



## INSTALLATION GUIDE



# ALP4™

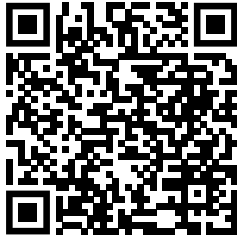
## Air Management System

Kits 27480, 27485

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, which could result in damage to the vehicle, minor to severe personal injury or death.*

## **Protect your Air Lift Performance Purchase by Completing your Warranty Registration**



Thank you for purchasing an Air Lift Performance product!

Take a photo of your sales receipt and then scan the QR code to complete your online warranty registration.

# TABLE OF CONTENTS

## P.02

### Introduction

Notation Explanation

---

## P.03

### Component List

---

## P.04

### Install the Air Lift Performance Logo Plate

---

## P.04

### Proper Installation of the Manifold Fittings

---

## P.05

### Install the ALP4 System

Installation Considerations

**Section 1.** Manifold Mounting

**Section 2.** Air Tank Installation Tips

**Section 3.** Install the Water Trap

**Section 4.** Install the Tank

**Section 5.** Compressor Installation Tips

**Section 6.** Air Line Installation Tips

**Section 7.** Air Line Installation

**Section 8.** Electrical Harness Installation

---

## P.12-13

### Installation Overview

## P.16

### Drilling Template Verification

---

## P.17

### Manifold Mounting Template

---

## P.19

### Compressor Mounting Template

---

## P.21

### Display Mounting Template Logo Plate Template

---

## P.23

### Troubleshooting Guide

---

## P.23

### Leak Testing and Detection

---

## P.24

### Limited Warranty and Return Policy

# Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of an Air Lift Performance 4 system. The information provided includes step-by-step installation information, installation templates and a troubleshooting guide.

It is recommended to review the ALP4 install manual and height sensor install guide (optional) in their entirety before proceeding with an installation or any maintenance/repairs. Understanding the material in the manual as well as planning out your mounting locations, wiring, and plumbing is the best method to ensure a successful installation of the ALP4 system.

Air Lift Company reserves the right to make changes and improvements to its Air Lift Performance products and publications at any time. For the latest version of this manual, contact Air Lift Company at (800) 248-0892 or visit [airliftperformance.com](http://airliftperformance.com)

## NOTATION EXPLANATION

Hazard notations appear in various locations in this publication. Information 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 VEHICLE OR MINOR PERSONAL INJURY.



### NOTE

*Used to help emphasize areas of procedural importance and provide helpful suggestions.*



### TECH TIP

*Used to provide helpful tips to ease the installation process.*



### WARNING

FLOOR JACKS CAN BE DANGEROUS. WHENEVER USING A FLOOR JACK, MAKE SURE IT IS RATED FOR THE LOAD IT IS LIFTING. CHECK THE VEHICLE OWNER'S MANUAL FOR INFORMATION ABOUT WHERE TO PLACE THE JACK. BEFORE RAISING THE VEHICLE, PLACE WHEEL CHOCKS IN FRONT AND BEHIND THE WHEELS TO PREVENT THE VEHICLE FROM ROLLING. ALWAYS USE JACK STANDS TO SUPPORT THE VEHICLE. NEVER GET UNDER OR PLACE ANY BODY PARTS UNDER A VEHICLE THAT IS SOLELY SUPPORTED BY THE JACK.



### CAUTION

REMOVE ALL FUSES WHEN JUMP-STARTING OR WELDING ON THE VEHICLE. FAILURE TO DO SO COULD DAMAGE THE MANIFOLD.

# Component List

Refer to the Installation Overview (Fig. 22) for item illustrations.



## NOTE

*Some kits include parts in addition to or different from what is listed here. Those kits include an Installation Guide insert with a parts list for that kit.*

### 27480 (1/4" KIT) CONTENTS

Item	Part #	Description	Qty
A	72550	ALP4 Manifold	1
B	27551	ALP4 Display	1
C	24503	ATM Fuse 3A	1
D	24547	Spade Fuse 30A	1
E	26498-009	USB Display Cable	1
F	10530	Hose Cutter	1
G	26498-006	Manifold Wire Harness	1
H	21011	Water Trap 1/4" FNPT	1
I	22677	Tee Fitting 1/4"PTC-1/4"FNPT	1
J	21048	225psi Blow Off Valve	1
K	20946	1/4" Air Line	1x60'
L	21779	Elbow Fitting 1/4"MNPT-1/4"PTC	2
M	21745	Fitting 1/4"MNPT-1/4"PTC	6

### 27485 (3/8" KIT) CONTENTS

Item	Part #	Description	Qty
A	72550	ALP4 Manifold	1
B	27551	ALP4 Display	1
C	24503	ATM Fuse 3A	1
D	24547	Spade Fuse 30A	1
E	26498-009	USB Display Cable	1
F	10530	Hose Cutter	1
G	26498-006	Manifold Wire Harness	1
H	21011	Water Trap 1/4" FNPT	1
I	22677	Tee Fitting 1/4"PTC-1/4"FNPT	1
J	21048	225psi Blow Off Valve	1
N	20947	3/8" Air Line	1x60'
O	21851	Elbow Fitting 1/4"MNPT-3/8"PTC	2
P	21853	Fitting 1/4"MNPT-3/8"PTC	6



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

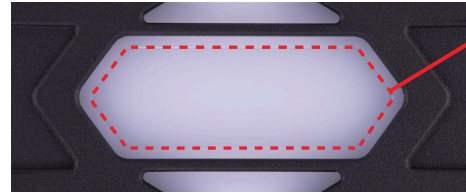
# Install the Air Lift Performance Logo Plate

The ALP4 logo plate comes packed separately from the manifold and installing the logo plate is optional. To attach the logo plate, first remove the backing material that covers the adhesive patches (Fig. 1). Next, place the logo plate in the desired orientation onto the recessed portion of the lid (circled in red, Fig. 2). Gently increase pressure so that the plate seats into the recess. Only a small amount of force is required to engage the adhesive; DO NOT apply more force than what is necessary when applying the logo plate as to prevent damage to the lid assembly.



Adhesive patches

Fig. 1



Recessed area on top of the manifold for the logo plate

Fig. 2

## Proper Installation of the Manifold Fittings



### CAUTION

DO NOT USE THREAD TAPE, GLUE, OR SEALANTS OF ANY KIND WHEN INSTALLING FITTINGS THAT ARE INCLUDED WITH AN AIR LIFT PERFORMANCE KIT. ALL INCLUDED FITTINGS COME WITH A PRE-APPLIED SEALANT (FIG. 3) WHICH IS OPTIMAL FOR CREATING AN AIR TIGHT SEAL. LEAKS OR FAILURES DUE TO THREAD TAPE OR SEALANT PASTE MAY VOID YOUR WARRANTY.



### NOTE

All fittings are 1/4" MNPT DOT Fittings (M or P) provided in the manifold kit (shown in Figure 4).

### Torque Specifications:

1/4" MNPT Threads - 1 1/2 turns past finger-tight



### CAUTION

OVERTORQUING FITTINGS MAY CAUSE DAMAGE OR LEAKS IN THE SYSTEM. BE SURE TO USE THE RECOMMENDED TORQUE SPECIFICATION WHEN INSTALLING YOUR FITTINGS TO ENSURE AN AIR-TIGHT SEAL.



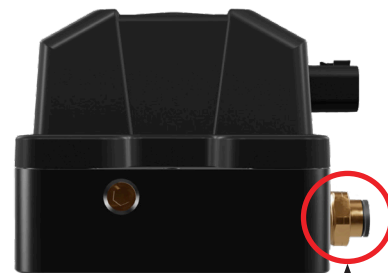
### NOTE

It is recommended to install fittings in order, going from left to right (FL, FR, RL, RR, T, E), or right to left (E, T, RR, RL, FR, FL). Installing the fittings out of order may not leave appropriate space for tightening them. (Fig. 5)



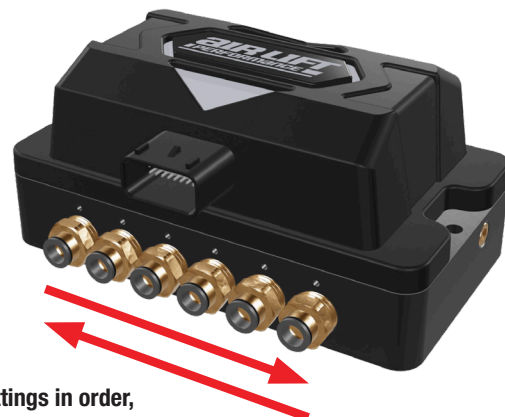
Pre-applied sealant (white area covering threads)

Fig. 3



1/4" MNPT DOT Fittings

Fig. 4



Install fittings in order, going from LEFT to RIGHT or RIGHT to LEFT

Fig. 5

# Install the ALP4 System

## Installation Considerations

Before installing your ALP4 system, it's important to plan the mounting locations of the manifold, compressor(s), relay(s), air tank and water trap.

