



LoadLIFTER 5000™

S E R I E S

Installation
Guide



2007-current Chevrolet Silverado /GMC Sierra

Kits 57204 | 88204 | 89204
57211 | 88211

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

IDENTIFYING THE DIFFERENCES BETWEEN KITS

Should you need to contact Air Lift customer service, you will need to know which kit you are inquiring about: standard LoadLifter 5000, LoadLifter 5000 Ultimate or LoadLifter 5000 Ultimate Plus. The kits are easily identifiable by looking at the roll plates and air lines.

- Standard **LoadLifter 5000** – Zinc-plated steel roll plates and black nylon air lines.
- LoadLifter 5000 Ultimate** – Black powder-coated roll plates and black nylon air lines.
- LoadLifter 5000 Ultimate Plus** – Stainless steel roll plates, braided stainless steel air lines, stainless steel air spring mounting hardware.

Air Lift offers two Ultimate Plus upgrade kits:

52300 - Braided stainless steel air line and fittings.

52301 - Stainless steel roll plates, air spring mounting hardware, braided stainless steel air lines and fittings.



LoadLifter 5000
silver zinc-plated steel
roll plate



LoadLifter 5000 Ultimate
black powder-coated
roll plate



LoadLifter 5000 Ultimate Plus
stainless steel
roll plate



LoadLifter 5000
nylon air line



LoadLifter 5000 Ultimate
nylon air line

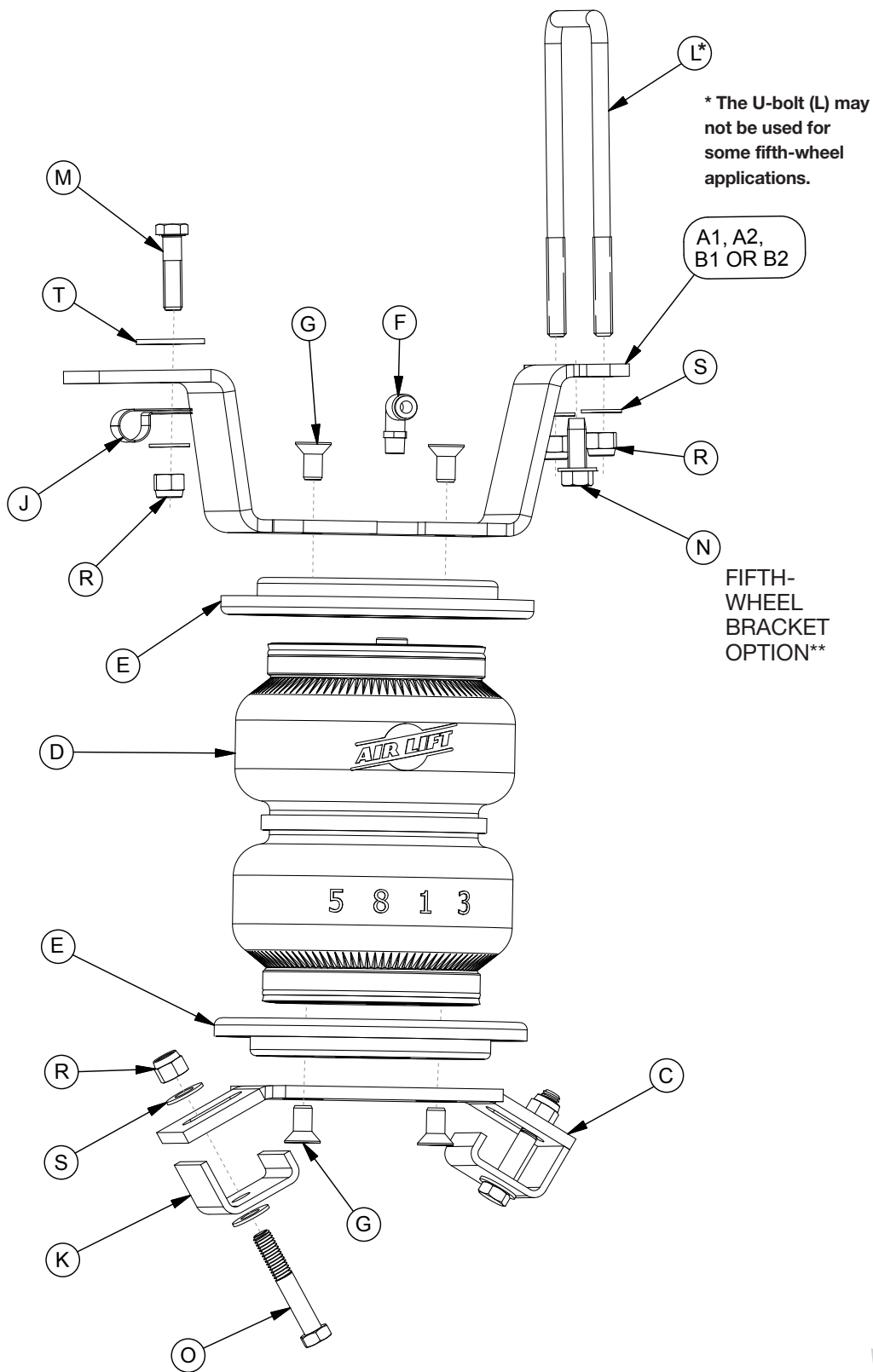


LoadLifter 5000 Ultimate PLUS
braided stainless steel air line

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Installation Diagram



** Refer to figures 20 and 21 (on page 13)

Hardware and Tools Lists

Common Parts Included in All 5 Kits

Item	Part#	Description	Qty
A1	07154	RH Upper bracket.....	1
A2	07040	RH Upper bracket.....	1
B1	07155	LH Upper bracket.....	1
B2	07039	LH upper bracket.....	1
C	03021	Lower bracket.....	2
H	11968	3/8" Wire bolt leader tool.....	1
I	10181	Frame clamp (large).....	1
J	10778	Frame clamp (small).....	2
K	01663	J-clamp.....	4
L	11046	U-bolt.....	2
M	17108	3/8"-16 x 1.5" Hex-head bolt.....	2
N	17129	3/8" x 1" Washer head self-tapping screw.....	2
O	17420	3/8"-16 x 2.25" Hex-head bolt.....	4
R	18435	3/8" Nylon lock nut.....	10
S	18444	3/8" Flat washer (small OD).....	14
T	18447	3/8" Flat washer (large OD).....	2
U	09484	Hose Thermal sleeve.....	1
V	17107	3/8"-16 x 1" Hex-head bolt.....	1
EE*	21234	Rubber washer.....	2

