



# **Kit 75558**

***Audi A4 (B8 platform)***  
***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

Air Lift Performance thanks you for purchasing the most complete, fully engineered high-performance air suspension made for the Audi A4 B8. 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](http://www.airliftperformance.com).

An Air Lift Performance air management system is highly recommended for this product. Learn more at [air-lift.co/productlines](http://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

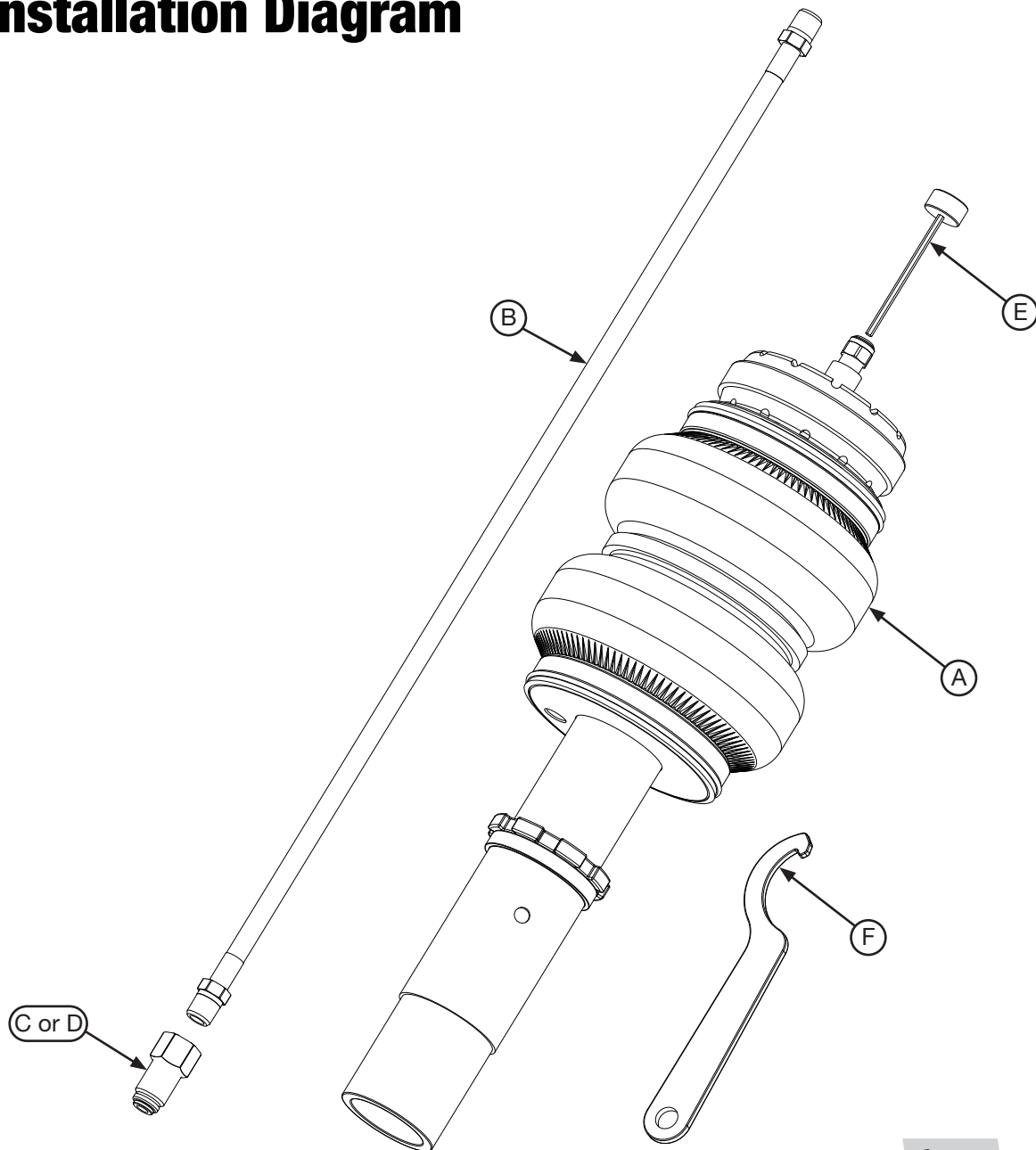


fig. 1

## HARDWARE LIST

| Item | Part # | Description .....                     | Qty |
|------|--------|---------------------------------------|-----|
| A    | 35232  | Shock, Audi B8 Front.....             | 2   |
| B    | 20997  | Leader Line, 1/4" ID .....            | 2   |
| C    | 21810  | Union, 1/4"FNPT x 1/4" PTC, DOT ..... | 2   |
| D    | 21987  | Union, 1/4"FNPT x 3/8" PTC, DOT.....  | 2   |
| E    |        | Shock Adjuster .....                  | 2   |
| F    |        | Spanner Wrench .....                  | 1   |



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. Support vehicle with safety stands or a hoist at approved lifting points.
2. Remove the front wheels (Fig. 2).



fig. 2

## REMOVAL OF STOCK SUSPENSION

### NOTE

*If equipped with a headlight alignment system, disconnect range control linkage first.*

1. Support the hub assembly to prevent over extension of suspension components.
2. Disconnect the stabilizer bar (Fig. 3).

