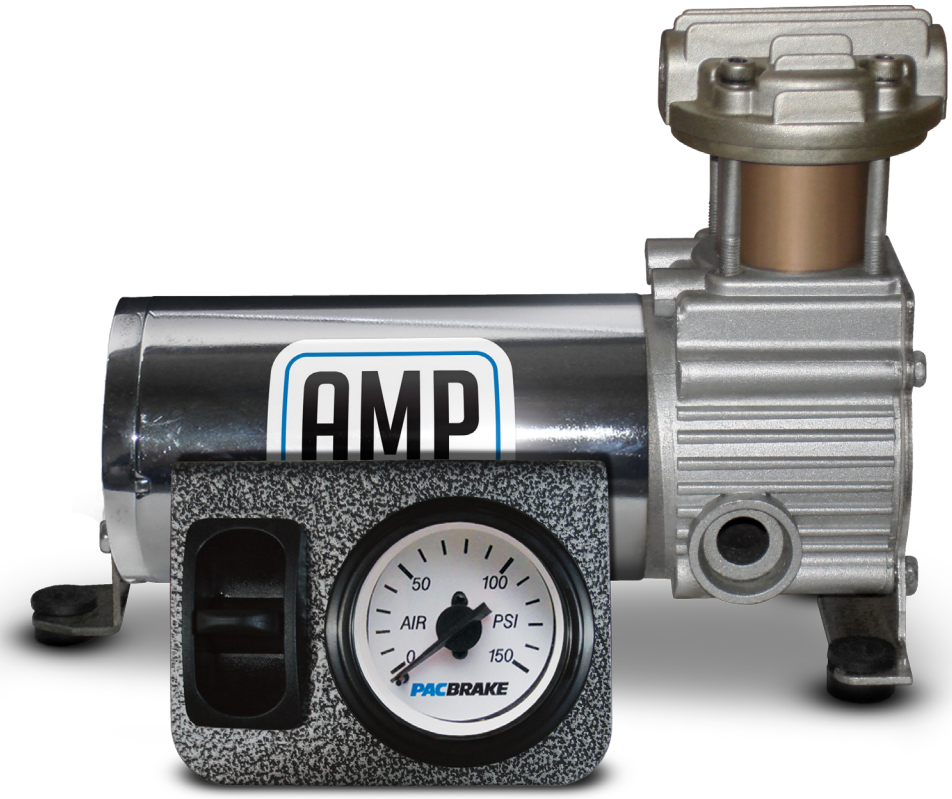
Installation Manual

PACBRAKE®

www.pacbrake.com 800.663.0096



HP10134 & HP10135 KITS

AMP AIR MANAGEMENT by Pacbrake

BASIC SIMULTANEOUS AIR SPRING ACTIVATION KIT

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AMP AIR MANAGEMENT by Pacbrake

L5951

Thank you and congratulations on the purchase of a Pacbrake simultaneous air spring activation kit. This kit was designed to add in-cab adjustment of air springs to the vehicle. This kit contains the items necessary to inflate or deflate both air springs simultaneously. See NOTE #1 below. Air spring kit sold separately.

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.

BEFORE STARTING: Ensure the kit includes all the items shown in the photo. *(HP10134 not shown, see HP10135 below)*

HP10135

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.

COMPONENT MOUNTING

1

1 Install the air spring assemblies (if not previously installed). Follow the instructions provided within the air spring kit - with the exception of airline routing.

2 Thread sealant or Teflon tape must be applied to all the fitting threads installed throughout the installation to prevent air leaks.

Installation of the compressor in the HP10135 Kit:
Install the push to connect fitting into the check valve, then install the assembly into the outlet port of the compressor head, as shown in the photo.

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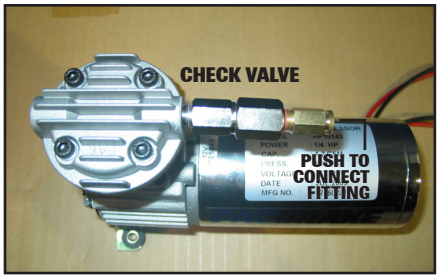

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3 The compressor makes an audible pumping noise when activated. Consider this when choosing a mounting location. The location should also be in a clean, dry area to maintain long compressor life. Using the compressor as a template, mark and drill four 3/16" diameter holes. Secure the compressor using the fasteners provided.

COMPRESSOR AIR INTAKE FILTER

4

HP10135 Kits:
The air intake filter is remote mounted. Locate a clean, dry area for the filter housing. Install the barbed fitting provided to the filter housing. Using the nylon hose marked “air intake”, connect the filter to the barbed fitting at the compressor and secure the hose with the tie-straps provided.

HP10134 Kits:
The air intake filter threads directly into the 1/8" NPT fitting below the cylinder head.