* not pictured in the Installation Diagram

TOOLS LIST

Description	Qty
Standard and metric open-end or box wrenches.....	SET
Ratchet with 9/16" & 1/2" deep-well sockets.....	1
Metric and standard sockets.....	1
7/32" hex-key wrench (socket if available).....	1
5/16" drill bit (very sharp).....	1
Heavy-duty drill.....	1
Torque wrench.....	1
Standard and metric hex-key wrenches.....	1
Hose cutter, razor blade, or sharp knife.....	1
Hoist or floor jacks.....	1
Safety stands.....	2
Safety glasses.....	1
Air compressor or compressed air source.....	1
Spray bottle with dish soap/water solution.....	1

The photos in this manual show the LoadLifter 5000 Ultimate kit.

Unique Parts in Each Kit

LoadLIFTER 5000™ KIT 57204 KIT 57211

Item	Part#	Description	Qty
D	58437	Air spring.....	2
E	11951	Roll plate (silver zinc plated).....	4
F	21839	Push-to-connect (PTC) fitting.....	2
G	17215	3/8"-24 x 3/4" Flat-head screw.....	8
AA*	20086	Air line.....	1
BB*	10466	Zip tie.....	6
CC*	21230	Valve cap.....	2
DD*	18501	M8 Flat washer.....	2
GG*	21233	5/16" Hex nut.....	4
FF*	18411	Star washer.....	2

LoadLIFTER 5000™ **ULTIMATE** KIT 88204 KIT 88211

Item	Part#	Description	Qty
D	58496	Air spring with internal jounce bumper.....	2
E	11967	Roll plate (black powder coated).....	4
F	21839	Push-to-connect (PTC) fitting.....	2
G	17215	3/8"-24 x 3/4" Flat-head screw.....	8
AA*	20086	Air line.....	1
BB*	10466	Zip tie.....	6
CC*	21230	Valve cap.....	2
DD*	18501	M8 flat washer.....	2
GG*	21233	5/16" Hex nut.....	4
FF*	18411	Star washer.....	2

LoadLIFTER 5000™ **ULTIMATE PLUS+** KIT 89204

Item	Part#	Description	Qty
D	58496	Air spring with internal jounce bumper.....	2
E	11880	Roll plate (stainless steel).....	4
F	21815	AN type fitting.....	2
G	17363	3/8"-24 x 3/4" Stainless steel flat-head screw.....	4
AA*	20987	Stainless steel braided air line.....	2
BB*	10466	Zip tie.....	12
HH*	21709	Fill valve with cap & nut.....	2
DD*	18572	M8 Stainless steel flat washer.....	2
FF*	18623	Stainless steel star washer.....	2
II*	21813	PTC to AN adapter fitting.....	2
JJ*	20084	Air line assembly.....	1



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

Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the standard LoadLifter 5000, LoadLifter 5000 Ultimate or LoadLifter 5000 Ultimate Plus air spring kits. All LoadLifter 5000 Series kits utilize sturdy, reinforced, commercial-grade single or double, depending on the kit, convolute bellows. LoadLifter 5000 Ultimate kits add an internal jounce bumper and black powder-coated roll plates. LoadLifter 5000 Ultimate Plus kits also have an internal jounce bumper, but add stainless steel roll plates, air lines and air spring mounting hardware.

The air springs are manufactured like a tire with layers of rubber and cords that control growth. LoadLifter 5000 series kits are recommended for most 3/4- and 1-ton pickups and SUVs with leaf springs and provide up to 5,000 pounds of load-leveling support with air adjustability from 5-100 PSI.

It is important to read and understand the entire installation guide before beginning installation or performing any maintenance, service or repair.

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 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 the vehicle's owner's manual and do not exceed the maximum load listed for this 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.



INDICATES IMMEDIATE HAZARDS WHICH WILL RESULT IN SEVERE PERSONAL INJURY OR DEATH.



INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN SEVERE PERSONAL INJURY OR DEATH.



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.

Installing the LoadLifter 5000 Series System

GETTING STARTED



COMPRESSED AIR CAN CAUSE INJURY AND DAMAGE TO THE VEHICLE AND PARTS IF IT IS NOT HANDLED PROPERLY. FOR YOUR SAFETY, DO NOT TRY TO INFLATE THE AIR SPRINGS UNTIL THEY HAVE BEEN PROPERLY SECURED TO THE VEHICLE.

1. Raise the vehicle and support the axle with jack stands, setting the jack stands as wide as possible on the axle (fig. 2).

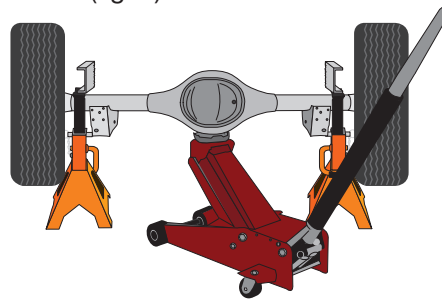


fig. 2

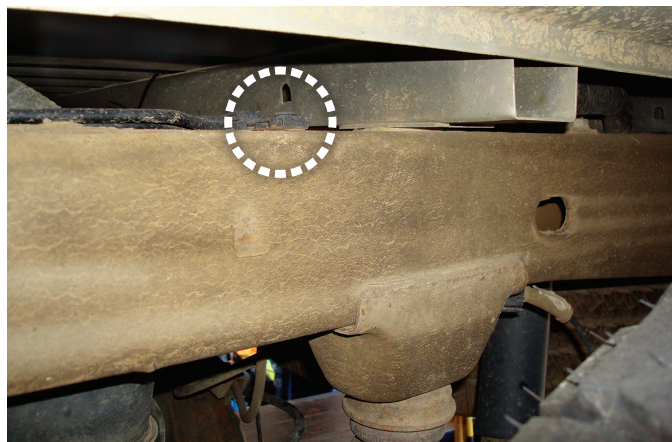
2. Drop the axle or raise the frame up to make room for the assemblies to be put into position between the frame and axle.
3. Remove and discard the line holder located on the left (driver's) side of the frame rail on the inside of the frame, just forward of the axle (fig. 3).



