LoadLifter 5000™ SERIES

Guide

Nissan Titan

Kits 57331 | 88331

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.

TABLE OF CONTENTS

* subject to availability

Installation Diagram

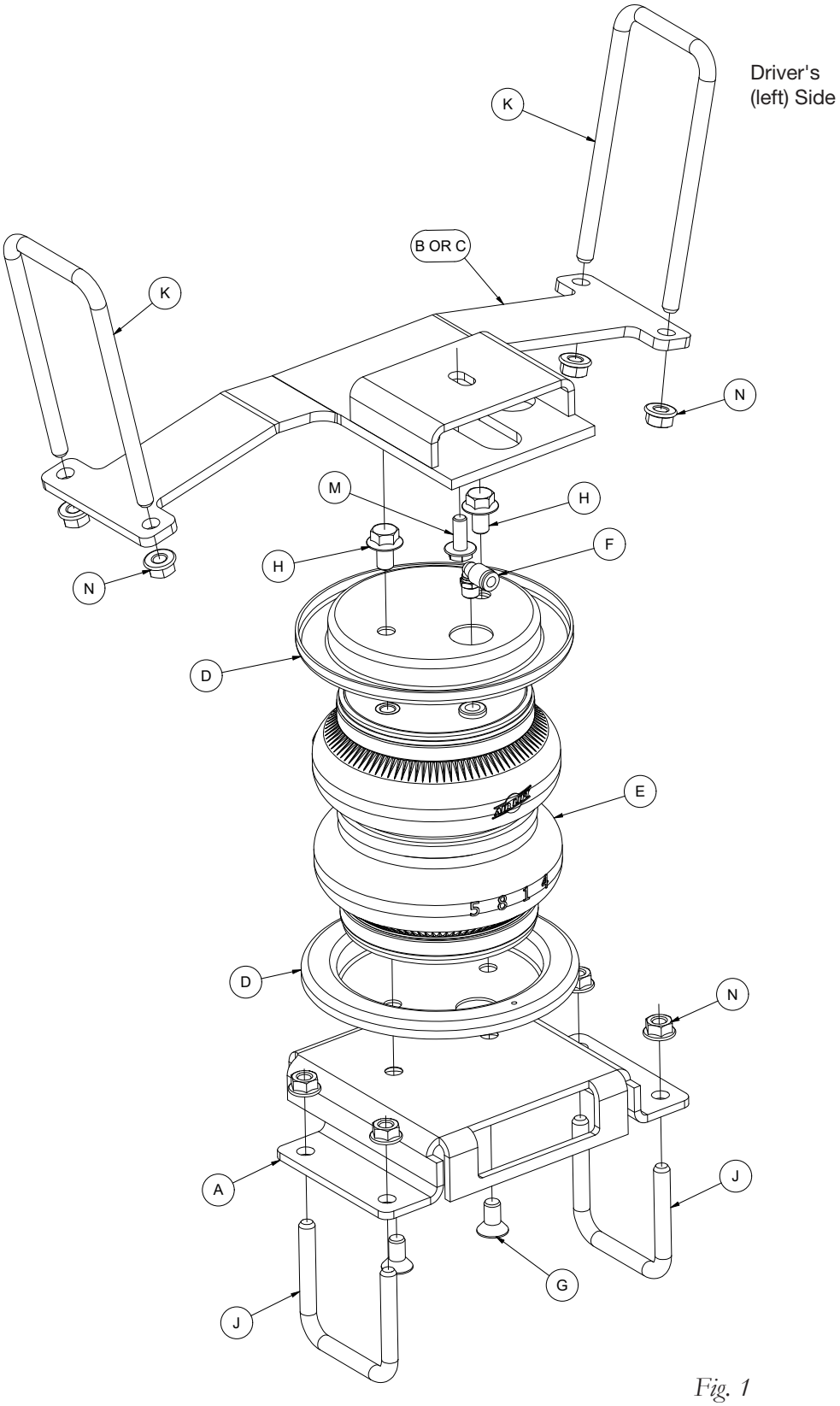


Fig. 1

Hardware and Tools Lists

Common Parts Included in All Kits

Item	Part#	Description	Qty
A	03034	Lower bracket	2
B	07062	Right hand upper bracket	1
C	07072	Left hand upper bracket	1
F	21848	90 Degree swivel elbow fitting	2
G	17215	3/8"-24 x 3/4" Flat head screw	4
H	17523	3/8"-24 x 5/8" Hex flange bolt	4
I*	10465	5/8" P-clamp	2
J	11161	3/8"-16 x 3" U-bolt, leaf spring	4
K	11162	3/8"-16 x 6 3/4" U-bolt, Frame	4
L*	17173	#14-1/4" x 3/4" Self-tapping screw	2
M	17444	M8 x 1.25 x 20 Hex flange bolt	2
N	18422	3/8"-16 Serrated flange nut	16
AA*	20086	Air line assembly	1
BB*	10466	Zip ties	6
CC*	18411	5/16" Lock washer	2
DD*	21234	Rubber washer	2
EE*	18501	M8 Flat washer	2
FF*	21233	5/16" Hex nut	4
GG*	21230	Valve cap	2

* These parts are not shown in the Installation Diagram (Fig.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
7/32” hex-key wrench (socket preferable)	1
Large screw driver or equivalent	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
Spray bottle with dish soap/water solution	1

The photos in this manual show the LoadLifter 5000 kit.

