

Load**LIFTER**7500**XL**™



XL



Installation Guide

Kit 57575

**GM 2001-10 2500/3500
HD SRW, DRW**



Representative vehicle image

MN-1043 • (011705) • ERN 8632

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.



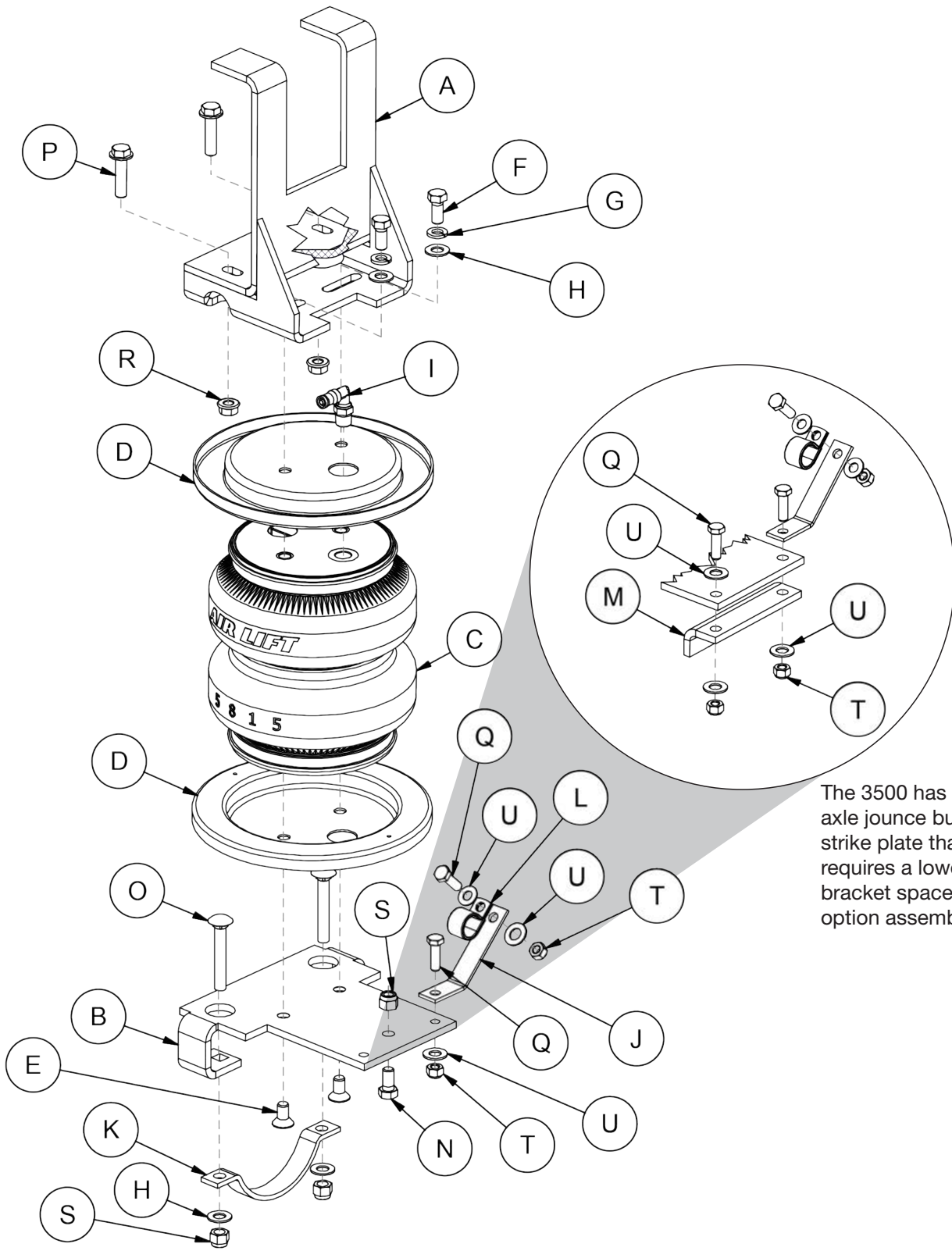
Load**LIFTER**7500**XL**

Table of Contents

A. Installation Diagram	2
B. Hardware and Tools Lists	3
C. Introduction	4
Important Safety Notice	4
Notation Explanation	4
D. Installing the LoadLifter 7500 XL System	5
Installing the Upper Brackets	6
Vehicle Preparation for Air Spring Assembly Installation	7
2500HD Lower bracket assembly	7
3500HD Lower bracket assembly	9
Building the Air Spring Assemblies	9
Attaching the Assemblies to the Upper Bracket	11
Installing the Assemblies	11
Emergency Brake Cable Adjustments	12
E. Installing the Air Lines	14
Installing the Air Line Thermal Sleeve and Exhaust Heat Shield	15
F. Finished Installation Photos	16
2500HD	16
3500HD	17
G. Before Operating	18
Checking for Leaks	18
Fixing Leaks	18
Installation Checklist	19
Post-Installation Checklist	19
H. Product Use, Maintenance and Servicing	20
Minimum and Maximum Pressure	20
Maintenance Guidelines	20
Tuning the Air Pressure	21
Guidelines for Adding Air	21
I. Troubleshooting Guide	22
Frequently Asked Questions	22
Limited Warranty and Return Policy	25
Replacement Part Information	25
Contact Information	25



A. Installation Diagram



The 3500 has a tall axle jounce bumper strike plate that requires a lower bracket spacer option assembly.

fig. A.1

B. Hardware and Tools Lists

HARDWARE LIST

Item	Part #	Description	Qty
A	07976	Upper bracket.....	2
B	03843	Lower bracket.....	2
C	58115	Air spring	2
D	11897	Roll plate.....	4
E	17215	3/8"-24 x 3/4" Flat-head socket cap screw ...	4
F	17203	3/8"-24 x 7/8" Hex-cap screw.....	4
