



OUTLAW

INSTALLATION MANUAL

232, 240, 244, 2HB



WARNING: To ensure the longevity of your system, reading and following these instructions are recommended. Make sure to change filters and to drain the moisture from your tank on a regular basis.

OUTLAW HORN KIT INSTALLATION GUIDE

BEFORE GETTING STARTED

Read over the entire instruction guide before you begin your installation.

KIT CONTENTS:

- HornBlasters Outlaw Air Horns
- 325/400/444/2HB Air Compressor
- 17' 1/2" Airline
- 2 x 18-22 Gauge Female Bullet
- 1 x Horn-Air 2 Gallon Tank
- 1 x 10-22 Gauge Male Quick Disconnect
- 1 x 18-22 Gauge Male Quick Disconnect
- 1 x 1/4" 175 PSI Safety Valve
- 1 x Pressure Switch w/ Relay
- 3 x 18-22 Gauge Butt Connector
- 3 x 10-12 Gauge Butt Connector
- 1 x HornBlasters Gauge
- 2 x 18-22 Gauge Ring Terminal
- 1 x 10-22 Gauge Ring Terminal
- 1 x 10-12 Gauge Scotch Lock
- 1 x 18-22 Gauge Scotch Lock
- 1 x 1/2" NPT to 1/4" Reducer
- 1 x 1/4" Drain Cock
- 1 x 35 Amp Fuse
- 22' 10-Gauge Red Wire
- 22' 18 Gauge Grey Wire
- 22' 18-Gauge Blue Wire
- 1 x Toggle Switch
- 1 x Inline Fuse Holder
- 1 x Teflon Tape
- 1 x Earplugs
- 1 x Air Line Cutter

IMPORTANT: This complete train horn kit uses 12 volt DC components. Only install this kit with a 12 volt DC power source.

IMPORTANT SAFETY INSTRUCTIONS

CAUTION: To prevent the risk of electrical 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:

- Never allow children to operate the compressor or air horn. Use close supervision when operating this equipment near children.
- 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, 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 sound the air horn(s) in close proximity to another person's or your own ear(s).
- Do not fill the included air tank above 150 PSI. Doing so may result in death or serious injury.

SAFETY DURING INSTALLATION

- Disconnect the ground of your battery before beginning your installation.
- Use eye protection when operating drills.
- Take your time and do not rush your installation.

INSTALLING YOUR TRAIN HORN KIT

PLANNING YOUR INSTALLATION

This is the most important step in your installation.

- 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 the installation.
- Make sure mounting locations are secure and void of debris.
- Try to keep the supply wire to the compressor as short as possible. Wires lose voltage over distance therefore shorter wires will result in better performance.
- Mount your air source unit in a location that is as cool as possible and away from heat sources. This will make your compressor run cooler and last longer.
- Your air source unit must be mounted upright with the compressor above the tank. Failure to mount the unit in this position will allow any condensation buildup to drain back in to the compressor and harm its components, and also will disrupt the compressor's ability to cool.
- Teflon tape or a locking compound should be used on every fitting in your air system to prevent air leaks; unless a white or red PTFE paste is already applied.
- Use the supplied 10 gauge wire or thicker (lower gauge #) wire to power your air compressor.

We recommend installing our kits in a certain configuration. With the 2 gallon tank, you have two 1/2" ports and four 1/4" ports. Install the tank in position where one 1/4" port is facing down for the drain cock. From there place the gauge, pressure switch and safety blow off valve in the remaining three 1/4" ports. For the two 1/2" ports, one of them will have the 1/2" to 1/4" female reducer bushing for the compressor (1/2" to 3/8" for the Viair 480c) and the other 1/2" port is for the 1/2" PTC to 1/2" NPT M fitting for the horns.

