

LoadLIFTER5000

P/N 57217

MN-228
(06711)
ECN2328

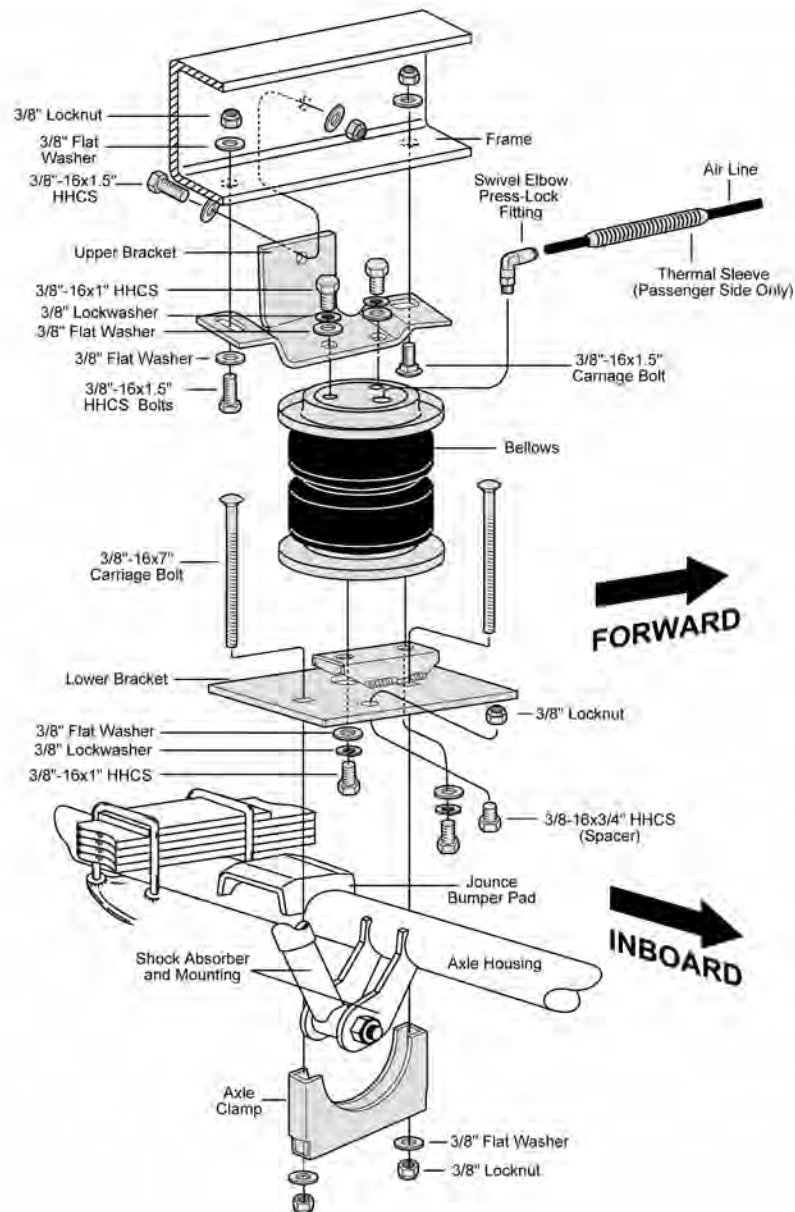


FIGURE 1

WARNING

DO NOT INFLATE BELLOWS WHEN IT IS UNRESTRICTED OR UN-INSTALLED. BELLOWS MUST BE CONTAINED BY SUSPENSION OR OTHER ADEQUATE STRUCTURE. DO NOT INFLATE BEYOND 100 P.S.I. IMPROPER USE OR OVER INFLATION MAY CAUSE ASSEMBLY TO BURST CAUSING PROPERTY DAMAGE OR SEVERE PERSONAL INJURY.

NEVER EXCEED THE MANUFACTURES MAXIMUM GROSS VEHICLE WEIGHT RATING.

DO NOT INSTALL THE AIR SPRING AS THE PRIMARY SUSPENSION SPRING. THIS PRODUCT IS INTENDED FOR LOAD ASSIST ONLY.

PLEASE READ THESE INSTRUCTIONS COMPLETELY BEFORE ATTEMPTING THE INSTALLATION.

IMPORTANT: Your vehicle may be equipped with a rear brake proportioning valve. **ANY** type of load assist suspension product could affect brake performance. We recommend that you check with your dealer before installing this type of product. If your vehicle **DOES NOT** have a proportioning valve or is equipped with an anti-lock type brake system, installation of a load assist product will have **NO EFFECT ON THE BRAKE SYSTEM PERFORMANCE**.

