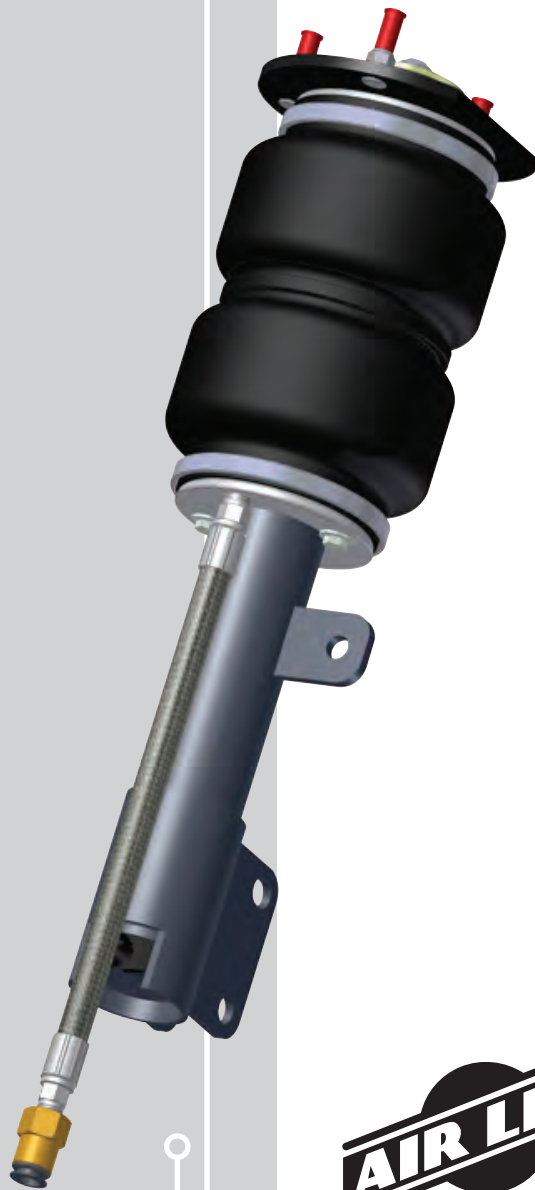


LifeSTYLE

by AIR LIFT®

Kit 75594

*Chevy Cobalt, Chevy HHR
front application*



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 this Chevy Cobalt & HHR Lifestyle kit.

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

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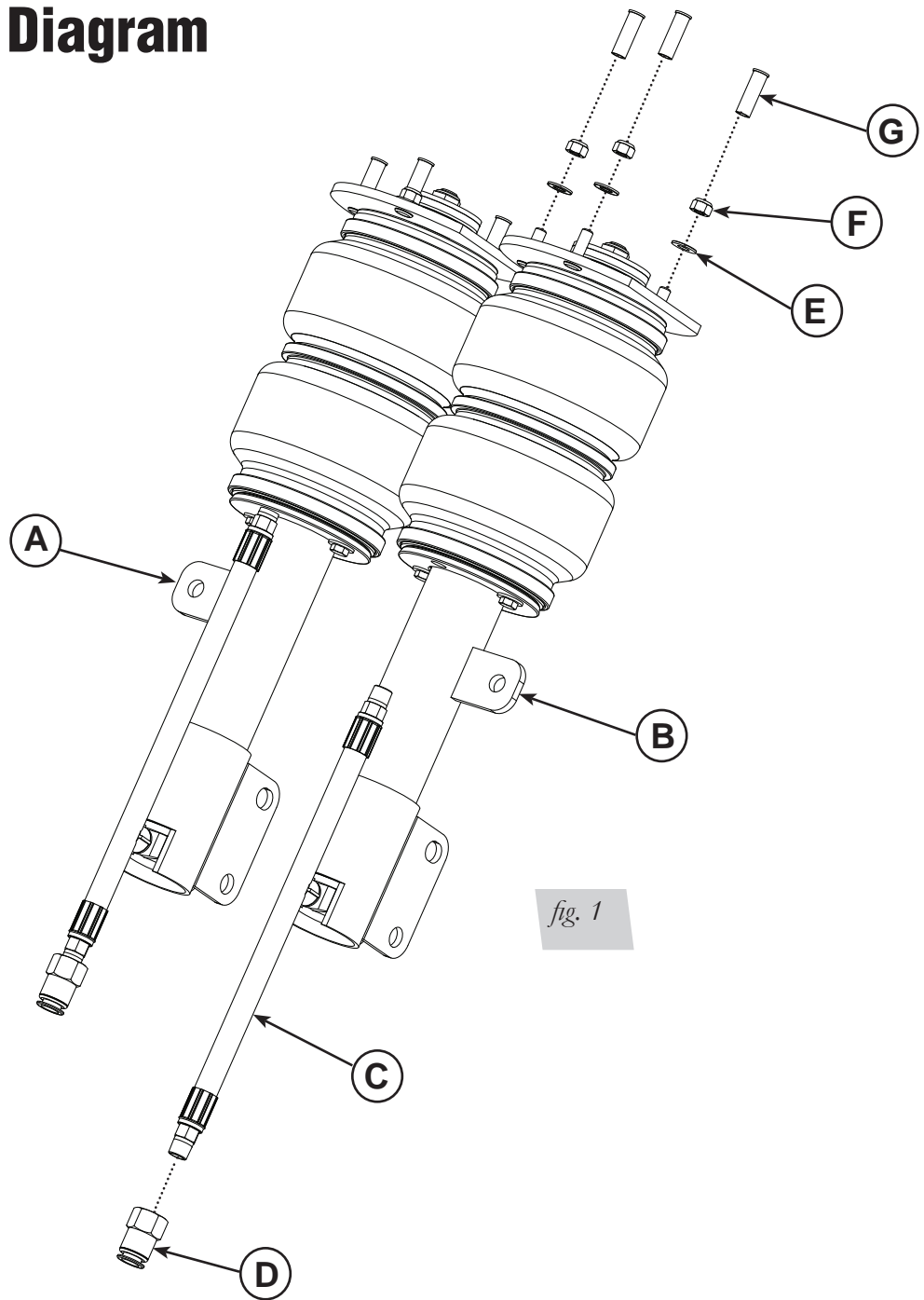
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DO NOT INFLATE AIR SPRINGS WHILE OFF OF THE VEHICLE. DAMAGE TO ASSEMBLY MAY RESULT AND VOID WARRANTY.

CAUTION

DO NOT WELD TO, OR MODIFY LIFESTYLE STRUTS/SHOCKS IN ANY WAY. DAMAGE TO UNIT MAY OCCUR AND WILL VOID WARRANTY.

Installation Diagram



HARDWARE LIST

Item	Part #	Description	Qty
A	35393	Strut Assembly - Left.....	1
B	35256	Strut Assembly - Right	1
C	20002	Braided Air Line	2
D	21987	1/4" FNPT X 3/8" PTC.....	2
E	18433	5/16" Flat Washer	6
F	18438	5/16 - 18 Nyloc Nut	6
G		Thread Protector.....	6

TOOLS LIST

Description
Jack stands
Lift Jack or hoist
Metric Wrenches
Standard Wrenches
Torque Wrench



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

Installing the Lifestyle Kit

REMOVING THE STRUT

1. Raise the vehicle with a lift-jack or frame contact hoist. Support with jack stands if using a lift-jack.
2. Unbolt the lug nuts and remove the front wheels.
3. Unthread the stabilizer link nut from the strut and detach the link (fig. 2).

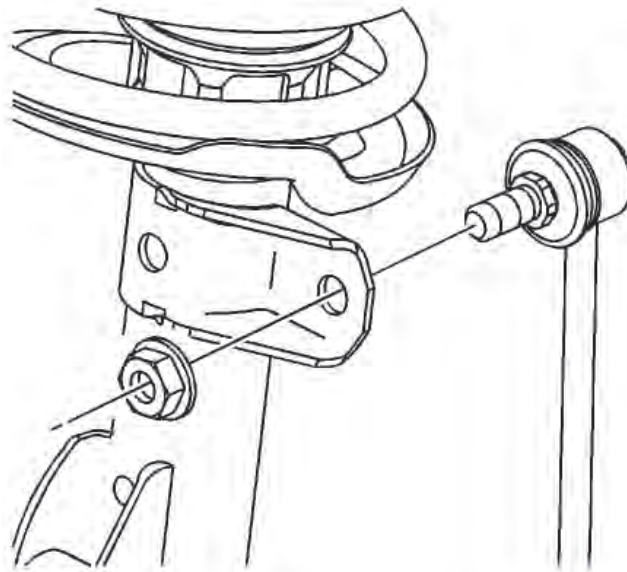


fig. 2

4. Unthread and remove the lower mounting bolts from the strut. The factory bolts have a spline shaft and may need to be tapped out of place. Care must be taken when doing so to not damage the threads (fig. 3). Vehicle manufacture cautions the reuse of these bolts only if the fasteners are free from rust or corrosion and develops 3 Nm (27 inch/lbs.) of torque or drag before nut is fully engaged on bolt threads. If the bolt/nut meets these requirements, the parts may be reused.

