LoadLIFTER 5000
by AIR LIFT®

Kit 57208

Ford F-53 "Class A"
Rear Application

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-393 • (03008) • ECR 5594

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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 3/4 and 1 ton pickups and SUVs with leaf springs and provide up to 5,000 lbs. of oad leveling support with air adjustability from 5-100 PSI. The kits are also used in motor home rear kits and some motor home fronts where leaf spring 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 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 our website at www.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.*

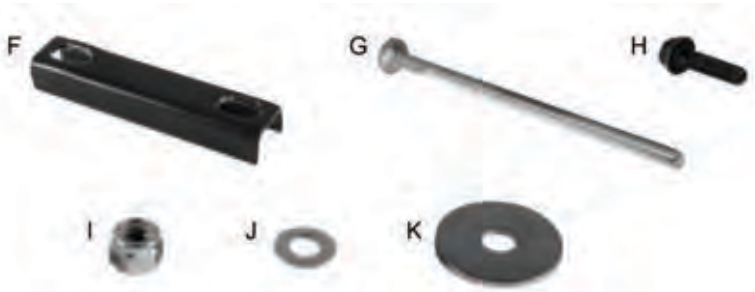
Hardware List

Air Springs Kit Parts List

Item	Description	Qty
A	Air Spring	2
B	Upper Brackets	2
C	Lower Brackets	2
D	Roll Plates	4
E	90° Air fitting	2

Bracket Attaching Hardware

Item	Description	Qty
F	Clamp Bars	4
G	7” Carriage Bolts	8
H	1.5” Washer Head Frame Bolts	8
I	3/8” Lock Nuts	16
J	3.8” Flat Washers	8
K	Oversized Flat Washers	8

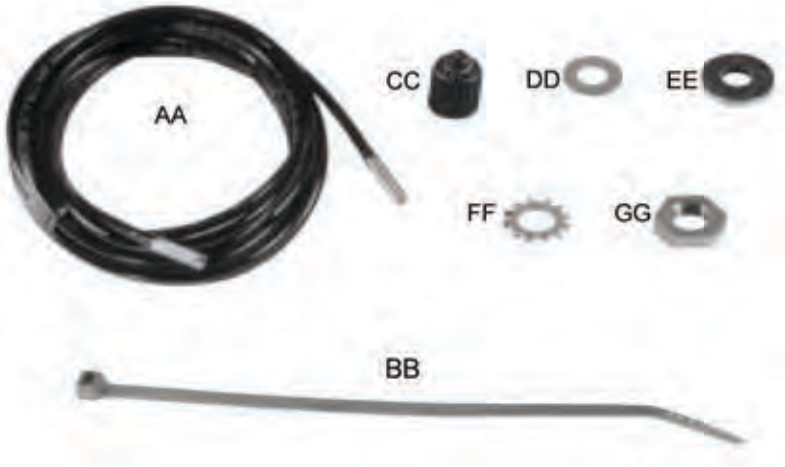


Air Spring Attaching Hardware

Item	Description	Qty
L	3/8” Hex Head 7/8” Bolts	8
M	3/8” Flat Washers	8
N	Lock Washers	8

Air Line Assembly Parts List

Item	Description	Qty
AA	Air Line Assembly	1
BB	Tie Strap	6
CC	Valve Caps	2
DD	5/16” Flat Washer	2
EE	Rubber Washer	2
FF	Star Washer	2
GG	5/16” Hex Nut	4



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

Installing the LoadLifter5000 System

TOOLS LIST

Description
7/16”, 9/16” open-end or box wrenches
Crescent Wrench
Ratchet with 3/8”, 9/16” and 1/2” deep well sockets
3/8” and 5/16” drill bits (very sharp)
3/8” Nut Driver Heavy Duty Drill Torque Wrench
Hose Cutter, Razor Blade, or Sharp Knife
Hoist or Floor Jacks Safety Stands Safety Glasses
Air Compressor, or Compressed Air Source
Spray Bottle with Dish Soap/Water Solution

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.

⚠ CAUTION

COMPRESSED AIR CAN CAUSE INJURY AND DAMAGE TO THE VEHICLE AND COMPONENTS 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.

IMPORTANT: Your air springs will last much longer if they are not the suspension limiter in either compression or extension. The air spring compresses to 2.8” 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, you should consider the use of limiting straps; especially if the vehicle is used off-road.