G	18427	3/8" Lock washers.....	4
H	18444	3/8" Flat washers.....	8
I	21830	90° Swivel elbow fitting	2
J	10421	Emergency brake cable bracket.....	1
K	10451	Axle strap.....	2
L	10465	P-clamp	1
M	11117	Lower bracket axle spacer	2
N	17101	3/8"-16 x 3/4" Hex-cap screw.....	2
O	17141	3/8"-16 x 2.5" Carriage bolt	4
P	17159	3/8"-16 x 1.5" Hex flange bolt	4
Q	17421	5/16"-18 x 1 1/8" Hex-cap screw.....	5
R	18422	3/8"-16 Serrated flange nut.....	4
S	18435	3/8"-16 Nylon lock nut.....	6
T	18438	5/16"-18 Nylon lock nut.....	5
U	18433	5/16" Flat washer	10
AA	20086	Air line.....	1
BB	10466	Zip tie.....	6
CC	21230	Valve cap	2
DD	18501	5/16" Flat washer	2
EE	21234	Rubber washer	2
FF	21233	5/16" Hex nut	4

TOOLS LIST

Description.....	Qty
Metric and standard open-end box wrenches.....	set
Ratchet with metric and standard sockets.....	set
Drill and 5/16" drill bit.....	1
Torque wrench.....	1
Metric and standard hex-key wrenches.....	set
File or grinder	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

C. Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the LoadLifter 7500 XL air spring kit. LoadLifter 7500 XL utilizes sturdy, reinforced, commercial-grade double convolute bellows. The bellows are manufactured like a tire with layers of rubber and cords that control growth. LoadLifter 7500 XL kits are recommended for most 3/4- and 1-ton pickups and SUVs with leaf springs and provide up to 7,500 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. The information here includes a hardware list, tool list, step-by-step installation information, maintenance guidelines and operating tips.

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

IMPORTANT SAFETY NOTICE

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 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.

