

Load**LIFTER** 5000™ **ULTIMATE**

ADJUSTABLE AIR HELPER SPRINGS

TOW AND HAUL WITH SAFETY AND COMFORT™



Kit Number

88339

INSTALLATION GUIDE

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

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



TABLE OF CONTENTS

Installation Diagram	2
Introduction	3
Important Safety Notice	3
Notation Explanation	3
Hardware List and Tools List	4
Hardware List	4
Tools List	4
Installing the LoadLifter 5000 Ultimate System	5
Getting Started	5
Assembling the Air Springs	6
Installing the Assemblies	8
Installing the Air Lines	12
Tips for Installing Air Lines	13
Installing the Heat Shield	13
Before Operating	14
Checking for Leaks	14
Fixing Leaks	14
Installation Checklist	15
Post-Installation Checklist	15
Product Use, Maintenance and Servicing	16
Minimum and Maximum Pressure	16
Maintenance Guidelines	16
Tuning the Air Pressure	17
Guidelines for Adding Air	17
Troubleshooting Guide	18
Frequently Asked Questions	18
Limited Warranty and Returns Policy	21
Replacement Part Information	21
Contact Information	21

Installation Diagram

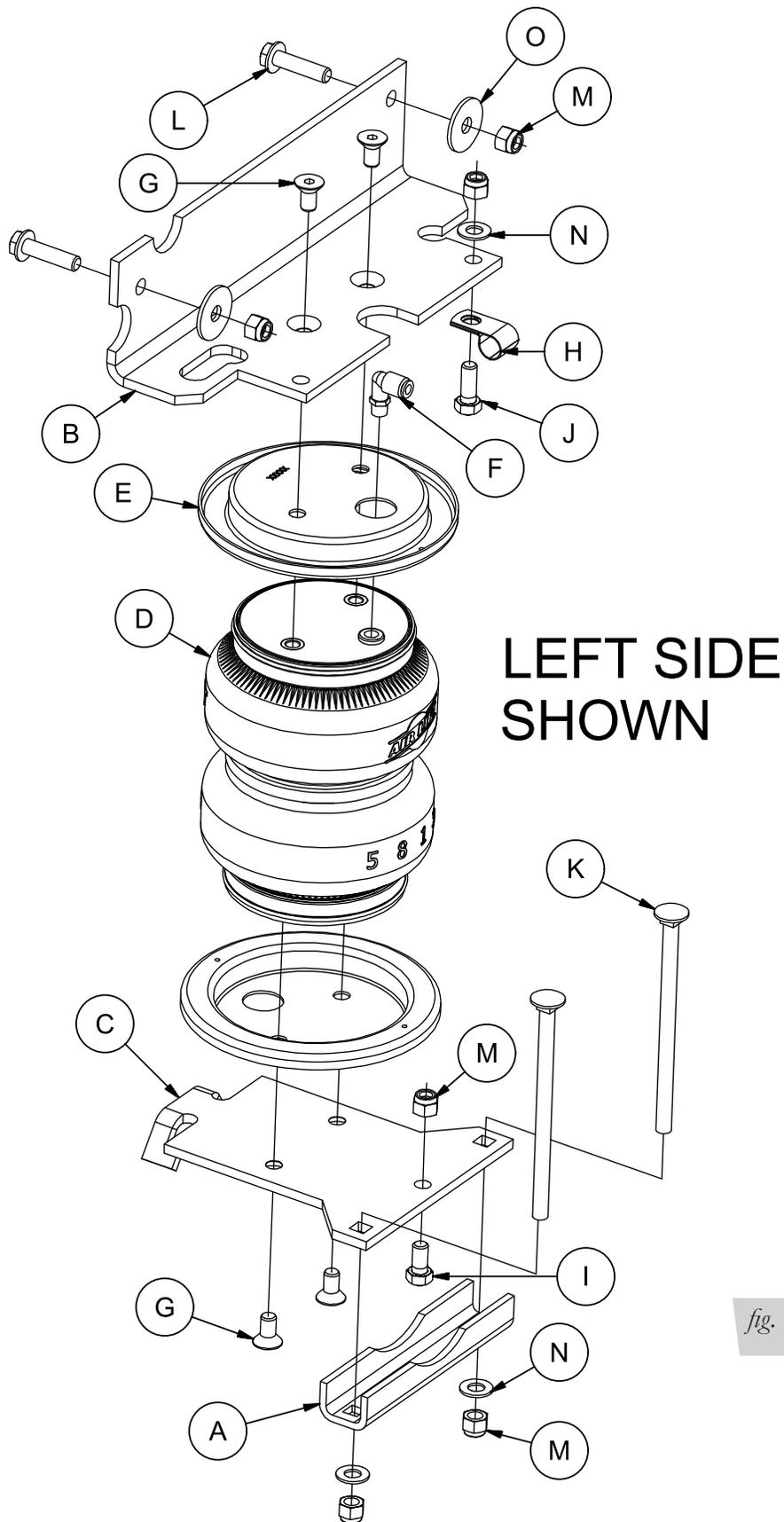


fig. 1

Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the LoadLifter 5000 Ultimate air spring kit. LoadLifter 5000 Ultimate utilizes sturdy, reinforced, commercial grade single or double, depending on the kit, convolute bellows. The bellows are manufactured like a tire with layers of rubber and cords that control growth. LoadLifter 5000 Ultimate kits are recommended for most 3/4- and 1-ton pickups and SUVs with leaf springs and provide up to 5,000 pounds of load-leveling support with air adjustability from 5-100 PSI.

