



# Kit 75582

Volkswagen MK V Platform

***Slam Front Application***



## INSTALLATION GUIDE

**NOTE: FOR USE ON VEHICLES  
WITH FRAME C-NOTCH  
MODIFICATIONS ONLY. FRONT  
SWAY BAR MUST BE REMOVED.**

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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## **DANGER**

This application is designed for previously modified vehicles where the frame has been notched for axle clearance. Air Lift Company does not recommend frame modification and any modifications previously done are at the owner's risk. Air Lift Company is not liable for vehicle or personal damage due to modifications performed.

# Introduction

Air Lift Performance thanks you for purchasing the most complete, fully engineered high performance air suspension made for the Volkswagen MK V Performance kit. 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

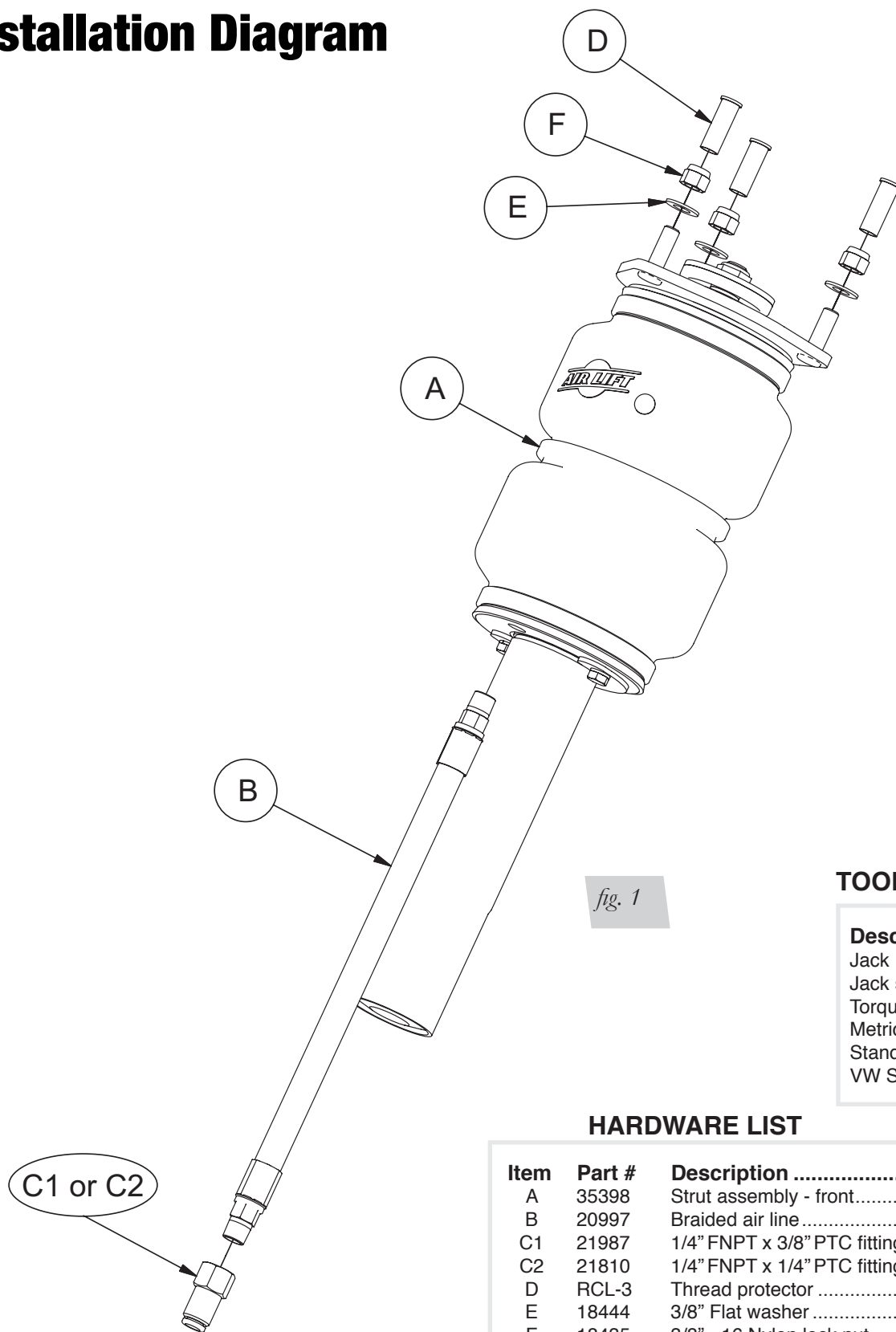
DO NOT INFLATE AIR SPRINGS WHILE OFF OF THE VEHICLE. DAMAGE TO ASSEMBLY MAY RESULT AND VOID WARRANTY.



