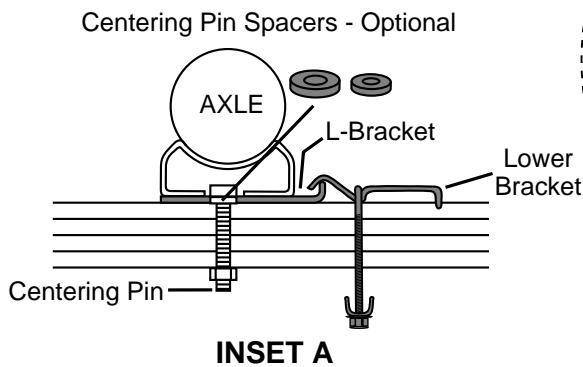
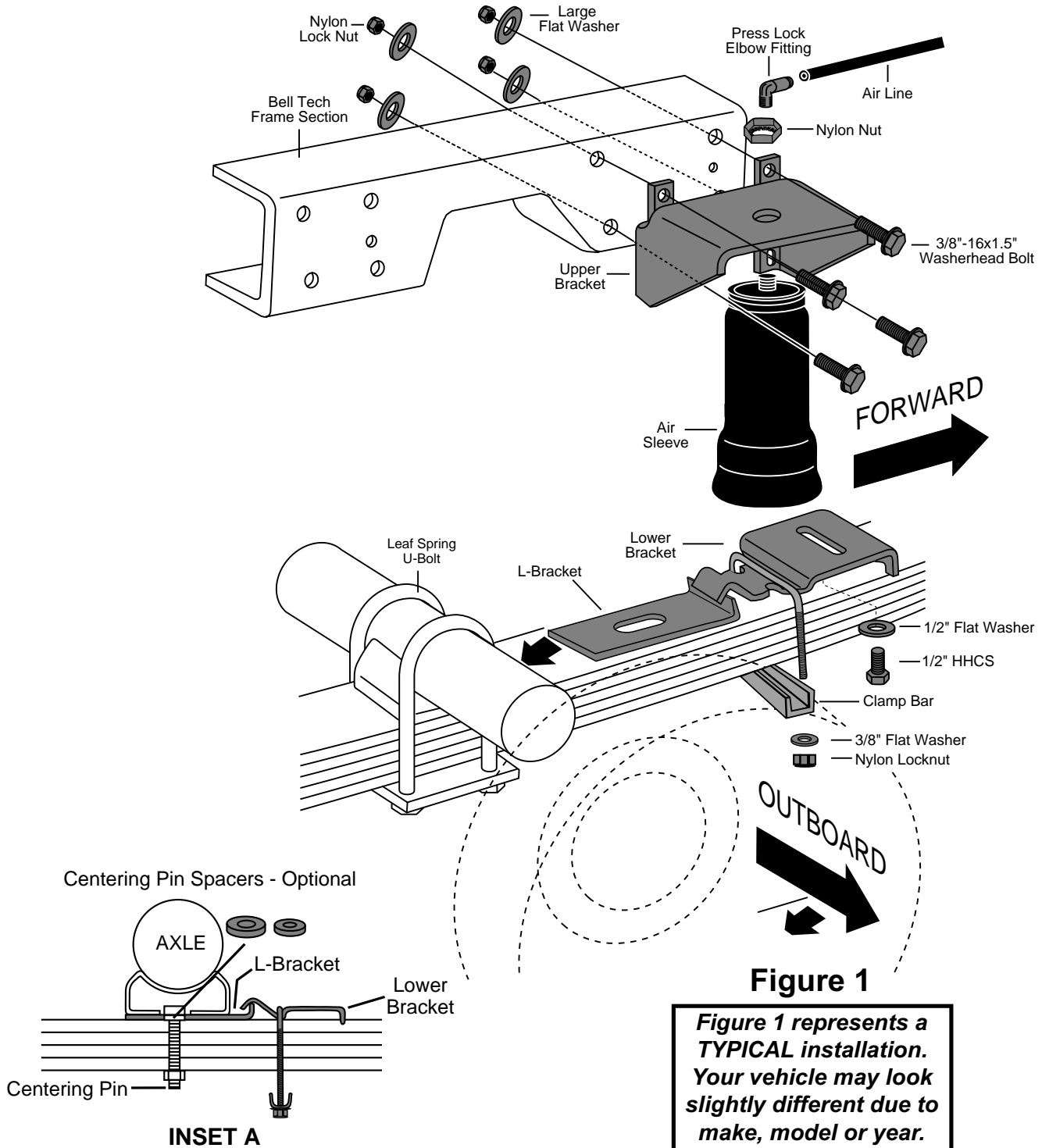