## SECTION 1. Manifold Mounting

### Location

Best practice is to install the system components inside the vehicle. If external mounting is desired, the manifold (A) should be mounted in an area shielded from tire water spray, carwashes, and other sources of direct water spray. See page 17 for a manifold mounting template.

### Elevation

The manifold should be mounted in a position elevated to the compressor and tank to avoid water ingestion into the system. (See Fig. 6)



### CAUTION

WATER INGESTION WILL RESULT IN INCREASED COMPONENT WEAR AND EXCESS WATER INGESTION MAY RESULT IN SYSTEM FAILURE. BE SURE TO UTILIZE PROPER MOUNTING TECHNIQUES AND USE A WATER TRAP (H) BETWEEN THE TANK AND THE MANIFOLD.

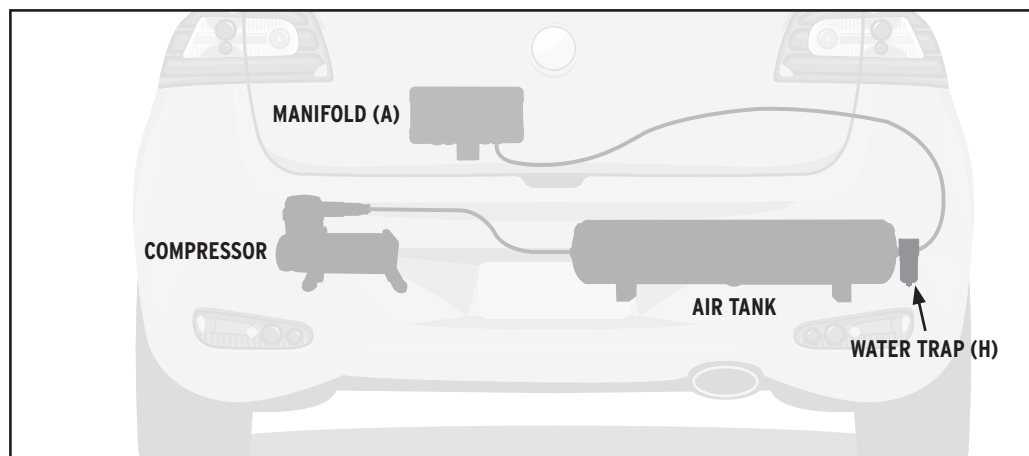


Fig. 6

### Orientation

The manifold should be mounted upright (ALP logo facing up), and at an angle in which the harness connector is facing toward the ground or level with the ground. Using correct mounting orientation is critical to prevent ingested water from freezing and causing damage to the system (See Fig. 7).

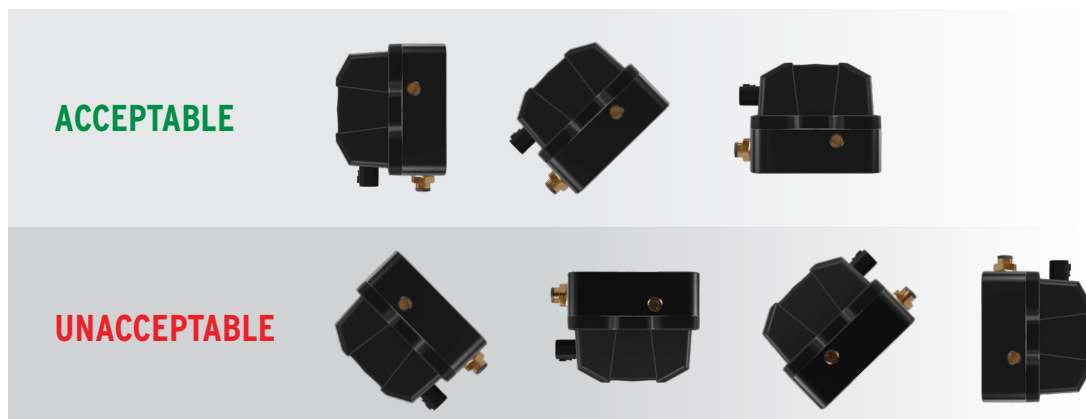


Fig. 7



## NOTE

If the mounting surface is not flat, add washers or a spacer to lift the manifold up over surface irregularities (Fig. 8). In addition to the provided self-tapping screws, the manifold mounting holes are threaded and can be secured with 5/16"-18 bolts (also supplied).



Fig. 8

## SECTION 2.

### Air Tank Installation Tips



## WARNING

AIR COMPRESSORS TAKE IN MOISTURE (HUMIDITY) FROM THE OUTSIDE AIR AND DEPOSIT THAT MOISTURE IN THE AIR TANK. THE AIR LIFT PERFORMANCE 4 KITS INCLUDE A WATER TRAP THAT WILL GREATLY REDUCE THE AMOUNT OF MOISTURE IN THE AIR MANAGEMENT SYSTEM. WATER TRAPS MUST BE REGULARLY PURGED TO ELIMINATE THE POSSIBILITY OF WATER ENTERING THE MANIFOLD. BE SURE TO PROVIDE EASY ACCESS TO DRAIN/ FILL VALVE.



## CAUTION

IF USING AN ENGINE-DRIVEN COMPRESSOR, AN ADDITIONAL COALESCING FILTER MUST BE INSTALLED BETWEEN THE COMPRESSOR AND THE TANK. THE LIFE OF THE PROVIDED FILTER MAY BE REDUCED DUE TO THE INCREASED POTENTIAL FOR OIL BEING INTRODUCED INTO THE SYSTEM WITHOUT A COALESCING FILTER.

## SECTION 3.

### Install the Water Trap



## NOTE

Mounting the water trap to the tank is not an option with FLO tank kits.

1. Choose a middle tank threaded port for connecting the water trap/manifold line. Mount the water trap (H) to the tank using the appropriate fittings (Fig. 9).



## NOTE

It is recommended to connect the water trap between the tank and manifold connections and not between tank to compressor.



