
4. Choose a tank threaded port for the compressor fitting.
5. Choose the highest tank threaded port for air line supply.
6. Plug any remaining tank ports with hex plugs.

**Tank install** (see fig. 1)

1. Using the tank feet as a template, drill holes for hardware assembly.
2. Attach the tank using the supplied hardware.
3. Cut an appropriate length of hose from the manifold port T, to the PTC fitting on the tank.
4. Route the drain/fill air line with a schrader valve (preferably outside the vehicle).

**NOTE**

*When cutting plastic air line, only use a standard hose cutter like (Air Lift part number 10530) or razorblade. Cut all hose ends square and as smoothly as possible. See hose cutting tips on page 4.*

**MOUNTING THE SWITCH PANEL**

Refer to the switch panel template on page 13.

1. Find a location to mount the paddle switch mounting bracket (E).
2. Snap all four paddle switches (D) into the paddle switch mounting bracket (E) so the DEL is toward the top.

**NOTE**

*You may select different locations for the paddle switches. The paddle switches do not need to be used with the supplied paddle switch mounting bracket.*

3. Cut six pieces of air line (F) the same length (approximately 3"-6").
4. Push four of these pieces onto the "SUP" port of the switch. Attach two Y fittings (JJ) to the air lines.
5. Push the other two pieces of line into the Y fittings (JJ).
6. Attach the last Y fitting (JJ) to the air lines.
7. Mount the paddle switch mounting bracket (E) with four screws (I).

**ATTACHING THE AIR LINES** **CAUTION**

WHEN CUTTING OR TRIMMING THE AIR LINE, USE AN AIR LINE CUTTER (G), A RAZOR BLADE OR A SHARP KNIFE. A CLEAN, SQUARE CUT WILL ENSURE AGAINST LEAKS. DO NOT USE WIRE CUTTERS OR SCISSORS TO CUT THE AIR LINE. THESE TOOLS MAY FLATTEN OR CRIMP THE AIR LINE, CAUSING IT TO LEAK.

1. Run a length of air line (F) from the air fitting on the compressor to the end of the switch cluster.
2. Run a length of air line from the remaining air fittings on the switch to its respective air spring.
3. Repeat step 2 for the remaining air fittings and air springs.
4. Use a tee and connect into each one of the air spring lines to connect to its respective gauge port.
5. Test and make sure that the switches operate the appropriate air springs.



# Troubleshooting Guide

For further technical assistance please contact our customer service department by calling (800) 248-0892, Monday through Friday. For calls from outside the USA or Canada, our local number is (517) 322-2144.

<b>PROBLEM</b>	<b>CAUSE</b>	<b>SOLUTION</b>
<i>Compressor doesn't run</i>	There is a blown fuse or relay, bad ground, or poor electrical connections.	Replace the fuse, check the ground wire, or check the compressor connector
<i>Compressor runs all the time.</i>	The compressor relay is defective or there is a leak.	Replace the relay or locate the leak and repair.
<i>Air spring or tank leak.</i>	Fitting seal or air line is compromised.	Check to make sure air lines are seated in connectors. Inspect fittings with soapy water. Trim hose or re-seal fitting.
<i>Compressors runs all the time but doesn't fill the tank.</i>	Compressor in-line check valve fitting has been overtorqued.	Loosen fitting and check again. Replace if needed.

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# Tuning the Air Pressure

Pressure determination comes down to three things — level vehicle, ride comfort, and stability.

## 1. Level vehicle

If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level. Raise the air pressure to correct either of these problems and level the vehicle.

## 2. Ride comfort

If the vehicle has a rough or harsh ride it may be due to either too much pressure or not enough. Try different pressures to determine the best ride comfort.

## 3. Stability

Stability translates into safety and should be the priority, meaning the driver may need to sacrifice a perfectly level and comfortable ride. Stability issues include roll control, bounce, dive during braking and sponginess. Tuning out these problems usually requires an increase in pressure.

# Leak Testing and Detection

## *Leak detection*

1. A leak can be defined as a loss of pressure of more than 5 psi over an 8 hour period. Be aware that ambient temperature change has an effect on pressure that may seem like a leak. For example: a change of 10° Fahrenheit up or down from your baseline will have an approximate gain or loss of indicated pressure of 2 psi. If a leak is suspected after including any temperature change, then proceed to #2.
2. Spray soapy water (1/5 Dawn brand dish soap to 4/5 water) on suspect fittings and hose connections and look for any bubbling caused by air leakage.
3. Fix leaking connection (review pages 3 and 4 for help on NPT fittings and air line connections).
4. Wipe down sprayed connections with rag to remove any residual soapy water.

