



LoadLIFTER 5000™

S E R I E S

Installation
Guide



2001-10 Chevrolet/GMC 2500/3500

Kits 57275 | 88275 | 89275



Watch the video
Info on next page

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



Video-enhanced instruction manual

Visit air-lift.co/install88275 to watch a video of this installation.

IDENTIFYING THE DIFFERENCES BETWEEN KITS

Should you need to contact Air Lift customer service, you will need to know which kit you are inquiring about: standard LoadLifter 5000, LoadLifter 5000 Ultimate or LoadLifter 5000 Ultimate Plus. The kits are easily identifiable by looking at the roll plates and air lines.

- Standard **LoadLifter 5000** – Zinc-plated steel roll plates and black nylon air lines.
- LoadLifter 5000 Ultimate** – Black powder-coated roll plates and black nylon air lines.
- LoadLifter 5000 Ultimate Plus** – Stainless steel roll plates, braided stainless steel air lines, stainless steel air spring mounting hardware.

Air Lift offers two Ultimate Plus upgrade kits:

52300 - Braided stainless steel air line and fittings.

52301 - Stainless steel roll plates, air spring mounting hardware, braided stainless steel air lines and fittings.



LoadLifter 5000
silver zinc-plated steel
roll plate



LoadLifter 5000 Ultimate
black powder-coated
roll plate



LoadLifter 5000 Ultimate Plus
stainless steel
roll plate



LoadLifter 5000
nylon air line



LoadLifter 5000 Ultimate
nylon air line



LoadLifter 5000 Ultimate PLUS
braided stainless steel air line

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Installation Diagram

2500 HD model,
driver's side shown

*The 3500 model has a
different style strike plate.

