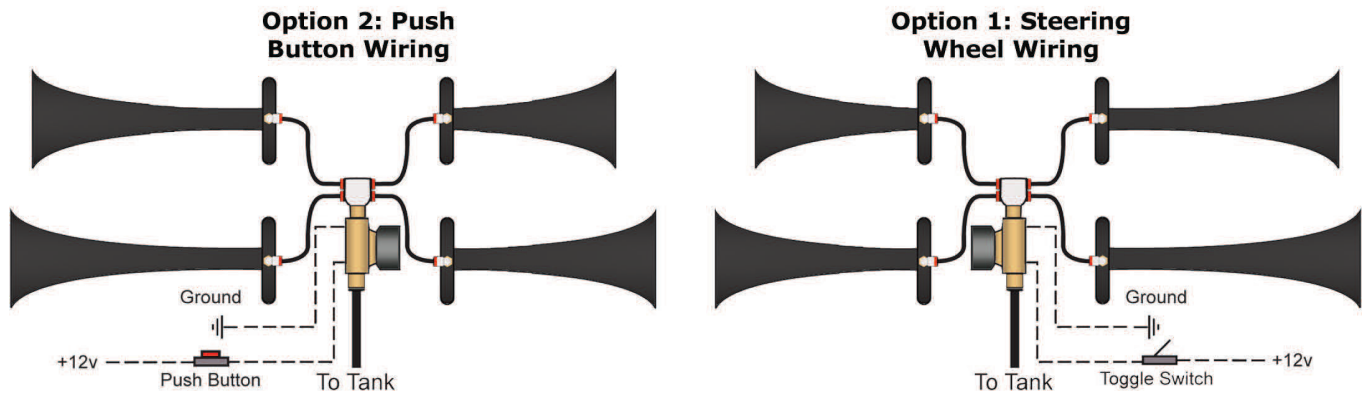




SHOCKER XL INSTALLATION INSTRUCTIONS



PLANNING YOUR INSTALLATION

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

- Plan out the location of each component before starting your installation.
- Make sure you have enough airline and wire to install the system before beginning.
- Make sure mounting locations are secure and void of debris. 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 them to allow them to project (horns facing down is ideal).
- The electric valve may be mounted anywhere between the air tank and the horns but the less tubing used between the valve and horns, the sharper the blast!
- The horns should not be mounted where they will be submerged or will receive any kind of impact.

INSTALLING YOUR HORNS

- Drill a 7/16" hole for the rear mount first, then mark a location for the 3/16" front mount hole. When tightening the panel nut for the rear mount and the nut for the front mount, torque only enough to secure the horn firmly in place.

INSTALLING YOUR VALVE

- Locate the directional arrow on the valve body, for 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'. The air valve may be mounted in any direction but it is recommended that it is mounted vertically.

IMPORTANT: The air horns and connecting fittings up to the outlet of the air valve will use 5/16" air line. The air source unit will use 1/2" air line to connect to the inlet port of the air valve.

IMPORTANT: Do not make any kinks in your air line. Doing so will disrupt air flow and the damage is irreversible.

IMPORTANT: The air valve is directional and must be properly installed. There is an arrow on the brass body of the valve that shows the airflow direction, the arrow must point towards the horn. Improper installation will cause the valve to malfunction and create a constant air leak to the horns.



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WIRING YOUR VALVE

Once you have grounded one of the valve terminals, please choose one of the next two options for the switch.

- Option 1 (using a toggle switch & 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 the steering wheel button with an On/Off switch.
- 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 a 12 volt power source.

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

AIR LINE TO HORNS

It is very important to turn to all compressors and drain the tanks before you start connecting the horns. Before cutting any air tubing, make sure to double check your measurements. Make sure to cut equal lengths of air line to connect each horn to the manifold or the horns may sound at different times. We recommend cutting your lengths with at least an extra inch per line just to be safe. Unlike compression fittings, the push to pull connectors can be used multiple times. The air valve should connect to the center fitting of the 4-point banjo fitting. When threading any fittings make sure to use Teflon tape or lock-tight to prevent air leaks. Some fittings may already have pipe sealant applied on their threads for your convenience. The air valve may be mounted in any direction but it is preferred that it is mounted vertically.

HORNS TO TANK:

[Air Tank] » [1/2" NPT M to 1/2" PTC Fitting] » [1/2" Air Line] » [1/2" NPT M to 1/2" PTC Fitting] » [Air Valve] » [1/2" to 4x 5/16" NPT M Banjo Fitting] » [5/16" Air Line] » [5/16in P2P to 1/8in NPT F Elbow] » [Rear Horn Mount]

1. Plan out the fittings placement before you begin and make sure you understand the correct order.
2. Make sure that your tank is empty of air and that the compressor is not running during installation.
3. Start by cutting equal lengths of 5/16" tubing to run from each horn to the banjo fitting.
4. Install your banjo fitting into the outlet port of your 1/2" air valve. If the valve has a directional arrow on its body, the arrow starts with the inlet and points out the outlet; the arrow should point towards your horns.
5. Plumb each horn to the banjo fitting, making sure that the lines are inserted fully into their sockets. Do not use Teflon tape or pipe sealant with the PVC fittings.
6. Finally connect your air valves inlet port to your air tank using 1/2" air line using the 1/2" M NPT to 1/2" PTC fittings. Make sure to use a side or top port on your tank so that condensation will not drain in to your air valve.

FINISHING UP

The final step is testing your installation! Turn your air system back on and once the tank is full, check for air leaks on the fittings throughout the whole system. If you see any problems, re-plumb those fittings as you deem necessary. You're almost done!

GET INVOLVED IN THE TRAIN HORN COMMUNITY

No matter what your take is on your new train horn kit, it's always good to have someone to share your stories with. Trainhornforums.com is the largest train horn community online and provides a place to share photos of your ride, post videos, catch up with other train horn and HornBlasters fans, meet other train horn enthusiasts, or even get help with a complicated question.