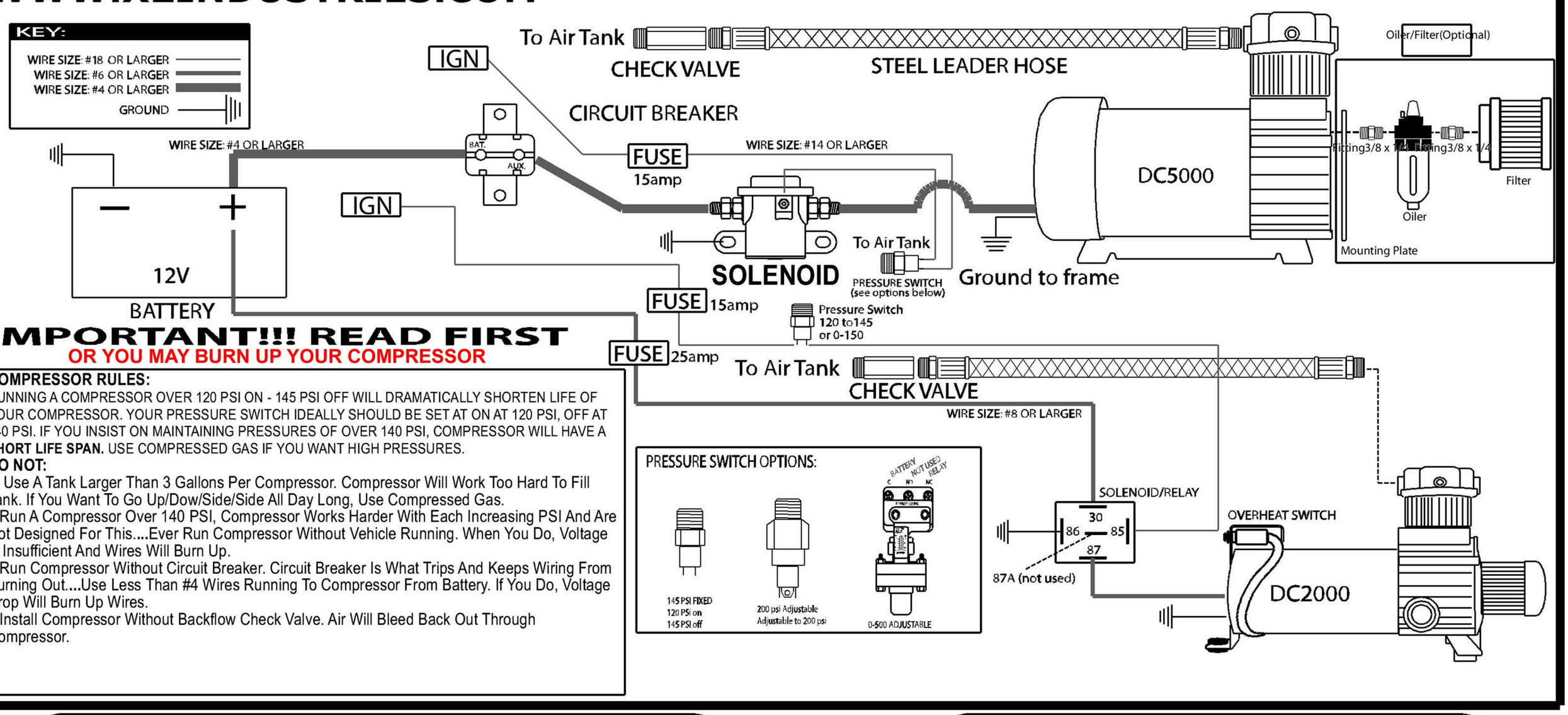
DC5000 & DC2000 COMPRESSOR INSTALL

WARNING

WWW.X2INDUSTRIES.COM



IMPORTANT!!! READ FIRST

OR YOU MAY BURN UP YOUR COMPRESSOR

COMPRESSOR RULES:

RUNNING A COMPRESSOR OVER 120 PSI ON - 145 PSI OFF WILL DRAMATICALLY SHORTEN LIFE OF YOUR COMPRESSOR. YOUR PRESSURE SWITCH IDEALLY SHOULD BE SET AT ON AT 120 PSI, OFF AT 140 PSI. IF YOU INSIST ON MAINTAINING PRESSURES OF OVER 140 PSI, COMPRESSOR WILL HAVE A **SHORT LIFE SPAN.** USE COMPRESSED GAS IF YOU WANT HIGH PRESSURES.

