



STEALTH SPARE TIRE DELETE

INSTALLATION GUIDE

COMPONENT LIST

FITTINGS

DESCRIPTION	QTY
1/2" M NPT to 1/2" Push to Connect Elbow	1
1/2" M NPT to x4 5/16" Push to Connect Banjo	1
1/2" M NPT to 1/2" Push to Connect Straight	1
1/8" F NPT to 5/16" Push to Connect Elbow	4
1/4" M NPT Drain Cock	1
1/4" M NPT 175 PSI Safety Blow-Off Valve	1
1/4" M NPT Brass Street Elbow	2
1/2" M NPT to 1/4" F NPT Brass Reducer	1

HARDWARE

DESCRIPTION	QTY
Flat Washer 5/16"	28
Hex Bolt, 5/16"-18 x 3/4"	18
Split Lock Washer 5/16"	12
Fender Washer 5/16"	8
Nylon Lock Nut 5/16"-18	14
Hex Nut 5/16"-18	16
Hex Coupling Nut 5/16"-18	4
STDK Rubber Isolator 5/16"-18 x 1 3/8"	4
Hex Bolt 5/16"-18 x 4"	4

COMPRESSOR

DESCRIPTION	QTY
AC-1NM Air Compressor	1

ELECTRICAL

DESCRIPTION	QTY
Train Horn / HornAir Wiring Kit	1
22' Roll of Blue 18 Gauge Wire	1
22' Roll of Grey 18 Gauge Wire	1
22' Roll of Red 10 Gauge Wire	1
110/150 PSI Pressure Switch w/ Built-In 40 Amp Relay	1

EXTRAS

DESCRIPTION	QTY
HornBlasters Air Line Cutter	1
Ear Plugs	1
Safety Cable's	3

GAUGE

DESCRIPTION	QTY
HornBlasters 1/4" M NPT 250 PSI Air Pressure Gauge	1

TANK

DESCRIPTION	QTY
HornBlasters 5-Gallon 8 Port Air Tank	1

@hornblasters



Failure to read these instructions
can result in an incorrect installation.

STEP 1.) LOCATE YOUR 5-GALLON AIR TANK

After locating the 5-gallon 8-port air tank, remove all of the red plastic plugs from the ports on the tank to reveal the threads.



STEP 2.) LOCATE THE TANK FITTINGS & INSTALL TEFLON

Locate the bag of brass fittings included in the kit. After locating the fittings, you will also want to locate the Teflon tape included in the kit. Now take the Teflon tape and wrap all of the threads on the fittings with 3 revolutions.



STEP 3.) FITTINGS USED TO CONNECT THE AIR COMPRESSOR TO THE AIR TANK

Locate the 1/4" NPT Street Elbow and the 1/2" NPT to 1/4" NPT Reducer included in the kit. Install the 1/4" Street Elbow into the 1/2" NPT to 1/4" NPT Reducer, then it will be installed into one of the tanks end ports in step 4.



STEP 4.) INSTALLING TANK FITTINGS, PRESSURE SWITCH, & AIR GAUGE

After adding Teflon tape on all of your fittings. Install them into the tank exactly like you see in the image below. This will ensure when the tank is mounted to the Stealth Spare Tire Delete bracket, that everything is in the correct location.

Locate the black box with 4 wires coming out of the top of it. This is the 110-150 PSI Pressure Switch with a built-in 40-amp relay. Screw the pressure switch directly into the air tank, exactly like the diagram below.



⚠ WARNING: DO NOT OVER TIGHTEN THE PRESSURE SWITCH, HAND TIGHT + 1/2 TURN ONLY.

STEP 6.) MOUNTING HORNBLASTERS AIR COMPRESSOR

Locate the Air Compressor included in your kit. After removing it from the box, locate the air compressors mounting hardware also included in the box.

- 1.) Remove the red plug from the air intake (front-side of the compressor) and replace it with the male hose barb fitting found in the air compressor box (See image below ☆)
- 2.) Using the 4 sets of bolts, mount the air compressor to the bracket in the exact orientation pictured below. The front of the air compressor will mount on the side with the "H" in HornBlasters.



STEP 7.) MOUNTING HORNBLASTERS AIR TANK

After locating the tank mounting hardware **pictured below**, mount the air tank onto the bracket on the opposite side from the air compressor. The tank will need to be mounted to the bracket exactly like it is pictured below. Then connect the leader hose to the 1/4" Street Elbow installed into the end port of the tank in step 4.



STEP 8.) MOUNTING THE AIR VALVE BRACKET

Locate the air valve bracket and mounting hardware pictured below. Then mount the bracket to the Stealth STDK bracket as shown below.



STEP 9.) INSTALLING THE FITTINGS INTO THE AIR VALVE

After locating the 1/2" Black Widow electric air valve included in your kit, you will want to locate the 4-way banjo fitting and the 1/2" straight fitting pictured to the left. Install these two fittings exactly like they are pictured. The 4-way banjo fitting will have to go on the side of the valve the arrow is pointing towards for the horns to function correctly.



