



AIR COMPRESSOR

MANUAL



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AIR COMPRESSOR

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INTRODUCTION

The MORryde Air Compressor is a 12v, 2.5-gallon, 125 PSI air compressor mounted in a 25.75" x 10" x 10.5" locking metal box.

REPLACEMENT PARTS LISTING

Item	Part Number	Description
1	UO136-3466	Air Compressor
2	UO136-3487	Toggle Switch
3	UO136-3488	Red Push Switch
4	UO136-3489	Relay
5	UO136-3490	Tank Pressure Switch
6	UO136-3541	Tank Drain Valve
7	UO136-3424	1/4" Tube Push-to-Connect Fitting
8	UO136-3235	1/4" Push-to-Connect Tubing (ft)



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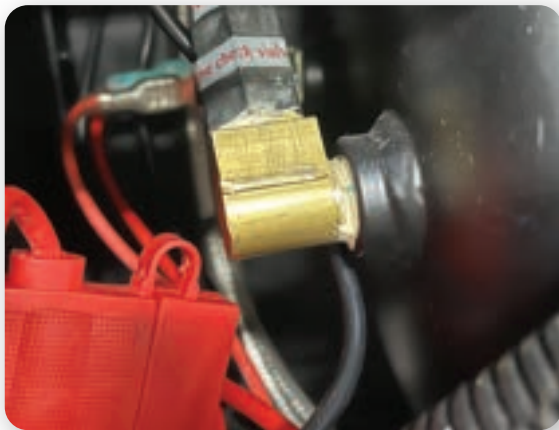
PRODUCT DESCRIPTION

AIR COMPRESSOR

The compressor comes equipped with a power ON/OFF toggle switch and door safety switch. The power ON/OFF toggle switch opens/closes 12v power to the compressor.

The door safety switch (red button) must be in the extended (door open) position AND the power ON/OFF toggled to the ON position for the compressor to operate.

The compressor is powered via 12v with a draw of 20 amps or less. Power to the compressor will be fused in the coach **but may also** be fused in-line with a 25-amp fuse located on the incoming positive (red) wire.



Once the compressor is operating, air is moved from the compressor into a 2.5-gallon tank via braided air hose pictured above.

The compressor will run until 125 PSI is achieved in the tank. Once this pressure is met, the compressor will turn off and remain off until the pressure in the tank falls below 90 PSI. Then the compressor will turn on and resume filling the tank to 125 PSI. This compressor is rated at 2CFM at 0 PSI.

Questions? Contact the Parts Department at **574-293-1581** or email parts@morryde.com.



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PRODUCT DESCRIPTION

At the bottom of the 2.5-gallon tank is the manual air/water drain valve. Prior to operation, it is important to open the valve to release any air and drain any water that may be in the tank. Opening the drain valve can be accomplished by turning the brass wing nut in a clockwise motion. As the wing nut tightens, the valve is pushed upward allowing the air/water to escape. Once the air has escaped and any water has drained, turn the wing nut in a counterclockwise fashion until the wing nut is turned all the way out. Doing this will pull the plunger down into the opening sealing the tank.



ASSEMBLY INSTRUCTIONS

No product assembly required

INSTALLATION INSTRUCTIONS

Please refer to separate installation instructions associated with this product. If instruction is needed and has not been provided with this manual, contact our Parts department at parts@morryde.com for a digital copy of the instruction.

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TROUBLESHOOTING

COMPRESSOR WILL NOT TURN ON

- A.** Ensure that the compressor door is open, and the power ON/OFF switch is toggled to the ON position.
- B.** Ensure that power is getting to the compressor.
 - a.** Find and inspect the fuse in the coach to ensure that it is not blown; if it is, replace with a new fuse. If the fuse in the coach is not blown, find the positive (red) incoming power wire on the compressor to determine whether it is equipped with an in-line fuse. If it is, remove and inspect the fuse to determine whether it is blown. If it is, replace the fuse.
- C.** A multi-meter can be used to determine whether power is getting to the compressor. If it is determined that the compressor is receiving enough power to operate but is failing to turn on, depress the door safety switch (red button) several times to ensure that it depresses and rebounds appropriately. Lastly, check to ensure that all wired connections to the back of the door safety switch and the power ON/OFF toggle switch are properly seated and secure.
- D.** If all the above noted items have been checked and addressed and the compressor continues to not operate, contact your dealer or MORryde for further support at parts@morryde.com.

