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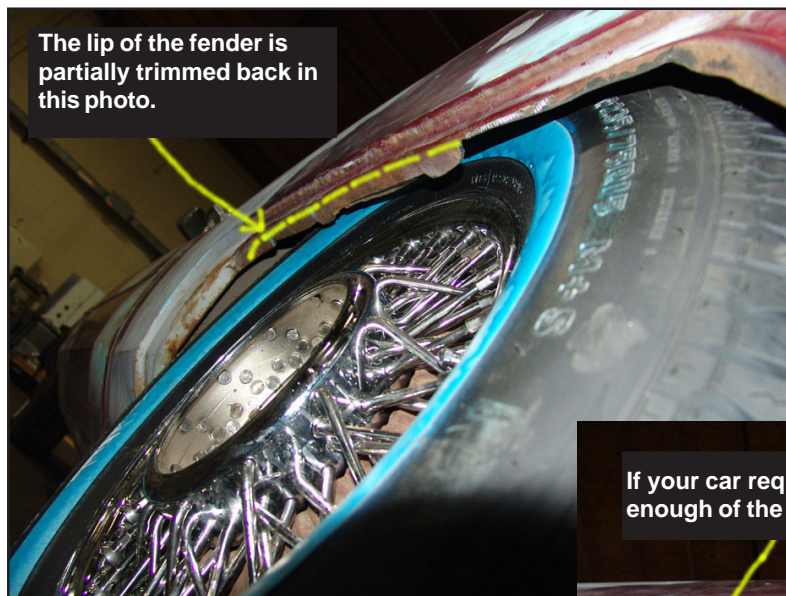
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## 1971 - 1974 Eldorado Fender Skirt Modification Kit and Instructions

**Introduction:** The 1971-1974 Eldorado is a classic Cadillac that is fast becoming a collectable and appreciating automobile. Sadly, even though Cadillac was a trend-setter in introducing wire wheels for their cars, the current Eldorado owner has few choices when it comes to dressing their car up with wire wheels that add to the elegance of the car. Roadster introduced a line of wire wheels that will work on these cars, however, due to the very limited room in the rear wheel wells and close proximity of the fender skirt fastening hardware, the wire wheels require that there be a few changes made to accommodate the wheels. **It is our opinion that these changes should be performed by a qualified bodyshop or fabricator so that there is no risk of harming your car.** The purpose of these instructions are to demonstrate what modifications will be involved. None of these modifications will spoil or detract from the original appearance of your car. The modifications required are all to areas that cannot be viewed from the outside.

### Step One (May not be necessary on all cars)

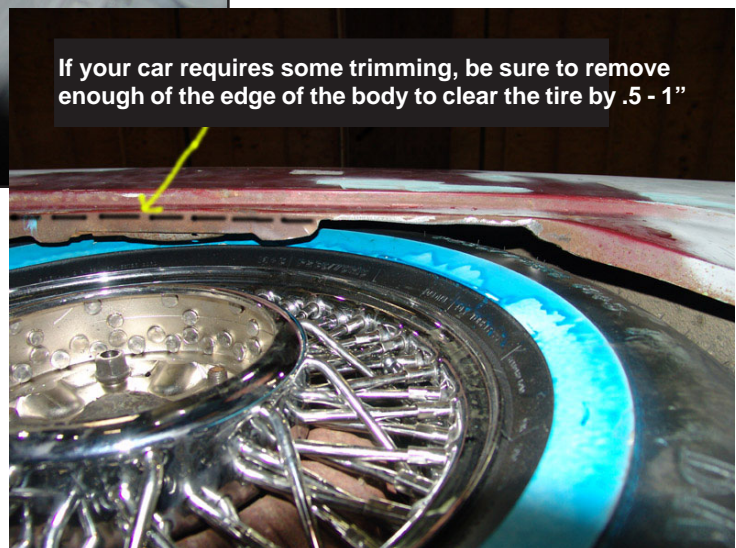
Please install your mounted wheels on the car. If you discover that there is little or no clearance between the wheel and tire and the body of your car, then step number one will be necessary. Examine the proximity of the body to your wheels and tires. There should be sufficient room for the wheel and tire to rotate without making contact with the body. **We recommend that there be at least one half to one inch of clearance.** In the event that the edge of your body as shown is too close to your wheel and tire, carefully trim the protruding edge using a Sawzall or grinder. You only need to trim away enough to provide room for the outside diameter of the tire. Do not take off more than is required. Carefully smooth the edge of the trimmed area so that there are no protruding sharp edges or metal that could injure you or the tire.