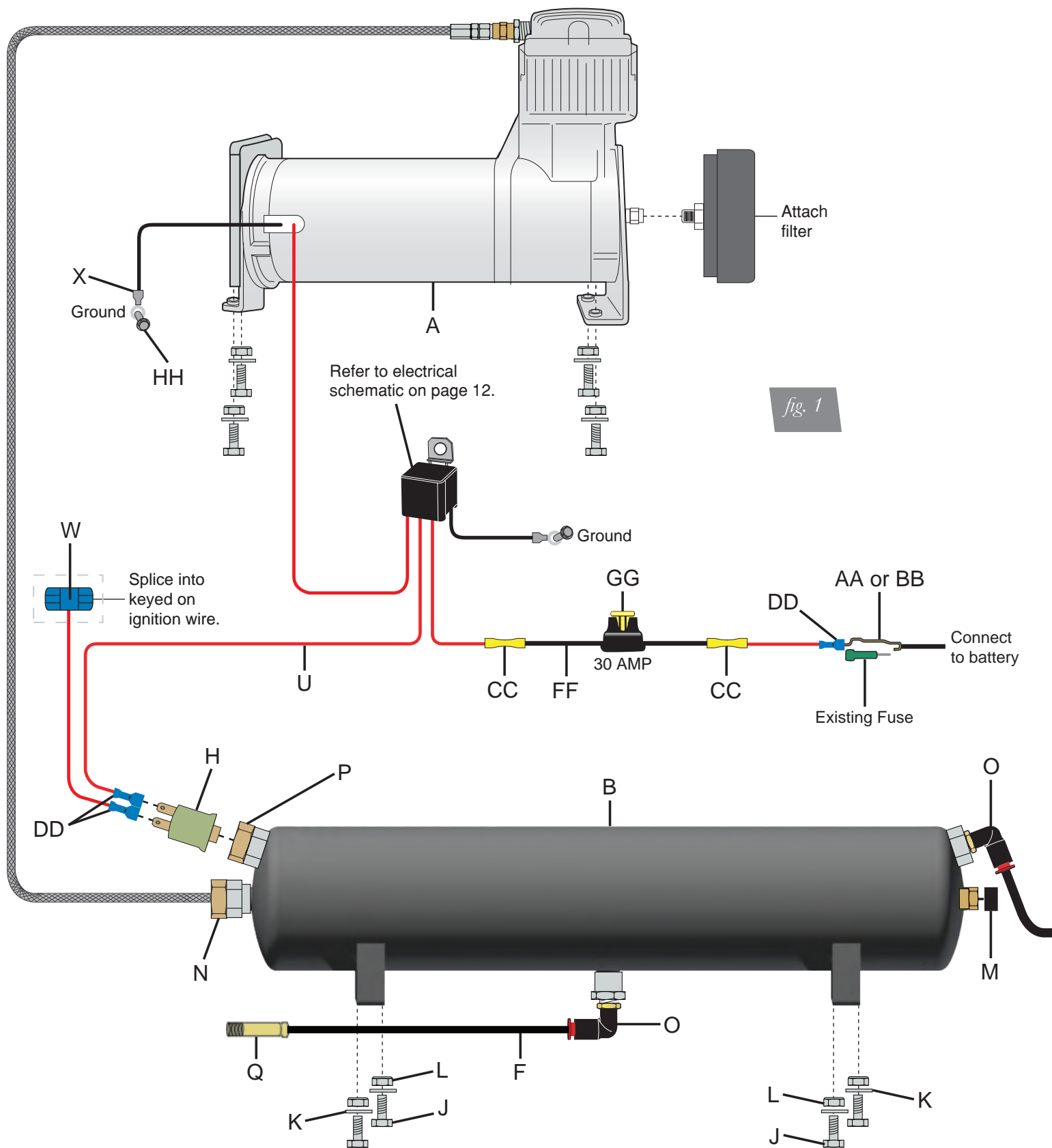
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