AIRKEWLD INSTALL GUIDE

AIR MANAGEMENT INSTALL

Application: Airkewld Air Management Kit (AMK) — 2 & 4 Valve · Type 1 / Type 2 / Ghia

Quick Reference · Scan QR on page 2 for full guide with videos and photos.

DOC	AK-AM-001
REV	2.0
DATE	2026-04
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SPECS AT A GLANCE

CYCLE	WIRING	SEAL	TUBE
165 – 200 PSI	BLK = GND · RED thick = 12V RED thin = IGN · WHT → comp	Teflon tape on all NPT threaded joints	Square cut · push to click Pull-test EVERY joint

TOP 5 INSTALL MISTAKES

01. Improper wiring. Mis-routed constant vs. keyed hot will burn the compressor — verify before powering up.
02. Skipping the leak test. Soap-and-water every joint at full pressure before declaring the install done.
03. Tubing not cut square. Angled cuts will not seal in push-to-connect fittings. Use a sharp blade or tube cutter.
04. No thread sealant on NPT fittings. Teflon tape every threaded joint — pre-applied locker on the switch is the only exception.
05. Air lines near moving parts. Route away from steering, pedals, and shifter linkage; rear-tunnel run is preferred.

TOOLS REQUIRED

Jack & jack stands
Drill + bits (incl. 1/4")
Metric socket set
Wire cutters / crimpers
Sharp razor or tube cutter
Teflon tape · soapy water

1 COMPRESSOR

01. Position compressor on chosen wing — mark and drill mount holes.
02. Remove red rubber plug; install supplied air filter on intake.
03. Mount with supplied hardware; leave one bolt loose for the ground.
04. Land BLK ground under that bolt; tighten. Trim wire for clean run.
05. Drill 1/4" tunnel pass-through near compressor; debur the hole.

PRO TIP *On Type 2, mount in the engine compartment LHS near the wheel-well vent. On Beetle / Ghia, mount on the chassis Napoleon hat opposite the master cylinder — still gets cooling air, hidden from sight.*

INSTALLATION FLOW

PHASES 2 – 6 · PRESSURE SWITCH TANK VALVES LINES TEST

2 PRESSURE SWITCH

01. Apply Teflon tape to the pressure switch threads; thread into the center port of the 1/4" steel tee.
02. Install 90° push-to-connect fitting in the right port of the tee (no tape — pre-locked from factory).
03. Land compressor hose into the left tee port. Snug, do not gorilla-tighten.
04. Wire: WHT → compressor RED · thick RED → constant 12V · thin RED → IGN · BLK → ground.

3 AIR TANK

01. Mark tank position; drill four mounting holes through the chassis floor.
02. Plug all unused tank ports with Teflon-taped plugs before mounting.
03. Bolt tank down with supplied hardware. Drill 1/4" feed-line pass-through; debur.
04. Land compressor → tank line; route through tunnel to keep the bay clean.

PRO TIP *Mount the tank under the rear seat opposite the battery. On some chassis you may need to trim a heater tube to clear it — worth the effort for a hidden, balanced install.*

4 VALVES (2 OR 4)

01. Mount in glove box, dash, or custom enclosure — keep it CLEAN.
02. Each valve has 3 line-out ports: one feed (compressed) + two corner (bag/shock).
03. On 4-valve setups, tee the feed line to serve both valve bodies.
04. Confirm gauge ports route to bag/shock side, not feed side.

5 AIR LINES

01. Run the main feed (tank → valves) inside the chassis tunnel for a clean look.
02. Cut every line SQUARE. Push fully into the fitting until you hear the click.
03. Pull-test EVERY connection — engages the internal barb and seals the joint.
04. Tee off the feed line to serve each valve; route corner lines to bags/shocks.

PRO TIP *Common myth: lines passing through drilled holes will rub through and leak. Not true. Tunnel steel is thick, the line never moves, and the tubing is too thick to puncture. Grommets are not required at tunnel pass-throughs.*

6 LEAK TEST & FINAL SETUP

01. Pressurize the system. Confirm the compressor cycles between 165 and 200 PSI.
02. Spray every joint with soapy water — foaming = leak. Re-seat or re-tape and retest.
03. Lift the vehicle to maximum height; watch each gauge for slow pressure loss.
04. Secure all lines with Adel clamps or zip-ties; verify nothing contacts moving parts.

FULL INSTALL GUIDE

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