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ELECTRICAL CONNECTIONS

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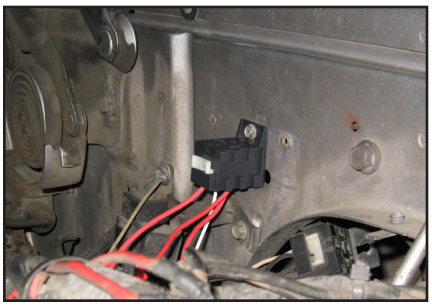
Provided in the kit is a pre-wired relay receptacle to make this part of the installation easy. Find a convenient location to mount the relay receptacle close to the positive battery terminal. Using the self tapping screw provided, secure the relay receptacle and install the relay provided.



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Locate either one of the two red 12 gauge wires of the relay harness. Cut to length and connect the 30 amp fused link. Connect the 30 amp fused link to the positive terminal of the battery. Locate the second red 12 gauge wire and route to the compressor. Cut to length and crimp on the supplied connector, then connect to the red compressor wire. Locate the black wire of the compressor and connect to a good chassis ground or the negative battery terminal.

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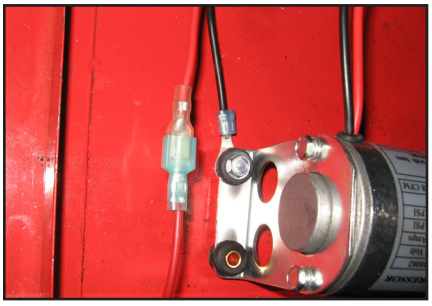
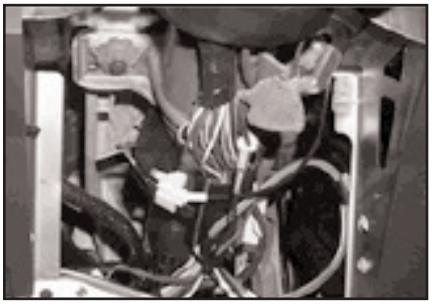


7

Locate the 16 gauge red with white strip and white wire of the relay harness. Route these wires into the cab through the firewall boot. Using the “T” tap connector provided, connect the red with white strip wire to the 5 amp inline fuse provided, then to a 12 volt ignition power source. Test the ignition power source with a volt meter prior to attaching the “T” tap. Some ignition circuits are less than 12 volts which may not be enough to activate the relay coil. This wire can be connected through an ON/OFF switch to override the compressor activation, should the customer prefer this option. (Switch not provided in the kit, available separately)



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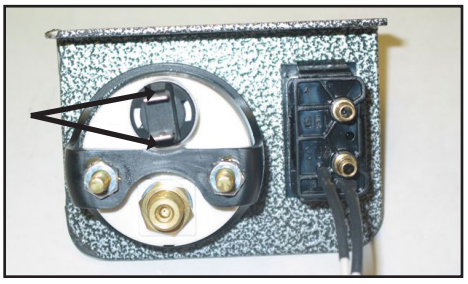
8 At the rear of the air pressure gauge are two spade terminals for gauge illumination (shown by arrows). Using the terminals and length of black wire provided, connect one spade terminal to a good chassis ground. The remaining spade terminal should be connected to the vehicles dimmer circuit. A red 'T' tap, a male blade and a push on terminal are provided to connect to the circuit.

NOTE: *If you do not wish to have the ability to dim the gauge lights with the vehicles dimmer switch, then attach the red wire from the gauge to a 12 VDC fused ignition source.*



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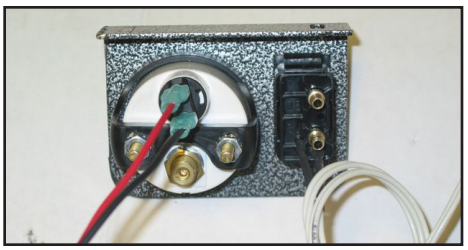
9 At the paddle switch, locate one of the two white wires. One wire needs to be connected to a good chassis ground. The remaining white wire of the paddle switch is connected to the white wire of the Pacbrake relay harness installed in step 8.



