



GMTRK1 BOLT-ON TRAIN HORN SYSTEM INSTALLATION INSTRUCTIONS

For 2007-2017 GM & GMC Trucks & SUVs

The GMTRK-1 System comes with a custom battery tray to hold the air compressor and air tank. The horns will be bolted to the horn bracket and share engine skid plate mounting holes, making installation fast & efficient.

GMTRK1 system Components:

1 Compressor and Tank Battery Tray Bracket
1 Horn Bracket
1 6270RC Compressor (including mounting hardware)
1 6270RT 1-gallon Air Tank
1 220 Dual Trumpet Train Horn
(includes mounting hardware and "T" fitting)

Hardware (qty)

(2) 7/16 x 1 ¼ bolt
(4) 6mm x 30 bolts
(4) 6mm flat washer
(2) horn bracket bolts

Fittings

(1) 52835 Drain
(1) 51414L Compression fitting
(1) 2131 130 Psi Pressure switch
(1) 52155 Safety blow off
(1) 51414NPTL 90° adapter

(1) 25014 ¼ inch airline
(1) 318-BK button
(1) Juice thread sealant

The installation of this system will have these main steps:

1. Check contents of box to ensure all components are present
2. Determine your install type
3. Pre-wiring of vehicle/relay
4. Pre-assembly of components
5. Installation
6. Wiring finalization
7. Test the system

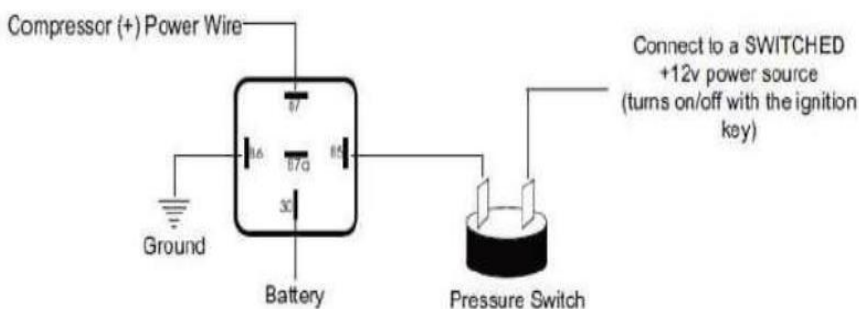
There will be 2 variations of the instructions depending on the year of your vehicle.

2007.5 – 2013 will follow install (Type A)

2014 – 2017 will follow install (Type B)

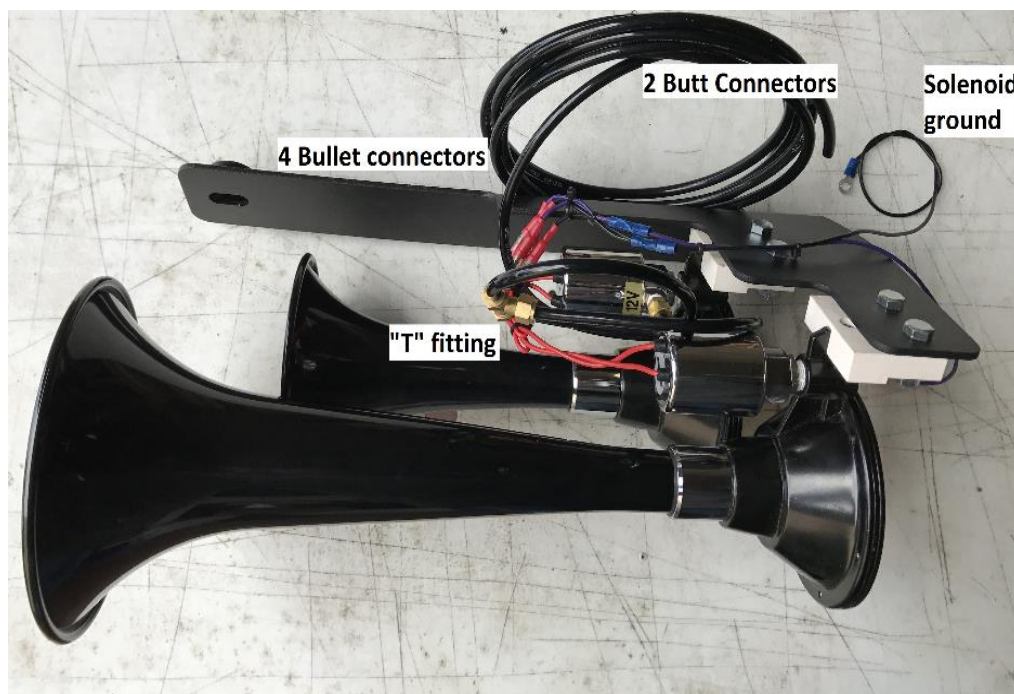
PRE-WIRING (Type A & B)

