



*Elite*TM

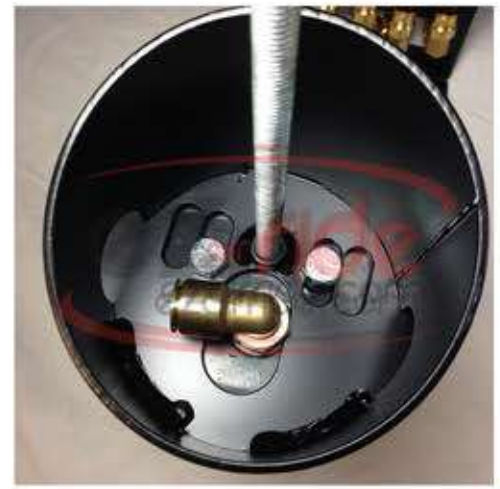
1958-1964
X-Frame



If it's not stamped EZ than it's not...



Dab some EZ Tite around the 3/8" bolts to ensure a tight fit when mounting brackets to the air bags.



Bolt the top cup to your air bag with the offset lip facing the spindle/wheel - this was designed to keep the bag away from the frame.



Simply, thread the 90 degree swivel "Click Connect" into place. Screw the supplied all thread into the center nut - all thread bolts through upper shock tower. (dont forget EZ Tite)



Use the side holes to run your air line from the air bags to the valves. EZ Air Ride specifically designed these brackets for ease of running line through the X-Frame.

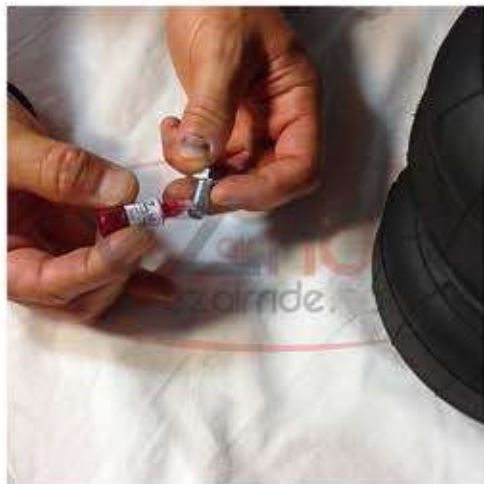


Set the bottom plate on the lower A Arm and use it as a template to pre-drill bolt holes.



The lower front plate is mounted to your lower A Arm with the notch facing toward the spindle - bag mounts through top center hole.





Drop some EZ Tite around the 3/8" bolts to ensure a tight fit when mounting brackets to the air bags.



Bolt the top cup to the air bag and insert your 90 degree swivel fitting.



Remove factory rear bump stop.



Safely remove the factory coil spring and unbolt the E-Brake cable.



Your frame will now look like the picture shown above and ready for air bags.



Slide the cup into the upper spring pocket, then bolt the ear to the factory bump stop mount.

Note: There is a left and right hand side upper rear bracket.



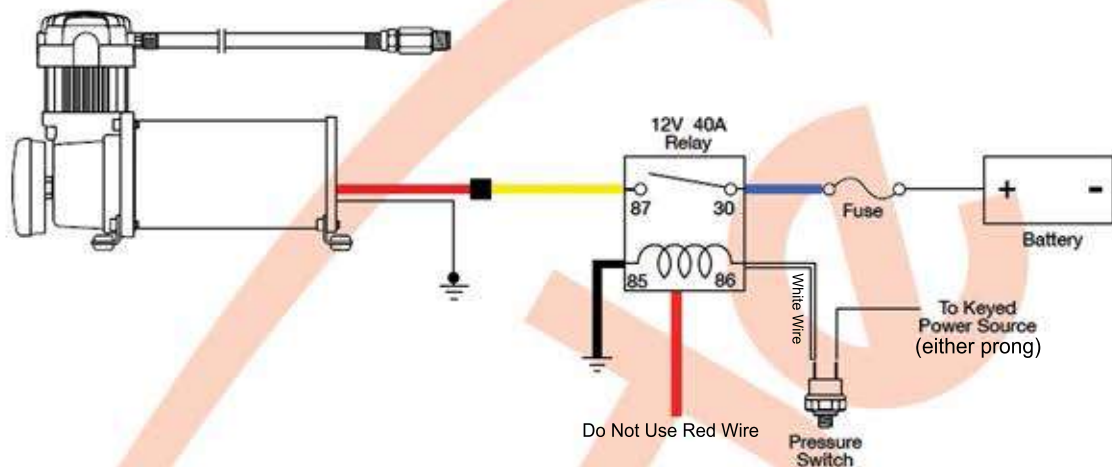
Mount the E-Brake cable back over the lower rear bracket using the original hole. The bracket sits over and into the lower spring pocket.



