



# WRANGO JKU INSTALLATION MANUAL

2007 to 2017 Jeep Wrangler JKU 4 Wheel Drive



**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.

## WRANGO JKU INSTALLATION GUIDE

### BEFORE GETTING STARTED

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

### KIT CONTENTS:

- 1 x WRANGO Horn (2 Bells)
- 1 x WRANGO Horn Bracket
- 1 x VIAIR 380 Air Compressor
- 1 x Compressor Bracket
- 1 x 1/2" Electric Solenoid Valve
- 17' x 1/2" Airline
- 5' x 5/16" Airline
- 10' x 3/8" Airline
- 2 x 1/2" PTC to 1/2" NPT Elbow
- 1 x 1/2" NPT to 3/8" NPT Reducer
- 1 x 3/8" NPT to 2x 5/16" PTC
- 2 x 5/16" PTC to 1/8" NPT Elbow
- 1 x 1/2" NPT Plug
- 1 x 1/4" Run T
- 2 x 1/4" NPT x 3/8" PTC Elbow
- 1 x 1/4" NPT to 1/8" NPT Reducer
- 1 x 1/4" NPT to 1/4" NPT Coupler
- 1 x 1/4" NPT to 3/8" PTC
- 1 x 1/4" NPT to 1/4" Female NPT Elbow
- 1 x 1/4" F NPT to 1/4" F NPT Coupler
- 1 x 1/4" Drain Cock
- 1 x 1/4" 155 PSI Safety Valve
- 1 x 120 psi Pressure Switch
- 1 x Horn-Air 2 Gallon Tank
- 1 x 1/4" Hornblasters Gauge
- 1 x 40 amp Relay
- 17 x 10 Gauge Red Wire
- 17 x 18 Gauge Grey Wire
- 34 x 18 Gauge Blue Wire
- 1 x Mini ATM Add-a-Fuse w/ fuse
- 1 x ATC Inline Fuse Holder
- 2x 35 Amp ATC Fuse
- 4 x 18-22 Gauge Red Female
- 4 x 18-22 Gauge Red Butt
- 2 x 18-22 Gauge Red Ring
- 1 x 18-22 Gauge Red Scotch Lock
- 1 x 10-12 Gauge Yellow Ring
- 1 x 10-12 Gauge Yellow Butt
- 2 x 10-12 Gauge Yellow Female
- 1 x 10-12 Gauge Yellow Male
- 1 x Toggle switch
- 4 x Compressor hardware
- 3 x 3/8" Flange bolt
- 5 x 3/8" Flat washer
- 1 x 3/8" x 2" Hex Bolt
- 1 x 3/8" Split washer
- 1 x 5/16" x 3/4" Hex bolt
- 5 x 5/16" Split washer
- 1 x 5/16" Lock nut
- 5 x 5/16" Flat washer
- 4 x 5/16" x 2" Hex bolt
- 1 x Teflon tape
- 10 x Cable tie
- 1 x Blue thread locker

**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.

## INSTALLING YOUR TRAIN HORN KIT

### PLANNING YOUR INSTALLATION

This is the most important step in your installation.

- Read instructions completely before beginning.
- Most components and routing suggestions will follow, but before starting your installation we encourage you to become familiar with each item.
- Make sure you have all components on hand to install the system before beginning the installation.
- Make sure mounting locations are clean 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.
- 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.

### 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.**

We recommend installing our kits in a certain configuration that is outlined in these instructions. The instructions will apply to 99% of applications in stock form. Any modifications performed to the vehicle could change the way the horn kits fits and functions, HornBlasters is not able to predict and accommodate these changes,