Unique Parts in Each Kit

LoadLifter 5000™ KIT 57331

Item	Part#	Description	Qty
D	11951	Roll plate	4
E	58439	Air spring	2

LoadLifter 5000™ ULTIMATE KIT 88331

Item	Part#	Description	Qty
D	11967	Roll plate	4
E	58494	Air spring	2

Introduction

The purpose of this publication is to assist with the installation and maintenance of the LoadLifter 5000 series air spring kits. All LoadLifter 5000 series kits utilize sturdy, reinforced, commercial-grade single or double, depending on the kit, convolute bellows.

The air springs are manufactured like a tire with layers of rubber and cords that control growth. LoadLifter 5000 kits provide up to 5,000 pounds (2,268kg) of load-leveling support with air adjustability from 5-100 PSI (.34-7BAR).

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

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.

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 or LoadLifter 5000 Ultimate. The kits are easily identifiable by looking at the roll plates.

- ☐ Standard **LoadLifter 5000** — Zinc-plated steel roll plates.
- ☐ **LoadLifter 5000 Ultimate** — Black powder-coated roll plates.

LoadLifter 5000 silver zinc-plated steel roll plate

LoadLifter 5000 Ultimate black powder-coated roll plate

Installing the System

PREPARING THE VEHICLE

1. Lift the vehicle and support the frame with safety stands. Leave enough room to drop the axle down low enough to set the air spring assemblies into position between the jounce bumper bracket and leaf spring (Fig. 2). Remove the rear wheels.

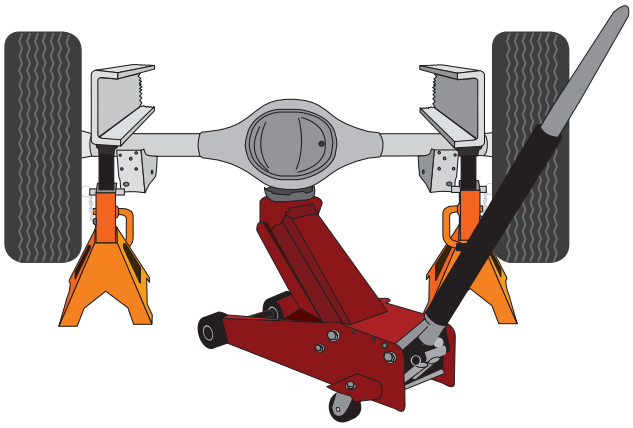


Fig. 2

2. Remove the jounce bumper (if equipped) from the mounting cup and unbolt the mounting cup from the jounce bumper mounting bracket, welded to the frame (Fig. 3). Discard jounce bumper and mounting cup.

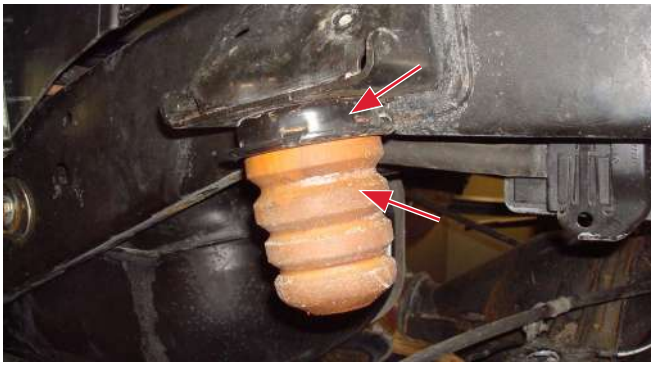


Fig. 3

3. Use a large regular screwdriver or equivalent and pry the brake line holders away from the frame (Fig. 4). Create enough clearance to install U-bolts as shown in Fig. 5.

NOTE

Do not completely remove the brake line holders from the frame.

Fig. 4

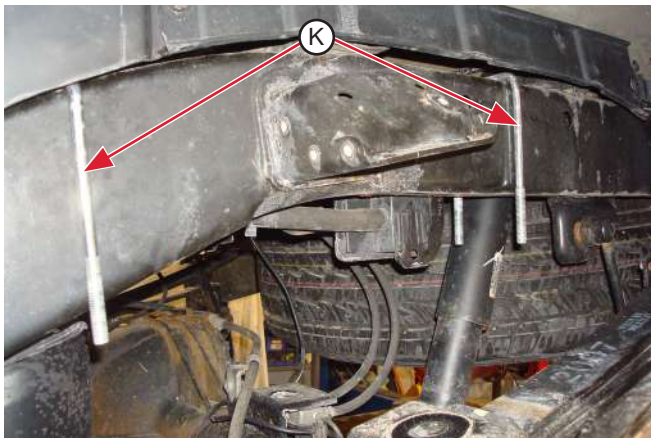
Fig. 5

INSTALLING THE UPPER BRACKETS

1. Set the frame U-bolts (K) over the frame, forward and rearward of the axle, for the driver's (left) and passenger's (right) sides (Fig. 6 & Fig. 7).

⚠ CAUTION

DO NOT PINCH ANY BRAKE OR STOCK WIRING HARNESS COMPONENTS BETWEEN THE U-BOLT AND FRAME (Fig. 8).