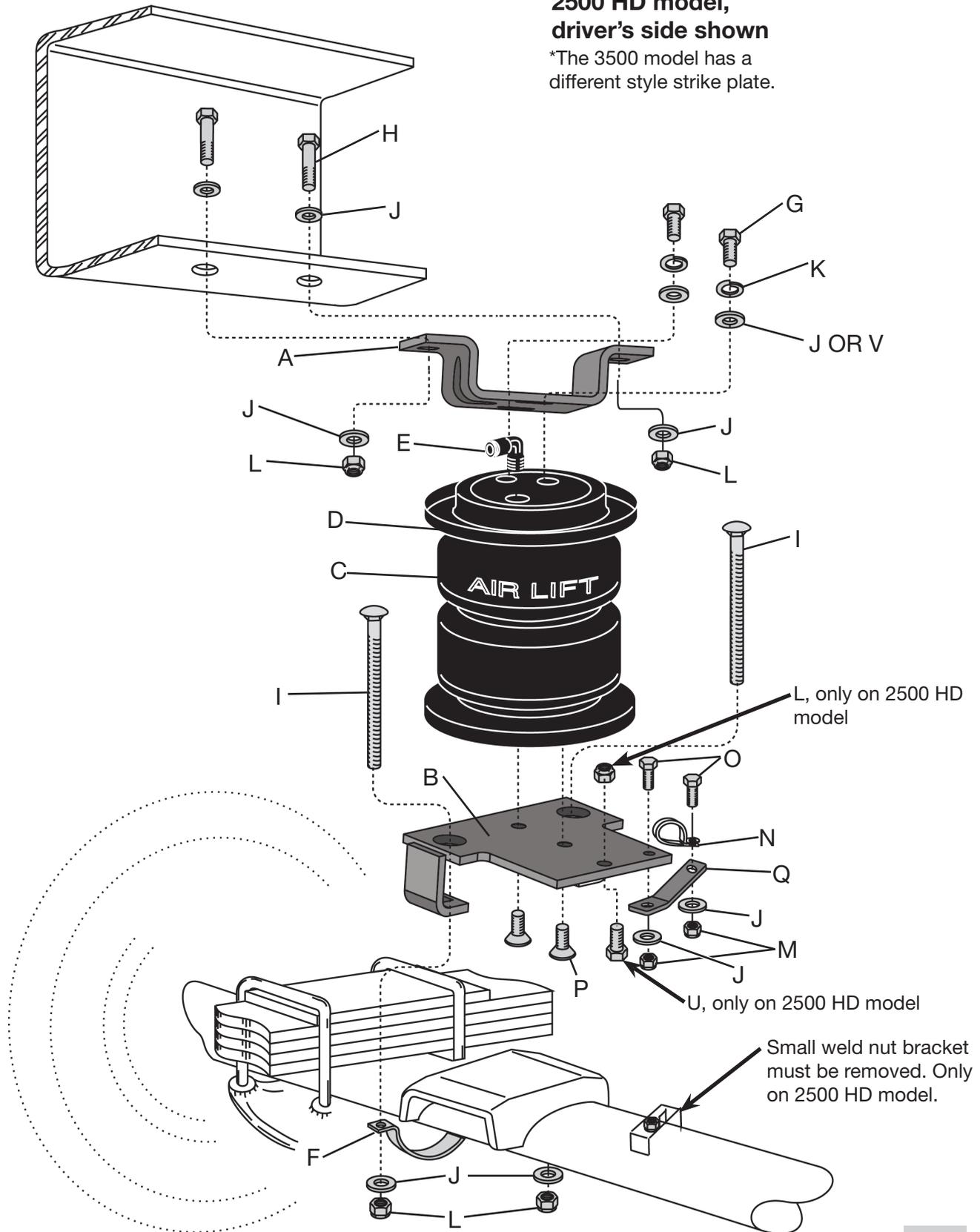


fig. 1

Hardware and Tools Lists

Common Parts Included in All 3 Kits

Item	Part#	Description	Qty
A	07634	Upper bracket	2
B	03633	Lower bracket	2
F	10451	Axle strap	2
H	17108	3/8"-16 x 1.5" bolt	4
I	17141	3/8"-16 x 2.5" Carriage bolt	4
L	18435	3/8" Nylon lock nut	10
M	18438	5/16" Nylon lock nut	2
N	10465	5/8" Clip	1
O	17103	5/16" -18 x 1" Bolt	2
Q	10421	Lower brake bracket	1
U	17101	3/8"-16 x 3/4" Bolt	2
EE*	21234	Rubber washer	2

* not pictured in the Installation Diagram

TOOLS LIST

Description	Qty
Standard and metric open-end or box wrenches	SET
Adjustable wrench	1
Ratchet	1
Metric, 9/16", and 1/2" deep-well sockets	SET
3/8" and 5/16" drill bits (very sharp)	1
Heavy-duty drill	1
Torque wrench	1
Standard and metric hex-key wrenches	1
Hose cutter, razor blade or sharp knife	1
Hoist or floor jacks	1
Safety stands	2
Safety glasses	1
Air compressor or compressed air source	1
Spray bottle with dish soap/water solution	1

Unique Parts in Each Kit

LoadLIFTER 5000™ KIT 57275

Item	Part#	Description	Qty
C	58437	Air spring	2
D	11951	Roll plate (silver zinc plated)	4
E	21848	Push-to-connect (PTC) fitting	2
G	17203	3/8"-24 x 7/8" Bolt	4
J	18444	3/8" Flat washer	23
K	18427	3/8" Lock washer	4
P	17215	3/8"-24 x 3/4" Flat-head screw	4
AA*	20086	Air line	1
BB*	10466	Zip tie	6
CC*	21230	Valve cap	2
DD*	18501	M8 flat washer	2
GG*	21233	5/16" Hex nut	4
FF*	18411	Star washer	2

LoadLIFTER 5000™ ULTIMATE KIT 88275

Item	Part#	Description	Qty
C	58496	Air spring with internal jounce bumper	2
D	11967	Roll plate (black powder coated)	4
E	21848	Push-to-connect (PTC) fitting	2
G	17203	3/8"-24 x 7/8" Bolt	4
J	18444	3/8" Flat washer	23
K	18427	3/8" Lock washer	4
P	17215	3/8"-24 x 3/4" Flat-head screw	4
AA*	20086	Air line	1
BB*	10466	Zip tie	6
CC*	21230	Valve cap	2
DD*	18501	M8 flat washer	2
GG*	21233	5/16" Hex nut	4
FF*	18411	Star washer	2

LoadLIFTER 5000™ ULTIMATE PLUS+ KIT 89275

Item	Part#	Description	Qty
C	58496	Air spring with internal jounce bumper	2
D	11880	Roll plate (stainless steel)	4
E	21815	AN type fitting	2
G	17284	3/8"-24 x 7/8" Stainless steel bolt	4
J	18444	3/8" Flat washer	19
V	18507	3/8" Stainless steel flat washer	4
K	18504	3/8" Stainless steel lock washer	4
P	17363	3/8"-24 x 3/4" Stainless steel flat-head screw	4
AA*	20987	Stainless steel braided air line	2
BB*	10466	Zip tie	12
HH*	21709	Fill valve with cap & nut	2
DD*	18572	M8 Stainless steel flat washer	2
FF*	18623	Stainless steel star washer	2
II*	21813	PTC to AN adapter fitting	2
JJ*	20084	Air line assembly	1



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

Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the standard LoadLifter 5000, LoadLifter 5000 Ultimate or LoadLifter 5000 Ultimate Plus air spring kits. All LoadLifter 5000 Series kits utilize sturdy, reinforced, commercial-grade single or double, depending on the kit, convolute bellows. LoadLifter 5000 Ultimate kits add an internal jounce bumper and black powder-coated roll plates. LoadLifter 5000 Ultimate Plus kits also have an internal jounce bumper, but add stainless steel roll plates, air lines and air spring mounting hardware.