COMPRESSOR BUILDS PRESSURE, BUT TANK DOES NOT HOLD APPROPRIATE VOLUME OF AIR

- A.** Turn the power ON/OFF switch to the OFF position.
- B.** Turn the brass wing nut (located at the bottom of the compressor tank) in the clockwise direction to open the drain valve.
- C.** Allow all air and water that may have accumulated in the tank to completely drain. Once it is completely drained, turn the same brass wing nut in the counterclockwise direction until tight.
- D.** Toggle the power ON/OFF switch to the ON position and resume use.

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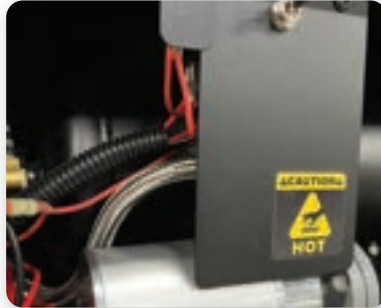


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TROUBLESHOOTING

COMPRESSOR CONTINUALLY RUNS, AND TANK DOES NOT BUILD PRESSURE



- A.** Typically, the above noted issue is indicative of an air leak. At each of the connections mentioned below, it is advised to use a soapy water leak test to determine whether air is leaking from a connection. ALL threaded and push-to-connect connections should be thoroughly tested with a soap and water solution to appropriately find or rule out a leak.
- B.** Turn the brass wing nut (located at the bottom of the compressor tank) in the counterclockwise direction until tight to ensure that no air is escaping from the tank. Use the soapy water test to ensure no air is escaping.
- C.** If the wing nut is found to be tight, check the threaded hose connection at the compressor and at the tank to ensure that connections are appropriately seated and tight. Use the soapy water test to ensure no air is escaping.
- D.** Visually inspect the braided hose to ensure it is not kinked.
- E.** Check the push-to-connect hose connections on the output side of the tank to ensure the hoses are properly and completely seated into the connections. Use the soapy water test to ensure that no air is escaping at any of these connections.
- F.** If it is determined that all connections on the compressor are appropriately seated and determined to be leak free via a thorough soapy water test, contact your dealer or MORryde for further support.

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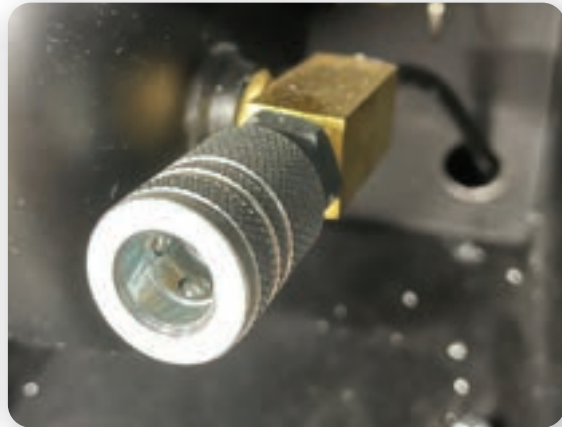
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TROUBLESHOOTING

COMPRESSOR HAS APPROPRIATE PRESSURE AT THE TANK, BUT GREATLY REDUCED PRESSURE AT THE HOSE



- A.** Toggle the power ON/OFF switch to the OFF position
- B.** Turn the brass wing nut (located at the bottom of the compressor tank) in the clockwise direction to open the drain valve.
- C.** Allow all air and water that may have accumulated in the tank to completely drain. Once completely drained, turn the brass wing nut in the counterclockwise direction until tight.
- D.** Visually inspect the outbound hose(s) from the compressor to ensure there are no kinks.
- E.** Ensure that there are no obstructions in the hoses and where the hose attaches to the end hose/ coupler connection on the coach.

SERVICE / SUPPORT

MORryde International 1966 Sterling Avenue Elkhart, IN 46516

Phone: (574) 293-1581 Email: sales@morryde.com

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At MORryde, we have a passion for solving problems. Whether we're fabricating custom solutions, modifying a commercial chassis, or creating our innovative products, we answer to a wide range of markets and deliver on a variety of needs. At MORryde, it's simply about doing MORE for our customers, and it doesn't stop at the sale. We stand behind our products, believing in quality first, service always. No matter the issue, we'll be the first to respond and the last to be satisfied. In short, we build better — together.



| VERSION 1



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