

Load**LIFTER** 5000™

ULTIMATE

ADJUSTABLE AIR HELPER SPRINGS

TOW AND HAUL WITH SAFETY AND COMFORT™



Kit Number
88217

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.

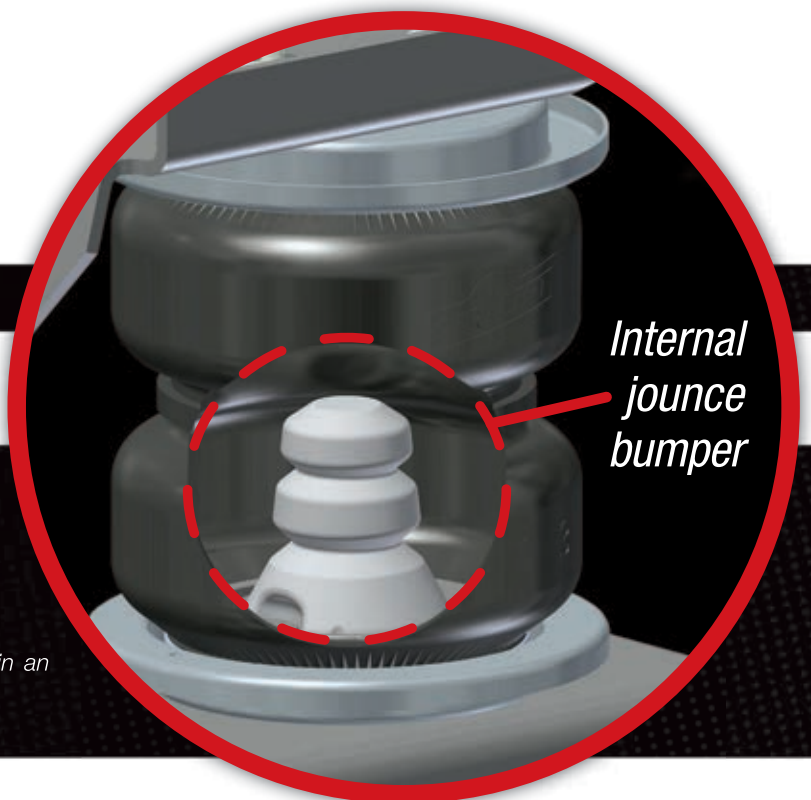


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Introduction

The purpose of this publication is to assist with the installation, maintenance and troubleshooting of the LoadLifter 5000 Ultimate air spring kit. LoadLifter 5000 Ultimate 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. An internal jounce bumper inside the spring absorbs shock and eliminates harsh jarring on rough roads. The internal jounce bumper replaces the factory bumper and allows the air springs to safely be run at zero air pressure. LoadLifter 5000 Ultimate 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 PSI. 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 vehicle 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.

 **DANGER**

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

 **WARNING**

INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE MACHINE OR MINOR PERSONAL INJURY.

 **CAUTION**

NOTE

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

Installing the LoadLifter 5000 Ultimate System

⚠ DANGER

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 PSI. IMPROPER USE OR OVER INFLATION MAY CAUSE ASSEMBLY TO BURST CAUSING PROPERTY DAMAGE OR SEVERE PERSONAL INJURY.

NEVER EXCEED THE MANUFACTURER'S MAXIMUM GROSS VEHICLE WEIGHT RATING.

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

NOTE

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.*

INSTALLING THE AIR SPRINGS

1. Jack up rear of vehicle or raise on hoist.

NOTE

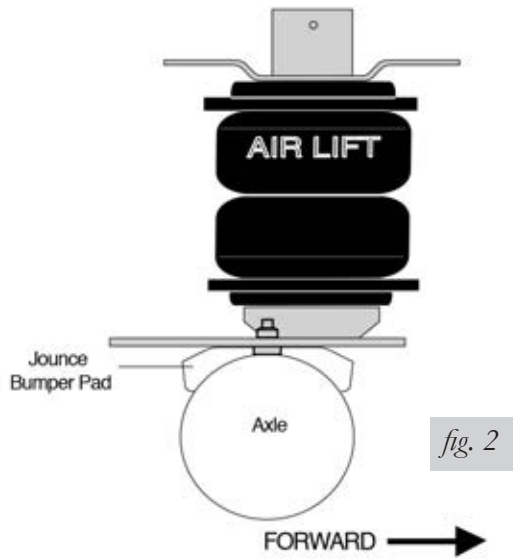
Remove rearwheels and support frame with safety stands.

