

SUPERDUTY

Kit No. 57215 and 57207



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MN-387
(19601)
ECR 5445

Please read these instructions completely before proceeding with installation

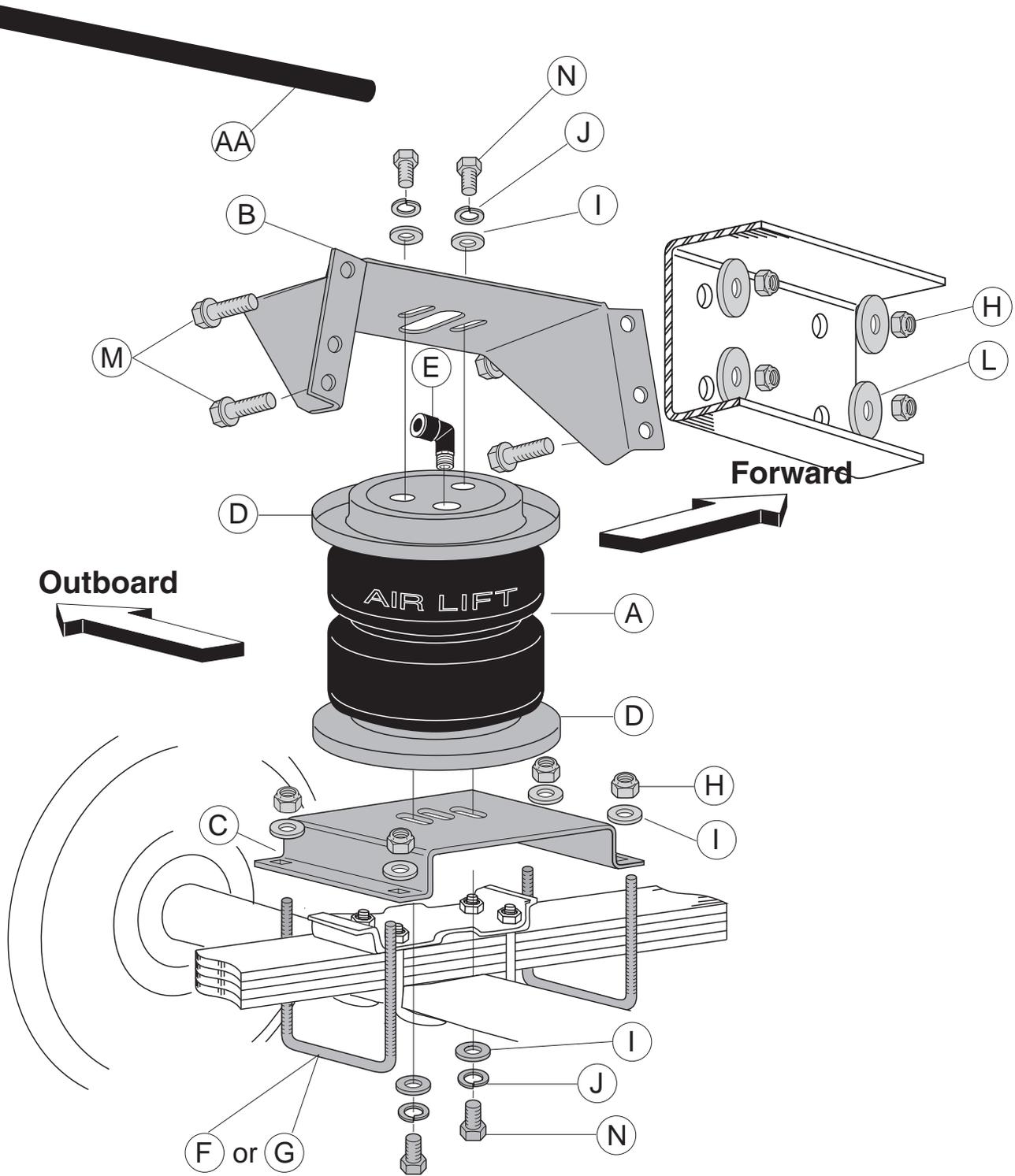


Figure 1

5th Wheel Hitch

NOTE FOR FORD TRUCKS ONLY: If you have a Reese style 5th wheel hitch kit installed and you have purchased kit #57215, you need to order kit #57342 or contact Air Lift customer service for the correct brackets at 1-800-248-0892 ext. 1. Ask for bracket kit #26275.