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair. The information here includes a hardware list, tool list, step-by-step installation information, maintenance guidelines and operating tips.

Air Lift Company reserves the right to make changes and improvements to its products and publications at any time. For the latest version of this manual, contact Air Lift Company at **(800) 248-0892** or visit **airliftcompany.com**.

IMPORTANT SAFETY NOTICE

The installation of this kit does not alter the gross vehicle weight rating (GVWR) or payload of the vehicle. Check your vehicle’s owner’s manual and do not exceed the maximum load listed for your vehicle.

Gross vehicle weight rating: The maximum allowable weight of the fully loaded vehicle (including passengers and cargo). This number — along with other weight limits, as well as tire, rim size and inflation pressure data — is shown on the vehicle’s Safety Compliance Certification Label.

Payload: The combined, maximum allowable weight of cargo and passengers that the truck is designed to carry. Payload is GVWR minus the base curb weight.

NOTATION EXPLANATION

Hazard notations appear in various locations in this publication. Information which is highlighted by one of these notations must be observed to help minimize risk of personal injury or possible improper installation which may render the vehicle unsafe. Notes are used to help emphasize areas of procedural importance and provide helpful suggestions. The following definitions explain the use of these notations as they appear throughout this guide.

-  **DANGER** INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.
-  **WARNING** INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.
-  **CAUTION** INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE MACHINE OR MINOR PERSONAL INJURY.

NOTE *Indicates a procedure, practice or hint which is important to highlight.*

Hardware List and Tools List

HARDWARE LIST

Item	Part #	Description.....Qty	Item	Part #	Description.....Qty
A	01531	Clamp bar2	M	18435	3/8-16 nylon lock nut11
B	07043	Upper bracket.....2	N	18444	3/8" flat washer.....6
C	03063	Lower bracket.....2	O	18447	3/8" large flat washer4
D	58496	Air spring.....2	P	18501	5/16" flat washer.....8
E	11967	Roll plate.....4	AA*	20086	Air line assembly.....1
F	21837	90° swivel fitting.....2	BB*	10466	Tie strap.....6
G	17215	3/8"-24 x 3/4" flat head screw8	CC*	21230	Valve cap.....2
H	10181	Frame clamp.....1	DD*	18501	5/16" flat washer.....2
I	17101	3/8-16 x 3/4" hex bolt.....2	EE*	21234	Rubber washer.....2
J	17107	3/8-16 x 1" hex bolt.....1	FF*	18411	Star washer.....2
K	17133	3/8"-16 x 6" carriage bolt4	GG*	21233	5/16" hex nut4
L	17159	3/8"-16 x 1.5" hex flange bolt.....4			

*Not shown in fig. 1.



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

TOOLS LIST

Description..... Qty	Description..... Qty
Hoist or floor jacks 1	7/32 allen wrench (socket if available)..... 1
Safety stands..... 2	3/8" and 5/16" drill bits (very sharp)..... 1
Safety glasses 1	Heavy duty drill..... 1
Vise grips..... 2	Hose cutter, razor blade, or sharp knife 1
4" grinder or metal cutting tool 1	Air compressor or compressed air source 1
Torque wrench..... 1	Spray bottle with dish soap/water solution..... 1
Standard open-end combo wrenches..... 1	Black paint or undercoating 1
Ratchet..... 1	
Metric and standard sockets..... 1	

Installing the LoadLifter 5000 Ultimate System

GETTING STARTED



COMPRESSED AIR CAN CAUSE INJURY AND DAMAGE TO THE VEHICLE AND PARTS IF IT IS NOT HANDLED PROPERLY. FOR YOUR SAFETY, DO NOT TRY TO INFLATE THE AIR SPRINGS UNTIL THEY HAVE BEEN PROPERLY SECURED TO THE FRAME.

1. Raise the vehicle and support it using jack stands or equivalent method so that the axle can be dropped safely away from the frame. This will need to be done so the air spring assemblies may be put into position between the axle and frame (fig. 2 shows the frame being supported with the vehicle on a drive-on hoist.).
2. Remove the rear tires and wheels.

