

# Air Lift 1000

by AIR LIFT®

DRAG BAGS



*Cover image  
may not depict  
actual kit.*



## 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.*



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# Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the Air Lift 1000/Drag Bag 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 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](http://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.

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## NOTE

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

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## HARDWARE LIST

Item	Part #	Description .....	Qty
A	46160	Cylinder.....	2
B	09735	Protectors.....	2
C	20937	Air Line Assembly .....	15"
D	10466	Tie Strap .....	6
E	21230	Valve Cap .....	2
F	21233	5/16" Hex Nut.....	4
G	21234	Rubber Washer.....	2
H	18411	Star Washer.....	2
I	18405	5/16" Flat Washer .....	2
J	21236	Tee.....	4
K	21455	Valve.....	2

## TOOLS LIST

Description.....	Qty
Hoist or Floor Jack.....	2
Safety Stands .....	2
Safety Glasses .....	1
Metric & Standard sockets/ratchet & wrenches....	1
Torque Wrench.....	1
Die Grinder or Plasma Cutter .....	1
Drill, Drill Bits .....	1
Pliers.....	1
Air Compressor or Compressed Air Source .....	1
Spray Bottle with dish soap/water solution.....	1
Possibly:	
J 6627-A Tie Rod Puller .....	1
J 42066 Rear Hub Holding Tool .....	1
J 45059 Angle Meter .....	1



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

# Installing the Air Lift Drag Bag System

## GETTING STARTED

1. Raise the rear of the vehicle. Put safety stands under the frame so the wheel can hang.
2. Remove the rear wheels for easier access to the coil springs.

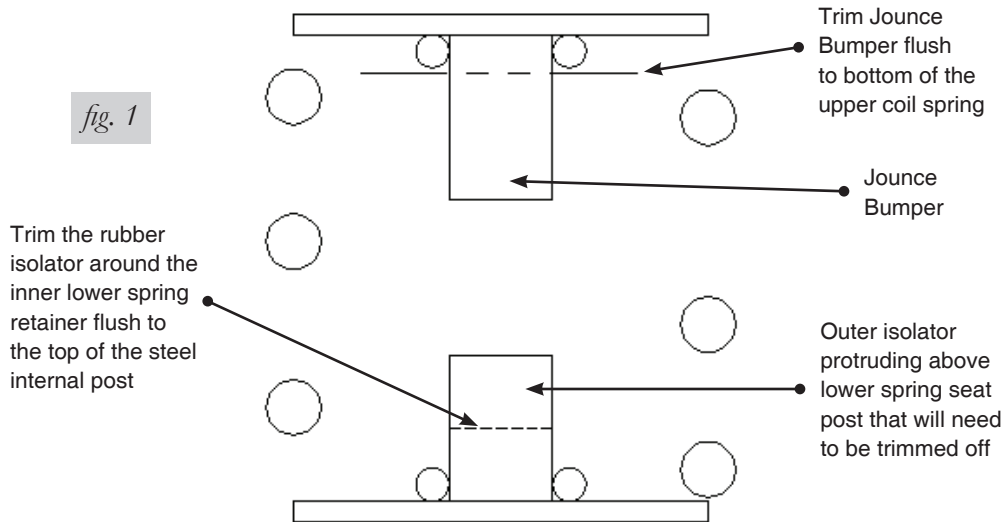
### NOTE

*It will be necessary to create a hole in the lower spring seat so that the air line can be attached to the cylinder once it is installed (the cylinder is installed with the stem down in the coil spring). In the following directions, the first section shows how to create a hole in the lower spring seat without removing the coil springs. In the second section, we show you how to disassemble the suspension and remove the coil springs in order to create a hole in the lower spring seat.*

## WITHOUT REMOVING THE COIL SPRING INSTRUCTIONS

Based on the note above, it is necessary to create a hole in the lower spring seat for an air line/cylinder stem interface. For this set of instructions you will need some way of cutting or drilling a hole through the lower spring seat, with the coil spring still in the vehicle. In order to do this you will need something like a plasma cutter which will be set on a very low setting so as not to create heat in the coil spring (which still will be installed on the suspension) or some kind of right angle drill which will be small enough to fit into the inside of the coil spring (with the suspension extended of course).

