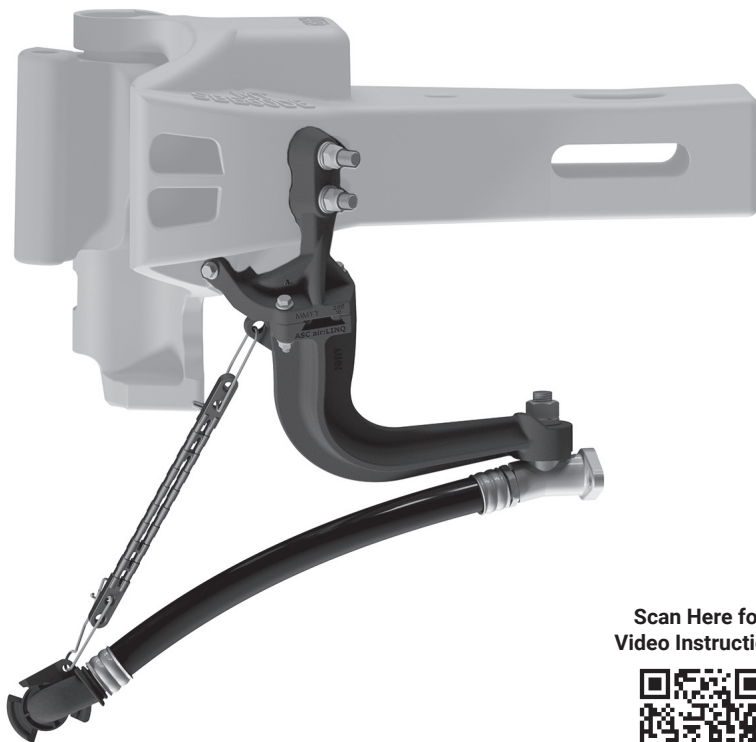


air:LINQ

Installation Instructions



Scan Here for
Video Instructions



Rev 005

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The air:LINQ will be delivered as one unit. Some of the hardware, which is hand-tightened, will need to be disassembled in order to re-assemble on the coupler. The following shows what is included in the delivered package (Fig. 1):

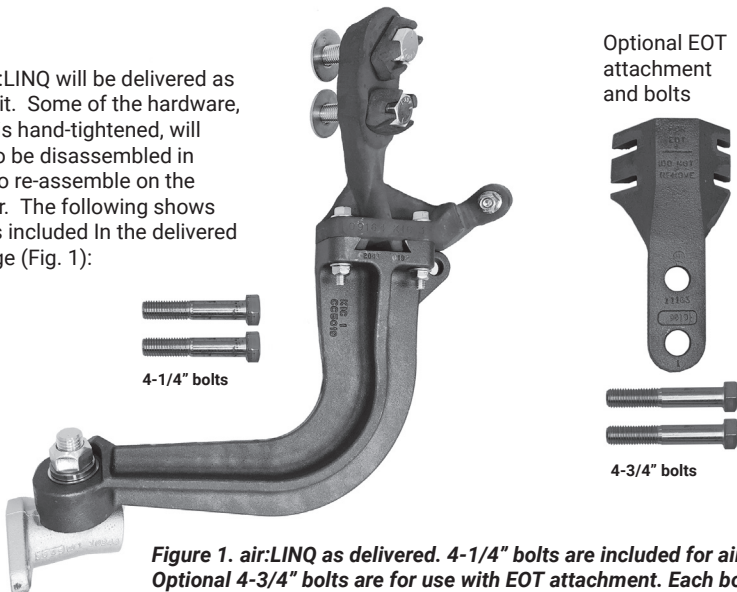


Figure 1. air:LINQ as delivered. 4-1/4" bolts are included for air:LINQ. Optional 4-3/4" bolts are for use with EOT attachment. Each bolt should expose a minimum of three threads beyond lock nut.

