Kit 75558

Audi A4 (B8 platform)

Front 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-872 • (031906) • ECR 9317

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Introduction

Air Lift Performance thanks you for purchasing the most complete, fully engineered high-performance air suspension made for the Audi A4 B8. Read these installation instructions to correctly and safely set up the vehicle for a #lifeonair.

Air Lift assumes that the installer has the mechanical knowledge and ability to work on vehicle suspension systems and has basic tools necessary to complete the project. Special tools needed to complete the installation are noted on the Installation Diagram page.

Air Lift 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 Performance at **(800) 248-0892** or visit **www.airliftperformance.com**.

An Air Lift Performance air management system is highly recommended for this product. Learn more at **air-lift.co/productlines**.

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.*

Important Safety Notices

WARNING — DO NOT INFLATE AIR SPRINGS WHILE OFF OF THE VEHICLE. DAMAGE TO ASSEMBLY MAY RESULT AND VOID WARRANTY.

CAUTION — DO NOT WELD TO OR MODIFY PERFORMANCE STRUTS/SHOCKS IN ANY WAY. DAMAGE TO UNIT MAY OCCUR AND WILL VOID WARRANTY.

Installation Diagram

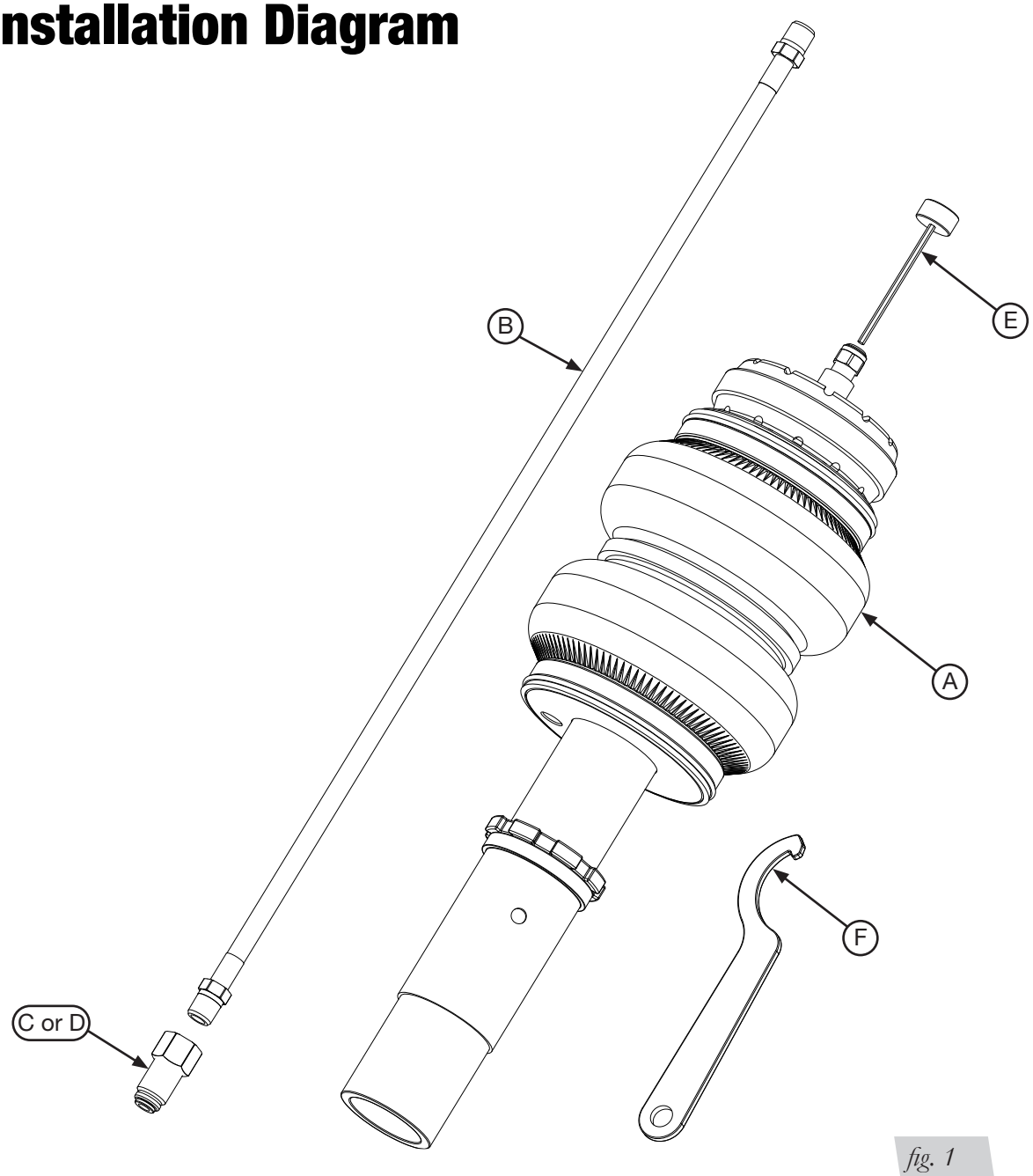


fig. 1

HARDWARE LIST

Item	Part #	Description	Qty
A	35232	Shock, Audi B8 Front	2
B	20997	Leader Line, 1/4” ID	2
C	21810	Union, 1/4”FNPT x 1/4” PTC, DOT	2
D	21987	Union, 1/4”FNPT x 3/8” PTC, DOT	2
E		Shock Adjuster	2
F		Spanner Wrench	1

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

Installing the Air Suspension

PREPARING THE VEHICLE

1. Support vehicle with safety stands or a hoist at approved lifting points.
2. Remove the front wheels (Fig. 2).

fig. 2

REMOVAL OF STOCK SUSPENSION

NOTE *If equipped with a headlight alignment system, disconnect range control linkage first.*

1. Support the hub assembly to prevent over extension of suspension components.
2. Disconnect the stabilizer bar (Fig. 3).

