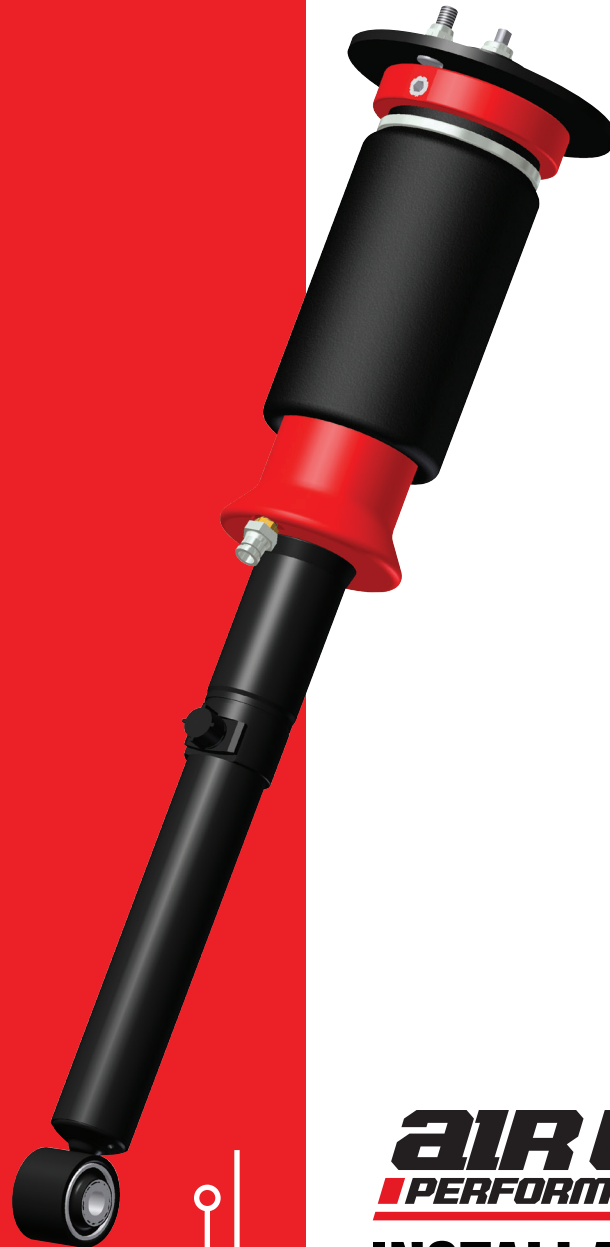


Air Lift™
PERFORMANCE

Kit 75566 & 75569

Universal
Sleeve-Over-Shocks



AIR LIFT
PERFORMANCE™

INSTALLATION GUIDE

**NOTE: THIS KIT IS
SOLD WITHOUT A
WARRANTY.**

For maximum effectiveness and safety,
please read these instructions completely
before proceeding with installation.

*Failure to read these instructions can result in an
incorrect installation.*

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Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of this Universal Strut 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.

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

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.

