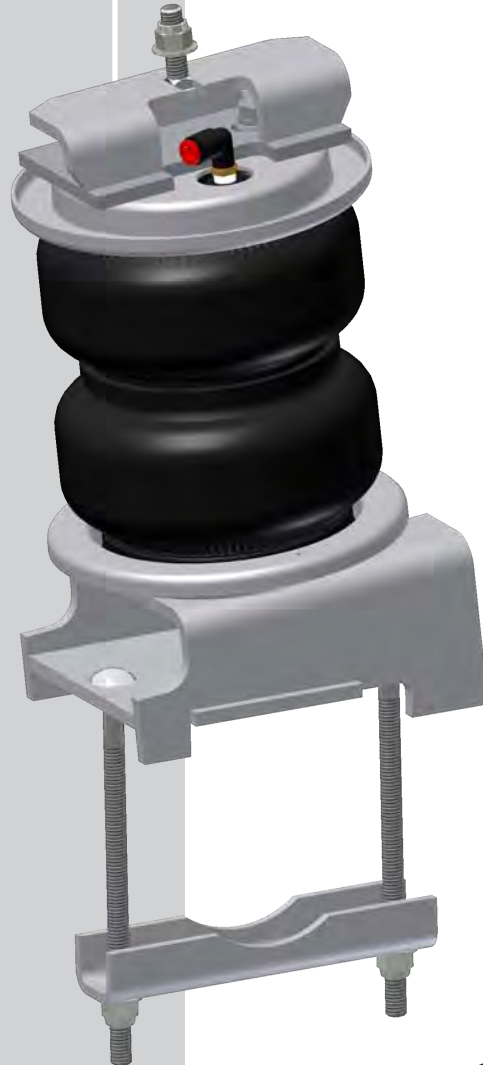


LoadLIFTER 5000

by AIR LIFT®

Kit 57347

Ford F-450 Pickup
2WD & 4WD



INSTALLATION GUIDE

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.

Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the LoadLifter 5000 air spring kit. LoadLifter 5000 utilizes sturdy, reinforced, commercial grade single or double, depending on the kit, convolute bellows. The bellows are manufactured like a tire with layers of rubber and cords that control growth. LoadLifter 5000 kits are recommended for most $\frac{3}{4}$ and 1 ton pickups and SUVs with leaf springs and provide up to 5,000 lbs of load leveling support with air adjustability from 5-100 p.s.i. The kits are also used in motorhome rear kits and some motorhome fronts where leaf springs are used.

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 tips, safety information and a troubleshooting guide.

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.

 **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.

NOTE

Indicates a procedure, practice or hint which is important to highlight.