Driver's (left) Side *Fig. 6*

Passenger's (right) Side *Fig. 7*

Fig. 8

2. Using a long socket, insert the M8 hex flange bolt (M) through the passenger's (right) side upper bracket (B). Position the upper bracket under the jounce bumper bracket while inserting the U-bolts through the mounting holes. Install the M8 bolt into the jounce bumper mounting hole and tighten the bolt finger tight. Tighten U-bolts finger tight using the 3/8”-16 serrated flange nuts (N) (Fig. 9). Torque the M8 hex flange bolt first to 15 lb.-ft. (11Nm), then tighten the 3/8”-16 serrated flange nuts evenly to 15 lb.-ft. (11Nm). Repeat for the driver's (left) side.

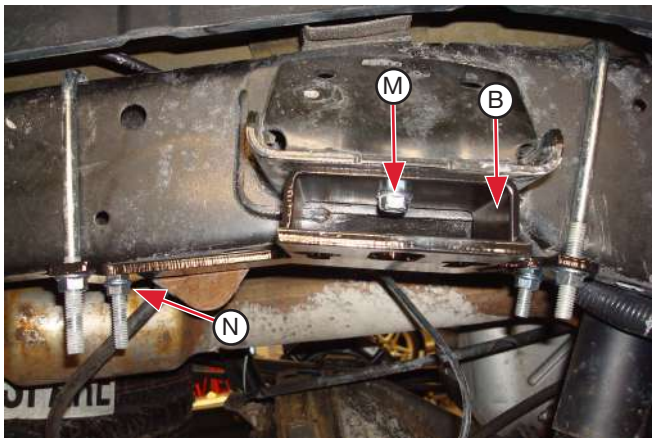


Fig. 9

3. On some models it may be necessary to move the wiring harness inside of the passenger's (right) side frame, forward of the axle, away from the corner of the upper bracket (Fig. 10). Pull the Christmas tree hanger away from the frame and the bracket and then zip tie the harness to the crossmember above the axle.

NOTE

Fig. 10 shows an acceptable installation. No further modification is needed unless interference is more direct.

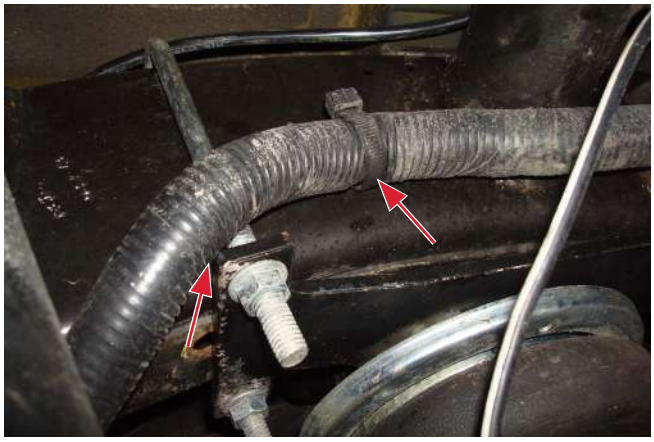


Fig. 10

ASSEMBLING THE AIR SPRING

1. Place the roll plates (D) on the air springs (E) (Fig. 11). Install the swivel elbow air fittings (F) onto the air springs. Tighten the air fittings finger tight plus 1 1/2 turns.

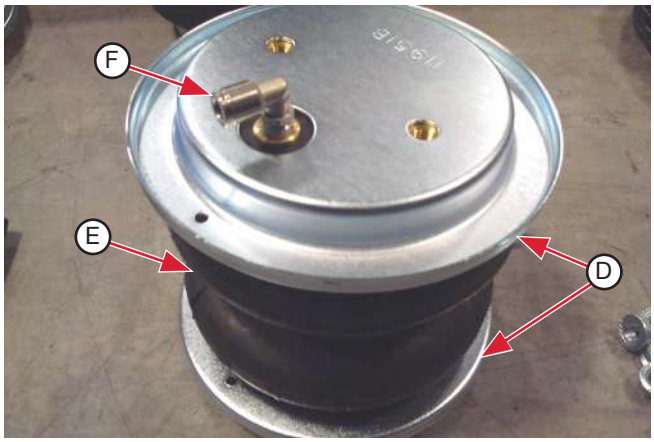


Fig. 11

2. Flip both air springs over so the fitting is down. Install the lower brackets (A) so that the “window” on the bracket is on the same side as the fitting (Fig. 12). Attach with the 3/8”-24 x 3/4" flat head screws (G) and torque to no more than 20 lb.-ft. (27Nm).

⚠ CAUTION

USE CAUTION WHEN FLIPPING THE AIR SPRING ASSEMBLIES SO AS NOT TO DAMAGE THE FITTINGS.

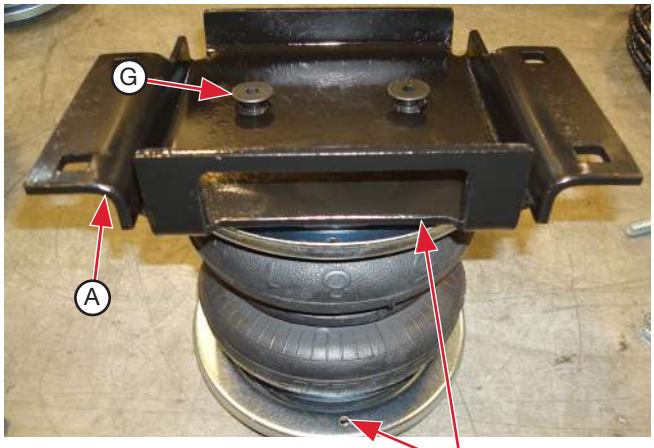


Fig. 12

The window in the lower bracket must be on the same side as the fitting

3. Flip both assemblies so that the lower bracket is down. Loosely install the 3/8”-24 x 5/8" hex flange bolts (H) in the top mounting holes (Fig. 13). These bolts must stay loose in order to install the assembles into position on the vehicle. Point the fittings (F) inward toward the center of the air spring.

