Your new EZ Air Ride™ suspension kit comes with our complimentary Spare Air™ system.
25' Coil Hose, Quick Connect, Brass Tee, Female Coupler, Schrader Valve, & Air Chuck

Connect the brass Tee to the side of the tank. Pressure switch (not shown) plugs into the back side and the quick connect plugs into the front.

Insert the supplied schrader valve into the female coupler.

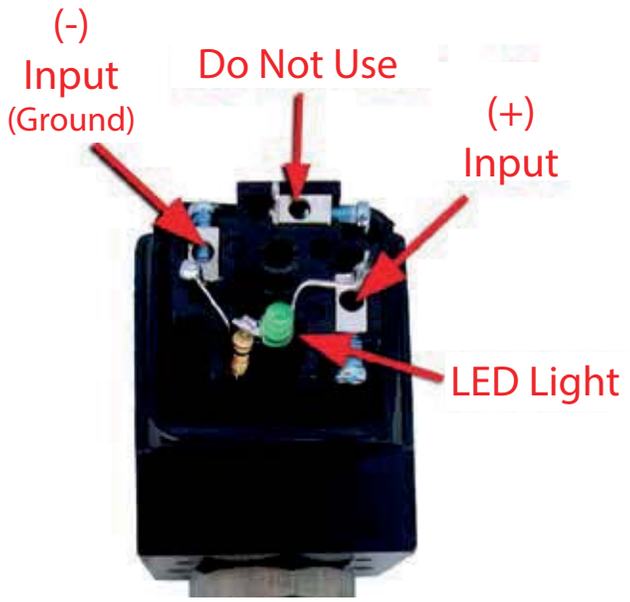
Simply, push the assembled schrader valve into the quick connect.

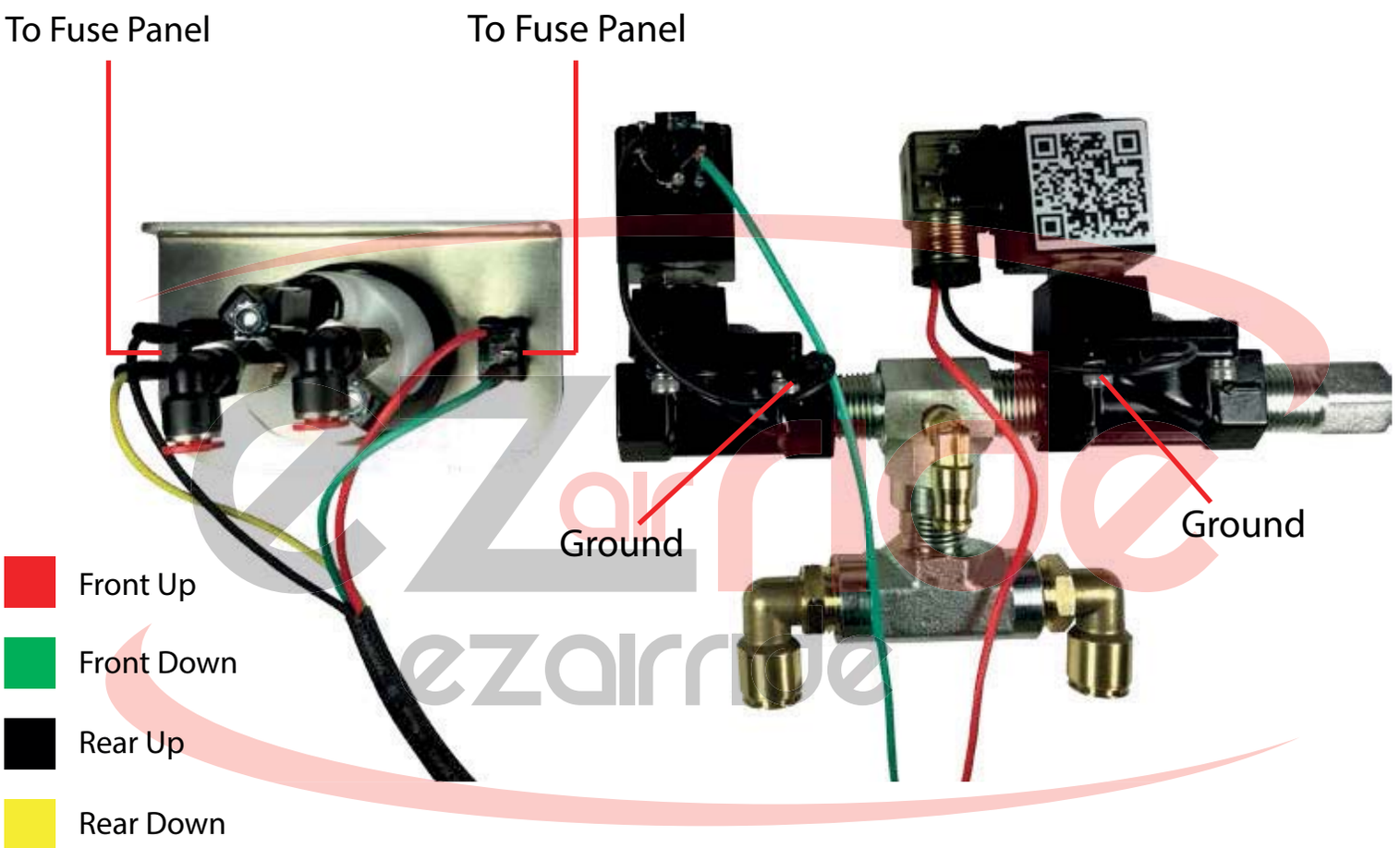
Now use your shop's compressor for your tank's first fill, leaving your Viair compressors to just maintain tank pressure. They will love you for this... if they had a heart ;)

When finished replace the schrader valve with the supplied coil hose and air chuck. You now have onboard air!