### RECOMMENDED TOOLS

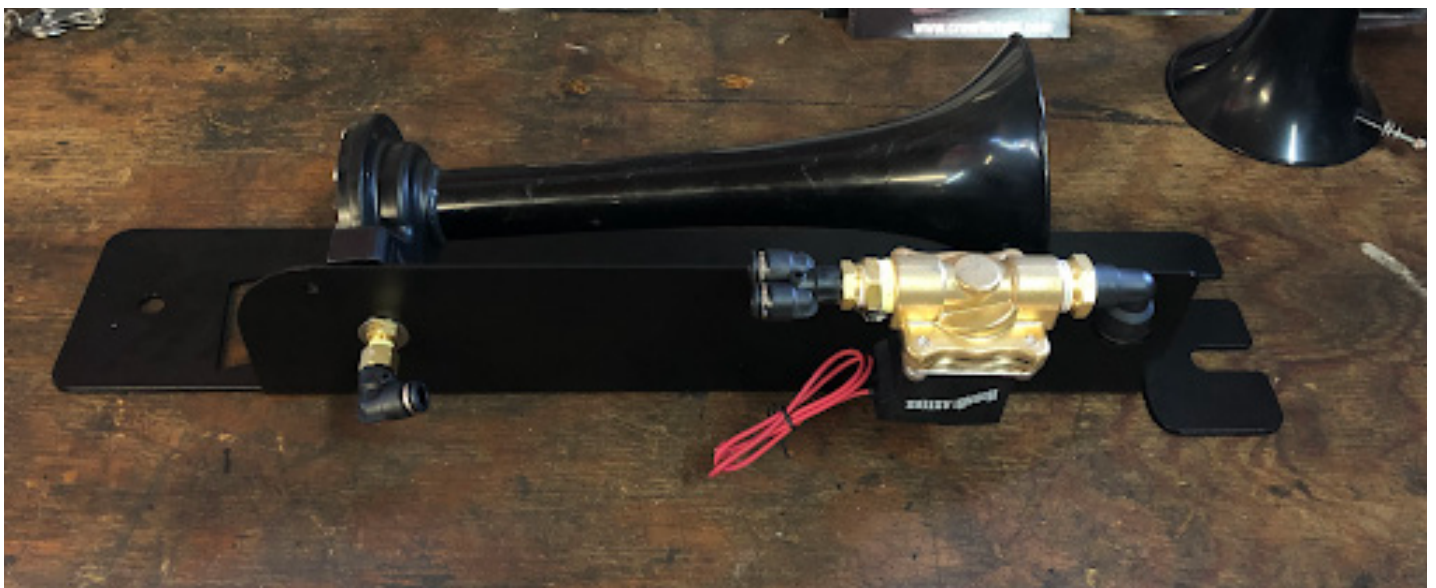
- |                     |                              |                          |
|---------------------|------------------------------|--------------------------|
| • 3/8" Wrench       | • Drill (3/16" & 7/16" Bits) | • Center punch           |
| • 1/2" Wrench       | • Wire Cutter/Stripper       | • 3/8" Ratchet           |
| • 9/16" Wrench      | • 14mm Socket                | • Long socket extension  |
| • 7/8" Wrench       | • 16mm Socket                | • Short socket extension |
| • Adjustable Wrench | • 18mm Socket                | • Tubing Cutter/Razor    |
| • Torque Wrench     | • Phillips screwdriver       | • Eye and Ear Protection |

## I. INSTALLING THE WRANGO HORNS ONTO THE WRANGO BRACKET

- A. First assemble the fittings on the 1/2" electric valve. When holding the electric valve with the chrome bracket facing away from you, install the 1/2" elbow fitting on the left side of the valve. Next you will install the 1/2" to 3/8" reducer into the right side of the electric valve, first applying teflon tape to the fitting. Once installed, follow the reducer with the 3/8" x dual 5/16 splitter. Always double check the airflow of the valve by looking at the back. You will find a small brass arrow on the edge of the brass housing. This arrow should always be pointed towards the horns/splitter.



## INSTALLING YOUR TRAIN HORN KIT



B. On the flange side of the bracket, install the smaller of the two bells. The closed end of the bell will face the side of the bracket with a single hole. Remove the nuts and washers from the bell. On the larger brass fitting side of the bell, install into the lower hole of the mount. Once the brass fitting is through the plate, install first the washer, then the brass nut, loosely hand tighten. The front silver mounting bolt will also hold the electric valve in place. Place the front mounting bolt through the upper hole of the bracket and through the right hole of the upside down valve, loosely hand tighten. The left mounting hole of the valve will use the included 5/16" x 3/4" hex bolt, washers and locking nut. Assemble as shown below.

C. Lastly, install 1/8" NPT x 5/16" PTC Elbow onto the brass fitting. Hand tighten until only the black elbow piece spins. Then tighten one turn with 9/16" wrench.

## INSTALLING YOUR TRAIN HORN KIT



F. Before cutting any air tubing, make sure to double check your measurements. Cut equal lengths of 18" of air line to connect each horn to the manifold or the horns may sound at different times. Unlike compression fittings, the push to pull connectors can be used multiple times. Run one piece of airline from the fitting on the valve to each elbow. Ensure not to kink or bend the airline too sharply. Cable ties have been included to secure the airline to the mount.