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).

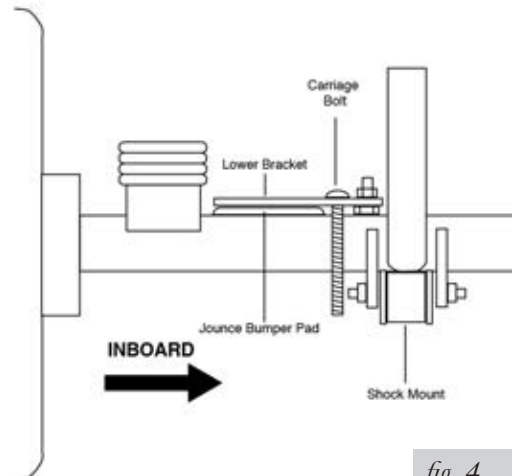
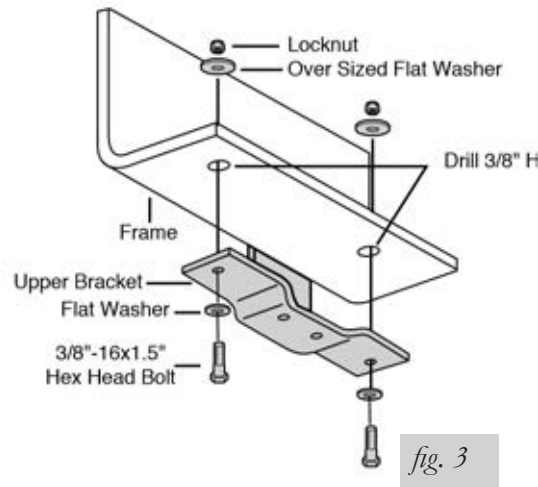
3. Remove the jounce bumper and bracket from the frame rails (may be bolted or riveted).
4. Install the air fitting into the bellows. The threads are precoated with sealant. Install finger tight plus two turns. Use a 9/16" end wrench being careful to tighten on the metal hex nut only. Do not over tighten.
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 (Figures 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.



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).

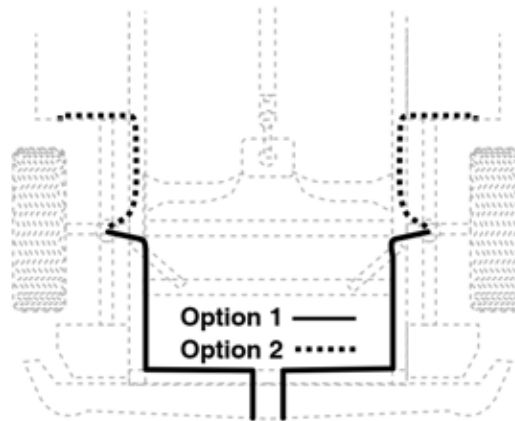


fig. 5

- 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).

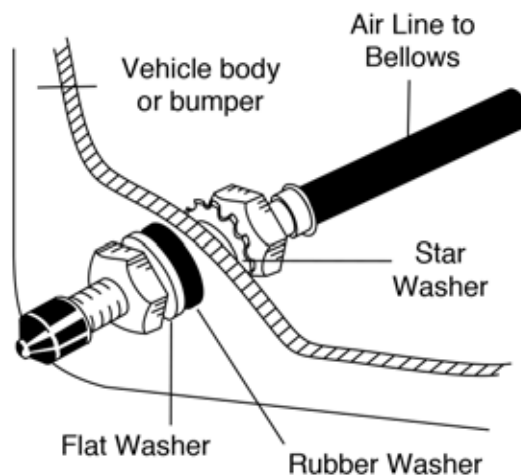


fig. 6

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.

CAUTION

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.