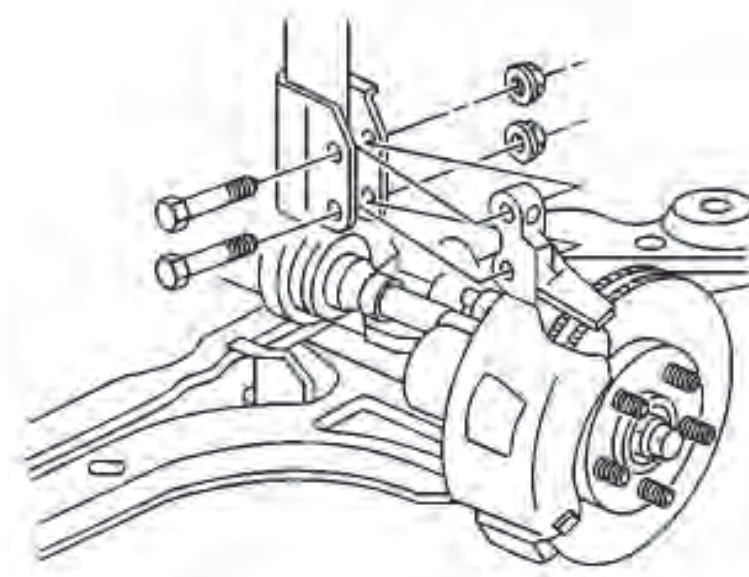
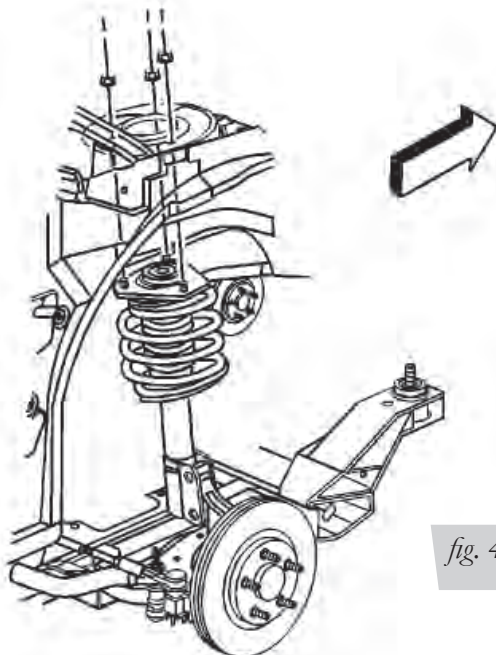


fig. 3

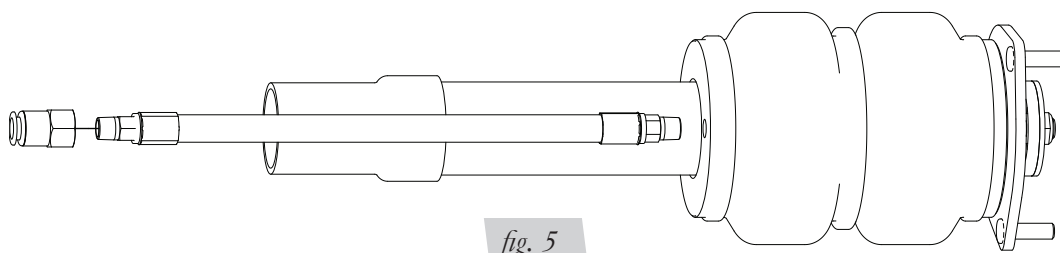
- Remove the three upper strut mounts from within the engine compartment (fig. 4).



- Remove the strut assembly from the vehicle.

INSTALLING THE NEW STRUT ASSEMBLY

- Apply Teflon tape or thread sealant onto both end of the braided hose (C) threads and install into the lower of the air spring. Thread the braided hose in hand tight and torque 1-3/4 turns beyond hand tight (fig. 5). Install the fitting (D) onto the end of the braided hose hand tight and torque 1-3/4 turns beyond hand tight.



- Remove the thread protectors (G) from the upper mount studs. Insert strut assembly into the strut pocket and attach the upper mount through the original mounting position with the supplied washers (E) and nuts (F). Torque to 31 Nm (23 ft./lbs.) (fig. 4).

NOTE

Strut applications are left and right specific. Make sure that when installing the strut, the stabilizer tabs point toward the rear of the vehicle.

- Lift the hub assembly and align the lower strut mounting tabs with the spindle and reinstall the previously removed bolts or new bolts if originals did not meet requirements in step 4 of REMOVING THE STRUT. Torque to 120 Nm (89 ft./lbs.) (fig. 3).
- Reattach the stabilizer link through the tab with the previously removed nut. Torque to 65 Nm (48 ft./lbs.) (fig. 2).
- Install the front wheels and torque factory lugs to 140 Nm (100 ft./lbs.).

ALIGNING THE VEHICLE

1. Using the control system, set the vehicle height to the new custom ride height.
2. If the custom ride height is lower than stock, we recommend loosening all pivot points (bolts, nuts) on any control arm, strut arm or radius rod that contains bushings. Once they have been loosened, re-torque to stock specifications.

NOTE

It may be necessary to cycle the suspension to loosen the bushing up from its mount. This will help re-orient the bushing at its new position based on the custom ride height.

Before Operating

1. Some struts for this vehicle come with a nine-position damping dial for added adjustability (fig. 6). If not, proceed to 2.

Before driving your vehicle, set the new struts to their highest setting by turning the black dial on the shaft of the strut as far as it will go to the right (position 9).

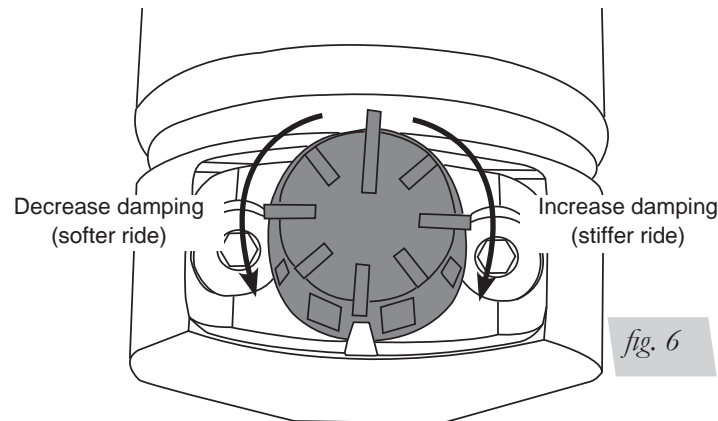


fig. 6

2. Next, completely deflate and reinflate the air bags 2-3 times. This procedure will purge any trapped air in the dampers and allow for maximum performance. For ride performance and the most versatility, Lifestyle recommends setting the strut dial (if equipped) to position 6 or higher.

CAUTION

MAKE SURE THE FRONT WHEELS ARE STRAIGHT WHEN DEFLATING AND REINFLATING AIR BAGS.

3. Inflate and deflate the system (do not exceed 125 PSI) to check for clearance or binding issues. With the air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
4. Inflate the air springs to 75PSI - 90PSI and check all connections for leaks.
5. Air Lift part #27741 or #27630, High Performance 4 Path Air Management System, is highly recommended for this product.

INSTALLATION CHECKLIST

- Clearance test — Inflate the air springs to 75-90 PSI and make sure there is at least ½” clearance from anything that might rub against each sleeve. Be sure to check the tire, brake drum, frame, shock absorbers and brake cables.

- Leak test before road test — Inflate the air springs to 75PSI - 90PSI and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.

- Heat test — Be sure there is sufficient clearance from heat sources, at least 6” for air springs and air lines. If a heat shield was included in the kit, install it. If there is no heat shield, but one is required, call Air Lift customer service at (800) 248-0892.

- Fastener test — Recheck all bolts for proper torque.

- Road test — The vehicle should be road tested after the preceding tests. Inflate the springs to recommended driving pressures. Drive the vehicle 10 miles and recheck for clearance, loose fasteners and air leaks.

- Operating instructions — If professionally installed, the installer should review the operating instructions with the owner. Be sure to provide the owner with all of the paperwork that came with the kit.

Technician's Signature _____

Date _____

POST-INSTALLATION CHECKLIST

- Overnight leak down test — Recheck air pressure after the vehicle has been used for 24 hours. If the pressure has dropped more than 5 PSI, then there is a leak that must be fixed. Either fix the leak yourself or return to the installer for service.

- Air pressure requirements — I understand the air pressure requirements of my air spring system. Regardless of load, the air pressure should always be adjusted to maintain adequate ride height at all times while driving.

- Thirty day or 500 mile test — I understand that I must recheck the air spring system after 30 days or 500 miles, whichever comes first. If any part shows signs of rubbing or abrasion, the source should be identified and moved, if possible. If it is not possible to relocate the cause of the abrasion, the air spring may need to be remounted. If professionally installed, the installer should be consulted. Check all fasteners for tightness.

Product Use, Maintenance and Servicing

Suggested Driving Air Pressure	Maximum Air Pressure
50 PSI	125 PSI
FAILURE TO MAINTAIN ADEQUATE MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) WILL RESULT IN BOTTOMING OUT, OVER-EXTENSION OR RUBBING AGAINST ANOTHER COMPONENT AND WILL VOID THE WARRANTY.	

MAINTENANCE GUIDELINES

NOTE

By following these steps, vehicle owners will obtain the longest life and best results from their air spring.

1. Check the air pressure before driving.
2. Never inflate beyond 125 PSI.
3. If you develop an air leak in the system, use a soapy water solution to check all air line connections, before deflating and removing the spring.
4. When increasing load, always adjust the air pressure to maintain normal ride height. Increase or decrease pressure from the system as necessary to attain normal ride height for optimal ride and handling. Remember that loads carried behind the axle (including tongue loads) require more leveling force (pressure) than those carried directly over the axle.

CAUTION

FOR YOUR SAFETY AND TO PREVENT DAMAGE TO YOUR VEHICLE, DO NOT EXCEED MAXIMUM GROSS VEHICLE WEIGHT RATING (GVWR), AS INDICATED BY THE VEHICLE MANUFACTURER. ALTHOUGH YOUR AIR SPRINGS ARE RATED AT A MAXIMUM INFLATION PRESSURE OF 125 PSI, THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDENT ON YOUR LOAD.

5. Always add air to the springs in small quantities, checking the pressure frequently. Sleeves require less air volume than a tire and inflate quickly.
6. Should it become necessary to raise the vehicle by the frame, make sure the control system is turned off before lifting.

