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.

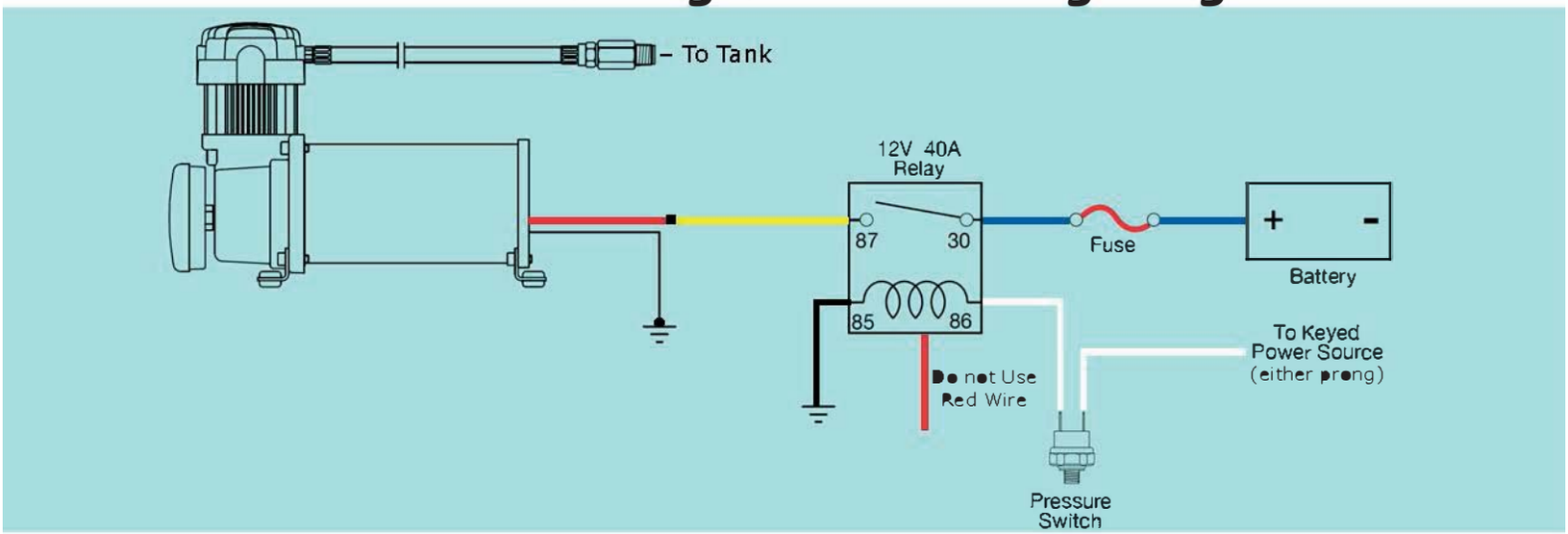
Simply, push the assembled schrader valve into the quick connect.

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 ;)

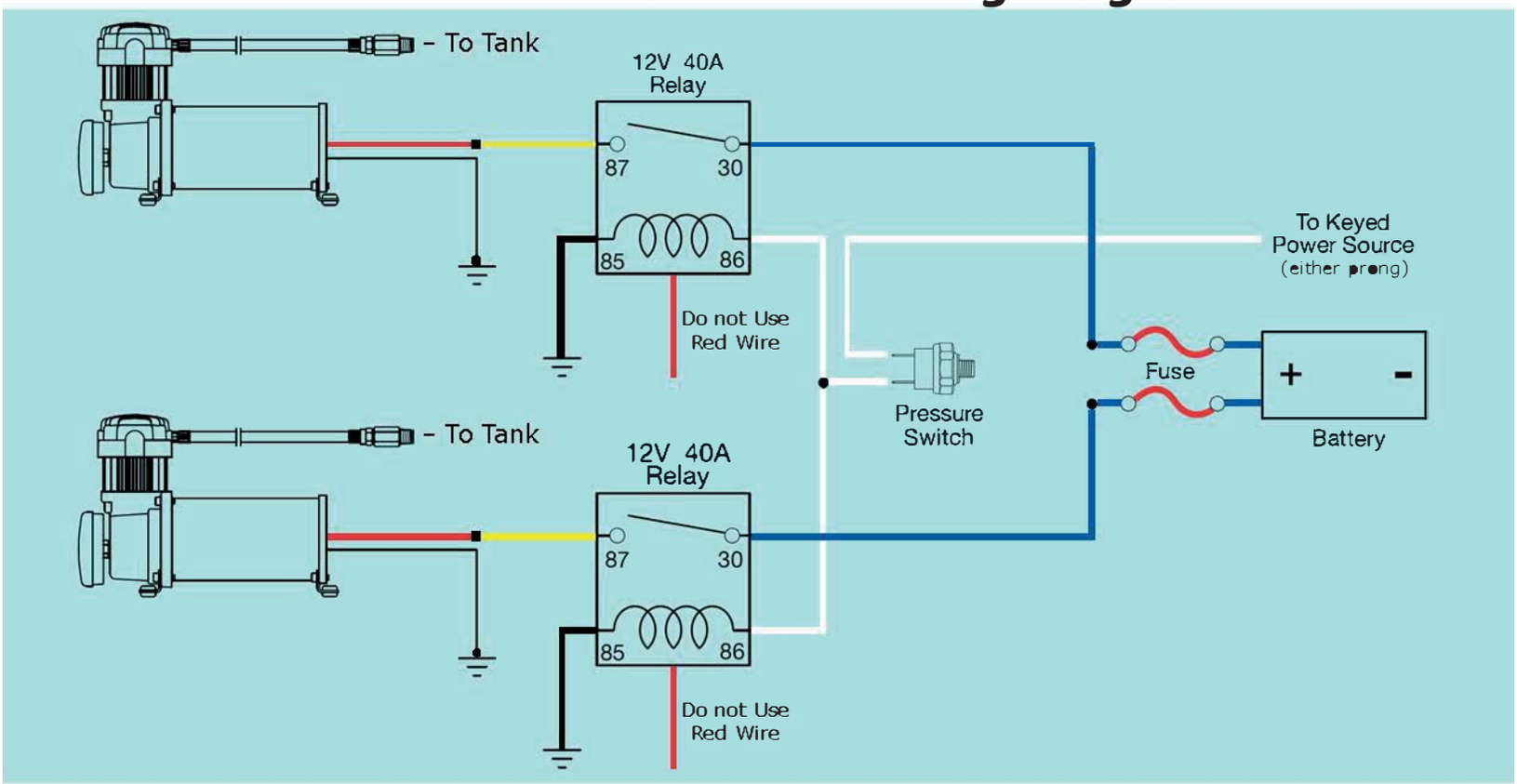
When finished replace the schrader valve with the supplied coil hose and air chuck. You now have onboard air!