DANGER: Compressed air can cause injury and damage to the vehicle and parts 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.

Hardware List

Item	Part No.	Description	Quantity
A	58437	Bellow	2
B	07475	Upper Bracket	2
C	03707	Lower Bracket	2
D	11951	Roll Plate	4
E	33606	Elbow Fitting	2
F	10594	2" U-Bolt	4
G	10583	4.5" U-Bolt	4
H	18435	Nyloc Nut	16
I	18444	3/8" Flat Washer	16
J	18427	3/8" Lock Washer	8
K	13377	Upper Bracket Spacer*	8
L	18447	3/8" Large Flat Washer	8
M	17159	3/8" x 1.5" WHFB	8
N	17203	3/8" x 7/8" HHCS	8
O	01525	Spacer Bar*	4

Dodge Fenderwell Spacer Parts			
Item	Part No.	Description	Quantity
P	17182	1/2" x 2" HHCS	2
Q	20947	Fenderwell Liner Spacer*	2
R	18419	10/32" Flat Washer*	6
S	18425	1/4" Nyloc Nut	2

Air Line Assembly Parts			
Item	Part No.	Description	Quantity
AA	20086	Air Line Assembly	1
BB	10466	Tie Strap*	6
CC	21230	Valve Caps*	2
DD	18405	5/16" Flat Washer	2
EE	21234	Rubber Washer	2
FF	18411	Small Star Washer*	2
GG	21233	5/16" Hex Nut*	4

* Not shown in Figure 1

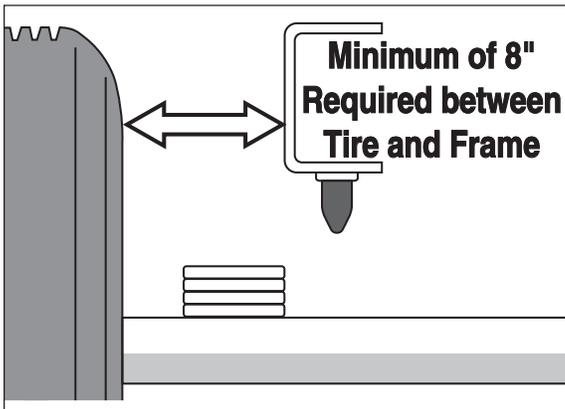


Figure 2

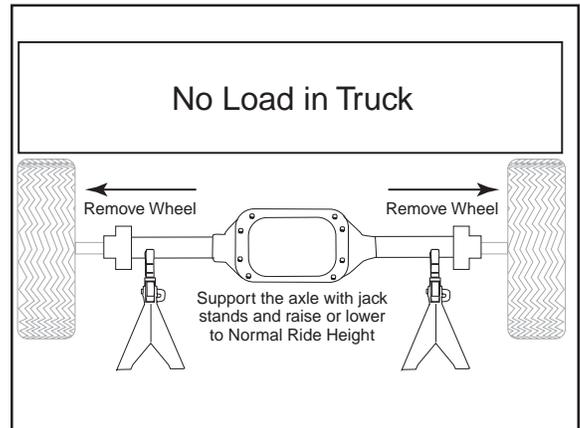


Figure 3

I. Getting Started

1. Raise the vehicle, remove the wheels, and obtain normal ride height (Figure 3).

II. Special Application Instructions

1. '94 - Newer Dodge 4WD Pickups Only:

NOTE: It will be necessary to remove the inner fenderwel liner on late model 4WD Dodge Trucks. This is done by carefully driving the pin through the fasteners with a center punch (Figure 4). These fasteners will be reused along with a special spacer to reattach the line and provide clearance for the air spring. See page 6 for reinstallation instructions.