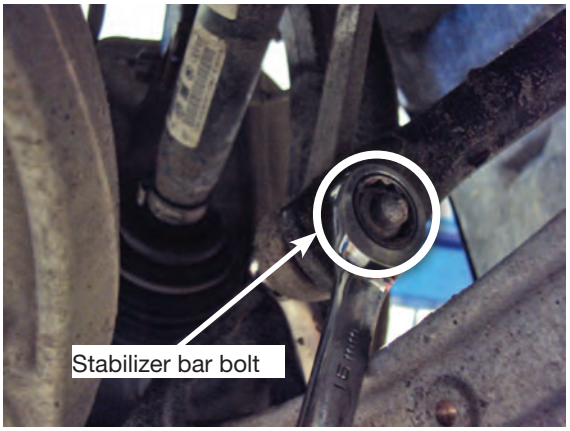


fig. 3

3. Remove the lower shock bolt and track control link bolt from the subframe (Figs. 4-7).

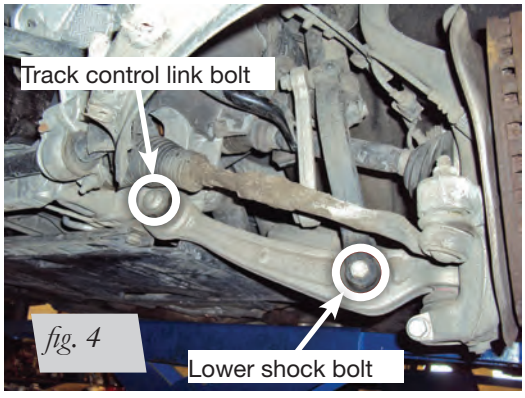


fig. 4

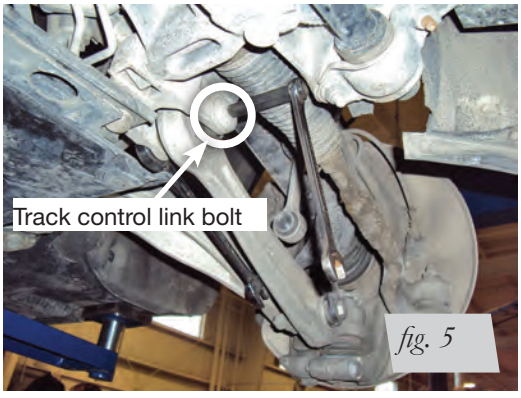
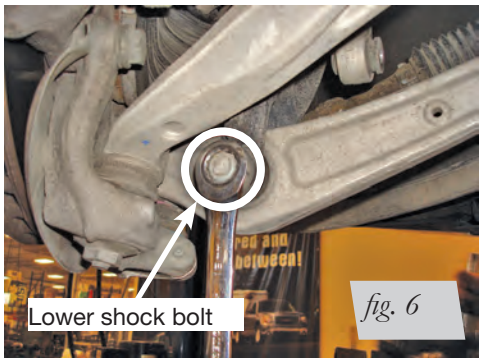
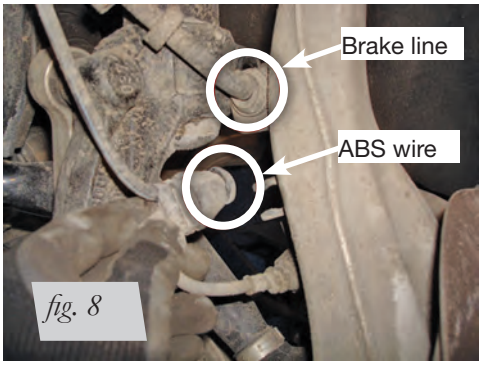
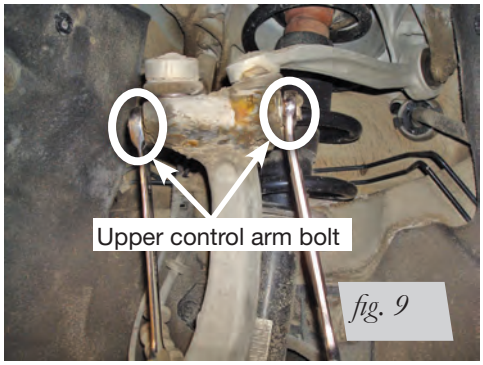


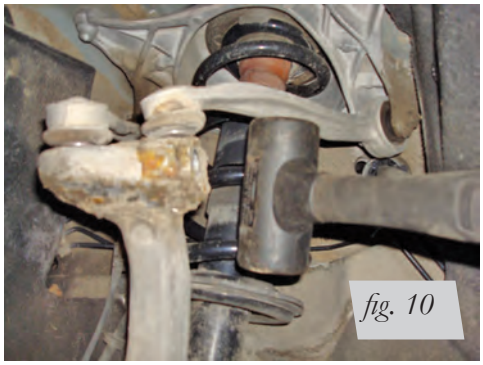
fig. 5



4. Disconnect the brake line and ABS wire from the steering knuckle (Fig. 8). Remove the bolt from the upper control arms to the adjoining steering knuckle (Fig. 9). Carefully pull the upper control arms free from the steering knuckle (Fig. 10).







5. Remove the plenum chamber cover from below the windshield (Figs. 11-14).


fig. 13


fig. 14

6. Unbolt and remove the washer fluid filler neck with tube (Fig. 15).

NOTE

The washer fluid will spill out during this procedure if the fluid level is more than approximately 75% full.

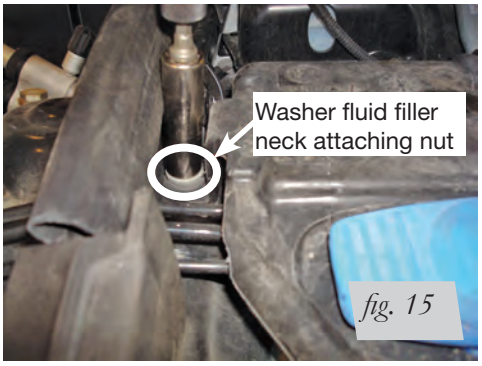


fig. 15

7. Unclip the coolant hose and remove it from the coolant reservoir (Fig. 16). Remove all four shock upper bracket bolts (Figs. 17-19) and remove the shock assembly from the vehicle (Fig. 20).