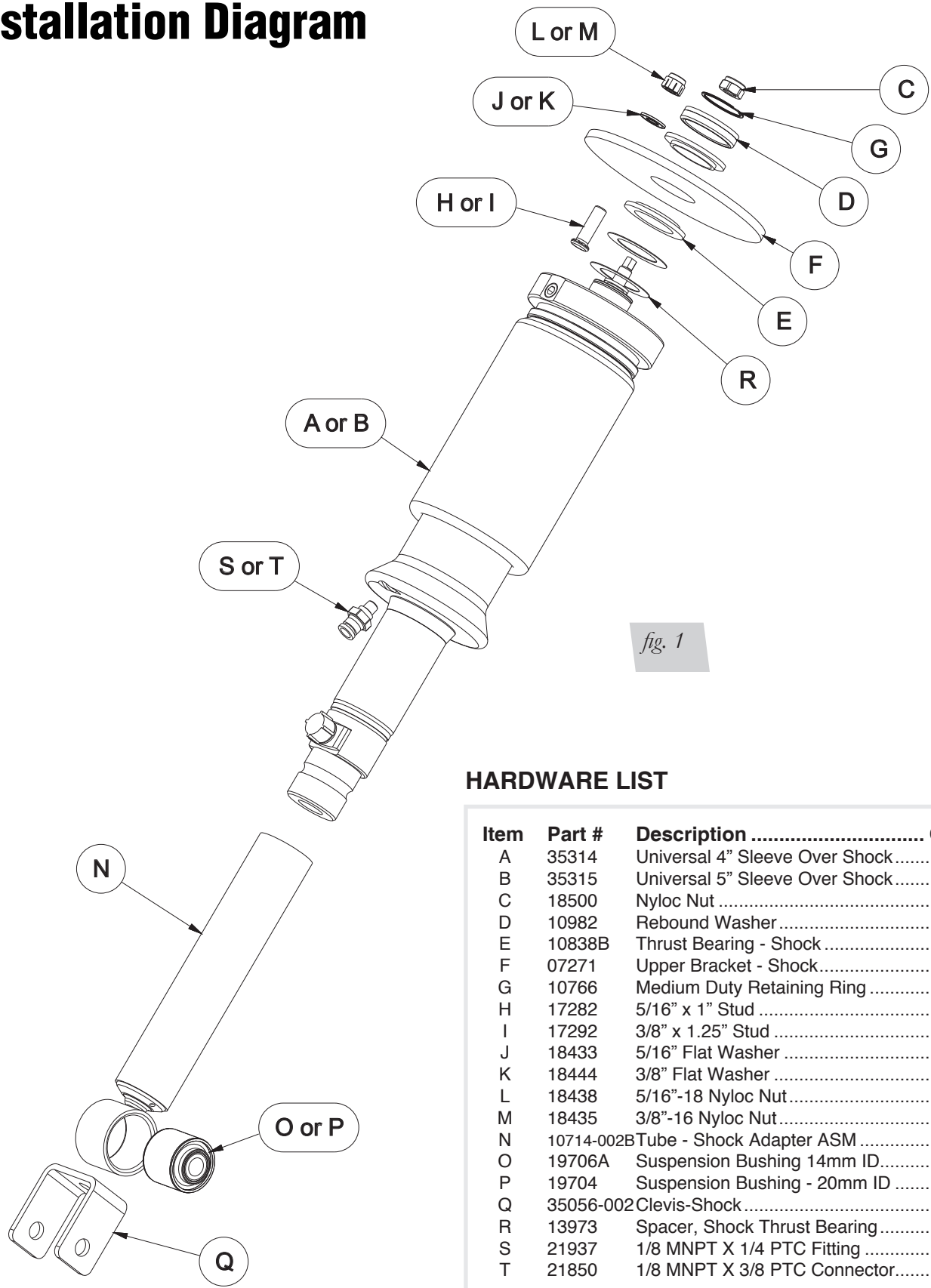
 **WARNING**

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

Installation Diagram



HARDWARE LIST

Item	Part #	Description	Qty
A	35314	Universal 4" Sleeve Over Shock	2
B	35315	Universal 5" Sleeve Over Shock	2
C	18500	Nyloc Nut	2
D	10982	Rebound Washer	2
E	10838B	Thrust Bearing - Shock	4
F	07271	Upper Bracket - Shock	2
G	10766	Medium Duty Retaining Ring	2
H	17282	5/16" x 1" Stud	6
I	17292	3/8" x 1.25" Stud	6
J	18433	5/16" Flat Washer	6
K	18444	3/8" Flat Washer	6
L	18438	5/16"-18 Nyloc Nut	6
M	18435	3/8"-16 Nyloc Nut	6
N	10714-002B	Tube - Shock Adapter ASM	2
O	19706A	Suspension Bushing 14mm ID	2
P	19704	Suspension Bushing - 20mm ID	2
Q	35056-002	Clevis-Shock	2
R	13973	Spacer, Shock Thrust Bearing	4
S	21937	1/8 MNPT X 1/4 PTC Fitting	2
T	21850	1/8 MNPT X 3/8 PTC Connector	2

Installing the Air Suspension

NOTE

This kit is sold without a warranty.