Fig. 9

2. Ensure the water trap is mounted in a vertical position. Do not install water trap inverted or angled (Fig. 10).

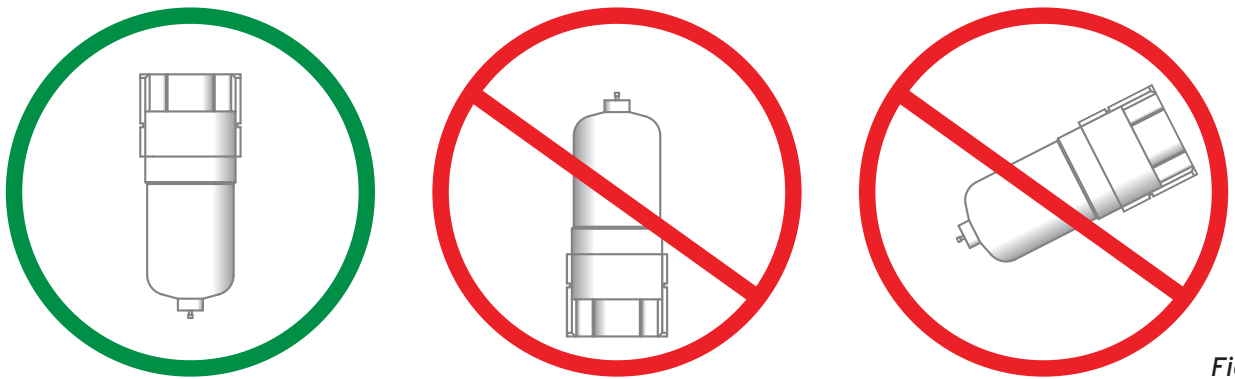


Fig. 10

3. The arrow on the water trap indicates flow direction and must point toward the manifold (Fig. 11).

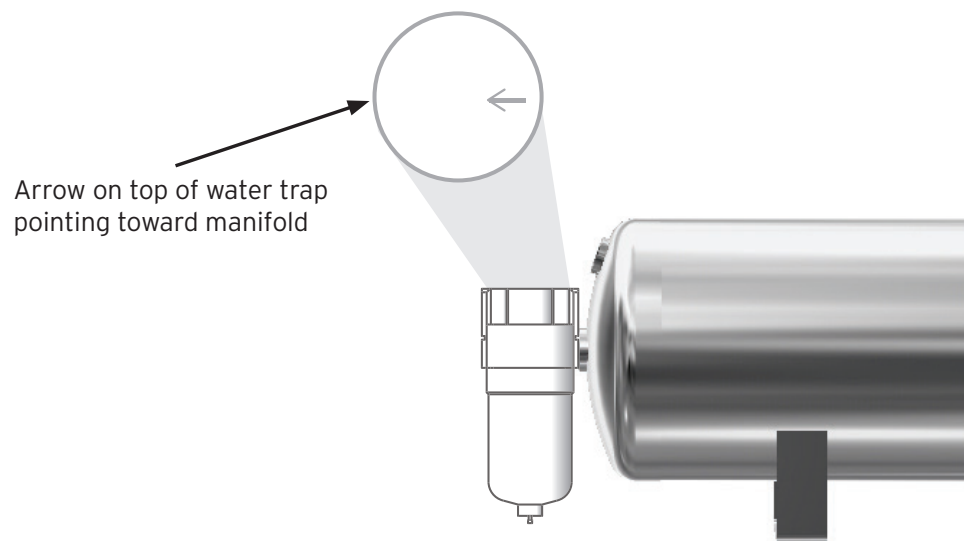


Fig. 11

4. If choosing not to mount the water trap to the tank, run necessary hose from tank to the water trap and water trap to the manifold, using the appropriate fittings.



### CAUTION

THE WATER TRAP USED IN THIS SYSTEM MUST BE PURGED ON A REGULAR BASIS TO ENSURE WATER DOESN'T GET INJECTED INTO THE SYSTEM. TO PURGE THE WATER TRAP, DEPRESS THE RELIEF BUTTON ON THE BOTTOM OF THE WATER TRAP ASSEMBLY (FIG. 12).

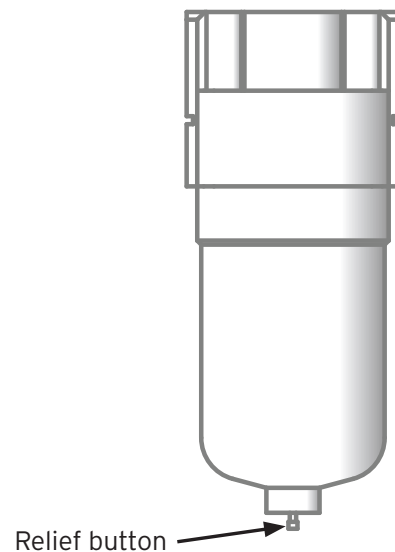


Fig. 12

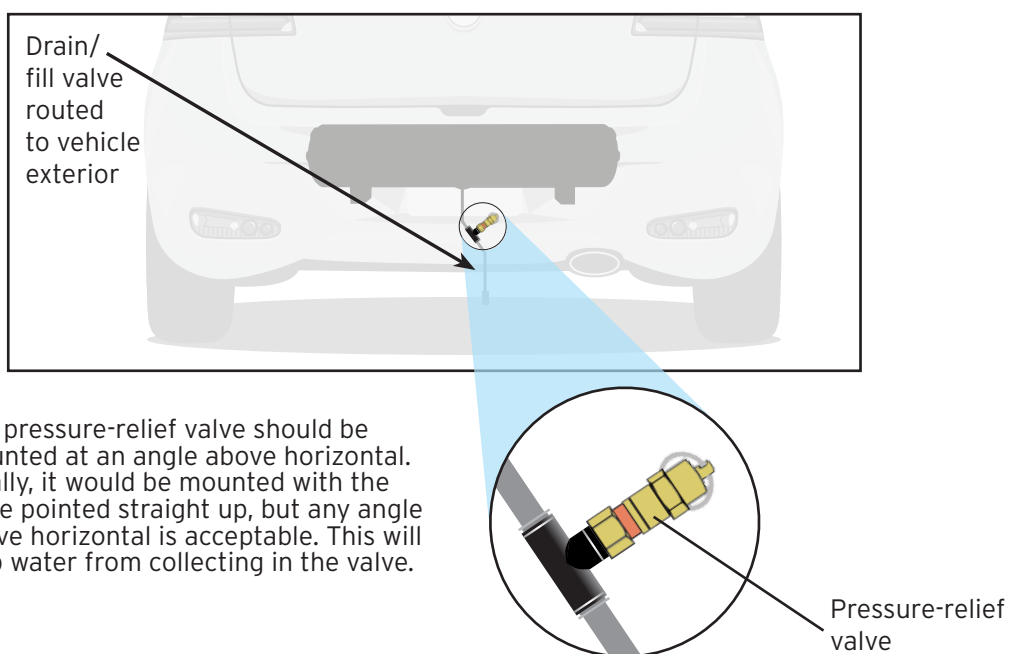
## SECTION 4. Install the Tank

1. Determine tank location and orientation prior to installing fittings.
2. Install the drain/fill PTC fitting in the tank's drain port, located at the bottom of the tank.
3. Using the tank's feet as a template, drill holes for hardware assembly.
4. Secure the tank using the supplied hardware.
5. Route the drain/fill air line with the Schrader valve (included in the tank hardware pack), preferably outside the vehicle (Fig. 13)
6. Install the tee fitting (I) and pressure-relief valve (J) in-line with the drain fill line (Fig. 13). Locate the pressure-relief valve inside the vehicle, if possible.



### NOTE

*If your system includes a FLO AIRRIDE™ tank, the pressure-relief valve is preinstalled in the tank. You will only need to route the drain/fill valve to vehicle exterior.*



**Fig. 13**



### NOTE

*It is recommended to occasionally drain the tank's bottommost point in addition to the water trap to help reduce moisture buildup in the system.*



### CAUTION

INSTALLATION OF THE PRESSURE-RELIEF VALVE IS IMPORTANT TO ENSURE THE SYSTEM IS NOT OVER-PRESSURIZED AS A RESULT OF A COMPRESSOR OR RELAY FAILURE.

**Torque Specifications:** Turn 1 1/2 turns past finger-tight for all 1/8" NPT, 1/4" NPT, 3/8" NPT, and 1/2" NPT fittings.



### CAUTION

OVERTORQUING FITTINGS MAY CAUSE DAMAGE OR LEAKS IN THE SYSTEM. BE SURE TO USE THE RECOMMENDED TORQUE SPECIFICATION WHEN INSTALLING YOUR FITTINGS TO ENSURE AN AIR-TIGHT SEAL.

## SECTION 5. Compressor Installation Tips



### WARNING

COMPRESSOR(S) MAY BECOME VERY HOT DURING EXTENDED USE. KEEP THIS IN MIND WHEN CHOOSING THEIR MOUNTING LOCATION. BE SURE TO GIVE COMPRESSORS AN APPROPRIATE AMOUNT OF TIME TO COOL BEFORE TOUCHING A COMPRESSOR.



### CAUTION

IT IS RECOMMENDED TO USE A 444C COMPRESSOR WITH YOUR ALP4 KIT. NOTE THAT ADDITIONAL CONSIDERATIONS MUST BE MADE IF USING A COMPRESSOR NOT PROVIDED BY AIR LIFT. ANY COMPRESSOR CONNECTED TO THE ALP4 SYSTEM MUST BE CAPABLE OF REACHING 150PSI. IF USING AN ENGINE-DRIVEN COMPRESSOR, AN ADDITIONAL COALESCING FILTER MUST BE USED TO PREVENT OIL INGESTION INTO THE SYSTEM.

### Orientation

The compressor must be mounted at any angle between upright and on its side. The compressor should never be mounted in such a way that the compressor head (output end) is at an angle facing toward the ground (Fig. 14). Mount the compressor using the hardware as shown in Figure 15 and the template seen on page 19.