D. Installing the LoadLifter 7500 XL System

1. Raise the frame and support the frame with jack stands. Lower the axle as far as it can go (Fig D.1).

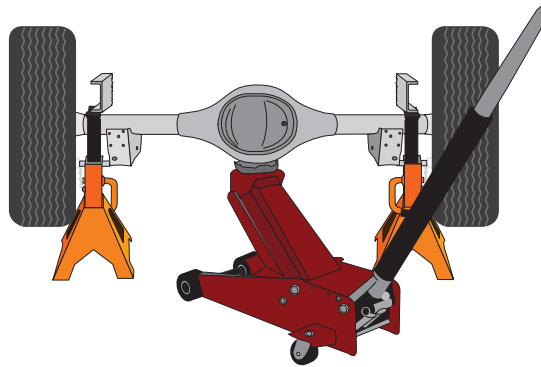


fig. D.1

2. Remove both jounce bumpers from under the frame and discard (Fig. D.2).



fig. D.2

3. Insert two 3/8"-16 x 1.5" hex flange bolts (P) through both existing jounce bumper holes on both left and right frame rails (Fig. D.3).



fig. D.3

INSTALLING THE UPPER BRACKETS

NOTE

On some models it may be necessary to pull the Christmas tree mount on the harness out of the way of the upper bracket by pulling it from the upper frame flange (Fig. D.4).



Pull the harness Christmas tree mount out of the upper frame flange on the driver side if equipped.

fig. D.4

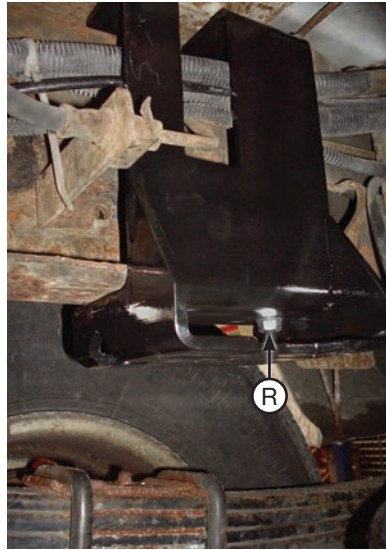
1. For the driver's (left) side, carefully position the lower bracket under the frame rail, aligning the slots in the bracket with the previously installed bolts, making sure that the hard brake line is in between the two long frame supports (Fig. D.5).



While indexing the upper bracket into position, make sure the hard brake line goes in between the two upper bracket frame supports.

fig. D.5

- Attach the upper brackets to the frame on both sides using the 3/8"-16 serrated flange nuts (R). Push the bracket against the frame and torque the nuts to 44 lb.-ft. (60Nm) (Fig. D.6).



The brake line must not be touching or rubbing the upper bracket.

fig. D.6

TECH TIP

Putting the 3/8" serrated flange nuts into a long 9/16" socket helps in starting and tightening the upper bracket hardware.



CAUTION

MAKE SURE THE HARD BRAKE LINE THAT GOES IN BETWEEN THE UPPER BRACKET SUPPORTS DOES NOT TOUCH OR RUB THE EDGE OF THE BRACKET. PUSH THE LINE OUT OF THE WAY TO OBTAIN CLEARANCE IF NECESSARY.

VEHICLE PREPARATION FOR AIR SPRING ASSEMBLY INSTALLATION

The 2500HD and 3500HD require different methods for installing the lower brackets.

2500HD Lower bracket assembly

On the 2500HD models, the driver's side of the axle may have a small bracket with a nut that has nothing attached to it. This bracket must be trimmed off of the axle in order to install the air spring assembly (Fig. D.7).

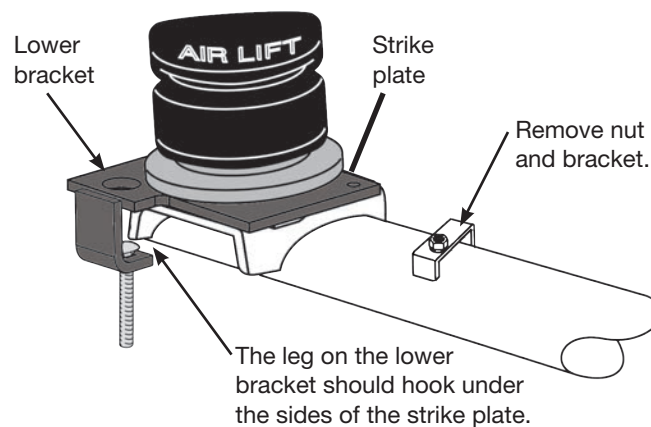
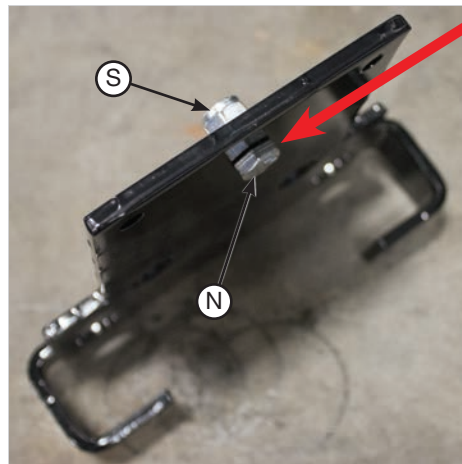


