

Instructions For Replacing 955205 Style Dryer

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) De-activate electrical system following truck manufacturer's recommended procedures.
- 4) 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 7 ft and maximum of 19ft. Note during operation, inlet air temperature at the dryer should be less than 170°.
- 5) Double check there is 0 pressure at inlet line at air dryer. Disconnect and tag for ID purposes.
- 6) Double check there is 0 pressure at outlet line at air dryer. Disconnect and tag for ID purposes.
- 7) Double check there is 0 pressure at unloader port at air dryer. Disconnect and tag for ID purposes.
- 8) Replace air governor which is typically mounted on the air compressor. This also functions as on/off trigger for purging the air dryer.
- 9) Disconnect harness to heater at air dryer. Reminder the new dryer is for a 12 volt system.
- 10) Double check the ground lead of the heater harness is not connected to the dryer and is connected to the frame rail (chassis ground).

INSTALLATION

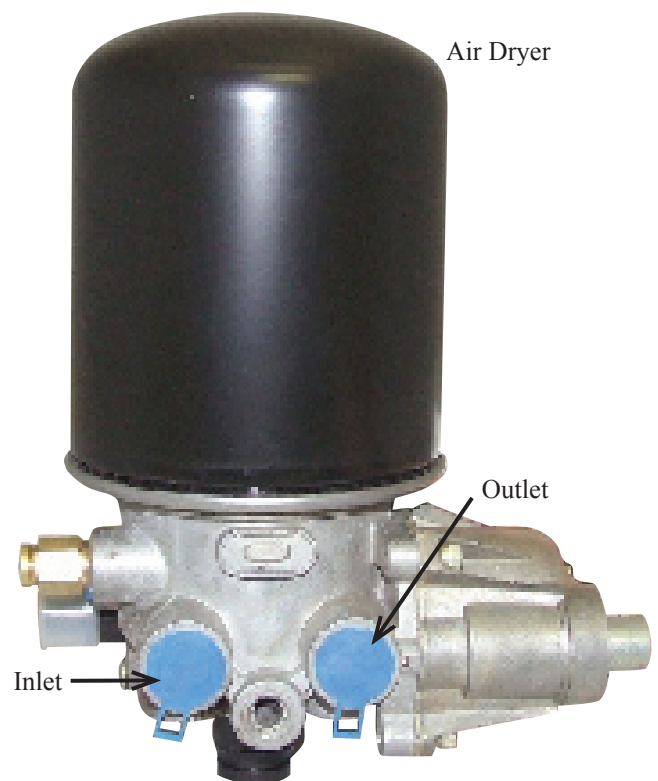
- 11) Air dryer should be completely disconnected. Dismount old unit and remount new dryer.
The parts in the dryer kit are:



Pressure Controlled Check Valve



Wiring Harness



Air Dryer

Outlet

Inlet

Continued on the Back →

INSTALLATION CONTINUED

- 12) Reconnect outlet line, inlet line and unloader line. If using Teflon tape on threads, be careful pieces do not break off into air system.
- 13) Double check electrical system is de-activated. Replace old wiring harness to heater. Always use shrink tubing at your new wire connections. Reconnect harness to dryer.
- 14) The last part from the new dryer kit is a pressure controlled check valve. You should find it at the inlet port of the primary or secondary tank. It should not be mounted to the first tank (supply reservoir or also called “wet tank”). Replace with new valve.
- 15) Replace the one way check valve located at the other primary or secondary tank. If a Holset compressor; the check valve setup is different prior to the supply reservoir.
- 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 and re-activate electrical system per manufacturer’s recommended practice. 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!