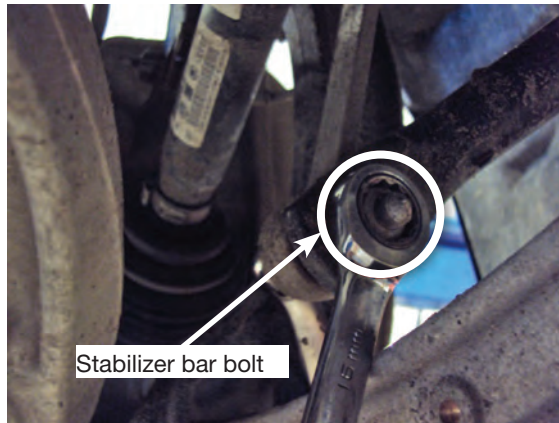


fig. 3

3. Remove the lower shock bolt and track control link bolt from the subframe (Figs. 4-7).

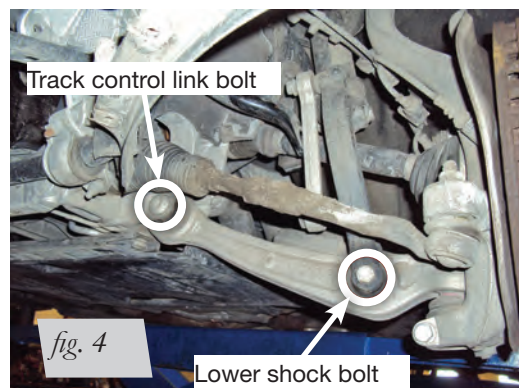


fig. 4

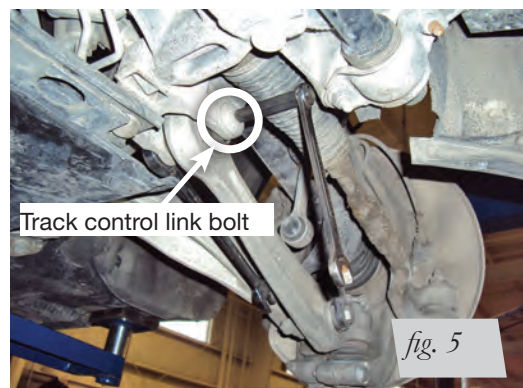
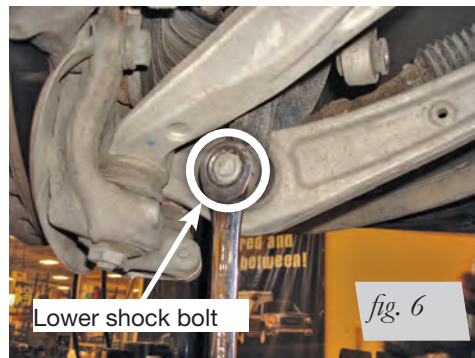
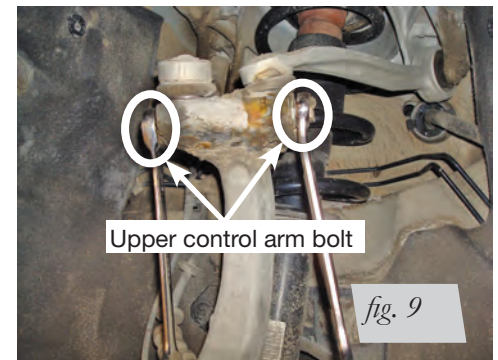
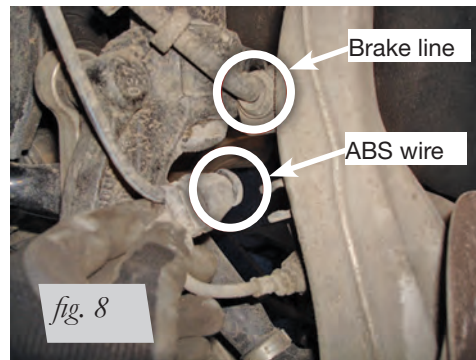


fig. 5





4. Disconnect the brake line and ABS wire from the steering knuckle (Fig. 8). Remove the bolt from the upper control arms to the adjoining steering knuckle (Fig. 9). Carefully pull the upper control arms free from the steering knuckle (Fig. 10).



5. Remove the plenum chamber cover from below the windshield (Figs. 11-14).





6. Unbolt and remove the washer fluid filler neck with tube (Fig. 15).

**NOTE**

*The washer fluid will spill out during this procedure if the fluid level is more than approximately 75% full.*



7. Unclip the coolant hose and remove it from the coolant reservoir (Fig. 16). Remove all four shock upper bracket bolts (Figs. 17-19) and remove the shock assembly from the vehicle (Fig. 20).