PREPARING THE VEHICLE

1. With the vehicle at curb height, measure from the bottom of the wheel lip through the wheel center line to the fender lip (fig. 2). Record this number as **curb height stock**_____.



fig. 2

2. Elevate the vehicle and support the body with a hoist or jack stands.
3. Measure the distance from the lower wheel lip to the fender with the wheel not touching the ground. Record this number as **maximum extension stock**_____.
4. Remove the wheels (if necessary)

SHOCK REMOVAL

1. Support the lower control arm, brake, and axle/spindle assembly.
2. Remove the nuts and bolts from the upper shock mount (fig. 3).



fig. 3

3. Remove the lower mounting bolt from the clevis or bushing (fig. 4). Remove the shock from the vehicle.

*fig. 4*

4. Using a spring compressor, (**caution and attention to safety is required, spring will be under tension**) securely mount the spring in the compressor and remove the nut from the top of the shock rod. Slowly release the compressor with attention to safety. Once the spring and shock are free from tension, remove the stock upper mount. Pay attention to the order in which parts remove from the shock.

DETERMINING MOUNTING HEIGHT

1. To determine the correct height of the new sleeve-over-shock assembly, reassemble the previously removed shock without the coil spring. Reinstall the shock into its mounting location and fasten in place with the nuts and bolts.
2. Reinstall the wheels.
3. While looking for possible interference, slowly lower the vehicle down until the suspension rests on the bump stops. Determine if this height provides adequate clearance for things such as brake lines, ABS wires, axle, control arms, stabilizer bar/link, tire/wheel clearances, as well as bushing rotation, and ball joint articulation. Record this number as **maximum compression stock** _____. Make height adjustments as necessary to your application.
4. Measure the desired drop height at the mounting points; lower bushing or clevis bolt and top of upper mounting bracket as shown in figure 5 (page 6). Record this height for later use in figure 5.
5. Plan where the air-port and adjuster knob of the sleeve-over-shock would be best located at this point. Reference this to the orientation of the lower mount bolt.
6. Repeat SHOCK REMOVAL steps.

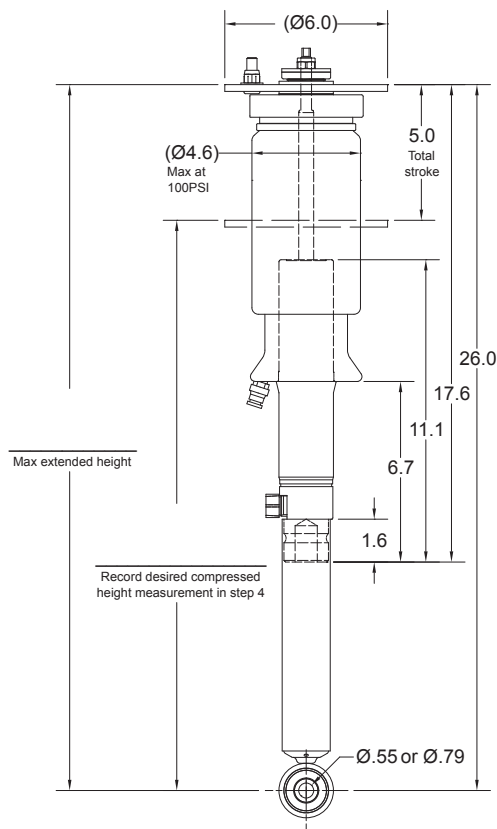


fig. 5

KIT 75566 SHOWN
KIT 75569 MAX DIAMETER
MEASURES 5.6"

- Using the stock upper mount as a bolt template, apply this pattern to the flat round bracket provided (F). Measure the bolt diameter needed. This kit provides either 5/16" or 3/8" press-in studs. These studs (H or I) are required because of "head clearance" to the air spring. **Other bolts may cause rubbing of the bracket to the air spring, causing noise and reducing product life.** Depending on the bolt size, drill either 5/16" or 3/8" holes on the bolt pattern. Using a press; support closely around the hole to prevent deflecting of the bracket surface during the press operation. To install the studs, press against the stud head until the "teeth" are flush with the bracket. Refer to image below in figure 6.

