

# LOAD CONTROLLER II

ON-BOARD COMPRESSOR CONTROL SYSTEM

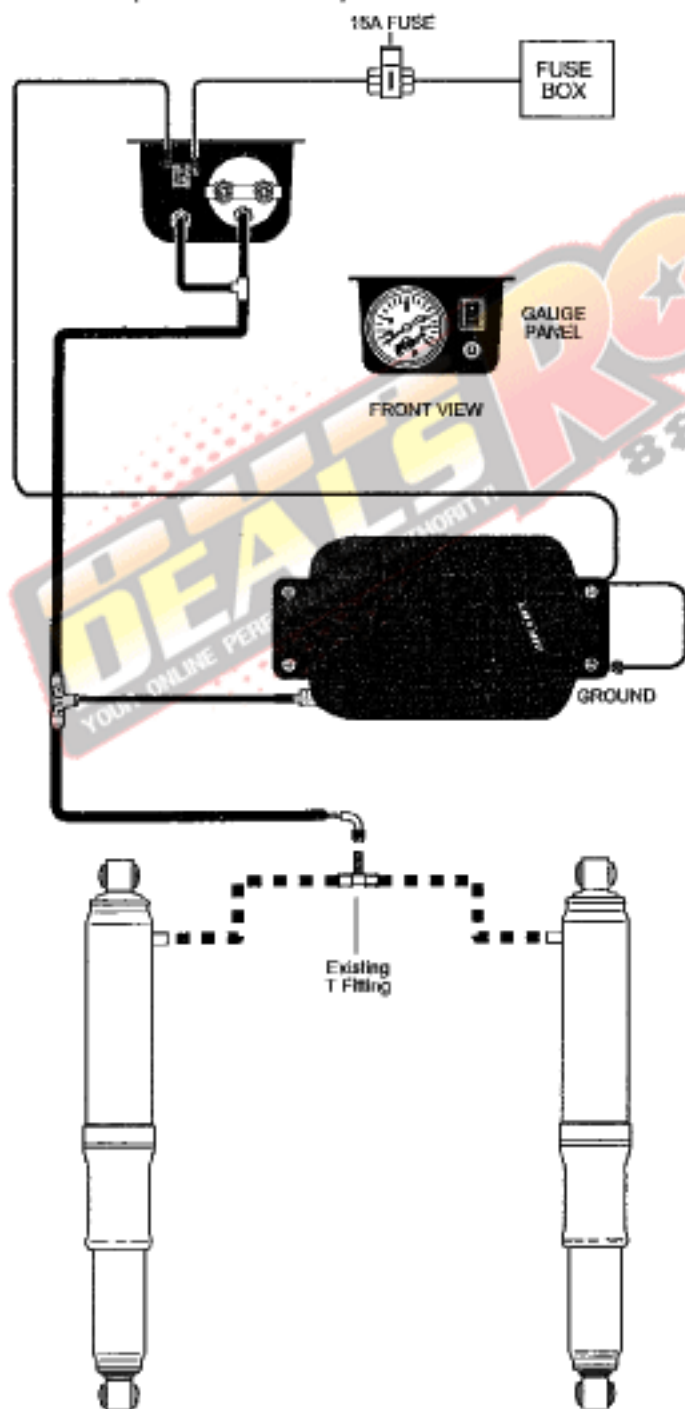


MN-203  
(11505)  
ECN 4982

P/N 25804

*Please read these instructions completely before proceeding with the installation.*

This kit is designed for air shock systems. Pressures in excess of 160 P.S.I. may result in premature compressor failure and/or air leaks in the air line connections.



All pre-assembled gauge panels have been 100% leak and function tested. DO NOT attempt to tighten, loosen or adjust any fittings or connections. This will likely cause a leak or malfunction and void the warranty.