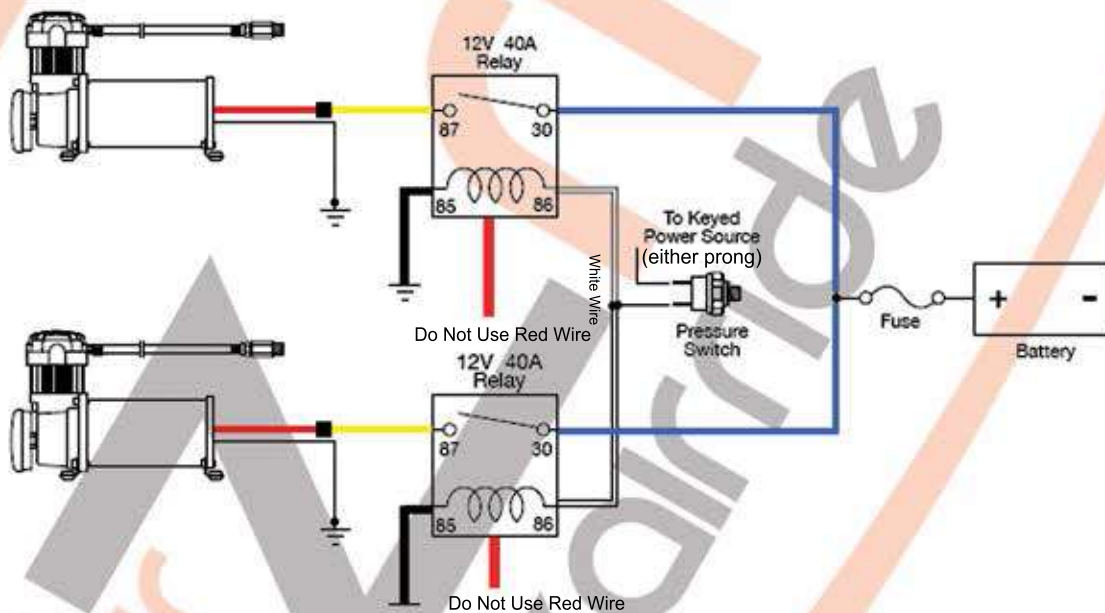
Use the side hole to run your air line from the air bags to the valves. EZ Air Ride specifically designed these brackets for ease of running line through the X-Frame.

Note: Keep air line away from moving parts and heat ie: exhaust pipe.

EZ Air Ride Single 444c Wiring Diagram



EZ Air Ride Dual 444c Wiring Diagram



Ground Wire – The ground lead on the compressor should not be extended (if possible). Always connect ground leads directly to the chassis (frame) of the vehicle. Any other grounding method may result in amp spikes that may damage the compressor motor, as well as sporadic & undesired operation.

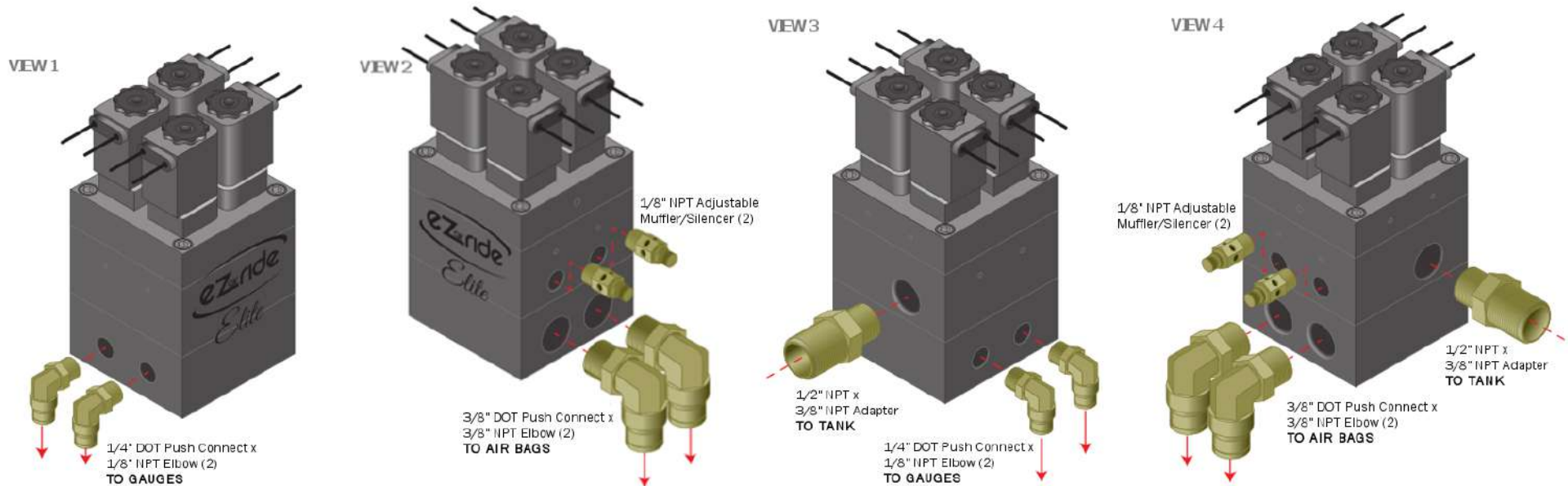
Wire Type - Fine stranded copper wire is the item of choice (more strands in the wire result in a better, more flexible, cable). The insulation should be approved for automotive applications. This means that the wire is relatively immune to the adverse effects of petroleum products (gas, diesel, oil, brake fluid, radiator coolant, etc.).