Installation Diagram

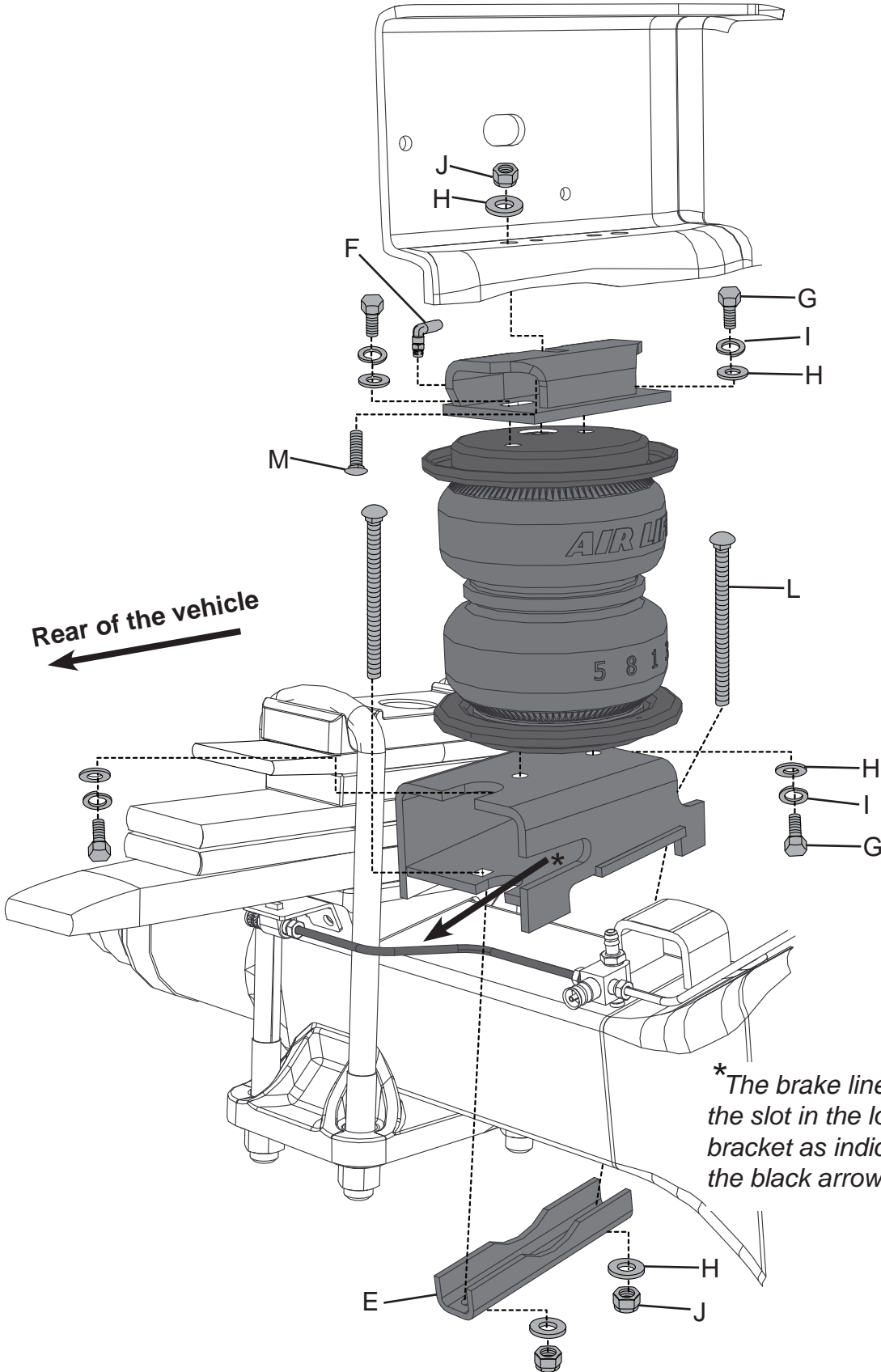


fig. 1

HARDWARE LIST

Item	Part #	Description.....Qty	Item	Part #	Description.....Qty
A	58437	Bellow2	M	17156	3/8" -16 x 1.5 Carriage bolt2
B	07635	Upper bracket2	AA*	20086 _{sub}	Air line assembly.....1
C	03108	Lower bracket2	BB*	10466	Tie strap.....6
D	11951	Roll plate.....4	CC*	21230	Valve cap2
E	01531	Axle clamp bar2	DD*	18405	5/16" Flat washer2
F	21837	90° Swivel elbow fitting2	EE*	21234	Rubber washer.....2
G	17203	3/8"-24 x 7/8" Hex cap screw8	FF*	18411	Star washer.....2
H	18444	3/8" Flat washer14	GG*	21233	5/16" Hex nut4
I	18427	3/8" Lock Washer.....8	HH*	34365	Heat shield kit1
J	18435	3/8" Nyloc nut.....6			
L	17163	3/8" -16 x 7 Carriage bolt4			

*Not shown in fig. 1.

TOOLS LIST

Description..... Qty	Description..... Qty
Hoist or floor jacks 1	Ratchet with 9/16", metric, & 1/2" deep well sockets 1
Safety stands..... 2	3/8" and 5/16" drill bits (very sharp)..... 2
Safety glasses 1	Heavy duty drill..... 1
Torque wrench..... 1	Hose cutter, razor blade, or sharp knife 1
5/16" open-end or box wrench..... 1	Air compressor or compressed air source..... 1
7/16" open-end or box wrench..... 1	Spray bottle with dish soap/water solution 1
9/16" open-end or box wrench..... 1	
Crescent wrench..... 1	

Installing the LoadLifter 5000 System

GETTING STARTED

1. Raise the vehicle and support the axle with jack stands, setting the jack stand as wide as possible on the axle.
2. Remove the stock jounce bumpers on the frame above the axle and discard.

