

BEFORE BEGINNING YOUR INSTALLATION

Read through the instruction guide before getting started with the installation. Professional installation is recommended for this product.



CONTENTS

- Triple Trumpet Train Air Horn (Chrome Plated)
- 150 PSI Air Compressor
- 1.5 Gallon Air Tank
- 12V/24V Electric Air Valve (Solenoid)
- 140 PSI Air Pressure Gauge
- 95-125 PSI Pressure Switch
- Brass Drain Nut
- 1/4" NPT Compression Fitting for 1/4" OD Air Line
- 1/4" OD Nylon Plastic Hose (6 Feet)
- 30A In-line Fuse
- Horn Button
- Mounting Hardware

The specific voltage requirement for this horn system is 12 volt DC, therefore installation must be done to a DC power source of 12 volts.

SAFETY INSTRUCTIONS

- Do not attempt to disassemble, repair or customize this product.
- Avoid setting up any parts of this product where there is a risk of falling off or risk of coming in contact with water.
- Avoid reaching out to touch or pick up any fallen or water submerged parts.
- Never leave this product unattended during use.
- Intended for use by adults only.
- During and immediately after use, avoid touching any part of the compressor with bare hands as it is very hot during such periods.

- Avoid sounding the air horn when in close range to your ear(s) or the ear(s) of others.
- Avoid use of product near flames, explosive materials, aerosol products or oxygen devices.
- Be sure to pump nothing other than atmospheric air.
- It is important to determine the maximum air pressure for any tool or attachment before using it.
- Air sprayer or nozzle should always be pointed away from any part of the body.
- The compressor has Thermal Overload Protection, if this protection activates, cut off the source of power and let the unit cool down for about 30 minutes. This will reset the system and allow you to safely resume use of the air compressor.
- Make sure your battery ground is detached before you begin.
- Set the horn up for use only in areas with adequate ventilation.
- Employ equipment for eye protection during drilling operations.
- Ensure that your air system has no pressure before you begin.

PLANNING YOUR INSTALLATION

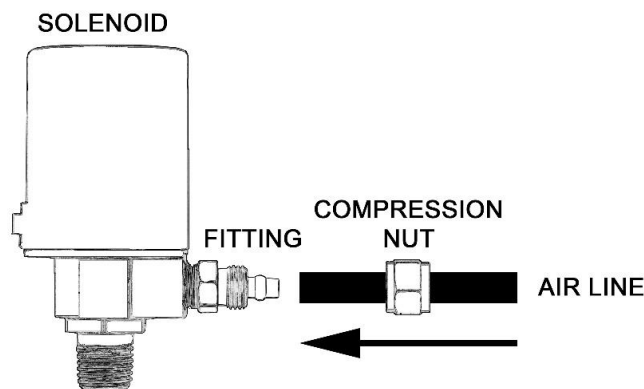
- Before beginning the installation, determine each component's spot.
- Confirm you have the proper length of airline and wire.
- Power wire to on-board air system should be kept short.
- To power up the on-board air system, make sure you use a 12-gauge wire or thicker.

HORN MOUNTING

- Identify a suitable area for mounting, preferably an unobstructed sheet-metal surface like the frame or body of the vehicle so as to provide a firm platform which will help protect the horn from damage due to shaking. Never attach the horn to any plastic or other flexible material.
- Mark the spots for the holes with the bracket and then drill.
- The mounting hardware should be used to fasten the horn.

AIR LINE INSTALLATION

- On one side of the included 1/4" OD air line, attach the compression nut and force the air line upon the male inlet fitting which is found on the electric solenoid valve.



- Pass the brass nut through the inlet fitting and fasten.
- Take the air line's other side and place the compression nut of the air tank fitting on it. Force the air line onto the male fitting of the tank and then fasten the compression nut. **WARNING:** Avoid over tightening.

ON-BOARD AIR SYSTEM

MOUNTING

- Determine a dry place to mount your on-board air system. If you have chosen to install in the engine compartment, you should mount it as close to the front as possible to allow for maximum flow of air around compressor and also to avoid heat from the exhaust. **IMPORTANT:** Never attach the system to any plastic or other flexible material.
- For optimal results, the compressor should be placed as close to the battery as possible. This will reduce the amount of wiring needed.
- Avoid placing compressor near flammable liquids.
- For proper heat dissipation of the compressor never install the on-board air system upside down.
- Mark the spots for the holes with the mounting base as a guide and then drill. Make sure the system is secured.