### CAUTION

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

# Installation Diagram



## TOOLS LIST

Description
Jack
Jack stands or hoist
Torque wrench
Metric Wrenches
Standard Wrenches
VW Spreader 3424

## HARDWARE LIST

Item	Part #	Description .....	Qty
A	35398	Strut assembly - front.....	2
B	20997	Braided air line .....	2
C1	21987	1/4" FNPT x 3/8" PTC fitting .....	2
C2	21810	1/4" FNPT x 1/4" PTC fitting .....	2
D	RCL-3	Thread protector .....	6
E	18444	3/8" Flat washer .....	6
F	18435	3/8" - 16 Nylon lock nut.....	6

**STOP!**

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 front wheels.

### NOTE

*If the vehicle is equipped with automatic headlight vertical aim control, detach the unit from the lower control arm (Fig. 2 - part 1 pictured) to prevent overextension.*

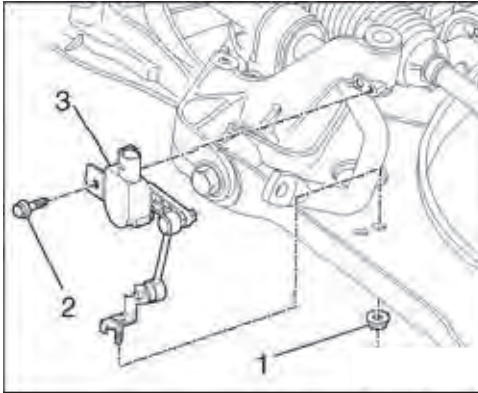


fig. 2

## REMOVING THE STRUT

1. Unbolt the sway bar from the tab (Fig. 3). Sway bar removal, see factory repair manual for instructions.
2. Unthread and remove the axle bolt from the hub assembly (Fig. 3a).



3. Remove the three lower nuts from the lower ball joint and control arm (Fig. 4). Detach the ball joint and hub assembly from the control arm.

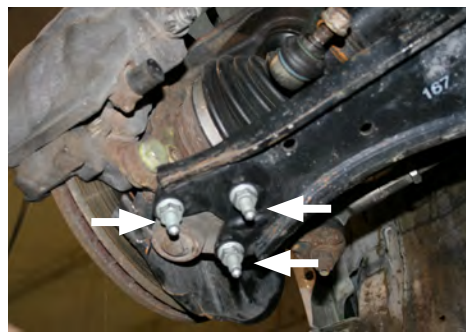


fig. 4

4. Pull drive axle out of the hub assembly and secure the axle to the body with wire.

 **CAUTION**

TO PREVENT DAMAGE TO THE INNER AXLE JOINT, DO NOT ALLOW THE AXLE TO HANG FREE.

5. Reattach the lower ball joint to the lower control arm.
6. Support the hub assembly.
7. Remove the bolt at the back of the hub assembly to the strut.
8. Spread the hub assembly slot and push down on the hub to release the strut from the lower mount (Fig. 5). (Volkswagen-specific tool is spreader 3424).



*fig. 5*

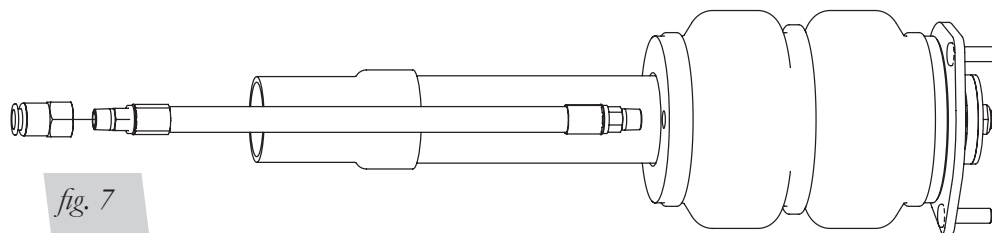
9. Pull weatherstripping away from the plenum chamber cover within the engine bay and pull cover up. Removing the wiper arms and completely removing the cover will gain more access.
10. Remove the three bolts from the upper strut mount (Fig. 6) and remove the strut assembly from the vehicle.



*fig. 6*

## INSTALLING THE NEW STRUT ASSEMBLY

1. Begin by installing the leader line into the air spring. Tighten the appropriate fitting to the air line (1 3/4 turns beyond hand-tight). Tighten the leader line into the air spring 1 3/4 turns beyond hand-tight (Fig. 7).



