



# Kit 75613

MK IV Platform

***Rear Application***



## INSTALLATION GUIDE



SEE PAGE 9 FOR IMPORTANT  
INFORMATION ABOUT SLEEVE-STYLE DAMPERS  
BEFORE INSTALLATION.

**NOTE: USE OF AXLE  
RELOCATION BRACKETS  
SUCH AS "GREAT PLATES"  
IS NOT RECOMMENDED  
AND WILL VOID THE  
WARRANTY.**

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.*





## TABLE OF CONTENTS

<b>Introduction</b> . . . . .	<b>2</b>
Notation Explanation . . . . .	2
<b>Important Safety Notices</b> . . . . .	<b>2</b>
<b>Installation Diagram</b> . . . . .	<b>3</b>
Tools List . . . . .	3
Hardware List . . . . .	3
<b>Installing the Air Suspension</b> . . . . .	<b>4</b>
Preparing the Vehicle . . . . .	4
Installing the Kit Components . . . . .	4
Routing Air Lines . . . . .	5
<b>Tips for Installing the Air Lines</b> . . . . .	<b>6</b>
Cutting Air Lines . . . . .	6
Push-to-Connect (PTC) Fittings . . . . .	6
Checking for Leaks . . . . .	6
Fixing Leaks . . . . .	6
<b>Before Operating</b> . . . . .	<b>7</b>
Setting the Ride Height . . . . .	7
Torque Specifications . . . . .	7
Suggested Driving Air Pressure and Maximum Air Pressure . . . . .	7
Check for Binding . . . . .	8
Damping Adjustment . . . . .	8
Aligning the Vehicle . . . . .	8
After Initial Installation of Sleeve-Style Dampers . . . . .	9
Installation Checklist . . . . .	10
Post-installation Checklist . . . . .	10
<b>Use, Maintenance and Servicing</b> . . . . .	<b>11</b>
Tuning the Air Pressure . . . . .	11
Troubleshooting Guide . . . . .	11
<b>Limited Warranty and Return Policy</b> . . . . .	<b>13</b>
<b>Replacement Part Information</b> . . . . .	<b>13</b>
<b>Contact Information</b> . . . . .	<b>13</b>



# Introduction

Air Lift Performance thanks you for purchasing the most complete, fully engineered high-performance air suspension made for the MK IV. Read these installation instructions to correctly and safely set up the vehicle for a #lifeonair.

Air Lift assumes that the installer has the mechanical knowledge and ability to work on vehicle suspension systems and has basic tools necessary to complete the project. Special tools needed to complete the installation are noted on the Installation Diagram page.

Air Lift 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 Performance at **(800) 248-0892** or visit **www.airliftperformance.com**.

An Air Lift Performance air management system is highly recommended for this product. Learn more at **air-lift.co/productlines**.

## 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.*

## Important Safety Notices

** WARNING**

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 PERFORMANCE STRUTS/SHOCKS IN ANY WAY. DAMAGE TO UNIT MAY OCCUR AND WILL VOID WARRANTY.

# Installation Diagram

**NOTE** Use of axle relocation brackets, such as "Great Plates" voids the warranty. Air Lift Company will not warranty the air springs for premature failure due to the new, offset mounting of the spring.

