Xtreme Remote Air Command™

INSTALLATION INSTRUCTIONS

Congratulations on your purchase of an Air Command kit. This kit was designed to provide inflation control of your air helper springs. This kit will be an asset to your vehicle, meeting nearly all of your air supply needs.

Please take a few minutes to read through the instructions to identify the components and learn how to properly install your Air Command kit.

NOTE:

The Air Command kit can be used with all air helper spring products. If you are installing an air suspension system, do not install the air line tubing to the air springs as stated in the suspension system instruction manual. If you are adding the Air Command kit to an existing air suspension system, you will need to deflate the air springs and remove the air line tubing.

NOTE ON CONNECTING THE AIR LINE TUBING

Cut the air line tubing as squarely as possible. To connect the air line tubing to the fittings, push the tubing into the fittings as far as possible. If for any reason the tubing must be removed, first release the air pressure from the air helper spring. Push the collar towards the body of the fitting and then pull out the tubing. To reassemble, make sure the tubing is cut squarely and push the tubing back into the fitting.

STEP 1—MOUNT THE COMPRESSOR

Disconnect the negative battery cable. Select a convenient location to mount the compressor. This location should provide ample airflow and be protected from airborne debris. The mounting surface should be rigid to support the compressor. The compressor is oil-less and can be mounted in any orientation necessary for installation. Make sure that the wire harness will reach from the compressor to the anticipated location of the ECU. Install the female air fitting onto the stainless steel leader hose from the compressor head, *see Figure "A"*. Tighten the fitting sufficiently to engage at least two threads with the pre-applied thread sealant. DO NOT OVER TIGHTEN THE FITTING. Mark the four compressor mounting holes using the compressor as a template and a center punch, then drill four 7/32" holes. Mount the compressor using the supplied 10-32 x 1" machine screws, 10-32 Nylock nuts and 3/16" washers. *See Figure "B".* Attach the black wire from the compressor to a suitable ground source on the vehicle. **NOTE: WR1-760-2497 Universal Compressor Mount sold separately allows for a no-drill application for compressor mounting to the vehicle frame rail.**