Troubleshooting Guide

1. Leak test the air line connections, the threaded connection into the air spring, and all fittings in the control system.
2. Inspect the air lines to be sure none are pinched. Tie straps may be too tight. Loosen or replace the strap and replace leaking components.
3. Inspect the air line for holes and cracks. Replace as needed.
4. Look for a kink or fold in the air line. Reroute as needed.

If the preceding steps do not solve the problem, it is possibly caused by a failed air spring — either a factory defect or an operating problem. Please call Air Lift at (800) 248-0892 for assistance.

Frequently Asked Questions

Q. Will installing air springs increase the weight ratings of a vehicle?

No. Adding air springs will not change the weight ratings (GAWR, GCWR and/or GVWR) of a vehicle. Exceeding the GVWR is dangerous and voids the Air Lift warranty.

Q. How long should air springs last?

If the air springs are properly installed and maintained they can last indefinitely.

Q. Will raising the vehicle on a hoist for service work damage the air springs?

No. The vehicle can be lifted on a hoist for short-term service work such as tire rotation or oil changes. However, if the vehicle will be on the hoist for a prolonged period of time, support the axle with jack stands in order to take the tension off of the air springs.

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. See Air Lift suggested driving air pressure.

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 additional air pressure, strut damping, or both.

Checking for leaks

1. Inflate the air spring to 80 PSI.
2. Spray all connections and the inflation valves with a solution of 1/5 liquid dish soap and 4/5 water. Spot leaks easily by looking for bubbles in the soapy water.
3. After the test, deflate the springs to the minimum pressure required to restore the system to normal ride height.
4. Check the air pressure again after 24 hours. A 2 - 4 PSI loss after initial installation is normal. Retest for leaks if the loss is more than 5 lbs.

Fixing Leaks

1. If there is a problem with a swivel fitting:
 - a. Check the air line connection by deflating the spring and removing the line by pulling the collar against the fitting and pulling firmly on the air line. Trim 1" off the end of the air line. Be sure the cut is clean and square (see fig. 7). Reinsert the air line into the push-to-connect fitting.

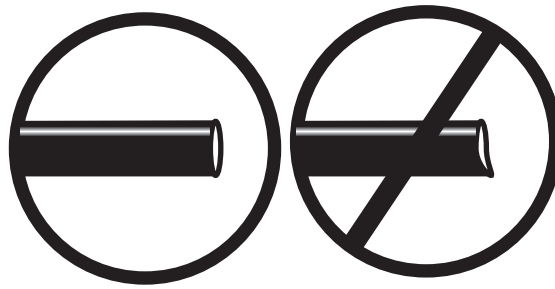


fig. 7

- b. Check the threaded connection by tightening the swivel fitting another $\frac{1}{2}$ turn. If it still leaks, deflate the air spring, remove the fitting, and re-coat the threads with thread sealant. Reinstall by hand tightening as much as possible and then use a wrench for an additional two turns.
2. If the preceding steps have not resolved the problem, call Air Lift customer service at (800) 248-0892.

Warranty and Returns Policy

Air Lift Company/Lifestyle warrants the Lifestyle line of products to the original purchaser against manufacturing defects one year from the date of purchase when used on cars and trucks as specified under normal operating conditions. The warranty does not apply to products that have been improperly applied, improperly installed, 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 may 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.)

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

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**Register your warranty online at
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Thank you for purchasing Air Lift products — the professional installer's choice!

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Printed in
the USA

LifeSTYLE

by AIR LIFT®

Kit 75694

*Chevy Cobalt, Chevy HHR
rear application
(without disc brakes)*



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Installation Diagram

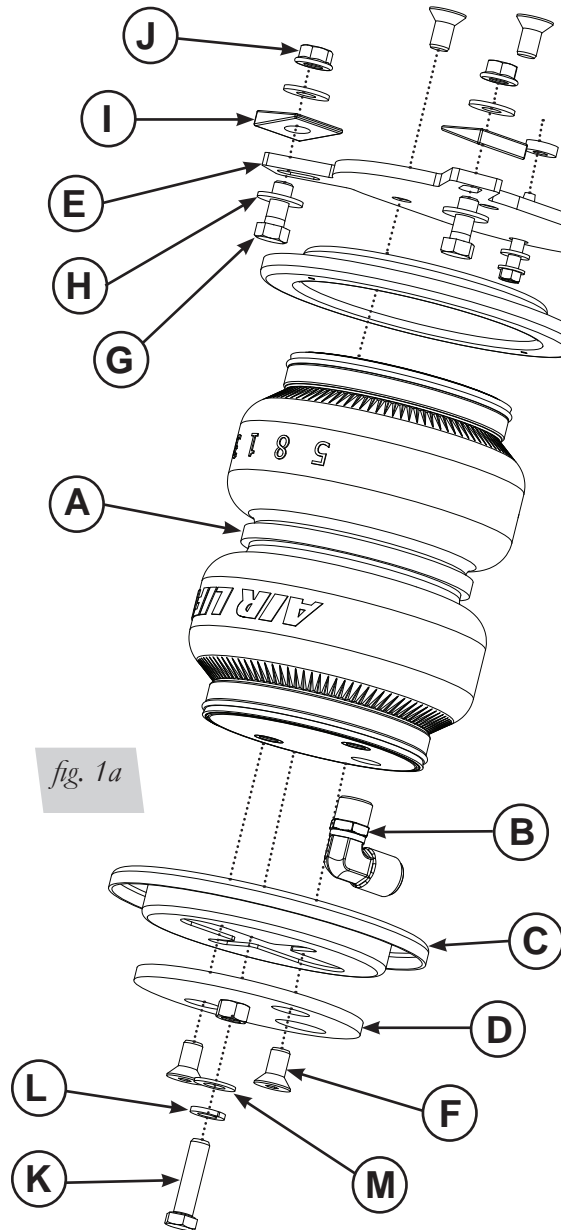


fig. 1a

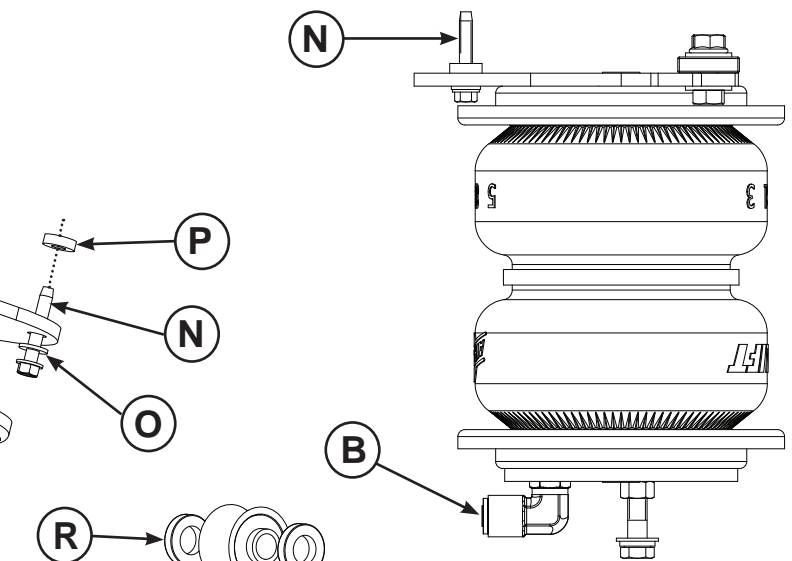


fig. 1c

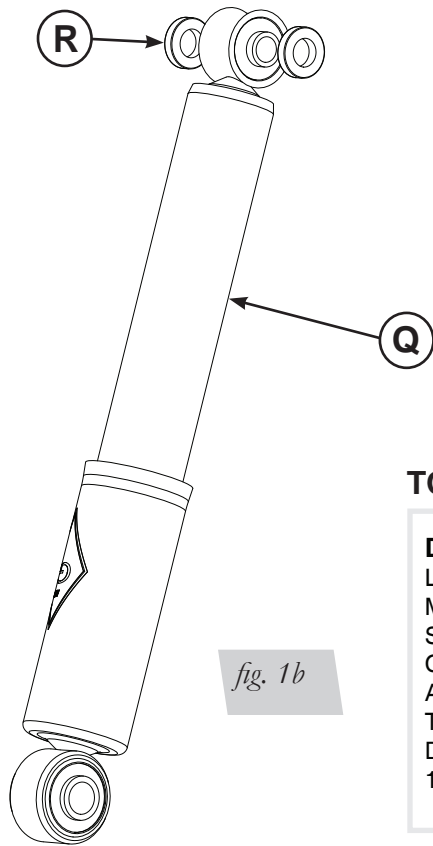


fig. 1b

Note: Air fitting hole in the lower bracket to be on same side as self tapping screws

TOOLS LIST

- | Description |
|-----------------------------------|
| Lift-jack, hoist, and jack stands |
| Metric Wrenches |
| Standard Wrenches |
| Cut-Off Wheel & Die Grinder |
| Air Chisel (optional) |
| Torque Wrench |
| Drill |
| 1/2" Drill Bit |

HARDWARE LIST

Item	Part #	Description.....Qty	J	18422	3/8" Flange Nut4
A	58423	Internal Jounce Bumper.....2	K	17108	3/8-16 X 1.5 Hex Cap Screw2
B	21867	Elbow, 3/8" MNPT to 3/8" PTC2	L	18427	3/8" Lock Washer.....2
C	11801	Roll Plate.....4	M	18444	3/8" Flat Washer2
D	03247	Lower Bracket Assembly (rear).....2	N	17157	1/4-20X1.5 Self Tapping Hex Screw...4
E	07239	Upper Bracket (rear)2	O	18419	Flat Washer.....4
F	17215	3/8-24 X 3/4 Countersink Cap Screw..8	P	13220	Bracket Spacer4
G	17107	3/8-16 X 1" Hex Bolt.....2	Q	10677A	Mono-Tube Shock.....2
H	18206	5/16" Flat Washer8	R	10677-001	Spacer, Shock.....4
I	10910	Wedge.....4	S	19701	Dust Cover.....2
			T	10393	Zip Tie.....4



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

Installing the Lifestyle Kit

REAR COIL SPRING REMOVAL

1. Raise the vehicle with a lift-jack or hoist and support with jack stands
2. Remove the rear wheels.
3. Using a tall lift-jack or jack stand, lift the rear axle partially near the shock mount and support (fig. 2).

