

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 ;)



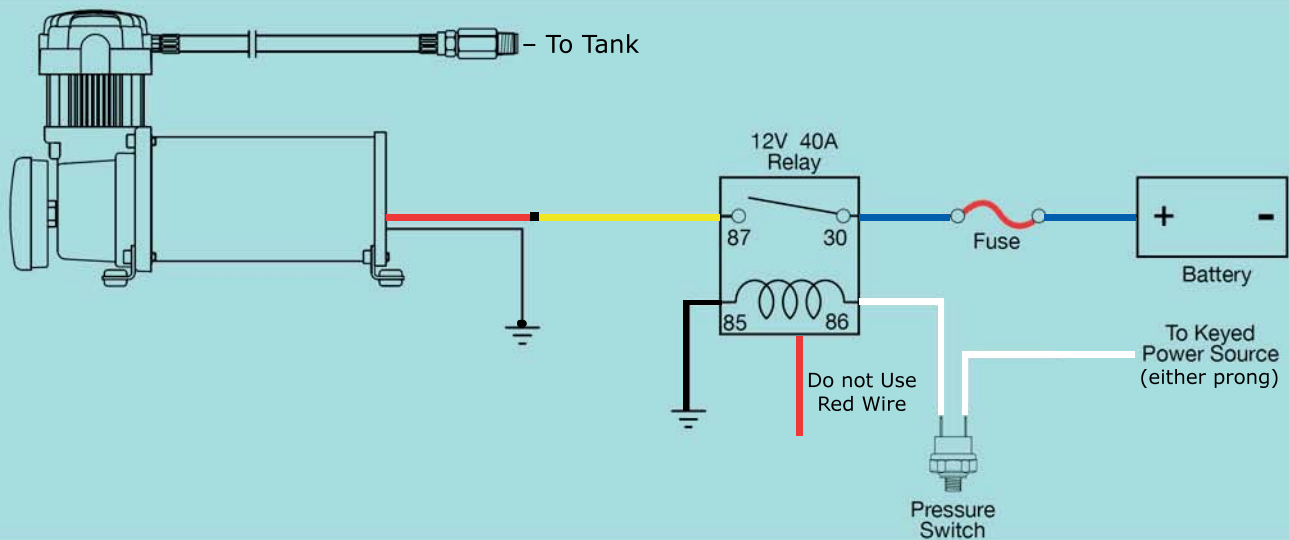
When finished replace the schrader valve with the supplied coil hose and air chuck. You now have onboard air!



