

SUBJECT

ADDITION OF THE AIR GROUP (TANK AND CURLY HOSE KIT)

APPLICATION

2003 AND NEWER DODGE EXHAUST BRAKE

Please check the pressure switch at the compressor prior to installing this air tank group. Pacbrake PRXB (pressure regulated exhaust brake) requires a minimum of 100 PSI air pressure to close the valve, fixed orifice exhaust brakes require 80 PSI to fully close the valve. Pacbrake C11946 pressure switch is for PRXB applications and has a green body, Pacbrake C11560 is for fixed orifice applications and has a black body with two spade terminals. It is permissible to use a C11946 pressure switch with a fixed orifice Pacbrake.

Installation Instructions:

The air tank mounting location is a suggestion only, keep in mind that the length of airline, fittings and mounting hardware provided is for our suggested tank location.

Note: use thread sealant on all fittings installed, air leaks will cause the compressor to cycle more often reducing its life expectancy.

Mounting and plumbing the tank:

- 1 At the air compressor remove the pressure switch. Install the tee fitting supplied in the top port of the air tank, with the pressure switch in one side and the 1/4" nylon hose fitting in the other. (See Middle Photo)
- 2 Install the 1/4 NPT plug supplied or drain valve in the bottom of the tank.
- 3 Choose a location to mount the air tank such as on the drivers side bumper support brace as shown in the bottom photo. Drill two 3/8" holes on a 3 1/4" center.
- 4 Provided is a length of wire and terminals to extend the harness from the new pressure switch location in the tank to the air compressor harness.
- 5 Install the 1/4" nylon air line into the fitting at the air tank, route it to the compressor with the pressure switch extension wires. Secure with tie-straps provided.



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Plumbing at the compressor:

- 1 The air tank supply line and quick disconnect air chuck must be installed between the head of the compressor and the solenoid valve.
- 2 The open port where the pressure switch was installed is a good location to install the tee fitting provided. Install the quick disconnect air chuck and the ¼" nylon air line fitting into the tee, connect the nylon air tank supply line.

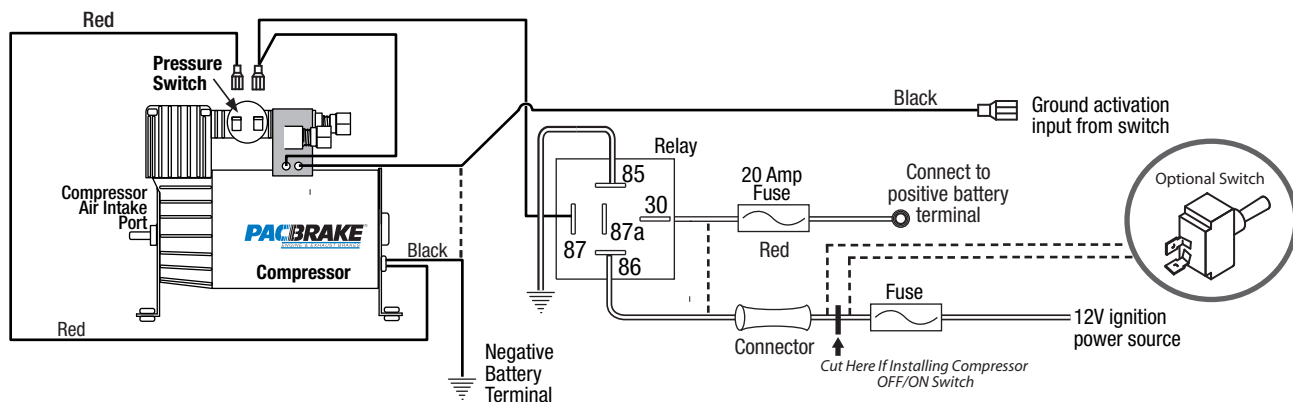
Electrical connections:

NOTE: The compressor was originally designed to only activate when the exhaust brake was requested. A couple of modifications to the electrical connections are required to activate the compressor for accessory use. An optional compressor on/off switch is a good idea to prevent the compressor from pumping when the "wait to start" light is on.