Required Parts and Tools

The following tools are needed for application (Fig. 2):

- 1-1/8" socket/wrench
- 11/16" socket/wrench
- 5/8" socket/wrench
- portable impact gun

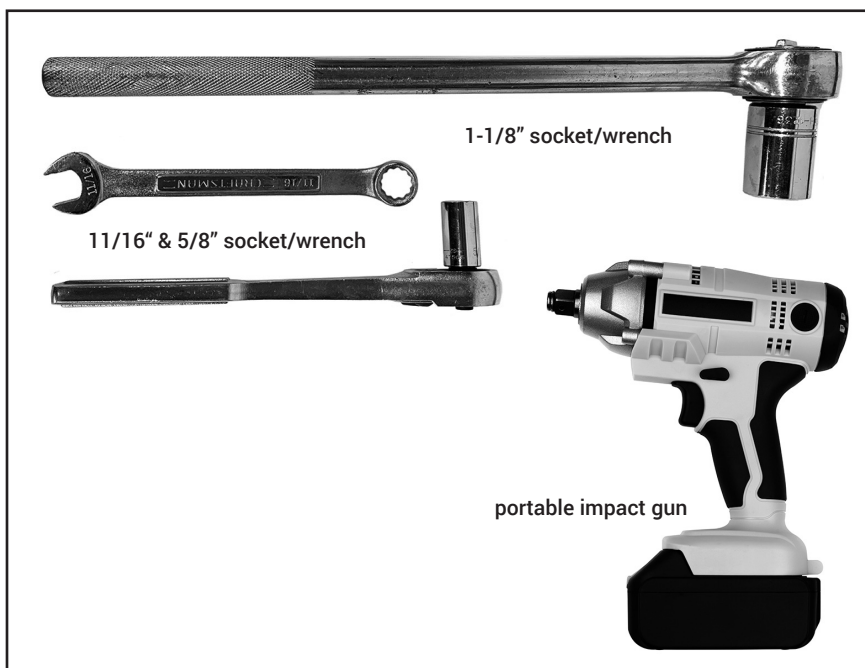


Figure 2. Standard tools needed for assembly.

Disassembly for Application

STEP 1:

Remove the hand-tightened nuts, washers, and bolts from the mount head. *Do not remove the mount head from the arm, or the connector piece from the arm.* The product should remain as shown (Fig. 3).

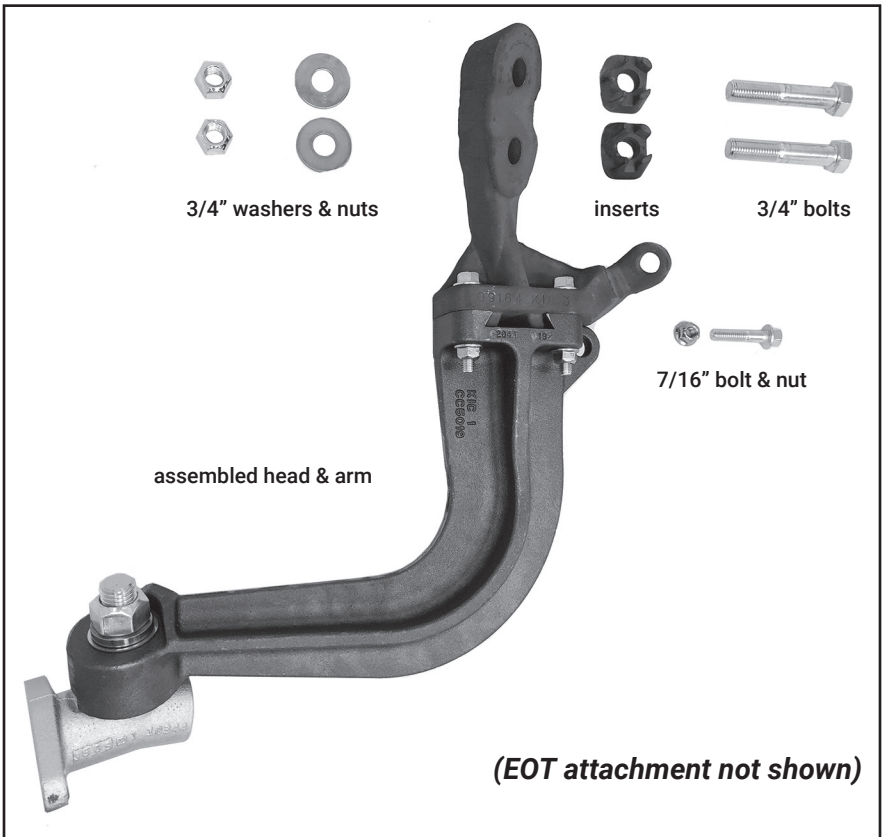


Figure 3. Disassemble in order to apply.