The air springs are manufactured like a tire with layers of rubber and cords that control growth. LoadLifter 5000 series 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.

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 the vehicle's owner's manual and do not exceed the maximum load listed for this 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.



INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.



INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.



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.

Installing the LoadLifter 5000 Series System

GETTING STARTED

Your vehicle may be equipped with a rear brake proportioning valve. Any type of load assist product could affect brake performance. We recommend that you check with your dealer before installing this type of product. If your vehicle DOES NOT have a rear brake proportioning valve or is equipped with an anti-lock type brake system, installation of a load assist product will have NO EFFECT on brake performance.



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 VEHICLE.

1. Raise the vehicle and support the axle with jack stands, setting the jack stands as wide as possible on the axle (Fig. 2).

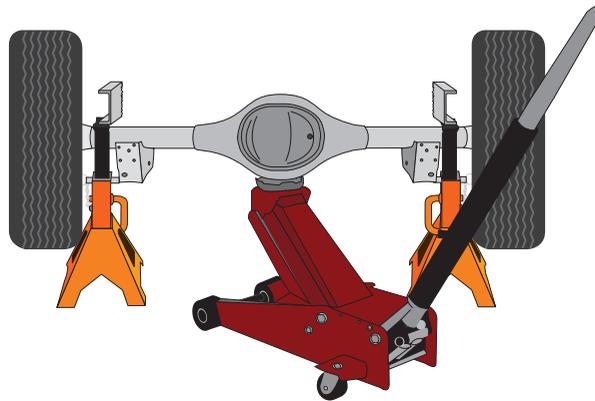


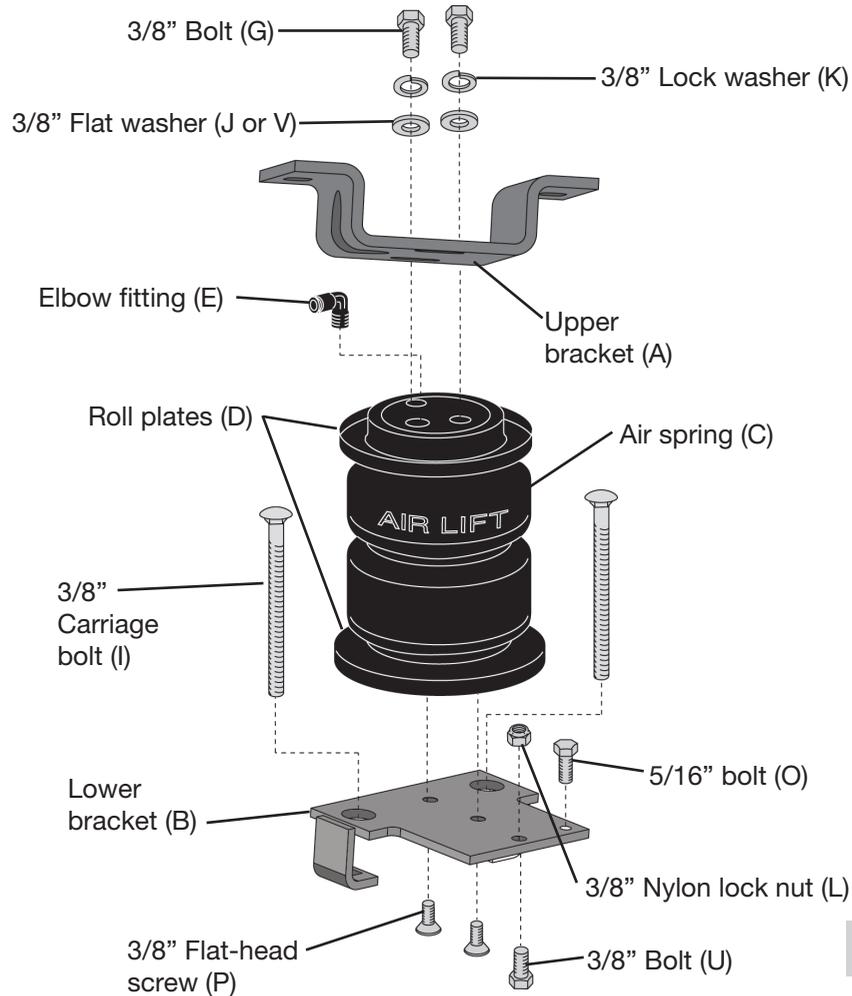
fig. 2

2. Drop the axle or raise the frame up to make room for the assemblies to be put into position between the frame and axle.