STEP 10.) MOUNTING THE AIR VALVE

Using the hardware pictured above, mount the air valve to the valve bracket that was installed in the previous step. **DO NOT TIGHTEN IT DOWN YET AND LEAVE THE BOLTS LOOSE FOR THE NEXT STEP.**

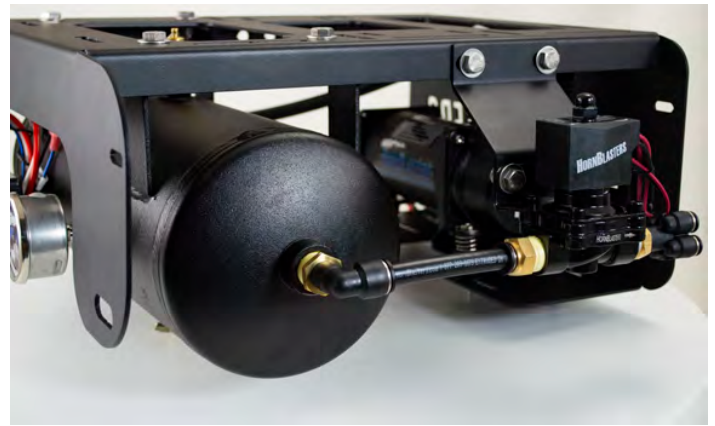


STEP 11.) PLUMBING THE AIR VALVE TO THE TANK

Locate the 1/2" air line included in the kit. Using the air line cutter included cut the 1/2" air line to 4.4 inches. Then install it between the 1/2" elbow fitting on the tank and the 1/2" straight fitting on the air valve. To ensure the air line fits into place correctly move the valve (while the hardware is loose) slightly to the right to slide the air line into both fittings and then move it back to the left to make sure the air line completely seals on the back of each fitting. **After installing the air line, now tighten the air valve down.**



*Air line cutter included in kit



NOTE: If your factory spare tire puck does not fit right through this bracket you will need to follow step 12 at the end on page 11.

STEP 12.) ASSEMBLING SPARE TIRE PUCK BRACKET

Locate the tire puck mounting bracket in the part box as well as the crossbar mount that goes with it as shown in the image below. If your factory spare tire puck is able to fit through the center of the bracket without a problem you will install the bracket support bar right now with the supplied install hardware. 2x 3/4" bolts, 2x 5/16" insert nuts, and 4x 5/16" flat washers shown below.



STEP 13.) MOUNTING SPARE TIRE PUCK BRACKET

Now using the supplied mounting hardware (3/4" Bolts, 4x 5/16", 8x 5/16 Washers), mount the tire puck bracket to the center of the Stealth STDK bracket as pictured below.



STEP 14.) INSTALLING THE SHOCKER XL TRAIN HORNS

Using the hardware already attached to the Shocker Horns, mount them to the Stealth STDK bracket as pictured below. The slots on the mount are specific to each horn so they will only fit on the bracket one way. The longer of the two horns will mount on the tank side of the shorter of the two horns will mount on the air compressor side.



STEP 15.) INSTALLING 5/16" AIR LINE ELBOWS

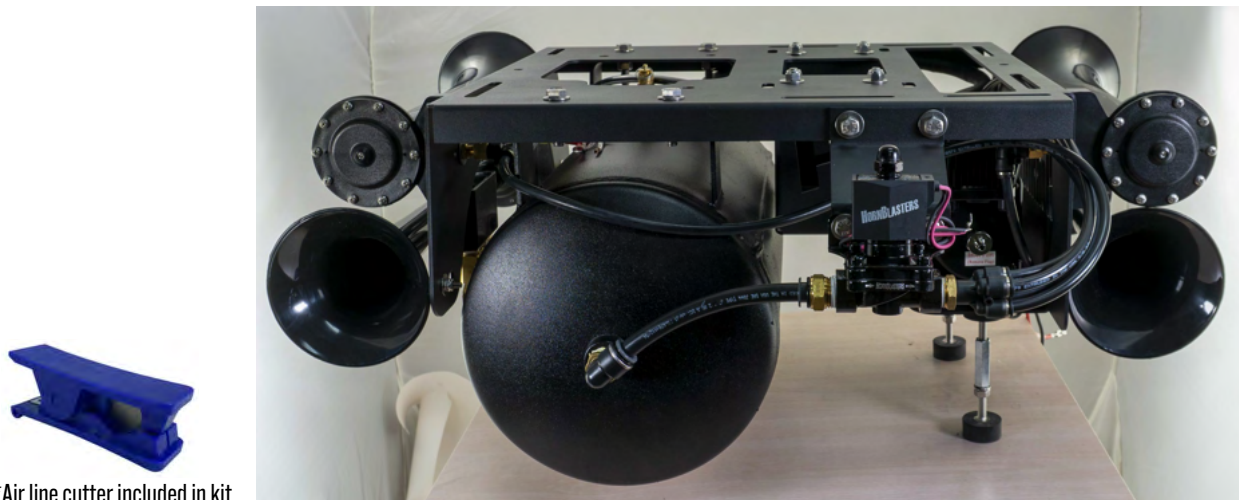
The last brass fittings that should be left in your fitting bag will be four 5/16" air line elbows. Attach these to the air inlet on each horn.

