



Kit 75520

Nissan Z33 350z &
Infiniti G35

***Front Application
(except AWD)***



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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A. Introduction

Air Lift Performance thanks you for purchasing the most complete, fully engineered high-performance air suspension made for the Nissan/Infiniti. 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.

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An Air Lift 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.



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



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B. Installation Diagram

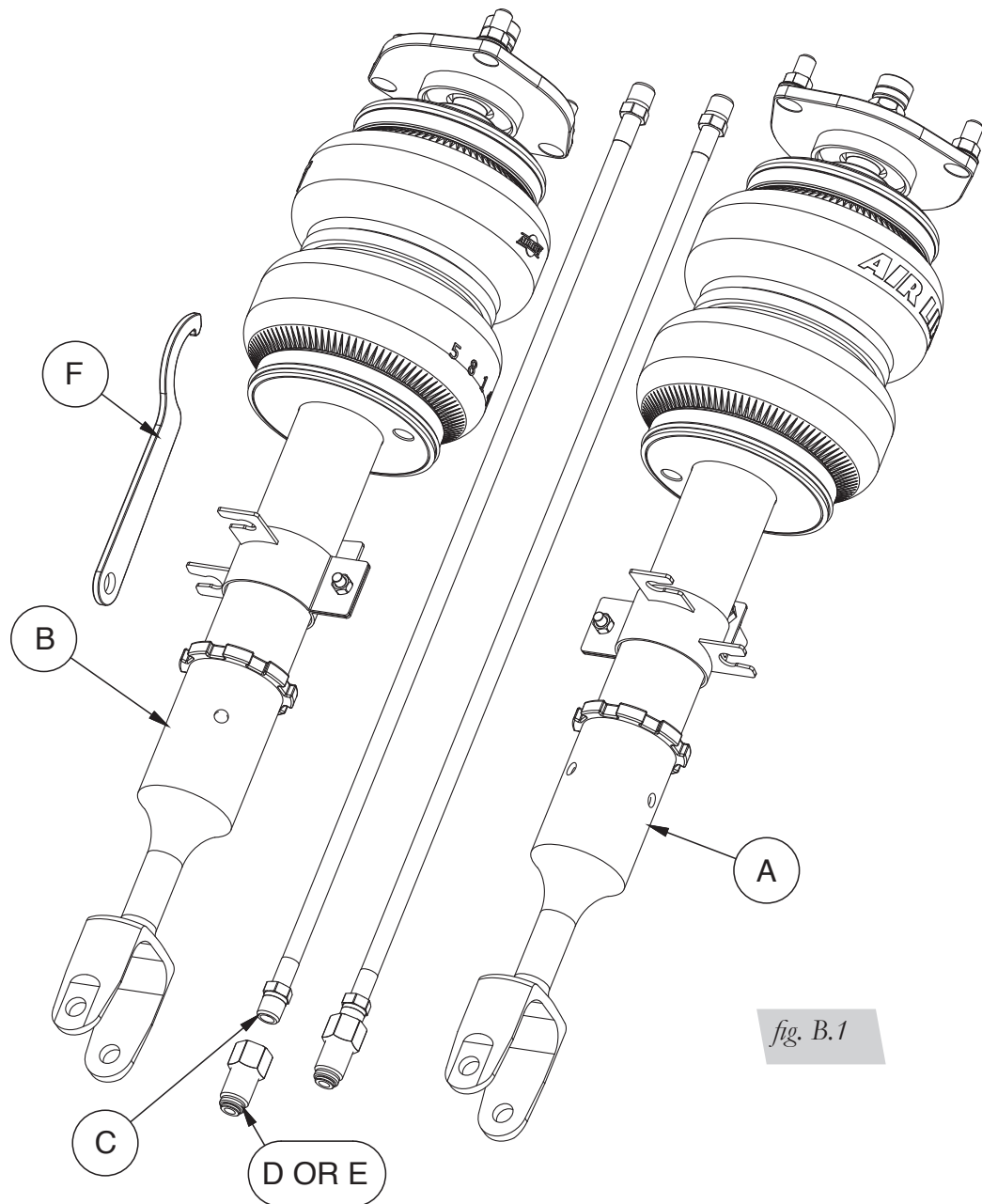


fig. B.1

HARDWARE LIST

Item	Part #	Description.....	Qty
A	35301	ASM, Shock, Nissan Z33 LF	1
B	35300	ASM, Shock, Nissan Z33 RF	1
C	20997	Leader Hose, 1/4" ID	2
D	21810	1/4" FNPT X 1/4" PTC Union "DOT"	2
E	21987	1/4" FNPT X 3/8" Fitting "DOT"	2
F		Wrench, Collar	1



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

C. Installing the Air Suspension

PREPARING THE VEHICLE

1. Elevate and support the vehicle with a hoist or jack stands.
2. Remove the front wheels and support the hub assembly.

STOCK SUSPENSION REMOVAL

1. Support the hub assembly to prevent overextension of suspension components.
2. Remove lower shock bolt from the transverse link (Figs. C.1 & C.2).



