



61-70 Cadillac

Front Bracket Install Guide





First, remove your front coil springs. I wish we didn't have to mention this step but...

NOTE: If you are planning to do this install over a weekend you may want to install the air line fittings into the air bags a day or so before you start. We include EZ Loctite 545 and it will help seal and prevent leaks. But it has to cure for at least 12 hours. We recommend letting it cure for 24 hours. Running pressurized air through a fitting with uncured EZ Loctite will result in leaks.



Bolt the bottom bracket to the air bag. This bracket has been designed to sit nicely in place on your lower control arm.

Next turn the whole assembly onto the lower bracket and begin attaching the top cup to the top side of the air bag.

Bolt the top cup to the air bag and thread in the straight air line fitting.



Screw the supplied all thread into the bracket as shown in the image to the left.

Run air line from the appropriate valve going through the shock tower and into the air line fitting.

Slide the cup (and attached air bag assembly) into the upper spring pocket.

The all thread should pass through the upper shock tower hole so that you can temporarily mount it using the supplied washer and nut.

NOTE: The offset disk will face the wheel. This helps maintain accurate positioning of the assembly.

This is what the fully-assembled air bag/bracket/air line combination should look like without being mounted to the vehicle.



With the whole air bag assembly attached temporarily to the upper spring pocket, you can raise the lower control arm up to check for any fitment or alignment issues.

Slide the lower bracket into the shock hole on the lower control arm.

NOTE: You will need to trim the upper spring pocket to avoid any possibility of the air bag rubbing on any metal components.



Here you can see what the temporarily-installed air bag assembly should look like *before* trimming the upper spring pocket.





Once all fitment and alignment issues are taken care of, remove the air back/bracket assembly so you can trim the spring pocket without damaging any of the components.



The general idea of the trim is to remove enough material so that the air bag does not make contact with the metal during regular inflation and deflation. The image at left shows a rainbow-type shape to be removed for clearance.

NOTE: Every vehicle is different and your methods for trimming will differ from other's. These images are meant as a guide and not as a rule.



Here you can see how much material was removed in this particular installation. Your results will vary.

Don't worry, all of the trimming is merely cosmetic and **NOT** structural. It will probably hurt your feelings more than it will hurt the vehicle.

Once you have all of the trimming done and cleaned up, the next step is to re-install the airbag/bracket assembly permanently and then repeat this process on the other side of your vehicle.

Once all of the installation is complete, all you have left is to reassemble any of your suspension that was disassembled for the install.

PLEASE NOTE: All of the images included in this guide may vary from what you see on your particular vehicle. None of the content in this guide is meant to be a hard, fast rule, but more of a general guide on how to install our products on your vehicle and hopefully avoid any potential setbacks that could come up along the way.

We certainly appreciate you buying our products for your vehicle. If you have any further questions please feel free to contact us at info@ezairride.com.