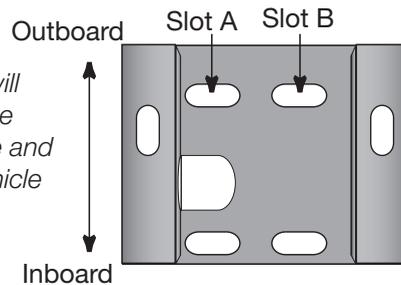
ASSEMBLING THE AIR SPRING ASSEMBLY

1. Set a roll plate (D) on both ends of the air spring (C). The radiused (rounded) edge of the roll plate will be toward the air spring, enabling the air spring to be seated in both roll plates (Fig. 3).
2. Install a 90° elbow fitting (E) to the top of the air spring. Tighten finger tight plus 1 1/2 turns. Be careful to only tighten on the metal hex nut. Do not overtighten (Fig. 3).
3. Install the upper bracket (A) onto the air spring assembly. Use slot "A" when installing on the driver's side and use slot "B" when installing on the passenger's side. Attach using two 3/8" bolts (G), lock washers (K), and flat washers (J or V). Leave the bolts loose at this time (Figs. 3 & 4).

4. **Driver's side only:** Insert a 5/16" bolt (O) into the small hole on the lower bracket (B) before attaching the lower bracket to the air spring assembly (Fig. 3).
5. **2500 HD models only:** Install a 3/8" bolt (U) and lock nut (L) through the hole in the lower bracket (Fig. 2) with the head of the bolt facing down. Tighten securely.
6. Insert two 3/8" carriage bolts (I) through the large holes and into the square holes of the legs in the lower bracket (Fig. 3).


fig. 3

NOTE: The elbow fitting will point toward the rear of the vehicle on the driver's side and toward the front of the vehicle on the passenger's side.


fig. 4

7. Attach the lower bracket (B) to the bottom of the air spring assembly using two 3/8" flat-head screws (P). Tighten securely.

REMOVING THE JOUNCE BUMPER AND POSITIONING THE ASSEMBLY ON THE AXLE

1. Remove both jounce bumpers under the frame rail and discard.

NOTE

On the 2500 HD models only, the driver's side of the axle may have a small bracket with a nut that has nothing attached to it. This bracket must be trimmed off of the axle in order to install the assembly (Fig. 5a).

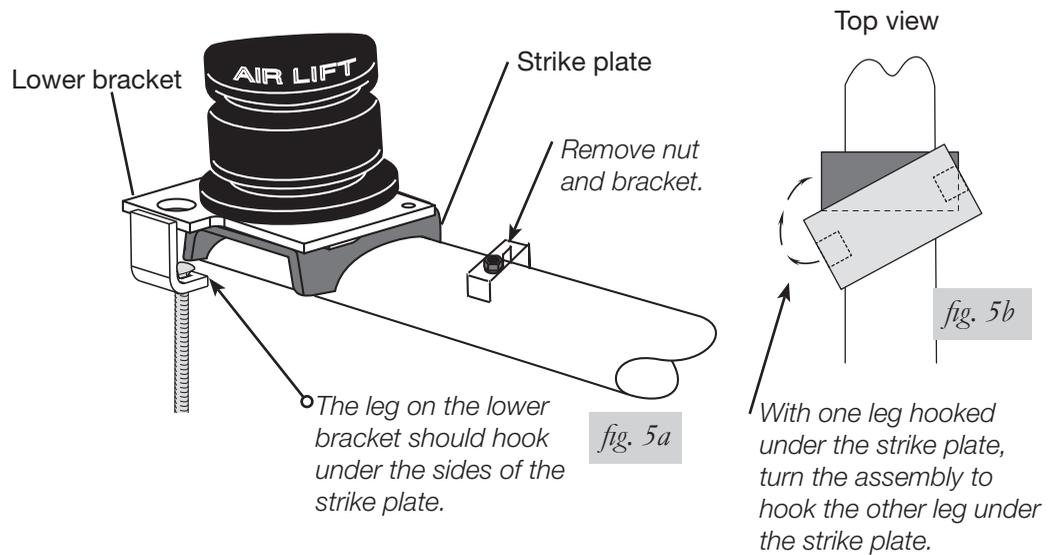
2500 HD models:

