Installation Manual

PACBRAKE®

www.pacbrake.com 800.663.0096

HP10133

PREMIUM SIMULTANEOUS AIR SPRING ACTIVATION KIT

AMP AIR MANAGEMENT by Pacbrake

Thank you and congratulations on the purchase of Pacbrake's simultaneous air spring dash activation switch. This kit was designed to interface in-cab adjustment of air springs with a pre-existing air system on the vehicle. It's designed to add in-cab inflation and deflation to all air spring kits with an air pressure gauge to monitor air spring pressure. It's also designed to fill and exhaust both air springs to the same pressure simultaneously.

NOTE: This kit is not recommended for vehicles carrying slide in campers or other loads which the load is above the cab. Air spring inflation kits that simultaneously fill both air springs through one supply / discharge line do not prevent air transfer from one air spring to the other when cornering. If this is a concern to the customer, contact Pacbrake Customer Service @ 800.663.0096 for an independent air spring inflation kit.

NOTE: This kit contains "push to connect" airline fittings. They require the end of the airline inserted into the fitting to be round and cut clean/square to ensure the internal seal will not leak. The airline must only be cut with a sharp razor knife or sharp hose cutter. Using scissors or wire cutters will distort the end of the nylon tube causing the connection to leak air past the internal o-ring seal.

Before starting, ensure the kit includes all the items shown in the photo.

HP10133

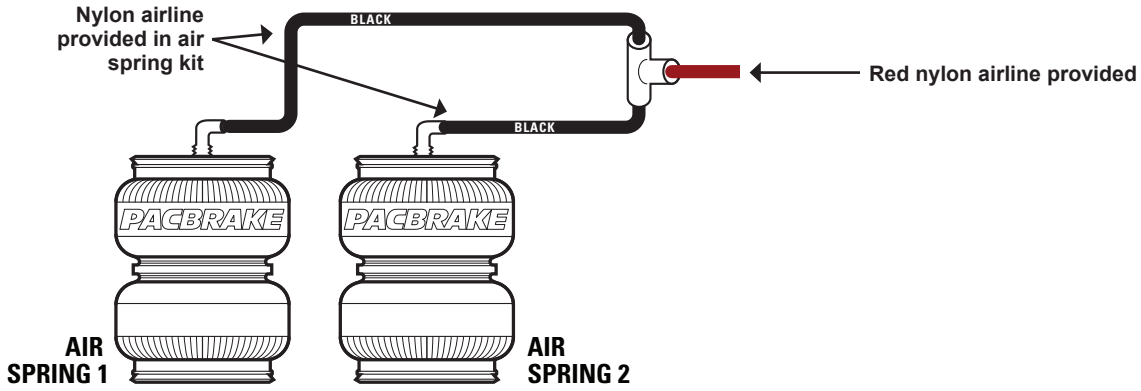
INSTALLATION

1 Choose a location to mount the gauge and switch panel. It should be in reach and in clear view to the driver. Using the bracket as a template, mark and drill 2 - 3/16" holes to secure the bracket. Do not install the bracket until the electrical and airlines have been installed.

1

2 **Install the air spring assemblies (if not previously installed). Follow the instructions provided with the air spring kit.** Connect both air spring supply lines together using the TEE fitting provided. Connect the red nylon airline provided to the TEE fitting. Route the red nylon airline to the control panel mounting location.

Secure the airline with the tie-straps provided.

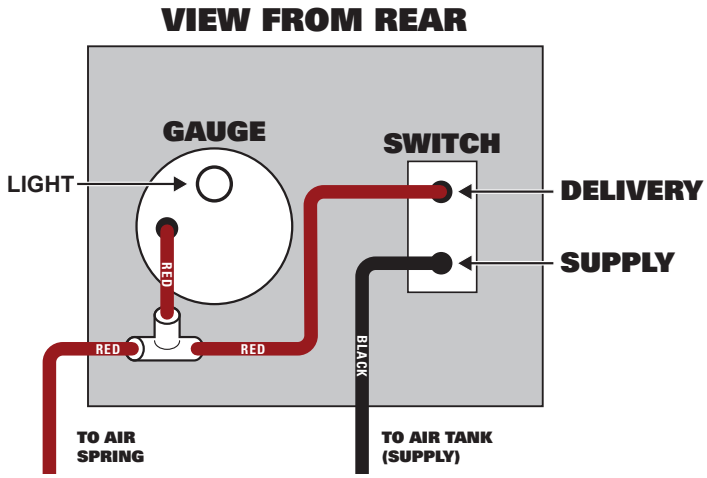


3 Provided is a 1/8" NPT push to connect fitting to be installed in the top of the air tank. Using the black nylon airline provided, connect one end to the fitting installed into the air tank. Route the other end to the air spring gauge panel.

Secure the airline with the tie-straps provided.

3

4 Connect the black airline originating the air tank to the port on the paddle switch marked “SUP” (supply air). Using the barbed TEE provided, connect the red nylon airline to the port at the rear of the air pressure gauge and the port on the paddle switch marked “DEL” (delivery air).



