



DUAL TANK SPARE TIRE DELETE INSTRUCTIONS

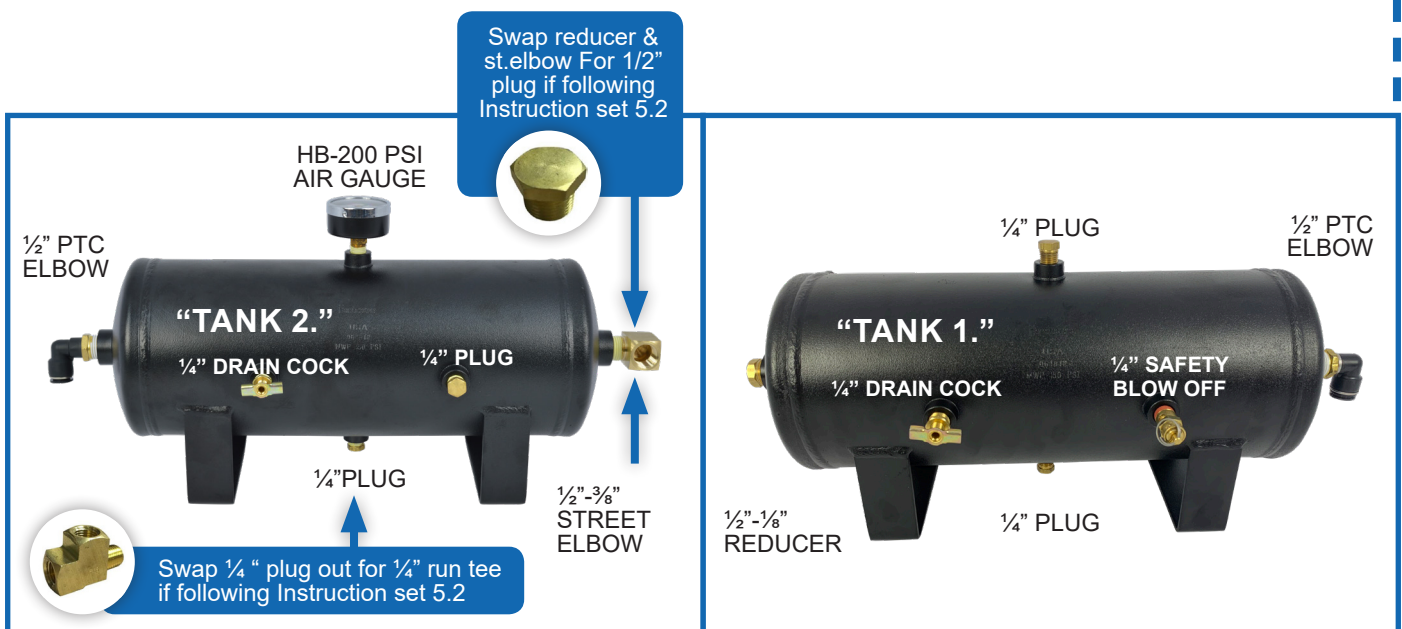


STEP 1. HORN INSTALLATION

Mount the four black Shocker bells in the direction as seen in the photos above. The small nut located at the opening of the bell can be tightened down with a $\frac{3}{8}$ " socket and the rear nut with a $\frac{1}{2}$ " wrench.

STEP 2. TANK FITTINGS

Assemble the (2) two gallon tanks as seen below. Make sure to use the supplied teflon tape on all fitting that don't already have a pre-applied PTFE paste.



1



STEP 3. TANK MOUNTING

2



Using the supplied tank mounting hardware, start by attaching tank “1”, that doesn’t have the pre-mounted gauge, as seen in the picture on the left ←.