3. Unbolt the stabilizer bar from the lower transverse link.
4. Disconnect the wheel speed sensor wire and brake line from the shock (Figs. C.3 & C.4).



5. Within the engine compartment, unbolt and remove the tower brace. Nismo models will require the front support removed as well. (Figs. C.5, C.6, C.7 & C.8)



fig. C.5



fig. C.6

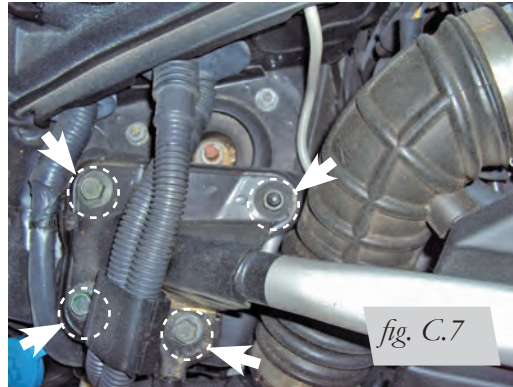


fig. C.7

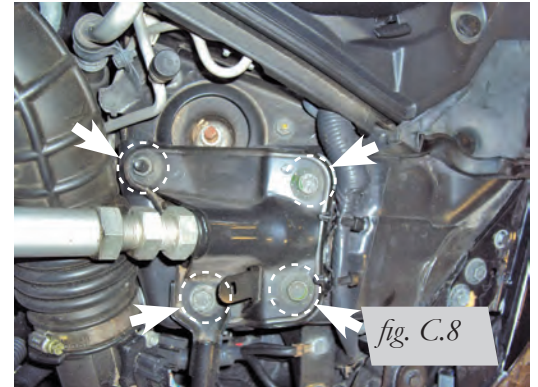


fig. C.8

6. Unbolt the three upper shock mount bolts and remove the shock assembly from the vehicle.

INSTALLING THE KIT COMPONENTS

1. Begin by installing the leader hose into the air spring. Apply thread sealant to the threads of the leader hose. Tighten the appropriate fitting to the airline (1-3/4 turns beyond hand-tight). Tighten the leader hose into the air spring 1-3/4 turns beyond hand-tight. (Fig. C.9)

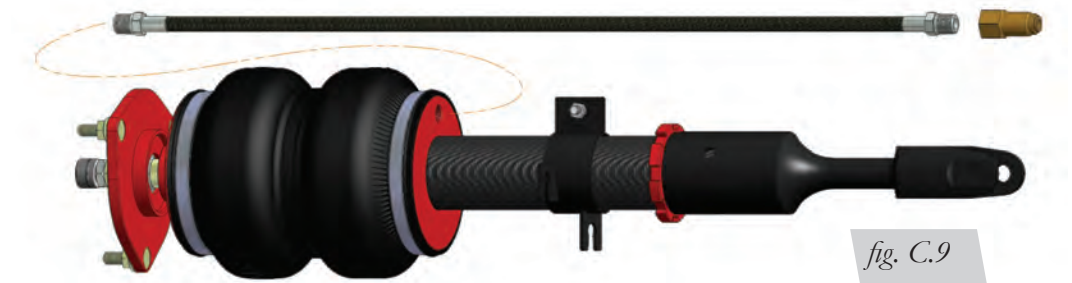


fig. C.9

2. Insert the shock assembly into the shock tower and attach the upper bracket to the chassis. The shock should be installed so that the air spring air port is directed towards the engine compartment. Torque the upper bracket nuts to 38.5Nm (28 lb.-ft.).
3. Attach the shock fork to the lower transverse link. Do not torque the attaching bolt at this time.
4. Clip the wheel speed sensor wire onto the bracket on the shock body. Secure the brake line to this bracket.
5. Reattach the tower brace and front supports. Torque to 45Nm (33 lb.-ft.).

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 and steering components.
2. Routing should also 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.

D. 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. D.1)

Formula for Calculating Ride Height

$$(ME+MC)\div 2=MID\ STROKE$$

fig. D.1

4. With the suspension at this position, loosen, then re-torque the lower control arm bolts to manufacturer's specifications (Table 1):

Torque Specifications		
Location	Nm	Lb.-ft.
Upper bracket to chassis	38.5	28
Upper control arms to bracket	70	52
Transverse link to shock clevis	107	79
Transverse link to subframe	130	96
Stabilizer link to transverse link	87.5	65
Wheels	99-126	73-93
Tower Brace	45	33

Table 1

Suggested Driving Air Pressure	Maximum Air Pressure
55 PSI (3.79 BAR)	125 PSI (8.62 BAR)
FAILURE TO MAINTAIN ADEQUATE MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) MAY RESULT IN EXCESSIVE BOTTOMING OUT AND WILL VOID THE WARRANTY.	