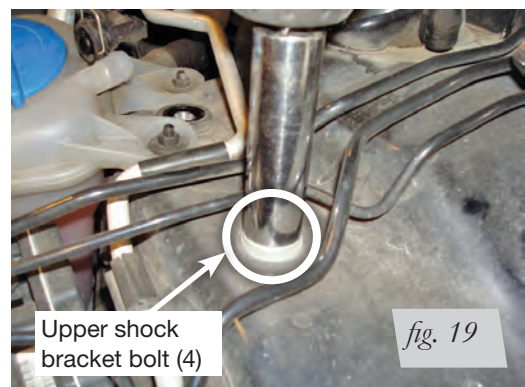
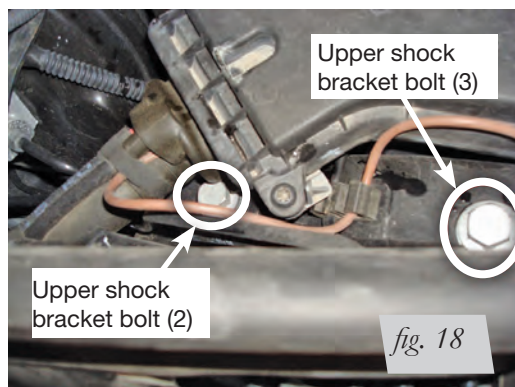
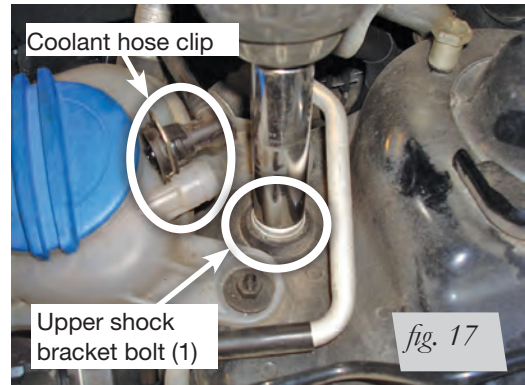






fig. 20

## INSTALLING THE KIT COMPONENTS

1. Remove the lower attaching bolt from the lower fork/shock mount. Use a spreader tool to separate the lower fork from the original/OE shock and insert the supplied shock with the air port opposite the notch in the fork (Figs. 21 & 22).



Spreader tool

fig. 21

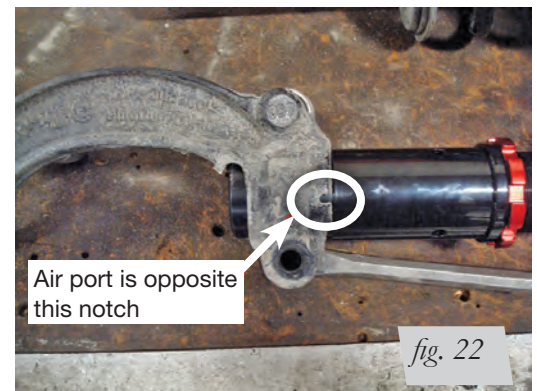
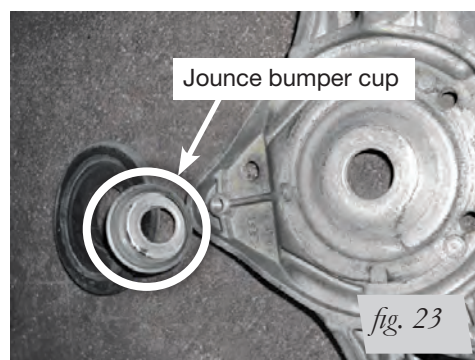
Air port is opposite  
this notch

fig. 22

2. Remove the jounce bumper cup from the upper bracket (Fig. 23). To remove the cup, either grind the innermost lip away from the bracket or use a punch and hammer to bend the lip away from the upper bracket. Do not increase the diameter of the center hole.



Jounce bumper cup

fig. 23

3. Insert the shock rod through the upper bracket. Apply the stock isolator over the rod and thread the lock nut on top (Figs. 24-27).



### CAUTION

TIGHTEN THE NUT ONTO THE ROD USING HAND TOOLS ONLY. AN IMPACT WRENCH MAY NOT FULLY SEAT THE NUT BEFORE THE ROD STARTS TO SPIN. IF THE NUT IS NOT TIGHT, YOU WILL HEAR A RATTLING NOISE.





