

# DOMINION OFFROAD

## Jeep JK 2012+

### BASIC COMPRESSOR KIT

Phone: 626-Trails1 or 626-872-4571

## INSTALLATION INSTRUCTIONS

Installation time 30 minutes to 1 hour.

Kit contents: (1) Compressor Bracket (7) Zip Ties (1) Hose and Fittings Pack

#### Required Tools:

- 13mm Wrench (preferably a ratcheting wrench)
- Philips Head Screw Driver
- 13mm Socket and  $\frac{1}{4}$ " ratchet with long extensions
- 2 Crescent Wrenches

Using fasteners and fittings supplied with your compressor kit, and thread locker assemble the compressor on the bracket, as indicated in this picture:

Removing the air plug from the leader hose is difficult.

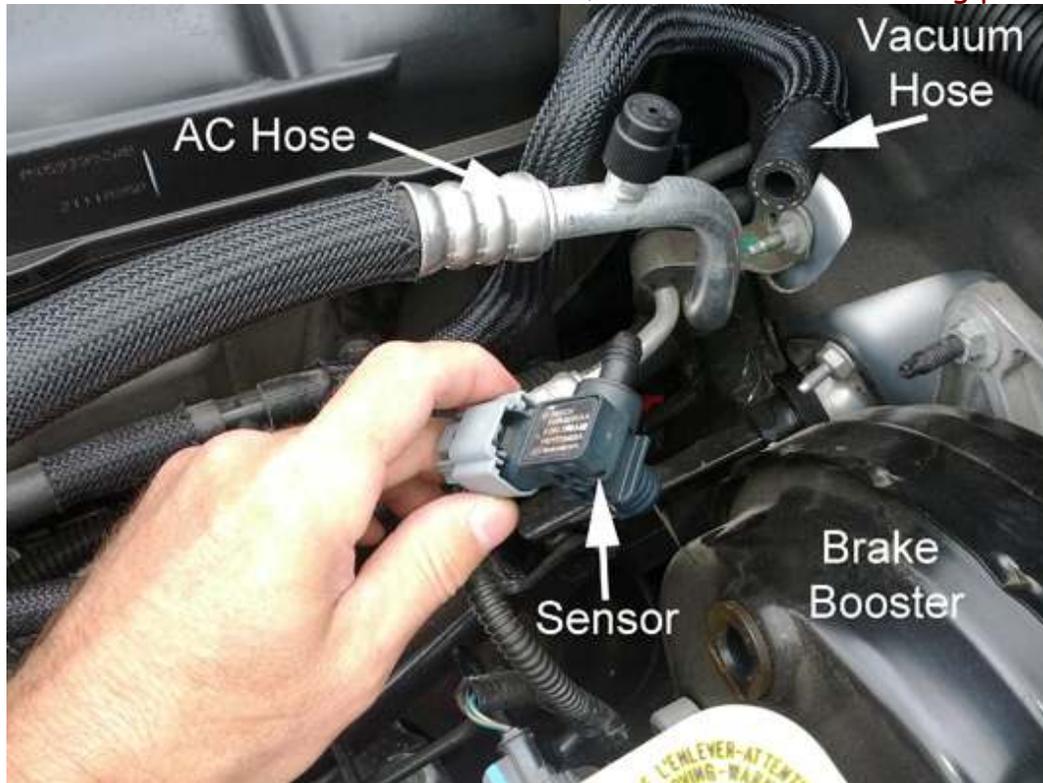
Use thread sealant for proper installation. Teflon tape is not recommended. Properly sealed, recommended torque is 12 to 15 ft. lbs.

An installation video is available on the product page at [DominionOffRoad.com](http://DominionOffRoad.com)



**Advisory:** Do not bump, or pull the master cylinder away from the booster during this install. Doing so will dislodge the booster O-Ring. If the O-Ring becomes dislodged, do not drive the Jeep and contact tech support for additional information.