NOTE: THESE DO NOT REQUIRE TEFLON TAPE OR NEED TO BE EXTREMELY TIGHT, WE RECOMMEND HAND-TIGHTENING.



STEP 16.) PLUMBING THE SHOCKER XL TRAIN HORNS TO THE AIR VALVE

Start by routing the 5/16" air line from the furthest horn to the 4-way splitter on the valve. Then measure this length and cut 3 more pieces to the same exact length. All 4 air lines need to be equal length to ensure the horns sound correctly. After cutting all 4 pieces, insert one end into each elbow, then route each piece from the elbow on the horn to the 4-way splitter, and insert it into the splitter.



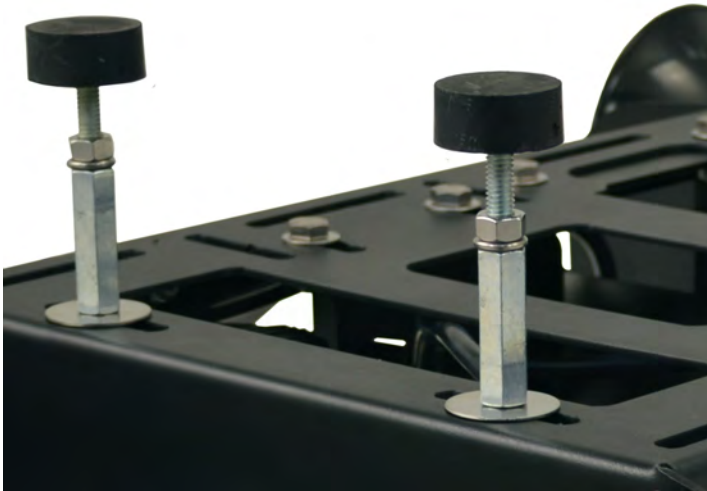
*Air line cutter included in kit

STEP 17.) ASSEMBLE SPARE TIRE DELETE FEET & INSTALL THEM

For reference the photo to the left shows the order of the pieces for the spare tire delete feet as well as fully assembled. (4 feet total)



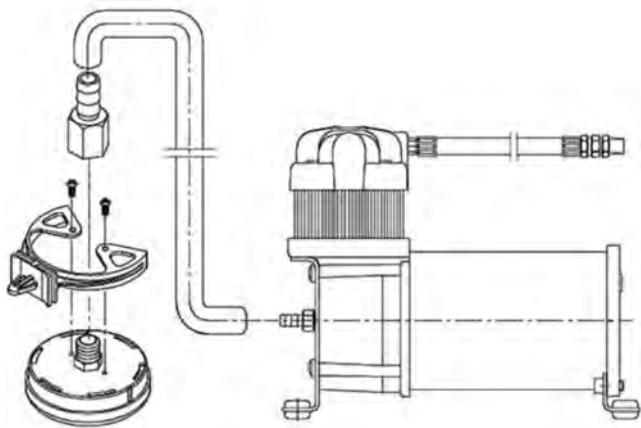
The photos below shows how to install the feet to the bracket.



STEP 18.) FEET PLACEMENT

For reference the photo below shows a good starting point for mounting the feet to the bracket. When cranking the kit into place it may require you to adjust where the feet are placed to ensure they are sitting completely flush on any nearby cross members. (4 feet total)





STEP 19.) RELOCATE COMPRESSOR AIR FILTER

- 1.) Place remote mounting bracket onto inlet air filter assembly and line up attachment holes.
- 2.) Fasten bracket to inlet air filter with 2 screws provided.
- 3.) Screw 1/2" NPT (F) x 1/2" tube fitting onto inlet air filter, hand tighten. (No thread tape needed)
- 4.) Locate appropriate area where remote inlet filter is to be installed. Keep in mind that the location should be dry and away from heat sources. The air inlet slots on the inlet air filter must be free from blockage and NOT facing upward.