RECOMMENDED TOOLS

- 1/2" Wrench
- 9/16" Wrench (1/4" NPT Fittings)
- 7/8" Wrench
- 10mm Wrench or Socket (Air Source Mounting)
- 12mm Wrench
- Drill (3/16" & 7/16" Bits)
- Wire Cutter/Stripper
- Tubing Cutter/Razor
- Eye Protection

I. INSTALLING YOUR HORNBLASTERS TRAIN HORNS

Locate an area for your horns that is dry and free from debris. The horns can be mounted in any direction and still be heard from all around. The horns should not be mounted where they will be completely submerged or will receive any kind of impact. Horns may be mounted directly to your vehicle, on a medium such as grommet strips (plumber's strap), sheet metal or any sort of custom bracket. Note that air line will be running to each horns rear mount.

1. Locate a secure, dry, and safe position for your horns.
2. Make a mounting template by tracing the mounting bracket of the horn.
3. Using the mounting template, drill 3/16" holes for the mounting bracket of the horn.
4. Secure the horn using the supplied mounting hardware.

INSTALLING YOUR TRAIN HORN KIT (cont.)

II. INSTALLING YOUR AIR COMPRESSOR PUMP

Locate a safe and secure installation area that will remain free of dust, dirt, and debris (your compressor's performance is directly affected by air quality). Try to keep the distance of the unit from the battery to a minimum to keep your compressor running at maximum performance.

1. Disconnect the ground cable from the vehicle's battery.
2. Position the unit in the desired location and secure it using the supplied mounting hardware (8mm).
3. Remove the orange plug in the compressor's inlet and install the remotely mountable air intake assembly. Using the included 3/8" OD air line and fittings you may relocate the air filter up to 6 feet away from the air compressor.
4. **Only hand tighten the check valve.**

III. INSTALLING YOUR AIR TANK

Locate a secure area close to your air compressor to mount your air tank. The leader hose of the compressor should be able to reach an available port on the air tank with some slack.

1. Position the tank in its desired location and secure it using standard mounting hardware.

IV. INSTALLING YOUR AIR TUBING & AIR VALVE

Before cutting any air tubing make sure to double check your measurements. We recommend cutting lengths with at least an extra inch per line just to be safe. Compression fittings use ferrules (olives) that should only be used once. When threading any fittings make sure to use Teon tape or lock-tight to prevent air leaks. Some fittings may already have pipe sealant applied on their threads for your convenience. Your tank has two 1/2" NPT ports and four 1/4" NPT ports. Your train horn kit should use one of the 1/2" ports and the other may be reduced to 1/4" reducer bushing if necessary.

IMPORTANT: Do not rotate or remove the inline check valve in the compressor's leader hose. Doing so will damage its seals and will result in damage to your air compressor and voiding of your warranty.

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

AIR COMPRESSOR TO TANK:

[Air Compressor] » [1/4" Leader Hose] » [1/2" to 1/4" NPT F Reducer] » [Air Tank]

1. Carefully connect the air compressor leader hose to the 1/2" to 1/4" NPT F Reducer bushing that is located on either end of the tank using Teon tape or paste on the threading. When installing the leader hose DO NOT move the inline check valve located just above the swivel fitting.
2. Locate a secure location to mount the leader hose using the bracket provided. Avoid locations where the leader hose may become tangled with wires and other hoses.
 - a. When mounting the bracket, drill a hole with a 3/16" drill bit and put the self-anchoring hose bracket into the hole. Route the leader hose through the hose bracket and secure by pressing the bracket clamp into the locker position.

AIR 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 firmly into their sockets. You do not use Teon 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.

DRAIN COCK TO TANK:

1. Install the drain cock into the bottom 1/4" port on the bottom of the tank. If the drain cock already has sealant on its threads it is unnecessary to use Teon tape on the threads.