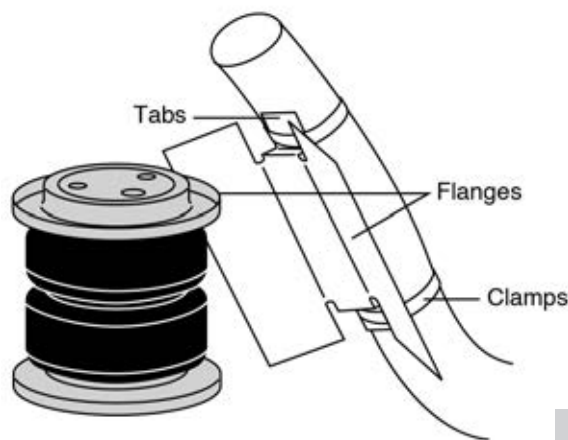


fig. 7

- 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.

CHECKING FOR LEAKS

- 1. Inflate the air spring to 60 p.s.i.
- 2. Spray all connections and the inflation valves with a solution of 1/5 liquid dish soap and 4/5 water to check for leaks. You should be able to 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 Normal Ride Height, but not less than 5 p.s.i.

NOTE

Check the air pressure again after 24 hours. A 2 to 4 p.s.i. 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, then:

- 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. 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 IT OFF. AS THIS WILL USUALLY NICK THE BARB AND RENDER THE FITTING USELESS. CUT AIR LINE OFF A FEW INCHES IN FRONT OF THE FITTING AND USE A PAIR OF PLIERS OR VISE-GRIPS TO PULL/TWIST THE AIR LINE OFF THE FITTING.

Before Operating

INSTALLATION CHECKLIST (To be completed by installer)

- Clearance test — Inflate the air springs to 60 PSI and ensure there is at least ½” clearance around each bellow, away from anything that might rub against them. Be sure to check the tire, brake drum, frame, shock absorbers and brake cables.
- Leak test before road test — Inflate the air springs to 60 PSI, check all connections for leaks with a soapy water solution. See page 12 for tips on how to spot leaks. All leaks must be eliminated before the vehicle is road tested.
- Fastener test — Recheck all bolts for proper torque. Axle clamp bar carriage bolt lock nuts should be torqued to 16 ft/lbs. Re-torque after 100 miles.
- Road test — The vehicle should be road tested after the preceding tests. Inflate the air springs to 25 PSI (50 PSI if the vehicle is loaded). Drive the vehicle 10 miles and recheck for clearance, loose fasteners and air leaks.
- Operating instructions — If professionally installed, the installer should review the Product Use, Maintenance and Servicing section on page 14 with the owner. Be sure to provide the owner with all of the paperwork which came with the kit.

Technician’s Signature _____

Date _____

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 — Regardless of load, the air pressure should always be adjusted to maintain ride height at all times.
- Thirty day or 500 mile test — Recheck the air spring system after 30 days or 500 miles, whichever comes first. If any part shows signs of rubbing or abrasion, the source should be identified and moved, if possible. If it is not possible to relocate the cause of the abrasion, the air spring may need to be remounted. If professionally installed, the installer should be consulted. Check all fasteners for tightness.

Product Use, Maintenance and Servicing

Minimum Recommended Pressure	Maximum Air Pressure
5 PSI	100 PSI

MAINTENANCE GUIDELINES

NOTE

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

1. Check 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 (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 YOUR SAFETY AND TO PREVENT POSSIBLE 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 P.S.I., THE AIR PRESSURE ACTUALLY NEEDED IS DEPENDANT ON YOUR LOAD AND GVWR.

4. Loaded vehicles require at least 25 PSI or more. A “loaded vehicle” refers to a vehicle with a heavy bed load, a trailer, or both. As discussed above, never exceed GVWR, regardless of air spring, air pressure, or other load assist. The springs in this kit will support approximately 40 lbs. 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 the air pressure to maintain the 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 in order to remove mud, sand, gravel or other abrasive debris.

TROUBLESHOOTING GUIDE

1. Leak test the air line connections, the threaded connection into the air spring, and all fittings in the control system.
2. 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.
3. Inspect the air line for holes and cracks. Replace as needed.
4. Look for a kink or fold in the air line. Reroute as needed.

If the preceding steps do not solve the problem, it is possibly caused by a failed air spring — either a factory defect or an operating problem. Please call Air Lift at (800) 248-0892 for assistance.

