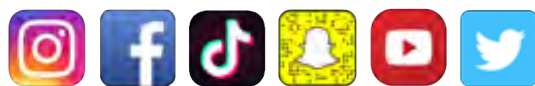




# SINGLE TANK SPARE TIRE DELETE INSTALLATION GUIDE

**@hornblasters**



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

# COMPONENT LIST

**NOTE:** Some kits include parts specific to that kit, these are noted next to that part.

## 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 Plug	1
1/4" M NPT Brass Run Tee	1
1/2" M NPT to 1/4" F NPT Brass Reducer	1

## ELECTRICAL

DESCRIPTION	QTY
Train Horn / Horn-Air Wiring Kit	1
22' Roll of Blue 18 Gauge Wire	1
22' Roll of Grey 18 Gauge Wire	1
22' Roll of Red 10 or 8 Gauge Wire	1
110/150 PSI Pressure Switch w/ Built-In 40 Amp Relay	1

## GAUGE

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

## HARDWARE

DESCRIPTION	QTY
Flat Washer 5/16"	12
Hex Bolt, 5/16"-18 x 3/4"	10
Split Lock Washer, 5/16" Fender Washer	12
5/16"	8
Nylon Lock Nut, 5/16-18	6
Hex Nut 5/16" - 18	12
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
Viair 380C Pewter Air Compressor (Only for Conductor's Special 232)	1
Viair 400C Chrome Air Compressor (Only for Conductor's Special 240)	1
HornBlasters INM Air Compressor(Only for Conductor's Special 244K)	1
Viair 485C Stealth Black Air Compressor (Only for Conductor's Special 2485K)	1
HB-2 Stealth Black Air Compressor (Only for Shocker XL 2-Gallon - HK-S4-2HB)	1

## TANK

DESCRIPTION	QTY
HornBlasters 2-Gallon 6 Port Air Tank	1

### Specific Fitting for 2485K Kit

Brass 1/2" Male NPT x 3/8" NPT Female Street Elbow
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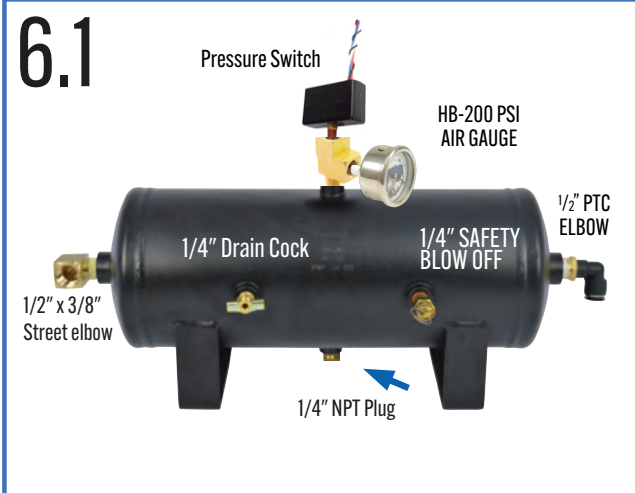
### Step 1.) HORN INSTALLATION

Mount the four black Shocker bells in the direction as seen in the photo to the left. Each small nut located at the opening of the bell can be tightened down with a 3/8 socket, and the rear nut with a 1/2 wrench.

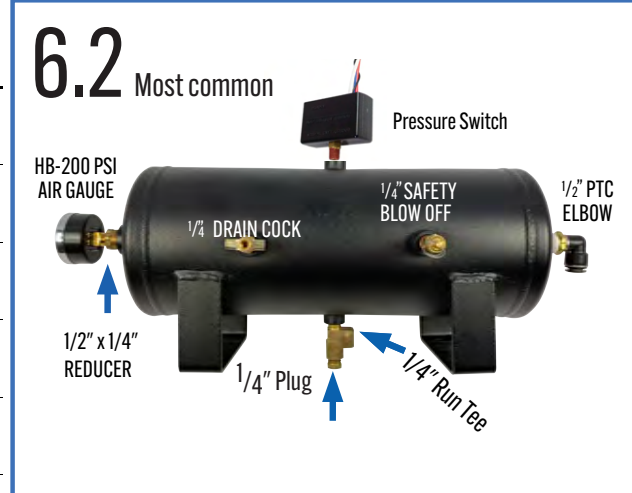
Be careful not to over-tighten the smaller nut at the front of each bell. The nylon lock nut will keep it from coming loose, but leave a little play for the horn to shift around slightly. If you tighten this down too tight, the stud will break over time from the vehicle vibration.

### Step 2.) TANK FITTINGS

Assemble the two gallon tank as seen below. Make sure to use the supplied Teflon tape on all fittings that don't already have a pre-applied PTFE paste. If you're not sure which kit you have, refer to the box your kit was packed within. There is a label on one corner of the box with a part number. Refer to the table below to match up your kit with the right instruction step. If the compressor doesn't seem to be lining up with the fittings on your tank, you may have followed the wrong assembly step.