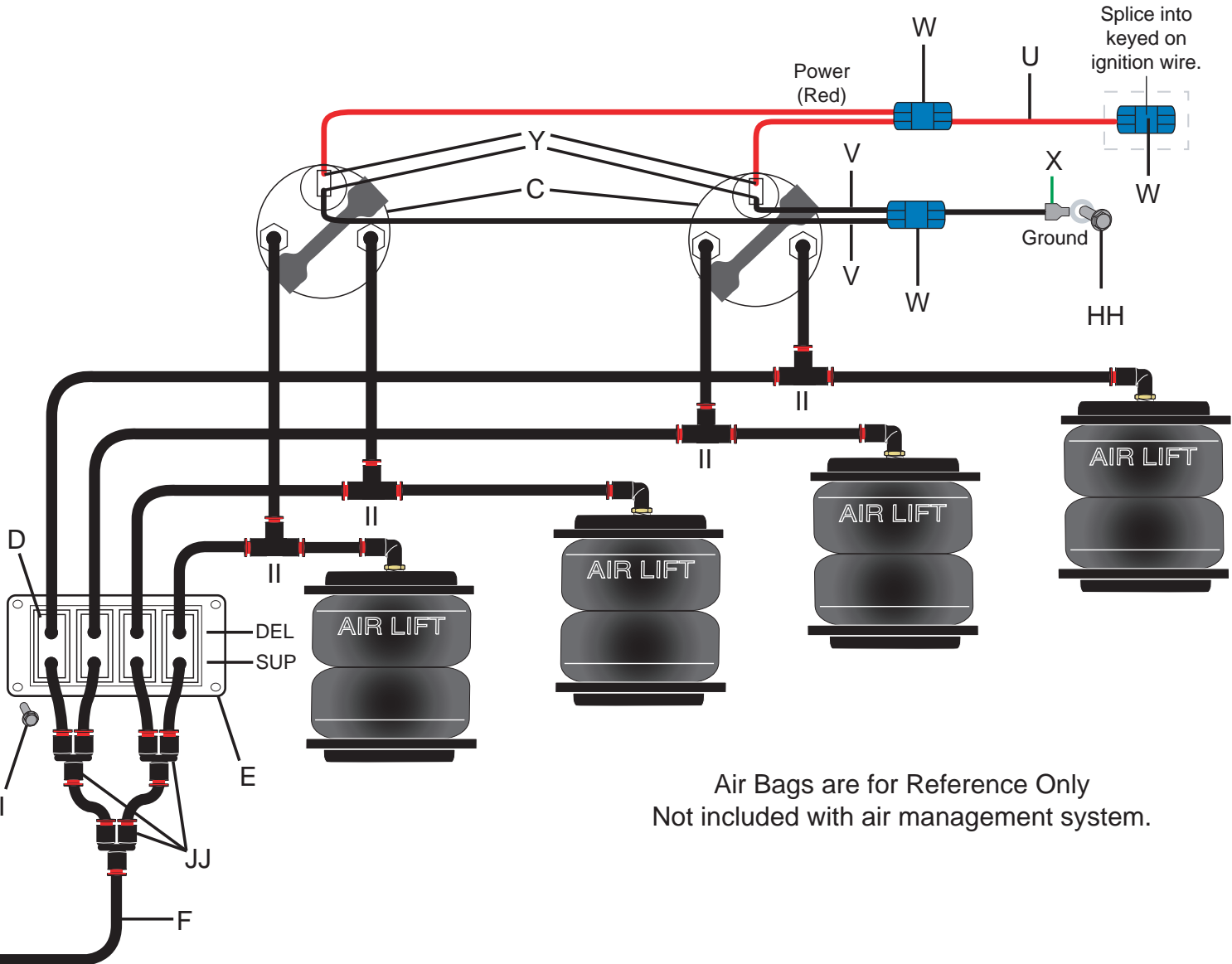
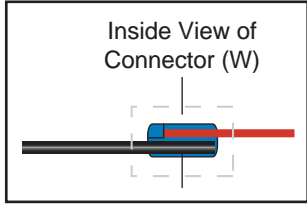
## NOTE

