

RESPA[®]- CF Vortex HyperFLOW Cab Air Quality System for CASE IH 2188 and CASE machines with similar cabs

Sy-Klone part number: REV0001, GK013

Purpose:

To provide sustained pressurization and high efficiency filtration for the operator cab. See the [Video Library on www.sy-klone.com](http://www.sy-klone.com) for a demonstration and Customer Testimonials

Machine specific installation instructions are not a replacement for the installation instructions provided with the REV001 Kit. Please read all instructions.

Installation Time: 2 to 3 hours

GK013 RESPA-CF
Mounting Kit

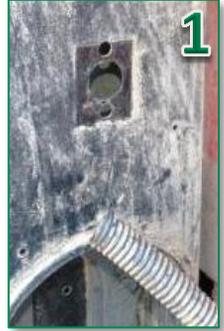


REV001 RESPA-CF Vortex HyperFLOW



REMOVE FRESH AIR INTAKE ASSEMBLY:

1. Remove existing tube body assembly located in the post to the right of the driver door. Unscrew scavenger hose plate from post. Remove the air filter housing to gain access to the interior of the post where the tube bodies are located.



Extract the tube bodies from below using a pair of pliers. This can take some effort. The tube bodies will be destroyed in the process.



2. Remove blower motor at bottom of post under the jump seat.
3. Clean out to allow air to freely flow through post.
4. Remove factory fresh air filter and seal filter housing cover with closed cell foam. No air can be allowed to escape through the fresh air filter cover.



5. Permanently seal off fresh air intake where it enters the cab.



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PREPARE FRESH INSTAKE SYSTEM:

1. Remove factory particulate screen.
2. Fabricate a plate that will completely cover the factory screen. Attach plate with RTV sealant and self tapping screw.



3. Cut 4" hole in center of plate and attach the 4" flange adaptor from GK013 kit to the plate using RTV sealant and self tapping screws.
4. Finished Installation can be painted the color of the machine. **Note the electrical connection penetrates the cover. Electrical wires run down the inside of the post and over to the panel box under the seats.**



INSTALLATION NOTES:

1. Always install the ejection port on the filter so that it ejects the debris downward
2. The pressure monitor readings will fluctuate. Pressure readings on a properly sealed cab should be over .3" of H2O or 100 Pascal
3. HVAC fan speed will make no difference in cab pressurization. Cab pressurization is being created only by the RESPA-CF Vortex HyperFLOW
4. Factory installed blower, located under the Jump seat should be removed. These are typically burned out and not functioning. The blower contributes nothing to the function of the RESPA system. If adequate pressurization is not achieved remove the blower under the jump seat to allow the air to come freely into the cab from the RESPA system.

Ejection ports must eject debris downwards



5. The installation photos are provided for illustration purposes only and may not be of your particular machine nor do they necessarily reflect the specific parts included in the GK013 or REV001 Kits. Some parts may have to be site fabricated or modified to fit a particular installation. If you have any questions please call Sy-Klone for specific technical assistance.

BUILD THE RESPA-CF VORTEX HYPERFLOW:

1. Watch the video "How to Assemble a RESPA REVOLUTION System" at www.sy-klone.com Click on Video Library, then on "How to Assemble a RESPA Revolution System."
2. Assemble the unit with a 90° port orientation so that the feet are against the grain bin and the outlet is pointed straight up.
3. There are two options:
 - a. Option A: Build the unit with the rain cap or the ducted inlet. We recommend the ducted inlet for harvesting in dry weather conditions.
 - b. Option B: The finger guard and rain cap can be used but the finger guard can become clogged and obstruct air flow into the unit. This becomes a maintenance area.

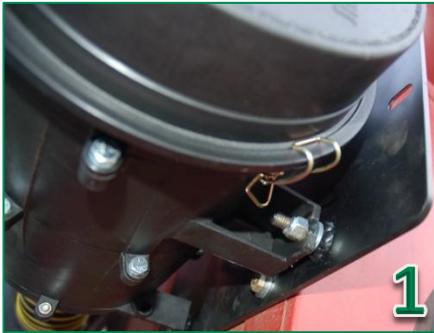


Recommended inlet configuration option A

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MOUNTING & PLUMBING:

1. Mount the unit to the mounting plate with the fan end (intake of the RESPA-CF) facing the cab. Use the bolts that are included in the kit.



2. Attach the 4" rubber elbow to the outlet of the RESPA. Insert the 4" metal pipe into the elbow and clamp in place using the 4" hose clamp.
3. Attach the 4" hose (you will need to cut the hose to the appropriate length approximately 2" to go from the outlet of the 4" elbow to the 4" flange adaptor on the cab pillar.

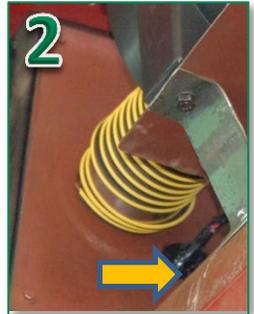


ELECTRICAL CONNECTION:

1. The electrical wiring harness is included in the REV001 Kit. Power to both the pressure sensor and the RESPA must be provided through a circuit that is on whenever the key is in the "on" position. There is an inline fuse included in the wiring harness that must be used. Always replace the fuse with the same size fuse that is removed to insure that the motor in the RESPA works properly. Failure to use the proper size fuse voids the product warranty.



2. The panel box is found to the right of the driver seat. The wires run from the panel box under the plastic shroud behind the driver's seat under the jump seat, through the fresh air intake hole left by the blower motor and up the interior of the post then out a hole drilled through the plate that covers the particulate screen that was cut out and then out to the RESPA unit.
3. Run the wires to the RESPA using the wire braid supplied in the kit to protect the wire that is run from the outside of the cab to the RESPA unit. Use appropriate wire connectors to join the RESPA to the wires coming from the cab.



PRESSURE MONTIOR:

1. The preferred location for the pressure monitor is on the window behind the operator. However, the unit can be mounted anywhere that is convenient.
2. When attaching the unit to the glass window a 3M brand double sided heavy duty tape is recommended. Follow instructions on tape dispenser for proper installation.
3. The pressure tube and wire coming from the unit should be brought together and run side by side to the panel box. Use wire ties to keep the tube and wires together. Be careful not to pinch the pressure tube.
4. The pressure tube should be carefully pushed through the electrical grommet so that it is outside of the cab by 1"+/-*
5. The electrical wiring harness is included in the REV001 Kit. Power to both the pressure sensor must be provided through a circuit that is on whenever the key is in the "on" position.



Pressure Monitor shown is previous version



*Failure to put the differential pressure tube outside of the cab will result in the pressure monitor showing zero cab pressurization.

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COMPLETED INSTALLATION:



TECHNICAL SUPPORT

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