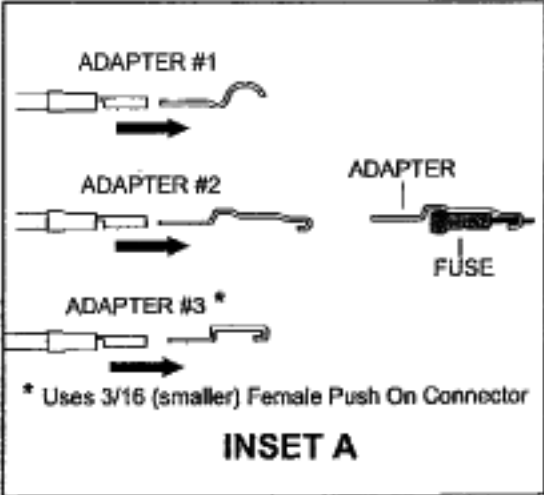
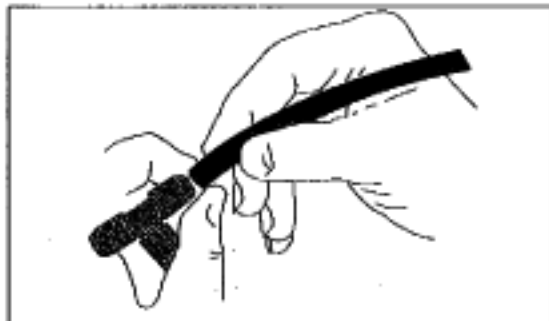


Figure 1



Cut off excess air line squarely. Install the air line into the fitting. Push the cut end of the air line into the self-locking fitting as far as it will go while slightly turning. A definite click can be heard and/or felt when the air line is seated. Air line should go in approximately  $\frac{3}{4}$ ".

Figure 2

## I. Mounting the Compressor

**NOTE:** The compressor can be mounted, and will function equally well in any position. It should be mounted so that it is reasonable well protected from the elements, splash, snow/ice build-up, etc. Avoid high-heat environments as this may cause failure of the rubber or polymer components. Typical locations are storage compartments, trunks, inside frame rail below driver/passenger door, or spare tire area.

Mount the compressor securely and keep the compressor, air line and wire at least 12" from heat sources.

1. Using the compressor as a template, attach the compressor to the chosen mounting location using the provided self-tapping screws.
2. In some cases, the mounting area does not allow enough room to use a drill to drive screws in. It will be necessary to use the mounting brackets as a template to drill  $\frac{13}{64}$ " holes through the frame first and then use a  $\frac{7}{16}$ " nut driver to install the self-tapping screws.
3. Attach the ground wire to one of the compressor mounting screws.

## II. Mounting the Gauge Panel

**NOTE:** All pre-assembled gauge panels have been 100% leak and function tested. **DO NOT** attempt to tighten, loosen or adjust any fittings or connections. This will likely cause a leak or malfunction and void the warranty.

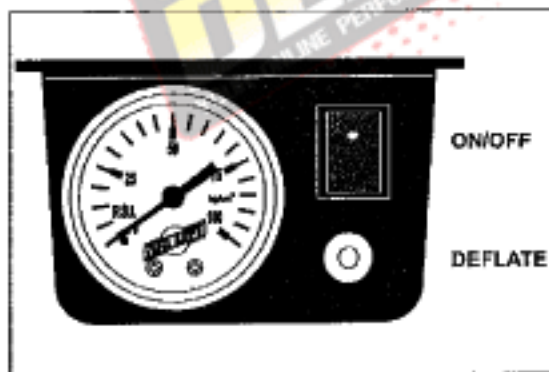


Figure 3

1. Select a convenient, sturdy mounting location for the gauge panel (i.e. under the dash, glove box) that has a rigid surface that will provide for a sturdy mounting surface.
2. Using the gauge panel as a template, mark the mounting screw hole locations. Center punch and drill two  $\frac{1}{8}$ " diameter holes.
3. Position the gauge panel on the mounting surface and secure with 2 provided self-tapping screws.