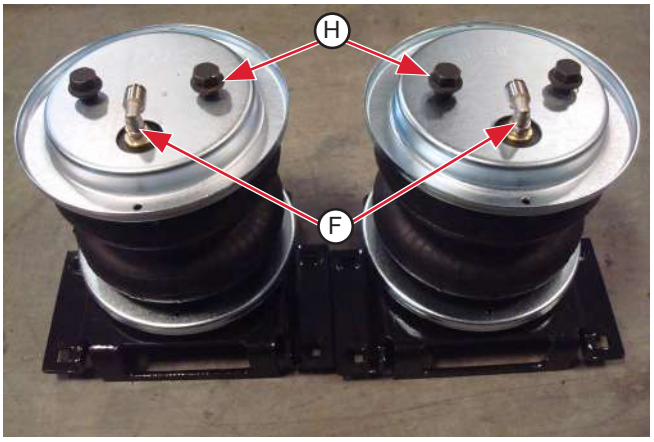


Fig. 13

INSTALLING THE AIR SPRING ASSEMBLIES

1. Drop the axle down low enough to put the assemblies onto the leaf spring. Set the assemblies into position, ensuring the fitting is on the tire (not the frame) side of the vehicle and pointing inward, toward the center of the vehicle (Fig. 14). Set the assemblies into position. Raise the axle up until the hex flange bolts and the fittings index into the large opening of the “keyhole” mounting holes in the upper brackets on both sides. Raise the axle up far enough to seat the upper spring assembly against the upper bracket.

Fig. 14

2. Push the lower bracket/air spring assembly inward far enough to install the leaf spring U-bolts (J) through the holes in the lower bracket (Fig. 15). Install the U-bolts and loosely thread the 3/8” serrated flange nuts (N) over the U-bolts. Raise the axle all the way up and adjust the lower bracket forward or backward to align the air spring. Evenly torque the lower mounting hardware to 15 lb.-ft. (11Nm).

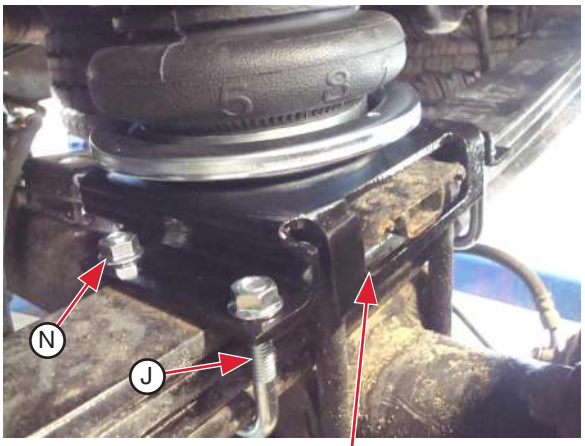


Fig. 15

3. Adjust the upper mounting bracket in and out to align the air spring and evenly tighten the upper flange bolts with a 9/16” boxed end wrench (Fig. 16). Tighten the hardware until secure. Do not overtighten.

4. Rotate the fittings so they face outward for hose installation and routing.

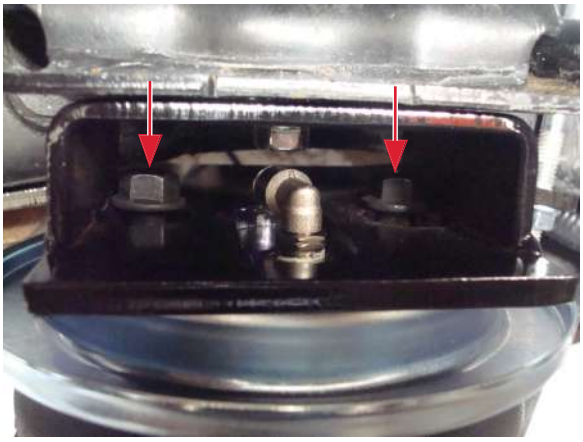


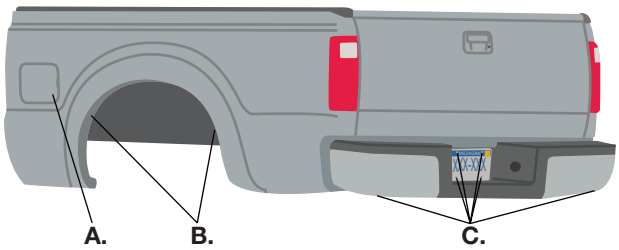
Fig. 16

Installing the Air Lines

1. Air lines are routed from the Schrader valve mounting location (already attached to the end of the hose), to the air springs. Begin by choosing locations for the Schrader valves and drill a 5/16” (8mm) hole, if necessary (Fig. 17).

⚠ CAUTION

KEEP AT LEAST 6” (150MM) OF CLEARANCE BETWEEN ALL AIR LINES AND THE EXHAUST SYSTEM. AVOID SHARP BENDS AND EDGES.



