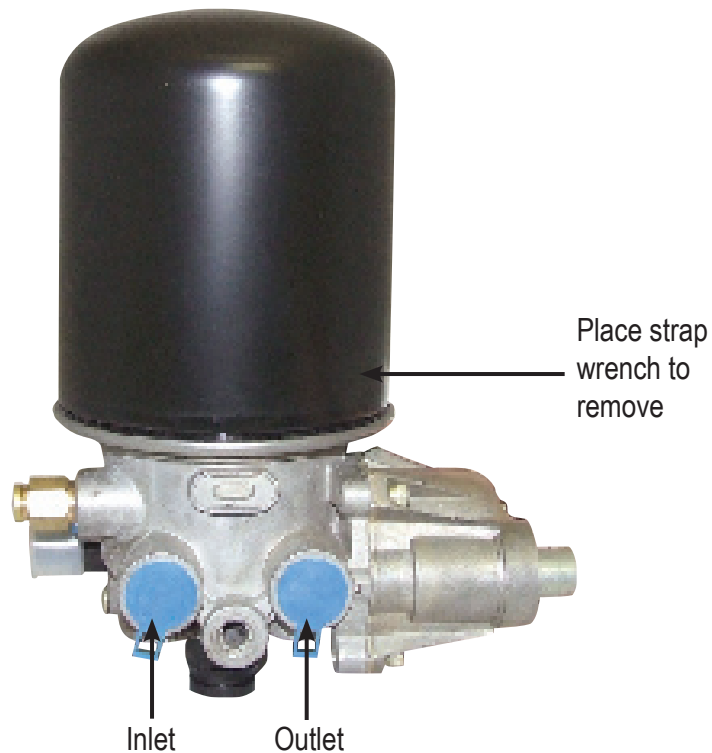


Instructions For Replacing 950011 Style Cartridge

REMOVAL

- 1) Park on a flat surface, stop engine and block wheels.
- 2) De-pressurize all air tanks to 0 PSI. Open all drain cocks.
- 3) Verify there is a constant downward angle of the inlet line from air compressor to air dryer. If kinks or sags, reroute. Total inlet line length from compressor to dryer should be a minimum of 7ft and maximum of 19ft. *Note: During operation, inlet air temperature at the dryer should be less than 170°.*
- 4) Check the inlet line at the compressor for carbon buildup and flow restriction. Replace if chafed, clogged or cracked.
- 5) Double check there is 0 pressure at inlet line and outlet line at air dryer. Use pipe thread sealant (not teflon tape) to reconnect all air lines.
- 6) Replace air governor which is typically mounted on the air compressor. This also functions as an on/off trigger for purging the air dryer.
- 7) Double check the ground lead of the heater harness is not connected to the dryer and is connected to the frame rail (chassis ground).
- 8) Place a strap wrench on old cartridge just above dryer body. Remove by turning counter clockwise. Remove o-ring at the base of the threaded area where the cartridge was removed.
- 9) Using mineral spirits, clean the body of the air dryer and inspect for excess corrosion or pitting. If this exists, replace the air dryer.
- 10) Remove the purge valve assembly and clean with mineral spirits. Inspect all contact areas for wear or cracks. Re-install purge valve assembly using a barium or silicone based lubricant on the o-rings.



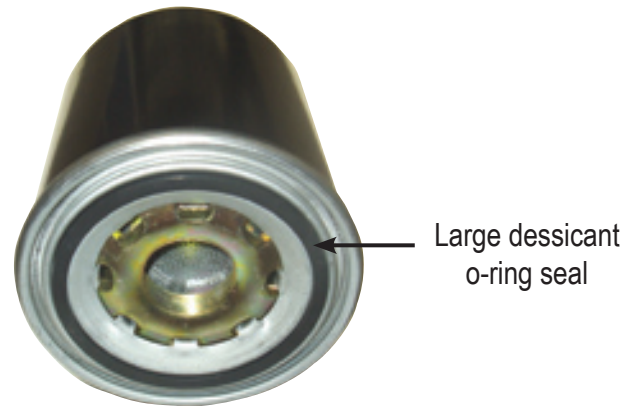
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INSTALLATION

11) Install the small o-ring packaged with the new cartridge at the threaded area where the cartridge is screwed on. Lubricate this o-ring with a barium or silicone based lubricant.

12) Using the same lubricant, apply to dryer body at contact area of the large dessicant o-ring seal. Also apply to the contact area of the large dessicant o-ring seal on the new cartridge.

13) By hand, screw the cartridge clockwise onto the dryer until the large dessicant o-ring seal contacts the dryer. Tighten one full turn. If a strap wrench is necessary, position as low on the cartridge as possible (close to dryer body).



14) Verify there is a pressure controlled check valve between the first tank (supply reservoir or also called “wet tank”) and the front axle reservoir.

15) Replace the standard one way check valve located at the rear axle reservoir. If a Holset compressor; the check valve setup is different prior to the supply reservoir.



Pressure Controlled
Check Valve

16) Check for an alcohol injector, it will be located between the dryer and the supply reservoir. This is not required. If there is one, replace or: remove filler cap, disassemble, clean, reassemble and refill with approved airline antifreeze only.

17) Close all drain cocks. Verify there is power to the air dryer heater.

18) Start engine and wait for air system to reach full pressure. Dryer should purge for 15 ± 4 seconds after governor cut off.

19) Repeatedly apply brakes until system pressure drops enough for the compressor to cut-in. Dryer should purge again for 15 ± 4 seconds after governor cut-out.

20) With air system fully pressurized, stop engine. Apply a soap and water solution to every air connection you worked to insure no leaks exit.

21) Remove wheel chocks, good job!