Orientation of Top Insert

STEP 2:

Both inserts are identical, but they will be oriented differently in each of the coupler lightener holes. Figure 4 shows the proper orientation of the top insert. The engraving may be faint. Figure 5 shows the bolt and insert assembly.

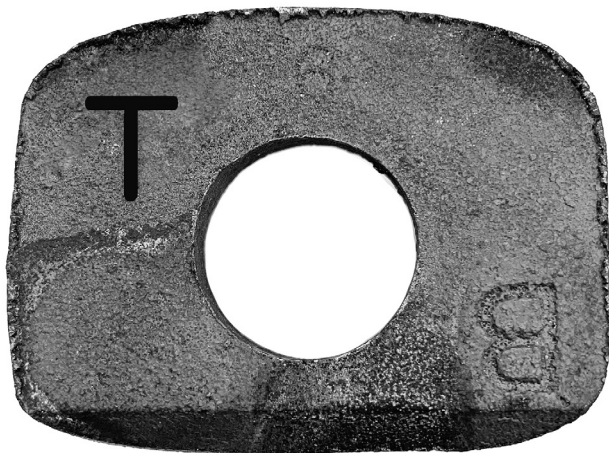


Figure 4. Orientation of top insert. "T" is in upright, readable position. The engraving may be faint.

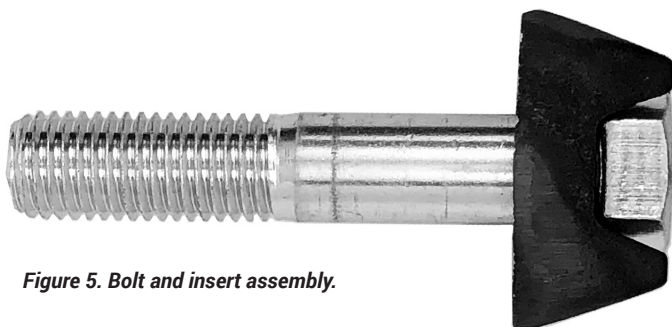


Figure 5. Bolt and insert assembly.

Top Insert Application

STEP 2 CONTINUED:

The top insert should be oriented so that the “T” is in the normal, reading position. Insert should be put in top lightener hole ONLY in this orientation. The insert can either be inserted from the front with the bolt assembled to the insert, or the bolt will need to be fed from the (left) front lightener hole into the insert. See Figures 6 and 7. If the insert cannot be inserted from the front, it should always be able to be assembled by being fed through the lightener hole.

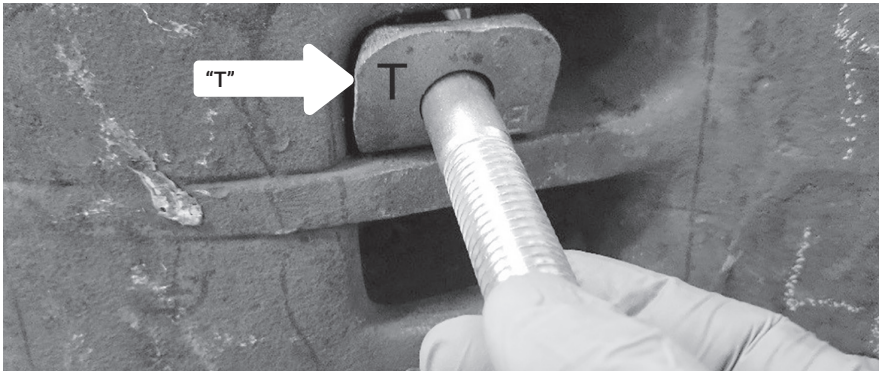


Figure 6. Image of top insert application through front lightener hole.