CHECK FOR BINDING

1. Inflate and deflate the system (do not exceed 125 PSI [8.62 BAR]) 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 (5.17-6.21 BAR) and check all connections for leaks.



CAUTION

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

DAMPING ADJUSTMENT

Suspension damping is a matter 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. Conversely, 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. So 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. D.2 & D.3) or an M3 hex key (not included).
2. Turn the adjuster clockwise (H) and the damping settings are stiffened, 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 2007 Nissan 350z NISMO.



fig. D.2



fig. D.3

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 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 (Table 1).

NOTE

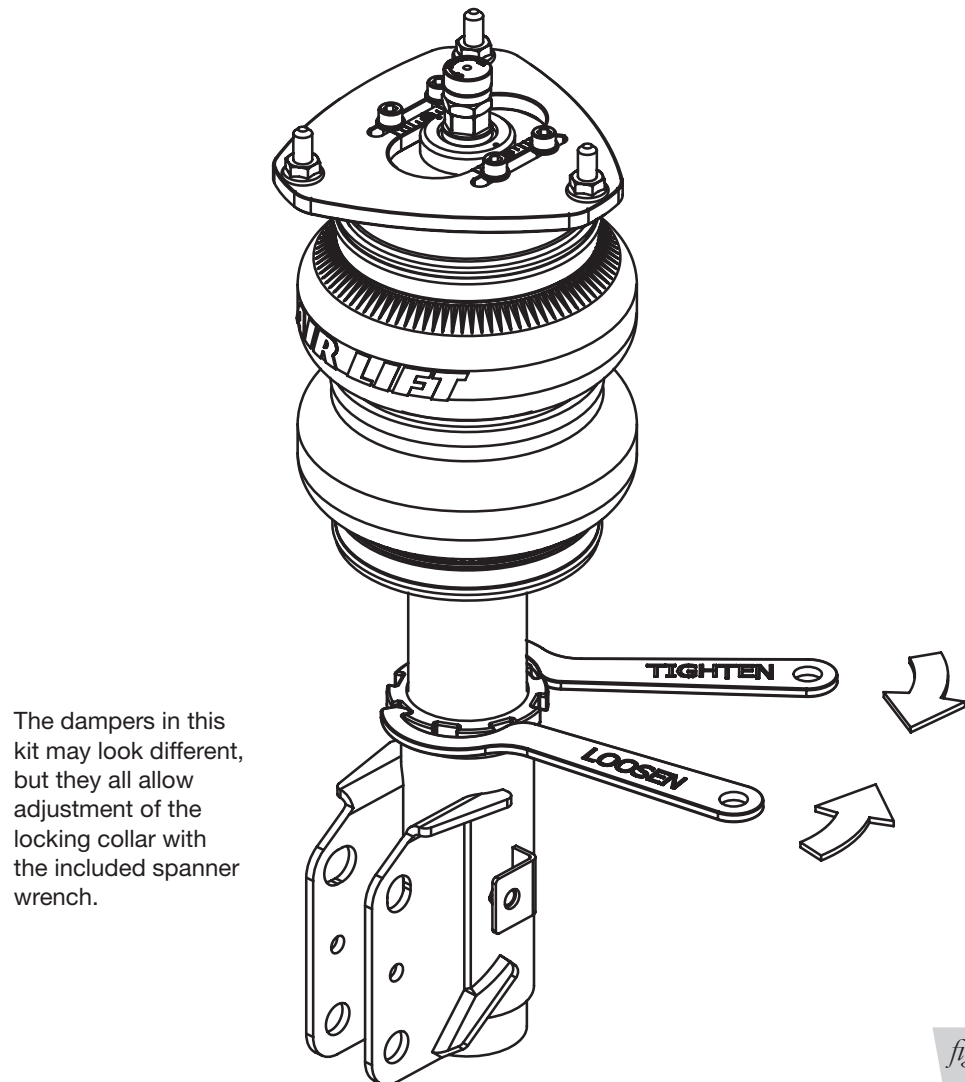
It may be necessary to cycle the suspension to loosen the bushing from its mount. This will help re-orient the bushing at its new position based on the chosen ride height.

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

ADJUSTING EXTENDED OR DROP HEIGHT USING LOWER MOUNT

These dampers have been pre-set at the factory to provide maximum drop height while maintaining adequate tire clearance to the air spring. If you wish to gain more extended height (lift), which is the same as reducing drop height, or want to lower the chassis further and there is still adjustment available at the lower mount, please use the following procedure:

1. Support the vehicle with jack stands or a hoist at approved lifting points.
2. Remove the wheel.
3. Using the supplied spanner wrench, loosen the locking collar. (Fig. D.4)



4. Deflate the air spring to 0 PSI (0 BAR) on the corner you are adjusting.
5. Disconnect lower mount from suspension.
6. Spin the lower mount to the desired location.