Inside frame,
left (driver's)
side view

fig. 3

4. Pull up on and remove the pin holding the line holder in place on top of the frame (fig. 4). Unhook the lines and remove the line holder. Discard the line holder since it will no longer be used.



Outside frame,
left (driver's)
side view

fig. 4

5. Pull the ABS line holders attached to the bottom of the frame, behind the axle, on the left (driver's) and right (passenger's) sides, out from the frame and remove from the ABS line (fig. 5).


fig. 5

6. Use a small screw driver to unhook the clamp from the line and remove. Discard the clamp as it will no longer be used.
7. Install the small frame clamps (J) onto the ABS line where the stock line holders were attached with the hole facing forward on the line (fig. 6). Do this for both sides.


 Left
(driver's)
side view

fig. 6

8. Leave the ABS line hanging loose for later installation.

CAUTION

BECAUSE THE EMERGENCY BRAKE CABLE IS IN A LOCATION THAT MAKES IT POSSIBLE TO RUB A HOLE IN THE SIDE OF THE AIR SPRING FLEX MEMBER, IT WILL BE NECESSARY TO RELOCATE IT.

Emergency brake cable modifications for kit #57204, 88204 and 89204 are as follows:

9. It will be necessary to relocate the emergency brake cable that is held by a bracket on the top of the axle center carrier section of the rear end (fig. 7).
10. Remove the top bolt that holds the emergency brake cable bracket onto the center section of the differential cover (fig. 7).
11. Remove the bracket from the emergency brake cable and discard (fig. 7).

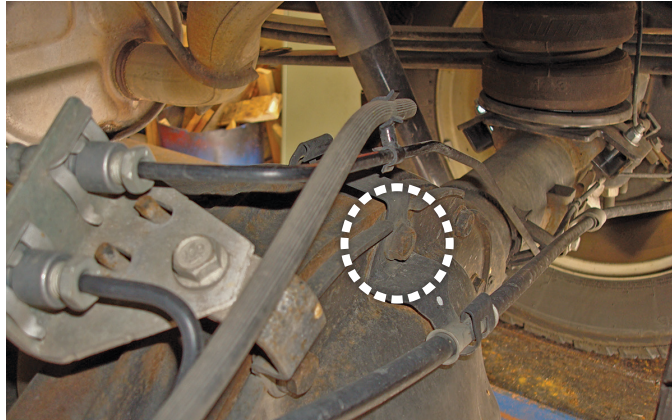


fig. 7

12. Install the large frame clamp (I) over the emergency brake cable facing the rear with the hole down (fig. 8) and attach to the rear end using the stock bolt previously removed.

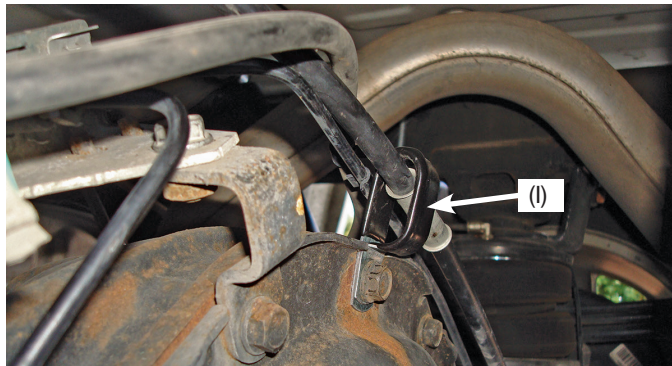


fig. 8

13. Bend the frame clamp slightly to obtain clearance on the hard brake lines mounting to the top of the axle (fig. 9).

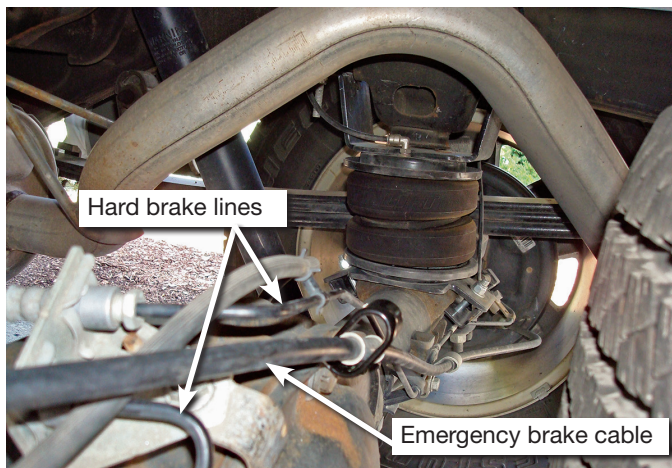


fig. 9

Emergency brake cable modifications for kit #'s 57211, 88211 and 89211 are as follows:

NOTE

This step will be done in conjunction with step 5 of the "Installing the Air Spring Assemblies" section.

14. Insert the emergency brake cable into the large frame clamp (I) (fig. 10).
15. Install the large frame clamp onto the U-bolt (L), inside the frame on the left (driver's) side with the clamp pointing inboard toward the center of the vehicle (fig. 10).
16. Torque the U-bolt as specified in step 5 if using the U-bolt to mount the upper bracket (fig. 10). If you have a 5th wheel bracket and use the center hole, instead of the U-bolt, to mount the upper bracket, attach the large frame clamp (I) using the 3/8" bolt (V), 3/8" flat washer (S) and nylon lock nut (R) supplied. Tighten to 10 lb.-ft. (14Nm).