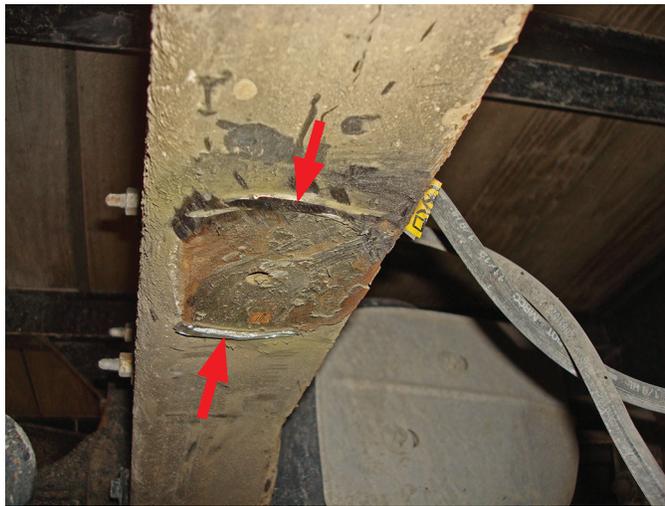


fig. 2

3. To install the kit, the stock jounce bumpers must be removed from under the frame rails on both sides. Grind the welds off the jounce bumper cups attaching the jounce bumpers to the frame (fig. 3). Remove and discard the jounce bumpers from both sides of the vehicle. Grind down the welds so they are flush with the frame flange and spray with black spray paint or undercoating (fig. 4).



fig. 3



Grind remaining weld flush to the frame flange.

fig. 4

ASSEMBLING THE AIR SPRINGS

1. Set a roll plate (E) over the top of the bellows (D) (fig. 5).

NOTE

The radius (rounded) edge of the roll plate (E) will be towards the air spring, so that the air spring is seated inside both roll plates.

2. Install the 90° swivel fitting (F) into the top of the bellows, finger tight plus one and a half turns.



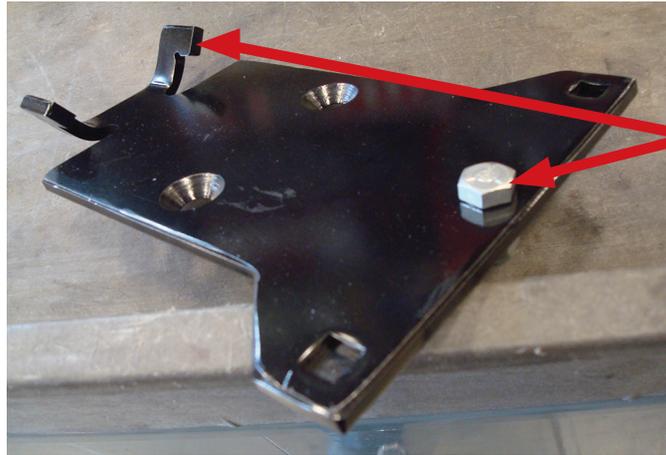
fig. 5

3. Set the upper bracket (B) onto the bellows assembly and attach it with two flat head screws (G) (fig. 6). Torque to no more than 20 lb.-ft. Repeat for both air spring assemblies.



fig. 6

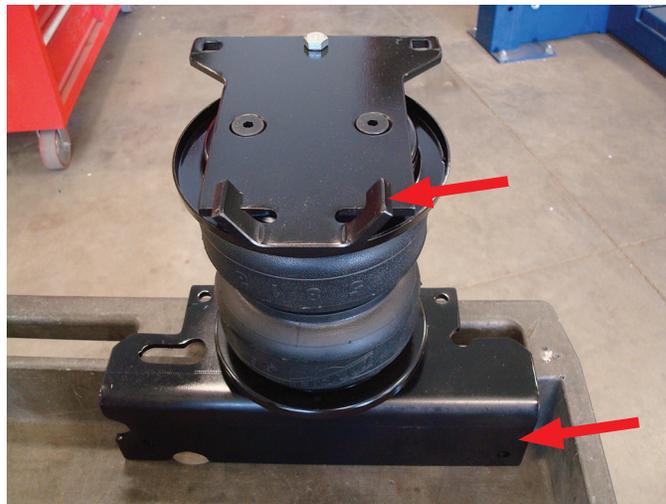
4. Install the 3/8" bolt (I) in the lower bracket (C) making sure the head is on the same side as the flanges are (fig. 7). Cap with a nylon lock nut (M) and torque to 20 lb.-ft. Repeat for both lower brackets.



The head of the bolt must be on the same side as the flanges on the lower bracket.

fig. 7

5. Set a roll plate over the bottom of the air spring assembly and install the lower bracket making sure the flanges on the lower bracket are on the same side as the flange on the upper bracket (fig. 8). Attach them with two flat head screws (G) and torque to no more than 20 lb.-ft. Repeat for both air spring assemblies.



Make sure the flange on the lower bracket is on the same side as the flange on the upper bracket.

