

# INSTALLATION INSTRUCTIONS FOR MODEL H00964H

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

## HORN ASSEMBLY

1. For best results, mount horn (item#1) 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. Thread solenoid outlet (item#7) into horn between the horn projectors. Caution: Tighten solenoid on brass hex body only. After solenoid is secure, thread elbow (item#8) into solenoid inlet.
3. Drill (2) 9/32 in. diameter holes spaced 1 in. apart (mounting template, page 5) in position desired for horn.
4. Insert (2) screws (item#2) through bracket holes (item#3) and mounting surface. Secure with lockwashers (item#4) and hex nuts (item#5). Insert (2) screws (item#2) through the holes in the bracket (item#3) and horn. Secure screws with lockwashers (item#4) and hex nuts (item#5).
5. Connect nylon tubing (item#11) to elbow (item#8) using brass insert (item#9) and tube nut (item#10) and run tube to the tank location.

## TANK ASSEMBLY

1. Select mounting location for air tank (item#17) keeping in mind the orientation of the tank and location of the fittings. (See Figure 1 for sample installation)
2. Thread brass tee fitting (item#12) into either tank outlet. Next thread (2) brass fittings (item#13) into brass tee. Connect the nylon tubing from the horn to (1) of the brass fittings using brass insert (item#9) and tube nut (item#10).
3. In remaining tank outlet thread the pressure switch (item#14).

**CAUTION:** Tighten pressure switch on brass hex body only.

4. To mount tank drill (2) 11/32 in. diameter holes spaced 4 in. apart (mounting template, page 5) in a rigid surface. Insert tank studs through the holes and secure with locknuts (item#16).

## COMPRESSOR ASSEMBLY

1. As shown in figure 2, slide the (2) grommets (item#21) into slots. Next push the (2) brass eyelets (item#20) into the grommets. Pull the (4) bumpers (item#23) through the (4) round holes on the bracket.
2. Clamp compressor head and install brass fitting (item#13) into air outlet as shown in figure 1.
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 (mounting template, page 5)
5. To mount compressor, insert 10-32 bolt (item#19) through the brass eyelet and through the 7/32 in. hole. Secure with the 10-32 nut (item#22) as shown in figure 2. **Do not overtighten mounting bolts.**
6. Connect nylon tubing from air outlet fitting on compressor to the brass fitting on the tank as shown in figure 1.

## ELECTRICAL ASSEMBLY

1. As shown in figure 1 connect orange (+) wire from compressor motor to either pressure switch terminal. Next, connect fuse holder (item#18) 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 metal ground.
2. As shown in figure 3 mount toggle switch (item#24) on or under the dash in a location easily accessible to the driver. Connect wire (item#25) from vehicle ground to either solenoid terminal (item#7). 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#26). 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 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 DIAGRAM

