SlamAIR
by AIR LIFT®

Kit 59113



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-675 • (01708) • ERN 6213

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Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the SlamAir air spring kit.

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 or online at www.airliftcompany.com 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

Please read the instructions completely before attempting to install.

Figure 1

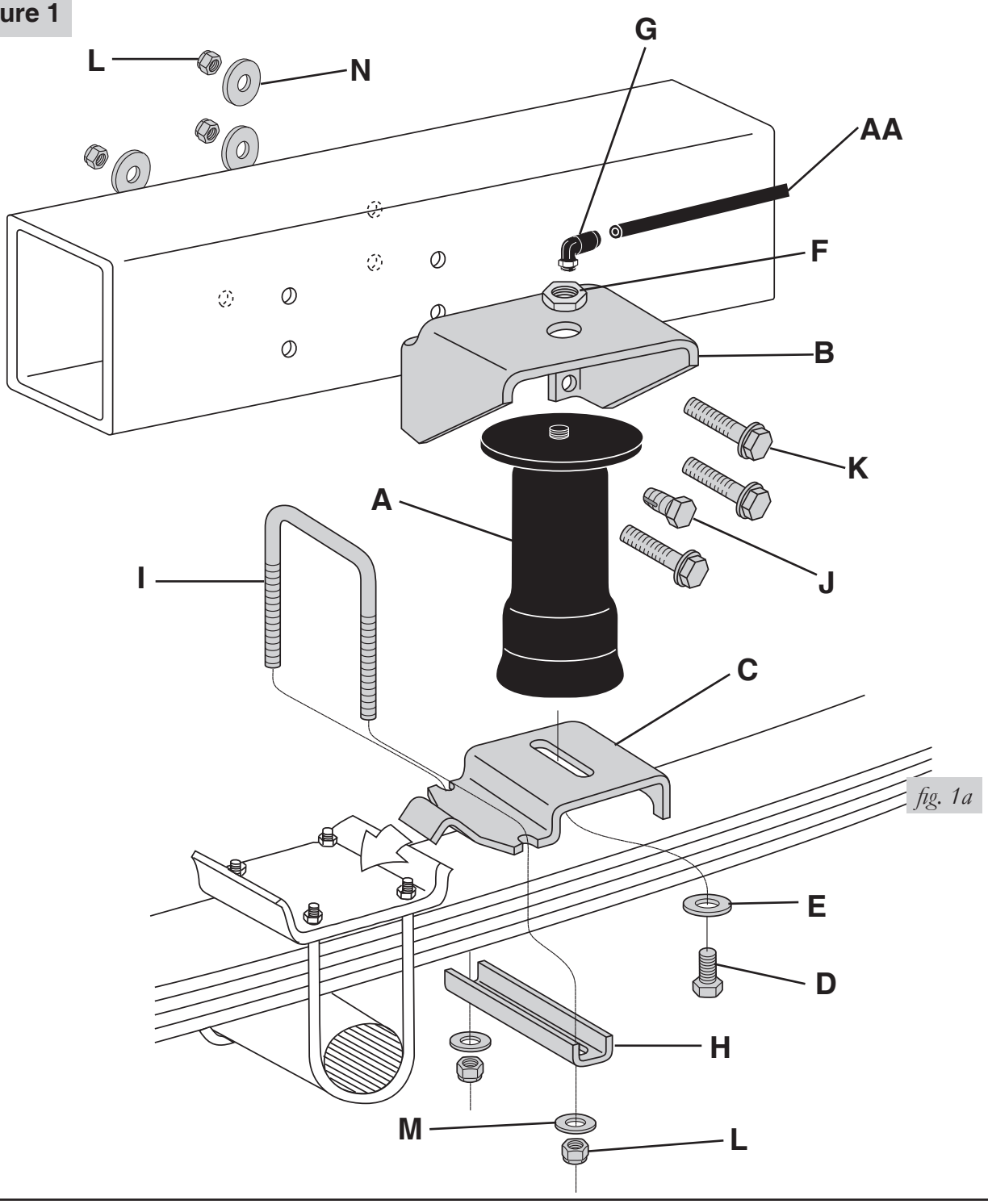


fig. 1a

This installation would be typical for a shackle or complete leaf spring replacement for lowering the truck.

In some situations, the upper bracket will need to be mounted in an inverted position. Carefully read the instructions for proper installation.