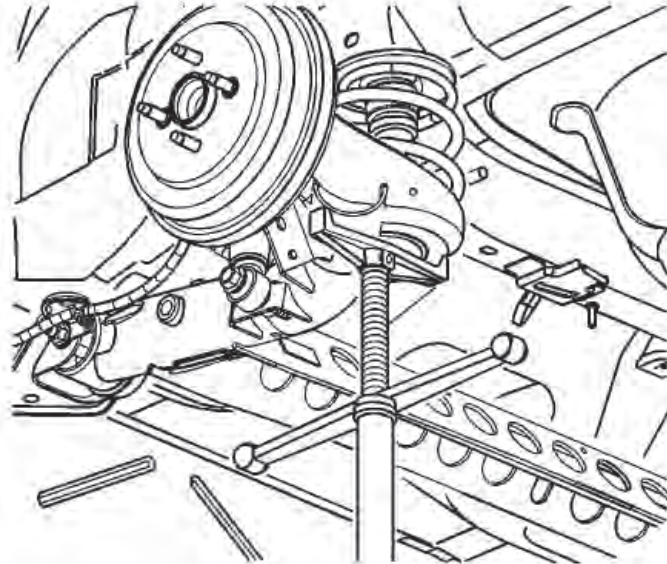


fig. 2

4. Unbolt the lower shock mounting bolt (fig. 3).

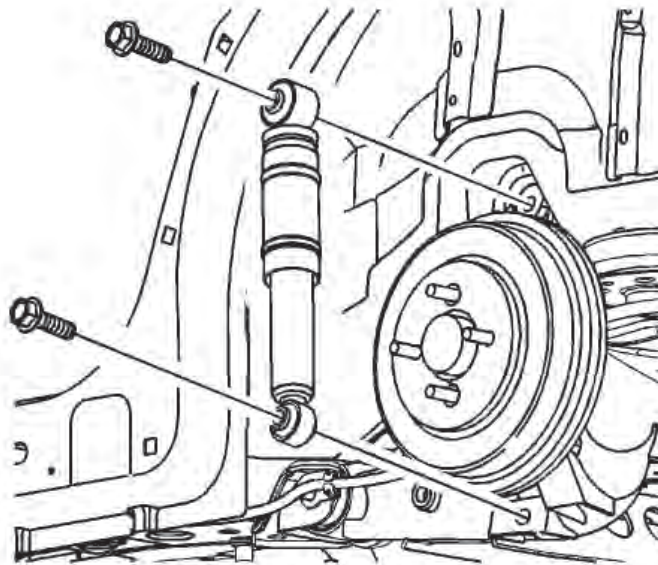


fig. 3

5. Slowly lower the lift-jack or jack stand to remove tension from the spring. Do not allow the axle to hang from the brake lines.
6. Remove the spring, upper and lower spring seats and the jounce bumper (fig. 4).

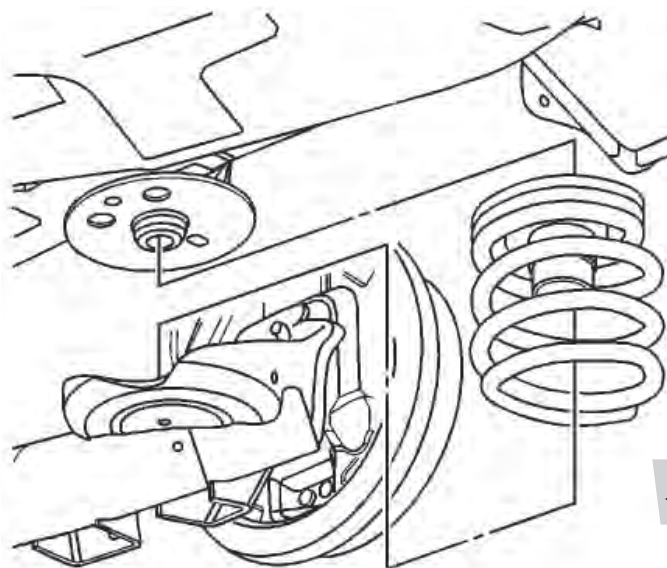


fig. 4

7. Unbolt the upper shock mounting bolt and remove the shock (fig. 3).

PREPARING THE VEHICLE

1. Wear the appropriate safety equipment and use an air chisel or grinder to remove lower coil spring bump. Grind down until the spring perch is flat (fig. 5).



fig. 5

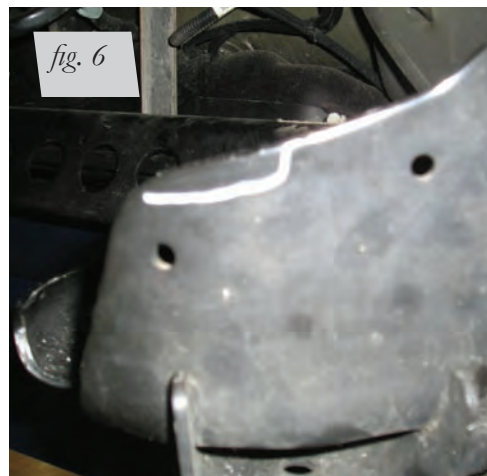


fig. 6

2. Drill the hole out from under the lower coil spring bump to 3/4" diameter for the lower bracket nut clearance. Drill on center from this hole through the lower bracket to 1/2" diameter.
3. Grind down the sharp edges of the lower perch smooth to prevent potential air spring rubbing (fig. 6).
4. Using the supplied template (p. 14), cut out a clearance section on the back side of the spring pocket beginning from the mid point of the corner radius to approximately 1.5 inches in (fig. 6). If the vehicle has ABS sensor wire install, this may need to be relocated for clearance.
5. Using the supplied template (p. 15), cut a hole through the lower spring perch for the air fitting.

6. Grind off flat the upper coil spring bump (fig. 7).

*fig. 7*

7. Remove all burrs and sharp edges within the spring perch and paint all bare metal surfaces created from the grinding and cutting.

ASSEMBLING THE AIR SPRING

1. Apply Teflon tape or thread sealant to the fitting (B) threads and install into the lower of the air spring (A). Thread fitting in hand tight and torque 1-3/4 turns beyond hand tight.
2. Place the air spring into the roll plate (C) as shown in the installation diagram. Attach the upper (E) and lower bracket (D) the air spring using the taper head bolt (F). The slots in the upper brackets need to be opposite the fitting. Torque to 27 Nm (20 ft./lbs.) (fig. 8).

INSTALLING THE AIR SPRING ASSEMBLY

1. Place the air spring onto the lower spring perch (air spring must sit flat on the previously reworked surface) and thread the supplied bolt (K), lock washer (L), and washer (M) through the control arm into the lower bracket. Torque to 27 Nm (20 ft./lbs.) (fig. 8).

*fig. 8*

- Lift the control arm using a lift-jack or hoist until the upper bracket contacts the upper spring perch. Attach the bracket to the spring perch (fig. 9) using the bolt (G), washer (H), wedge (I) and nut (J). Lightly tighten the wedge over the perch lip. Check the air spring clearance at the extended height then compress fully and check the clearance. Adjust the upper bracket location until there is equal clearance (1/2") around the air spring to the control arm.



fig. 9

- With the upper bracket in the desired location, add the spacers (P) to the top side of the upper bracket and screw the self tapping screw (N) and washer (O) into the body of the vehicle. Tighten the nuts to the wedge at this point.
- Apply the dust cover (S) over the shock body covering the gap. Zip-tie (T) the larger end of the cover to the body of the shock.
- Insert the shock into the mounts. The upper eye-mount needs to have spacers added to each side on the bolt reinstalled. Reinstall the lower mount and lightly tighten.



fig. 10

ALIGNING THE VEHICLE

- Using the control system, set the vehicle height to the new custom ride height.
- If the custom ride height is lower than stock, we recommend loosening all pivot points (bolts, nuts) on any control arm, strut arm or radius rod that contains bushings (fig. 7). Once they have been loosened, re-torque to stock specifications (fig. 8).

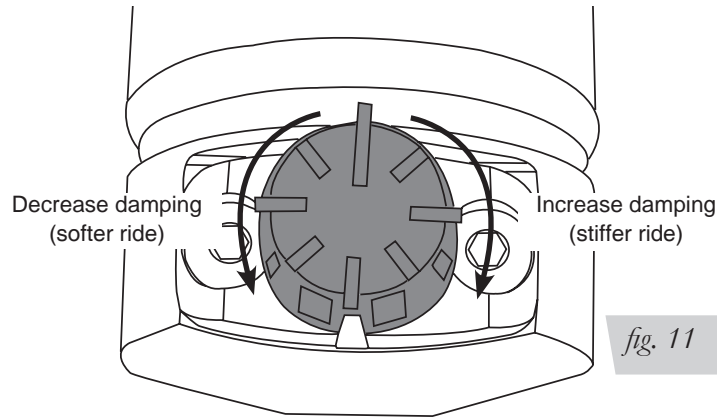
NOTE

It may be necessary to cycle the suspension to loosen the bushing up from its mount. This will help re-orient the bushing at its new position based on the custom ride height.

Before Operating

1. Some struts for this vehicle come with a nine-position damping dial for added adjustability (fig. 11). If not, proceed to 2.

