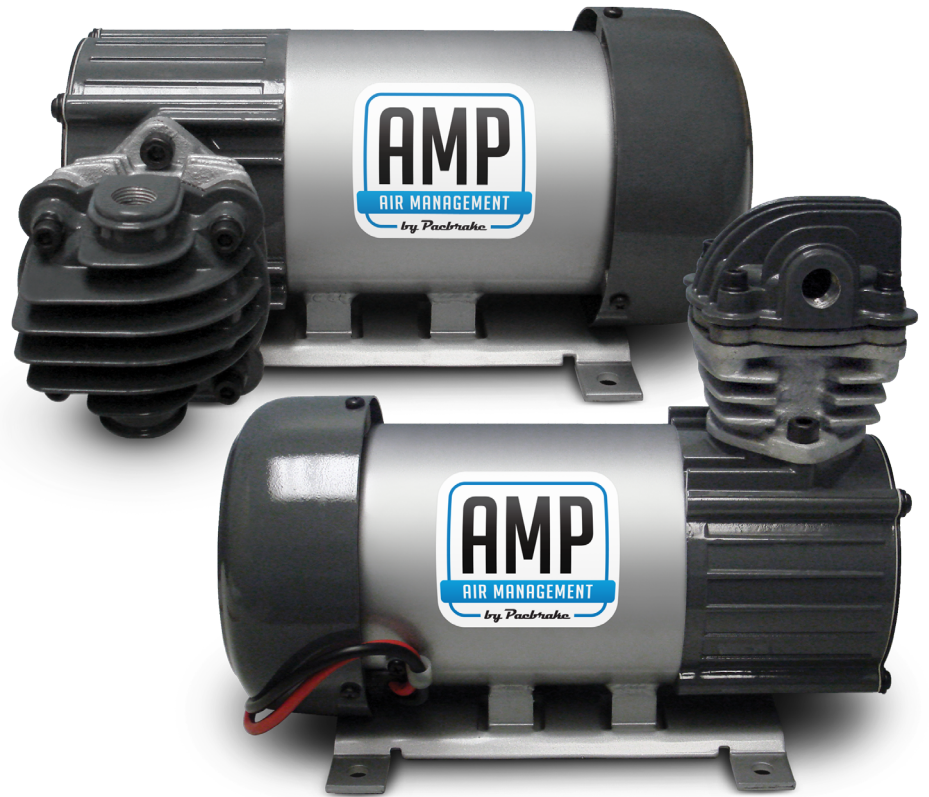


Installation Manual

PACBRAKE[®]

www.pacbrake.com 800.663.0096



HP625 AIR COMPRESSOR KIT



HP10631 - For HP625 12V Horizontal Compressors

HP10632 - For HP625 12V Vertical Compressors

HP10633 - For HP625 24V Vertical Compressors



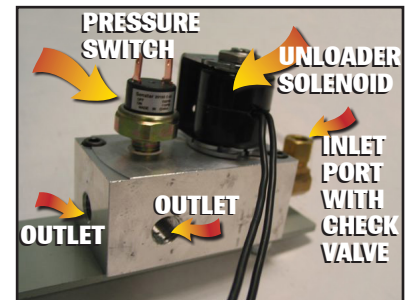
Thank you and congratulations on the purchase of a Pacbrake air compressor with unloader installation kit. This kit contains the basic electrical system and plumbing components needed to operate the air compressor.

Please read these instructions carefully to ensure you can complete the installation once started.

NOTE: This kit includes “push to connect” airline fittings. They require the end of the airline to be round, square and cleanly cut to ensure the internal seal will not leak air. The airline must only be cut with a sharp razor knife. Using scissors, a hose cutter, or wire cutters will distort the airline causing the connection to leak air past the o-ring seal.

PLUMBING THE AIR COMPRESSOR

1 Once the air compressor mounting location has been chosen and the mounting holes are drilled, the manifold can be installed. The air manifold assembly is mounted to the top of the two mounting feet on the discharge side for vertical head and the opposite side of the head for horizontal head models. The air manifold provided contains a pressure switch, unloader valve, one way check valve, one air inlet port and two air outlet ports.



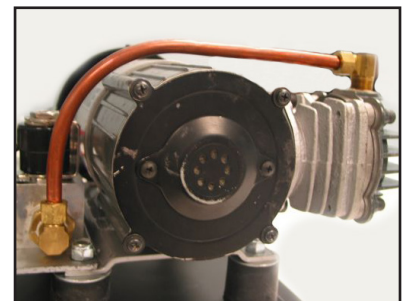
1

2 It is easier to install the two air outlet port fittings before mounting the manifold to the compressor. One outlet port is the air supply to the tank and the other port can be used to supply air to an accessory, a gauge or be plugged off for future use (a 1/4" NPT plug is provided). Use thread sealant or Teflon tape on all fittings installed to prevent air leaks.