1. Set the assembly that has the cinch bolt onto the driver's side.

NOTE

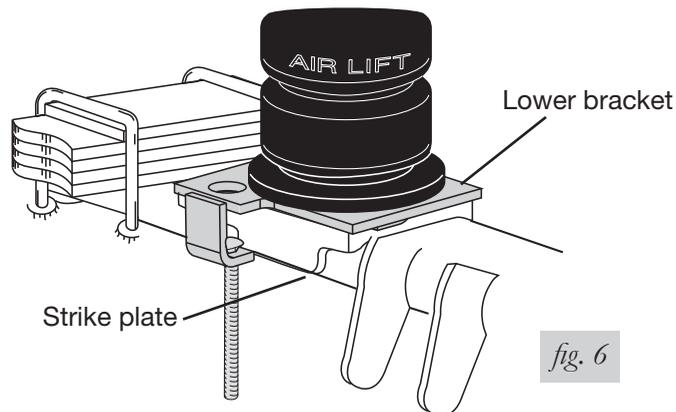
It will be necessary to index the lower legs under the jounce bumper strike plate.

2. With the lower bracket parallel to the strike plate, hook one leg under the side of the strike plate and turn the assembly until the other leg is under the strike plate on the other side (Fig. 5b).
3. Once the legs are under the strike plate, proceed with the upper bracket instructions.



3500 models:

1. Set the assembly on the strike plate so that the legs of the lower bracket are forward and behind the axle (Fig. 6).



ATTACHING THE UPPER BRACKET

1. The elbow fitting points toward the rear of the vehicle on the driver's side and toward the front of the vehicle on the passenger's side.
2. Insert two 3/8" bolts (H) and flat washers (J) through the existing jounce bumper holes and through the slotted holes in the upper bracket (Fig. 7).

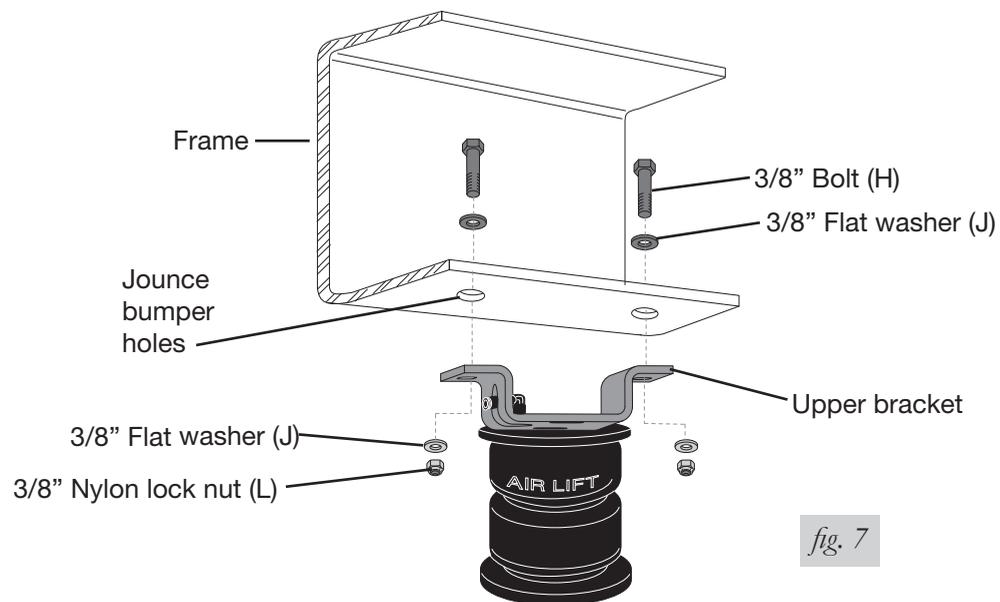
NOTE

It may be helpful to raise the axle at this point so that the upper bracket touches the frame.

3. Attach the upper bracket using two flat washers (J) and nylon lock nuts (L) on each previously installed bolt (Fig. 7).
4. Push the bracket inboard and tighten both upper bolts.

NOTE

There should be a thumbs width between the air spring roll plate (D) and the leaf spring U-bolt.