PRESSURE SWITCH IN TO TANK:

[Air Tank] » [1/4" NPT Port] » [Pressure Switch unit]

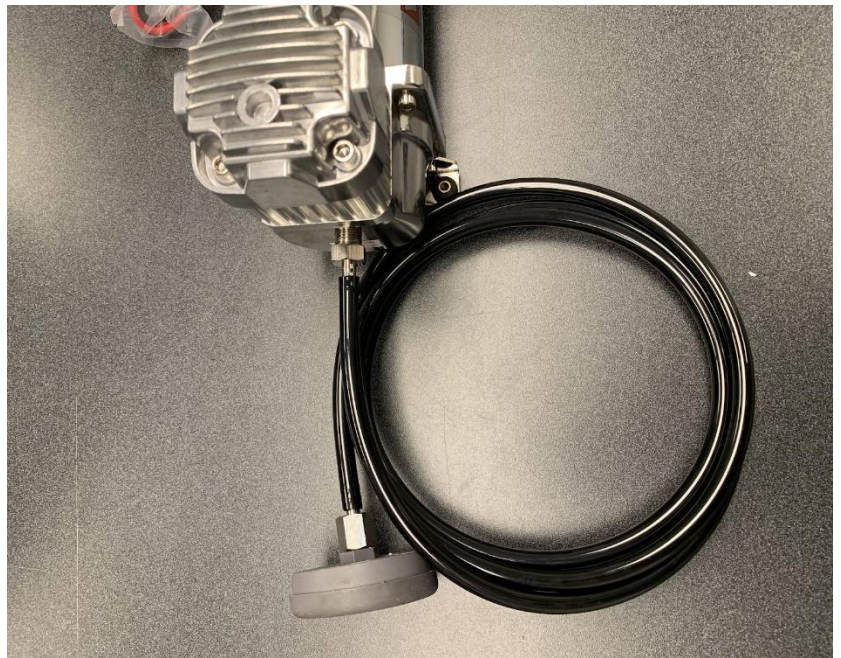
1. Install the pressure switch unit into an available port on the air tank using Teon tape or pipe sealant on the threading. Make sure to mount the pressure switch on the side or the top of the tank so that condensation will not be able to drain in to the pressure switch. **Hand tighten only, and don't tighten by twisting the box.**

Air Filter Relocation

Your air compressor came with two barbed fittings and an air filter housing.

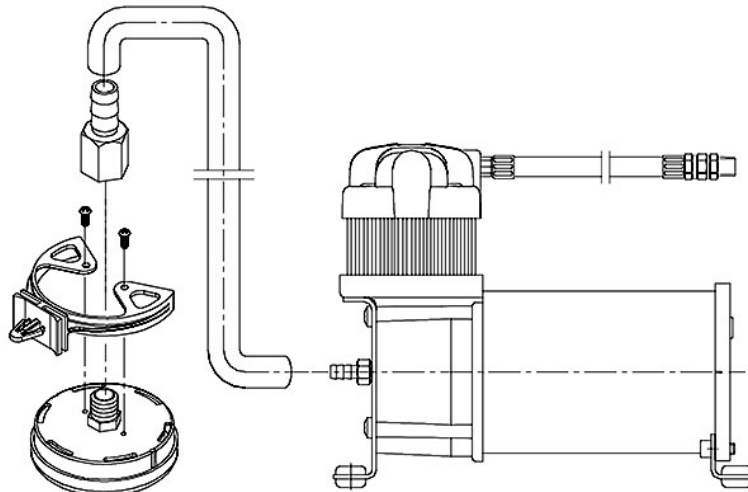


Let's start by taking the fitting on the left with the male thread and inserting it into the compressor inlet. The other fitting (female end) can be threaded onto the filter housing directly. Your compressor/filter should look like the image below. At this point, you can use the supplied 3/8" air line to connect the compressor and filter together.



Route the air filter up to a high and dry location where it will not get wet or exposed to the elements. The compressor itself is fully sealed but if your filter gets wet, the compressor can pull water into itself and this will lead to problems later on down the road. Your compressor will last much longer if the filter is relocated to a high and dry location. Be careful not to kink the air line while routing the filter around.

***If your compressor is mounted outside where it is exposed to the elements, the filter MUST be relocated.**



INSTALLING YOUR TRAIN HORN KIT (cont.)

SAFETY VALVE IN TANK:

1. Install the safety valve into any spare 1/4" NPT port on your air tank. If the safety valve already has sealant on its threads, it is unnecessary to use Teon tape on the threads. Do not mount on bottom of tank, and do not use as drain.