The lip of the fender is partially trimmed back in this photo.

**Left:** Notice how the edge of the body is very close to the tire. Here, part of the edge has already been trimmed away to leave at least 1 - 2" of clearance.

**\*Always remember to wear appropriate safety wear including safety glasses and gloves when making these modifications.**



If your car requires some trimming, be sure to remove enough of the edge of the body to clear the tire by .5 - 1"

**Right:** This view shows the partial removal of the inner fender lip. The dotted line shows how far back the fender will be trimmed. A Sawzall and a grinder was used to cut away and smooth the edge of the fender.



**Left:** The inner fender wheel well edge has now been trimmed away, leaving plenty of room for the wheel and tire. Please notice that not all of the edge was removed. Notice how the trimmed edge has been smoothed to minimize the chance of any sharp edges that could injure somebody or damage the tire.

**Note:** If your wheel and tire will clear the inner edge of the wheel well, it may not be necessary to trim the body away as is shown. **If your Cadillac has sufficient clearance, do not remove any material and go onto step number two.**



## Step Two: Installing the locking pins

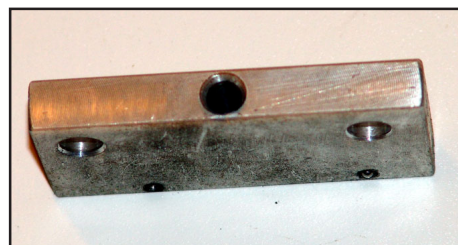
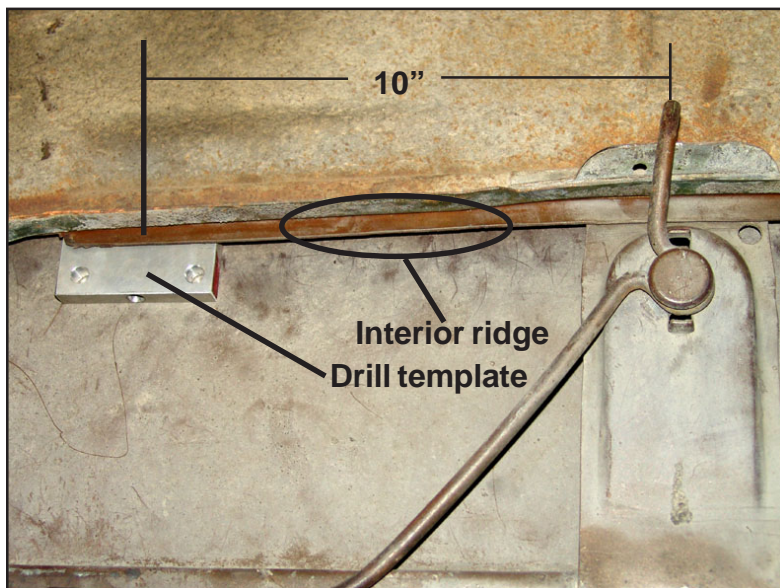
Your parts kit has two, long drill bits and a special drill guide to use in drilling the location holes for the locking pins. The pins have a push button at the base that operates the locking function of your pins. You push the button when you install the pin and push it again to remove it, permitting the fender skirt to open.

To make certain that there is a good, tight fit, you should remove your wheel and tire and elevate your car on a lift. If you do not have a lift and prefer to use a floor jack, be sure to place jack stands under your car as a safety measure.

Place your fender skirt back on the car and raise it to the closed position fully. Secure your locking arm, making certain that the fender skirt is fully closed. Using the provided drill guide, place the guide in the lip area of the fender skirt at a point 10 inches away from the center of the fenderskirt (at the point that the factory locking arm engages the body). Once you have the drill guide in place and the fender skirt in the closed position, slowly and carefully drill through both the fender skirt and the body edge. The goal is to have these holes perfectly aligned. If you drill them separately, they may not properly align, which could lead to a bad fit and rattles. Note in the photos how the closing device interferes with the drill bit. You should pull the locking arm out of the way and use a block or spacer to keep the arm elevated while you are drilling the holes for the locking pins.