FIGURE 1

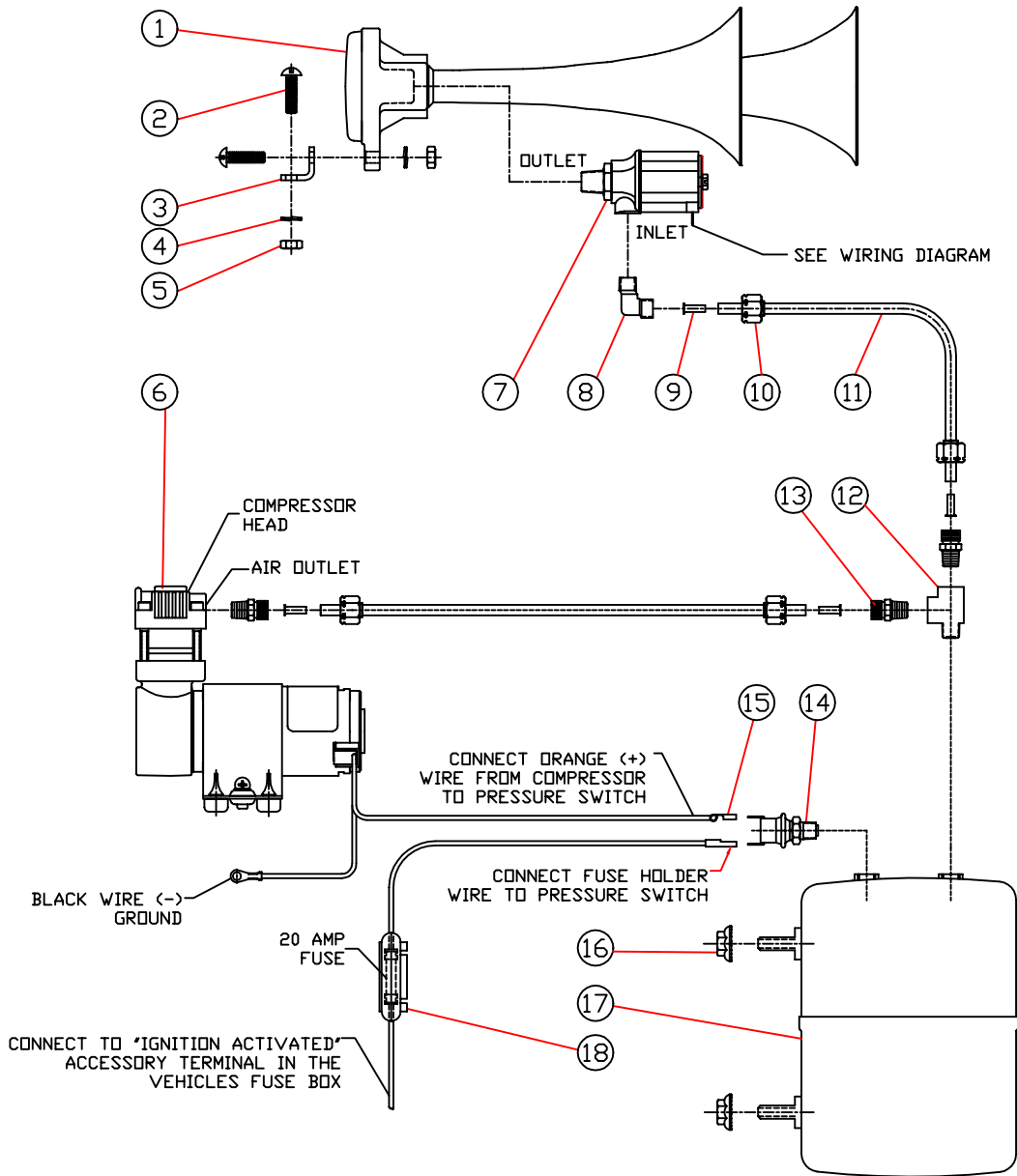


FIGURE 2  
BRACKET ASSEMBLY

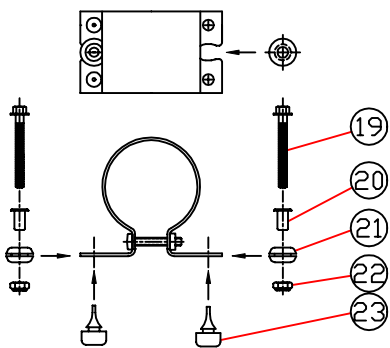
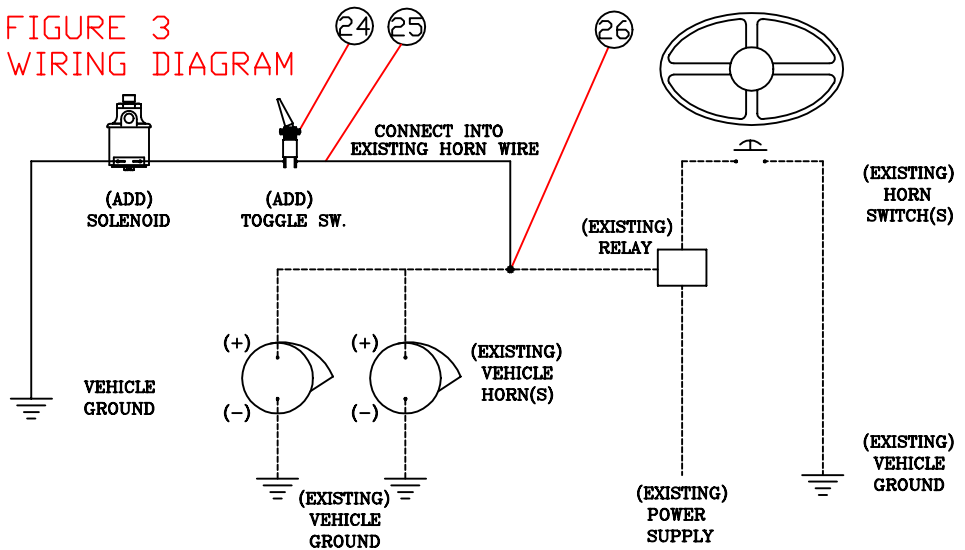


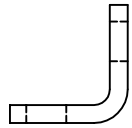

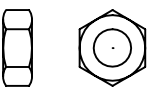
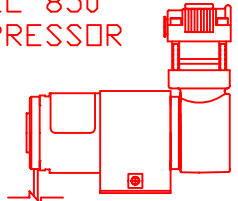
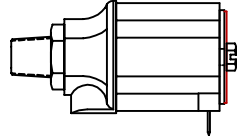
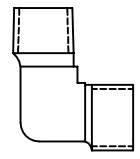


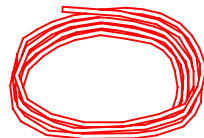
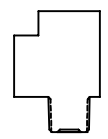
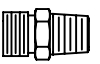
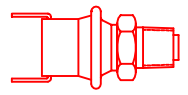
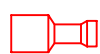
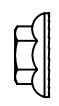
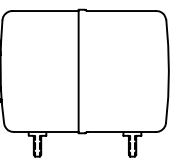
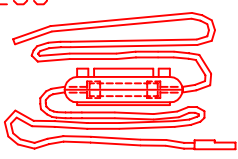