fig. D.7

Also, on some models, the shock brackets may be too tall for the lower bracket to sit flat on the jounce bumper strike plate. For these models, it will be necessary to file or grind down the tops of the shock brackets so the head of the bolt on the inside lower bracket touches the axle and there is clearance between the lower bracket and shock brackets.

1. To check for shock bracket/lower bracket clearance on the 2500HD models (only) install the 3/8"-16 x 3/4" (N) bolt into the center hole on the end of the lower bracket (Fig. D.8). Attach the nut with a 3/8" nylon lock nut (S) and tighten securely.



For 2500HD models only, install the 3/8" bolt so the head is on the flange side of the lower bracket.

fig. D.8

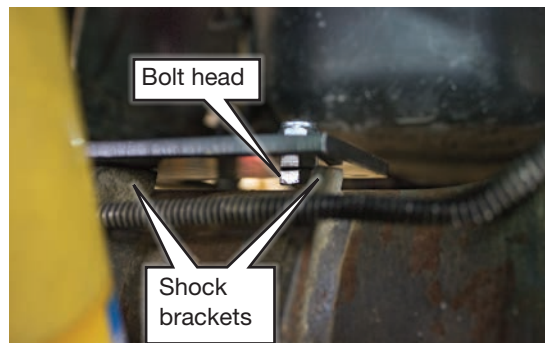
NOTE

Install the bolt with the head on the flange side of the lower bracket.

2. Set the lower bracket on the driver's side jounce bumper strike plate and check to see that the head of the bolt previously installed in the lower bracket hits on the axle.
3. If the shock brackets are keeping the bolt head on the lower bracket from touching the axle, it will be necessary to file or grind down the shock brackets on the top to obtain the clearance needed so that the bracket is flat on the axle (Figs. D.9 & D.10).



fig. D.9



When the lower bracket is set on the axle, if the head of the bolt does not touch the axle tube, it will be necessary to file or grind down the shock brackets to obtain clearance to allow the lower bracket to fit flat on the axle.

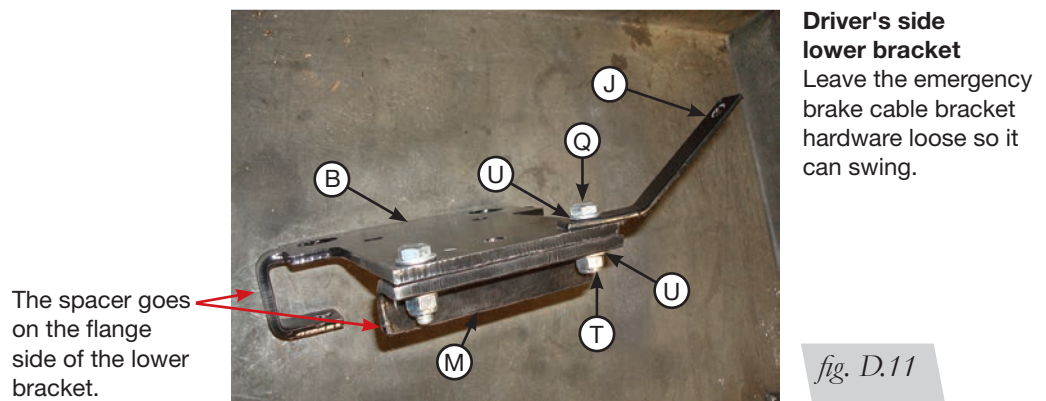
fig. D.10

3500HD Lower bracket assembly

Because the jounce bumper spacer block is high off the axle on this model, it will be necessary to install a spacer on the end of the lower bracket. This spacer will touch or be close to touching the axle once the assembly has been installed on the axle.

