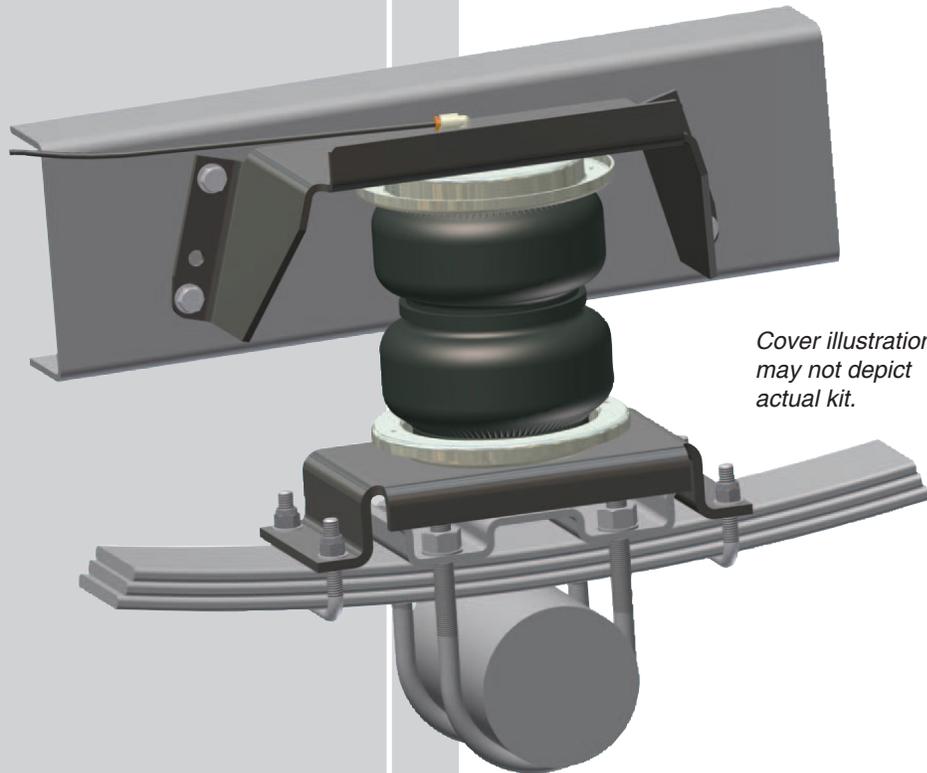


LoadLIFTER 5000

by AIR LIFT®

Kit 57147

Dodge Freightliner Sprinter 2500 SRW



*Cover illustration
may not depict
actual kit.*



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 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.

Air Lift Company reserves the right to make changes and improvements to its products and publications at any time. For the latest version of this manual, contact Air Lift Company at (800) 248-0892 or visit our website at www.airliftcompany.com.