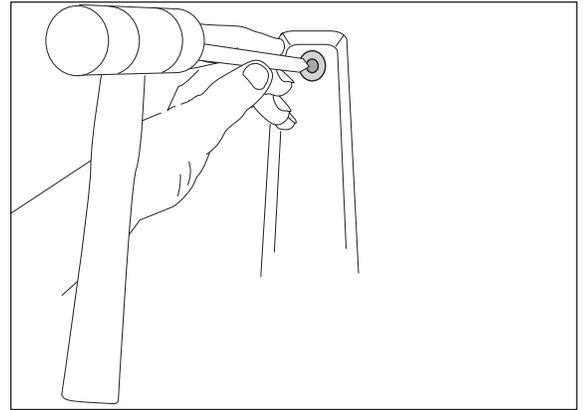


Figure 4

2. Important Note for Ford Trucks Only:

- a. *NOTE: When installing the upper bracket on an F-250 or F-350, the mounting bolt holes can line up directly over the indent in the frame. This is an acceptable situation and is an approved method of installation for the product (Figure 5). Torque the mounting hardware to specifications, as noted. Do not over torque.*
- b. *NOTE: For 1999 and later Super Duty F-250 and F-350 trucks, remove the bolt holding the emergency brake cable to the outside of the frame rail. Reinstall the bolt in the reverse order, with the nut on the inside of the frame rail to prevent rubbing against the air spring (Figure 6).*

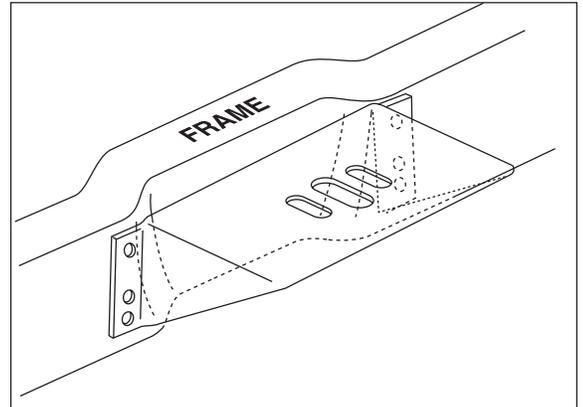


Figure 5

III. Assembling the Air Spring Unit

1. Set a roll plate (D) on both ends of the air spring (A). The radiused (rounded) edge of the roll plate will be towards the air spring so that the air spring is seated in both roll plates (Figure 1).
2. **Install a 90° swivel air fitting (E) finger tight plus 1 1/2" turns (Figure 1). Do not overtighten.**
3. Place the upper bracket (B) onto the top of the bellows and roll plate with the legs facing down.
4. Set the air spring on the lower bracket (C) aligning the two holes in the base of the air spring with the two outer slots in the top of the lower bracket (Figure 1).
5. Loosely attach the upper bracket to the assembly using flat washers (I), lock washers (J), and hex head bolts (N). Remember that the legs face down (Figure 1).
6. Loosely attach the lower bracket to the assembly using flat washers (I), lock washers (J), and hex head bolts (N). See Figure 1.

NOTE: The flange on the bracket must face the outside (tire-side) of the vehicle.