IMPORTANT: If for any reason it becomes necessary to return a part, please use the provided Product Return Form included with your literature pack (Form #AD-240).

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 the 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 (see Figure 1). This is the Normal Ride Height. Enter the measurement below:

NORMAL
RIDE HEIGHT: _____inches

fig. 1

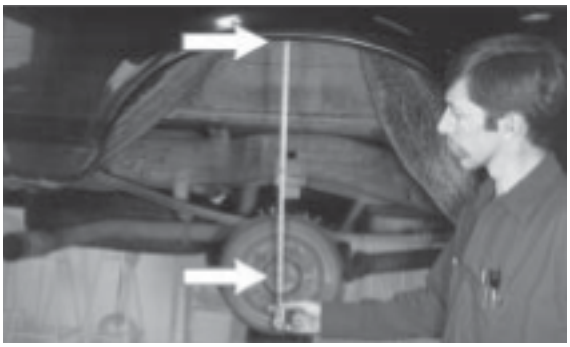


fig. 2

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 well to ensure it is at the normal ride height recorded above (Figure 2). If not, raise the frame or lower the axle as necessary.

3. The following are tips on lowering the axle or raising the frame. Please review them and determine how to proceed.

    a. If the vehicle is raised with an axle contact hoist, place axle stands under the frame and lower the axle as needed.

    b. If the vehicle is raised with a frame contact hoist, place axle stands under the axle and raise the frame as needed.

    c. If the vehicle was raised with a jack and supported with axle stands on the frame, use a floor jack to lower the axle.

ASSEMBLING THE AIR SPRING UNIT

1. Install 90 degree air swivel fitting (E) to the top of the air spring (A). Refer to Figure 3. Tighten finger tight plus 1 and $^1/_2$ turns.

fig. 3

2. Place the bottom of the air spring (A) into one of the roll plates (D). Repeat for the top as well. See Figure 3.

3. Set the upper bracket (B) on the top of the air spring (A) with the air fitting port inboard.

4. Loosely attach the upper bracket to the air spring using flat washers (M), lock washers (N), and 3/8 x 7/8" hex head bolts (L). Refer to Figure 4. Leave loose for adjustment.

fig. 4

5. Attach the lower bracket (C) to the air spring (A) with flat washers (M), lock washers (N), and 3/8 x 7/8" hex head bolts (L). Refer to Figure 5. Tighten to 20 ft-lbs.

fig. 5

DETERMINING THE MOUNTING LOCATION

1. The assembly will mount forward of the axle on top of the leaf spring.

2. Check to be sure that there are no obstructions (i.e. body flanges, lines, etc.) in or near the installation location (Figure 6).

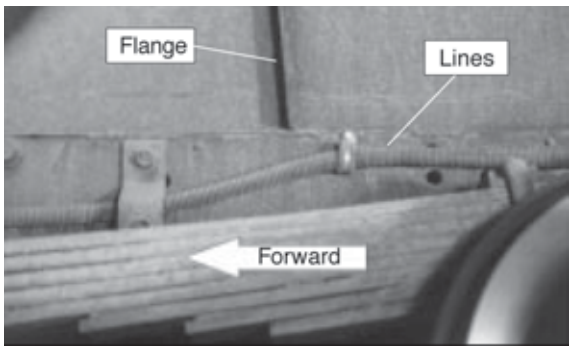


fig. 6

NOTE *It may be necessary to move any obstructions to mount the air spring. Removing the clip holing the lines to the frame rail should allow the line to be rerouted to provide sufficient clearance (Figure 7).*

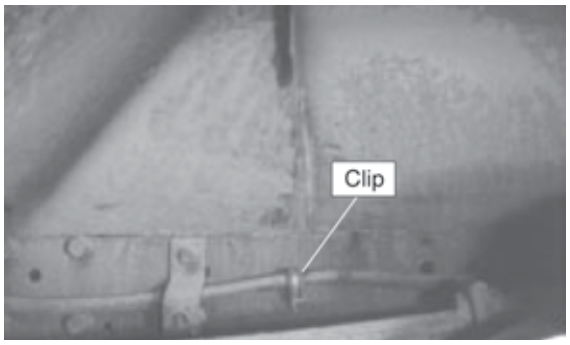


fig. 7

ATTACHING THE LOWER BRACKET

1. Set the air spring assembly on the leaf spring, forward of the axle (Figure 8). The lines can be routed above the upper bracket.