Figure 7. Image of top insert application through side of lightener hole.

Orientation of Bottom Insert

STEP 3:

Again, both inserts are identical, but they will be oriented differently in each of the coupler lightener holes. Figure 8 shows the proper orientation of the bottom insert. Sometimes the engraving will be faint.

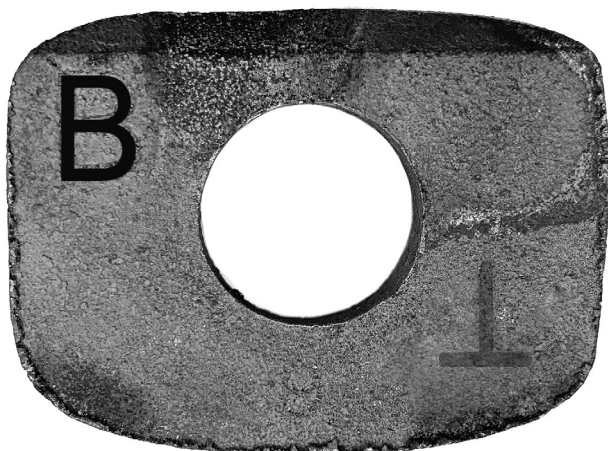


Figure 8. Orientation of bottom insert. "B" is in upright, readable position. The engraving may be faint.

Bottom Insert Application

STEP 3 CONTINUED:

The bottom insert should be oriented so the “B” is in the normal, reading, position. Insert should be put in bottom lightener hole **ONLY** in this orientation. The insert can either be inserted from the front with the bolt assembled to the insert, or the bolt will need to be fed from the (left) front lightener hole into the insert. See Figures 9 and 10. If the insert cannot be inserted from the front, it should always be able to be assembled by being fed through the lightener hole.

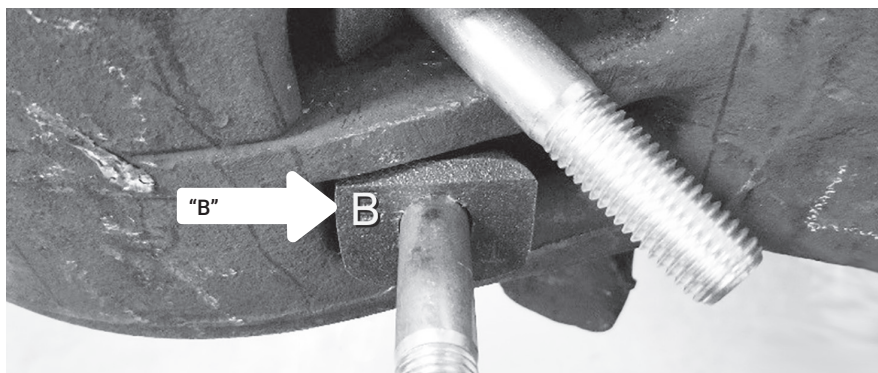


Figure 9. Image of bottom insert application through front lightener hole.



Figure 10. Image of bottom insert application through side of lightener hole.

Bolt Position

STEP 4:

Make sure the inserts are taut, and that they are grabbing on the inside lip of the lightener holes when the end of the bolt is pulled toward you. See Figure 11. If there are protrusions on couplers, air.LINQ can still be applied as shown. If possible, light grinding can be done for a better fit. See Figs. 12-14.