NOTE

Not all models will have further drop height available.

7. Re-install lower mount to suspension and torque fasteners.
8. Tighten the lower locking collar to the lower mount using significant force.

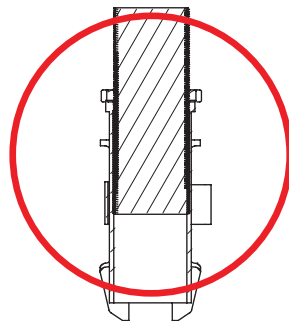
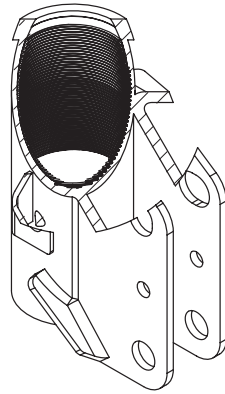
CAUTION

WHEN ADJUSTING HEIGHT UPWARD, MAKE SURE THAT THE DAMPER BODY ENGAGES ALL THE THREADS OF THE LOWER MOUNT (FIG. D.5). WHEN ADJUSTING DOWNWARD, MAKE SURE THERE IS ADEQUATE AIR SPRING CLEARANCE TO THE TIRE/WHEEL ASSEMBLY. CLEARANCE MUST BE CHECKED WITH SYSTEM FULLY DEFLATED AS WELL AS FULLY INFLATED TO ENSURE THAT NO RUBBING OCCURS. FAILURE TO MAINTAIN ADEQUATE CLEARANCE CAN RESULT IN AIR SPRING FAILURE AND WILL NOT BE COVERED UNDER WARRANTY.

CAUTION

DO NOT ADJUST HEIGHT BY SPINNING AIR SPRING ON DAMPER! DOING SO MAY CAUSE AN AIR LEAK AND COMPROMISE THE ASSEMBLY.

FOR STRUTS:



OK, no threads showing.



Not OK, threads are showing.

FOR SHOCKS:

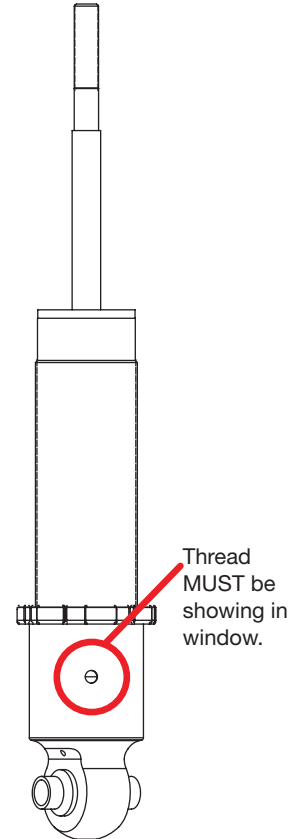


fig. D.5

INSTALLATION CHECKLIST

- ☐ **Clearance** — Inflate the air springs to 75-90 PSI (5.17-6.21 BAR) 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 (5.17-6.21 BAR) 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" (152.4mm) 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 (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.

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 (.35 BAR), 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 (800km), 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.

E. 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 Air Lift management systems visit air-lift.co/productlines.
2. Check the air pressure before driving.



SHOULD IT BECOME NECESSARY TO RAISE THE VEHICLE BY THE FRAME, MAKE SURE THE CONTROL SYSTEM IS TURNED OFF BEFORE LIFTING.

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. Also, riding the vehicle at the top, or close to the top of the available stroke will cause a very 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 Air Lift suggested driving air pressure for this vehicle.

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.

F. Troubleshooting Guide

PROBLEM	CAUSE	SOLUTION
System won't maintain pressure overnight.	Improperly installed air line, air line has holes or cracks or leak in the tank.	Leak test the air line connections, the threaded connection into the air spring, and all fittings in the control system.
Compressor runs all the time.	The compressor relay is defective or there is a leak in the air lines.	Replace the relay or find the air leak.
Air spring or tank leak.	Fitting seal or air line is compromised.	Check to make sure air lines are seated in connectors. Inspect fittings with soapy water. Trim hose or re-seal fitting. Ensure lines are cut straight.
Corner won't raise or air leak develops.	Look for a kink or fold in the air line.	Replace any air line that has been kinked.

TIPS FOR INSTALLING AIR LINES

When cutting air lines, use a sharp knife or a hose cutter and make clean, square cuts (Fig. F.1). 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.

Do not bend the 1/4" hose at a radius of less than 1" (25.4mm) and do not put side load pressure on fitting. The hose should be straight beyond the fitting for 1" (25.4mm) before bending.