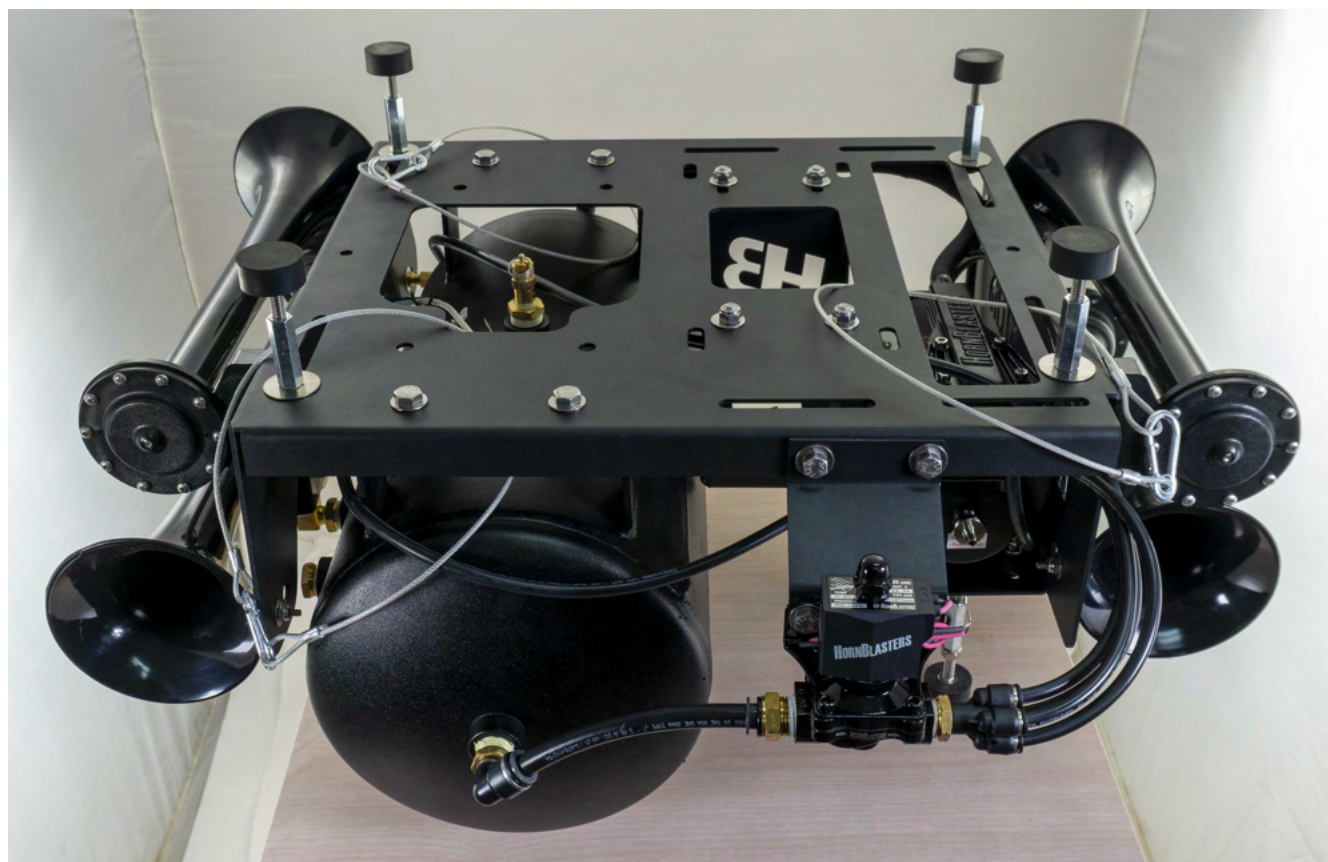
- 5.) Drill 3/8" mounting hole. Push the remote filter bracket pin into the hole.
- 6.) Screw 3/8" NPT (M) x 1/2" tube fitting onto the compressor's air inlet port, tighten with wrench.
(No thread tape needed)
- 7.) Attached provided 1/2" air line to barbed tube fitting of air inlet port of compressor.
- 8.) Route air line to remote inlet air filter, measure and cut squarely to appropriate length, and attach to remote inlet air filter.

WARNING:

FAILURE TO RELOCATE THE COMPRESSOR AIR FILTER OUT OF THE ELEMENTS WILL VOID YOUR WARRANTY. PLEASE DO NOT SKIP THIS STEP.

STEP 20.) SAFETY CABLE MOUNTING

Attach safety cables to the top of the top of the bracket as seen in the photo below, once installed on the vehicle. Make sure the cables run through a solid mounting point under the vehicle.



INSTALLING THE STEALTH SPARE TIRE DELETE KIT

STEP 1.) REMOVING THE SPARE TIRE

After you've finished assembling your Slim Spare Tire Delete Kit you will now need to install it onto your vehicle. First thing you will want to do is locate the tool used to crank down your spare tire. These are typically located inside the cab.

Insert the tool into the the hangar and crank the spare tire down. Once the tire has reached the ground make sure to leave enough slack on the cable so that you can easily remove it and the puck from the spare tire. Now remove the spare tire from under the vehicle.