NORMAL RIDE HEIGHT: Normal ride height is defined as the measured distance from the bottom edge of the fenderwell to the center point of the wheel with the vehicle in "as delivered condition" (without camper, tool boxes, unusual load, etc.). This measurements should be recorded for later reference. All AIR LIFT kits are designed to be installed and operate at normal ride height.

1. Jack up rear of vehicle or raise on hoist. Note: remove rear wheels and support frame with safety stands.
2. Lower axle or raise frame an additional 2 - 3 inches to provide clearance when positioning air spring assembly. **NOTE: IF THE VEHICLE IS EQUIPPED WITH A FACTORY SWAY BAR, IT WILL BE NECESSARY TO SET THE LOWER AXLE CLAMP IN PLACE BEFORE LOWERING AXLE (FIGURE 1).**
3. Remove the jounce bumper and bracket from the frame rails (may be bolted or riveted).
4. Install the air fitting into the bellows. The threads are precoated with sealant. Install finger tight plus two turns. **Use a 9/16" end wrench being careful to tighten on the metal hex nut only.** Do not over tighten.
5. A spacer is required so that the lower bracket sits level on the axle housing/jounce bumper pad. Insert 3/8-16x3/4" HHCS bolt through lower bracket and secure with 3/8" lock nut (Figure 1). The spacer should sit inboard of the jounce bumper pad (Figure 2).
6. Put the 3/8-16x7" carriage bolts into the rectangle holes in the lower bracket. Attach the bellows onto the upper and lower brackets using the round holes with the 3/8"-16x1" mounting bolts, flat washers, and lock washers. **There are right and left hand units (marked).** Tighten to 15-20 ft-lbs. (Figure 1).
7. Place the assembly on the axle housing, guide the carriage bolts through the axle clamp and align so that the bellows follows the natural arc of the suspension travel. Attach lower bracket to axle housing loosely using axle clamp, flat washers and locknuts (Figure 1 & 4).

CAUTION - DO NOT DRILL HOLES INTO THE FRAME UNTIL ANY AND ALL HYDRAULIC, FUEL, OR ELECTRICAL LINES HAVE BEEN MOVED OR SHIELDED.

8. Raise the axle or lower the frame until the axle is in the normal ride height (no load) position. Install the upper bracket. You may be able to use the one or both of the existing holes from the jounce bumper bracket. **If not, use the holes on each end of the upper bracket as a template to mark and drill two 3/8" diameter holes in the bottom of the frame rail (Figure 3).** The holes in the upper bracket are slotted for adjustment. Install the 3/8-16x1.5" HEX HEAD bolt in the REAR hole, flat washers and locknut. Install the 3/8-16x1.5" CARRIAGE bolt in the FRONT hole, flat washer and locknut. **LEAVE LOOSE AT THIS TIME.**

