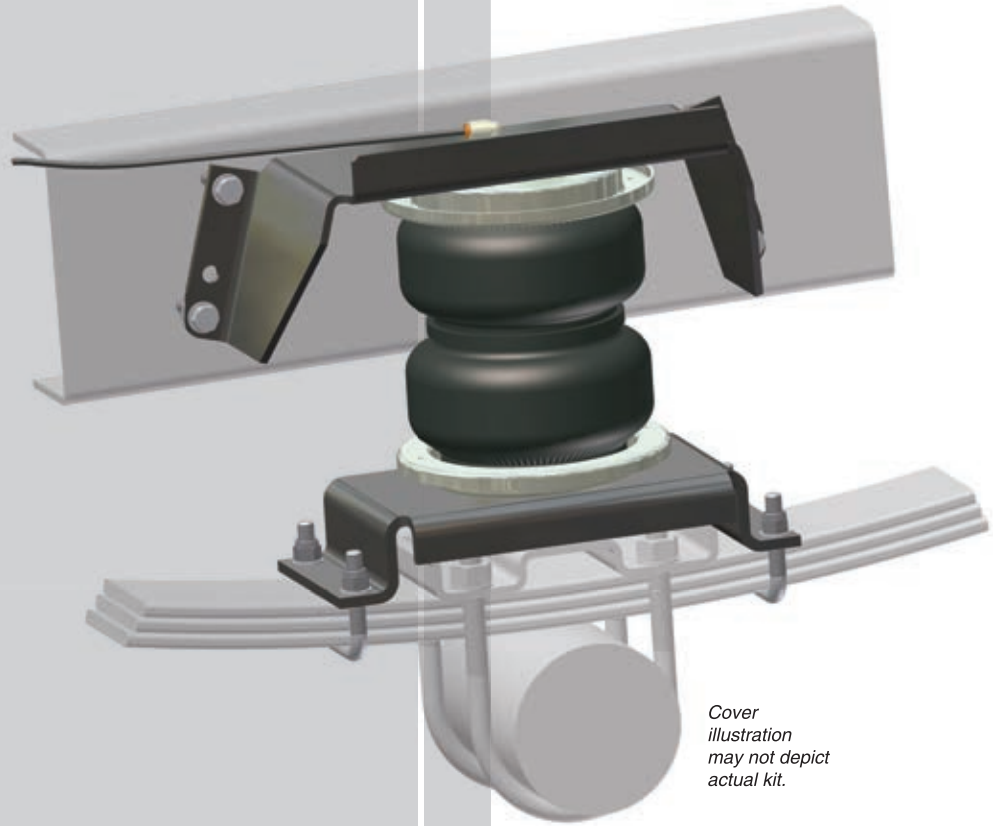
LoadLIFTER 5000
by AIR LIFT®

Kit 57345

Ford F-450, F-550



Cover illustration may not depict actual kit.

AIR LIFT

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.

MN-520 • (031004) • ECR 6889

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Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the LoadLifter 5000 air spring kit. LoadLifter 5000 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 kits are recommended for most ¾ and 1 ton pickups and SUVs with leaf springs and provide up to 5,000 lbs of load leveling support with air adjustability from 5-100 p.s.i. The kits are also used in motorhome rear kits and some motorhome fronts where leaf springs are used.

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 tips, safety information and a troubleshooting guide.

Air Lift Company reserves the right to make changes and improvements to its products and publications at any time. Contact Air Lift Company at (800) 248-0892 for the latest version of this manual.

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.