Before driving your vehicle, set the new struts to their highest setting by turning the black dial on the shaft of the strut as far as it will go to the right (position 9).



2. Next, completely deflate and reinflate the air bags 2-3 times. This procedure will purge any trapped air in the dampers and allow for maximum performance. For ride performance and the most versatility, Lifestyle recommends setting the strut dial (if equipped) to position 6 or higher.

CAUTION

MAKE SURE THE FRONT WHEELS ARE STRAIGHT WHEN DEFLATING AND REINFLATING AIR BAGS.

3. Inflate and deflate the system (do not exceed 125 PSI) to check for clearance or binding issues. With the air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
4. Inflate the air springs to 75PSI - 90PSI and check all connections for leaks.
5. Air Lift part #27741 or #27630, High Performance 4 Path Air Management System, is highly recommended for this product.

INSTALLATION CHECKLIST

- Clearance test — Inflate the air springs to 75-90 PSI and make sure there is at least ½” clearance from anything that might rub against each sleeve. Be sure to check the tire, brake drum, frame, shock absorbers and brake cables.
- Leak test before road test — Inflate the air springs to 75PSI - 90PSI and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.
- Heat test — Be sure there is sufficient clearance from heat sources, at least 6” for air springs and air lines. If a heat shield was included in the kit, install it. If there is no heat shield, but one is required, call Air Lift customer service at (800) 248-0892.
- Fastener test — Recheck all bolts for proper torque.
- Road test — The vehicle should be road tested after the preceding tests. Inflate the springs to recommended driving pressures. Drive the vehicle 10 miles and recheck for clearance, loose fasteners and air leaks.
- Operating instructions — If professionally installed, the installer should review the operating instructions with the owner. Be sure to provide the owner with all of the paperwork that came with the kit.

Technician's Signature _____

Date _____

POST-INSTALLATION CHECKLIST

- Overnight leak down test — Recheck air pressure after the vehicle has been used for 24 hours. If the pressure has dropped more than 5 PSI, then there is a leak that must be fixed. Either fix the leak yourself or return to the installer for service.
- Air pressure requirements — I understand the air pressure requirements of my air spring system. Regardless of load, the air pressure should always be adjusted to maintain adequate ride height at all times while driving.
- Thirty day or 500 mile test — I understand that I must recheck the air spring system after 30 days or 500 miles, whichever comes first. If any part shows signs of rubbing or abrasion, the source should be identified and moved, if possible. If it is not possible to relocate the cause of the abrasion, the air spring may need to be remounted. If professionally installed, the installer should be consulted. Check all fasteners for tightness.

Product Use, Maintenance and Servicing

Suggested Driving Air Pressure	Maximum Air Pressure
25 PSI	125 PSI
FAILURE TO MAINTAIN ADEQUATE MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) WILL RESULT IN BOTTOMING OUT, OVER-EXTENSION OR RUBBING AGAINST ANOTHER COMPONENT AND WILL VOID THE WARRANTY.	

MAINTENANCE GUIDELINES

NOTE

By following these steps, vehicle owners will obtain the longest life and best results from their air spring.

1. Check the air pressure before driving.
2. Never inflate beyond 125 PSI.
3. If you develop an air leak in the system, use a soapy water solution to check all air line connections, before deflating and removing the spring.
4. When increasing load, always adjust the air pressure to maintain normal ride height. Increase or decrease pressure from the system as necessary to attain normal ride height for optimal ride and handling. Remember that loads carried behind the axle (including tongue loads) require more leveling force (pressure) than those carried directly over the axle.

CAUTION

FOR YOUR SAFETY AND TO PREVENT DAMAGE TO YOUR VEHICLE, DO NOT EXCEED MAXIMUM GROSS VEHICLE WEIGHT RATING (GVWR), AS INDICATED BY THE VEHICLE MANUFACTURER. ALTHOUGH YOUR AIR SPRINGS ARE RATED AT A MAXIMUM INFLATION PRESSURE OF 125 PSI, THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDENT ON YOUR LOAD.

5. Always add air to the springs in small quantities, checking the pressure frequently. Sleeves require less air volume than a tire and inflate quickly.
6. Should it become necessary to raise the vehicle by the frame, make sure the control system is turned off before lifting.

Troubleshooting Guide

1. Leak test the air line connections, the threaded connection into the air spring, and all fittings in the control system.
2. Inspect the air lines to be sure none are pinched. Tie straps may be too tight. Loosen or replace the strap and replace leaking components.
3. Inspect the air line for holes and cracks. Replace as needed.
4. Look for a kink or fold in the air line. Reroute as needed.

If the preceding steps do not solve the problem, it is possibly caused by a failed air spring — either a factory defect or an operating problem. Please call Air Lift at (800) 248-0892 for assistance.

Frequently Asked Questions

Q. Will installing air springs increase the weight ratings of a vehicle?

No. Adding air springs will not change the weight ratings (GAWR, GCWR and/or GVWR) of a vehicle. Exceeding the GVWR is dangerous and voids the Air Lift warranty.

Q. How long should air springs last?

If the air springs are properly installed and maintained they can last indefinitely.

Q. Will raising the vehicle on a hoist for service work damage the air springs?

No. The vehicle can be lifted on a hoist for short-term service work such as tire rotation or oil changes. However, if the vehicle will be on the hoist for a prolonged period of time, support the axle with jack stands in order to take the tension off of the air springs.

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. See Air Lift suggested driving air pressure.

3. Stability

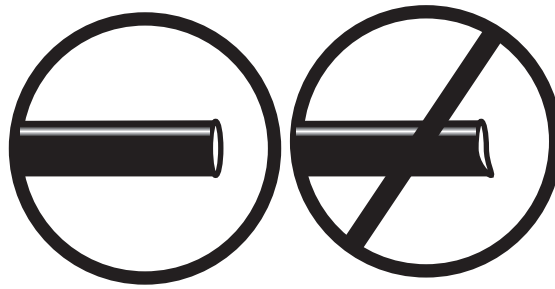
Stability translates into safety and should be the priority, meaning the driver may need to sacrifice a perfectly level and comfortable ride. Stability issues include roll control, bounce, dive during braking and sponginess. Tuning out these problems usually requires additional air pressure, strut damping,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

Checking for leaks

1. Inflate the air spring to 80 PSI.
2. Spray all connections and the inflation valves with a solution of 1/5 liquid dish soap and 4/5 water. Spot leaks easily by looking for bubbles in the soapy water.
3. After the test, deflate the springs to the minimum pressure required to restore the system to normal ride height.
4. Check the air pressure again after 24 hours. A 2 - 4 PSI loss after initial installation is normal. Retest for leaks if the loss is more than 5 lbs.

Fixing Leaks

1. If there is a problem with a swivel fitting:
 - a. Check the air line connection by deflating the spring and removing the line by pulling the collar against the fitting and pulling firmly on the air line. Trim 1" off the end of the air line. Be sure the cut is clean and square (see fig. 11). Reinsert the air line into the push-to-connect fitting.

*fig. 11*

- b. Check the threaded connection by tightening the swivel fitting another $\frac{1}{2}$ turn. If it still leaks, deflate the air spring, remove the fitting, and re-coat the threads with thread sealant. Reinstall by hand tightening as much as possible and then use a wrench for an additional two turns.
2. If the preceding steps have not resolved the problem, call Air Lift customer service at (800) 248-0892.

Warranty and Returns Policy

Air Lift Company/Lifestyle warrants the Lifestyle line of products to the original purchaser against manufacturing defects one year from the date of purchase when used on cars and trucks as specified under normal operating conditions. The warranty does not apply to products that have been improperly applied, improperly installed, 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 may 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.)

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.

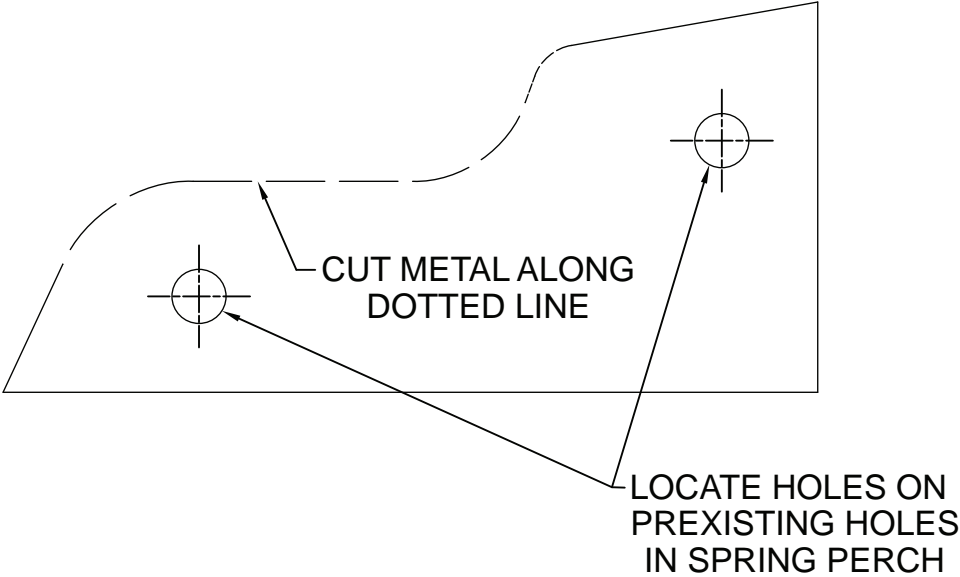
Contact Information

If you have any questions, comments or need technical assistance contact our customer service department by calling (800) 248-0892, Monday through Friday, 8 a.m. to 5 p.m. Eastern Time. 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.

