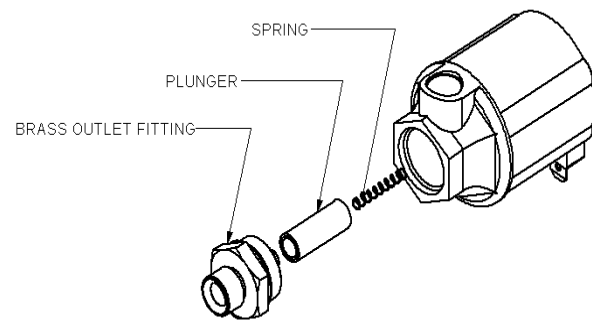


INSTALLATION INSTRUCTIONS FOR DUAL HORN

SOLENOID CLEANING PROCEDURE

1. Drain all air from tank. (Compressor to be turned OFF to prevent it from running due to pressure drops in the air tank).
2. Using 1/2" wrench, disconnect horn air line from solenoid by loosening 1/2" compression nut.
3. Using 3/4" wrench, loosen and remove brass outlet fitting that the air line was attached to. Removal of this fitting allows access to inside chamber of solenoid valve.
4. Slowly remove plunger and spring from inside of valve to permit cleaning.
5. Inspect metal surface of plunger and plunger housing for corrosion build-up and remove with steel wool, emery board, or similar product. After thoroughly cleaning plunger surface and plunger housing surface, inspect rubber tip. Tip should be relatively smooth to allow proper seating against the brass outlet fitting.
6. After cleaning and inspecting the plunger and plunger housing, reassemble the solenoid. Place the spring back into the hole in the plunger and re-insert plunger (Spring end first) into the solenoid. To check for proper placement, simply depress plunger with fingertip. Plunger should travel in and out the plunger housing smoothly. (Lubricate grease may be using to lubricate the spring)
7. Place brass outlet fitting back into position and tighten with 3/4" wrench.
8. Re-attach air line to the outlet of the solenoid and tighten compression nut.
9. Procedure is now complete. Next turn ON compressor and allow air tank to re-fill and your system will be back in full operation.
10. This procedure may have to be performed several times per year depending on horn use, climate, and/or horn mounting location.
11. If plunger and spring are not reusable replace solenoid.



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IMPORTANT: REVIEW ALL INSTRUCTIONS, PARTS LISTS, & INSTALLATION DIAGRAMS BEFORE STARTING INSTALLATION

HORN ASSEMBLY

1. For best results, mount horns in an unobstructed opening for sound to carry straight ahead. If possible mount with a slight downward angle to allow moisture to drain out.
2. For roof mount installation: If vehicle is equipped with interior roof trim panel, remove to install horn.
3. Drill 1/2 in. and (1) 5/16 in. holes (use mounting pad for template, item# 3) in position desired for horn.
4. Place mounting pad between base of horn and top of vehicle roof.
5. Place tension washer (item# 4) on mounting elbow (item# 5) as shown in group I, next thread the elbow into the base of the horn from under the roof. Insert (1) screw (item# 1) through hole of horn base and roof, attach lock washer (item# 6) and hex nut (item# 7). Connect nylon tubing (item# 10) to mounting elbow using brass insert (item# 8) and compression nut (item# 9). Then run tube to tank location and replace interior roof trim panel.

TANK ASSEMBLY

1. Select mounting location for air tank (item# 17) keeping in mind the orientation of the tank and visibility of the pressure gauge. Use thread sealant on all uncoated pipe threads components. (See group II for sample installation)
2. Thread 2 brass fittings (item# 12) and check valve (item# 13) into brass cross (item# 14), then install the brass fitting into either one of the tank outlet. Next thread the solenoid threaded inlet (item# 11) into the brass fitting (item# 12). Connect nylon tubing (item# 10) to solenoid outlet using brass insert (item# 8) and compression nut (item# 9). (See group II for sample installation)
3. Thread the brass tee fitting (item# 16) into the remaining tank outlet. Thread the pressure gauge (item# 22) and pressure switch (item# 21) into the tee.

CAUTION: Tighten pressure switch and pressure gauge on brass hex body only.

4. To mount tank (item# 17) drill (2) 11/32 in. diameter holes spaced 4 in. apart in a rigid surface. Insert tank studs through the holes and secure with locknuts (item# 18).