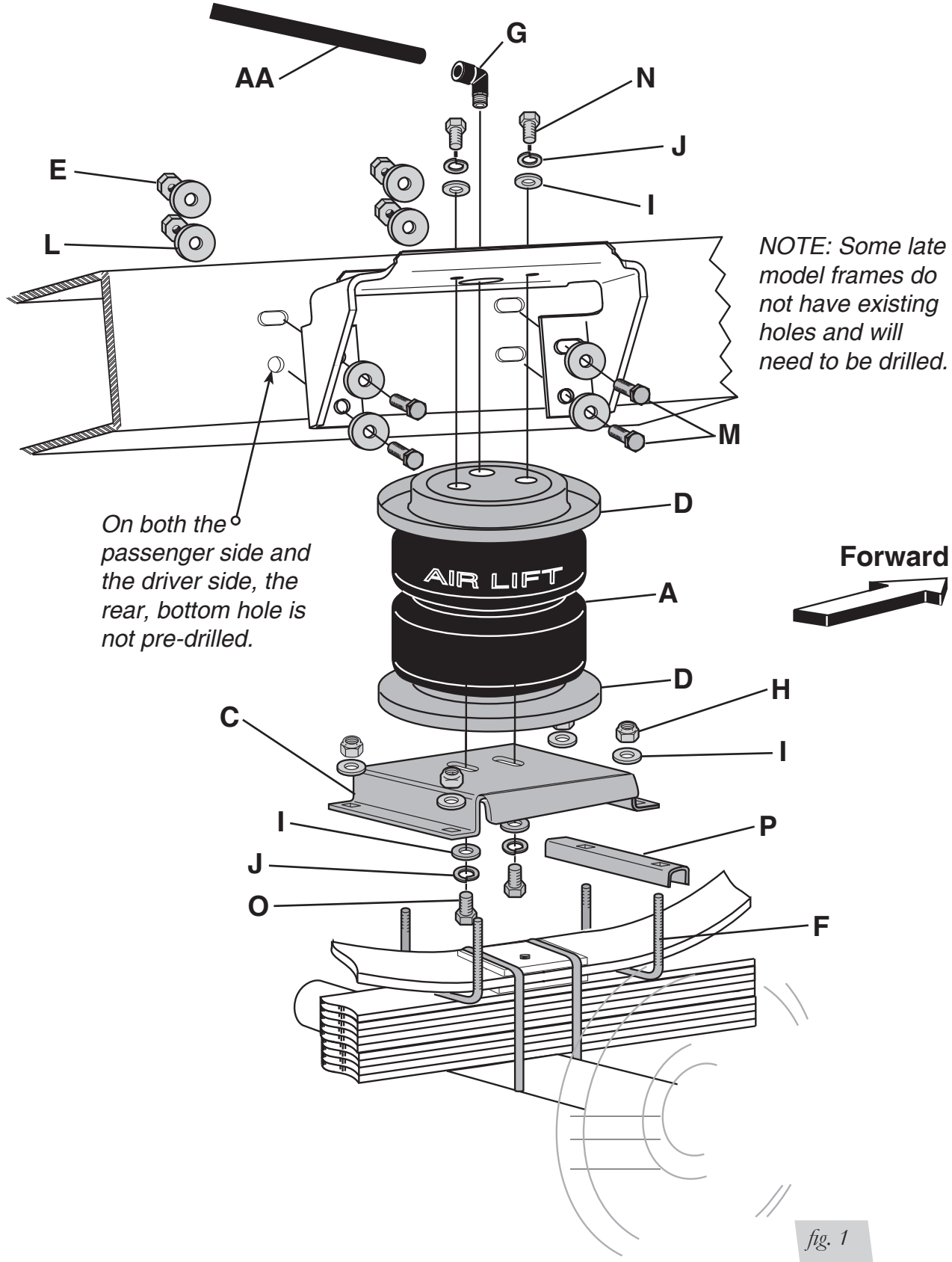
⚠ WARNING INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.

⚠ 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.*

Installation Diagram

Passenger side view



NOTE: Some late model frames do not have existing holes and will need to be drilled.

On both the passenger side and the driver side, the rear, bottom hole is not pre-drilled.

Forward

fig. 1

HARDWARE LIST

Item	Part #	Description	Qty	Item	Part #	Description	Qty
A	58115	2B7 Bellows	2	N	17187	3/8” -16 x 7/8” HHCS GD2	4
B	07460	Upper bracket	2	O	17203	3/8” -24 x 7/8” HHCS GD2	4
C	03260	Lower bracket	2	P	01426	3” Lower clamp bar	2
D	11897	Roll plate 2B7	4	Q	34629	Heat Shield Kit	1
E	18467	7/16” -14 Nyloc nut	8				
F	10594	3/8”-16 x 2” U-bolt	4	AA	20086$_{sub}$	Air line assembly	1
G	21830	1/4” x 1/4” 90° Swivel elbow	2	BB	10466	Tie strap	6
H	18435	3/8”-16 Nylon insert nut	8	CC	21230	Valve cap	2
I	18444	3/8” Flat washer	16	DD	18405	5/16” Flat washer	2
J	18427	3/8” Lock Washer	8	EE	21234	Rubber washer	2
L	18466	7/16” USS flat washer	16	FF	18411	Star washer	2
M	17255	7/16” -14 x 1.5” HWHCS GD8	8	GG	21233	5/16” Hex nut	4

