

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 ;)



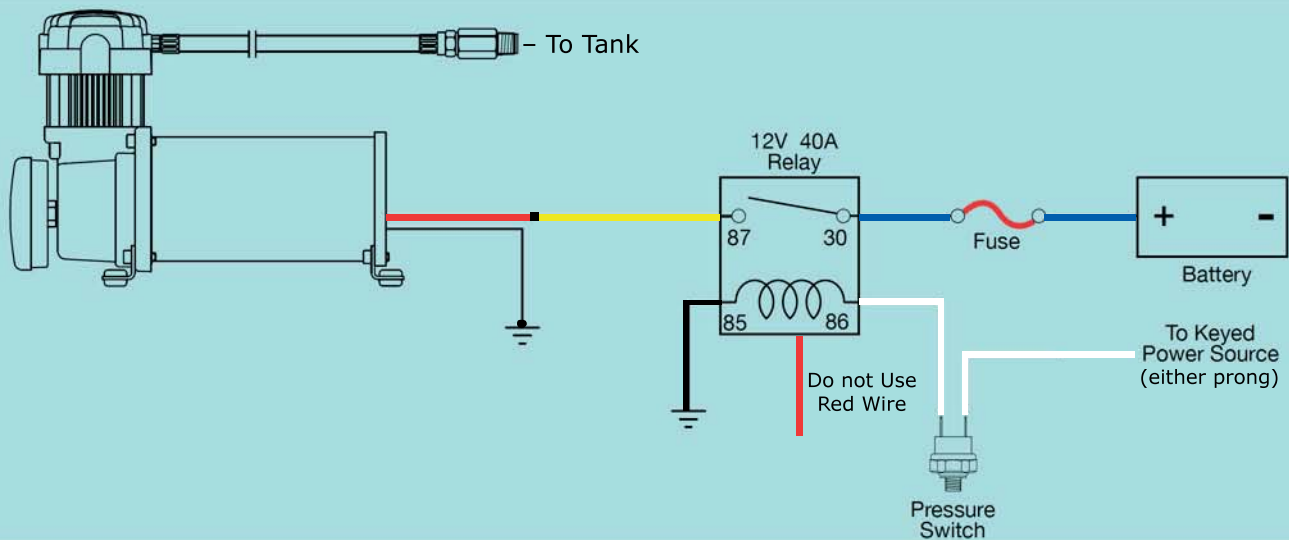
When finished replace the schrader valve with the supplied coil hose and air chuck. You now have onboard air!



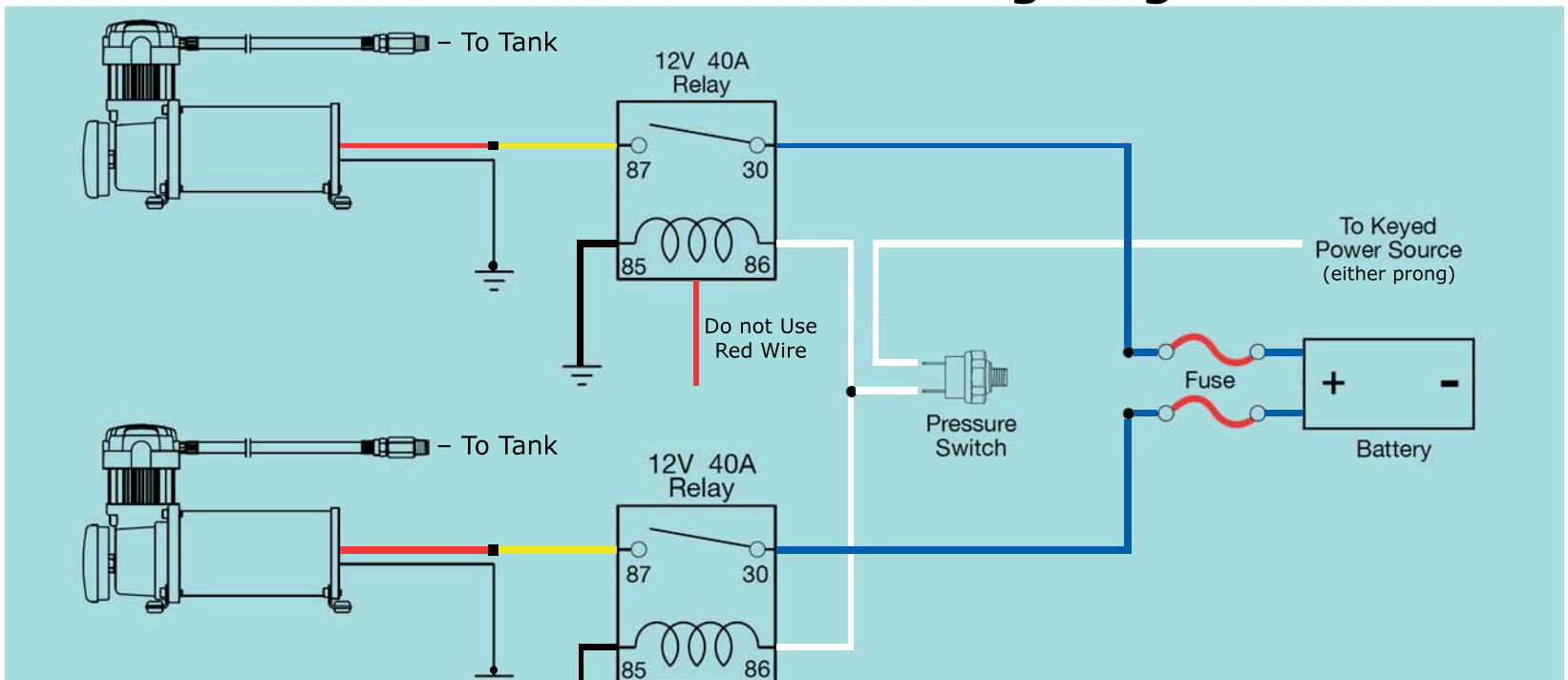
MAINTAINING YOUR TANK?