STEP 2—MOUNT THE TANK

Thread two 1/4 NPT male push-to-connect fittings into the tank on each end. Thread the sealed pressure switch into the 1/8 NPT fitting on the tank. Tighten the components to engage at least two threads with the pre-applied thread sealant. Select a location to mount the tank as close as possible to the air compressor. This should be in a locations protected from rocks and other airborne debris. The location must allow unrestricted
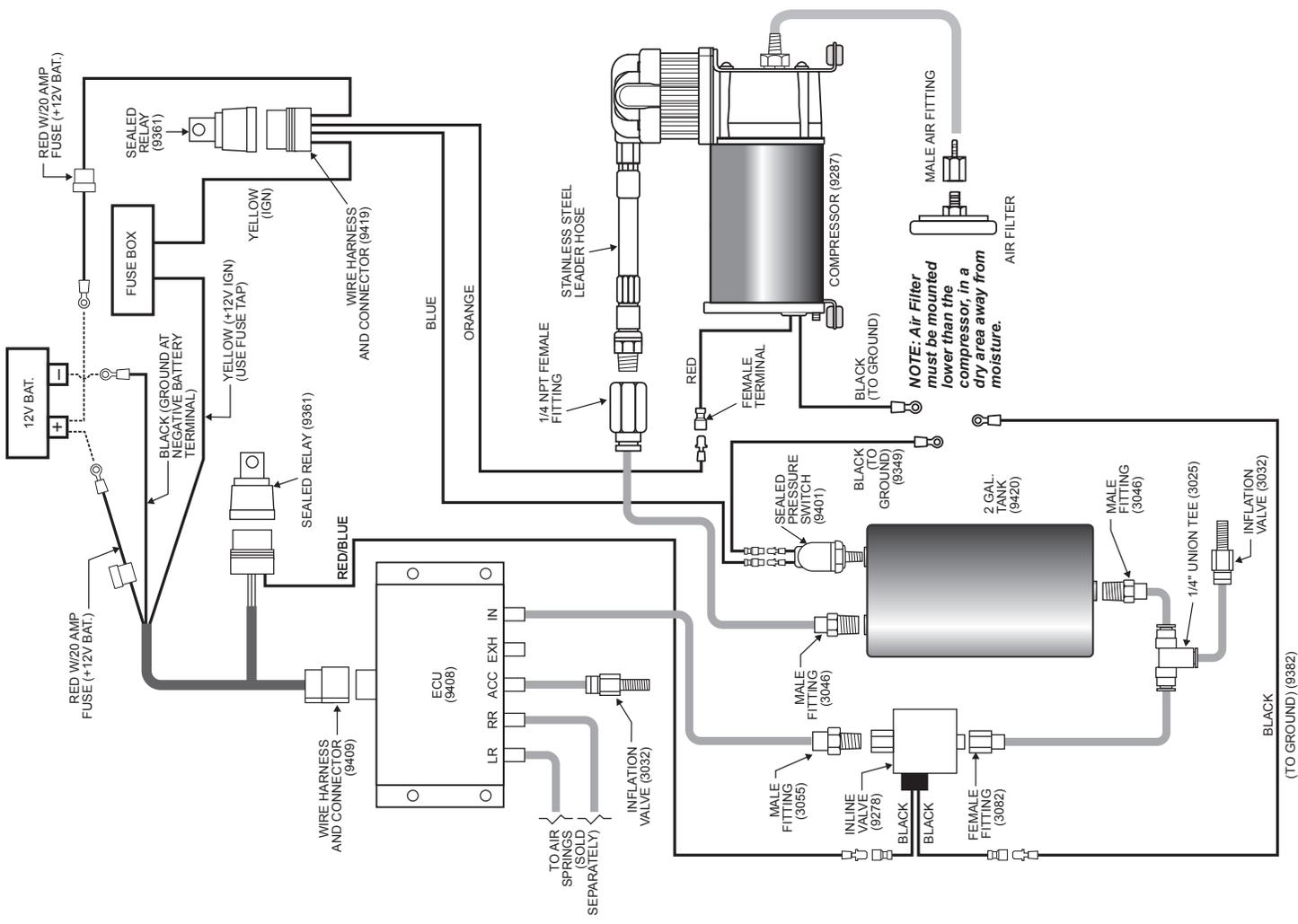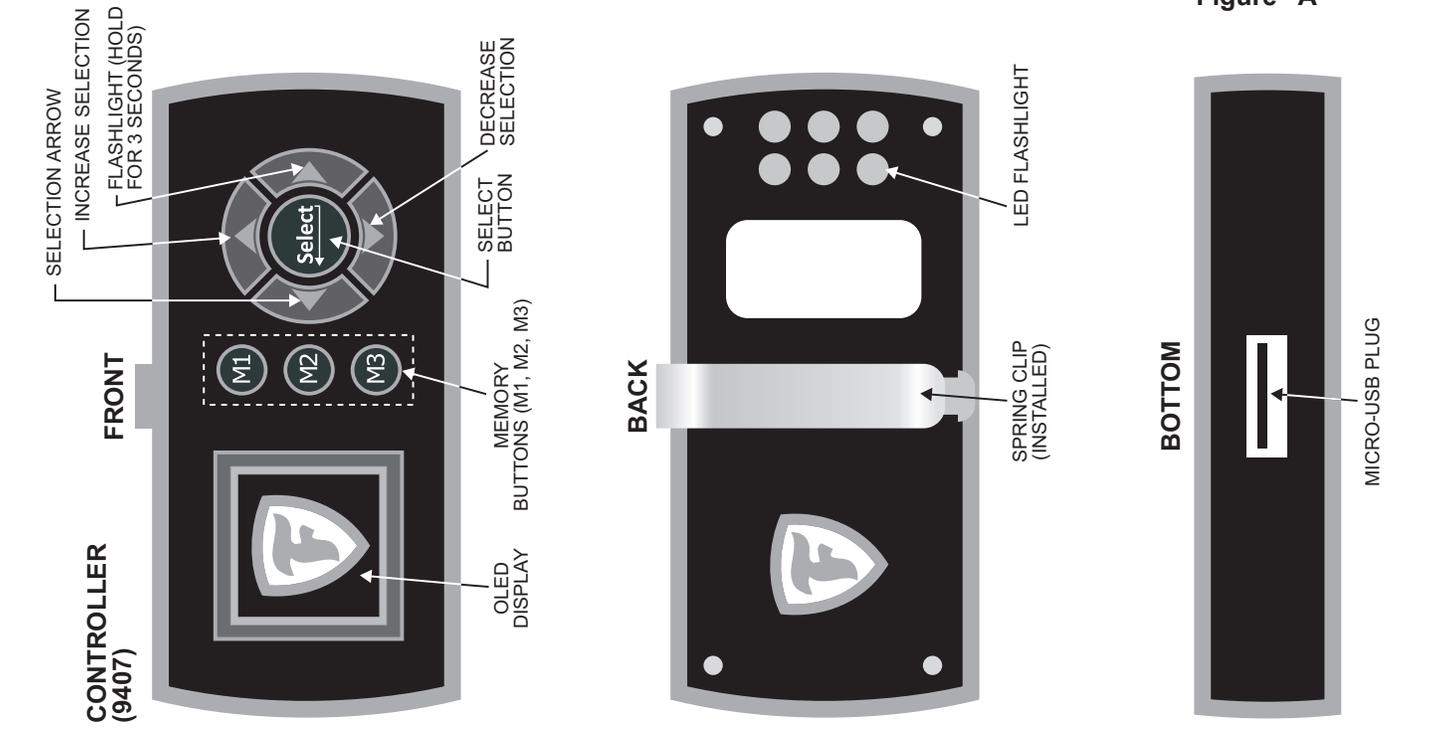
PARTS LIST