Kit Part #	Step
HK-S4-2HB	6.2
HK-S4-232	6.2
HK-S4-240	6.2
HK-S4-244K	6.2
HK-S4-2485K	6.1



### Step 3.) TANK MOUNTING

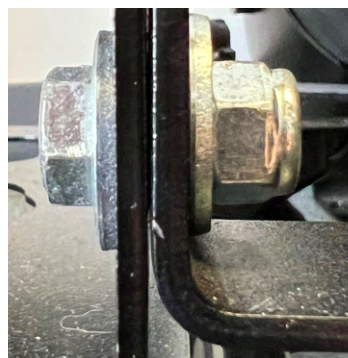
- Using the supplied tank mounting hardware, mount the two gallon tank with the drain port facing down
- towards the horns. The tank is mounted on the side of the bracket with the longest Shocker bell.

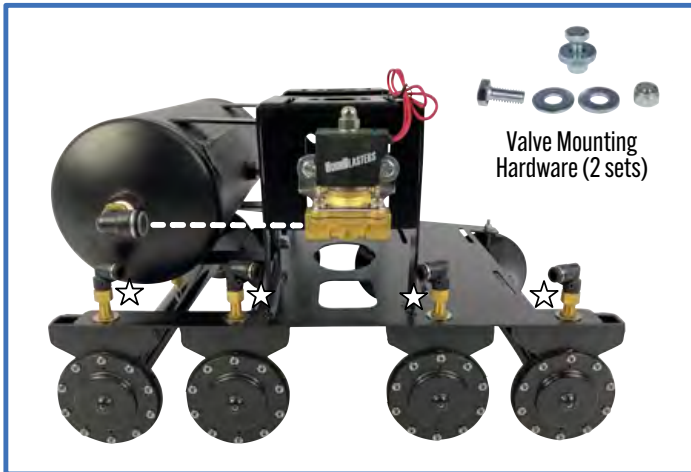


Tank Mounting Hardware (4 Sets)

Start by sliding the bolt through one of the washers. Feed the bolt/washer through the bracket and through the mounting holes on the air tank. Slide the 2nd washer over the portion of the bolt that was fed through the bracket/tank mounting hole. Tighten the nut down over the washer to secure the tank to the bracket.

Repeat these steps for each mounting hole on the tank.





### Step 4.) VALVE AND HORN FITTINGS

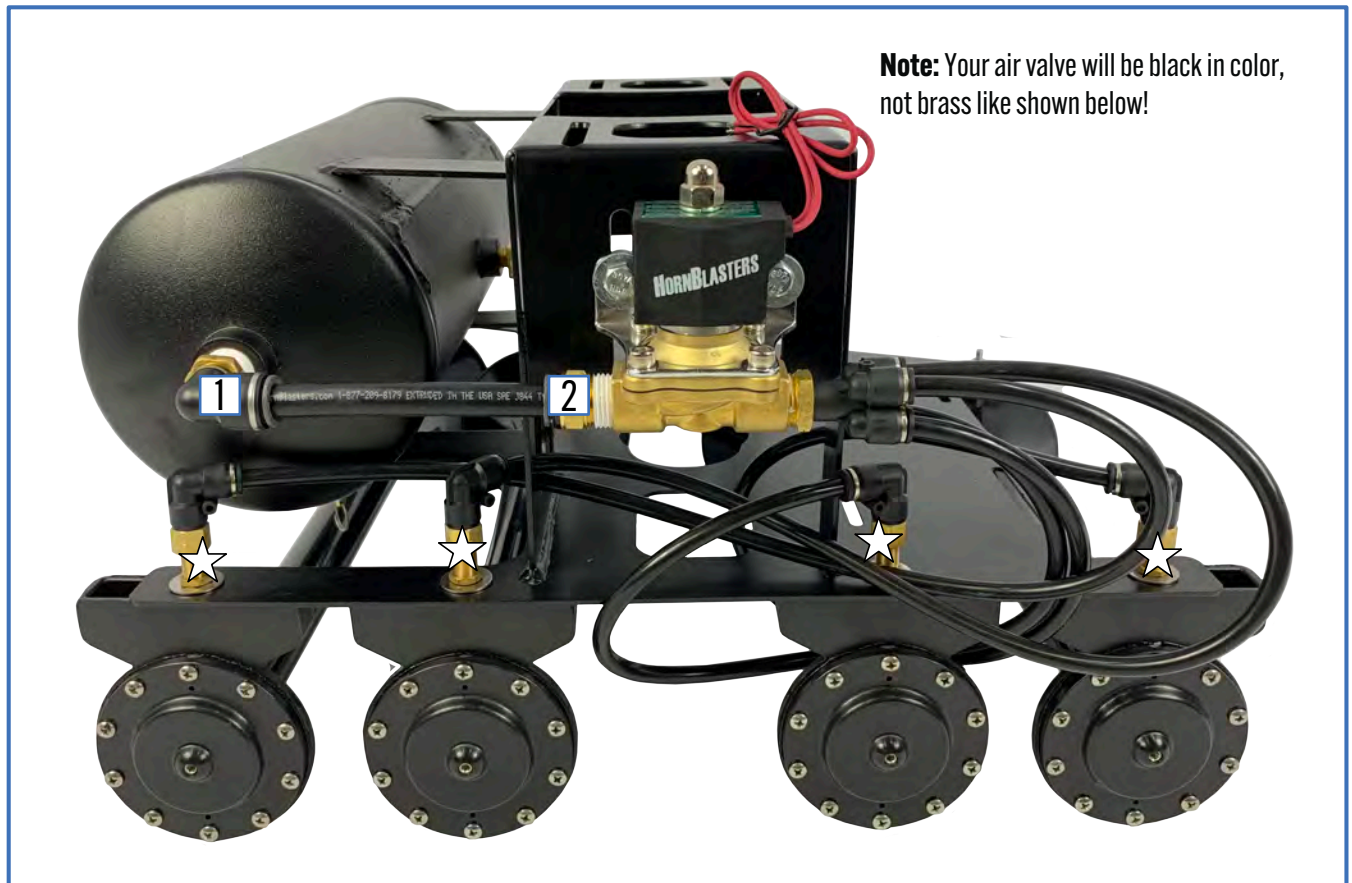
Mount the valve on the bracket using the supplied hardware and level with the air outlet on the tank. The tank kit includes 4 x 1/8 female to 5/16 PTC elbow fittings, labeled with a ☆ on the diagram. Screw one fitting onto each of the air inlets of the bells that are protruding through the bracket.