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!

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.

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.


ON SOME 58-60 CADDY'S YOU MIGHT NEED
TO CUT OFF THE SECONDARY UPPER PIRCH IN
ORDER FOR THE BRACKET TO FULLY SIT CORRECTLY


SO LETS CUT OFF THAT UPPER PIRCH
TO LET THE BRACKET SIT IN PLACE


A SIMPLE CUTTING
WHEEL WILL DO


HERE WE HAVE A NICE TOPPED
OFF PIRCH TO LET THE MOUNT
BOLTS AND BRACKET SEAT CORRECTLY


NEXT REMOVE THE 9/16 BOLT AND NUT
FROM THE UPPER PIRCH. DISREGARD THE
UPPER CUP TO MAKE ACCESS FOR PLUMBING


DRILL OUT CENTER WHOLE 1 SIZE BIGGER TO LET
SUPPLIED BRACKET BOLT COME THROUGH UPPER PIRCH


YOU CAN UTILIZE THE FACTORY HOLE IN THE PIRCH. THEN
DRILL A WHOLE IN A SAFE AREA TO LEAD THE AIR LINE INTO
THE TRUNK. MAKE SURE YOU FIT IN A GROMET FOR A TIGHT FIT.


ONCE YOUR FITTINGS ARE PLUGGED IN, FEED YOUR EZ BRACKET
INTO THE UPPER PIRCH MAKING SURE THAT YOUR LINE
FITTING IS CLOSEST TO THE FACTORY WHOLE THAT WE ARE UTILIZING


ONCE BOLTED IN PLACE, THE
BRACKET AND BAG SETUP IS NOW
SECURE AND READY TO LOWER ONTO
THE LOWER PIRCH WE CUT EARLIER.


A CLEAN GROMET INSTALLED
TROUGH TRUNK
Thanks Jason - 60 Caddy
For The Awesom Pics

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 relocator bracket will be welded. Tack it in place and test the shock for no binding / clearence 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.

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.

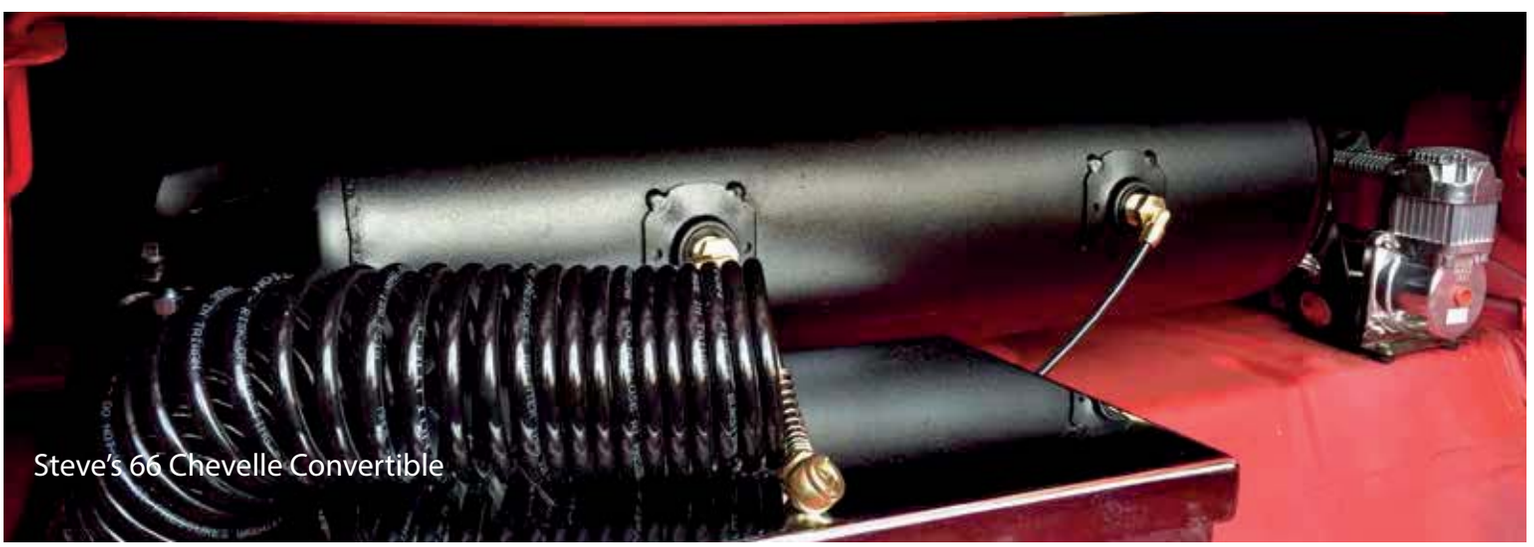
Frame Rails: Fits in between the frame rails of 60-87 C10s, behind the rear axle.