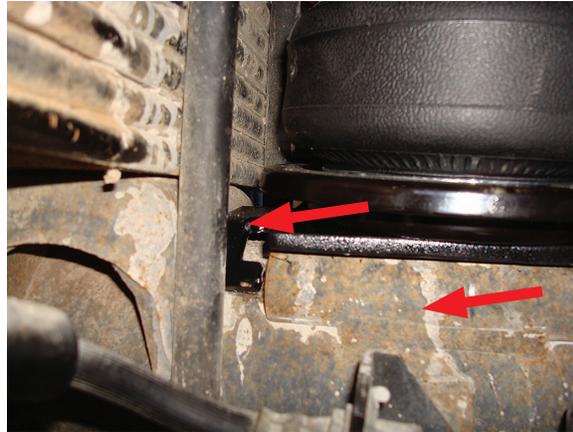
fig. 8

INSTALLING THE ASSEMBLIES

1. If you have not already done so, lower the axle down low enough to install the air spring assembly into position between the axle and frame. Set the assembly into position on both sides of the vehicle. The flange on the upper bracket will go on the outside of the frame rail.
2. Push the lower bracket inboard so that the tabs that are on the outside of the lower brackets will index under the jounce bumper strike plate (figs. 9 and 10).

NOTE

It may be necessary to bend the tabs on the bracket slightly if they don't line up properly to index under the strike plate.



Lower bracket tab inserted under jounce bumper strike plate that is welded onto the axle.

fig. 9



The tabs in the lower bracket shown in position under the jounce bumper strike plate.

fig. 10

3. Insert two 3/8" long carriage bolts (K) down through the square holes in the lower bracket and install the clamp bar (A) over them (figs. 1 and 11). Cap with two 3/8" flat washers (N) and two 3/8" nylon lock nuts (M). Tighten both evenly to 10 lb.-ft. Repeat for both sides. Figure 12 shows the lower bracket installed on the right (passenger) side.

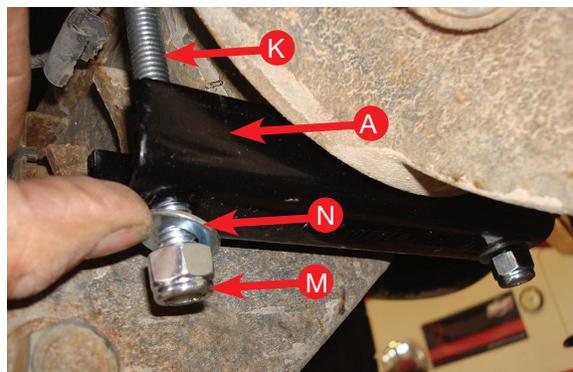


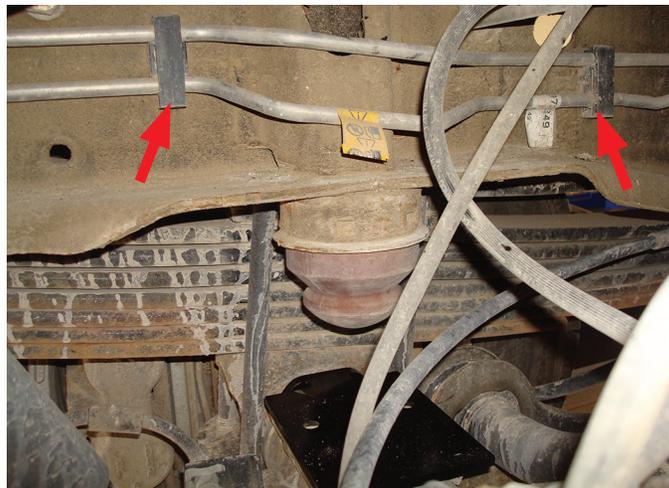
fig. 11



Right (passenger) side lower bracket installation

fig. 12

4. On the inside of the driver side frame above the axle, it will be necessary to unbolt the fuel line holders and pull the fuel lines (if so equipped) away from the frame rail in order to drill the two holes needed to install the upper bracket (fig. 13).



Unbolt and pull the fuel lines away from the frame to gain clearance to drill the holes needed to install the upper bracket.

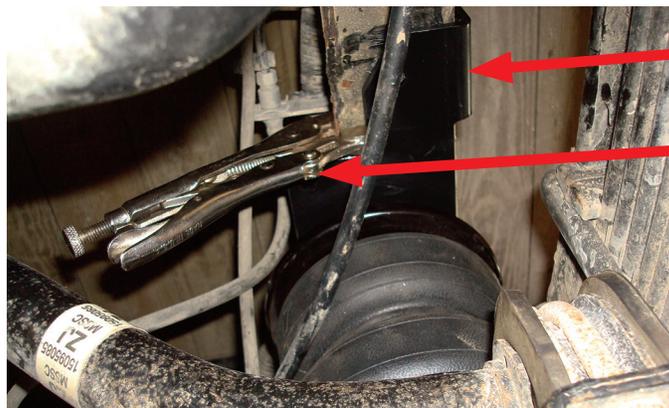
fig. 13

5. Raise the axle or lower the frame and align the upper bracket on the frame rail so that the air spring is perpendicular to the upper and lower bracket.