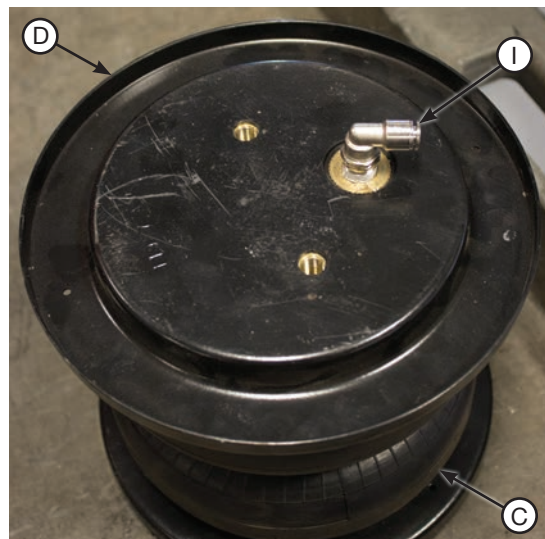
It will be necessary to install an emergency brake cable bracket on the driver's (left) side making these assemblies specific to left and right assemblies.

1. Set the lower bracket axle spacer (M) onto the lower bracket (B) on the flange side (Fig. D.11).
2. For the driver's side, attach the axle spacer and the emergency brake cable bracket (J) onto the lower bracket with the 5/16"-18 x 1 1/8" hex-cap screws (Q), 5/16" flat washers (U) and 5/16"-18 nylon lock nuts (T). The passenger's side spacer attaches the same way, but does not require the brake cable bracket. Snug the hardware on the emergency brake cable only enough so that it still swivels, torque all the other mounting hardware to 18 lb.-ft. (24Nm).



BUILDING THE AIR SPRING ASSEMBLIES

1. Set roll plates (D) on both ends of the air spring (C). The radiused (rounded) edge of the roll plate will be toward the air spring, enabling the air spring to be seated in both roll plates (Fig D.12).
2. Install a 90-degree swivel air fitting (I) to the top of the air spring. Tighten finger-tight plus 1 1/2 turns. Be careful to only tighten on the metal hex nut. Do not overtighten (Fig. D.12).



3. Insert two 3/8"-16 x 2.5" carriage bolts (O) through the large holes in the lower bracket (Fig. D.13) and into the square holes on the lower bracket flanges.

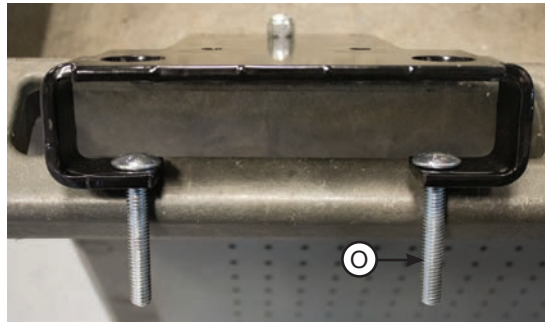


fig. D.13

4. Set the lower bracket onto the roll plate/air spring assembly, making sure the flanges on the lower bracket are on the opposite side of the fitting on the air spring. Attach the lower bracket to the air spring with two 3/8"-24 x 7/8" flat-head socket cap screws (E) and torque to no more than 20 lb.-ft. (27Nm) (Figs. D.14 & D.15).

2500 HD assembly upside down

The flange on the lower bracket needs to be on the opposite side of the fitting at the top of the air spring.

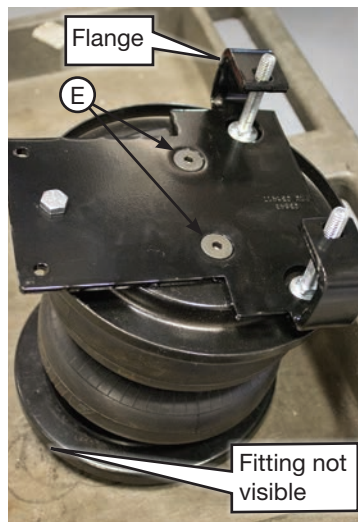


fig. D.14

3500 HD assembly upside down

The flange on the lower bracket needs to be on the opposite side of the fitting at the top of the air spring.

