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Air-Oil Tank Installation Instructions

CAA & CSA Self-Compensating and AA & SA Adjustable 2" & 3" Bore Series

Maximum efficiency of operation can be obtained by carefully following these instructions:

AIR-OIL TANK INSTALLATION (Figure 1)

Self-compensating models CAA and CSA as well as adjustable models AA and SA are pre-filled with ATF but **must be connected to an air-oil tank before use**. Install the proper ACE air-oil tank as close as possible to, and physically higher than the shock absorber. The line connecting the shock absorber to the air-oil tank must be free of kinks and loops. The inside diameter of this line must be equal to, or greater than, that of the port in the shock absorber.

Do not put a shut-off valve between the shock absorber and the air-oil tank. Install a check valve in the air line to the air-oil tank and plug the extra ports of the tank. Fill the tank with ATF to the fill mark and charge the system to between 50 - 100 psi (3.4 - 6.8 bar).

AIR EXHAUST CIRCUIT FOR MODELS CAA and AA SHOCK ABSORBERS (Figure 2)

If the rod is to remain in the shock absorber after decelerating the load, this type of installation is necessary. Avoid overfilling the air-oil tank. If not built in, a special ACE check valve should be used to eliminate **misting** of oil out of the air-oil tank.

PROPER AIR-OIL TANK SIZE

Refer to the chart below for proper air-oil tank size.

Bore	Air-Oil Tank	Air-Oil Tank (Re-circulating Circuit)
2"	AO-6-91	AO-6-91
3"	AO-6-91	AO-6-91

Figure 1

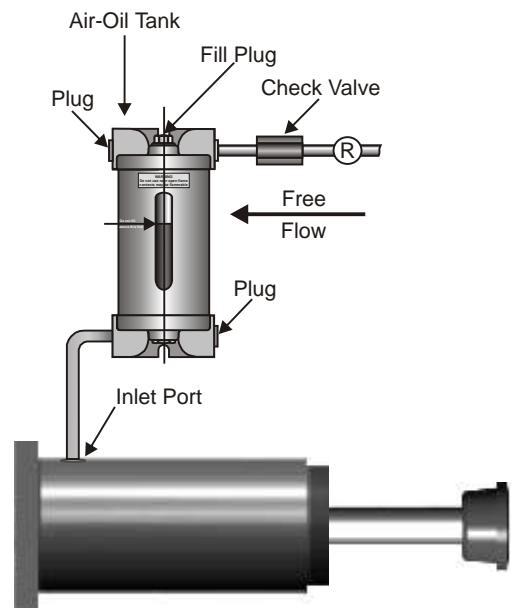
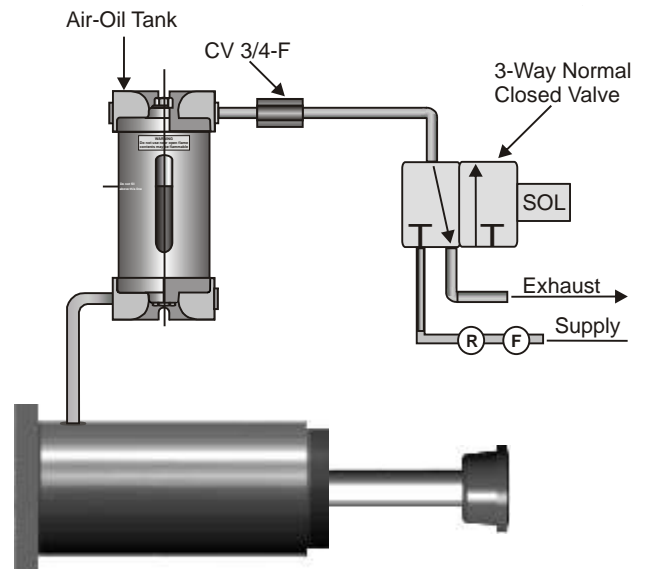


Figure 2



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RE-CIRCULATING COOLING CIRCUIT FOR MODELS CAA, CSA, AA and SA (Figure 3)

This type of installation may be required when ambient temperatures and/or cycle rates cause the shock absorber to heat up beyond 200° F (93° C).

Use 250 psi (17 bar) check valves with a low cracking pressure of 5 psi (0.34 bar). If a filter is to be used in this circuit, a 30 to 40 micron filter element with a 5 psi (0.34 bar) by-pass is recommended. Consult factory for assistance.

Figure 3