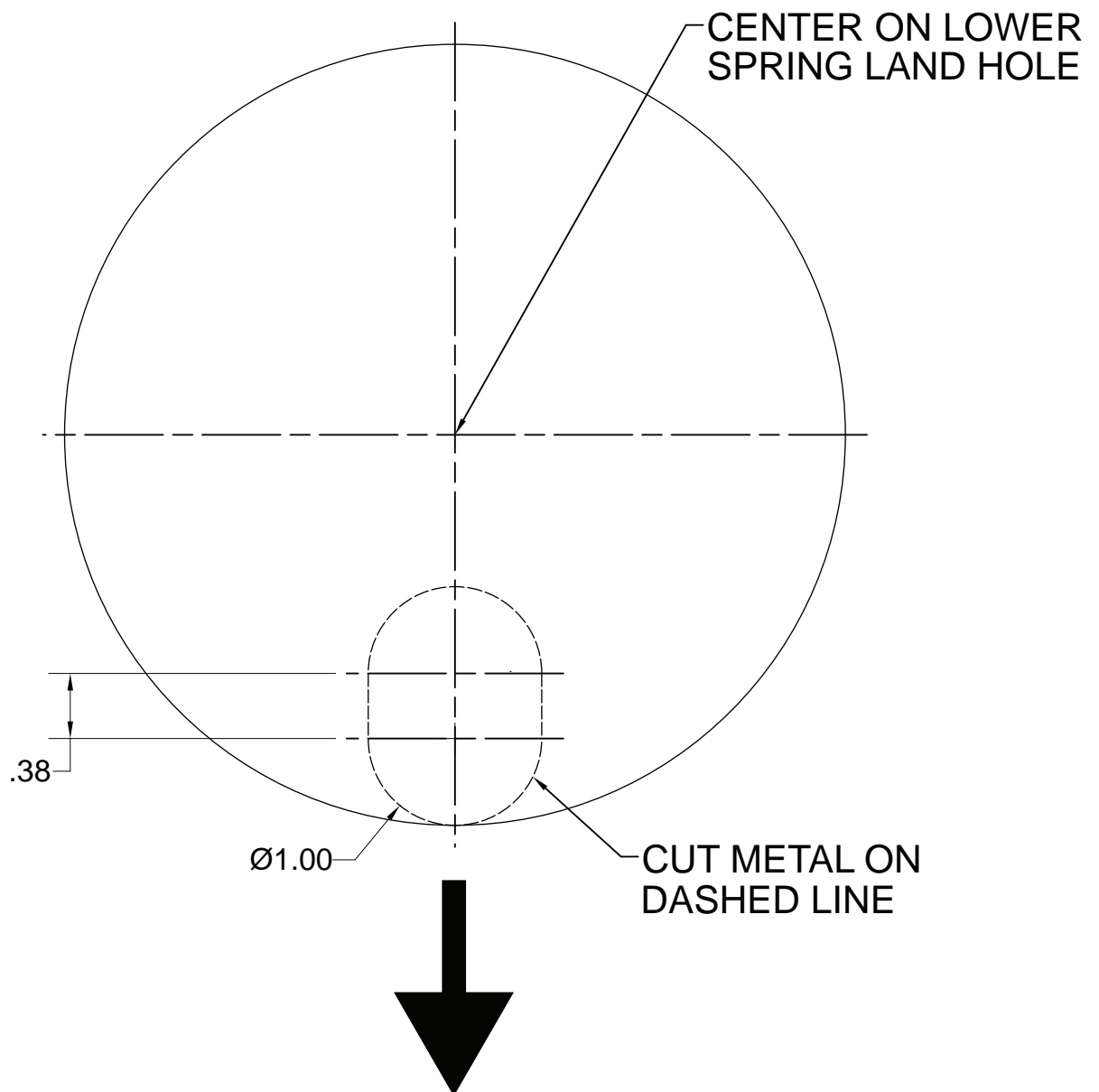
You may also contact us anytime by e-mail at sales@airliftcompany.com or on the web at www.airliftcompany.com.

Template for Kit #75694



Template for Kit #75694

WHEEL & TIRE



SLOT POINTS INBOARD

Need Help?

Contact our customer service department by calling (800) 248-0892, Monday through Friday, 8 a.m. to 5 p.m. Eastern Time. For calls from outside the USA or Canada, our local number is (517) 322-2144.

**Register your warranty online at
www.airliftcompany.com/warrantyreg.htm**



Thank you for purchasing Air Lift products — the professional installer's choice!

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Toll Free (800) 248-0892 • Local (517) 322-2144 • Fax (517) 322-0240 • www.airliftcompany.com

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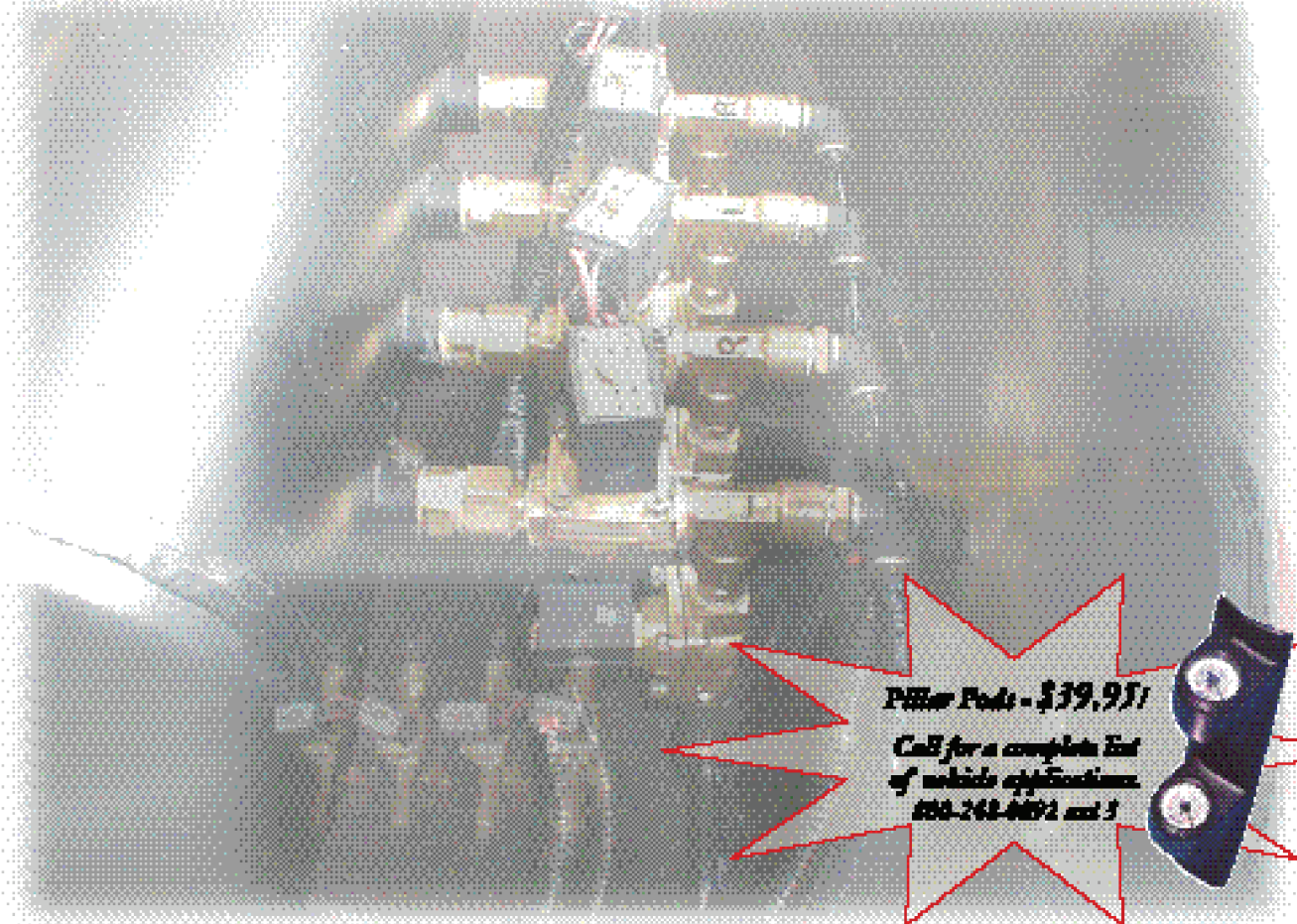
Strut Air Management System

Kit No. 27741

www.airliftcompany.com

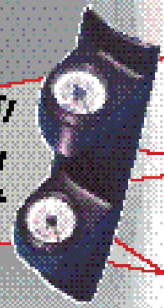
MN-515
(05401)
ECN 4462

Please read these instructions completely before proceeding with



Price Per Set - \$39.95!