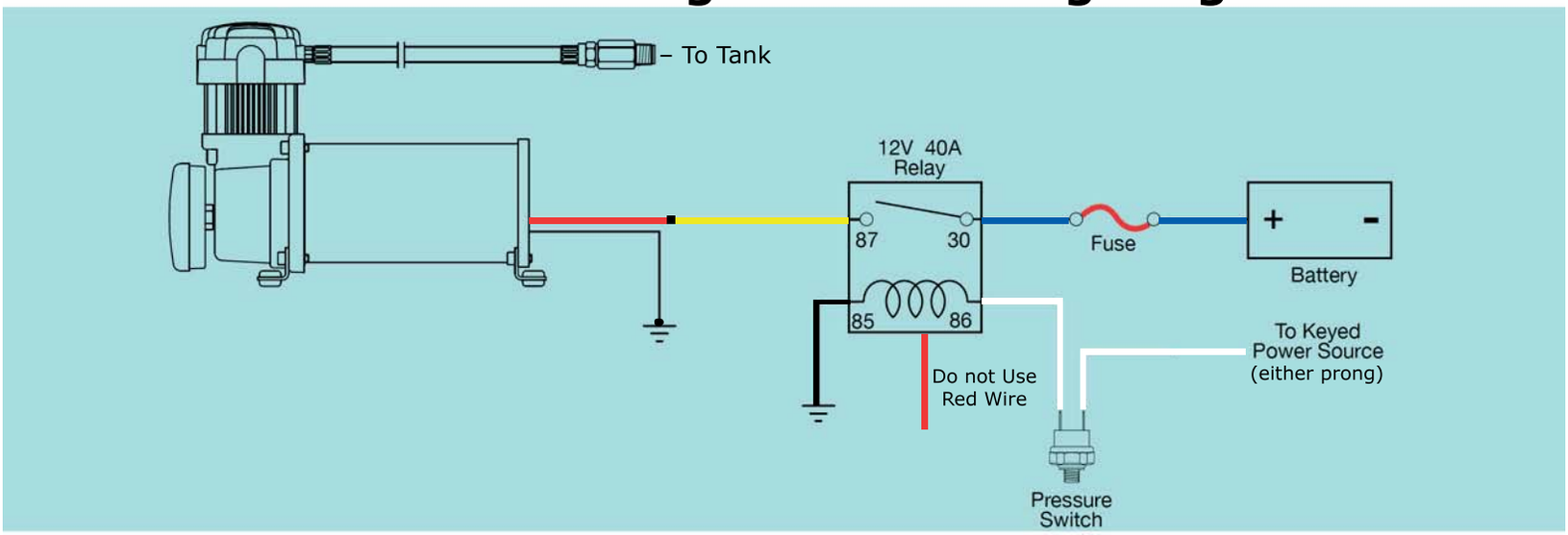
MAINTAINING YOUR TANK?
Depending on your climate, how much you use you air ride system, and the overall humidity will determine how often you should drain your tank. Simply, use a frisbee and the complimentary shop towel to catch any water or debris. With that being said, you may want to start off by draining it once per month. Slowly open the drain cock, catch any moisture with your new shop towel, then tighten your drain cock. Your new Spare Air™ kit will make filling your tank back up a breeze!

Deluxe Gauge Panel Setup

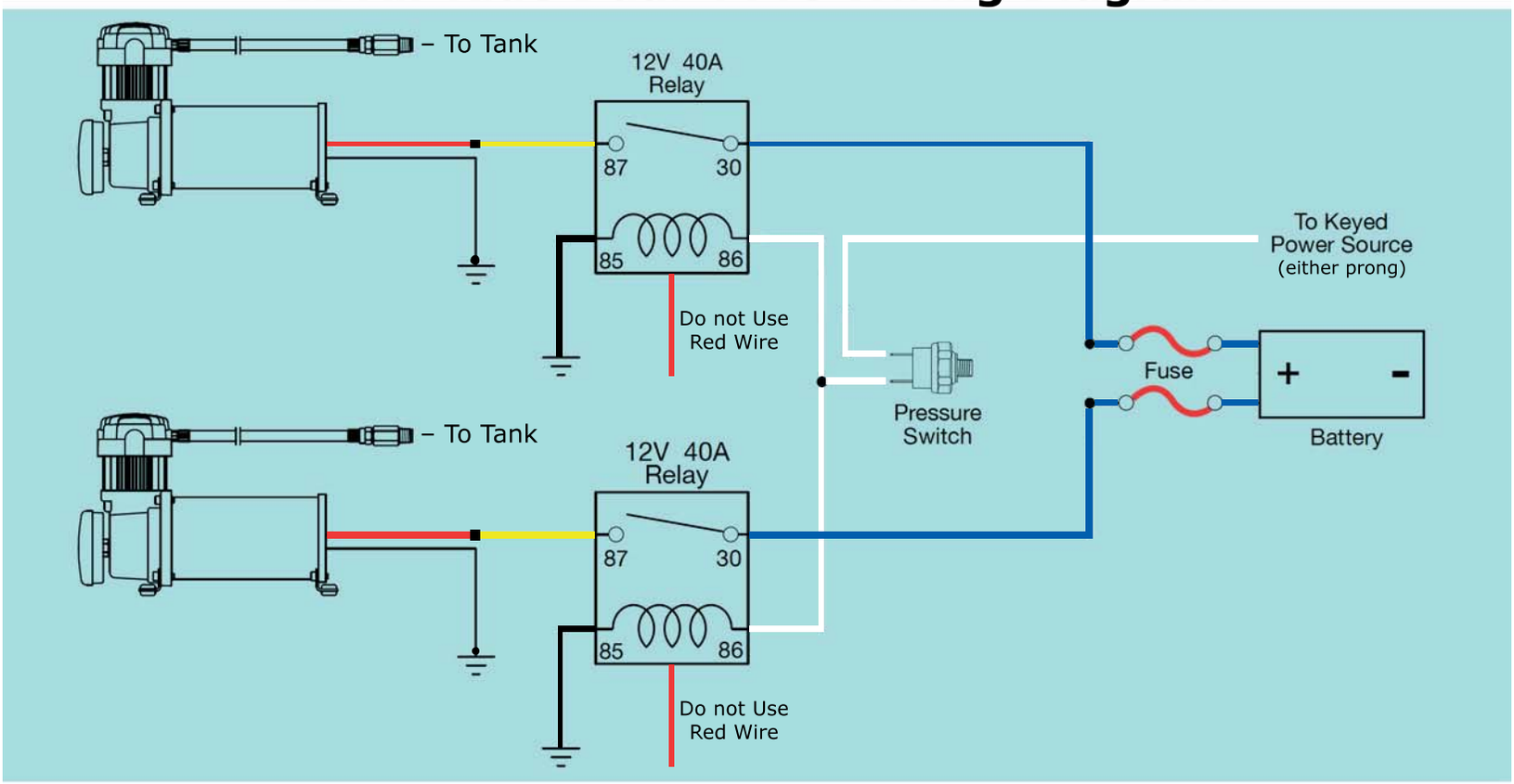




EZ Air Ride Single 444C Wiring Diagram



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 can damage the compressor motor by causing sporadic and undesired operation.

