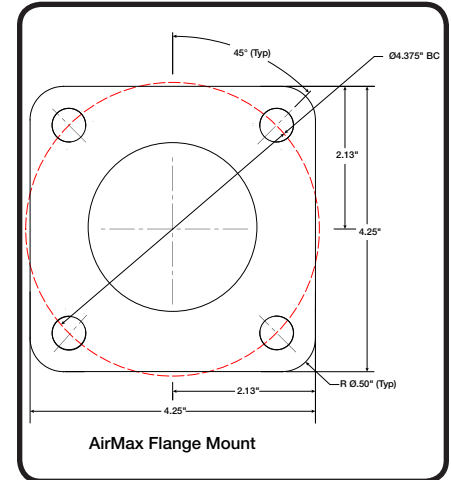
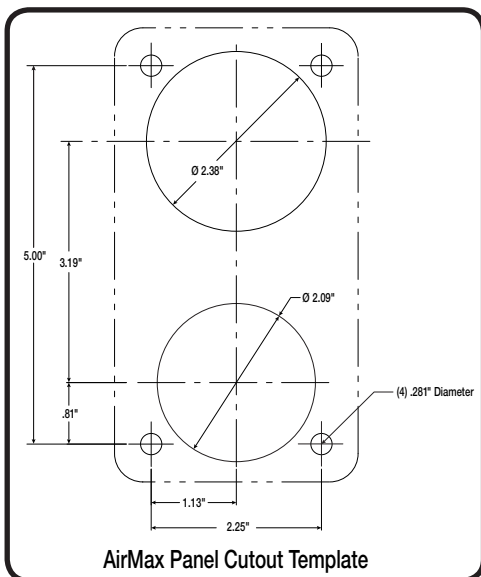


### AirMax™ Installation Procedure

1. Install the AirMax intake relief valve body to the fire pump suction or suction plumbing with the outlet aimed downward. The proper mounting pad for the AirMax is shown in **Figure 2**. This is the typical 4-bolt pattern and flange size found on Hale and Waterous pumps. The relief valve outlet is either 2½" Vic or 2½" MNPT which should have a pipe or hose connected to direct the water discharge to safe location away from the pump operator location. Some trucks are built with additional plumbing on the relief valve outlet to terminate with a hose connection at the side of the truck, allowing for connection of a hose to direct water even further from the apparatus. The relief valve body uses an O-Ring seal (Provided with the product) on the mounting flange.
2. Cut the panel with six holes as shown in **Figure 3**. This can be located at any height or location but is recommended to be near the engine throttle or governor. The pressure gauge should be easily visible from the panel mounting location selected. Next, mount the label plate (See **Figure 3a**) to the panel using the counter-sunk bolts and nuts provided. After tightening the 4 bolts, carefully attach the black adhesive label to the label plate.
3. Next attach the ¼" push-to-connect swivel elbow provided to the back of the pressure gauge as shown in **Figure 4** BEFORE mounting the gauge in the panel. This can be seen in **Figure 6** on the next page. Then install the gauge in the panel using the bracket and screws provided.
4. Attach the fittings provided to the back of the regulator before mounting the regulator in the panel placard. The ¼" NPT x ¼" NPT elbow must be installed into the regulator port marked with the embossed arrow Air IN as shown in yellow **Figure 6**. After that elbow is installed, the supplied check valve should be connected to the other side of it with attention given to the arrows located on the side of the check valve to ensure proper direction of flow. **Note:** Be SURE the direction of the stamped arrows (<<) on the check valve are pointing INTO the regulator. Next, make sure the regulator port opposite (on top) of the Air IN port is plugged as shown in **Figure 6**. Next, attach the ¼" push-to-connect swivel elbow provided to the port shown for connecting an air line to the pressure gauge. Finally insert a fitting of your choice (not provided) to the Air OUT port to connect a ¼" air-brake line over to the center hole on the relief valve cover. Now you can install the regulator into the panel placard from the back and attach the black panel hex nut to secure. Ensure that the round hole (circled in yellow) shown in **Figure 5a** located just behind the adjustment knob is pointing down. **Note:** You will have to pull the regulator knob off (Pull the knob shown in the left side of **Figure 5** straight out) before it will fit through the panel placard. Reattach the knob by pressing firmly and place the yellow (PULL TO UNLOCK) adhesive decal into the center of the regulator knob.
5. Attach the ¼" hose provided between the push-to-connect fittings on the gauge and regulator as shown in **Figure 6** on next page.



