

ez_{air}ride



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 your 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!



Classic™ Gauge Panel

EZ as 1, 2, 3



To Air Tank

To Rear Bags

To Front Bags



Connect the "white capped" barb to the "white capped" valve marked DEL using 1/4" air line. Make sure you connect left to left and right to right.



Connect "red capped" barb to red head on gauge using 1/4" air line. Make sure you connect left to left and right to right.



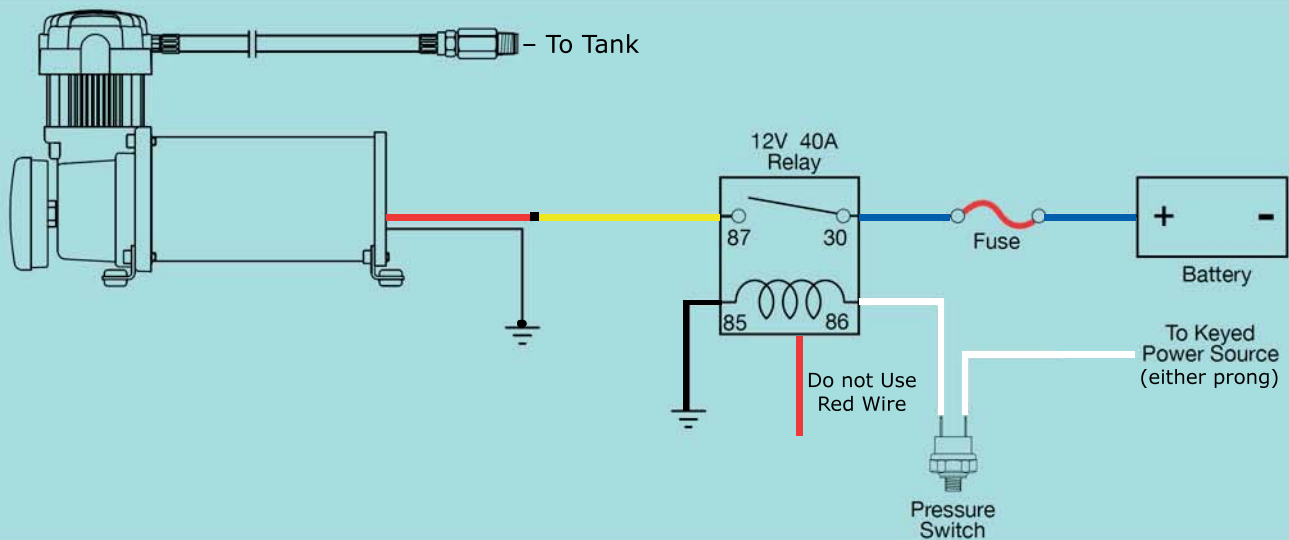
Connect both "black capped" barbs marked SUP to the Wye fittings using 1/4" air line.