### III. Connecting the Air Lines

1. Push air line onto barb fitting on the compressor. Make sure the line covers all barbs. A small amount of water and pushing with a slight circular motion will ease the installation.
2. Use a standard tube cutter, a razor blade, or very sharp knife to cut the air line. A clean square cut will ensure against leaks. Approximately one foot from compressor, cut air line and insert a tee in line as shown in Figure 2.
3. Run a length of air line from the tee you just installed to the tee fitting that connects the air shocks together. Install the elbow adapter fitting shown in Figure 1. Now secure (thread) the adapter onto the inflation valve of the air shock tee fitting - finger tight - DO NOT OVERTIGHTEN.

### IV. Wiring the Electrical Connections

1. The kit has two red wire assemblies, one of which is fused. Connect the non-fused wire assembly to the compressor power (red) lead. Route it through the firewall and connect it to a terminal on the back of the ON/OFF switch on the dash panel.
2. Attach the ground (black) wire to the compressor mounting screws or to an adequate ground (metal fenderwell, frame, etc.) on the chassis.
3. Connect the fused wire assembly to the other terminal on the ON/OFF switch and route it to the vehicle's fuse box. Use a test light to determine which open terminal (accessory, etc.) works only when the key is in the "on" or accessory position. The terminal should have an amperage rating equal to or higher than the 15A in-line fuse. Connection to the fuse terminal will depend on what type of fuse your vehicle uses. If your vehicle uses the barrel type fuse, use adapter #1. If you have the standard spade type fuses, use adapter #2. Many late model vehicles use a smaller spade type fuse which requires adapter #3 - see Inset A on front page.
4. Turn the ignition key on momentarily to test the electrical circuit. Check the air compressor by pressing the "on" button and holding it down. If it runs, turn it off by releasing the button. If the compressor does not run, use a test light to determine that there is power to both sides of the switch. Insure that the ground (black) wire is providing a sufficient ground.

### V. Operation Instruction

1. Always follow inflation instructions provided with your air spring kit. Maintain at least the minimum recommended pressure and never exceed the maximum recommended pressure.
2. To add pressure, push the top button to start the compressor and as soon as it reaches the desired ride height release the button again to stop the compressor.

*CAUTION: Run the compressor in 4 minute intervals to allow cooling of the compressor.*

3. To reduce pressure, push the deflate valve under the on/off switch on the panel.

## VI. Check Air Line

1. Turn the compressor on and inflate the system to the maximum for your Air Lift or air shock kit.
2. Check all air line connections for air leaks with a soapy solution. Deflate to minimum or desired pressure.

## VII. Troubleshooting

1. Compressor does not run - check all wiring and make sure you have a good ground. Check in-line fuse.
2. Compressor runs but air shocks to not pressurize or lose pressure - Test all air line connections with a soapy solution to determine where the air leak is. Replace air line if it is leaking. Also check valve core under deflation button. Tighten if leaking.
3. If problems persist, contact Air Lift's Technical Support at 800-248-0892 extension 2.



***Thank you for purchasing Air Lift Products***

Mailing Address:  
AIR LIFT COMPANY  
P.O. Box 80167  
Lansing, MI 48908-0167

Street Address:  
AIR LIFT COMPANY  
2727 Snow Rd.  
Lansing, MI 48917

Local Phone: (517) 322-2144  
Fax: (517) 322-0240

For Technical Assistance call 1-800-248-0892

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## Recommended Compressor Locations

### Important

Locate compressor in dry, protected area on vehicle.

Direct splash or excessive moisture can damage the compressor and cause system failure.

**Disclaimer:** If you choose to mount the compressor outside the vehicle please keep in mind the compressor body must be shielded from direct splash and the intake should be snorkeled inside the vehicle. If the compressor does not include a remote mount air filter or if mounting the compressor outside the vehicle, make sure to orient the compressor intake filter so that all moisture can easily drain.

#### **Please also remember...**

- To avoid high heat environments
- To avoid mounting the compressor under the hood.
- To check to be sure the compressor harness #2 will reach the compressor and connect to harness #1.
- The compressor can be mounted in any position — vertical, upside down, sideways, etc. (please refer to the instruction manual).