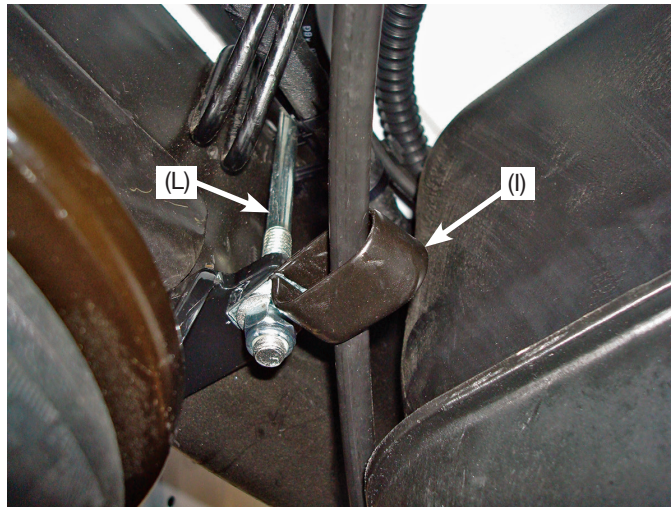


fig. 10

17. Remove the jounce bumper by unbolting it from the jounce bumper mounting cup welded to the frame. Pull or pry the jounce bumper out of the cup with a screwdriver once the bolt has been removed (fig. 11).

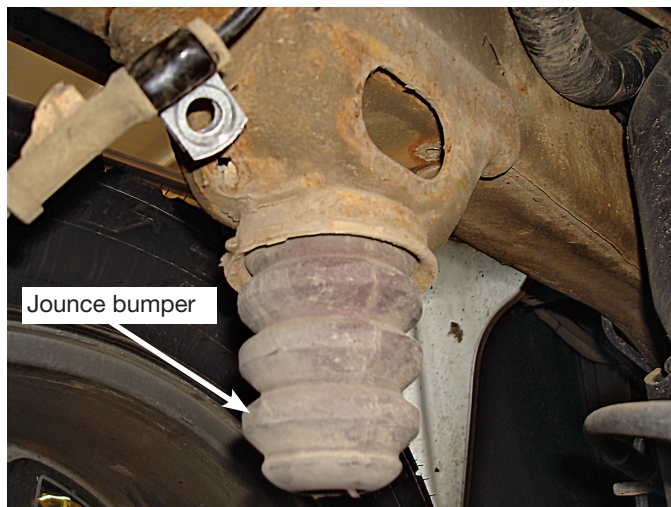


fig. 11

BUILDING THE AIR SPRING ASSEMBLIES

1. Set a roll plate (E) over the top of the air spring (D) (fig. 12).

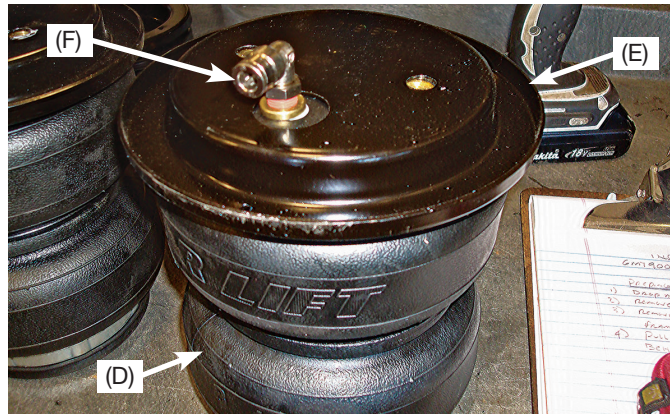


fig. 12

NOTE

The radiused (rounded) edge of the roll plate (E) will be towards the air spring so that the air spring is seated inside both roll plates.

2. Install the swivel fitting (F) into the top of the air spring finger tight plus one and a half turns. Do not overtighten.
3. Install the upper bracket (A or B) onto the air spring (D) using four flat-head screws (G) (fig. 13). Torque to no more than 20 lb.-ft. (27Nm).

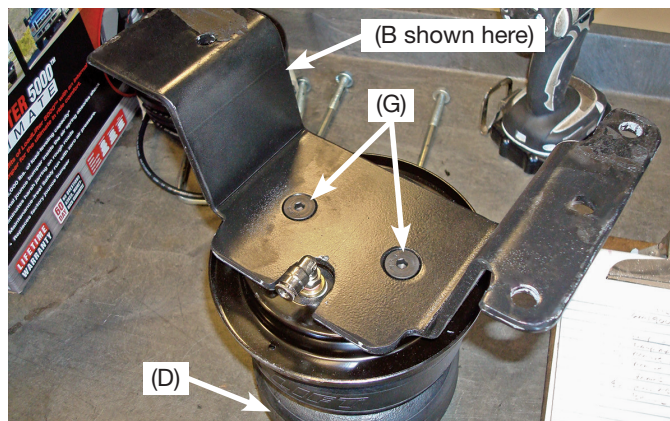


fig. 13

4. Install the lower bracket (E) onto the bottom of the air spring using the flat-head screws (G) (fig. 14). Torque to no more than 20 lb.-ft. (27Nm).

NOTE

The arrow on the lower bracket points to the opposite side of the fitting on the air spring assembly (outboard toward the tire).