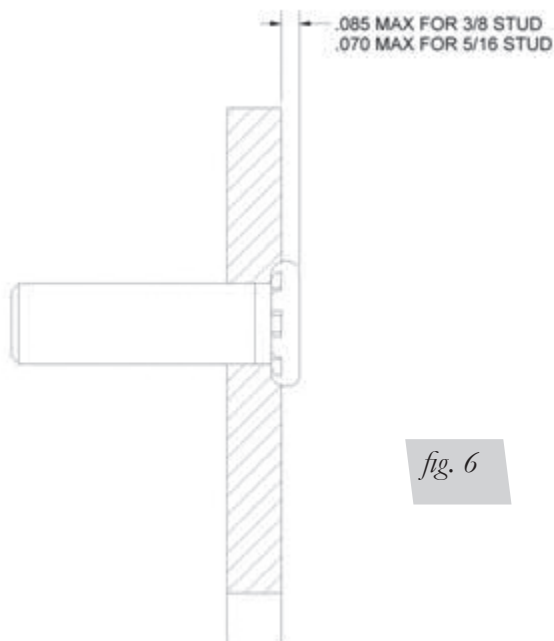
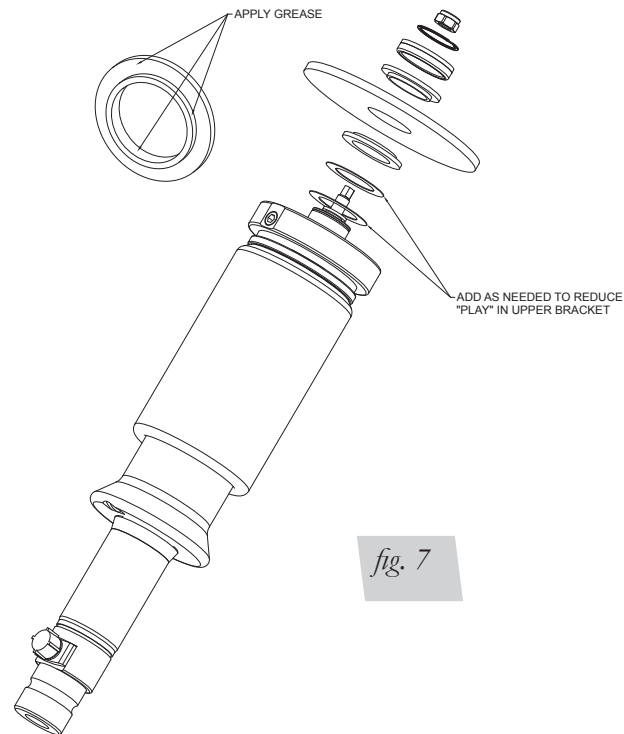
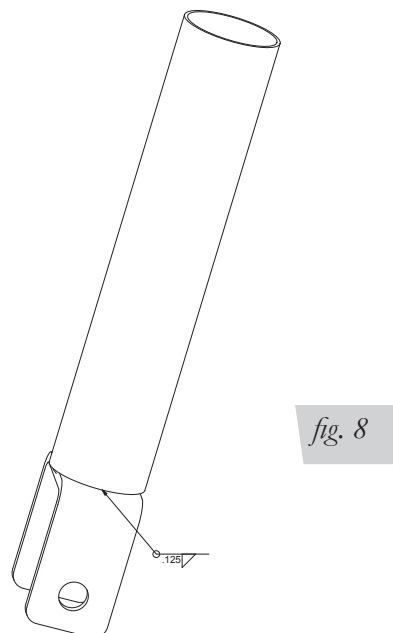


fig. 6

- Assemble this bracket to the shock by removing the nyloc (C) nut and rebound washer (D) then install the thrust bearings (E) onto the mount as shown in figure below. Install the snap ring (G) into the groove. Reinstall the rebound washer (D), rubber side down and nyloc nut (C). Figure 7.