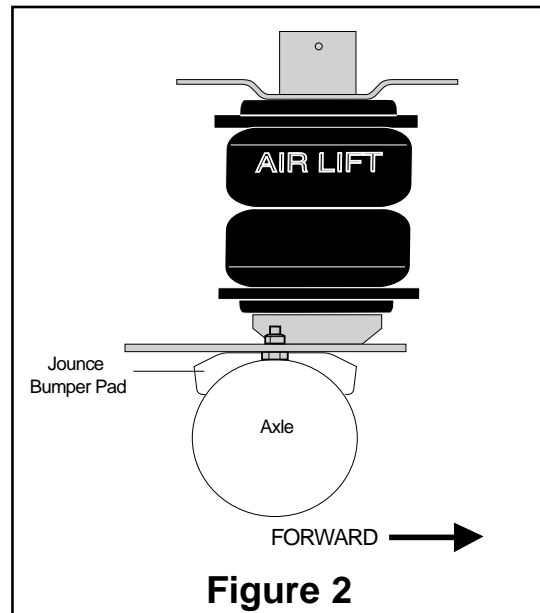


Figure 2

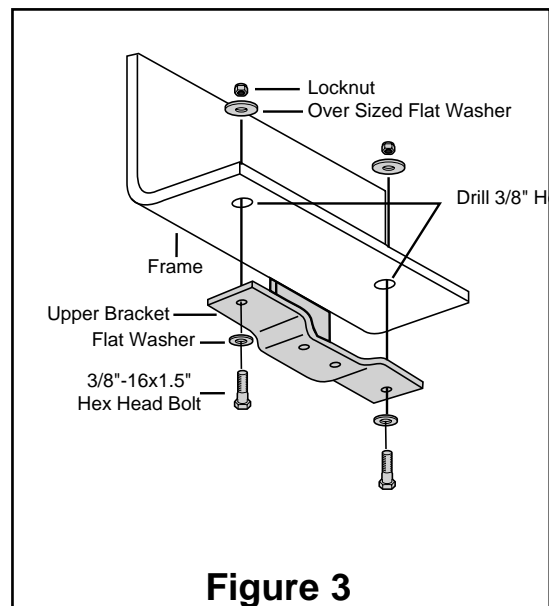


Figure 3

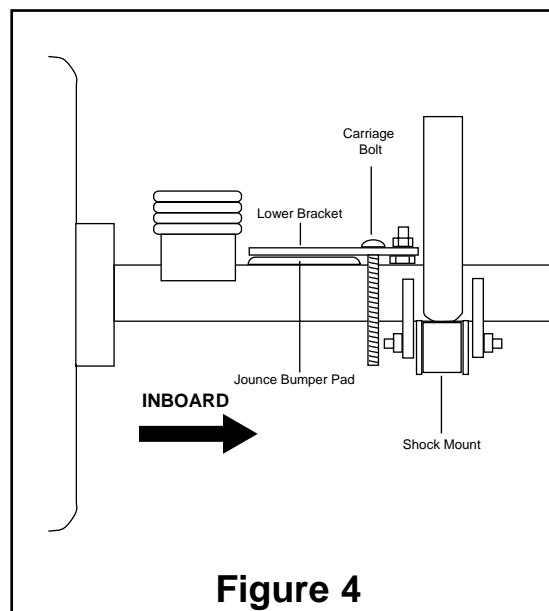


Figure 4

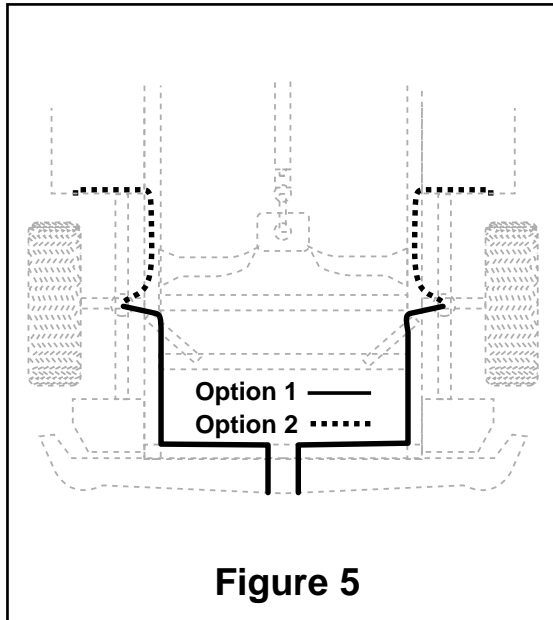


Figure 5

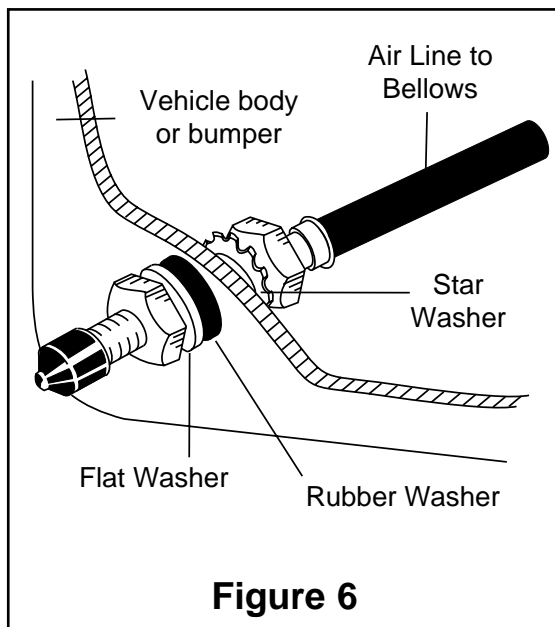


Figure 6

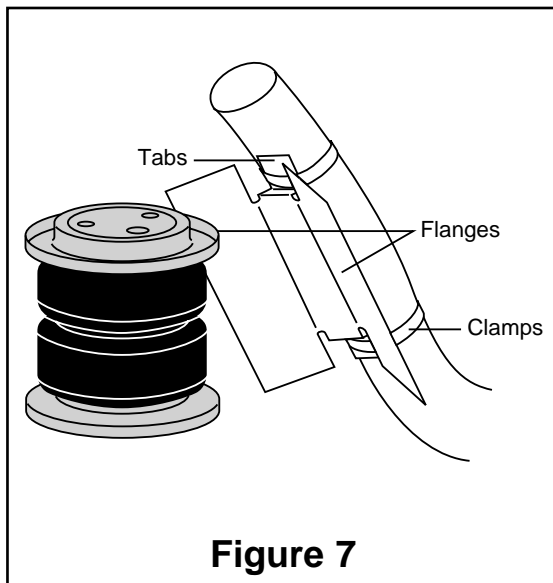


Figure 7

9. With the upper bracket in this position, and using the bracket as a template, mark and drill the 3/8" hole on the OUTBOARD side of the frame rail through the upper bracket. Install the 3/8-16x1.5" HHCS bolt, flat washer and locknut and tighten to 20 ft.lbs. Tighten the two bolts previously installed (Figure 1).

10. Again, check the alignment of the assembly and tighten the lower mount down. Tighten to 20 ft.lbs.

DUAL AIR LINE ROUTING

A. Select a location for the inflation valves in the rear bumper area or rocker panel flange insuring that each valve will be protected and accessible with an air hose (Figure 5).

B. Use a standard tube cutter, a razor blade, or very sharp knife to cut the air line assembly into two equal parts. A clean square cut will ensure against leaks. Drill 5/16" hole for inflation valves and mount as illustrated. Rubber washer on outside is for weather seal (Figure 6).

CAUTION: LEAVE SUFFICIENT AIR LINE SLACK TO PREVENT ANY STRAIN ON VALVE STEM DURING NORMAL AXLE MOTIONS.

C. Route air line from inflation valve location along frame rail to bellows. Route the air line so that it will be protected from the direct heat from the muffler or tailpipe and kept away from sharp edges. The air line should not be bent or curved sharply. (Figure 5). Attach air line to chassis with the provided plastic straps.

TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST TWELVE INCHES FROM EXHAUST SYSTEM. USE THERMAL SLEEVE ON EXHAUST SIDE (FIGURE 1).