## Kit No. 59106BT

### FOR 6" "C" NOTCH BELL TECH

*Please read these instructions completely before proceeding with installation.*



### WARNING

DO NOT INFLATE ASSEMBLY WHEN IT IS UNRESTRICTED. ASSEMBLY MUST BE RESTRICTED BY SUSPENSION OR OTHER ADEQUATE STRUCTURE. DO NOT INFLATE BEYOND 100 P.S.I. IMPROPER USE OR OVER INFLATION MAY CAUSE ASSEMBLY TO BURST CAUSING PROPERTY DAMAGE OR SEVERE PERSONAL INJURY.

**Please read these instructions completely before attempting the installation.**

**This kit is designed to bolt onto the Bell Tech notched frame section through existing holes forward of the axle.**

**RIDE HEIGHT:**

Ride height (no load)- This is the distance between the bottom of the bumper and a flat road surface with the vehicle in its "lowered" condition without anything in the bed of the truck. Take a measurement *before* installation and note it.

This kit is designed to fit where the leaf springs are offset outboard of the frame rail. 59106BT is a side mount kit- between the frame and tire. Due to the wide variety of lowering kits on the market, Air Lift cannot guarantee that this kit will fit every vehicle. You may need to modify the upper bracket, or even weld it, depending on the type of kit the vehicle was lowered with or optional equipment present. This will not void the warranty.

**Failure to maintain minimum air pressure of 10 p.s.i. in the air sleeve, bottoming out or over extension will void the warranty.**

**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 brake system, no adjustment or modification is required.

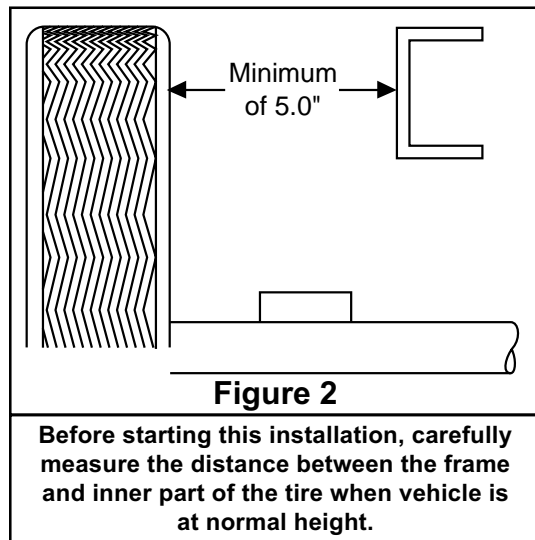
**REQUIRES MINIMUM CLEARANCE OF 5.0" BETWEEN TIRE AND FRAME (Figure 2).**

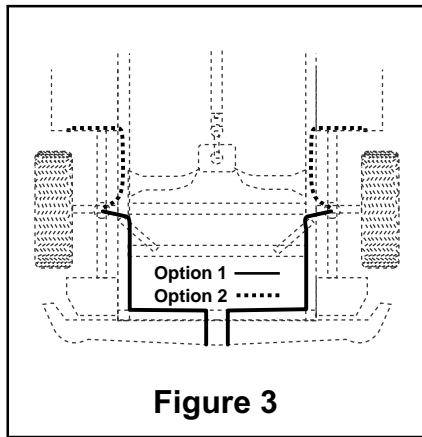
1. Jack up rear of vehicle or raise on hoist and remove rear wheels.
2. Loosely attach the lower bracket to the sleeve using the 1/2" flat washer and 1/2" HHCS bolt (Figure 1).
3. Support frame and drop rear axle all the way until axle is hanging. If the shocks stop the axle from hanging remove lower shock bolts. Remove leaf spring retaining U-bolts on one side and, with a floor jack, raise axle to clear leaf spring centering pin leaf stack. A spacer is provided to accommodate the increased thickness caused by the lower bracket. Clamp the leaf spring together with a C-clamp so leaf center pin can be removed. Remove centering pin and install one spacer per pin. (NOTE: There are two different sizes, use the one that fits pin, discard other size.) Reinstall pin. If nut does not have full thread contact, replace centering pin. Set lower L-bracket on leaf, make sure centering pin goes through slot on L-bracket, drop axle down, and reinstall U-bolts. Slightly tighten U-bolts so that lower bracket can be adjusted later. Install L-bracket on other side in same manner. See Inset A and Figure 1 on front page.
4. Simulate RIDE HEIGHT (see definition above) by raising the axle or lowering the frame (Figure1).