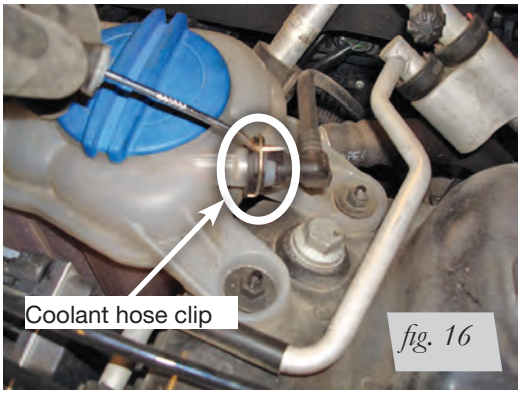


fig. 16

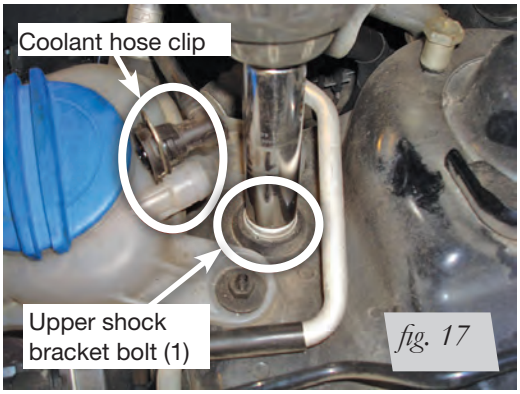


fig. 17

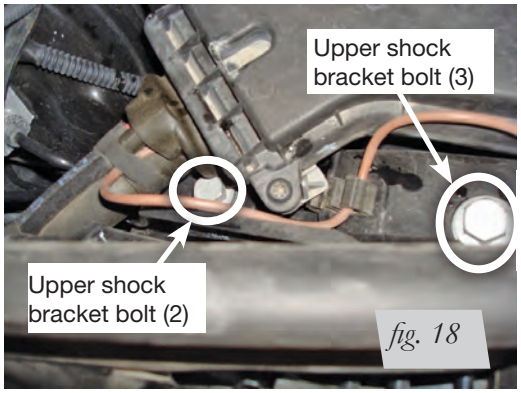


fig. 18

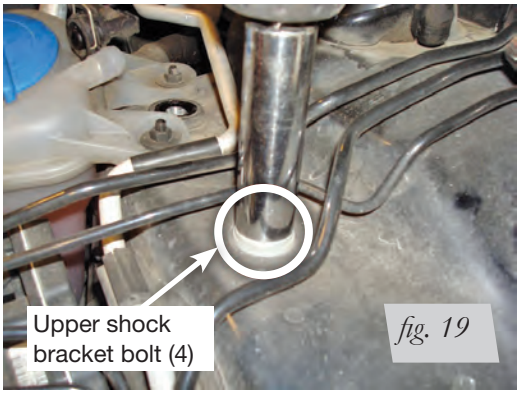


fig. 19

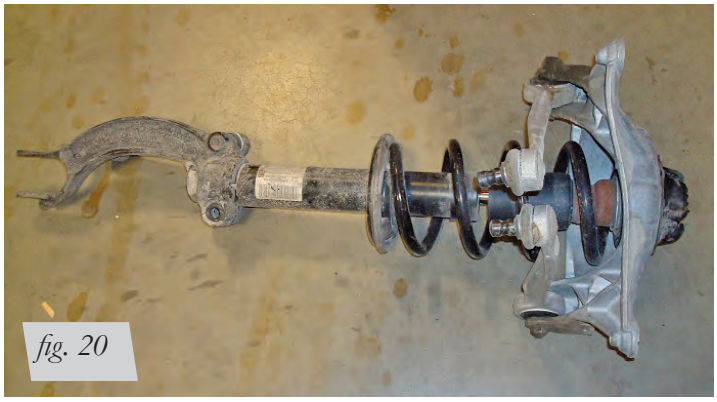


fig. 20

INSTALLING THE KIT COMPONENTS

1. Remove the lower attaching bolt from the lower fork/shock mount. Use a spreader tool to separate the lower fork from the original/OE shock and insert the supplied shock with the air port opposite the notch in the fork (Figs. 21 & 22).

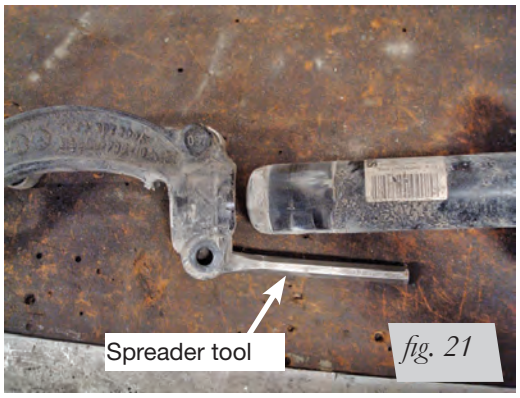


fig. 21

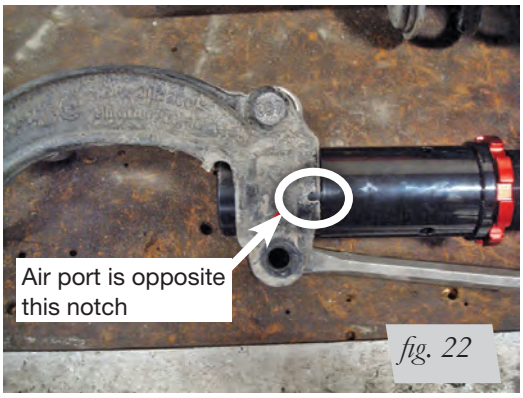


fig. 22

2. Remove the jounce bumper cup from the upper bracket (Fig. 23). To remove the cup, either grind the innermost lip away from the bracket or use a punch and hammer to bend the lip away from the upper bracket. Do not increase the diameter of the center hole.