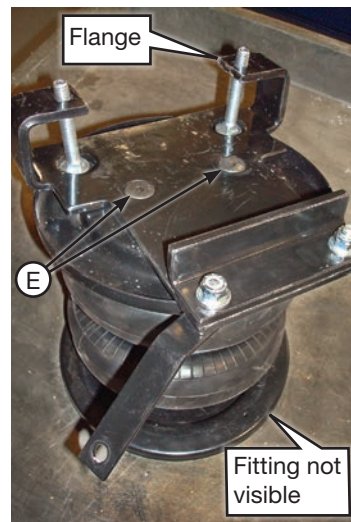


fig. D.15

5. Figure D.16 shows a completed assembly.



fig. D.16

INSTALLING THE ASSEMBLIES

NOTE

For 2500HD models, the assemblies are not specific to one side.

1. Set the assemblies onto the axle on both sides.

NOTE

It will be necessary to index the lower legs under the jounce bumper strike plate.

2. With the lower bracket parallel to the axle plate, hook one leg under the side of the strike plate and turn the assembly until the other leg is under the strike plate on the other side (Fig. D.17). Set the assemblies on both sides and center the assembly somewhat under the upper bracket already installed on the frame.

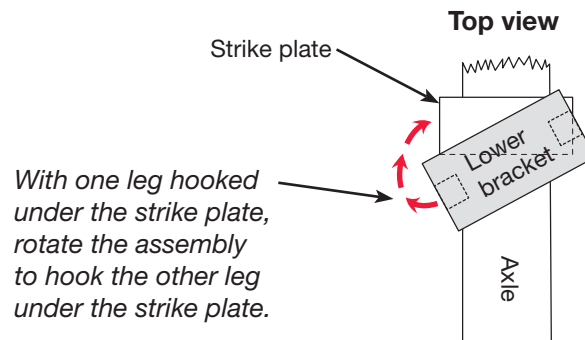


fig. D.17

3500HD models

Install the assembly with the emergency brake cable bracket on the driver's (left) side of the vehicle.

1. Set the assemblies on both sides and center the assembly somewhat under the upper bracket already installed on the frame.

ATTACHING THE ASSEMBLIES TO THE UPPER BRACKET

1. Point the fitting inboard on both sides so as not to damage them while raising the axle.
2. Align the holes in the roll plates close to where the upper mounting holes are in the upper air spring end cap.
3. Raise the axle up to within 1/8" of the upper bracket. Attach the air spring to the upper bracket with the 3/8"-24 x 7/8" hex-cap screws (F), 3/8" lock washers (G) and 3/8" flat washers (H) (Fig D.18). Lower the vehicle once both air springs are attached to the upper brackets and remove the jack stands. Leave loose at this time.



fig. D.18

4. If necessary, move the lower bracket in and out on the axle to locate the air spring perpendicular to the upper bracket. Install the axle strap (K) over the axle and onto the carriage bolts in the lower bracket. Cap with 3/8" flat washers (H) and 3/8"-16 nylon lock nuts (S) and torque evenly to 10 lb.-ft. (14Nm) (Fig. D.19).

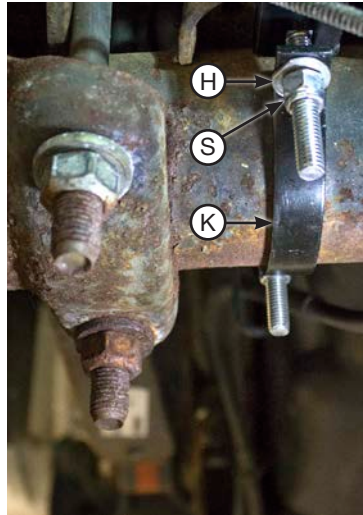


fig. D.19

5. Adjust the upper spring forward or back in the slots of the upper bracket to align and torque the upper mounting hardware to no more than 20 lb.-ft. (27Nm).