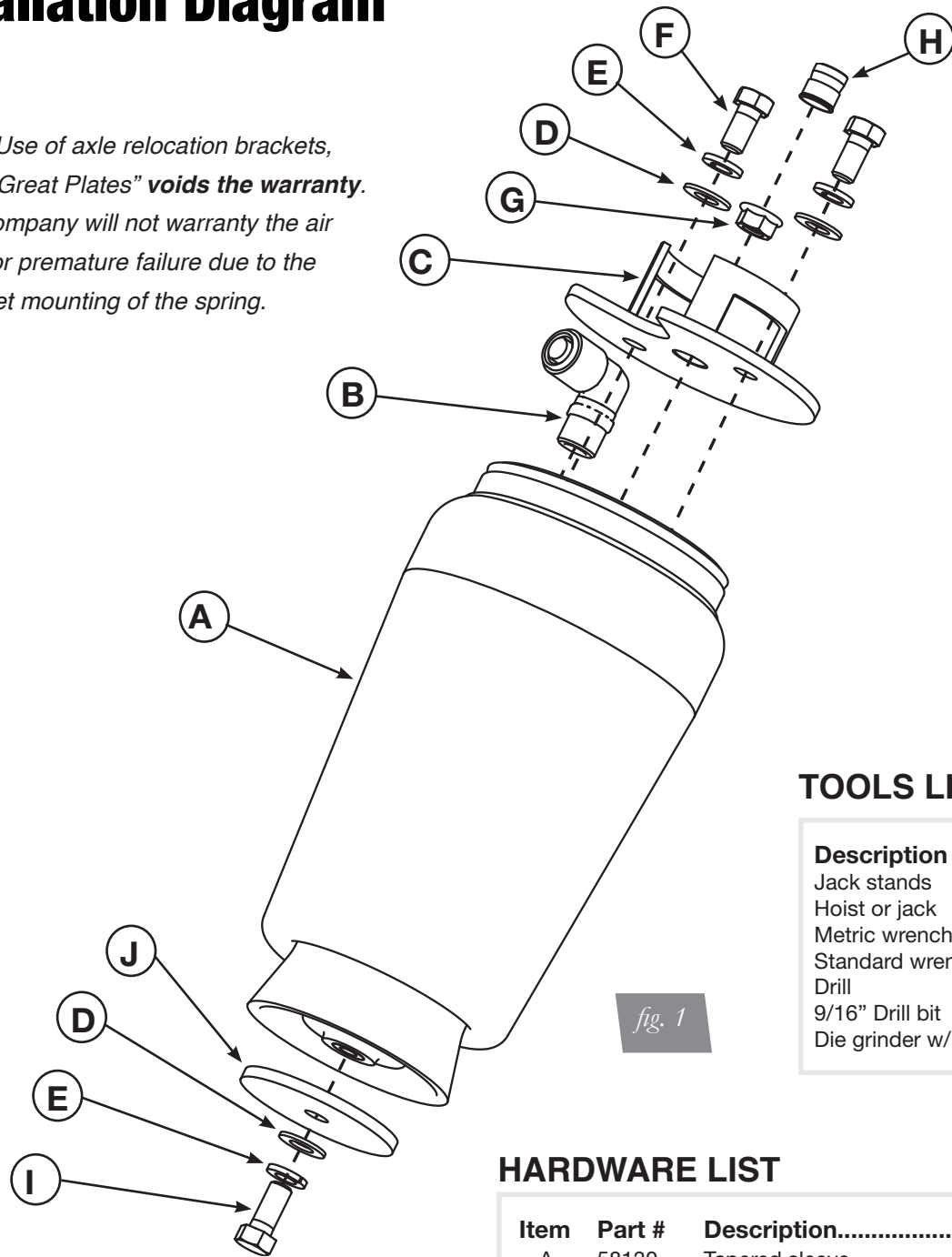


fig. 1

## TOOLS LIST

**Description**

- Jack stands
- Hoist or jack
- Metric wrenches
- Standard wrenches
- Drill
- 9/16" Drill bit
- Die grinder w/ sanding drum

## HARDWARE LIST

Item	Part #	Description.....Qty
A	58130	Tapered sleeve.....2
B	21867	3/8" MNPT X 3/8" PTC elbow.....2
C	07324	Upper bracket.....2
D	18444	3/8" Flat washer.....6
E	18427	3/8" Lock washer .....6
F	17203	3/8" - 24 X 3/4" Hex bolt .....4
G	18422	3/8" Flange nut .....2
H	18585	3/8" - 16 Nutsert .....2
I	17187	3/8" - 16 X 7/8" Hex cap screw .....2
J	10956	Washer, PL, Air Cell .....2



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

# Installing the Air Suspension

## PREPARING THE VEHICLE

1. Elevate the vehicle and support the body with a hoist or jack stands.
2. Remove the rear wheels.
3. Recommended removal of the coil spring is with a spring compressor.

