iLIFT Suspension Lift System
Nissan GT-R, 2008-on
Document Version: 3

iLIFT®
Intelligent Suspension Lift Systems

No warranty is made or implied for products sold through Suspension Lift Technologies LLC against protection from damage, injury, or death. Under consideration for the purchase of these components, the buyer agrees to release, indemnify and hold Suspension Lift Technologies LLC harmless for, and assume all risk of any injury or damages that may arise from the installation or use of these components. Installation of these products must be performed by a competent and knowledgeable installer. Some items may only be used off road in some states. User assumes full risk.

Note:

- Installation of iLIFT Systems on factory shock absorbers required optional factory shock absorber installation kit from iLIFT Systems. The installation kit includes threaded perches allowing ride height adjustment.
- Photos shown are from left hand drive Nissan GT-R. Right hand drive model installations may require modifications to locations of components for installation.
- Estimated labor hours:
  - 12.0 hrs Nissan GT-R iLIFT System
  - 1.0 hrs Optional Aftermarket Switch (required only if cruise control module is not purchased)
  - 6.0 hrs Optional Rear Lift
  - 6.0 hrs Optional Proximity Sensors

Required:

- Spring compressor for factory shock absorbers (wall-mounted style recommended).
- Standard automotive & electrical tools, including insulated terminal crimper (example: search Amazon.com for “B01N0Q9ZUM”).

Table of Contents:

Page	Section
2	Parts List
6	1. Actuator Installation
6	a. Measure Ride Height
6	b. Remove Shock Absorbers
7	c. Disassemble Shock Absorbers
8	d. Assemble Factory Shock Absorbers with iLIFT Actuators
13	e. Assemble Aftermarket Shock Absorbers with iLIFT Actuators
13	f. Install Shock Absorbers
13	2. Air Control Assembly Installation
13	a. Remove Trunk Panels
14	b. Install Air Control Assembly / Left Air Tank Bracket
15	c. Install Right Air Tank Bracket
15	3. Compressor Assembly Installation
15	a. Remove Factory Reinforcement Plate
16	b. Install Mounted Compressor Assembly
17	c. Route & Install Compressor Wire & Tube
18	4. Electrical Installation
19	a. Route Wires Through Interior
22	b. Connect iLIFT Wires to ECU
23	c. Switch Installation (Optional)
27	d. Battery Connection
28	5. Air Tube Installation
28	a. Front Actuator Air Tube Installation
30	b. Optional Rear Actuator Air Tube Installation
32	6. Tank Installation & Tank Air Tube Routing
35	7. Proximity Sensor Installation (Optional)
47	8. Verify Operation & Reassemble
48	9. Wireless Configuration & Proximity Sensor Calibration
48	10. Troubleshooting
49	11. Operating Instructions

iLIFT Suspension Lift System - 2 wheel - GTR (R35, 2008-on) SYS-GTR-2WH

QTY	DESCRIPTION	PART NO
	Main Box - 30x15x15 double wall	
	(loose in Main Box)	
2	Actuator Assembly, 14mm	ACT-14-ASY
1	ECU Assembly (packaged in ECU box)	ECU-ASY
4	Tube, 6mm Nylon (ft)	NB6x1-0100
40	Tube, 5/16" Nylon (ft) - "FRONT 40"'	NB-5-040-0250
20	protective sleeve, 3/8" fiberglass	20401F
	(in Main Box) Box 1 - "Air Control Assembly, Tank Brackets, & Cabin Harness" - 12x9x7	
1	assembly, air control & left tank bracket (2 wheel)	GTR-AIR-2WH-ASY
1	bracket, right air tank	GTR-BKT-003
1	assembly, cabin wire harness	GTR-HAR-CAB
	(in Main Box) Box 2 - "Mounted Air Compressor Assembly" – 14x14x6 (support bracket w/ bubble wrap)	
1	assembly, mounted air compressor	GTR-COM-ASY
	(in Main Box) Box 3 - "Left & Right Air Tanks" - 12x9x7 (separate tanks w/ bubble wrap)	
1	assembly, Nissan GTR left tank - with pre-installed fittings & plugs	GTR-TNK-ASY-L
1	assembly, Nissan GTR right tank - with pre-installed fitting & plug	GTR-TNK-ASY-R
	(in Main Box) Box 4 - "Accessories" - S-11227 Tuck Top	
	(loose in Box 4)	
2	bump stop, 40mm	BMP-40
2	spring bushing, 60mm-65mm (or 70mm) – adjust for aftermarket	SPB-60-65/70
30	cable tie, nylon, 5.5in	7130K53
1	Tube Cutter Tool	TC
	(in Box 4) "compressor power kit" - 9x12 zip bag	
1	assembly, air compressor wire harness	GTR-HAR-COM
18	wire, TXL XLP Thin 10 AWG RED (ft)	TXL 10TA-1Z30
6	ring terminal, shrink insulated 1/4" stud 12-10 AWG (one spare included)	32903
2	ring terminal, shrink insulated 5/16" stud 12-10 AWG (one spare included)	32904
	(in Box 4) "tank & ECU mounting kit" - 4x6 zip bag	
4	o-ring, No. 901 (M6 retainer)	9751K111
2	bolt, M6x35 hex flange (8.8 ZP)	6928106035
4	bolt, M6x20 hex flange (8.8 ZP)	1189106020
4	spacer, aluminum 1/4" long x 5/8" OD for M6	92511A087
1	fitting, Tee union 5/16" tube, nickel plated brass	89230-05
	(in Box 4) "electrical accessories" - 4x6 bag	
1	fuse tap, mini	46044
1	fuse, mini 7.5A	46254
1	fuse, mini 10A	46255
1	inline fuse holder, MIDI	46312
1	fuse, MIDI 40A	46381
1	ring terminal, 1/4" stud 22-18 AWG (red nylon)	30788
3	wire tap, 22-20 AWG	B001MPW54G
1	fuse, JCASE 40A	46592
	(in Box 4) "beeper with connector kit" - 5x7 bubble bag	
1	assembly, beeper w/ connector	HAR-BPR-ASY
	(in Box 4) "assembly cone tool, 12x14" - 5x7 bubble bag	
1	assembly cone tool, 12x14	ASC-12x14
	(in Box 4) "Switch Kit" - supplied if Cruise Control Module is not purchased	
1	assembly, switch wire harness	GTR-HAR-SWI
1	switch, dual position up/down rectangle	10003281
4	terminal, 22-18GA insulated female disconnect	30749

iLIFT Suspension Lift System - 4 wheel - GTR (R35, 2008-on) SYS-GTR-4WH

QTY	DESCRIPTION	PART NO
(loose in Main Box)		
4	Actuator Assembly, 14mm	ACT-14-ASY
1	ECU Assembly (packaged in ECU box)	ECU-ASY
4	Tube, 6mm Nylon (ft)	NB6x1-0100
40	Tube, 5/16" Nylon (ft) - "FRONT 40"'	NB-5-040-0250
20	Tube, 5/16" Nylon (ft) - "FRONT 20"'	NB-5-040-0250
30	protective sleeve, 3/8" fiberglass	20401F
(in Main Box) Box 1 - "Air Control Assembly, Tank Brackets, & Cabin Harness" - 12x9x7		
1	assembly, air control & left tank bracket (4 wheel)	GTR-AIR-4WH-ASY
1	bracket, right air tank	GTR-BKT-003
1	assembly, cabin wire harness	GTR-HAR-CAB
(in Main Box) Box 2 - "Mounted Air Compressor Assembly" - 12x9x7 (support bracket w/ bubble wrap)		
1	assembly, mounted air compressor	GTR-COM-ASY
(in Main Box) Box 3 - "Left & Right Air Tanks" - 12x9x7 (separate tanks w/ bubble wrap)		
1	assembly, Nissan GTR left tank - with pre-installed fittings & plugs	GTR-TNK-ASY-L
1	assembly, Nissan GTR right tank - with pre-installed fitting & plug	GTR-TNK-ASY-R
(in Main Box) Box 4 - "Accessories – 4 WH" - S-11227 Tuck Top		
(loose in Box 4)		
4	bump stop, 40mm	BMP-40
4	spring bushing, 60mm-65mm (or 70mm) – adjust for aftermarket	SPB-60-65/70
40	cable tie, nylon, 5.5in	7130K53
1	Tube Cutter Tool	TC
(in Box 4) "compressor power kit" - 9x12 zip bag		
1	assembly, air compressor wire harness	GTR-HAR-COM
18	wire, TXL XLP Thin 10 AWG RED (ft)	TXL 10TA-1Z30
6	ring terminal, shrink insulated 1/4" stud 12-10 AWG (one spare included)	32903
2	ring terminal, shrink insulated 5/16" stud 12-10 AWG (one spare included)	32904
(in Box 4) "tank & ECU mounting kit" - 4x6 zip bag		
4	o-ring, No. 901 (M6 retainer)	9751K111
2	bolt, M6x35 hex flange (8.8 ZP)	6928106035
4	bolt, M6x20 hex flange (8.8 ZP)	1189106020
4	spacer, aluminum 1/4" long x 5/8" OD for M6	92511A087
2	fitting, Tee union 5/16" tube, nickel plated brass	89230-05
(in Box 4) "electrical accessories" - 4x6 bag		
1	fuse tap, mini	46044
1	fuse, mini 7.5A	46254
1	fuse, mini 10A	46255
1	inline fuse holder, MIDI	46312
1	fuse, MIDI 40A	46381
1	ring terminal, 1/4" stud 22-18 AWG (red nylon)	30788
3	wire tap, 22-20 AWG	B001MPW54G
1	fuse, JCASE 40A	46592
(in Box 4) "beeper with connector kit" - 5x7 bubble bag		
1	assembly, beeper w/ connector	HAR-BPR-ASY
(in Box 4) "assembly cone tool, 12x14" - 5x7 bubble bag		
1	assembly cone tool, 12x14	ASC-12x14
(in Box 4) "Switch Kit" - supplied if Cruise Control Module is not purchased		
1	assembly, switch wire harness	GTR-HAR-SWI
1	switch, dual position up/down rectangle	10003281
4	terminal, 22-18GA insulated female disconnect	30749

iLIFT Top Mount, Spring, & Perch Kit for Factory Shocks - 2 Wheel (2015-17)		**SPR-GTR3-2WH**
Springs, Perches & Hardware		
2	spring, front (70mm ID, 8" OAL, X kgf/mm)	Z70-203-XXX
2	Swift Springs, 70mm Helper, Joiner & Thrust Washer Kit	H70-070-008
2	threaded sleeve, 2.75" (black anodized)	SPR-SLV-275
2	threaded perch	SPR-PRH-001
4	set stud, nylon tip 1/4"-20 x 1/2" - pre-installed into perch	90291A537
2	thrust washer, 70-90mm	98089A634
1	spanner wrench, threaded perch	SPR-PRH-005
1	spanner wrench, threaded sleeve	SPR-PRH-006
1	assembly: socket, special 17mm	GTR-TPM-TOL
Top Mounts & Hardware		
2	assembly, Nissan GTR, top mount	GTR-TPM-ASY
4	bushing, 40mm OD x .645 in OAL top mount	BUS-40-001
4	washer, top mount 12mm ID oversized	TPM-WAS-12
2	sleeve, top mount 15mm OD x 12mm ID x 30mm OAL (303SS)	TPM-SLV-15x12x30
2	nut, 12x1.25 Fuji-lock (8.8 ZP)	98091F12126
1	packet, anti-seize paste (7 gram)	1821A11
Misc		
2	dust boot, shock absorber	DUB-1

iLIFT Top Mount, Spring, & Perch Kit for Factory Shocks - 4 Wheel (2015-17)		**SPR-GTR3-4WH**
Springs, Perches & Hardware		
2	spring, front (70mm ID, 8" OAL, X kgf/mm)	Z70-203-XXX
2	spring, rear (70mm ID, 10" OAL, X kgf/mm)	Z70-254-XXX
2	spring, 70mm helper, joiner & thrust washer kit	H70-070-008
2	threaded sleeve, 2.75" (black anodized)	SPR-SLV-275
2	threaded sleeve, 3.0" (black anodized)	SPR-SLV-300
4	threaded perch	SPR-PRH-001
8	set stud, nylon tip 1/4"-20 x 1/2" - pre-installed in to perch	90291A537
4	thrust washer, 70-90mm	98089A634
1	spanner wrench, threaded perch	SPR-PRH-005
1	spanner wrench, threaded sleeve	SPR-PRH-006
1	assembly: socket, special 17mm	GTR-TPM-TOL
Top Mounts & Hardware		
4	assembly, Nissan GTR, top mount	GTR-TPM-ASY
8	bushing, 40mm OD x .645 in OAL top mount	BUS-40-001
8	washer, top mount 12mm ID oversized	TPM-WAS-12
4	sleeve, top mount 15mm OD x 12mm ID x 30mm OAL (303SS)	TPM-SLV-15x12x30
4	nut, 12x1.25 Fuji-lock (8.8 ZP)	98091F12126
1	packet, anti-seize paste (7 gram)	1821A11
Misc		
4	dust boot, shock absorber	DUB-1

iLIFT Automated Proximity Sensor Kit — GTR-PRX-KIT

QTY	DESCRIPTION	PART NO
6	assembly, proximity sensor	PRX-ASY
1	assembly, sensor harness	GTR-PRX-HAR
6	connector, 3 position plug & wedge	CKK3031-1.2-21B
21	terminal, size 20 socket	0462-201-20141
1	crimp tool, size 20	18890
12	screw, No. 6 x 1" (18-8 SS)	91772A153
12	nut, No. 6 (18-8 SS)	91831A007
12	washer, No. 6 (18-8 SS)	90945A716
1	shrink tube, 1/4" (9" long)	7861K53
20	zip tie, 8.5"	
10	zip tie, 14"	
30	protective sleeve, 3/8" fiberglass	20401F

iLIFT Systems Cruise Control Module — GTR-CCM-KIT

1	cruise control module	GTR-CCM
1	assembly, Cruise Control Module Wire Harness	GTR-HAR-CCM

1. Actuator Installation

1a. Measure Ride Height

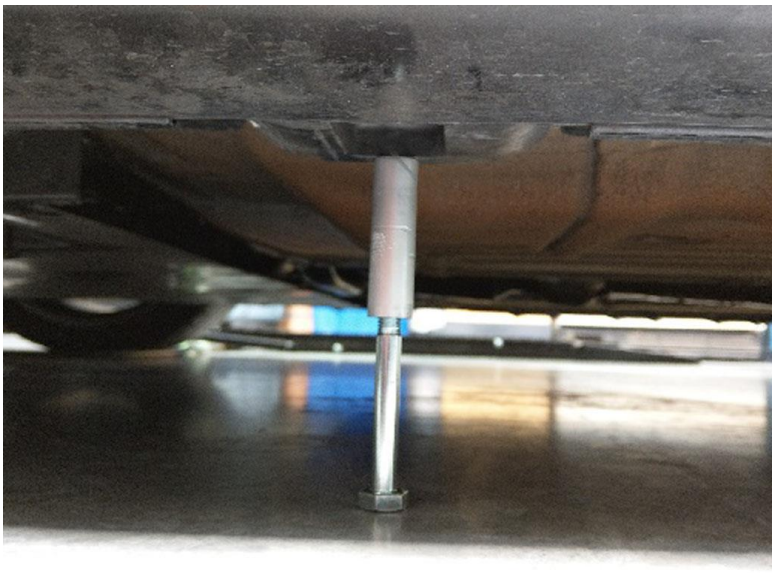
- Before raising vehicle, measure factory ride height at jack points on all four corners. A bolt and threaded shaft as shown can be used to gauge ride height.
- Record ride height:

_____ Front Left

_____ Front Right

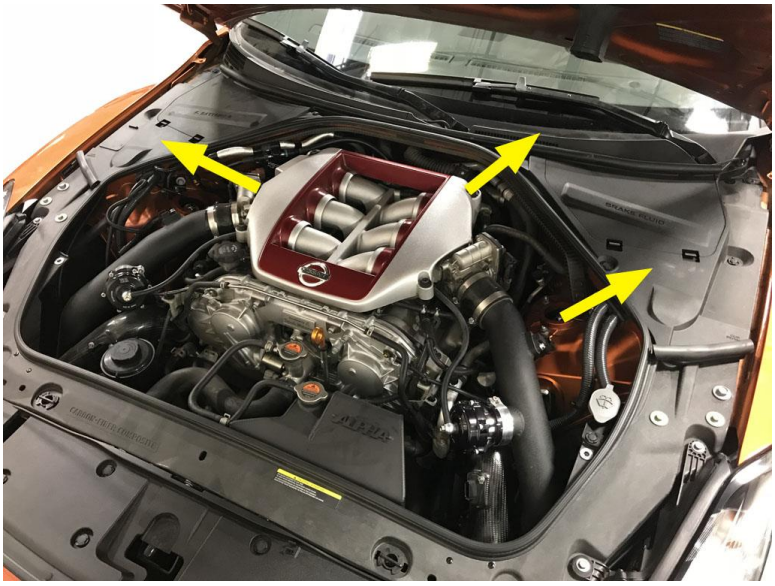
_____ Rear Left

_____ Rear Right



1b. Remove Shock Absorbers

- Remove engine bay left, right, and cowl panels.
- Lower door windows.
- Disconnect battery positive lead.