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

The Drain Cock will thread into the bottom tank port. This is used to drain any moisture.

Thread the Tee into the side of the air tank.

Next, thread the pressure switch into the tee. We sugest the backside Leaving the front for you Spare Air™.

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.

X-Frame Shock Relocator Kit Instructions

This may shock you, but EZ Air Ride will not sell rear shocks. All of our rear brackets were designed to retain your factory shock. Don't let the other companies strong arm you into over priced chrome plated shocks when you can just go to your local auto parts store and ask for a mid-grade shock replacement.

1. Position the upper shock mount on the frame so the hole in the bracket aligns with the hole in the side of the frame and the tab is against the bottom of the frame. You may have to trim some of the inner fender well for clearance. On manual shift cars you may have to trim the bottom of the Z-bar clutch bracket on the driver's side.
2. Mark the hole in the bottom of the frame and drill with a 5/16" bit. Use the 3/8" self-tapping bolts supplied and bolt the bracket to the frame. Mark and drill the remaining holes. Even though our brackets come powder coated you can still weld them on if you'd like.

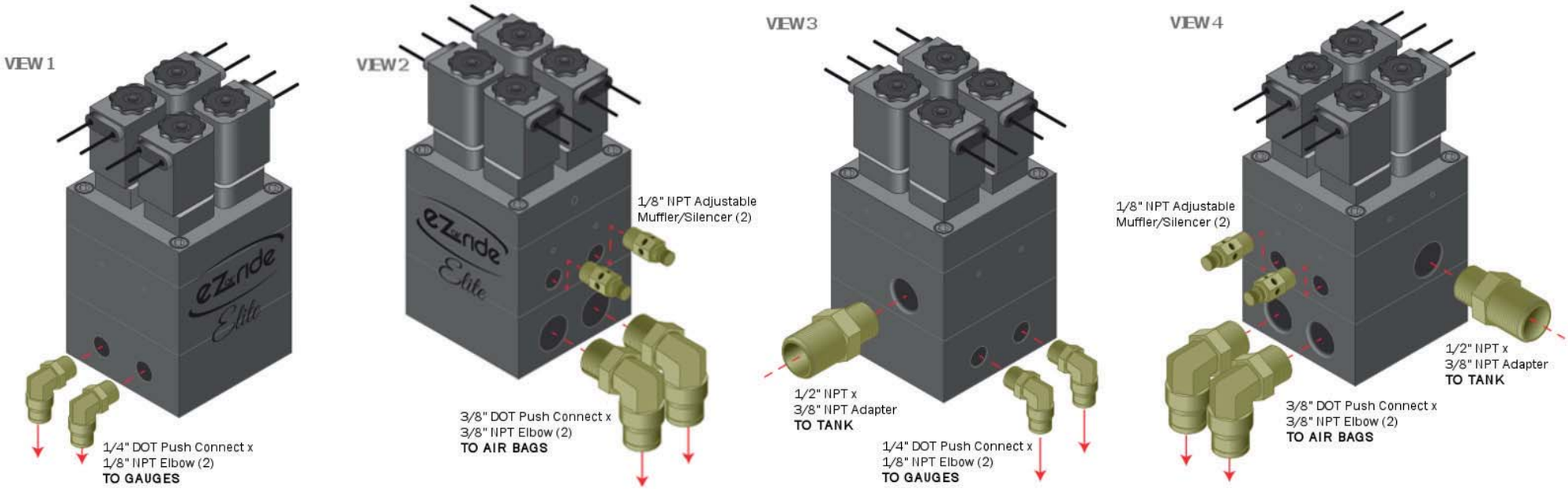
The EZ Air Ride shock included is proprietary to the bag that we use because it's range of motion mimicks the bag's stroke.

When using factory lower arms:

Drill a 1/2" hole in the lower control arm approximately 7 3/4" from the cross shaft bolt. Because we use a heavy duty shock stud, be sure to remove the inner sleeve on the bottom eyelit of the shock before installing. Insert the shock stud through the lower shock eyelit and then place the aluminum spacer onto the stud. The step on the spacer will go into the arm. Slide the stud through the lower arm and secure w/ nut and washer.