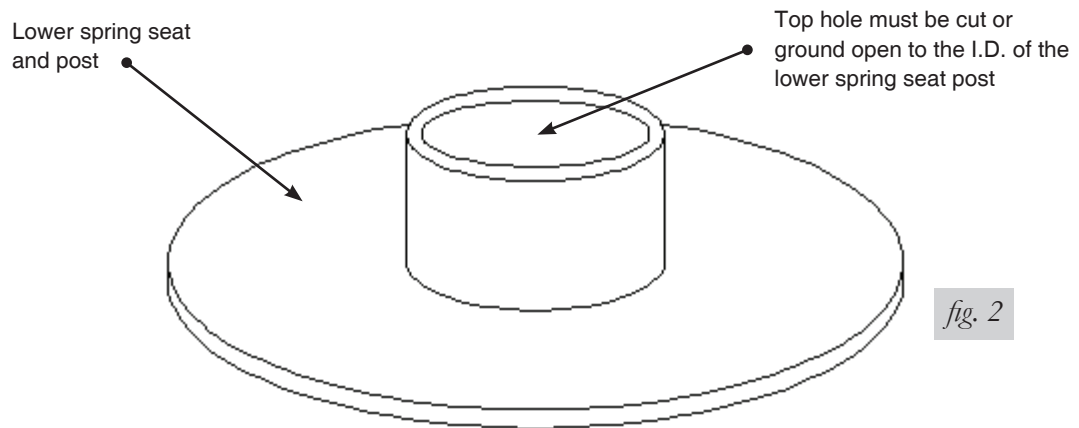
1. With the suspension hanging, using a box cutter or a fillet knife cut the jounce bumper at the top of the spring mount flush to the bottom of the upper coil spring (fig. 1).



2. On the lower spring retainer, it has an isolator that is on the outside of the spring retaining post. If you push on the top of it, you can feel that the inner spring retaining post is below the top of the rubber liner. It will be necessary to cut the liner away from the top of the post (fig. 1). This will expose the top of the post which you will need to drill a hole in or cut out for the air line access to the cylinder.
3. With the suspension fully extended, using a right angle drill or a plasma cutter on the lowest setting, cut a hole in the top spring seat (fig. 2).

## NOTE

*It will be necessary to grind the hole open so that the whole inside diameter of the post is exposed.*



4. To proceed, move to the “Installing the Air Spring” section.

## REMOVING THE COIL SPRING INSTRUCTIONS

In this section we show you how to remove your coil spring to gain access to the lower spring seat post in order to create a hole for air line access to the cylinder.

## CAUTION

THE SPRING IS UNDER EXTREME COMPRESSION. CARE MUST BE TAKEN AT ALL TIMES.

## NOTE

*Since this is an independent suspension, it will be easier to work on one side at a time.*

1. With the wheel removed, support the lower control arm with a jack. Raise the lower control arm slightly.
2. It will be necessary to separate the inner drive shaft and outer constant velocity joint from each other. In order to do this, a rear hub holding tool (J 42066) is recommended to hold the outer hub from turning. Mark the inner drive shaft and outer constant velocity joint with a marker or chalk so that they can be lined up correctly upon assembly. Wire tie the inner drive shaft to the upper shock mount to keep it from hanging freely. **IMPORTANT:** do not allow the drive shaft to hang freely. Remove all the bolts and retainers that hold the inner drive shaft and outer CV together and separate the two (fig. 3).