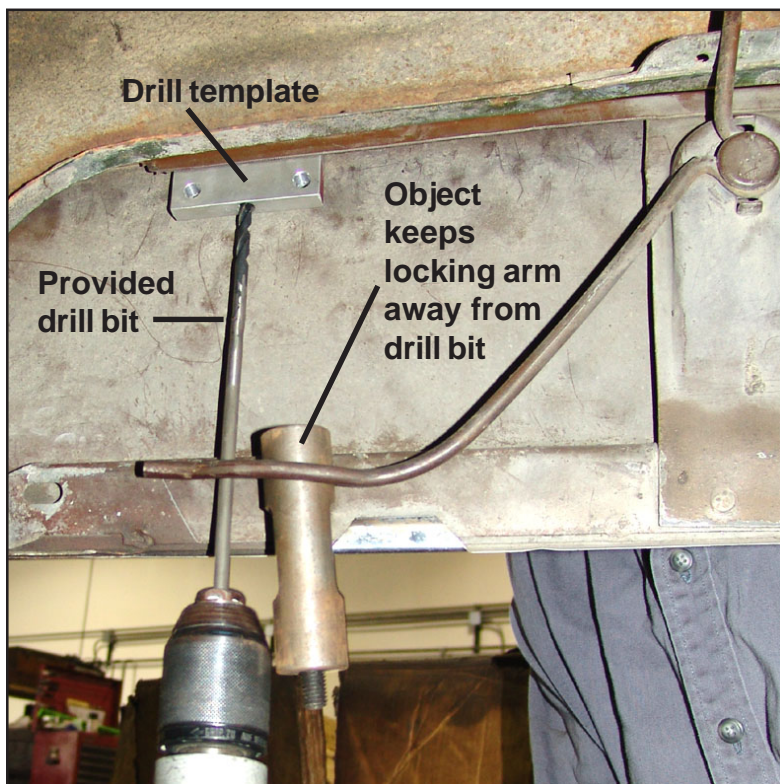


**Left:** This photo is taken from the inside of the right, rear, wheelwell. The factory locking device is engaged. Note how the locking arm secures the fender skirt to the body. We will subsequently remove the entire locking assembly. Make sure that the locking mechanism positions your fenderskirt correctly. You will be drilling holes and the skirts need to be in their permanent position.



**Above:** Close-up of drill template.

**Left:** The drill template is shown in place, prior to drilling the holes for the locking pins. It is positioned 10 inches away from the locking arm. Your fenderskirt has an interior ridge where you should place the drill template. If needed, tap the template into place so that it is level as shown. If the template is uneven, it may result in your hole being drilled at an incorrect angle, possibly harming the body or causing the locking pin not to operate properly.

