



## Instructions :

Refer to working diagram for general overview.

The compressor might come with black air line with the remote filter kit – that black air line is breather line only and not suited to in cab plumbing. We do try to discard it but if we forgot and supplied it by accident please don't use it in your valves etc as it will leak and create problems.

The power to the compressor must be fused at the battery and go to the compressor via the relay supplied. You need a light duty power wire on/off switch to trigger the relay system and in that trigger line also run the pressure switch. We suggest sourcing that trigger power from cig lighter or aux power so when you turn car off you automatically power down the system.

The pins on the relay are numbered – might need to zoom in with your phone to see

- 30 is the heavy power from battery
- 87 and 87A are same. Only 1 is needed and this goes to power the compressor.
- 86 is to earth the relay and complete the trigger circuit.
- 85 is on/off power to trigger the relay (turn relay on) then 30 becomes joined to 87.

Pressure switch tips : Do not run the heavy compressor power through the pressure switch – just the trigger wire for relay otherwise you will burn out the pressure switch. Also mount the pressure switch so the wire pins face upwards and water in side the lines can not accumulate in the pressure switch.

The on/off trigger power can also be the power source for the up and down switches - they too only cope with light duty power so don't run the heavy compressor power through those either.

Plumbing tip #1 : Don't use plumbers tape as bits of that end up in the valves and prevent them from shutting off and causing leaks. Best to use a liquid sealant and that's readily available in the plumbing section of Bunnings if you don't already have some. Everything with a thread will need some liquid sealant.

Plumbing tip #2 : We use push in fittings. Make sure the ends of the air hose is cut square and without squashing the hose so use the hose cutter supplied in the air bag kit. Some fittings and especially the brass tyre valves in the air bag kits require extra strong push to fully engage the hose. If there is a leak at the push in section it is almost always not pushed in far enough. Sometimes a leak can be caused by grit or an end that is not cut square or has squashed the hose. Re cut the ends and try again. Hose can be removed from the push in fitting by pushing back the collar towards the fitting and away from the direction you have to pull the air hose.

Note we use all 6mm air hose because it is easier to get locally if required. It is a Poly urethane material known as PU 4x6 as the inside diameter is 4mm and outside is 6mm. ¼" looks similar but is not the same and will leak if you use ¼" hose. If supplied by AAA all 6mm line is red where as all our ¼" line is black.

At the far end of the braided airline from the compressor is a one way check valve – it prevents air returning back out through the compressor when the compressor is off. Attach check valve to the blue manifold block. At that manifold block also attach the 2 x lines to the bags and the pressure switch.

We refer to the 4 x brass valves with wires as mini valves. They do have an arrow on them that shows the direction of air flow so there is an air in and an air out side – they seal shut better when the right way around.

The first mini valve in the line is the up valve and it does have an airline going into each side so it needs x 2 of the smaller air fittings.

The second mini valve is in a T-pieced section for down. The air out hole does not need an air line so it only needs the one 1/8" air fitting. That's why there are only 6 of those 1/8" fittings all up and not 8.

The pressure senders for the gauge need to be upright to prevent water inside the lines from accumulating inside them. Make sure the plug section is higher than the hose body.

If you are trying to find a leak the sure way to find it is to submerge components in water and look for bubbles. If that's not possible then spray soapy water on fittings. Areas to look at are threads and push in sections.

If the compressor does not turn off it means the pressure switch is not turning it off or there is a leak and it is not reaching pressure. If the compressor is tuning on and off rapidly it means there is a leak as it turns back on when pressure drops. It should be expected that the compressor will come on briefly every 3-5 minutes to maintain pressure so that's the ideal situation.

