



HORN AIR 500 SERIES INSTALLATION MANUAL



WARNING: To ensure the longevity of your system, reading and following these instructions is necessary. Make sure to follow the routine maintenance interval found on the bottom of page 3.

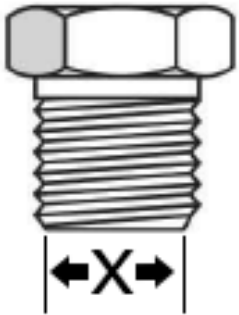
HORNBLASTERS HORN AIR 5-GALLON INSTALLATION GUIDE

KIT CONTENTS:

- Air Compressor (model varies)
- HornBlasters 5-Gallon Air Tank
- HornBlasters Tank Fitting Kit
- Air Filter Relocation Kit (in compressor box)
- Air line Cutter
- HornBlasters Universal Wiring Kit

Identifying Fittings

The diameter of the thread (X) will indicate what size thread a fitting has. If you're not sure which fittings are 1/2", 3/8", or 1/4", measure the thread on each fitting and match it up with the values below.



1/2" NPT

0.84"

3/8" NPT

0.675"

1/4" NPT

0.54"

1/8" NPT

0.405"



1x

Safety Blowoff Valve
(Do not use as a drain)



1x

1/2" PTC
Fitting



1x

Drain Cock
Fitting



2x

Brass Plug



1x

Air Gauge



1x

Pressure Switch



5x

Reducer Bushing

Safety Tips and Important Information

IMPORTANT SAFETY INSTRUCTIONS



Caution: To prevent the risk of electric shock or electrocution:

- Do not disassemble any electrical components of this horn kit (air compressor, air valve, pressure switch).
- Do not attempt repairs or modifications of any component. Please refer to qualified service agencies for all service and repairs.
- Do not operate any component where it can fall or be submerged into water or any kind of liquid.
- Do not reach for any component that has fallen or been submerged into water or any kind of liquid.
- Use the included components with 12 volt DC systems only.
- Do not leave the air system unattended during use.

WARNING: To prevent injury:

- The air compressor will become very HOT during and immediately after operation. Do not touch any part of the compressor with your bare hands during or immediately after use.
- Do not use this product near open flames or explosive materials or where aerosol products are being used.
- Do not operate this product where oxygen is being administered.
- Do not pump anything other than atmospheric air.
- Never use this product while sleepy or drowsy.
- Do not use any tools or attachments with the supplied air source unit without first determining maximum air pressure for that tool or attachment.
- Never point any air nozzle or air sprayer toward another person or any part of your body.
- The included compressor is equipped with an automatic reset thermal protector and can automatically restart after the thermal protector resets. Always cut off power source when thermal protector becomes activated.
- Use only in well ventilated areas.
- Do not fill the included air tank above 150 PSI. Doing so may result in death or serious injury.
- Disconnect the battery negative cable before doing anything. Failure to disconnect this terminal can lead to damaged electrical components.
- Use eye protection when operating drills or other power tools during the install.
- Ensure the parking brake is engaged before you get underneath the vehicle.
- Do not wire the system without the fuse holder.
- Do not allow the compressor to run when the vehicle is off.

To ensure a long lasting system:

- Inspect and replace the filter elements once every 3 months.
- Drain the tank of moisture once every two weeks using the drain cock fitting.

These two steps are essential to keeping your kit up and running for years to come! If you don't drain the tank or change the filters on the compressor, these components will not last as long as they are rated for!

Preparing For the Install



Recommended Install Locations for Your Car (Compressor)

- **The trunk** of your car/sedan/suv is a great spot for this air source kit. The trunk keeps the compressor out of the weather and is one of the best install locations for the compressor/tank. The air tank is rather bulky and won't fit in your engine bay (unless you have a huge engine bay).
- If you decide to mount the compressor outside the car make sure it won't get submerged if you go through a large puddle! It can get wet but you cannot submerge the compressor. The install below demonstrates how a 5-gallon tank can be mounted in the trunk of a car. The compressor is located underneath the rear bumper with the filter routed up into the trunk so that it stays dry.



Recommended Install Locations for Trucks (Compressor)

- The toolbox is a great location for the compressor. The box will keep it out of the elements.
- Mounting the compressor/tank underneath the bed is a great option. There's plenty of room available and mounting the compressor outside will help it run cooler and save space in your bed / toolbox.
- The engine bay is a good spot for the compressor and tank so long as you keep it away from the exhaust manifold and engine block. The engine generates a lot of heat and will keep the compressor from running cool. If the compressor overheats, it will not run until it has cooled off.