D. Remove the nuts and washers from both mounting points. Install the second, larger, bell in the opposite direction. Note: the front silver mounting point on both bells has two washers. Use one washer on each side of the bracket for the front mounting hole.

E. Tighten all hardware.

Front, silver mounting lock nut is  $\frac{3}{8}$ "

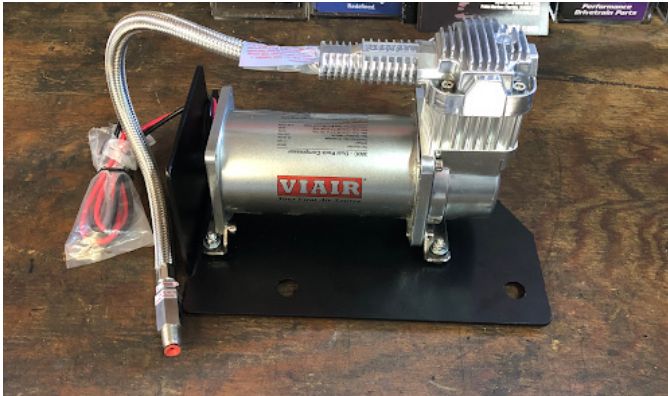
Rear brass mounting nut is  $\frac{1}{2}$ "

Brass elbow air fitting is  $\frac{9}{16}$ "

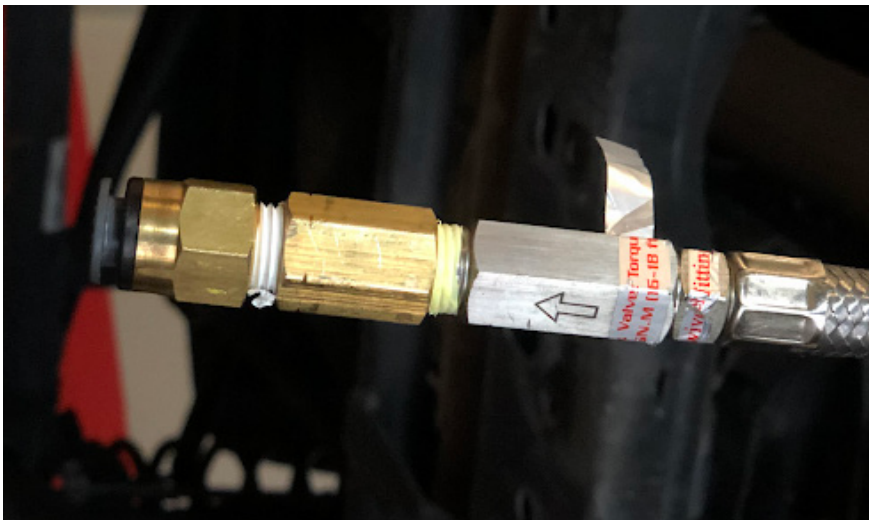
Valve nut and bolt is  $\frac{1}{2}$ "

## INSTALLING YOUR TRAIN HORN KIT

### II. INSTALL THE COMPRESSOR ONTO THE COMPRESSOR BRACKET



- A. With the L part of the bracket facing to the left and the compressor facing to the right, use the included hardware to attach the two pieces together.
- B. Insert the bolts with a washer from the backside of the bracket, aligning with the mounting feet of the compressor. Install the second washer and then the lock nut. Hand tighten and repeat on all four mounting points. Once all four sets of hardware are in place, tighten using a phillips screwdriver and  $\frac{3}{8}$ " wrench.



- C. Apply teflon to the check valve of the compressor, install  $\frac{1}{4}$ " NPT to  $\frac{1}{4}$ " NPT brass coupler. Next install  $\frac{1}{4}$ " NPT to  $\frac{3}{8}$ " PTC fitting into the coupler. \*Follow torque spec instructions on the check valve and do not overtighten.

## INSTALLING YOUR TRAIN HORN KIT

### III. INSTALL THE HORN ONTO VEHICLE

\*ensure the vehicle is not able to roll since you will be working under it. Use wheel bocks and emergency brake.

- A. Locate the vehicle's factory evap canister, if equipped. Loosen the two (2) bolts on the front side of the unit with a 16mm socket. Loosen both bolts enough to create a 1/2" gap. Do not loosen bolts all the way, do not remove bolts.



- B. Slide horn mount bracket in the gap you created between the evap canister metal housing and the Jeep frame. Using the bolt slots in the mount as your guide, push the mount as far back as possible.

- C. Snug the two (2) evap canister bolts to hold the horn mount in place.

