iLIFT Suspension Lift System Acura NSX, 1991-05 (trunk mount)

document version: 2.1



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Note:

This installation manual is intended to supplement, not replace, the factory service manual. Please consult the factory
service manual for specifics like shock absorber removal, replacement, component locations, and torque specifications.

Required:

- Compatible shock absorber & springs (see next page for details).
- Spring compressor for factory shock absorbers (wall-mounted style recommended).
- Shock absorbers, like KW which reuse the factory top mounts, require optional iLIFT-supplied urethane bushing kit, or
 optional iLIFT-supplied top mounts.
- Standard automotive & electrical tools, including insulated terminal crimper (example: search Amazon.com for "B01N0Q9ZUM").

Instruction Sections:

- 1. Actuator Installation
 - a. Check Ride Height
 - b. Remove Shock Absorbers
 - c. Assemble Actuators to Shock Absorbers
- 2. Air Control Assembly Installation
 - a. Compressor Fuse Box Connection
- 3. Trunk Panel Installation
 - a. Trunk Panel Setup
 - b. Interior Cabin Harness
 - c. Beeper Installation
 - d. Air Tube Routing
- 4. Verify Operation & Reassemble

SYS-NSX1: iLift Suspension System - Front Only

QTY	ITEM	PART NO.
Main Box		
Box 1-	Spring Components & Panel Mounting Hardware	
Day	spring bushing for 63/63, 65, or 70mm springs	SPR 60 XX
2	humn ston. 20mm	BMP-20
1	cone installation tool, AxB (shaft size x thread size)	ASC-AxB
Вас	J 5x8 - "Mounting panel hardware"	
5	5 clip nut, M6	90675-PXG-A00
2	2 bracket, trunk panel mount	ipp-1023.02-r2
2	screw, M6x16 hex flange (8.8 ZP)	1189106016
1	spacer, panel, trunk mounted	NSX1-PNL-02
3	bolt, M6x25 flat allen socket (8.8 ZP)	92125A242
2	bolt, M6x35 hex flange (8.8 ZP)	6928106035
Box 2	- Electronic Installation Kit	
1	assembly, cabin wire harness - NSX trunk panel	NSX1-TRU-HAR-01
1	split Wire Loom, 1/4 inch, Hi Temp (8 ft ea)	SWL-1/4
1	assembly, beeper w/ female connector	HAR-BPR-ASY
Bag	J 4x6	
6	6 terminal, female 22-18 AWG 1/4" spade nylon	7243K11
6	6 terminal, male 16-14 AWG spade nylon	7243K22
1	switch, dual position up/down rectangle	10003281
2	terminal, flame-retardent for 22-18 gauge	9240K12
1	connector, DTM-compatible 3-way plug & wedge	CKK3031-1.2-21B
Bag	y 4x6 - "40A MIDI Harness Components"	
1	inline fuse holder, MIDI	46312
1	fuse, MIDI 40A	46381
2	2 ring terminal, shrink insulated 1/4" stud 12-10 AWG	32903
2	ring terminal, shrink insulated 5/16" stud 12-10 AWG	32904
ç	wire, TXL XLP Thin 10 AWG RED (ft)	TXL 10TA-1Z30
Box 3	- "Supplies & Misc"	
1	tube, 5/16" Nylon (ft) (one 30' length)	NB-5-040-0250
1	sleeve, 3/8" (ft) (one 25' length)	20401F
1	air compressor intake & filter kit	COM-INT
Bag	9x12	
1	tube cutter tool	TC
2	? fitting, Tee union 5/16" tube, nickel plated brass	89230-05
20	cable tie, 5"	7130K53
10	cable tie, 14"	7130K56
Loose		
1	assembly, air control panel - 2 wheel	NSX1-AIR1-2WH-ASY
1	Electronic Control Unit (ECU) Assembly	ECU-ASY
2	e actuator assembly, XXmm (replace XX with shock absorber shaft size)	ACT-XX-ASY

