Compressor Installation Instructions

IMPORTANT!!! READ FIRST
OR YOU WILL BURN UP COMPRESSOR

COMPRESSOR RULES:

Running a Compressor over 120 PSI On – 145 PSI Off will dramatically shorten life of your compressor.

Your pressure switch ideally should be set at 120 PSI, Off at 140 PSI. If you insist on maintaining pressures of over 140 PSI.

Compressor will have a Short Life Span. Use compressed gas if you want high pressures.

DO NOT:

…Use a tank larger than 3 Gallons per compressor. Compressor will work too hard to fill tank. If you want to go up/down/side/side all day long, use compressed gas.

…Run a compressor over 140 PSI, Compressor works harder with each increasing PSI and are not designed for this.

…Ever run compressor without vehicle running. When you do, voltage is insufficient and wires will burn up.

…Run compressor without circuit breaker. Circuit breaker is what trips and keeps wiring from burning out.

…Use less than #4 wires running to compressor from battery. If you do, voltage drop will burn up wires.

…Install compressor without backflow check valve. Air will bleed back out through compressor.
Compressor Installation

1. Disconnect the battery.
2. Designate mounting location of air tank.
3. All threaded connections will Teflon tape to insure a good seal; we recommend LocTite.
4. Install check valve, pressure switch, drain fitting and air fitting in tank.
5. Make sure drain fitting is completely closed by turning clockwise.
6. Install steel leader hose into head of compressor.
7. Position compressor next to air tank with leader hose partially threaded into check valve.
8. Mark feet position of both compressor and air tank.
9. Using these marking, drill holes for mounting.
10. With compressor and tank mounted connect steel leader hose to check valve.
11. Using diagram mount and wire solenoid and circuit breaker.
13. If utilizing a valve manifold, mounting is usually centralized in the trunk or bed of truck.
14. If utilizing 2-position valves they can be mounted centrally or at each corner.
15. Utilizing the valve plumbing diagrams and pictures plumb valves according to style being utilized.
16. With valves plumbed, mount in designated position.
17. Run air line from valves to bags, cylinder or airstruts and label valves to show assigned corner that valve is feeding.
18. Using 8-guage power wire with 50 amp fuse (DC7500/7600) within 6” of battery (30amp fuse for DC2500/380) route to circuit breaker or terminal 30 on relay.
19. Using switch wiring diagram run wires from assigned valves to switches with each valve solenoid being grounded at valve location.
20. With 14 gauge primary wire from second terminal on pressure switch to small switched terminal on top of the solenoid or terminal 85 on relay.
21. Start vehicle and compressor will start up.
22. Make sure vehicle is running anytime the compressor is running.

![Pressure Switch Options](image.png)
THE TOP OF THE PISTON
DO NOT COME INTO CONTACT WITH
SCREW ON THE REED VALVE DOES
CUSTOMER TO MAKE SURE THE SET
IS THE RESPONSIBILITY OF THE

TOWARD INTAKE

TOWARD EXHAUST

TOWARD EXHAUST PORT (SEE ILLUSTRATION)
COMPRESSOR HEAD AND MUST BE ORIENTED
BEADS REED MUST FACE UPWARD TOWARD

DO NOT ROTATE COMPRESSOR HEAD 90 DEGREES

COMPRESSOR HEAD CAN BE ROTATED 180 DEGREES

1/4 NPT THREAD (EXHAUST)

3/8 NPT THREAD (INTAKE)

BEARING CRANK

BEARING REST (LIP ON PISTON)

MOTOR

RANK
AIR ENGINE INSTRUCTIONS

TO GaUGE

TO Controller

TO Gauge

TO Gauge

TO Gauge

FR
FR
RL
FL

CHECK VALVE

BATTERY +12V WITH 25 AMP FUSE

BATTERY +12V WITH 60 AMP FUSE

GROUND

GROUND

PRESSURE SWITCH

EITHER OR

OPTIONAL WATER TRAP

CHECK VALVE

FRONT LEFT

FRONT RIGHT

REAR LEFT

REAR RIGHT