**⚠ NOTE:** These elbows do not need to be installed with teflon.

### Step 5.) VALVE PLUMBING

- 1.) Cut one piece of 1/2" air line (the thicker of the two air lines) at a length of 5 1/4" using the supplied air line cutter.
- 2.) Cut pieces 2, 3, 4 and 5 out of the skinnier 5/16" air line at all equal lengths of 18"
- 3.) The 1/2" air line goes in between inlet fittings 1 and 2 (labeled in the diagram below).
- 4.) Cut pieces 2, 3, 4 and 5: Run from the 4-way tee off the valve to each individual elbow on the horns, labeled with a ☆ on the diagram below.

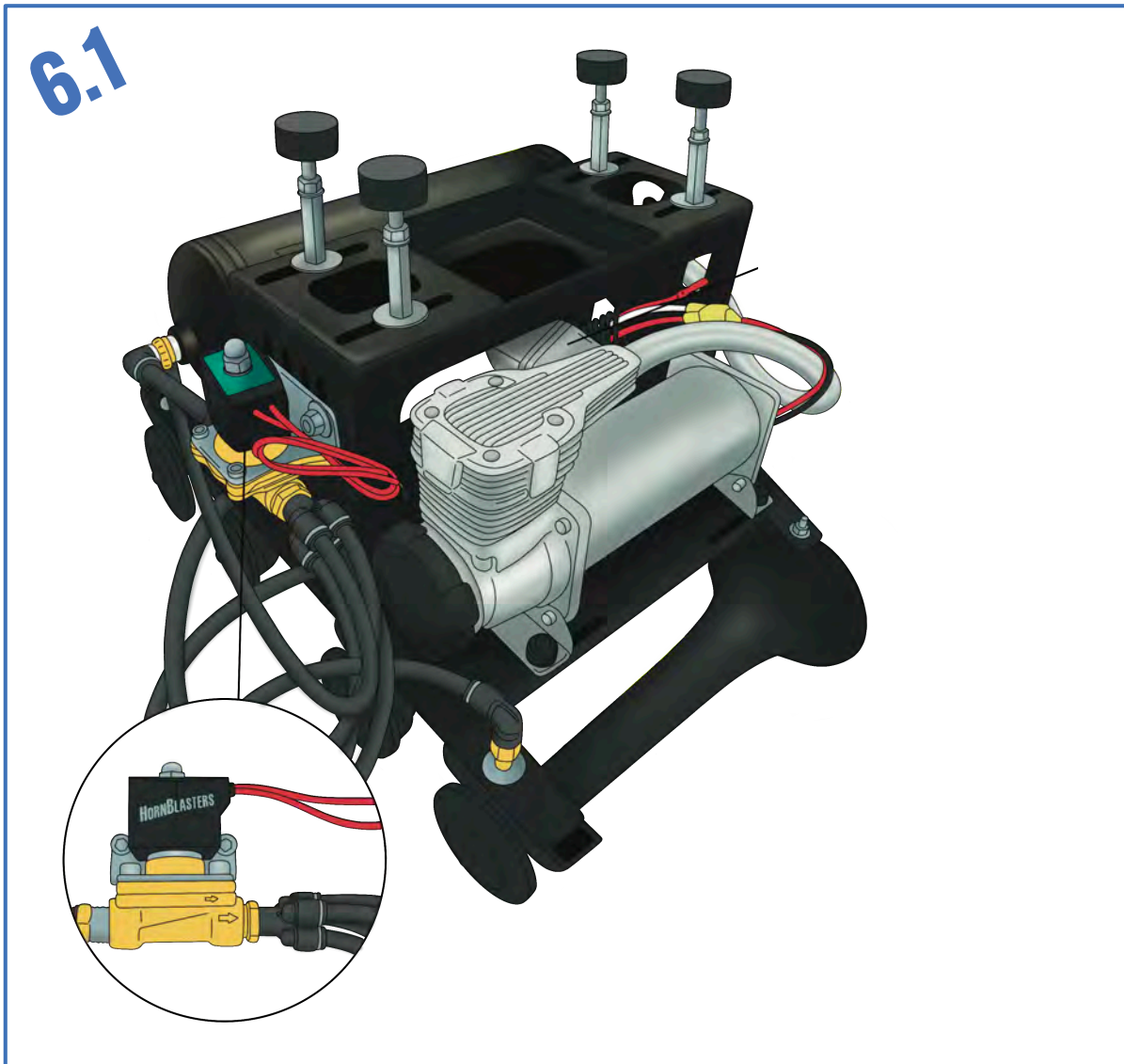
**⚠ NOTE:** Very minor adjustments may need to be made to the air lines for best fitment.