**CAUTION**

### COIL SPRING UNDER COMPRESSION

- a. The coil spring can be removed by securely supporting the axle with a jack and removing the lower shock mounting bolt. Slowly lower the axle until the axle hangs free. Move to the other side of the vehicle and repeat this process. Now both coil springs are completely free from tension and can be removed.

## INSTALLING THE KIT COMPONENTS

1. Use a 17/32" drill bit to drill the hole precisely in the upper coil spring perch (Fig. 2 & 3).

**NOTE**

*The hole must be 17/32" for the nutsert to be effective.*



fig. 2



fig. 3

2. Assemble the nutsert and nutsert tool together and insert into 17/32" hole. Follow the provided instructions to attach the nutsert to the vehicle (Fig. 4).

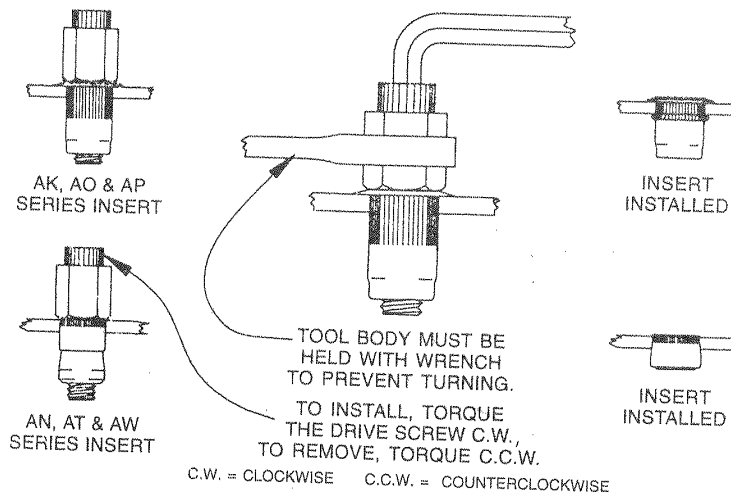


fig. 4

3. At the lower coil spring perch, lightly grind the center hole larger so that air spring can sit flush in the lower coil spring perch (Fig. 5).



4. Apply thread sealant to the threads of the air fitting (21867) and thread into the air spring (58130).
5. Attach the upper bracket (07324) to the air spring using bolts 17203, lock washers 18427 and washer 18444.
6. Thread on the flange nut (18422) to the stud on the upper bracket with the flange facing up (Fig. 6). Align and thread the upper bracket/air spring assembly into the nutsert and tighten firmly. Position the air fitting where clearance for the air line is at its maximum.



7. Extend the air spring into the lower coil spring perch and apply the larger washer (10956), bolt (17187), lock washer (18427) and flat washer (18422). Torque to 7 Nm (5 lb.-ft.).
  - a. Exhaust muffler may need to be relocated/modified for air spring clearance.

## ROUTING THE AIR LINES

1. Fully compress the suspension using a jack. With the suspension compressed, review the best routing for the air line that is clear of all suspension components and axle.
2. Routing should also allow for the suspension to extend without kinking or pulling the line tight or rubbing on other components. Following the brake line routing is often a good place to start. Check clearances to all other components.

# Tips for Installing the Air Lines

## CUTTING AIR LINES

When cutting air lines, use a sharp knife or a hose cutter and make clean, square cuts (Fig. 7). Do not use scissors or wire cutters because these tools will deform the air line, causing it to leak around fittings. Do not cut the lines at an angle.