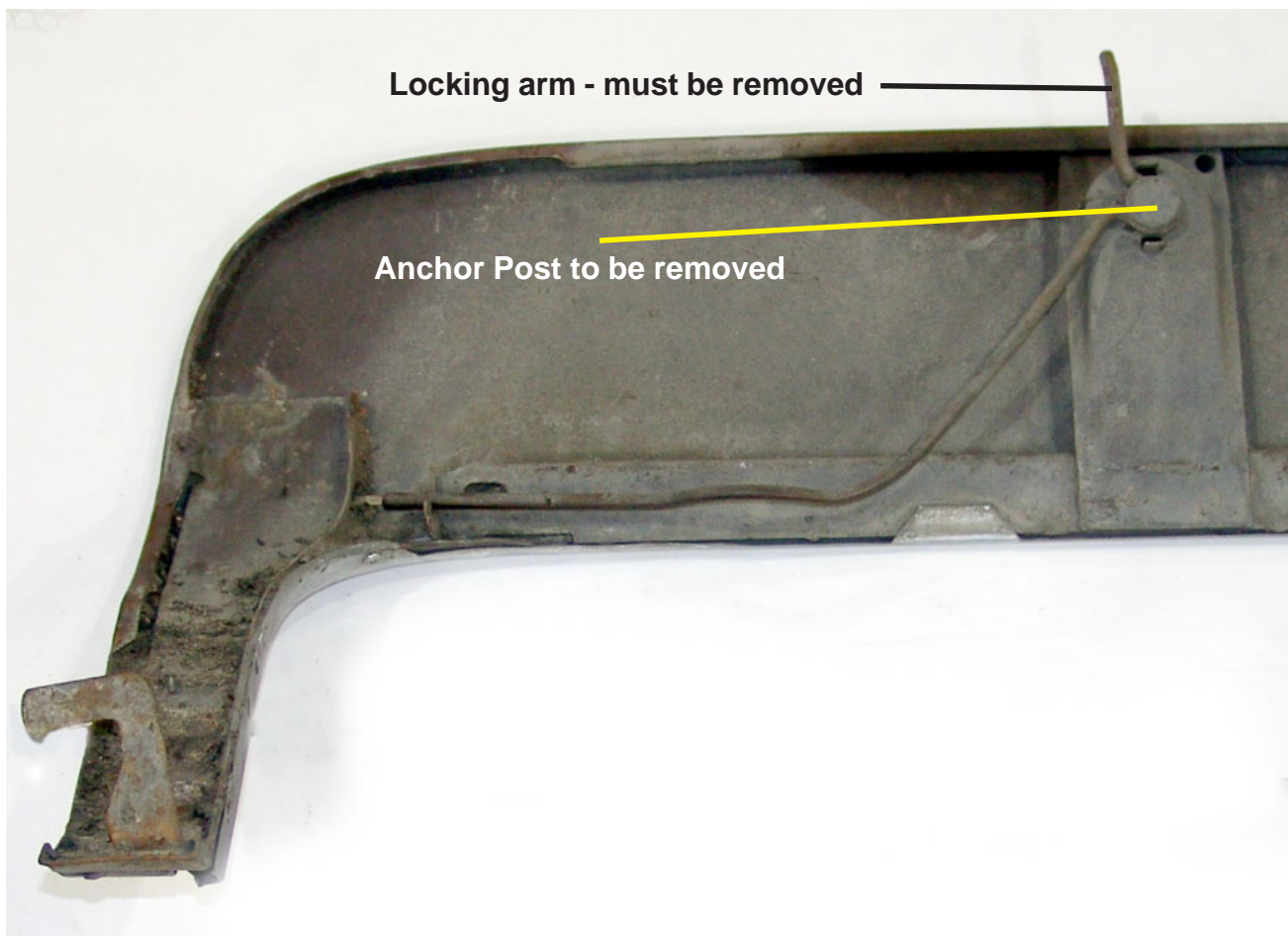
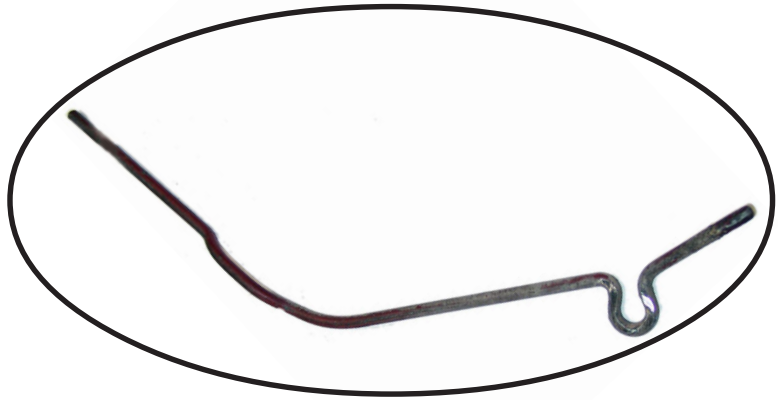


**Left:** The locking arm interferes with the drill bit unless you raise the arm up and place an object underneath it to keep the arm out of the way of the provided drill bit. We used this metal tube to suspend the locking arm enough to position the drill bit under it. The drill bit is inserted through the center hole of the template. Simply drill through the interior ridge of the fender skirt and into the body of the car. Make certain that you are drilling at a 90 degree angle. The goal is to have the holes in the fenderskirt and the body line up exactly. Drill through the skirt and the body. There is one layer of metal in the body. Once the drill bit drills through the metal, stop drilling.

### Step Three: Removal of the factory locking arm

Your original equipment locking arm interferes with your new wheels and tires and must be removed permanently for you to be able to close your fender skirts. You will need to use your locking arm to hold the fender skirt in place while you drill the two holes on each side for the future installation of the pushbutton locking pins we have supplied. Once you complete drilling the holes, it is time to remove the locking device and the post it is secured to.

**Right:** This is the arm that secures your fender skirt to the body. It was removed with a grinder as shown on page 6. We recommend keeping this piece in the event it may be needed in the future.



**\*Note:** Please excuse the condition of the parts shown. We are using the right, rear quarter panels and skirt to permit us to take photos front and back of this procedure. A Concours Eldorado was not used, so, don't worry!