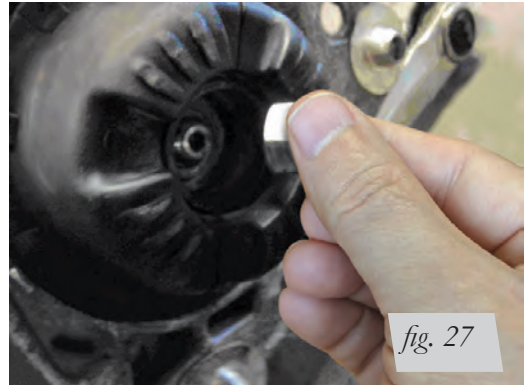
*fig. 24*



*fig. 25*



*fig. 26*



*fig. 27*

4. Tighten the nylon lock nut on the shock rod to 27Nm (20 lb.-ft.) (Fig. 28).



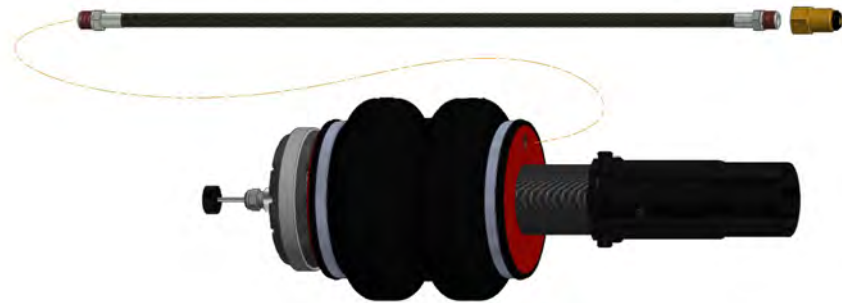
*fig. 28*

5. Center punch and drill a 3/8" (9.5mm) hole through the center of the suspension shock dome (Fig. 29). This hole will be used as an access port for damping adjustments.



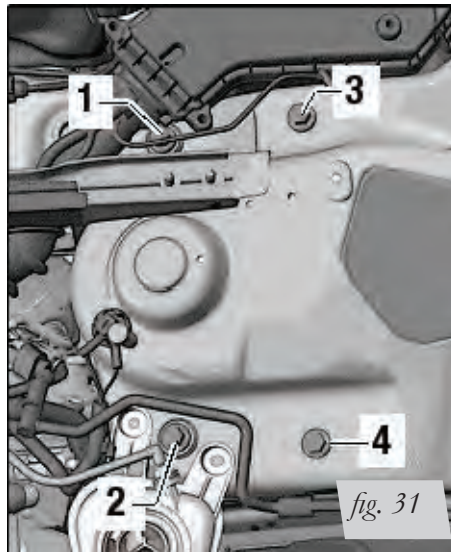
*fig. 29*

6. Install the leader line into the air spring (Fig. 30). Coat the threads of the leader line with thread sealant. Tighten the appropriate fitting to the leader line 1 3/4 turns beyond hand-tight. Tighten the leader line into the air spring 1 3/4 turns beyond hand-tight.



*fig. 30*

7. Install the upper bracket and tighten the four upper bracket bolts to 40Nm + 90 degree turn (29.5 lb.-ft. + 90 degree turn). Torque in the following order: 1-2-3-4 (Figs. 31 & 32).



*fig. 31*



*fig. 32*

8. Reattach the upper control arm ball joints to the steering knuckle (Fig. 33). Make sure the joints are fully seated as the bolt is slid through. Torque to 40Nm (29.5 lb.-ft).



*fig. 33*

9. Loosely install the lower fork/shock mount bolt into the lower control arm bushing. Also, loosely reinstall the track link to chassis bolt as well as the sway bar end link (Figs. 34 & 35).

**NOTE**

*Do not tighten at this time. These bolts should be tightened when the vehicle is at ride height.*



10. Make sure the lower fork/shock mount is fully seated against the shock adapter, install the nut and bolt and torque to 40Nm + 180 degree turn (29.5 lb.-ft. + 180 degree turn) (Fig. 36).

**ROUTING THE AIR LINES**

1. Fully compress the suspension using a jack. With the suspension compressed, review the best routing for the leader line that is clear of all suspension and steering components.
2. Routing should allow for the suspension to extend and steer without kinking, 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.



# Before Operating

## SETTING THE RIDE HEIGHT

1. Please refer to the User Guide supplied with this kit to set up the suspension.

| Torque Specifications                        |                      |                               |
|----------------------------------------------|----------------------|-------------------------------|
| Location                                     | Nm                   | lb.-ft.                       |
| Shock rod nut                                | 27                   | 20                            |
| Upper bracket to chassis                     | 40 + 90 degree turn  | 29.5 lb.-ft. + 90 degree turn |
| Upper control arms to bracket                | 50 + 90 degree turn  | 37 lb.-ft. + 90 degree turn   |
| Upper control arms to steering knuckle       | 40                   | 29.5                          |
| Shock to lower fork/shock mount              | 40 + 180 degree turn | 29.5 lb.-ft. + 90 degree turn |
| Track control link to lower fork/shock mount | 90                   | 66                            |
| Track control link to subframe               | 70 + 180 degree turn | 52 lb.-ft. + 180 degree turn  |
| Guide link to subframe                       | 70 + 180 degree turn | 52 lb.-ft. + 180° turn        |
| End link to sway bar                         | 40 + 90° turn        | 29.5 lb.-ft. + 90° turn       |
| Wheels (except RS2 and RS4 type 8D)          | 120                  | 89                            |