- Depending on the recorded mounted height taken in step 4 of DETERMINING MOUNTING HEIGHT, loosely assemble the adapter tube to the shock for mock-up. Measure the distance (with the shock at max extension) from the top of the upper bracket to the lower mounting hole. Then subtract the total stroke from this number. Correlate this number to the compressed height measurement taken in step 4. Trim the adapter tube (if necessary) to achieve the desired height. If you have a clevis type lower adapter, weld to the end of the adapter tube (without eye mount). Trim off eye mount/ adapter tube to the needed length.



10. Insert the assembly into the vehicles mounting points and trial fit. Verify that your design is correct before finish welding. Check for air spring clearance by measuring at the spring's maximum diameter. Any rub or contact will cause premature wear of the assembly. If applicable, check stabilizer tab location, brake line location etc. Remove the shock assembly from vehicle when the design is verified.

11. Remove the paint from the bottom of the shock. Also remove the damping adjuster and cover adjuster area with tape to protect during the welding process.

CAUTION

WHEN WELDING THE ADAPTER TUBE TO THE SHOCK BODY, DO NOT WELD CONTINUOUSLY AROUND THE SHOCK BODY! THIS ACTION WILL OVERHEAT THE INTERNALS OF THE SHOCK AND POTENTIALLY RENDER THE SHOCK INEFFECTIVE. FOR BEST RESULTS, DRILL A 3/8" HOLE THROUGH THE ADAPTER TUBE 3/4" AWAY FROM THE TOP AND BUTT WELD THE TUBE ON (FIG. 9). IMMEDIATELY QUENCH THE WELD TO PREVENT INTERNAL DAMAGE OF THE SHOCKS CAUSED BY HEAT.

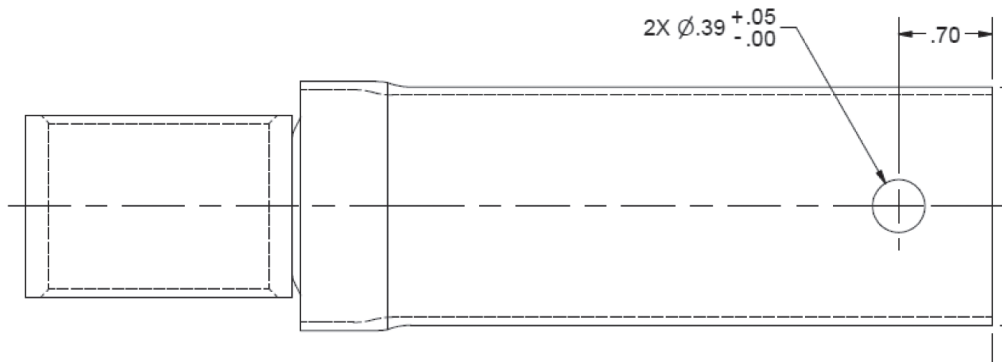


fig. 9

PAINTING

1. Remove the nyloc nut, rebound washer, thrust bearings, retaining ring and upper bracket. Mask the threads of the upper bracket. Cover the air spring and adjuster valve to prevent paint from applying to these surfaces.
2. Remove any sharp edges or weld splatter from the shock assembly.
3. Wipe the shock assembly and upper bracket assembly down with clean, oil-free rags to remove any possible contaminants.
4. Paint the shock and upper bracket. Do not get paint on the threads of the bracket or inside the adjuster valve. Allow adequate drying time before handling.

SLEEVE-OVER-SHOCK INSTALL

1. Apply a thin layer of grease to the mating surfaces of the thrust bearings (E). Attach the upper bracket to the air spring as shown in figure 6.
2. Install into the vehicle using the supplied washers (J or K) and nuts (L or M). The 5/16" nuts are to be torque to 22 Nm (16 ft/lbs). The 3/8" nuts are to be torque to 37 Nm (27 ft/lbs).
3. Reinstall the lower mount bolt using the factory removed bolt. Torque to manufacturers specification.