The minimum bend radius for 1/4" air line is 1". The minimum bend radius for 3/8" air line is 1.5". Do not bend the air line less than the minimum bend radius or side load the fitting connections. Air lines are to be installed straight into fittings.

Inspect the air line for scratches that run lengthwise prior to installation. Contact Air Lift customer service at **(800) 248-0892** if the air line is damaged.



To watch a video demonstrating proper air line cutting, go to [air-lift.co/cuttingairline](http://air-lift.co/cuttingairline)

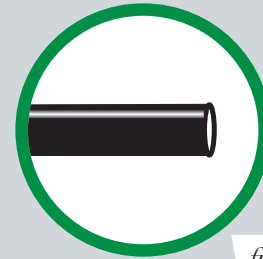


fig. 7



## PUSH-TO-CONNECT (PTC) FITTINGS

Air lines should be pushed into the push-to-connect fittings firmly, with a slight side-to-side rotational twist. Check the connection by pulling on each line to verify a robust connection.

### NOTE

To release the air line from the connection (Fig. 8), first release all air from the system. Push in on the air line (step 1), push the collar in (step 2), and with the collar depressed, pull the air line out of the fitting (step 3).

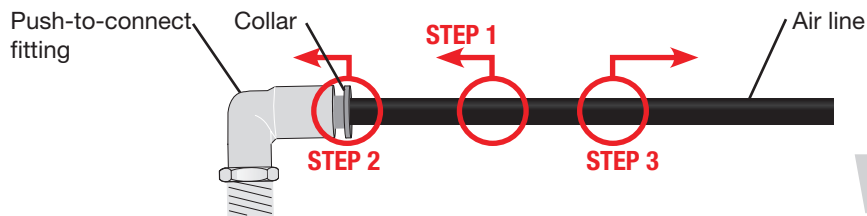


fig. 8

## CHECKING FOR LEAKS

1. Inflate the air spring to 75-90 PSI.
2. Spray all connections 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 PSI.

## FIXING LEAKS

1. If there is a problem with the push-to-connect fitting, remove the air line as described above. Trim 1" off the end of the air line. Be sure the cut is clean and square (see Fig. 7).
2. Reinsert the air line into the push-to-connect fitting as described above.



# Before Operating

## SETTING THE RIDE HEIGHT

1. With the suspension fully compressed, take a measurement from the fender to a chosen reference point – typically the center of the axle. Record this measurement as max compression (MC).
2. Cycle the suspension to max extension (ME) and record the measurement from the fender to the same reference point.
3. Add ME and MC, then divide the total by 2. Set the suspension to this point. This position will give 50% stroke in either direction and is a starting point for ride height (Fig. 9).

<b>Formula for Calculating Ride Height</b>
<b><math>(ME+MC) \div 2 = \text{MID STROKE}</math></b>

*fig. 9*

4. With the suspension at this position, loosen, then re-torque all suspension bushing pivot joint fasteners to the manufacturer’s specifications.

Suggested Driving Air Pressure	Maximum Air Pressure
<b>75 PSI</b>	<b>125 PSI</b>
FAILURE TO MAINTAIN ADEQUATE MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) MAY RESULT IN EXCESSIVE BOTTOMING OUT AND <b>WILL VOID THE WARRANTY.</b>	

*Table 1*

## CHECK FOR BINDING

1. 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.
2. Inflate the air springs to 75-90 PSI and check all connections for leaks.

