

HORNBLASTERS, INC.

4532 W. Kennedy Blvd #233
Tampa, FL 33609-2042

813-966-2247

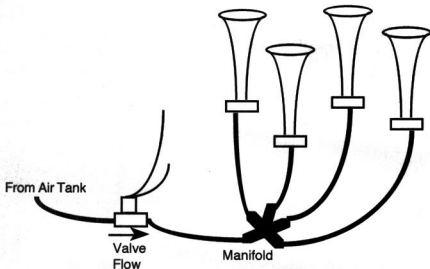
hornblasters.com

Installation Suggestions

Recommended Tools:

Drill
Horn rear mount 7/16 Bit
Horn front mount 3/16 Bit
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



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.

Installation

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 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 other than with the coil down. Ground one valve terminal, then wire the other terminal to a toggle switch and into electric horn line to blow horns from steering wheel button with 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. Fittings on electric valves should be finger tightened, then wrench tightened 1 or 1 and a half turns more, only.

Tubing

It is very important that you drain all the compressed air from your air tanks before you remove a spare plug. Start tubing run all tubings. 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 manifold, and then on to your valve, 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 air tanks, remove a plug from a spare outlet port in your air tank. 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.

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