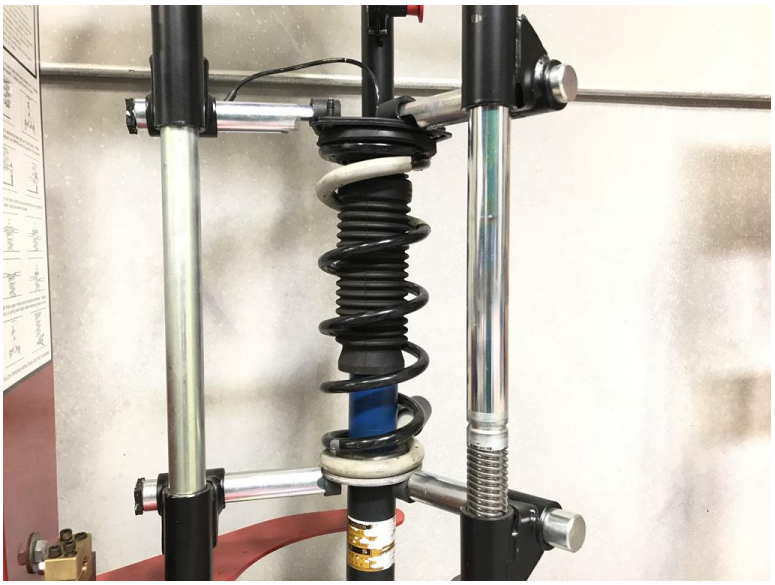
- Remove rear seats and rear interior panels.
- Remove front wheels & fender liners.
- Remove front absorbers after disconnecting electrical connector. To remove front shock absorber, remove the pinch bolt and nut from the spindle by compressing the top control arm down before removing bolt. Failure to compress the control arm can result in damage to the bolt.
- Remove rear left wheel and fender liner.
- If installing optional rear lift, remove both rear wheels, fender liners, and shock absorbers.

1c. Disassemble Shock Absorbers

An installation video showing the disassembly and reassembly of the factory shock absorbers is available here. Please review before starting installation.

https://tinyurl.com/y9npp36w

- These steps pertain to factory shock absorbers. Steps for aftermarket shock absorbers may vary, depending on the shock absorber.
- **IMPORTANT!** If using aftermarket shock absorbers, you must review the compatibility notes for springs and top mounts before installation: https://iliftsystems.com/support/ (click "iLIFT System Universal Fitment Sheet").
- A spring compressor is used to compress the spring to relieve tension on the shock absorber's top nut.
- Compress the spring by about 1" as shown.



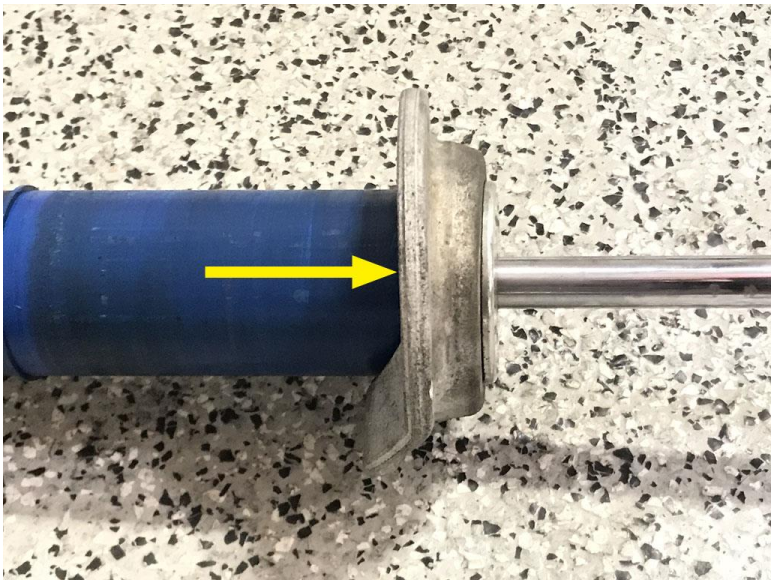
- Using the supplied 17mm socket, route the wire harness through the window of the socket, then remove the nut using an impact driver taking care to not damage the wire harness as the socket spins.
- After the nut is loosened, remove the nut with the socket and a wrench to prevent the wire harness from being damaged.

  IMPORTANT!
  Do not allow the socket to cut through the wire harness or the shock will be damaged. Use the impact driver to only loosen the nut slightly before removing the nut by hand.

  IMPORTANT!
  Do not allow the shock shaft to rotate in the shock body, or the shock may be damaged. If the nut is badly corroded, a penetrating lubricant should be applied before the nut is removed.
- Remove shock absorber from spring compressor.
- Remove factory top mount, dust boot, and spring from shock absorber.

- Reinstall the factory nut to the shock absorber.
- Use the thread the wire harness through the socket window.
- Place upside down on a solid surface as shown.
- Remove bottom mount by tapping with a mallet.

- Remove shock absorber's top cap by placing bottom mount under cap and knocking off with a mallet. Both bottom mount & top cap will then be removed.

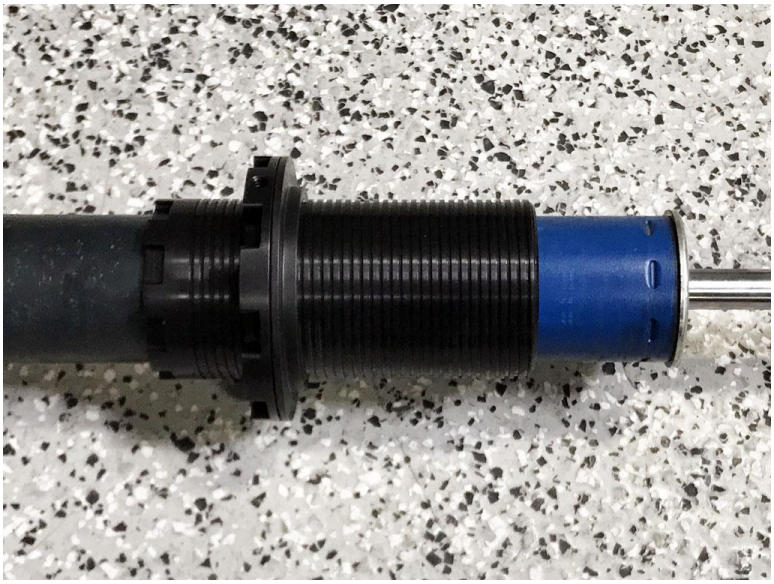


1d. Assemble Factory Shock Absorbers w/ iLIFT Actuators

IMPORTANT! These steps are for factory shock absorbers. For aftermarket shock absorbers, thread springs 5/8" lower than existing to accommodate extra height added by iLIFT actuator.

- Install the shock into a vise with soft jaws clamping the lower mount (not the shock body) for assembly.
- Install spring perch set screws. Leave loose.
- Install threaded sleeve and perch on shock absorber. Thread perches all the way to the bottom.

IMPORTANT! Threaded sleeves with 2.75" counterbore installed on front, 3.0" counterbore installed on rear.

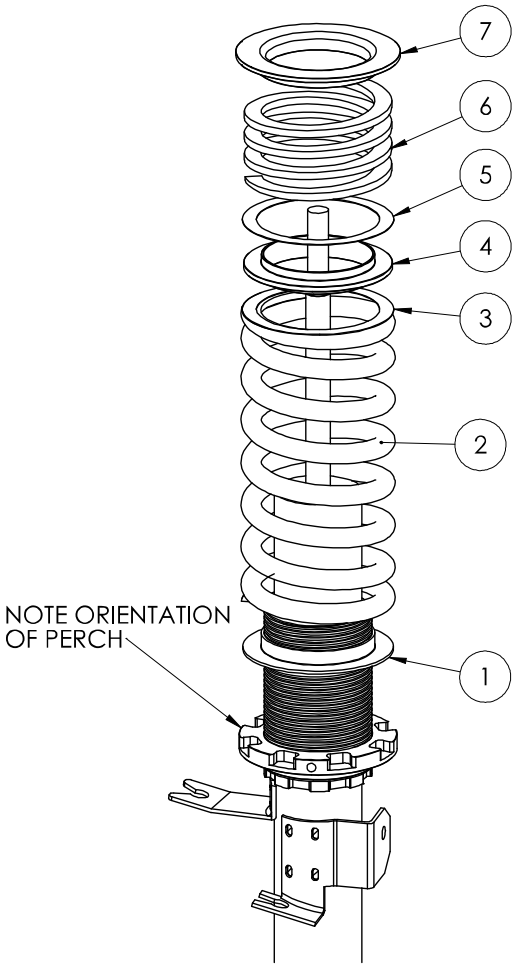


- Next, install the shock top cap by driving it on to the shock body using a mallet.
- Tap down with a mallet until top cap bottoms out.

2008-14 shown in diagram:
Install components in this order from bottom:

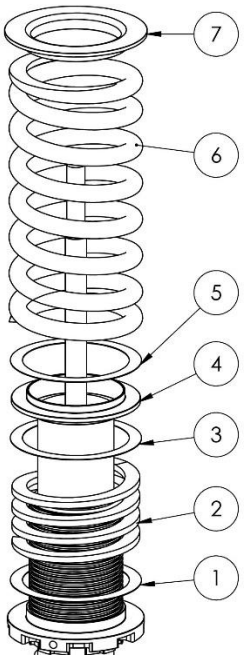
- Part (1): Spring Bushing (SRB-62-65)
- Part (2): Main spring. Note: if optional rear lift kit is purchased, place longer spring on rear.
- Part (3): Thrust washer (included with helper spring).
- Part (4): Spring joiner (included with helper spring).
- Part (5): Thrust washer (included with helper spring).
- Part (6): Helper spring.
- Part (7): Spring bushing (not installed at this time).

NOTE: perch must be installed as shown (notches for wrench face up).



2015-17 shown in diagram:
Install components in this order from bottom:

- Part (1): Thrust washer.
- Part (2): Helper spring.
- Part (3): Thrust washer (included with helper spring).
- Part (4): Spring joiner.
- Part (5): Thrust washer (included with helper spring).
- Part (6): Main spring. Note: if optional rear lift kit is purchased, place longer spring on rear.
- Part (7): Spring bushing (not installed at this time).

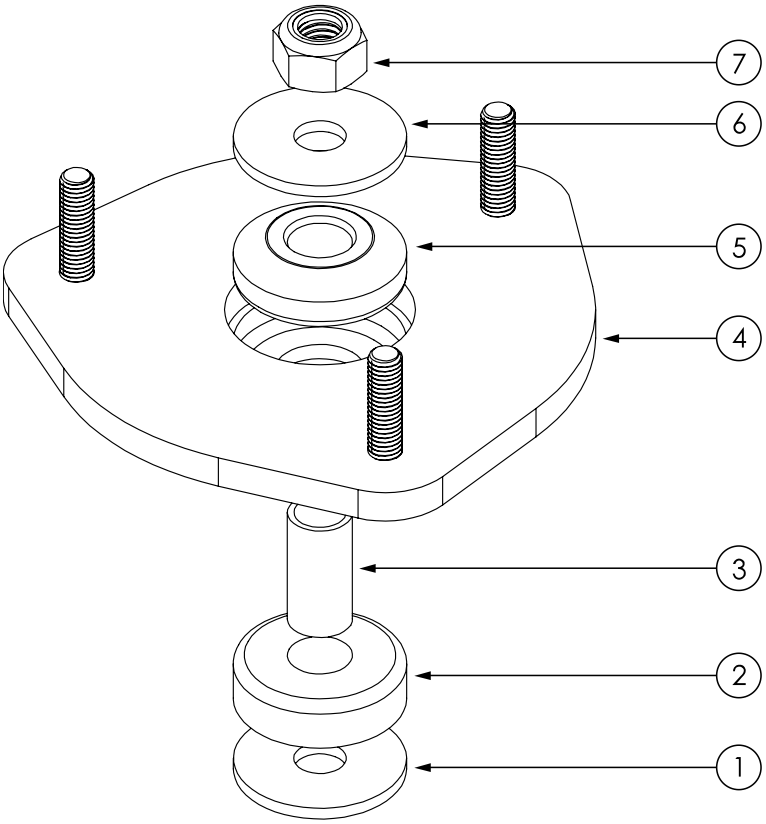


- Install assembly back into spring compressor as shown in reference video.
- Install the installation cone on to the shock absorber (some force required to press it over the knurled diameter). It should bottom out on the shoulder of the shock absorber's shaft.
- Apply motor oil to the cone tool and the two seals in the top and bottom of the actuator.
- Do not yet install the actuator (it is shown in this photo for reference).
- Install dust boot (included with optional spring / threaded sleeve kit) over wire harness.

- Install top spring bushing (part number SPB-60-70) into actuator's piston (part number 9 in diagram on last page). Install thrust washer on to spring bushing (part number 8 in diagram on last page).
- Install bump stop into piston as shown. Push down firmly. It will clip in.
- Thread wire harness through actuator.
- Push dust boot over bump stop, making sure that it clips into the top retaining groove.
- Slide the actuator on to the shock absorber shaft.
- Use the spring compressor as shown in the video to compress the actuator.
  IMPORTANT! Make sure the actuator slides down perpendicular to the shock shaft to not damage the seals in the actuator.
- Remove the cone installation tool (some force required to remove it off the knurled diameter). Make sure to not damage it during removal.

- The supplied 12mm ID support washer will be pressed on to the shaft's knurled diameter Washer is illustrated as (1) in the next step's diagram.
- Install one washer on to the shock absorber, then knock the washer on to the knurled diameter by using a cylinder, such as a 14mm ½" drive socket as shown.
- Place the wire harness through the socket then drive the washer on to the knurl by tapping the socket with a mallet, making sure to not damage the wire harness.
- When tapping on the washer, make sure the socket is engaging the center of the washer, instead of the outside perimeter, or the washer may be bent rather than driven on to the knurled diameter.