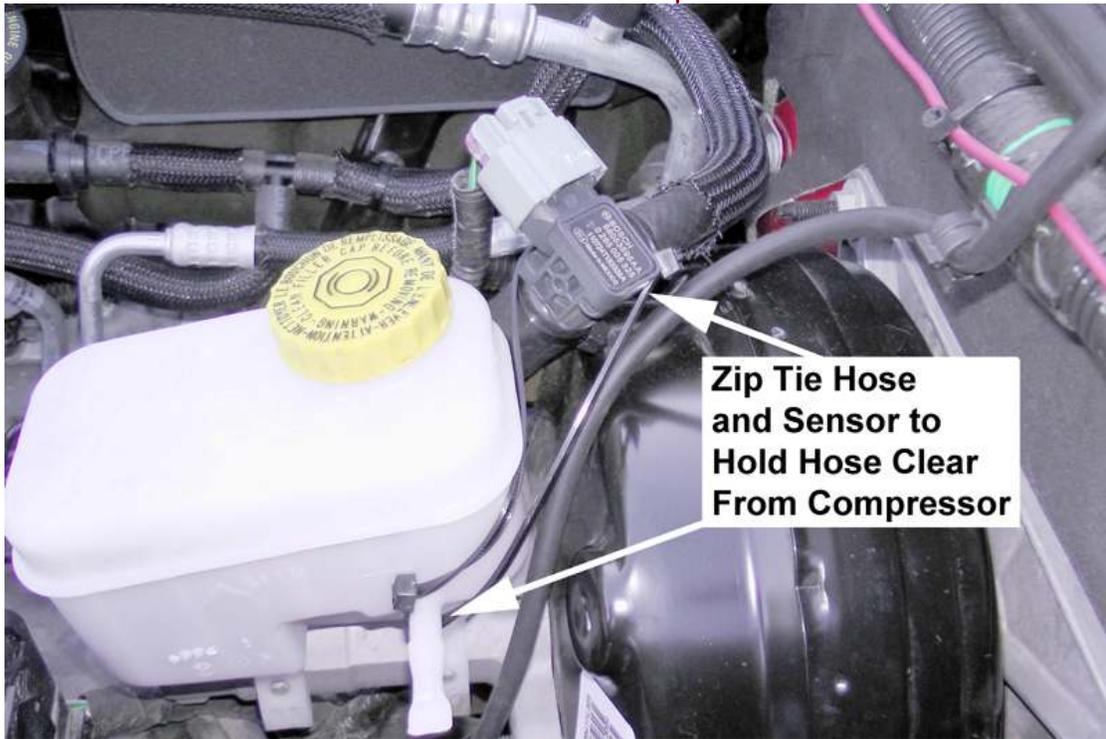
1. Using firm pressure and pushing as indicated in the following picture, bend the rigid A/C hose toward the engine, in order to provide clearance for the bracket.
2. Re-route the Vacuum Hose behind the AC line, as shown in the following picture:



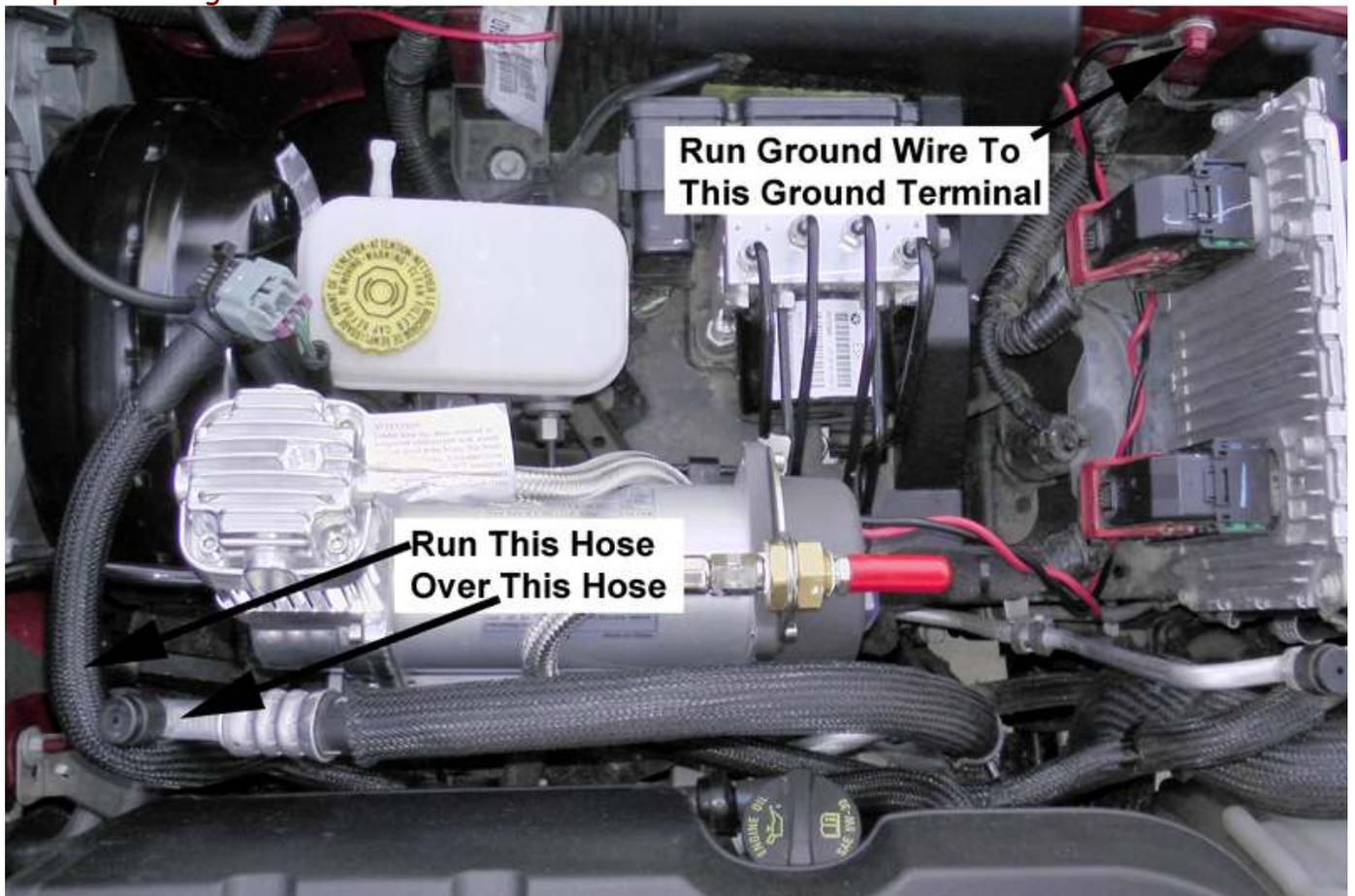
3. Insert the 90 degree plastic fitting (attached to small hose) into the brake booster. You'll have to press hard, but it will go.
4. Install the sensor into the small hose (attached to plastic 90 fitting) and ZIPTIE the hose to the sensor fitting.
5. Install the rerouted vacuum hose onto the sensor and ziptie tight.