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**

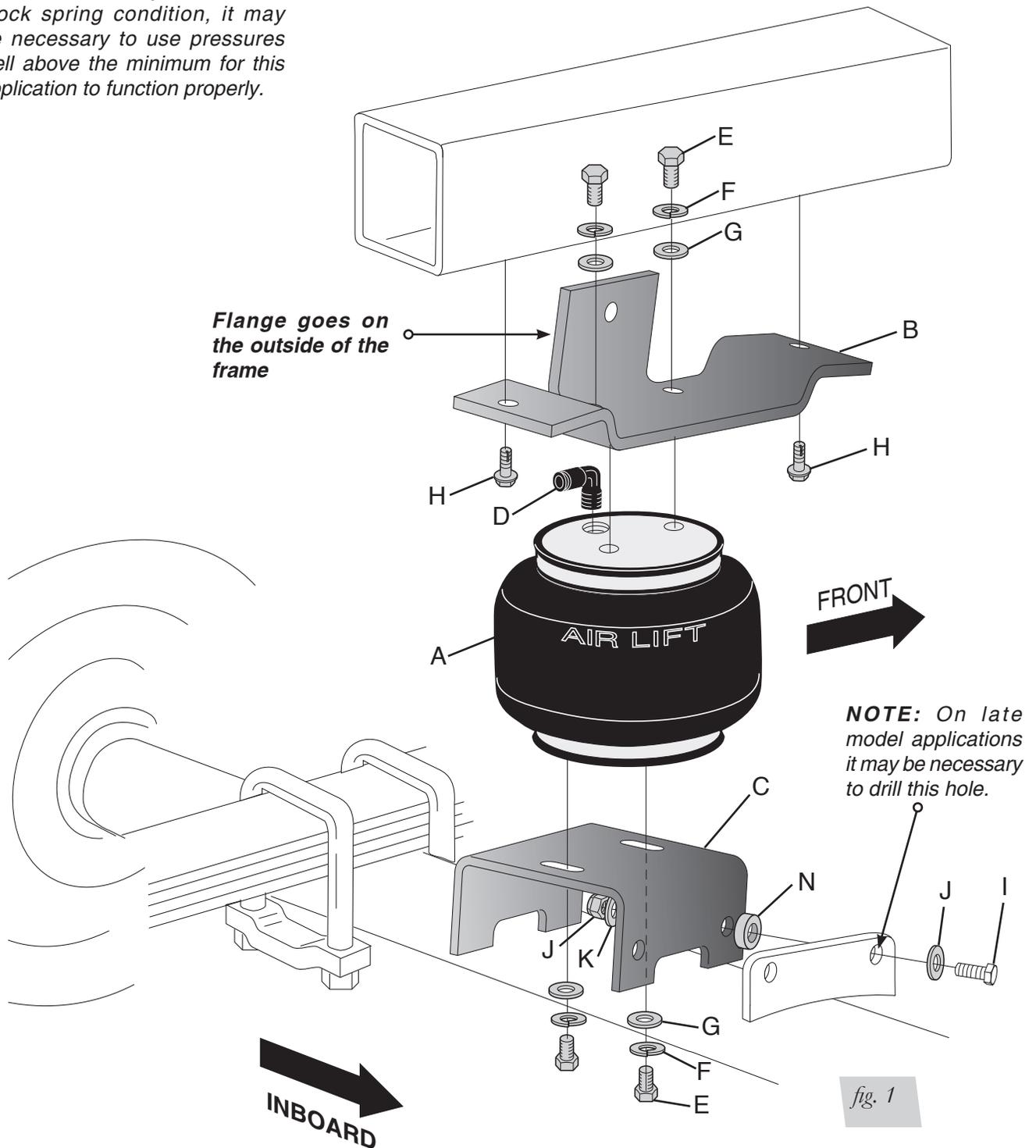
INDICATES HAZARDS OR UNSAFE PRACTICES WHICH COULD RESULT IN DAMAGE TO THE MACHINE OR MINOR PERSONAL INJURY.