WIRELESS PAIRED UNIT	9406	1
WIRELESS CONTROLLER	9407	1
WIRELESS ECU	9408	1
AIR COMPRESSOR	9287	1
ACCESSORY INFLATION HOSE	9006	1
SEALED RELAY	9361	2
WIRE HARNESS (ECU)	9409	1
WIRE (INLINE VALVE)	9382	1
WIRE (SEALED PRESSURE SWITCH)	9439	1
AUTOMOTIVE CHARGER	9427	1
INLINE VALVE	9278	1
SEALED PRESSURE SWITCH	9401	1
AIR TUBING (18 FT)		1

HARDWARE PACK (A21-760-2547)

1/8 NPT MALE FITTING	3055	1
1/8 NPT FEMALE FITTING	3082	1
1/4 NPT MALE FITTING	3046	2
1/4 NPT FEMALE FITTING	3083	1
1/4 PTC TEE FITTING	3025	2
INFLATION VALVE	3032	2
10-32 X 3/4" MACHINE SCREW		7
10-32 X 1" MACHINE SCREW		4
10-32 NYLOCK NUT		11
3/16" FLAT WASHER		22
3/8"-16 X 1" HEX HEAD BOLT		2
3/8" FLAT WASHER		4
3/8" FLANGE LOCK NUT		2
VELCRO TAB		4
NYLON TIE		20
THERMAL SLEEVE		4

2547

Figure "A"

CONTROLLER (9407)

FRONT

SELECTION ARROW
INCREASE SELECTION
FLASHLIGHT (HOLD FOR 3 SECONDS)
DECREASE SELECTION
SELECT BUTTON
Select

MEMORY BUTTONS (M1, M2, M3)
M1 M2 M3

OLED DISPLAY

BACK

LED FLASHLIGHT

SPRING CLIP (INSTALLED)

BOTTOM

MICRO-USB PLUG

12V BAT.
+ −

RED W/20 AMP FUSE (+12V BAT.)

SEALED RELAY (9361)

YELLOW (IGN)

WIRE HARNESS AND CONNECTOR (9419)

FUSE BOX

YELLOW (+12V IGN) (USE FUSE TAP)

BLACK (GROUND AT NEGATIVE BATTERY TERMINAL)

SEALED RELAY (9361)

RED/BLUE

RED W/20 AMP FUSE (+12V BAT.)