Wire Type– Fine-stranded, copper wire is the item-of-choice. We only use Oxygen-free wire (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– Relays help to increase the life expectancy of pressure switches in the system.

Trunk Upper Decks: Fits nicely on the upper deck in most trunks (under package tray).

Eric's 61 Cadillac as shown


In tight spaces use washers to adjust tank height, as shown.

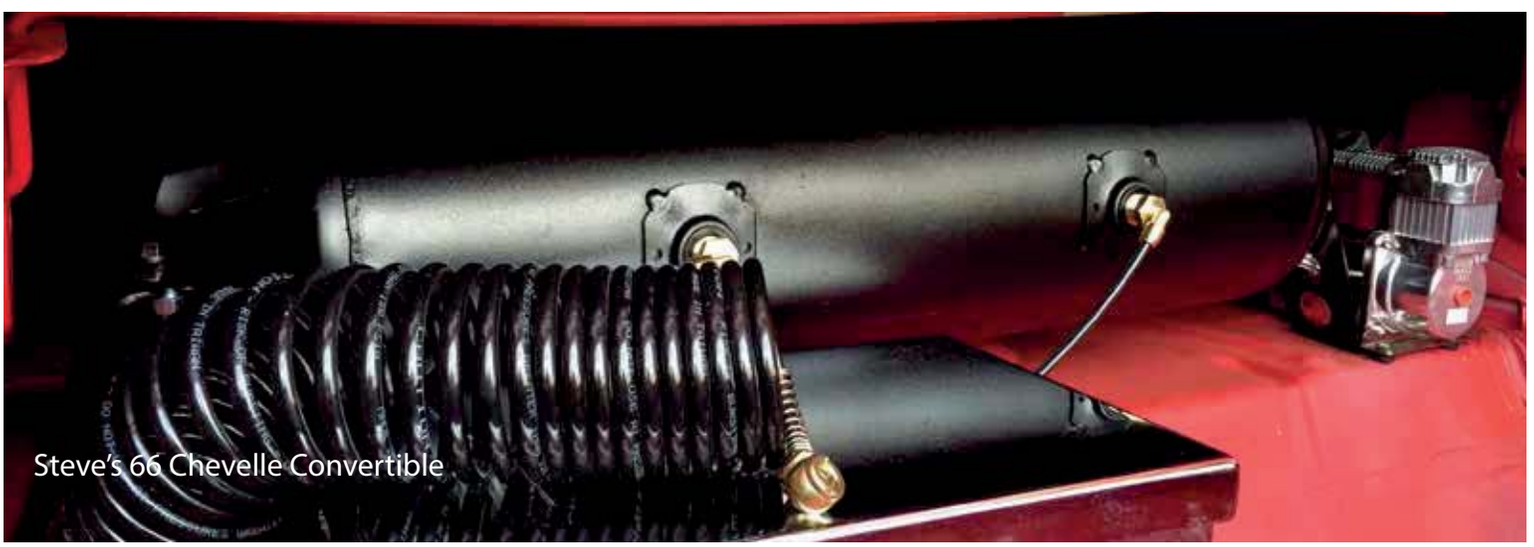
Frame Rails: Fits in between the frame rails of 60-87 C10s, behind the rear axle.


Slight notch must be made for flange to mount inside frame

Marc's 63 C10

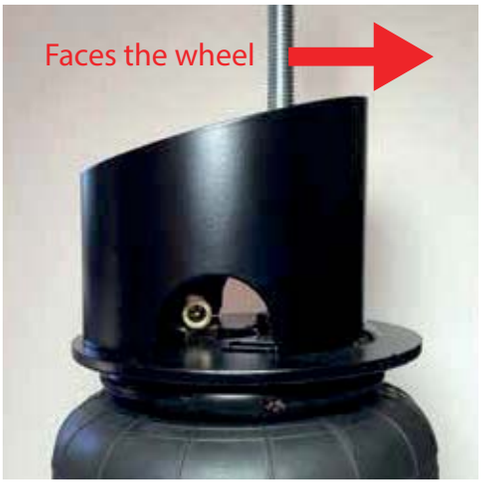
*Only fits trucks with factory gas tank mounted in cab

Trunk: Sits comfortably in the trunk or compartment in most cars.


Steve's 66 Chevelle Convertible

Use supplied EZ Tite™ on all mounting hardware to ensure a tight fit when mounting brackets to the air bags.

7/16" all thread with lock washers and nuts. These mount the front upper brackets to the shock tower.