STOP! 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	Ratchet w/ 3/8”, 9/16”, & 1/2” deep well sockets	1
Safety stands	2	7/16” and 5/16” drill bits (very sharp)	2
Safety glasses	1	3/8” Nut driver	1
Torque wrench	1	Heavy duty drill	1
7/16” open-end or box wrench	1	Hose cutter, razor blade, or sharp knife	1
9/16” open-end or box wrench	1	Air compressor or compressed air source	1
Crescent wrench	1	Spray bottle with dish soap/water solution	1

Installing the LoadLifter 5000 System

IMPORTANT: The air springs will last much longer if they are not limiting the suspension in either compression or extension. The air spring compresses to 3.3” and extends to 9.1”. Regardless of load, the air pressure should always be adjusted so that the normal ride height is maintained at all times. The shock absorber is usually the limiter on extension. If this is not the case, the use of limiting straps should be considered, especially for those vehicles that are used off-road.

IMPORTANT: 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 system performance.

⚠ DANGER 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.

GETTING STARTED

1. Determine the normal ride height. The normal ride height is the distance between the bottom edge of the wheel-well and the center of the hub with the vehicle in the “as delivered” condition. In some cases, normal ride height is not perfectly level.
   a. Remove unusual loads and examine your vehicle from the side to ensure it is on a level surface.

b. If necessary (in cases where your leaf springs are sagging badly), use a jack to raise the rear end so that the vehicle achieves the original “as delivered” ride height.

2. Measure the distance between the center of the hub and the bottom edge of the wheel well (fig. 2). This is the normal ride height.
3. Measure the distance between the frame and the tire. This kit requires a minimum of 9” of clearance for a fully inflated air spring (fig. 3).

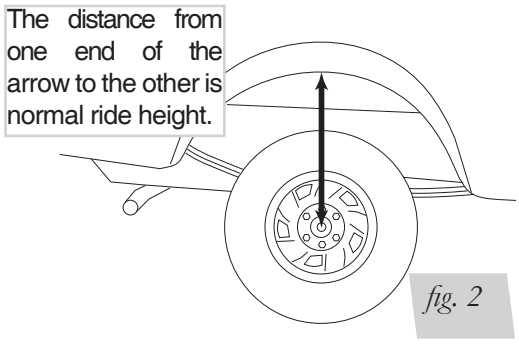


fig. 2

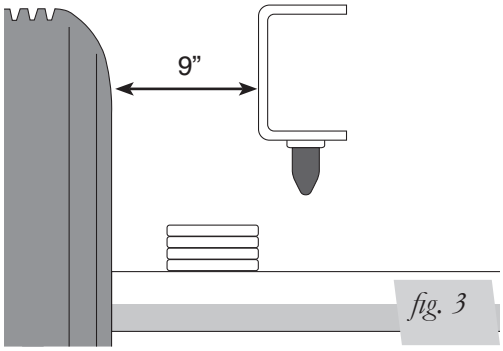


fig. 3

4. If you have a late model with a V10 Triton engine, it will be necessary to remove the heat shield off the shock. The strap that holds the heat shield in place, on the outside of the frame will also need to be removed. Discard both. See instructions in the “Installing the Air Lines” section (p. 9 & 10) for the replacement shock heat shield (Q).

RAISING THE VEHICLE

1. Raise the vehicle and remove the wheels.
2. Check the distance between the center of the hub and the bottom edge of the wheel to ensure that it is at the normal ride height previously recorded. If not, raise the frame or lower the axle as necessary to restore the original distance.
   a. If the vehicle is raised with an axle contact hoist, then place axle stands under the frame and lower the axle as needed.
   b. If the vehicle is raised with a frame contact hoist, then place axle stands under the axle and raise or lower the frame as needed.
   c. If the vehicle is raise with a jack and supported with axle stands on the frame, then use a floor jack to lower the axle.

ASSEMBLING THE AIR SPRING

1. Set a roll plate (D) on both ends of the air spring (A).

NOTE

The radiused (rounded) edge of the roll plate will be towards the air spring, so that the air spring is seated in both roll plates (fig. 4)

2. Install a 90° swivel air fitting (G) finger tight plus 1 1/2 turns. Use a 9/16” open end wrench being careful to tighten on the metal hex nut only. DO NOT OVERTIGHTEN. This fitting is precoated with sealant.
3. Place the upper bracket (B)onto the top of the bellow and roll plate with the legs facing down. Guide the swivel fitting through the large slotted hole in the center (fig. 4).
4. Place the lower bracket (C) on the air spring so that the flat edge of the lower bracket mounts toward the legs of the upper bracket (inboard) (fig. 4).
5. Attach the upper bracket to the assembly using 3/8”flat washers (I), lock washers (J), and hex head bolts (N) (fig. 4). Tighten securely.