WIRE HARNESS AND CONNECTOR (9409)

ECU (9408)

IN EXH ACC RR LR

INFLATION VALVE (3032)

TO AIR SPRINGS (SOLD SEPARATELY)

BLUE
ORANGE

1/4 NPT FEMALE FITTING

STAINLESS STEEL LEADER HOSE

COMPRESSOR (9287)

RED
FEMALE TERMINAL
BLACK (TO GROUND)

MALE AIR FITTING

AIR FILTER

NOTE: Air Filter must be mounted lower than the compressor, in a dry area away from moisture.

SEALED PRESSURE SWITCH (9401)

BLACK (TO GROUND) (9349)

2 GAL. TANK (9420)

MALE FITTING (3046)

MALE FITTING (3046)

1/4" UNION TEE (3025)

INFLATION VALVE (3032)

MALE FITTING (3055)

INLINE VALVE (9278)

BLACK BLACK

FEMALE FITTING (3082)

BLACK (TO GROUND) (9382)

access to the air ports. Mark and drill four, 7/16", holes 2-1/2" apart. Bolt the air tank in place using 3/8"-16 x 1-1/2" hex bolts with the provided 3/8"-16 flanged hex nuts and 3/8" washers. **NOTE: WR1-760-2496 Universal Tank Mount sold separately allows for a no-drill application for tank mounting to the vehicle frame rail.**

STEP 3 – MOUNT THE ECU
Select the ECU from your kit. Select a convenient location to mount the ECU near the compressor allowing access to the five air fittings and the 4-pin connector. Mark the four mounting holes using the ECU as a template using a center punch, then drill four 7/32" holes. The ECU can be mounted using only two holes, one on either side. Mount the ECU using the supplied 10-32 x 3/4" machine screws, 10-32 Nylock nuts, and 3/16" washers. **NOTE: WR1-760-2529 Air Accessory System Frame Mount sold separately allows for a no-drill application for ECU mounting to the vehicle frame rail.**

STEP 4—MOUNT THE INLINE VALVE
Prepare the inline valve by securing the 1/8 NPT female fitting and the 1/8 NPT male fitting to the valve. Select a location between the tank and the ECU to mount the inline valve. The location should be away from moisture and debris. Use the provided nylon ties to secure the valve to the frame or no-drill bracket.

Figure "B"

STEP 5—WIRE THE ECU, INLINE VALVE AND COMPRESSOR
Locate the two wire harnesses for the ECU (9409) and the compressor (9419), the wire for the sealed pressure switch (9349), and the wire for the inline valve (9382). Plug a sealed relay (9361) into each wire harness until it snaps into place.

ECU (9409): Plug the 4-pin connector into the back of the ECU. Attach the red/blue wire with the male spade terminal from the relay to one of the black wires from the inline valve (either one).

COMPRESSOR (9419): Ground the compressor (black wire with ring terminal) to a suitable location on the chassis or no-drill plates. Attach the red wire from the compressor to the orange wire from the wire harness. Attach the blue wire to one of the black wires on the sealed pressure switch (either one).

INLINE VALVE (9382)/SEALED PRESSURE SWITCH (9349): Plug the male terminal from the 9382 wire into the other black wire of the inline valve. Plug the female terminal from the 9349 wire into the other black wire from the sealed pressure switch. Ground the two wires to a chassis ground or route back to the negative battery terminal (requires additional length of wire). **NOTE: Tying these grounds into the compressor ground is a suitable solution.**

Figure "C"

Route the wire harness into the engine compartment to make the additional connections. Attach the yellow wires to a +12VDC ignition-activated source. **NOTE: WR1-760-2526 IGNITION FUSE TAP sold separately can be used to reduce damage from splicing into vehicle wiring.** The yellow wires can be attached to the same circuit (MIN 10 AMP – MAX 20 AMP). Attach the black wires to the negative battery terminal. **NOTE: DO NOT ATTACH RED WIRES AT THIS TIME!** Care should be taken to avoid high temperature surfaces and sharp edges. *See Figure "A".*

STEP 6—MOUNT THE WIRELESS CONTROLLER
The wireless controller can be mounted to the sun visor using the supplied spring clip. Slide the clip onto the controller until the alignment pins snap into the back of the controller. Alternatively, the controller can be mounted in the cabin using the four Velcro pads. Properly clean the mounting surfaces to remove dirt and oils. **NOTE:** The gauge should not be left outside of the vehicle if not in operation. Keep the controller away from moisture. The display is glass and can be scratched if not cleaned properly. Lightly dampen a clean terry cloth with ammonia free cleaner. Gently clean the display to remove dirt and oils.