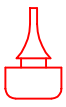


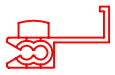



FIGURE 3  
WIRING DIAGRAM

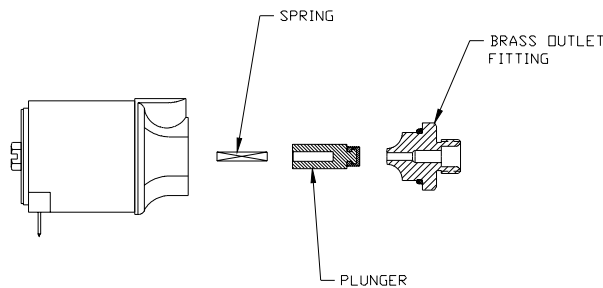


# PARTS LIST

<p>(1)-QUANTITY AIR HORN H00640-6</p>  <p>①</p>	<p>(4)-QUANTITY SCREW 1/4-20 H11737</p>  <p>②</p>	<p>(1)-QUANTITY MOUNTING BRACKET H11803</p>  <p>③</p>	<p>(4)-QUANTITY LOCKWASHER H11306</p>  <p>④</p>
<p>(4)-QUANTITY HEX NUT 1/4-20 H11305</p>  <p>⑤</p>	<p>(1)-QUANTITY MODEL 850 COMPRESSOR</p>  <p>⑥</p>	<p>(1)-QUANTITY SOLENOID KIT (12V) H00550C</p>  <p>⑦</p>	<p>(1)-QUANTITY MALE ELBOW H12636</p>  <p>⑧</p>
<p>(4)-QUANTITY BRASS INSERT H12462</p>  <p>⑨</p>	<p>(4)-QUANTITY TUBE NUT H15522</p>  <p>⑩</p>	<p>(1)-QUANTITY NYLON TUBING 1/4" H13110-13</p>  <p>⑪</p>	<p>(1)-QUANTITY BRASS TEE 1/8 H14654</p>  <p>⑫</p>
<p>(3)-QUANTITY BRASS FITTING 1/4 X 1/8 H12553</p>  <p>⑬</p>	<p>(1)-QUANTITY PRESSURE SWITCH H13940A</p>  <p>⑭</p>	<p>(5)-QUANTITY FEMALE TERMINAL H14620</p>  <p>⑮</p>	<p>(2)-QUANTITY LOCKNUT 5/16 H12737</p>  <p>⑯</p>
<p>(1)-QUANTITY AIR TANK H00626</p>  <p>⑰</p>	<p>(1)-QUANTITY FUSE HOLDER H15235</p>  <p>⑱</p>	<p>(2)-QUANTITY BOLT 10-32 H14168</p>  <p>⑲</p>	<p>(2)-QUANTITY EYELET H15224</p>  <p>⑳</p>
<p>(2)-QUANTITY GROMMET H15234</p>  <p>㉑</p>	<p>(2)-QUANTITY NUT 10-32 H14591</p>  <p>㉒</p>	<p>(4)-QUANTITY BUMPER H14572</p>  <p>㉓</p>	<p>(1)-QUANTITY TOGGLE SWITCH H12949</p>  <p>㉔</p>
<p>(2)-QUANTITY WIRE 16 GA. H12669-2</p>  <p>㉕</p>	<p>(2)-QUANTITY WIRE SPLICE CONNECTOR H13116</p>  <p>㉖</p>	<p>(1)-QUANTITY TEFLON THREAD SEALANT H13943</p>  <p>㉗</p>	<p>REV: D/00 PAGE: 3 FILENAME: H14081.DWG</p>

## SOLENOID CLEANING PROCEDURE

1. Drain all air from tank.
2. Using 1/2 inch wrench disconnect horn airline from solenoid.
3. Using 3/4 inch wrench, loosen and remove brass outlet fitting that the airline 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 for corrosion build-up and remove with fine steel wool, emery board or similar product. After thoroughly cleaning plunger surface, inspect the rubber tip. Tip should be relatively smooth to allow proper seating against the brass outlet fitting.
6. After you have cleaned and inspected the plunger, you are ready to 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 placement, simply depress plunger with fingertip, plunger should travel in and out smoothly.
7. Place brass outlet fitting back into position and tighten with 3/4 inch wrench.
8. Reattach airline to the outlet of solenoid and tighten tube nut.
9. Procedure is now complete, simply allow tank to fill again with air 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 mounting location.
11. If plunger and spring are not reusable, a replacement kit is available. Part No. is HPB 550-0



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All Hadley products carry a limited warranty for 12 months from date of purchase. We will repair or replace, at our option, defects in material and workmanship during that period when product and proof of purchase are returned to our service department at the address below.

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# MOUNTING TEMPLATES