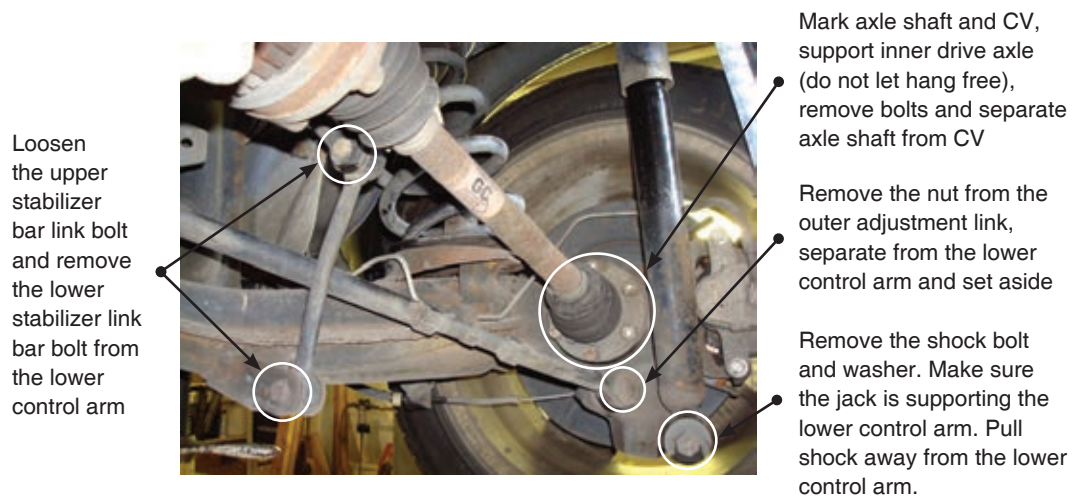


fig. 3

3. Loosen the top stabilizer link bolt and remove the lower link bolt from the lower control arm (fig. 3).
4. Loosen the nut on the outer adjustment link, using a J 6627-A or equivalent ball joint removal tool, separate the stud from the control arm (fig. 3).
5. With the jack still under the lower control arm and still slightly supporting it, remove the lower shock bolt and washer from the shock absorber. Pull the shock away from the lower control arm (fig. 3).
6. Using caution, lower the control arm using the jack until the jack is free of the lower control arm. Pull down on the lower control arm and remove the coil spring.
7. If it stuck to the spring upon removal, remove the lower spring seat isolator out of the spring and set over the lower spring seat post. Trim the isolator away from the lower spring seat post so that the top is exposed. Drill and grind top of spring seat post open or plasma cut on low setting (fig. 2). Make sure hole is open to the I.D. of the spring seat post.

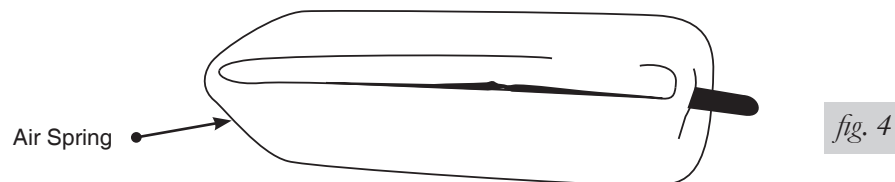
8. Remove the upper spring seat that contains the jounce bumper from the coil spring. Measure up from the bottom of the jounce bumper 1.75" and cut jounce bumper off from upper spring seat (see fig. 1).
9. Once the modifications have been made to the upper spring seat jounce bumper and lower spring seat post put the jounce bumper spring seat and the lower isolator back in place on the spring, set the coil spring assembly back into position between the lower control arm and frame.
10. Jack up the lower control arm far enough to set the lower shock mount back onto the lower control arm. Install the shock bolt and washer. **Do not tighten shock bolt at this time.**
11. Install the outer adjustment link stud back into the lower control arm. It is recommended that a new nut be installed on the stud. **Do not tighten stud nut at this time.**
12. Install the stabilizer back onto the lower control arm. Do not tighten the bolt/nut at this time.
13. Align the marks previously made on the inner drive axle and outer CV. Install the retainers and bolts previously removed. Using the hub holding tool (J 42066) tighten the bolts to 50 Nm (37 ft. lbs.). Using a J 45059 angle meter, tighten the bolts an additional **68 degrees**. Remove the hub holding tool.
14. Remove the wire holding the inner drive axle and repeat procedure for the other side. All hardware that was left loose will be torqued during the "completing the installation instructions section".