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.
(don't forget EZ Tite™)

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

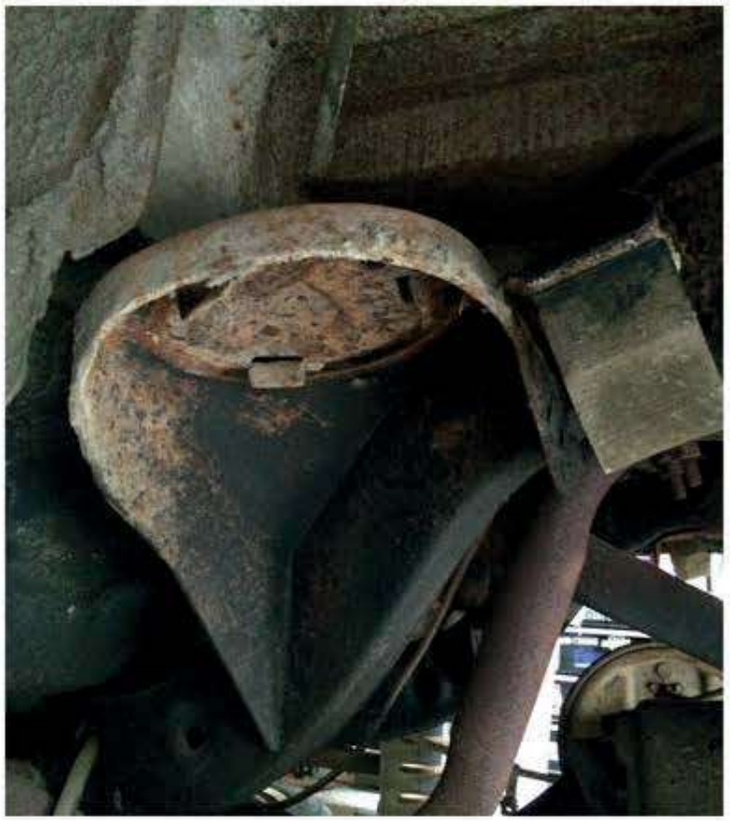
Once holes are drilled your factory lower A Arm should look like the picture above.

Your assembled bag and brackets will look like the above picture. Now bolt the top bracket through the shock tower.

High side with flanged lip faces outward (toward the wheel). Once bag is bolted and fitting is secure, bolt all thread through the shock tower.

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

EZ Air Ride X-Frame brackets are truely 100% bolt-on. There is no cutting or welding involved. Our brackets are designed for an easy install process. We don't strong arm customers into unnecessary parts that they don't really need.



Safely remove your rear coil springs - your factory shocks remain.

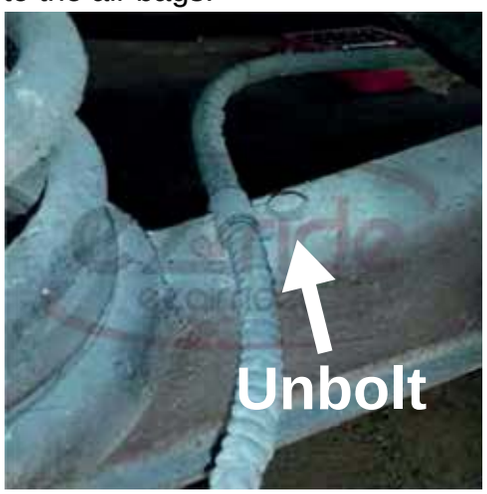
Drill a hole one size bigger for your 7/16” all thread to go through.

You can use a pre-existing hole in your upper spring mount to run your air line throught. Next, plumb the air line into you bag and mount the air bag and upper bracket using the suplied all thread and nut.
Lastly, bolt the lower bracket to the air bag through the underside of the pirch.

Use supplied EZ Tite™ on all mounting hardware 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.

Replace the factory E-Brake bolt with the fine thread bolt supplied in your new EZ Air Ride kit.

Your frame will now look like the picture shown above and ready for air bags. **Note: On 58 X-Frames this hole is about 1" further. You may need to drill a new hole.**

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 12’ Deluxe Valve Wire Kit

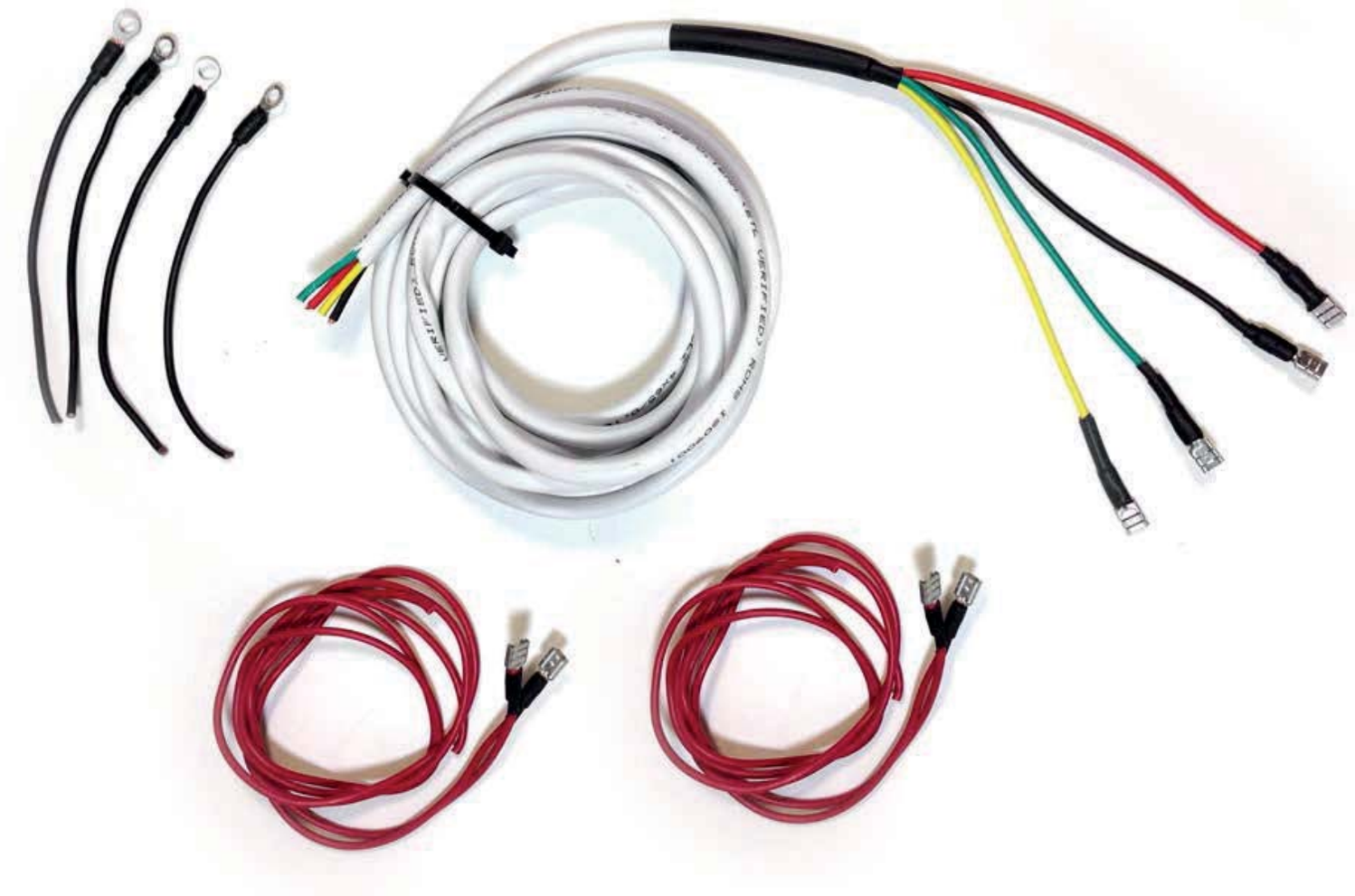
- Connects your valves to your EZ Air Gauge Panel
- Grounds your valves.
- Powers up your EZ Air Ride switches
- Lights up your EZ Air LED light.