COMPRESSOR ASSEMBLY

1. As shown in group III, slide the (2) grommets (item# 27) into slots. Next push the (2) brass eyelets (item# 26) into the grommets. Pull the (4) bumpers (item# 29) through the (4) round holes on the bracket.
2. Clamp compressor head and install brass fitting (item# 23) into compressor air outlet as shown in group III.
3. Mount compressor on rigid support. Do not mount on fender well, firewall or other flexible material. Locate compressor in area with good air flow and away from road surface to avoid excessive water and dirt conditions.
4. Mounting requires (2) holes spaced 2-3/16 in. apart, each having a diameter of 7/32 in.
5. To mount compressor, insert #10-32 bolt (item# 25) through the brass eyelet and through the 7/32 in. hole. Secure with the #10-32 nut (item# 28) as shown in group III. **Do not over tighten mounting bolts.**
6. Connect nylon tubing from air outlet fitting (item# 23) to the check valve (item# 13) on the tank using brass inserts (item# 8) and compression nut (item# 9) as shown in group II and group III.

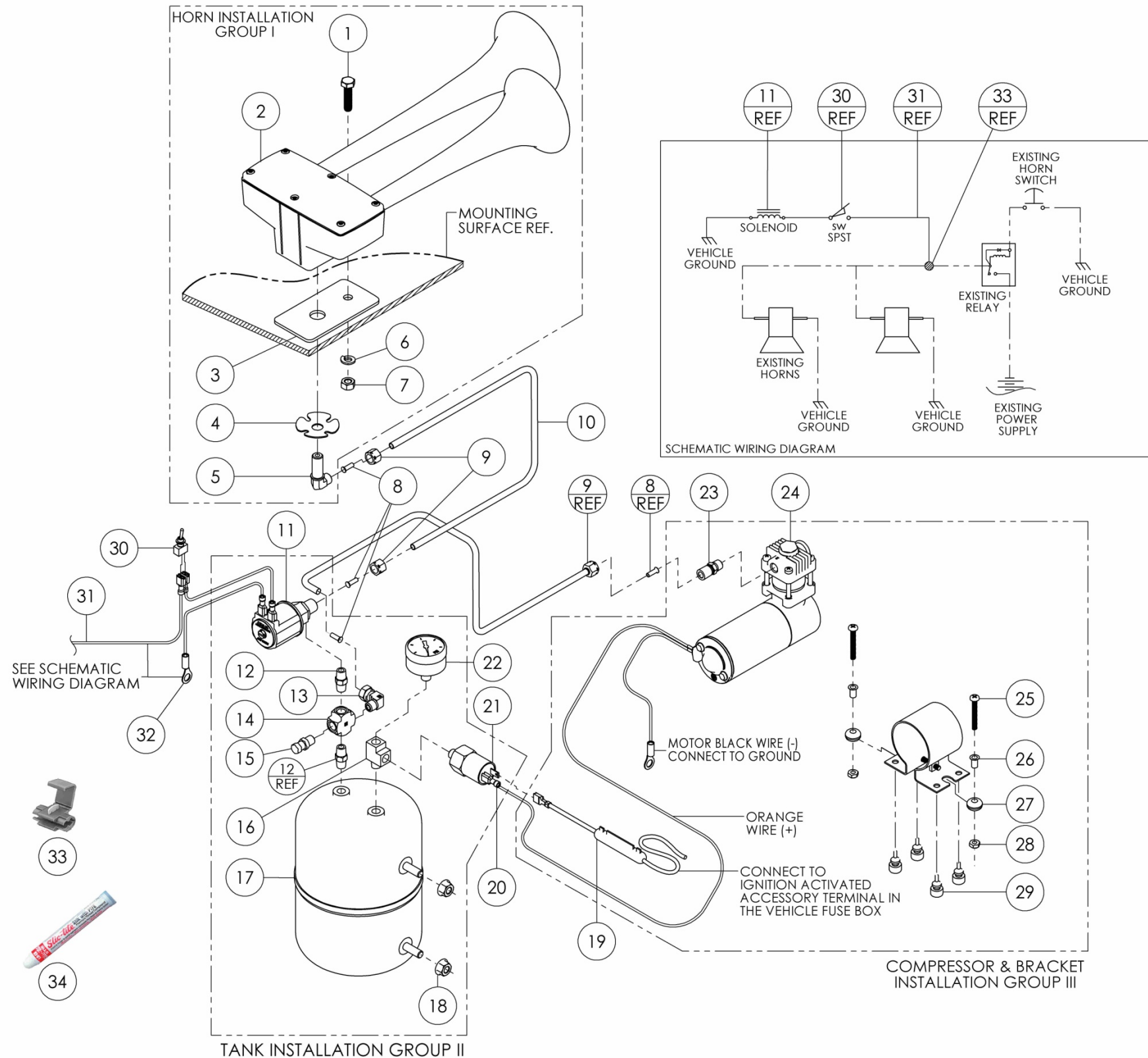
ELECTRICAL ASSEMBLY

1. As shown in group III connect orange (+) wire from compressor motor to either pressure switch terminal using 1/4" receptacle terminal (item# 20). Next, connect fuse holder (item# 19) to the other pressure switch terminal. Install other end of fuse holder to "ignition activated" accessory terminal in fuse panel. Attach motor's black wire (-) to vehicle metal ground.
2. As shown in schematic wiring mount toggle switch (item# 30) on or under the dash in a location easily accessible to the driver. Connect wire (item# 31) from vehicle ground to either solenoid terminal (item# 11). Connect other solenoid terminal to either terminal on the toggle switch. Connect remaining toggle switch terminal in line with the existing horn wire using a wire splice connector (item# 33). With toggle switch in "off" position, only the vehicles electric horn will operate. With switch in "on" position, air horns and electric horn will be operated.