Inspect hose for scratches that run lengthwise on hose 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

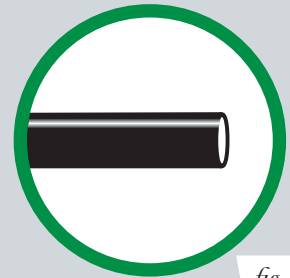


fig. F.1



CHECKING FOR LEAKS

1. Inflate the air spring to at least 80 PSI (5.52 BAR).
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.
4. Check the air pressure again after 24 hours. A 2-4 PSI (.14-.28 BAR) loss after initial installation is normal. Retest for leaks if the loss is more than 5 PSI (.35 BAR).

FIXING LEAKS

1. **Air line to PTC fitting:** Try pushing the air line firmly into the fitting to ensure it is properly seated. If leak persists, deflate the spring and remove the air line by pushing the collar toward the fitting body and pulling firmly on the air line. Trim 1" (25.4mm) off the end of the air line making sure the cut is clean and square. Reinsert air line firmly into fitting and pull back on the air line to make sure it is seated.
2. **Threaded connection:** If possible, tighten the fitting another half turn. If the leak persists, deflate spring, remove fitting and re-coat threads with thread sealant. Reinstall to hand tight and then use wrench to finish tightening an additional 1-3/4 turns.
3. **Air spring o-ring seal:** If a leak is found at the upper or lower air spring seal on a strut or shock, contact Air Lift customer service at **(800) 248-0892**.

Notes

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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.

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

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

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Kit 75620

Nissan Z33 350z
Infiniti G35

Rear Application

Kit 75621

Nissan Z34 370Z
Infiniti G37

Rear Application

Kit 78639

Nissan Z33/Z34
Infiniti G35/G37

Rear Application (No Shocks)

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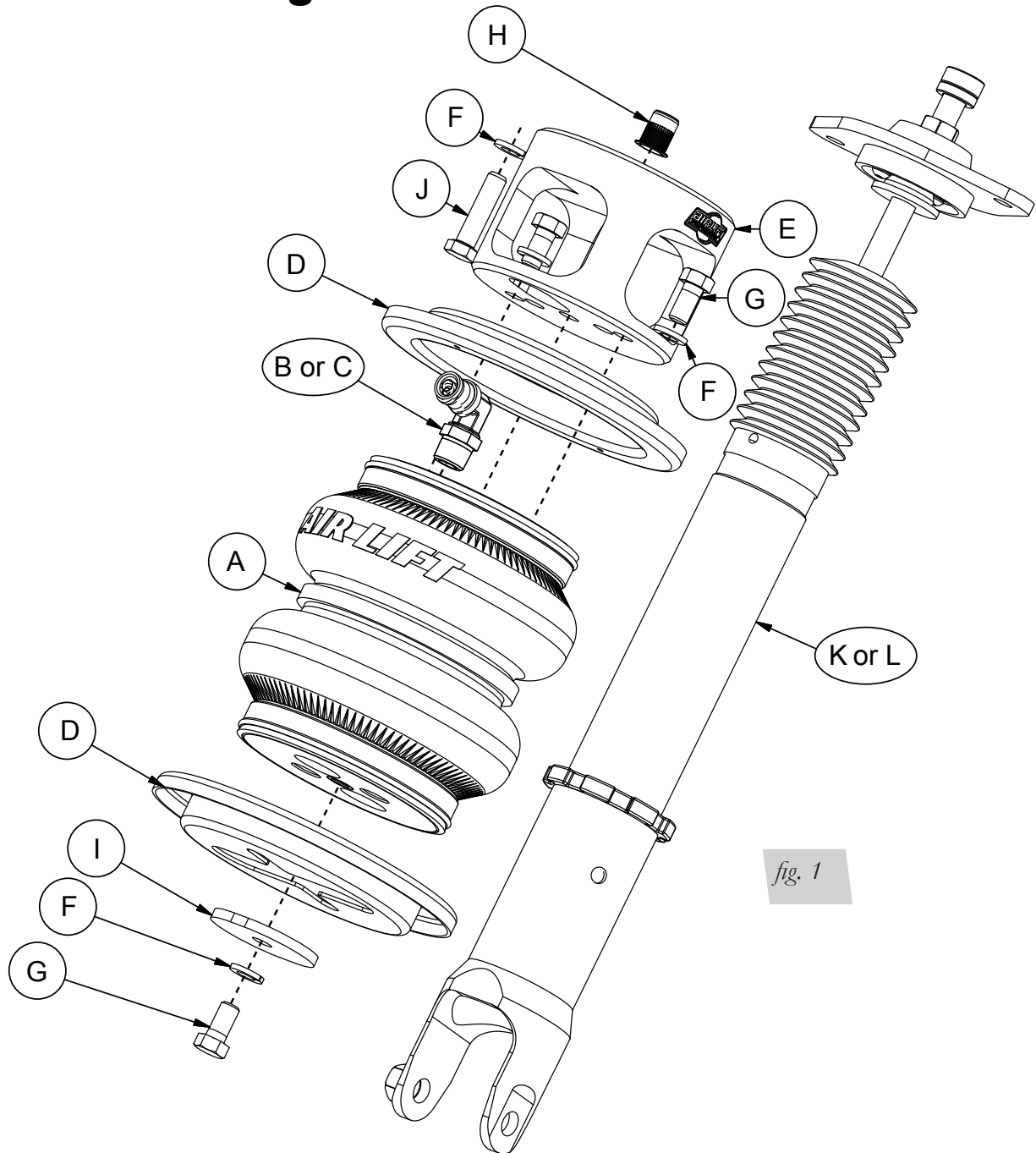