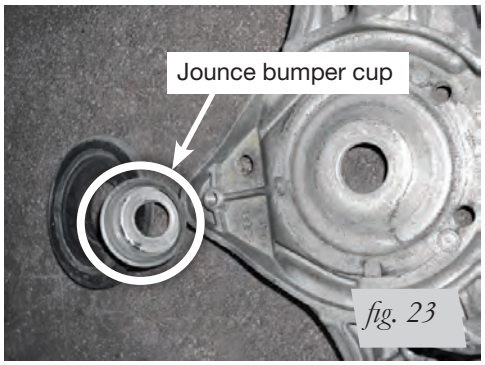


fig. 23

3. Insert the shock rod through the upper bracket. Apply the stock isolator over the rod and thread the lock nut on top (Figs. 24-27).

⚠ CAUTION

TIGHTEN THE NUT ONTO THE ROD USING HAND TOOLS ONLY. AN IMPACT WRENCH MAY NOT FULLY SEAT THE NUT BEFORE THE ROD STARTS TO SPIN. IF THE NUT IS NOT TIGHT, YOU WILL HEAR A RATTLING NOISE.

fig. 24

fig. 25

fig. 26

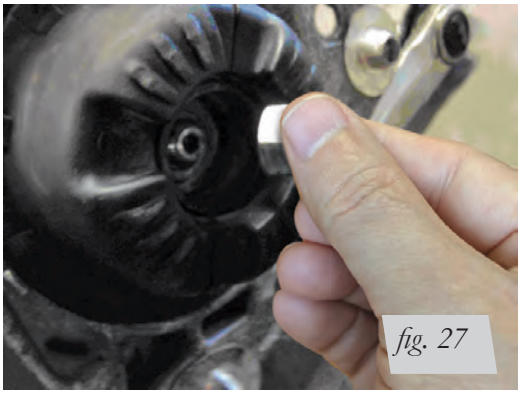


fig. 27

4. Tighten the nylon lock nut on the shock rod to 27Nm (20 lb.-ft.) (Fig. 28).

fig. 28

5. Center punch and drill a 3/8” (9.5mm) hole through the center of the suspension shock dome (Fig. 29). This hole will be used as an access port for damping adjustments.

fig. 29

6. Install the leader line into the air spring (Fig. 30). Coat the threads of the leader line with thread sealant. Tighten the appropriate fitting to the leader line 1 3/4 turns beyond hand-tight. Tighten the leader line into the air spring 1 3/4 turns beyond hand-tight.

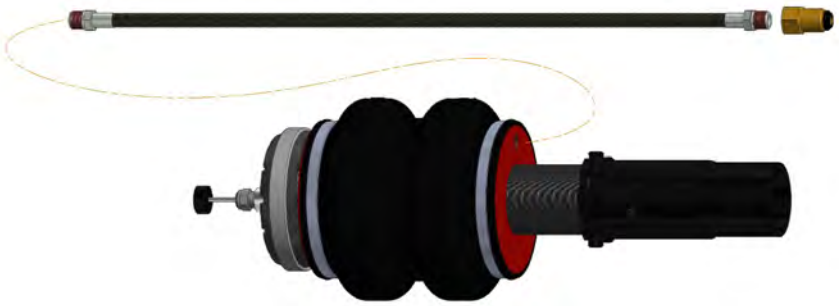


fig. 30

7. Install the upper bracket and tighten the four upper bracket bolts to 40Nm + 90 degree turn (29.5 lb.-ft. + 90 degree turn). Torque in the following order: 1-2-3-4 (Figs. 31 & 32).

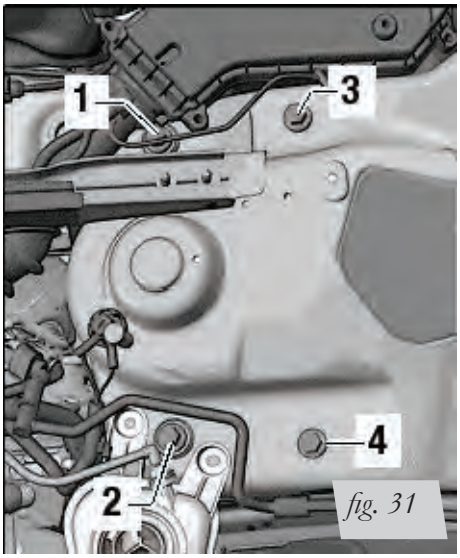


fig. 31

fig. 32

8. Reattach the upper control arm ball joints to the steering knuckle (Fig. 33). Make sure the joints are fully seated as the bolt is slid through. Torque to 40Nm (29.5 lb.-ft).

fig. 33

9. Loosely install the lower fork/shock mount bolt into the lower control arm bushing. Also, loosely reinstall the track link to chassis bolt as well as the sway bar end link (Figs. 34 & 35).

NOTE *Do not tighten at this time. These bolts should be tightened when the vehicle is at ride height.*

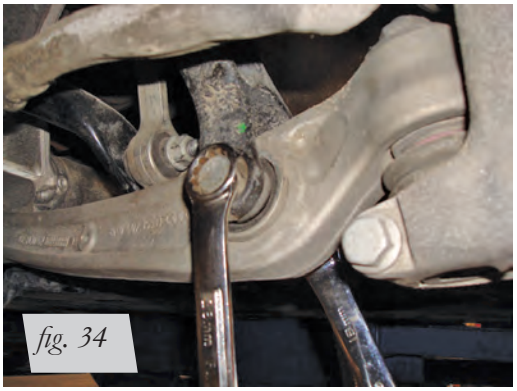


fig. 34


fig. 35

10. Make sure the lower fork/shock mount is fully seated against the shock adapter, install the nut and bolt and torque to 40Nm + 180 degree turn (29.5 lb.-ft. + 180 degree turn) (Fig. 36).


fig. 36

ROUTING THE AIR LINES

1. Fully compress the suspension using a jack. With the suspension compressed, review the best routing for the leader line that is clear of all suspension and steering components.
2. Routing should allow for the suspension to extend and steer without kinking, pulling the line tight or rubbing on other components. Following the brake line routing is often a good place to start. Check clearances to all other components.