AIR GAUGE IN TANK:

1. Install the Hornblasters Air Gauge in the last remaining 1/4" NPT port using Teon tape or paste on the threads. Make sure to mount the air pressure gauge on the side or the top of the tank so that condensation will not be able to drain in to the gauge.

V. WIRING YOUR VALVE & AIR SOURCE UNIT

Your train horn kit will use two completely independent circuits. One circuit will connect your horn trigger (push-button switch, or toggled factory button) to your electric solenoid valve. The other circuit will connect your accessory trigger (ignition wire, accessory wire) to your air source kit. If you have trouble with wiring, you can find a wiring diagram of your vehicle on www.the12volt.com. This can help you locate certain wires to properly and safely install your train horn kit!

VALVE WIRING FLOW CHART (CIRCUIT 1)

[Factory Horn Wire] » [Toggle Switch] » [Air Valve] » [Ground]

CIRCUIT 1

1. Begin by wiring your horn trigger.
 - a. If you are intending to use your factory horn switch, start by locating the load wire of the horn button (positive when horn button is depressed in a standard vehicle) and wiring it to the included toggle switch (any side).
 - b. If you are going to use a push button switch (intermittent toggle switch) wire a fused (5A) wire from any 12 volt source desired (battery) to your switch (any side).
2. Next wire your switch to any pole of your air valve using the female bullet connector.
3. Wire the other side of the air valve to ground using the female bullet connector.
4. Test your circuit by activating your trigger and listening for a "click" from the valve.

CIRCUIT 2

1. Find the accessory line in your vehicle (this is a wire that is only powered when the key is turned to the 'accessory' or 'on' positions).
2. Using the supplied 18 gauge wire connect the accessory wire to the "BLUE ignition positive wire" from the pressure switch.
3. Ground your pressure switch using the small "BLACK wire" from the pressure switch.
4. Locate your 12v DC power source that is capable of handling a 26 amp load.
5. Run the supplied 10 gauge or bigger wire to the inline fuse holder using the supplied 35 amp fuse. Then connect this to the "RED fused 12v positive wire" from the pressure switch.
6. Connect the pressure switch to the air compressor using the "WHITE compressor wire" from the pressure switch to the "RED wire" from the compressor.
7. Ground the other side of your air compressor using the "BLACK wire".
8. Your compressor system will now turn on automatically when power is on (key is in 'Accessory' or 'On' position) and automatically turn itself off upon reaching pressure limits.

YOU'RE DONE!

It's time to test your horns! Share your install photos on our Facebook fanpage at www.facebook.com/hornblasters and don't forget to check out www.trainhornforums.com, the largest train horn community on the internet!

MAINTENANCE & TIPS

Disconnect electrical components and drain you air system before performing maintenance.

GENERAL AIR HORN SYSTEM MAINTENANCE

- Check your air horns for debris when appropriate and at least once a month and clean when necessary.
- Drain your air system at least every other week, to remove any condensation buildup on the inside of you air tank.
- Make sure you air compressor is clean and free from debris at all times.
- Periodically change your two stage air filter on your compressor.

TIPS

- Make sure your engine is running when you air compressors are in use to insure proper voltage and to prevent damage to your system.
- Do not run your compressor above its maximum rated working pressure. Doing so will not only void you warranty, but may also damage your compressor.
- The air horns are pre-tuned to a locomotive chord and to their loudest possible tone. Do not adjust the tuning screw on the horns. Doing so will void your warranty and may damage the horns if improperly adjusted.