fig. 1

HARDWARE LIST

Item	Part #	Description.....	Qty	Item	Part #	Description	Qty
A	58530	Air Spring.....	2	G	17203	3/8"-24 X 3/4" Hex Bolt.....	6
B	21847	3/8"MNPT X 1/4"PTC, 90°.....	2	H	18585	3/8"-16 Nutsert	2
C	21867	3/8"MNPT-3/8"PTC, 90°.....	2	I	13312	Spacer, Lower Centering.....	2
D	11801	Roll Plate.....	4	J	17108	3/8"-16 X 1.5" Hex Cap Screw	2
E	13311	Spacer, Upper Air Spring.....	2	K	26972	Rear Shock, Nissan Z33	2
F	18427	3/8" Lock Washer	8	L	26998	Rear Shock, Nissan Z34	2



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

Installing the Air Suspension

NOTE

See important safety notices on page 2.

PREPARING THE VEHICLE

1. Elevate and support the vehicle using its approved lifting points. Remove the rear wheel and support the hub assembly.
2. Remove the rear wheels (Fig. 2).



REMOVAL OF STOCK SUSPENSION

1. Support the hub assembly to prevent overextension of suspension components.
2. If retaining the factory shocks, continue on to step 4. Remove the lower shock bolt from the hub (Figs. 3 & 4).



3. Remove the two upper shock bracket bolts and remove the shock from the vehicle (Figs. 5 & 6).



4. Unbolt the lower control arm from the hub and slowly lower the control arm down (Fig. 7).
5. Remove the coil spring and rubber isolators from the spring seats. The conical upper spring isolator snaps into place and can be removed with a side-to-side motion (Fig. 8).



INSTALLING THE KIT COMPONENTS

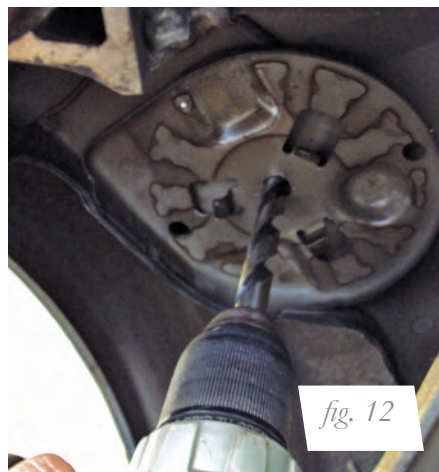
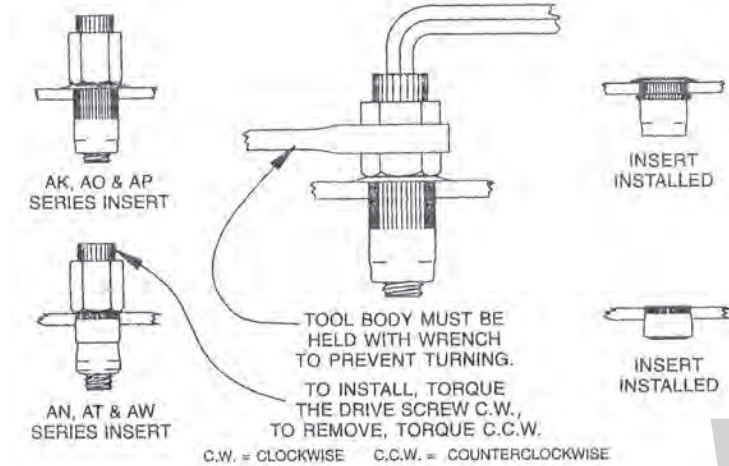
1. Using the supplied centering spacer (I) as a template, drill a 13/32" (.406" diameter) hole through the center of the lower control arm spring seat (Fig. 9).



2. To install the nutsert in the upper spring seat, the upper bracket can be used as a template to center the air spring location (Fig. 10). Place the bracket against the spring seat and mark the center location. Drill a hole $17/32"$ (.531" diameter) through the spring seat.



3. Assemble the nutsert and tool bolt and insert the assembly into the drilled hole. While holding the nutsert spacer in place, tighten the tool bolt until the nutsert is fully seated and locked in place (Figs. 11, 12 & 13).