Before Operating

SETTING THE RIDE HEIGHT

1. Please refer to the User Guide supplied with this kit to set up the suspension.

Torque Specifications		
Location	Nm	lb.-ft.
Shock rod nut	27	20
Upper bracket to chassis	40 + 90 degree turn	29.5 lb.-ft. + 90 degree turn
Upper control arms to bracket	50 + 90 degree turn	37 lb.-ft. + 90 degree turn
Upper control arms to steering knuckle	40	29.5
Shock to lower fork/shock mount	40 + 180 degree turn	29.5 lb.-ft. + 90 degree turn
Track control link to lower fork/shock mount	90	66
Track control link to subframe	70 + 180 degree turn	52 lb.-ft. + 180 degree turn
Guide link to subframe	70 + 180 degree turn	52 lb.-ft. + 180° turn
End link to sway bar	40 + 90° turn	29.5 lb.-ft. + 90° turn
Wheels (except RS2 and RS4 type 8D)	120	89

Table 1

Suggested Driving Air Pressure	Maximum Air Pressure
75 PSI (5.1BAR)	**125 PSI (8.6BAR)**
FAILURE TO MAINTAIN ADEQUATE MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) MAY RESULT IN EXCESSIVE BOTTOMING OUT AND **WILL VOID THE WARRANTY**.	

Table 2

⚠ CAUTION MAKE SURE THE FRONT WHEELS ARE STRAIGHT WHEN DEFLATING AND REINFLATING AIR BAGS.

CHECK FOR BINDING

1. Inflate and deflate the system (do not exceed 125 PSI) to check for clearance or binding issues. With the air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
2. Inflate the air springs to 75-90 PSI and check all connections for leaks.

INSTALLATION CHECKLIST

- ☐ **Clearance** — Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and make sure there is at least 1/2" (13mm) clearance from anything that might rub against the air spring. This should be checked with the air spring fully inflated and fully deflated.
- ☐ **Leak** — Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.
- ☐ **Heat** — Be sure there is sufficient clearance from heat sources, at least 6" (152mm) from 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** — Recheck all bolts for proper torque.
- ☐ **Road** — Inflate the air springs to recommended driving pressures (Table 2). Drive the vehicle 10 miles (16km) 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 paperwork that came with the kit.

DAMPING ADJUSTMENT

Suspension damping is a matter of compromise. Setting it too stiff will make the ride feel jarring. In addition, if the suspension is too stiff, the tires will lose contact with the road, reducing control and power delivery. On the other hand, if the suspension is too soft, the car can experience brake dive and excessive bouncing. The sweet spot lies somewhere in the middle. Air Lift dampers have a range of adjustment, which allows the driver to tune the ride and handling to his or her preferences.

Air Lift recommends damper and air pressure settings for every vehicle kit, but it is impossible to consider every situation. For example, even though Air Lift kits replace the dampers and springs, vehicles with sport-tuned suspensions might have stiffer bushings, larger anti-roll bars, bigger wheels, wider tires, etc. These settings may need to be adjusted to different vehicles and driving characteristics.

1. The dampers in this kit have 30 settings, or "clicks," of adjustable compression and rebound damping characteristics. Damping is changed through the damper rod using the supplied adjuster (Figs. 37 & 38) or an 3mm hex key (not included).
2. Turn the adjuster clockwise (H) and the damping settings are hardened, reducing oscillations and body motion. Turn the adjuster counterclockwise (S) and the damping is softened.
3. Each damper in this kit is preset to "-12 clicks." This means that the damper is adjusted 12 clicks away from full stiff, which starts at 0. Counting up from full stiff is the preferred method of keeping track of, or setting, damping. This setting was developed on a 2009 A4 2.0T Quattro.

fig. 37

fig. 38

Limited Warranty and Return Policy

Air Lift Company provides a 1-year limited warranty to the original purchaser of Air Lift Performance damper kits from the date of original purchase, that the products will be free from defects in workmanship and materials when used on vehicles as specified by Air Lift Company and under normal operating conditions, subject to the requirements and exclusions set forth in the full Limited Warranty and Return Policy that is available online at **www.airliftperformance.com/warranty**.

For additional warranty information contact Air Lift Company customer service.

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Need Help?

Contact Air Lift Company customer service department by calling (800) 248-0892. For calls from outside the USA or Canada, dial (517) 322-2144.

Connect by searching for **Air Lift Performance** *#LifeonAir*

Thank you for purchasing Air Lift Performance products!

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Kits 75658/78634

Audi A4 (B8 platform)

Rear Application

(With and Without Shocks)

INSTALLATION GUIDE

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

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MN-873 • (061906) • ECR 9317

TABLE OF CONTENTS

Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of this Audi A4 B8 Performance kit.

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair. The information 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. For the latest version of this manual, contact Air Lift Company at **(800) 248-0892** or visit our website at **www.airliftcompany.com**.

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

IMPORTANT SAFETY NOTICES

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 vehicle is designed to carry. Payload is GVWR minus the Base Curb Weight.

⚠ WARNING — DO NOT INFLATE AIR SPRINGS WHILE OFF OF THE VEHICLE. DAMAGE TO ASSEMBLY MAY RESULT AND VOID WARRANTY.

⚠ CAUTION — DO NOT WELD TO, OR MODIFY PERFORMANCE STRUTS/SHOCKS IN ANY WAY. DAMAGE TO UNIT MAY OCCUR AND WILL VOID WARRANTY.