*Dawn brand dish soap will not corrode the metals (aluminum, brass, steel) with which it comes into contact.*

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# Installation Diagram





Air Bags are for Reference Only  
Not included with air management system.

**NOTE:** Air Lift recommends using a hose cutting tool to ensure a proper cut. If a hose connection has been disconnected the hose must be trimmed 1/2" back to provide for a leak free seal.



# Warranty and Returns Policy

Air Lift Company warrants its products, for the time periods listed below, to the original retail purchaser against manufacturing defects when used on catalog-listed applications on cars, vans, light trucks and motorhomes under normal operating conditions for as long as Air Lift manufactures the product. The warranty does not apply to products that have been improperly applied, improperly installed, used in racing or off-road applications, used for commercial purposes, or which have not been maintained in accordance with installation instructions furnished with all products. The consumer will be responsible for removing (labor charges) the defective product from the vehicle and returning it, transportation costs prepaid, to the dealer from which it was purchased or to Air Lift Company for verification.

Air Lift will repair or replace, at its option, defective products or components. A minimum \$10.00 shipping and handling charge will apply to all warranty claims. Before returning any defective product, you must call Air Lift at (800) 248-0892 in the U.S. and Canada (elsewhere, (517) 322-2144) for a Returned Materials Authorization (RMA) number. Returns to Air Lift can be sent to: Air Lift Company • 2727 Snow Road • Lansing, MI • 48917.

Product failures resulting from abnormal use or misuse are excluded from this warranty. The loss of use of the product, loss of time, inconvenience, commercial loss or consequential damages is not covered. The consumer is responsible for installation/reinstallation (labor charges) of the product. Air Lift Company reserves the right to change the design of any product without assuming any obligation to modify any product previously manufactured.

This warranty gives you specific legal rights and you may also have other rights that vary from state-to-state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages. The above limitation or exclusion may not apply to you. There are no warranties, expressed or implied including any implied warranties of merchantability and fitness, which extend beyond this warranty period. There are no warranties that extend beyond the description on the face hereof. Seller disclaims the implied warranty of merchantability. (Dated proof of purchase required.)

<b>Air Lift 1000™</b> .....	<b>Lifetime Limited</b>	<b>LoadController/Dual™</b> .....	<b>2 Year Limited</b>
<b>RideControl™</b> .....	<b>Lifetime Limited</b>	<b>Load Controller™ (I)</b> .....	<b>2 Year Limited</b>
<b>LoadLifter 5000™*</b> .....	<b>Lifetime Limited</b>	<b>Load Controller™ (II)</b> .....	<b>2 Year Limited</b>
<b>SlamAir™</b> .....	<b>Lifetime Limited</b>	<b>SmartAir™</b> .....	<b>2 Year Limited</b>
<b>AirCell™</b> .....	<b>Lifetime Limited</b>	<b>Wireless AIR™</b> .....	<b>2 Year Limited</b>
<b>Air Lift Performance™**</b> .....	<b>1 Year Limited</b>	<b>WirelessONE™</b> .....	<b>2 Year Limited</b>
<b>LoadController/Single™</b> ..	<b>2 Year Limited</b>	<b>Other Accessories</b> .....	<b>2 Year Limited</b>

*\*formerly SuperDuty*

*\*\*formerly LifeStyle & Performance and Easystreet*

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# Replacement Information

If you need replacement parts, contact the local dealer or call Air Lift customer service at (800) 248-0892. Most parts are immediately available and can be shipped the same day.

**Contact Air Lift Company customer service at (800) 248-0892 first if:**

- Parts are missing from the kit.
- Need technical assistance on installation or operation.
- Broken or defective parts in the kit.
- Wrong parts in the kit.
- Have a warranty claim or question.

**Contact the retailer where the kit was purchased:**

- If it is necessary to return or exchange the kit for any reason.
- If there is a problem with shipping if shipped from the retailer.
- If there is a problem with the price.

# Contact Information

If you have any questions, comments or need technical assistance contact our customer service department by calling (800) 248-0892, Monday through Friday. For calls from outside the USA or Canada, our local number is (517) 322-2144.

For inquiries by mail, our address is PO Box 80167, Lansing, MI 48908-0167. Our shipping address for returns is 2727 Snow Road, Lansing, MI 48917.

You may also contact us anytime by e-mail at [sales@airliftcompany.com](mailto:sales@airliftcompany.com) or on the web at [www.airliftcompany.com](http://www.airliftcompany.com).