Preparing the Air Compressor

Start by locating the hardware that was packaged with your air compressor. You should have a set of mounting bolts, two barb fittings, and an air filter housing. A picture of each is shown to the left for reference.



**Barb Fittings
(Male & Female)**

Let's start by taking the fitting on the left with the male thread and inserting it into the compressor inlet. The other fitting (female end) can be threaded onto the filter housing directly. Your compressor/filter should look like the image below. At this point, you can use the supplied air line that was packaged with the compressor to connect the compressor and filter together.

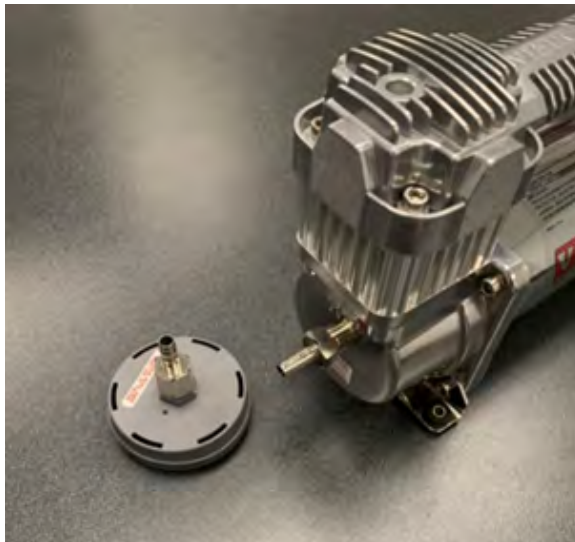
***This line is not meant to hold pressure. Do not use this for anything other than the filter.**

Connect fittings to
compressor & filter

Route 3/8" air line in
between filter/compressor



Filter Housing



Relocation Air Line



Filter Placement

Your compressor is fully sealed against the elements. If the compressor is mounted outside with the air filter on the end of the compressor, the filter will get wet and water will get pulled into the compressor. To prevent this, the filter must be relocated to an **ENCLOSED AND DRY** location. If your compressor is mounted in the bed of your truck or underneath the bed, the filter can be relocated into the cab of the vehicle. You could also route the filter into the bed if it's covered. Do not mount the filter where it will get wet or dirty!

If the air filter is not relocated, the compressor will pull in water/dirt and will stop working properly.

99.9% of compressors we receive for inspection have pulled in water through the filter housing.