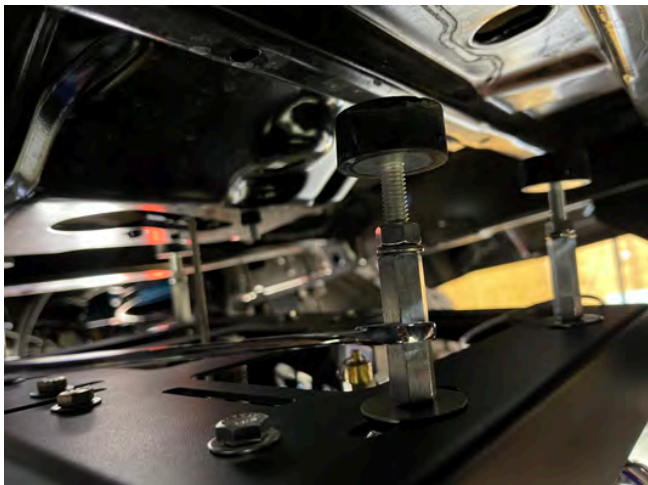
STEP 2.) INSTALLING SPARE TIRE CABLE INTO THE SLIM SPARE TIRE DELETE KIT

Now find something you can rest the Slim Spare Tire Delete kit on under your vehicle. It can be a mat, blanket, or even a step ladder like the one used below. Once the kit is in place, take the spare tire puck on the end of the cable you removed from the spare tire and slide it into the center of the bracket.



STEP 3.) CRANKING THE SLIM SPARE TIRE DELETE KIT INTO PLACE

After getting the kit and cable in place, now crank the kit up until it's tight. While cranking it into place make sure to adjust the feet as needed or change their placement to sit level on any nearby surfaces. You will want these feet sitting completely flat on any nearby cross members to keep the kit from moving or vibrating. **If for some reason your feet aren't long enough to stabilize the kit, refer to the feet extensions on the next page.**



SPARE TIRE DELETE FEET EXTENSIONS (IF NEEDED)



When hoisting your spare tire delete in place, if there is too much clearance for your feet to stabilize the bracket against the cross-members. We have included 4 feet extensions that allow you to extend the feet 4" to give the adjustment needed to stabilize the kit.

The illustration to the left shows a fully assembled foot with the extension for reference.
(4 total)

In the spare tire delete extensions hardware bag you will find a 8 extra nuts, 8 lock washers, and 4 longer bolts to extend the feet. Attached below in figure A, is a layout of the components included in the hardware bag. Figure B has a breakdown of the order in which they will be installed to the Spare Tire Delete Feet.

A.



B.

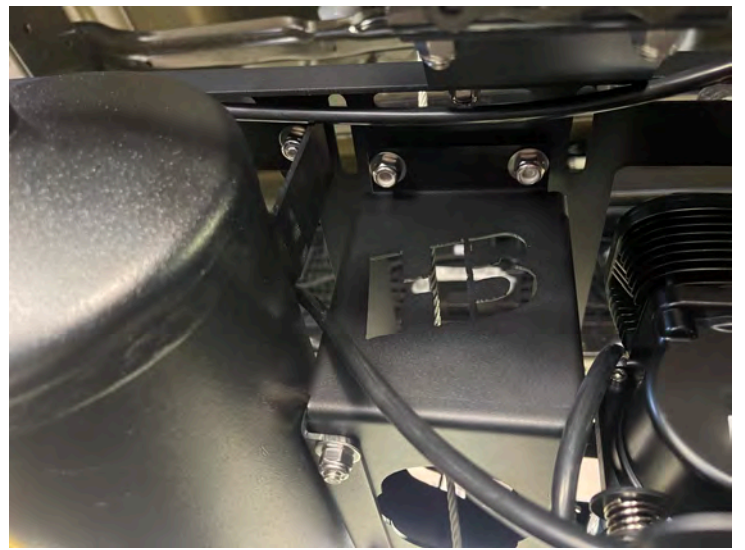
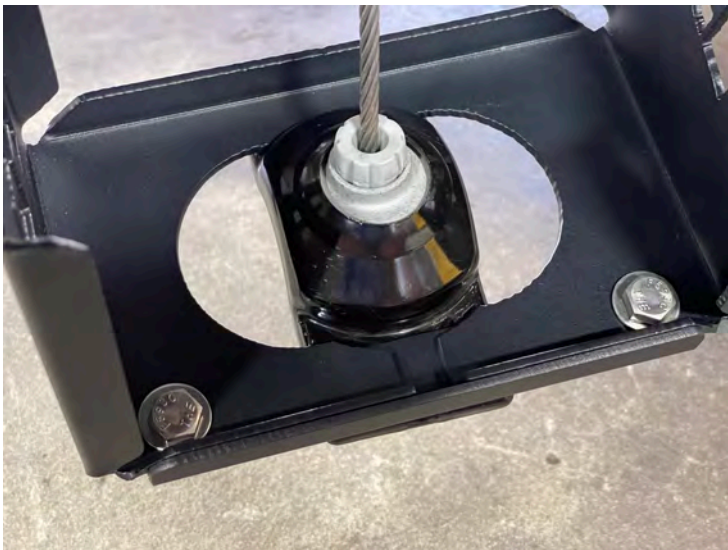
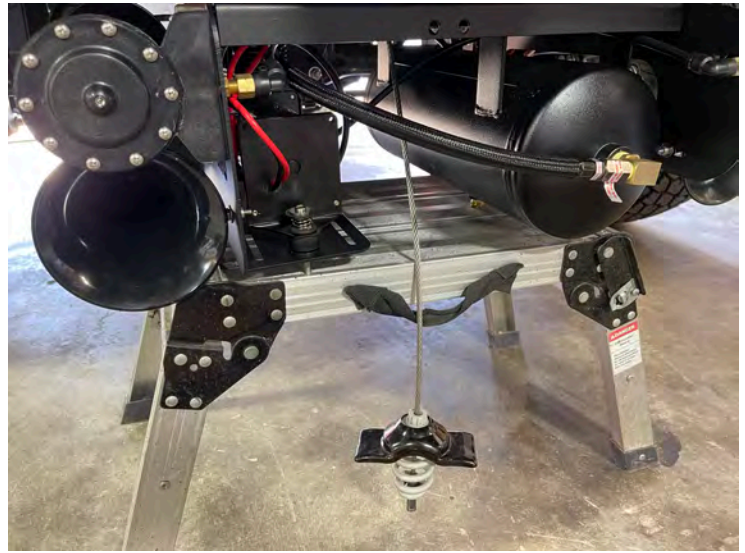