NOTE

On late model vehicles, there are ABS lines with line holders that may limit this alignment. Align as best you can with these models.

6. Clamp the flange of the upper bracket to the frame with two sets of vise grips, forward and behind the axle, making sure the upper bracket is flat against the side of the frame rail (fig. 14).



Clamp the bracket to the frame flange with vise grips making sure the side of the bracket is flush against the frame.

fig. 14

CAUTION

BEFORE DRILLING, CHECK THE BACK-SIDE OF THE FRAME FOR CLEARANCE ISSUES WITH THE BRAKE LINES, GAS LINES, AND ELECTRICAL LINES. ANY OBSTACLES WILL NEED TO BE TEMPORARILY RELOCATED TO CLEAR THE AREA.

7. With the fuel lines previously cleared out of the way on the inside of the left (driver) side frame and using the two holes on the side of the bracket as a template, drill the side of the frame using a 3/8" drill bit (fig. 15).

NOTE

It may be necessary to drop the axle slightly to complete step 7.



fig. 15

8. Attach the upper bracket to the frame using two 3/8" flange bolts (L), two 3/8" large flat washers (O) and two 3/8" nylon lock nuts (M) (figs. 1 and 16). Torque to 44 lb.-ft. Remove vice grips and repeat for the right (passenger) side.

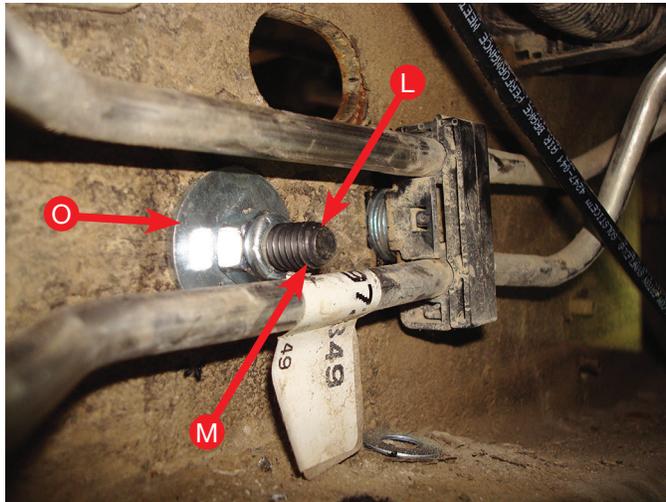


fig. 16

9. Before installing the fuel line rail back on the frame, stack up four 5/16" washers (P) and put them between the fuel line hangers (previously removed) and the frame and insert the studs back through the frame. Cap with the nut originally removed and tighten (fig. 17). This gives extra clearance between bolts and fuel lines to ensure they are not rubbing in any way.

 **CAUTION**

IN NO WAY SHOULD THE BOLTS INSTALLED RUB ON THE FUEL LINES. CORRECT THIS CONDITION BEFORE PROCEEDING WITH THE INSTALLATION.



4 X 5/16" washers (P) stacked up behind line holder's in the front and in the rear of axle.

fig. 17

10. Insert the emergency brake cable, on the left (driver) side above the axle, into the P-clamp (H) and install the P-clamp onto the front inside corner hole of the upper bracket as shown in figures 1 and 18 using one 3/8" bolt (J) one 3/8" flat washer (N) and 3/8" nylon lock nut (M). Figure 19 shows an alternate installed view.