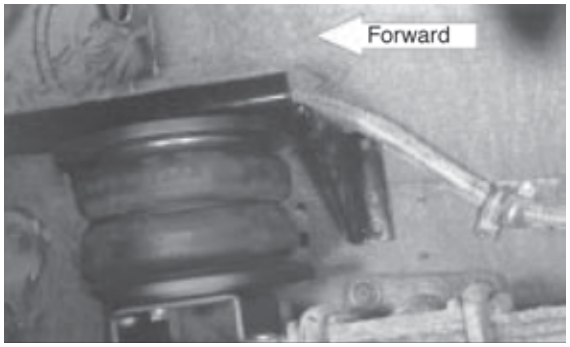


fig. 8

2. Butt the lower bracket up tight to the U-bolt upper spring retainer (Figure 9).

fig. 9

3. Attach the lower bracket to the leaf springs using the clamp bar (F), flat washers (J), and lock nuts (I). Tighten to 20 ft- lbs (Figure 10).

fig. 10

4. Trim off excess bolt, if desired.

ATTACHING THE UPPER BRACKET

1. Position the upper bracket so that it is parallel with the lower bracket (Figure 11). Note that the kit mounts on the same angle as the leaf springs.

fig. 11

2. Align the assembly vertically and horizontally. There must be sufficient clearacne between the air spring, the frame rail, the tire and brake drum at the maximum inflated diameter (7.0").

3. IMPORTANT: The upper to lower bracket measurement must be between 5 and 7 inches and be equal on both sides (Figure 11).

4. The upper bracket must be positioned so that at least four bolt holes (two on each side) will be on the flat section of the frame rail. Use the widest bolt spacing possible, Do not drill on the radiused edges of the frame rail.

⚠ CAUTION DO NOT DRILL HOLES INTO FRAME BEFORE CHECKING FOR HYDRAULIC LINES, GAS LINES AND/OR ELECTRICAL WIRES THAT MAY HAVE TO BE MOVED ASIDE ON EITHER SIDE OF THE FRAME.

5. With the upper bracket in postion, mark one of the holes to be drilled (Figure 12).

fig. 12

6. Move the upper bracket aside and drill one 3/8" hole in the marked position (Figure 13).

fig. 13

7. Move the upper bracket back into the original position and install a washer head frame bolt (H), oversized flat washer (K) and lock nut (I). See Figure 14.

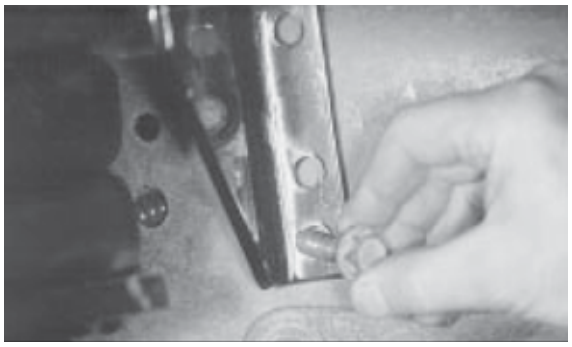


fig. 14

8. Check the alignment of the upper to lower bracket once again and using the upper bracket as a template, drill the remaining three 3/8" holes (Figure 15).

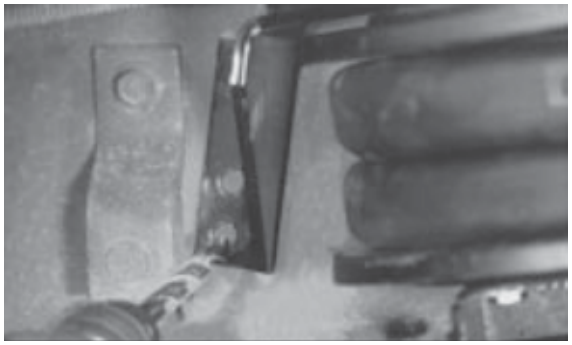


fig. 15

9. Install the remaining three washer head frame bolts (H), oversized flat washers (K) and lock nuts (I). Tighten all fasteners to 20 ft-lbs (Figure 16).