CHECK VALVE

- The check valve is an important part of the air compressor and has only one function: to let air flow from one side to the other, in this case from the compressor to the tank, while blocking air flow in the opposite direction.
- **IMPORTANT:** Do not rotate or remove the inline check valve located at the end of the hose on the side that connects to the air tank. Doing so will damage its seals and will result in damage to your air compressor.

THERMAL OVERLOAD PROTECTION

- The compressor has Thermal Overload Protection, if this protection activates, cut off the source of power and let the unit cool down for about 30 minutes. This will reset the system and allow you to safely resume use of the air compressor.

PRESSURE SWITCH RATING

- The included pressure switch has a rating of 95 PSI ON, 125 PSI OFF. When the air pressure in the air tank is below the preset ON pressure (95 PSI), the compressor will automatically turn on and will start pumping air into the tank. When the pressure reaches the cut OFF pressure (125 PSI), the compressor will be automatically shut off.
- In this system your Pressure Switch is already wired to the air compressor. Do not modify this connection.

AIR PRESSURE GAUGE

- Your system includes a 140 PSI Pressure Gauge that will measure the air pressure of the tank.
- The air pressure gauge is a sensitive part of the system, please avoid dropping, hitting or tighten it to the tank using a method other than the brass nut located in the back.

DRAIN NUT

- This nut helps you drain the water that can collect in the air tank after long periods of use.
REMOVING CONDENSATION:
- To remove any condensation which has accumulated inside the tank, bleed the tank's pressure until it ranges from approximately 5 PSI to 20 PSI.
- Remove the drain nut found at the tank's bottom to drain the water from the tank. After draining the accumulated condensation, apply thread sealant to the nut's thread and reinstall it.
- **IMPORTANT:** Draining the system regularly will extend the life of the air tank.