ASSEMBLING THE UPPER BRACKET AND BELLOWS

NOTE

The upper bracket (B) has two slots to use for mounting the bellows and will be specific to which side the assembly is mounted. Figure 2 shows the upper bracket and the correct holes to use for driver side and passenger side installation.

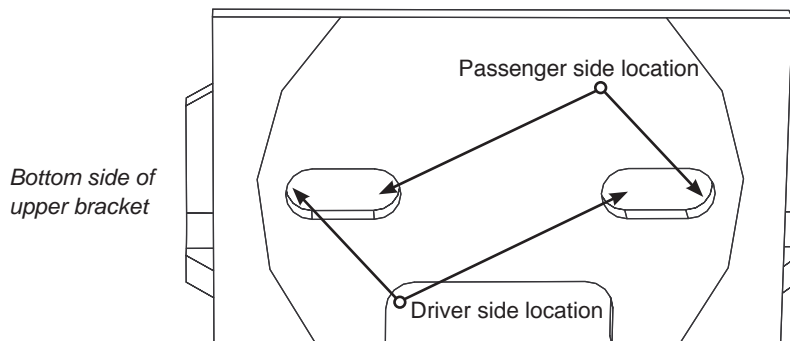


fig. 2

1. Set a roll plate (D) on top of the air spring. The radiused (rounded) edge of the roll plate will be towards the air spring so that the air spring is seated in the roll plate.

NOTE

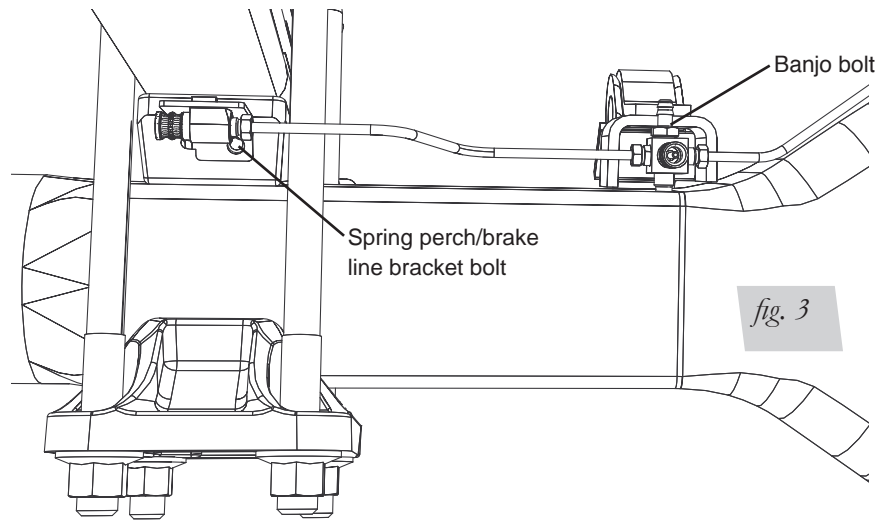
With the assembly put into position on the axle, the bracket must be forward of the bellows fully in the slot (the mounting bolts will be to the rear).

2. Attach the upper bracket to the bellows using the 3/8"-24 bolt (G), lock washer (I) and flat washer (H). Adjust the bracket forward or rearward depending on which side you are mounting the assembly (fig. 2). Tighten securely.

LOWER BRACKET ASSEMBLY

NOTE

It will be necessary to temporarily remove the vent/ brake line junction block banjo bolt from the axle. Also, remove the bolt holding the brake line to the spring perch on the driver side of the rear differential (fig. 3). This will be necessary to position the lower bracket (driver side only).



1. Insert two carriage bolts (L) into the lower bracket (C) and set both lower brackets onto the axle.

CAUTION

IT WILL BE NECESSARY TO SLIGHTLY MOVE THE BRAKE LINE ON THE DRIVER SIDE AXLE TO ALIGN THE LOWER BRACKET INTO POSITION.

NOTE

The lower brackets have slots and grooves that correspond with the brake line. Be sure these are facing the rear of the vehicle (fig. 1).

2. Set the clamp bar (E) onto the carriage bolt (L) and cap with a 3/8" flat washer (H) and nyloc nut (J) (fig. 1). Leave loose at this time.