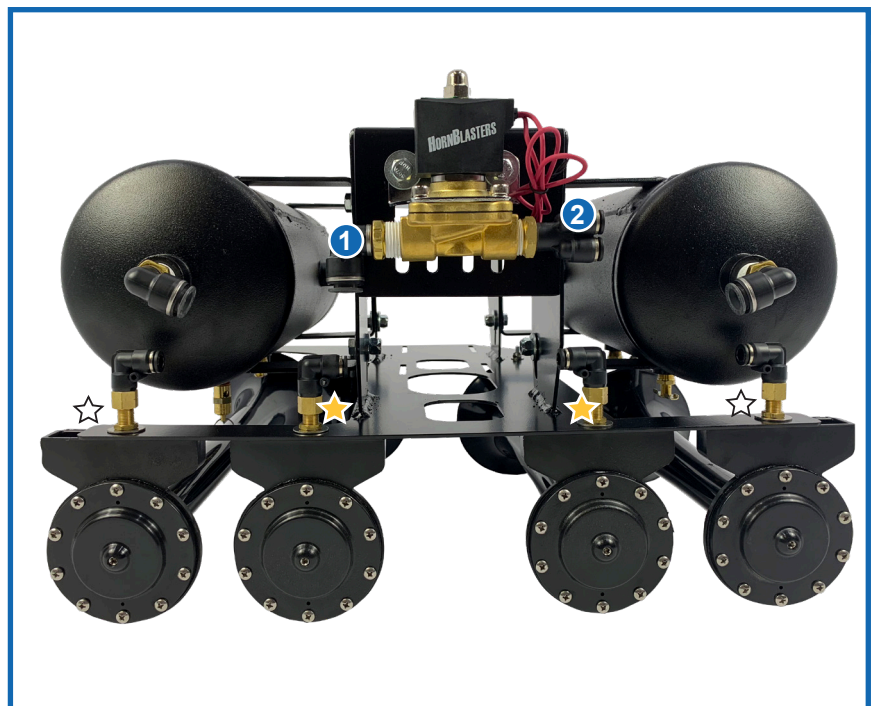
Then mount the remaining tank “2”, that has the gauge installed, onto the other side of the bracket.

STEP 4. VALVE AND HORN FITTINGS

Mount the valve on the bracket as high up on the guides as it will let you with supplied hardware. Once the valve has been mounted install the $\frac{1}{2}$ ” elbow labeled “1” on the inlet side of the valve and the $\frac{1}{2}$ ”- 4x5/16” splitter labeled “2” on the outlet side of the valve.

Now Locate the air inlet of each shocker bell and screw on the four $\frac{1}{8}$ NPT-5/16 air line push to pull elbows to each horn as labeled in the picture with a ☆. Use a $\frac{9}{16}$ ” wrench to tighten elbows.

Cut the 5/16 airline supplied with the kit into 4 equal length pieces of 18”. Run each piece of airline from the elbows ☆ to the outlet fitting labeled “2” in the diagram to the right.



Use Step 5.1 only with the Conductor's Special 2485 kits

STEP 5.1 COMPRESSOR AND PRESSURE SWITCH MOUNTING - 480C & 485C SERIES COMPRESSORS ONLY

With the compressor mounting hardware found in the part box place the compressor in the bracket, as seen in the picture to the left, aligning ← the mounting holes with the mounting slots on the bracket.

“Loosely” tighten down the “4” bolts until the compressor sits snug. Apply the compressor’s check valve with teflon tape before wrapping it around the back side of the bracket then up through the side of the bracket where it can be run under the front of the compressor and tightened into the $\frac{3}{8}$ ” street elbow **“DO NOT OVER TIGHTEN THE CHECK VALVE, 12-15 ft lbs only.”**

Once the check valve has been tightened down go back and finish fully tightening down the compressor mounting hardware.