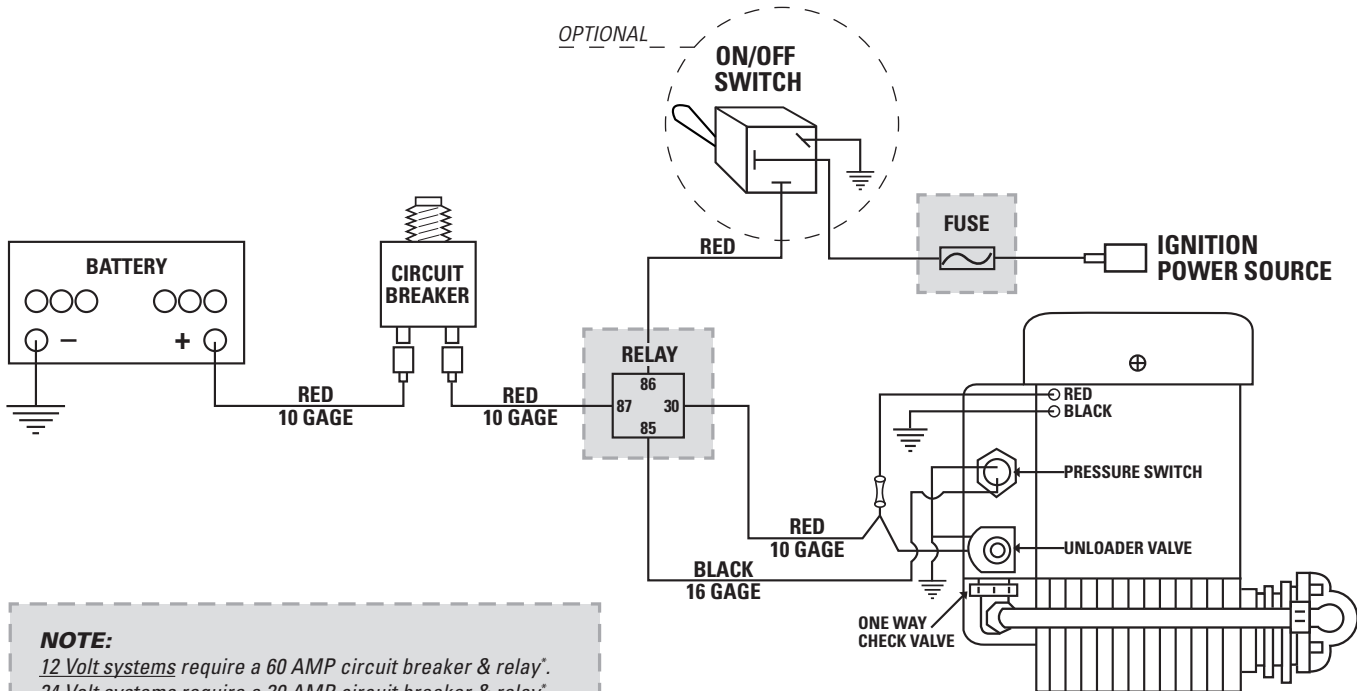


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3 Using the fittings provided, connect the copper discharge line from the compressor head to the manifold inlet port. The length of copper line is designed for the horizontal compressor head. Vertical head installations will require this line to be cut before the bend with a tubing cutter.



3



NOTE:

12 Volt systems require a 60 AMP circuit breaker & relay.
24 Volt systems require a 30 AMP circuit breaker & relay*.*

**Fuse, relay & terminals are not included in this kit.*

TESTING THE SYSTEM

To ensure correct air compressor operation, a long trouble free life and customer satisfaction, it is recommended the “cut in” and “cut out” pressures be verified.

If a permanent air pressure gauge is not being installed, temporarily install one into the air tank or manifold’s outlet port to verify the system operating pressure is with specifications.

Ensure the air compressor ON/OFF switch is OFF, then rotate the vehicles ignition switch to ON. (It is advisable to have the vehicle running while performing this test if multiple cycles of the compressor is performed). Turn the compressor ON/OFF switch to ON, the light in the end of the compressor ON/OFF switch should illuminate and the compressor should start to pump air. Watch the air pressure gauge as the compressor must turn off before 145 PSI is achieved. Then activate the accessory to reduce the air system pressure until the air compressor “cuts in” this should be no less the 95 PSI. The air compressor “cut in” and “cut out” pressures are a function of the pressure switch, if the “cut in” and “cut out” pressures are not suitable for the accessory being operated a different pressure switch is required. At this point it is advisable to soap test all the fittings for air leaks, correct all air leaks as they will cause the compressor to cycle more often . If the compressor does not perform as above, check all the wiring connections, power sources, fuse, circuit breaker and grounds to ensure good connections have been made.