UPPER BRACKET & BELLOWS ASSEMBLY

NOTE

It may be necessary to lower the axle for positioning the upper bracket and bellows assembly into the frame rail.

1. Insert the 3/8" carriage bolt (M) into the slot on the middle of the upper bracket (fig. 1).
2. While positioning the corresponding assembly (driver side or passenger side) under the frame, insert the carriage bolt up through the existing jounce bumper hole in the frame (fig. 1).
3. Once the upper bracket is flush to the bottom of the frame, cap the 3/8" carriage bolt (M) with a flat washer (H), and a 3/8" nyloc nut (J). Tighten securely at this time.
4. Repeat for the other side.

LOWER BRACKET TO ASSEMBLY ATTACHMENT

1. With the clamp bar still loose on the lower bracket, line up the holes in the roll plate/bellows with the holes in the lower bracket and insert two 3/8" bolts (G), lock washers (I), and flat washers (H) (fig. 1). Tighten securely.
2. Position the lower bracket (in or out) to line up the bellows so that it is perpendicular to both the upper and lower brackets. Torque the clamp bar nuts to 16 ft/lbs (fig. 1). Repeat for the opposite side.
3. Reattach the brake line to the spring perch.
4. Reattach the vent/ brake line junction block banjo bolt back into the axle and tighten both securely.
5. See finished assembly below in figure 4.

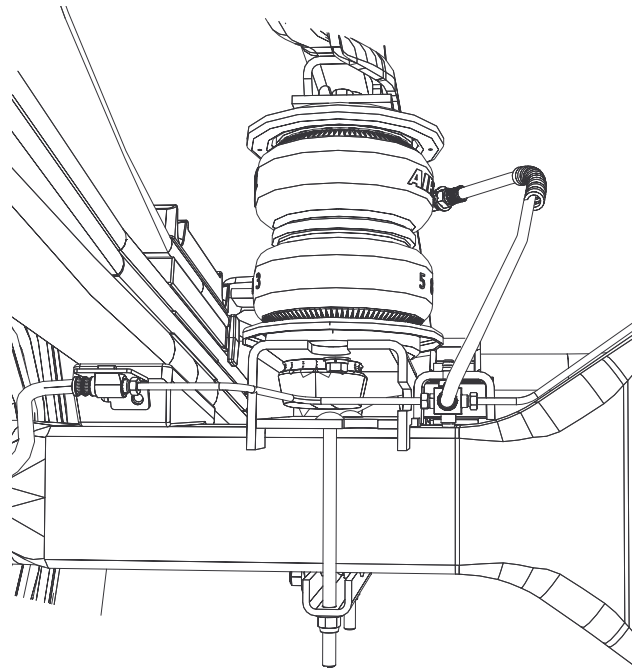


fig. 4

INSTALLING THE AIR LINES

1. Choose a convenient location for mounting the inflation valves. Popular locations for the inflation valve are:
 - a. The wheel well flanges.
 - b. License plate recess in bumper.
 - c. Under the gas cap access door.
 - d. Through license plate itself.

NOTE

What ever the chosen location is, make sure there is enough clearance around the inflation valves for an air chuck.

2. Drill a 5/16" hole to install the inflation valves.
3. Cut the air line assembly (AA) in two equal lengths.

CAUTION

WHEN CUTTING OR TRIMMING THE AIR LINE, USE A HOSE CUTTER, A RAZOR BLADE OR A SHARP KNIFE. A CLEAN, SQUARE CUT WILL ENSURE AGAINST LEAKS. DO NOT USE WIRE CUTTERS OR SCISSORS TO CUT THE AIR LINE. THESE TOOLS MAY FLATTEN OR CRIMP THE AIR LINE, CAUSING IT TO LEAK AROUND THE O-RING SEAL INSIDE THE ELBOW FITTING (FIG. 5)

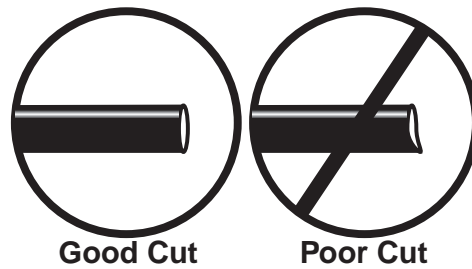


fig. 5

4. Place a 5/16" nut (GG) and a star washer (FF) on the air valve. Leave enough of the inflation valve in front of the nut to extend through the hole and have room for the rubber washer (EE), flat washer (DD), and 5/16" nut (GG) and cap (CC). There should be enough valve exposed after installation - approximately 1/2" - to easily apply a pressure gauge or an air chuck (fig. 6).
5. Push the inflation valve through the hole and use the rubber washer (EE), flat washer (DD), and another 5/16" nut (GG). Tighten the nuts to secure the assembly in place (fig. 6).