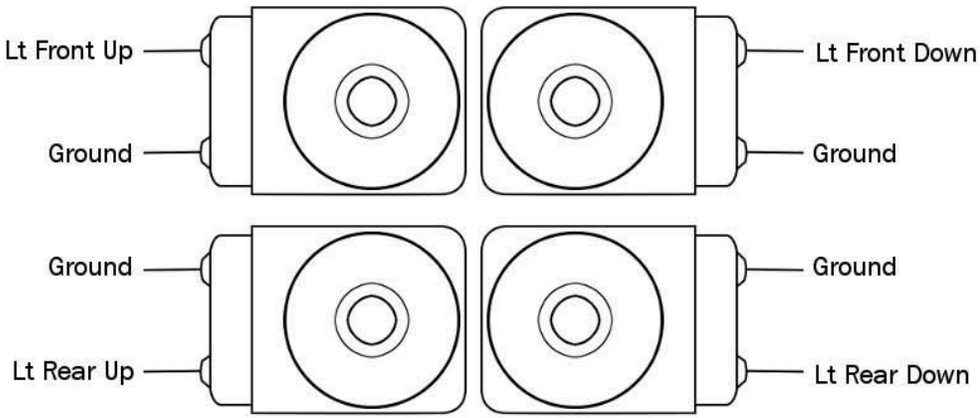
Plumbing Setup

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

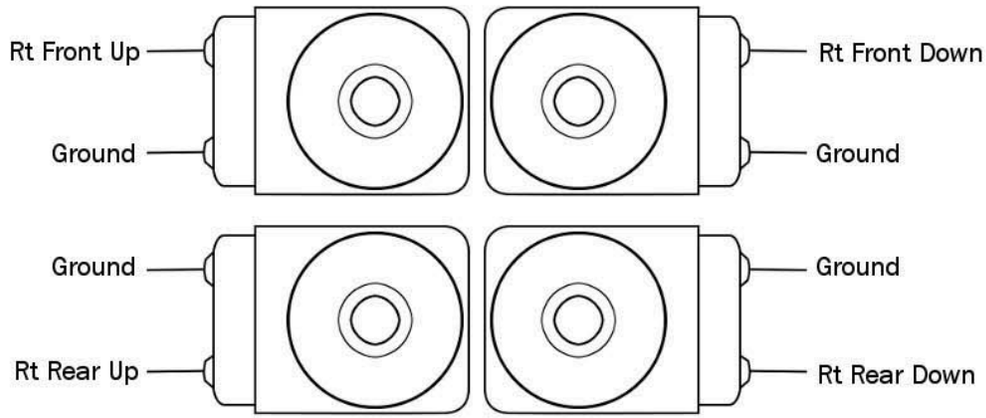


Suggested Wiring Setup

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.



Left Valve
(Controls Left Side of Vehicle)



Right Valve
(Controls Right Side of Vehicle)

Elite

61-64 Cadillac
Instructions

Congratulations on your new EZ Air Ride ELITE system!

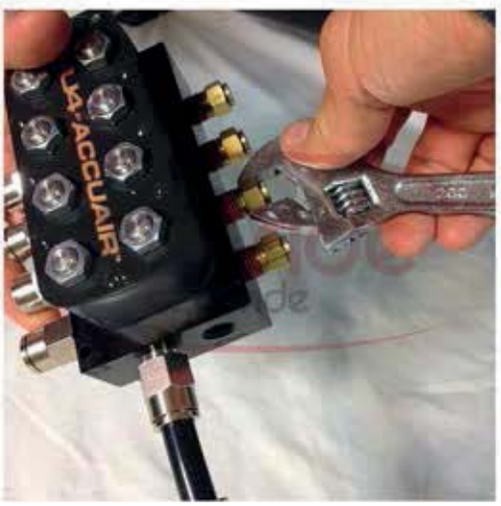
First, using EZ Tite, thread the 1/4” to 1/2” fittings into the Intake port on each side of the Accuair manifold.

Next, use your tube cutter to make 2 strips of 1/2” air line 2.5” in length.

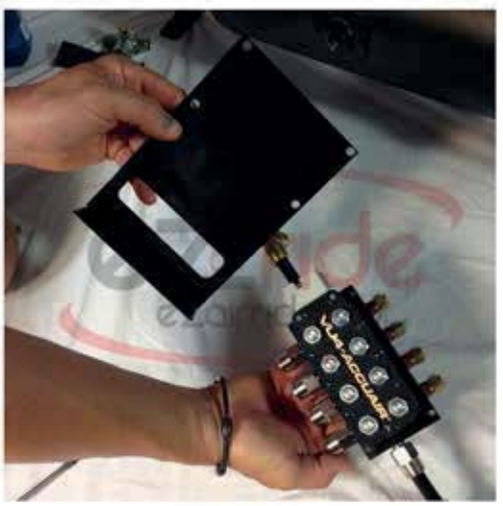
Connect your 1/2” strip of air line to the intake on each side of the manifold, then to a 1/2” swivel elbow fitting. (this plugs into the tank)

On the bottom side of the manifold thread in your last (4) 1/4”x1/2” fittings. These will supply air to your bags. **(don’t forget the EZ Tite)**

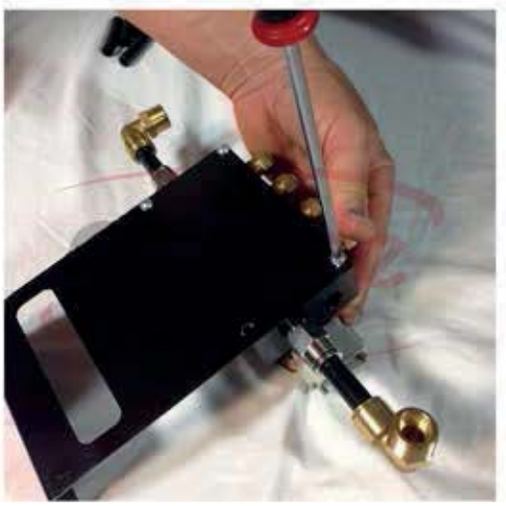
Next, thread in the (4) 1/4” fittings into the top of your manifold. These will plug into your gauges. They will monitor air pressure for each bag.