ALIGNING THE VEHICLE

1. Using the control system, set the vehicle height to the new custom ride height.
2. If the custom ride height is lower than stock, we recommend loosening all pivot points

(bolts, nuts) on any control arm, strut arm or radius rod that contains bushings. Once they have been loosened, re-torque to stock specifications.

NOTE

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

Before Operating

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

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

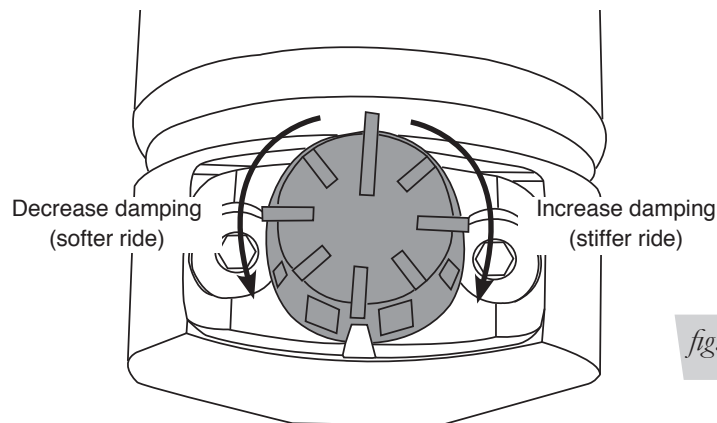


fig. 10

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

CAUTION

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

3. Inflate and deflate the system (do not exceed 125 PSI) to check for clearance or binding issues. With the air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
4. Inflate the air springs to 75PSI - 90PSI and check all connections for leaks.
5. Air Lift part #27669 or #27671, AutoPilot V2 Air Management System, is highly recommended for this product.
6. Please continue by reading the Product Use, Maintenance and Servicing section.

INSTALLATION CHECKLIST

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

Technician's Signature _____

Date _____

POST-INSTALLATION CHECKLIST

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

Product Use, Maintenance and Servicing

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

MAINTENANCE GUIDELINES

NOTE

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

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



CAUTION

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

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

Troubleshooting Guide

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

If the preceding steps do not solve the problem, it is possibly caused by a failed air spring — either a factory defect or an operating problem.

Frequently Asked Questions

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

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

Q. How long should air springs last?

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

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

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

Tuning the Air Pressure

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

1. Level vehicle

If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level. Raise the air pressure to correct either of these problems and level the vehicle.

2. Ride comfort

If the vehicle has a rough or harsh ride it may be due to either too much pressure or not enough. Try different pressures to determine the best ride comfort. See Air Lift suggested driving air pressure.

3. Stability

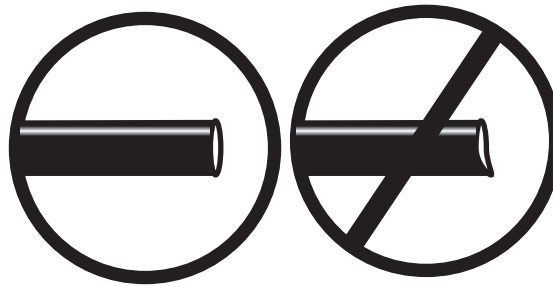
Stability translates into safety and should be the priority, meaning the driver may need to sacrifice a perfectly level and comfortable ride. Stability issues include roll control, bounce, dive during braking and sponginess. Tuning out these problems usually requires additional air pressure, strut damping,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

Checking for leaks

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

Fixing Leaks

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

*fig. 11*

- b. Check the threaded connection by tightening the swivel fitting another $\frac{1}{2}$ turn. If it still leaks, deflate the air spring, remove the fitting, and re-coat the threads with thread sealant. Reinstall by hand tightening as much as possible and then use a wrench for an additional two turns.

Replacement Information

If you need replacement parts, contact the local dealer or call Air Lift customer service. Most parts are immediately available and can be shipped the same day.

- 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.