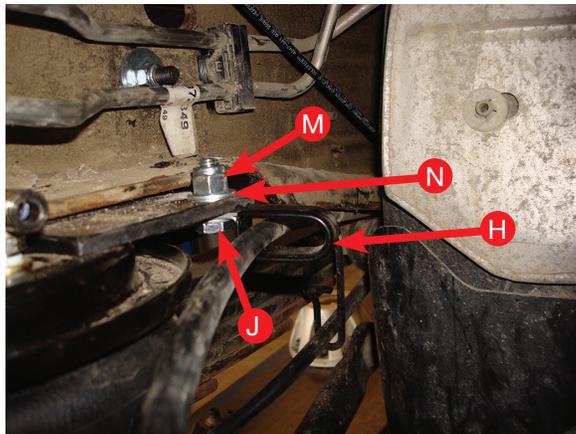


fig. 18

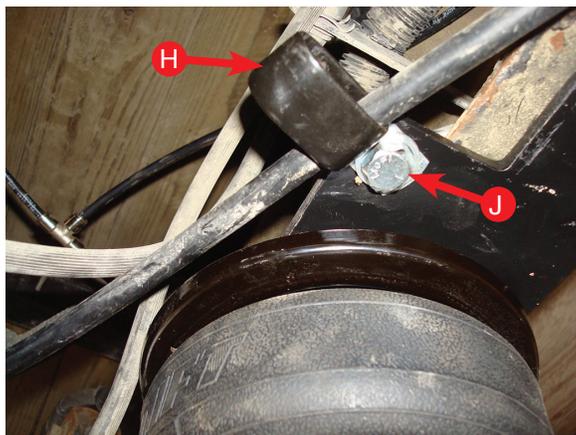
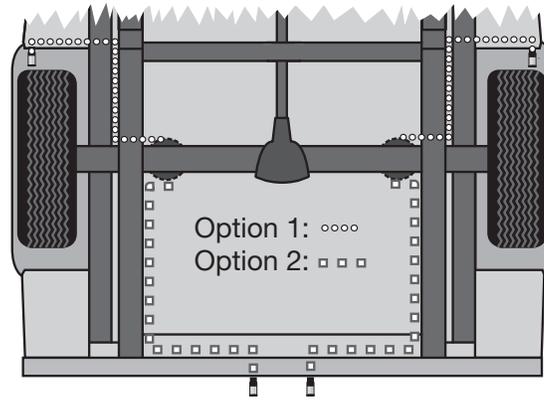


fig. 19

Installing the Air Lines

This section explains how to set up the air spring kit to be controlled with Schrader valves and a separate compressed air source. An on-board air compressor system allows for hassle-free control of the air springs. Learn more about Air Lift control systems at www.airliftcompany.com/products/compressor-systems.

1. Choose a convenient location for mounting the inflation valves (Fig. 20). Popular locations for the inflation valve are:
 - a. The wheel well flanges
 - b. The license plate recess in bumper
 - c. Under the gas cap access door
 - d. Through the license plate


fig. 20
NOTE

Whatever the chosen location, make sure there is enough clearance around the inflation valves for an air chuck.

2. Drill 5/16" holes to install the inflation valves.
3. Cut the air line assembly in two equal lengths.
4. After cutting the hose to length on the passenger side, slide the hose heat shield over the air line before inserting into the fitting. Using a tie strap, tie it to the front inside hole in the upper bracket as shown in figure 21.

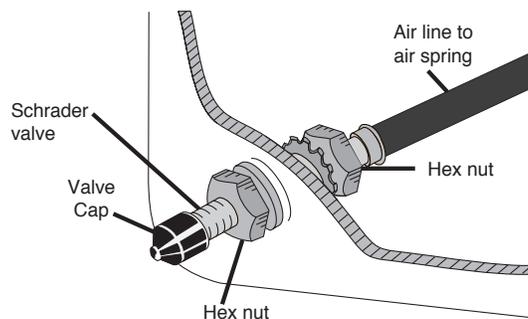


Hose heat shield

Tie strapped to the upper bracket using the existing hole.

fig. 21

5. Place a 5/16" nut and star washer on the air valve. Leave enough of the inflation valve in front of the nut to extend through the hole and have room for the rubber washer, flat washer, and 5/16" nut and cap. There should be enough valve exposed after installation – approximately 1/2" – to easily apply a pressure gauge or an air chuck (Fig. 22).


fig. 22

6. Push the inflation valve through the hole and use the rubber washer, flat washer, and another 5/16" nut to secure it in place. Tighten the nuts to secure the assembly.
7. Route the air line along the frame to the fitting on the air spring. Keep AT LEAST 6" of clearance between the air line and the exhaust system. Avoid sharp bends and edges. Use zip ties to secure the air line to fixed points along the chassis. Be sure that the tie straps are tight, but do not pinch the air line. Leave at least 2" of slack to allow for any movement that might pull on the air line.
8. Cut off the air line, leaving approximately 12" of extra air line. A clean square cut will prevent leaks. Insert the air line into the air fitting. This is a push-to-connect fitting.

TECH TIP

Wiggle the hose back and forth while inserting to make sure the hose bottoms out in the fitting to obtain a good seal.

TIPS FOR INSTALLING AIR LINES

When cutting air lines, use a sharp knife or a hose cutter and make clean, square cuts (Fig. 23). Do not use scissors or wire cutters because these tools may deform the air line, causing it to leak around fittings. Do not cut the lines at an angle.

Do not bend the 1/4" hose at a radius of less than 1" or bend the 3/8" hose at a radius of less than 1 1/2". Do not put side load pressure on fitting. The hose should be straight beyond the fitting for 1" before bending.

Inspect hose for scratches that run lengthwise on hose prior to installation. Contact Air Lift customer service at (800) 248-0892 if the air line is damaged.



Go to air-lift.co/cuttingairline to watch a video demonstrating proper air line cutting.