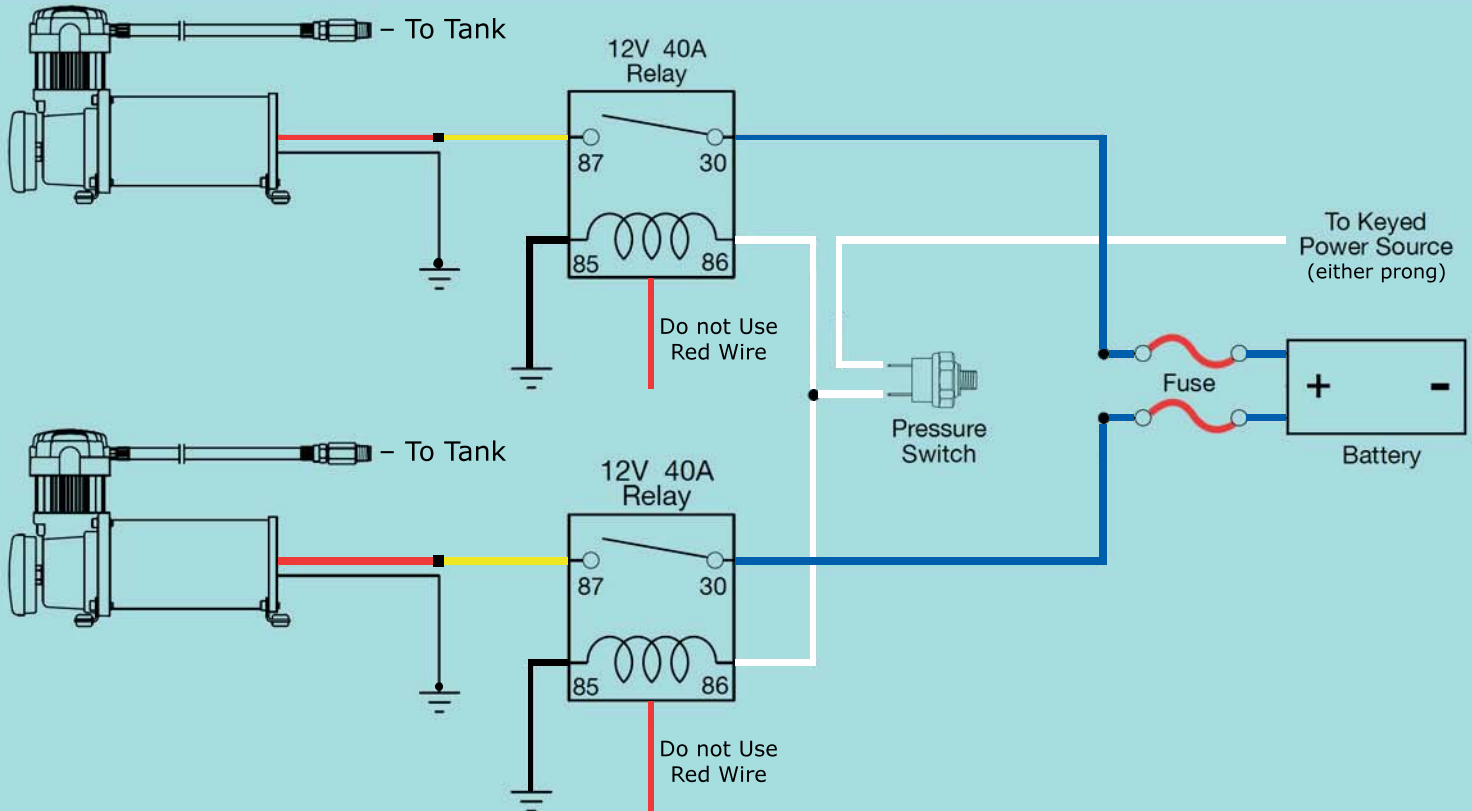
MAINTAINING YOUR TANK?

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!

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



Front Universal Shock Relocator Kit

This kit works great on most vehicles. Rear steer vehicles such as: 58-77 Cadillacs which have the steering box behind the engine cradle may require extra modification.

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.



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.

Because we use a heavy duty shock stud, be sure to remove the inner sleeve on the bottom eyelet of the shock before installing.

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.



Travis' 67 El Camino



Travis' 67 El Camino

When fully extended it should look like picture A and when fully compressed it should look like picture B.

With our shock, bag, and bracket combination you will see no travel loss. Your ride will handle like a Corvette and drive like a Cadillac.



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



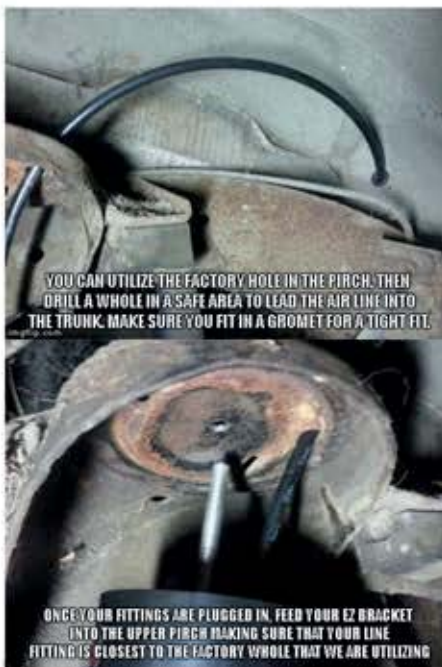
HERE WE HAVE A NICE TOPPED OFF PIRCH TO LET THE MOUNT BOLTS AND BRACKET SEAT CORRECTLY



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 HOLE IN A SAFE AREA TO LEAD THE AIR LINE INTO THE TRUNK. MAKE SURE YOU FIT IN A GROMET FOR A TIGHT FIT.