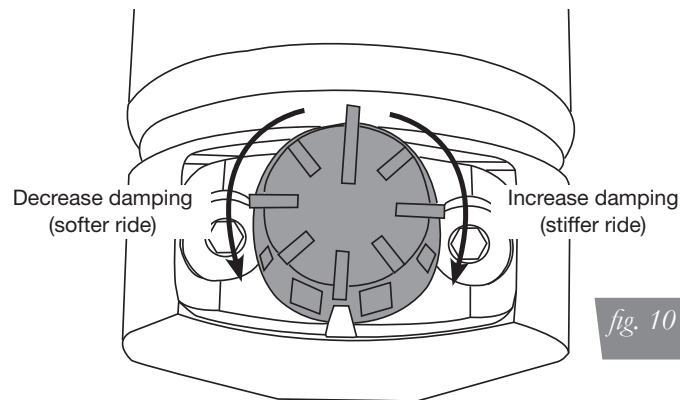
### CAUTION

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

## DAMPING ADJUSTMENT

1. Some struts for this vehicle come with a nine-position damping dial for added adjustability (Fig. 10). 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 #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.
6. Please continue by reading the Use, Maintenance and Servicing section.

## ALIGNING THE VEHICLE

1. Set the vehicle to the height at which it will most often be driven.
2. If the ride height is lower than stock, Air Lift Performance recommends 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 from its mount. This will help re-orient the bushing at its new position based on the chosen ride height.*

3. Get a shop alignment of the vehicle at the new chosen ride height.

## AFTER INITIAL INSTALLATION OF SLEEVE-STYLE DAMPERS

### CAUTION

DO NOT CYCLE THE SUSPENSION WITH THE AIR LINE CONNECTED TO THE LEADER HOSE WITHOUT FIRST ADDING AIR SPRING PRESSURE. DOING SO MAY CAUSE THE AIR SPRING TO IMPROPERLY INFLATE (FIG. 11). IT IS SAFE TO CYCLE THE SUSPENSION TO CHECK FOR CLEARANCES ETC. WITH THE LEADER HOSE OPEN TO ATMOSPHERE (DISCONNECTED FROM AIR LINE).

BEFORE SETTING VEHICLE ON THE GROUND FOR THE FIRST TIME, IT IS VERY IMPORTANT TO INFLATE THE AIR SPRINGS TO AT LEAST 50 PSI. THIS WILL PREVENT ANY POSSIBILITY OF THE AIR SPRING KICKING OUT AND CAUSING A LEAK (FIG. 12).



*fig. 11*

Caused by cycling with air line attached without pressure. Remove air-line from spring to release vacuum and re-attach. Inflate to more than 50 PSI before lowering car to ground.  
**Do NOT drive!**



*fig. 12*

Shows what spring looks like after lowering car to ground with less than 50 PSI and raising it with air pressure.  
**Do NOT drive!**



*fig. 13*

Shows what spring looks like when installed correctly.

## INSTALLATION CHECKLIST

- Clearance** — Inflate the air springs to 75-90 PSI and make sure there is at least 1/2" clearance from anything that might rub against the air spring. This should be checked with the air spring fully inflated and fully deflated.
- Leak** — Inflate the air springs to 75-90 PSI and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.
- Heat** — 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** — Recheck all bolts for proper torque.
- Road** — 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 paperwork that came with the kit.

## POST-INSTALLATION CHECKLIST

- Overnight leak down test** — Recheck air pressure 24 hours after installation and driving of the vehicle. If the pressure has dropped more than 5 PSI, there is a leak that must be fixed.
- Air pressure requirements** — It is important to understand the air pressure requirements of the 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** — 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.

# Use, Maintenance and Servicing

1. An Air Lift air management system is strongly recommended for this product, but it is possible to operate without one. The air lines can be routed to Schrader valves for use with a separate air compressor. Air lines and Schrader valves are not included with Air Lift Performance kits and would need to be purchased separately. To learn more about Air Lift air management systems visit [air-lift.co/productlines](http://air-lift.co/productlines).
2. Check the air pressure before driving.



**WARNING**

BEFORE SERVICING THE VEHICLE, MAKE SURE TO TURN OFF “RISE ON START” AND “PRESET MAINTAIN.” THIS WILL ELIMINATE ANY UNINTENDED SUSPENSION CYCLING IF YOU NEED TO TURN THE KEY ON IN THE VEHICLE FOR ANY REASON.