- D. With the horn mount in place temporarily, mark the front mounting hole location on the Jeep frame. Once marked, loosen evap bolts and remove horn mount from vehicle. On your mark, first use a center punch, then drill a 3/16" pilot hole. The final hole will be made with a 7/16" drill bit. Re-install horn mount like before with the evap bolts and use the 3/8" x 2" hex head bolt with included hardware to fasten. Tighten all nuts and bolts securely. \*metal can be sharp, use eye protection and gloves if needed.

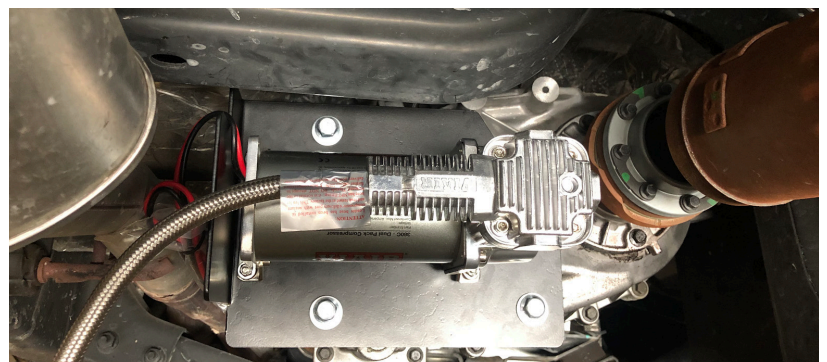


## INSTALLING YOUR TRAIN HORN KIT

### IV. INSTALL THE COMPRESSOR ONTO VEHICLE

\*ensure the vehicle is not able to roll since you will be working under it. Use wheel bocks and emergency brake.

- A. Remove factory skid plate from under the vehicle's transmission. The skid plate is held into place with four (4) bolts, use 18mm socket. Place skid plate out of the way for now.
- B. Locate the three mounting locations on the transfer case. Inspect each hole, remove dirt and debris if needed.
- C. Apply included blue thread-locker to the three (3)  $\frac{3}{8}$ " x  $\frac{3}{4}$ " hex bolts
- D. Attach the compressor/bracket to the transfer case use the three (3) hex bolts.
- E. Torque three (3) bolts to the transfer case to 15 ft/lbs.





## INSTALLING YOUR TRAIN HORN KIT

### V. PREPARE THE AIR TANK

Configuration of the components installed into the tank may differ depending on accessories and options chosen.

Please follow the fitting placement below for standard use, see image above. Place tank on a flat surface, with the two ports on the side facing up and the legs pointing towards you.



- A. Install the 1/2" NPT x 1/2" PTC elbow in the left port.
- B. Install the 1/2" NPT brass plug in the right port, with Teflon tape.
- C. Install the 1/4" NPT x 3/8" PTC elbow in the top port (between the legs of the tank)
- D. Install the 1/4" NPT Drain cock in the bottom port (opposite side of part C), with Teflon tape.
- E. Install a 1/4" NPT Run T in the left center port, with Teflon tape.
- F. Install a 1/4" NPT Run T in the right center port, with Teflon tape.
- G. In the left Run T, install the pressure gauge and safety blow as shown.

- H. In the right Run T, first install a 1/4" NPT x 1/8" brass reducer, with Teflon tape as shown. In the same Run T install the 1/4" NPT plug.

(If you purchased the Tire Inflation Kit, Install the 1/4" compression fitting from your 90007 Air Source Relocation in place of the 1/4" plug.)

- I. Lastly, remove the green protective cover from the pressure switch and install the pressure switch in the 1/8" NPT reducer in the right Run T.

**Hand tighten only, and don't tighten by twisting the electrical connections.**



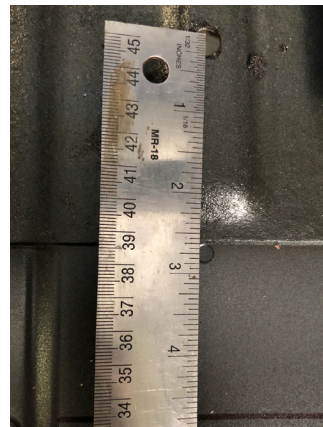
## INSTALLING YOUR TRAIN HORN KIT

### VI. INSTALLING THE AIR TANK

In this step of the installation a second person to assist you is required. The fully assembled tank will install above the rear axle, under the rear storage area of the Jeep.



A. To access and create the mounting holes, you will have to fold both seats up, remove or fold back the carpet if applicable.