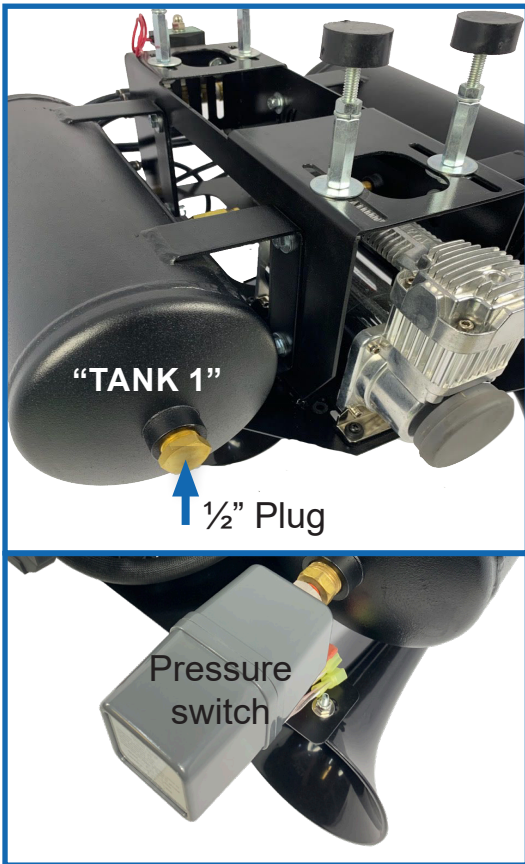
Remove the pressure switch from it’s packaging and locate the front port on your tank with the $\frac{1}{2}$ ” to $\frac{1}{8}$ ” reducer this is where you mount the pressure switch to the tank. Start by loseley hand tightening the pressure switch into place followed by one half turn clockwise with a wrench.

”DO NOT OVER TIGHTEN THE PRESSURE SWITCH, 12-15 ft lbs only



Use Step 5.2 only with the Conductor's Special 232, 240, & 244 kits.

STEP 5.2 COMPRESSOR AND PRESSURE SWITCH MOUNTING - 380C/400C/444C SERIES COMPRESSOR ONLY



With the compressor mounting hardware found in the part box place the compressor in the bracket as seen in the picture to the left aligning the mounting holes with the mounting slots on the bracket.

“Loseley” tighten down the “4” bolts until the compressor sits snug. Apply the compressors check valve with teflon tape before wrapping it around the back side of the bracket then up through the side of the bracket where it can be tightened into the 1/4” street elbow **“DO NOT OVER TIGHTEN THE CHECK VALVE, 12-15 ft lbs only.”**

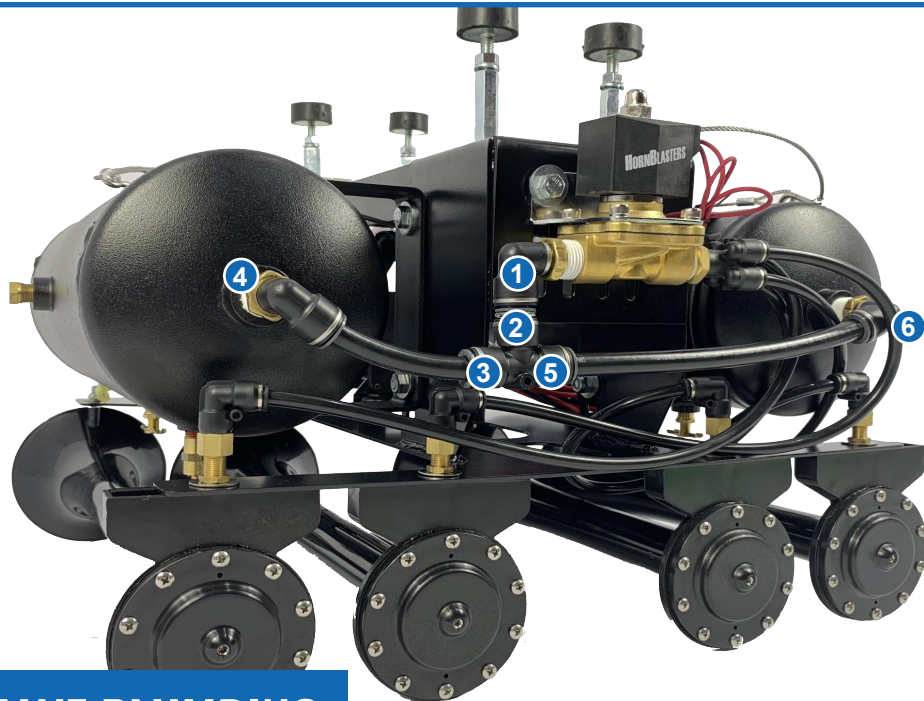
Once the check valve has been tightened down go back and finish fully tightening down the compressor mounting hardware.