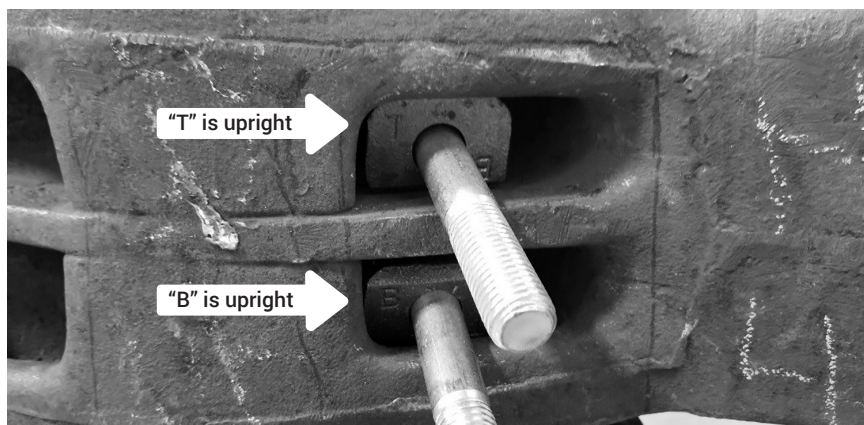


Figure 11. Bolts in position to accept mount head/arm assembly. The large white arrows point to the "T" and "B" correct orientation in the coupler.



Figures 12-14. Light grinding can be done for a better fit.

Placing Bolts in Mount Head and Hose Hanger

STEP 5:

Place the mount head over the two bolts. This will take a little bit of finesse, but after a few applications, you will become very good at it. Once you get the end of the bolts placed through, the assembly will be able to hang on its own. See Figure 15.

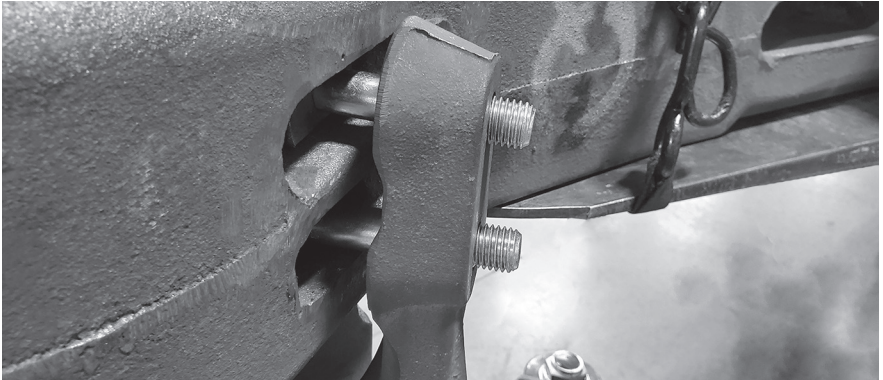


Figure 15. Mount head with bolts placed through.

STEP 6:

Insert the 7/16" bolt through the lower connection point (where the hose hanger would typically attach). You may have the bolt head OR the nut facing you—the choice is yours. Hand tighten.

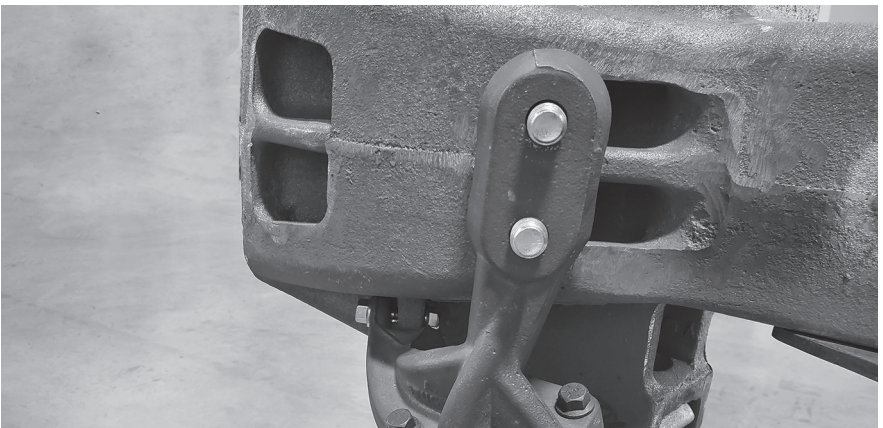


Figure 16. Bolt through hose hanger attachment point.

EOT Bracket Addition

STEP 7 (Optional):

Place the end-of-train (EOT) bracket over the bolts on the mount head in the orientation shown in Figure 17.



Figure 17. EOT bracket addition.

Applying Washers and Lock Nuts

STEP 8:

Place the 3/4" washers over the bolts and then loosely tighten the mount head nuts so that the mount head is contacting the coupler. The nuts are lock nuts.

