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## Part # 70010122 Airbar Weld On Lower Bar Bracket

This bracket is designed to replace the bolt on bracket and factory leaf spring mount. It also provides flexibility for you the installer.

The dimensions below will put the mount in the location of our bolt on lower mount.

62-67 Nova= 40 1/8" Center to Center

67-69 Camaro and 68-74 Nova= 40 1/2" Center to Center

OLD STYLE 2<sup>nd</sup> Gen= 44 3/4" Center to Center

UNICRADLE STYLE 2<sup>nd</sup> Gen= 40" Center to Center

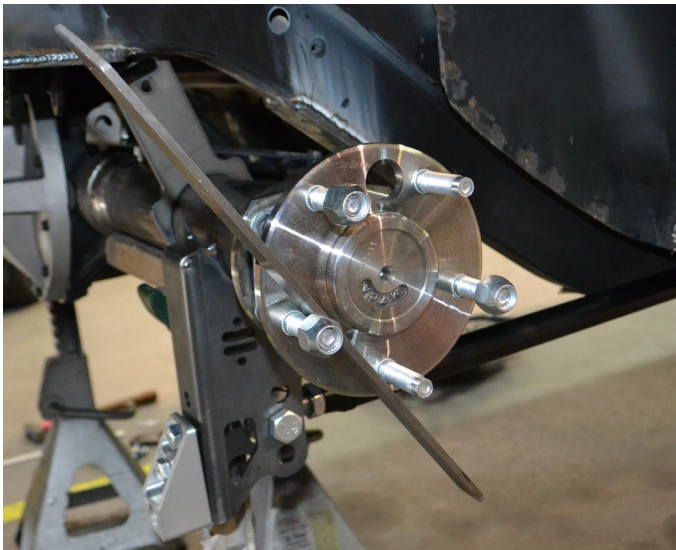
- Start installing the AirBar per the instructions. Cut and install the correct length spacer for the axle height and start setting the axle.
- A trick we like to use to hold the lower mount to the axle is clamp it to the axle using a long hose clamp.
- A few things you will have to watch is side to side, front to back (centering in the wheel well opening) and pinion angle.
- With the axle under the car and the correct spacer between the body and axle, install the bar into the **center hole**. Swing the mount up to the rearend. This is where we use hose clamps to loosely clamp the mount to the axle tube.
- The mounts will usually be set at the width above but it is a good idea to check your wheel and tire fitment to make sure you have clearance. If needed the mounts can be moved a little bit inboard.
- At this point you will want to set the differential front to back, side to side, and also the pinion angle.
- Read through the sheet in your AirBar instructions for the pinion angle setting. It is generally 2 to 3 degrees pointing up.

- The back of the mount will usually be 0 to a 1 degree angle, this will give you good alignment of the shock setup. The aluminum lower shock mount will bolt to this mount and be close to being even with the bottom of the weld on bracket. The shock height is generally 14 ½" center to center.
- Once you are comfortable with the lower mounts position, it would be a good time to tack weld them in place. **Do not fully weld the lower yet.**
- Refer to the original AirBar instructions for using the setting jig for the upper bars and start set them in place and tack them also. **Do not fully weld yet.**
- Before you fully weld the mounts and tabs on, install the upper bars and recheck all of your measurements. Front to back, side to side, and pinion angle. Once you are happy with these the mounts can be fully welded on. When welding the mounts and tabs on lay 1" welds on the inside and outside of the mounts and tabs. Skip around from one side to the other to avoid overheating the tube.



This picture shows the mount on the rearend with the bar in the correct center hole.

Once you have the mount in place it is a good idea to check your wheel fitment before welding.



Here is a trick that we like to use to aid in measurements. Notice the straightedge help tight to the axle with a lugnut turned upside down.

This will give you a nice place to measure off of when setting the side to side location of the axle.

Check your side to side off the quarter panel and also the frame of the car.