**Note:** Your air valve will be black in color, not brass like shown below!

**⚠ NOTE:** Use Step 6.1 only with kit #HK-S4-2485

## Step 6.1 COMPRESSOR & PRESSURE SWITCH MOUNTING 485C SERIES COMPRESSOR ONLY



- 1.) Locate the compressor mounting hardware in the part box place the compressor in the bracket as shown in the photo above, aligning the mounting holes with the mounting slots on the bracket.
- 2.) Loosely tighten down the 4 bolts with a phillips head screwdriver and a  $\frac{9}{32}$ " socket until the compressor sits snug.
- 3.) Apply teflon to the threads of the compressors check valve before wrapping it around the back side of the bracket then up into the tank on the side of the bracket where it can be tightened into the  $\frac{3}{8}$ " street elbow.

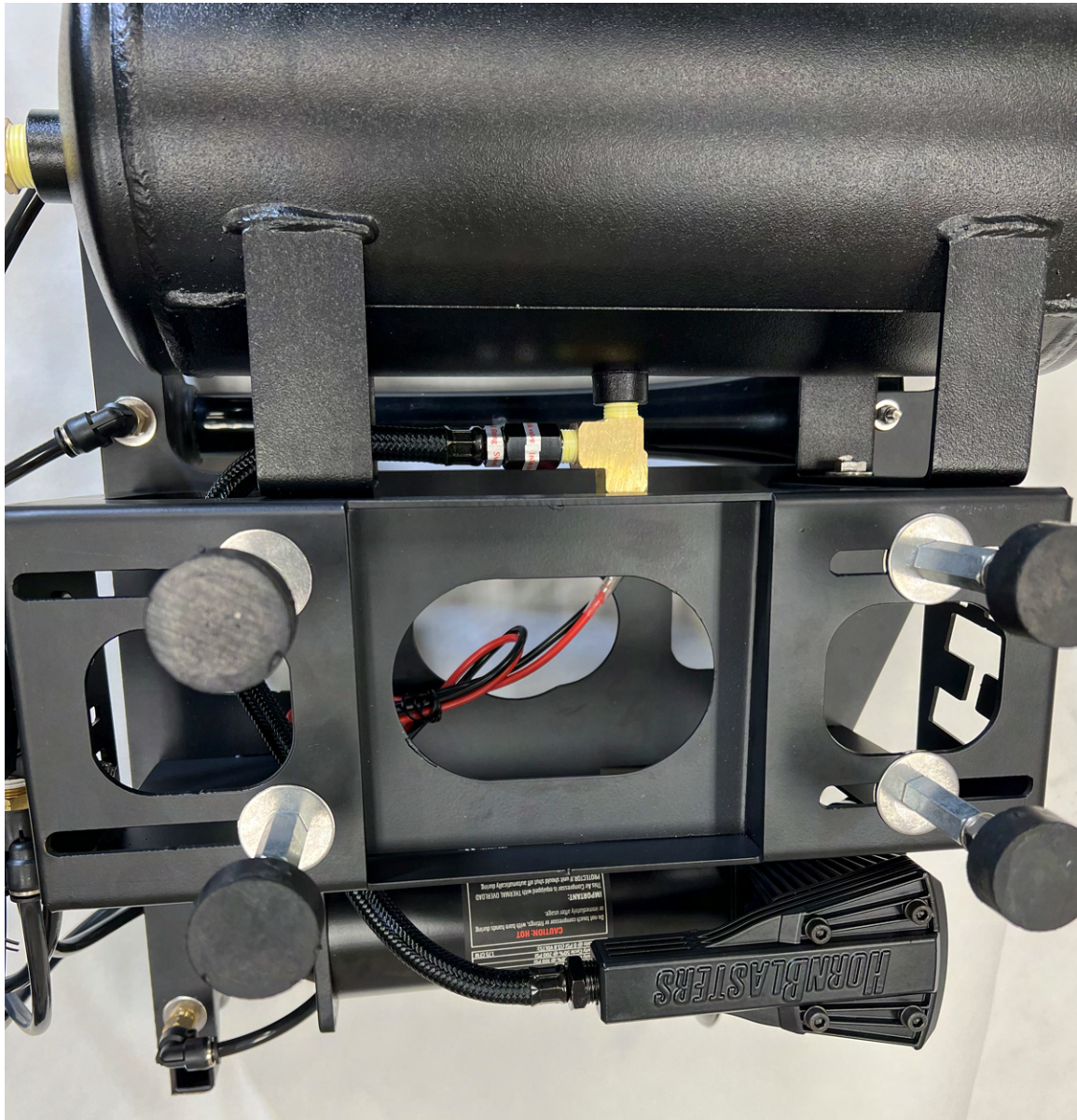
**⚠ WARNING: DO NOT OVER TIGHTEN THE CHECK VALVE, FINGER TIGHT +  $\frac{1}{4}$  TURN ONLY.**

