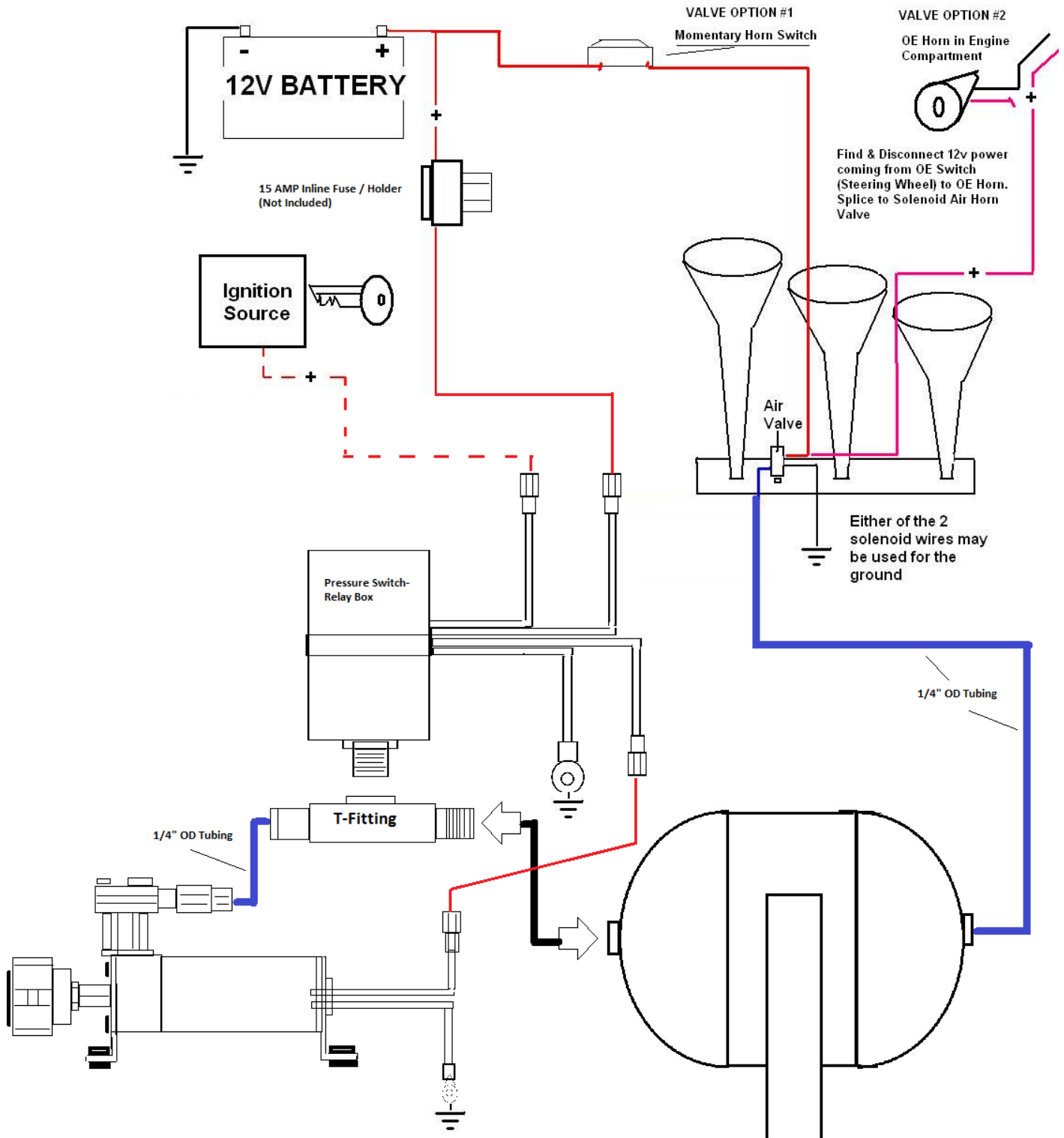




AssuredAutomotiveCompany.com

Install Help for the ACHRSK-333-VIAIR92c-.5g Kit-DIAGRAM





AssuredAutomotiveCompany.com

Install Help for the ACHRSK-333-VIAIR92c-.5g Kit



When using the included brass compression fitting. Be sure to first put the compression NUT over the air tubing, followed by the compression sleeve. Then place the brass insert inside the tubing. This will prevent the tubing from crushing in when being compressed and will prevent leaks. Then thread the compression nut onto the stud, being sure air tubing is pushed in all the way. After hand tighten, snug the compression nut

being sure NOT TO OVERTORQUE causing the stud to break. YOU DO NOT NEED ANY SEALANT ON COMPRESSION THREADS.



When installing the T-Fitting it is easiest to first thread the 1/4" male end into 1 of the tank ports. Be sure to use Teflon tape or plumbers thread sealant. Do not over torque, but be sure it is good and tight. Then screw the pressure switch into the 1/8" Female port on T-Fitting, again being sure to use Teflon tape or plumbers thread sealant. Do not over torque, but be sure it is good and tight. Finally, thread a compression fitting male end into the last port on T-Fitting. Use Teflon tape or plumbers thread sealant. Do not over

torque, but be sure it is good and tight. You will also have to use & install a compression fitting on the outlet side of the compressor. Be sure to use two wrenches, one on the compressor check valve holding it and the other for the compression stud. Use Teflon tape or plumbers thread sealant. Do not over torque, but be sure it is good and tight.



AssuredAutomotiveCompany.com

Install Help for the ACHRSK-333-VIAIR92c-.5g Kit



Air line to the horn solenoid: The brass 1/8" NPT Male compression fitting will need to be installed to the horn solenoid (electric valve).

First remove the barb style fitting in the solenoid intake port. Replace with the stud of the brass compression fitting (1/8" NPT M). Use Teflon tape or plumbers thread sealant. Do not over torque, but be sure it is good and tight. Then fit the hose, compression sleeve and compression nut on the compression stud.

Wiring the System

Be sure to remove the positive battery lead from the battery.

From the compressor to the relay you will need to use at least 12 gauge wire. Using at least 12 gauge with a 15amp inline fuse incorporated into the system go from the vehicle battery accessory post to the relay power lead. The relay power lead is labeled "connect to fused power source".

From an ignition source, this means a power source that only gets 12v positive power when vehicle ignition is in the "on" position, run a lead to the relay lead labeled "connect to trigger/switch positive".

Connect the compressor positive lead to the relay lead marked "connect to load or compressor power lead".

Ground the black wire on the relay and compressor ground wire.

The way the horn valve operates is that when the solenoid on the horn gets positive power, it opens and allows the air pressure to enter the horn manifold, thus sounding the horn. It does NOT matter which wire you use for positive or ground on the solenoid.