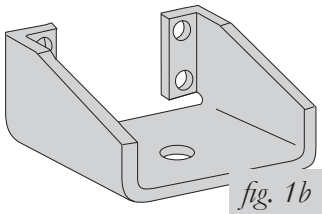


fig. 1b

Installation Diagram

Please read the instructions completely before attempting to install.

Figure 2

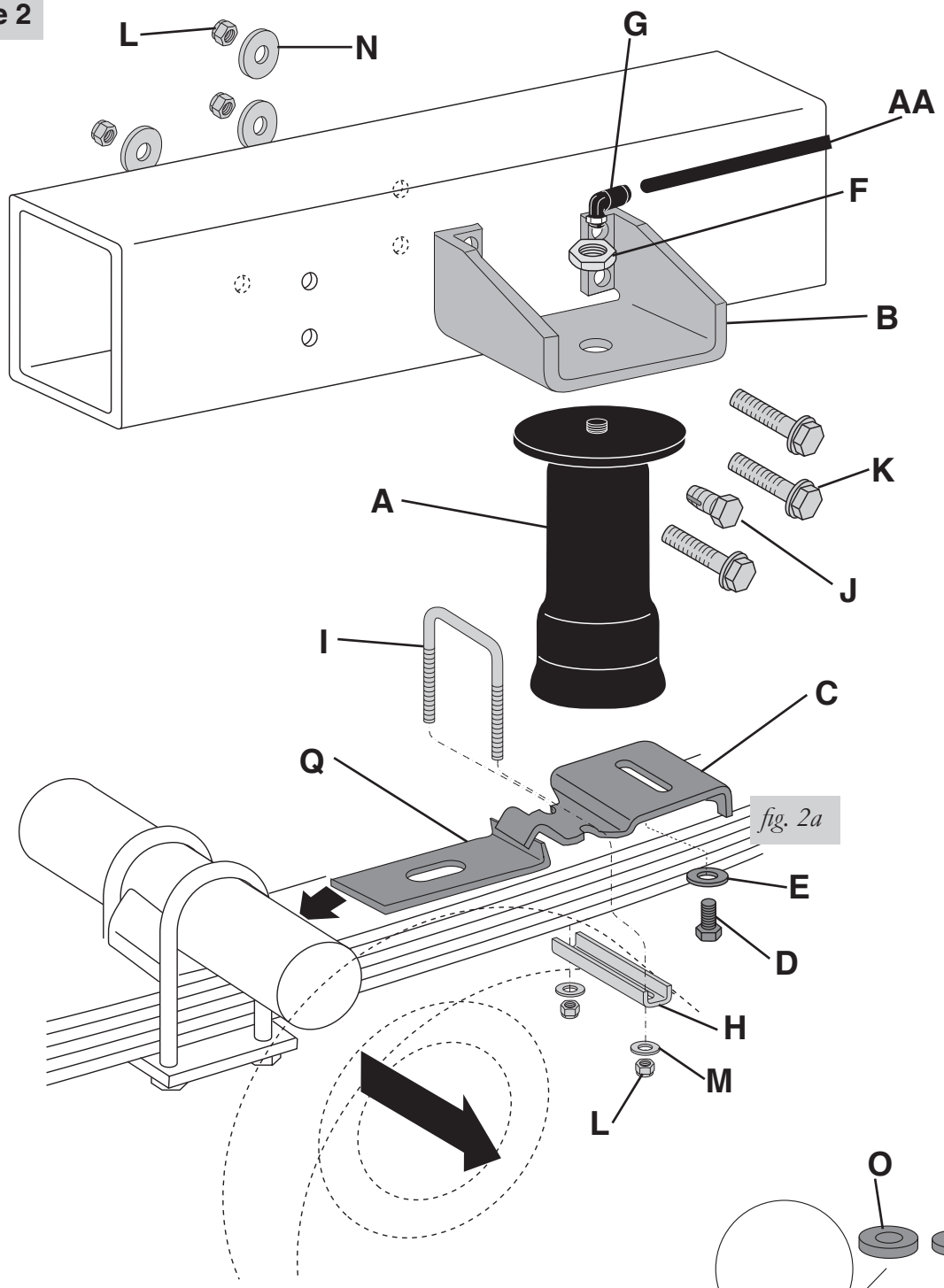


fig. 2a

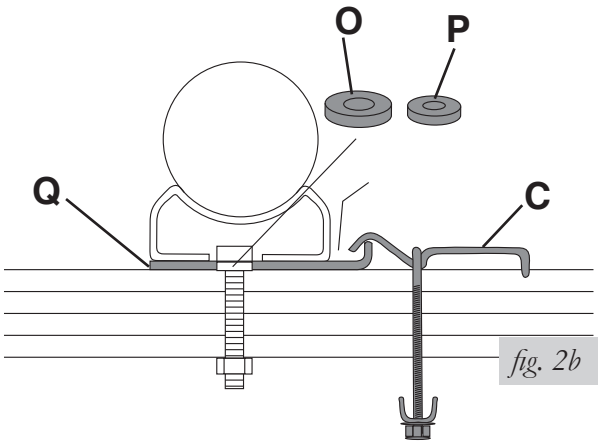


fig. 2b

This installation would be typical for a flipped axle lowering application.

NOTE: *It will be necessary to use the "L" bracket (Q) so that the lower bracket has something to lock to.*

HARDWARE LIST

Item	Part #	Description	Qty
A	58987	Air spring	2
B	07940	Upper bracket	2
C	03616	Lower bracket	2
D	17124	½” Hex bolt	2
E	18414	½” Flat washer	2
F	18454	¾” Jam nut	2
G	21837	Swivel elbow fitting	2
H	01426	Lower clamp bar	2
I	10583	3/8’ U-bolt	2
J	17129	3/8” Self tapping screw	1
K	17243	3/8” Washer head bolt	7
L	18435	3/8” Nyloc nut	11
M	18444	3/8” Flat washer	4
N	18447	5/16” Large flat washer	7
O	18442	3/8” Centering pin spacer	2
P	18443	7/16” Centering pin spacer	2
Q	10487	L-bracket	2
R	10591	Installation tool	1
AA	20086	Air line	1
BB	10466	Zip tie	6
CC	21230	Valve cap	2
DD	18405	5/16” Flat washer	2
EE	21234	Rubber washer	2
FF	18411	Star washer	2
GG	21233	5/16” Hex nut	4



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

TOOLS LIST

Description	Qty
Hoist or floor jacks	1
Safety stands	2
Safety glasses	1
Torque wrench	1
5/16” open-end or box wrench	1
7/16” open-end or box wrench	1
9/16” open-end or box wrench	1
Crescent wrench	1
Ratchet with 9/16”, metric, & 1/2” deep well sockets	1
5/16” drill bit (very sharp)	2
Heavy duty drill	1
Hose cutter, razor blade, or sharp knife	1
Air compressor or compressed air source	1
Spray bottle with dish soap/water solution	1

Installing the SlamAir System

IMPORTANT INSTALLATION INFORMATION

The following is a guide to help you decide how this SlamAir kit will be mounted, depending on how your vehicle was lowered.

This kit typically mounts behind the axle but with some late model applications it can be mounted forward of the axle if needed. The installation tool included with the kit will help check for obstacles and help decide which of the installations discussed is best for the vehicle.