NOTE *Remember that the legs face down.*

6. Loosely attach the lower bracket to the assembly using 3/8" flat washers (I), lock washers (J), and hex head bolts (O) (fig. 4).

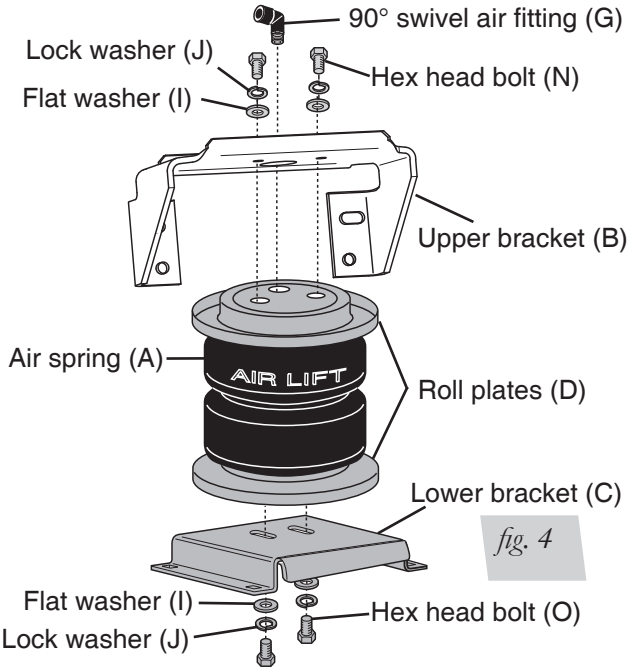


fig. 4

POSITIONING THE BRACKETS

1. Set the air spring assembly on the leaf spring over the axle (fig. 1)

NOTE *This kit can only be mounted with the upper bracket in a legs down position and with the upper bracket reinforcement lip up.*

ATTACHING THE LOWER BRACKET

1. Place the short u-bolts (F) under the frame contact overload springs with the threads facing up (fig. 5).
2. Place the spacer (P), legs down, on the front side of the lower bracket between the frame contact overload and the lower bracket (fig. 5).
3. Attach the lower bracket to the frame contact overload using 3/8" flat washers (I) and 3/8" lock nuts (H) (fig. 5).
4. Tighten securely.

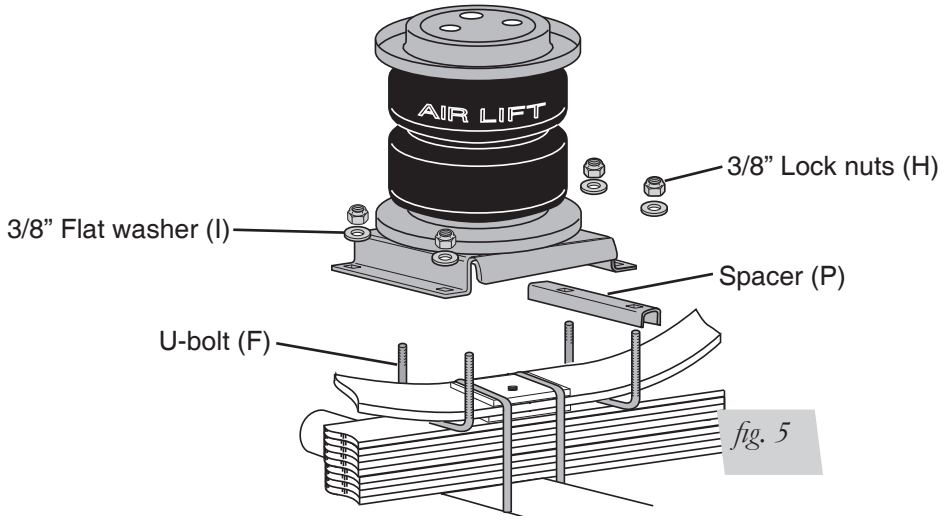


fig. 5

INSTALLING THE UPPER BRACKET

NOTE

FOR DRIVER SIDE ONLY: It will be necessary to remove the bolt holding the emergency brake cable bracket.

⚠ 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.