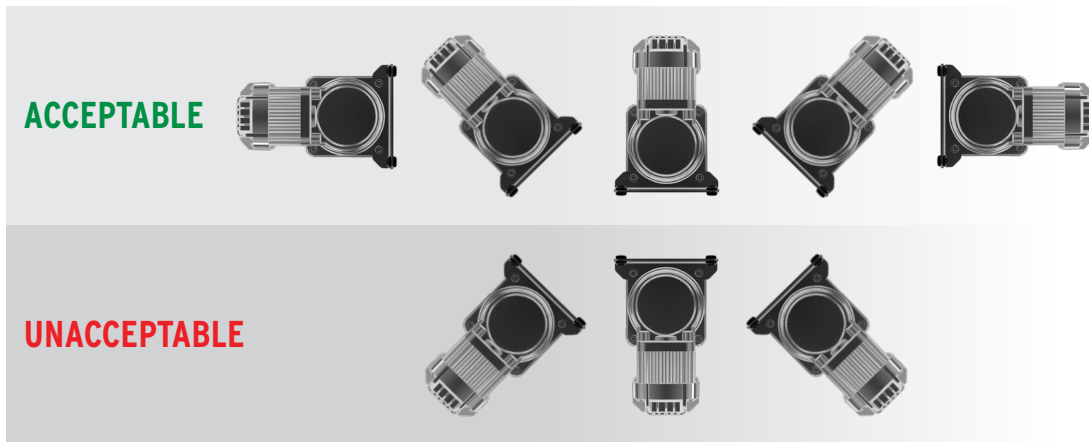


Fig. 14

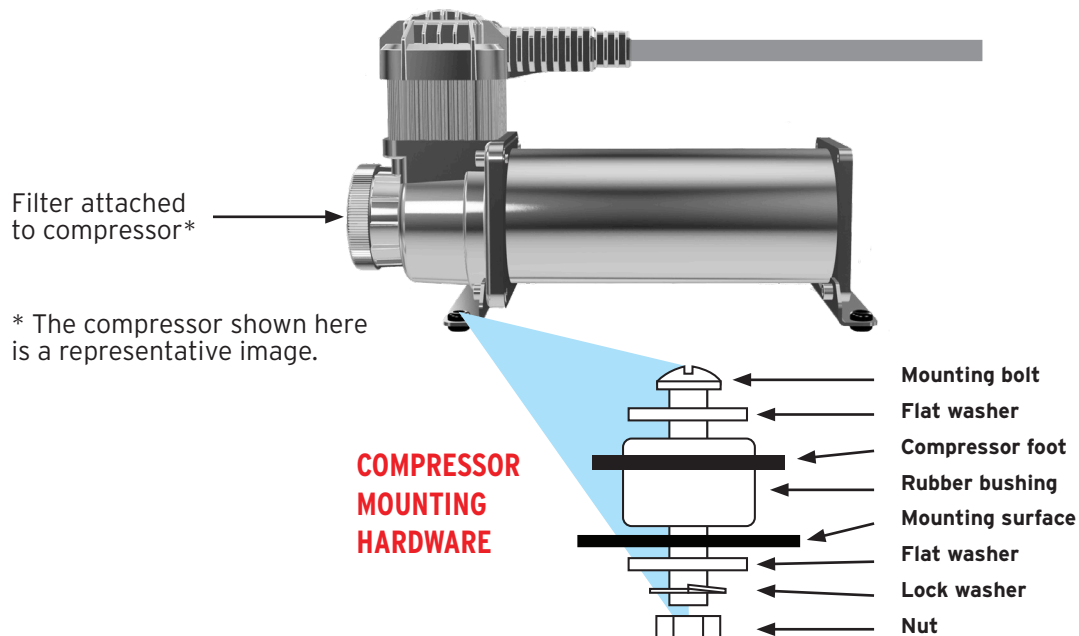


Fig. 15

## Intake

If the compressor will be mounted inside the vehicle, attach the filter to the port on the end of compressor (Fig. 16). If the compressor will be located outside the vehicle, snorkel the inlet filter to a dry location inside the vehicle (Fig. 17). Ensure the intake filter is mounted in a location that allows for proper air flow into the system.

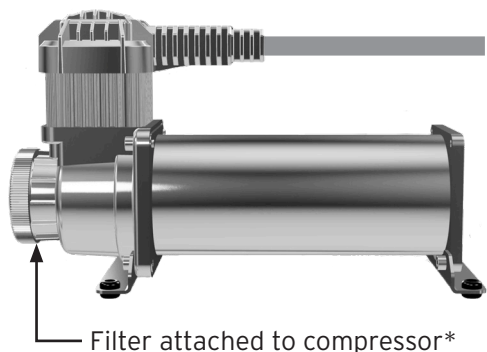


Fig. 16

\* The compressor shown here is a representative image.

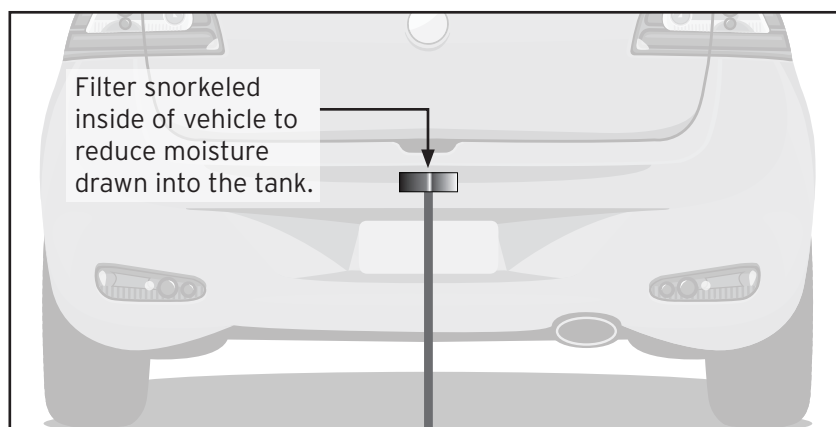


Fig. 17

Compressor\*  
mounted under  
vehicle

## SECTION 6. Air Line Installation Tips

**Minimum air line bend radius (use the to-scale diagrams in Fig. 18 to check the bend radius)**

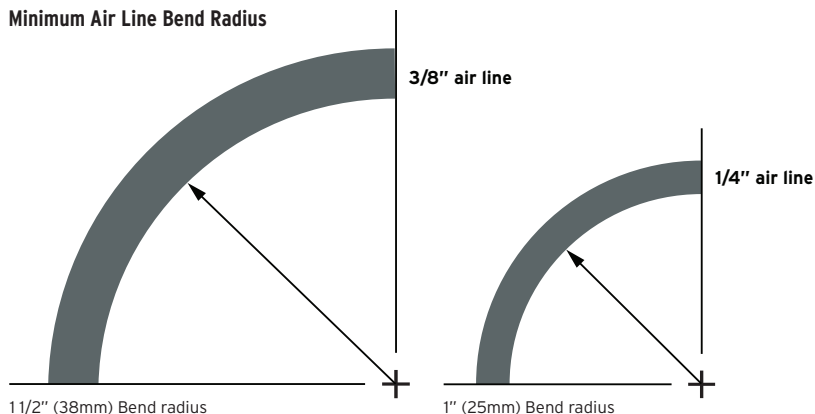
- 3/8" air line (N) = 1 1/2" air line bend radius
- 1/4" air line (K) = 1" air line bend radius



### WARNING

BENDING AN AIR LINE MORE THAN THE RECOMMENDED BEND RADIUS MAY RESULT IN KINKS WHICH COULD RESTRICT AIR FLOW AND DAMAGE THE AIR LINE.

#### Minimum Air Line Bend Radius



Don't bend the  
air line more than  
the minimum  
bend radius or  
kinks may occur.

Fig. 18

### Air line to fitting

- Do not allow side loading onto fittings from the air lines
- Keep air lines straight for 1" before making tight bends

## Air line cutting

- Cut air line perpendicular to air line length
- Inspect air line for scratches that run lengthwise on air line prior to insertion.
- Use the included air line cutter or another tool designed for cutting air hoses. DO NOT use knives, scissors, utility knives, or other tools that are not designed exclusively for cutting air hose.

### CUTTING AIR LINES

When cutting air lines, use a hose cutter (F) to make clean, square cuts. 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. Install air lines straight into fittings. (Figure 19)



Fig. 19

## SECTION 7. Air Line Installation

Avoiding abrasive edges and heat sources, route and attach the air lines as follows (reference pg. 12-13 to see a full electrical/pneumatic layout):

- The tank to the water trap and the water trap to the tank port (T) on the manifold (reference Figure 20 to see manifold port definitions).
- Each manifold port outputs to its corresponding air spring (FL, FR, RL, RR).
- The exhaust port (E) can be left open or routed to preferred exhaust location. Routing exhaust outside of vehicle will eliminate any possibility of moisture being discharged from the port to surrounding area.



### WARNING

PLACING AN AIR LINE TOO CLOSE TO A HEAT SOURCE OR ABRASIVE EDGE MAY DAMAGE THE AIR LINE.