# Electrical Schematic

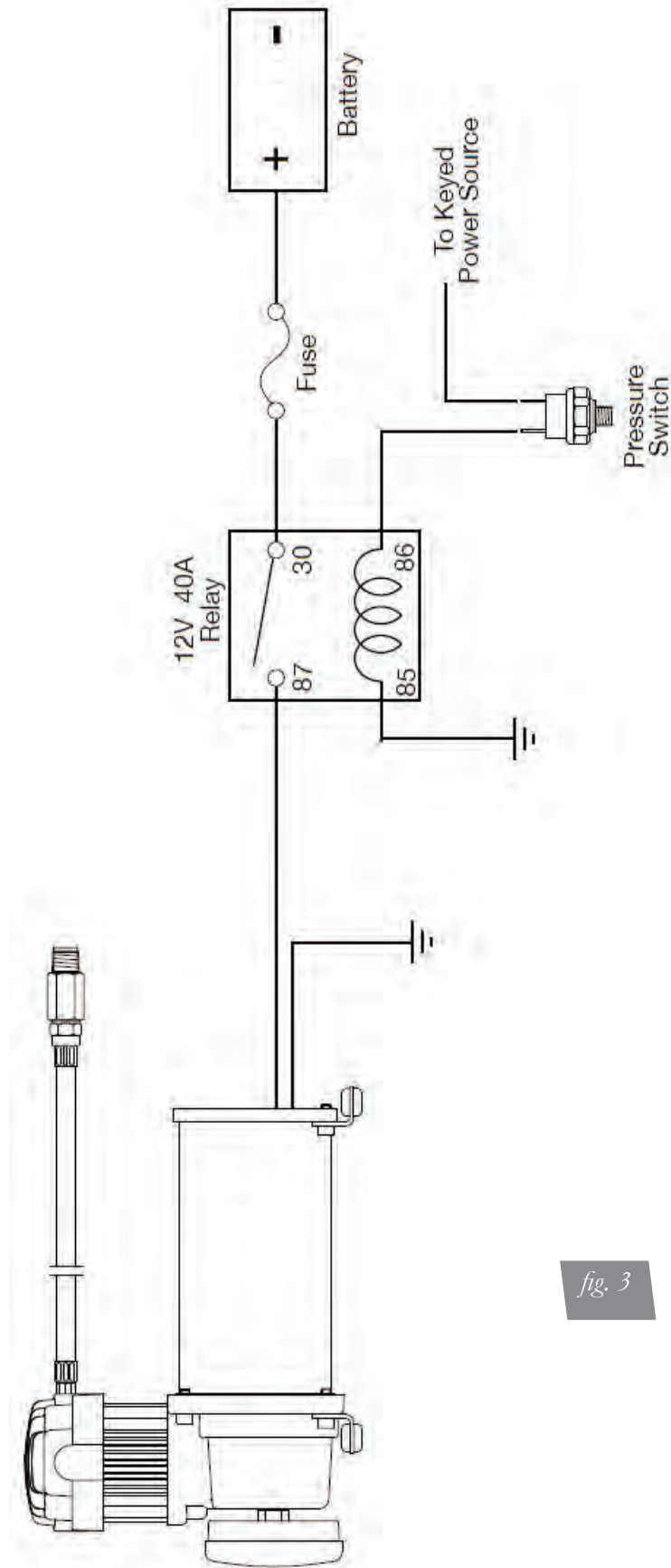
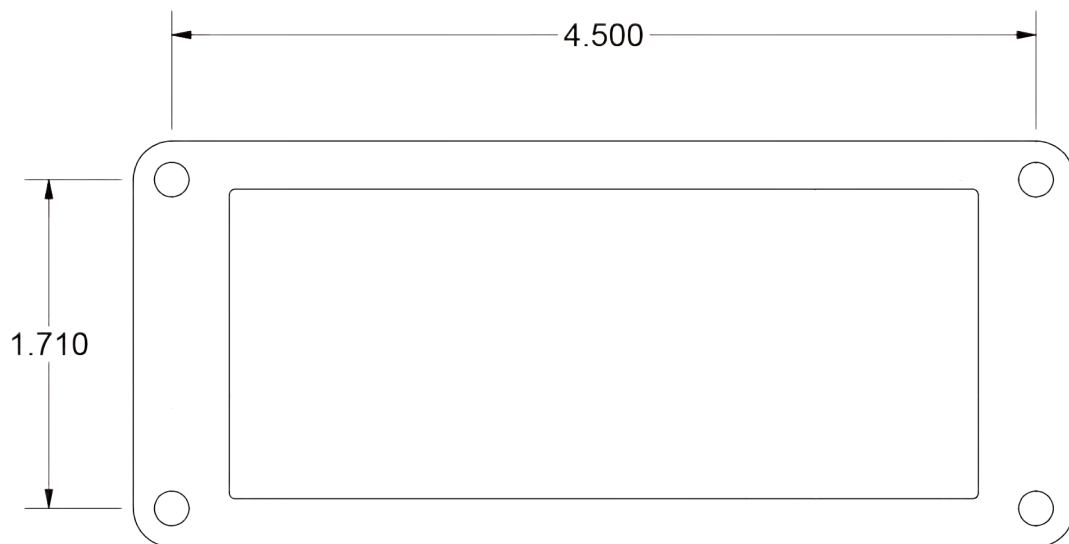