**IMPORTANT- In no case should the air sleeve be the suspension limiter in either extension or compression. Most vehicles will have a hard rubber compression stop on the rear suspension. The shock absorber is usually the limiter in full extension. The maximum extended length of the sleeve is 11.5" and the minimum compressed height is 3.00".**

Sleeve diameter grows to 4.6" maximum at high pressure. Take this diameter into consideration when checking for possible interference in the mounting area.

**Failure to maintain minimum air pressure of 10 p.s.i. in the air sleeve, bottoming out or over extension will void the warranty.**





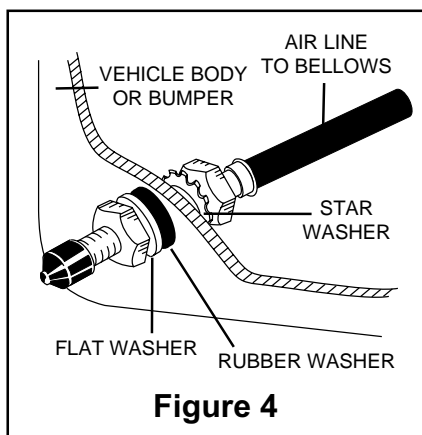
5. Install the air fitting finger tight plus two turns. **Use a 7/16" open end wrench being careful to tighten on the metal hex nut only. DO NOT OVER TIGHTEN.** This fitting is pre-coated with thread sealant.
6. Assemble upper bracket onto the sleeve and tighten the mounting nut to 4 ft-lbs.
7. Attach lower bracket to the sleeve using 1/2" bolt and washer (Figure 1).
8. Set assembly on leaf spring with the "finger" of the lower bracket over the post of the "L" bracket mounted in step 3 (Figure 1). Insert U-bolt over bracket, slide lower clamp bar on U-bolt, attach with 3/8" nylon nut and flat washer. Leave loose for final adjustment (Figure 1).
9. Install the upper bracket onto the notched section with the provided bolts, washers and locknuts, and tighten 20 ft-lbs. (Figure 1).
10. 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 3).
11. Use a standard tube cutter, a razor blade, or a very sharp knife to cut the air line in two equal lengths. A clean square cut will ensure against leaks. Drill 5/16" hole for inflation valve and mount as illustrated. Rubber washer on outside is for weather seal (Figure 4).

**CAUTION: LEAVE SUFFICIENT AIR LINE SLACK TO PREVENT ANY STRAIN ON VALVE STEM DURING NORMAL AXLE MOTIONS.**

12. Route air line along frame to desired inflation valve location (Figure 3). Attach air line to chassis with the provided plastic straps.

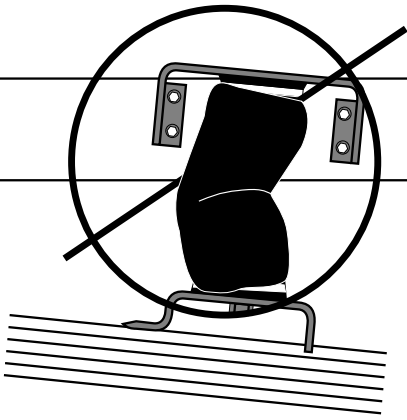
**TO PREVENT AIR LINE FROM MELTING, KEEP IT AT LEAST TWELVE INCHES FROM EXHAUST SYSTEM.**