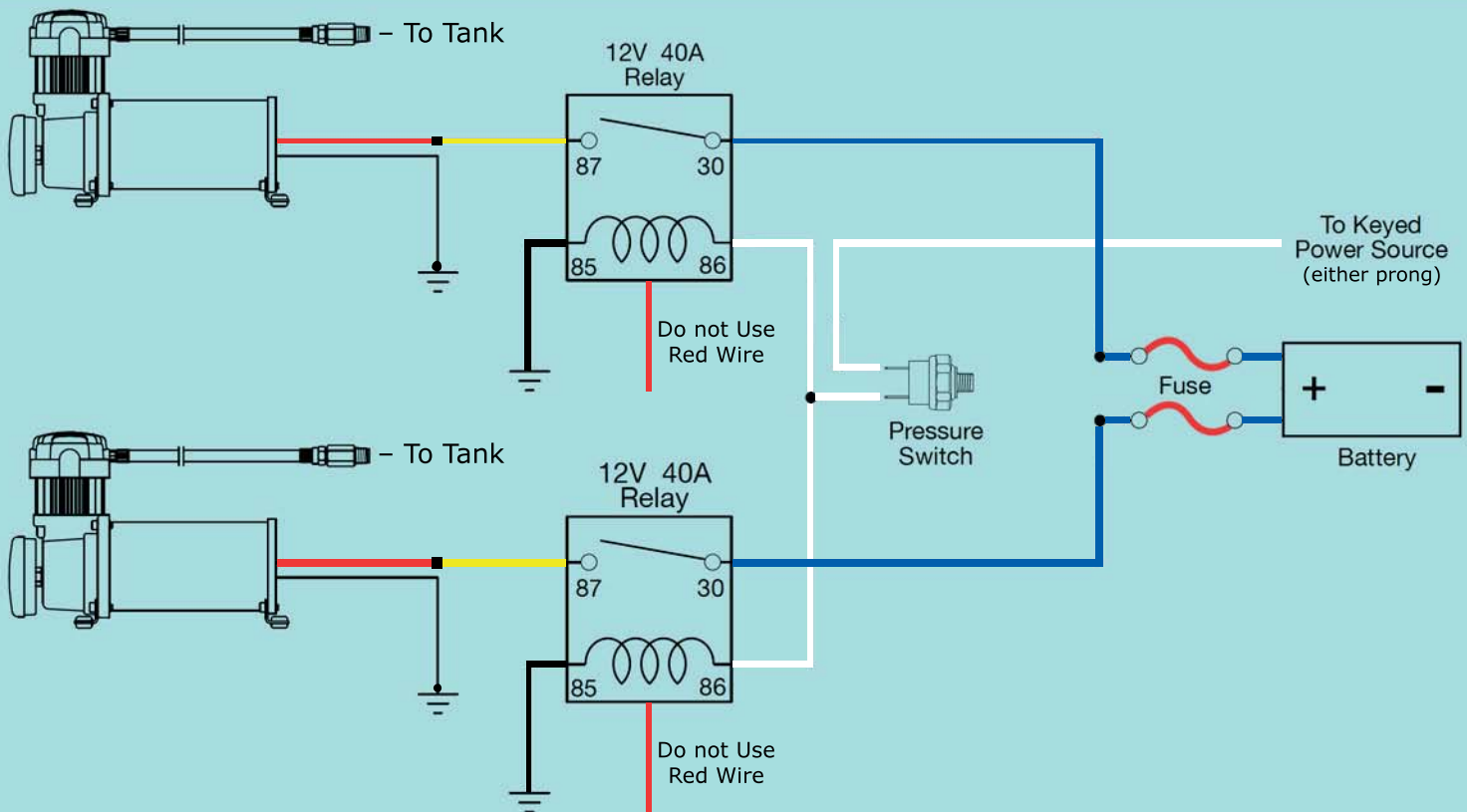
Complimentary wire harness ties into your fuse box/panel to light up your gauge. Connect red female terminal to LED bulb and then to your fuse panel. Connect black female terminal to LED bulb and then to ground.

*Be sure to remove the color coded caps from each barb before trying to connect tubing.

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).



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



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

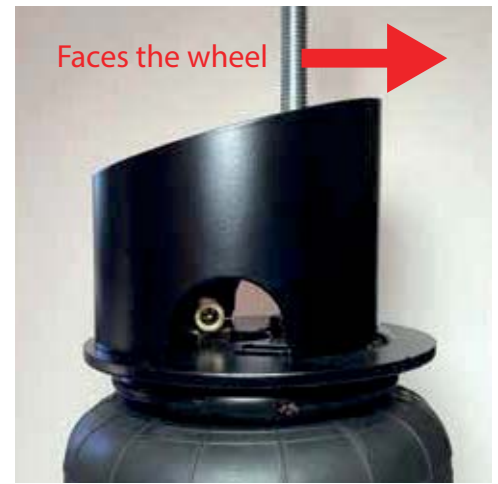




Use supplied EZ Tite™ on all mounting hardware to ensure a tight fit when mounting brackets to the air bags.



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.



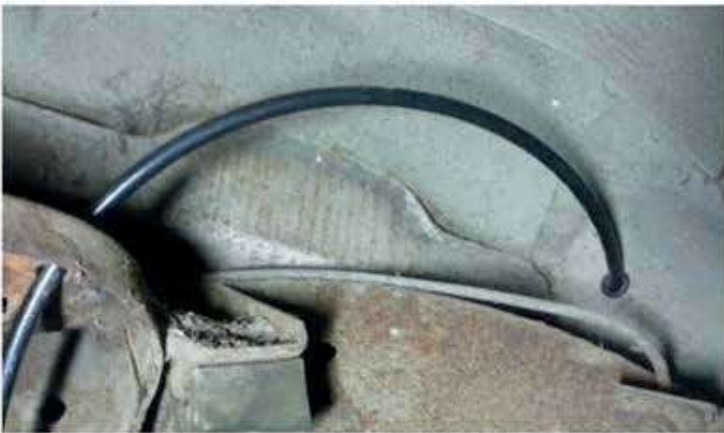
Use the side holes to run your air line from air bags to the valves. EZ Air Ride specifically designed these brackets for ease of running line through the X-Frame.