DO NOT:

... Use A Tank Larger Than 3 Gallons Per Compressor. Compressor Will Work Too Hard To Fill Tank. If You Want To Go Up/Dow/Side/Side All Day Long, Use Compressed Gas.

...Run A Compressor Over 140 PSI, Compressor Works Harder With Each Increasing PSI And Are Not Designed For This....Ever Run Compressor Without Vehicle Running. When You Do, Voltage Is Insufficient And Wires Will Burn Up.

...Run Compressor Without Circuit Breaker. Circuit Breaker Is What Trips And Keeps Wiring From Burning Out....Use Less Than #4 Wires Running To Compressor From Battery. If You Do, Voltage Drop Will Burn Up Wires.

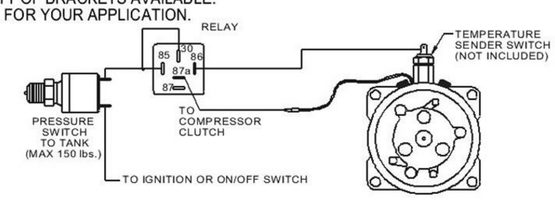
...Install Compressor Without Backflow Check Valve. Air Will Bleed Back Out Through Compressor.

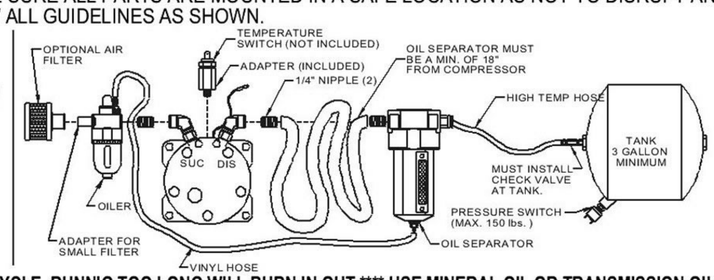
ROTARY ENGINE MOUNT COMPRESSOR

1. DISCONNECT BATTERY, REMOVE FACTORY BELT. (YOU MAY NEED TO MOVE ANYTHING ELSE THAT WILL GET IN THE WAY OF YOUR INSTALL.)
2. INSTALL IDLER PULLEY TO BRACKET SUPPLIED. INSTALL LOWER COMPRESSOR MOUNT TO MOTOR.
3. INSTALL COMPRESSOR TO TOP PLATE WITH SUPPLIED HARDWARE.
4. PRE-FIT TO MAKE SURE BELT WILL TRACK BY SIGHTING DOWN FACE OF MOTOR TO ALL PULLEYS.
5. RECONNECT BATTERY, START VEHICLE, AND MAKE SURE BELT TRACKS AS ITS SUPPOSED TO. (IF BELT WEARS UNEVEN ADJUST AIR PUMP TO COMPENSATE.)
6. ONCE COMPRESSOR IS INSTALLED AND BELT IS RUNNING PROPERLY THEN FOLLOW DIAGRAM TO CONNECT REMAINING PARTS OF SYSTEM.

NOTE: IT IS YOUR RESPONSIBILITY TO MAKE SURE ALL PARTS ARE MOUNTED IN A SAFE LOCATION AS NOT TO DISRUPT ANY OTHER FUNCTION OF THE ENGINE. FOLLOW ALL GUIDELINES AS SHOWN.

A VARIETY OF BRACKETS AVAILABLE.
CALL FOR YOUR APPLICATION.