B. Draw a straight line between the seat mounts, using the top edge as a guide. Your first mark will be 4 ¾" inch above the line as shown in the pictures. Use the paper template included with your kit to locate and mark the other four (4) holes.

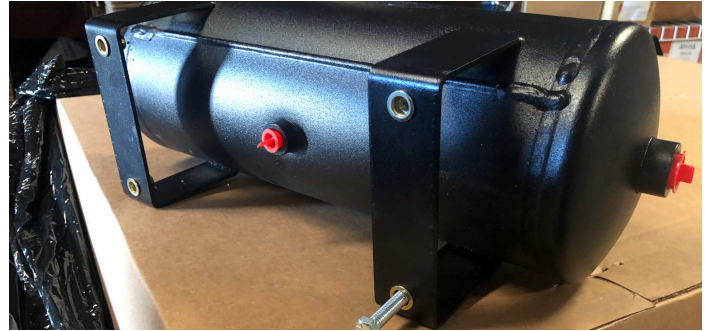
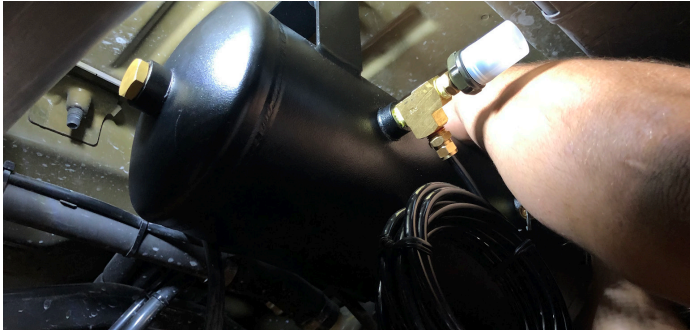


C. Using a 7/16" drill bit, drill the four (4) holes as seen above. Be careful to not damage components or items under the floor with the drill bit. Insert a 5/16" x 2" hex bolt with flat washer and lock washer into each hole.

## INSTALLING YOUR TRAIN HORN KIT

### VI. INSTALLING THE AIR TANK

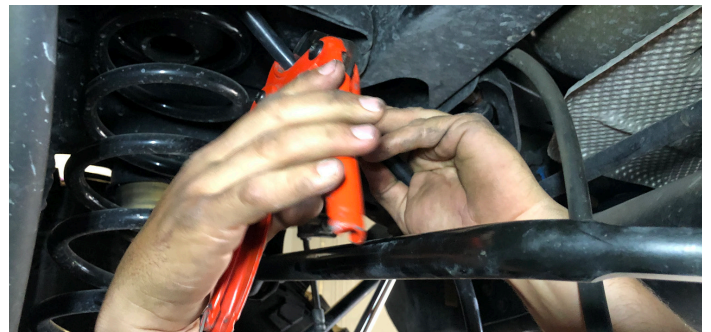
In this step of the installation a second person to assist you is required. The fully assembled tank will install above the rear axle, under the rear storage area of the Jeep.



D. With a person under the vehicle holding the tank and a person in the vehicle, line the bolts up with the nutserts located in the tank. The tank should be installed with the gauge and pressure switch facing the rear bumper. The use of blue thread locker is also suggested in this step.

### VII. INSTALLING AIRLINES

Now that all major components have been securely installed on the Jeep, the remaining airlines can be installed. Before cutting any air tubing, make sure to double check your measurements. We recommend cutting your lengths with at least an extra inch per line just to be safe. Unlike compression fittings, the push to pull connectors can be used multiple times.



A. Tank to Horn. The largest airline included with the kit, black 1/2", will be ran from the elbow fitting on the side of the tank to the elbow fitting on the electric valve located on the horn.



B. Compressor to Tank. There are two types of 3/8" airline included with the kit. The 3/8" airline that is longer and branded with the HornBlasters name is installed between the 3/8" elbow fitting on the top of the tank and the air compressor leader hose.