SYS-NSX1: iLift Suspension System - Front and Rear

QTY	ITEM	PART NO.			
Main Box					
Box 1- Bao	Spring Components & Panel Mounting Hardware 5x8 - "Actuator & spring components - 2WH"				
	spring bushing, for 63/63, 65, or 70mm springs	SPB-60-XX			
2	bump stop. 20mm	BMP-20			
2	bump stop, 40mm	BMP-40			
1	cone installation tool, AxB (shaft size x thread size)	ASC-AxB			
Bag	5x8 - "Mounting panel hardware"				
5	clip nut, M6	90675-PXG-A00			
2	bracket, trunk panel mount	ipp-1023.02-r2			
2	screw, M6x16 hex flange (8.8 ZP)	1189106016			
1	spacer, panel, trunk mounted	NSX1-PNL-02			
3	bolt, M6x25 flat allen socket (8.8 ZP)	92125A242			
2	bolt, M6x35 hex flange (8.8 ZP)	6928106035			
Box 2	Electronic Installation Kit				
1	assembly, cabin wire harness - NSX trunk panel	NSX1-TRU-HAR-01			
1	split Wire Loom, 1/4 inch, Hi Temp (8 ft ea)	SWL-1/4			
1	assembly, beeper w/ female connector	HAR-BPR-ASY			
Bag	4x6				
6	terminal, female 22-18 AWG 1/4" spade nylon	7243K11			
6	terminal, male 16-14 AWG spade nylon	7243K22			
1	switch, dual position up/down rectangle	10003281			
4	terminal, flame-retardent for 22-18 gauge	9240K12			
1	connector, DTM-compatible 3-way plug & wedge	CKK3031-1.2-21B			
Bag	4x6 - "40A MIDI Harness Components"				
1	inline fuse holder, MIDI	46312			
1	fuse, MIDI 40A	46381			
2	ring terminal, shrink insulated 1/4" stud 12-10 AWG	32903			
2	ring terminal, shrink insulated 5/16" stud 12-10 AWG	32904			
g	wire, TXL XLP Thin 10 AWG RED (ft)	TXL 10TA-1Z30			
Box 3	"Supplies & Misc"				
1	tube, 5/16" Nylon (ft) (one 40' length)	NB-5-040-0250			
1	tube, 5/16" Nylon (ft) (one 30' length)	NB-5-040-0250			
1	sleeve, 3/8" (ft) (one 30' length)	20401F			
1	air compressor intake & filter kit	COM-INT			
Bag	9x12				
1	tube cutter tool	TC			
2	fitting, Tee union 5/16" tube, nickel plated brass	89230-05			
20	cable tie, 5"	7130K53			
10	cable tie, 14"	7130K56			
Loose					
1	assembly, air control panel - 4 wheel	NSX1-AIR1-4WH-ASY			
1	Electronic Control Unit (ECU) Assembly	ECU-ASY			
4	actuator assembly, XXmm (replace XX with shock absorber shaft size)	ACT-XX-ASY			

1. Straight Springs Required

The iLIFT Suspension Lift System actuators are designed for straight springs as shown. Factory style tapered springs and barrel springs are not compatible with iLIFT Suspension Lift System. Factory springs with a tapered or barrel shape can often be changed to a straight spring however, this requires knowledge of the existing spring rate and may require a custom lower mount made to work with your shock absorber.

2. Clearance for Springs & Chassis

For the actuator to fit, it must allow the spring to fit into the actuator and the actuator must be able to be installed without hitting the chassis. The iLIFT actuator is compatible with springs with an inner diameter of 60-65mm – and is compatible with popular springs including 60mm, 62mm, 63mm, 65mm, and 2.5". To determine your spring inner diameter, measure the inside of the spring with a caliper, or contact your coilover manufacturer. The spring's outer diameter cannot exceed 3.6" (91mm).

3. Installation Height

The iLIFT Actuator adds only 5/8" (16mm) of height to your spring. This requires a threaded body shock absorber with enough threads to lower the spring or modification of the lower mount to move the spring down 5/8".