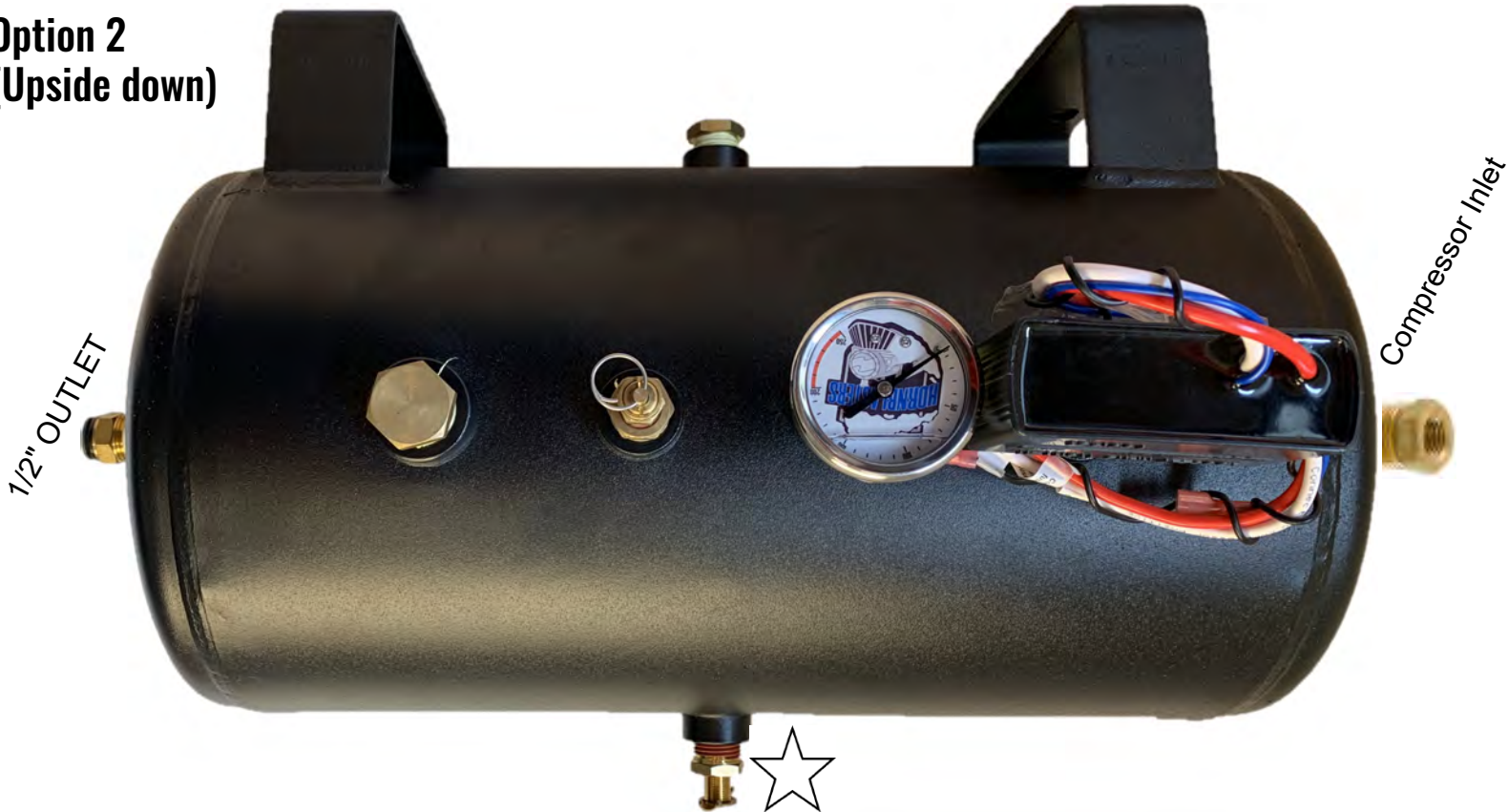
WE DO NOT WARRANTY COMPRESSORS THAT HAVE FAILED DUE TO WATER/ DEBRIS BEING PULLED INTO THE INTAKE/FILTER