**Figure 2**



**Figure 3**



**Figure 3a**



**Figure 4**



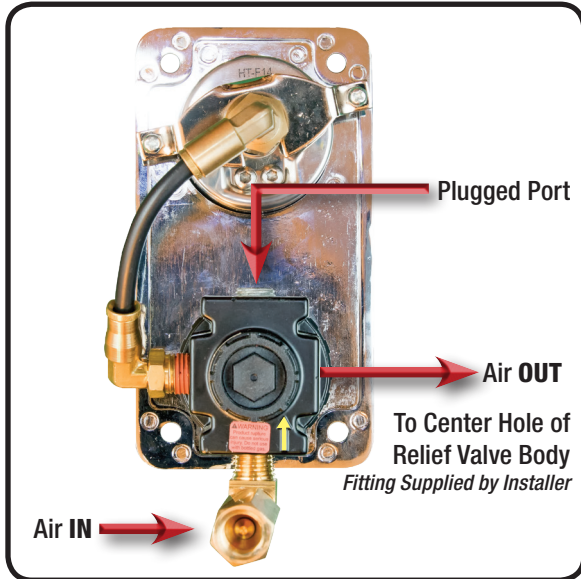
**Figure 5**



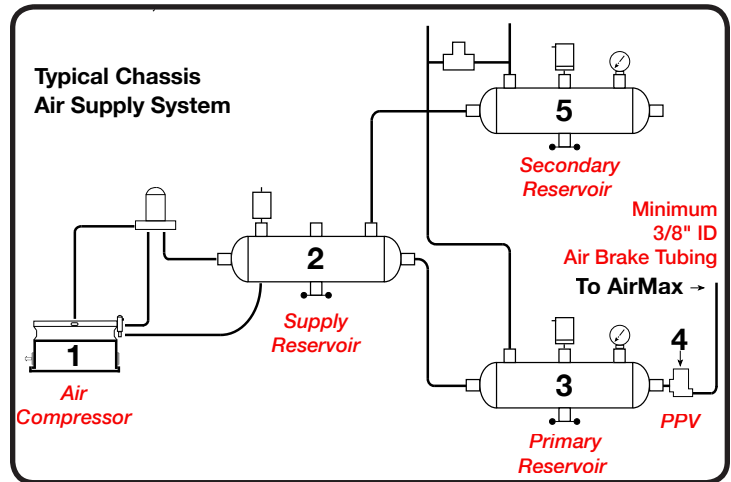
**Figure 5a**

### AirMax™ Installation Procedure

- Connect a 1/4" airline from the regulator Air OUT port to the center hole on the relief valve.
- Connect another 1/4" air line from a pressure protection valve (PPV) on one of the air-brake tanks to the Air-IN (Check valve) on the back of the regulator as shown in Figure 6. The schematic for a typical air-brake system is shown in Figure 7. If you do not have any other air accessories on the truck and need to purchase a pressure protection valve, you can order one through Trident as Part # 30.053.0. See item 4 in Figure 7 for correct positioning of the PPV.

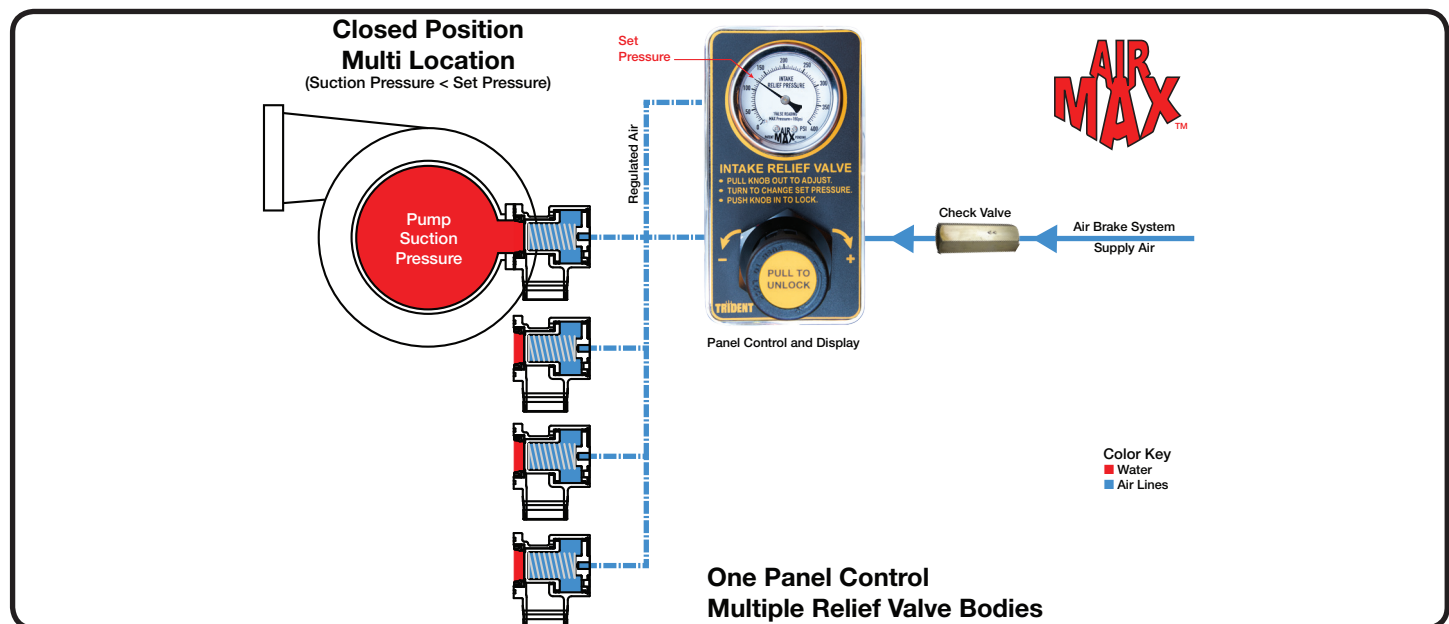


**Figure 6**



**Figure 7**

- Multiple Location AirMax relief valves can be utilized using a single panel control for many relief valves in various locations on the truck. These are mounted as described in Step 1 on the previous page and have the control lines daisy-chained as shown in Figure 8 below.



**Figure 8**