4. Compatible Shock Absorber Shaft Diameter

So that we may provide compatible components, you must provide your shock absorber's shaft and thread diameter. Measure the shaft on your shock absorber using a caliper. iLIFT Actuators are available for shock absorbers with 12mm, 12.5mm (1/2"), 13mm, 14mm, 15mm, 16mm, 18mm, 20mm, 24mm, and 25mm shaft diameters.



5. Top Mount Fitment

The shock absorber's top mount must be able to accommodate the iLIFT Actuator. In addition, the iLIFT Actuator must remain parallel to the shock absorber, while the shock absorber must be able to pivot in the top mount to allow the suspension to pivot along the suspension's movement. This may require a custom top mount or adapters in order to work with your existing top mount.



Actuator Installation

Check Ride Height

- Before raising vehicle, measure factory ride height at jack points on all four corners on flat level ground. A bolt and threaded shaft as shown can be used to gauge ride height.
- Record ride height:

_____ Front Left

_____ Rear Left

_ Rear Right



Remove Shock Absorbers

- Remove factory shock absorbers (consult factory service manual for procedures).
- If installing a shock absorber like KW, which uses the factory top mounts, compress the factory shock absorber springs using a spring compressor to remove the top mounts.

Assemble Actuators to Shock Absorbers

- Measure the current position of the shock absorber adjustable perch. They will need to be lowered by 5/8" / 16mm from the current position when installed to maintain the existing ride height.
- Once measured and recordered, thread the perches down by an inch or two.
- Install the supplied top spring bushing into the spring (for springs larger than 60mm). This locates the spring in the iLIFT actuator piston.
- Insert the supplied iLIFT bump stop (20mm front, 40mm rear) into the iLIFT piston by pushing the bump stop into the bottom of the piston. It will clip into place.
- Apply oil (engine oil is acceptable) in the inner diameter of the seal in the piston (black) and in the cylinder (silver aluminum).
- Install the supplied assembly installation cone tool on the shock absorber as shown.
- This cone tool will allow the iLIFT actuator's seal to slide over the shock shaft.
- Carefully slide the actuator over the cone installation tool. The oil applied to the seal should allow the actuator's seals to slip over the shaft with minimal effort.
- If resistance is felt, remove and inspect the actuator and seals. Make sure the cone tool is installed properly and lubricated. Do not allow the seal to catch on the shoulder of the shock absorber or damage to the seal can result.
- Remove cone installation tool.



- Assemble top mount to shock absorber. If using iLIFT-supplied top mount bushing kit, or top mount kit, install as shown:
 - 1: iLIFT actuator
 - 2: top mount
 - 3: bushing
 - 4: 10mm ID support washers
 - 5: sleeve
- Apply a liberal amount of grease (copper antiseize is acceptable) around bushing outer surface and inner surface to reduce noise during suspension movement.
- If using the factory top mount, a 5/8" / 16mm slotted hole must be cut into the top mount to allow the actuator's fitting to clear. It is recommended to test fit the assembly in the car before cutting.
- Make sure that the shock absorber can articulate in the top mount with out the actuator hitting the top mount. See diagram at the beginning of this guide for more information.
- Raise perch to height recorded and lower by 5/8" / 16mm to account for additional thickness of iLIFT actuator.
- Re-install shock absorbers to vehicle.





Air Control Assembly Installation

Compressor Fuse Box Connection

- Important! Remove battery ground connection to prevent a short.
- Install supplied fuse lead as shown to fuse box.
- Leave the ground connection removed from the battery to prevent shorts.
- Attach the other side of the fuse holder to the supplied red 12 AWG power lead. Note that the lead has a M6 and M8 ring terminal. Attach fuse to M6 ring terminal.