The three types of lowering applications which this kit fit are as follows.

1. **Shackle or Leaf Spring Drops**: For these applications the air spring assembly can be installed per the figure 1 diagram (pg. 3). You will need to install this kit with the axle at custom ride height, or like it is sitting in the driveway with the tires on. DO NOT install this kit with the axle hanging. Use the installation tool to determine whether the upper bracket will need to be inverted. First try to install the upper and lower bracket like instructed in the Assembling the Installation Tool section (pg. 7) of this manual. If you set the assembly on the leaf spring and the upper bracket cannot be properly aligned on the middle section of the frame rail, it may be necessary to invert the upper bracket (fig. 1b).

2. **Flipped Axle Drops**: For these applications you will install the air spring assembly as instructed in the figure 2 diagram (pg. 4). For this application, it will be necessary to install an "L" bracket between the leaf spring and the axle. The bracket provides a lock for the lower bracket to attach, preventing the lower bracket from moving down the leaf spring and causing misalignment. For most of these types of installations it will be necessary to invert the upper bracket (fig. 1b) in order to install the assembly.
3. **Lowering Kits Using Notched Frames**: This kit does not fit these types of installations without modifications being made to the kit. You may need to modify or even weld the kit depending on how the upper bracket lines up with the c-notch.

NOTE

On some models or applications it may be necessary to invert the upper bracket in a "legs up" position to achieve the correct mounting height. Do not hang the axle on a frame contact hoist while checking for proper placement of the upper bracket. The vehicle must be in the custom ride height condition—how the vehicle would sit in the driveway or parking lot.