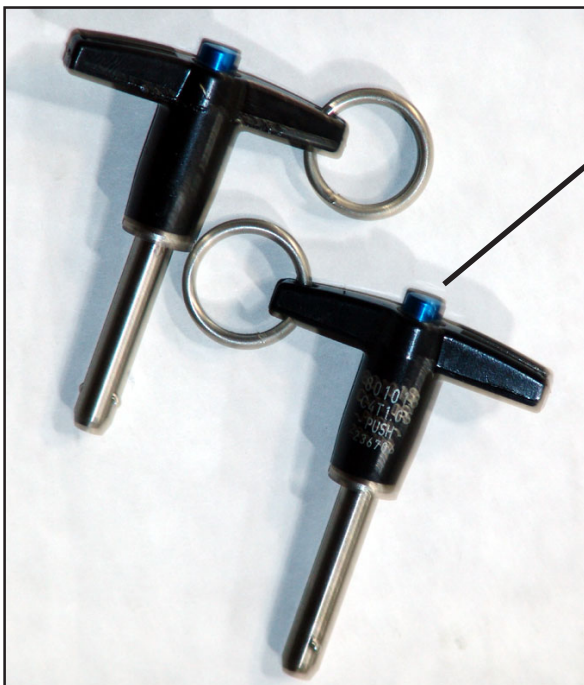
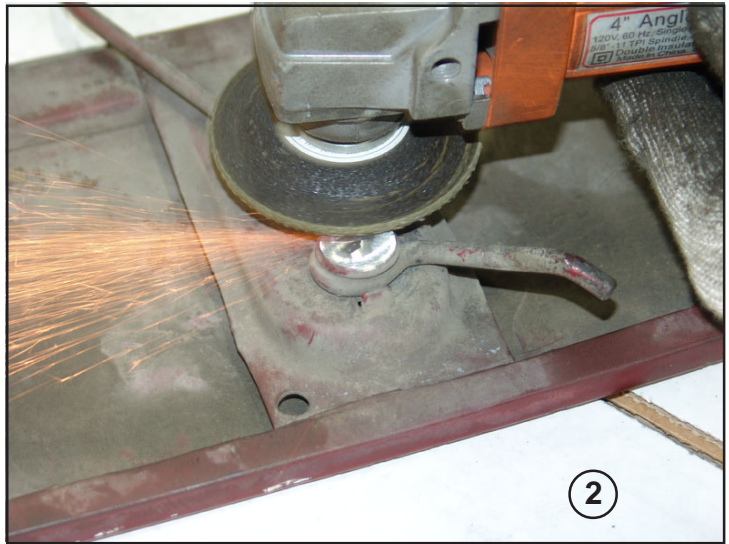
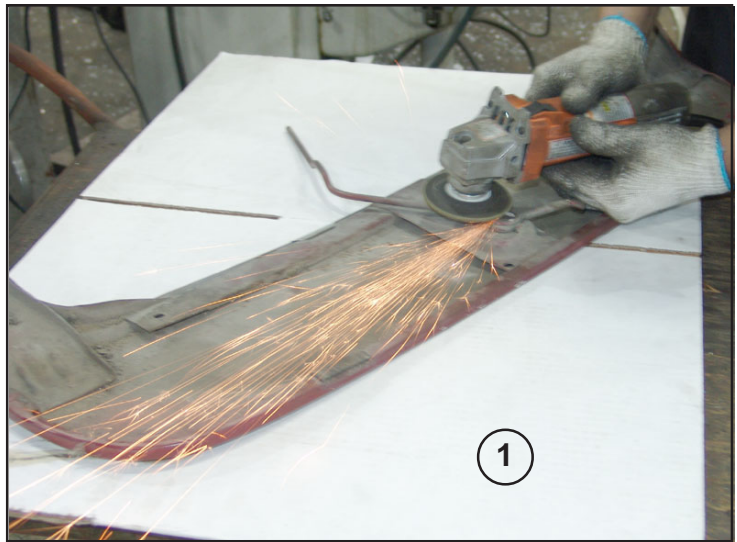
## Removing the factory locking arm