4. Reinstall the lower control arm to the hub. Do not torque at this time.

5. Install the appropriate air fitting with thread sealant and tighten 1 and 3/4 turns beyond hand tight (Fig. 14).

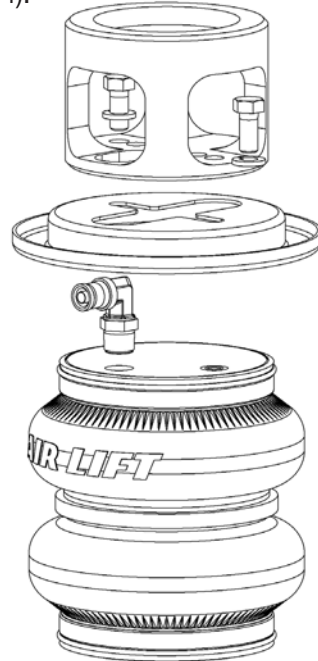


fig. 14

6. Attach the air spring upper bracket to the upper spring seat (Fig. 15). Torque the upper bracket bolt (J with lock washer F) to 20Nm (15 lb.-ft.).



fig. 15

7. Apply the roll plate underneath the air spring. Lift the upper control arm and attach the air spring assembly to the control arm with the centering spacer (I), bolt (G) and lock washer (F) through the previously drilled hole. Torque to 20Nm (15 lb.-ft.) (Figs. 16 & 17).



fig. 16



fig. 17

8. If retaining the factory shocks, continue on to step 9. Insert the shock assembly into the shock tower and attach the upper bracket to the chassis (Fig. 18). Torque the upper bracket nuts to 28Nm (21 lb.-ft.).



9. Attach the shock fork to the hub. Do not torque the attaching bolt at this time.

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. 19). 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

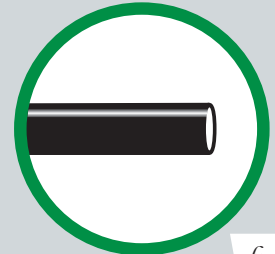


fig. 19



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. 20), 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).

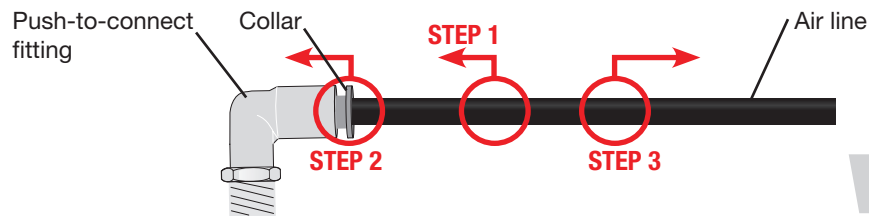


fig. 20

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. 19).
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. 21).

Formula for Calculating Ride Height

$$(ME+MC) \div 2 = \text{MID STROKE}$$

fig. 21

4. With the suspension at this position, loosen, then re-torque all suspension bushing pivot joint fasteners to the manufacturer's specifications (Table 1):

Torque Specifications		
Location	Nm	Lb.-ft.
Upper bracket to chassis	20	15
Lower air spring attachment bolt	20	15
Lower control arm to hub	72.5	53
Lower control arm to sub-frame	72.5	53
Upper control arm to sub-frame	72.5	53
Trailing link to sub-frame	72.5	53
Trailing link to hub	87.5	65
Transverse link to hub	87.5	65
Transverse link to sub-frame	72.5	53
Shock lower mount to hub (350z/G35)	110	81
Shock lower mount to hub (370z/G37)	123	91
Shock upper mount to chassis	28	21
Wheels (350z/G35)	99-126	73-93
Wheels (370z/G37)	108	80

Table 1

Suggested Driving Air Pressure	Maximum Air Pressure
50-70 PSI	125 PSI
FAILURE TO MAINTAIN ADEQUATE MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) MAY RESULT IN EXCESSIVE BOTTOMING OUT AND WILL VOID THE WARRANTY.	

Table 2

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

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. 22 & 23) 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 370z/G37 shock is preset to “-20 clicks”. This means that the shock is adjusted 20 clicks away from full stiff. Each 350z/G35 shock is preset to “-12 clicks”. This means that the shock is adjusted 12 clicks away from full stiff. Counting up from full stiff is the preferred method of keeping track/setting of damping. These settings were developed on 2012 Infiniti G37 and 2007 Nissan 350z NISMO respectively and may need to be adjusted to different vehicles and driving characteristics.



fig. 22



fig. 23

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 (Table 1).