D. Cut off excess air line squarely and install into the fitting. This is a self locking fitting. Push and slightly turn the cut end of the air line into the fitting as far as it will go (approximately 9/16"). You will hear/feel a definite "click" when the air line is seated. The air line is now installed.

E. Repeat process for other side.

11. Installation of this kit requires an exhaust heat shield (Figure 7). The shield is attached with the stainless steel clamps to the exhaust pipe, with the flanges being bent inward. Shield may be trimmed or bent to attain component clearance. Bend tabs to provide 1/2" dead air space between exhaust pipes and heat shield and maximum clearance with bellows.

12. Remount rear wheels. Inflate air springs to 40 p.s.i. air pressure. Test for air leaks by applying a soapy solution to all valve cores, fittings and connections.

13. This now completes the installation. Before proceeding, check once again to be sure you have sufficient clearance around the bellows at maximum inflated diameter of 7.0".

14. Lower vehicle to the ground and deflate the air springs until the vehicle sits level when viewed from the side. Recheck air pressure after 24 hours. A 5-7 p.s.i. loss after initial installation is normal. If pressure has dropped more than 7 lbs. re-test for leaks with soapy water solution.

15. For best ride use only enough air pressure in the air springs to level the vehicle when viewed from the side (front to rear). Inflate/deflate the air springs to maintain this height under various conditions of load. **NOTE:** Too much air pressure in the air springs will result in a stiffer ride, while too little air pressure will allow the vehicle to bottom out. Too little air pressure will also not provide the improvement in handling that is possible.

**FAILURE TO MAINTAIN CORRECT MINIMUM PRESSURE (OR
PRESSURE PROPORTION TO LOAD), BOTTOMING OUT, OVER
EXTENSION OR RUBBING AGAINST ANOTHER COMPONENT WILL
VOID THE WARRANTY**