**Photo 1** The locking arm is removed with a grinder.

**Photo 2** The tower is ground down to a stub.

**Photo 3** When grinding is complete, there is no trace of the tower. Small clips can also be removed.

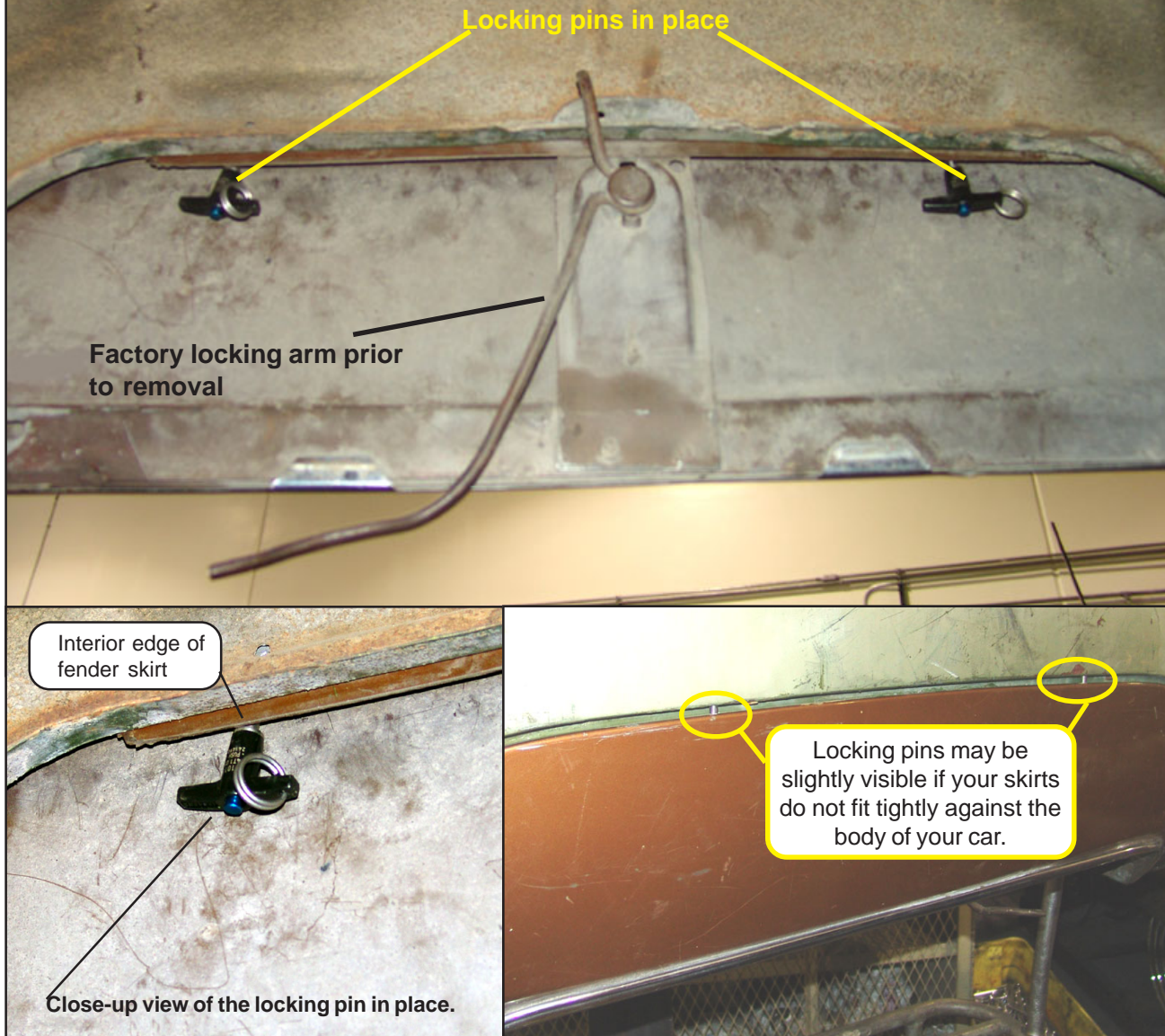


Simply push this button to release and install or remove the pin. This pin will hold your fender skirt securely in place. These pins are easily replaced if you need any more in the future. We hope you will find this to be a convenient method of securing your fender skirts.

### Step Four - Installation of Locking Pins

You were provided with four of these special pins. These devices will securely hold your fenderskirts in place. You will use two on each side of the car. If you have successfully drilled your holes through the skirt and body, you should have no trouble inserting these pins. They will not fall out once installed. They can only be removed by pushing the locking button and withdrawing them.

This photo shows the two locking pins in place. The pin shaft travels through the top of the fenderskirt into the body of the car. Once secured, these pins will not fall out. There is a key ring on each pin. You can safety wire the pins to the body if you wish. This photo was taken prior to the removal of the factory locking arm.



### Conclusion

Thank you for being willing to make these small modifications to your car to accommodate your new wheels. We hope that these changes to your car will be a small concession to pay in return for having your amazing wire wheels fit properly. We know you will love the appearance and beauty these wheels will add to your classic Eldorado.

If you require any assistance, please feel free to call us for friendly advice.

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