A. Inside fuel tank filler door | B. Inside rear wheel wells | C. License plate or rear bumper area

Fig. 17

2. Cut the air line in half. Make clean, square cuts with a razor blade or hose cutter (Fig. 18). Do not use scissors or wire cutters.

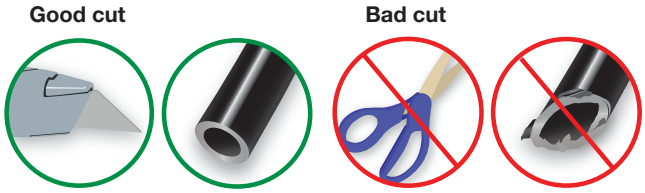


Fig. 18

3. For the air line, it is recommended that the air line be routed along the top of the frame, in front or behind the axle, then down to the fitting (Fig. 19). After cutting the air line to length, insert the air line into the fitting. Secure the air line to the upper jounce bumper mounting bracket, by attaching a P-clamp (I) around the hose and attaching it to the jounce bumper bracket by driving the #14-1/4" x 3/4" self-tapping screw (L) using the small hole as a pilot. Secure the air line to the frame or where needed using the zip ties (BB) supplied.

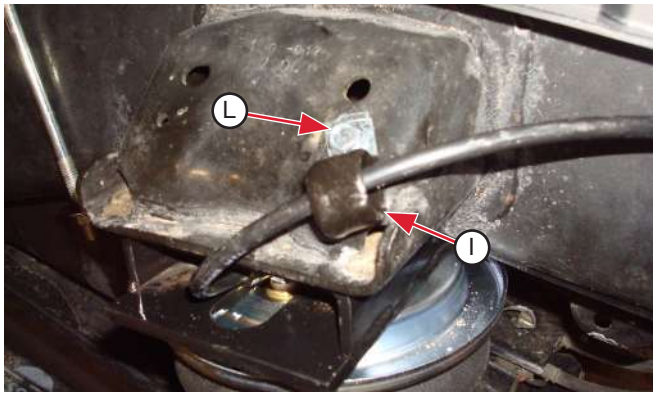


Fig. 19

4. 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” (25mm). Leave at least 2” (50mm) of slack in the air line to allow for any movement that might pull on the air line.

5. Install the Schrader valve in the chosen location (Fig. 20).

6. Finish the installation by raising the axle up far enough to remove the safety stands. Remove the safety stands and install the wheels. Torque the lug nuts in a criss cross pattern to 100 lb.-ft. (135Nm).

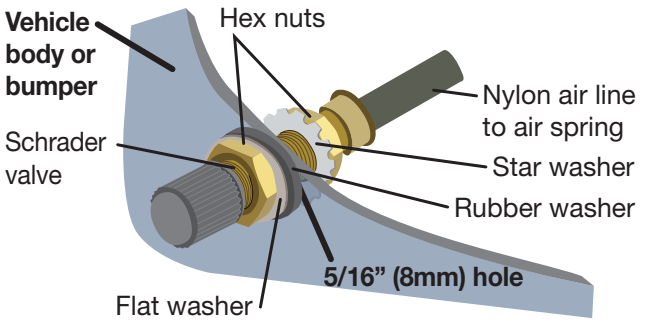


Fig. 20

Finished Installation

The images show the finished installation of both sides (Fig. 21 - Fig. 24).

Driver's (left) side, side view *Fig. 21*

Driver's (left) side, back view *Fig. 22*

Passenger's (right) side, side view *Fig. 23*

Passenger's (right) side, back view *Fig. 24*

INSTALLATION CHECKLIST

- ☐ **Clearance test** — Inflate the air springs to 40-60 PSI (2.8-4.1BAR) and make sure there is at least 1/2" (13mm) 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 40-60 PSI (2.8-4.1BAR) 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" (152mm) for air springs and air lines. If a heat shield was included in the kit, install it.
- ☐ **Fastener test** — After 500 miles, 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 (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 of the paperwork that came with the kit.

MAINTENANCE AND USE GUIDELINES

1. Check air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 100 PSI (7BAR).
3. If the system develops an air leak, use a soapy water solution to check all air line connections and the inflation valve core before deflating and removing the air spring.

Minimum Recommended Pressure	Maximum Air Pressure
5 PSI (.34BAR)	100 PSI (7BAR)

⚠ CAUTION

FOR SAFETY AND TO PREVENT POSSIBLE DAMAGE TO THE VEHICLE, DO NOT EXCEED MAXIMUM GROSS VEHICLE WEIGHT RATING (GVWR) OR PAYLOAD RATING, AS INDICATED BY THE VEHICLE MANUFACTURER.

ALTHOUGH THE AIR SPRINGS ARE RATED AT A MAXIMUM INFLATION PRESSURE OF 100 PSI (7BAR), THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDENT ON LOAD AND GROSS VEHICLE WEIGHT RATING.

LoadLifter™ series

RideControl™

Air Lift 1000 HD™

Air Lift 1000™

Which kit is on the vehicle?