NOTE

08 and later models may be missing most or all of the existing holes/slots in the frame intended to use for installing the upper bracket. It may be necessary to set the assembly on the spring to properly mark the holes to be drilled on the frame using the upper bracket as a template.

1. Align the assembly with the three slots in the frame. There must be sufficient clearance between the air spring, the frame, the tire, and the brake drum when the air spring is at the maximum inflated diameter of 8.0".
2. Using the bottom rear hole of the upper bracket as a template, center punch and drill one 7/16" hole through the frame (fig. 6).
3. Drill out the remaining three slots to 7/16" on both the driver side and passenger side.
4. Attach the upper bracket using the 7/16" frame bolts (M), the 7/16" large flat washers (L), and the 7/16" lock nuts (E) (fig. 6).

NOTE

FOR DRIVER SIDE ONLY: There is an indent in the frame for the shock bracket. when installing the upper bracket, it will be necessary to add four 7/16" flat washers (L) on the top and bottom bolts between the frame and the bracket to properly mount the upper bracket. Fastening hardware is the same as listed in the previous step with the addition of the flat washers (L) (fig. 7).

5. Tighten the installed nuts to 44 ft/lbs.

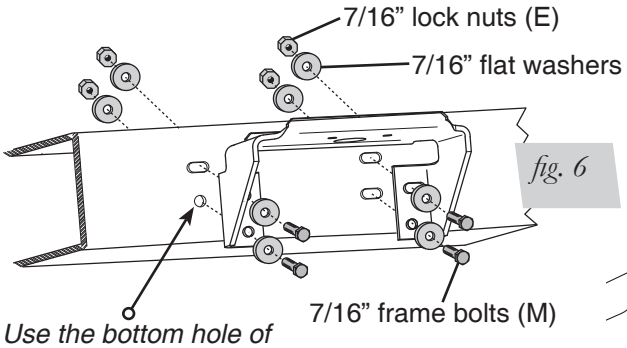


fig. 6

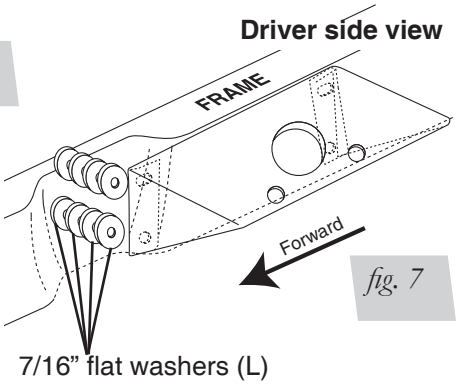


fig. 7

CHECKING THE AIR SPRING ALIGNMENT

1. With the air spring still loose in the lower brackets, align the air spring, inboard and outboard, using the slotted holes in the bracket so that it is uniformly positioned between the brackets (fig. 8).
2. Maintain at least a thumbs width of clearance between the air spring (uninflated) and the frame (fig. 8).

fig. 8

SECURING THE AIR SPRING TO THE BRACKETS

NOTE *Push the roll plate outboard before tightening the lower bracket.*

1. Secure the air spring to the lower brackets using an open-ended 9/16” wrench by tightening the two bolts on the bottom of the spring assembly.
2. When both sides are installed, check all hardware to ensure that all is secure.

INSTALLING THE AIR LINES

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

NOTE *What ever the chosen location is, make sure there is enough clearance around the inflation valves for an air chuck.*

2. Drill a 5/16” hole to install the inflation valves.
3. Cut the air line assembly in two equal lengths.

⚠ CAUTION WHEN CUTTING OR TRIMMING THE AIR LINE, USE A HOSE CUTTER, A RAZOR BLADE OR A SHARP KNIFE. A CLEAN, SQUARE CUT WILL ENSURE AGAINST LEAKS. DO NOT USE WIRE CUTTERS OR SCISSORS TO CUT THE AIR LINE. THESE TOOLS MAY FLATTEN OR CRIMP THE AIR LINE, CAUSING IT TO LEAK AROUND THE O-RING SEAL INSIDE THE ELBOW FITTING (FIG. 9).

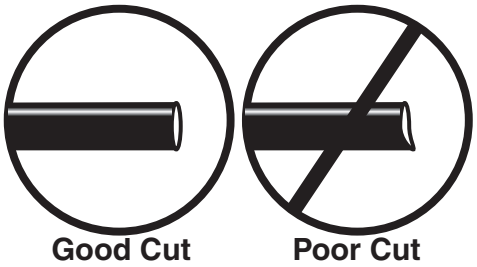


fig. 9

4. Place a 5/16” nut and a 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 ½” - to easily apply a pressure gauge or an air chuck.
5. Push the inflation valve through the hole and use the rubber washer, flat washer, and another 5/16” nut . Tighten the nuts to secure the assembly in place (fig. 10).