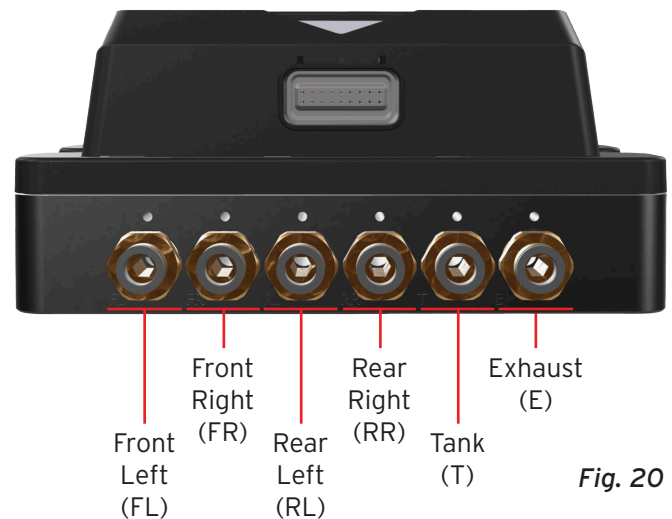


Fig. 20

### Detaching air lines

To release the air line from a PTC fitting (Fig. 21), first release all air from the system. Then...

**Step 1** - Push on the line toward the manifold.

**Step 2** - Depress the plastic collar on the fitting.

**Step 3** - Pull the air line out of the fitting.

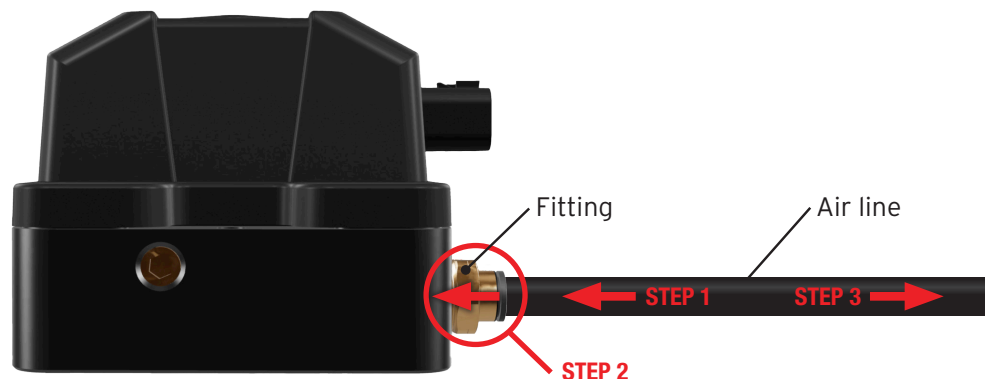
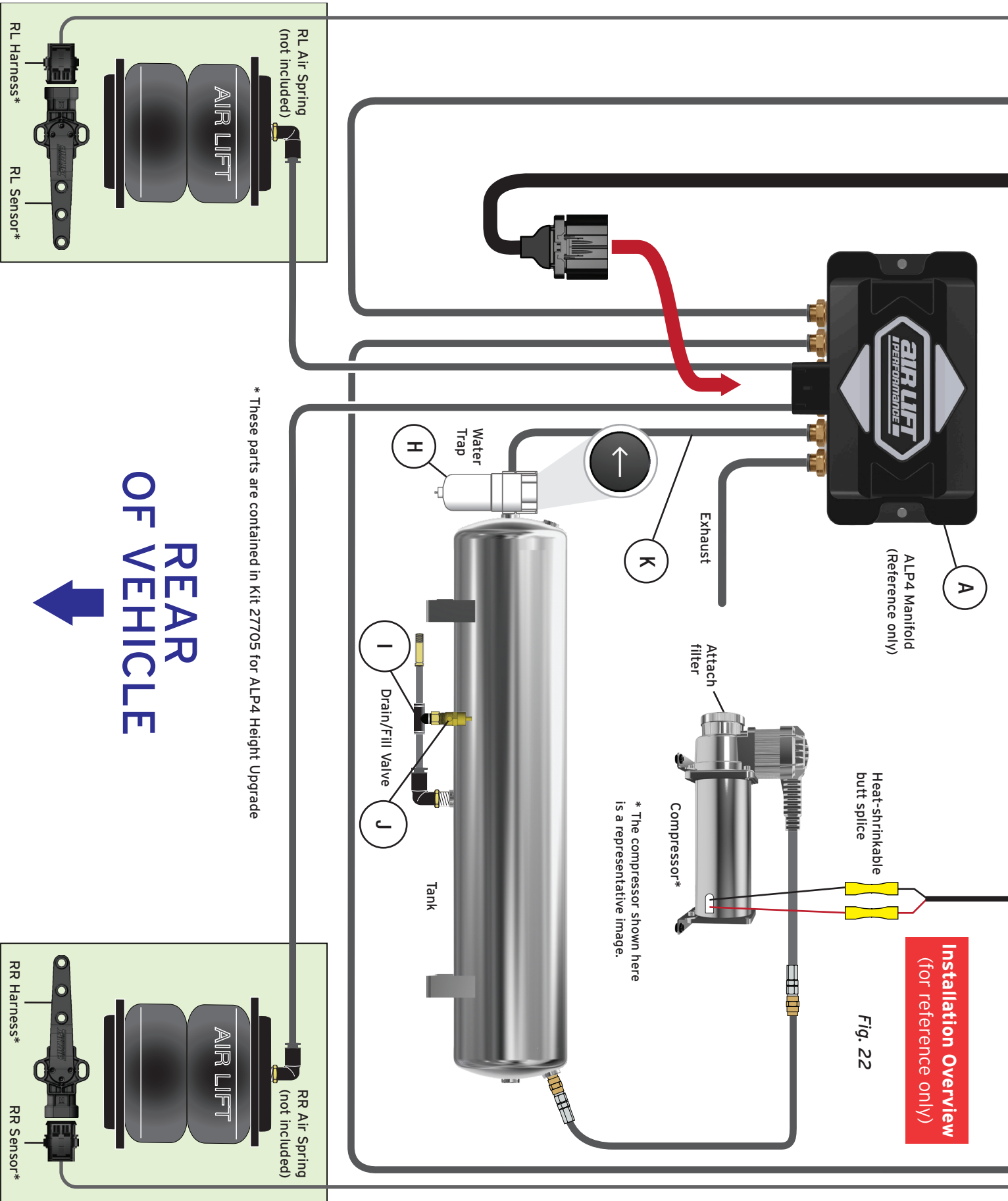
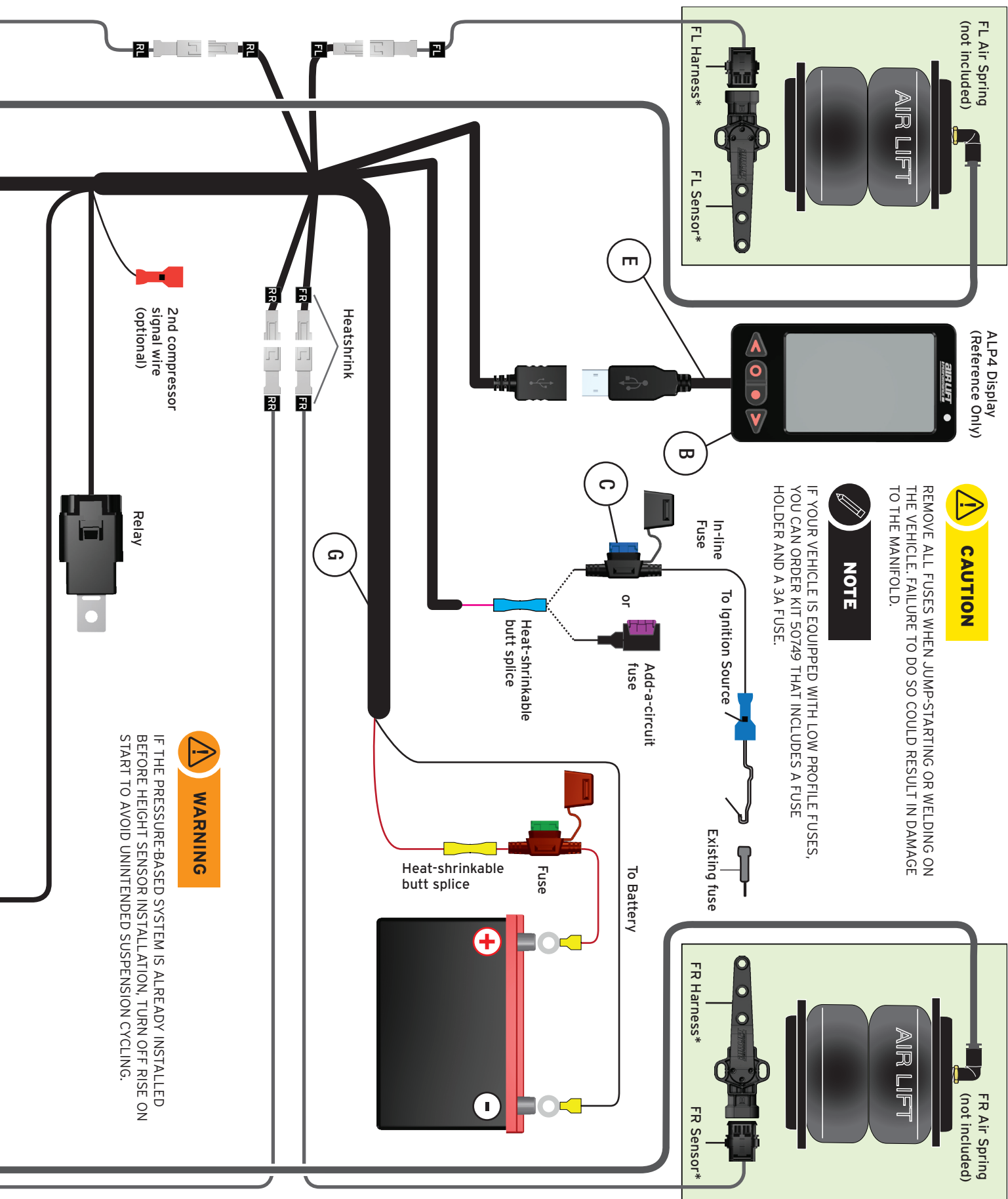