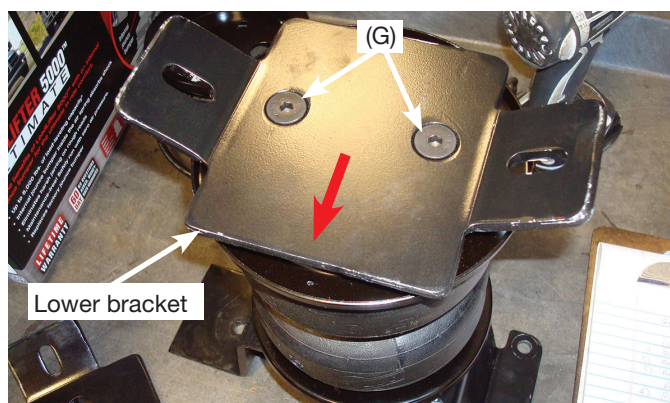
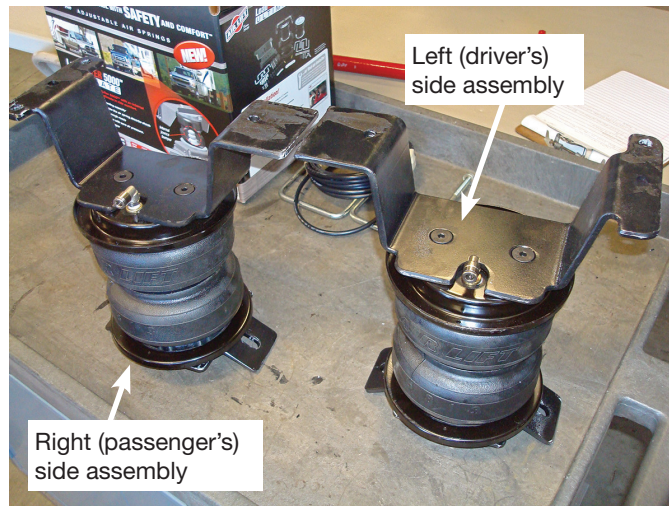


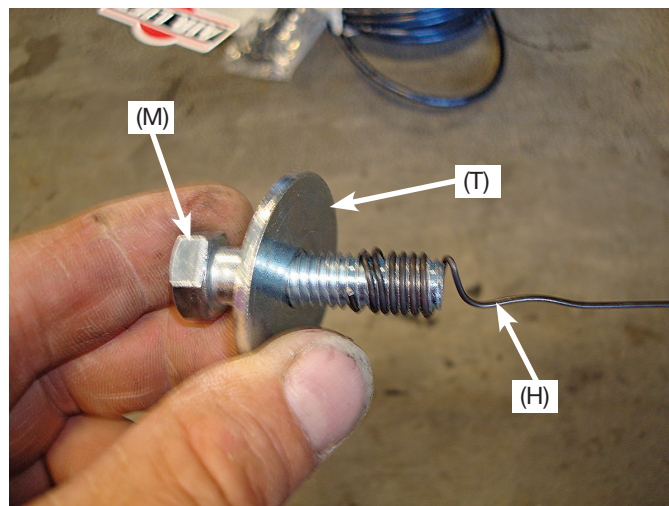
fig. 14

- Figure 15 shows both left and right assemblies ready to install.


fig. 15

INSTALLING THE AIR SPRING ASSEMBLIES

- Install a large flat washer (T) over the hex-head bolt (M) and thread the wire bolt leader tool (H) onto the threads of the bolt (fig. 16).


fig. 16

- Insert the bolt and washer in through the slot in the side of the frame, and through the slot in the bottom of the frame the ABS line holder was removed (fig. 17). Repeat for the other side.


fig. 17

3. Set the left assembly (with the L on the bracket) on the left (driver's) side of the axle. Repeat for the right (passenger's) side.

NOTE

The fitting on both air springs will be inboard.

4. While raising the assembly, line up the bolt previously installed with the back hole on the bracket. Set the new ABS line holder over the bolt once the upper bracket is in place and cap with a flat washer (S) and nylon lock nut (R) (fig. 18). Leave loose at this time.

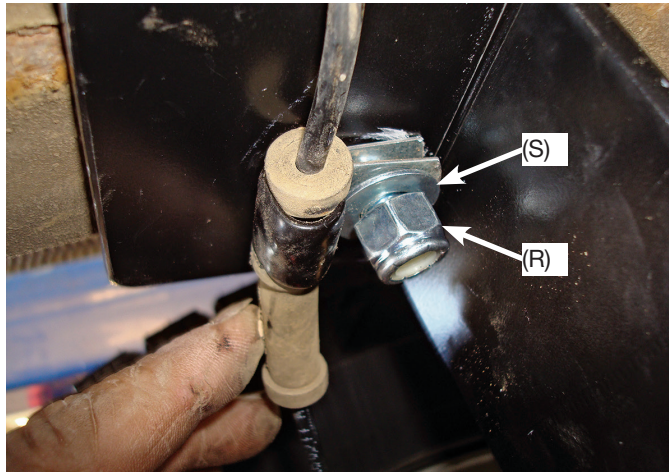


fig. 18

There are two ways to attach the front side of the upper bracket depending on whether you have a fifth-wheel bracket running alongside of the frame or not.

5. **For vehicles with NO fifth-wheel bracket along the side of the frame:** Set the U-bolt (L) over the frame and through the holes in the upper bracket forward of the axle (fig. 19).

CAUTION

DO NOT PINCH THE LINES ON THE LEFT (DRIVER'S) SIDE FRAME RAIL.

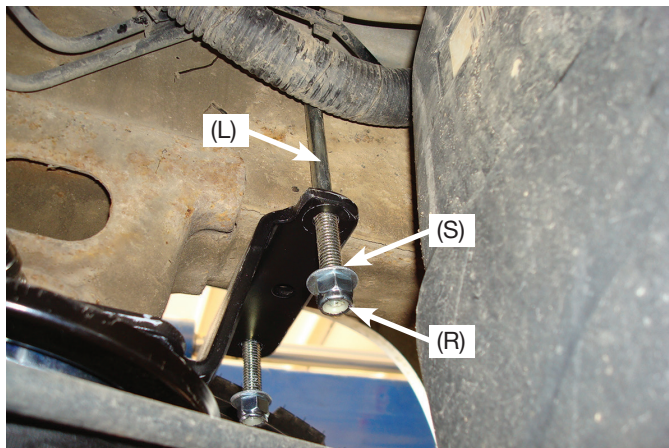


fig. 19

6. Cap with flat washers (S) and nylon lock nuts (R). Position the front upper bracket onto the frame rail so the center hole is in the middle of the frame and there is sufficient clearance between the fitting and the stock jounce bumper cup.
7. Torque the U-bolts to 10 lb.-ft. (14Nm). Repeat for the other side.