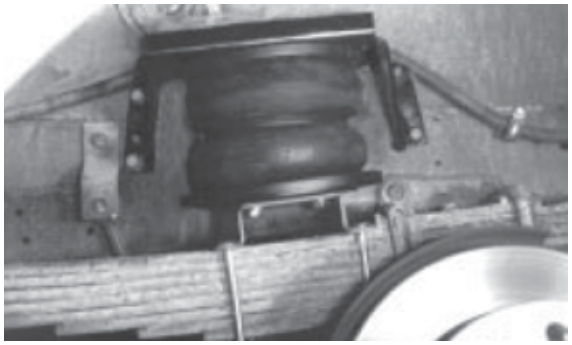


fig. 16

CHECKING THE AIR SPRING ALIGNMENT

With the air spring still loose in the upper bracket, align the air spring inboard and outboard, using the slotted holes in the upper bracket. Be sure that it is uniformly positioned between the brackets.

Maintain at least a "thumb's width" of clearance between the air spring and the frame (deflated).

fig. 17

SECURING THE AIR SPRING TO THE BRACKETS

1. Tighten the upper bracket securely to air spring. Torque to 20 ft-lbs.

fig. 18

INSTALLING OTHER SPRING

1. Now that the installation of one side is complete, return to section III and complete up to section VIII for the other side.

2. Continue with Installing the Air Lines.

INSTALLING THE AIR LINES

1. Choose a convenient location for mounting the inflation valves.

Recommended locations are, in the wheel well, or lower body ahead of rear wheel (Figure 19). One on each side provides ease of filling, checking, and measuring body height to compensate for side to side lean and sag.

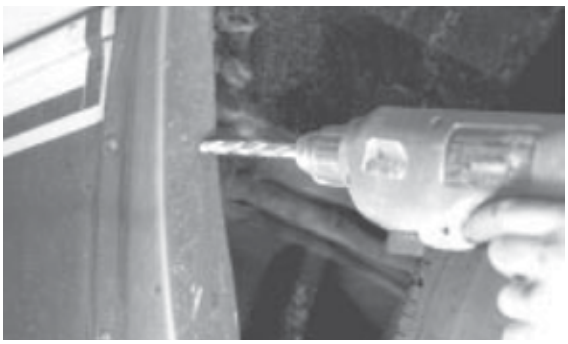


fig. 19

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 (AA) in two equal lengths (Figure 20).

fig. 20

⚠ CAUTION

WHEN CUTTING OR TRIMMING THE AIR LINE, USE A HOSE CUTTER (AIR LIFT P/N 10530), A RAZOR BLADE OR A SHARP KNIFE. A CLEAN, SQUARE CUT WILL ENSURE AGAINST LEAKS. (FIGURE 21A). 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.

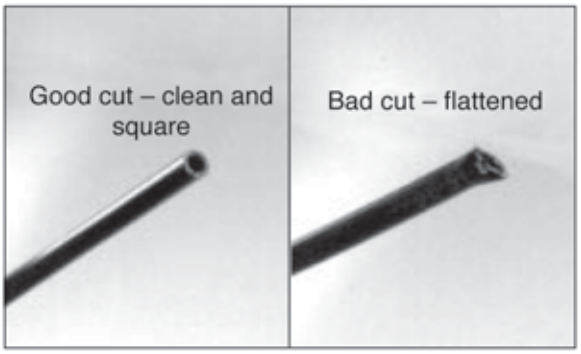


fig. 21a *fig. 21b*

4. Place a 5/16" nut (GG) and a star washer (FF) 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 (EE), flat washer (DD), and 5/16" nut (GG) and cap (CC). There should be enough valve exposed after installation - approximately 1/2" - to easily apply a pressure gauge or an air chuck (Figure 22).

fig. 22

5. Push the inflation valve through the hole and use the rubber washer (EE), flat washer (DD), and another 5/16" nut (GG) to secure it in place. Tighten the nuts to secure the assembly in place (Figure 23).

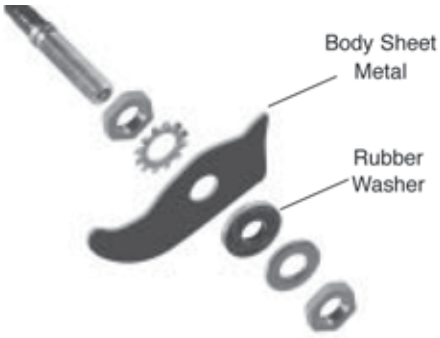


fig. 23

6. Route the air line along the frame to the air fitting on the air spring. 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 (BB) 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 (Figure 24).