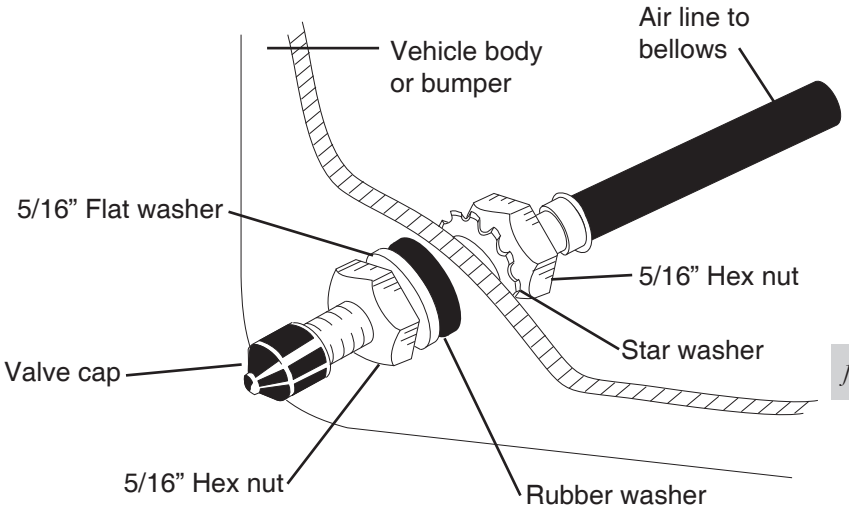


fig. 10

6. Route the air line along the frame to the air fitting on the air spring (fig. 11). Keep AT LEAST 6” of clearance between the air line and heat sources, such as the exhaust pipes, muffler, or catalytic converter. Avoid sharp bends and edges. Use the plastic tie straps to secure the air line to fixed, non-moving 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.

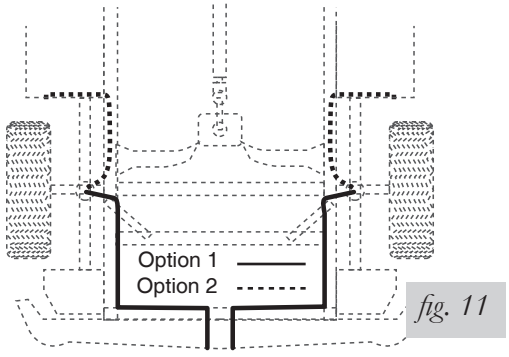


fig. 11

7. On the passenger side only, place the provided thermal sleeve on the air line near the exhaust.
8. Cut off air line leaving approximately 12” of extra air line. A clean square cut will ensure against leaks (see fig. 9). Insert the air line into the air fitting. This is a push to connect fitting. Simply push the air line into the 90° swivel fitting until it bottoms out (9/16” of air line should be in the fitting).

NOTE

V10 Triton models with shock HS:

If you have a late model that has a V10 Triton engine with a shock heat shield which was removed in the “Getting Started” section, bend the tabs on the replacement shock heat shield (Q) and attach to the shock using the clamps provided (fig. 12). Fold the replacement shock heat shield (Q) around the shock and bend the top tabs so they overlap (fig. 13)