LoadLifter 5000 Ultimate Plus
Stainless steel roll plates, braided stainless steel air lines

LoadLifter 5000 Ultimate
Black powder-coated steel roll plates

LoadLifter 5000
Zinc-coated steel roll plates

LoadLifter 7500XL
"5815" on side of air springs

RideControl
Sleeve-style air springs

Air Lift 1000HD
Black air springs inside coil springs

Air Lift 1000
Red air springs inside coil springs

MY PRESSURE SETTINGS	Left	Right	Both
Camper			
Boat trailer			
Utility trailer			
Work trailer			

Max pressure _____

Vehicle Ex. 2017 Ford F-250 Super Duty

Installed kit Ex. LoadLifter 5000 Ultimate

INTRODUCTION

Thank you for purchasing an Air Lift product. It is important to read and understand the entire User Guide before operating the Air Lift system.

Air Lift Company reserves the right to make changes and improvements to its products and publications at any time.

NOTATION EXPLANATION

This kit does not alter the gross vehicle weight rating (GVWR) or payload of the vehicle. Check the vehicle's safety compliance certification label or the owner's manual and do not exceed the maximum load listed for this vehicle.

Gross vehicle weight rating (GVWR): 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.

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.

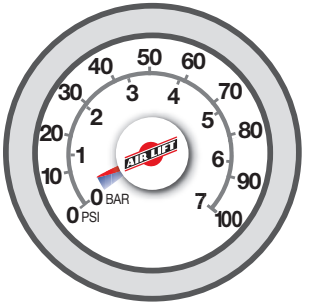
IMPORTANT SAFETY NOTICE

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.

LOADLIFTER, RIDECONTROL PRESSURE SETTINGS

Minimum Air Pressure	Maximum Air Pressure*
5 PSI (.34BAR)	100 PSI (7BAR)
⚠ CAUTION FAILURE TO MAINTAIN CORRECT MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) COULD LEAD TO PREMATURE AIR SPRING FAILURE AND WILL VOID THE WARRANTY.	

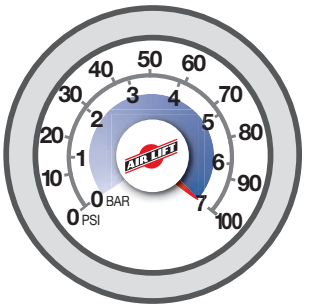
* Check Installation Guide for maximum pressure for this kit.



Minimum pressure at all times **5 PSI .34BAR**

GUIDELINES FOR USE

1. Check air pressure weekly.
2. Never inflate to more than 100 PSI (7BAR).
3. Operating the vehicle below the minimum air spring pressure will void the Air Lift warranty.
4. Always add pressure to the air springs in small quantities, checking the pressure frequently.
5. When increasing load, always adjust air pressure to maintain normal or desired ride height. Increase or decrease pressure from the system as necessary to attain normal ride height for optimal ride and handling.

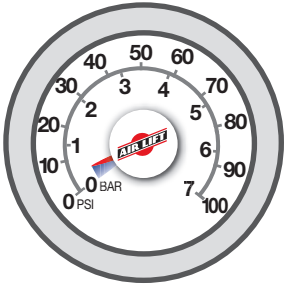


Max pressure **100 PSI 7BAR**

AIR LIFT 1000HD, AIR LIFT 1000 PRESSURE SETTINGS

Minimum Air Pressure	Maximum Air Pressure*
5 PSI (.34BAR)	35 PSI (2.4BAR) **OR** 50 PSI (3.5BAR)
⚠ CAUTION FAILURE TO MAINTAIN CORRECT MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD) COULD LEAD TO PREMATURE AIR SPRING FAILURE AND WILL VOID THE WARRANTY.	

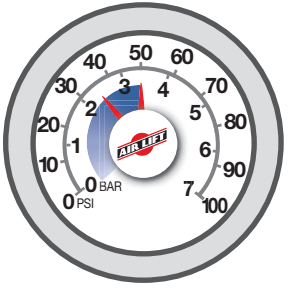
* Check Installation Guide for maximum pressure for this kit.



Minimum pressure at all times **5 PSI .34BAR**

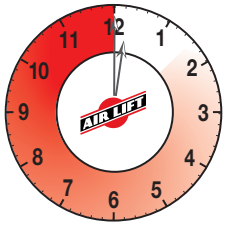
GUIDELINES FOR USE

1. Check air pressure weekly.
2. Never inflate to more than the recommended maximum air pressure.
3. Operating the vehicle below the minimum air spring pressure will void the Air Lift warranty.
4. Always add air to springs in small quantities, checking the pressure frequently.
5. When increasing load, 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.

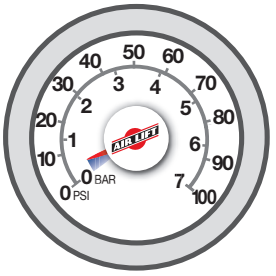


Max pressure **35 or 50 PSI 2.4 or 3.5BAR**

POST-INSTALLATION CHECKLIST



24-HOUR
Pressure check



Minimum pressure at all times

5 PSI
.34BAR

☐ **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 (.34BAR), there could be a leak that may need to be fixed. See page 8 for tips on finding air leaks.

☐ **Air pressure requirements** — It is important to understand the air pressure requirements of the air spring system. Regardless of load, the air pressure should be adjusted to maintain adequate ride height at all times while driving.

OR

☐ **Thirty-day or 500-mile (800km) test** — Recheck the air spring system after 30 days or 500 miles (800km), 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. Consult the installation guide for the kit for proper torque specifications if any fasteners have loosened.