NOTE

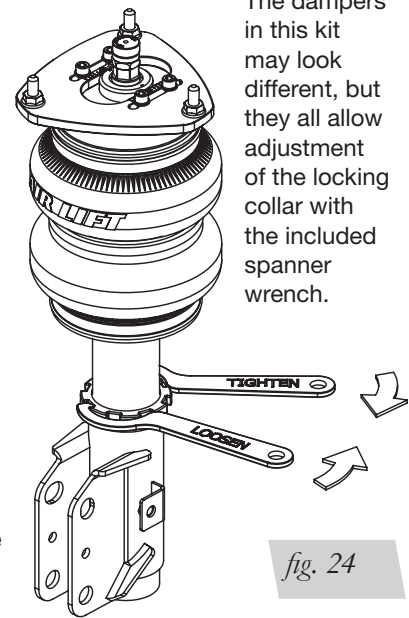
It may be necessary to cycle the suspension to loosen the bushing from its mount. This will help re-orient the bushing at its new position based on the chosen ride height.

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

ADJUSTING EXTENDED OR DROP HEIGHT USING LOWER MOUNT

These dampers have been pre-set at the factory to provide maximum drop height while maintaining adequate tire clearance to the air spring. If you wish to gain more extended height (lift), which is the same as reducing drop height, or want to lower the chassis further and there is still adjustment available at the lower mount, please use the following procedure:

1. Support the vehicle with jack stands or a hoist at approved lifting points.
2. Remove the wheel.
3. Using the supplied spanner wrench, loosen the locking collar (Fig. 24).
4. Deflate the air spring to 0 PSI on the corner you are adjusting.
5. Disconnect lower mount from suspension.
6. Spin the lower mount to the desired location.



NOTE

Not all vehicles will have further drop height available.

7. Re-install lower mount to suspension and torque fasteners.
8. Tighten the lower locking collar to the lower mount using significant force.

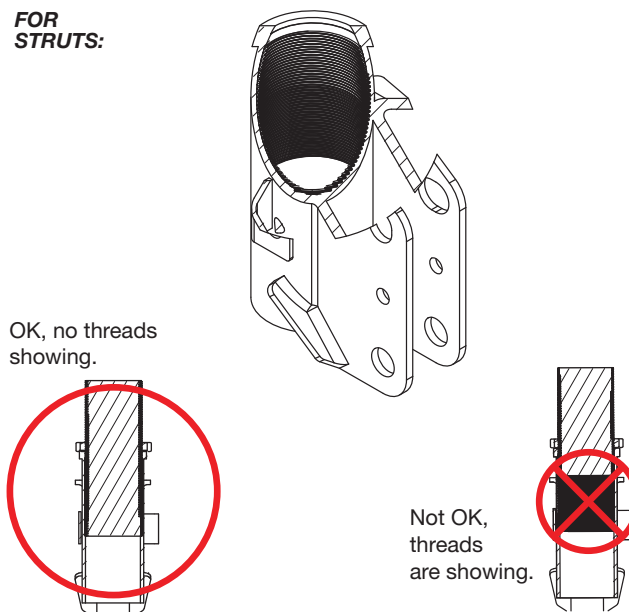
CAUTION

WHEN ADJUSTING HEIGHT UPWARD, MAKE SURE THAT THE DAMPER BODY ENGAGES ALL THE THREADS OF THE LOWER MOUNT (FIG. 25). WHEN ADJUSTING DOWNWARD, MAKE SURE THERE IS ADEQUATE AIR SPRING CLEARANCE TO THE TIRE/WHEEL ASSEMBLY. CLEARANCE MUST BE CHECKED WITH SYSTEM FULLY DEFLATED AS WELL AS FULLY INFLATED TO ENSURE THAT NO RUBBING OCCURS. FAILURE TO MAINTAIN ADEQUATE CLEARANCE CAN RESULT IN AIR SPRING FAILURE AND WILL NOT BE COVERED UNDER WARRANTY.

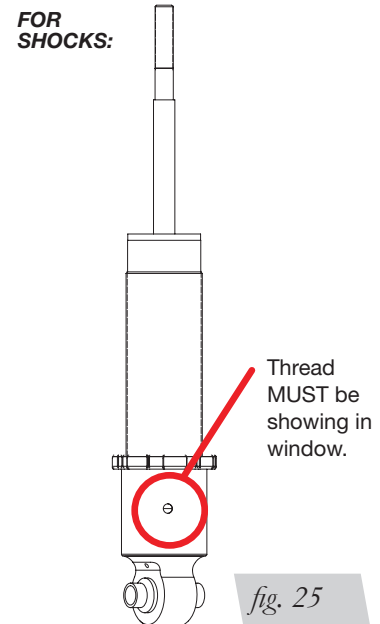
CAUTION

DO NOT ADJUST HEIGHT BY SPINNING AIR SPRING ON DAMPER! DOING SO MAY CAUSE AN AIR LEAK AND COMPROMISE THE ASSEMBLY.

FOR STRUTS:



FOR SHOCKS:



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.

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 2).

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 (800) 248-0892 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

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.

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

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

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.

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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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

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