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





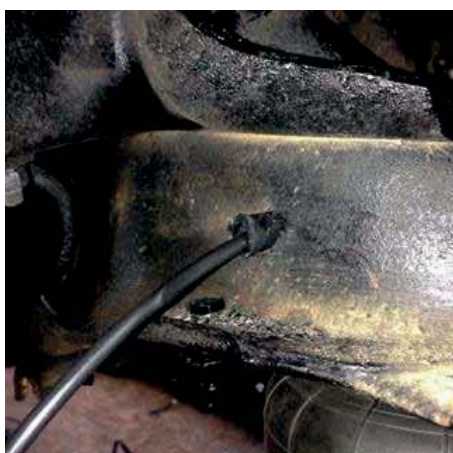
63-72 C10s have to be the coolest and easiest of them all to install air ride. It is the only GM vehicle where the shock is mounted on the outside of the coil spring, therefore no relocating.



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.

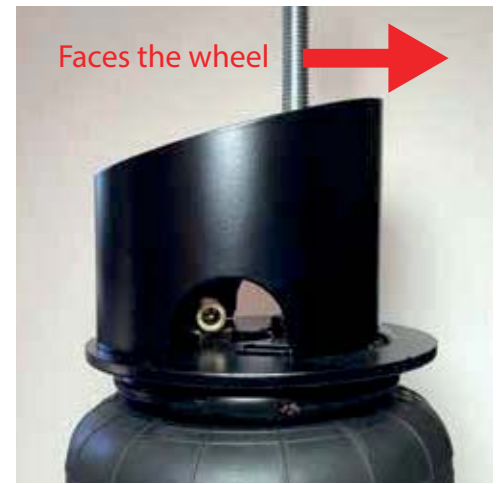
This kit has been designed to give you optimal drop. Don't let other companies strong arm you into spending thousands on custom control arms and fancy chrome plated shocks.



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.



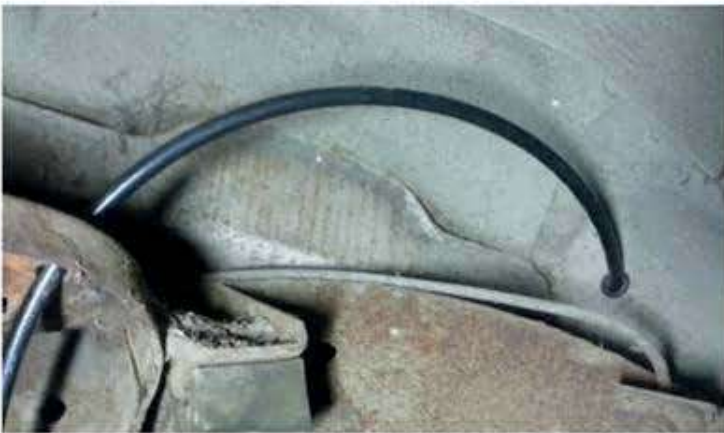
Use the side holes to run your air line from air bags to the valves. EZ Air Ride specifically designed these brackets for ease of running line through the X-Frame.

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 suplled all thread and nut.