Table 1

| Suggested Driving Air Pressure                                                                                                                            | Maximum Air Pressure    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| <b>75 PSI (5.1BAR)</b>                                                                                                                                    | <b>125 PSI (8.6BAR)</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 2



### CAUTION

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

## 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.



## INSTALLATION CHECKLIST

- ☐ **Clearance** — Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and make sure there is at least 1/2" (13mm) 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 (5.2-6.2BAR) 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" (152mm) from 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 air springs to recommended driving pressures (Table 2). Drive the vehicle 10 miles (16km) 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.

## DAMPING ADJUSTMENT

Suspension damping is a matter of compromise. Setting it too stiff will make the ride feel jarring. In addition, if the suspension is too stiff, the tires will lose contact with the road, reducing control and power delivery. On the other hand, if the suspension is too soft, the car can experience brake dive and excessive bouncing. The sweet spot lies somewhere in the middle. Air Lift dampers have a range of adjustment, which allows the driver to tune the ride and handling to his or her preferences.

Air Lift recommends damper and air pressure settings for every vehicle kit, but it is impossible to consider every situation. For example, even though Air Lift kits replace the dampers and springs, vehicles with sport-tuned suspensions might have stiffer bushings, larger anti-roll bars, bigger wheels, wider tires, etc. These settings may need to be adjusted to different vehicles and driving characteristics.

1. The dampers in this kit have 30 settings, or "clicks," of adjustable compression and rebound damping characteristics. Damping is changed through the damper rod using the supplied adjuster (Figs. 37 & 38) or an 3mm hex key (not included).
2. Turn the adjuster clockwise (H) and the damping settings are hardened, reducing oscillations and body motion. Turn the adjuster counterclockwise (S) and the damping is softened.
3. Each damper in this kit is preset to "-12 clicks." This means that the damper is adjusted 12 clicks away from full stiff, which starts at 0. Counting up from full stiff is the preferred method of keeping track of, or setting, damping. This setting was developed on a 2009 A4 2.0T Quattro.



fig. 37



fig. 38

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## 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.

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## 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.



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# Kits 75658/78634

Audi A4 (B8 platform)

***Rear Application***

***(With and Without Shocks)***



## INSTALLATION GUIDE

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*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 Audi A4 B8 Performance 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](http://www.airliftcompany.com).

## 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.

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## NOTE

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

## IMPORTANT SAFETY NOTICES

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.

**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

## HARDWARE LIST

| Item | Part # | Description .....                             | Qty |
|------|--------|-----------------------------------------------|-----|
| A    | 26990  | Shock, rear.....                              | 2   |
| B    | 17931  | M10-1.5 x 20 Flat head socket cap screw ..... | 4   |
| C    | 13328  | Spacer, upper rear .....                      | 2   |
| D    | 11801  | Roll plate .....                              | 4   |
| E    | 58556  | Air Spring .....                              | 2   |
| F    | 13309  | Spacer, lower rear.....                       | 2   |
| G    | 17516  | M10-1.5 x 25 Socket head cap screw.....       | 4   |
| H    | 13986  | Spacer, spring seat .....                     | 2   |
| I    | 18628  | M10, Split lock washer .....                  | 2   |
| J    | 17932  | M10-1.5 x 75 Hex cap screw.....               | 1   |
| K    | 21745  | 1/4" MNPT x 1/4" PTC fitting.....             | 2   |
| L    | 21853  | 1/4" MNPT x 3/8" PTC fitting.....             | 2   |
| M    | 11289  | M50 Spanner .....                             | 1   |

## TOOLS LIST

| Description.....                                        | Qty |
|---------------------------------------------------------|-----|
| Standard and metric open-end or boxed wrenches .....    | Set |
| Standard and metric regular and deep-well sockets ..... | Set |
| Ratchet .....                                           | 1   |
| Torque wrench .....                                     | 1   |
| Hose cutter, razor blade, or sharp knife .....          | 1   |
| Hoist or floor jack .....                               | 1   |
| Safety stands.....                                      | 2   |
| Safety glasses .....                                    | 1   |
| Air compressor or compressed air source .....           | 1   |
| Spring compressor .....                                 | 1   |
| Spray bottle with dish soap/water solution.....         | 1   |

## TORQUE-TO-YIELD BOLTS\*

### Description

Upper shock absorber mount to body bolt  
Shock absorber to wheel bearing housing bolt  
Lower transverse link to subframe bolt  
Lower transverse link to wheel bearing housing nut  
Tie rod to wheel bearing housing bolt

\*\*These bolts are not included with this kit



**CAUTION**

THIS KIT REQUIRES THE REMOVAL OF FACTORY TORQUE-TO-YIELD BOLTS. THESE BOLTS ARE DESIGNED TO BE REPLACED AFTER THEY HAVE BEEN LOOSENED. TORQUE-TO-YIELD BOLTS ARE INDICATED IN THE INSTRUCTIONS AND IN THE TORQUE SPECIFICATION CHART.