EZ Air Ride X-Frame brackets are truly 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 through. Next, plumb the air line into you bag and mount the air bag and upper bracket using the supplied all thread and nut.

Lastly, bolt the lower bracket to the air bag through the underside of the perch.





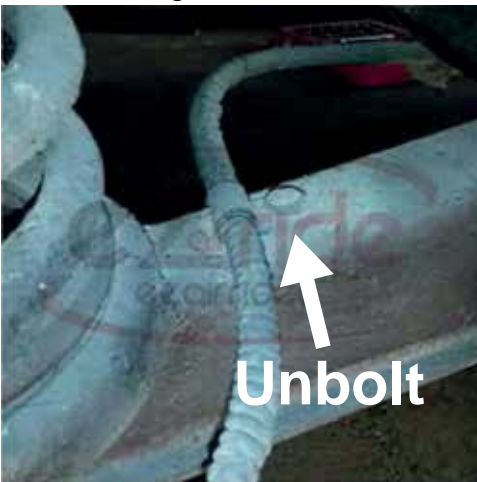
Use supplied EZ Tite™ on all mounting hardware to ensure a tight fit when mounting brackets to the air bags.



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.



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.



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.**



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



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 HOLE LET 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 GROMMET 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 GROMMET INSTALLED TROUGH TRUNK

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 parameter 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.



Classic™

1963-1972
C-10



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 in your 1/2"x1/4" fitting into one of the ports on the front of your air tank. This fitting will supply air to your paddle valves.



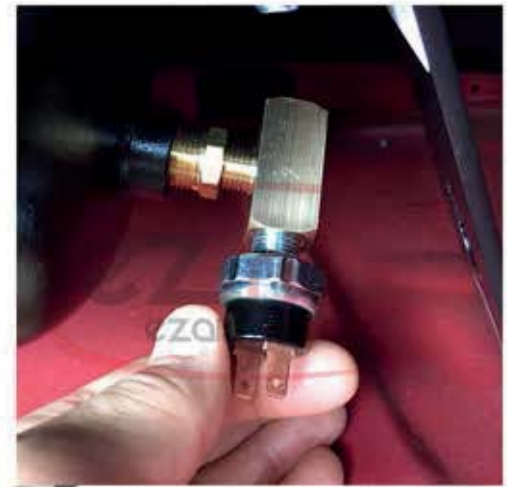
On the neighboring port, plug it off using the supplied fitting and tighten with a Hex Key. You will not need to use this port.



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.



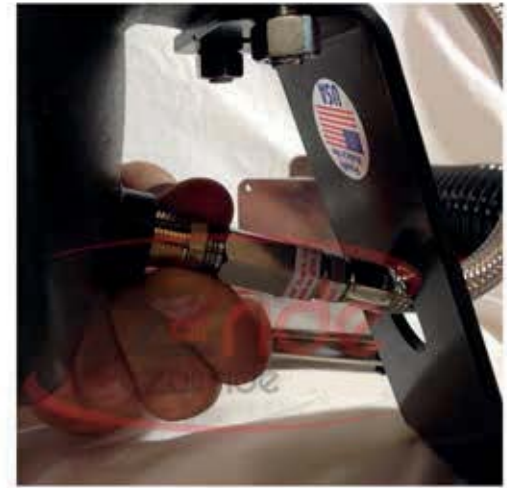
Next, thread the pressure switch into the tee. We suggest the backside leaving the front for you Spare Air™.



On the opposite side of the tank connect your compressor.

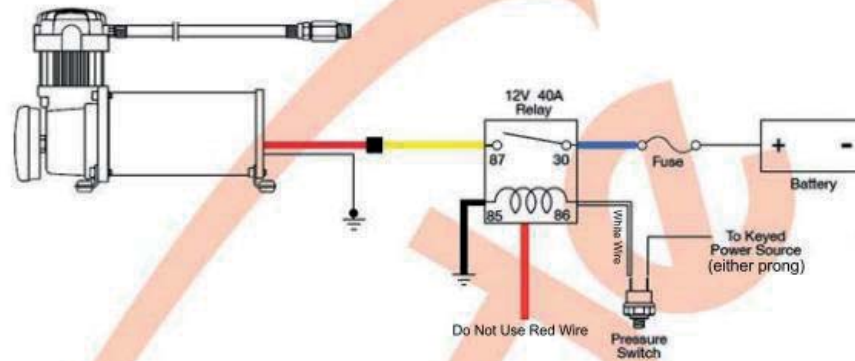


Thread the last 1/4" reducer to the Vair 444c Chrome Compressor.