STEP 4.) ADJUSTING SPARE TIRE PUCK HOLDER TO ACCOMMODATE LARGER SPARE TIRE PUCK

While cranking your Stealth Spare Tire Delete kit in place, if you already installed the puck mount can't get the Spare Tire Puck on the end of the cable to fit into the center of it you will want to follow these steps.

- 1.) First place the kit underneath the vehicle like you're going to crank it into place
- 2.) Remove the Spare Tire Puck mount from the center of the bracket.
- 3.) After removing it, you will unbolt the bracket that is bolted to the side of this mount.
- 4.) Once the side plate has been removed it should reveal a slot in the bracket for you to slide the spare tire cable through
- 5.) After sliding the cable and puck into the center of the bracket, bolt the side plate back onto the puck mount.
- 6.) Now bolt the puck mount back into place

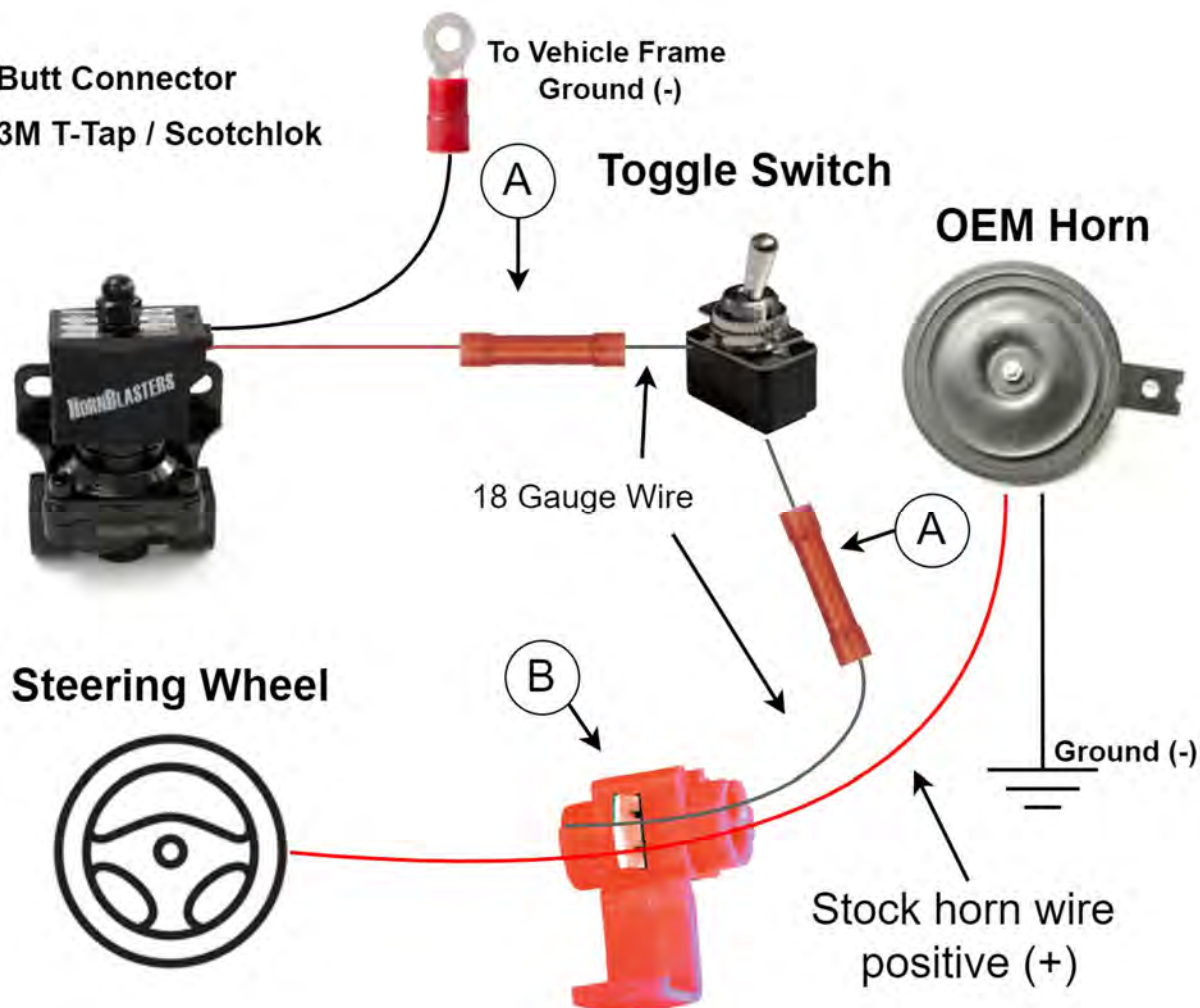
You should now be able to crank the kit up into place!