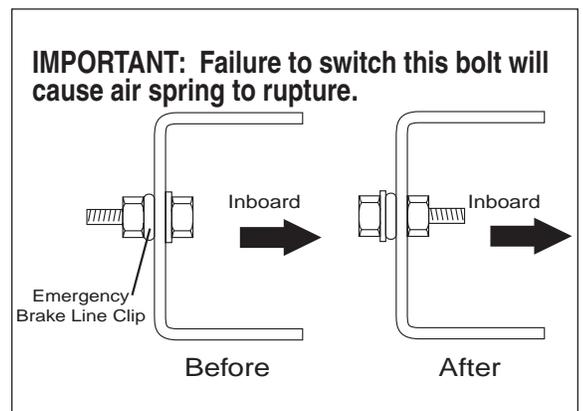


Figure 6

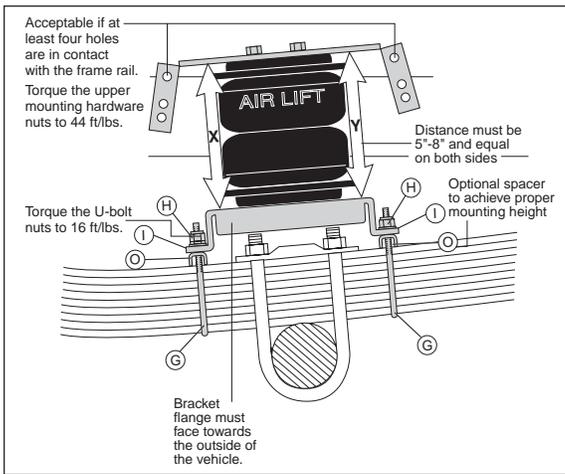


Figure 7

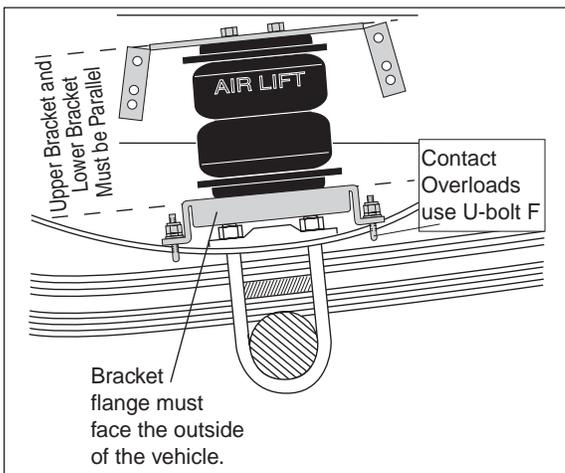


Figure 8

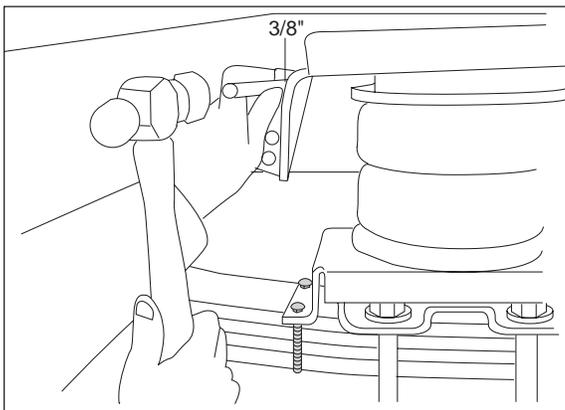


Figure 9

IV. Positioning the Brackets

1. The air spring must be installed between 5" and 8" from both the upper bracket to the lower bracket (Figure 7). It is best to position the upper bracket as high as possible.

NOTE: Failure to mount the air spring at the recommended height can result in the air spring bottoming out.

NOTE: The top rear mounting hole may be above the frame rail. If this condition exists, use the two lower mounting holes to mount the bracket (Figure 7).

2. Set the air spring assembly on the leaf spring over the axle (Figure 7).
3. Position the upper bracket so that at least four bolt holes (two on each side) will be on the flat section of the frame rail. Keep the edge of drilled holes no closer than $\frac{3}{4}$ " from the top or bottom radius of the frame rail.
4. In some cases, it may be necessary to use the optional spacers (O) to achieve the 5"-8" space (Figure 7). For example, if only the top two holes contact above the lower radius edge of the frame rail, it may be necessary to up the spacers (O) under the lower bracket to achieve mounting height.

V. Attaching the Lower Bracket

1. If the spacer is not used, attach the lower bracket securely using the provided U-Bolts (G), flat washers (I), and lock nuts (H). Torque to 16 ft/lbs. See Figures 1 and 8.

NOTE: Use shorter U-Bolts (F) when attaching to frame contact overload springs.

2. If the spacer is used, place the spacers (O) legs down on the leaf spring and attach the lower bracket securely using the provided U-Bolts (G), flat washers (I), and lock nuts (H). Torque to 16 ft/lbs. (Figure 7).

VI. Attaching the Upper Bracket



CAUTION Before drilling, check the back-side of the frame for clearance issues with the brake lines, gas lines, and electrical lines. Any obstacles will need to be temporarily relocated to clear the area.

1. Position the upper bracket so that it is parallel with the lower bracket and align the assembly vertically and horizontally.
2. Using the upper bracket as a template, center punch and drill one $\frac{3}{8}$ " locator hole through the frame at one of the top bolt holes (Figure 9).

NOTE: After achieving the proper alignment, repeat for the opposite side of the bracket.

3. For all vehicles other than Dodges, loosely install a washer head frame bolt (M), oversized flat washer (L), and lock nut (H) (Figure 10).

For Dodge trucks only: The top two or the bottom two holes (depending on the model of the truck) will fall into a horizontal indentation. Spacers are provided to compensate for the indentation. Loosely install a washer head frame bolt (M), two upper bracket spacers (K), an oversized flat washer (L), and a lock nut (H) for such instances (Figure 11).