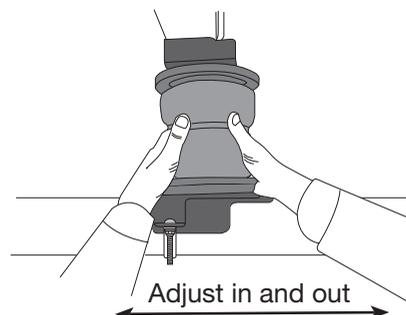
ALIGNING AND ATTACHING THE ASSEMBLY AND LOWER BRACKET

1. Bring the axle all the way up and remove the jack stands previously used to support the frame when removing the jounce bumper.

NOTE

The upper bracket is slotted for forward and backward adjustment. The bottom adjusts by moving the bracket on the axle in or out (Fig. 8).

2. Adjust the assembly so that the air spring is perpendicular to the bottom and top mounting brackets.
3. Tighten the top mounting bolts to 20 lb.-ft. (27Nm).



- Attach the axle strap (F) to both lower bracket carriage bolts using two flat washers (J) and two nylon lock nuts (L). Torque evenly to 16 lb.-ft. (22Nm) (Fig. 9).

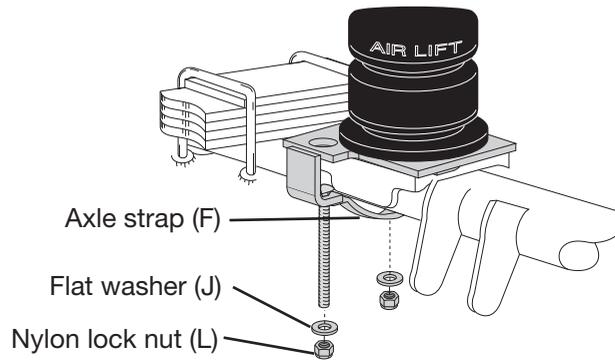


fig. 9

INSTALLING THE EMERGENCY BRAKE LINE BRACKET AND CLIP (DRIVER'S SIDE ONLY)

- Attach the brake line bracket (Q) to the lower bracket using the previously installed 5/16" bolt (O) with one flat washer (J) and a nylon lock nut (M) (Fig. 1 & 10).
- Attach the brake line clip (N) onto the emergency brake line bracket (Fig. 1 & 10).
- Attach the clip assembly to the brake line bracket using a 5/16" bolt (O), two flat washers (J), and a nylon lock nut (M) (Fig. 1 & 10).
- Align the brake line bracket and clip assembly so that the two do not bind to the cable. Tighten all mounting hardware in this assembly securely.

NOTE

Be sure the cable does not rub against the air spring when it is fully inflated. If it does, adjust the assembly accordingly.

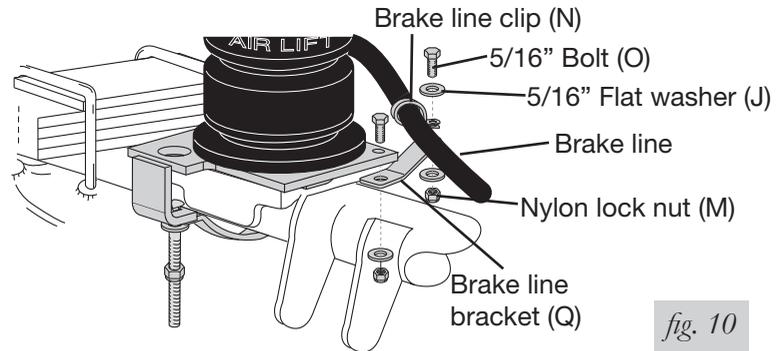
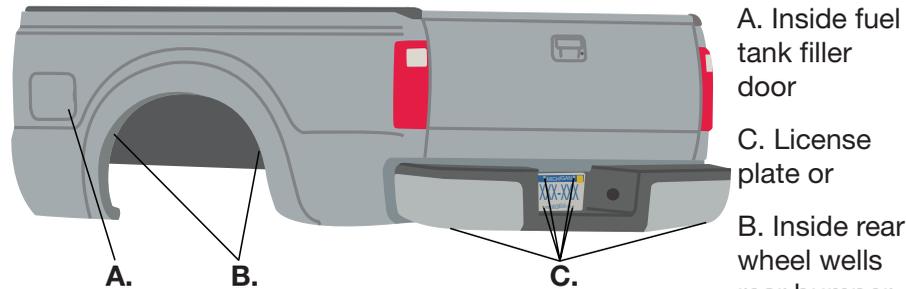


fig. 10

Installing the Air Lines

Air lines are routed from the air springs to Schrader valves. LoadLifter 5000 Series air lines come in two styles: nylon and braided stainless steel. Begin by choosing locations for the Schrader valves and drill a 5/16" hole, if necessary (Fig. 11).



