

Remanufactured Air Compressors

LIKE-NU
Like-Nu Quality
Like-Nu Performance

- Remanufactured to OEM specifications or better
- Complete line of manufacturers
Haldex/Midland Cummins/Holset
Bendix®/Knorr WABCO
- Backed by Haldex one-year/100,000 mile warranty
- Tested prior to shipment ensuring **LIKE-NU** performance
- Re-assembled on an assembly line utilizing strict quality standards

All wearable parts (springs, rubber parts, gaskets, o-rings, etc.) replaced 100%.

Torque is carefully controlled on critical fasteners.

Compressor cylinders are crosshatch honed and gauged with precision for long life reliability.

All moving parts are machined or replaced for reliability.

All internal components go through a detailed inspection process with state-of-the-art measuring devices, then are reused or replaced.

All necessary gaskets are included for trouble-free installation.

Haldex

For further details contact your Haldex Representative.
See Reverse Side for Helpful Compressor Installation Tips.



REMANUFACTURED IN THE USA



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The Haldex logo consists of the word "Haldex" in a white, sans-serif font, centered within a blue rounded rectangular border.

Innovative Vehicle Solutions

Do's and Don'ts of Air Compressor Installations

General Information

Always block the vehicle wheels before working on any part of an air brake system. Completely drain the vehicle's air brake system and leave all reservoir drain fittings open during installation.

Installation Instructions

1. Clean or replace any plugged, corroded or damaged coolant lines or fittings. Eliminate any sharp bends to prevent excessive line restriction and to insure the required flow.
2. Check the oil feed line for contamination or kinks. The oil feed line should come from a point after the oil filter and must be at least 10 psi oil pressure at engine idle.
3. Check for contamination or restrictions at the oil drain line. The line should have no bends less than a 2-inch radius, be free of traps, have a continuous downward flow and enter the engine above the engine oil level. The compressor drain should not be connected to any other oil drains as this could restrict the flow of oil out of the compressor.
4. With an internally drained compressor model, check the mating oil drain hole in the engine flange for contamination or restrictions.
5. Clean the mounting surface. Use the gasket provided with the replacement compressor. Use gasket sealant sparingly. Care should be taken so no part of the gasket or sealant plugs the oil entry or oil drain.
6. Inspect drive gear or pulley for wear or damage. Replace if necessary. Install compressor and check for proper alignment.
7. Clean or replace the air discharge line if it shows evidence of carbon deposits. The air discharge line should have no bends smaller than a 2-inch radius, be free of traps and have a continuous downward flow towards the air dryer or air reservoir.
8. The compressor should never be used without an inlet filter. Always check the air filter and/or the air inlet line from the engine air filter to make sure there is no contamination or restrictions.
9. When mounting the governor, always inspect the reservoir line to the governor for contamination and/or kinks.
 - a. **CAUTION: the exhaust port of the governor must always be open to atmosphere.**
 - b. Check the governor supply line for contamination and/or kinks.
10. Start the engine and inspect installation for air pressure, coolant and oil leakage. Listen for any noise which may indicate loose mounting or poor gear alignment.