STEP 7—ROUTE THE AIR LINE
Cut the air tubing as squarely as possible to avoid leaks. Avoid hot surfaces and sharp edges. Cut away about 1/4" from the end of the air tubing if trying to reinstall into an air fitting to avoid leaks.

INSTALL: Press the air tubing into the push-to-connect fitting until it bottoms out. Lightly pull back on the air tubing to ensure the fitting has properly secured the air tubing.

UNINSTALL: **MAKE SURE THERE IS NO AIR IN THE AIR TUBING BEFORE ATTEMPTING!** Press towards the fitting body on the collar (use a 1/4" open-end wrench if needed). Push the air tubing towards the fitting while pressing on the collar and then pull back on the tubing. The air tubing should come out fairly easily. If it does not, DO NOT force the air tubing. Doing so will damage the fitting and may cause leaks.

Cut a length of air tubing and insert between the compressor and the tank. Repeat between the tank and the inline valve and between the inline valve and the ECU port labeled **IN**. Cut the section of line between the tank and the inline valve and install the tee push-to-connect fitting. Route a line out to an easily accessible location and install an inflation valve (engine compartment, license plate mount, rear bumper). A 5/16" hole may need to be drilled to install the air inflation valve using two 5/16" flat washers.

Cut a section of air tubing that will reach from the ECU to the left side air spring. Insert the tubing into the fitting on the valve block labeled **LR**, and then insert the other end into the left rear air spring air fitting. Repeat on the right side air spring and connect to the ECU port labeled **RR**.

Select an air inflation valve and determine a convenient location for the air accessory port. This location can be anywhere on the chassis of the vehicle, as long as it is in a protected location so the valve will not be damaged, but maintains accessibility for the air chuck (engine compartment, license plate mount, rear bumper). A 5/16" hole may need to be drilled to install the air inflation valve using two 5/16" flat washers. Route the air line from the inflation valve to the ECU port labeled **ACC**.
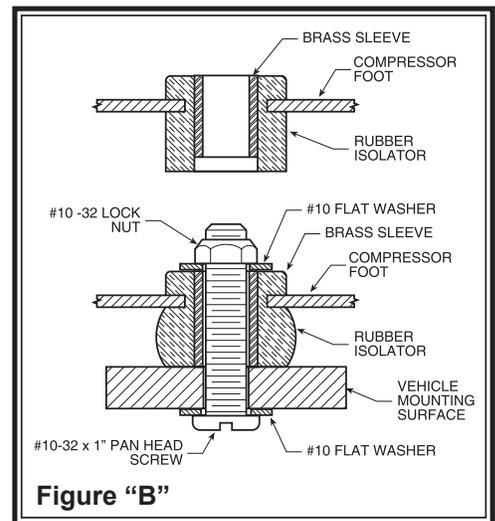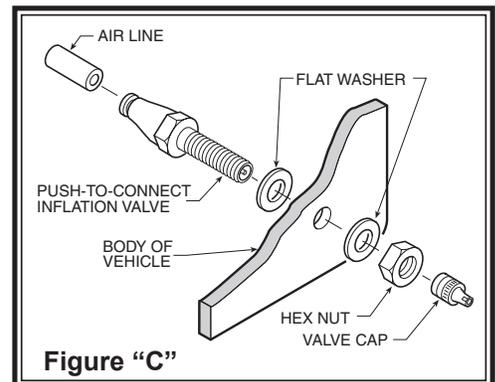
There is a fitting on the ECU to accept additional tubing to route an exhaust line, labeled **EXH**. Increasing the air tubing length will reduce exhaust noise (Five feet MAX). However, this is an option and not necessary for proper operation.