EMERGENCY BRAKE CABLE ADJUSTMENTS

1. Remove the wire emergency brake cable bracket off the side of the driver's side frame rail and twist the top cable out of the small loop that is in the top of the bracket (Figs. D.20 & D.21). Reattach the wire bracket back onto the side of the frame.



fig. D.20

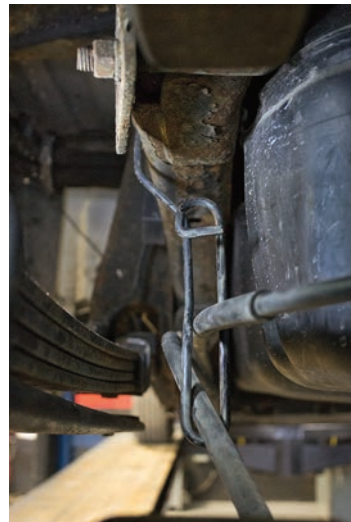


fig. D.21

Remove the emergency brake cable from the smaller upper loop so that it stays in the lower loop.

For 2500HD models

It will be necessary to attach the emergency brake cable bracket onto the driver's side lower bracket.

2. Attach the emergency brake cable bracket (J) to the front inside corner of the driver's side lower bracket with a 5/16"-18 x 1 1/8" hex-cap screw (Q), 5/16" flat washers (U) and 5/16"-18 nylon lock nut (T) (Figs. A.1 & D.22). Snug but leave loose enough so the cable bracket can be rotated on the bracket.



fig. D.22

3. For both 2500/3500HD models, attach the P-clamp (L) over the emergency brake cable and attach it to the emergency brake cable bracket that is attached to the lower bracket with one 5/16"-18 x 1 1/8" hex-cap screw (Q), 5/16" flat washers (U) and 5/16" nylon lock nut (T). Align the bracket and P-clamp so that it is perpendicular to the air spring and tighten all hardware to 18 lb.-ft. (24Nm) (Figs. A.1 & D.23).



fig. D.23

4. If the cable is close to the tank, bend the bracket slightly toward the air spring to obtain more clearance (Fig. D.24).



fig. D.24

E. Installing the Air Lines

Choose the locations for the Schrader valves and drill a 5/16" hole, if necessary (Fig. E.1).

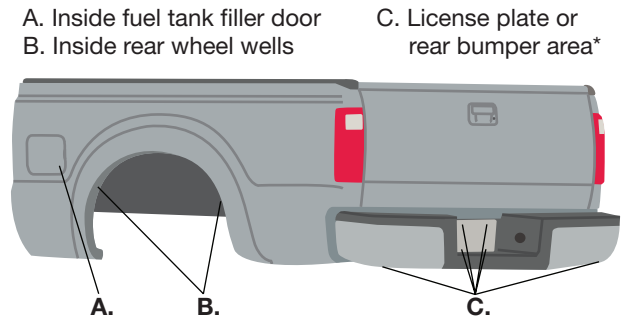


fig. E.1

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

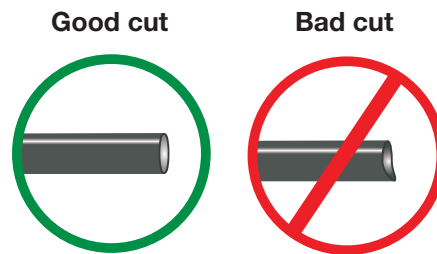


fig. E.2

CAUTION

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

2. Use zip ties to secure the air line to fixed points along the chassis. Do not pinch or kink the air line. Leave at least 2" of slack in the air line to allow for any movement that might pull on the air line. The minimum bend radius for the air line is 1".
3. Install the Schrader valve in the chosen location (Fig. E.3).