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

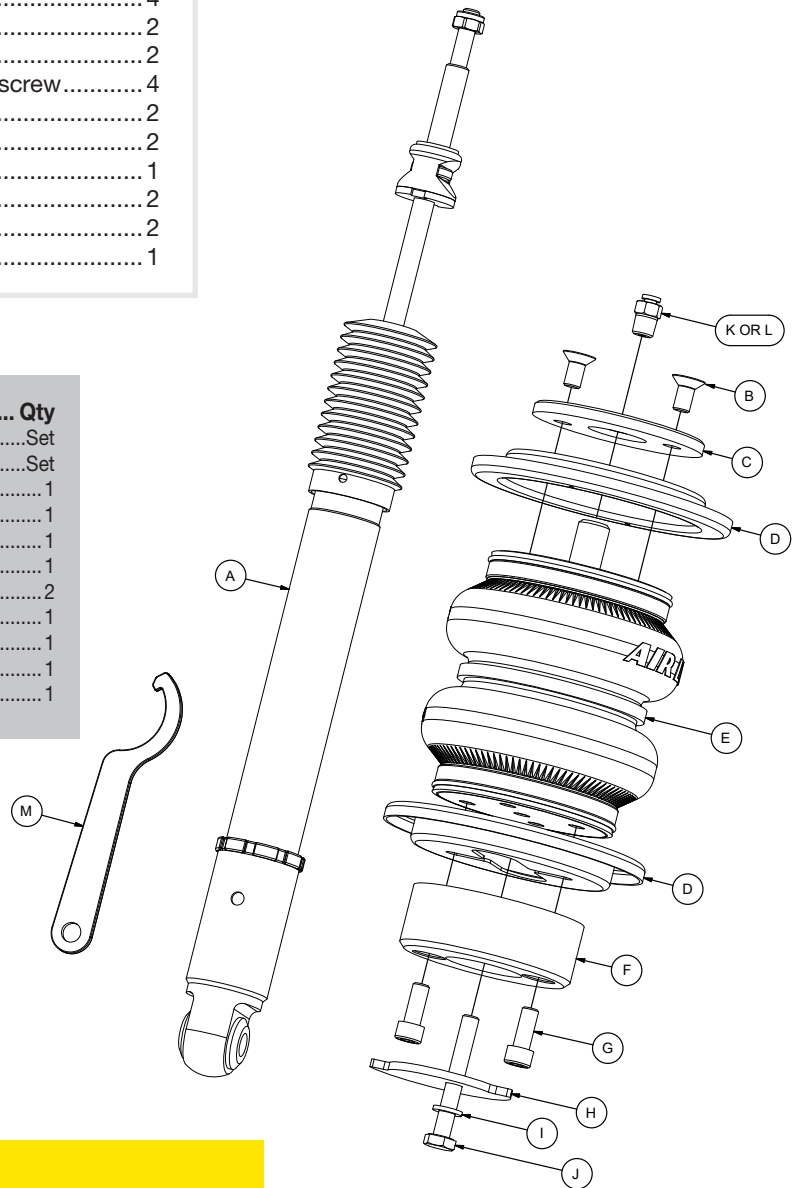


fig. 1

# Installing the Air Suspension

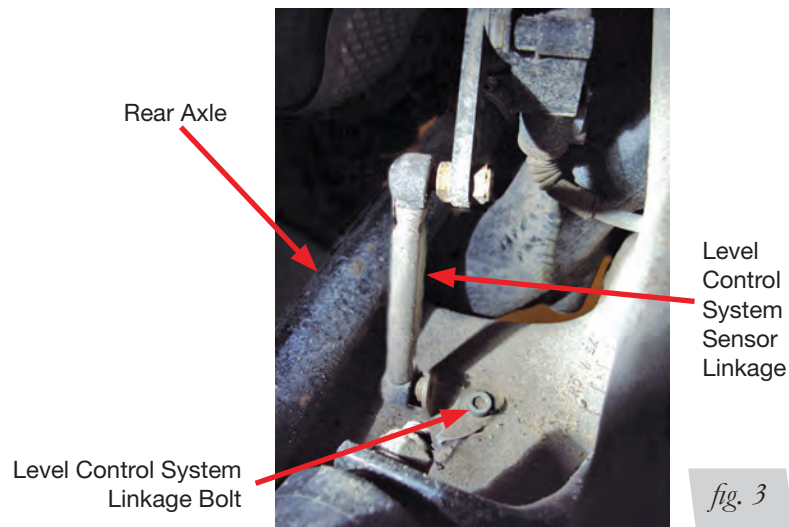
## PREPARING THE VEHICLE

1. Support the vehicle with safety stands or a hoist at approved lifting points.
2. Remove rear wheels (Fig. 2).



*fig. 2*

3. Disconnect the level control system sensor linkage from the lower control arm (Fig. 3).



*fig. 3*

## STOCK SUSPENSION REMOVAL

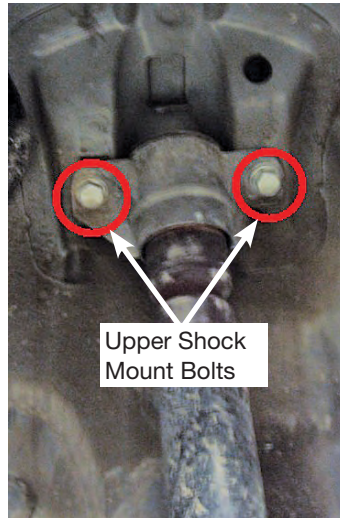
1. Support the hub assembly before beginning work.
2. Remove the inner fender liners from both sides (Fig. 4).



*fig. 4*



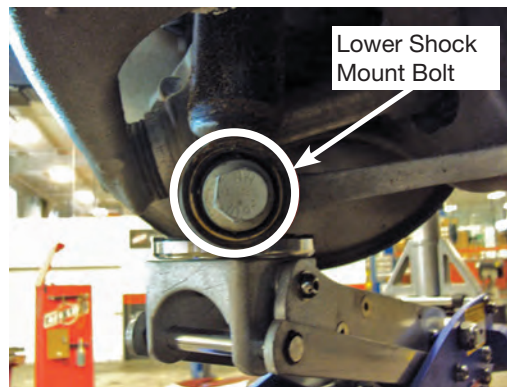
- Unbolt the upper and lower shock mounts and remove from the vehicle (Figs. 5-7).



*fig. 5*



*fig. 6*



*fig. 7*



**DANGER**

THE COIL SPRING IS UNDER COMPRESSION. THE COIL SPRING SHOULD BE REMOVED USING FACTORY PRESCRIBED GUIDELINES.

- Using a coil spring compressor, remove the rear coil springs along with upper and lower isolators (Fig. 8).



*fig. 8*

- Directly above the upper coil spring seat, remove the rubber plug (Figs. 9 & 10).



