



- 1. DISCONNECT BATTERY, REMOVE FACTORY BELT. (YOU MAY NEED TO MOVE ANYTHING ELSE THAT WILL GET IN THE WAY OF YOUR INSTALL.)
- 2. INSTALL IDLER PULLEY TO BRACKET SUPPLIED. INSTALL LOWER COMPRESSOR MOUNT TO MOTOR.
- 3. INSTALL COMPRESSOR TO TOP PLATE WITH SUPPLIED HARDWARE.
- 4. PRE-FIT TO MAKE SURE BELT WILL TRACK BY SIGHTING DOWN FACE OF MOTOR TO ALL PULLEYS.
- 5. RECONNECT BATTERY, START VEHICLE, AND MAKE SURE BELT TRACKS AS ITS SUPPOSED TO. (IF BELT WEARS UNEVEN ADJUST AIR PUMP TO COMPENSATE.)
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- NOTE: IT IS YOUR RESPONSIBILITY TO MAKE SURE ALL PARTS ARE MOUNTED IN A SAFE LOCATION AS NOT TO DISRUPT ANY OTHER FUNCTION OF THE ENGINE. FOLLOW ALL GUIDELINES AS SHOWN.



WARNING!! DO NOT RUN FOR MORE THAN 10 MINUTES RUN! 10 MINS COOL CYCLE. RUNNIG TOO LONG WILL BURN IN OUT \*\*\*\* USE MINERAL OIL OR TRANSMISSION OIL (6oz. ONLY) \*\*\*\*YOUR MUST FOLLOW THESE STEPS EXACTLY(THERE IS NO WARRANTY, SO DO NOT SKIP ANY OF THESE STEPS) DO NOT RUN COMPRESSOR WITHOUT AN INTAKE OIL LUBRICATOR, AN OILWATER SEPARATOR, AND A HEAT CUTOFF SENSOR AS SHOWN BELOW

## **24 VOLT COMPRESSOR**

When compressor turns on, the "magic-switch" disconnects auxilary system from main battery, and hooks it in series to produce 24 volts. When compress turns off the "magic-switch" rehooks to your main battery and recharges the auxilary. Your 12V components vehicle system is not affected, except that now you do not draw on your main battery when running your compressor for normal operating cycles.