Make sure each fitting is nice and tight. EZ Tite will help to prevent leaks and ensure a tight seal.



Once your manifold is plumbed with the proper fittings, mount it to the EZ Air Ride exclusive manifold tank bracket.



Line up the holes on the pre-drilled bracket to the manifold and connect them using the supplied hardware with the nuts facing out.

Cut (4) more strips of 1/2” air line 2.5” in length.

Use the (4) 1/2” elbow fittings and connect the strips of air line to the 1/4”x1/2” fittings on the bottom of the manifold.

Adjust each elbow fitting so they all face through the the manifold bracket. This allows for easier and cleaner plumbing.

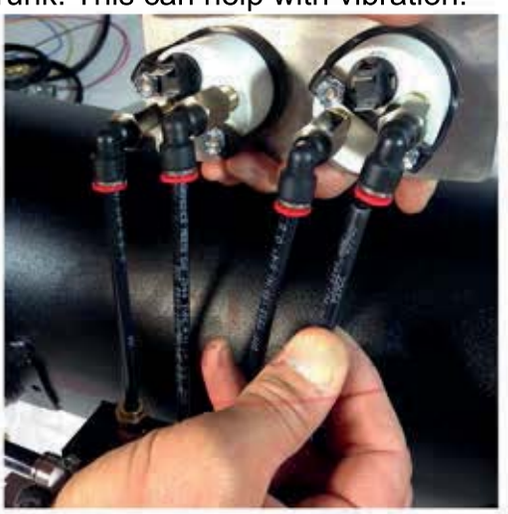
Now, connect the 1/2” elbow fittings you previously plugged into the intake, to each port on the front of the air tank.

Make sure each fitting is nice and tight. EZ Tite will help to prevent leaks and ensure a tight seal.

Optional:
Peel and stick the manifold bracket to the desired spot in your trunk. This can help with vibration.

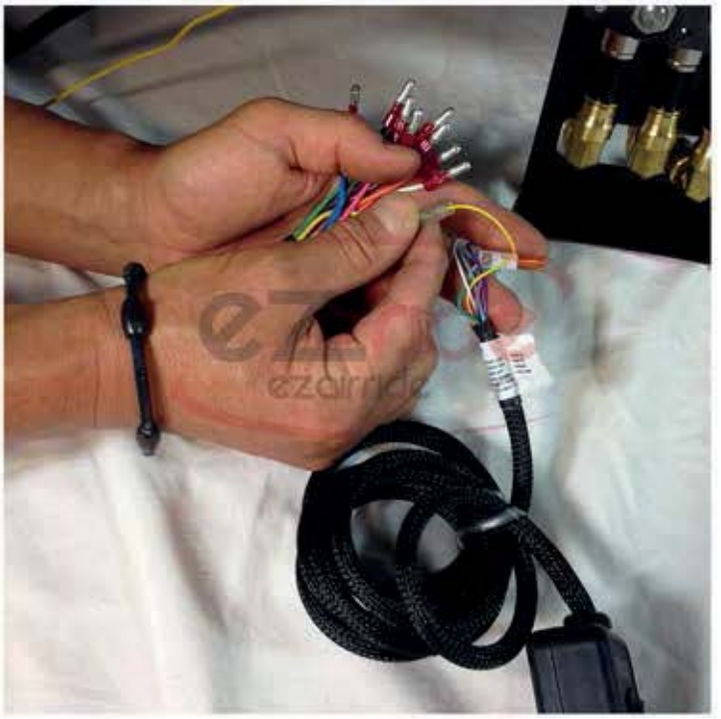
Through the back side of your manifold bracket, run 1/2” air line from the bag fittings to each air bag.

Next, run 1/4” air line from each fitting at the top of your manifold to the back of each gauge.



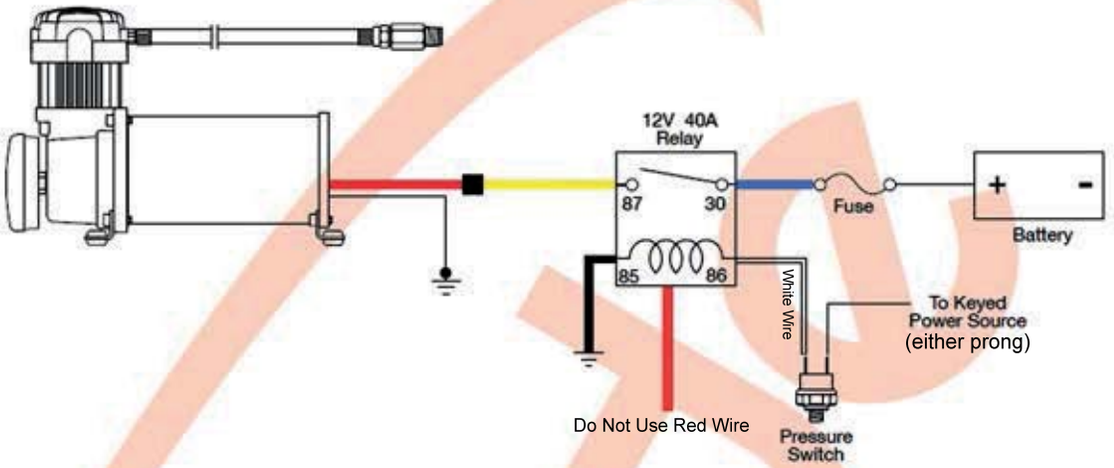
Note: Each number on the manifold will correspond to your desired corner of the vehicle.