Installation Diagram

HARDWARE LIST

Item	Part #	Description	Qty
A	26990	Shock, rear	2
B	17931	M10-1.5 x 20 Flat head socket cap screw	4
C	13328	Spacer, upper rear	2
D	11801	Roll plate	4
E	58556	Air Spring	2
F	13309	Spacer, lower rear	2
G	17516	M10-1.5 x 25 Socket head cap screw	4
H	13986	Spacer, spring seat	2
I	18628	M10, Split lock washer	2
J	17932	M10-1.5 x 75 Hex cap screw	1
K	21745	1/4” MNPT x 1/4” PTC fitting	2
L	21853	1/4” MNPT x 3/8” PTC fitting	2
M	11289	M50 Spanner	1

TOOLS LIST

Description	Qty
Standard and metric open-end or boxed wrenches	Set
Standard and metric regular and deep-well sockets	Set
Ratchet	1
Torque wrench	1
Hose cutter, razor blade, or sharp knife	1
Hoist or floor jack	1
Safety stands	2
Safety glasses	1
Air compressor or compressed air source	1
Spring compressor	1
Spray bottle with dish soap/water solution	1

TORQUE-TO-YIELD BOLTS*

Description
Upper shock absorber mount to body bolt
Shock absorber to wheel bearing housing bolt
Lower transverse link to subframe bolt
Lower transverse link to wheel bearing housing nut
Tie rod to wheel bearing housing bolt

**These bolts are not included with this kit

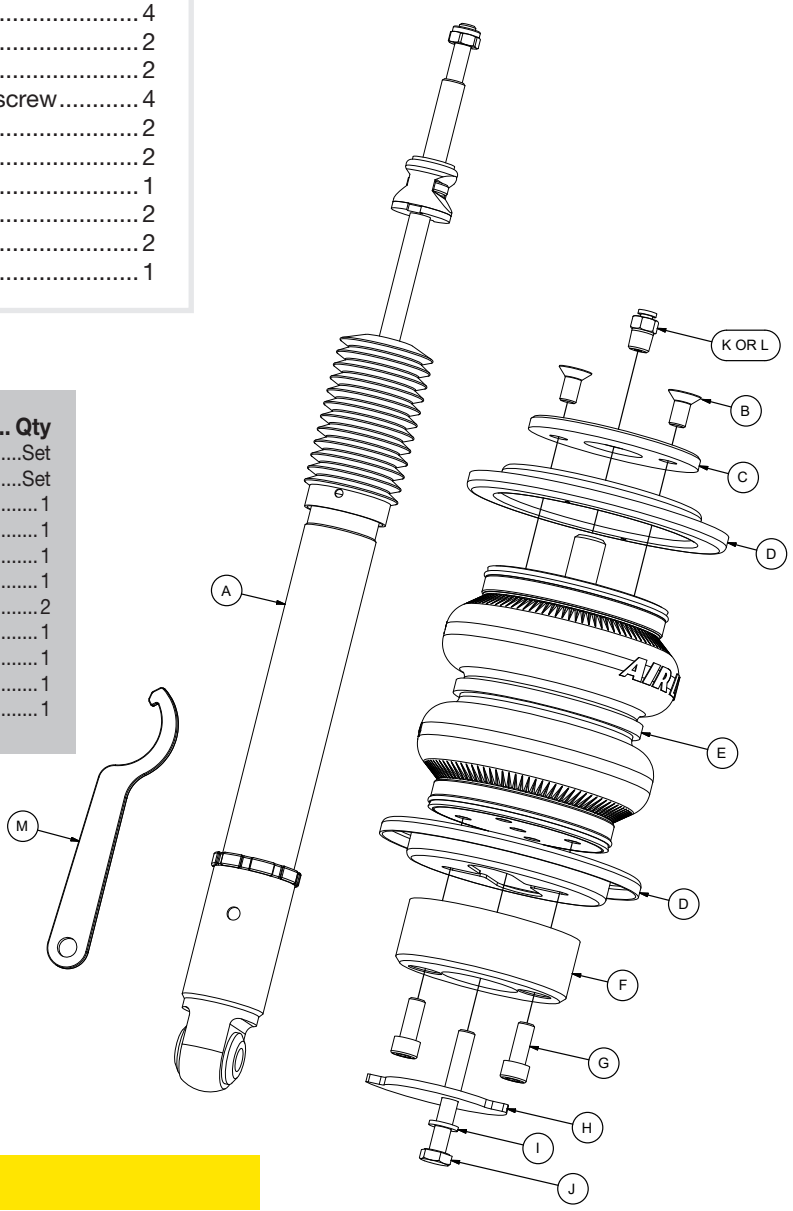

fig. 1

⚠ CAUTION

THIS KIT REQUIRES THE REMOVAL OF FACTORY TORQUE-TO-YIELD BOLTS. THESE BOLTS ARE DESIGNED TO BE REPLACED AFTER THEY HAVE BEEN LOOSENED. TORQUE-TO-YIELD BOLTS ARE INDICATED IN THE INSTRUCTIONS AND IN THE TORQUE SPECIFICATION CHART.