NOTE: Compressor starts automatically when pressure drops below 110 psi. If more than 4 1/2 minutes are required to pump tank to full pressure (110-135 psi) with engine running and compressor does not shut off, check all connections with soapy water or bubble solution for leaks. Use thread sealant on all uncoated pipe threads. Maximum cycle time 7 minutes with 30 minute cool down.

CAUTION: Check local noise abatement ordinances to avoid legal violations.

INSTALLATION INSTRUCTIONS FOR DUAL HORN



PARTS LIST

ITEM	PART No.	DESCRIPTION	QTY.
1	H11640	5/16-18 X 1.25" HEX HEAD BOLT	1
2	H00910CA	HORN KIT ASSEMBLY	1
3	H16504S	GASKET	1
4	H11553	TENSION WASHER	1
5	H11477	90° ELBOW FITTING	1
6	H10236	LOCK WASHER	1
7	H10241	5/16-18 HEX NUT	1
8	H12462	BRASS INSERT	4
9	H15522	COMPRESSION NUT	3
10	H1311020S	1/4 DIA. NYLON TUBING	1
11	H00550B	SOLENOID KIT, (12 VDC)	1
12	H11468	1/8-27 NPTF, BRASS FITTING	2
13	H15249	CHECK VAVE	1
14	H11830	1/8 NPT, BRASS CROSS	1
15	H12489	TIRE VALVE	1
16	H14654	1/8-27 NPTF, BRASS TEE FITTING	1
17	H00626	AIR TANK	1
18	H12737	5/16-18 UNC, LOCK NUT	2
19	H15235	FUSE HOLDER ASSEMBLY	1
20	H14620	1/4" RECEPTACLE TERMINAL	5
21	H13940A	PRESSURE SWITCH	1
22	H14212	PRESSURE GAUGE	1
23	H12553	7/16-24 ST. THD. & 1/8 NPT, COMPRESSION FITTING	1
24	HADLEY MODEL	COMPRESSOR, 1/6 hp., VDC	1
25	H14168	#10-32 UNF X 1.5" BOLT	2
26	H15224	EYELET	2
27	H15234	GROMMET	2
28	H15290	#10-32 HEX NUT	2
29	H14572	BUMPER	4
30	H12949	TOGGLE SWITCH ON/OFF 20 AMP, 1/4" TAB QUICK DISCONNECT TERMINAL	1
31	H12669-2	WIRE, 16 GA.	2
32	H14610	#10 RING TERMINAL NON INSULATED (18-14 GA.)	2
33	H13116	WIRE SPLICE CONNECTOR	2
34	H13943	PIPE THREAD SEALANT (TUBE REQ'D: 01)	1

***-- IMPORTANT:** REVIEW ALL INSTRUCTIONS, INSTALLATION DIAGRAMS AND PART LIST BEFORE STARTING INSTALLATION