

GMTRK-2 BOLT-ON TRAIN HORN SYSTEM INSTALLATION INSTRUCTIONS

For 2007-2013 GM & GMC Trucks & SUVs



The GMTRK-2 System comes pre-assembled with air compressor, air tank and all fittings installed in the tank and on the battery tray plate. The horns will be bolted to the tow hook mount, making installation fast & efficient.

Mounting the Compressor/Tank Assembly

1. Remove 3 bolts from the factory aux battery tray area and one bolt from the fender just to the rear of the aux battery tray as shown in *Figure 1*. Do not remove the factory battery tray. The three bolt locations on the battery tray will be used to secure the compressor/tank assembly. The bolt on the fender well is for the electrical ground.
2. Locate the ground terminal in the GMTRK-2 wiring harness. Attach to ground wire to the vehicle fender well using the original bolt that was removed in Step 1.
3. Place the compressor/tank assembly on the spare battery tray location with the compressor towards the fender and the tank towards the engine as shown in *Figure 2*. Align the pre-drilled holes on the Kleinn mounting plate over the top of the three vacant bolt holes in the vehicle battery tray.
4. Use the three #6 bolts supplied with the kit to attach the compressor/tank assembly by guiding them in to the open spots you created by removing the bolts in Step 1. Tighten the bolts.
5. Attach the remote air intake tube to the barbed fitting on the front of the compressor and run it along the inside fender wall towards the firewall on the driver's side. The remote air intake filter will mount in an existing hole on the inside fender wall, to the side of the master cylinder (see *Figure 3*). Trim the remote air intake hose to fit and attach it to the filter.

Wiring

1. Locate the battery input ring terminal on the GMTRK-2 harness and secure it to the Main Power terminal on the forward side of the vehicle fuse box as shown in *Figure 2*.
2. There are two mini ATC fuse leads on the wiring harness. Identify the ignition circuit (IGN) and plug the wire tap lead labeled "+12v Ignition" into ignition circuit in fuse box. This circuit will test for 12 volts when the key is turned on, and read no voltage when the key is turned off. Once verified, Install factory mini ATC fuse into bottom position in ignition fuse tap. The upper slot in fuse tap will use the supplied mini ATC fuse.
3. Locate the horn fuse in the fuse box. Remove and plug the wiring harness lead labeled "Horn" into horn position in the fusebox. If you want your OEM horn to continue to work, replace the horn fuse in the bottom socket of the fuse tap housing. If you do not want your factory horn to work along with the train horn, leave the bottom fuse out.



Mounting the Horns

For vehicles with tow hooks:

1. Pre-mount the two Model 220 trumpets on the air horn bracket as shown in Figure 4 using the nuts and bolts supplied in the horn box.
2. Locate and remove the two factory bolts that secure the tow hook on the driver's side.
3. Place the horn bracket against the vehicle frame so that the holes in the bracket align with the holes for the tow hook bolts. Be sure to position the horn/bracket assembly so that the bracket is on top and the horns hang below the bracket as shown in *Figure 5*.
4. Replace the tow hook bolts – securing the horn bracket between the bolts and the vehicle frame.

For vehicles without tow hooks:

1. Secure the horn mount bracket to the vehicle PRIOR to attaching the horns. Use the Nut Plate included with the kit to secure the bracket in place using the two supplied 7/16-14-1 bolts. (*Figure 6*). The nut plate will fit inside the frame and has a handle you can use to hold it in place while the bolts are fitted and tightened.
2. Once the horn mount bracket is securely installed, bolt the horns to the mounting plate as shown in *Figure 4*.

Making Air & Electrical Connections to the Horns

1. Cut two lengths of tube from the supplied roll, each approximately 8" long. Attach one to each of the trumpets using the compression fitting on the solenoid. Attach the other end of each tube to two of the legs from the compression T-fitting supplied in the horn box.
2. Use the remaining tube to run from the last leg of the T-fitting up to the outlet of the air tank. Cut to length, and then attach using the compression fitting pre-installed on the tank. *See Figure 7*.
3. The remaining leg of the wiring harness is the horn solenoid connection harness. Run this leg downward towards where the horn bracket attaches to the frame. There are two pairs of female connectors at the end of the harness. Each pair is for one solenoid. Take the two male bullet connectors from each solenoid and plug them in to one of the pairs of females. Do not 'cross connect' the bullet connectors. Each pair on the solenoid connection harness is for one solenoid. *See Figure 7*.

Testing the System

1. Check all connections to be sure they're secure before you start the vehicle to allow the system to build pressure. Make sure the air tube and electrical wire running down to the horns are secure. Use zip ties if necessary.
2. Turn on the vehicle ignition and allow the compressor to fill the air tank. Initial fill should take approximately 1 minute, 40 seconds. The compressor should shut off automatically once full pressure is achieved.
3. Make sure NO ONE IS NEAR THE HORNS, and then test the horns by pressing the factory horn button in the steering column. The horns should sound, and then the compressor will turn back on to refill the tank.

Do not perform this test in an enclosed space without proper ear protection.

Maintenance:

- Periodically check the compressor air filter. If it's dirty, clean it or replace it.
- Periodically use the drain cock at the bottom of the air tank to drain condensation. How frequently this is required depends on how frequently the compressor runs and the humidity in your area. Until you learn how rapidly condensation builds in your tank, drain frequently (once per week) for best results.