NOTE

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

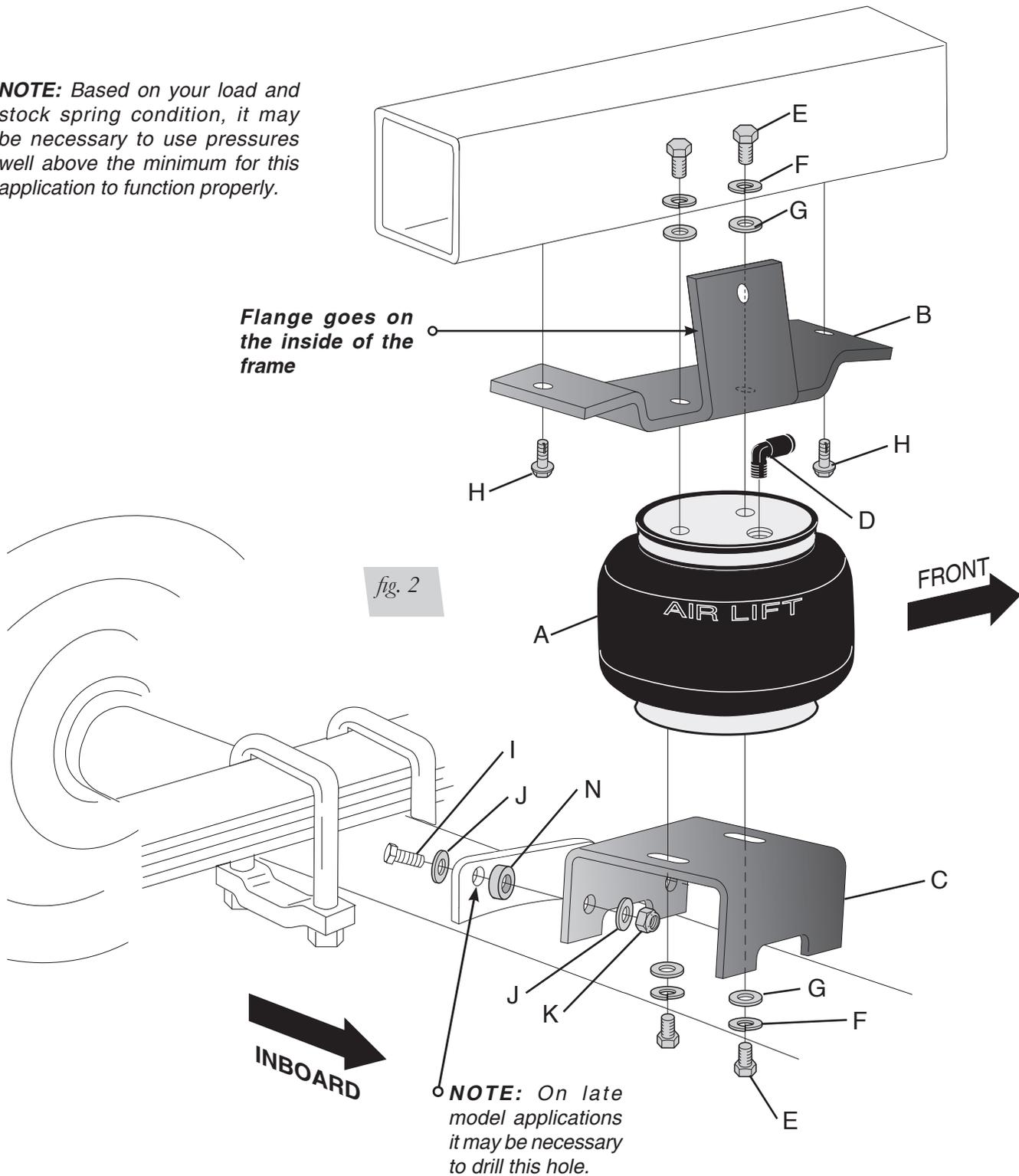
Installation Diagram (2003-2006 Models)

NOTE: Based on your load and stock spring condition, it may be necessary to use pressures well above the minimum for this application to function properly.



Installation Diagram (2007 and Later Models)

NOTE: Based on your load and stock spring condition, it may be necessary to use pressures well above the minimum for this application to function properly.



HARDWARE LIST

Item	Part #	Description.....Qty	Item	Part #	Description.....Qty
A	58407	Bellows.....2	M	17173	1/4" x 3/4" Self tapper screw*.....4
B	07982	Upper bracket2	N	18443	Spacer.....2
C	03825	Lower bracket2	*AA	20086	Air line assembly.....1
D	21837	90° Swivel elbow fitting2	*BB	10466	Tie strap6
E	17203	3/8"-24 x 7/8 Bolt.....8	*CC	21230	Valve caps2
F	18427	3/8" Lock washer.....8	*DD	18405	5/16" Flat washer2
G	18444	3/8" Flat washer8	*EE	21234	Rubber washer.....2
H	17151	3/8"-.75 Self tapper screw.....4	*FF	18411	Small star washer2
I	17202	3/8"-16 X 1 1/4" Hex head cap screw2	*GG	21233	5/16" Hex nut4
J	18468	3/8" Flat washer, G84	*HH	34365	Heat shield1
K	18476	3/8"-16 Nyloc nut.....2			
L	10551	Hose clip*.....4			

*Not shown in fig. 1 and fig. 2



Missing or damaged parts? Call Air Lift customer service at (800) 248-0892 for a replacement part.

TOOLS LIST

Description..... Qty	Description..... Qty
STD and Metric Open-end or box wrenches 3	Hose cutter, razor blade, or sharp knife 1
Ratchet with 3/4", 9/16", & 1/2" deep well sockets 1	Hoist or floor jacks 1
5/16" and 1/2" drill bits (very sharp)..... 1	Safety stands..... 1
Heavy duty drill 1	Safety glasses 1
Torque wrench..... 1	Air compressor or compressed air source..... 1
Standard, metric and SAE sockets and wrenches 1	Spray bottle with dish soap/water solution 1

Installing the LoadLifter 5000 System



CAUTION

COMPRESSED AIR CAN CAUSE PERSONAL INJURY AND/OR DAMAGE TO THE VEHICLE, IF IT IS NOT HANDLED PROPERLY. FOR YOUR SAFETY, DO NOT TRY TO INFLATE THE AIR SPRINGS UNTIL THEY HAVE BEEN PROPERLY SECURED TO THE VEHICLE.