- Apply a thin even coat of the supplied grease into the top mount (4) where the bushings (2) & (5) will install.
- Coat the inside of the bushings with the grease.
- Push the support sleeve (3) into the bushings. The sleeve may want to push out the bushings. Make sure that the bushings are seated all the way into the top mount. Use a vise with soft jaws if needed.
- Wipe excess grease off.
- Apply a small coat of supplied grease to threads of shock absorber.
- Slip assembly on to the shock absorber shaft.
- Install the supplied 12mm ID support washer (6). There should be enough thread for the nut to engage. If not, remove assembly and check that bushings are fully installed.
- Install the supplied lock nut (7).
  IMPORTANT! Do not use factory flange nut.
- Secure nut using supplied impact socket.
- Do not over-torque. Do not allow shaft to rotate in shock body, or damage may occur to shock absorber.
- Repeat process for remaining shock absorbers.



- Assembled front (bottom in image) and rear (top in image) are shown.

Note: 2015 – 19 Shown
for 2008-14 has helper spring on top

1e. Assemble Aftermarket Shock Absorbers w/ iLIFT Actuators

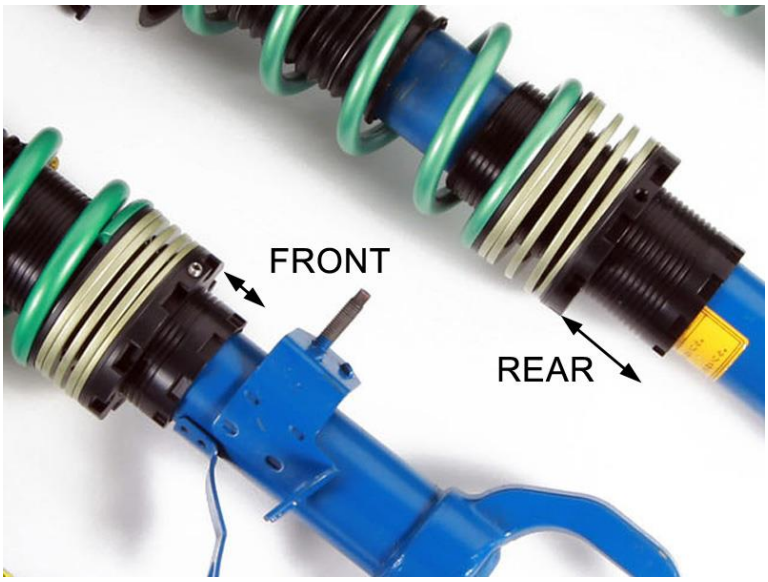
- See section 1e. above for installation of iLIFT actuators with aftermarket shock absorbers.
- iLIFT Systems will have collected information about your aftermarket shock absorbers to determine if top mounts are required, what cone installation tool should be included, and what size actuators should be used.
- Lower threaded perches by 16mm (5/8”) to accommodate additional height added by iLIFT Actuators.

1f. Reinstall Shock Absorbers

- If a front only system is purchased – the threaded sleeves will allow you to adjust ride height to the previous ride height setting once installed.
- If a front and rear system is purchased – the ride height can be lowered (up to 1.25” is recommended).
- Before installation, raise the perches using supplied spanner wrenches to approximately factory ride height by measuring under the perch to the bottom of the sleeve as shown in the image.

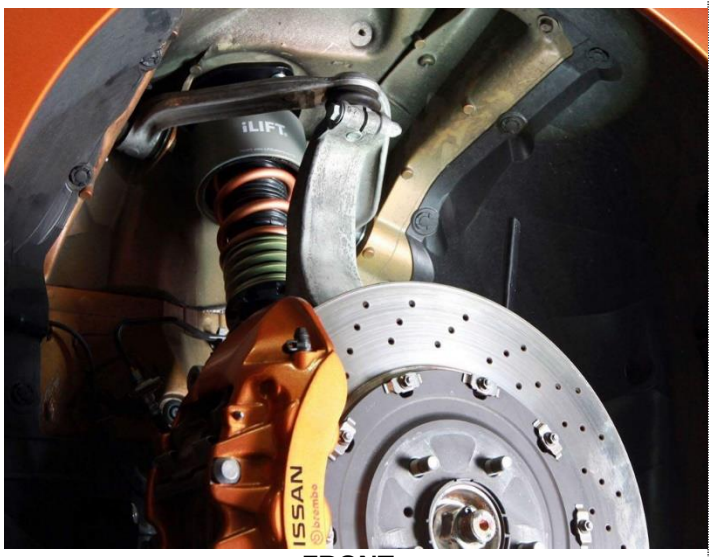
  Front: 1.5”
  Rear: 2.5”

Note: 2015 – 19 Shown



- Replace shock absorbers (leave fender liners and engine bay panels off for now).
- Position air tube fittings in the front actuators to the front of the car (it can be rotated into place in a later step). Place the air tube fittings (optional) rear actuators to the rear of the car. The tube shown will be installed at a later step.

- Ride height adjustment will be done at a later step.



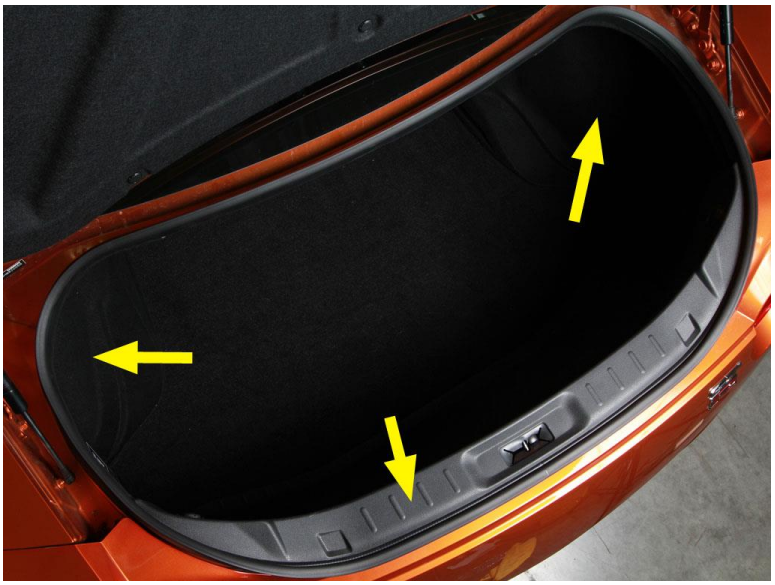
FRONT

REAR

2. Air Control Assembly Installation

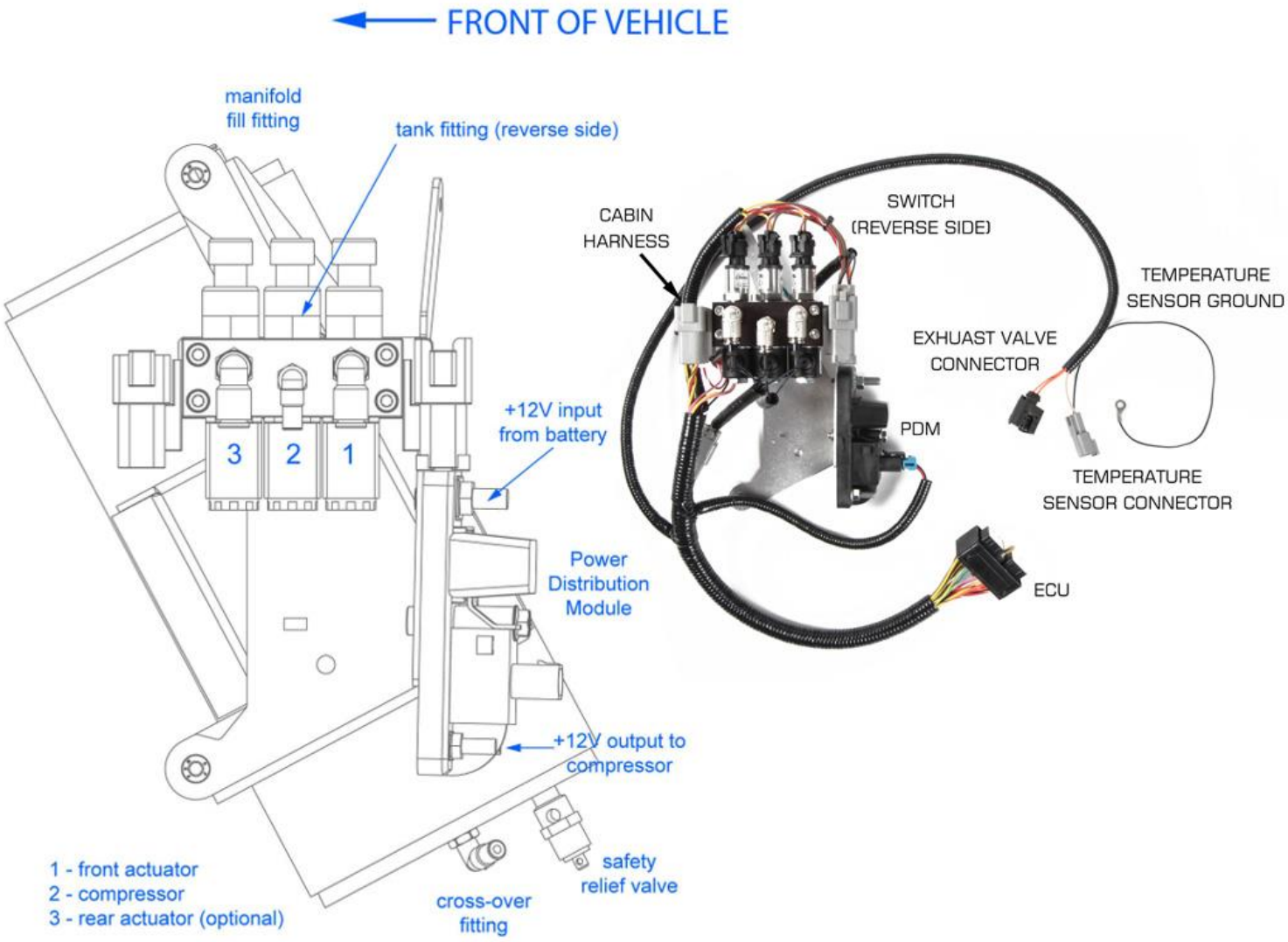
2a. Remove Trunk Panels

- The air control assembly (consisting of the tank, manifold, power distribution module, and accessories) mounts in the left rear pocket of the trunk (diagram on next page). The secondary air tank mounts in the right rear pocket of the trunk
- Remove trunk outer seal by pulling off (note the seam is aligned with the trunk lid striker.
- Remove rear panel by removing the clips and pulling upwards, then remove the upper/front panel by removing the clips, then lastly, remove the left and rear panels by removing the clips.
- To remove clips – use panel clip removal pliers or two flat blade screw drivers to pop the clip up, then pull clip out.



- Remove relay assembly bracket from chassis by removing the screw indicated.

2b. Install Air Control Assembly / Left Air Tank Bracket

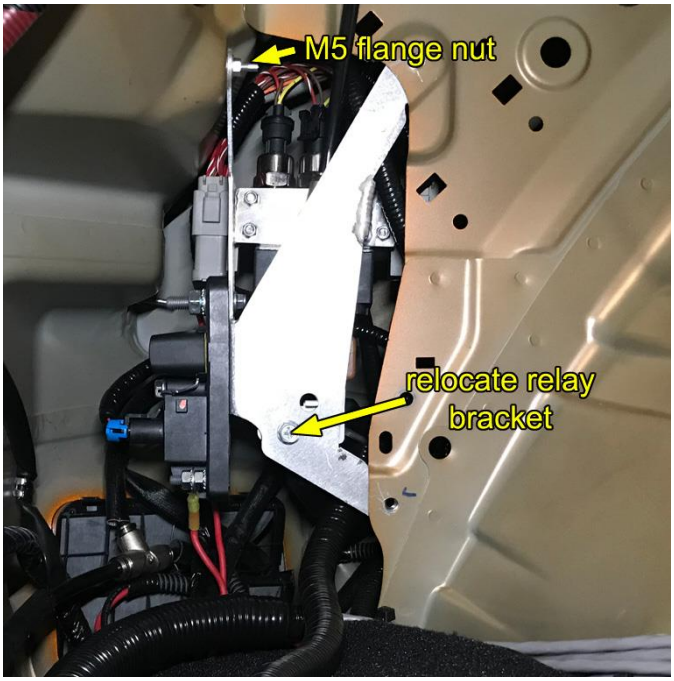


Nissan GT-R Air Control Assembly

(left diagram) shows left tank installed

(right photo) shows air control assembly harness installed to air control assembly

- The air control assembly in this photo, mounted in the left rear pocket of the trunk, shows all accessories that will eventually be attached in later steps.
- Remove M5 flange nut that secures tail lamps on left and ride side of trunk (as indicated in photo).
- The air control assembly mounts to this point as well as with supplied mounting bolts which will be installed in a later step.
- The air control assembly's mounting bracket can be loosely positioned as shown using only the M5 hex flange nut as shown. The assembly will be taken in and out while connecting the various accessories. Leave the nut loose.
- Install the factory relay assembly removed in the prior step to the rear of the air control assembly bracket as shown.



2c. Install Right Air Tank Bracket

- Install the supplied right side air tank bracket as shown by removing the M5 nut that secures the rear tail lamp.
- Align the two M6 holes in the body as shown, then secure the M5 nut removed in the last step.

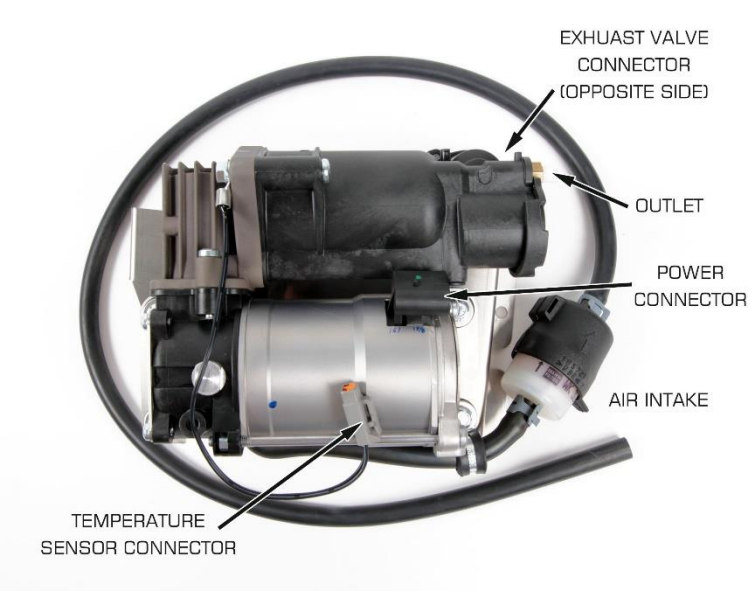
3. Compressor Assembly Installation

3a. Remove Factory Reinforcement Plate

- From vehicle left rear, remove reinforcement plate (three M6 flange nuts top, two M8 bolts bottom & fender liner bracket that joins the under panel and quarter panel.

3b. Install Mounted Compressor Assembly

- The air compressor is shipped assembled to the supplied mounting bracket with intake hose in place.
- The air compressor & mounting bracket is mounted on the factory reinforcement plate removed in a prior step.



