

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.

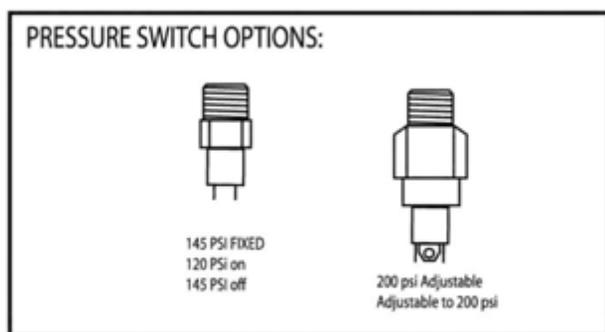
...Install compressor without backflow check valve. Air will bleed back out through compressor.

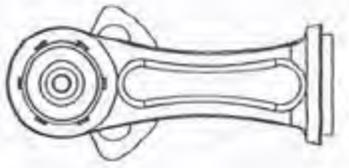


Compressor Installation

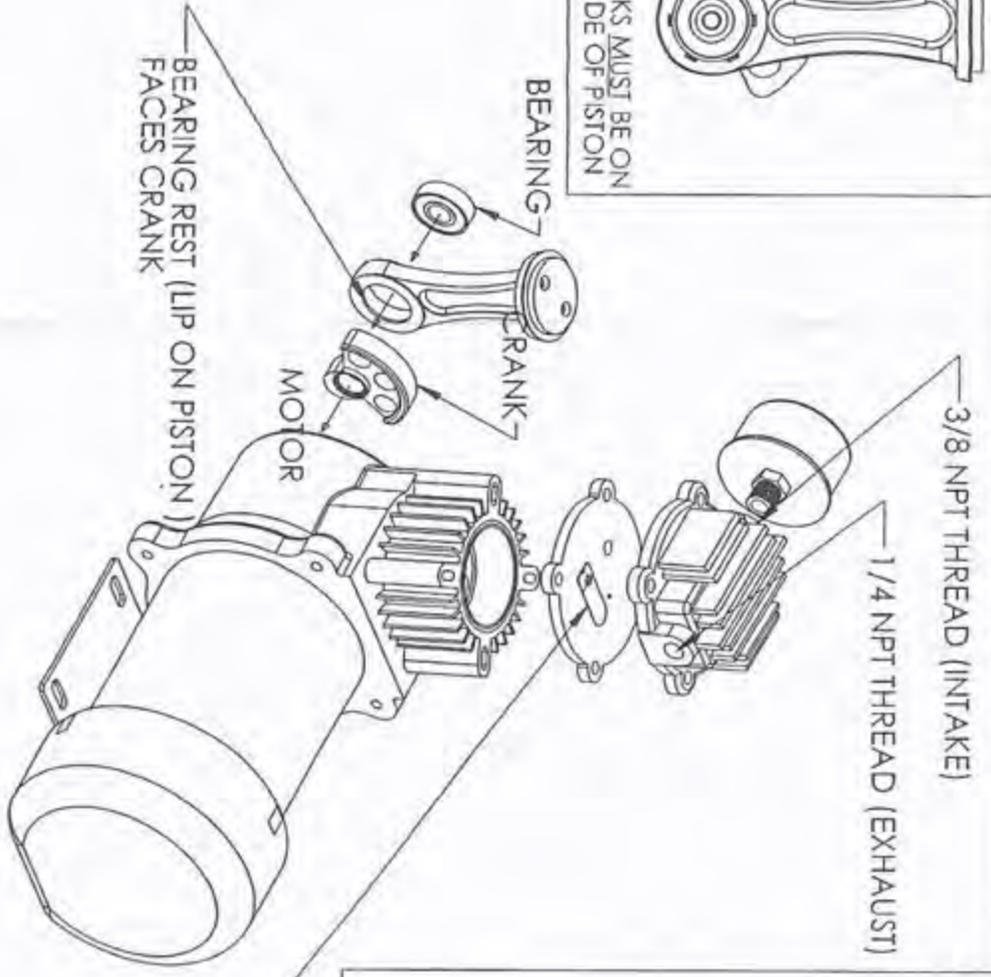


1. Disconnect the battery.
2. Designate mounting location of air tank.
3. All threaded connections will Teflon tape to insure a good seal; we recommend LoCTite.
4. Install check valve, pressure switch, drain fitting and air fitting in tank.
5. Make sure drain fitting is completely closed by turning clockwise.
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.
12. Designate mounting position of valves.
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-gauge 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.