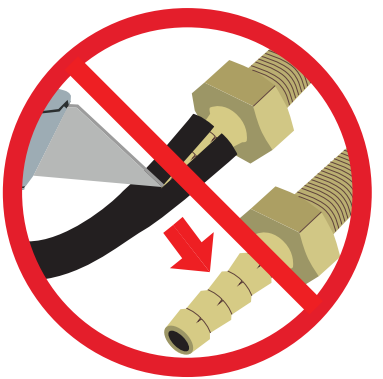
MAINTENANCE GUIDELINES

1. Periodically check the air spring system fasteners for tightness (torque specifications can be found in the Installation Guide). Also, check the air springs for any signs of rubbing. Realign the air spring components, if necessary.
2. On occasion, give the air springs a hard spray with water to remove mud or other debris.
3. Should it be necessary to raise the vehicle by the frame, make sure the system is at minimum pressure (5 PSI [.34BAR]) to reduce tension on air spring and kit components.

FINDING AIR LEAKS

1. Inflate the air springs to 30 PSI (2.1BAR).
2. Spray all connections with a solution of liquid dish soap and water. Wait 30 seconds and check for bubbles which indicate leaks.
3. Check the air pressure again after 24 hours. A 2-4 PSI (.14-.28BAR) loss after initial installation is normal. Retest for leaks if the loss is more than 5 PSI (.34BAR).
4. After checking for leaks, deflate the air springs to the minimum pressure required to restore the system to normal ride height.

FIXING AIR LEAKS ON BARBED FITTINGS



1. If there is a leak at the Schrader valve, tighten the valve with a valve core tool.
2. If there is a leak at any barbed fitting, cut the air line 1 1/2” (38mm) behind the fitting. Use a pair of pliers or locking pliers to twist and pull the air line off of the fitting. Do not cut the air line lengthwise at the fitting because this could nick the barbs, likely causing it to leak.
3. Reinstall the air line and the air line clamp if the fitting has one. Make sure the air line covers all barbs.
4. See “Cutting Air Lines,” page 9. For push-to-connect (PTC) fittings and stainless steel braided air lines, see page 10.

CUTTING AIR LINES

When cutting air lines, use a sharp knife or a hose cutter and make clean, square cuts. Do not use scissors or wire cutters because these tools will deform the air line, causing it to leak around fittings. Do not cut the lines at an angle.

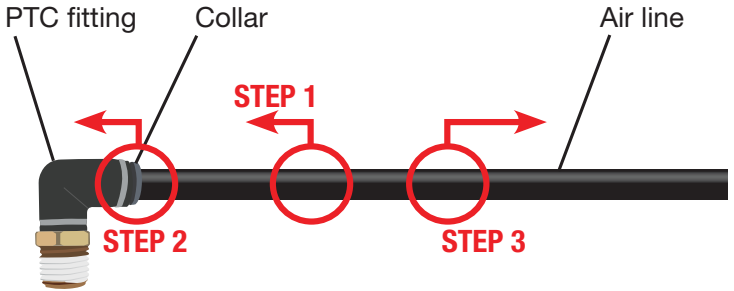
The maximum bend radius for 1/4” air line is 1” (25mm). Do not bend the air line more than the maximum bend radius or side load the fitting connections. Air lines are to be installed straight into fittings.

FIXING AIR LEAKS ON PTC FITTINGS

After insertion, check the PTC fitting connection by pulling on each line to verify a robust connection.

To release the air line from the connection, first release all air from the system. Push in on the air line (step 1), push the collar in (step 2), and with the collar depressed, pull the air line out of the fitting (step 3).

To reconnect, push the air line into the fitting and pull to verify a robust connection.

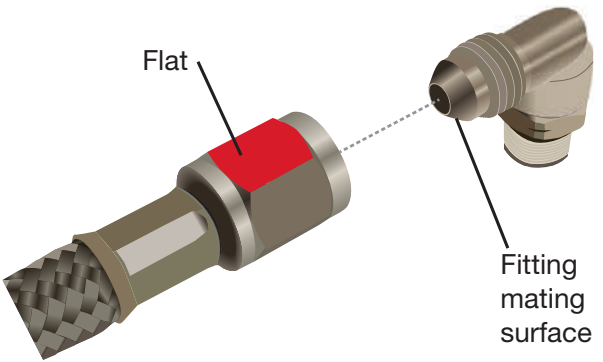


Tips

- To ensure a proper seal, cut off the end of the air line just beyond the witness mark before reinstalling in the fitting.
- If fitting is leaking at the threads, it may be necessary to remove and re-apply thread sealant on the threads and re-install 1 1/2 turns beyond finger tight.

FIXING AIR LEAKS ON BRAIDED STAINLESS STEEL AIR LINES

1. Disconnect the air line where it is leaking.
2. Check the mating surface on the fitting for burrs and remove if possible. If there are dings or indentations on the fitting mating surface, it may continue to leak and may need to replaced.
3. To re-assemble, tighten the fitting one flat — or 1/6 of a full rotation — past finger tight.
4. Contact Air Lift customer service if the fitting continues to leak.

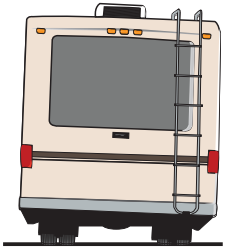


ADJUSTING AIR PRESSURE

The air springs should be adjusted for three factors: stability, level vehicle, ride comfort.