Relays –Always install relays as close to the battery as possible. Relays also help to increase the life expectancy of pressure switches in the system.

Plumbing Setup

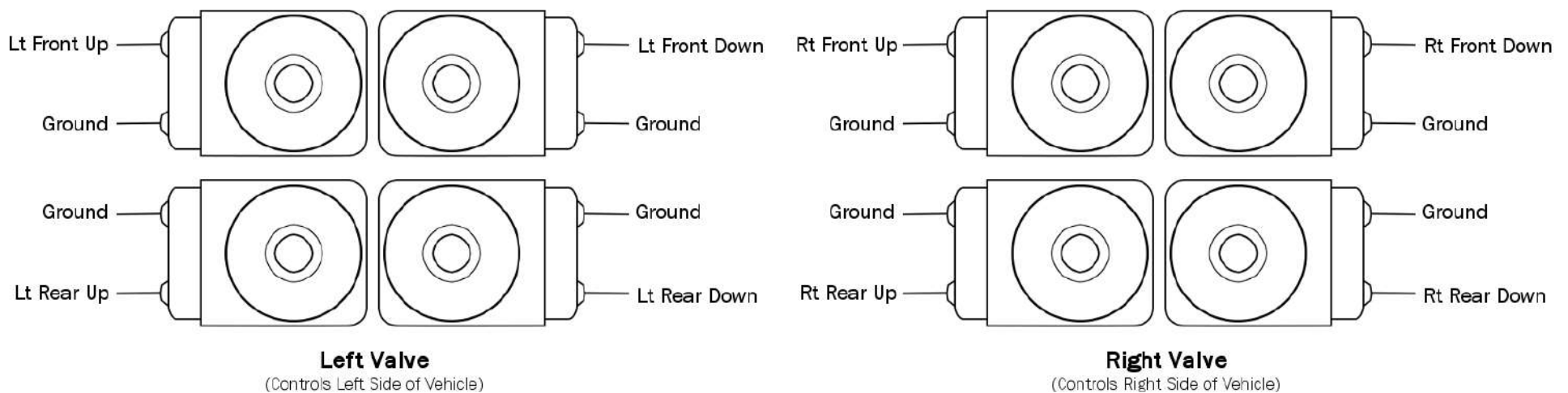
NOTE: This diagram provides direction for plumbing the right-side valve. Plumbing for the left-side valve will be a mirror of these directions.

Regarding the Muffler/Silencers shown...The (2) supplied mufflers are for the front exhaust ports. Without them the heavy front end (engine weight) will drop like a ton of bricks and if you use them on the rear (no weight) the drop will slow to a snail's pace. Always remember to use thread sealant on all threaded connections



Suggested Wiring Setup

NOTE: This diagram is shown from the top view of the valves with the rear of the vehicle being at the bottom of the page.





With air out of bags, fully compress the A Arm. Hold up one compressed shock and one fully extended to mock up where your hole and shock tower will land. Make sure you have clearance and no binding issues then drill a hole for the shock stud.



Mount the bottom eyelet of the shock through the shock stud to the lower arm.



Slide the upper tower over the top of the shock stud. Let it fall into place on the frame and mock up where your relocater bracket will be welded. Tack it in place and test the shock for no binding / clearance issues - using a floor jack can help.

Remove shock and fully weld on the bracket.

Once the bracket has been fully welded you can trim any excess and paint it for a clean look.



Check out the collection of suspension systems we offer.