NSX Wiring Diagram

red = compressor power to fuse box, blue = interior cabin harness to ECU, green = 1991-94 cruise control

- Route the red 12 AWG from the fuse box under the fuse box and around the perimeter of the engine bay to penetrate the vehicle's left side trunk grommet as represented by the red line in the diagram on the previous page and the yellow line in the photo to the right.
- Remove trunk right side carpet panel.
- Peel back front section of trunk carpet (it does not need to be removed).
- Lay power lead in trunk following the yellow line in the photo to the right. Final installation will be completed once the harness is ran.



Trunk Panel Installation

Trunk Panel Setup

- Install the supplied M6 clip nuts to top factory mounting brackets as shown (1).
- Remove the rubber flapper (2) from the trunk's right-side duct. This is required to supply fresh air to cool the air compressor.



- Install supplied mounting brackets as shown using supplied M6x16 hex flange bolts.
- Install the supplied M6 clip nuts to the mounting brackets.
- Install the supplied brackets as shown (leave loose).
- Install the M6 clip nuts on to the bracket.



- Install the remaining M6 clip nut on the mounting boss as shown.
- Install the supplied M6 stud to the either end of the spacer and install the assembly to the clip nut as shown. Leave spacer loose.



- Pull back the front carpeting panel on right side.
- Locate mounting boss as shown.
- Grind off the top surface of the boss to expose bare aluminum to create a good ground contact.
- With the air control assembly laying in the trunk near the mounting points, connect the compressor's ground (black 12 AWG) and ECU's ground (black 18 AWG from the interior wiring harness, to be installed in a later step) ring terminals to this ground point reusing the factory bolt.
- **IMPORTANT!** Place the ring terminals <u>under</u> the orange connector's mounting bracket so that a proper ground connection is made.
- Connect the M8 ring terminal from the fuse box to the power distribution module (PDM) input terminal as shown.





- Open the fuse cover on the PDM. Verify the 30A J Case fuse is installed as shown. Replace fuse cover.
- Leave the trunk panel laying in place for now.



Interior Cabin Harness

- Remove the following interior panels (located behind seats):
 <u>Top long rectangular panel</u> pull on top of panel to release clips on top left, center, and right. Then pull up.

 <u>Vehicle's right side rectangular panel</u> pull on corners of panel to release clips.
 <u>Vehicle's right side door sill panel</u> pull up to release clips.
 <u>Right side corner panel</u> unscrew panel at corners and remove.
- Attach the cabin wire harness' 12 position male connector to the female connector mounted on the manifold.



- Use a razor to create a slit in the grommet located in the trunk's right side as shown.
- Push the wires through. Be careful with the terminals terminated to the red and black wires. Push terminals through the grommet with a pick.
- Route harness along engine bay (reference the wire routing diagram on page 7).



- See the attached "NSX Wiring Diagram" on a prior page. The interior cabin wire harness is routed along the path of the blue and green lines. Route the harness through the right side of the trunk into the engine bay, and into the interior cabin's right side grommet as shown.
- Note: 4-wheel kit manifold shown. 2-wheel manifold has 2 sets of solenoids and pressure sensors.



- The following wires will be tapped:
 - \circ Ignition power
 - \circ Speed
 - Cruise Status (optional: required only if cruise control switches are used)
 - \circ Cruise up / down switches (optional)
- Wires are tapped using the supplied wire taps (spares are supplied).
- To use the supplied taps, first unthread the red end. Insert the iLIFT wire (tan in this example) through the hole in the red end and then strip off ¼". Place the wire strands in to the tap, and replace the red end by threading on. Next, unthread the grey end and place it around the factory wire (black in this example). Screw the grey end back to the tap, and the tap will pierce the wire making the connection.