8. **For vehicles with a fifth-wheel hitch bracket that runs alongside of the frame:**
Center the upper bracket in the middle of the frame rail, make sure there is sufficient clearance between the fitting and the stock jounce bumper cup, and drill a 5/16" hole in the frame using the center hole in the front side of the upper bracket as a template (fig. 20). Install the washer head self-tapping screw (N) in the hole (fig. 21). Torque to 15 lb.-ft. (20Nm). Repeat for the other side.

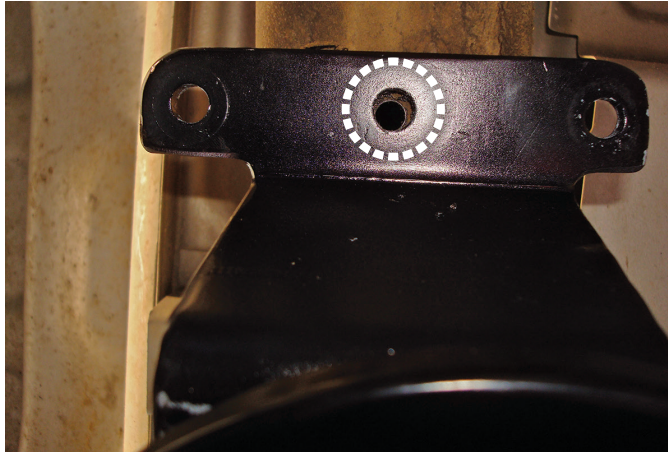

fig. 20

fig. 21

9. Finish the upper bracket installation by torquing the rear bolt to 15 lb.-ft. (20Nm).

NOTE

Use a 1/4"-drive ratchet and long 9/16" socket through the hole in the side of the frame to hold the rear mounting bolt for torquing (fig. 22).

Long box models (kit #'s 57211, 88211 and 89211) may require a short extension.

TECH TIP

Use the wire leader bolt tool (H) to help retrieve the extension and socket from inside the frame. Insert the short extension through the coil end of the tool (fig. 23).



fig. 22



fig. 23

LOWER BRACKET INSTALLATION

1. Push the lower bracket (C) forward or back to center it over the jounce bumper strike plate. Insert a hex-head bolt (O) through a flat washer (S) and J-clamp (K) (fig. 24). Install the J-clamp with the short end under the jounce bumper strike plate with the bolt through the lower bracket. Cap with a flat washer (S) and nylon lock nut (R). Do this on the front and rear of the lower bracket and evenly torque both sides to 10 lb.-ft. (14Nm) keeping the lower bracket centered over the jounce bumper strike plate on the axle. Repeat for the other side.

NOTE

It may be necessary on some models to slightly pull down the hard brake line on the rear right (passenger's) side in order to install the lower bracket mounting hardware.

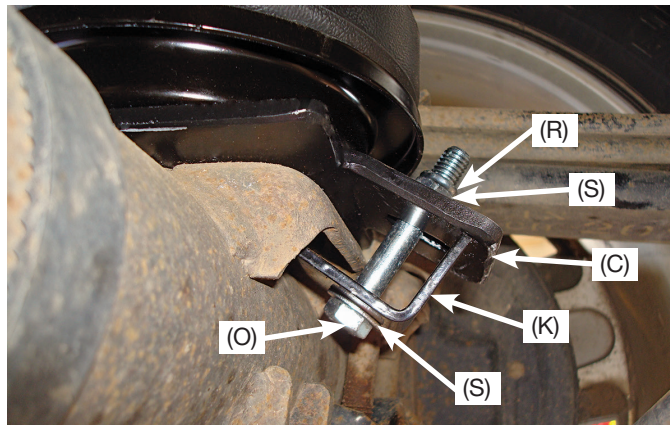
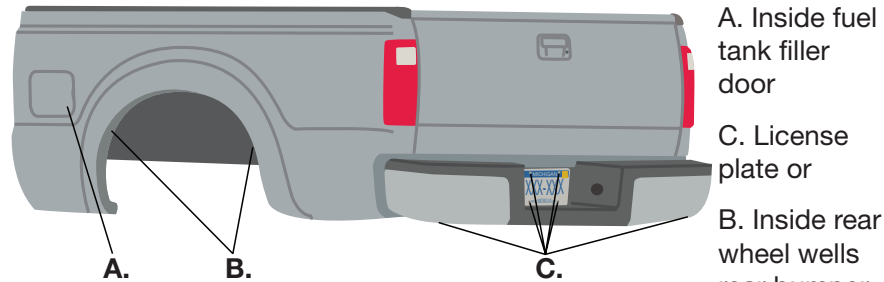


fig. 24

Installing the Air Lines

Air lines are routed from the air springs to Schrader valves. LoadLifter 5000 Series air lines come in two styles: nylon and braided stainless steel. Begin by choosing locations for the Schrader valves and drill a 5/16" hole, if necessary (fig. 25).



* For LoadLifter Ultimate Plus kits, the recommended location for the Schrader valves is the rear bumper area or license plate.

fig. 25

CAUTION

KEEP AT LEAST 6" OF CLEARANCE BETWEEN ALL AIR LINES AND THE EXHAUST SYSTEM. AVOID SHARP BENDS AND EDGES.

INSTALLING NYLON AIR LINES

1. Cut the air line in half. Make clean, square cuts with a razor blade or hose cutter (fig. 26). Do not use scissors or wire cutters.
2. Use zip ties to secure the air line to fixed points along the chassis. Do not pinch or kink the air line. The minimum bend radius for the air line is 1". Leave at least 2" of slack in the air line to allow for any movement that might pull on the air line.