Remove the pressure switch from it’s packaging and locate the front port on your tank with the 1/2”-1/8” reducer this is where you with mount the pressure switch to the tank. Start by loseley hand tightening the pressure switch into place followed by one half turn clockwise with a wrench.

“DO NOT OVER TIGHTEN THE PRESSURE SWITCH, 12-15 ft lbs only.”

The only differences between configurations 5.1 and 5.2 is that in configuration 5.2 the leader hose is ran to a 1/4” run tee that is to be installed on the innermost port of “tank 1”. Secondly a supplied 1/2” plug is included to block of the front 1/2” port that is not utilized in this configuration. If you get confused as to the differences between port configuration go back to Step 2 and look over again.





STEP 6. VALVE PLUMBING

Cut 3 pieces of $\frac{1}{2}$ " airline at the sizes below:

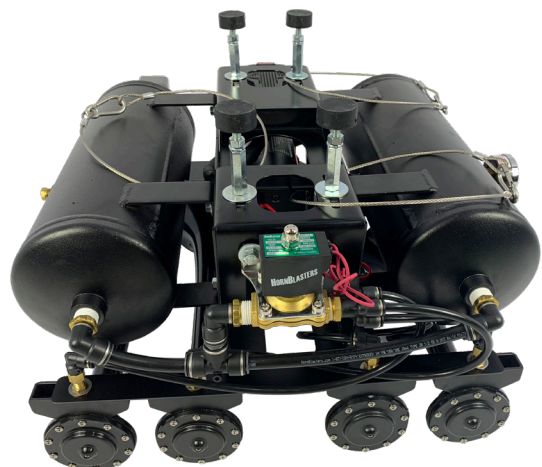
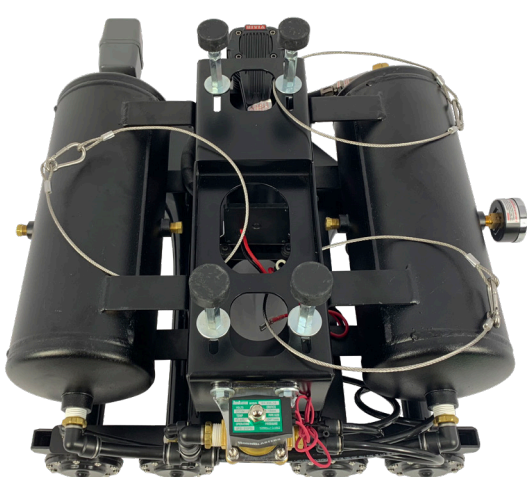
1. 1 1/4"
2. 4"
3. 9 1/8"