<u>1991-94:</u>

Ignition power

- ECU terminal: A25 (1991-94), wire color: yellow/black to iLIFT wire color: yellow
- Speed ECU terminal: C2 (orange) to iLIFT (blue)



995-2005:		C137 (ECM-C)							
-	ECU terminal: C1 (1995-05), wire color: yellow/black to iLIFT wire color: yellow Ground: Speed ECU terminal: C7 (orange) to iLIFT (blue)	1 2 3 4 5 6							
•			7	8	9	10	11	12	
		CONNECTOR C (1995-05) (from wire side)							
vitcho • •	es: The supplied switch, or the factory cruise contr switch, connect the switch's center terminal to The system is pre-configured to use the factory Configuration" if you will be using the aftermark	ol switch can b chassis ground / cruise control ket switch inste	be used for d. Connect switch for ead.	activati "up" to activati	ng iLIF pink ar on. See	T. If usin nd "down e the se	ng the s n" to pir ction "V	supplied 1k/white Vireless	
91-94	4: optional cruise control switch								
•	Locate cruise control module in passenger's kick well.						E CONTROL		
•	Remove right side door sill panels & route		TIME						
•	wires under carpet to behind glove box. Remove glove box to access cruise control	res under carpet to behind glove box.							
-	module.							∛ (\\	
	1. cruise status			2	TR				
	Cruise wire color: light green to iLIFT tan								
	2. resume (iLIFT Up) Cruise wire color: light green / black to iLIFT pink						UBLK		
	3. set (iLIFT Down) Cruise wire color light green / red to iLIFT pink/wht	GRN BLU/BLK LT GRN							
		CRUISE CONTROL CONNECTOR (from wire side)							
95-05	5: Optional cruise control switch use:								
•	These connections are made at the ECU. Trim off the excess tan, pink, and pink/white iLIFT wires if using the cruise control switches.	C135 (E 1 2 14 15	CM-A) 3 4 5 16 17	5 6	7 8 20 21	9 10 22 23) 11 1 3 24 2	2 13 25 26	
	1. cruise status ECU terminal: F9 (light green) to iLIFT (tan)		CONN	ECTC	OR A wire s	(1995 (ide)	5-05)		
	2. resume (iLIFT Up) ECU terminal: F7 (light green / black) to iLIFT (pink)					,			
	3. set (iLIFT Down) ECU terminal: F8 (light green / red) to iLIFT								

C484 (ECM-F)



CONNECTOR F (1995-05) (from wire side)

Beeper Installation:

- Locate red and black wire on interior wire harness. These wires power the beeper to alert the driver of iLIFT System status.
- Remove the orange seal from the back of the connector with a pick.
- Install the terminals through the seal then into the connector as shown. The terminal positions are stamped on the connector (1 on one side, 3 on the other side).
- Push terminal in from the rear with a pick.

1 – black 2 – not used 3 – red

- The beeper can be cable tied to the factory wire harness along the rear interior firewall. Push terminals in from rear of the connector until terminals click into place.
- Insert the supplied wedge as shown.
- Mate the connector to the beeper.
- Reinstall interior panels in reverse order of removal.







- Using supplied 5/16" air tube and supplied 5/16" tee fittings, complete routing of air tube as shown in the diagram.
- Install 2' of supplied protective sleeve to each tube connecting to the actuator to protect against damage from brake heat.
- Tee front air tubes in front compartment, and route air tube through center tunnel. Install supplied protective sleeve to protect against heat damage from coolant tubes.
- Use cable ties to secure air tubes.
- Route air tube into trunk through left side air duct. Route air tube along trunk's front surface.
- Attach air tube to fittings as shown.



- Attach intake hose as shown.
- Trim the straight hose's excess length several inches from the end of the filter.



• Position the filter under the spacer as shown.



- Lean air control mounting board against bottom spacer.
- Secure board to bottom spacer using supplied M6x25 flat allen socket bolt.
- Hold board in one hand with the board pulled away on the top to manipulate spacer as needed.
- Leave the bottom bolt very loose.



- Mount the board against the top brackets, and check alignment. Adjust the brackets and clipnuts as needed to align the two top holes.
- Remove the board if needed to secure the top brackets.
- Secure board to brackets using supplied M6x25 flat allen socket bolt.
- Secure three bolts.