Fig. 21





**CAUTION**

REMOVE ALL FUSES WHEN JUMP-STARTING OR WELDING ON THE VEHICLE. FAILURE TO DO SO COULD RESULT IN DAMAGE TO THE MANIFOLD.

**NOTE**

IF YOUR VEHICLE IS EQUIPPED WITH LOW PROFILE FUSES, YOU CAN ORDER KIT 50749 THAT INCLUDES A FUSE HOLDER AND A 3A FUSE.

**WARNING**

IF THE PRESSURE-BASED SYSTEM IS ALREADY INSTALLED BEFORE HEIGHT SENSOR INSTALLATION, TURN OFF RISE ON START TO AVOID UNINTENDED SUSPENSION CYCLING.

## SECTION 8. Electrical Harness Installation

The manifold wire harness (G) can be routed inside or underneath the vehicle. In either case, ensure all parts of the harness are protected from abrasive edges and heat sources (Fig. 23). Also, reference pg. 12-13 to see a full electrical/pneumatic layout)



### WARNING

PLACING THE WIRING HARNESS TOO CLOSE TO A HEAT SOURCE OR ABRASIVE EDGE MAY DAMAGE THE HARNESS. DAMAGING THE ELECTRICAL HARNESS MAY RESULT IN ELECTRICAL SHOCKS, FIRES, AND COULD HARM THE SYSTEM, VEHICLE, OR USER.



### CAUTION

DISCONNECT THE BATTERY GROUND BEFORE INSTALLING THE SYSTEM.



### CAUTION

REMOVE ALL FUSES WHEN JUMP-STARTING OR WELDING ON THE VEHICLE. FAILURE TO DO SO COULD DAMAGE THE MANIFOLD.

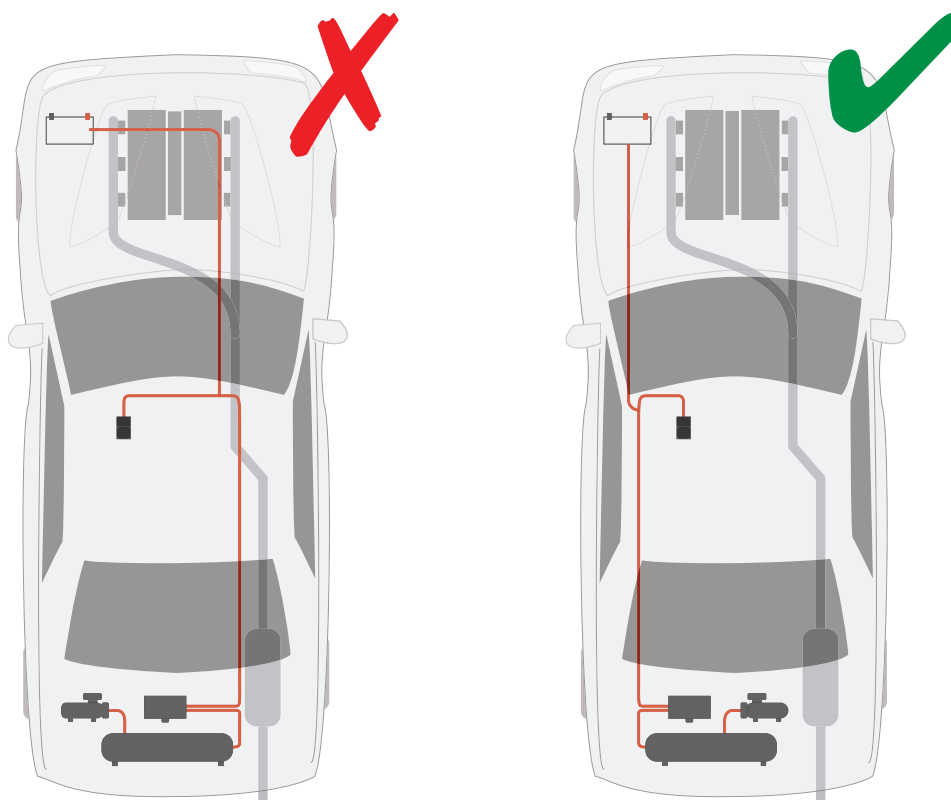


Fig. 23

### Compressor connections

1. Cut off the spade and eyelet from the compressor power (red) and ground (black) wires.
2. Attach the compressor power wire (red) to the main harness compressor power wire (red/ white) using the supplied heat-shrinkable butt splice.
3. Attach the ground compressor wire (black) to the main harness compressor ground wire (black) using the supplied heat-shrinkable butt splice.



### CAUTION

DO NOT CONNECT MORE THAN ONE COMPRESSOR TO THE MAIN HARNESS. IF A SECONDARY COMPRESSOR IS DESIRED, IT MUST BE CONNECTED TO A SECONDARY HARNESS SEPARATE FROM THE MAIN HARNESS (SECONDARY COMPRESSOR/HARNESS IS SOLD SEPARATELY).

### Secondary compressor harness connections (optional)

1. Cut off the spade and eyelet from the secondary compressor power (red) and ground (black) wires.
2. Attach the secondary compressor power wire (red) to the secondary compressor harness power wire (red/white) using the supplied heatshrinkable butt splice.
3. Attach the secondary compressor ground wire (black) to the secondary harness compressor ground wire (black) using the supplied heatshrinkable butt splice
4. Route battery power (red) and ground (black) wires of the main harness to the battery.

### Battery/ignition connections

1. Route battery power (red) and ground (black) wires of the main harness to the battery.
2. Attach the battery power (red) wire to the red wire of the supplied fuse holder using the supplied heat-shrinkable butt splice.
3. Attach supplied ring terminal to the other end of the fuse holder and fasten to the positive battery (+) terminal or stud.
4. Install a 30A fuse into this fuse holder and close the cap.
5. Attach the other ring terminal to the ground (black) wire and fasten to the negative battery (-) terminal or stud.
6. Route the ignition (pink) wire to a key-switched ignition source that remains on during cranking. Examples include: ECU, fuel pump.



#### NOTE

*Do not select an accessory source. With the system fully installed, if the display (B) shuts off while starting the vehicle, this is not a true ignition source.*

7. Attach the ignition (pink) wire to the black wire of the supplied fuse holder.
8. Attach a faston terminal to the other end of the fuse holder and attach it to a selected ignition source using a supplied fuse tap.
9. Install a 3A fuse into this fuse holder and close the cap.



#### NOTE

*Chassis grounding is NOT recommended for the ALP4 system and all ground connections should be routed to the negative terminal of the battery.*

### Display

1. Route the main harness (G) display cable as desired to the preferred operating location.
2. Attach the 4' display cable (E) to the main harness cable and to the back of the display.



#### NOTE

*It is not recommended to use any display cable other than the one provided with the ALP4 kit. Installing a different cable or cable extension may result in an improper fit or loss of power to the display.*

### Manifold/relays

1. Attach the manifold connector; it will "click" into place once fully seated.
2. Mount the compressor relay using supplied hardware.

