

Recommended Tools:

- Drill
- Horn rear mount 7/16" Blt
- Horn front mount 3/16" Blt
- Marking Pencil
- Horn rear mount 1/2" Long-Socket
- Horn front mount 3/8" Long-Socket or 3/8" Wrench
- Compression fittings 9/16" Wrench
- Fittings 1/2" Wrench
- Tubing Cutter or Razor Blade
- Wire Stripper
- Eye Protection

Other tools may be needed for your installation.

Installation

Tank Compressor Combo Unit

Locate an installation area free of dust, dirt and debris (your compressors performance is directly affected by air quality). Mount the compressor using the supplied hardware. Before mounting your compressor remove the nut and ferrell (A0) fitting attached to the 1/8" female T-joint (A3) [Figure 2]. Then screw in the supplied 1/8" to 1/4" expander fitting (A4) to the 1/8" female T-joint (A3). Connect the compressors leader hose (A1) to the 1/4" female fitting (A2) on the air tank.

It is recommended that the compressor unit is mounted with higher elevation than the tank to prevent moisture draining into the compressors head. Keep in mind that the compressors head generates a lot of heat and should not be touched after use without allowing it to cool down to the outside temperature.

Ground your compressors grounding wire (E1, black wire with loop at end) and then attach the power supply wire (E2, red wire) to a constant 12 volt power source.

Horns

Drill a 7/16" hole for rear mount first, then mark a location for the 3/16" front mount hole. When tightening panel nut for the rear mount and the nut for the front mount, torque only enough to secure the horn firmly in place. Be careful not to over tighten.

Valve

Note the arrow on the valve body indicating the direction of air flow. Mount valve securely, as close to the horns as possible. This provides sharp, clear blasts. For electric valves, mount in any position rather than with the coil down. Ground one valve terminal, the wire the other terminal to a toggle switch and into electric horn line to blow horns from the steering wheel button with an On/Off toggle -- or mount a momentary button switch in a convenient location. Test your solenoid valve by activating the switch, this should cause your valve to click. Fitting on electric valves should be finger tightened, then wrench tightened one or one and a half turns more, only.

Tubing

It is very important that you drain all the compressed air from your air tank(s) before you remove a spare plug. Start tubing run at the horns. Take care to cut equal lengths of tubing to supply each horn with air. A horn with a shorter length of tubing will blow slightly before a horn with a longer length of tubing. Run 5/16" O.D. nylon tubing from each horn to the 5/16" manifold (A6), and then on to your valve (C3), taking care that all tubing is free of kinks.

To avoid stressing other components in your system, use two wrenches to tighten tubing into compression fittings -- one on the compression nut and the other to anchor the body of the fitting. Finally, after double-checking to see that all air is drained from the air tank(s), remove the plug(s) from the spare outlet port in your air tank(s). Use as dry of air as possible, avoiding drain ports and outlets on the bottom of the tank. Use air pressures up to 150 PSI. Use a pipe thread sealant on the fittings for the tank outlet and valve inlet to maintain an air-tight system. Fit tubing from valve to air tank and snug up the compression fittings. Double check all fittings, tubing connections and mounted components, and you are ready to test them out.

Tips

Find locations for each component before you begin.

The **Horns** are ideal for mounting under the cab, along the frame rails, etc. To prevent your horns from being muffled leave plenty of space in front to allow them to project (horns facing down is ideal).

The **Valve** (manual, electric) may be mounted anywhere in-line between the air tank and horns, but the less tubing used between your valve and horns, the sharper and more immediate the signal from the horns.

Note: The position of the set-screw at the back of each horn is set at the factory and should not be adjusted.

Diagrams Legend

- C1: Tank Compressor Combo Unit
- C2: Compressor Head (Warning: Becomes hot during use)
- C3: Electric Solenoid Valve
- A0: (Remove) 1/8" Nut and Ferrell
- A1: Compressor Leader Hose
- A2: 1/4" Air Port on Tank
- A3: 1/8" T-Joint Fitting
- A4: 1/8" to 1/4" Expander Fitting
- A5: 1/4" Nut and Ferrell Fitting
- A6: 5/16" Manifold Fitting
- A7: 1/8" Nut and Ferrell Fitting
- A8: 1/8" 90° Elbow Fitting
- E1: Compressor Grounding Connector
- E2: Compressor Power Supply Connector
- E3: Electric Solenoid Valve Ground Connector (Either)
- E4: Electric Solenoid Valve Power Connector (Either)

See page 2 for diagram.

