

Air Management Install



Our goal is to make the install a breeze. Please read the entire guide before unpacking the the Air Management Kit (AMK).

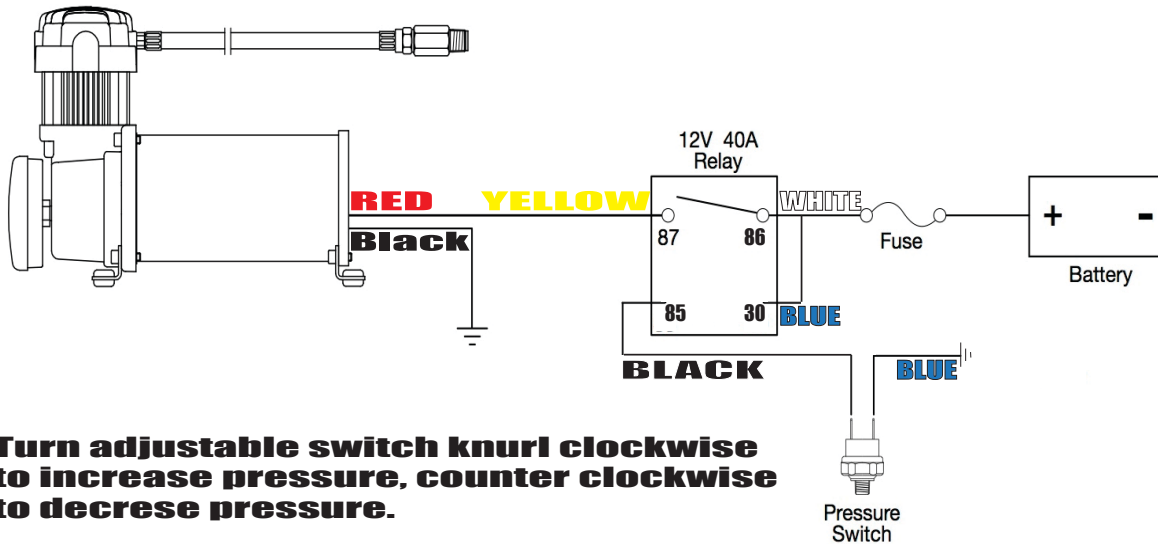
1. Once you have installed the air ride kit(s), you should have fittings installed in your bags and/or shocks ready to accept lines. If you have not done this yet, do so now.
2. The AMK install is open for interpretation in where you would like to mount the products. So there is not a right or wrong way in doing it. This guide will show you how the PRO's install the AMK.
3. Compressor - On type 2 applications, the PRO's place it in the engine compartment on the LHS near the wheel well and vent. On Beetle/Ghia applications, we mount it on the chassis napoleon hat on the opposite side of the master cylinder. It can still get air to cool it down and it is hidden from sight. Place the compressor on the wing and mark/drill the holes. Before fastening the compressor down, remove



the red rubber plug and screw in the supplied air filter into the end of the compressor. Apply teflon tape to the end of the hose in preparation in a later step. With the supplied hardware, fasten all but one of the bolts tight. Your compressor has two wires coming out of it, a Red and Black wire. For cleanliness, we like to fasten the ground (Black) to one of the mounting holes you just drilled. If you have wire cutters and splicing tools, shorten the wire to make the install sano and tighten the last bolt. Mark, center punch and drill a hole in the tunnel with a 1/4" bit near the compressor. Make sure to open up the hole slightly and debur the hole.



4. PSI Switch, Harness and Relay - In this diagram, you will see how to wire up this relay. To keep this install clean, you can place this relay in your dash compartment



and extend the wires to meet your connections or place it near the compressor. Normally we do the latter. if you are doing a high-end build, relocate the relay near your dash. In the supplied hardware pack, you will see a steel 1/4" pipe tee, the largest heaviest fitting in the pack. Once located, you will need to apply teflon tape to

the PSI switch, reducers connections and screw it into the fitting in the center location. On the right side of the upside down tee, you will install a 90 degree push-lock fitting into the tee with out pipe sealant as it comes applied by the manufacture. Locate the end of the compressor hose and fasten the line lead into the tee. Make sure you are grunting when fastening your connections. Less grunts means more possible leaks. Adele clamps (not included) help in fastening the tee to the chassis to create an even cleaner look. Hook up the wires per the wire diagram.

5. Tank - The PRO's like to install the tank under the back seat on the opposite side of the battery. For some applications, heater tube modification might be needed to place it there. Locate the best position and mark the holes on the chassis. Remove the tank and drill the four holes. Before fastening the tank down, you will need to install the plugs and fittings into there respective areas. Since we are only going to use one air outlet, plug all the remaining outlets with plugs, once you have placed teflon tape on all the threads and tighten. Fasten down the tank with the supplied hardware. Locate an area on the chassis where you can drill a 1/4" hole for the line coming from the compressor. Mark, center punch and drill. Don't forget to debur the hole.



6. Valves - Whether you purchase a 2 or 4 valve AMK, placement will be the same. The amount of lines coming up to the valves will be different. Normally, the valves are mounted in the glove box. Some people have mounted them on the dash or have created a custom mount inside the glove block with fiberglass and wood. But this can be done anywhere, your creativity will separate you from others. Think CLEAN when installing them, you will be happier in the end. Each valve assembly has (3) line out fittings. One for each bag or shock per axle and one



compressed line. The tee'd line that goes to the back of the valves is the compressed line. The tee's going to the gauges are your shock/bag pressure lines.

7. Fittings - When placing a line into a fitting, you need to ensure that the line is cut square. You will push the line into the fitting until you hear a click. Then preload the fitting by trying to pull the line out. This will engage the internal barbs to hold AND seal the joint. Make sure you hear the click and you try pulling the hose out at EVERY connection.
8. Lines - The PRO's like running the lines inside the tunnel for a clean look. it does take a little bit more time to do so but the end results are a ton cleaner. Installing [Airkewld's Inspection Plate Kit](#) along with removing the shifter and shift coupler inspection plate will make this job a lot easier. Popular belief is that if a line passes through a metal hole, the line will rub and eventually create a hole and leak. This is NOT true. The steel is very thick in the locations that we are drilling and the line will NEVER move so installing grommets is not necessary. When running the lines through the holes, it might scratch the lines but the lines are very THICK and it will not puncture. You will only need to run one line from the tank to the compressor. This line will be called a compressed line. You will be able to run tee's with in this line to allow pressure to be run to your valves. When cutting the lines, we recommend a sharp razor blade or this tool. The cuts need to be square.
9. Running Lines - You will need to run a compressed line from the tank to the compressor through the tunnel. On this line, we will need to run (1) line to the valves with a supplied tee. If you are running a 4 valve set up, you will need to tee off the line coming up to the valves to have two compressed lines that will connect to the pressure side of the valves. Now your entire pressure system can fill and be leak free. Next, you will need to run lines to your bags and shocks. Be clean with your routing of the lines. Rear lines, we like to run inside the tunnel again. Connect (2 or 4) lines to your bags/shocks and pressure test the system. Soap/water mixture in a squirt bottle can be applied to each joint to see if there is a leak while being pressure tested. Lift the vehicle to max height and watch the gauges. If you see a leak in a particular corner, you will need to check all the fittings in that area.
10. Trouble Shooting - Where does the red wire go? It doesn't, you just cut the lead off and cap it. - I know my system has been leak checked and it is still leaking air, what do I do? Fill the lines up to their max and spray each joint and come back in 5 minutes. If you have a leak somewhere, it will be foam like at the leaky connection.