GETTING STARTED

1. Determine the custom ride height of the lowered vehicle. The custom ride height is the distance between the bottom edge of the wheel-well and the center of the hub when the vehicle is in the custom, lowered condition (fig. 3). In some cases, the 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 custom, lowered ride height.
2. Measure the distance between the frame and the tire. This kit requires a minimum of 6" of clearance for a fully inflated air spring (fig. 4).

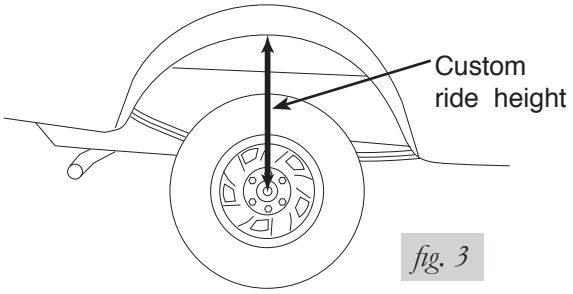


fig. 3

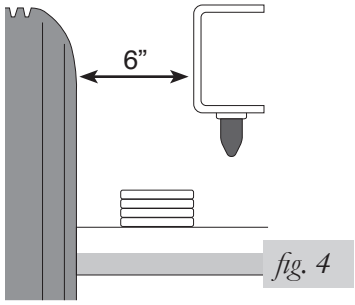


fig. 4

RAISING THE VEHICLE

1. Raise the vehicle and remove the wheels.
2. Ensure that the vehicle is at the custom, lowered ride height. If not, raise the frame or lower the axle as necessary.
   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 lower the frame as needed.
   c. If the vehicle is raised with a jack and supported with axle stands on the frame, use a floor jack to lower the axle.

ASSEMBLING THE INSTALLATION TOOL

1. The tool provided with this kit will assist in proper setup and alignment of the air spring and will also position the upper bracket for drilling the bolt holes. The tool attaches to the upper and lower bracket and is rigid so that it will self-align the upper bracket. The threaded section of the upper part of the tool ensures that the air spring can only be mounted at the correct height. This kit is intended to be mounted behind the axle.
2. Secure the upper bracket to the installation tool using the provided nylon nut (fig. 5).

NOTE

As stated in the Important Information section, it may be necessary to invert the upper bracket based on the type of drop installed.

3. Loosely attach the tool to the lower bracket using a ½" flat washer and a ½" bolt (fig. 5). Leave loose for later adjustment.

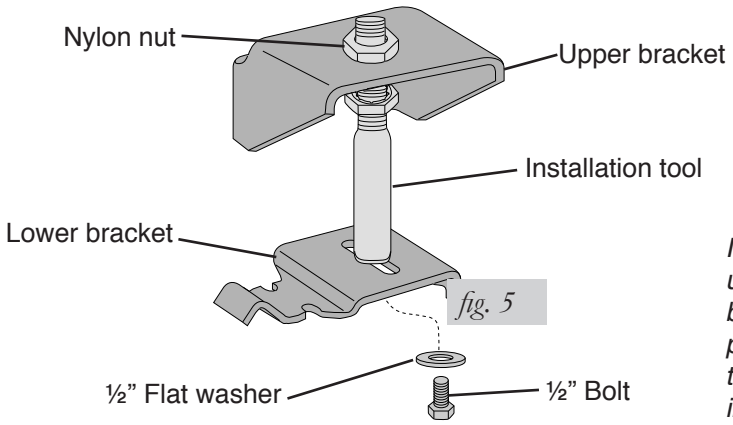
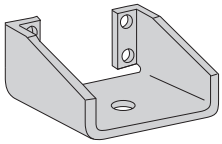


fig. 5



In some situations, the upper bracket will need to be mounted in an inverted position. Carefully read the instructions for proper installation.

INSTALLING THE L-BRACKETS *(For flipped axle lowered applications)*

1. Support the frame and drop the rear axle all the way until the axle is hanging. If the shock stops the axle from hanging, remove the lower shock bolts.
2. Remove the leaf spring retaining u-bolts on one side and, with a floor jack, raise the axle to clear the leaf spring centering pin.
3. A spacer is provided to accommodate the increased thickness caused by the lower bracket. Clamp the leaf spring together with a c-clamp so the leaf center pin can be removed. Remove the centering pin and install one spacer, per pin (see fig. 7).