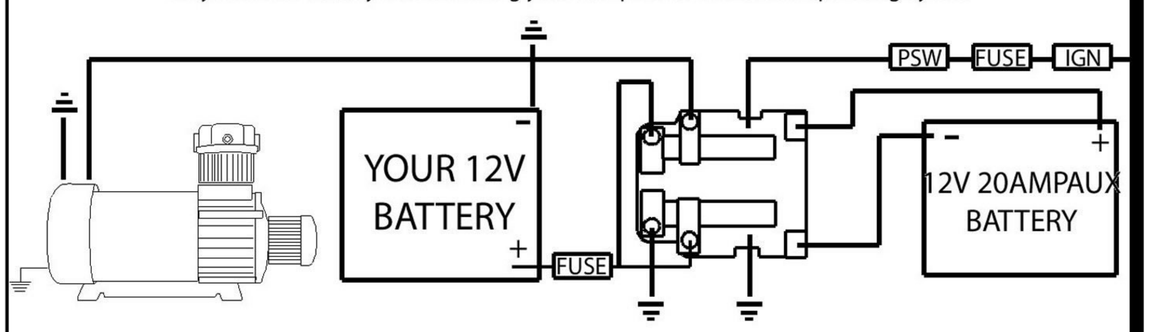




WARNING!! DO NOT RUN FOR MORE THAN 10 MINUTES RUN/ 10 MINS COOL CYCLE. RUNNIG TOO LONG WILL BURN IN OUT.** USE MINERAL OIL OR TRANSMISSION OIL (6oz. ONLY) ****YOUR MUST FOLLOW THESE STEPS EXACTLY**(THERE IS NO WARRANTY, SO DO NOT SKIP ANY OF THESE STEPS) DO NOT RUN COMPRESSOR WITHOUT AN INTAKE OIL LUBRICATOR, AN OIL/WATER SEPARATOR, AND A HEAT CUTOFF SENSOR AS SHOWN BELOW

24 VOLT COMPRESSOR

When compressor turns on, the "magic-switch" disconnects auxilary system from main battery, and hooks it in series to produce 24 volts. When compress turns off the "magic-switch" rehooks to your main battery and recharges the auxilary. Your 12V components vehicle system is not affected, except that now you do not draw on your main battery when running your compressor for normal operating cycles.