Using the black air tubing that came with the compressor, route the inlet air filter to a dry location. Warm one end of tubing in hot water and press it over the barb fitting on the compressor. Repeat on the barbed male fitting that accepts the air filter. **NOTE: Water pulled through the compressor air filter will void the compressor warranty. DO NOT SUBMERGE.**

STEP 8—USING THE WIRELESS CONTROLLER

With the Remote Air Command Kit and the air springs installed, you are ready to test the system. Install the red wires to the positive battery terminal from the kit's wire harnesses and re-attach the negative battery cable. Turn on the vehicle's ignition. Plug the automotive charger into the vehicle's power port/cigarette lighter and the micro-USB into the bottom of the wireless controller. The wireless unit should be charged for at least four hours during the first use to apply a full charge. Other charging devices (USB, AC adapters, etc) with a micro-USB plug can be used to charge the controller, but are not provided. The controller can be used while it is charging.

When initiated, the controller will display how much air pressure is in the system. *Figure "B"*

GENERAL OPERATION

Press the **SELECT** button to turn the controller on. The **LEFT ARROW** button is used to cycle through the screen to make selections. The **UP/DOWN ARROW** buttons are used to change the pressure in the air springs and navigate the MENU screen. Pressing and holding the **RIGHT ARROW** for three seconds will turn the flashlight on and keep the controller's display on indefinitely. Pressing the **SELECT** button confirms a pressure selection when using the LR and RR options. **M1, M2,** and **M3** are the memory buttons and can be set/changed at any time.

LEFT ARROW Selection Sequence
1 Left Rear (LR)
2 Right Rear (RR)
3 Rears (LR & RR)
4 Accessory port (ACC)
5 "Locked Screen." Enables menu functions
6 Returns to single selection (LR)

Once the pressure has been selected and the SELECT button pressed, the system will turn on the compressor or open the exhaust valve to achieve the pressure. The system WILL maintain the set pressure. The display will turn off after 20 seconds of inactivity. To restart the display, just press the SELECT button.

CONTROLLING AIR SPRINGS

Use the **LEFT ARROW** button to select the air spring. When the arrow on the display is aligned with the appropriate side, use the up/down arrow buttons to increase/decrease the pressure. Press **SELECT** to activate the system. The ECU will control the flow of air to achieve the set pressure. Once achieved, the ECU will continue to monitor the pressure and inflate/exhaust as necessary. This will continue while the ignition of the vehicle to on. When the ignition is shutoff, the system will activate back to the last pressure input when ignition is reactivated.

CONTROLLING ACCESSORY PORT

The accessory port works on a manual basis. Use the **LEFT ARROW** button to select **ACC**. Attach the included, coiled accessory air line to the inflation valve from the **ACC** port. Attach the other end of the coiled air line to the item that needs inflated (i.e. tires, inner tubes, air springs, etc.). Each time the up button is pressed, the compressor will kick on. Once released, it will shut off. The same works for the down button in order to exhaust. The pressure reading will remain active during this time, showing the accurate pressure as the accessory is being inflated/deflated.

CONTROLLING MEMORY SETTINGS

The controller is provided with three memory settings controlled by three memory buttons. To view the saved settings, press the memory button once. To activate the memory setting, press **SELECT**. The system will maintain this setting until a user defined change is made. To change the saved memory preset, use the arrow buttons to set the corners to the new pressure. Simply hold down the memory button you want to use for three seconds and the controller will store the new memory.

CONTROLLING FLASHLIGHT

The controller has a built-in, 6-LED flashlight. To turn on/off the flashlight, hold down the **RIGHT ARROW** button for three seconds. If the flashlight is on, the controller will not shutdown, reducing battery life.

CONTROLLING THE MENU

To reach the menu, hold the **SELECT** button for five seconds while in **"LOCKED SCREEN."** Use the arrow keys to navigate the screen. Once a changed selection has been made, press the **SELECT** button to save the changes.

STEP 9—CHECK THE SYSTEM

Inflate the air springs to 70 psi or the max air spring pressure, whichever is less, and check the fittings for air leaks with a solution of mild soap and water. If a leak is detected at a tubing connection, check to make sure that the tube is cut as squarely as possible and that it is pushed completely into the fitting.