Call for a complete list of vehicle applications. 800-248-0892 ext 2



Hardware

Item	P/N	Description	Qty.	Item	P/N	Description	Qty.
A	16380	Continuous Duty Compressor	1	U	24532	Butt Connector 18-22 Gauge	17
B	10991	5 Gallon Air Tank	1	V	17132	1/2" Screw	9
C	20966	1/2" Nylon Hose	40 ft.	W	24594	16 Gauge 1/4" Insulated Wire	17
D	24415	10mm 3/8" Valve	8	X	24649	Butt Connector 12 Gauge	2
E	26228	Double Needle 150 p.s.i. Gauge Assy. 2		Y	24595	12 Gauge 1/4" Push On Terminal	2
F	20946	1/4" Nylon Tube (Black)	50 ft.	Z	24525	Rocker Switch	4
G	21754	Drain Valve 1/4" MNPT	1	AA	24539	Fuse Holder	2
H	21366	Tank Valve	1	AB	24547	30 amp. Spade Fuse	1
I	21190	1/2" MNPT Plug	1	AC	24652	15 amp. Spade Fuse	1
J	24575	145/175 p.s.i. Pressure Switch	1	AD	24542	1/4" Fuse Tap	2
K	21391	1/2" Street Tee	1	AE	24537	Quick Splice 18-22 Gauge	24
L	21247	1/2" MNPT x 1/4" FNPT Bushing	2	AF	24643	16 Gauge Wire (Red)	106
M	21385	1/4" NPTM x 1/2" Tube	4	AG	24524	3/16" Female Insulated Connector	2
N	21869	1/4" FNPT x 1/4" Tube Straight	4	AH	24561	Mini Fuse Adapter	2
O	21637	3/8" MNPT x 1/2" NPT Tube Elbow	4	AI	21251	1/2" MNPT to 1/8" FNPT Bushing	2
P	21508	3/8" Brass Hex Nipple	8	AJ	23586	Thread Sealing Compound	2
Q	21732	3/8" FNPT x 1/2" MNPT Bushing	4	AK	24647	12 Gauge Wire (Red)	12
R	21507	3/8" Brass Street Tee	4	AL	21261	1/2" x 1/4" NPT Straight Fitting	4
S	21368	3/8" NPTM x 1/2" Straight Tube	4	AM	24568	18 Gauge Ring Terminal	2
T	24553	16 Gauge Ring Terminal	10	AN	24644	16 Gauge Wire (Black)	16

Technical Support
1-800-248-0892
Ext. 2

This kit is designed to be used in conjunction with an Air Lift air suspension system or equivalent. It includes a 12V compressor, an air storage tank, electrically actuated solenoids, gauges and switches for operating the system. It is designed with 1/2" pneumatic tubing to give the best response for inflating and deflating the air suspension. It does not include the actual air struts for the vehicle. You should contact your dealer or Air Lift directly, or visit the Easy Street section of the Air Lift web site (www.airliftcompany.com) to find the right air strut components for your vehicle.

This instruction manual will give general guidelines for installing the system. Since this kit will be used primarily on custom vehicles, the instructions will cover the components involved, their general operating principles, suggestions for mounting locations, suggestions for routing, etc. It will not give specific instructions on how to install your particular system.

The System

The system consists of five subsystems: air compressor, air storage tank, solenoids for inflation and deflation, gauges and switches, and the tubing and fittings for connecting everything together both pneumatically and electrically.

When installed on your vehicle, you will have the capability of increasing or decreasing the inflation pressures in your air suspension rapidly, using the switches on the gauge panels. The gauge will provide a reading of the air pressure in each individual air strut, front and rear. The air supply system (compressor and tank) will maintain a high pressure so that rapid inflation will be available whenever you hit the switch.

Following are some installation points/guidelines:

- We recommend installing the air compressor and air tank in a location that is out of the way. Once the system is installed, these components will not need much attention.
- The gauges can be placed anywhere you want to put them. Air Lift offers gauge panels that mount to the "A" pillar. Order part #10893 for the '94-'00 Acura Integra, or part #10891 for the '92-'95 Honda Civic, or part # 10890 for the '94-'97 Honda Accord.
- The solenoid valves will mount to the air tank. Refer to the schematic in Figure 1 to determine the correct sequences of valves.
- The remainder of the system, primarily pneumatic tubing and electrical wiring, needs to be routed, taped and tie-wrapped to be as "invisible" as possible.

Connecting the system

Setting Up the Tank

NOTE: Use thread sealant provided to install all fittings.

1. Install a $\frac{1}{2}$ " x $\frac{1}{8}$ " bushing to the top of the air tank. Install the fill valve to the $\frac{1}{2}$ " x $\frac{1}{8}$ " bushing. (Figure 2).
2. Assemble a $\frac{1}{2}$ " x $\frac{1}{4}$ " bushing to the side of the street tee provided. Install the 145/175 p.s.i. pressure switch and a $\frac{3}{8}$ " to $\frac{1}{8}$ " reducer to the top of the tee. Install this assembly to the port on one end of the air tank (Figure 1).
3. Install the supplied plug to the other end of the air tank (Figure 1).
4. Install a $\frac{1}{2}$ " to $\frac{1}{4}$ " reducer bushing to the bottom port and attach the drain valve to the bushing.
5. Attach a $\frac{1}{2}$ " x $\frac{3}{8}$ " reducer bushing to a $\frac{3}{8}$ " pipe nipple. Attach the 10mm fill valve to the nipple (Figure 2).

NOTE: Make sure the "In" port faces the tank.

Attach a $\frac{3}{8}$ " nipple to the street tee facing down. Attach the dump valve with the "In" port facing the street tee. Attach a $\frac{3}{8}$ " x $\frac{1}{2}$ " tube fitting to the other side of the dump valve. Install a 2"-3" piece of $\frac{1}{2}$ " hose to this fitting. Attach a $\frac{3}{8}$ " x $\frac{1}{2}$ " tube 90° fitting to the last port on the street tee. This port goes to the air strut (Figure 2). Assemble the valve assemblies this way for the two outer most ports on the tank (Figure 1).

6. Attach the two assemblies to the outer ports on the air tank, leaving the two inside ports empty for the other assemblies (Figure 1).
7. Assemble the inner valve assemblies in the same manner as detailed above, but leave the $\frac{3}{8}$ " street tee and the dump valve off for now. In order to install the assemblies to the tank, the fill valves will need to be disassembled (Figure 2). Once the fill valve is taken apart, install the assemblies to the inner ports on the tank.
8. Install the tank assembly in an appropriate location and complete the installation by routing the air lines to

This kit should be installed after the air struts are in place.

1. Assemble the compressor by attaching the air filter to the inlet side as shown in Figure 3. **IMPORTANT: If the compressor is mounted inside the vehicle, use caution. The compressor gets very hot and will burn or melt components.**

2. The tank must be mounted so that the drain port is on the bottom of the tank.

- Run the steel-braided line from the compressor to the pressure switch assembly mounted on the air tank (Figure 3). Attach using the provided thread sealant.
- Plumb the rest of the system as shown in Figure 3. Route the lines as appropriate for your vehicle.

IMPORTANT NOTE: When attaching the air fittings, be sure that a flat edge of the air fitting is facing downward as shown in figure 3A. If a point is facing downward, it may contact the sleeve and failure may result.

3. For wiring the solenoids, connect the appropriate wire from the switch on the gauge panel to one of the red solenoid wires and insure that the black solenoid lead is connected to a suitable chassis ground. Refer to Figure 4 to hook up solenoids and the sending unit and gauges.

- The inflate solenoids are the ones mounted towards the top of the tank. The hot lead for these valves comes from the top terminal on the switches.
- The deflate solenoids are the ones mounted towards the bottom of the tank. The hot lead for these valves comes from the bottom terminal on the switches.
- Ground the black wire on the back of the gauge.
- The white wire, is for the gauge light. Connect this wire to an appropriate dash light wire if you want the gauge light to operate in sync with the dash lights (on, off, dimming), or connect it to a keyed terminal on the fuse box if you want the light on continuously.

4. Wire the compressor as shown in Figure 4, connecting the red wire to one side of the pressure switch on the tank, and the black wire to a suitable ground.

5. Run a power wire for the system from an accessory terminal on the fuse box.

NOTE: If using two compressors, add relays and connect to the positive side of the battery.

Using an in-line fuse (30 amp), connect power to the remaining terminal on the pressure switch. Connect a 15 amp fuse from the accessory terminal on the fuse box to the middle terminal on all four gauge switches.

6. If connecting to an existing fuse, be sure to connect to the power side if the fuse in the fuse box.

7. **IMPORTANT:** This compressor is continuous duty, but in the event that the compressor stops running, allow the compressor to cool down and provide adequate time for the thermal breaker to reset before starting the compressor again.

After the system is properly installed, it is ready to go. Insure that there is power to the system, let the pressure build in the system, and inflate your air suspension.

To improve recovery time in the tank, we recommend using two 16450 air compressors.

If the tank is mounted inside the vehicle and you wish to drain it, put a rag under the drain valve and open the drain valve until the water has been cleared.