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





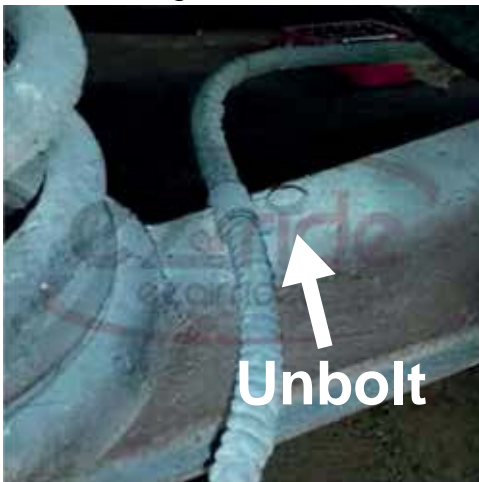
Use supplied EZ Tite™ on all mounting hardware to ensure a tight fit when mounting brackets to the air bags.



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.



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:

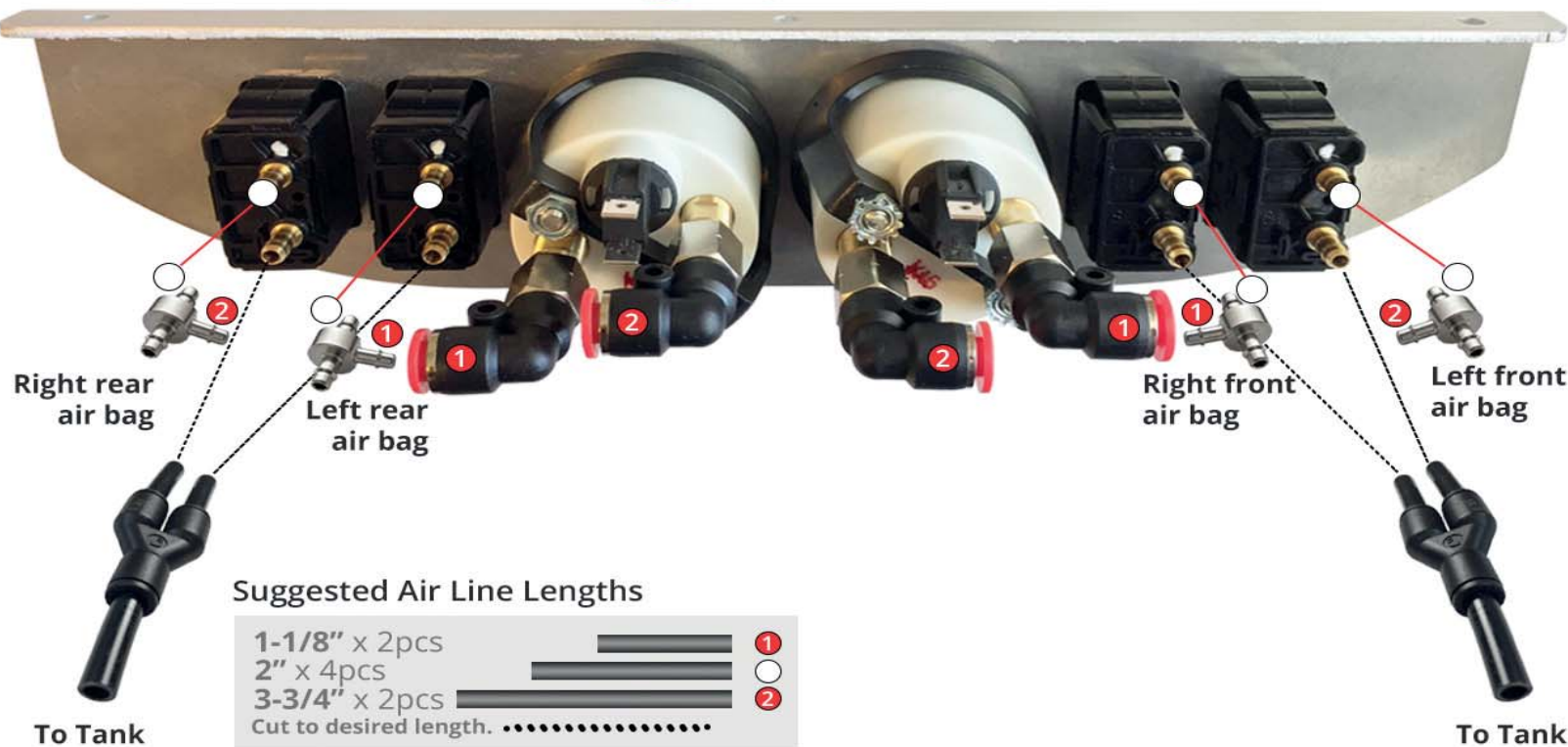
Drill a 1/2" hole in the lower control arm approximately 7 3/4" from the cross shaft bolt. Because we use a heavy duty shock stud, be sure to remove the inner sleeve on the bottom eyelit of the shock before installing. Insert the shock stud through the lower shock eyelit and then place the aluminum spacer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