- 4.) Once the check valve has been tightened down go back and finish fully tightening down the compressor mounting hardware.
- 5.) Remove the pressure switch from it's packaging and locate the center point on your tank. Mount the pressure switch to the tank. Start by hand tightening the pressure switch into place followed by one half turn clockwise with a wrench.

**⚠ WARNING: DO NOT OVER TIGHTEN THE PRESSURE SWITCH, FINGER TIGHT +  $\frac{1}{4}$  TURN ONLY.**

**△ NOTE:** Use Step 6.2 only with kit #HK-S4-232, 240 & 244, 2HB

## Step 6.2 COMPRESSOR MOUNTING 380C/400C/444C SERIES COMPRESSORS ONLY



- 1.) Locate the compressor mounting hardware in the part box place the compressor in the bracket as shown in the photo above, aligning the mounting holes with the mounting slots on the bracket.
- 2.) Loosely tighten down the 4 bolts with a phillips head screw driver and a socket until the compressor sits snug.
- 3.) Apply teflon to the threads of the compressors check valve before wrapping it around the back side of the bracket then up through the side of the bracket into the center where it can be tightened into the 1/4" Run Tee.

**△ WARNING: DO NOT OVER TIGHTEN THE CHECK VALVE, FINGER TIGHT + 1/4 TURN ONLY.**

- 4.) Once the check valve has been tightened down go back and finish fully tightening down the compressor mounting hardware.
- 5.) Remove the pressure switch from it's packaging and locate the front port on your tank. Using the 1/2" -1/8" reducer and mount the pressure switch to the tank. Start by hand tightening the pressure switch into place followed by one half turn clockwise with a wrench.

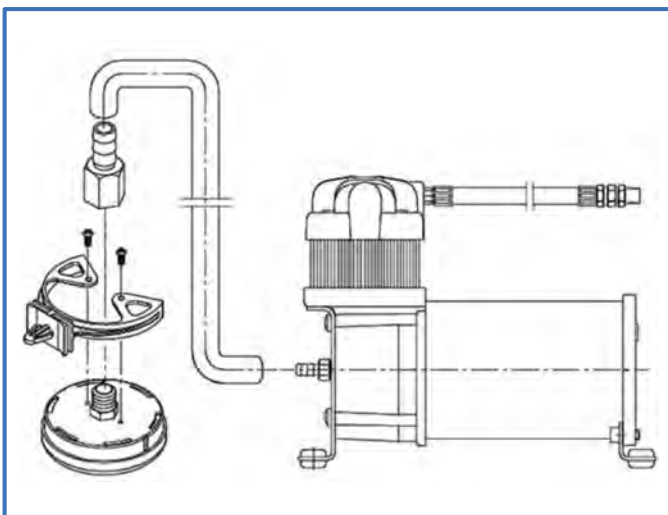
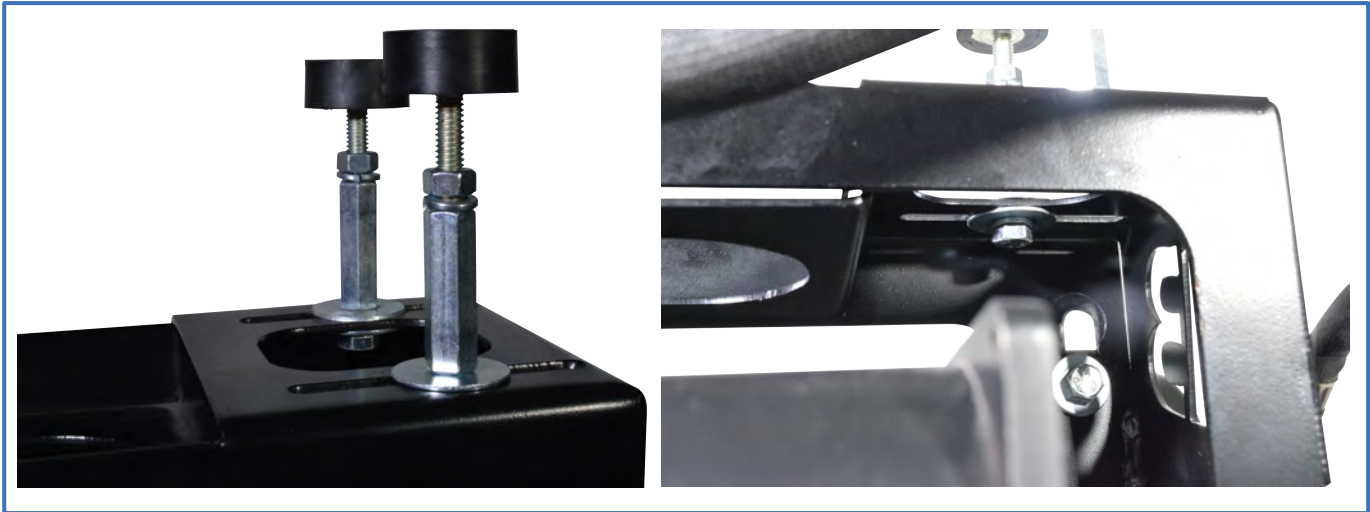
**△ WARNING: DO NOT OVER TIGHTEN THE PRESSURE SWITCH, FINGER TIGHT + 1/4 TURN ONLY.**