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



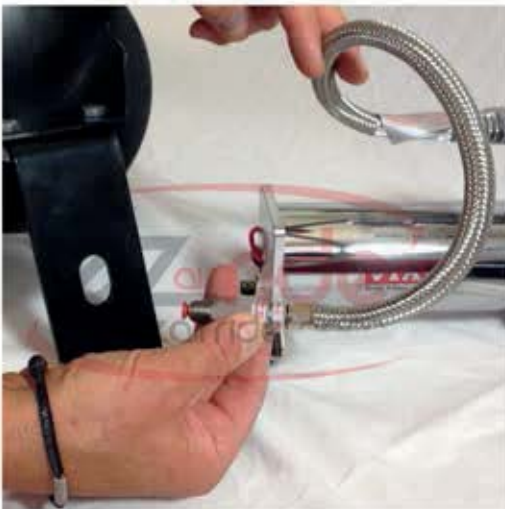
The Drain Cock will thread into the bottom tank port. This is used to drain any moisture.



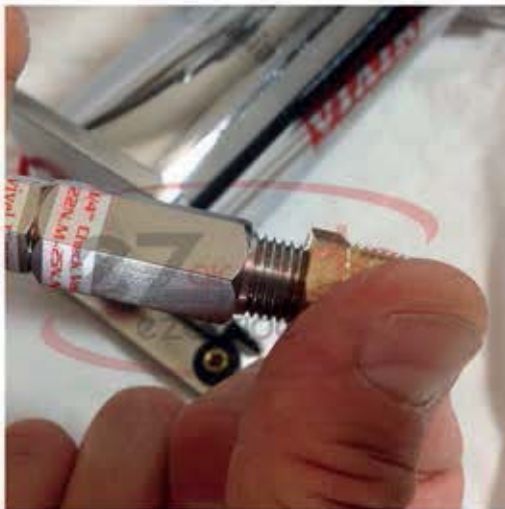
Thread the Tee into the side of the air tank.



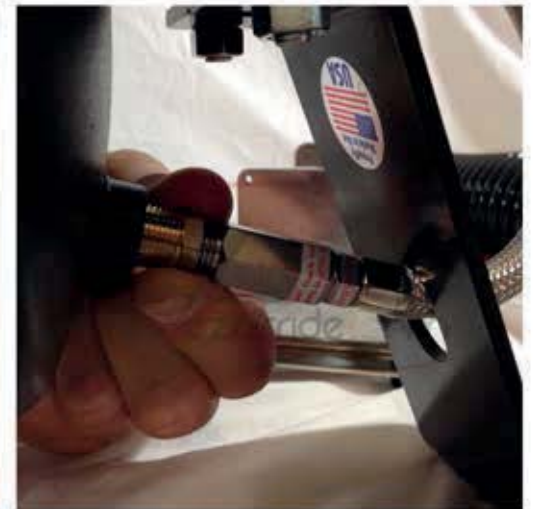
Next, thread the pressure switch into the tee. We suggest the backside Leaving the front for you Spare Air™.



On the opposite side of the tank connect your compressor.



Thread the last 1/4" reducer to the Viar 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.



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 WHOLE 1/2" 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