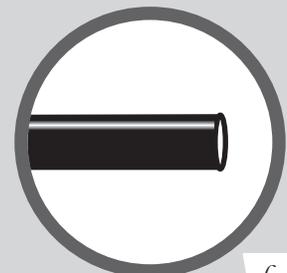


fig. 23

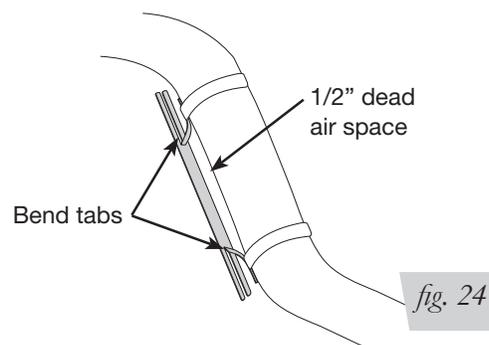


INSTALLING THE HEAT SHIELD

1. Bend tabs to provide a dead air space between exhaust pipe and heat shield. (Fig. 24) Attach the heat shield to the exhaust pipe using the clamps. Bend the heat shield for maximum clearance to the air spring.

NOTE

Some vehicles have large resonators in this area; it will be necessary to double up on the clamps to fit these models (Fig. 24).



Before Operating

CHECKING FOR LEAKS

1. Inflate the air spring to 30 PSI.
2. Spray all connections and the inflation valves with a solution of 1/5 liquid dish soap and 4/5 water. Spot leaks easily by looking for bubbles in the soapy water.
3. After the test, deflate the springs to the minimum pressure required to restore the system to normal ride height. Do not deflate to lower than 5 PSI.
4. Check the air pressure again after 24 hours. A 2-4 PSI loss after initial installation is normal. Retest for leaks if the loss is more than 5 PSI.

FIXING LEAKS

1. If there is a problem with the swivel fitting:
 - a. Check the air line connection by deflating the spring and removing the line by pulling the collar against the fitting and pulling firmly on the air line. Trim 1" off the end of the air line. Be sure the cut is clean and square (see Fig. 23). Reinsert the air line into the push-to-connect fitting.
 - b. Check the threaded connection by tightening the swivel fitting another half turn. If it still leaks, deflate the air spring, remove the fitting, and re-coat the threads with thread sealant. Reinstall by hand tightening as much as possible and then use a wrench for an additional two turns.
2. If there is a problem with the inflation valve:
 - a. Check the valve core by tightening it with a valve core tool.
 - b. Check the air line by removing the air line from the barbed type fitting. Cut the air line off a few inches in front of the fitting and use a pair of pliers or vice grips to pull/twist the air line off of the fitting.



CAUTION

DO NOT CUT OFF THE AIR LINE COMPLETELY AS THIS WILL USUALLY NICK THE BARB AND RENDER THE FITTING USELESS.

3. If the preceding steps have not resolved the problem, call Air Lift customer service at **(800) 248-0892**.

INSTALLATION CHECKLIST

- Clearance test** — Inflate the air springs to 75-90 PSI and make sure there is at least 1/2" clearance from anything that might rub against each sleeve. Be sure to check the tire, brakes, frame, shock absorbers and brake cables.
- Leak test before road test** — Inflate the air springs to 75-90 PSI and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.
- Heat test** — Be sure there is sufficient clearance from heat sources, at least 6" for air springs and air lines. If a heat shield was included in the kit, install it. If there is no heat shield, but one is required, call Air Lift customer service at **(800) 248-0892**.
- Fastener test** — Recheck all bolts for proper torque.
- Road test** — The vehicle should be road tested after the preceding tests. Inflate the springs to recommended driving pressures. Drive the vehicle 10 miles and recheck for clearance, loose fasteners and air leaks.
- Operating instructions** — If professionally installed, the installer should review the operating instructions with the owner. Be sure to provide the owner with all of the paperwork that came with the kit.

POST-INSTALLATION CHECKLIST

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

Product Use, Maintenance and Servicing

Minimum Recommended Pressure	Maximum Air Pressure
5 PSI	100 PSI

MAINTENANCE GUIDELINES

NOTE

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

1. Check air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 100 PSI.
3. If the system develops an air leak, use a soapy water solution (1/5 liquid dish soap and 4/5 water) to check all air line connections and the inflation valve core before deflating and removing the air spring.

CAUTION

FOR SAFETY AND TO PREVENT POSSIBLE DAMAGE TO THE VEHICLE, DO NOT EXCEED MAXIMUM GROSS VEHICLE WEIGHT RATING (GVWR), AS INDICATED BY THE VEHICLE MANUFACTURER. ALTHOUGH THE AIR SPRINGS ARE RATED AT A MAXIMUM INFLATION PRESSURE OF 100 PSI, THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDENT ON LOAD AND GVWR.