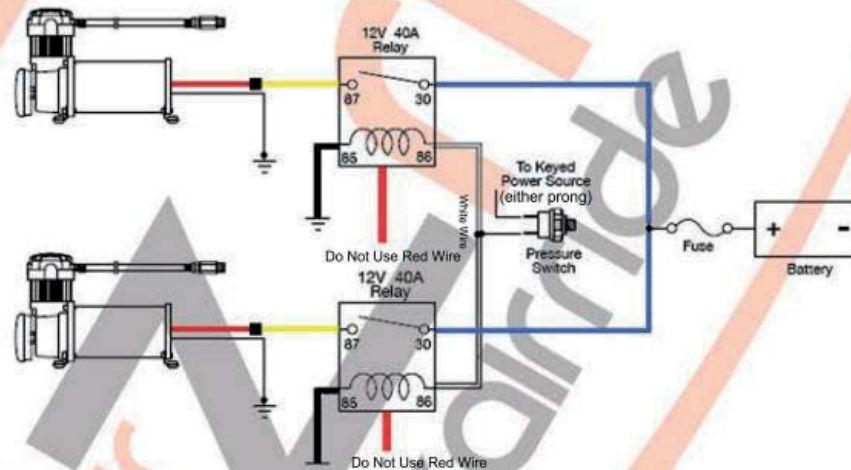


Now, plug your compressor into the side port on the air tank. Simply, through our EZ Tank Bracket hole.

EZ Air Ride Single 444c Wiring Diagram



EZ Air Ride Dual 444c Wiring Diagram



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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.



This is your new EZ Air Ride Classic gauge control panel. The dual needle gauge will monitor the air pressure in your air bags. The left paddle controls the front and the right controls the rear.



Use EZ Tite to secure the Red Head fittings on the back of the air gauge.



Next cut (2) strips of air line 2" in length.



Lubricate the Tee barb using glass cleaner to help insert it into the air line.



Now, cut (2) more strips of air line (1) at 1" and the other at 1/2"



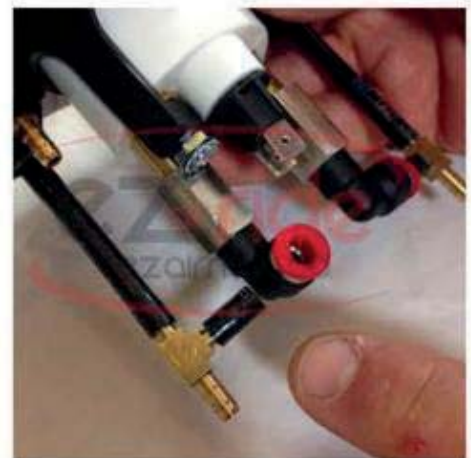
Connect the 1" strip to the T on the barb and the 2" strip to either end.



Plug the 2" strip of air line into the delivery barb on the back of the paddle. This will be labeled "DEL."



Next, plug the 1" air line strip from the Tee to the Red Head gauge fitting.



Connect the rear paddle valve the same way as the front. Use the 1/2" strip of air line for the gauge fitting. (this barb is closer to the gauge)



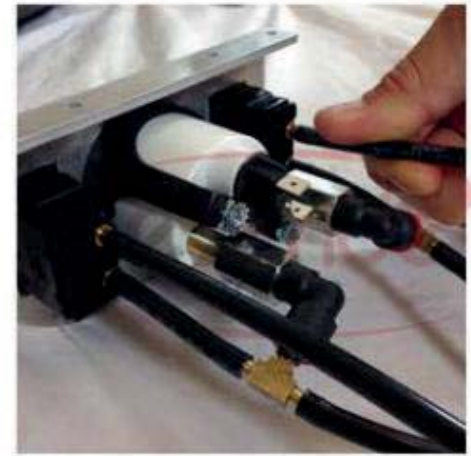
Once the delivery barbs have been plumbed into the gauge, plug air line into the last remaining barb on the Tee.

Note: cut air line length according to the space you have under your dash or where ever you decide to mount your control panel



Now, attach a Wye fitting to the end of each "delivery" air line. On the left side, run air line to your front air bags. Use the right side to run air line to your rear bags.

Note: you can split at the Wye as close to the gauge or bags as you would like.



Now, plug 2 more strips of air line into the delivery barbs on the back of the gauge labeled "SUP." These barbs will "supply" air to your bags.



Lastly, take the "supply" air lines and plug them into a Wye fitting.



Run air line from the Wye into the fitting on the front of your air tank.



This tank fitting supplies air to the control panel.