FRONT UP

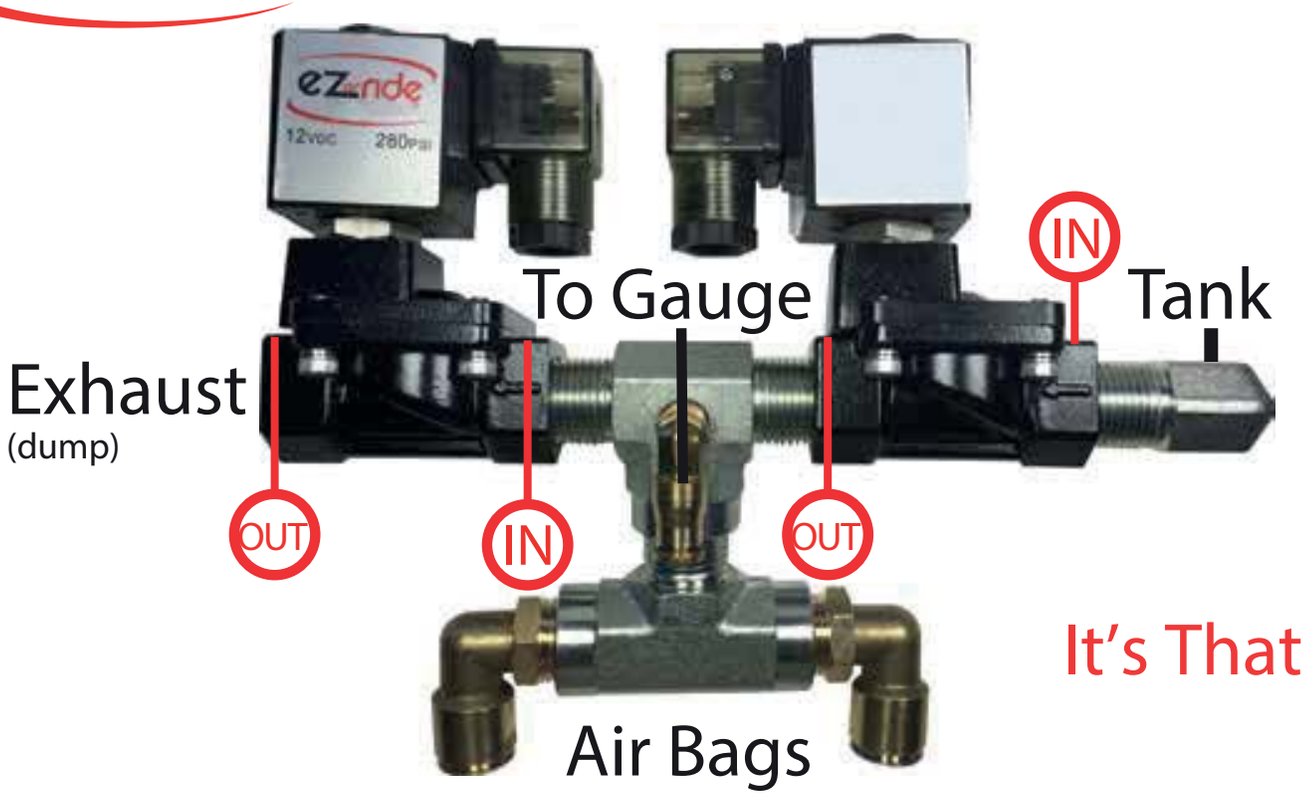
FRONT DOWN

REAR UP

REAR DOWN



Deluxe/Platinum Valve Assembly and Plumbing



It's That EZ!

Remove your rear coil springs. Hold upper bracket in place and mark hole for air line and all thread.

Drill a hole through the frame for air line and a pilot hole through your trunk floor. Next, drill a 1/2” hole through your frame for your all thread and a pilot hole through your trunk floor.

Going through your trunk floor, drill out an access hole for a socket to reach your frame followed by a smaller hole for your air line.

This is a birds eye view from the the inside of your trunk.

Screw the all thread into the upper bracket and push it through the pre-drilled hole. Mark the all thread just above the top of the frame.

Pull out the all thread and trim it. Run your air line from the bag up through the floor board and then tighten the nut with a socket from your trunk.

Insert grommets as shown for a super clean look.

Install bottom bagel bracket to the air bag.

Now, set the bracket in place!

Once your vehicle is safe and secure, begin by removing the factory coil springs. To avoid possible clearance issues, your factory bump stop may need to be removed.

You may need to pre-drill a hole in your upper spring pocket for air line access. Next, mount your front-upper bracket to the air bag. Feed air line through the access hole and into your bag. Slide the upper bracket into the spring pocket and mount it through the shock tower using the supplied all thread and nut.