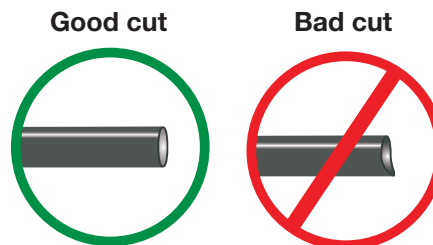


fig. 26

3. Install the Schrader valve in the chosen location (fig. 27).

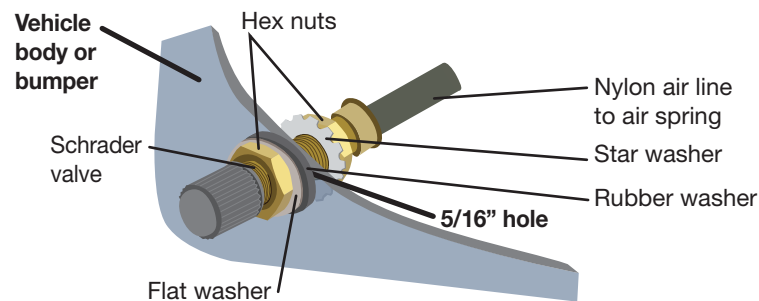


fig. 27

INSTALLING BRAIDED STAINLESS STEEL AIR LINES

CAUTION

KEEP THE AIR LINE AWAY FROM THE FUEL LINE, BRAKE LINES AND ELECTRICAL WIRES.

1. Use zip ties to secure the air line to fixed points along the chassis every 6" to 8". Leave at least 2" of slack to allow for any movement that might pull on the air line.
2. Tighten the air line hex nut finger tight, then use 2 wrenches to turn 1 additional flat (1/6 of one full turn). **Do not overtighten** (figs. 28 or 29). The easiest way to tighten the fitting is off the vehicle. Install the Schrader valve in the chosen location.
3. Coil and secure any excess air line in an area where it will not be susceptible to damage. The braided stainless steel air line cannot be trimmed.

Air Line Setup Without Compressor System

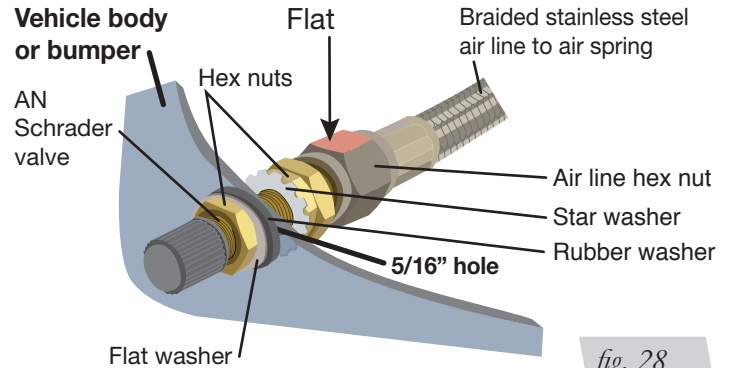


fig. 28

Air Line Setup for Compressor Integration

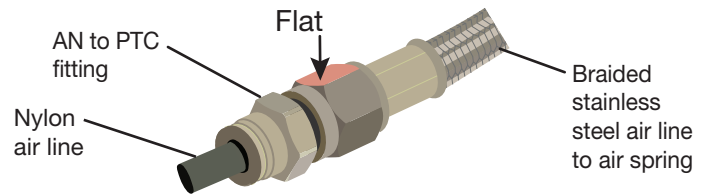


fig. 29

INSTALLING THE THERMAL SLEEVE

1. Slide the air line thermal sleeve over the air line and place it where the air line is closest to the exhaust (fig. 30).

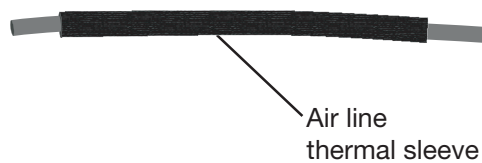


fig. 30

Finished Installation Photos

1. Left (driver's) side installation shown (fig. 31).

NOTE

This upper bracket is shown mounted with the U-bolts and would be the non-fifth-wheel hitch mounting option.



fig. 31

2. Tie off the hose to the front hole or U-bolt, depending on the mounting, with a zip tie to keep the hose away from the exhaust.
3. Right (passenger's) side installation shown (fig. 32).

NOTE

This upper bracket is shown mounted with the fifth-wheel hitch mounting option (no U-bolt mounting).



fig. 32

Before Operating

CHECKING FOR LEAKS

1. Inflate the air spring to 30 PSI.
2. Spray all connections and the inflation valves with a solution of 1/5 liquid dish soap and 4/5 water. Spot leaks easily by looking for bubbles in the soapy water.
3. After the test, deflate the springs to the minimum pressure required to restore the system to normal ride height. Do not deflate to lower than 5 PSI.
4. Check the air pressure again after 24 hours. A 2-4 PSI loss after initial installation is normal. Retest for leaks if the loss is more than 5 PSI.

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. 26). Reinsert the air line into the push-to-connect fitting.
 - b. Check the threaded connection by tightening the swivel fitting another half 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 and then use a wrench for an additional two turns.
2. If there is a problem with the inflation valve:
 - a. Check the valve core by tightening it with a valve core tool.
 - b. Check the air line by removing the air line from the barbed type fitting. Cut the air line off a few inches in front of the fitting and use a pair of pliers or vice grips to pull/twist the air line off of the fitting.



CAUTION

DO NOT CUT OFF THE AIR LINE COMPLETELY AS THIS WILL USUALLY 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**.

INSTALLATION CHECKLIST

- Clearance test** — Inflate the air springs to 75-90 PSI and make sure there is at least 1/2" clearance from anything that might rub against each sleeve. Be sure to check the tire, brakes, frame, shock absorbers and brake cables.
- Leak test before road test** — Inflate the air springs to 75-90 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 recommended driving pressures. 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.