MAINTENANCE/OPERATION	
MINIMUM AIR PRESSURE 5 P.S.I.	MAXIMUM AIR PRESSURE 100 P.S.I.
<p style="text-align: center;">MAINTENANCE</p> <ol style="list-style-type: none"> 1. Check pressure weekly. 2. Always maintain at least 5 p.s.i. air pressure to prevent chafing. 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 removing sleeve. <p style="text-align: center;">OPERATING TIPS</p> <ol style="list-style-type: none"> 1. Inflate your air springs to 60 p.s.i. before adding the payload. After vehicle is loaded, adjust your air pressure to level the vehicle and for ride comfort. 2. When you are carrying a payload it will be helpful to increase the tire inflation pressure in proportion to any overload condition. We recommend a 2 p.s.i. increase above normal (not to exceed tire manufacturer maximum) for each 100 lbs. total overload on the axle. <p style="text-align: center;">NOTE</p> <ol style="list-style-type: none"> 1. IMPORTANT: For your safety and to prevent possible damage to your vehicle, do not exceed maximum load recommended by the vehicle manufacturer. Although your bellows are rated at maximum inflation pressure of 100 p.s.i., this pressure may represent too great of load on some vehicles. Check your vehicle owner's manual and do not exceed maximum loads listed for your vehicle. 2. When inflating your Air Lift bellows, add pressure in small quantities, checking pressure frequently during inflation. The bellows require much less air volume than a tire and therefore inflate much quicker. 3. Should it become necessary to raise the vehicle by the frame, make sure the system is at the minimum(5psi) to reduce the tension on suspension/brake components. Use of on board hydraulic leveling systems or routine tire changes DOES NOT require deflation or disconnection. 	
<div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p><i>Thank you for purchasing Air Lift Products</i></p> <p>AIR LIFT COMPANY P.O. BOX 80167 Lansing, MI 48908-0167</p> </div> </div>	
FOR TECHNICAL ASSISTANCE CALL 1-800-248-0892	
Caution: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.	



Product Use Information

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 time and how much pressure will they need?

The minimum air pressure should be maintained at all times. The minimum air pressure keeps the air spring in shape, ensuring that it will move throughout its travel without rubbing or wearing on itself.

Q. Is it necessary to add a compressor system to the air springs?

No. Air pressure can be adjusted with any type of compressor as long as it can produce sufficient pressure to service the springs. Even a bicycle tire pump can be used, but it's a lot of work.

Q. How long should air springs last?

If the air springs are properly installed and maintained they can last indefinitely.

Q. Will raising the vehicle on a hoist for service work damage the air springs?

No. The vehicle can be lifted on a hoist for short-term service work such as tire rotation or 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

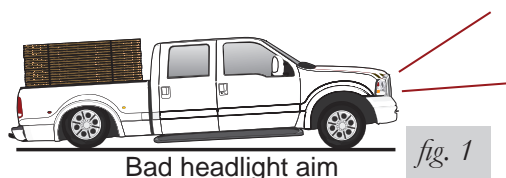
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 1). Raise the air pressure to correct either of these problems and level the vehicle.

2. Ride comfort

If the vehicle has a rough and harsh ride it may be due to either too much pressure or not enough (fig. 2). 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. 3). Tuning out these problems usually requires an increase in pressure.



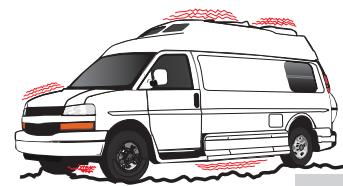
Bad headlight aim

fig. 1



Sway and body roll

fig. 2

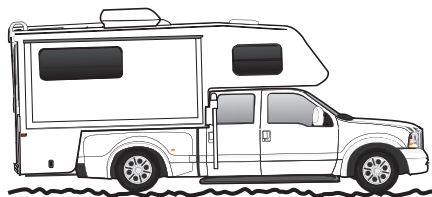


Rough ride

fig. 3

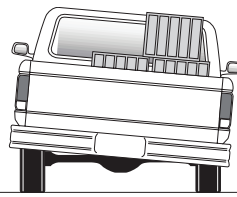
Guidelines for adding air:

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. 4).
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. 5). As much as a 50 PSI difference is not uncommon.

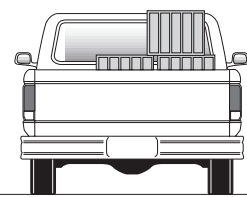


Bottoming out

fig. 4



Unlevel



Level

fig. 5

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.)

Air Lift 1000	Lifetime Limited
RideControl	Lifetime Limited
SlamAir	Lifetime Limited
LoadLifter 5000*	Lifetime Limited
EasyStreet Systems	1 Year Limited

Load Controller (I)	2 Year Limited
Load Controller (II)	2 Year Limited
SmartAir	2 Year Limited
Wireless AIR	2 Year Limited
Other Accessories	2 Year Limited

**formerly SuperDuty*

Thank you for purchasing Air Lift products! For technical support, please call (800) 248-0892.
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