## TUNING THE AIR PRESSURE

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

### 1. Level vehicle

Depending on load, it is possible one side will need more pressure than the other to level the vehicle.

### 2. Ride comfort

If the vehicle has a harsh ride, it may be due to either too much pressure or not enough causing frequent bottoming out. Also, riding the vehicle at the top, or close to the top of the available stroke will cause an uncomfortable ride due to a lack of rebound travel. This situation should be avoided for driving any significant distance. Try different pressures to determine the best ride comfort. See the Air Lift suggested driving air pressure for this vehicle (Table 1).

### 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, damping or both.

TROUBLESHOOTING GUIDE		
PROBLEM	CAUSE	SOLUTION
Air spring won't maintain pressure.	Leak at fitting, air line not cut properly or damage to air line during installation.	Find location of leak by spraying listed components with soapy water solution and look for bubbles. Tighten air fitting, re-cut air line or replace damaged components.
	Leak at lower O-ring on damper if air spring is over the damper.	Spray bottom of air spring with soapy water solution and look for bubbles. Contact Air Lift customer service at <b>(800) 248-0892</b> to determine if component should be replaced.
Knocking noise when hitting bumps.	Loose suspension component such as locking collar on damper.	Tighten lower locking collar with significant force, check and tighten suspension components to factory specs at desired ride height.
	Driving vehicle too close to maximum extension.	Check current ride height and compare to maximum height. If there is less than 1" (25mm) difference, reduce air pressure to lower ride height. Lengthen strut or shock to increase available up travel.
Suspension bottoms out.	Air pressure is too low, causing air springs to bottom out.	Raise air pressure.
The ride is too bouncy.	Air pressure is too high, causing air springs to be too stiff.	Lower air pressure and adjust damper length if necessary to achieve proper ride height.
	Damping is inadequate.	Increase damping with adjusters.
The ride is too soft or floaty.	Damping is inadequate.	
The ride is too harsh.	Excessive damping.	Reduce damping with adjusters.

# Notes

---

## Limited Warranty and Return Policy

Air Lift Company provides a 1-year limited warranty to the original purchaser of Air Lift Performance damper kits from the date of original purchase, that the products will be free from defects in workmanship and materials when used on vehicles as specified by Air Lift Company and under normal operating conditions, subject to the requirements and exclusions set forth in the full Limited Warranty and Return Policy that is available online at [www.airliftperformance.com/warranty](http://www.airliftperformance.com/warranty).

For additional warranty information contact Air Lift Company customer service.

## Replacement Part Information

If replacement parts are needed, call Air Lift customer service. 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

<b>Mailing address</b>	P.O. Box 80167 Lansing, MI 48908-0167
<b>Shipping address for returns</b>	2727 Snow Road Lansing, MI 48917
<b>Phone</b>	Toll free: (800) 248-0892 International: (517) 322-2144
<b>Email</b>	<a href="mailto:service@airliftcompany.com">service@airliftcompany.com</a>
<b>Web address</b>	<a href="http://www.airliftcompany.com">www.airliftcompany.com</a>

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 **[www.airliftperformance.com](http://www.airliftperformance.com)**.

## Need Help?

Contact Air Lift Company customer service department by calling (800) 248-0892. For calls from outside the USA or Canada, dial (517) 322-2144.



CONNECT BY SEARCHING FOR **AIR LIFT PERFORMANCE** #LIFEONAIR



*Thank you for purchasing Air Lift Performance products!*

Air Lift Performance • 2727 Snow Road • Lansing, MI 48917 or P.O. Box 80167 • Lansing, MI 48908-0167  
Toll Free (800) 248-0892 • Local (517) 322-2144 • Fax (517) 322-0240 • [www.airliftperformance.com](http://www.airliftperformance.com)

Printed in the USA  
JJC-0417