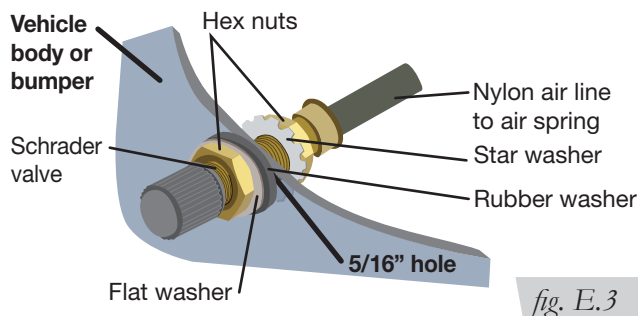


fig. E.3

INSTALLING THE AIR LINE THERMAL SLEEVE AND EXHAUST HEAT SHIELD

1. Route the hose so that it is forward of the assembly on the passenger side. Slide a air line thermal sleeve onto the hose and once inserted into the fitting, push the air line thermal sleeve so that it covers all the nylon air line up to the fitting (Fig. E.4).



fig. E.4

2. Bend tabs to provide a dead air space between exhaust pipe and heat shield. (Fig. E.4) Attach the heat shield to the exhaust pipe using the clamps. Bend the heat shield for maximum clearance to the air spring.

NOTE

Some vehicles have large resonators in this area; it will be necessary to double up on the clamps to fit these models (Figs. E.4 & E.5).

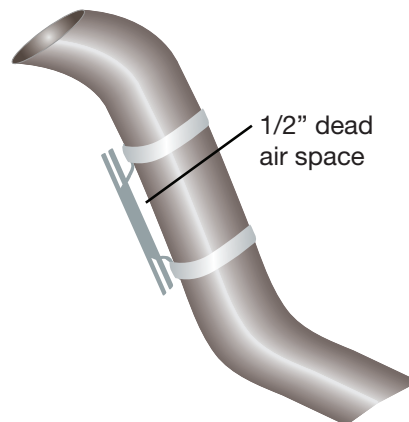


fig. E.5

F. Finished Installation Photos

2500HD

1. The following images show the finished installation of both sides (Figs. F.1, F.2, F.3 & F.4).



The left side as viewed from the rear.



The left side as viewed from the center.



The right side as viewed from the front.



The right side as viewed from the rear.

3500HD

1. The following images show the finished installation of both sides (Figs. F.5, F.6 & F.7).



The left side as viewed from the front.



The left side as viewed from the center.



The right side as viewed from the front.

G. 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. E.2). 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.

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.
- 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.

H. 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

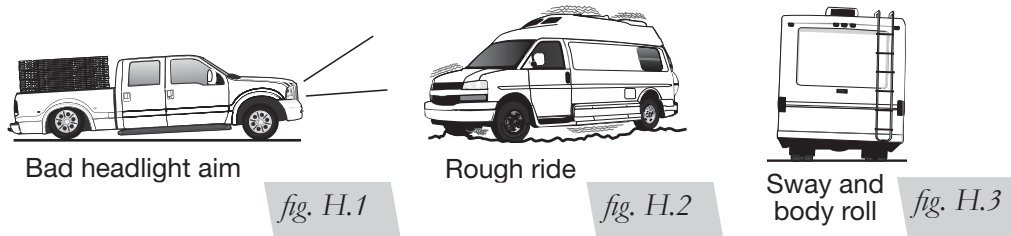
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (Fig. H.1). Raise the air pressure to correct either of these problems and level the vehicle.

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. H.2). Try different pressures to determine the best ride comfort.

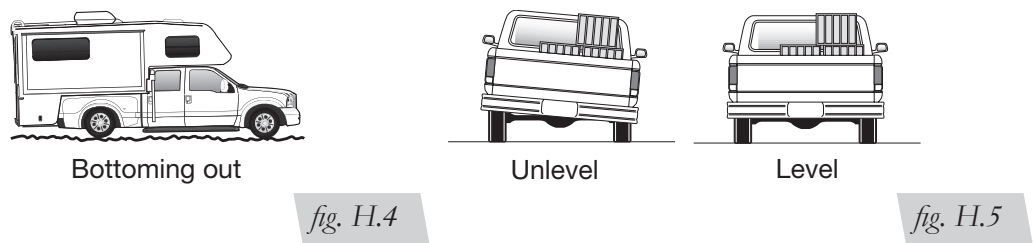
3. Stability

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. H.3). 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. H.4).
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. H.5). As much as a 50 PSI difference is not uncommon.



I. 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 7500 XL, 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.