TROUBLESHOOTING

PROBLEM

Air horn will not sound.	<ol style="list-style-type: none"> 1. No pressure in air tank. 2. No power or toggle switch in 'Off' position. 3. Blown fuse. 4. Loose connections or bad ground in air valve circuit (circuit 1). 	<ol style="list-style-type: none"> 1. Check that air tank is pressurized. 2. Make sure all toggle switches are on. 3. Disconnect electrical components and replace fuse. 4. Check that all electrical circuits are secure and not corroded.
Horn tone changes when sounded	<ol style="list-style-type: none"> 1. A side fitting as used to connect the air source (line from valve) to the 4-point banjo manifold. 2. Air line connecting the horns is not of equal length. 	<ol style="list-style-type: none"> 1. Check that air source (line coming from valve) is entering the center fitting of the 4-point banjo manifold. 2. Check that the air line connecting each horn to the 4-point banjo manifold is of equal length.
Excessive moisture in horn or safety discharge.	<ol style="list-style-type: none"> 1. Excessive water in tank. 2. Compressor is exposed to high humidity. 	<ol style="list-style-type: none"> 1. Depressurize tank using safety, then drain tank. Tilt the tank to drain moisture and drain more frequently. 2. Move the compressor to an area with less humidity.
Compressor will not run.	<ol style="list-style-type: none"> 1. No power or toggle switch in 'Off' position. 2. Blown fuse. 3. Motor overheat. 4. Faulty pressure switch. 	<ol style="list-style-type: none"> 1. Make sure all toggle switches are on. 2. Disconnect compressor from power & replace fuse (35A). 3. Let compressor cool off for about 30 minutes for thermal overload switch to reset. 4. Replace pressure switch.
Thermal overload protector cuts out repeatedly.	<ol style="list-style-type: none"> 1. Lack of proper ventilation/ambient temperature too high. 2. Compressor valves failed. 	<ol style="list-style-type: none"> 1. Move compressor to a well ventilated area or an area with a lower ambient temperature. 2. Replace air compressor.
Excessive knocking or rattling	<ol style="list-style-type: none"> 1. Loose mounting bolts. 2. Worn bearing on eccentric or motor shaft. 3. Cylinder or piston ring is worn. 	<ol style="list-style-type: none"> 1. Tighten bolts. 2. Replace compressor. 3. Replace compressor.
Tank pressure drops when compressor shuts off	<ol style="list-style-type: none"> 1. Loose drain cock. 2. Air valve or check valve is leaking. 3. Loose connections. 4. Defective safety valve. 	<ol style="list-style-type: none"> 1. Tighten drain cock. 2. Replace air valve or check valve. 3. Check all air connections with soap and water solution and tighten as necessary. 4. Replace safety valve.
Compressor runs continuously and air flow lower than normal	<ol style="list-style-type: none"> 1. Excessive air usage. 2. Loose connections. 3. Worn piston ring or inlet valve. 4. Clogged air filter element. 	<ol style="list-style-type: none"> 1. Decrease air usage. 2. Check all connections with soap and water solution and tighten as necessary. 3. Replace compressor 4. Replace air filter element.
Compressor runs continuously causing safety valve to open.	<ol style="list-style-type: none"> 1. Faulty pressure switch. 2. Defective safety valve. 	<ol style="list-style-type: none"> 1. Replace pressure switch. 2. Replace safety valve.

CAN'T FIGURE IT OUT?

No problem! Give us a call at 813-783-8058, or email at support@hornblasters.com and we'll be more than happy to help you fix your system. Also feel free to visit our online horn community, www.trainhornforums.com, for more information.

PHOTOGRAPH & MEDIA SUBMISSION GUIDELINES

Send in your installation photographs and any other media for a chance to be featured on our web site!

GENERAL PHOTOGRAPH SUBMISSION GUIDELINES

- Please submit clean, concise photographs. Make sure your subject is clearly visible and in focus.
- You may submit and digital image format either via email at media@hornblasters.com, or via digital media (CD, DVD, etc).
- Make sure to include some kind of personal information with your submission. We would love to be able to contact you and thank you.

INSTALLATION GALLERY SUBMISSION GUIDELINES

- Please take at least one photo of each major components of your installation (horns, compressor, tank, valve, switches, etc).
- Don't forget to send us some shots of your vehicle too! If we can't tell what the install is on, we probably won't post it.
- Include as much installation information as possible.
 - Who installed the system and when was it installed?
 - How long did the install take?
 - What is the year, model, and style of your vehicle?
 - If you took your system to a shop, would you recommend the shop to others?
 - Do you have any comments or tips about the installation?
 - Anything else you want to tell us, we always appreciate your feedback!
- Optionally include a little personal information:
 - Your name (if you would like your full name to be displayed, you have to let us know!)