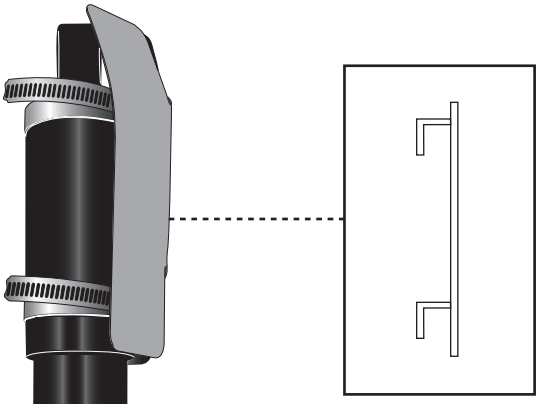


fig. 12

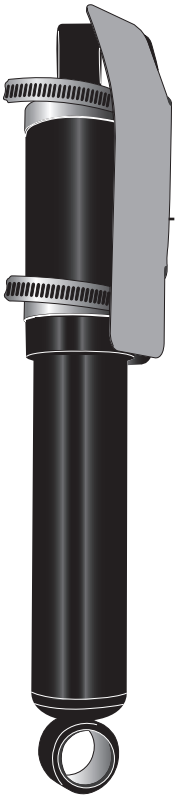


fig. 13

CHECKING FOR LEAKS

1. Inflate the air spring to 30 p.s.i. and spray all connections and the inflation valves with a solution of 1/5 liquid dish soap and 4/5 water to check for leaks. Spot leaks easily by looking for bubbles in the soapy water.
2. After the test, deflate the springs to the minimum pressure required to restore the normal ride height, no less than 5 p.s.i.
3. Check the air pressure again after 24 hours. A 2-4 p.s.i. loss after initial installation is normal. Retest for leaks if the loss is more than 5 lbs.

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. 9). Reinsert the air line into the push-to-connect fitting.
   b. Check the threaded connection by tightening the swivel fitting another ½ 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, then use a wrench for an additional two turns.
2. If there is a problem with the inflation valve, then:
   a. Check the valve core by tightening it with a valve core tool.
   b. Check the air line connection by removing the air line from the barbed type fitting.

⚠ CAUTION DO NOT CUT THE AIR LINE COMPLETELY OFF AS THIS WILL 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 for assistance.

Before Operating

INSTALLATION CHECKLIST

- ❑ Clearance test — Inflate the air springs to 60 p.s.i. and make sure there is at least ½" clearance from anything that might rub against each sleeve. Be sure to check the tire, brake drum, frame, shock absorbers and brake cables.

- ❑ Leak test before road test — Inflate the air springs to 30 p.s.i. and check all connections for leaks. Refer to "Checking for Leaks" on page 9. 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 25 p.s.i. (50 p.s.i. if the vehicle is loaded). 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.

Technician's Signature _____

Date_____

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 p.s.i., then there is a leak that must be fixed. Either fix the leak yourself or return to the installer for service.

- ❑ Air pressure requirements — I understand the air pressure requirements of my air spring system. Regardless of load, the air pressure should always be adjusted to maintain ride height at all times.

- ❑ Thirty day or 500 mile test — I understand that I must 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.

Maintenance and Servicing

Minimum Air Pressure	Maximum Air Pressure
5 p.s.i.	100 p.s.i.
FAILURE TO MAINTAIN CORRECT MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD), BOTTOMING OUT, OVER-EXTENSION OR RUBBING AGAINST ANOTHER COMPONENT WILL VOID THE WARRANTY.	

MAINTENANCE GUIDELINES

NOTE *By following these steps, vehicle owners will obtain the longest life and best results from their air spring.*

1. Check the air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 100 p.s.i.
3. If you develop an air leak in the system, use a soapy water solution to check all air line connections and the inflation valve core, before deflating and removing the spring.
4. When increasing load, always adjust the 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.

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

5. Always add air to the springs in small quantities, checking the pressure frequently. Sleeves require less air volume than a tire and inflate quickly.
6. Should it become necessary to raise the vehicle by the frame, make sure the system is at a minimum pressure (5 p.s.i.) to reduce tension on the suspension/brake components. Use of on-board leveling systems do not require deflation or disconnection.

Troubleshooting Guide

1. Leak test the air line connections, threaded connection of the elbow into the air spring, and the inflation valves. See “Fixing Leaks” on page 10 for repair.
2. Check for dirt debris in the valve core.
3. Inspect the air lines to be sure none are pinched. Tie straps may be too tight. Loosen or replace the strap and replace leaking components.
4. Inspect the air line for holes and cracks. Replace as needed.
5. Look for a kink or fold in the air line. Reroute as needed.

If the preceding steps do not solve the problem, it is most likely caused by a failed air spring — either a factory defect or an operating problem. Please call Air Lift at (800) 248-0892 for assistance or a replacement air spring.

Product Use

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 GWVR is dangerous and voids the Air Lift warranty.

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

The minimum air pressure should be maintained at all times. The minimum air pressure keeps the air spring in shape, ensuring that it will move throughout its travel without rubbing or wearing on itself.

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 an 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.

TUNING THE AIR PRESSURE

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

1. **Level vehicle**

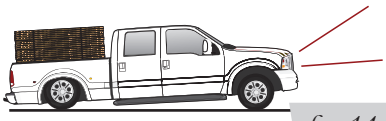
   If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 14). Raise the air pressure to correct either of these problems and level the vehicle.