FREQUENTLY ASKED QUESTIONS

Q. Will installing air springs increase the weight ratings of a vehicle?

No. Adding air springs will not change the weight ratings (GAWR, GCWR and/or GVWR) of a vehicle. Exceeding the GVWR is dangerous and voids the Air Lift warranty.

Q. Is it necessary to keep air in the air springs at all times and how much pressure will they need?

For LoadLifter 5000 Ultimate, the recommended minimum air pressure is 5 PSI, but it can safely be run at zero air pressure.

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

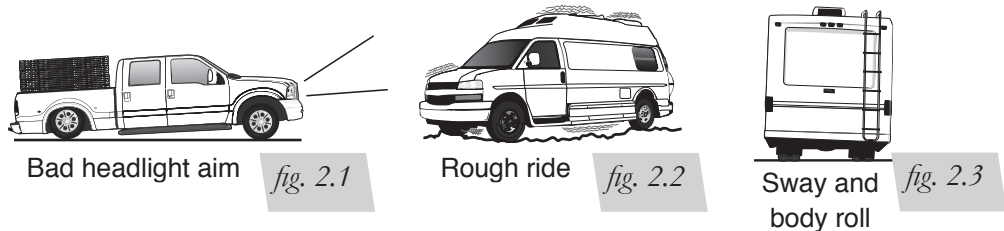
If the vehicle's headlights are shining into the trees or the vehicle is leaning to one side, then it is not level (fig. 2.1). Raise the air pressure to correct either of these problems and level the vehicle.

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

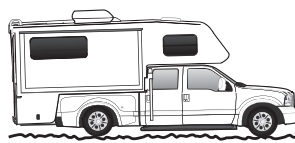
3. Stability

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. 2.3). Tuning out these problems usually requires an increase in pressure.



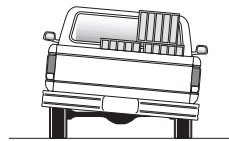
GUIDELINES FOR ADDING AIR

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. 2.4).
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. 2.5). As much as a 50 PSI difference is not uncommon.

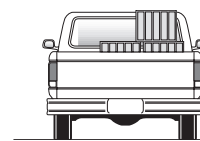


Bottoming out

fig. 2.4



Unlevel



Level

fig. 2.5

Choosing the Right On-Board Air Compressor System

60 DAY NO QUESTIONS ASKED, MONEY-BACK GUARANTEE

TWO YEAR COMPRESSOR SYSTEM WARRANTY

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

- For convenient, on-the-go control of your 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 you time, energy and money.
- All systems include a compressor, controller and all parts needed for easy installation.

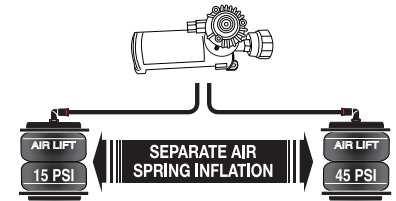
1. Choose single or dual path inflation (see illustrations at right)

2. Choose wireless or analog control

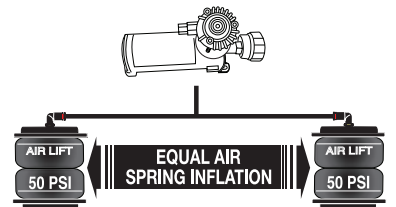
- **Wireless:** Control your air springs from inside or outside the vehicle. Easiest installation - no wires to the cab.
- **Analog:** In-cab control of your air springs. Economically priced.

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 or front-to-back.

W I R E L E S S

A N A L O G

DUAL PATH

WirelessAIR™

OUR PREMIUM SYSTEM!

- Easy installation
- Includes heavy duty compressor



P/N 72000

LoadCONTROLLER™

Dual

Compact, economically priced control.



P/N Standard Duty Compressor 25850; P/N Heavy Duty Compressor 25854

SINGLE PATH

WirelessONE™

- Easy installation
- Includes standard duty compressor



P/N 25870

LoadCONTROLLER™

Single

Compact, economically priced control.



P/N Standard Duty Compressor 25852; P/N Heavy Duty Compressor 25856