## INSTALLING YOUR TRAIN HORN KIT

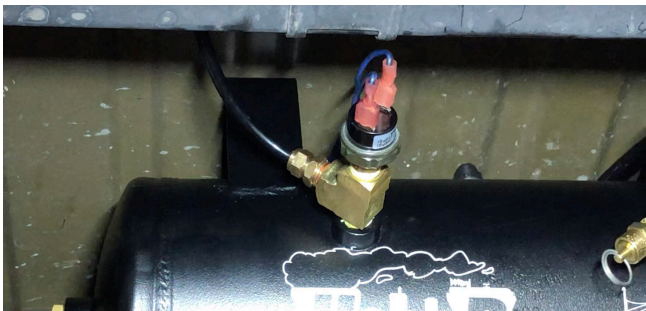


### C. (DISREGARD STEP C IF YOU DIDN'T PURCHASE THE TIRE INFLATION KIT)

Tank to Quick Connect. In the white Viair box part number #90007 will be a roll of 1/4" airline. This airline will connect to the compression fitting on the tank. The length of the airline will depend on your application. Route the 1/4" airline through the Jeep to the desired placement location (up to 15 feet away) of the silver quick connect coupler. To install the quick connect coupler, first tighten the 1/4" NPT x 1/4" compression fitting to the silver quick connect. Unscrew and then slide the compression nut onto the airline. Push the airline fully onto the compression fitting. Tighten nut to secure.



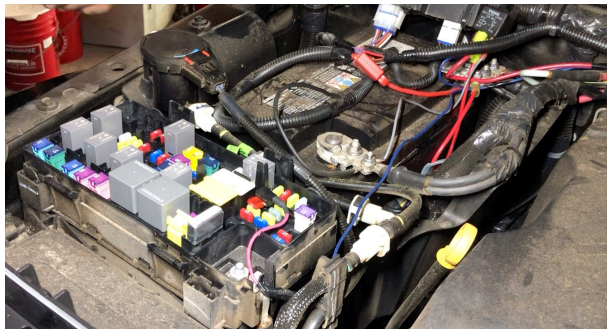
D. Compressor to Air Filter. The other 3/8" airline in the kit has a glossy finish and is 6 feet in length. This will be used to relocate the air intake filter for the compressor. Remove the orange plug in the compressor inlet to install the remotely mountable air intake assembly. First insert the 1/4" NPT x 3/8" PTC elbow into the compressor's air intake. Press the black airline firmly into the elbow. Route the 3/8" airline to a location that will be clean and dry. The cleaner and drier the environment available for the air compressor filter housing the better. Install the chrome female 1/4" NPT x barb fitting onto the filter housing. Press the black airline firmly onto the barb fitting. Secure with attached bracket and/or cable ties.



## VII. WIRING YOUR AIR COMPRESSOR AND PRESSURE SWITCH

A. The horn kit cam with two rolls of blue wire. Unroll both. Attach a red female wire connector to the end of each roll. Connect each red wire connector to the metal connectors on the pressure switch. You can connect either wire to either side of the pressure switch.

## INSTALLING YOUR TRAIN HORN KIT



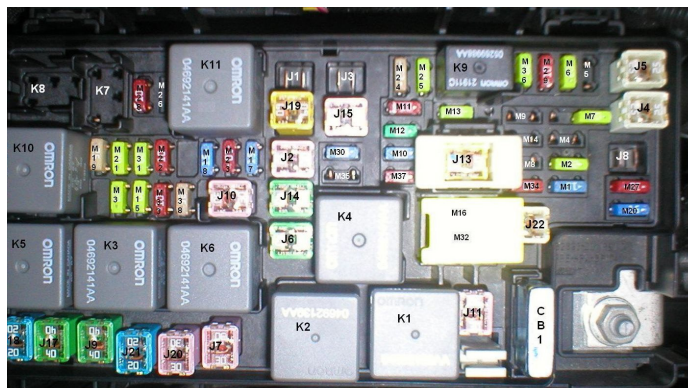
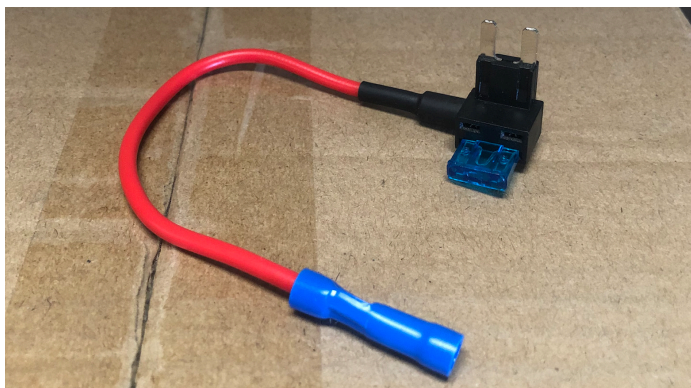
These two (2) blue wires will have to be run towards the horns, and then up the firewall of the Jeep towards the brake master cylinder, then cross over the engine department at the rear, ending up at the battery

NOTE: The routing instructions for the main red power wire (and part of the grey horn wires) will follow the same path. It will be easier to do them all at the same time, possibly tapping some wires together.