## INSTALLING THE AIR SPRING

1. Once there is a hole through the lower spring seat post to route a hose through and the jounce bumper has been trimmed on the top spring seat, remove the plastic cap from the barbed stem on the end of the air spring. Exhaust the air from the air spring by rolling it up toward the barbed stem. Replace the cap on the stem to hold the flat shape (fig. 4).

### NOTE

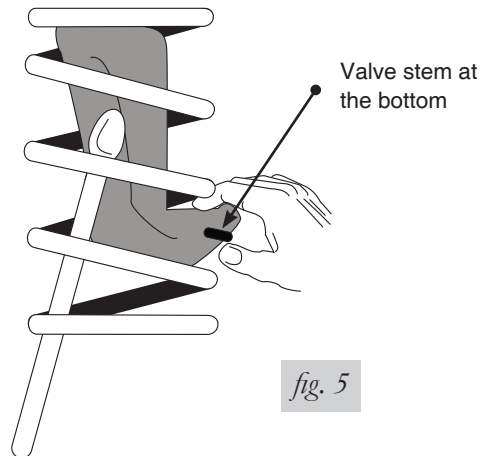
*With the shock in place (if previously removed); lower the suspension down completely so that the suspension is in full rebound.*



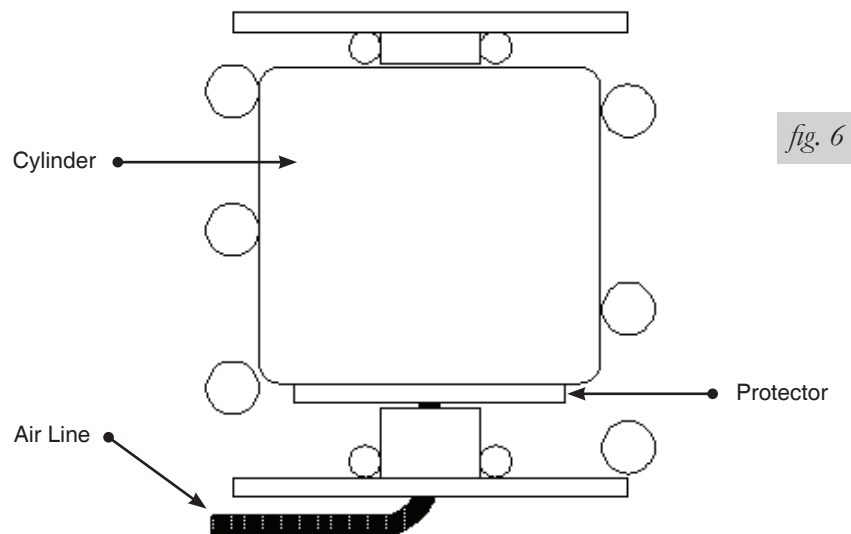
2. Insert the cylinder in between the coil spring with the stem pointing down. Push the air spring up or down within the coil by hand or with a blunt instrument such as a spoon-type tire iron.



- When the air spring is completely within the coil, remove the cap and allow the air spring to assume its “as molded” shape (fig. 5).



- With the suspension still hanging, insert the protector between the spring seat post and stem end of cylinder. Push the cylinder to the top of the coil spring.