Air Compressor & Bracket Mounted in Left Quarter Panel

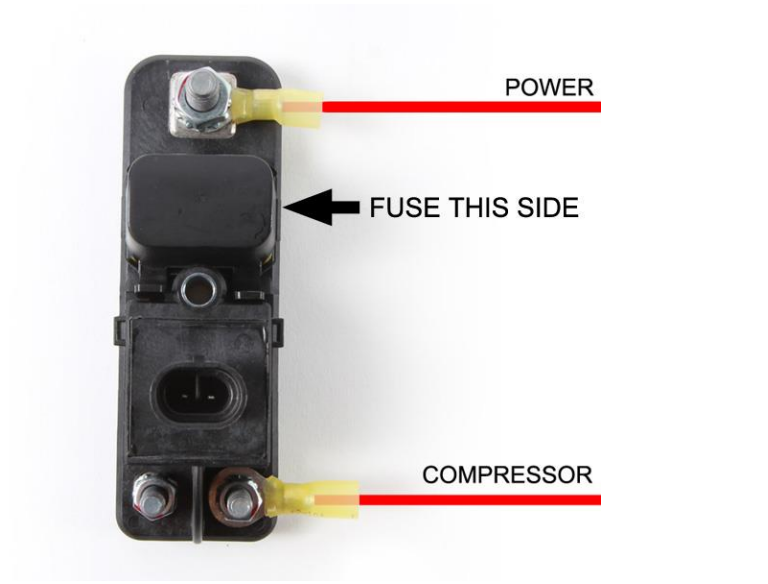
- Lift the assembly into the quarter panel. Loosely attach the bottom M8 bolts (do not secure top bolts yet). The reinforcement plate may look different on your car depending on the year.
- Route compressor exhaust solenoid connector (two wire connector with orange & orange / black wires) from air control assembly through the left side duct.
- Attach the solenoid connector to the compressor, as shown in photo, before securing bracket in place.
- Attach the temperature sensor connector (two wire grey connectors with black wires on compressor side). Leave the temperature sensor ground ring terminal in the trunk for now.
- Loosely secure the air compressor bracket and factory reinforcement plate in place to the rear studs reusing the factory M6 flange nuts previously removed. Leave loose.
- With assembly in place, secure M6 nuts at top and M8 bolts at bottom.
- Replace factory fender liner bracket as shown in photo. Install flange nut on quarter panel side first.
- Route air intake hose as shown in image and loosely secure in place using supplied 5.5” zip tie. Do not crush intake tube with zip tie.
- Remove white plug installed into air compressor’s brass-colored outlet fitting. Loosen the fitting by rotating 1 full turn.
- Install supplied 6mm tube into compressor’s intake compression nut previously loosened. Firmly push tube all the way into the fitting until it seats (it will insert by about 3/4”).
- Secure tube by tightening compression nut with 12mm wrench.

3c. Route & Install Compressor Wire & Tube

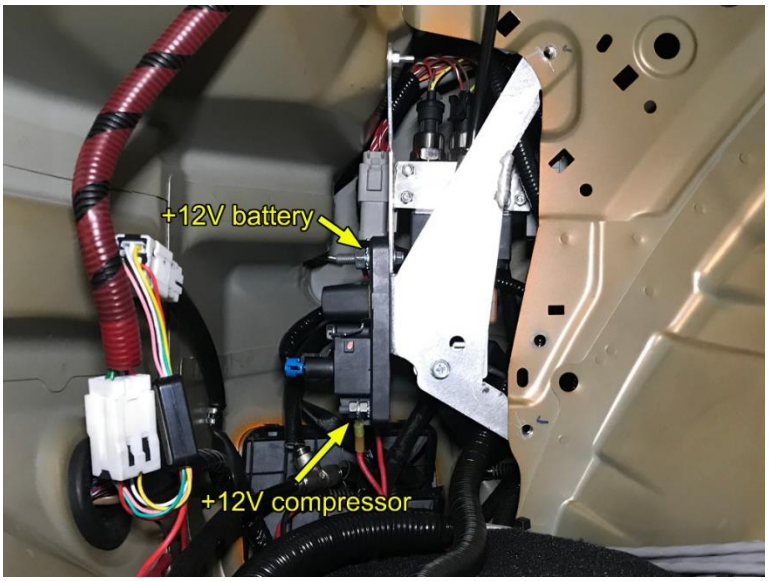
- Wire and tube will be routed through the side duct as shown.
- Slip 6mm tube from compressor through left side duct. The 6mm tube will be cut to a length with enough excess that allows the air control assembly to be removed from the mounting position by about 12” for access.
- Remove plug from the air control assembly’s manifold position 2 as illustrated in the diagram of the air control assembly on a prior page.
- Cut to length using the supplied tube cutter (Important! Only use the supplied cutter when cutting tube to prevent damage to the fitting’s o-ring). Attach 6mm tube to the manifold’s fitting in position 2.
- Attach air compressor power harness connector to air compressor. Some force is required – support compressor when securing connector. Route wires through left duct.

- The supplied insulated ring terminals require an insulated crimp tool and heat source, like a heat gun.
- Use a crimp tool designed for insulated terminals, or the insulation on the terminals can be damaged.
- Search Amazon.com for B07HG3TNHT for such a tool.

- Route red 10GA power wire to the power distribution module (PDM) which is installed on to the left side air control assembly bracket. The PDM integrates both a relay and fuse.
- Open the fuse cover by pulling back on the two retainers and lifting up. If installed, remove the supplied 40 amp J-case fuse from the PDM. It will be installed at a later step.
- Route red wire to PDM's M6 "compressor" terminal as shown in photo.
- Cut red wire to length, allowing enough slack (about 6") for the assembly to be pulled away from its mounting location. Strip off ¼" of insulation. Crimp ¼" (M6) ring terminal to wire. Shrink insulation using heat gun.

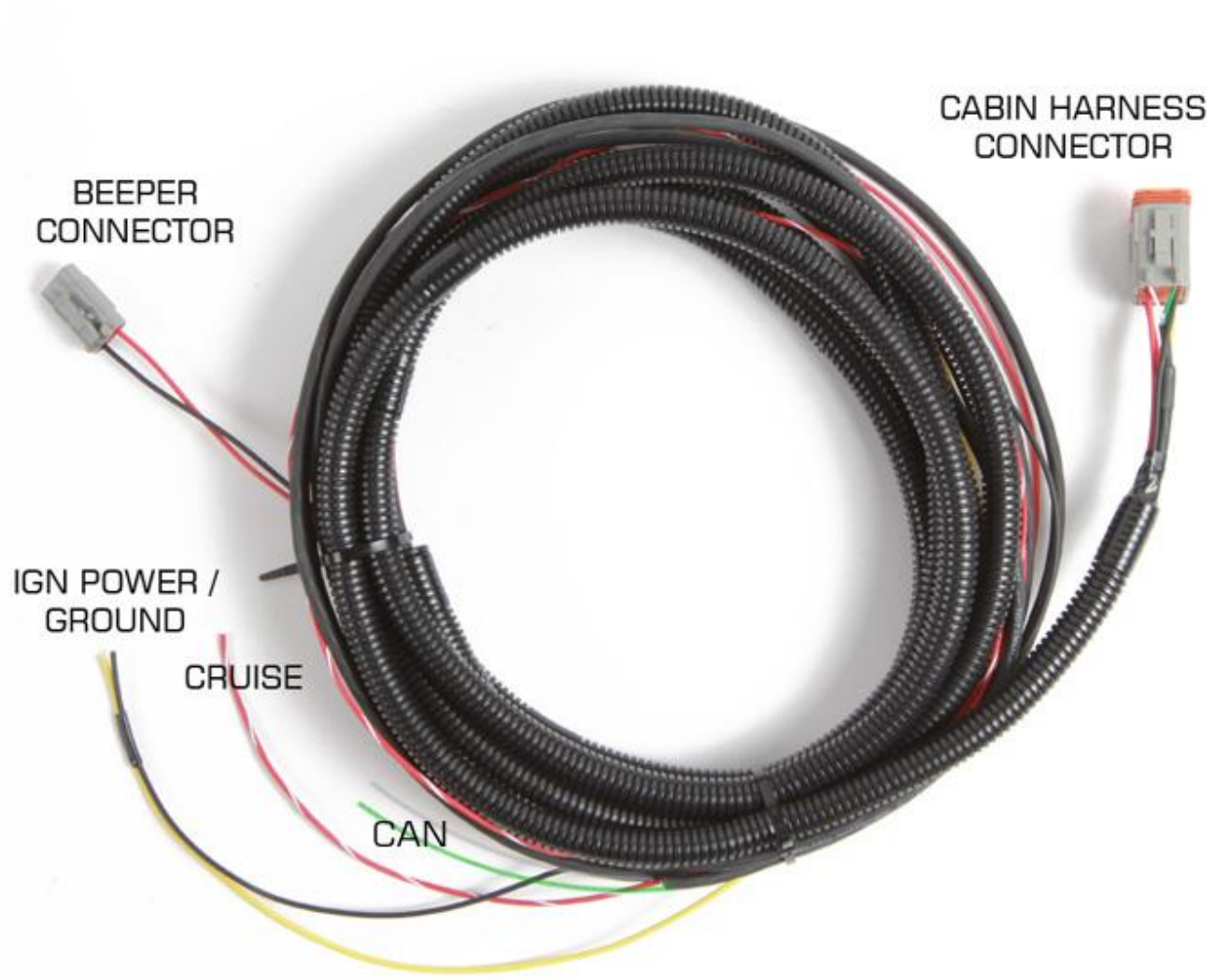


- Strip off ¼" of insulation from one end of supplied 18' long 10 AWG red wire. Crimp 5/16" (M8) ring terminal to wire. Shrink insulation using heat gun.
- Attach M8 ring terminal to PDM's M8 "power" terminal as shown in photo in prior step.



4. Electrical Installation

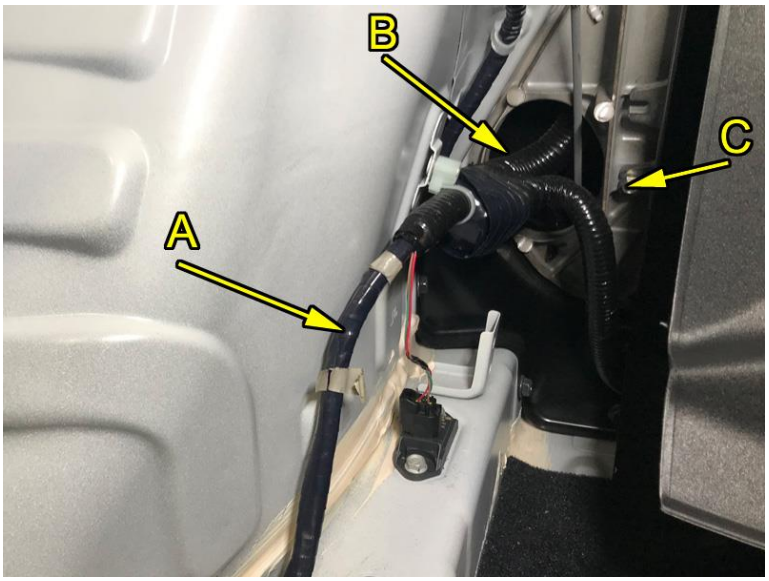
The next steps will include routing of the compressor's power and ground wires, the interior wiring harness, and the front air tube. The wires and tube will pass through the trunk into the interior along the vehicle's left side sill, and then into the engine bay. The wires then tube will be individually routed, then zip tied in place when complete.



CABIN WIRE HARNESS

4a. Route Wires Through Interior

- Install interior cabin harness male connector to air control assembly female connector (note diagram in prior step showing cabin harness mating connector location).
- If the optional Cruise Control Module was purchased, install the module to the 6 position “switch” connector labeled in the diagram in a prior step and zip tie module to air control assembly.
- If the optional Cruise Control Module was not purchased, install the 6 position harness to the “switch” connector labeled in the diagram in a prior step.
- If currently removed, loosely reinstall air control assembly to M5 stud.
- Route the following wires in along factory wire harness (A):
    1. Compressor power wire (10 AWG red, 18’) from PDM.

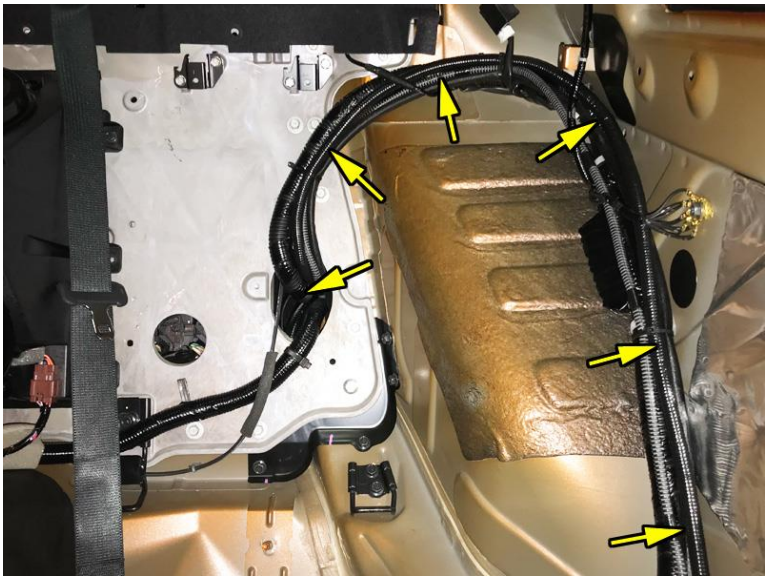


2. Compressor ground wire (10 AWG black) from compressor.
3. Interior cabin harness including data / beeper cable (black jacket cable), ignition power (18 AWG yellow), ground (18 AWG black), and cruise wire (18 AWG red/black).
4. If Cruise Control Module was not purchased, route switch wire harness (18 AWG pink, pink/white, and black) as well.

- The 10 AWG black ground wire will be attached to point indicated (C) – see photo below. Cut black wire to length, Strip off ¼" of insulation. Crimp ¼" (M6) ring terminal to wire. Shrink insulation using heat gun. Secure ring terminal to M6 bolt noted (C).
- Secure temperature sensor ring terminal to point (C) along with compressor ground.
- Route wires remaining through hole into interior (B).
- Secure power, ground, and switch wires to factory harness (A) using supplied 5.5" zip ties.

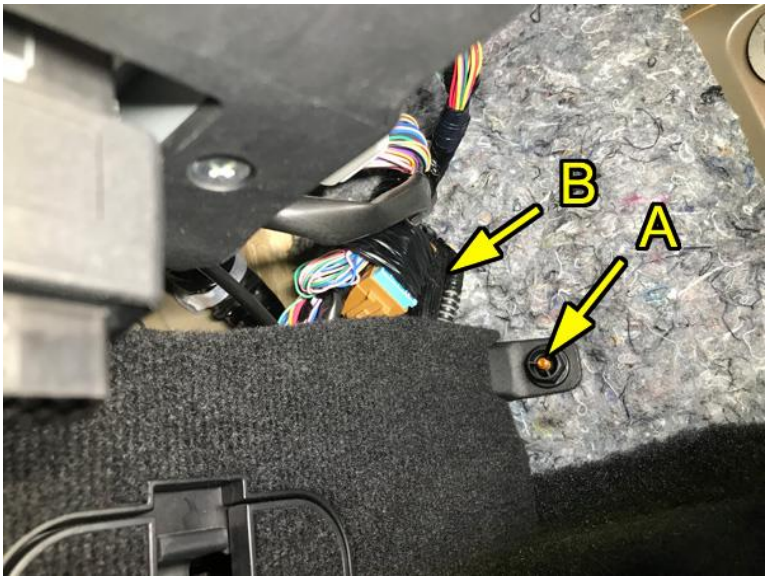
- Installed ground wire shown.