- A. Inside fuel tank filler door
- B. Inside rear wheel wells rear bumper area*
- C. License plate or

* For LoadLifter Ultimate Plus kits, the recommended location for the Schrader valves is the rear bumper area or license plate.

fig. 11

CAUTION

KEEP AT LEAST 6" OF CLEARANCE BETWEEN ALL AIR LINES AND THE EXHAUST SYSTEM. AVOID SHARP BENDS AND EDGES.

INSTALLING NYLON AIR LINES

1. Cut the air line in half. Make clean, square cuts with a razor blade or hose cutter (Fig. 12). Do not use scissors or wire cutters.

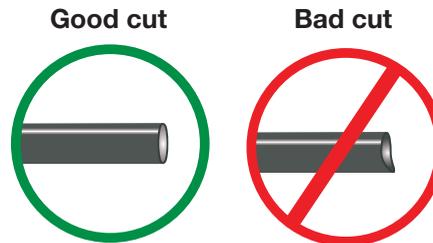


fig. 12

2. Use zip ties to secure the air line to fixed points along the chassis. Do not pinch or kink the air line. The minimum bend radius for the air line is 1". Leave at least 2" of slack in the air line to allow for any movement that might pull on the air line.
3. Install the Schrader valve in the chosen location (Fig. 13).

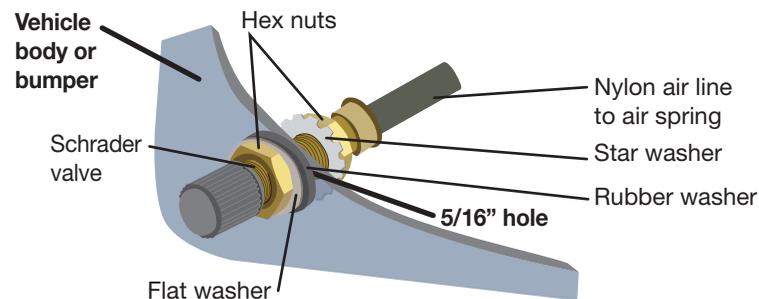


fig. 13

INSTALLING BRAIDED STAINLESS STEEL AIR LINES

CAUTION

KEEP THE AIR LINE AWAY FROM THE FUEL LINE, BRAKE LINES AND ELECTRICAL WIRES.

1. Use zip ties to secure the air line to fixed points along the chassis every 6" to 8". Leave at least 2" of slack to allow for any movement that might pull on the air line.
2. Tighten the air line hex nut finger tight, then use 2 wrenches to turn 1 additional flat (1/6 of one full turn). **Do not overtighten** (Figs. 14 or 15). The easiest way to tighten the fitting is off the vehicle. Install the Schrader valve in the chosen location.
3. Coil and secure any excess air line in an area where it will not be susceptible to damage. The braided stainless steel air line cannot be trimmed.

Air Line Setup Without Compressor System

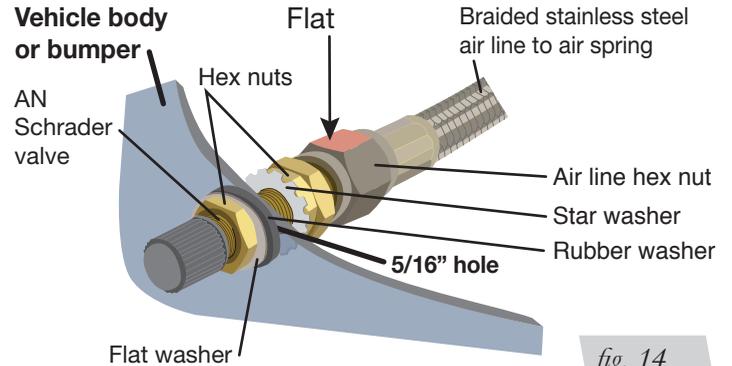


fig. 14

Air Line Setup for Compressor Integration

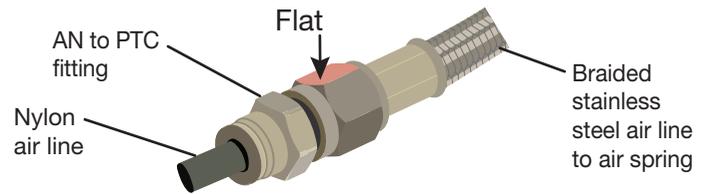


fig. 15

INSTALLING THE HEAT SHIELD

1. Attach the metal heat shield to the exhaust where it is closest to the air spring. Slide the air line thermal sleeve over the air line and place it where the air line is closest to the exhaust (Fig. 16).

