

AIRSTRUTS will not lower your vehicle to the pavement. You can only go as low as your tire and wheel assembly allow you. If you have aftermarket tires and wheels, we cannot be responsible for any contact of the tire or wheel that is different from the factory. If you measure wrong, we cannot be responsible for your guess. So... MEASURE TWICE, ORDER ONCE! Remember, larger diameter of bag, the smoother your ride

remain at Factory Height  
3" below Factory  
raise 3" above Factory  
lowest possible Height

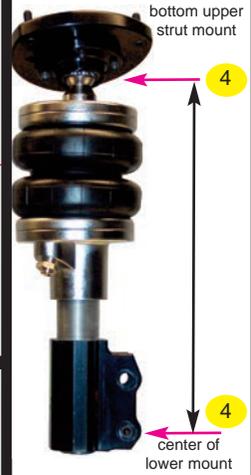
**CHOOSE YOUR RIDE HEIGHT**

yes \* Advise us "Factory Height"  
yes \* Advise us 3" Drop  
yes \* Advise us 1", 2", or 3"  
yes \* Measurements required below

**CIRCLE ONE ABOVE**

**You must give us measurements for #1 and #4 below if you are going lower than 3" To go lower than 3" is a \$100 Upgrade**

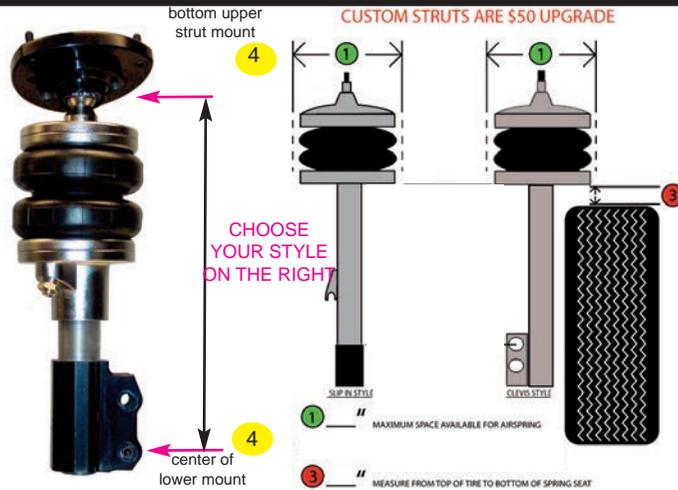
**STYLE "A"**



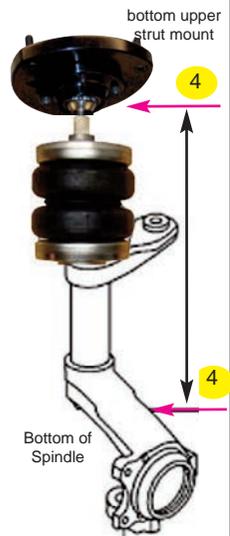
**Adjustable Camber Plates option**

Will give you extra bag clearance by pivoting the strut outwards, and also give you approx 5 Degrees of Camber Adjustment

**\$250/PR**



**STYLE "B"**



**Strut Base mounting plate**

Plates	Bag Diam	Part#
4.25"	/ 4.00"	#2200
5.25"	/ 4.75"	#2400
5.25"	/ 6.25"	#2500



**Use Largest Diameter possible**

**IF BUILDING CUSTOM STRUTS FOR MAXIMUM DROP, WE NEED THE FOLLOWING INFORMATION FROM YOU**

**1** Widest Diameter you can fit without rubbing thru-out up/down cycle

**3** Measure from BOTTOM of lower mount to top of tire, = MAXIMUM drop

You can go within 1/4" above tire/wheel. This is the maximum drop you can get - see diagram above

**STYLE "C"**



If you are a Fabricator, and you want to assure you get the maximum DROP or LIFT, then you should order the components unassembled and do the final placement yourself.. The danger is having a good tig welder weld the ring to the strut, or else you can burn right thru the strut wall. You are on your own if you choose this method, but we will give you a screaming deal on a replacement strut body.