Piece 1. Goes in between 1-2 fitting inlets

Piece 2. Goes in between 3-4 fitting inlets

Piece 3. Goes in between 5-6 fitting inlets

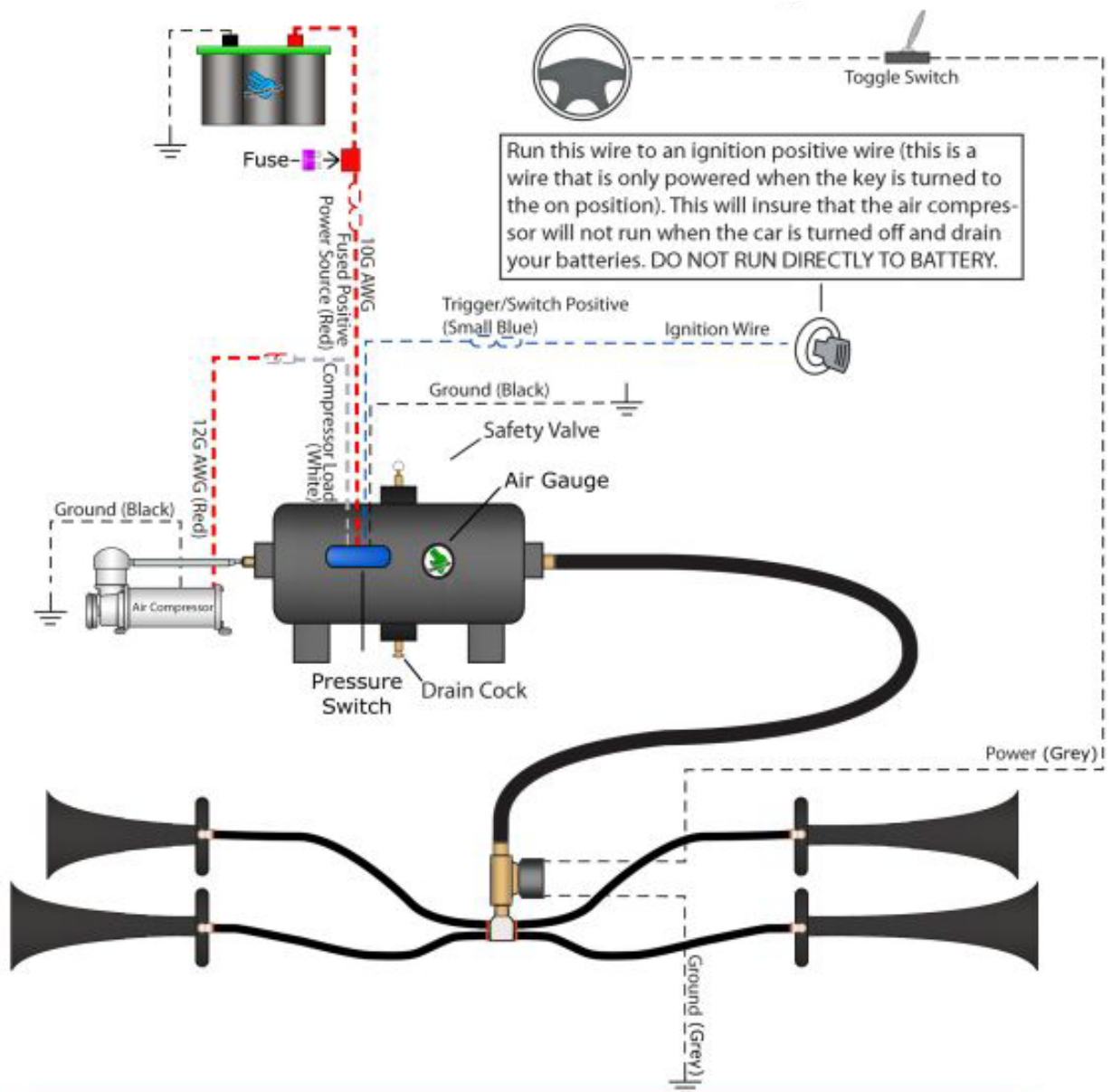
Very minor adjustments might need to be done to airline pieces for best fitment



STEP 7. SAFETY CABLE MOUNTING

Attach safety cables to the top of the bracket as seen in the photo once installed on vehicle.

2 GALLON SHOCKER XL INSTALLATION DIAGRAM



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.

STEP 8. WIRING

Following the wiring instructions as listed to the right in the diagram is extremely important to the longevity of the system. One step that is extremely important in the wiring process is making sure the "Trigger/Switch positive" wire off 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 switch.

The only thing that needs to be done routinely on a "bi-weekly basis" is draining your tank of any moisture that may have collected in the compression and depression of air in the tanks. 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.

"DO NOT DRAIN MOISTURE FROM YOUR TAKE USING THE SAFETY BLOW OFF VALVE. THIS UNIT'S SOUL PURPOSE IS TO RELEASE PRESSURE IN THE CASE THAT YOUR PRESSURE SWITCH HAPPENS TO FAIL."

STEP 9. ROUTINE MAINTENANCE