NOTE: Two different versions of wiring for 2003 Dodge compressors exist, determine by the solenoid from the two schematics which version you are working with.

Original version instructions:

- 1 Connect the pressure switch extension wires to the original wires at the compressor.
- 2 Cut the black wire originating from the ground input switch in a convenient location. Route the relay side (Pin #85) of the black wire to a good chassis ground.
- 3 Cut the solenoid black wire from the negative battery terminal, reroute the solenoid wire to the ground activation input wire remaining from step 2.
- 4 Locate red wire originating at terminal 86 of the relay, cut this wire close to where it connects to the main fuse harness. Apply electrical tape to main fuse harness to protect it. Using the inline fuse harness provided connect the red wire of terminal 86 to an ignition power source. Install the optional compressor on/off switch if desired to this circuit.



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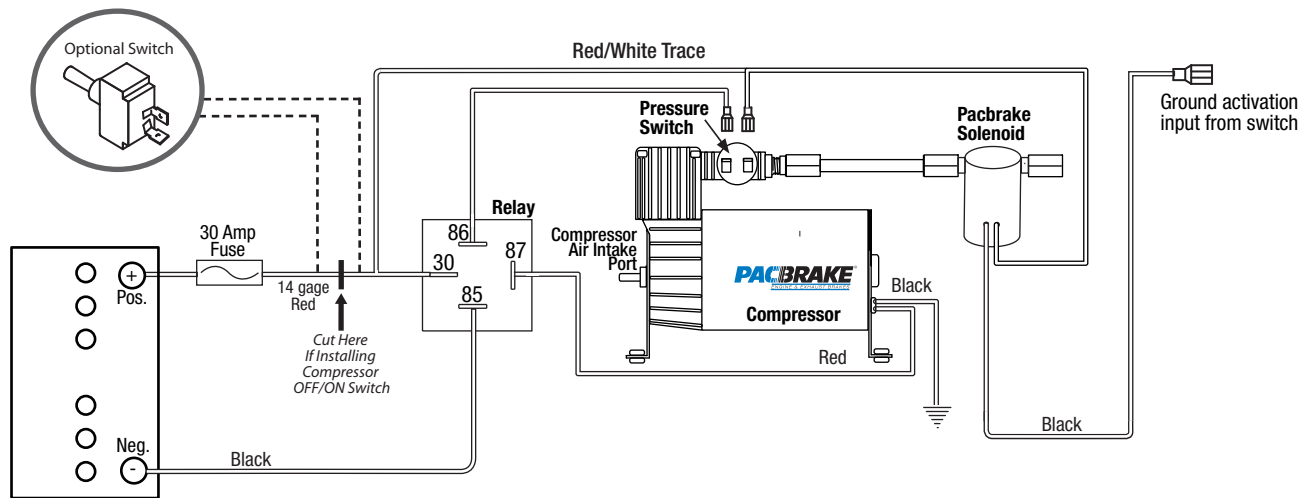
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Later version compressor instructions:

- 1 Connect the pressure switch extension wires to the original wires at the compressor.
- 2 The black wire originating at the engine ECM needs to be cut after the solenoid connection. Apply electrical tape to protect the solenoid connection. Connect the relay terminal 85 side to a good chassis ground.
- 3 Locate the red with white trace wire connected to the main fuse harness, cut this wire close to where it connects to the main fuse harness. Apply electrical tape to the main fuse harness to protect it. Using the inline fuse provided connect the red with white trace to an ignition power source. Install the optional compressor on/off switch if desired to this circuit.



Once the installation is complete, apply the exhaust brake, the rod on the air cylinder should extend and remain extended, listen and watch the compressor, it should not cycle for at least 30 seconds. If the compressor cycles within the 30 second time period an air leak is present and must be corrected.