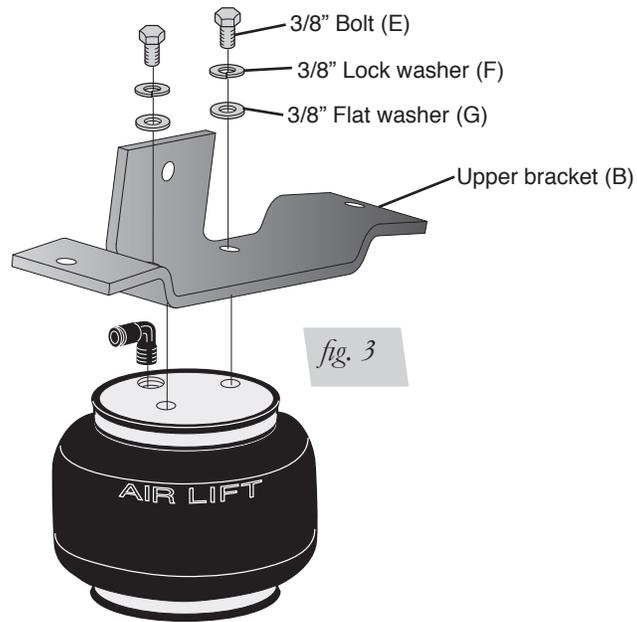
ASSEMBLING THE AIR SPRING

1. Install the 90° elbow fitting (D) to the top of the air spring (fig. 3). Tighten finger tight plus 1 1/2 turns.

NOTE

Be careful to only tighten on the metal hex nut. Do not overtighten.

2. Attach an upper bracket (B) to each of the bellows using two 3/8" bolts (E), lock washers (F), and flat washers (G) (fig. 3). Tighten hardware to 20 ft-lbs.



- Place the lower brackets (C) on the air springs.

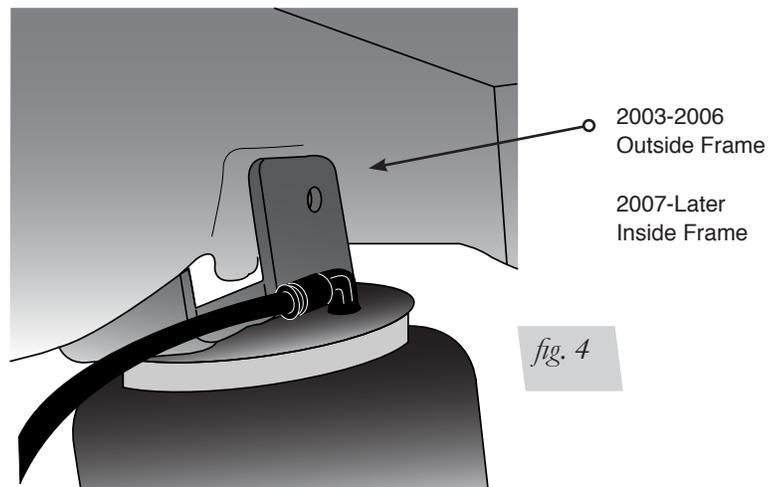
NOTE

There are holes on the legs of one side of the bracket only. The holes should be on the side of the air spring opposite the installed air fitting.

- Attach using the supplied 3/8" bolts (E), lock washers (F), and flat washers (G). Leave loose at this time.