Mount the front-bottom bracket to the air bag and let it sit in the lower spring pocket.

Bear in mind - when the bag is inflated, most vehicles will require you to trim the upper-outer spring pocket only. Cut a rainbow shape like the picture shown above.

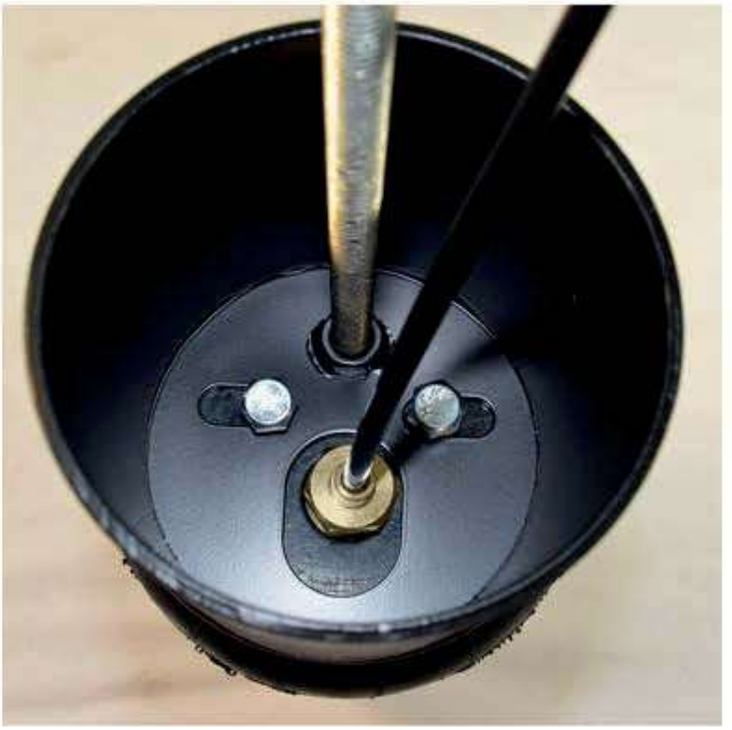
Congratulations! The front of your vehicle is now bagged. Lets move on to the rear.

Front Install Pics Compliments of Dan - 71-96 Caprice.

Rear Install Pics Compliments of Kenneth - 71-96 Caprice.

First, remove front coil springs. Bolt the front-top cup to the air bag and thread in the straight fitting.
Note: EZ Tite will help seal and prevent leaks.

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

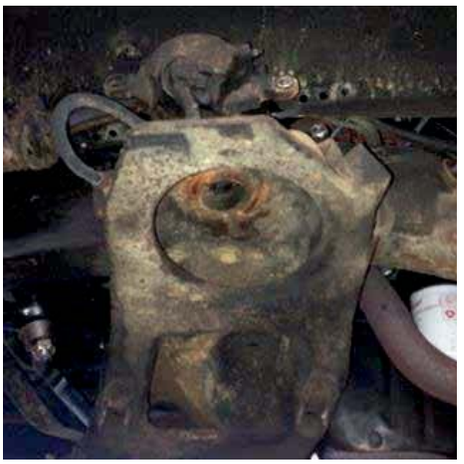


Screw the supplied all thread into the bracket. Run air line from the appropriate valve going through the shock tower and into the bag. Slide the cup into the front-upper spring pocket. Insert all thread through the shock tower and mount it in place using the supplied washer and nut. **Note: offset disk will face the wheel.**

Slide the bracket into the shock hole on the lower A Arm.

Thanks Jason - 60 Caddy
For The Awesom Pics

63-72 C10s have to be the coolest and easiest of them all to install air ride. It is the only GM vehicle where the shock is mounted on the outside of the coil spring, therefore no relocating.



Safely remove your factory coil spring.

Once the coil spring has been removed use the front upper mounting plate as a template for drilling the 4 perameter holes on the upper crossmember.

Be sure to feed enough air line through your spring pocket to easily feed into the air bag as you bolt it up

Mount the upper mounting plate and the lower cup to the air bag as shown above, and thread in the air fitting.

Plumb the air line into the bag fitting before bolting the assembled bag/bracket to the crossmember.

Once the mounting plate has been safely bolted in place the lower cup will sit in the factory lower A Arm.

This kit has been designed to give you optimal drop. Don't let other companies strong arm you into spending thousands on custom control arms and fancy chrome plated shocks.

Deluxe™

1958-1964
X-Frame

Your Pet Cock will thread into the bottom tank port. Use this to drain condensation and debris.

Installing a pressure switch is easy. First, thread the pressure switch to the 1/4” reducer bushing.
(don’t forget the EZ Tite)

Next, thread the pressure switch and reducer to either side of the air tank.

On the opposite side of the tank connect your compressor.

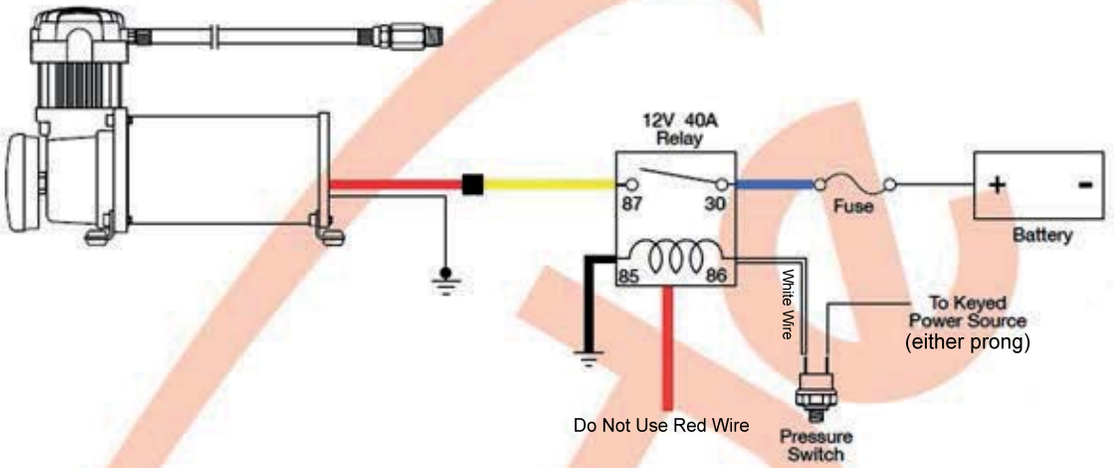
Thread the last 1/4” reducer to the Viair 444c Chrome Compressor.