### Height sensor harness (optional)

For instructions on installing height sensors, reference the height sensor installation guide MN-947 (Fig. 24).



#### NOTE

*Be sure to reconnect the battery once the system is completely installed.*



MN-947 Height Sensor Installation Guide

Fig. 24

# Drilling Template Verification

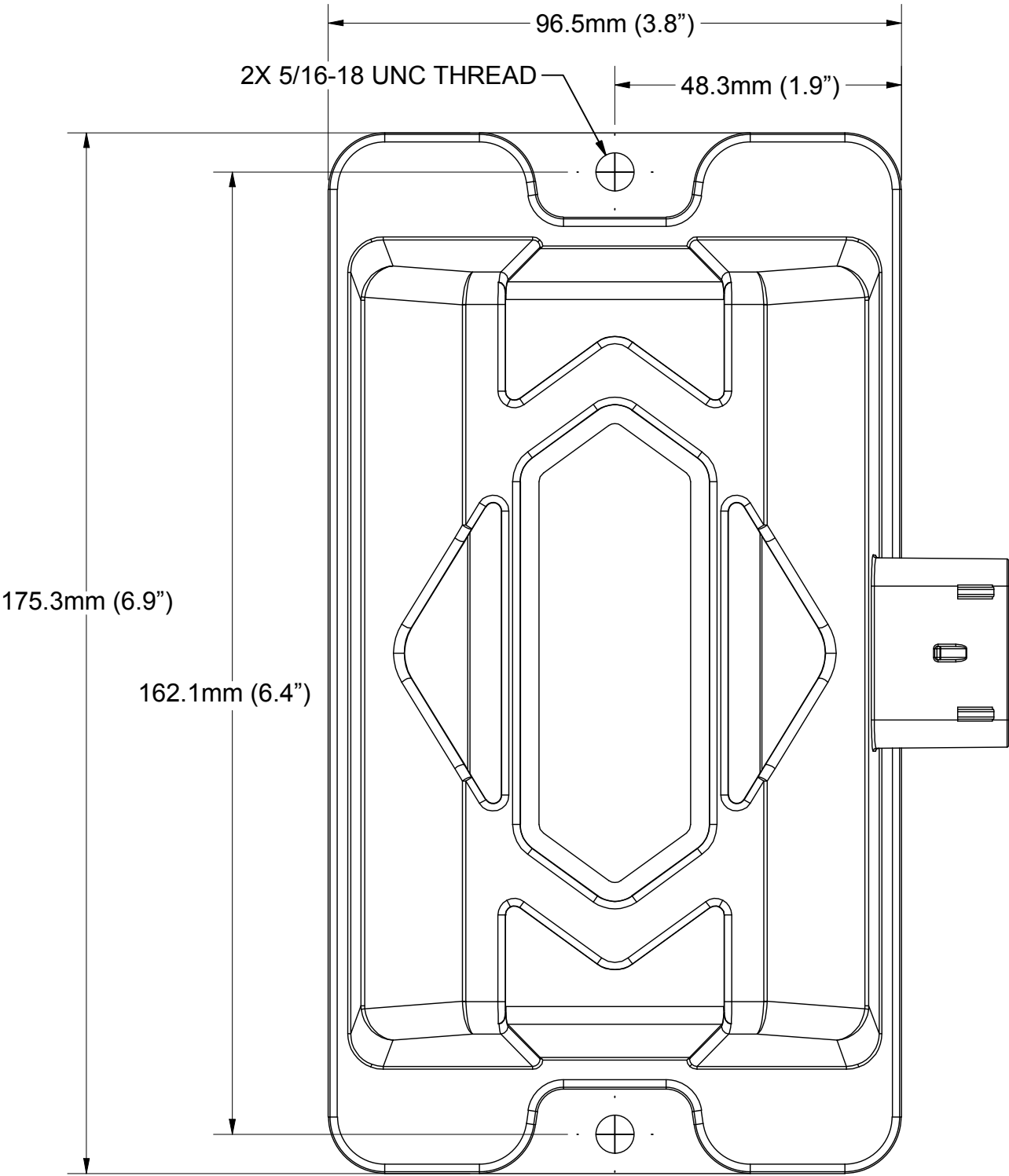


## NOTE

IMPORTANT: Print this manual at 100% scale. This manual contains a drilling template, which would be rendered dimensionally incorrect if printed with any other scaling. Using an incorrect template to drill holes may cause damage to the vehicle! Please refer to the one-inch or 1cm scales and use a measuring tool to confirm that the printed scale measures 1" or 1cm to verify that the template has been printed at 100% scale. If it is printed at any scale other than 100%, you could end up drilling in the wrong locations on the vehicle.



# ALP4 Manifold Mounting Template







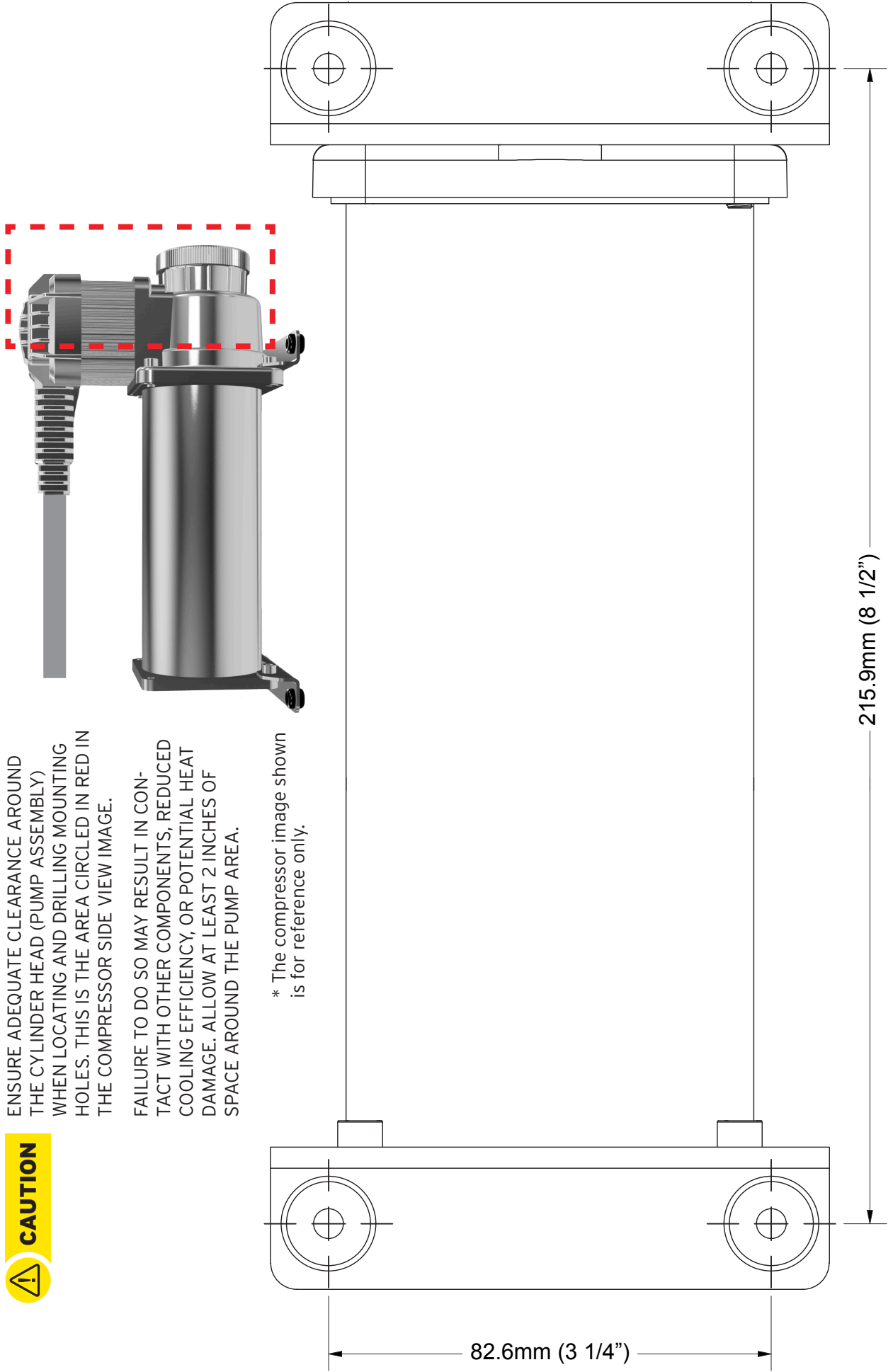
# 16444 Compressor Mounting Template



ENSURE ADEQUATE CLEARANCE AROUND THE CYLINDER HEAD (PUMP ASSEMBLY) WHEN LOCATING AND DRILLING MOUNTING HOLES. THIS IS THE AREA CIRCLED IN RED IN THE COMPRESSOR SIDE VIEW IMAGE.