Included in the kit is a black 40 amp relay. It is suggested for the relay to be installed in a high dry spot near the battery.

Choose one of the two blue wire to be installed to the relay. Trim this blue wire to length and attach a red female wire connector. Plug this red connector into the #86 terminal on the relay.

B. The second blue wire will receive the micro add-a-fuse piece located in your kit. Connect this to the blue wire using the pre-attached blue butt splice, trim to fit. The add-a-fuse will come with a blue 15 amp fuse. Install this blue fuse in the slotted location farthest away from the prongs.



This blue wire with the add-a-fuse installed will be connected to the Jeep's fuse panel located next to the battery. Remove the lid of the fuse box. Locate the fuse M9 (rear heated seats), some models will have a yellow 20 amp fuse in place, but some models will have an unused empty spot.

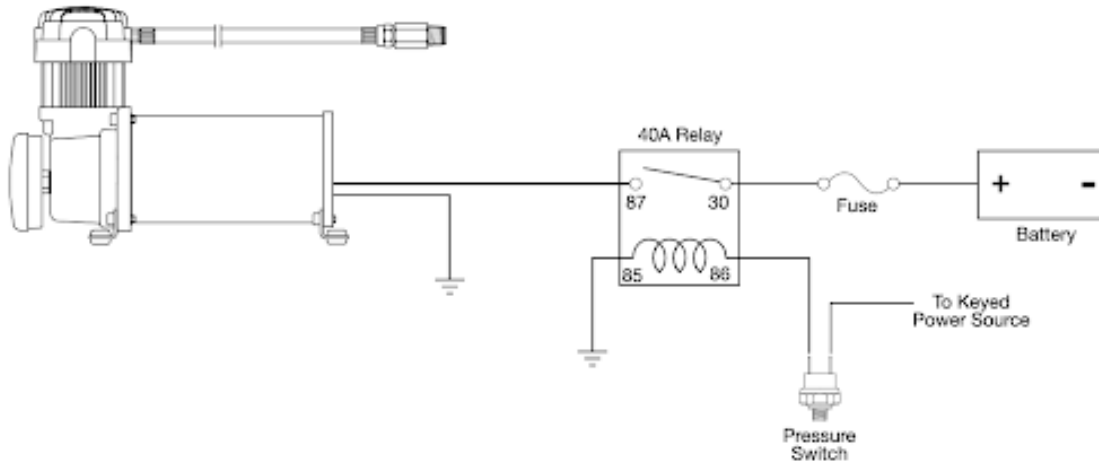
If you have the yellow fuse in place, remove it from the fuse box and install the yellow fuse in on the slotted location below the new blue 10 amp fuse. If you do not have the yellow fuse in place, move to the next step.

Now that fuse location M9 is empty, insert the add-a-fuse firmly, with the red wire lead of the add-a-fuse facing the motor.

Route the red wire lead, blue butt splice and blue wire towards the available opening towards the front. Slight modifications might have to be made to the plastic housing to ensure proper sealing and no pinching of the wire.

## INSTALLING YOUR TRAIN HORN KIT

C. In the kit there is a roll of 10 gauge red wire. One end of the wire receives a yellow male wire connector. The connector will join to the red wire on the compressor. Run the remaining red wire towards the battery as described before. Trim the wire to fit so that it connects to the #30 terminal on the relay, using a yellow female wire connector.

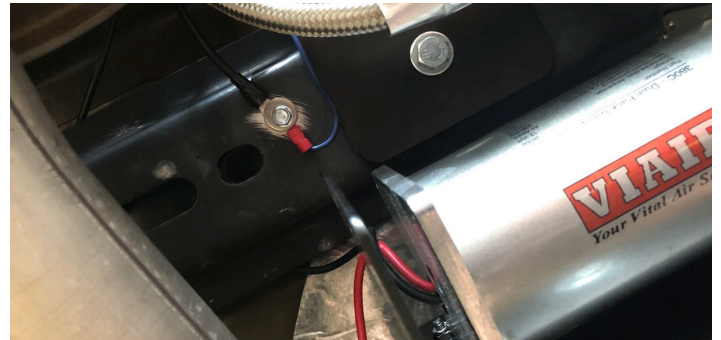


D. Locate the red fuse holder, cutting the wire in the middle of the circle. Attach a yellow ring terminal to one end. Attach a yellow butt splice to the other end. Using the 10 gauge red wire, trim to fit so that it connects to the #87 terminal on the relay, using a yellow female wire connector. At the end of your installation you will insert the purple 35 amp fuse into this fuse holder.