- Route remaining wires along factory harness and secure using supplied 5.5" zip ties.

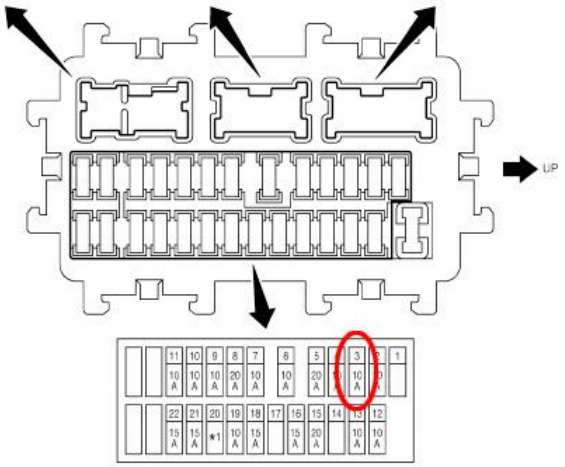


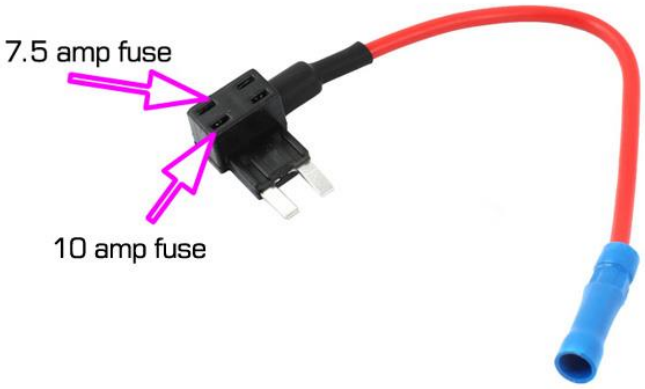
- Unclip door sill trim panel.
- Peel back carpet and route wires along door sill to driver's foot well.
- Test fit carpet, and adjust wires as needed, to allow carpet to fit properly.
- Leave carpet & trim panel off.

- Remove left side kick panel (A).
- Route power wire (10 GA red) into engine bay through grommet (B) by making a slit using a razor.



- Locate Junction Box fuse panel behind interior panel (A in photo in previous step).
- Locate fuse number 3 (10A). Remove 10A fuse.
- Install supplied 10A fuse into bottom fuse tap in position closest to fuse panel as shown in photo below. Install supplied 7.5A fuse into fuse tap in remaining top position closest to the attached wire as shown.
- Cut to length, strip 3/16” from end of wire. Crimp yellow wire to fuse tap.
- Connect beeper electrical connectors & zip tie to factory wire harness in secure location.
- The 18 AWG black wire (ECU ground) will be secured to M6 bolt under left side kick panel previously removed. Cut wire to length, strip 3/16” from end of wire, and crimp supplied 22-18 AWG ring terminal to wire.

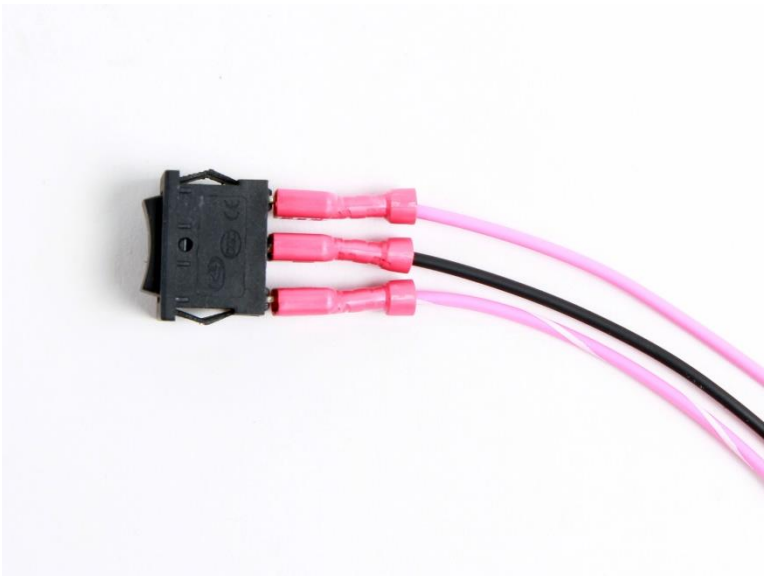




4b. Install Aftermarket Switch (OPTIONAL)

- A switch is required to activate the iLIFT System if the optional cruise control module has not been purchased.
- Any dual position switch (for up and down commands) can be used.
- The supplied switch requires a ¾” x ½” rectangular hole to be added to a panel.
- Alternatively, a round switch can be used instead.
- Cut the pink, pink/white, and black wires to length.
- Strip off 3/16” of insulation from each. Crimp the supplied 3/16” female spade terminals to each (a spare is provided).

  PINK = Up
  PINK/WHITE = Down
  BLACK = Common (Ground)

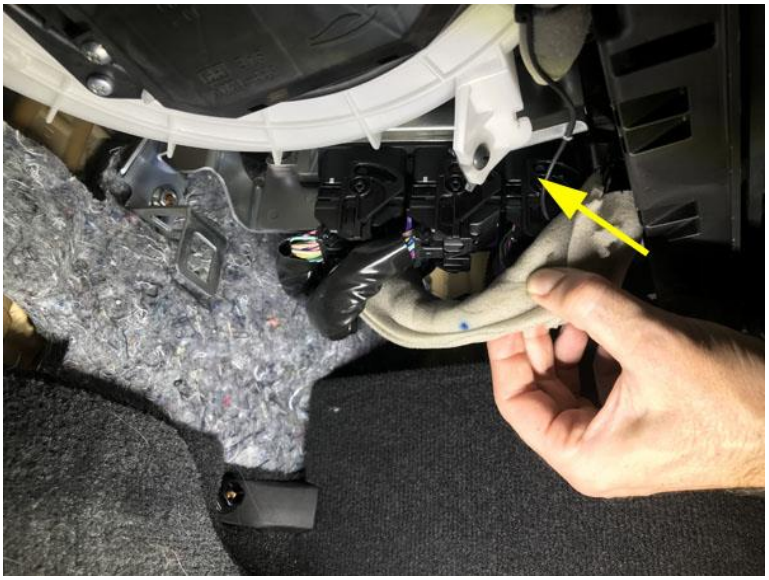


4c. Connect iLIFT Wires to ECU

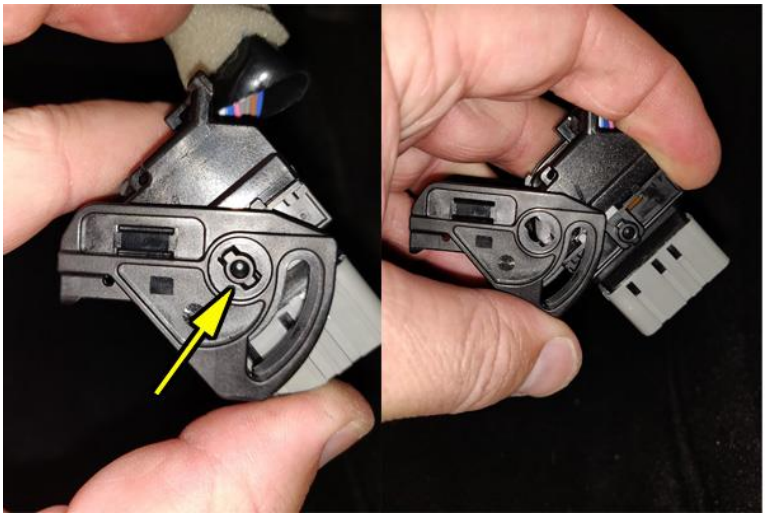
- Remove access panel under glove box by pulling down to release retainer clips.

- Locate the HVAC unit behind the center console.
- Pass remaining wires (data / beeper cable & 18 AWG red/white) behind dash by placing under HVAC assembly as shown with arrow.

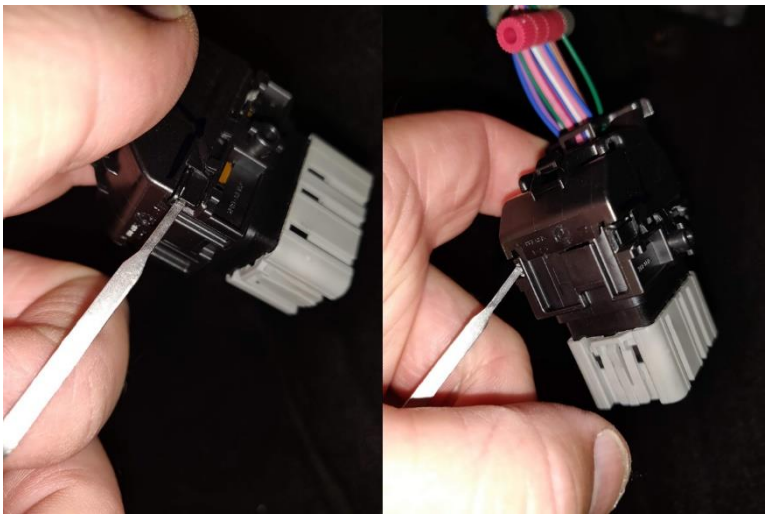
- Locate ECU under glove box.
- Remove the smaller connector from ECU, located to the rear, as indicated by arrow.



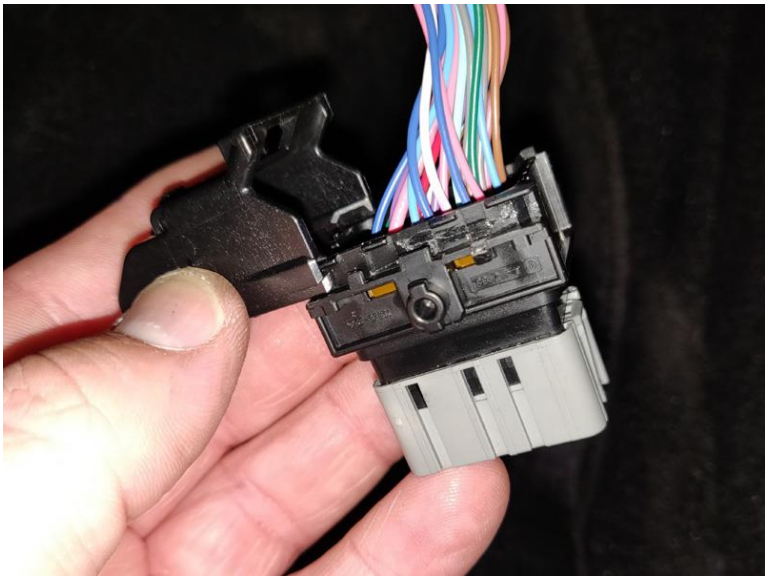
- Align key of connector as shown by arrow. Pry off retainer completely from connector as shown in second photo to the right.



- The connector has an outer housing that needs to be released in order view the wires inserted in the connector.
- With a fine flat blade screw driver, insert the blade into the connector, then pry outwards to release the housing from the connector.
- There are two retaining clips per side – both must be released.

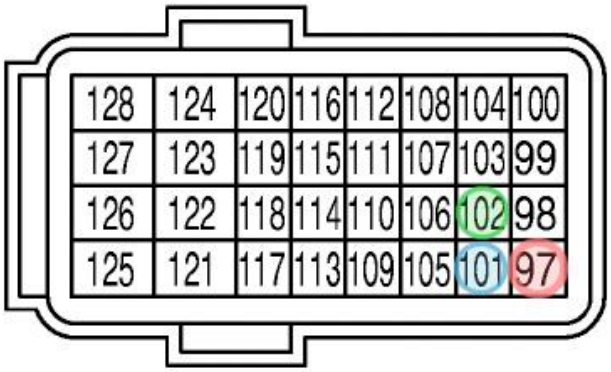


- With the retaining clips released, slide the housing off the connector as shown.

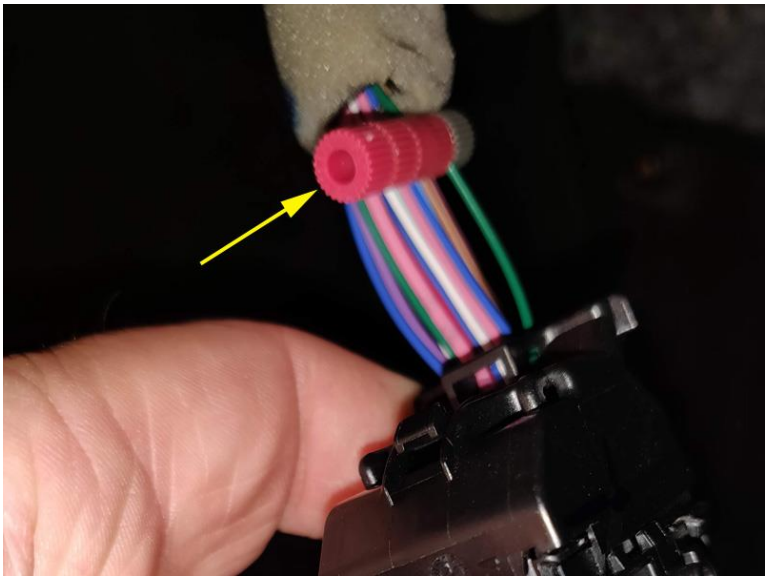


- The 32 position connector is numbered as shown from the factory. Note these numbers are viewed from the wire side of the connector. Locate the factory wires in the table below:

terminal no.	factory wire	iLIFT wire
97	pink	green
101	light blue	white
102	green	red/white

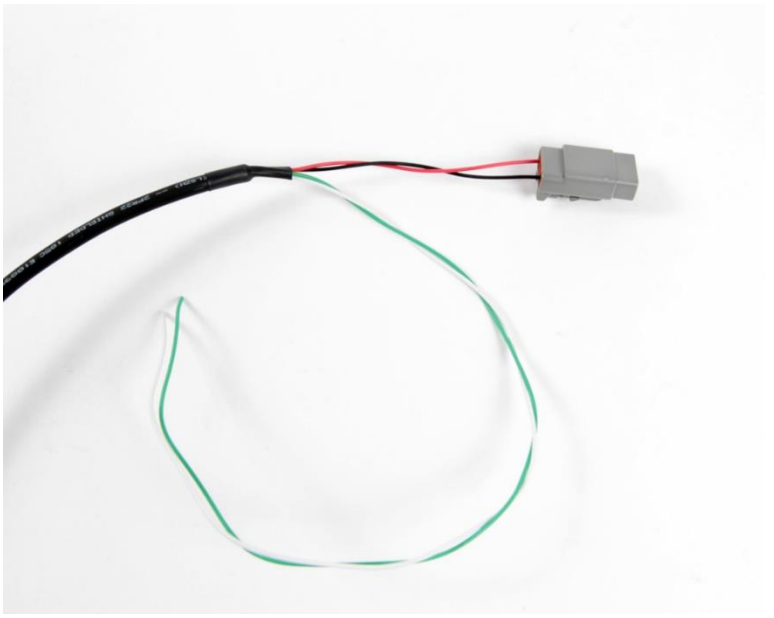


- Three wire taps are supplied to tap the three wires identified in the table above.
- Remove grey-colored nut from supplied wire tap.
- Insert wire tap as shown by piercing factory wire with tap's needle, and then reinstalling grey nut.
- Repeat for remaining two wires.
- Replace connector housing and retainer. Replace connector to ECU.