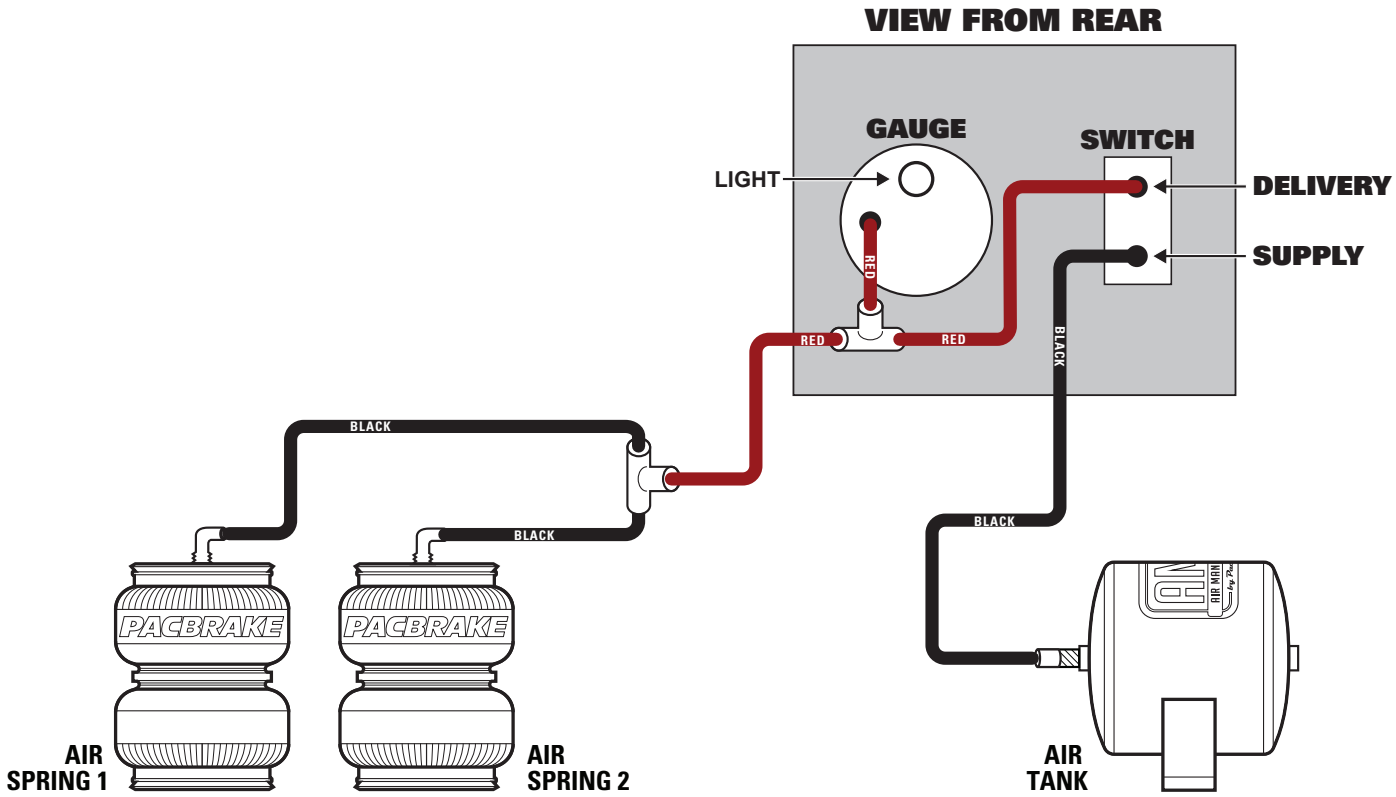
5 At the rear of the air pressure gauge, locate the two spade terminals (shown by the arrows). These are for gauge lighting. Using the red 'T' tap provided, connect to the dashboard illumination circuit. Crimp the insulated male blade terminal to the red fused wire provided. Connect to the 'T' tap. Using the black wire and terminals provided, connect the other terminal to a good chassis ground.

NOTE: If you do not wish to have the ability to dim the gauge light with the vehicles dimmer switch, then attach the 'T' tap and inline fuse to a 12 volt + ignition power source.

5

6 At the rear of the paddle switch are two white wires. These make a connection when the paddle switch is moved to the upper (inflate) position. This is an optional circuit to enable the air compressor when inflating the air springs. As your onboard air system was previously installed, these wires do not need to be connected. If you would like to add this option, contact Pacbrake Customer Service for further information.

SIMULTANEOUS INFLATION SYSTEM



TESTING THE SYSTEM

Turn the ignition ON, move the paddle switch to the UP position. The needle of the gauge should show air pressure being delivered to the air springs raising the vehicle. Then move the paddle switch to the lower position. The needle of the gauge should show the air pressure dropping and lowering the vehicle. Check the system for air leaks, fill the air springs to a predetermined value, then periodically check the gauge for any air pressure loss. Repeat as necessary.

DO NOT EXCEED 100 PSI TO THE AIR SPRINGS AT ANY TIME

AIR LEAK CHECK

Inflate the air springs to 90 PSI. Use a dish soap and water mixture on all airline connections to detect air leaks. Repair as necessary and retest. Inflate the air springs to a predetermined value and then the following day recheck the pressure. If the air springs have lost pressure, a leak is present. The leak must be repaired and then retest the vehicle until no leaks exist.

OPERATING YOUR VEHICLE WITH PACBRAKE AIR SUSPENSION

Air springs have minimum and maximum pressure requirements. Never operate your vehicle with less than 10 PSI in the air spring and never inflate the air springs over 100 PSI. Damage to the air springs will result.

Check the air pressure in the air springs daily for the first couple of days to ensure a leak does not develop. The air springs are designed to maintain the vehicles stock ride height with a load. Do not use the air springs as a means to lift the vehicle with no load. A rough ride will result.

SERVICING YOUR VEHICLE WITH PACBRAKE AIR SUSPENSION

When lifting the vehicle with a floor jack or hoist on the frame, never allow the air spring to limit the travel of the axle. Try to always jack the vehicle on the axle. Suspending the axle with the air spring limiting the axle travel will damage the air spring and void the air spring warranty.

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