Figure 1
Tank Compressor Combo Unit

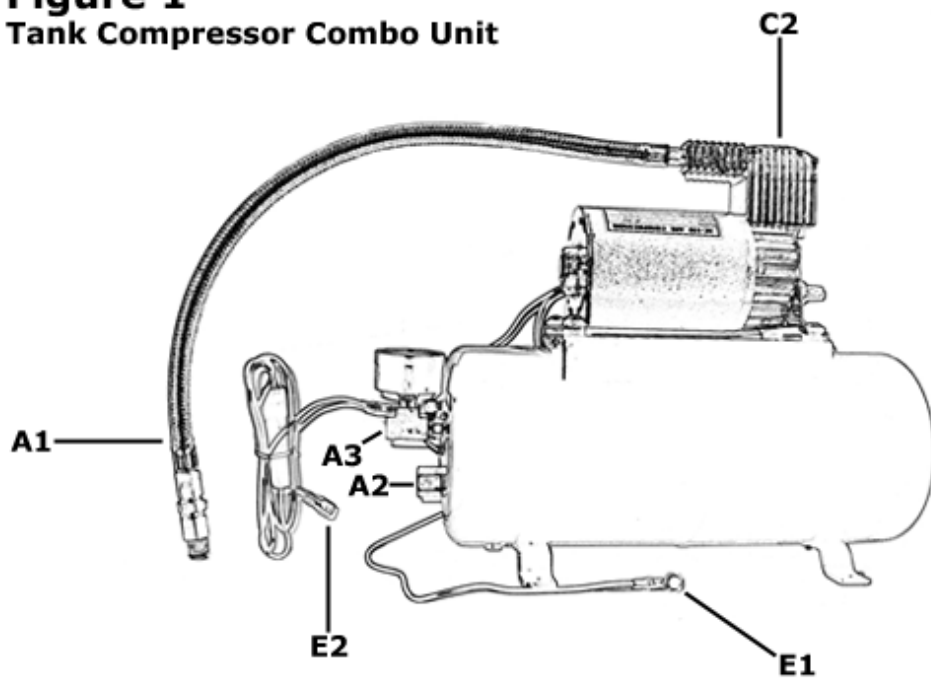


Figure 2.
Remove A0 from A3.
Replace with A4

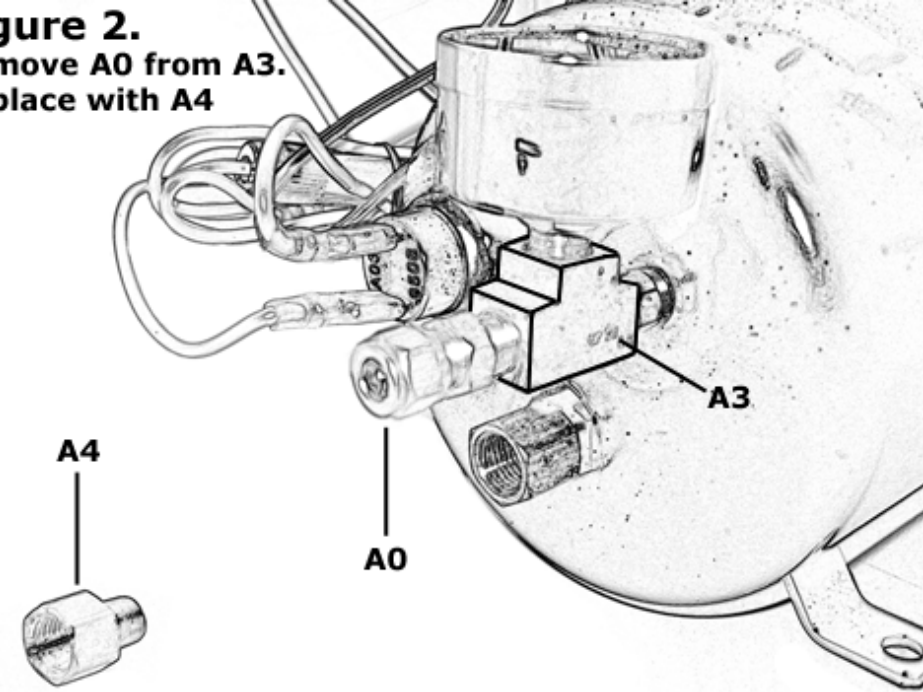


Figure 3.
Fittings