## DUAL AIR LINE ROUTING

### NOTE

*Recommended for Drag Bag installations. Also reference AD-300 for chassis setup information.*



### CAUTION

**TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST 8” FROM EXHAUST SYSTEM.**

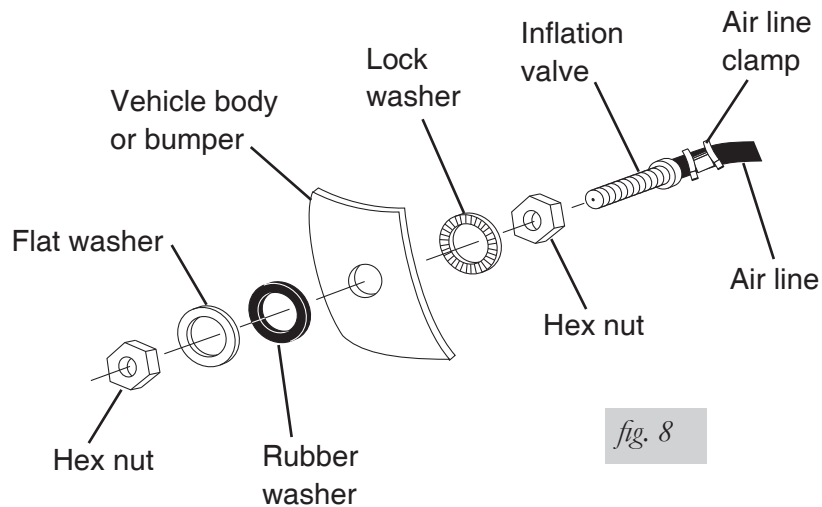
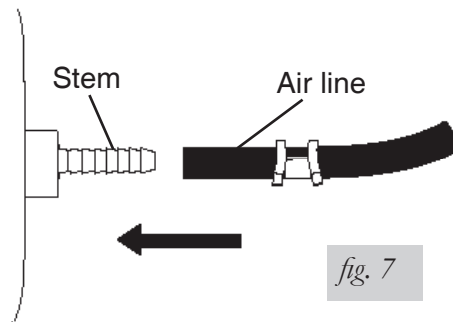
- Select a location for the inflation valves in the rocker panel flange, or rear bumper, assuring that each valve will be protected and accessible with an air hose.
- Determine and cut adequate length of air line to reach from valve location to left side air spring.

### NOTE

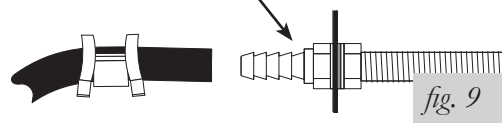
*Leave sufficient air line slack to prevent any strain on fitting during axle motions.*

- Insert the air line through the spring seat and spacer (fig. 6).
- Slide air clamp onto the cut air line.

5. Push the air line onto the stem, covering all the barbed section (see fig. 7). With pliers slide the air line clamp forward until it fully covers barbed section.
6. Repeat process for right side.
7. Drill 5/16 " hole for inflating valves and mount as illustrated. Rubber washer is for outside weather seal (see fig. 8).
8. Route air line along control arm and frame to inflation valve location and cut off excess.
9. Slide a clamp onto the air line and push the air line over the fitting, covering all the barbs. With pliers slide the air line clamp forward until it fully covers the barbed section (see fig. 9).
10. Raise axle or lower body until air springs lightly touch upper spring seat and lower spacers (fig. 6).



*Be sure to fully cover the barbed section.*



## COMPLETING THE INSTALLATION

1. Once the vehicle is back up to ride height per step 10 of the air line instructions, torque the hardware as shown in fig. 10 (if removed):

Torque Specifications	
Lower Shock Bolts	115 Nm (85 ft./lbs.)
Stabilizer Link Bolts/Nuts	98 Nm (72 ft./lbs.)
Outer Adjustment Link Nut	35 Nm (26 ft./lbs.)
The wheels are done in two steps:	
First Pass (Torque the nuts in a criss-cross pattern)	70 Nm (50 ft./lbs.)
Second Pass	140 Nm (100 ft./lbs.)