4. Install a washer head frame bolt (M), oversized flat washer (L), and lock nut (H).

For Dodge trucks only: It may be necessary to add two of the provided spacers (K) (Figure 11).

5. Remove the clamps and drill the remaining two holes. Install the appropriate hardware and torque the nuts to 44 ft-lbs.
6. Align the air spring uniformly between the upper and lower brackets and check the air spring alignment (Figure 12).

VII. Securing the Air Spring to the Brackets

1. Secure the air spring to the upper and lower brackets using an open ended $\frac{9}{16}$ " wrench by tightening the two bolts on the top and the two bolts on the bottom of the spring assembly.
2. Due to the thickness of the leaf spring stack, it will be necessary to trim the U-Bolts (Figure 13).

NOTE: Be sure to trim all four U-Bolts on each side of the vehicle.

3. Check to ensure that all hardware is secure and repeat the process for the remaining side of the vehicle.

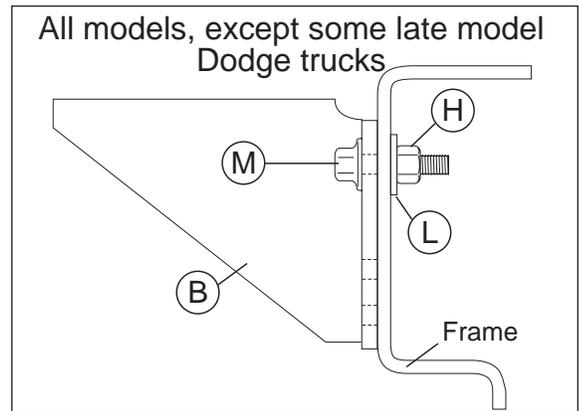


Figure 10

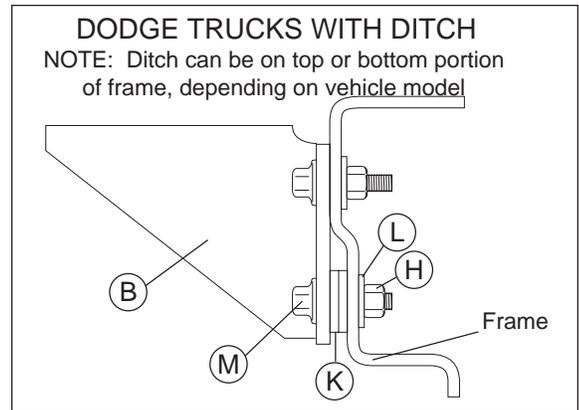


Figure 11

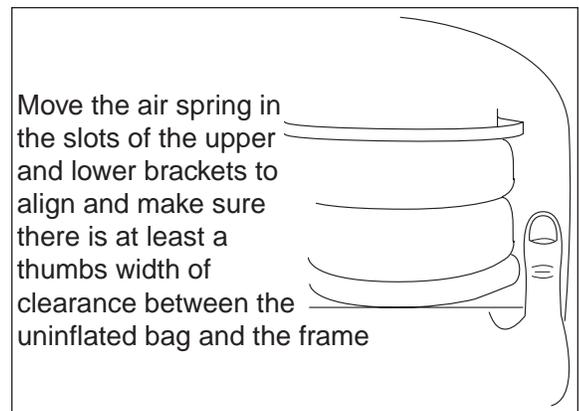


Figure 12

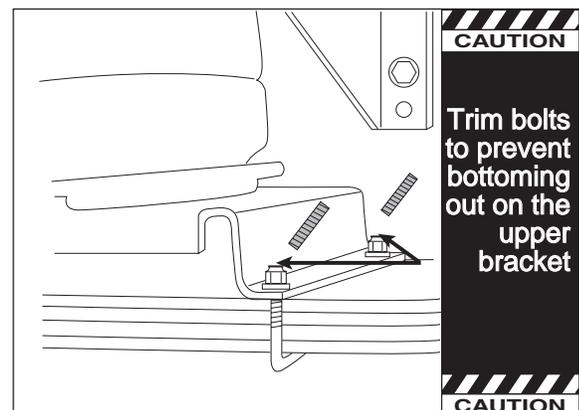


Figure 13

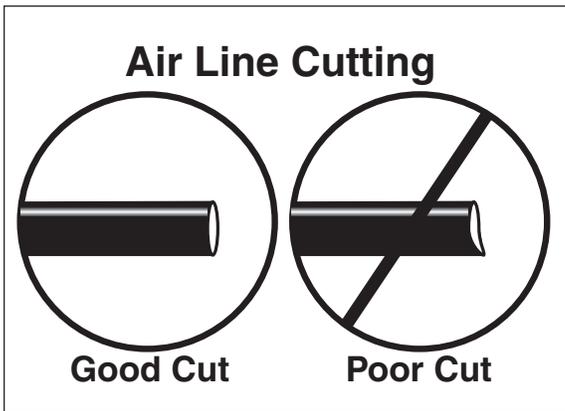


Figure 14

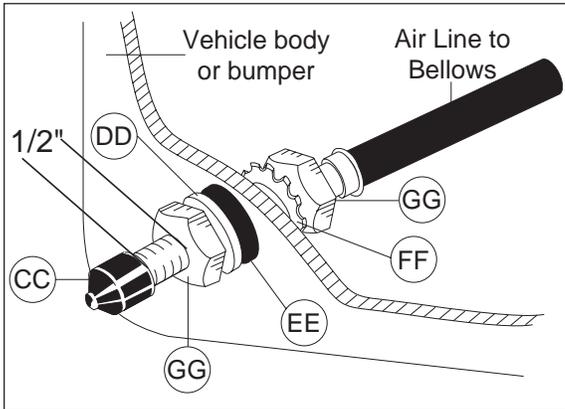


Figure 15

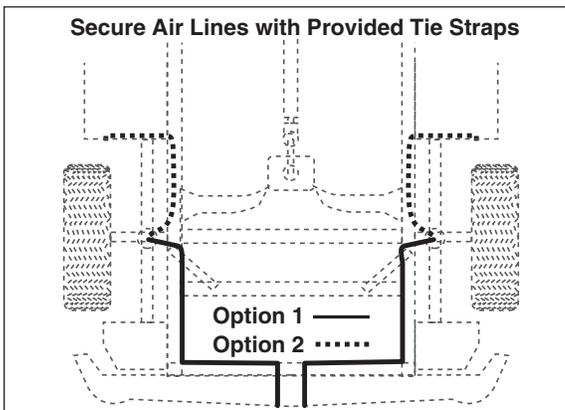


Figure 16

VIII. Installing the Air Lines

IMPORTANT NOTE: When installing the air lines, there must be at least six inches of clearance between the air lines and any heat sources.

1. Choose a convenient location for mounting the inflation valves. Popular locations for the inflation valve are:

The wheel well flanges; The license plate recess in bumper; Under the gas cap access door; Through license plate (Figure 16).

NOTE: Whatever the chosen location is, make sure there is enough clearance around the inflation valves for an air chuck.

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



When cutting or trimming the air line, use a hose cutter (Air Lift P/N 10530), 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 (Figure 14).

4. Install the inflation valves as shown in Figure 15.
5. 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. Leave at least 2" of slack when securing the air lines to allow for any movement that might pull on the air line (Figure 16).
6. Cut off air line leaving approximately 12" of extra air line. Insert the air line into the air fitting. Simply push the air line into the 90° swivel fitting until it bottoms out ($\frac{9}{16}$ " of air line should be in the fitting).

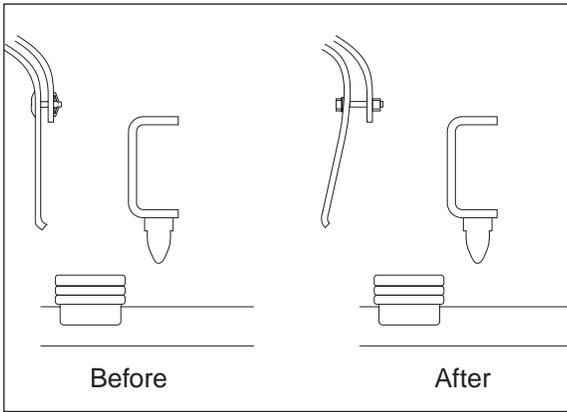


Figure 17

IX. Reinstalling the Fenderwell Liner - Late Model 4WD DODGE ONLY

1. If this installation was on a late model 4WD Dodge truck, it is now necessary to reinstall the inner fenderwell liner using the original fasteners and provided spacers to allow for air spring clearance (Figure 17).
2. Place the spacer between the fenderwell liner and the fenderwell at the center hole in the fenderwell liner (the hole nearest the air spring). Attach using the $\frac{1}{4}$ " HHCS (P), the $\frac{10}{32}$ " flat washers (R), and $\frac{1}{4}$ " nylock nut (S) provided (Figure 19).