ATTACHING THE AIR SPRING ASSEMBLY

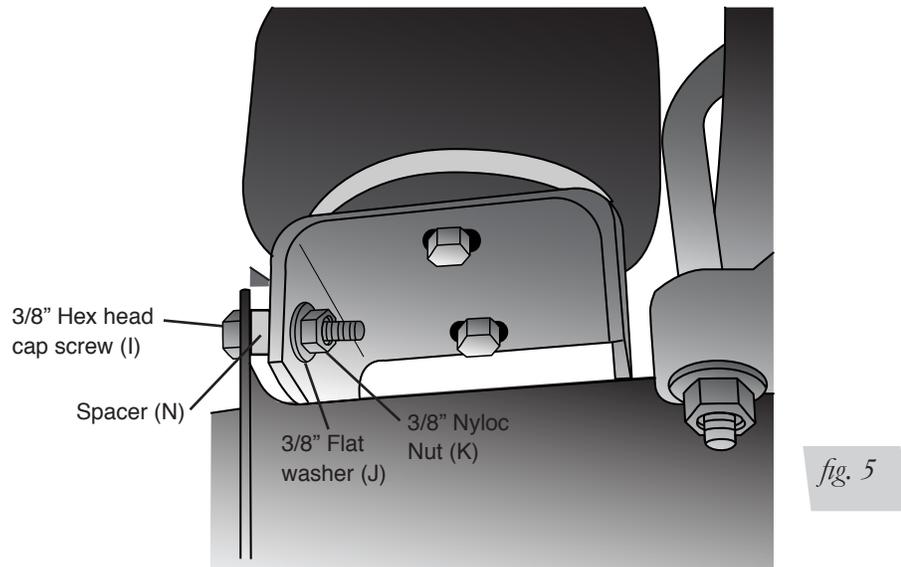
- Jack the vehicle up and support the axle with jack stands.
- Remove both jounce bumpers from under the frame by pulling them out of their mounts.
- For 2003-2006 models, set the assemblies in place making sure the flange on the upper bracket is on the outside of the frame and the holes of the lower bracket are pointing inward (fig. 1 & 3).
- For 2007 and later models, set the assemblies in place making sure the flange on the upper bracket is on the inside of the frame and the holes of the lower bracket are pointing outward (fig. 2 & 4).



5. Insert the spacer (N) between the shock bracket and the lower bracket (fig. 5).
6. Attach the lower bracket to the shock bracket using a 3/8"-16 X 1 1/4" hex head cap screw (I), flat washer (J), and nyloc nut (K) (figs. 1 & 5 for '03-'06 models or figs. 2 & 5 for '07 and later models). Tighten securely.

NOTE

On some late models, it will be necessary to drill the lower bracket mounting hole in the shock bracket. Use the lower bracket as a template and mark, center punch and drill a 3/8" hole through the shock bracket.

**ATTACHING THE UPPER BRACKET**

1. With the upper bracket touching the frame, adjust it forward or backwards so that the bellow is perpendicular to both the upper and lower brackets.
2. Centerpunch and drill the frame using the holes in the upper bracket as a template.

NOTE

Clamp the flange to the side of the frame to keep the upper bracket tight while drilling.

3. Drill out the bottom two holes using a 5/16" drill bit and install two 3/8" self-tapping screws (H). Tighten securely but do not overtighten.
4. Tighten the lower bracket/bellows bolts at this time.

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.

- 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. 6)

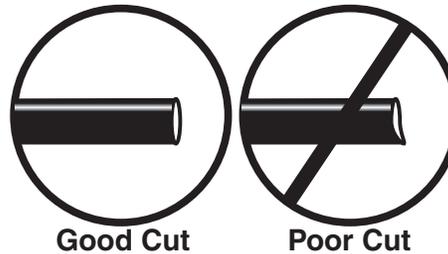


fig. 6

- 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. 7).
- 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. 7).

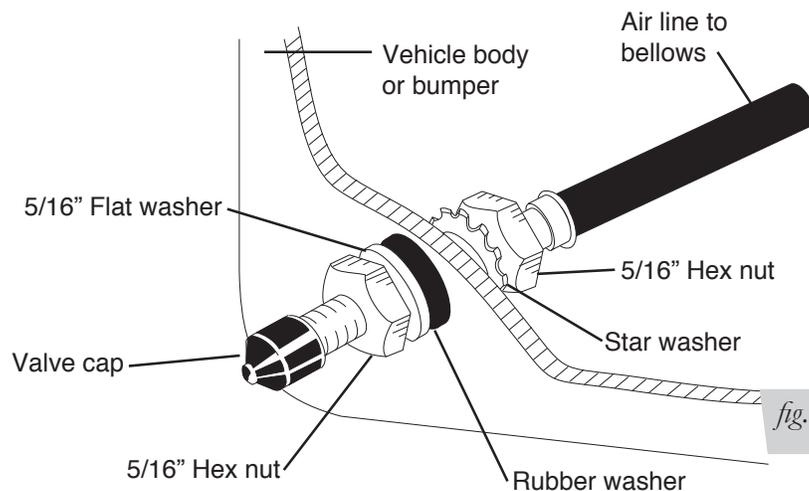


fig. 7

- Route the air line along the frame to the air fitting on the air spring (fig. 8). 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.