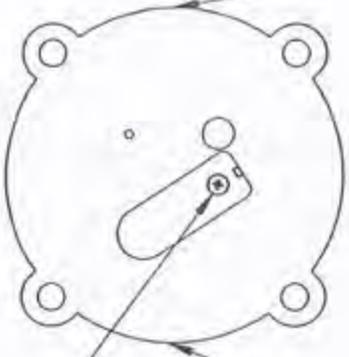




"TICK" MARKS MUST BE ON BEARING SIDE OF PISTON

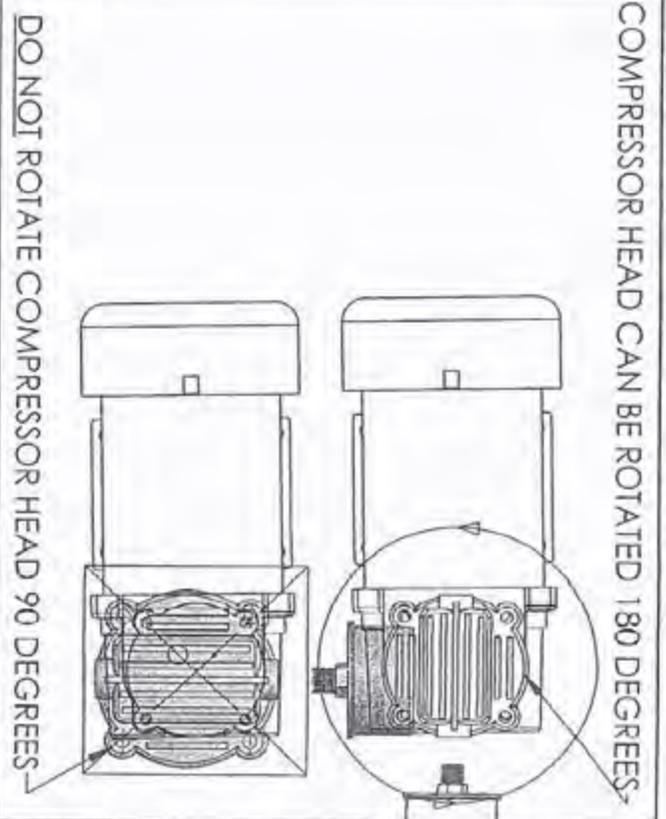


TOWARD EXHAUST



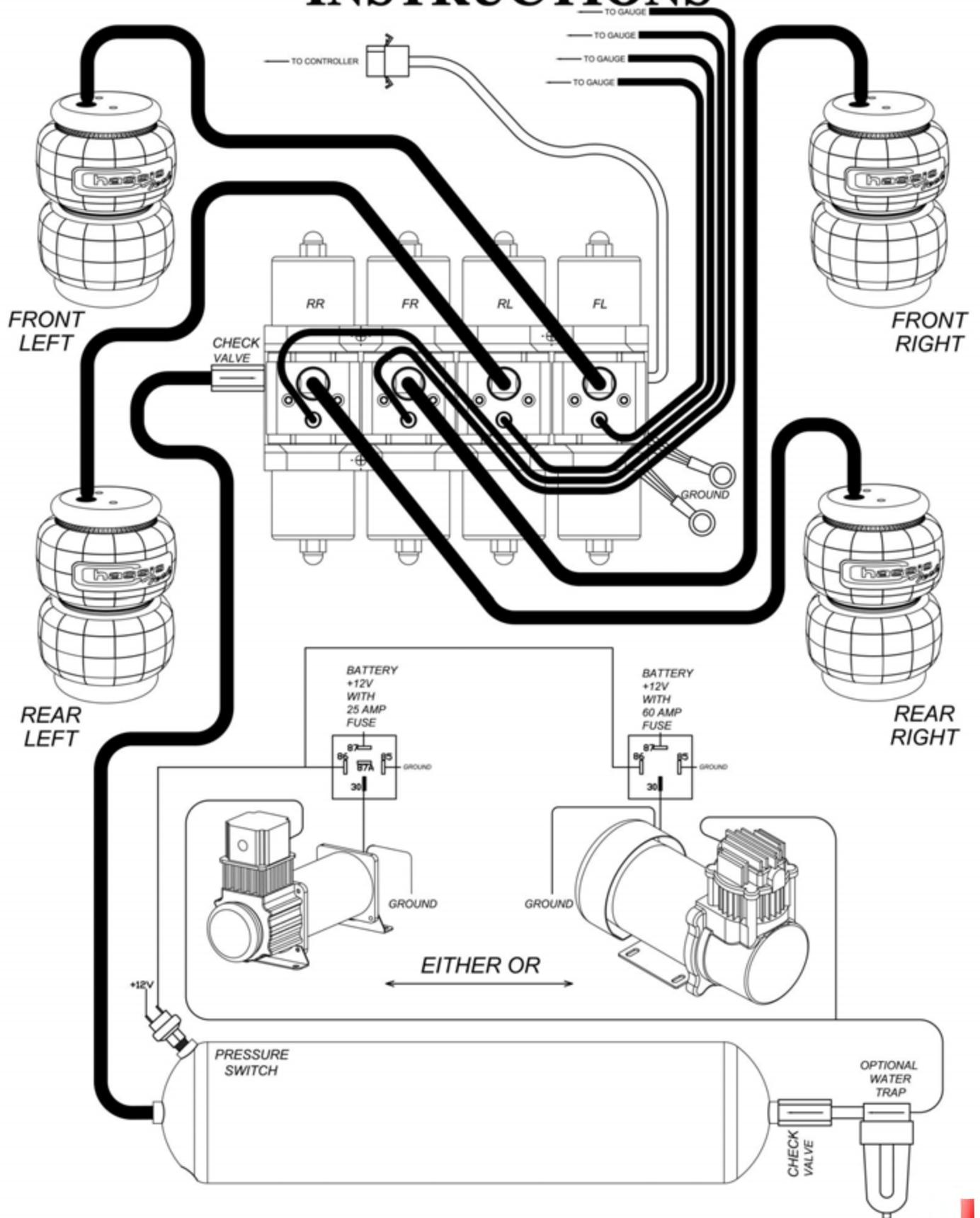
IT IS THE RESPONSIBILITY OF THE CUSTOMER TO MAKE SURE THE SET SCREW ON THE REED VALVE DOES NOT COME INTO CONTACT WITH THE TOP OF THE PISTON

FOR SAFETY AND COMPLIANCE WITH THE REGULATIONS CONTAINED IN THE BRAHNS IN THE 508 PROBERT OR 508 PROBERT / STASIS SECTION, ANY REPAIRS TO THE BRAHNS MUST BE PERFORMED BY A QUALIFIED PERSON WITH THE APPROPRIATE TRAINING AND EXPERIENCE.