GENERAL VIDEO SUBMISSION GUIDELINES

- We accept all kinds of media. Please provide us with the highest quality media to prevent video degradation.
 - We can read all formats of video. We recommend using either the default your camera records with; or if you are compressing the video, we recommend using AVI containers and Xvid, Divx, or a MPEG codec. We recommend AGAINST using any kind of Windows Media*, Real Media*, or Apple QuickTime* formats.
 - You may submit any digital image format either via email at media@hornblasters.com, or via digital media (CD, DVD, etc).
 - Make sure to include some kind of personal information with your submission. We would love to be able to contact you and thank you!
- *Windows, Windows Media, Real, Real Media, Apple, and QuickTime are all registered trademarks and copyright of their respective owners.

GET INVOLVED IN THE TRAIN HORN COMMUNITY

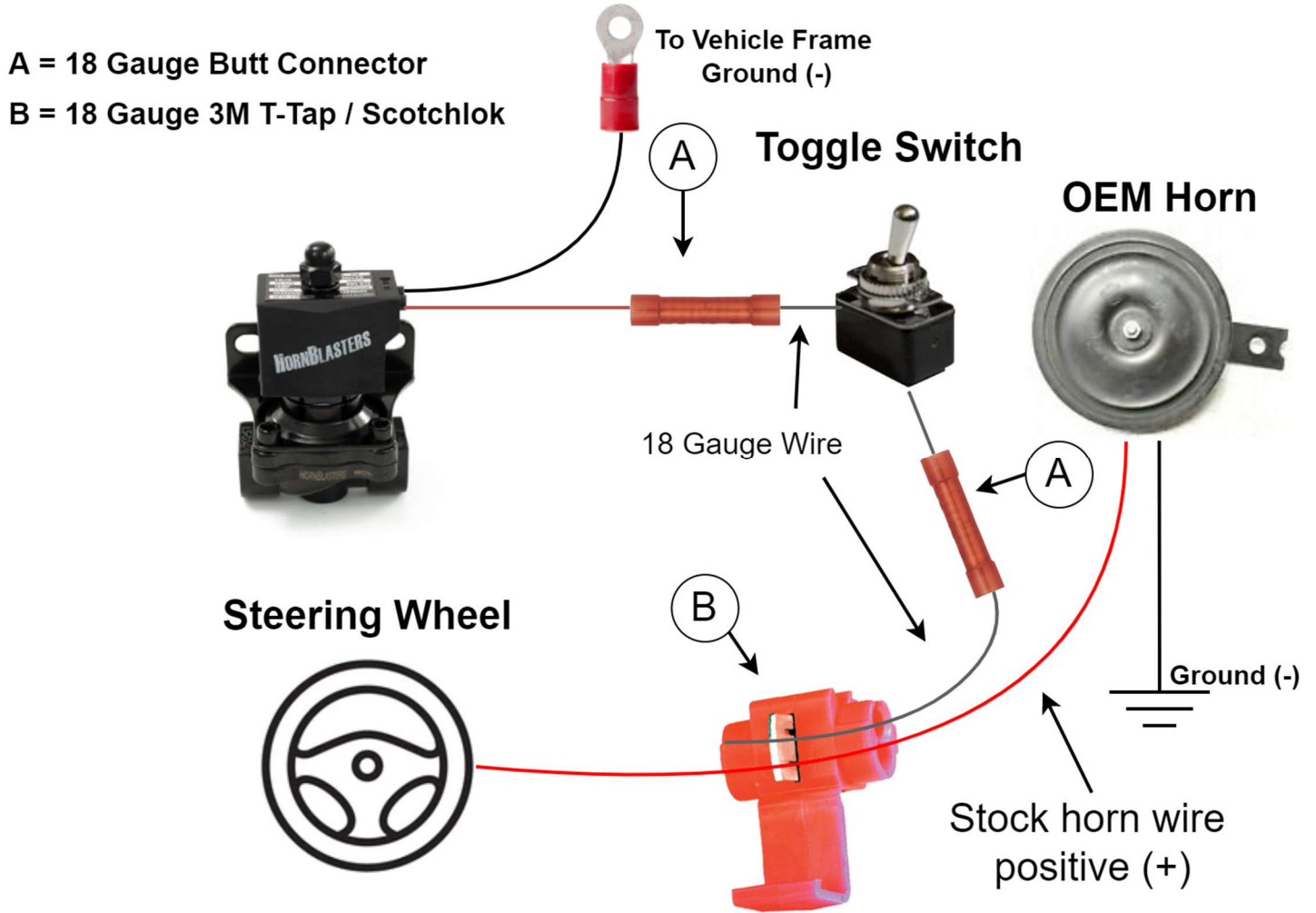
No matter what your take is on your new train horn kit, it's always good to have someone to share your stories with. Trainhornforums.com is the largest train horn community online and provides a place to share photos of your ride, post videos, catch up with other train horn and HornBlasters fans, meet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