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** — It is important to understand the air pressure requirements of the air spring system. Regardless of load, the air pressure should always be adjusted to maintain adequate ride height at all times while driving.
- Thirty-day or 500-mile test** — 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

Minimum Recommended Pressure	Maximum Air Pressure
5 PSI	100 PSI

MAINTENANCE GUIDELINES

NOTE

By following the steps below, vehicle owners will obtain the longest life and best results from their air springs.

1. Check air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 100 PSI.
3. If the system develops an air leak, use a soapy water solution (1/5 liquid dish soap and 4/5 water) to check all air line connections and the inflation valve core before deflating and removing the air spring.



CAUTION

FOR SAFETY AND TO PREVENT POSSIBLE DAMAGE TO THE VEHICLE, DO NOT EXCEED MAXIMUM GROSS VEHICLE WEIGHT RATING (GVWR), AS INDICATED BY THE VEHICLE MANUFACTURER. ALTHOUGH THE AIR SPRINGS ARE RATED AT A MAXIMUM INFLATION PRESSURE OF 100 PSI, THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDENT ON LOAD AND GVWR.

4. Loaded vehicles require at least 25 PSI. A “loaded vehicle” refers to a vehicle with a heavy bed load, a trailer or both. Never exceed GVWR, regardless of air spring, air pressure or other load assist. The springs in this kit will support approximately 40 pounds of load (combined on both springs) for each 1 PSI of pressure. The required air pressure will vary depending on the state of the original suspension. Operating the vehicle below the minimum air spring pressure will void the Air Lift warranty.
5. When increasing load, always adjust 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.
6. Always add air to springs in small quantities, checking the pressure frequently.
7. Should it become necessary to raise the vehicle by the frame, make sure the system is at minimum pressure (5 PSI) to reduce the tension on the suspension/ brake components. Use of on-board leveling systems do not require deflation or disconnection.
8. Periodically check the air spring system fasteners for tightness. Also, check the air springs for any signs of rubbing. Realign if necessary.
9. On occasion, give the air springs a hard spray with a garden hose to remove mud, sand, gravel or other debris.

TUNING THE AIR PRESSURE

Pressure determination comes down to three things — level vehicle, ride comfort and stability.

1. Level vehicle

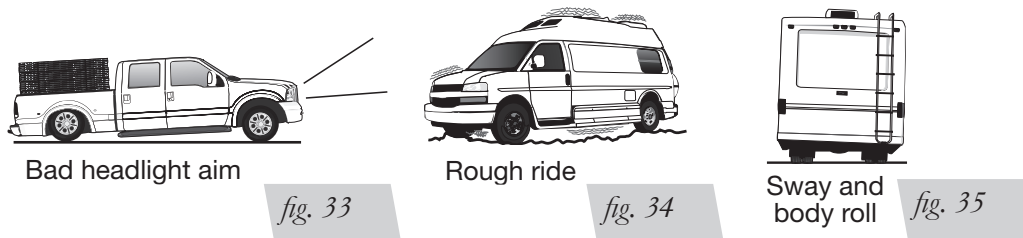
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 33). Raise the air pressure to correct either of these problems and level the vehicle.

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. 34). Try different pressures to determine the best ride comfort.

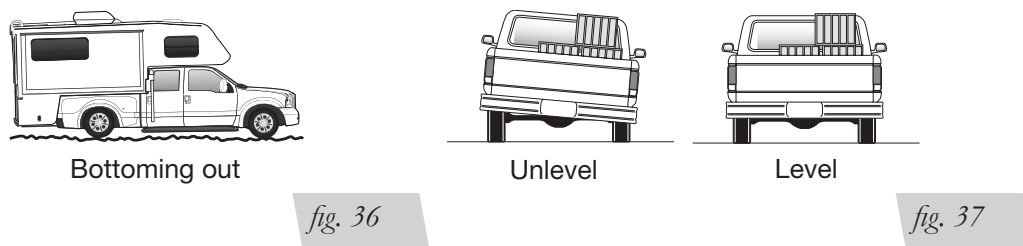
3. Stability

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. 35). 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 the front of the vehicle dives while braking, increase the pressure in the front air bags, if equipped.
4. If it is ever suspected that the air bags have bottomed out, increase the pressure (fig. 36).
5. Adjust the pressure up and down to find the best ride.
6. If the vehicle rocks and rolls, adjust the air pressure to reduce movement.
7. 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. 37). As much as a 50 PSI difference is not uncommon.





Troubleshooting Guide

PROBLEM	CAUSE	SOLUTION
System won't maintain pressure overnight.	Improperly installed air line, air line has holes or cracks.	Leak test the air line connections, the threaded connection into the air spring, and all fittings in the control system.
Air spring or air line leak.	Fitting seal or air line is compromised.	Check to make sure air lines are seated in connectors. Inspect fittings with soapy water. Trim hose or re-seal fitting. Ensure lines are cut straight.
Corner won't raise or air leak develops.	Look for a kink or fold in the air line.	Replace any air line that has been kinked.

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?

For LoadLifter 5000 standard, Ultimate and Ultimate Plus, the recommended minimum air pressure is 5 PSI, but it can safely be run at zero air pressure unladen (no load).

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.



Notes



Notes



Notes

Limited Warranty and Return Policy

Air Lift Company provides a limited lifetime warranty to the original purchaser of its Load Support products, that the products will be free from defects in workmanship and materials when used on cars and trucks 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.airliftcompany.com/warranty.

For additional warranty information contact Air Lift Company customer service.

Replacement Part Information

If replacement parts are needed, 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

Mailing address	P.O. Box 80167 Lansing, MI 48908-0167
Shipping address for returns	2727 Snow Road Lansing, MI 48917
Phone	Toll free: (800) 248-0892 International: (517) 322-2144
Email	service@airliftcompany.com
Web address	www.airliftcompany.com



Thank you for purchasing Air Lift Products- the professional Installer's choice!

Need Help?

**Contact Air Lift Company Customer Service at (800) 248-0892
or email service@airliftcompany.com.**

For calls outside the U.S. or Canada, dial (517) 322-2144.