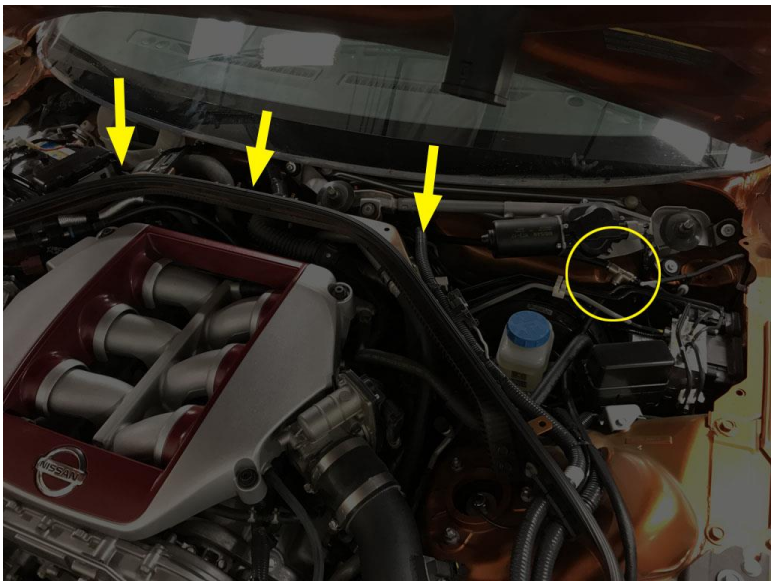
- Route data / beeper cable & loose red/white wire to ECU connector replaced in prior step. Zip tie wires along factory wire harness leading to ECU connector.
- Remove red nut from each of the three wire taps.
- Strip ¼" from each wire end of the green, white, and loose red/white wire.
- Install exposed stranded wire into wire tap according to the chart below.
- Secure red nut into wire tap. The nut crimps the stranded wire to the pointed protrusion in the wire tap leaving no exposed wire from exiting the wire tap nut.
- Connect the supplied piezo beeper to the mating connectors taking care with the delicate red/black wires in the connectors. Zip tie beeper in place to the factory wire loom.

terminal no.	factory wire	iLIFT wire
97	pink	green
101	light blue	white
102	green	red/white



4d. Battery Connection

- Route tube along wire harness behind engine firewall as shown with arrows.
- The tube will be cut to length and joined in a tee fitting in a later step.
- Route red compressor power wire along the tube previously routed.
- Secure wire and tube to factory electrical harness.

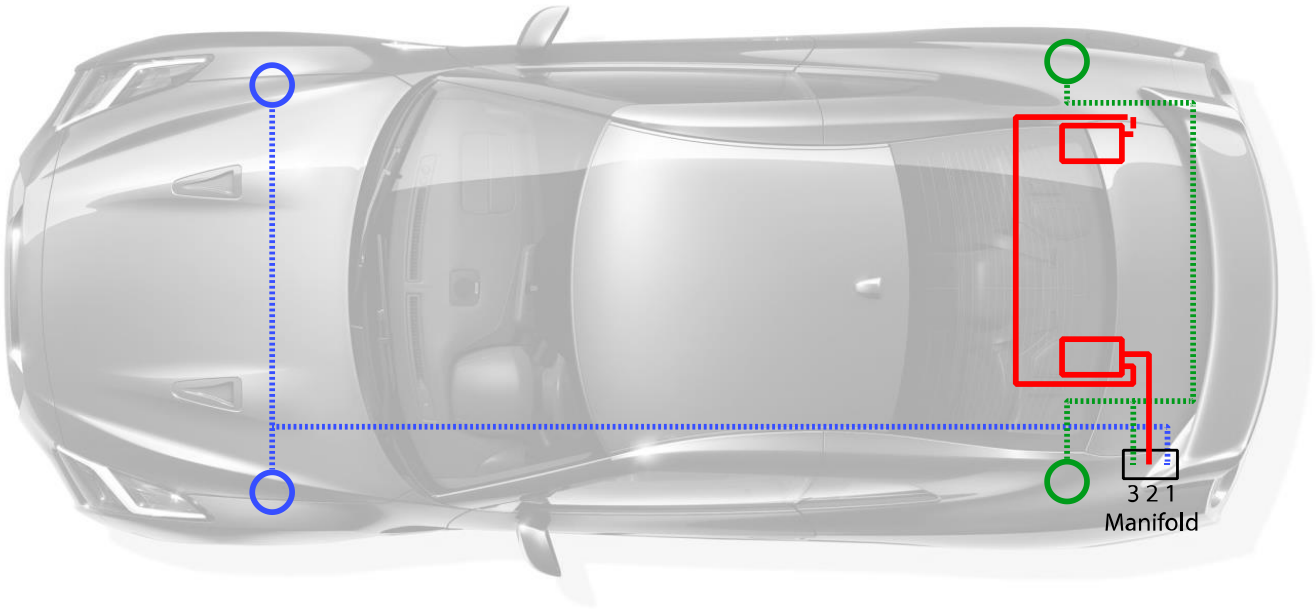


- The supplied MIDI fuse and fuse holder will be placed in front of the cabin inlet duct in the engine bay behind the battery. Cut the 10 AWG red wire from the PDM to length to install the fuse and holder on top of the brake tube as shown in the photo.
- Strip 1/4” from the end, then crimp the a supplied M6 ring terminal to the end of the wire using an insulated terminal crimper. Shrink insulation to wire with a heat source.
- Attach this terminal to one end of the fuse holder with the fuse in place.
- Strip 1/4” from one end of the cut red 10 AWG wire, then crimp the a supplied M6 ring terminal to the end of the wire using an insulated terminal crimper. Shrink insulation to wire with a heat source.
- Attach this terminal to the other end of the fuse holder with the fuse in place.
- Secure ring terminals with supplied nuts

- Remove positive battery clamp bolt.
- Cut wire to length, strip 3/16” from the end, then crimp the a supplied M6 ring terminal to the end of the wire using an insulated terminal crimper. Shrink insulation to wire with a heat source.
- Install ring terminal under bolt head as shown. Rotate the terminal downwards in order to clear the terminal cover.

- Install cover to fuse holder. Secure with supplied 5.5” zip ties around the center to the brake tube. Install several zip ties in order to keep wire away from hot heater tube.

5. Air Tube Installation

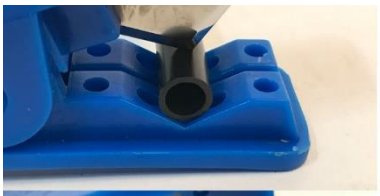


(1) Front Actuators
(2) Air Tanks
(3) Rear Actuators (optional)

Air Tube Routing Diagram

5a. Front Actuator Air Tube Installation

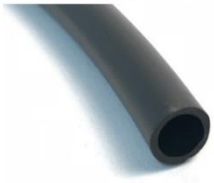
- Cut one 10’ segment of 5/16” tube into front right actuator using supplied tube cutter. Only use the supplied tube cutter – other cutting instruments may distort the tube when cutting.
- When cutting tube, center the point as shown.
- The end of the cut tube should be round and not flattened as shown.



NO

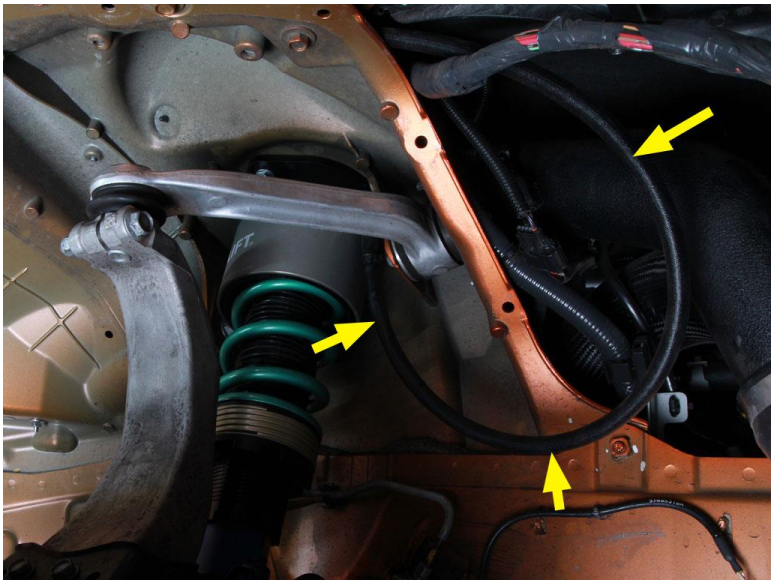
YES

NO

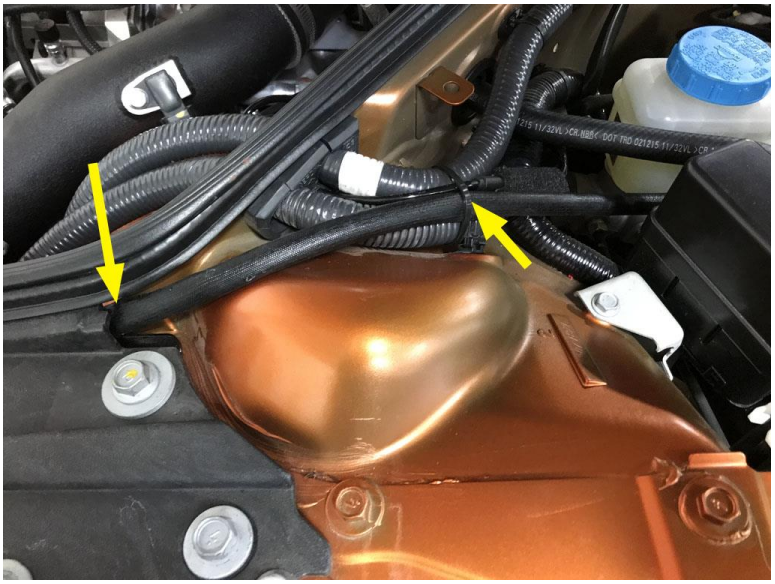


YES

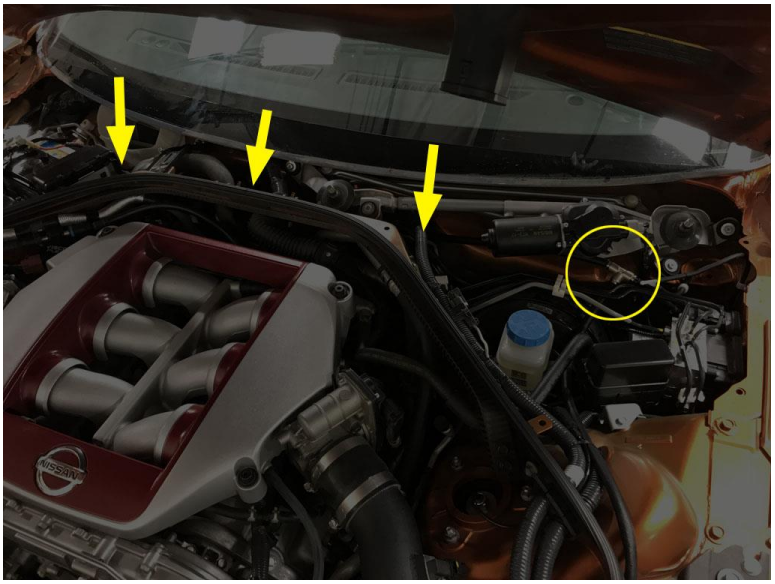
- Route tube in an arc as shown and feed into the engine bay.



- Route tube from shock absorber along the side of the engine bay as shown.
- Feed tube under engine trim panel as shown.



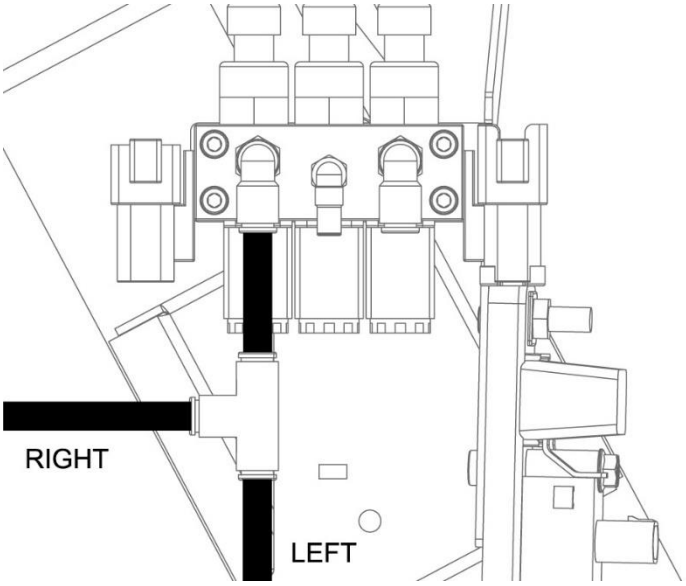
- Route tube along engine bay as shown, ending tube at point circled. A tee fitting will be installed at this location.
- Cut tube to length.
- Before installing tee fitting, install a length of supplied protective sleeve along the entire length of this tube.
- Install tube into supplied 5/16” tee fitting (one of the side legs).
- Cut a 6’ leg of supplied 5/16” air tube and install it into the opposite side leg.
- Route this tube down to the front left shock absorber. Before installing, cut a length of protective sleeve and slide the sleeve up over the tube.
- Cut a 12’ length of supplied 5/16” tube and install into the center leg of the tee fitting. Route the tube through the grommet in the firewall where the 10 AWG red wire passes through. Route the tube along the wires ran into the interior all the way to the air control assembly. Cut to length and install into the manifolds rearward “1” position as illustrated in the diagram on a prior page.
- Secure tube to factory wire harness using supplied 5.5” zip ties.



5b. Optional Rear Actuator Air Tube Installation

- Cut a 5’ long segment of supplied 5/16” air tube using supplied tube cutter.
- With the tube fitting installed to the rear of the left side actuator, install the tube into the fitting and loop to the left side duct as shown in the photo.
- Route tube through the left side duct.

- Pull air control assembly off M5 stud for access.
- Cut to length and secure 6mm tube from air compressor into center position “2” (see diagram in earlier step), allowing for extra slack to pull assembly away (about 6”).
- Install a short segment of tube into the position 3 fitting. Install the supplied tee fitting as shown.
- Route the left side air tube to the bottom of the tee fitting and cut to length allowing extra slack to pull assembly away (about 6”).
- Before installing into the tee fitting, install a length of supplied protective sleeve all the way to the actuator fitting. Then, install end of tube into fitting.
- Cut a 15’ length of the supplied 5/16” tube with the supplied tube cutter.
- Install this tube into the tee fitting in the position labeled “RIGHT” in the diagram to the right.



- The right side rear actuator will be ran up from the air control assembly, on top of the top trunk carpet, and down the right side.
- Remove rearward fasteners that secure top trunk carpet and peel down. Route tube along factory wire harness, and secure with supplied 5.5” long zip ties.