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

Installing the Air Suspension

PREPARING THE VEHICLE

1. Support the vehicle with safety stands or a hoist at approved lifting points.
2. Remove rear wheels (Fig. 2).

fig. 2

3. Disconnect the level control system sensor linkage from the lower control arm (Fig. 3).

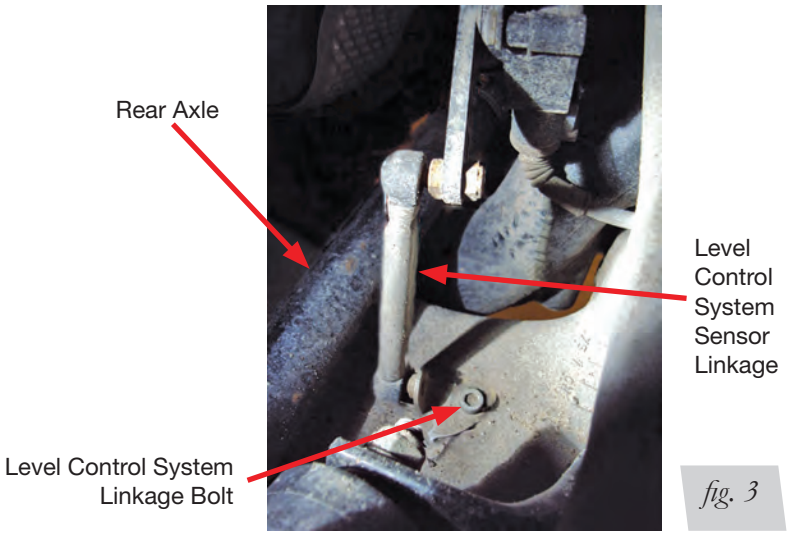

fig. 3

STOCK SUSPENSION REMOVAL

1. Support the hub assembly before beginning work.
2. Remove the inner fender liners from both sides (Fig. 4).

fig. 4

3. Unbolt the upper and lower shock mounts and remove from the vehicle (Figs. 5-7).

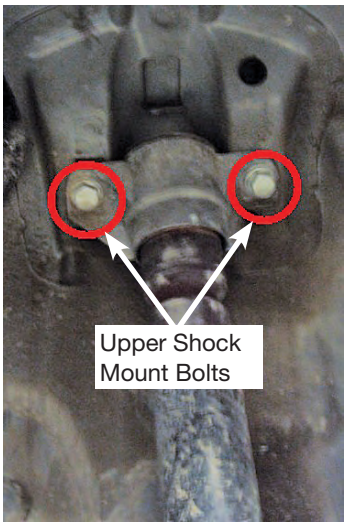

fig. 5

fig. 6

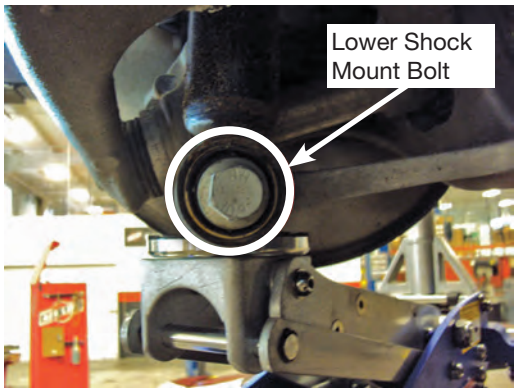

fig. 7

DANGER

THE COIL SPRING IS UNDER COMPRESSION. THE COIL SPRING SHOULD BE REMOVED USING FACTORY PRESCRIBED GUIDELINES.

4. Using a coil spring compressor, remove the rear coil springs along with upper and lower isolators (Fig. 8).

fig. 8

5. Directly above the upper coil spring seat, remove the rubber plug (Figs. 9 & 10).

fig. 9

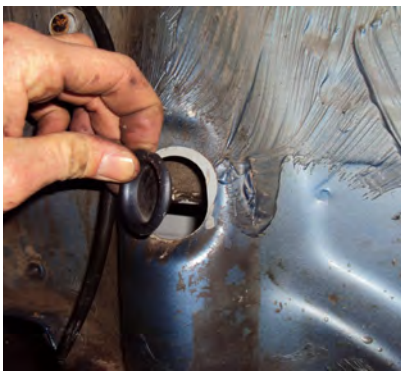

fig. 10

AIR SUSPENSION INSTALLATION

⚠ CAUTION

DAMAGE MAY OCCUR TO THE SHOCK IF AN IMPACT WRENCH IS USED.

1. If retaining the factory shocks, continue on to step 4. Remove the upper bracket from the OE shock and install on to the Air Lift Performance shock (Figs. 11 & 12).

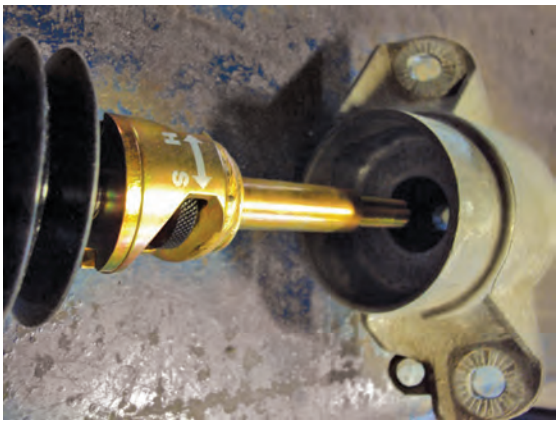

fig. 11

fig. 12

2. Tighten the nylon lock nut on the shock rod to 27Nm (20 lb.-ft.).
3. Attach the shock to the vehicle chassis and torque upper bracket bolts to 50Nm + 45 degree turn (37 lb.-ft. + 45 degree turn). Install but do not tighten the lower shock mount bolt at this time.
4. Tighten the appropriate fitting to the air spring 1 3/4 turns beyond hand-tight (Fig. 13).

fig. 13

5. Collapse the air spring and install over the lower coil spring perch with the boss going through the vehicles upper coil spring perch. With the air spring assembly fully seated at the upper spring seat, check the clearance around the roll plate (Fig. 14). Some vehicles may require a slight clearance modification to the chassis.

fig. 14

6. Carefully run the air line through the plug that was previously removed and through the upper spring perch hole (Fig. 15). Connect the air line into the air spring (Fig. 16).

fig. 15

fig. 16

7. The supplied spacer is shaped to fit with the contour of the underside of the lower control arm. The bolt hole of this spacer is not on the center. This hole must be located so that it is closest to the front of the vehicle (Fig. 17). Install an M10 lock washer on the supplied bolt, thread bolt through the spacer and lower control arm and into the air spring assembly. Torque to 20Nm (15 lb.-ft.).

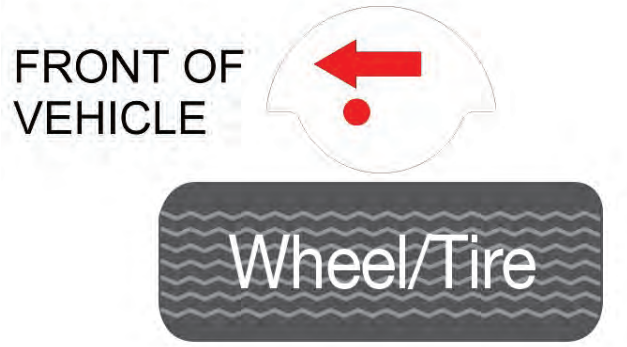

fig. 17

8. At this point, securely route the air line away from heat sources and suspension components (Fig. 18). Best practice is to route the air line behind the fender liner paying close attention to shock travel. Failure to protect the line from the shock may result in kinked hose. Fold the bent sheet metal into position while being cautious not to pinch the air line. Seal the cut edges with silicone.