2. Insert strut into the hub assembly. Reinstall the lower mounting bolt and torque to 70Nm (52 lb.-ft.).
3. Lift assembly into strut pocket and align upper mounting bolts with three holes. Using the supplied nuts and washers, tighten the upper mount to 37Nm (27 lb.-ft.).
4. Remove the lower ball joint bolts again and separate the control arm from the joint. Reinsert the axle.
5. Reinstall the ball joint nuts and torque to 60Nm (44 lb.-ft.).
6. Torque the hex head drive axle to 200Nm (148 lb.-ft.). If the bolt is a 12-point, torque to 70Nm (52 lb.-ft.).
7. Reinstall the plenum chamber cover and wiper arms if previously removed.

## ALIGNING THE VEHICLE

1. Using the control system, set the vehicle height to the new custom ride height.
2. If the custom ride height is lower than stock, 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.

### NOTE

*It may be necessary to cycle the suspension to loosen the bushing from its mount. This will help unload the bushing to make it last longer at its new position based on the custom ride height.*

Torque Specifications		
Location	Nm	Lb.-ft.
Strut Lower Mount Pinch Bolt	70	52
Strut Upper Mount Nuts	37	27
Ball Joint Nuts	60	44
Hex Head Drive Axle Bolt	200	148
12-Point Drive Axle Bolt	70	52

Table 1

# 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. 8). 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 25mm (1"). The minimum bend radius for 3/8" air line is 38mm (1 1/2"). 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. 8

## 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. 9), 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).

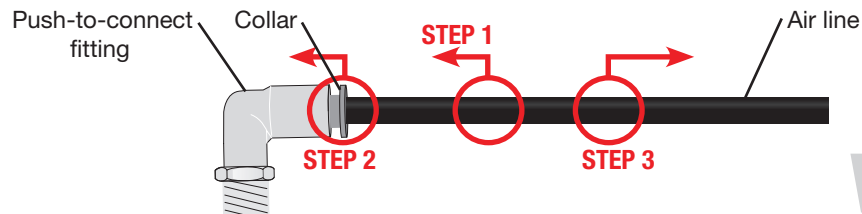


fig. 9

## CHECKING FOR LEAKS

1. Inflate the air spring to 75-90 PSI (5.2-6.2BAR).
2. Spray all connections with a solution of liquid dish soap and 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 (.14-.28BAR) loss after initial installation is normal. Retest for leaks if the loss is more than 5 PSI (.34BAR).

## FIXING LEAKS

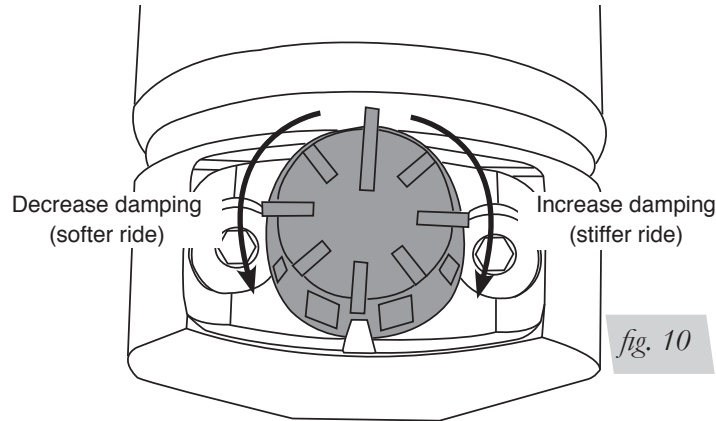
1. If there is a problem with the push-to-connect fitting, remove the air line as described above. Trim 25mm (1") off the end of the air line. Be sure the cut is clean and square (see Fig. 8).
2. Reinsert the air line into the push-to-connect fitting as described above.

# Before Operating

1. Some struts for this vehicle come with a nine-position damping dial for added adjustability (Fig. 10). If not, proceed to 2.

## NOTE

*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, Air Lift Performance 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 100PSI [7BAR]) 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 75-90 PSI (5.2-6.2BAR) and check all connections for leaks.
5. An Air Lift Performance air management system is strongly recommended for this product. To learn more about Air Lift air management systems visit [air-lift.co/productlines](http://air-lift.co/productlines).
6. Please continue by reading the Product Use, Maintenance and Servicing section.

Suggested Driving Air Pressure	Maximum Air Pressure
<b>45-70 PSI (3-4.8BAR)</b>	<b>100 PSI (7BAR)</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>	

## INSTALLATION CHECKLIST

- ☐ **Clearance** — Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and make sure there is at least 12mm (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 (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 152mm (6") 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 springs to recommended driving pressures (Table 2). Drive the vehicle 16km (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 (.34BAR), 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 800km (500-mile) test** — Recheck the air spring system after 30 days or 800km (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 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 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 25mm (1") 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](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.



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