Now, plug your compressor into the side port on the air tank. Simply, through our EZ Tank Bracket hole.

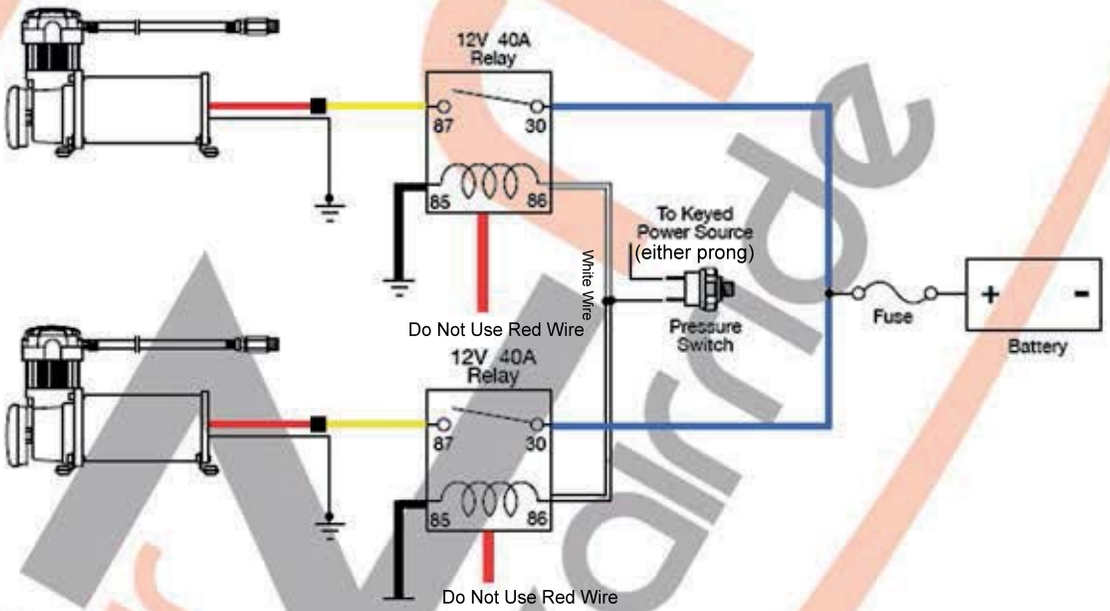
Congratulations!

Your new 7 gallon air tank and valves
are now setup and ready for air line and plumbing.

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.

The EZ Air Ride Deluxe valve kit is very easy to assemble and only takes minutes.

First, put a little bit of EZ Tite around the thread of the fitting you are installing. This will keep air from leaking and ensure a tight seal.

Thread 1/2” elbow fittings to each side of the 2 female X 1 male branch Tee.

Next, install your valves to each side of the factory tapped branch Tee with the brass swivel.
(Make sure the valve arrows are pointing the same direction)

Once the valves are assembled thread both branch Tees together.

Connect the 1/2” elbow to the intake side of the valves.
(this is facing away from the valve arrow)

Again, make sure the valve arrows are pointing the same direction.
(arrows point to exhaust)

Congratulations! Your valves are now assembled.

Lastly, plumb your valves to each 1/2” port on the front of your new 7 gallon air tank.

Now it's time to setup your gauge and plumb your air ride kit!

Your EZ Air Ride gauge is illuminated using a small LED bulb. This light can be wired to come on when you turn on your headlights.

Plug the bulb into the back of the gauge and run an 18g wire to your headlights. The second wire is used as a ground.

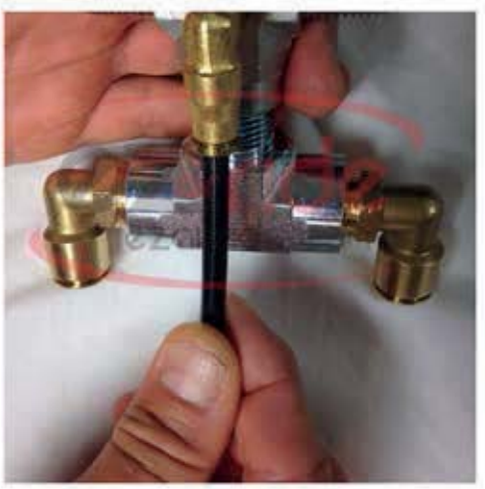
Our exclusive Red Head fittings thread right on to the back of your gauge. These fittings connect to your valves to help monitor air pressure. (EZ Tite will help prevent leaks)

Cut 2 desired lengths of 1/4" air line to run from the back of the gauge to the tapped Tees on the air tank. Be sure to cut your air line square.

Using the supplied sandpaper, smooth out your air line to remove rough edges/burrs.

Use glass cleaner/moisture to lubricate the air line so it will easily slide into the fitting.

Run 1/4" air line from the face of the Red Head to the tapped fitting on the valve branch Tee.



Use this process to plumb the front and rear.

EZ Air Ride 12’ Deluxe Valve Wire Kit

- Connects your valves to your EZ Air Gauge Panel
- Grounds your valves.
- Powers up your EZ Air Ride switches
- Lights up your EZ Air LED light.