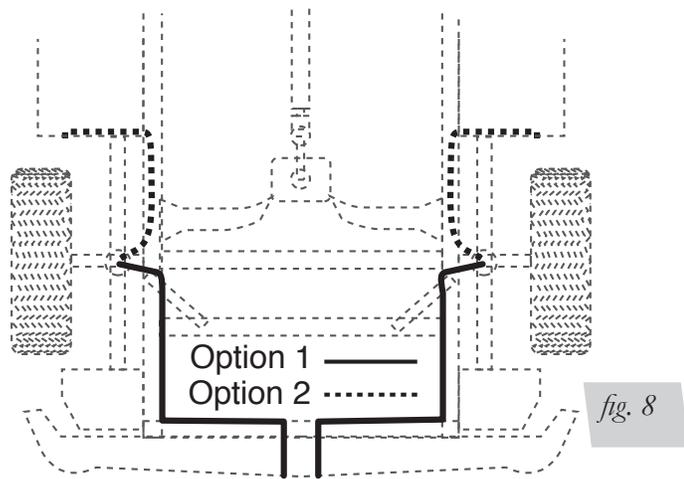


fig. 8

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. 6). 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. 9).
2. Attach the heat shield to the exhaust pipe using the clamps (fig. 10). Bend the heat shield for maximum clearance to the air spring.

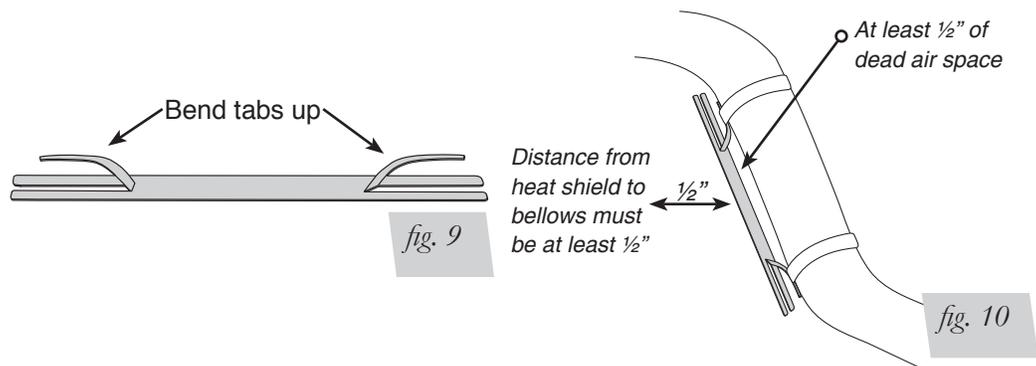


fig. 9

fig. 10

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 ½ 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.
- DO NOT CUT THE AIR LINE COMPLETELY OFF AS THIS WILL NICK THE BARB AND RENDER THE FITTING USELESS.
3. If the preceding steps have not resolved the problem, call Air Lift customer service at (800) 248-0892 for assistance.

CAUTION

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 8 for tips on how to spot leaks. All leaks must be eliminated before the vehicle is road tested.
- Heat test — Be sure there is sufficient clearance from any heat sources — at least 6" for air springs and air lines. If a heat shield was included in the kit, install it. If there is no heat shield, but one is required, call (800) 248-0892.
- Fastener test — Recheck all bolts for proper torque. Axle straps 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 operating instructions on page 10 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 (To be completed by owner)

- Overnight leakdown test — Recheck air pressure after vehicle has been used for 24 hours. If pressure has dropped more than 5 PSI, check for leaks and fix accordingly following the instructions on page 8 or return to the installer for service.
- Air pressure requirements — The air pressure requirements are detailed below. Regardless of the load, the air pressure should always be adjusted so that normal ride height is maintained at all times.
- 30 day or 500 mile test — The air spring system must be rechecked 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.