13. Cut off excess air line squarely. Install the air line 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. You will hear/feel a definite "click" when the air line is seated. The air line is now installed. Air line should go in approximately 3/4".
14. Repeat process for right side.
15. **VERY IMPORTANT**– With the bottom still loose, inflate the sleeve to approximately 10 p.s.i. By using the slotted adjustments in both brackets, align the sleeve so that there is a symmetrical cushion of air around the lower base of the sleeve to prevent side load wear. (Figure 6) Tighten the axle U-bolts to 45 ft-lbs. Tighten lower bracket U-bolt to 16 ft-lbs. Tighten the lower sleeve mounting bolt to **10 ft-lbs.** (Figure 1)

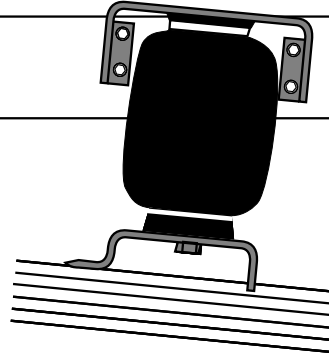


16. Inflate to 30 p.s.i. Check all fittings and valve core with a soapy water solution for leaks. Check once again to be sure you have proper clearance around the sleeve. When the sleeve is inflated there must be sufficient clearance all around the sleeve.
17. Recheck air pressure after 24 hours. A 2-4 p.s.i. loss after initial installation is normal. If pressure has dropped more than 5 lbs. re-test for leaks with soapy water solution. Please read and follow the Maintenance and Operation Tips. Check to see that the sleeve rolls back down over the bottom piston after the vehicle is lowered.

## FINISHED INSTALLATION



**NOT CORRECT  
MISALIGNED OR UNDER INFLATED  
(ok during assembly)**



**CORRECT FINISHED  
INSTALLATION  
(inflated)**

**FIGURE 6**

***FAILURE TO MAINTAIN MINIMUM PRESSURE, BOTTOMING OUT, OR OVER  
EXTENSION WILL VOID THE WARRANTY.***

## MAINTENANCE/OPERATION

**MINIMUM AIR PRESSURE  
10 P.S.I.**

**MAXIMUM AIR PRESSURE  
100 P.S.I.**

### MAINTENANCE

1. Check pressure weekly.
2. Always maintain at least 10 p.s.i. air pressure to prevent chafing.
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 removing sleeve.

### OPERATING TIPS

1. Inflate your air springs to 60 p.s.i. before adding the payload. After vehicle is loaded, adjust your air pressure to level the vehicle and for ride comfort.
2. When you are carrying a payload it will be helpful to increase the tire inflation pressure in proportion to any overload condition. We recommend a 2 p.s.i. increase above normal (not to exceed tire manufacturer maximum) for each 100 lbs. total overload on the axle.

### NOTE

1. **IMPORTANT:** For your safety and to prevent possible damage to your vehicle, do not exceed maximum load recommended by the vehicle manufacturer. Although your air springs are rated at maximum inflation pressure of 100 p.s.i., the air pressure actually needed is dependent on your load and GVWR, which may be less than 100 p.s.i. Check your vehicle owner's manual and do not exceed maximum load listed for your vehicle.

When inflating your Air Lift sleeves, add pressure in small quantities, checking pressure frequently during inflation. The sleeves require much less air volume than a tire and therefore inflate much quicker.

2. **Should it become necessary to raise the vehicle by the frame, make sure the system is at minimum pressure (10 p.s.i.) to reduce the tension on suspension/brake components. Check to see that the sleeve rolls back down over the bottom piston after the vehicle is lowered (Figure 6). If sleeve fails to roll back down over the piston, add air pressure until sleeve "pops" back over piston (do not exceed 100 p.s.i.).**



***Thank you for purchasing Air Lift Products***

AIR LIFT COMPANY  
P.O. BOX 80167  
LANSING MI 48908-0167

**FOR TECHNICAL ASSISTANCE CALL 1-800-248-0892**

**Caution: DO NOT EXCEED THE VEHICLE MANUFACTURERS MAXIMUM GROSS VEHICLE WEIGHT RATING.**