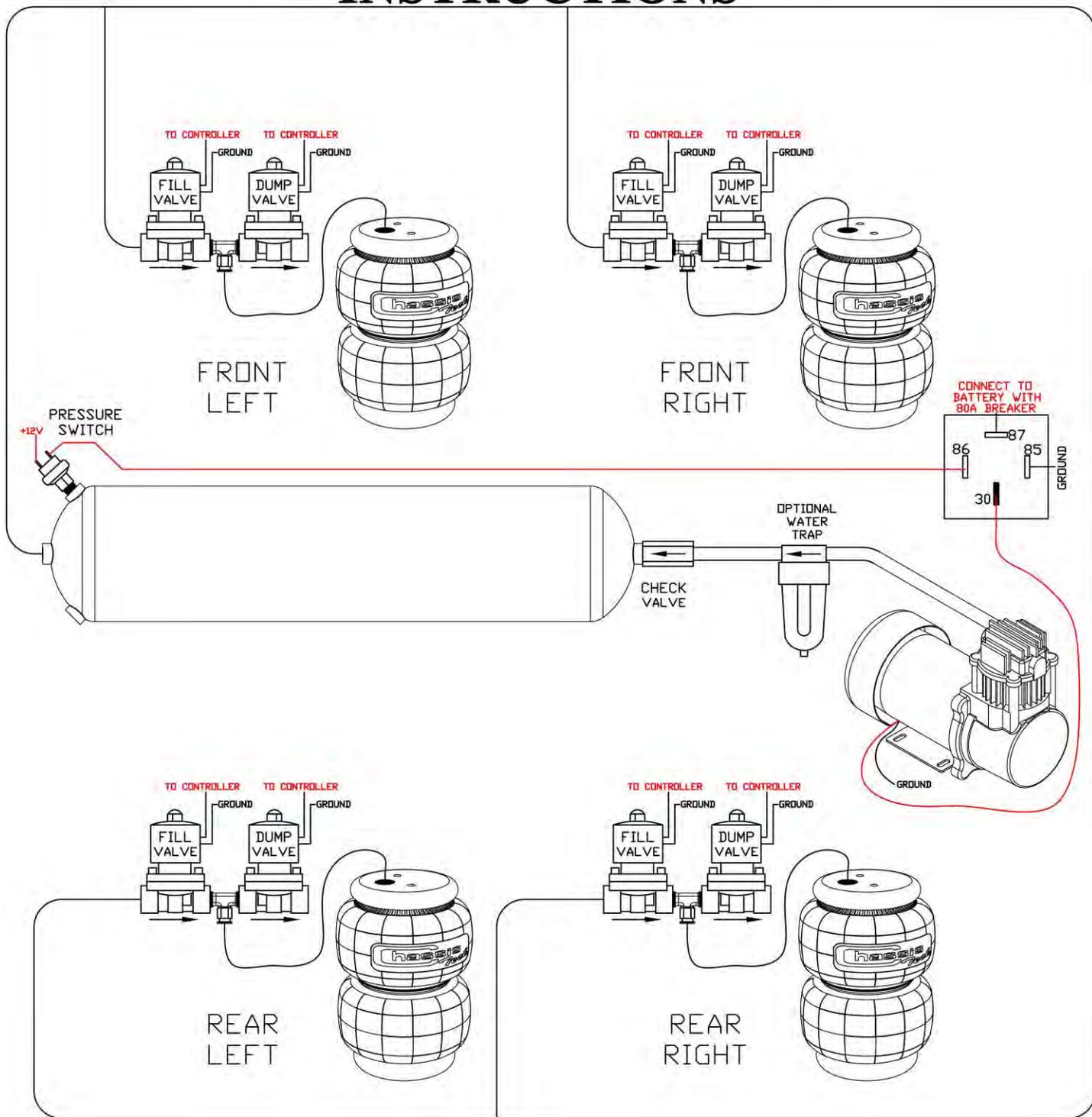


UNITED STATES PATENT OFFICE			
COMPRESSOR HEAD	DATE	REV	DESCRIPTION
1		A	INITIAL RELEASE
2		A	REWORK OF PISTON AND CRANK
3		A	REWORK OF MOTOR AND CRANK
4		A	REWORK OF MOTOR AND CRANK
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AIR ENGINE INSTRUCTIONS