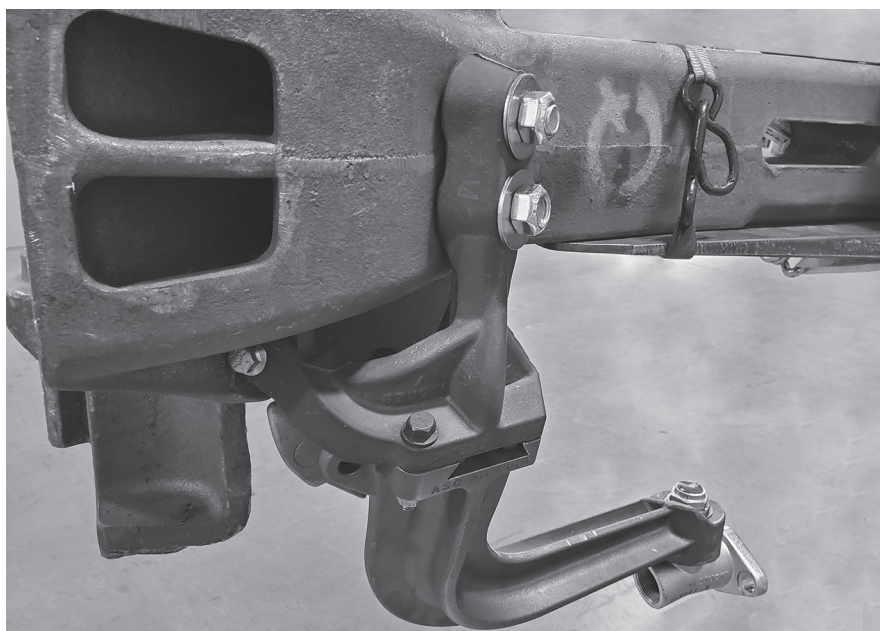


Figure 18. Washers and lock nuts loosely applied to mount head.

Bolting Lower Connection Point

STEP 9:

Tighten the lower connection point (54 ft-lb). This is also a lock nut. You may have to take turns tightening a little bit at a time between this bolt/nut and the two mount head bolts/nuts; however, ***make sure that this one is set tight first, since it “places” the position of the mount head.***



Figure 19. Bolt at lower connection point.

Tightening Nuts

STEP 10:

Once the lower connection point is secure, tighten the mount head bolts/nuts (200 ft-lb). Again, you might need to alternate at first between the lower connection point and the mount head bolts/nuts ensuring good contact at the lower connection point AND between mount head/coupler surface. Threads should extend 3 or more. Image shows more.

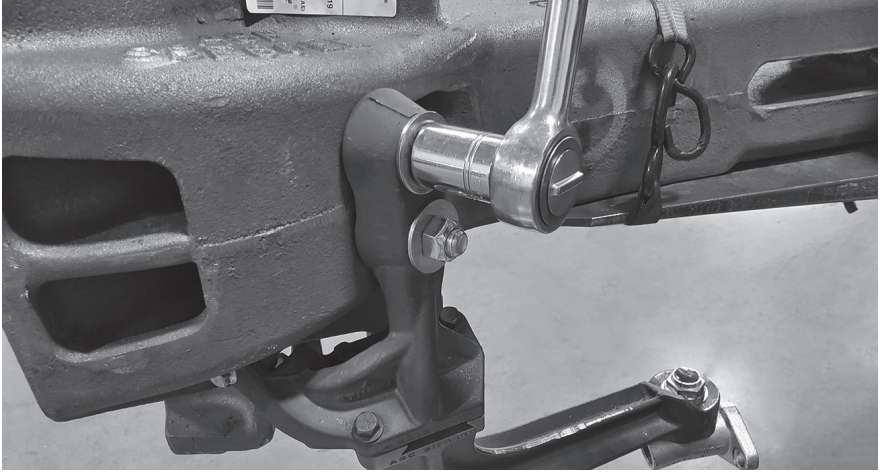


Figure 20. Tightening of top mount head lock nut.