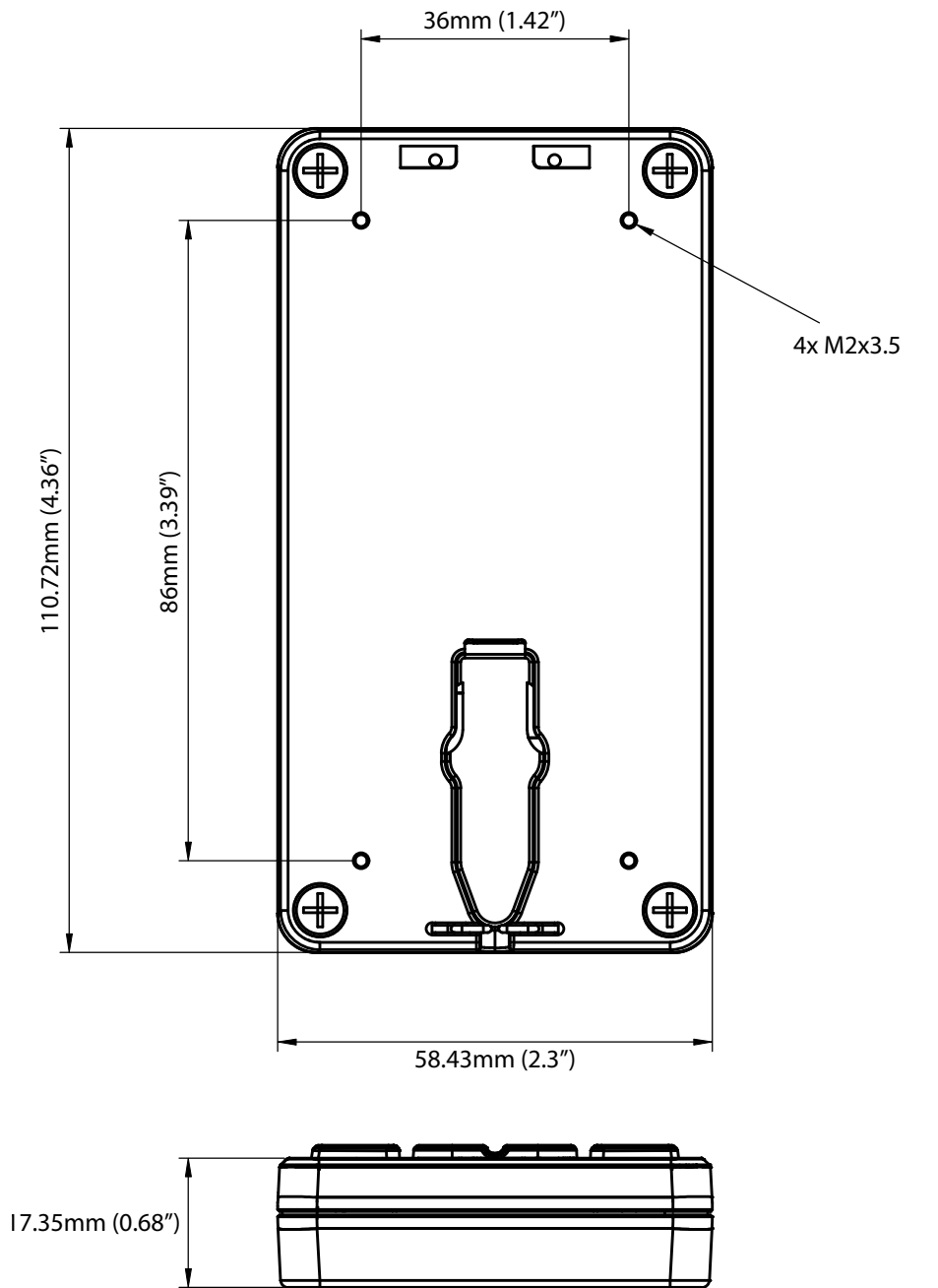
FAILURE TO DO SO MAY RESULT IN CONTACT WITH OTHER COMPONENTS, REDUCED COOLING EFFICIENCY, OR POTENTIAL HEAT DAMAGE. ALLOW AT LEAST 2 INCHES OF SPACE AROUND THE PUMP AREA.

\* The compressor image shown is for reference only.

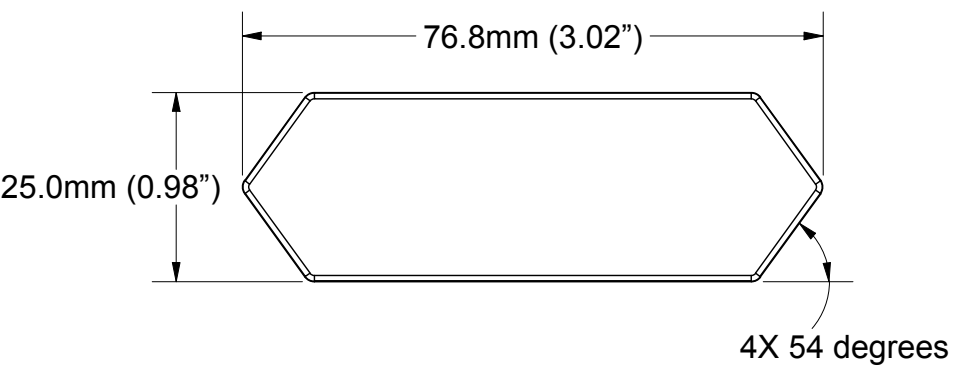




# ALP4 Display Mounting Template



# ALP4 Logo Plate Mounting Template





# Troubleshooting Guide

For technical assistance, please contact our customer service department by calling (800) 248-0892, Monday through Friday.

For calls from outside the USA or Canada, dial **(517) 322-2144** or email **techsupport@airliftcompany.com**.

PROBLEM	CAUSE	SOLUTION
Compressor doesn't run.	Check for a blown fuse, bad relay, poor ground, or poor electrical connections, or the motor overheated.	Replace the 30A or 3A fuse if blown. Check ground wire connection at battery and compressor. Let compressor cool off for about 30 minutes to allow thermal overload switch to reset.
Compressor runs all the time.	The compressor relay is defective or there is a leak.	Replace the relay or locate the leak and repair.
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.
Nothing happens when the vehicle is key on, ignition active.	Check for a blown fuse or a poor connection.	Replace the fuses and check the electrical connections.
Compressor runs all the time but doesn't fill the tank.	Compressor in-line check valve fitting has been overtightened.	Loosen fitting and check again. Replace if needed.
Display does not work.	Check for a blown fuse, compromised cable/harness.	Replace the 3A fuse if blown. Replace the extension cable.

## Leak Testing and Detection

1. A leak can be defined as a loss of pressure of more than 5 PSI over an 8-hour period. Be aware that ambient temperature change affects pressure that may seem like a leak. For example: a change of 10 degrees F up or down from your baseline will have an approximate gain or loss of indicated pressure of 2 PSI. If a leak is suspected after including any temperature change, proceed to step 2.
2. Spray soapy water (1/5 Dawn® brand dish soap to 4/5 water) on suspect fittings and air line connections and look for any bubbling caused by air leakage.
3. Fix leaking connection (review page 9 for help on NPT fittings and air line connections).
4. Wipe down sprayed connections with rag to remove any residual soapy water.

Dawn® brand dish soap will not corrode the metals (aluminum, brass, steel) with which it comes into contact.

# Limited Warranty and Return Policy

Air Lift Company provides a Limited Warranty to the original purchaser of Air Lift Performance products from the date of original purchase, that the products will be free from defects in workmanship and materials when used on cars and trucks 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.

\* Full Limited Warranty and Return Policy are available at [www.airliftperformance.com/warranty](http://www.airliftperformance.com/warranty) and are subject to change.

## WARRANTY REGISTRATION & CLAIMS

- To register your warranty, please visit <https://www.airliftperformance.com/support/warranty-registration/>
- To submit a warranty claim, please visit <https://www.airliftperformance.com/support/submit-warranty-claim/>



**Thank you for purchasing Air Lift Performance products!**

## Need Help?

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