Classic Plus™ Gauge Panel

Simply Cut & Connect



Tips & Tricks

- Moisten ends of barbs with saliva or Windex.
- Use a left-right twisting motion to insert tube
- Colder climates may require the air line to be heated slightly...CAUTION DO NOT USE A FLAME!! We suggest using a heat gun or hair dryer.
- Always measure twice and cut once. No fitting likes to be poked and prodded repeatedly!



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.

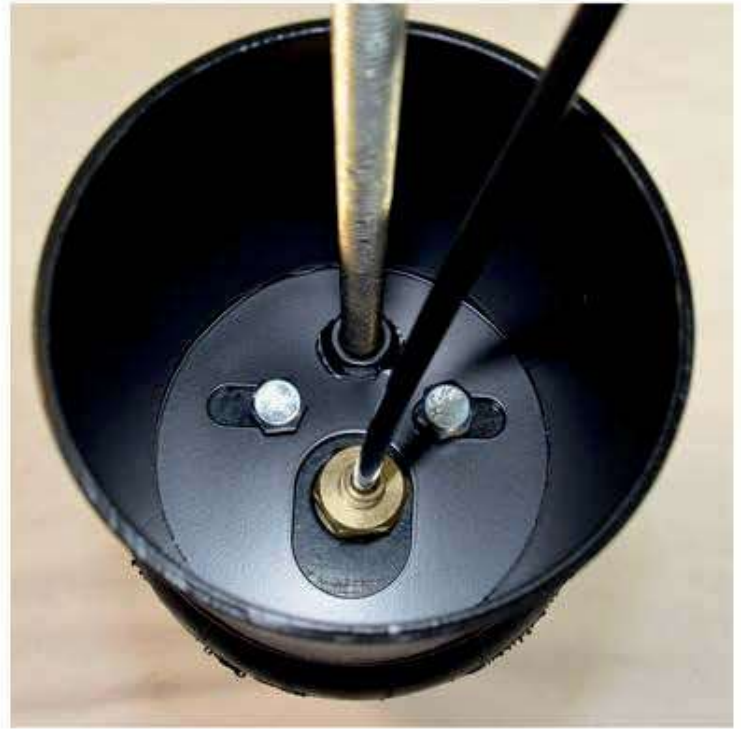


Rear Install Pics Compliments of Kenneth - 71-96 Caprice.





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.





Classic Plus TM

1958-1964
X-Frame



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.



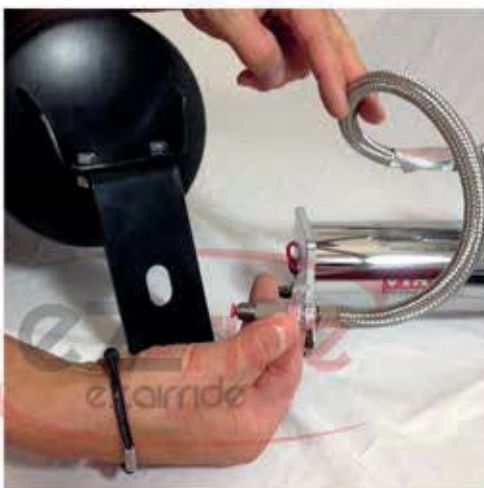
The Drain Cock will thread into the bottom tank port. This is used to drain any moisture.