Plug the wire harness for your switchbox into the side of the Accuair manifold.

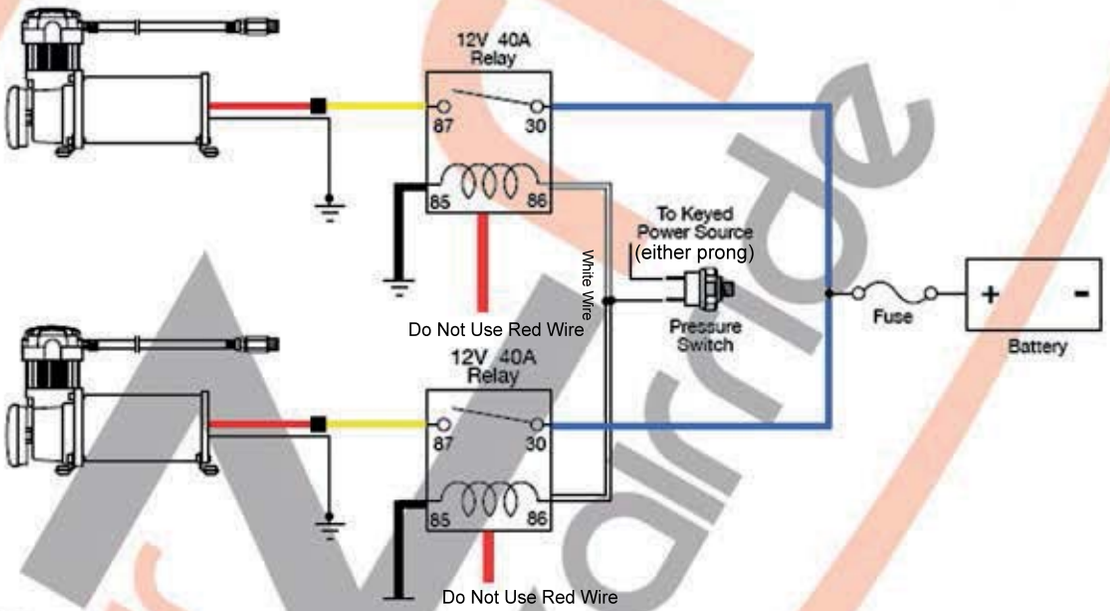


Lastly, connect your switchbox to the wire harness. Everything is color coded so, match each color and you're done!

EZ Air Ride
Single 444c
Wiring Diagram



EZ Air Ride
Dual 444c
Wiring Diagram



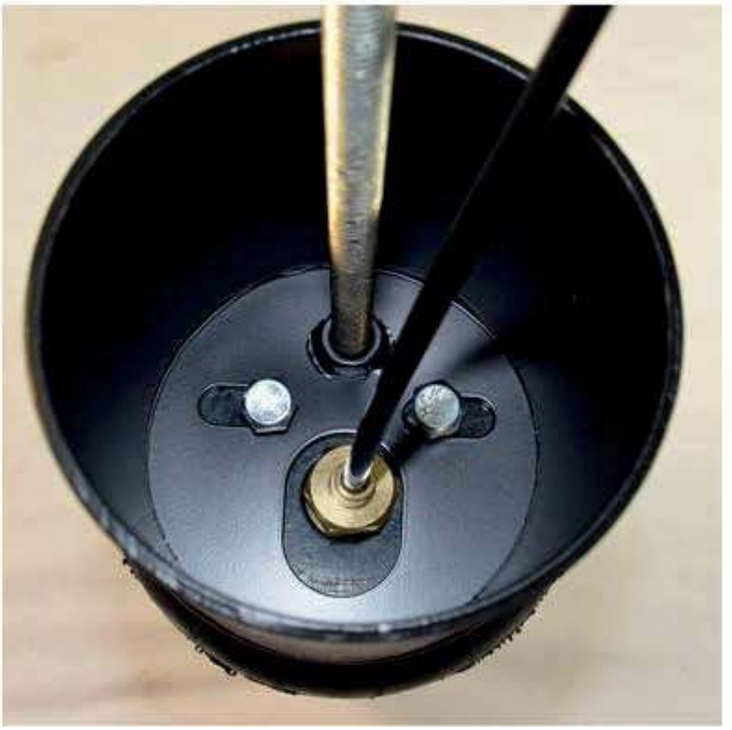
Ground Wire – The ground lead on the compressor should not be extended (if possible). Always connect ground leads directly to
the chassis (frame) of the vehicle. Any other grounding method may result in amp spikes that may damage the compressor motor,
as well as sporadic & undesired operation.