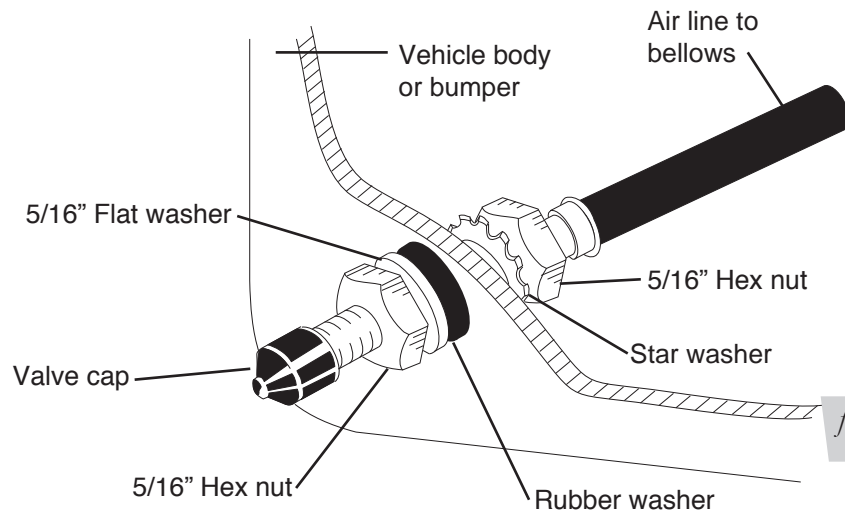


fig. 6

6. Route the air line along the frame to the air fitting on the air spring (fig. 7). Keep AT LEAST 6" of clearance between the air line and heat sources, such as the exhaust pipes, muffler, or catalytic converter. Avoid sharp bends and edges. Use the plastic tie straps (BB) to secure the air line to fixed, non-moving points along the chassis. Be sure that the tie straps are tight, but do not pinch the air line. Leave at least 2" of slack to allow for any movement that might pull on the air line.

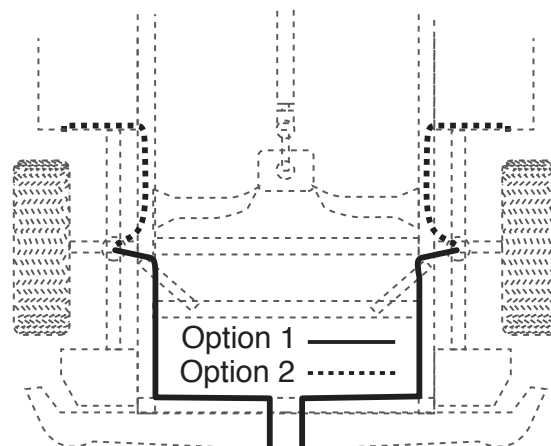
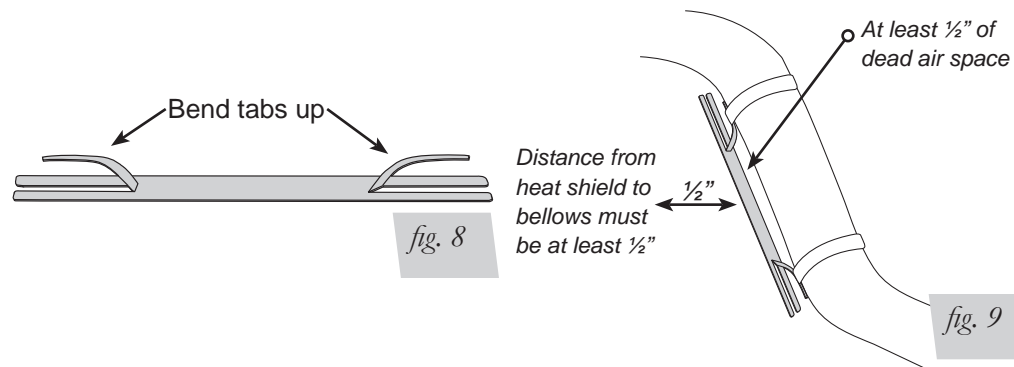