Thread the Tee into the side of the air tank.



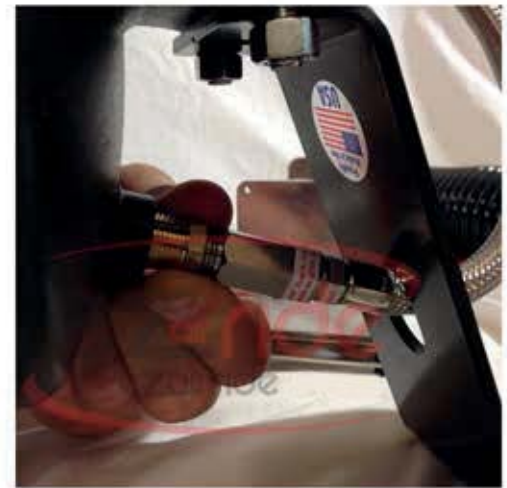
Next, thread the pressure switch into the tee. We suggest the backside leaving the front for you Spare Air™.



On the opposite side of the tank connect your compressor.

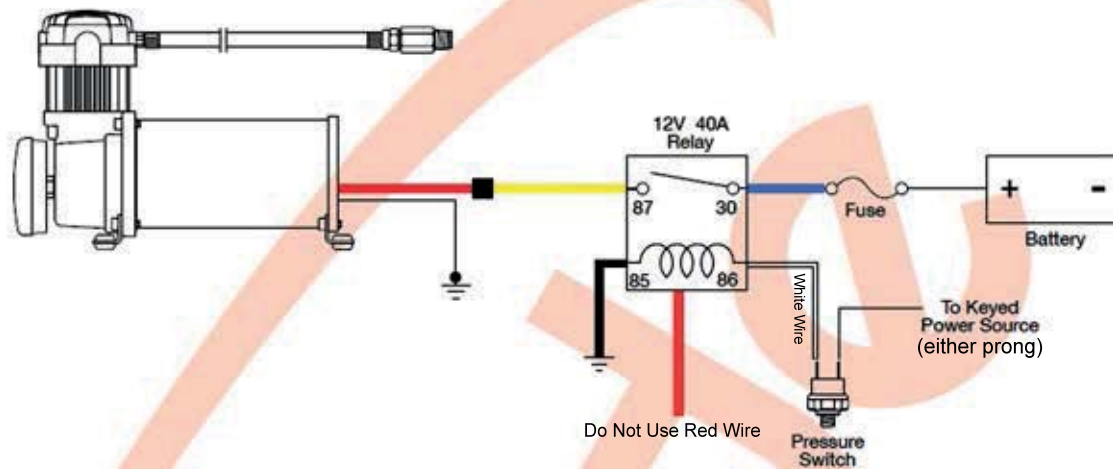


Thread the last 1/4" reducer to the Viair 444c Chrome Compressor.