NOTE: Fasten the HHCS with the washer and nut behind the fenderwell (Figure 19). Tighten securely.

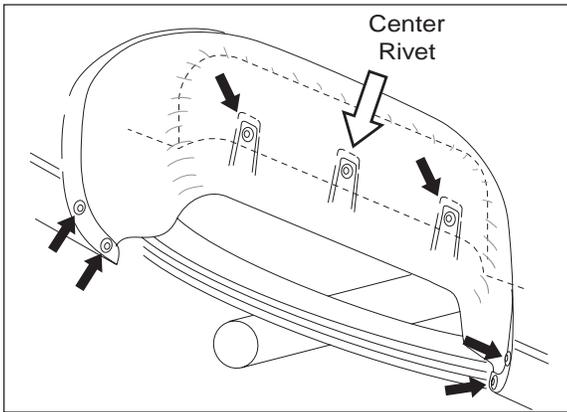


Figure 18

3. Replace the remaining fenderwell liner rivets carefully. Push the rivets through the fenderwell liner by hand. They should push through completely.
4. From the opposite side, use a rubber mallet and carefully tap the rivet posts back into the rivets in order to secure them properly (Figure 20). Repeat this process for all remaining rivets.

X. Checking for Leaks

1. Inflate the air spring to 30 p.s.i.
2. Spray all connections and the inflation valves with a solution of $\frac{1}{5}$ liquid dish soap and $\frac{4}{5}$ 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 10 p.s.i.
4. **IMPORTANT:** 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.

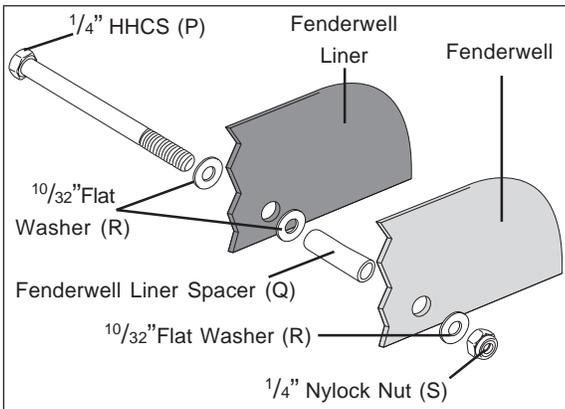


Figure 19

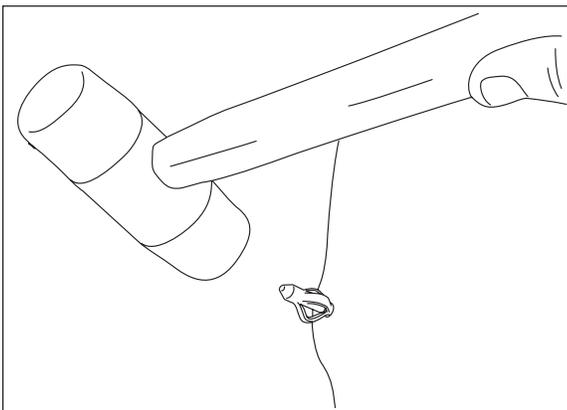


Figure 20

XI. Maintenance and Operations

Minimum Air Pressure	Maximum Air Pressure
5 p.s.i.	100 p.s.i.
<i>Failure to maintain correct minimum pressure (or pressure proportional to load), bottoming out, over-extension, or rubbing against another component will void the warranty.</i>	

By following these steps, 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 p.s.i.
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 air spring.
4. 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.
5. **IMPORTANT:** 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, which may be less than 100 p.s.i. Check your vehicle owners manual and do not exceed the maximum load listed for your vehicle.
6. Always add air to springs in small quantities, checking the pressure frequently. Sleeves require less air volume than a tire and inflate quickly.
7. *Should it become necessary to raise the vehicle by the frame, make sure the system is at minimum pressure (5 p.s.i.) to reduce the tension on the suspension/brake components. Use of on-board leveling systems do not require deflation or disconnection.*



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