NOTE

There are two different size spacers. Use the pin that fits and discard the other.

4. Reinstall the centering pin. If the nut does not have full thread contact, replace the centering pin.
5. Set the lower L-bracket on the leaf, making sure the centering pin goes through the slot on the L-bracket. Drop the axle down, and reinstall the u-bolts. Slightly tighten the u-bolts so that the lower bracket can be adjusted later (fig. 6).

NOTE

It is recommended that the u-bolts be replaced with new ones (not provided).

6. Install the L-bracket on the other side, repeating the steps above.

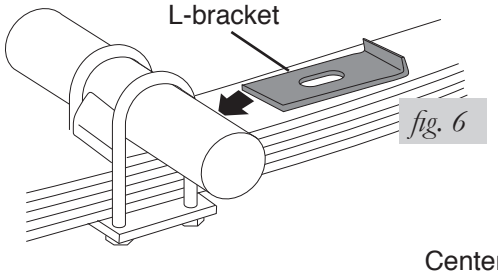


fig. 6

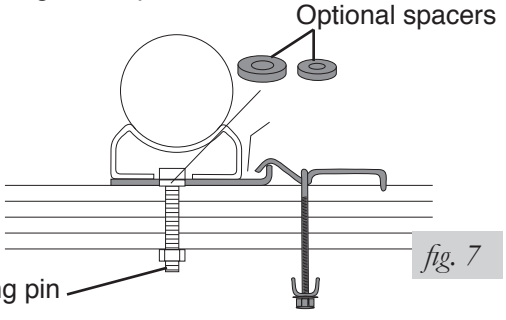


fig. 7

ATTACHING THE LOWER BRACKET

1. Set the assembly on the leaf spring behind the axle.

NOTE *On some late model applications the assembly can be mounted forward of the axle if needed.*

2. Depending on how the vehicle was dropped, with the hook end of the lower bracket placed over the edge of the spring retaining plate, secure the lower bracket to the leaf spring using the provided u-bolt, clamp bar, flat washers and nyloc nuts (fig. 8). Torque to 16 ft/lbs.

   If the vehicle was dropped by flipping the axle, attach the lower bracket over the L-bracket as noted in fig. 2 or fig. 7.

NOTE *The bracket will pull down flat to the leaf spring when the nyloc nuts are tightened.*

3. The air spring will expand to 5.1" in diameter at maximum inflation pressure. Check horizontally along the shaft of the installation tool for sufficient clearance of 2.5" around the tool (fig. 9).

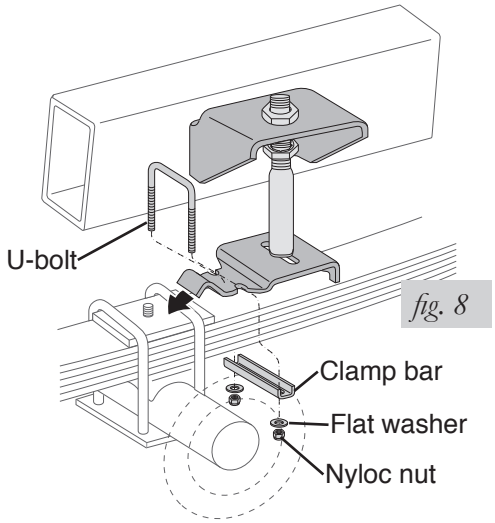


fig. 8

Check for sufficient clearance around the installation tool.

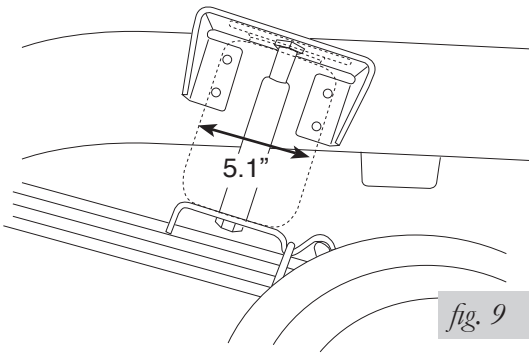


fig. 9

POSITIONING THE UPPER BRACKET

NOTE *At this point you should have determined how the upper bracket needs to be positioned, (legs down or inverted with legs up). Also, it should be determined where the assembly will be mounted, depending on the drop used and whether the L-bracket was installed.*

1. Using the slot in the lower bracket, push the upper bracket against the frame rail.
2. Use the two nylon nuts on the threaded portion of the installation tool to adjust the upper bracket so that the upper bracket legs are flat against the frame rail and all four holes are in the middle section of the frame. The mounting holes must not fall on the rounded edges of the frame rail and **AT LEAST 1.5" must be left above the top of the upper bracket for air fitting clearance**.