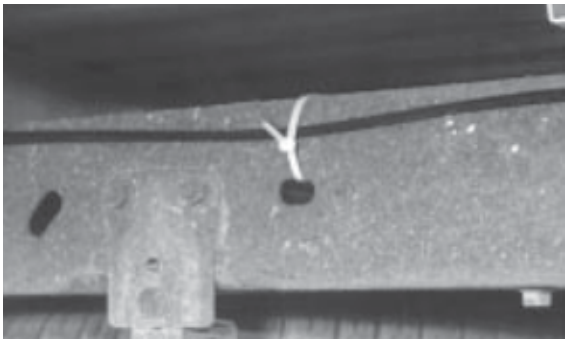


fig. 24

7. Insert the air line into the 90° swivel fitting. This is a push to connect fitting. Simply push the air line into the fitting until a definite click can be heard and/or felt. The air line should go in approximately $^{9}/_{16}$".

AFFIXING THE INFLATION DECAL

Install the minimum/maximum air pressure decal in a highly visible location. We suggest placing it near the inflation valve.

CHECKING FOR LEAKS

1. Inflate the air spring to 60 p.s.i.

2. Spray all connections and the inflation valves with a solution of $^{1}/_{5}$ liquid dish soap and $^{4}/_{5}$ water to check for leaks (Figure 25). Leaks should be spotted easily by looking for bubbles in the soapy water.

fig. 25

3. After the test, deflate the springs to the minimum pressure required to restore the Normal Ride Height, but not less than 5 p.s.i.

4. *IMPORTANT:* Check the air pressure again after 24 hours. A 2 to 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, then:

    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. 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 the it with a valve core tool (Figure 26).

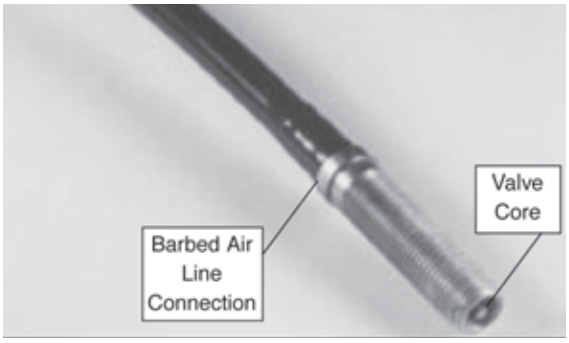


fig. 26

   b. Check the air line connection (Figure 26) by removing the air line from the barbed type fitting.

⚠ CAUTION DO NOT CUT IT OFF. AS THIS WILL USUALLY NICK THE BARB AND RENDER THE FITTING USELESS. CUT AIR LINE OFF A FEW INCHES IN FRONT OF THE FITTING AND USE A PAIR OF PLIERS OR VISE-GRIPS TO PULL/ TWIST THE AIR LINE OFF THE FITTING.

3. If the preceding steps have not resolved the problem, call Air Lift Technical Service at 1-800-248-0892 for assistance.

TROUBLESHOOTING GUIDE

Problems maintaining air pressure, without on-board compressor.

1. Leak test the air line connections and threaded connection of the elbow into the air spring (Figure 27). See “Fixing Leaks” on page 12 to repair.

fig. 27

2. Leak test the inflation valve for leaks at the air line connection or dirt or debris in the valve core (Figure 28). See “Fixing Leaks” on page 12 for repair.

fig. 28

3. Inspect air lines to be sure it is not pinched. Tie straps may be too tight. Loosen or replace strap. Replace leaking components (Figure 29).