E. Using an 18" piece of 18 gauge grey wire, install a red ring terminal to one end of the grey wire. Attach the red ring terminal to the ground side of the battery. Trim wire to fit and attach a red female wire connector so that it connects to the #85 terminal on the relay.

## VIII. WIRING THE COMPRESSOR GROUND AND VALVE GROUND

A. The electric solenoid valve is made with two 18 gauge red wires, because it does not have polarity either wire can be positive or negative. Install red butt splices to both red wires. Using an 18" piece of 18 gauge grey wire, install a red ring terminal to one end of the grey wire. Attach this red ring terminal and compressor ground ring terminal to a clean, bare metal, dry part of the vehicle frame with the included self tapping screw. Trim grey wire to fit and attach to a red butt splice on the valve.



## INSTALLING YOUR TRAIN HORN KIT

### IX. WIRING THE ELECTRIC SOLENOID VALVE

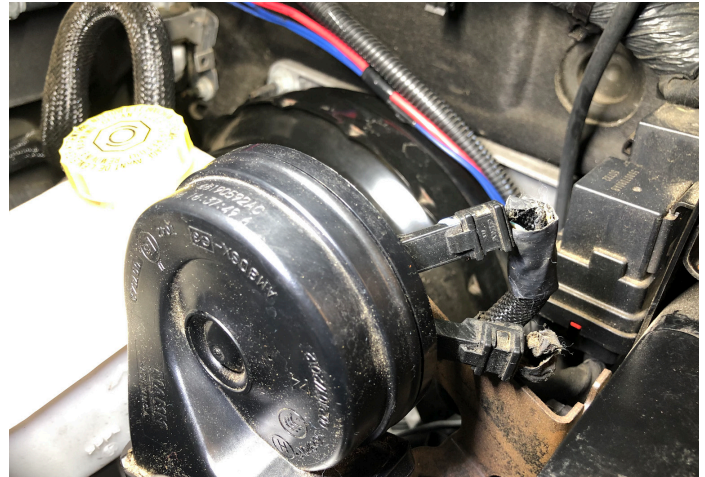
- A. With the ground wire taken care of, run the 18 gauge grey wire towards the brake booster as described before. Use all the remaining slack in the wire to fold the wire on itself. To get the now doubled up wire through the firewall, locate the round black grommet opening below the brake booster.



Insert the two grey wires in a leftover piece of 5/16" airline from the horn assembly. Tape the wires to the airline. Fish the airline through the firewall far enough to grab the two wires, but making sure not to pull all the way.

This will leave you one end of the grey wire to connect to your stock horn.

- B. Locate the stock horn between the master cylinder and the driver's side fender. Peel back a small section of the wire loom. Using the red scotch lock from the kit, connect your grey wire to the power wire going to the stock horn.



## INSTALLING YOUR TRAIN HORN KIT

C. Installing the toggle switch inside the Jeep is the last step. Your horn button on the steering wheel will activate your Wrango horn too.

When the toggle switch is in the OFF position, only the factory electric horn will sound. When the toggle switch is in the ON position, both the factory electric horn and the Wrango horn will sound. Included in the kit is a silver toggle switch with black wires. Install a red butt splice on both of the black wires. Locate the two grey wires you passed through the firewall, connect one grey wire to one of the black wires and the other grey wire to the remaining black wire. It does not matter which one you choose.



Lastly find a location to mount the toggle switch. Be sure to use a surface no more than  $\frac{1}{8}$ " thick, and with enough clearance. First drill a  $\frac{3}{16}$ " pilot hole, then a  $\frac{7}{16}$ " hole. Insert the switch from the backside and secure with the included chrome nut from the frontside.

## X. WRAP UP

Reinstall the vehicle's skid plate using the four factory bolts.

**IMPORTANT:** Once all your parts are installed and system tested to be in proper working order, we encourage you to use the included cable ties and other methods to secure all wires, airlines and components. Keep all items away from heat producing and moving parts. Double check that you have tightened all fasteners and everything is secure.



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

### CAN'T FIGURE IT OUT?

No problem! Give us a call at 813-783-8058, or email at [support@hornblasters.com](mailto: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](http://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](mailto: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](mailto: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](http://www.trainhornforums.com) and sign up today!



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