Connecting the Train Horns to the Steering Wheel

A = 18 Gauge Butt Connector

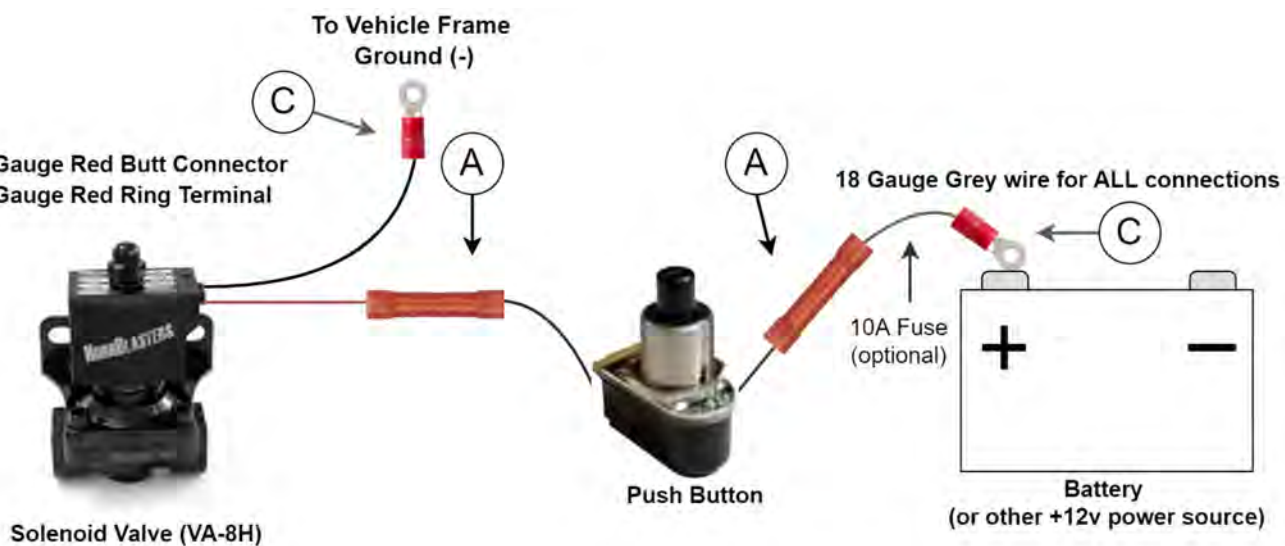
B = 18 Gauge 3M T-Tap / Scotchlok

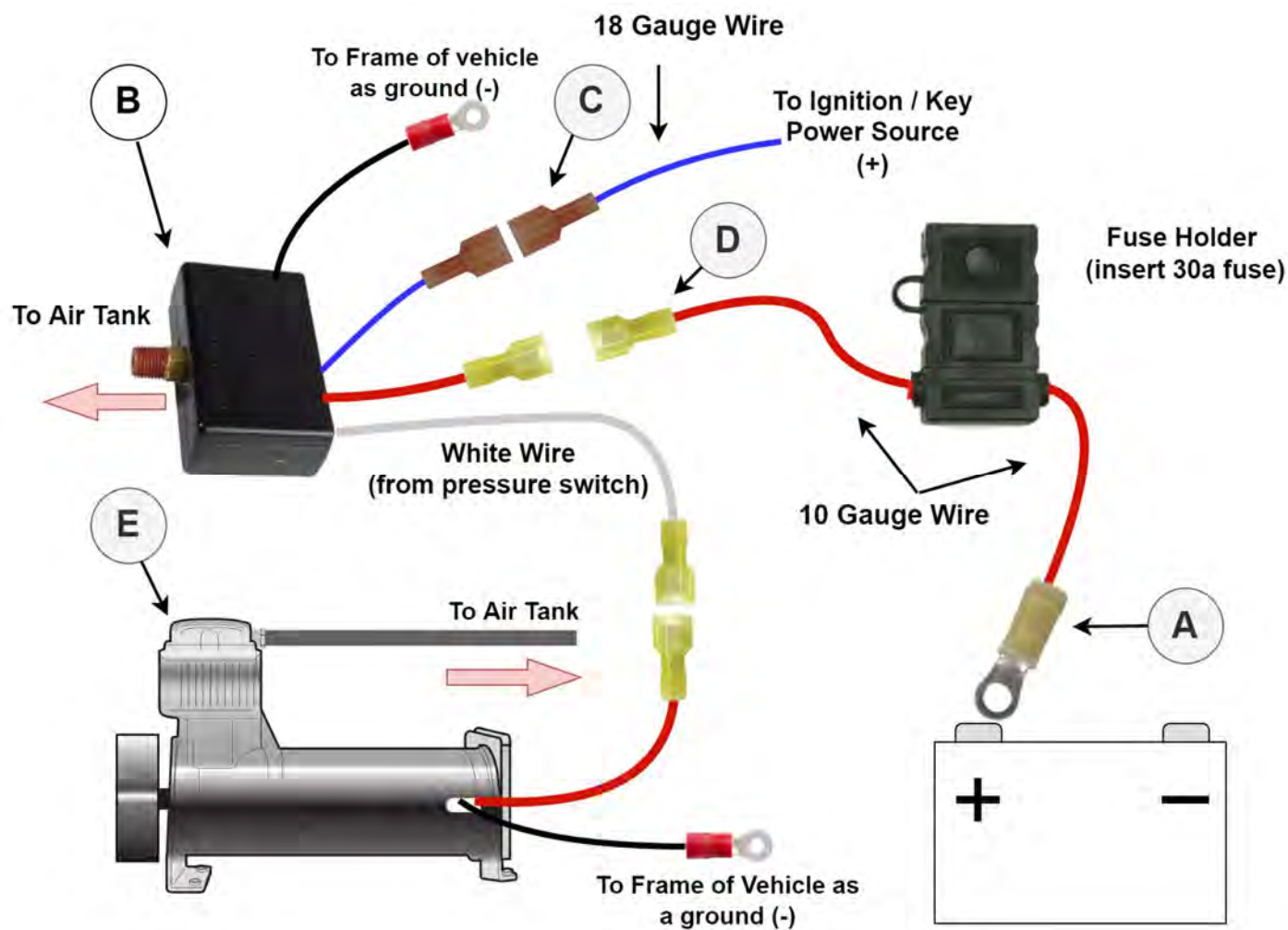


Connecting the Train Horns to a Push Button

A = 18 Gauge Red Butt Connector

C = 18 Gauge Red Ring Terminal





Compressor Wiring

A = 10 GAUGE TAN RING TERMINAL

B = Pressure Switch

C = 18 GAUGE RED MALE SPADE CONNECTOR

D = 10-Gauge Male Terminal 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 into one of these circuits. Alternatively, an add-a-fuse can be sourced separately, and the key-power-source can be pulled from the fuse box.

- If the compressor doesn't run when the key is turned on, check the blue wire on the pressure switch for +12v power when the key is turned. If no voltage is present at this wire, the system will never run!
- If your fuse pops as soon as you insert it into the holder, your power wire is shorting out on the vehicle somewhere. Trace your wire from the battery back to the pressure switch and ensure no leads are frayed or touching the frame of the vehicle.
- The compressor and pressure switch can be grounded to the same point if desired.
- Make sure each crimp connection is done properly. A poor crimp connection can lead to the wire coming loose later on down the road and create issues.

Your system is now ready for use. Turn the key and let the tank fill up. Once full, get ready to make some noise!