fig. 3

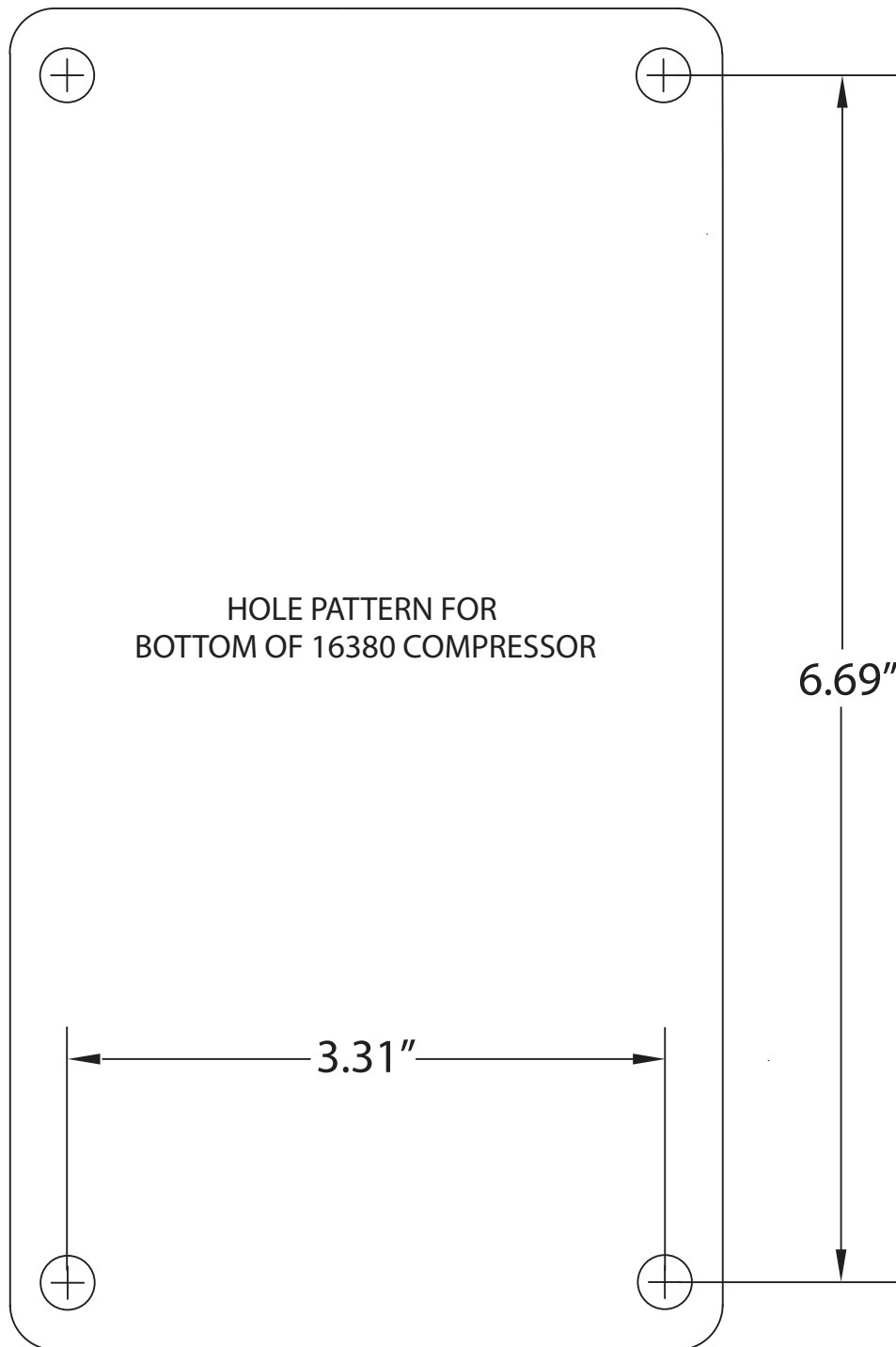
# Paddle Switch Mounting Bracket Template







# 16380 Compressor Template









## Need Help?

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*Thank you for purchasing Air Lift Performance products!*

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