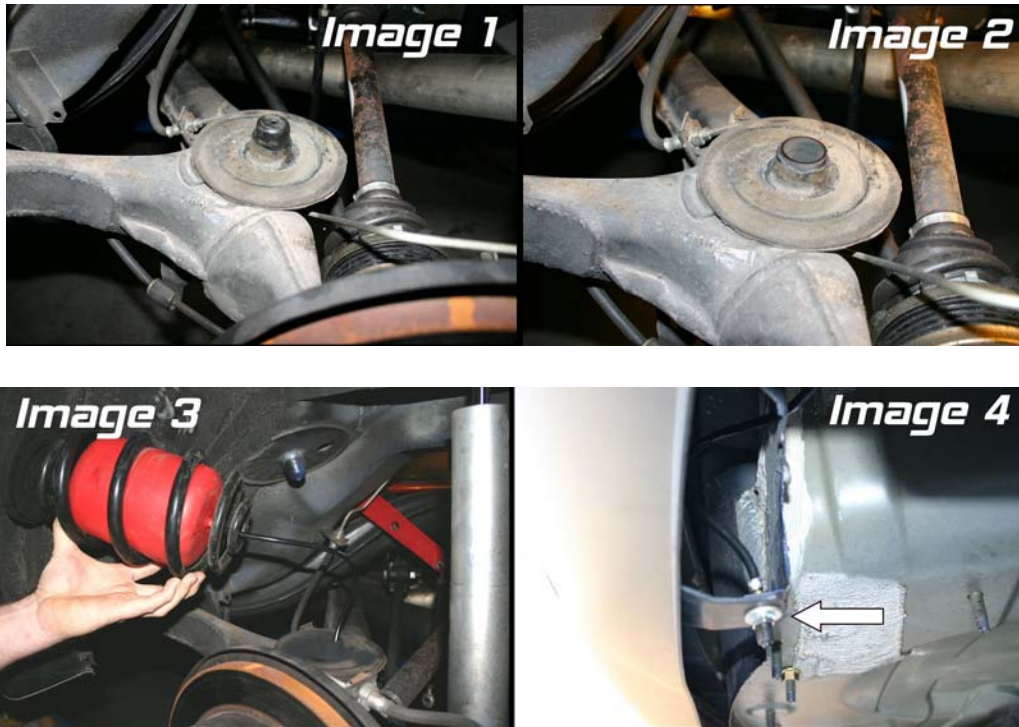




DRAG BAGS Installation – Pontiac GTO Part # DB001

1. Lift rear of vehicle and support with stands.
2. Remove the lower shock bolts and disconnect the swaybar end links from the A-arm.
3. Using a pry-bar, pry the A-arm down until it is possible to remove the spring.
4. Remove the lower rubber spring pad and cut off the upper portion as in **Image 1** below. There should be approximately 1" remaining on the protruding section.
5. Using a cutoff wheel or hack saw, remove approximately 1" off the top of the lower spring pad as shown in **Image 2** below. **NOTE:** With the spring on the seat, there should be no more than 1/4" of the mount protruding through the spring.
6. Remove the upper spring pads and cut off the bump stop portion of the pad.
7. Squeeze the air out of the bag and insert the air bag into the spring with the nipple facing downward.
8. Run the airline through the spring mount on the A-arm so that it comes up through the center hole and connect it to the air bag. See **Image 3** below.
9. Install both upper and lower spring pads and install the spring/air bag assembly.
10. Re-connect the shock and swaybar end-link to the A-arm. Repeat for the other side.
11. Find a mounting position for the schraeder valve. It should be in a position that can be easily accessed for checking and altering air pressure. We recommend the center mounting bolt for the rear valance, the schraeder valve can be substituted for this bolt and it makes an ideal location for filling and checking the air pressure. (See **Image 4** below)
12. Tee the airlines together in a suitable location and run the air hose back to the schraeder valve. **NOTE:** keep hose as far away from exhaust components as possible. Allow sufficient hose length around the A-arm to allow for suspension travel. Keep hose away from moving parts or any pinch points such as swaybar end-links or A-arm pivot points.
13. Lower vehicle.

There are various factors determining the ideal air pressure and each car will respond differently. BMR recommends starting with 8-10 psi and adjusting accordingly. As a rule of thumb, run the lowest bag pressure possible to eliminate wheel-hop.



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This product is an aftermarket accessory and not designed by the vehicles manufacturer for use on this vehicle. As such, buyer assumes all risk of any damage caused to the vehicle/person during installation or use of this product.