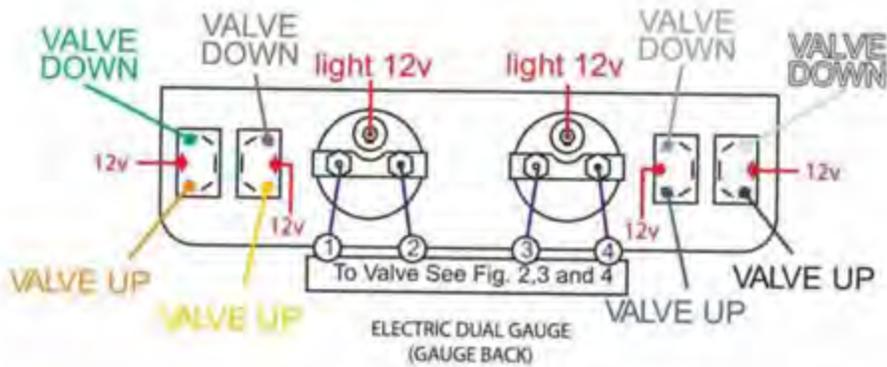
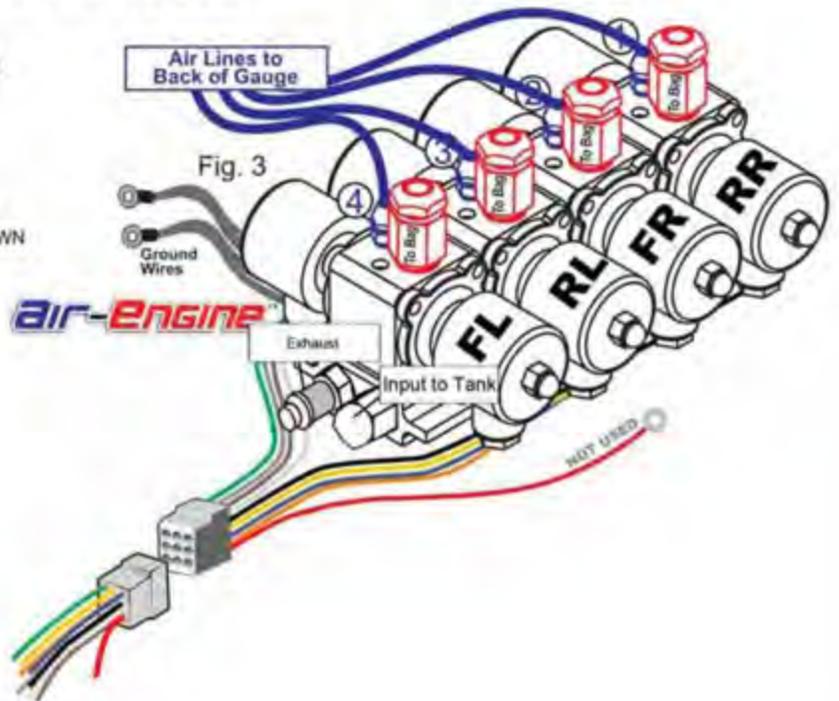
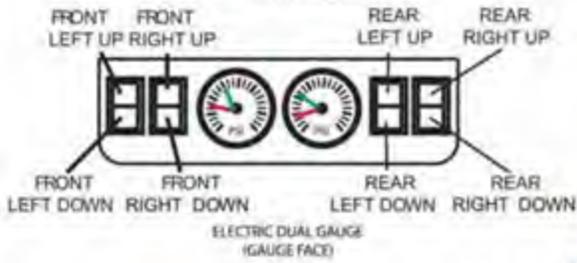


LOOSE BRASS VALVE INSTRUCTIONS



ELECTRIC DUAL GAUGE & CONTROLLER

Recommended Configuration:



There is a grey wire loom with a white Molex plug that ships with all the Air-Engines. The wires inside of this plug have two different colored wires than the others that are actually wired to the Air-Engine. The table below shows these differences in wires and which one goes to which. The (WL) represents the color of wire that will be coming out of the grey wire loom and the (AE) represents which wire actually goes into the Air Engine. The local retailer may have that doesn't run inside the loom but it used and can be cut off.

Air Engine Wires	Position
Black	FL UP
White	FL DOWN
Grey	FR DOWN
Brown	RL DOWN
Green(WL) / Red (AE)	RR DOWN
Yellow	RL UP
Blue	FR UP
Orange(WL) / Purple (AE)	RR UP