## Step 7.) 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 spare tire delete feet to the bracket.



## Step 8.) 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)  $\times 1/2$ " 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)  $\times 1/2$ " 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 9. 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.



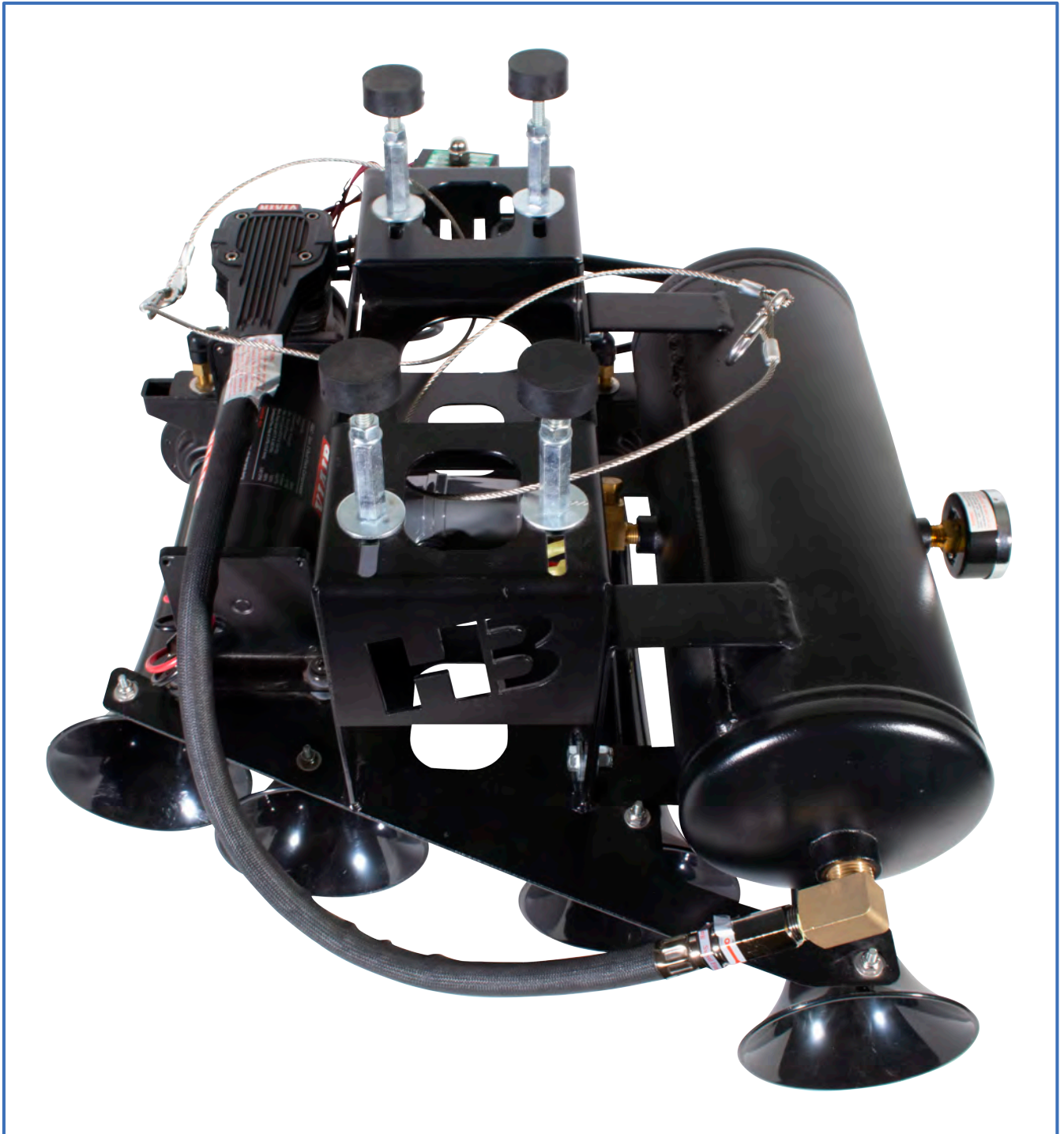
B.