- The tank will now be installed. If not yet installed, secure the safety relief valve to the air tank's rear 1/8" port.
- The tank is secured using the supplied four M6x16 hex flange bolts.
- Loosely install the top bolts loosely by hand.
- The bottom bolts have very limited clearance. Begin threading the screws by hand, then, using a wobble-head 10mm wrench, secure the bottom bolts.



• Cut a section of the 5/16" hose to 5-3/4". Connect the manifold fitting to the air tank as shown.



• Secure ECU to wire harness using ¼" nut driver as shown.



• Secure ECU to mounting panel as shown using supplied M6x35 hex flange bolt.



ECU Wireless Configuration

- A mobile phone, tablet, or laptop is required to connect to the iLIFT ECU for configuration changes.
- To make configuration changes, please visit this website for instructions: <u>https://iliftsystems.com/support/ecu-instructions/</u>
- Contact iLIFT Systems (info@iLIFTSystems.com) if you have questions on configuring the iLIFT ECU.
- The iLIFT ECU is pre-configured for your application. Only these items need to be programmed:
 - Calibrate speed the ECU will be configured when driving at 15 mph.
 - o Switches:
 - If the factory cruise control switches are used (default configuration):
 - Cruise control status input: +12V
 - Switch Up: +12V
 - Switch Down: +12V
 - If the supplied aftermarket switch is used:
 - Cruise control status input: disabled
 - Switch Up: ground
 - Switch Down: ground

Verify Operation & Reassemble

Pressurize system for the first time:

- Connect the battery ground terminal.
- ECU is switched on with ignition power. A series of beeps will be heard. One long indicating the ECU has powered on, then one to three short beeps indicating Mode (see details on Mode below).
- Start engine. The air compressor will start after 10-20 seconds. Note that the compressor is designed to start only when the voltage is greater than 12.5v, which usually requires the engine to be running.
- The compressor will run and pressurize the tanks to 180 PSI (approximately 1.5 2 minutes).
- Inspect for leaks between the manifold and air compressor.
- Allow the compressor to cool for at least 5-10 minutes before activating the actuators. The first fill from 0 PSI requires a compressor run time that is unusually long. Subsequent partial fills require less time.
- If the compressor does not turn on, see troubleshooting below.

To activate actuators (with wheels off, allowing for inspection):

- Do this step with the wheels still off.
- The system is activated by the cruise control switch while the vehicle is traveling at or below 25 mph with the cruise control system off and ignition power on.
- Make sure cruise control is off.
- Press and hold (1-2 seconds) the cruise control switch in the "accelerate" or up position to raise the vehicle. The piezo beeper will signal to confirm the raise command.
- If the vehicle is equipped with the optional rear lift kit, continue pressing up (additional 1-2 seconds) to activate the rear actuators.
- With the actuators activated, inspect for leaks between the manifold and the actuators.
- Press and release the cruise control switch in the "resume" or down position to lower the vehicle. The piezo beeper will signal to confirm the lower command. If the actuators do not activate, see troubleshooting below.
- Note: during troubleshooting, if multiple activations are required, the compressor may reach a limit in time or cycles that prevents it from running until 10 minutes has elapsed (see section "Operating Instructions: Compressor Safety Feature"). Allow the compressor to cool between multiple cycles. The iLIFT system is intended only for intermittent use.

Reassemble:

Once operation is verified, replace underbody panels, fender liners, and wheels.

Operating Instructions:

Installer: Please review these instructions with customer. Provide this booklet with take-off parts to customer when complete.

To Raise:

- The system is activated by the cruise control switch (or supplied rocker button switch) while the vehicle is traveling at or below 25 mph with the cruise control system off. Make sure cruise control is off.
- Press and hold (1-2 seconds) the cruise control switch up (accelerate) (or supplied rocker switch) position to raise the vehicle. The piezo beeper will signal to confirm the raise command.
- If the vehicle is equipped with the optional rear lift kit, continue pressing up (additional 1-2 seconds) to activate the rear actuators.
- The system will beep every 15 seconds (default setting) when the system is raised.
- The system will not allow activation with the cruise control system in the on position.
- The system will not activate above 25 mph.
- The system will automatically lower itself if you drive above 25 mph.