Stability

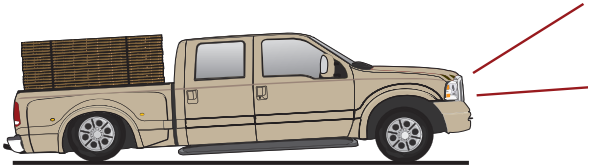
Stability translates into safety and should be the priority, meaning the driver may need to sacrifice a level and comfortable ride. Stability issues include roll control, bounce, dive during braking and sponginess. Tuning out these problems usually requires an increase in pressure.



Sway and body roll

Level vehicle

Use air pressure to raise the end of the vehicle that is squatting back to its normal ride height. It may be necessary to apply more air pressure to one side if the load is uneven. If the vehicle has a single-path air control system, redistribute the load side to side.



Bad headlight aim

Ride comfort

If the vehicle has a rough ride, it may be due to either too much air pressure or not enough. Experiment with different ride pressures, so long as it doesn't impact vehicle stability.

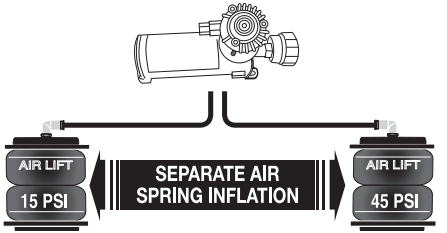
- If the vehicle feels like it is bottoming out, increase air pressure.
- If the headlights are aimed too high, try increasing air pressure in the rear air springs.
- When in doubt, add air.
- If the front of the vehicle dives while braking, increase the pressure in the front air springs, if equipped.

CHOOSING THE RIGHT ON-BOARD AIR COMPRESSOR SYSTEM

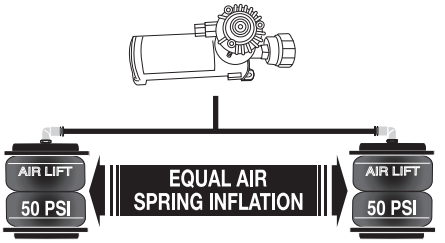
Add an on-board air compressor system to inflate and deflate the air springs with the touch of a button — from inside of the vehicle or outside (wireless systems).

- For convenient, on-the-go control of the air springs, add an Air Lift on-board air compressor system.
- Air Lift on-board air compressor systems eliminate the search for gas stations that have a working compressor, saving time, energy and money.
- All systems include a compressor, controller and all parts needed for easy installation.

1. **Choose single- or dual-path inflation**
2. **Choose wireless or analog or automatic control**
   - **Wireless:** Control the air springs from inside or outside the vehicle. Easiest installation — no wires or hoses to the cab.
   - **Automatic:** Air spring pressure is automatically adjusted based on ride height.
   - **Analog:** In-cab control of the air springs. Economically priced.
3. **Choose heavy- or standard-duty compressor**
   - **Standard duty:** A standard-duty compressor will work well for most customers who use their system on an intermittent basis.
   - **Heavy duty:** For daily use, consider the heavy-duty compressor — it inflates faster and more quietly than the standard compressor.



Dual-path systems: *Air springs are controlled separately to allow for different air pressure from side to side. Perfect for uneven or top-heavy loads.*



Single-path systems: *Two springs will inflate at the same time. Good for loads that are evenly distributed from left to right.*

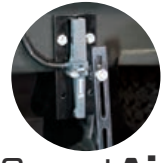
ON-BOARD AIR COMPRESSOR SYSTEMS

WIRELESS CONTROL

WirelessONE™
No wires or hoses to the inside of the cab
Single Path **P/N 25870**

WirelessAIR™
Premium system for independent control of each side
Dual Path **P/N 72000**

AUTOMATIC LOAD LEVELING



SmartAir II™
Level every time
Single Path **P/N 25490**
Dual Path **P/N 25491**

ANALOG LOAD LEVELING

LoadController™
Analog in-cab control

Single Path	Dual Path
SD **P/N 25850**	SD **P/N 25852**
HD **P/N 25854**	HD **P/N 25856**

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE	SOLUTION
System won't maintain pressure overnight	Improperly installed air line, air line has holes or cracks, hole in air spring	Leak test all air line connections, threaded connections (if equipped), and all fittings in the control system (if equipped). Contact customer service regarding air spring failure.
Air spring or air line leak	Fitting seal or air line is compromised	Check to make sure air lines are seated in the fittings. Inspect fittings with soapy water. Trim hose or re-seal fitting. Ensure lines are cut straight.
One or more air springs won't inflate	Kink or fold in the air line, control system malfunction, inflation valve plugged	Replace any air line that has been kinked. Check control system function by disconnecting an air line, operating the system and checking for air pressure.

FREQUENTLY ASKED QUESTIONS

Q. Will installing air springs increase the weight ratings of a vehicle?
No. Adding air springs will not change the gross vehicle weight rating (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 recommended minimum air pressure is 5 PSI (.34BAR) for all air springs. This helps the air spring maintain its shape and, on some kits, prevents bottoming out.

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 air springs. Even a bicycle tire pump can be used.

Q. How long should air springs last?
If the air springs are properly installed and maintained they should last indefinitely.

Q. Will raising the vehicle on a hoist for service work damage the air springs?
No. For short-term service work such as tire rotation or oil changes, the vehicle can be lifted on a frame hoist with the air springs set to their minimum pressure. 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.