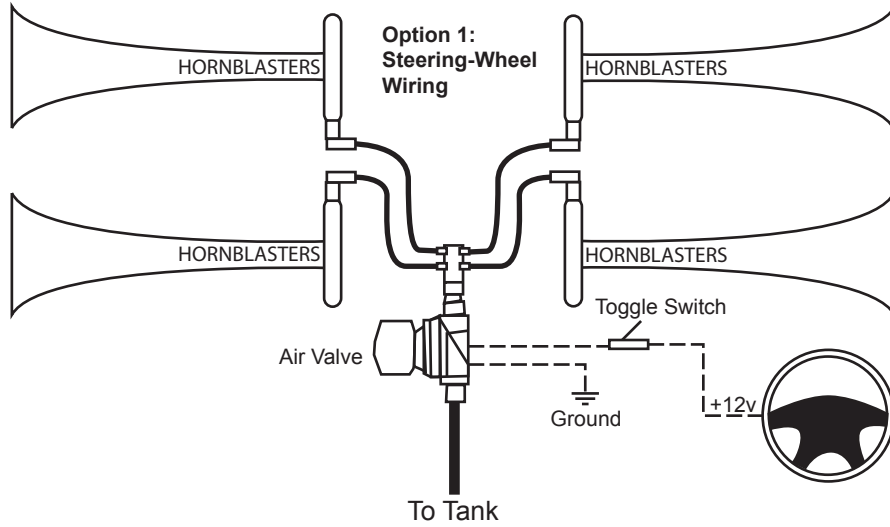
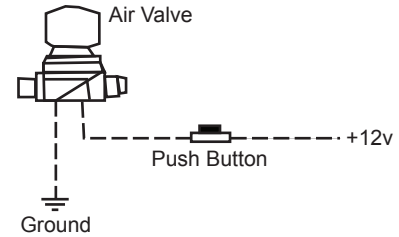


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Shocker Air Horns Installation Diagram



Option 2: Push-Button-Wiring



Recommended Tools:

- Drill
- 3/8" Long Socket or Wrench
- 7/16" Bit
- 7/8" Wrench
- 3/16" Bit
- Tubing Cutter or Razor
- Marking Pencil
- Wire Stripper
- Eye Protection

Installation

If this isn't the second time you're reading the instructions, keep reading!

Find locations for each component before you begin.

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

The valve electric may be mounted anywhere in-line between the air tank and the horns, but the less tubing used between your valve and the horns, the sharper and crisper the blast!

Installing Your 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 mount, torque only enough to secure the horn firmly in place.

Installing Your Valve

Note the arrow on the valve body indicated the direction of air flow. The arrow should point away from your tank and towards your horns. On some valves the inlet port may also be marked as 'in' or 'inlet'. Mount the valve in any position other than with the coil down.

Wiring Your Valve

Ground one valve terminal then follow one of the next two options for the other side.

Option 1 (Use a toggle switch and your steering wheel): wire the other terminal to a toggle switch and then into your electric horn 12 volt line under the hood. This will let you blow the horns from steering wheel button with an On/Off toggle

Option 2 (Use a push-button switch): wire the other terminal to a momentary button switch in a convenient location and wire the other side of the switch to 12 volt power.

Test your solenoid valve by activating the switch. This should cause your valve to click if everything is wired correctly.

Running Air Line to Your Horns

It is very important that you turn off your compressors and drain all the compressed air from your air tanks before you start connect your horns.

Your horn kit comes with 5/16" quick connect fittings. These fittings "grab" air line that is inserted all the way down, much like a Chinese finger-trap. It is important to cut your air line at a perfect 90° angle for this system to work correctly. If you need to remove air line from one of these fittings, simply push down on the upper ring and hold it while you push the air line in and then out.

Fittings on electric valves should be finger tightened then wrench tightened 1 or 1 and a half turns more, only.

Once you are ready to continue, thread one female NPT quick connect fittings onto the rear mount of each horn being careful not to over-tighten the fitting. You do not need to use PTFE tape on these connections.

Now you may optionally install the 90° elbow quick connect fittings inside of the ones that you just installed. Just insert the "rod" end inside of the quick connect fitting on the base of each horn and push it all the way in. In most cases this makes it easier to run tubing to your manifold and valve.

Finally install the 4-way quick connect manifold into your air valve on the outlet port.

Start your 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" OD nylon tubing from each horn to the manifold, taking care that all tubing is free of kinks.

Connecting Your Valve To Your Air System

When installing fittings into your air tank and inlet side of your air valve you should use a thread sealant such as PTFE tape rated for at least the pressure of your air system.

Install a 1/2" to 1/2" quick connect or compression fitting into the inlet port of your valve. This port is normally marked 'inlet' and has an arrow pointing away from it.

Lastly, run your 1/2" OD air line from the valve to your tank and secure it using a quick connect or compression fitting.

Finishing Up

The final step is testing your work. Turn your air system back on and, once full, check for air leaks on the fittings you installed in your tank and valve inlet. Re-plumb any problematic areas as necessary.

You're almost done! Now go online, sign up for www.TrainHornForums.com, and brag about your new kit! Now that you're done, go blow your horns!

Installation Tips

Always use as dry of air as possible. Avoid using outlet ports on the bottom of your air tank.

The horns sound the best at 150 PSI. Make sure all air line is cut at 90° angles and are inserted firmly into the base of each fitting. Double check all fittings, tubing connections and mounted components.

Please Note:

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

If this is your second time reading the instructions, you're ready to begin!

Check Out www.TrainHornForums.com Today

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