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.

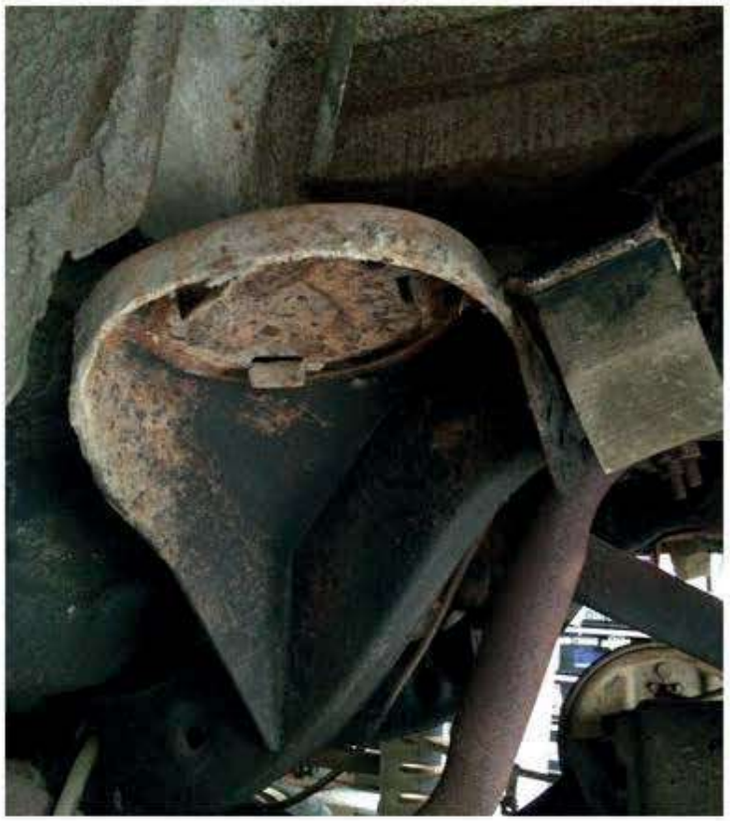
First, remove front coil springs. Bolt the front-top cup to the air bag and thread in the straight fitting.
Note: EZ Tite will help seal and prevent leaks.

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.



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.

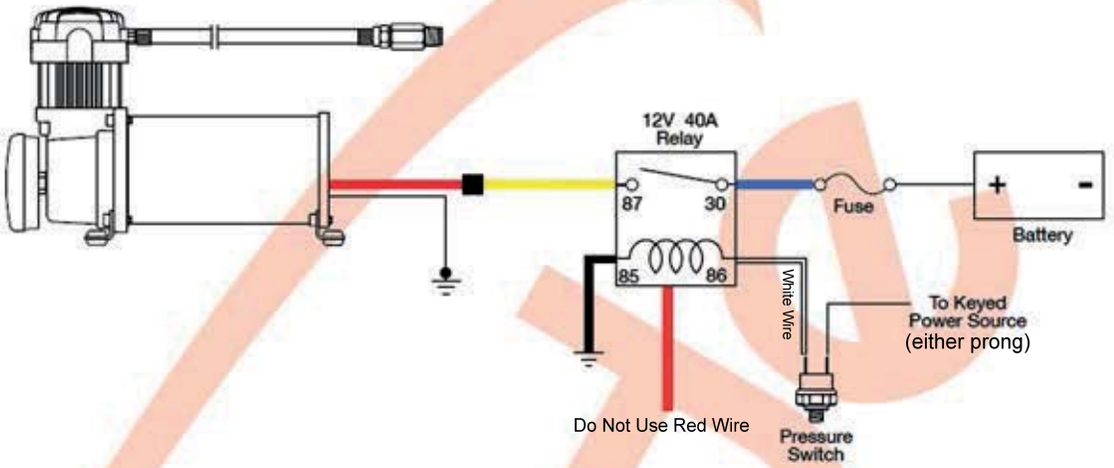
You can use a pre-existing hole in your upper spring mount to run your air line throught. Next, plumb the air line into you bag and mount the air bag and upper bracket using the suplied all thread and nut.
Lastly, bolt the lower bracket to the air bag through the underside of the pirch.