Images

Figure 1: Battery tray prior to installation:

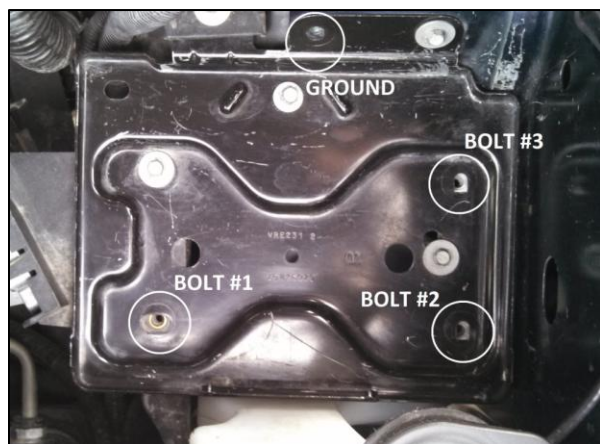


Figure 2: Compressor & Tank Assembly with Wiring:



Figure 3: Remote Filter Mount Behind Fusebox:



Figure 4: Horn Mount (uninstalled) - Bracket on Top:

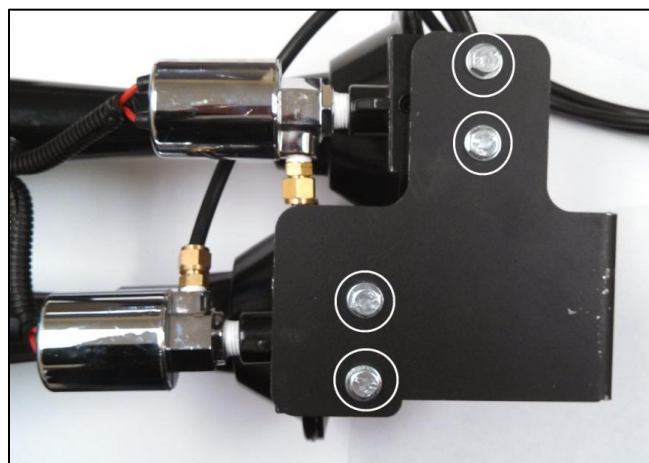


Figure 5: Horn Mount Installed with Tow Hook:



Figure 6: Nut Plate Installation without Tow Hook:

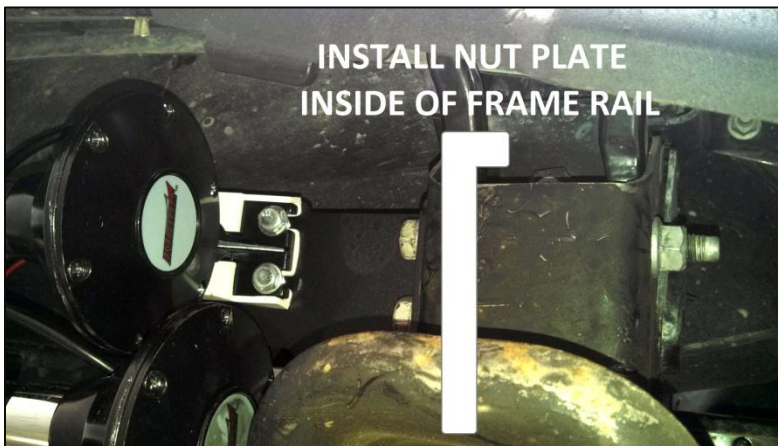
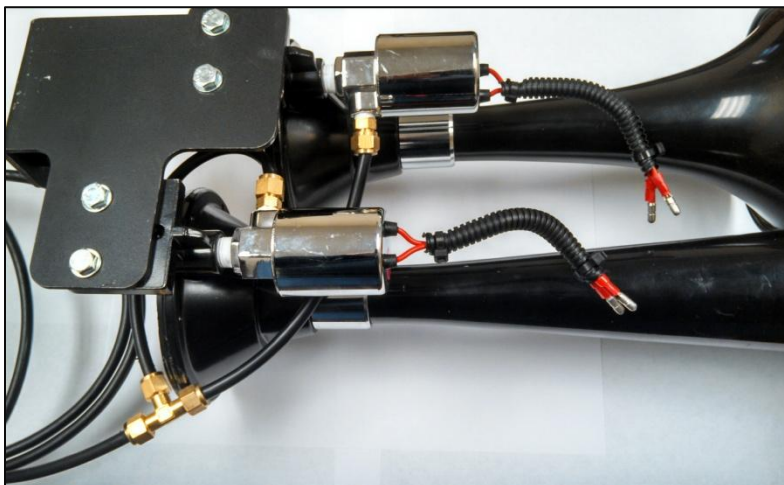


Figure 7: Air & Plug-in Electrical Connections at Horn:



ONE YEAR KLEINN AIR HORN MANUFACTURER DEFECT WARRANTY

Kleinn Automotive warrants this product to the end-user, when properly installed and under normal conditions of use, to be free from defects in workmanship and materials for a period of one year from the provided date of purchase, to the original purchaser of the product. This warranty does not cover abuse, operation in a manner inconsistent with the product's design or damage resulting from exposure to the elements. If the defect is considered "under warranty", Kleinn Automotive will, at its option, repair or replace the product free of charge to the original purchaser.

Note: Kleinn Automotive is not liable for any installation charges, loss or damage of any kind incurred in the replacement, repair of any warranted product.