*fig. 9*



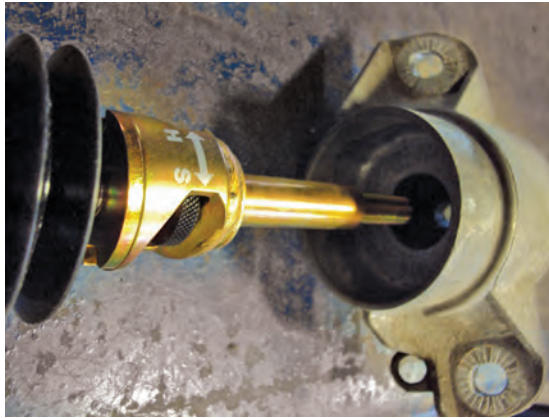
*fig. 10*

## AIR SUSPENSION INSTALLATION

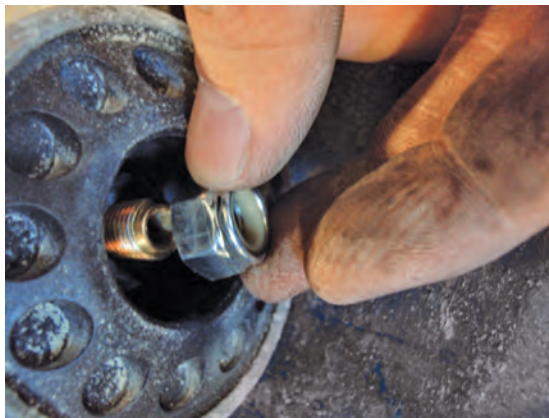
### CAUTION

DAMAGE MAY OCCUR TO THE SHOCK IF AN IMPACT WRENCH IS USED.

1. If retaining the factory shocks, continue on to step 4. Remove the upper bracket from the OE shock and install on to the Air Lift Performance shock (Figs. 11 & 12).



*fig. 11*



*fig. 12*

2. Tighten the nylon lock nut on the shock rod to 27Nm (20 lb.-ft.).
3. Attach the shock to the vehicle chassis and torque upper bracket bolts to 50Nm + 45 degree turn (37 lb.-ft. + 45 degree turn). Install but do not tighten the lower shock mount bolt at this time.
4. Tighten the appropriate fitting to the air spring 1 3/4 turns beyond hand-tight (Fig. 13).



*fig. 13*

5. Collapse the air spring and install over the lower coil spring perch with the boss going through the vehicles upper coil spring perch. With the air spring assembly fully seated at the upper spring seat, check the clearance around the roll plate (Fig. 14). Some vehicles may require a slight clearance modification to the chassis.