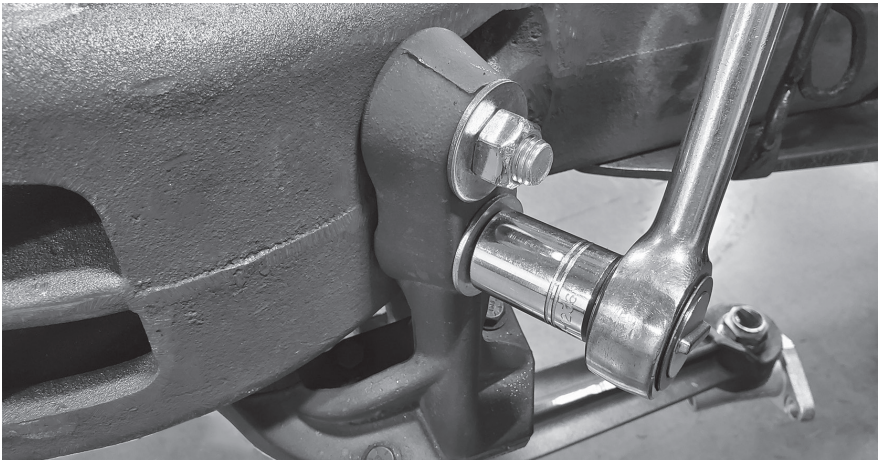


Figure 21. Tightening of bottom mount head lock nut.

Desired Contact

STEP 11:

Be sure the contact at the lower connection point (Fig. 22) and between mount head/coupler surface (Fig. 23) is as shown.



Figure 22. Contact at the lower connection point.

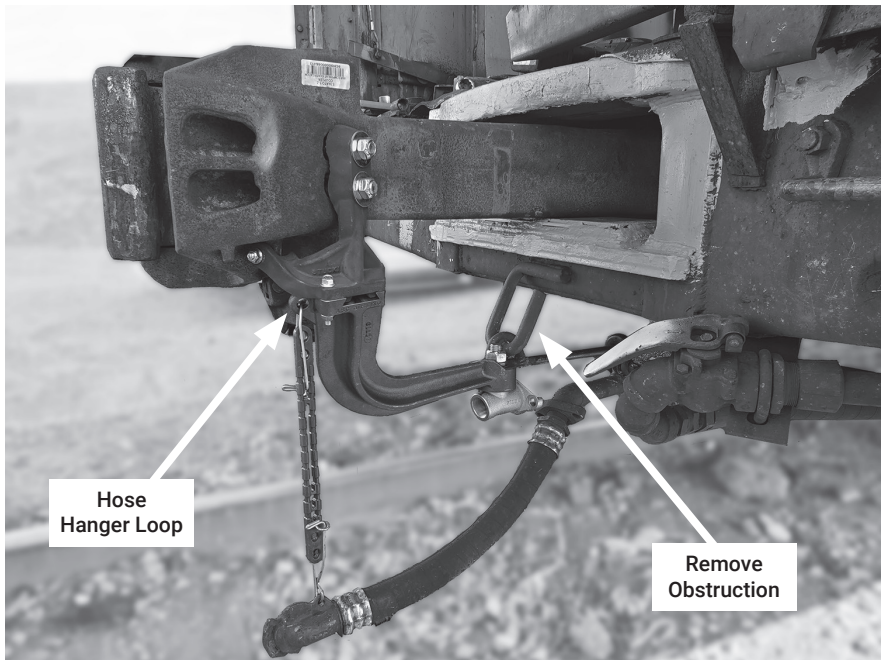


Figure 23. Threads of two or more extended as well as surface contact.

Attaching Hoses & Removing Obstructions

STEP 11:

Re-check that all the bolts are tightened, as they may shift while tightening. You are now free to attach the hoses, and hang the hose hanger from the loop in the air:LINQ arm. Make sure there are no water traps, no kinks, and no obstructions from previous arrangements. Figure 24 shows a trolley that would need to be removed before the air:LINQ is applied.



*Figure 24. air:LINQ assembled, no hoses attached.
In this case, trolley would need to be removed.*

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