Maintenance and Operations

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 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.

Warranty and Returns Policy

Air Lift Company warrants its products, for the time periods listed below, to the original retail purchaser against manufacturing defects when used on catalog-listed applications on cars, vans, light trucks and motorhomes under normal operating conditions for as long as Air Lift manufactures the product. The warranty does not apply to products that have been improperly applied, improperly installed, used in racing or off-road applications, used for commercial purposes, or which have not been maintained in accordance with installation instructions furnished with all products. The consumer will be responsible for removing (labor charges) the defective product from the vehicle and returning it, transportation costs prepaid, to the dealer from which it was purchased or to Air Lift Company for verification.

Air Lift will repair or replace, at its option, defective products or components. A minimum \$10.00 shipping and handling charge will apply to all warranty claims. Before returning any defective product, you must call Air Lift at (800) 248-0892 in the U.S. and Canada (elsewhere, (517) 322-2144) for a Returned Materials Authorization (RMA) number. Returns to Air Lift can be sent to: Air Lift Company • 2727 Snow Road • Lansing, MI • 48917.

Product failures resulting from abnormal use or misuse are excluded from this warranty. The loss of use of the product, loss of time, inconvenience, commercial loss or consequential damages is not covered. The consumer is responsible for installation/reinstallation (labor charges) of the product. Air Lift Company reserves the right to change the design of any product without assuming any obligation to modify any product previously manufactured.

This warranty gives you specific legal rights and you may also have other rights that vary from state-to-state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages. The above limitation or exclusion may not apply to you. There are no warranties, expressed or implied including any implied warranties of merchantability and fitness, which extend beyond this warranty period. There are no warranties that extend beyond the description on the face hereof. Seller disclaims the implied warranty of merchantability. (Dated proof of purchase required.)

Air Lift 1000	Lifetime Limited	Load Controller (I)	2 Year Limited
RideControl	Lifetime Limited	Load Controller (II)	2 Year Limited
SlamAir	Lifetime Limited	SmartAir	2 Year Limited
LoadLifter 5000*	Lifetime Limited	Wireless AIR	2 Year Limited
LifeSTYLE Systems**	1 Year Limited	Other Accessories	2 Year Limited

**formerly SuperDuty*

***formerly EasyStreet*

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. 11). 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. 12). 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. 13). Tuning out these problems usually requires an increase in pressure.



fig. 11



fig. 12



fig. 13

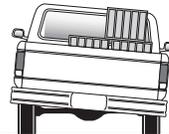
GUIDELINES FOR ADDING AIR

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. 14).
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. 15). As much as a 50 PSI difference is not uncommon.

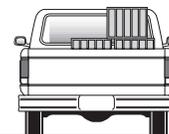


Bottoming out

fig. 14



Unlevel



Level

fig. 15

Replacement Information

If you need replacement parts, contact the local dealer or call Air Lift customer service at (800) 248-0892. Most parts are immediately available and can be shipped the same day.

Contact Air Lift Company customer service at (800) 248-0892 first if:

- Parts are missing from the kit.
- Need technical assistance on installation or operation.
- Broken or defective parts in the kit.
- Wrong parts in the kit.
- Have a warranty claim or question.

Contact the retailer where the kit was purchased:

- If it is necessary to return or exchange the kit for any reason.
- If there is a problem with shipping if shipped from the retailer.
- If there is a problem with the price.

Contact Information

If you have any questions, comments or need technical assistance, contact our customer service department by calling (800) 248-0892, Monday through Friday, 8 a.m. to 5 p.m. Eastern Time. For calls from outside the USA or Canada, our local number is (517) 322-2144.

For inquiries by mail, our address is PO Box 80167, Lansing, MI 48908-0167. Our shipping address for returns is 2727 Snow Road, Lansing, MI 48917.

You may also contact us anytime by e-mail at sales@airliftcompany.com or on the Web at www.airliftcompany.com.

Need Help?

Contact our customer service department by calling (800) 248-0892, Monday through Friday, 8 a.m. to 5 p.m. Eastern Time. For calls from outside the USA or Canada, our local number is (517) 322-2144.

**Register your warranty online at
www.airliftcompany.com/warrantyreg.htm**



Thank you for purchasing Air Lift products — the professional installer's choice!

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