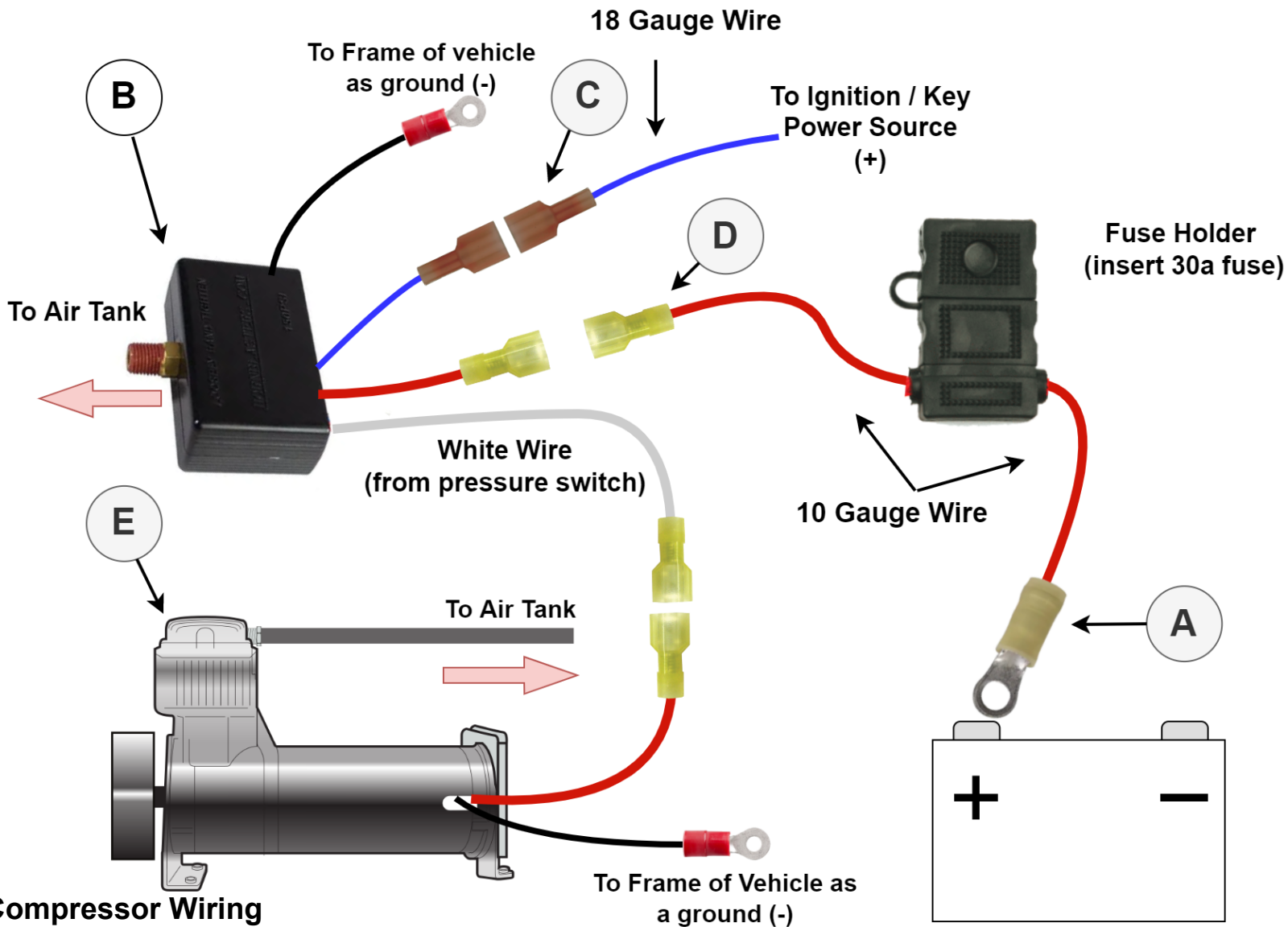


## Step 10.) SAFETY CABLE MOUNTING

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.



**⚠ NOTE:** THIS DIAGRAM IS FOR WIRING PURPOSES ONLY, YOUR ACTUAL COMPRESSOR CONNECTION CONFIGURATION MAY BE DIFFERENT DEPENDING ON WHICH COMPONENTS YOUR KIT CONTAINS.