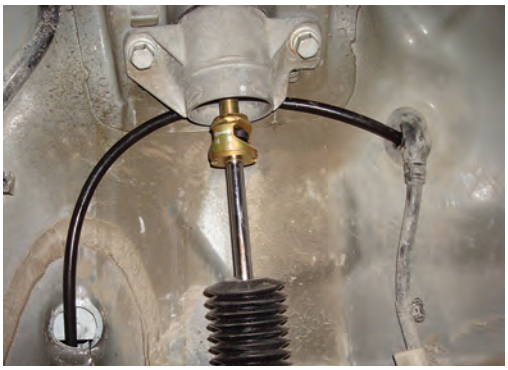

fig. 18

9. Compress the suspension fully and check clearance around the air spring and air line.
10. Reattach the inner fender liners and wheels.

ROUTING THE AIR LINES

1. Fully compress the suspension using a jack. With the suspension compressed, review the best routing for the leader hose that is clear of all suspension components and axle.
2. Routing should also allow for the suspension to extend without kinking or pulling the line tight or rubbing on other components. Following the brake line routing is often a good place to start. Check clearances to all other components.

Before Operating

SETTING THE RIDE HEIGHT

1. Refer to the User Guide supplied with this kit to set up the air suspension.

Torque Specifications			
Location	TTY*	Nm	Lb.-ft.
Upper shock absorber mount to body bolt	✓	50 + 45 degrees	37 + 45 degrees
Shock absorber to wheel bearing housing bolt	✓	150 + 180 degrees	111 + 180 degrees
Level control system sensor to body bolt		5	4
Level control system sensor to lower transverse link bolt		9	7
Lower transverse link to subframe bolt	✓	70 + 180 degrees	52 + 180 degrees
Lower transverse link to wheel bearing housing nut	✓	120 + 360 degrees	88 + 360 degrees
Tie rod to subframe nut		95	70
Tie rod to wheel bearing housing bolt	✓	90 + 90 degrees	66 + 90 degrees

* Torque-to-yield bolts

Table 1

⚠ CAUTION TORQUE-TO-YIELD BOLTS ARE DESIGNED TO BE REPLACED AFTER THEY HAVE BEEN LOOSENED.

Suggested Driving Air Pressure	Maximum Air Pressure
40-70 PSI (2.8-4.8BAR)	**125 PSI (8.6BAR)**
FAILURE TO MAINTAIN ADEQUATE MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) MAY RESULT IN EXCESSIVE BOTTOMING OUT AND **WILL VOID THE WARRANTY**.	

Table 2

CHECK FOR BINDING

1. Inflate and deflate the system (do not exceed 125 PSI [8.6BAR]) to check for clearance or binding issues. With the air springs deflated, check clearances on everything so as not to pinch brake lines, vent tubes, etc. Clear lines if necessary.
2. Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and check all connections for leaks.

⚠ CAUTION MAKE SURE THE FRONT WHEELS ARE STRAIGHT WHEN DEFLATING AND REINFLATING AIR SPRINGS.

INSTALLATION CHECKLIST

- ☐ **Clearance** — Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and make sure there is at least 1/2" (13mm) clearance from anything that might rub against the air spring. This should be checked with the air spring fully inflated and fully deflated.
- ☐ **Leak** — Inflate the air springs to 75-90 PSI (5.2-6.2BAR) and check all connections for leaks. All leaks must be eliminated before the vehicle is road tested.
- ☐ **Heat** — Be sure there is sufficient clearance from heat sources, at least 6" (152mm) from 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** — Recheck all bolts for proper torque.
- ☐ **Road** — Inflate the air springs to recommended driving pressures (Table 2). Drive the vehicle 10 miles (16km) 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 paperwork that came with the kit.

DAMPING ADJUSTMENT

1. The dampers in this kit have 30 settings, or "clicks," of adjustable compression and rebound damping characteristics. Damping is changed through the damper rod using the supplied adjuster (Fig. 19) or a 3mm hex key (not included).
2. Turn the adjuster clockwise (H) and the damping settings are hardened, reducing oscillations and body motion. Turn the adjuster counterclockwise (S) and the damping is softened.
3. Each damper in this kit is preset to "-16 clicks." This means that the damper is adjusted 16 clicks away from full stiff, which starts at 0. Counting up from full stiff is the preferred method of keeping track of, or setting, damping. This setting was developed on a 2009 Audi A4 2.0T Quattro.

For more information, refer to the User Guide.

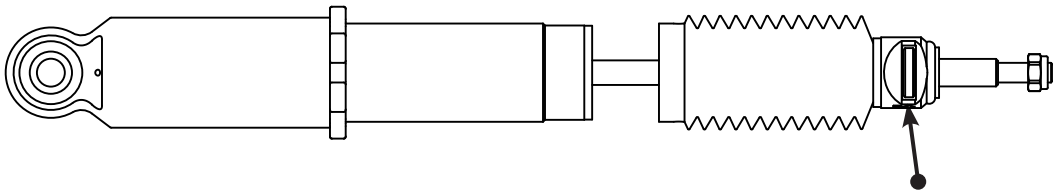

fig. 19

Notes

Limited Warranty and Return Policy

Air Lift Company provides a 1-year limited warranty to the original purchaser of Air Lift Performance damper kits from the date of original purchase, that the products will be free from defects in workmanship and materials when used on vehicles as specified by Air Lift Company and under normal operating conditions, subject to the requirements and exclusions set forth in the full Limited Warranty and Return Policy that is available online at **www.airliftperformance.com/warranty**.

For additional warranty information contact Air Lift Company customer service.

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 **www.airliftperformance.com**.

Need Help?

Contact Air Lift Company customer service department by calling (800) 248-0892. For calls from outside the USA or Canada, dial (517) 322-2144.

Connect by searching for **Air Lift Performance** *#LifeonAir*

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