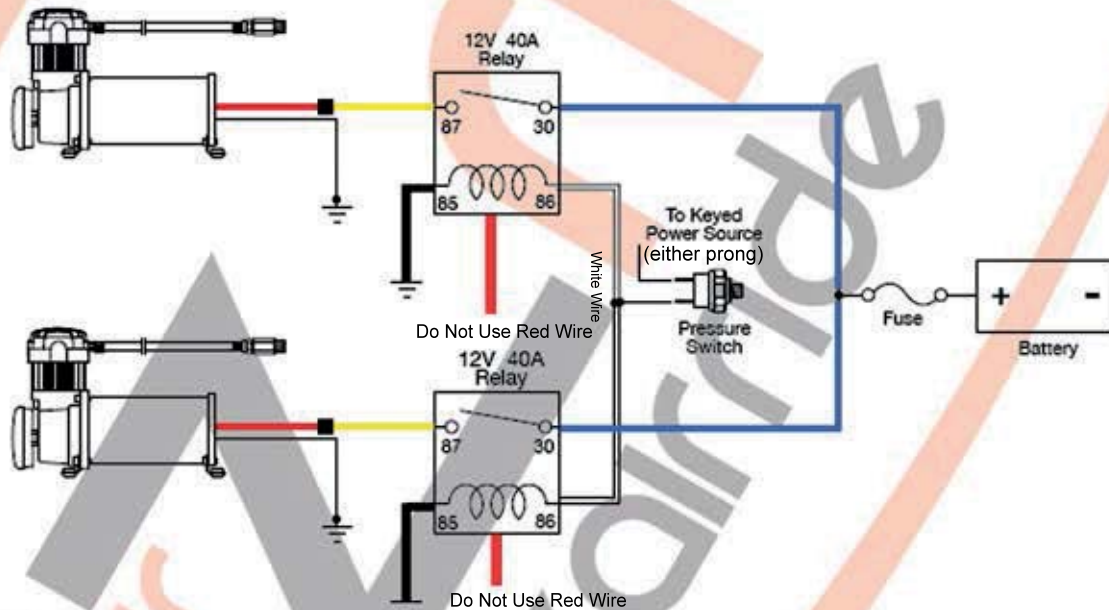


Now, plug your compressor into the side port on the air tank. Simply, through our EZ Tank Bracket hole.

EZ Air Ride Single 444c Wiring Diagram



EZ Air Ride Dual 444c Wiring Diagram



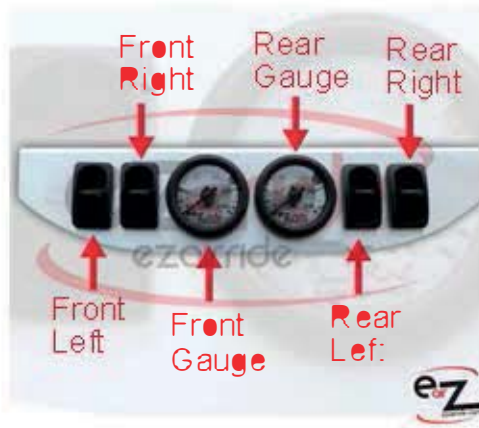
Ground Wire – The ground lead on the compressor should not be extended (if possible). Always connect ground leads directly to the chassis (frame) of the vehicle. Any other grounding method may result in amp spikes that may damage the compressor motor, as well as sporadic & undesired operation.

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.



This is your new Classic+ control panel. The 2 paddles on the left control the front of your vehicle and the 2 on the right control the rear.



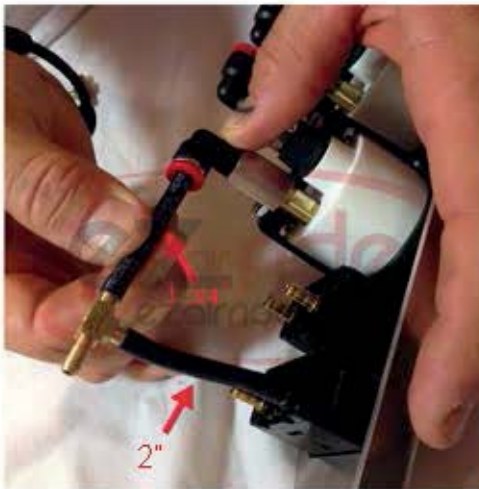
Gauge left monitors the front and gauge right monitors the rear. The **RED** needle represents the **left** side & the **BLACK** is for the **right**.