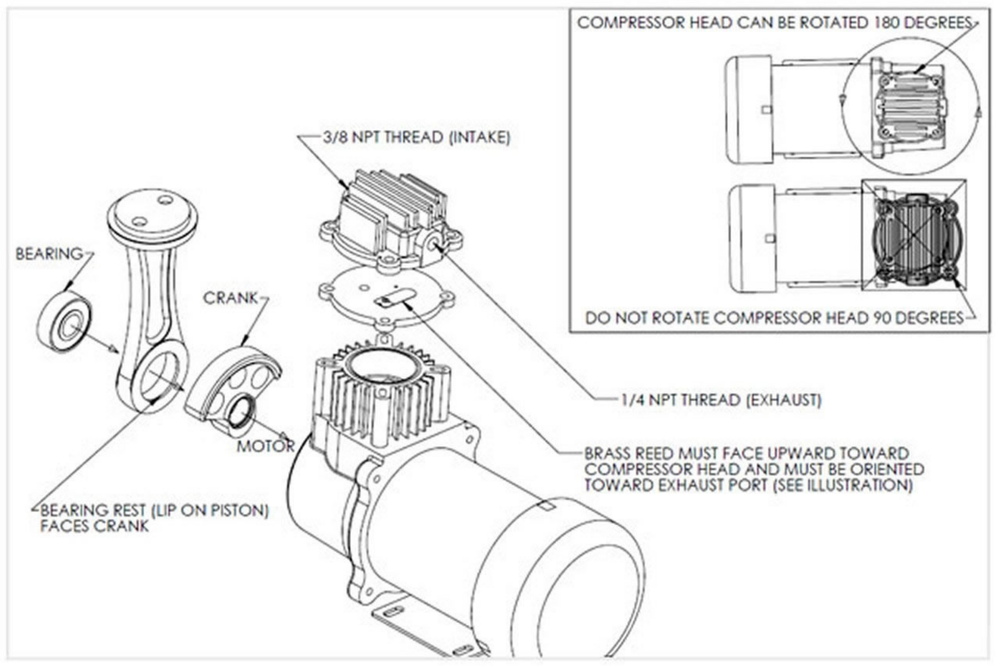
Typical Compressor

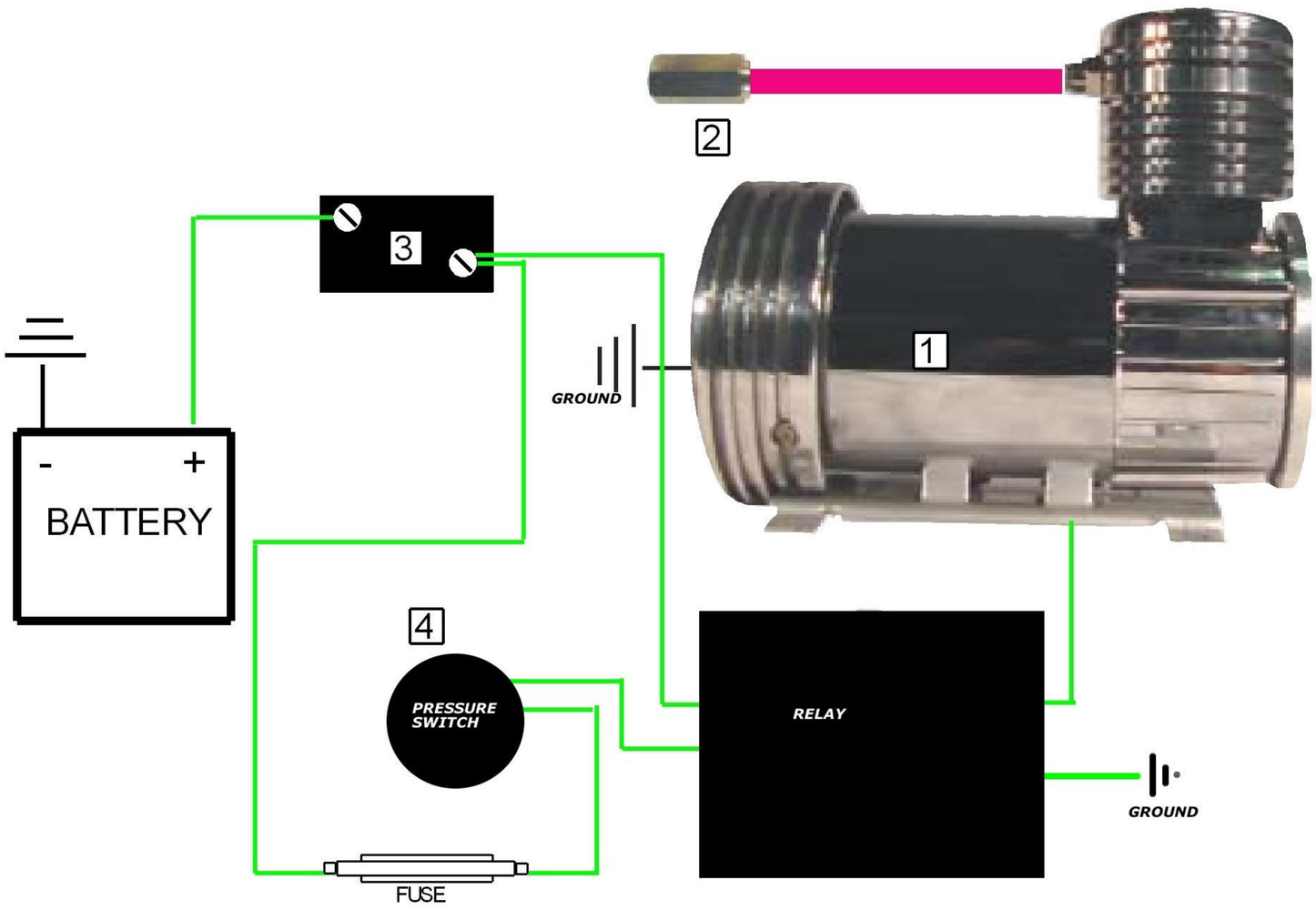
Installation diagram

(click on compressor to purchase)

YOU MUST INSTAll A CHECK VALVE ONTO YOUR TANK TO PREVENT COMPRESSOR FROM BURNING UP.

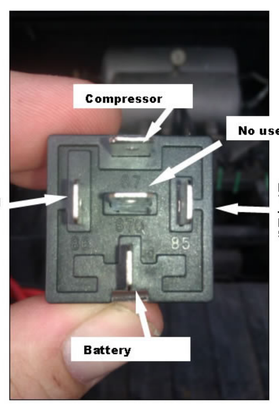
MUST USE A MINIMUM OF 4 GAUGE WIRE ON DC07 COMPRESSOR.



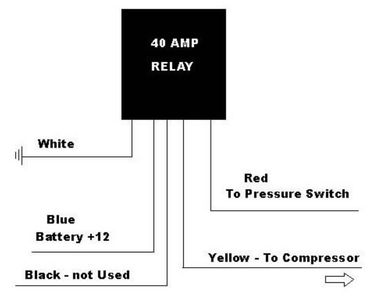


If your using a system with a digital controller and tank pressure settings, then the wire to the pressure switch would be the trigger input for the controller instead.

6



RELAY WIRING FOR COMPRESSOR INSTALL



+ ELECTRICAL

GROUND

AIR LINE

COMPRESSOR OPTIONS

1. compressor
2. One way **check valve** required for all compressors installs inlet of tank.
3. **Circuit Breaker** installs between battery and relay/solenoid.
4. **Pressure Switch** installs anywhere on tank.
5. Relay