ELECTRICAL CONNECTION

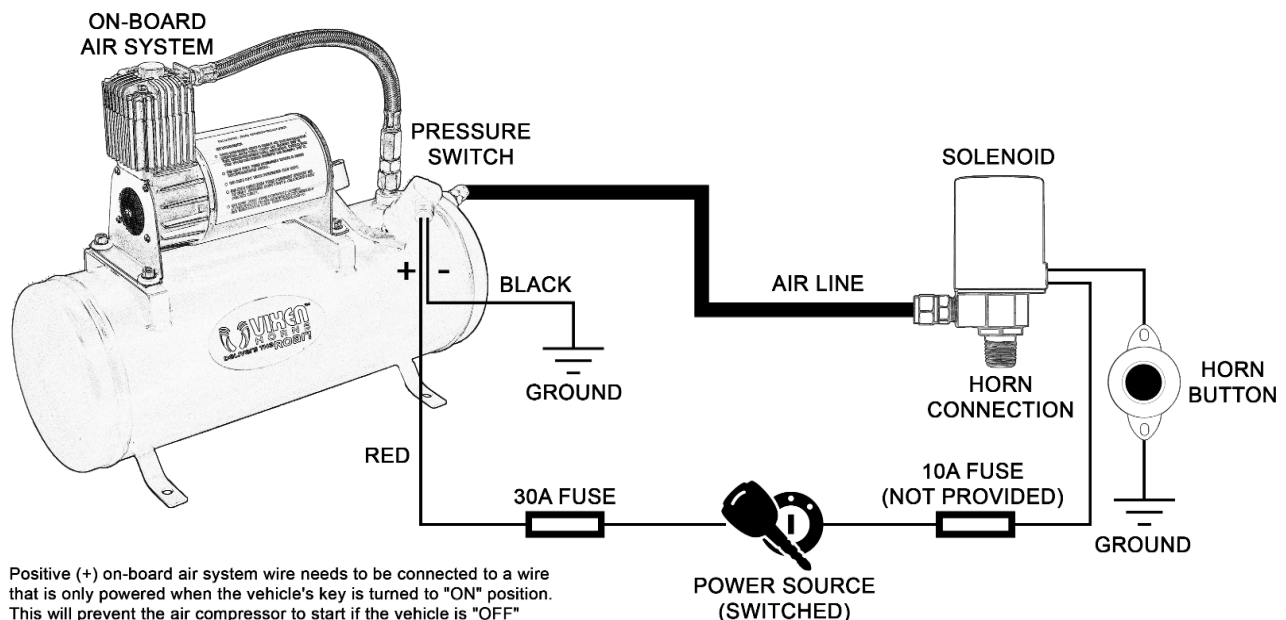
ON-BOARD AIR SYSTEM

- The red wire of the on-board system coming from the pressure switch should be connected using the provided fuse to (+) 12-volt power source. **IMPORTANT:** To prevent the compressor from over running and possible damage due to an air leak, connect the compressor's red wire to a power source in the vehicle that only gets power when the vehicle's ignition is on. Recommended connection points are: windshield wiper motor, blower motor or an accessory terminal on the fuse panel. Make sure to use wire that is as heavy as the wire of the compressor.
- The black wire of the on-board system coming from the pressure switch should be connected to ground. The ground connection should be rust and paint free.
- Your compressor is now set for use and will turn on automatically when air pressure in the air tank falls. When air pressure reaches maximum PSI, it will turn off. If the compressor fails to reach the maximum air pressure of the tank, which is the Pressure Switch's cut OFF pressure, check all air connections for leaks. While the compressor is pumping, use soapy water or any bubble solution to perform this check. In case the leak remains after tightening, re-apply thread sealant.
- **IMPORTANT:** Never touch fittings, braided hose or the air compressor with bare hands either during or shortly after use.

HORN (SOLENOID)

USING NEW HORN BUTTON

- Connect one of the electric valve's wires to the positive (+) terminal of the battery, alternator, etc. This circuit should be protected using a 10A fuse (not provided).
- Connect the second electric valve wire to one of the Horn Button's connections. The remaining connection of the Horn Button must be connected to ground.



USING VEHICLE'S HORN SWITCH

- First, determine the switch's polarity. The horn of most vehicles sends a negative (-) signal which can be confirmed by connecting one of the probes from an ohm meter to the wire of the horn while connecting the other one to ground. The meter should be at zero. This proves that horn circuit is negative (-). In case the meter reads anything other than zero ohms, test for voltage between the wire of the horn and the ground. A 12-volt reading would mean a positive (+) horn circuit.
- Once you know the horn circuit's polarity, connect any of the solenoid wires to the horn wire.
- If you have a negative horn circuit, connect the remaining solenoid wire to a constant 12-volt power source.
- If you have a positive horn circuit, connect the remaining solenoid wire to ground.

MAINTENANCE

- Make sure that electrical and fitting connections are regularly inspected, cleaned and tightened when needed.
- Make sure mounting screws are regularly tightened if needed.
- Drain weekly, to avoid excessive buildup of condensation.
- Compressor features a washable air filter which should be cleaned using any mild form of liquid soap every two months if it gets dusty. Just remove the front cover of the filter's housing to reach it. Replacement time frames depend on the operating environment and how often it is used.
- Clean dirt and dust from heat spreader and motor housing of the compressor.
- The motor of the air compressor has a maintenance-free lasting lubricant. **DO NOT LUBRICATE.**

SOLUTIONS TO COMMON ISSUES**Issue: Compressor inoperable.**

Solution 1: Check all switches to make sure they are ON.

Solution 2: Check the fuse; if blown, disconnect compressor from power and replace the fuse.

Solution 3: Allow compressor to cool off for 30-60 minutes.

Solution 4: Check pressure switch, replace if damaged or inoperable.

Issue: Air horn is inaudible

Solution 1: Check all switches to make sure they are ON.

Solution 2: Assure air tank is pressurized.

Solution 3: Check the fuse; if blown, disconnect compressor from power and replace the fuse.

Solution 4: Examine electrical connection for damage or corrosion, secure electrical connections.

Issue: Excessive moisture in horn.

Solution 1: Depressurize and drain the tank.

Solution 2: Relocate the on-board air system to a drier location.

Issue: Continual cutting-off of Thermal overload protection.

Solution 1: Relocate the on-board air system to a drier, cooler location.

Solution 2: Replace the compressor.

Issue: Excessive vibration or noise

Solution 1: Tighten system components.

Solution 2: Replace the compressor.

Issue: Loss of pressure of tank when compressor is shut off.

Solution 1: Tighten drain cock.

Solution 2: Examine air and check valves and replace if damaged or leaking.

Solution 3: Use soap and water solution on air connections, and tighten connections or repair leaks where needed.

Issue: Compressor runs continuously and has low air flow.

Solution 1: Decrease the frequency of use.

Solution 2: Use soap and water solution on air connections, and tighten connections or repair leaks where needed.

Solution 3: Clean or replace the air filter element if it is clogged.

Solution 4: Replace compressor.