⚠ WARNING: To ensure the life of your system, reading and following these instructions are recommended. Make sure to change filters and to drain the moisture from the tank on a regular basis. Most factory horns are positively activated. If your horn system is negatively activated, then you will need to wire one of the leads from the valve to a direct 12v power source. Then wire the other lead to the negatively charged horn wire.

WIRING

Following the wiring instructions listed to the left in the diagram completely is crucial for the longevity of your system. One step that is extremely important in the wiring process is making sure the “trigger/switch positive” wire from the grey box pressure switch is tied into a key power-on” source, **not a constant power on source**. This will make sure that your compressor never receives power unless the vehicle ignition is in the “on” position, also protecting your pressure

ROUTINE MAINTENANCE

The only thing that needs to be done routinely on a bi-weekly basis is to drain your tank of any moisture that may have collected there over time. This can be done by turning the drain cock on the bottom of each tank clockwise until air and the moisture begins to flow out. Following this step greatly increase the longevity of the kit.

⚠ NOTE: DO NOT DRAIN MOISTURE FROM YOUR TANK USING THE SAFETY BLOW OFF VALVE. THIS UNIT'S MAIN PURPOSE IS TO RELEASE PRESSURE IN CASE YOUR PRESSURE SWITCH HAPPENS TO FAIL.