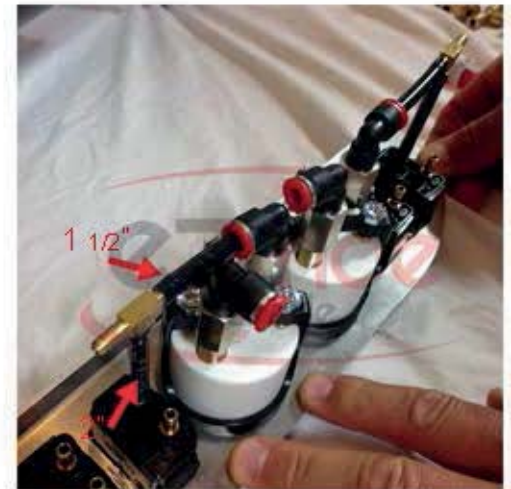
Pre-cut some air line. (4) strips 2" in length, (2) strips at 1 1/2" in length, (1) at 2 1/4" in length, and (1) at 1 3/4".



Attach (2) 2" strips of air line to a Tee Barb as shown. Note: use moisture (windex) and rubber jaw pliers to assist.



Plug air line into the delivery barb on the back of the front left paddle marked "DEL", then into the **RED** needle on the back of the left gauge.



For the rear left, do the same using a 2" strip of air line to the barb on the paddle and a 1 1/2" strip going into the back of the rear gauge. (**RED** needle - gauge left)



Now, plumb the rear right using a 2" strip of air line to the barb on the paddle and a 1 1/2" strip going into the back of the rear gauge.



For the front right, use a 2" strip of air line for the delivery barb on the paddle and a 2 1/4" for the back of the gauge.



Your gauge should now look like the picture shown above.



On the 2 rear paddles, plug air line into the supply barbs marked "SUP." Connect the 90 degree fittings to the air line and stagger one higher than the other. (use picture above as a reference.)



Now, plug a Wye fitting into the 2 90 degree elbows like the picture shown above.



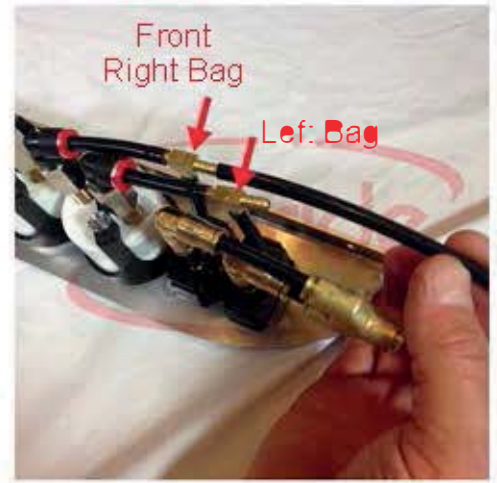
Follow the last 2 steps for the front paddles.



Run air line from each Why fitting into the air tank.



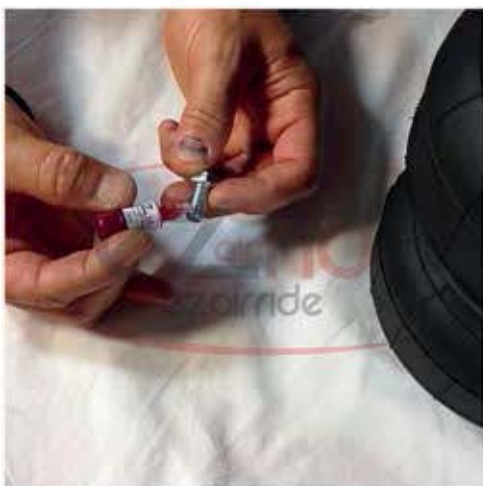
This will supply air to your control panel.



Run air line as shown. Note: side entry allows easy plumbing and avoids issues with running into the firewall.



Run air line as shown. Note: side entry allows easy plumbing and avoids issues with running into the firewall.



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.



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.



Accept no compromises, choose only quality performance suspension parts.