ezairride ™

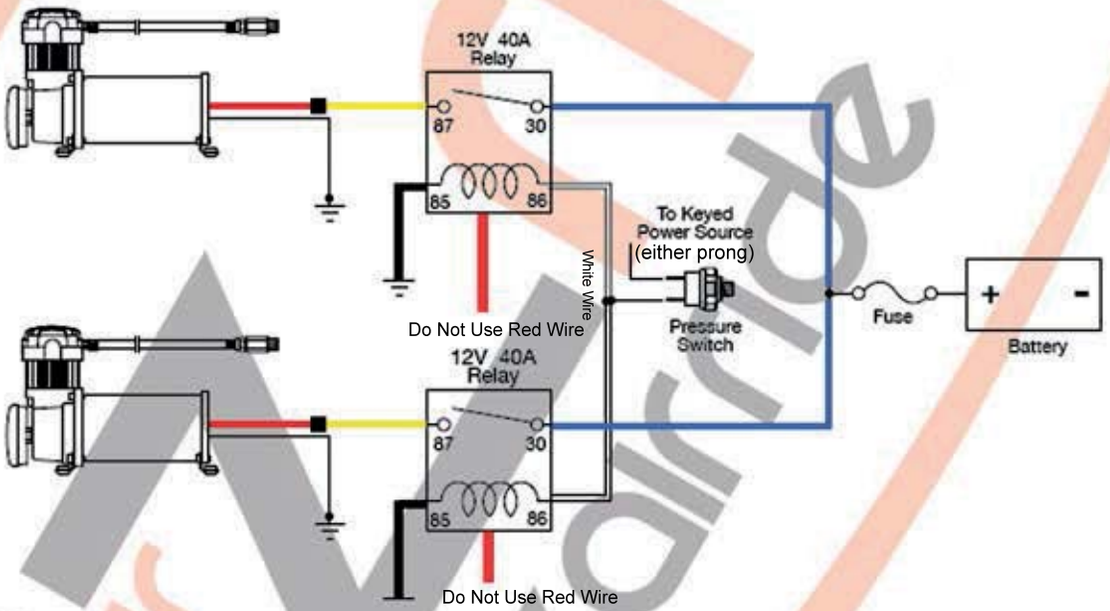
Elite ™

A, B, & G Body
Install Guide

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.

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.

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!

Elite™

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.

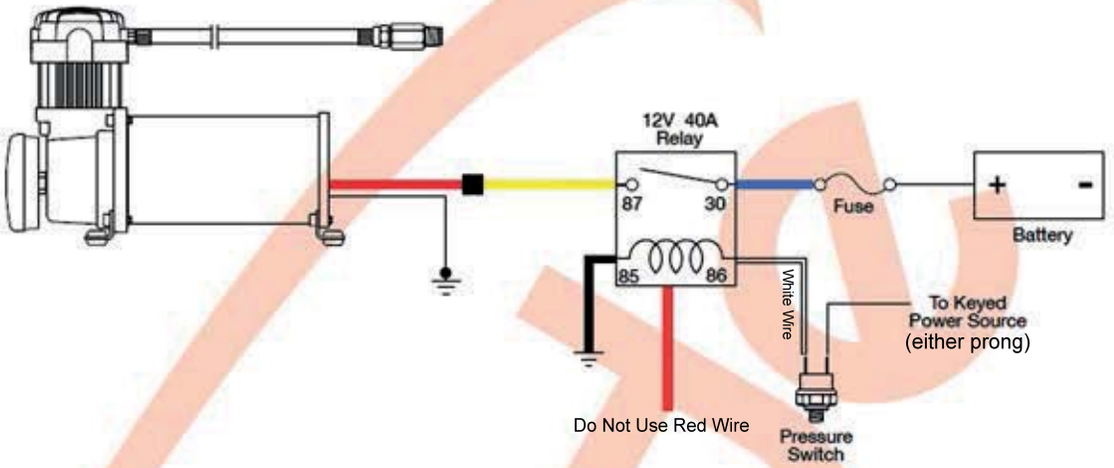
Note: There is a left and right hand side upper rear bracket.

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.

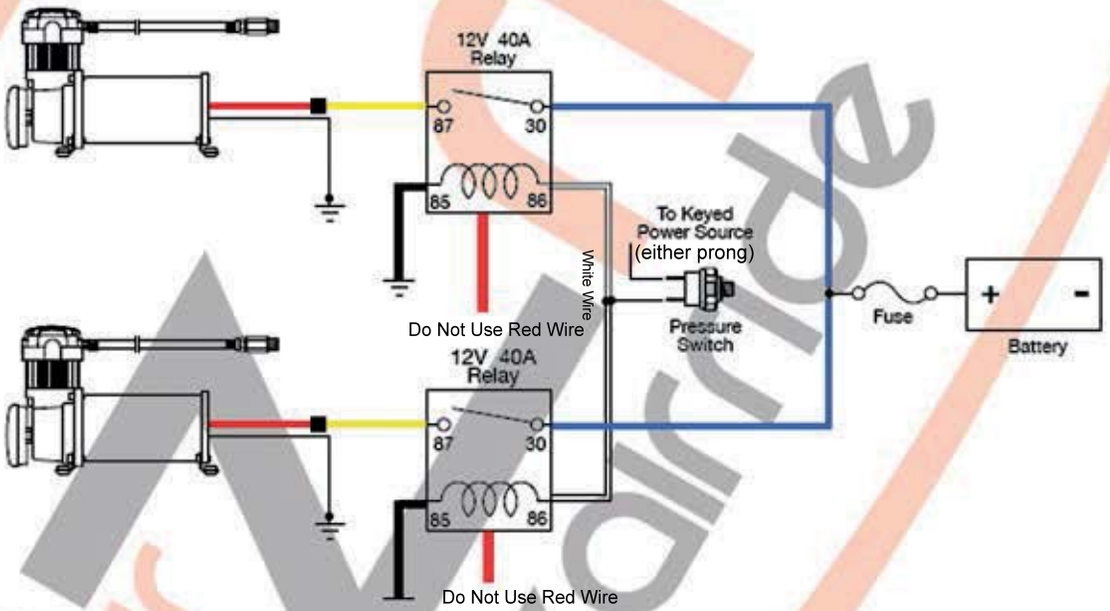
Use the side hole to run your air line from the air bags to the valves. EZ Air Ride specifically designed these brackets for ease of running line through the X-Frame.

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



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