*fig. 10*

2. Inflate the air springs to 35 PSI. Test for air leaks by applying a liquid solution of  $\frac{1}{5}$  dish soap to  $\frac{4}{5}$  water in a spray bottle, to all valve cores, fittings and connections.
3. Recheck air pressure after 24 hours. A 2-4 PSI loss after initial installation is normal. If pressure has dropped more than 5 lbs. retest for leaks.
4. Set your suspension up per the enclosed Drag Bag Chassis set-up information flyer (AD-300 included). Please review the maintenance and servicing section at the end of this manual also.

# Before Operating

## INSTALLATION CHECKLIST

- Clearance test — Inflate the air springs to 35 PSI and make sure there is at least ½” clearance from anything that might rub against each cylinder. 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 PSI and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.
  
- Heat test — Be sure there is sufficient clearance from heat sources, at least 6” for air springs and air lines. If a heat shield was included in the kit, install it. If there is no heat shield, but one is required, call Air Lift customer service at (800) 248-0892.
  
- Fastener test — Recheck all bolts for proper torque.
  
- Road test — The vehicle should be road tested after the preceding tests. Inflate the springs to 25 PSI. 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 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
5 PSI	35 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 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 35 PSI.
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 35 PSI, 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. Cylinders 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 PSI) to reduce tension on the suspension/brake components. Use of on-board leveling systems do not require deflation or disconnection.

## OPERATING TIPS

1. Inflate your air springs to 35 PSI before adding the payload. This will allow the air cylinder to properly mesh with the coil spring. After the vehicle is loaded, adjust your air pressure down to level the vehicle and for ride comfort.
2. When carrying a payload it will be helpful to increase the tire inflation pressure in proportion to any overload condition. We recommend a 2 PSI increase above normal for each 100 lbs additional load on the axle.

# Troubleshooting Guide

1. Leak test the air line connections, the connection into the air spring, and all fittings in the control system.
2. 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.
3. Inspect the air line for holes and cracks. Replace as needed.
4. Look for a kink or fold in the air line. Reroute as needed.

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

# Frequently Asked Questions

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

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

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

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. 11). Raise the air pressure to correct either of these problems and level the vehicle.

## 2. Ride comfort

If the vehicle has a rough or harsh ride it may be due to either too much pressure or not enough (fig. 12). 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. 13). Tuning out these problems usually requires an increase in pressure.



Bad headlight aim

fig. 11



Rough ride

fig. 12



Sway and body roll

fig. 13

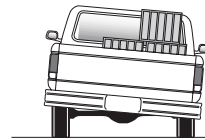
# Guidelines for Adding Air

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. 14).
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. 15). As much as a 50 PSI difference is not uncommon.

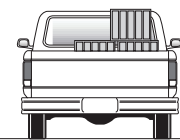


Bottoming out

fig. 14



Unlevel



Level

fig. 15

## 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](mailto:sales@airliftcompany.com) or on the web at [www.airliftcompany.com](http://www.airliftcompany.com).

# 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.)

<b>Air Lift 1000</b> .....	<b>Lifetime Limited</b>	<b>Load Controller (I)</b> .....	<b>2 Year Limited</b>
<b>RideControl</b> .....	<b>Lifetime Limited</b>	<b>Load Controller (II)</b> .....	<b>2 Year Limited</b>
<b>SlamAir</b> .....	<b>Lifetime Limited</b>	<b>SmartAir</b> .....	<b>2 Year Limited</b>
<b>LoadLifter 5000*</b> .....	<b>Lifetime Limited</b>	<b>Wireless AIR</b> .....	<b>2 Year Limited</b>
<b>Lifestyle Systems**</b> .....	<b>1 Year Limited</b>	<b>Other Accessories</b> .....	<b>2 Year Limited</b>

*\*formerly SuperDuty*  
*\*\* formerly EasyStreet*









## 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/warranty](http://www.airliftcompany.com/warranty)**



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

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