ATTACHING THE UPPER BRACKET

IMPORTANT: Please read this entire section before drilling any holes.

⚠ CAUTION BEFORE DRILLING, CHECK THE BACK SIDE OF THE FRAME FOR CLEARANCE ISSUES SUCH AS BRAKE LINES, GAS LINES, ELECTRICAL LINES, ETC. ALL OBSTACLES NEED TO BE TEMPORARILY RELOCATED TO CLEAR THE AREA.

Driver-side installation

NOTE

On the driver-side installation there is a wiring loom on the inside frame rail, behind the axle. This is why a self tapping screw is used to install the upper bracket. Please keep in mind that if the upper bracket is installed in alocation different than the normal stock mounting, this may alter where this hole lines up. Adjust and attach the upper bracket accordingly.

1. Center punch the lower rear hole and drill a 3/8” hole through the frame.
2. Loosely install a 3/8” washer head bolt, a large flat washer, and a nyloc nut (fig. 10).
3. Center punch the forward lower hole and drill a 3/8” hole through the frame.
4. Remove the installation tool by removing the bolt securing it to the lower bracket. Swing the bracket up and remove the nylon nut on the top of the upper bracket. Remove the installation tool and save the hardware for later air spring mounting.
5. Move the upper bracket back to the mounting location and secure at the forward, lower mounting hole using a 3/8” washer head bolt, large flat washer and nyloc nut (fig. 10).
6. Center punch and drill a 5/16” hole for the forward upper hold and install a 3/8” self tapping screw (fig. 10). Tighten to 16 ft/lbs.
7. Drill the remaining hole out to a 3/8” diameter and install a 3/8” washer head bolt, large flat washer and nyloc nut.

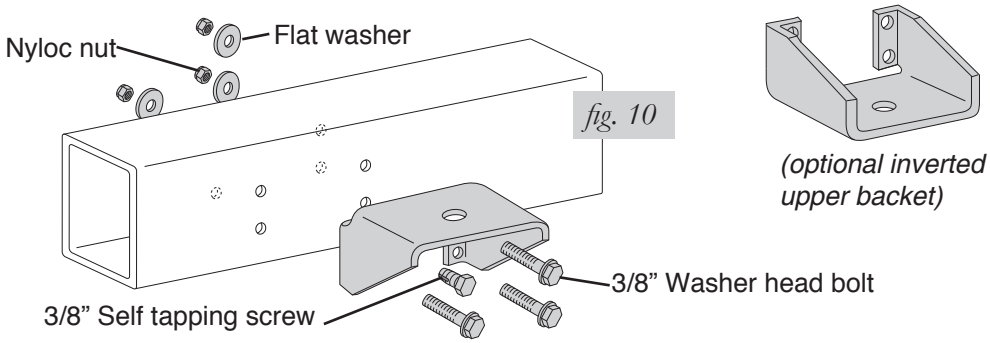


fig. 10

(optional inverted upper backet)

Passenger-side installation

1. Install the passenger-side assembly in the same manner as above, except the forward upper hole location. Drill this hole to a 3/8” diameter and install a 3/8” washer head bolt, large flat washer, and a nyloc nut. No self-tappeing screw is used on the passenger side (fig. 11).

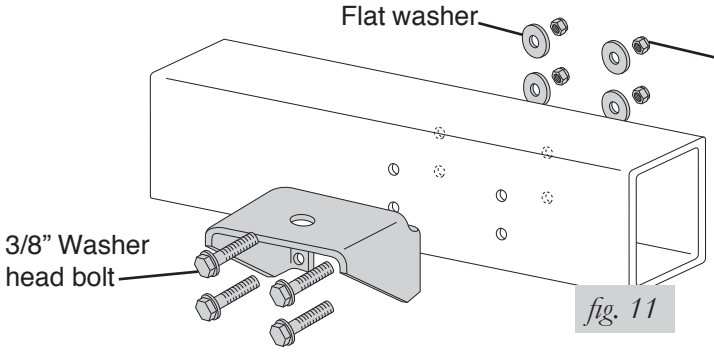
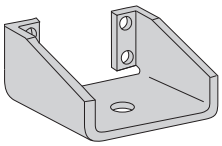


fig. 11



(optional inverted upper backet)

INSTALLING THE AIR SPRING

1. Install the 90˚ swivel air fitting to the top of the air spring (fig.12). Use a 7/16” open end wrench to tighten on the metal hex nut only. Tighten 1½ turns. Do not overtighten.