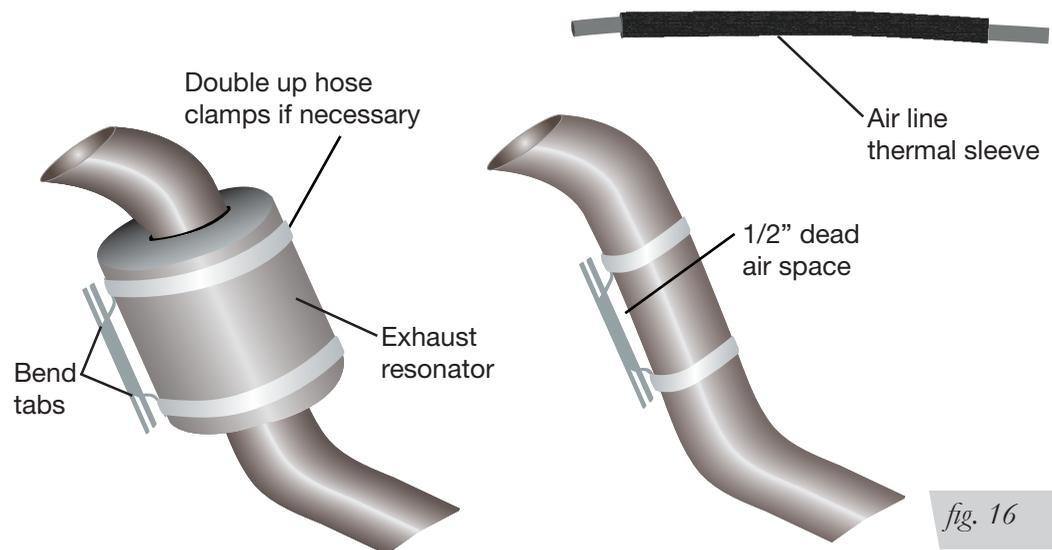


fig. 16

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. 12). 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

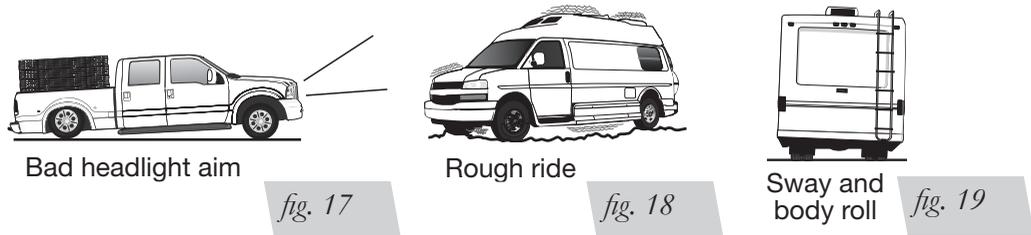
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (Fig. 17). Raise the air pressure to correct either of these problems and level the vehicle.

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. 18). Try different pressures to determine the best ride comfort.

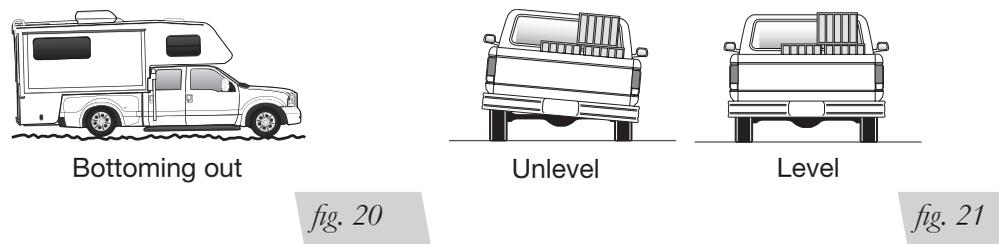
3. Stability

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. 19). Tuning out these problems usually requires an increase in pressure.



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. 20).
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. 21). As much as a 50 PSI difference is not uncommon.



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 standard, Ultimate and Ultimate Plus, 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.



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



Thank you for purchasing Air Lift Products — the professional Installer's choice!

Need Help?

**Contact Air Lift Company Customer Service at (800) 248-0892
or email service@airliftcompany.com.**

For calls outside the U.S. or Canada, dial (517) 322-2144.