fig. 7

7. On the passenger side only, place the provided thermal sleeve (T) on the air line near the exhaust.
8. Cut off air line leaving approximately 12" of extra air line. A clean square cut will ensure against leaks (see fig. 5). Insert the air line into the air fitting. This is a push to connect fitting. Simply push the air line into the 90° swivel fitting until it bottoms out (9/16" of air line should be in the fitting).

INSTALLING THE HEAT SHIELD

1. Bend the tabs on the heat shield to provide a 1/2" dead air space between exhaust pipe and heat shield (fig. 8).
2. Attach the heat shield to the exhaust pipe using the clamps (fig. 9). Bend the heat shield for maximum clearance to the air spring.



CHECKING FOR LEAKS

1. Inflate the air spring to 30 PSI and spray all connections and the inflation valves with a solution of 1/5 liquid dish soap and 4/5 water to check for leaks. Spot leaks easily by looking for bubbles in the soapy water.
2. After the test, deflate the springs to the minimum pressure required to restore the normal ride height, no less than 5 PSI.
3. 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 lbs.

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. 5). Reinsert the air line into the push-to-connect fitting.
 - b. Check the threaded connection by tightening the swivel fitting another 1/2 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, then use a wrench for an additional two turns.
2. If there is a problem with the inflation valve, then:
 - a. Check the valve core by tightening it with a valve core tool.
 - b. Check the air line connection by removing the air line from the barbed type fitting.



CAUTION

DO NOT CUT THE AIR LINE COMPLETELY OFF AS THIS WILL NICK THE BARB AND RENDER THE FITTING USELESS.

Maintenance and Servicing

Minimum Air Pressure	Maximum Air Pressure
5 PSI	100 PSI
FAILURE TO MAINTAIN CORRECT MINIMUM PRESSURE (OR PRESSURE PROPORTIONAL TO LOAD), BOTTOMING OUT, OVER-EXTENSION OR RUBBING AGAINST ANOTHER COMPONENT WILL VOID THE WARRANTY.	

MAINTENANCE GUIDELINES

NOTE

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

1. Check the air pressure weekly.
2. Always maintain normal ride height. Never inflate beyond 100 PSI.
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 deflating and removing the spring.
4. When increasing load, always adjust the 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.

CAUTION

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

5. Always add air to the springs in small quantities, checking the pressure frequently. Sleeves require less air volume than a tire and inflate quickly.
6. Should it become necessary to raise the vehicle by the frame, make sure the system is at a minimum pressure (5 PSI) to reduce tension on the suspension/brake components. Use of on-board leveling systems do not require deflation or disconnection.

Troubleshooting Guide

1. Leak test the air line connections, threaded connection of the elbow into the air spring, and the inflation valves. See "Fixing Leaks" on page 8 for repair.
2. Check for dirt debris in the valve core.
3. Inspect the air lines to be sure none are pinched. Tie straps may be too tight. Loosen or replace the strap and replace leaking components.
4. Inspect the air line for holes and cracks. Replace as needed.
5. Look for a kink or fold in the air line. Reroute as needed.

Product Use

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?

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. 10). 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. 11). 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. 12). Tuning out these problems usually requires an increase in pressure.



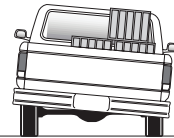
Sway and body roll

GUIDELINES FOR ADDING AIR

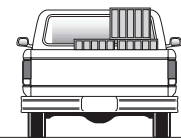
1. Start with the vehicle level or slightly above.
2. When in doubt, always add air.
3. For motorhomes, start with 50-100 PSI in the rear because it can be safely assumed that it is heavily loaded.
4. If the front of the vehicle dives while braking, increase the pressure in the front air bags, if equipped.
5. If it is ever suspected that the air bags have bottomed out, increase the pressure (fig. 13).
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. 14). As much as a 50 PSI difference is not uncommon.



Bottoming out

fig. 13

Unlevel



Level

fig. 14