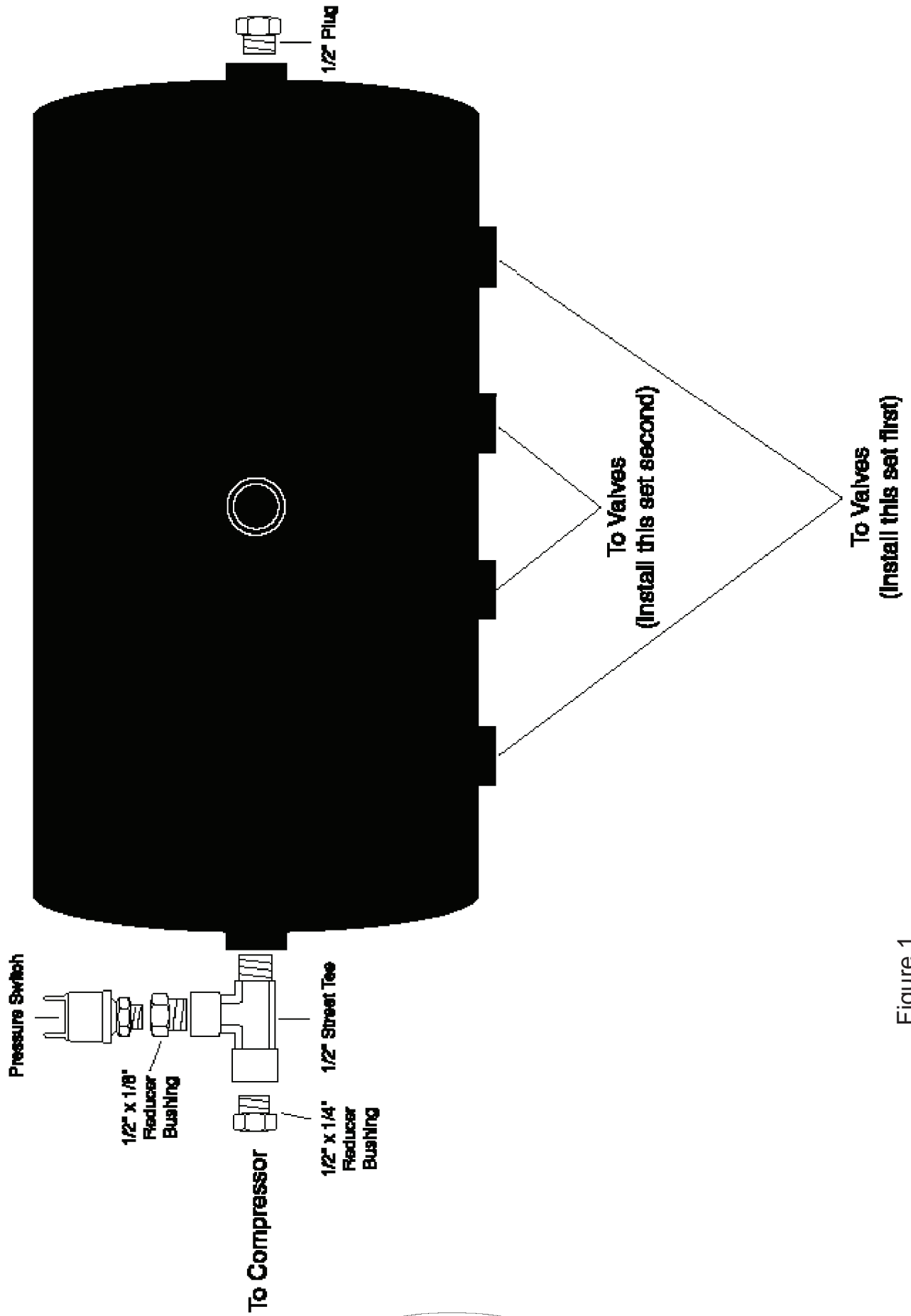


Figure 1

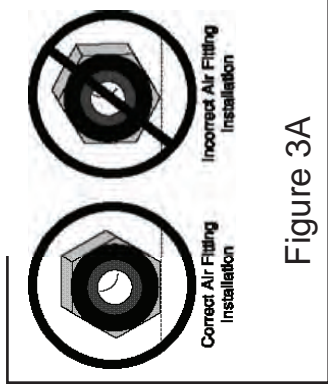
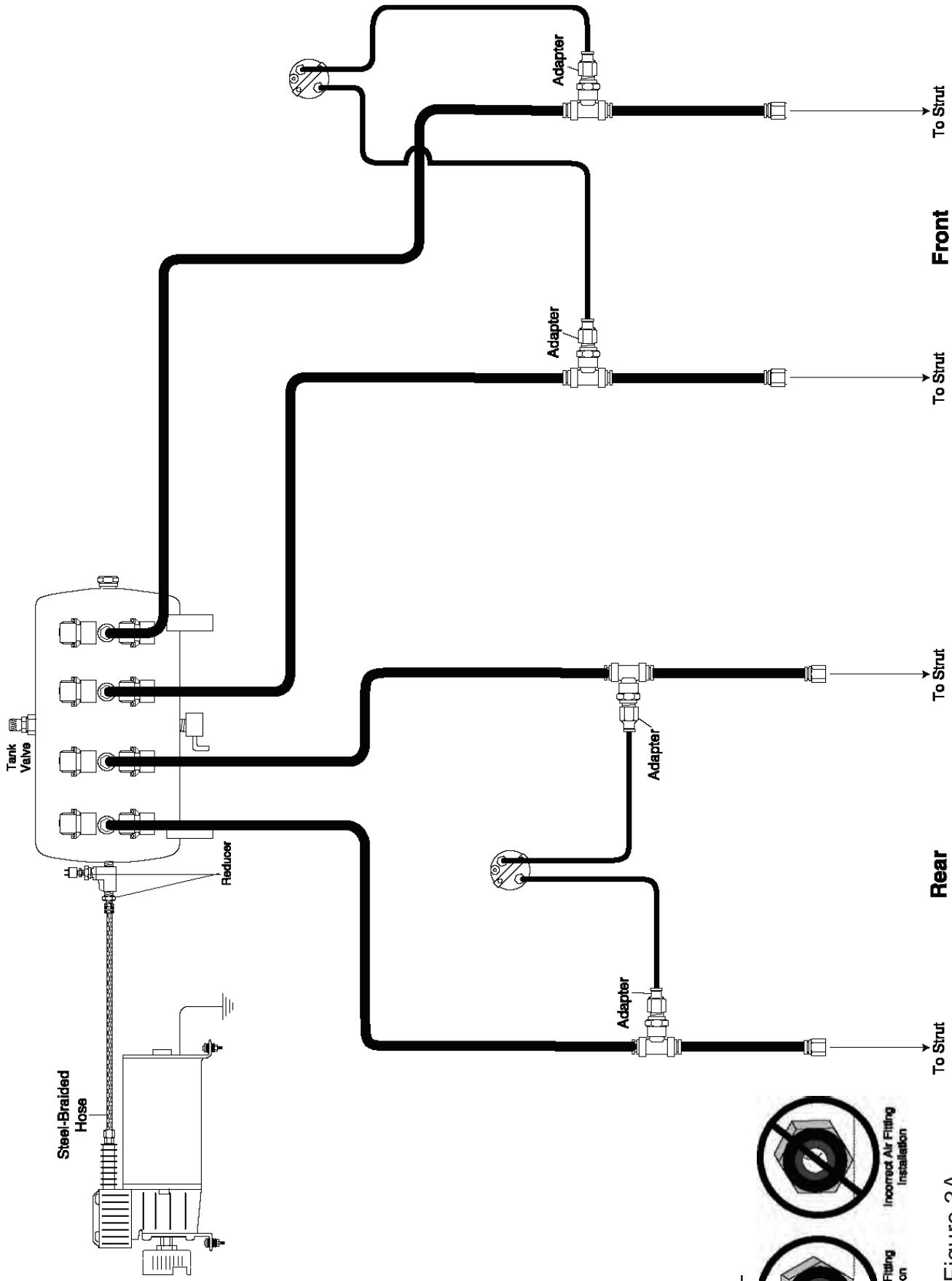
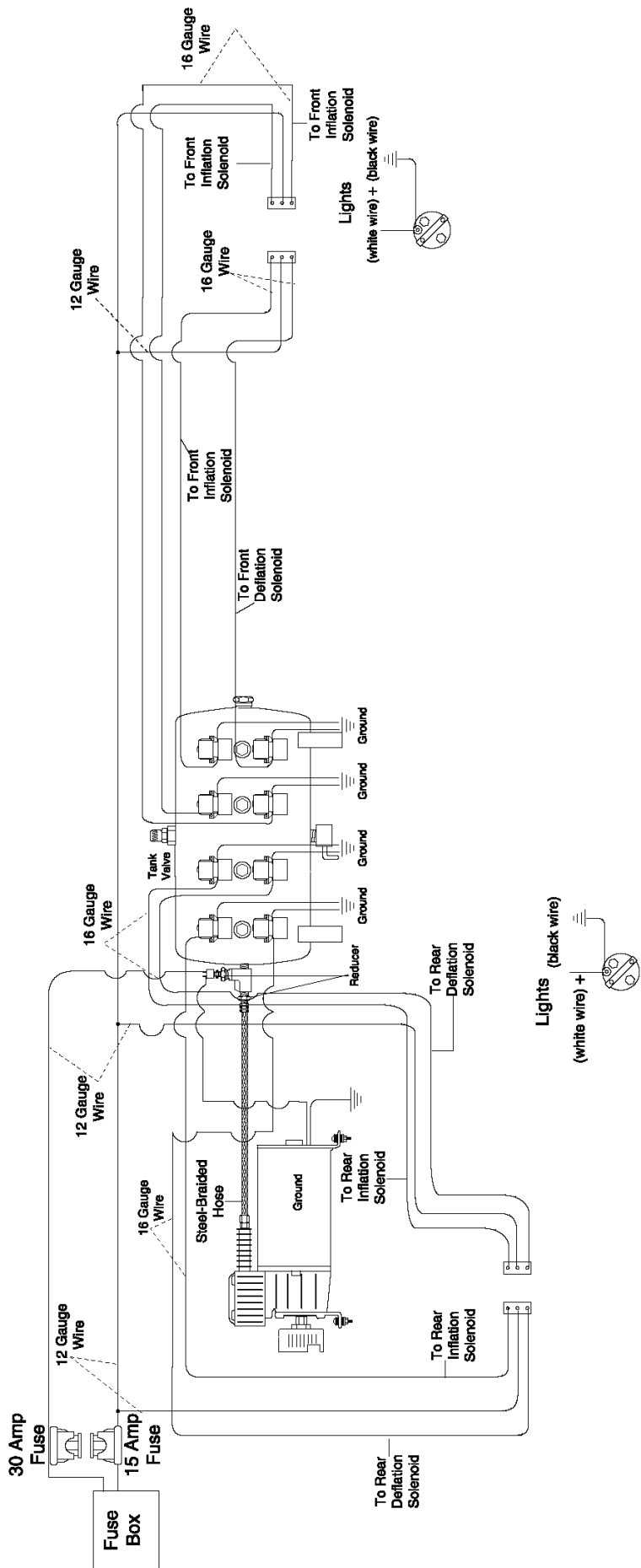


Figure 3A

Figure 3



(Air Struts not Included In kit)

Figure 4



Thank you for purchasing Air Lift Products

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AIR LIFT COMPANY
P.O. Box 80167
Lansing, MI 48908-0167

Street Address:
AIR LIFT COMPANY
2727 Snow Rd.
Lansing, MI 48917

Local Phone: (517) 322-2144
Fax: (517) 322-0240
<http://www.airliftcompany.com>

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