*fig. 14*

6. Carefully run the air line through the plug that was previously removed and through the upper spring perch hole (Fig. 15). Connect the air line into the air spring (Fig. 16).



*fig. 15*



*fig. 16*



7. The supplied spacer is shaped to fit with the contour of the underside of the lower control arm. The bolt hole of this spacer is not on the center. This hole must be located so that it is closest to the front of the vehicle (Fig. 17). Install an M10 lock washer on the supplied bolt, thread bolt through the spacer and lower control arm and into the air spring assembly. Torque to 20Nm (15 lb.-ft.).



8. At this point, securely route the air line away from heat sources and suspension components (Fig. 18). Best practice is to route the air line behind the fender liner paying close attention to shock travel. Failure to protect the line from the shock may result in kinked hose. Fold the bent sheet metal into position while being cautious not to pinch the air line. Seal the cut edges with silicone.



9. Compress the suspension fully and check clearance around the air spring and air line.
10. Reattach the inner fender liners and wheels.

## ROUTING THE AIR LINES

1. Fully compress the suspension using a jack. With the suspension compressed, review the best routing for the leader hose 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.

# Before Operating

## SETTING THE RIDE HEIGHT

1. Refer to the User Guide supplied with this kit to set up the air suspension.

| Torque Specifications                                     |      |                   |                   |
|-----------------------------------------------------------|------|-------------------|-------------------|
| Location                                                  | TTY* | Nm                | Lb.-ft.           |
| Upper shock absorber mount to body bolt                   | ✓    | 50 + 45 degrees   | 37 + 45 degrees   |
| Shock absorber to wheel bearing housing bolt              | ✓    | 150 + 180 degrees | 111 + 180 degrees |
| Level control system sensor to body bolt                  |      | 5                 | 4                 |
| Level control system sensor to lower transverse link bolt |      | 9                 | 7                 |
| Lower transverse link to subframe bolt                    | ✓    | 70 + 180 degrees  | 52 + 180 degrees  |
| Lower transverse link to wheel bearing housing nut        | ✓    | 120 + 360 degrees | 88 + 360 degrees  |
| Tie rod to subframe nut                                   |      | 95                | 70                |
| Tie rod to wheel bearing housing bolt                     | ✓    | 90 + 90 degrees   | 66 + 90 degrees   |

\* Torque-to-yield bolts

Table 1



### CAUTION

TORQUE-TO-YIELD BOLTS ARE DESIGNED TO BE REPLACED AFTER THEY HAVE BEEN LOOSENED.

| Suggested Driving Air Pressure                                                                                                                            | Maximum Air Pressure    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| <b>40-70 PSI (2.8-4.8BAR)</b>                                                                                                                             | <b>125 PSI (8.6BAR)</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 2

## CHECK FOR BINDING

1. Inflate and deflate the system (do not exceed 125 PSI [8.6BAR]) 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 (5.2-6.2BAR) and check all connections for leaks.



### CAUTION

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



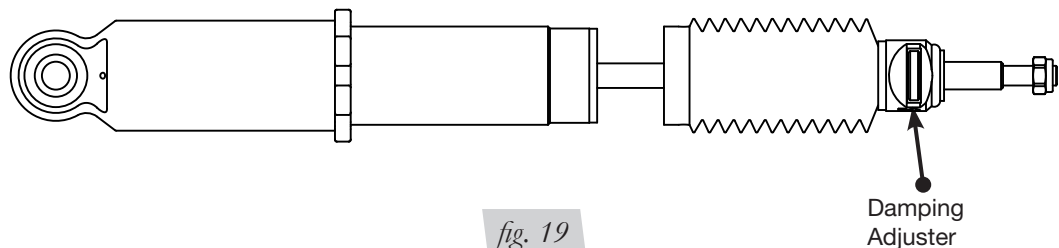
## INSTALLATION CHECKLIST

- ☐ **Clearance** — Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and make sure there is at least 1/2" (13mm) 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 (5.2-6.2BAR) 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" (152mm) from 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 air springs to recommended driving pressures (Table 2). Drive the vehicle 10 miles (16km) 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.

## DAMPING ADJUSTMENT

1. The dampers in this kit have 30 settings, or "clicks," of adjustable compression and rebound damping characteristics. Damping is changed through the damper rod using the supplied adjuster (Fig. 19) or a 3mm hex key (not included).
2. Turn the adjuster clockwise (H) and the damping settings are hardened, reducing oscillations and body motion. Turn the adjuster counterclockwise (S) and the damping is softened.
3. Each damper in this kit is preset to "-16 clicks." This means that the damper is adjusted 16 clicks away from full stiff, which starts at 0. Counting up from full stiff is the preferred method of keeping track of, or setting, damping. This setting was developed on a 2009 Audi A4 2.0T Quattro.

For more information, refer to the User Guide.



# 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.

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.



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