Go online to www.trainhornforums.com and sign up today!

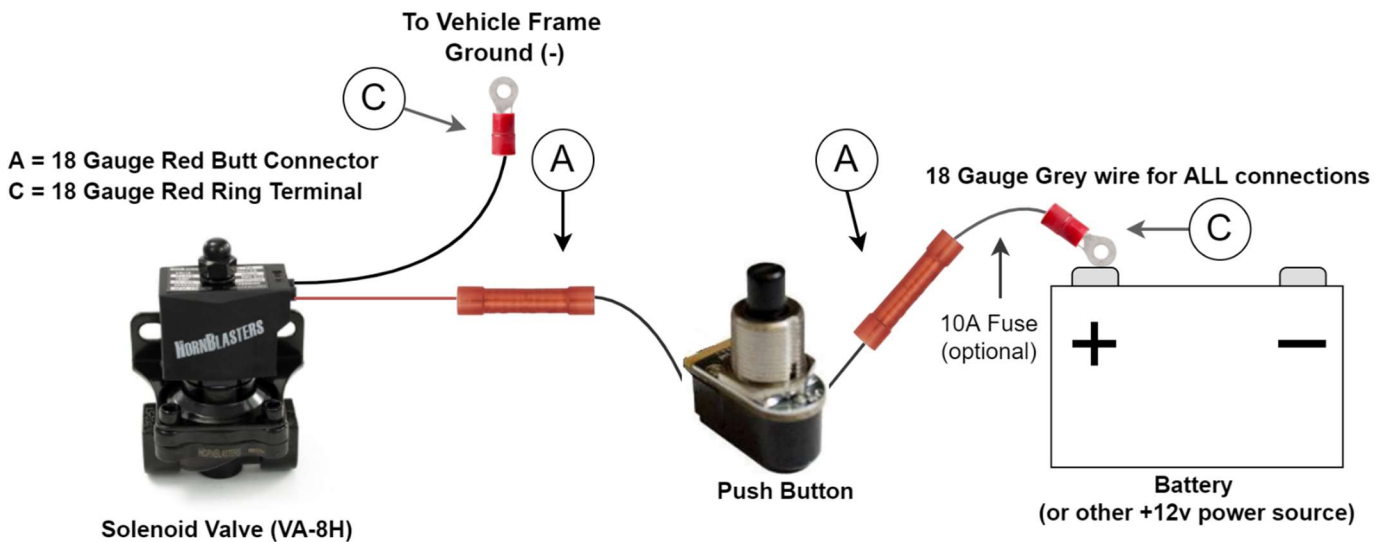


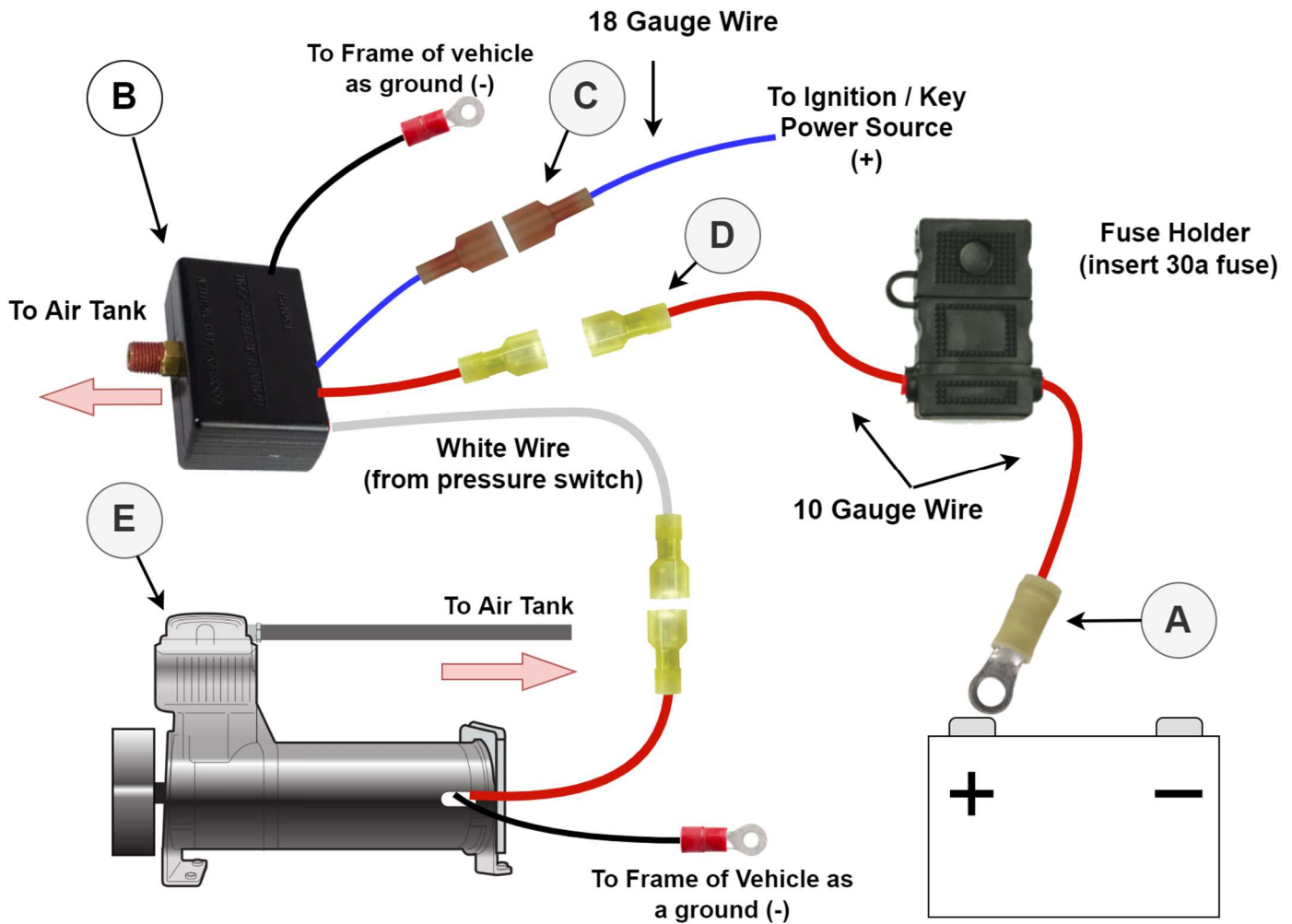
Make sure to follow us on all the popular social media! Facebook, Snapchat, Twitter, Youtube, and Instagram. Show o your install and tag us in all your photos!

Connecting the Train Horns to the Steering Wheel



Connecting the Train Horns to a Push Button





Compressor Wiring

A = 10 GAUGE TAN RING TERMINAL

B = 8 GAUGE MAXI FUSE HOLDER

C = HORNBLASTERS 110-150 PSI WEATHERPROOF PRESSURE SWITCH

D = 18 GAUGE RED MALE SPADE CONNECTOR

E = 10 GAUGE YELLOW/GREEN FEMALE SPADE CONNECTOR

F = 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!