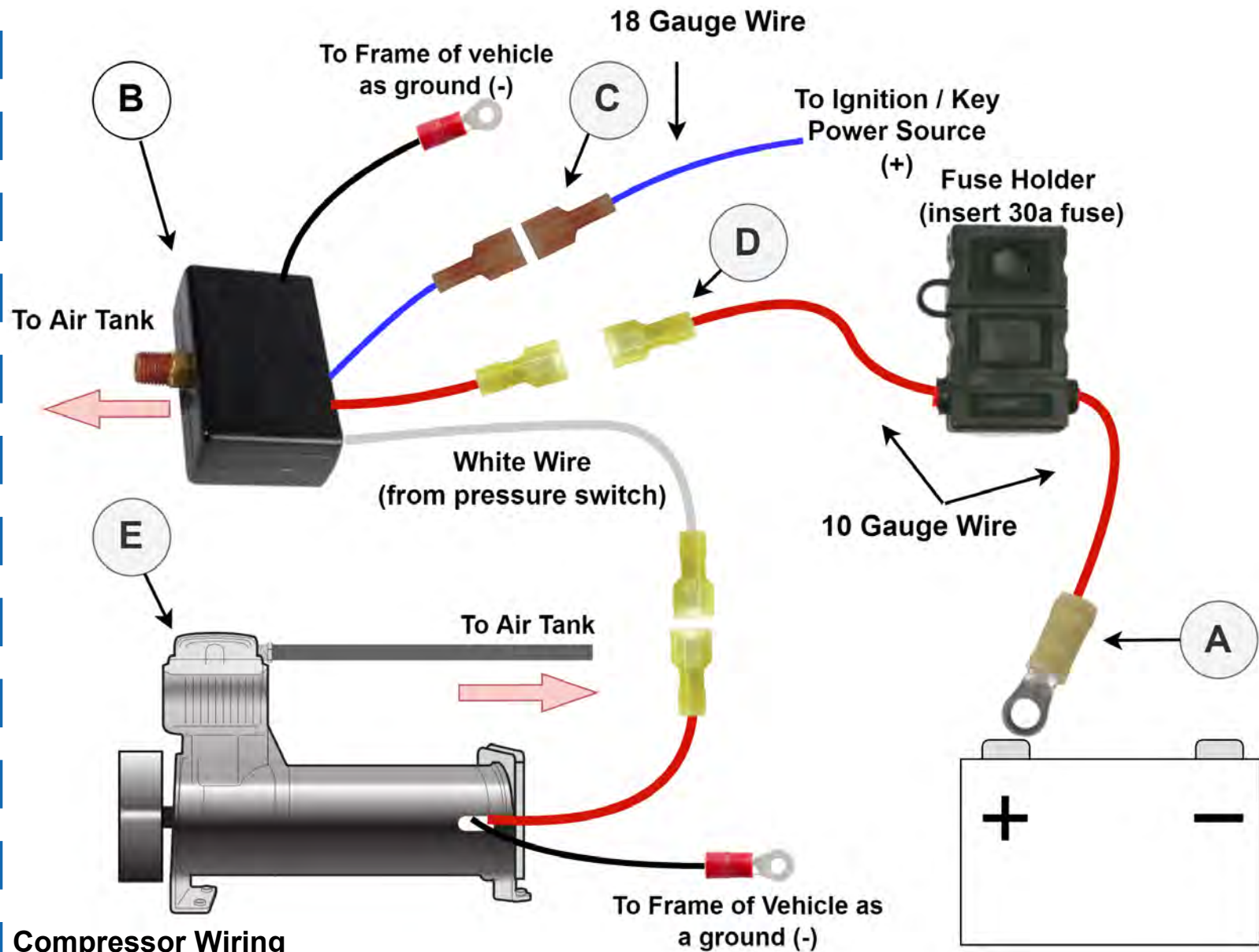
Recommended Tank Assembly

Option 1



**Option 2
(Upside down)**





Compressor Wiring

A = 10 GAUGE TAN RING TERMINAL

B = PRESSURE SWITCH

C = 18 GAUGE RED MALE SPADE CONNECTOR

D = 10 GAUGE YELLOW/GREEN FEMALE SPADE CONNECTOR

E = AIR COMPRESSOR

An **ignition/key power source** can be any circuit that is hot when the vehicle is on. Good examples of these are the radio, daytime running lights, power seats, cigarette lighter, or even an accessory fuse. You can use the included T-tap or Scotchlok connector to tap onto one of these circuits

Alternatively, an add-a-fuse can be sourced separately and be used to pull key-power from the fuse box. The cigarette lighter fuse is almost always key-power on, as well as any fuses for power outlets throughout the vehicle. If the compressor runs when the vehicle is off, your power source is hot all the time.

Make sure to run the supplied 10-gauge red wire from the fuse holder up to the pressure switch's red wire. You can use the supplied 18-gauge wire for the key-power connection. **(blue wire)**

Troubleshooting

Compressor

- **The compressor doesn't turn on.**

- Try connecting the compressor to a car battery directly.
 - Take the red wire to the positive terminal and the black wire to the negative terminal.
 - Give us a call if the compressor doesn't run. If it does, go to the next step.
- Double check the blue wire on the pressure switch.
 - If this blue wire is not hooked up or doesn't have +12v power, the compressor will never run. This blue wire receives a signal from the vehicle to let the system know the car is on. This is to prevent the system from running when the car is off.
- Make sure the fuse isn't blown
 - If the fuse is blown, this could be due to a short in your wiring. Before you put a new one in, check and ensure your wire is not frayed or exposed anywhere.

- **The compressor doesn't fill the tank**

- Make sure the drain cock isn't open
 - The drain cock is fully closed when the wing nut is thread OUTWARD.
- Make sure the valve isn't open or backward
 - If the valve is open, the air from the compressor is escaping through it constantly. If the valve is backward, air will escape through it constantly.
- Check the compressor's air inlet
 - If the red plug from the inlet was not removed, the compressor cannot suck in air. Remove the filter and remove the plug.
 - Make sure to check that you removed the red plug from the end of the compressor's leader hose. If the plug is still present, the compressor will not be able to push air out of the hose.



- **The tank loses pressure after a few hours**

- Spray each fitting and air line with soapy water or Windex.
 - The liquid will bubble up anywhere a leak is present. Usually, fittings need to be tightened further or more Teflon tape needs to be present on the threads. If you have a leak from the air line connections, re-cut the lines and re-seat them.
- Make sure the compressor's check valve wasn't overtightened
 - If the check valve is overtightened, it will leak back to the compressor and the air will escape from the filter. **This may also lead to a blown fuse.**