To Lower:

- Press & hold the cruise control switch down (resume position) (or supplied rocker switch).
- The system will automatically lower itself if you drive above 25 mph.

Compressor Safety Feature:

- The iLIFT system is intended only for intermittent use.
- To prevent overheating of the compressor, the ECU limits the compressor to run up to 2 minutes every 10 minutes. In addition, the compressor is limited to run up to 4 times every 10 minutes.
- iLIFT Systems are designed to work intermittently. The system is designed to allow the vehicle to lift and raise
 approximately ten (4 wheel lift) to twenty (2 wheel lift) times in a 10 minute span. The iLIFT ECU (electronic control unit)
 has built in compressor overheat protection. It will allow up to five compressor activations for up to 2 minutes of run time
 every 10 minutes. In addition, your system includes a thermal sensor that will prevent the compressor from turning on if it
 detects the compressor is getting too hot. The iLIFT system will continue to function to raise the vehicle even if the
 compressor does not run (as long there is sufficient air pressure).

Mode Control: Toggling between Manual, Automatic, and Disable modes (as of firmware version 1283):

- Using the activation switch, the system can be toggled between manual, automatic, and disable.
- To toggle, press and hold the down switch for 5 seconds until you hear a confirmation beep, this enters "mode control".
 - Automatic with Manual Mode: press and hold down one time to activate.
 - Manual Only: press switch down twice, holding on the second press.
 - Disable: press switch down three times, holding on the third press.
- A 1, 2, or 3 beep will be heard to confirm selection. The system saves your selection even if the ignition is turned off, and confirms your current selection each time the ignition is turned on.
- It is recommended to disable to automatic sensors when driving in rain / muddy conditions. Sensors should be periodically cleaned.

Troubleshooting

• System does not activate when cruise control (or supplied rocker) switch is pressed up:

This may be caused by:

- 1. Cruise control system is on.
- 2. System is off (see "Mode Control" section below).
- 3. Vehicle speed is greater than 25 mph.
- 4. System has not been configured properly (see "Wireless ECU Configuration" section).
- 5. CAN / switch wires installed improperly.

If you have verified these requirements and the system does not activate, please contact iLIFT Systems for assistance.

• Compressor does not turn off:

The ECU monitors the air tank pressure, then shuts off the compressor once tank pressure reaches 180 PSI. If the system continues to run, it is because there is a leak and the compressor cannot fully pressurize the tank, or there is a problem with the pressure signal from the tank. If you have verified there are no leaks, contact iLIFT Systems for assistance.

• Air compressor will not turn on to fill air tanks:

This may be caused by:

1. Voltage is below 12.6v.

The system requires a steady 12.6 volts to operate in order to maintain sufficient power to the air compressor. This usually requires the engine to be running (place the NSX mode control switch to "Sport+" to keep the engine from shutting off). The air compressor uses 18-22 amps while operating. Turn the engine on to supply required voltage. If the tank is not full, and the air compressor does not turn on, check the power distribution module's 6mm output stud. If there is not +12v when the engine is running, check the fuse (it should be located on the same side of the 6mm stud you are checking). Contact iLIFT Systems for assistance.

 Compressor safety feature has been activated. See "Operating Instructions: Compressor Safety Feature".

• The optional automated sensors are activating the system improperly:

This may be caused by:

- The calibration is too sensitive. Recalibrate the sensors and move the target closer to the sensors. Also, test increase filtering to reduce false activations.
- 2. The sensor lens is dirty or wet.
- 3. Clean the sensor lens with a soft cloth and mild glass cleaner. Driving in the rain may cause false activations, especially if dirty spray is kicked up on the sensors in the wet. Disable automatic activation when driving in the rain (see "Mode Control" in Operating Instructions).