4. Loaded vehicles require at least 25 PSI. A “loaded vehicle” refers to a vehicle with a heavy bed load, a trailer or both. Never exceed GVWR, regardless of air spring, air pressure or other load assist. The springs in this kit will support approximately 40 pounds of load (combined on both springs) for each 1 PSI of pressure. The required air pressure will vary depending on the state of the original suspension. Operating the vehicle below the minimum air spring pressure will void the Air Lift warranty.
5. When increasing load, always adjust air pressure to maintain normal ride height. Increase or decrease pressure from the system as necessary to attain normal ride height for optimal ride and handling. Remember that loads carried behind the axle (including tongue loads) require more leveling force (pressure) than those carried directly over the axle.
6. Always add air to springs in small quantities, checking the pressure frequently.
7. Should it become necessary to raise the vehicle by the frame, make sure the system is at minimum pressure (5 PSI) to reduce the tension on the suspension/ brake components. Use of on-board leveling systems do not require deflation or disconnection.
8. Periodically check the air spring system fasteners for tightness. Also, check the air springs for any signs of rubbing. Realign if necessary.
9. On occasion, give the air springs a hard spray with a garden hose to remove mud, sand, gravel or other debris.

TUNING THE AIR PRESSURE

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

1. Level vehicle

If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (Fig. 25). Raise the air pressure to correct either of these problems and level the vehicle.

2. Ride comfort

If the vehicle has a rough or harsh ride it may be due to either too much pressure or not enough (Fig. 26). Try different pressures to determine the best ride comfort.

3. Stability

Stability translates into safety and should be the priority, meaning the driver may need to sacrifice a perfectly level and comfortable ride. Stability issues include roll control, bounce, dive during braking and sponginess (Fig. 27). Tuning out these problems usually requires an increase in pressure.



Bad headlight aim

fig. 25



Rough ride

fig. 26



Sway and body roll

fig. 27

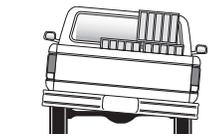
GUIDELINES FOR ADDING AIR

1. Start with the vehicle level or slightly above.
2. When in doubt, always add air.
3. If the front of the vehicle dives while braking, increase the pressure in the front air bags, if equipped.
4. If it is ever suspected that the air bags have bottomed out, increase the pressure (Fig. 28).
5. Adjust the pressure up and down to find the best ride.
6. If the vehicle rocks and rolls, adjust the air pressure to reduce movement.
7. It may be necessary to maintain different pressures on each side of the vehicle. Loads such as water, fuel, and appliances will cause the vehicle to be heavier on one side (Fig. 29). As much as a 50 PSI difference is not uncommon.

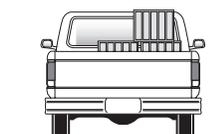


Bottoming out

fig. 28



Unlevel



Level

fig. 29

Troubleshooting Guide

PROBLEM	CAUSE	SOLUTION
System won't maintain pressure overnight.	Improperly installed air line, air line has holes or cracks.	Leak test the air line connections, the threaded connection into the air spring, and all fittings in the control system.
Air spring or air line leak.	Fitting seal or air line is compromised.	Check to make sure air lines are seated in connectors. Inspect fittings with soapy water. Trim hose or re-seal fitting. Ensure lines are cut straight.
Corner won't raise or air leak develops.	Look for a kink or fold in the air line.	Replace any air line that has been kinked.

FREQUENTLY ASKED QUESTIONS

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

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

Q. Is it necessary to keep air in the air springs at all times and how much pressure will they need?

For LoadLifter 5000, the recommended minimum air pressure is 5 PSI, but it can safely be run at zero air pressure unladen (no load).

Q. Is it necessary to add a compressor system to the air springs?

No. Air pressure can be adjusted with any type of compressor as long as it can produce sufficient pressure to service the springs. Even a bicycle tire pump can be used, but it's a lot of work.

Q. How long should air springs last?

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

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

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



Notes



Notes

Limited Warranty and Return Policy

Air Lift Company provides a limited lifetime warranty to the original purchaser of its Load Support products, that the products will be free from defects in workmanship and materials when used on cars and trucks as specified by Air Lift Company and under normal operating conditions, subject to the requirements and exclusions set forth in the full Limited Warranty and Return Policy that is available online at www.airliftcompany.com/warranty.

For additional warranty information contact Air Lift Company customer service.

Replacement Part Information

If replacement parts are needed, contact the local dealer or call Air Lift customer service at **(800) 248-0892**. Most parts are immediately available and can be shipped the same day.

Contact Air Lift Company customer service at (800) 248-0892 first if:

- Parts are missing from the kit.
- Need technical assistance on installation or operation.
- Broken or defective parts in the kit.
- Wrong parts in the kit.
- Have a warranty claim or question.

Contact the retailer where the kit was purchased:

- If it is necessary to return or exchange the kit for any reason.
- If there is a problem with shipping if shipped from the retailer.
- If there is a problem with the price.

Contact Information

Mailing address	P.O. Box 80167 Lansing, MI 48908-0167
Shipping address for returns	2727 Snow Road Lansing, MI 48917
Phone	Toll free: (800) 248-0892 International: (517) 322-2144
Email	service@airliftcompany.com
Web address	www.airliftcompany.com

Need Help?

Contact Air Lift Company customer service department by calling (800) 248-0892.

For calls from outside the USA or Canada, dial (517) 322-2144.



Thank you for purchasing Air Lift products — the professional installer's choice!

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