FRONT UP

FRONT DOWN

REAR UP

REAR DOWN

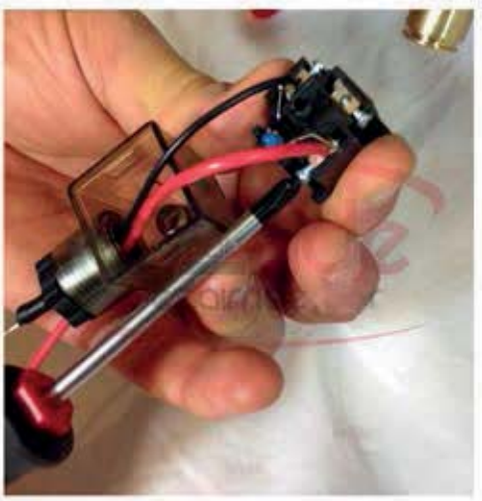
Starting with the left valve assembly (the front), take off the solenoid cap from the intake valve w/ Philips Head (nearest to tank port).

Simply, unscrew and pull the cap off.

Once the solenoid cap has been removed, take out the wiring unit.

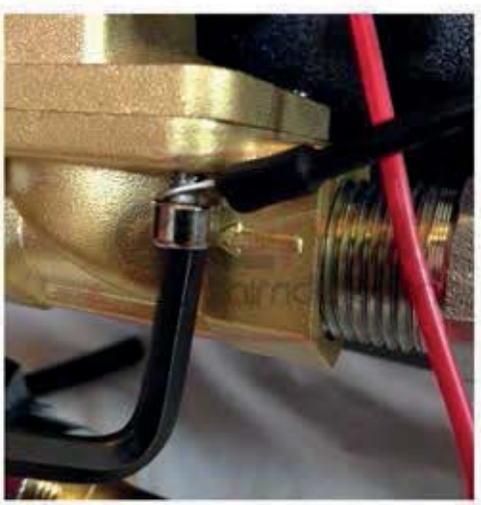
Run the ground wire through the solenoid cap as shown (bare wire first).

Connect the ground to the left side of the wiring unit (-) like the picture shown above. (LED light should be on the bottom)



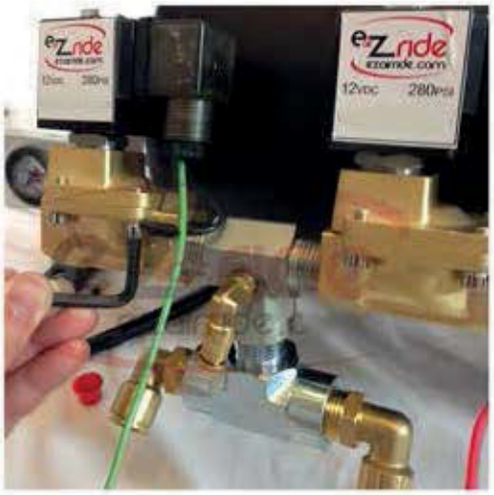
Next, feed the red wire through the solenoid cap and connect it to the right side of the wiring unit (+).
(LED light should be on the bottom)

Once wires are connected, put the wiring unit back into it's housing and screw it back on to the solenoid.

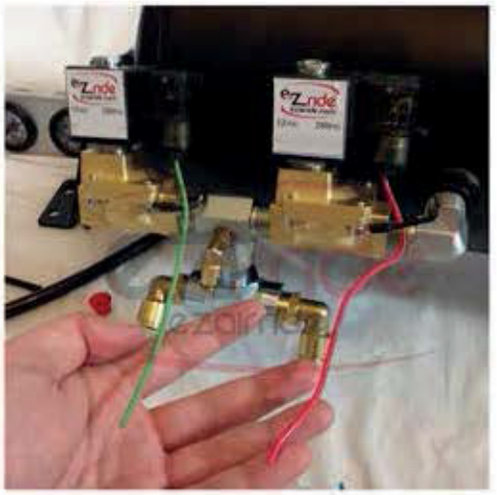


Here is an EZ Air Ride exclusive - ground the valve to itself like the picture shown above.

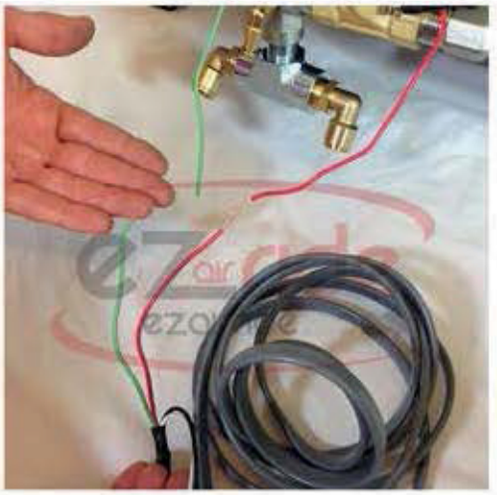
Following the same instructions, connect the green wire to the (+) on the dump valve and the ground to the (-).
(dump valve furthest valve from port)



Now that the dump valve is wired, ground the valve to itself.



After your front valves are wired up use the same steps to wire the rear. Use the **BLACK** wire for intake and the **WHITE** wire for the dump.

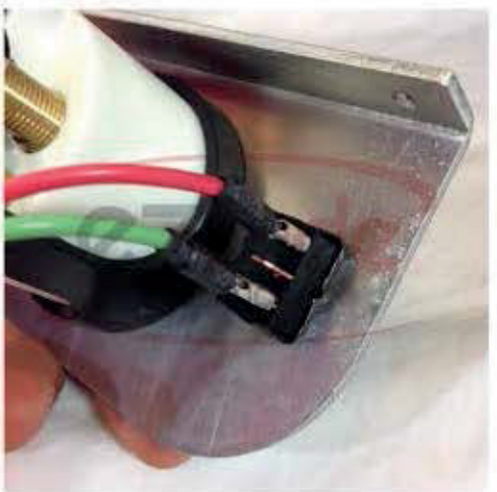


Once all 4 valves are wired, connect them to the wiring harness. Match each color to it's counterpart.

It is now time to connect the wiring harness to the gauge panel. Use the left rocker to control the front of your ride and the right for the rear.

Front:
Red - UP
Green - DOWN

Rear:
Black - UP
Yellow - DOWN



On the left rocker plug the red wire into the top prong and the green into the bottom prong.

On the right rocker plug the black wire into the top prong and the white into the bottom prong.

Use the middle prong for power on both rocker switches.
ie: fuse panel

Congratulations! Your valves are now wired to your control panel.

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.