NOTE

This swivel air fitting is precoated with a sealant.

2. Guide the fitting through the center mounting hole in the upper bracket (see fig. 1 and fig. 12).
3. Attach the air spring to the lower bracket using a flat washer and bolt. Carefully hand turn the air spring onto the lower mounting bolt. Leave loose for later adjustment (fig. 12)
4. Loosely install a nylon nut over the air fitting and onto the upper threadpost of the air spring (see fig. 1 and fig. 12).

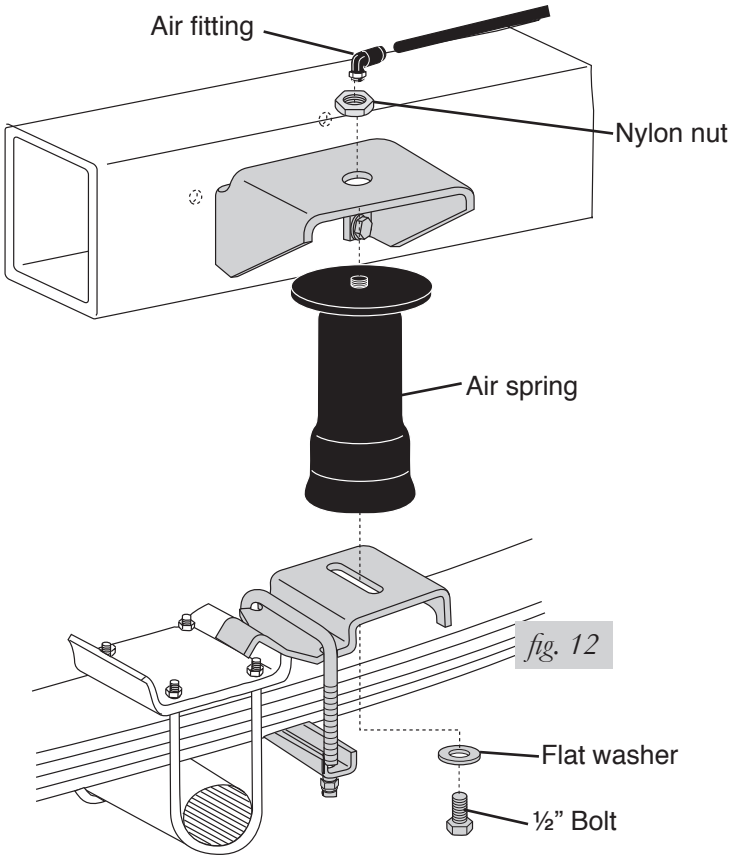


fig. 12

ALIGNING THE AIR SPRING

IMPORTANT: With the top and bottom of the air spring still loose, inflate the air spring to approximately 10 p.s.i.

1. Use the slotted adjustment in the lower bracket to correctly align the air spring between the upper and lower brackets. This can be accomplished by lightly tapping it inboard (towards the vehicle) or outboard (towards the wheel) for proper alignment. There should be a symmetrical cushion of air around the base of the air spring when correctly positioned (fig. 13).
2. Tighten the lower mounting bolt with a ¾" wrench. Hand tight is sufficient. Do not attempt to hold the air spring with any type of tool.
3. Tighten the nylon nut to 4 ft/lbs.
4. If the L-brackets were installed (flipped application installation), retorque the u-bolts to OEM specifications.
5. Repeat on the other side of the vehicle.

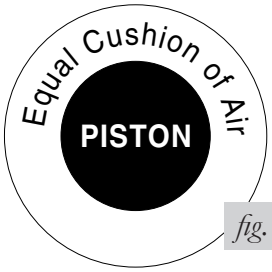


fig. 13

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 PREVENT 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. 14).

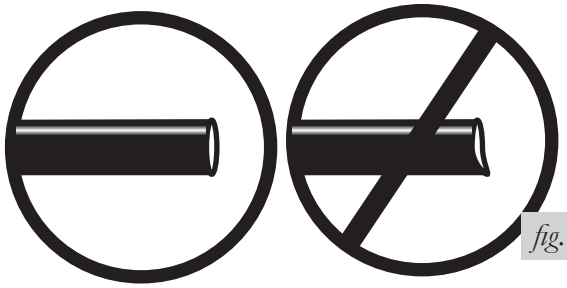


fig. 14

Good Cut **Bad Cut**

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 (fig. 15).
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. 15).