2. **Ride comfort**

   If the vehicle has a rough and harsh ride it may be due to either too much pressure or not enough (fig. 15). 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. 16). Tuning out these problems usually requires an increase in pressure.



Bad headlight aim *fig. 14*

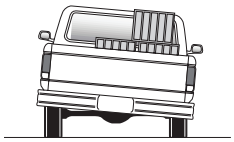
Rough ride *fig. 15*

Sway and body roll *fig. 16*

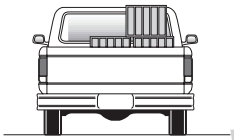
GUIDELINES FOR ADDING AIR

1. Start with the vehicle level or slightly above.
2. When in doubt, always add air.
3. For motorhomes, start with 50-100 p.s.i. in the rear because it can be safely assumed that it is heavily loaded.
4. If the front of the vehicle dives while braking, increase the pressure in the front air bags, if equipped.
5. If it is ever suspected that the air bags have bottomed out, increase the pressure (fig. 17).
6. Adjust the pressure up and down to find the best ride.
7. If the vehicle rocks and rolls, adjust the air pressure to reduce rocking and rolling.
8. 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. 18). As much as a 50 p.s.i. difference is not uncommon.

Bottoming out *fig. 17*



Unlevel



Level *fig. 18*

Warranty and Returns Policy

Air Lift Company warrants its products, for the time periods listed below, to the original retail purchaser against manufacturing defects when used on catalog-listed applications on cars, vans, light trucks and motorhomes under normal operating conditions for as long as Air Lift manufactures the product. The warranty does not apply to products that have been improperly applied, improperly installed, used in racing or off-road applications, used for commercial purposes, or which have not been maintained in accordance with installation instructions furnished with all products. The consumer will be responsible for removing (labor charges) the defective product from the vehicle and returning it, transportation costs prepaid, to the dealer from which it was purchased or to Air Lift Company for verification.

Air Lift will repair or replace, at its option, defective products or components. A minimum $10.00 shipping and handling charge will apply to all warranty claims. Before returning any defective product, you must call Air Lift at (800) 248-0892 in the U.S. and Canada (elsewhere, (517) 322-2144) for a Returned Materials Authorization (RMA) number. Returns to Air Lift can be sent to: Air Lift Company • 2727 Snow Road • Lansing, MI • 48917.

Product failures resulting from abnormal use or misuse are excluded from this warranty. The loss of use of the product, loss of time, inconvenience, commercial loss or consequential damages is not covered. The consumer is responsible for installation/reinstallation (labor charges) of the product. Air Lift Company reserves the right to change the design of any product without assuming any obligation to modify any product previously manufactured.

This warranty gives you specific legal rights and you may also have other rights that vary from state-to-state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages. The above limitation or exclusion may not apply to you. There are no warranties, expressed or implied including any implied warranties of merchantability and fitness, which extend beyond this warranty period. There are no warranties that extend beyond the description on the face hereof. Seller disclaims the implied warranty of merchantability. (Dated proof of purchase required.)

Air Lift 1000	**Lifetime Limited**	**Load Controller (I)**	**2 Year Limited**
RideControl	**Lifetime Limited**	**Load Controller (II)**	**2 Year Limited**
SlamAir	**Lifetime Limited**	**SmartAir**	**2 Year Limited**
LoadLifter 5000*	**Lifetime Limited**	**Wireless AIR**	**2 Year Limited**
LifeStyle**	**1 Year Limited**	**Other Accessories**	**2 Year Limited**

**formerly SuperDuty*
***formerly EasyStreet*

Replacement Information

If you need replacement parts, 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

If you have any questions, comments or need technical assistance contact our customer service department by calling (800) 248-0892, Monday through Friday, 8 a.m. to 5 p.m. Eastern Time. For calls from outside the USA or Canada, our local number is (517) 322-2144.

For inquiries by mail, our address is PO Box 80167, Lansing, MI 48908-0167. Our shipping address for returns is 2727 Snow Road, Lansing, MI 48917.

You may also contact us anytime by e-mail at sales@airliftcompany.com or on the web at www.airliftcompany.com.

Need Help?

Contact our customer service department by calling (800) 248-0892, Monday through Friday, 8 a.m. to 5 p.m. Eastern Time. For calls from outside the USA or Canada, our local number is (517) 322-2144.

Register your warranty online at www.airliftcompany.com/warrantyreg.htm

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

Air Lift Company • 2727 Snow Road • Lansing, MI 48917 or PO Box 80167 • Lansing, MI 48908-0167
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