



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.



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.

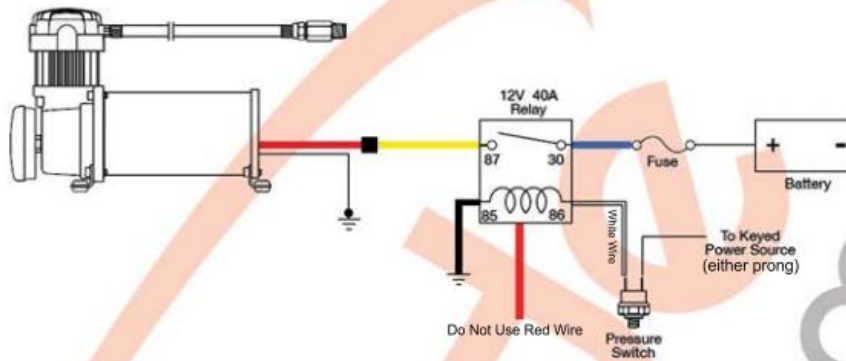


Thread the last 1/4" reducer to the Viar 444c Chrome Compressor.

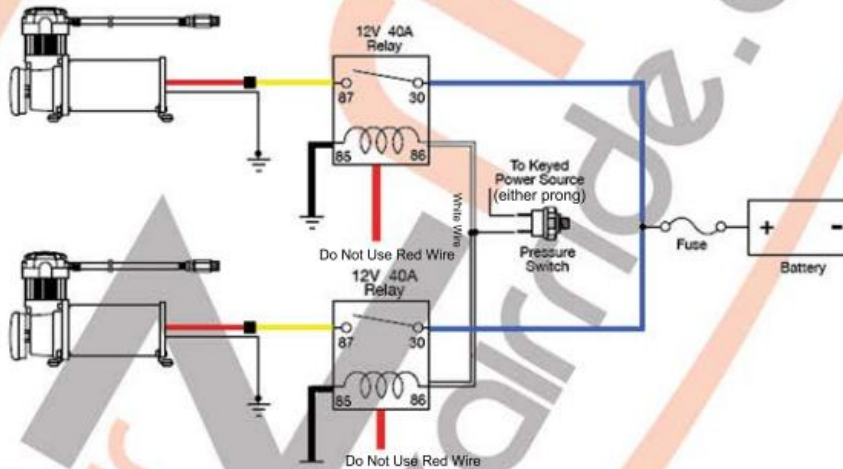


Now, plug your compressor into the side port on the air tank. Simply, through our EZ Tank Bracket hole.

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 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.

See Tutorials & Customer Pics
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