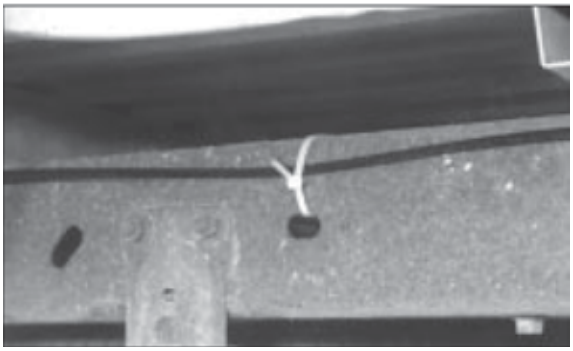


fig. 29

4. Inspect air line for holes and cracks (Figure 30). Replace as needed.

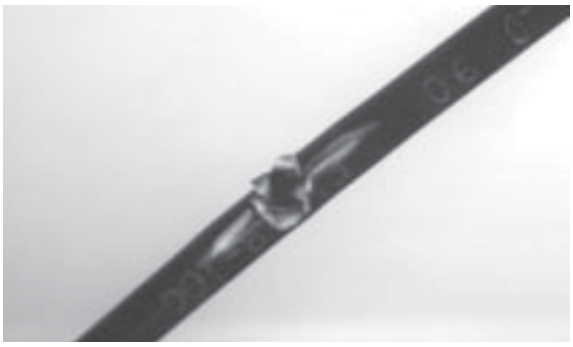


fig. 30

5. A kink or fold in the air line (Figure 31). Reroute as needed.

fig. 31

You have now tested for all of the most probable leak conditions that can be easily fixed. At this point the problem is most likely a failed air spring - either a factory defect or an operating problem. Please call Air Lift at 1-800-248-0892 for assistance or a replacement air spring.

Before Operating

INSTALLATION CHECKLIST (To be completed by installer)

- ❑ Clearance test — Inflate the air springs to 60 PSI and ensure there is at least ½" clearance around each bellow, away from anything that might rub against them. Be sure to check the tire, brake drum, frame, shock absorbers and brake cables.
- ❑ Leak test before road test — Inflate the air springs to 60 PSI, check all connections for leaks with a soapy water solution. See page 9 for tips on how to spot leaks. All leaks must be eliminated before the vehicle is road tested.
- ❑ Heat test — Be sure there is sufficient clearance from any 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 (800) 248-0892.
- ❑ Fastener test — Recheck all bolts for proper torque. Axle straps carriage bolt lock nuts should be torqued to 16 ft/lbs. Re-torque after 100 miles.
- ❑ Road test — The vehicle should be road tested after the preceding tests. Inflate the air springs to 25 PSI (50 PSI 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 Product Use, Maintenance and Servicing section on page 11 with the owner. Be sure to provide the owner with all of the paperwork which 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 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 — 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.

Product Use, Maintenance and Servicing

Suggested Driving Pressure	Maximum Air Pressure
20 PSI	100 PSI
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 the steps below, vehicle owners will obtain the longest life and best results from their air springs.*

1. Check the air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 100 PSI.
3. If you develop an air leak in the system, 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 YOUR SAFETY AND TO PREVENT POSSIBLE 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 DEPENDANT ON YOUR LOAD AND GVWR.

4. Loaded vehicles require at least 25 PSI or more. A “loaded vehicle” refers to a vehicle with a heavy bed load, a trailer, or both. As discussed above, never exceed GVWR, regardless of air spring, air pressure, or other load assist. The springs in this kit will support approximately 40 lbs. 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 the air pressure to maintain the 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 in order to remove mud, sand, gravel or other abrasive debris.

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 times 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 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**

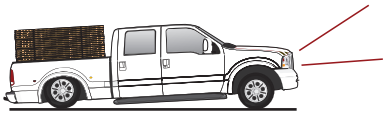
   If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 32). Raise the air pressure to correct either of these problems and level the vehicle.

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



Bad headlight aim *fig. 32*

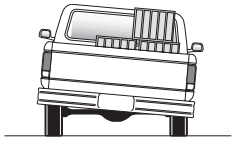
Rough ride *fig. 33*

Sway and body roll *fig. 34*

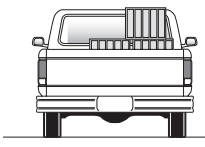
GUIDELINES FOR ADDING AIR

1. Start with the vehicle level or slightly above.
2. When in doubt, always add air.
3. For motorhomes, start with 50-100 PSI 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. 35).
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 movement.
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. 36). As much as a 50 PSI difference is not uncommon.

Bottoming out *fig. 35*



Unlevel



Level *fig. 36*

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**	**LoadController/Dual**	**2 Year Limited**
RideControl	**Lifetime Limited**	**Load Controller (I)**	**2 Year Limited**
LoadLifter 5000*	**Lifetime Limited**	**Load Controller (II)**	**2 Year Limited**
SlamAir	**Lifetime Limited**	**SmartAir**	**2 Year Limited**
AirCell	**Lifetime Limited**	**Wireless AIR**	**2 Year Limited**
Air Lift Performance**	**1 Year Limited**	**WirelessONE**	**2 Year Limited**
LoadController/Single	**2 Year Limited**	**Other Accessories**	**2 Year Limited**

**formerly SuperDuty*

***formerly LifeSTYLE & Performance and 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 8 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.

Notes

Notes

Need Help?

Contact our customer service department by calling (800) 248-0892, Monday through Friday, 8 a.m. to 8 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/warranty

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

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