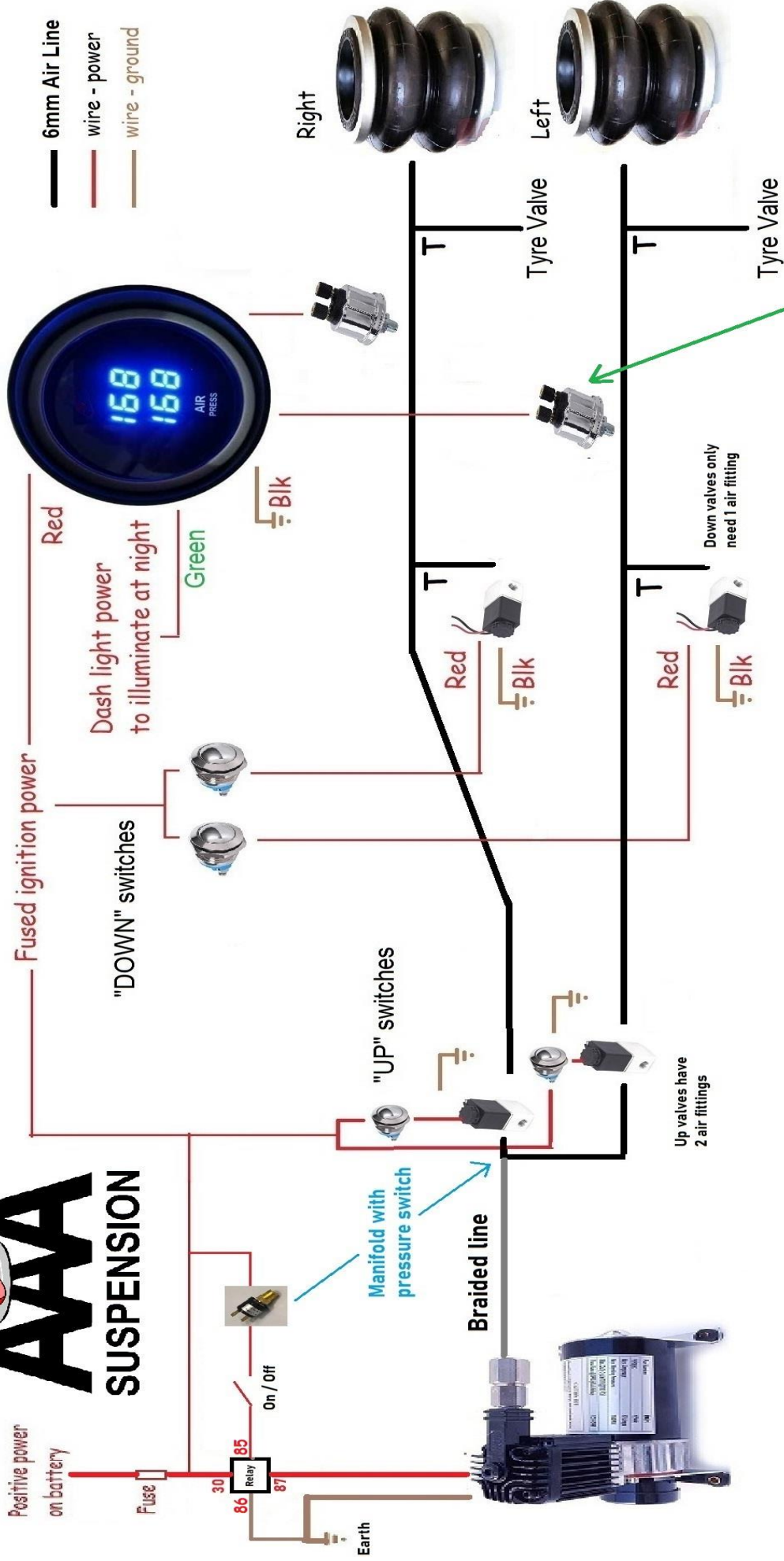
The compressor can be mounted on its side or upside down. The feet can be rotated on the body and a common spot is on its side screwed downwards under a seat. Another spot is behind a seat against the back wall or can be outside in engine bay or under a tray. It is water proof and the air intake can be routed to somewhere drier if the unit is in a wet area.

The small compressor in this kit is ideal for small applications such as air suspension, diff locks or small tyres like bikes or wheel barrows. If you try to pump up a car tyre it will take a long time and will get hot – it is not suited to car tyres but is quiet and easy to fit being small and compact. We do sell a much bigger compressor kit if you feel you want to do tyres.



# Digital In Cab Kit

Use liquid sealant (from Bunnings plumbing section) on all threaded joins - do not use plumbers tape.



— 6mm Air Line  
 — wire - power  
 — wire - ground

Don't allow water to accumulate in the pressure senders - mount so they sit up and can not collect water from inside air lines.

## Parts included



### Bag of Parts :

- 4 x Button for up/down
  - 5 way blue manifold
  - 4 x 6mm Tees
  - 2 x 6mm – 1/8<sup>th</sup> NPT threaded Female Tee (with dash)
  - 2 x 6mm- 1/4" BSP male thread (no dash)
  - 6 x 6mm- 1/8" BSP male thread (no dash)
  - 1 x Pressure switch
  - 1 x Relay
- 
- 1x Small AAA CX02 Compressor
  - 3m red 6mm air line
  - 1x LED Gauge – twin read out
  - 1 x Facia panel
  - 4 x mini valve 12V air solenoids
  - 1 x Instruction Sheet

If you have any questions please email us at [support@aaasuspension.com.au](mailto:support@aaasuspension.com.au) or call us between 8am and 3pm Mon-Fri on 1300 396 892