



ENDO-CVT™ UPGRADE INSTALLATION CHECKLIST

Read the entirety of this checklist to familiarize yourself with what is involved for a successful ENDO-CVT™ UPGRADE. When you are ready to install your ENDO-CVT™ UPGRADE compressor into your tank, reference the checklist below for a step-by-step guide through the installation. You can also reference the ENDO-CVT™ UPGRADE video at WWW.YOUTUBE.COM/ACCUAIR

| ✓ | Step # | Description |
|---|--------|---|
| | 1 | Begin by securing the tank |
| | 2 | Remove the 1/2" plug |
| | 3 | Remove the cap bolts from each side of the tank |
| | 4 | Insert a plastic rod through the open 1/2" port <ul style="list-style-type: none">• Have a helper hold the opposing cap• Tap the rod with a mallet until the first cap is freed from the tank |
| | 5 | Repeat the removal process for the remaining cap |
| | 6 | Remove the 1/4" NPT plugs and the PTC fittings from the side of the tank |
| | 7 | Remove any sealant residue from the 1/4" NPT ports |
| | 8 | Re-Plug the right 1/4" NPT port with the supplied plug |
| | 9 | Wrap the plug 3.5 times with teflon tape before installing |
| | 10 | Insert the 1/4" plug until it is just above flush with the tank surface |
| | 11 | Orient the tank to insert the compressor <ul style="list-style-type: none">• The 1/4" NPT ports should be on the right side if you are looking at the tank opening |
| | 12 | With the blue harness leading, insert the compressor assembly into the tank |
| | 13 | Make sure the open rail clamps are aligned with the extruded core inside the tank body |
| | 14 | While sliding the compressor assembly inside the tank look through the open 1/4" port <ul style="list-style-type: none">• Keep sliding the compressor assembly into the tank until you see the alignment hole line up with the 1/4" port• Make sure the compressor is on the correct hole, the assembly should be centered in the tank |
| | 15 | Grab the alignment pin and wrap it with teflon tape |
| | 16 | Insert the alignment pin in the remaining 1/4" port |
| | 17 | Tighten the open rail clamp bolts to secure the compressor assembly in the tank <ul style="list-style-type: none">• There are 3 bolts on each side |
| | 18 | Torque these bolts to 40 in lbs. |
| | 19 | Torque the bridge bolts on the compressor assembly to 30 in lbs. |
| | 20 | There are 2 bolts on each side |

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| | 21 | Grab the ENDO-VT caps |
| | 22 | Remove the retaining clip from the back of the black valve connector |
| | 23 | Remove the valve plug by firmly pressing on the face • Take care not to bend the pins in the plug |
| | 24 | If stuck try using a flathead screwdriver to push on the plug |
| | 25 | Grab the cap with the open 1/2" port |
| | 26 | Apply a drop of Loctite 262 on the threads of the 1/2" port |
| | 27 | Insert the golden intake fitting and reverse thread it in through the back of the cap |
| | 28 | Torque the intake fitting to 120 in lbs. |
| | 29 | The intake fitting should be flush with the face of the cap |
| | 30 | Grab the isolation valve |
| | 31 | Place a drop of Loctite 262 in the threaded clamp hole |
| | 32 | Partially insert the allen bolt into the clamp hole, tighten later |
| | 33 | Place the isolation valve on the protruding portion of the intake fitting |
| | 34 | Align the 1/8" airline fitting in-between the two bolt holes at the top of the cap |
| | 35 | Tighten the clamp bolt and make sure the isolation valve doesn't rotate |
| | 36 | Remove the O-Rings from the valve harness connector |
| | 37 | Place the valve connector bracket around the base of the solenoid valve block |
| | 38 | Remove the coil pack nuts to create slack for the wires |
| | 39 | Sometimes the valve stems can also loosen when removing the coil pack nuts |
| | 40 | Check each stem and make sure they are tight before continuing |
| | 41 | If a stem does loosen, tighten it back to 96 in lbs. before proceeding |
| | 42 | Insert the valve harness connector into the bracket with the pins oriented to face back into the tank |
| | 43 | Realign the coil packs and tighten to 36 in lbs. |

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| | 44 | Tighten the valve harness connector bolt to secure it in the bracket |
| | 45 | Repeat the Valve Harness Bracket steps on the second cap |
| | 46 | Remove and replace the large O-Rings on each cap |
| | 47 | Coat the new O-Rings with vaseline and place them on the caps |
| | 48 | Grab the red power harness plug from inside the tank |
| | 49 | Lubricate the connector and O-Ring before inserting into the intake cap |
| | 50 | Press the red connector into the plug port of the cap |
| | 51 | Install the retaining clip on the backside of the connector |
| | 52 | Assemble the coil pack on the isolation valve <ul style="list-style-type: none"> • Place the spacer with the ridges up first, then the magnet, the casing and then tighten with the nut |
| | 53 | Tighten the valve harness connector bracket around the base of the solenoid valve block |
| | 54 | Grab the valve harness plug from inside the tank and connect it to the valve connector |
| | 55 | Grab the 1/8" line from inside the tank and connect it to the 1/8" PTC fitting on the isolation valve |
| | 56 | Grab the 3/8" line from inside the tank and connect it to the 3/8" PTC fitting on the isolation valve |
| | 57 | Grab the cap and press it back into the tank body making sure nothing is kinked or pinched <ul style="list-style-type: none"> • If you are having trouble, place a the tank on a soft surface on the ground and use your body weight to pop the cap into place |
| | 58 | Secure the cap for now with a single bolt |
| | 59 | Repeat the steps minus the isolation valve for the opposite side of the tank |
| | 60 | Remove any remaining O-Ring from the previous cap bolts |
| | 61 | Install new cap bolts on both sides of the tank |
| | 62 | Torque each bolt to 200 in lbs. |

Congratulations & Enjoy!