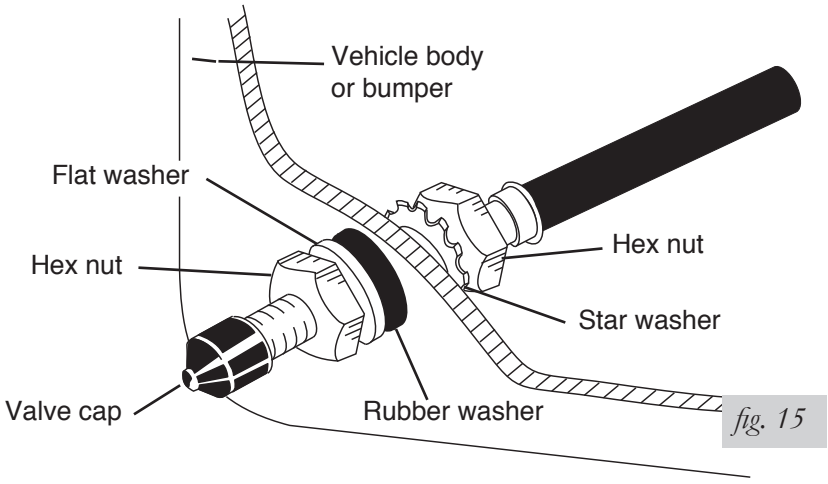


fig. 15

6. Route the air line along the frame to the air fitting on the air spring (fig. 16). 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.
7. Cut off air line leaving approximately 12” of extra air line. A clean square cut will ensure against leaks (see fig. 14). 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).

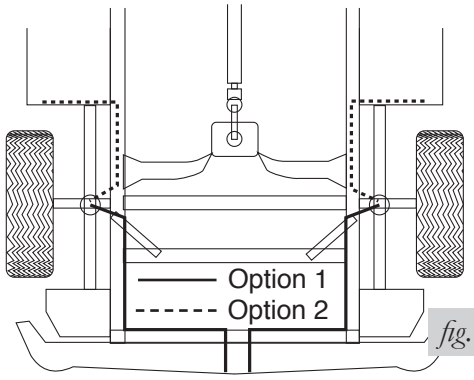


fig. 16

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 custom ride height, no less than 10 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 10 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. 14). 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 60 p.s.i. and check all connections for leaks. Refer to Checking for Leaks on page 12. 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.

  3/8" Frame bolts.....16 ft/lbs
  U-bolt lock nuts .....16 ft/lbs
  Stock U-bolts (if removed)....Use OEM recommended stock torque specifications
- ❑ 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
10 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 the custom 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 custom ride height. Increase or decrease pressure from the system as necessary to attain the custom 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 (10 p.s.i.) to reduce tension on the suspension/brake components. Use of on-board leveling systems do not require deflation or disconnection.

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. 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. 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. 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 it is ever suspected that the air bags have bottomed out, increase the pressure.
4. Adjust the pressure up and down to find the best ride.
5. If the vehicle rocks and rolls, adjust the air pressure to reduce rocking and rolling.
6. 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. As much as a 50 p.s.i. difference is not uncommon.

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 applications, 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 may 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*..... 2 Year Limited
EasyStreet Systems ..... 1 Year Limited
Load Controller (I)* ..... 2 Year Limited
Load Controller (II)* ..... 2 Year Limited
Other Accessories..... 2 Year Limited
RideControl*..... 2 Year Limited
RideControl Plus* ..... 2 Year Limited
SlamAir ..... 2 Year Limited
SmartAir* ..... 2 Year Limited
SuperDuty* ..... 2 Year Limited
SureSet*..... 2 Year Limited

**The purchase of an Air Lift Load Controller I, Air Lift Load Controller II, SmartAir Automatic Leveling System, or SureSet digital on board air systems, with a SuperDuty, RideControl, or Air Lift 1000 kit extends the air springs' warranty from two years to a limited lifetime warranty to the original purchaser of the covered systems. All other above listed warranty requirements will apply. Dated proof of purchase is required. Excludes all EasyStreet air springs.*

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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