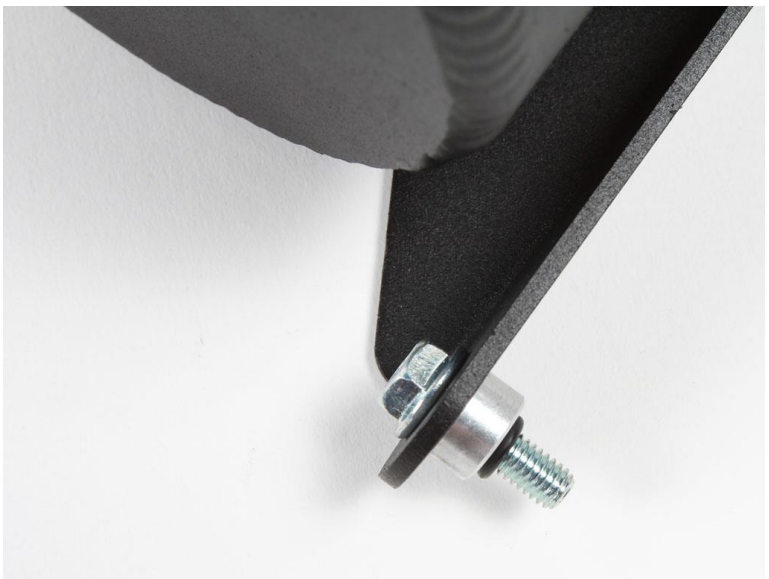
- Continue to route the tube down to the right side duct.

- Continue to route the right tube out of the hole in the trunk sheet metal and route the tube through the right side duct, along the fuel tank charcoal canister, then to the right side rear actuator and cut to length.
- Before installing the tube into the actuator, install a 3’ section of protective sleeve, install it towards the end of the tube and install tube into actuator.
- Secure tube to charcoal canister components using supplied 5.5” long zip ties.

6. Tank Installation & Tank Air Tube Routing

- Install ECU to tank using supplied M6x35 hex flange bolts. Connector faces bottom (side with relief valve).
- Attach air control assembly connector from air control assembly to ECU using ¼” nut driver.
- Leave tank / ECU assembly on carpet as shown.

- Install supplied two ¼” long spacers and M6x20 hex flange bolts to left and right tanks.
- Push supplied o-ring on to bolt threads to hold the spacer in place.



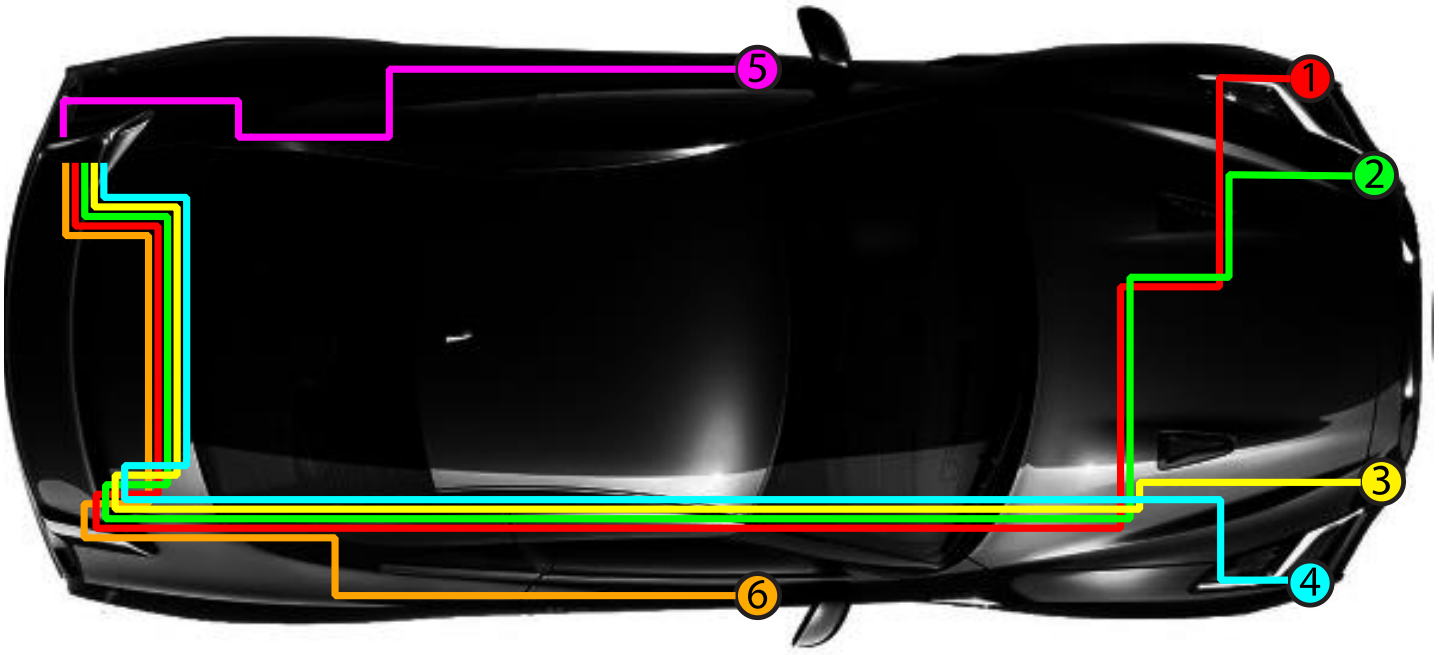
- Cut a 2’ segment of the 5/16” tube from the remaining section of tube labeled “FRONT”.
- Install tube into air control assembly manifold’s “tank” fitting (single fitting located on inside of manifold, as shown in diagram on earlier step).
- Install air control assembly on M5 stud.
- Install left trunk interior panel into place.
- Install left tank to air control assembly / left side tank bracket. Route tube through hole as shown.
- 5/16” tube attached to manifold’s tank fitting: Cut to length with tube cutter and attach tube to straight fitting intop of left tank.
- Route remaining segment of 5/16” tube from section labeled “FRONT” through the same hole in the left interior panel. Install tube into 90 degree fitting at bottom of tank.

- The tube will be routed on top of the top trunk carpet, and down the right side.
- If not already removed from installing optional rear actuators, remove rearward fasteners that secure top trunk carpet and peel down. Route tube along factory wire harness, and secure with supplied 5.5” long zip ties.

- Route tube down right side as shown.

- Install right side interior panel.
- Route tube through hole in interior panel.
- Install right side tank as shown to right side tank bracket.

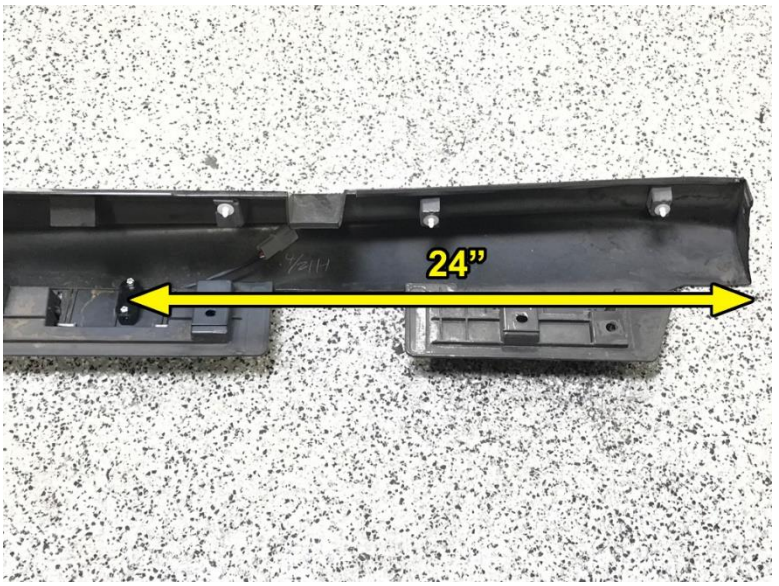
7. Proximity Sensor Installation (Optional)



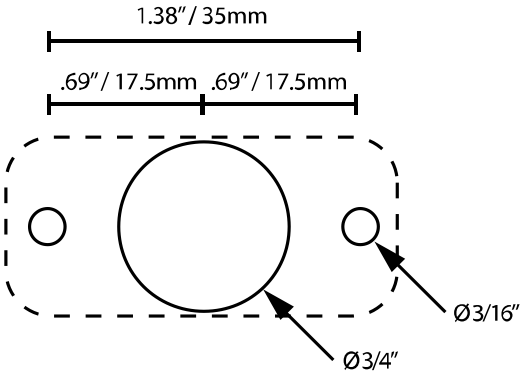
Proximity Sensor Harness Routing

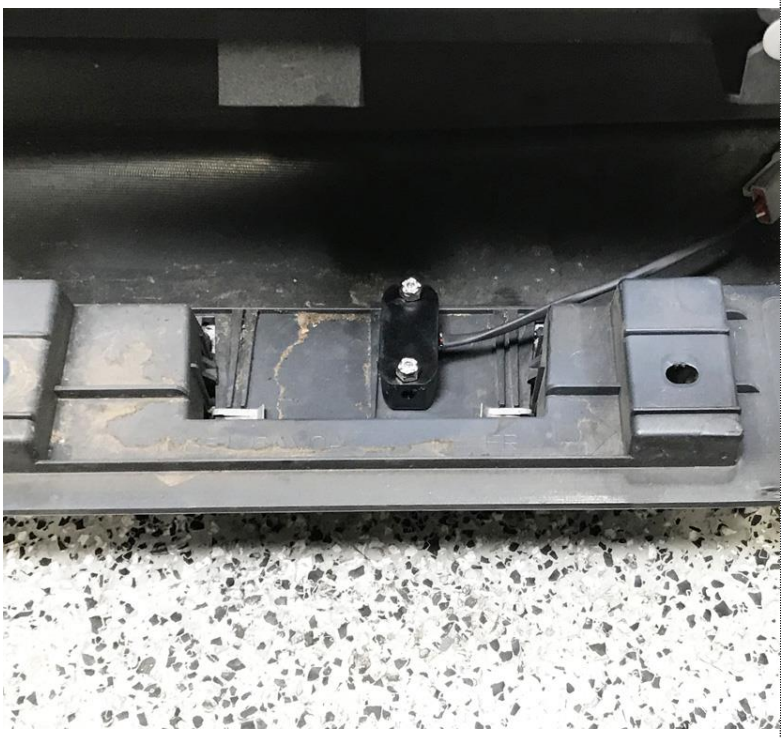
The six proximity sensors and sensor cables will be installed as shown.

- Remove side skirts.
- Remove front chin spoiler.
- The sensors (positions 5 & 6) are installed into the side skirt 24” from the front.



- Using a 3/16” drill bit and step drill with a ¾” hole size, drill the pattern as shown below. Mount the sensor as shown using the supplied fasteners.





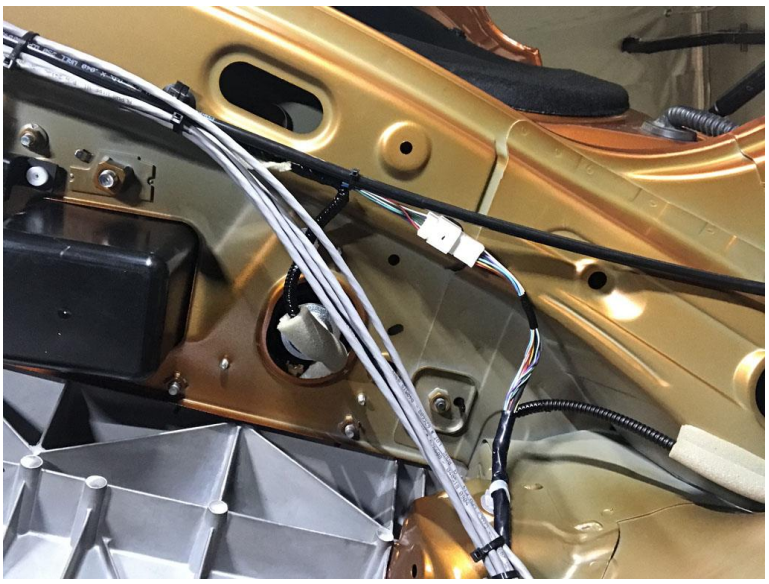
- The front four sensors will be installed as shown.

- Create access holes in the front spoiler as shown with a Dremel & carbide bit or similar cutter.

- Remove left and right air tanks.
- The kit includes a 18 position connector with 4 x 30’ (positions 1-4), 1 x 13’ (position 5), and 24’ (position 6) lengths of sensor cable. The cables are marked with each position number. Note diagram at beginning of this section for position numbers.
- Install 18 position connector to ECU.
- Route cables behind trunk carpet panel.
- Route cable “5” through left side duct.
- Route 1, 2, 3, 4, & 6 cables along factory wire harness as shown. Secure with supplied 8.5” zip ties.

- Route the cables marked 1, 2, 3, 4, & 6 under left side interior panel and up above top trunk panel, along the same route of the tube that joins the left and right air tanks.
- Secure to wire harness using supplied 8.5” zip ties.

- Route cables downwards along right side of trunk.
- Secure to wire harness using supplied 8.5” zip ties.



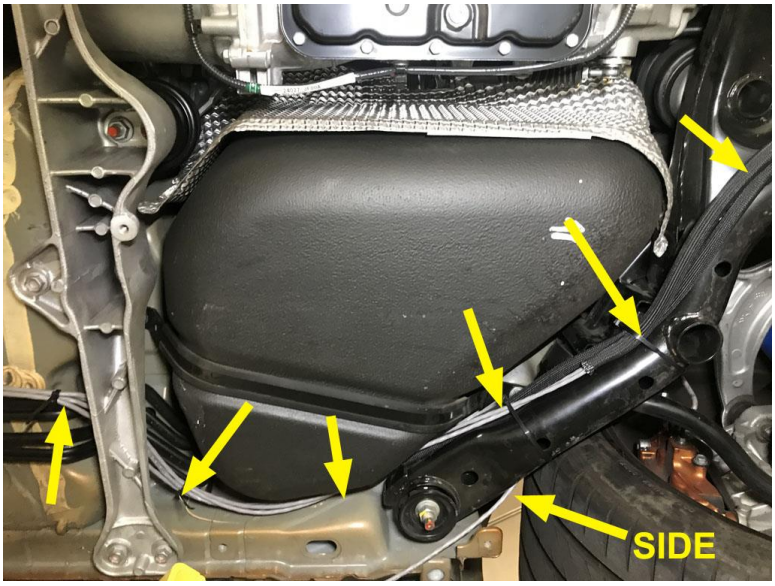
- The cables exit the trunk as shown.

- Cut the 30’ long protective sleeving into six 5’ segments. Slip one segment on to cables 1 & 2, one segment on to cables 3 & 4, and one each on to cables 5 & 6 (two segments will remain).
- Slip the protective sleeving on the cable until the point where the cables exit the right side vent.
- Route the pair of cables 1 & 2, pair of cables 3 & 4, and the single cable 6 down along the charcoal canister as shown.
- Secure with supplied 8.5” cable ties as shown.

- Route the bundle around the under body panel bracket as shown.

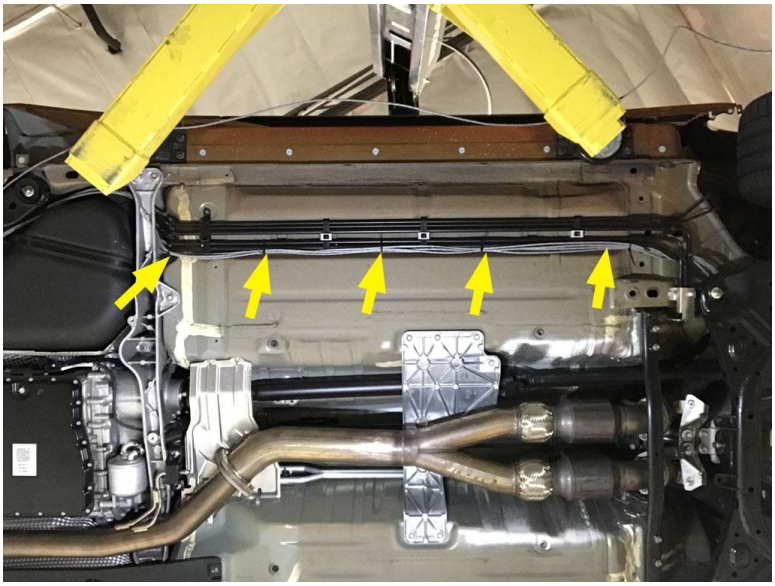
- Route the cables along the rear tubular frame structure as shown.
- Secure to the tubular frame with 14” long cable ties as shown.