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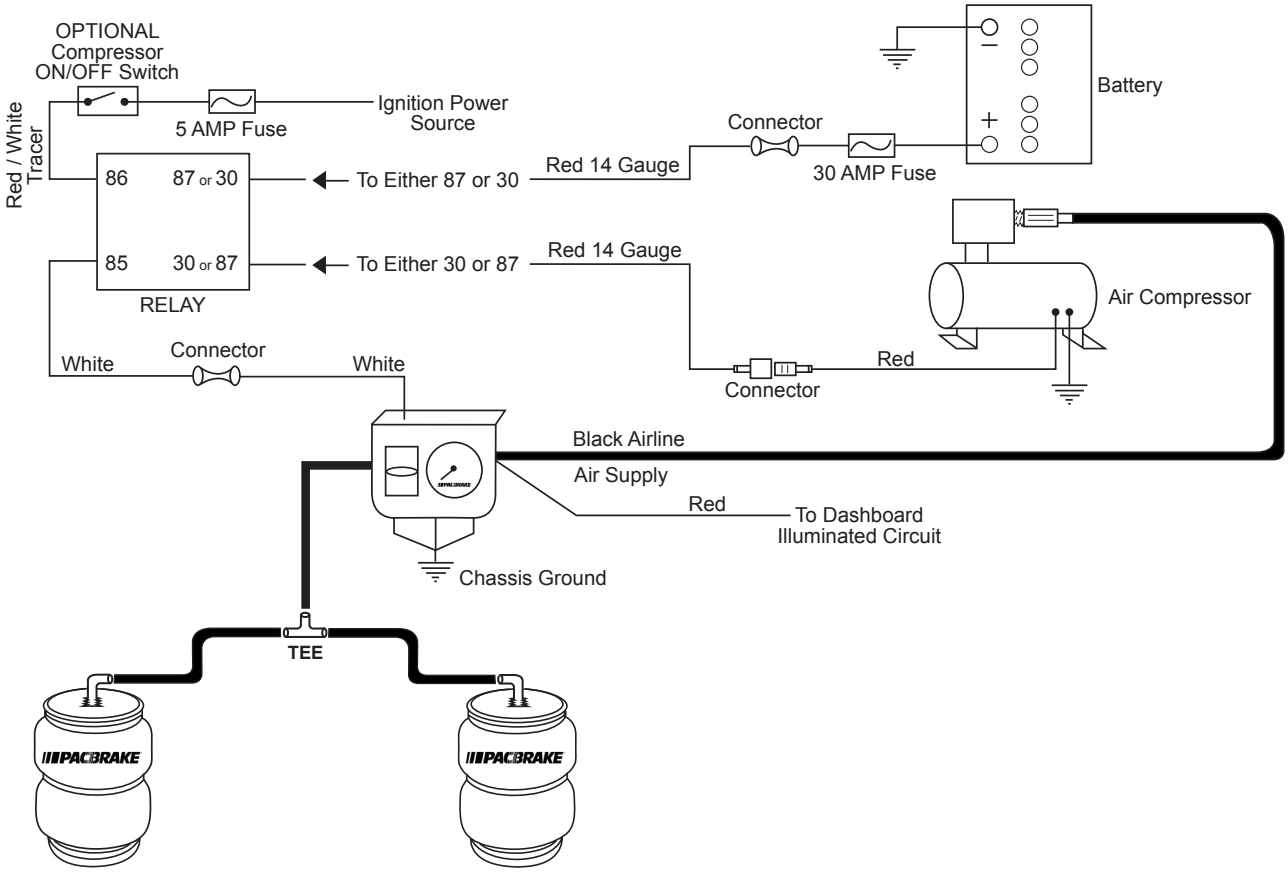
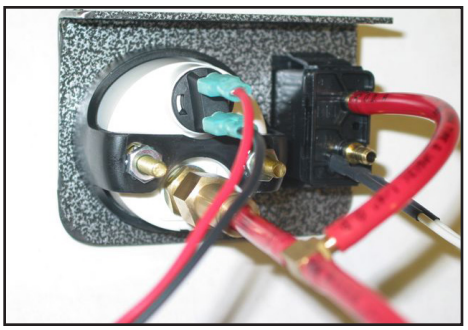


GAUGE PLUMBING

10 Locate the ⅛" NPT female push to connect fitting provided. This fitting is installed using thread sealant onto the port on the rear of the air pressure gauge. Cut one 2" and one 5" piece of red nylon airline. It must be cut off squarely with a sharp razor knife to ensure a leak free connection within the push to connect fitting. Insert one end of the 2" piece of red airline into the gauge fitting and push it in until it stops. Connect one end of the 5" piece of red airline to the paddle switch port marked “DEL”. Using the barbed TEE fitting provided, connect the two red airlines together and connect the remaining length of red airline to the unused leg of the barbed TEE.



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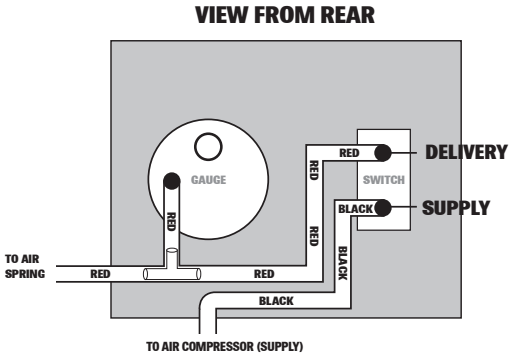
11 Connect the length of black airline provided to the paddle switch port marked “SUP”. Route the black and red nylon airlines through the firewall boot into the engine compartment. The black airline connects to the air compressor discharge port. Ensure the end of the airline is cut squarely with a sharp razor knife. The red airline is connected to both air springs using the second barbed TEE fitting provided.

Secure both airlines with the tie straps provided.



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12 Using the fasteners provided, secure the control panel to the chosen mounting location. Secure the wiring and airlines with the tie straps provided.

12

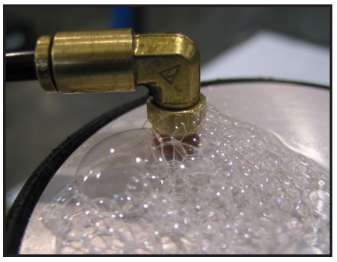
TESTING THE SYSTEM

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.