**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.

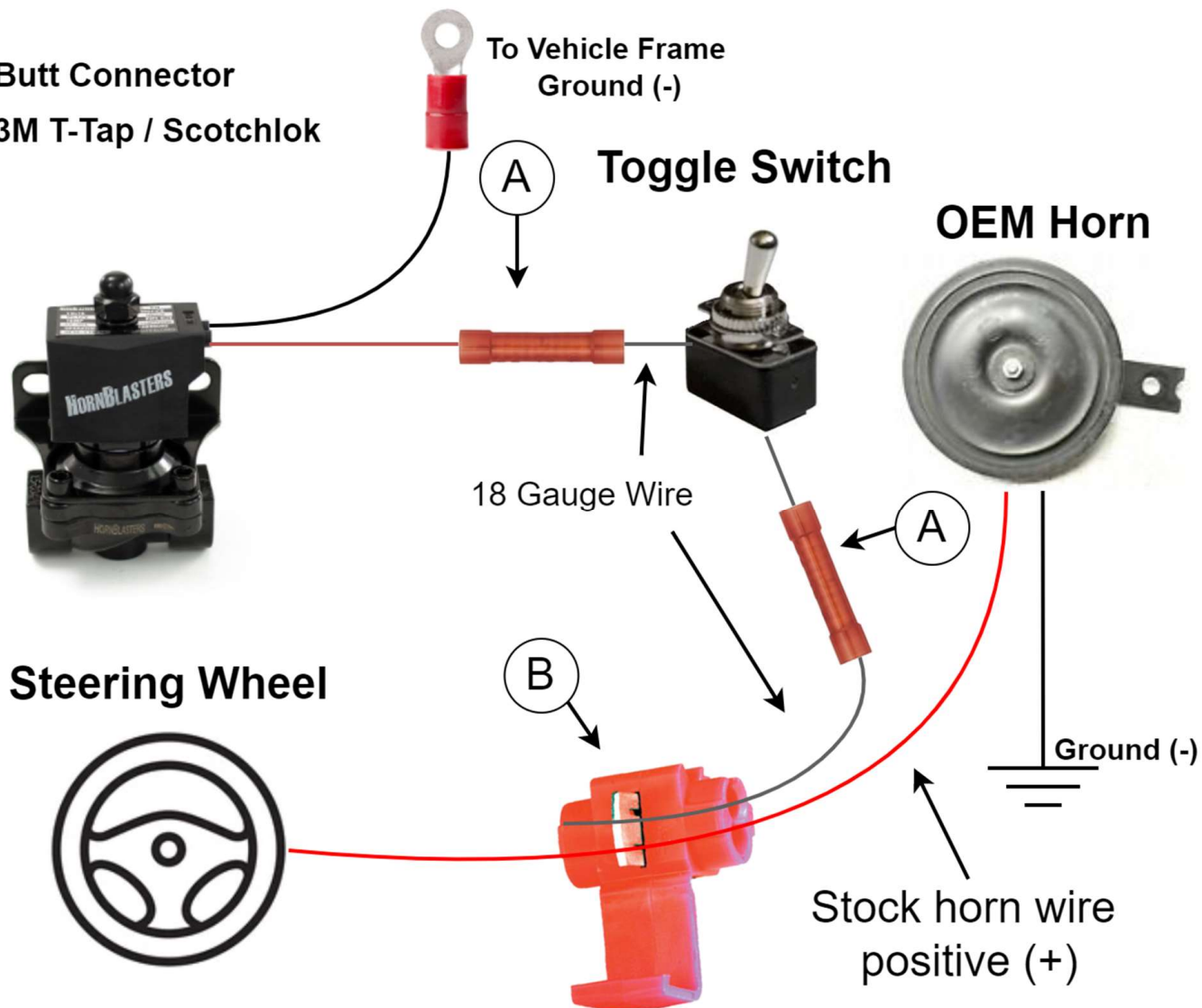
Make sure to run the supplied 10-gauge red wire from the fuse holder up to the pressure switch's red wire. You can use the supplied 18-gauge wire for the key-power connection. (blue wire)

## Wiring the Horns

### Connecting the Train Horns to the Steering Wheel

A = 18 Gauge Butt Connector

B = 18 Gauge 3M T-Tap / Scotchlok



This diagram shows how the valve can be wired to the steering wheel to honk these horns.

1. Start by locating the factory horn under the hood. It should be near the radiator, or in either the drivers or passenger side fenderwell. Look for the 2-wire connector going into the stock horn.
2. Take a look at the two wires going into the stock horn. One will be black with the other being a bright color. We need to tap off the brightly colored wire. (can be tested with a volt-meter or test-light to ensure it is positive)
3. Open up your T-TAP connector and position the OEM horn wire through the connector, as shown above. The red lead in the diagram is the OEM horn wire, whereas the grey lead is the new wire that will splice into the tap.
4. Go ahead and line up the 18 gauge Grey wire in the connector. Close the plastic tab at the top to secure the wires into the connector. Using a set of needle-nose pliers, squeeze the metal tab into the connector to puncture both wires. This will 'splice' them together.
5. Connect the grey wire from the OEM horn lead to the toggle switch. Connect the opposite side of the toggle to the red wire on your solenoid valve. Ground the black lead to the frame.
6. Press the steering wheel and listen for a 'click' at the valve. You can disconnect the ground from the stock horn so that it doesn't honk and overpower the click.

**⚠ 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 11.) 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 black 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

## Step 12.) 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.

Make sure to check the filter on the compressor monthly and change the filter out once every couple of months. If the filter starts to get dirty before 2-4 months, swap it out.

**⚠ 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.