- Route the cables around the fuel tank along the tubular frame as shown.
- Route the cables above the aluminum cast frame member as shown.
- Secure to the tubular frame with 14” cable ties as shown.
- Split off cable 6 as shown (marked with “SIDE” in the photo).

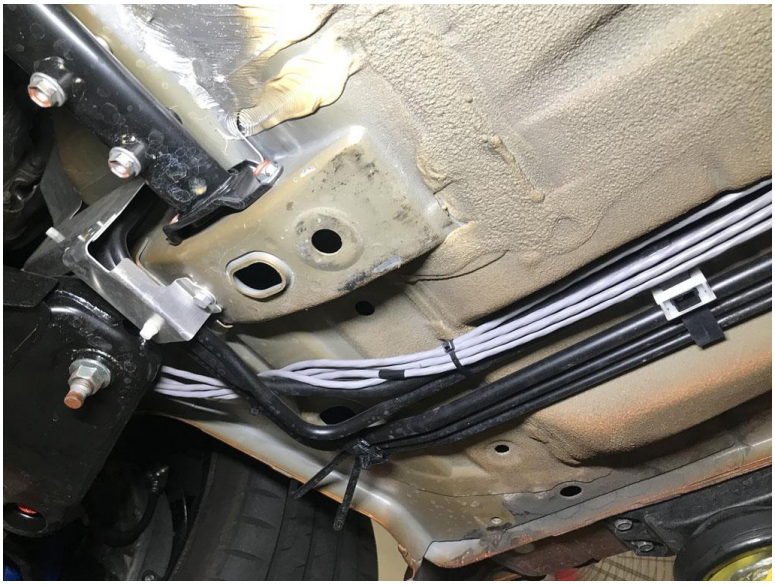


- Route cable 6 through gap in body as shown (side skirt is shown in place for illustration).

- Route the cables along the fuel lines as shown.
- Secure to the fuel lines with supplied 8.5” cable ties.

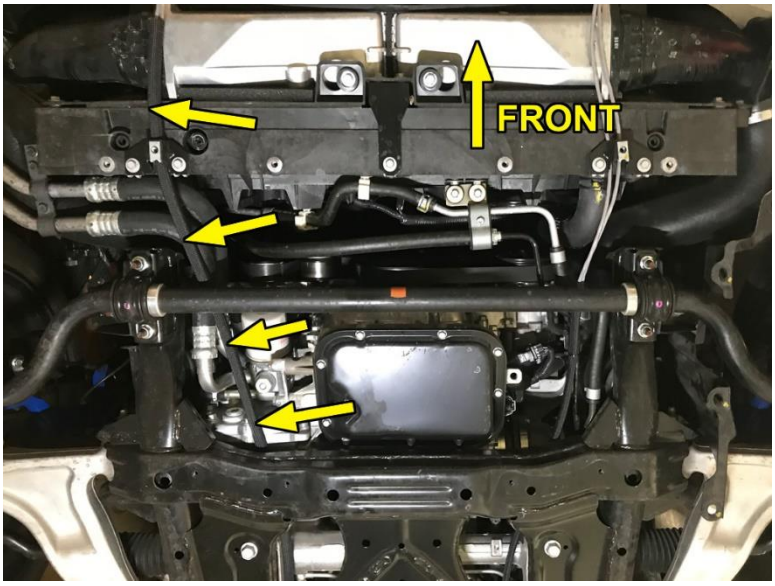


- Route the cable as above the fuel lines shown.

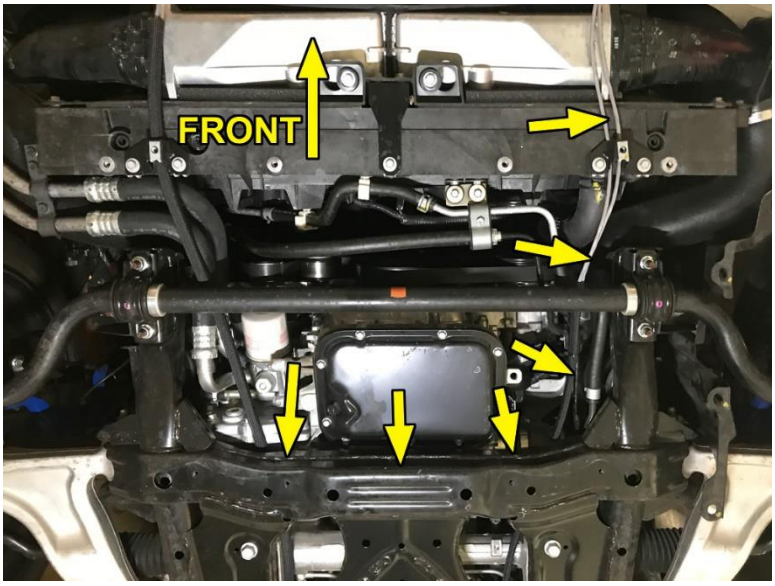


- Route the cables around the frame member as shown.
- Install one 5’ protective sleeve around cables 1 & 2, and the other 5’ segment around cables 3 & 4.

- Route the pair of cables 3 & 4 in the protective sleeve as shown. Secure cables to A/C hoses with supplied 8.5” zip ties to keep cable above sway bar.

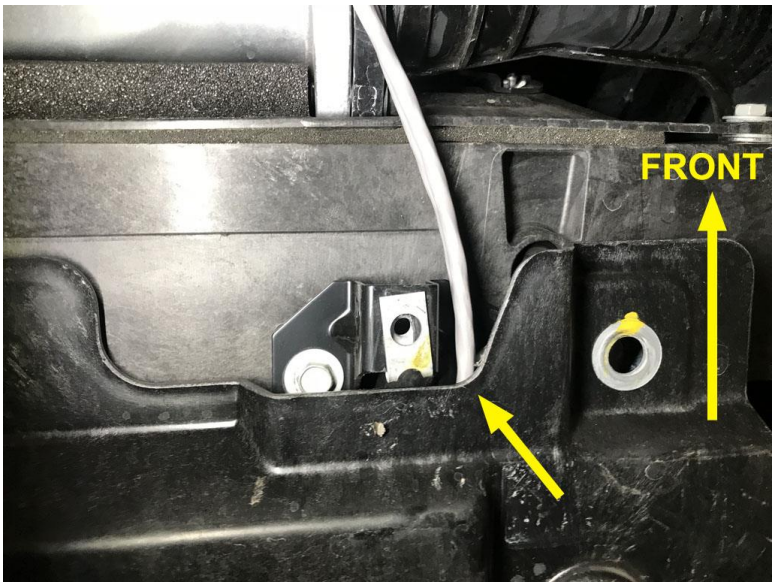


- Route cables 1 & 2 in the protective sleeve as shown. Secure cables to frame structure using 14” long cable ties.



- Route the vehicle’s right side cable (positions 3 & 4) along the A/C hose as shown and secure loosely with a 14” cable tie. The cable should be suspended above the sway bar. As shown.

- Route the pair of cables 1 & 2 and 3 & 4 along the side of the splash shield bracket as shown (do not route it through the bracket as the bolt may damage the cables when installed).



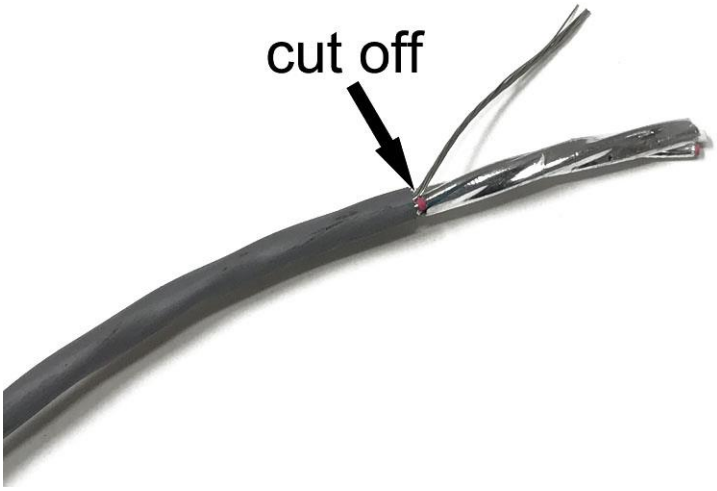
- Reinstall the center splash shield. The cables should now look as shown in photo.

- Use an assistant, or a stand like a pole jack to hold the front chin spoiler in place while you check lengths of cables to the sensors as shown.

- Push the connector on the sensor back as to clear the mounting flange on the bumper.
- Double check length of cable, and cut each cable to length, allowing at least 6” of additional slack, according to the sensor position shown in the diagram at the beginning of this section of the instructions. Note that excess length is ok – and may be helpful in case the wire termination needs to be redone.
- As the cable is cut, mark the wire on the ECU side with the sensor position so they are not confused.
- Remove the front spoiler.

- Using a razor, lightly score the cable's outer jacket 3" from the end. The jacket should separate when the cable is bent as shown.
- Do not cut too deep past the foil or the wires will be nicked.
- You can test these steps on one of the excess scraps of cable for practice.

- Cut off the drain wire (bare stranded wire) as shown.



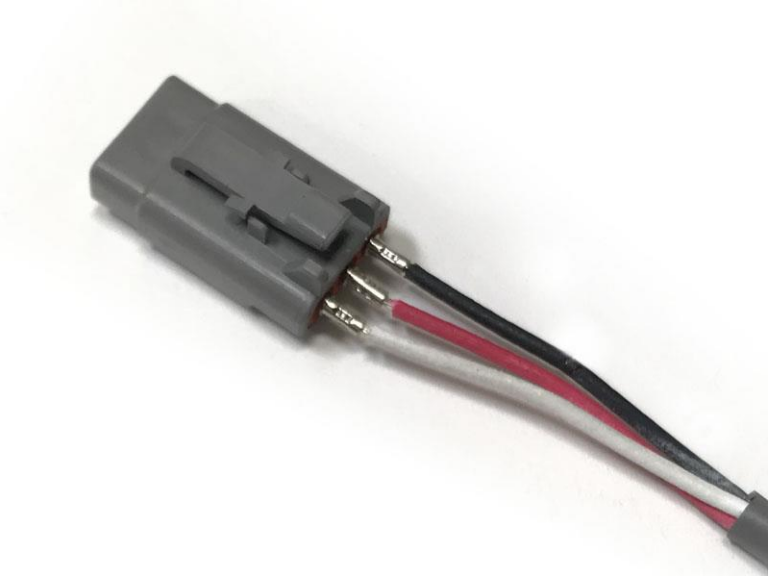
- Cut six 1-1/2" lengths from the supplied ¼" shrink tube.
- Slip the shrink tube over the cable.
- Peel the foil tape back that covers the wires.
- Strip 3/16" from the end of each wire.

- Insert long end of supplied terminal into supplied crimp tool.

- Push down on the terminal until it is fully seated into crimp tool as shown.
- Insert wire into terminal.
- Squeeze crimper until the handles spring back.
- Remove terminal from crimper and give wire a gently tug to verify proper crimp.
- Three extra terminals supplied.

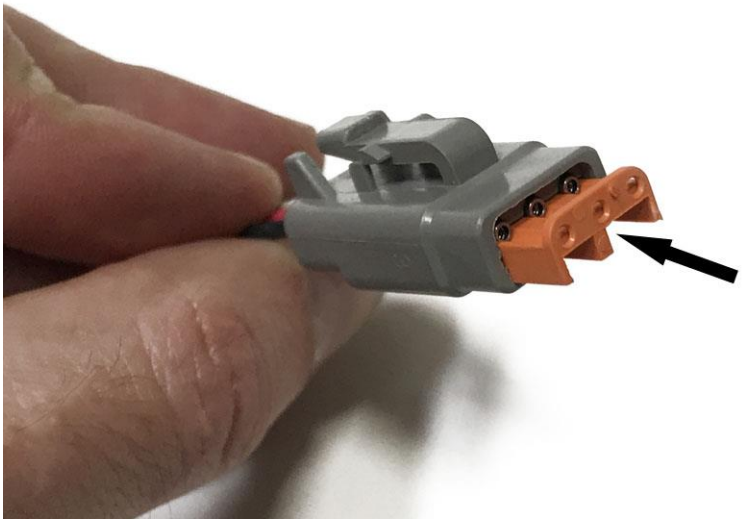
- Insert all three terminals partially through the supplied connector's orange seal in the orientation as shown. The terminal positions are imprinted on the side of the connector.

  1 – white
  2 – red
  3 – black



- Push each terminal one at a time until it clicks in place. Needle nose pliers can be used to draw the terminal into the connector as needed.
- Once all three terminals are installed, they should be evenly inserted as shown.

- Push in retainer until it is fully seated.



- Using heat gun, shrink tube in place as shown.
- Connect to sensor connectors.
- Replace front chin spoiler.
- Repeat process for sensors in rocker panels.
- Reinstall rocker panels.

8. Verify Operation & Reassemble

Pressurize system for the first time:

- Connect the ground & positive battery connection.
- Install the 40A JCASE fuse in PDM to the same side as the M6 stud with the wire leading to the compressor.
- Turn the ignition on and start the engine. The compressor will only run when there is 12.6 or more volts – 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 (if the optional cruise control module was installed) or with the supplied 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 trunk panels, underbody panels, fender liners, and wheels.
- Replace wheels & secure bolts. Torque = 89 lbf/ft (120 Nm).
- Remove filter from factory washer tank and install to new washer reservoir.
- Refill washer tank with fluid previously removed.
- Remove cap from factory washer tank and installed to new washer reservoir.

Ride Height & Alignment:

- Adjust the ride height using the supplied spanner wrenches. Raise the suspension as needed to drive the car.
- Allow the new springs to settle which can take multiple suspension compression cycles (such as driving over speed humpers / driveways).
- Adjust the ride height to match the previously recorded measurement.
- Alignment is not required unless the car was lowered.
- See factory service manual for alignment specifications & procedure.

- Install top, left, and right interior panels.
- Install air tanks.
- Install the push pin clips to secure the trunk carpet.

- Using a 1” hole saw, place two holes in the left side fender liner as shown.
- Replace fender liners and engine bay panels.
- Replace interior seats, panels, carpet, and trim.
- Replace trunk panels.

9. Wireless Configuration & Proximity Sensor Calibration

- The iLIFT Suspension Lift System ECU is pre-configured for your application.
- If the optional automatic sensors are installed, calibration is required. Please see this website for calibration instructions:
  www.iLIFTSystems.com/support/Nissan-GT-R
- If configuration changes will be made, a wireless device, such as a laptop, phone, or tablet can be used to configure the iLIFT ECU. Please visit this website for instructions:
  www.iLIFTSystems.com/support/ecu-instructions/

10. Troubleshooting

- **System does not activate when cruise control 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. CAN 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. 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.
  2. Compressor safety feature has been activated.
     See “Operating Instructions: Compressor Safety Feature”.

- **The automated sensors are activating the system improperly:**
  This may be caused by:
  1. 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.
- 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).

11. Operating Instructions:

Installer: please provide to customer.

To Raise:
- The system is activated by the cruise control switch (if optional cruise control module was installed) or supplied 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 switch up (cruise control accelerate 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 switch down (cruise control resume position).
- 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.

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