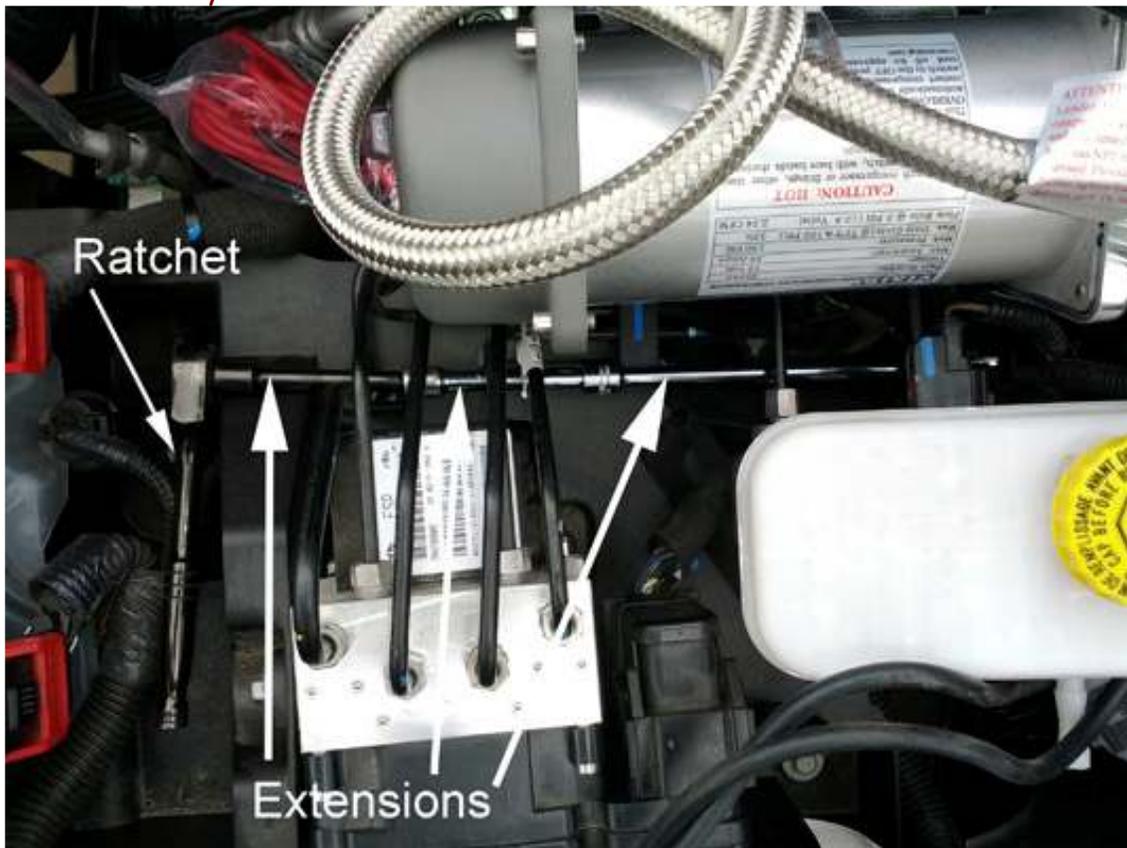
6. Ziptie the sensor to hold the hose clear of the compressor head.



7. Install the compressor and bracket assembly onto the master cylinder studs and run power and ground wires.



8. The following picture shows a ratchet and several extensions, that make installing the second master cylinder nut easier:



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