1. The main power wire will be connected to the positive battery terminal, with the fuse being as close as possible to the battery (within 18 inches). With the fuse removed, connect this wire to PIN # 30 on the supplied relay. The remaining wire will be connected to pin #87 and, this wire can be routed to the driver side AUX battery tray location. This will later be connected to the Red 12v+ compressor wire. The supplied loom will be used to cover the wire, after it is routed.
 - a. (Type A install, you can use the “battery lug” that is at the front of the fuse box, directly behind the kit)
2. The supplied 18ga. yellow wire will be connected to a fused ignition source. (12+ only when key is turned to the “ON” position). The fuse box, or vehicle ignition harness can be taped into using the supplied connectors. Test and verify wire polarity and function before connecting into any circuit. Route this yellow wire to the AUX battery tray location for connection to the pressure switch. The remaining 18ga. yellow wire will be connected to the relay pin # 85 Use the supplied wire loom to cover the wire once routed.
3. The supplied 18ga. red wire will be used to activate the horn. It will be routed from the location you choose for the button, through the firewall and past the AUX battery tray. This 18ga. red wire will later be routed down to the horn with the airline. Use the supplied wire loom to cover the wire once routed.
4. The supplied 18ga. black wire will be used to ground the relay. Use the supplied blue ring terminal to attach the wire to a paint free metal surface. Use the supplied blue female connector to connect this ground wire to the relay, pin # 86



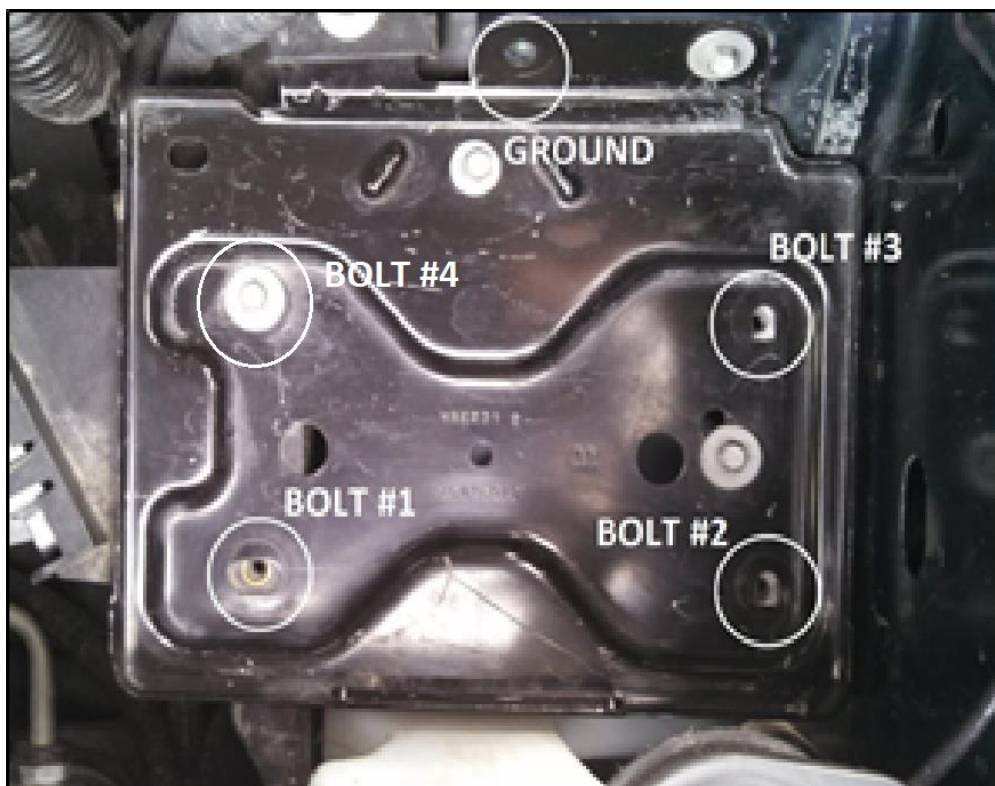
To wire to the pushbutton switch:

1. Run the red 18ga. wire from a fused +12-volt power source to one side of the pushbutton switch. The 'load' side of the horn fuse in your factory fuse box is a good source.
2. Run the remaining 18ga. red section of wire from the other side of your pushbutton switch to your solenoid. Connect the wire from the pushbutton directly to either one of the red wires from each solenoid. You can use a mating female bullet connectors, or splice the wire directly. Take care to protect this connection with electrical tape or silicone sealant. Connect the remaining wire from each solenoid to ground. Make sure the connection point is clean and free of dirt, grease or paint.

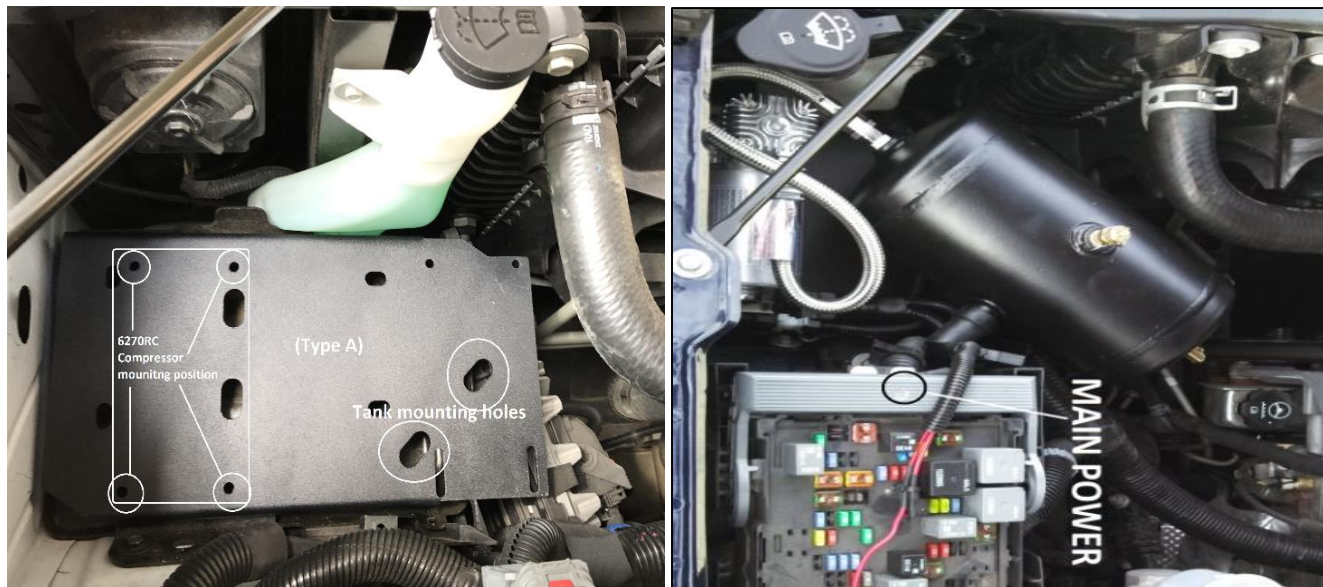


The Horns can be installed to the bracket and pre wired as shown. Use the supplied bullet connectors for each solenoid connection, and the butt connectors to accommodate 2 wires into 1. Ground the solenoids to a paint free metal surface using the blue ring terminal and self-tapping screw. The "T" fitting can be connected to the horns using 2 short pieces of airline. The final connection to the "T" will be done when the horn is being installed. Set this assembly aside for later installation.

1. Remove the 4 factory bolts from the bottom of the battery tray. These will later be replaced by the supplied 6mm bolts.
2. The ground point shown, using the factory bolt for the battery tie down, is acceptable if the surface below it is prepped to be clean of paint or dirt.



2007.5 - 2013 will have the tank and compressor in this configuration (Type A):



Tank Prep (Type A)

1. pre-install the fittings, using the supplied Juice thread sealant, as shown:



With all the fittings installed on the tank, the airline can be connected to the compression fitting, and will later be run to the lower bumper area, when placing the kit onto the battery tray plate.

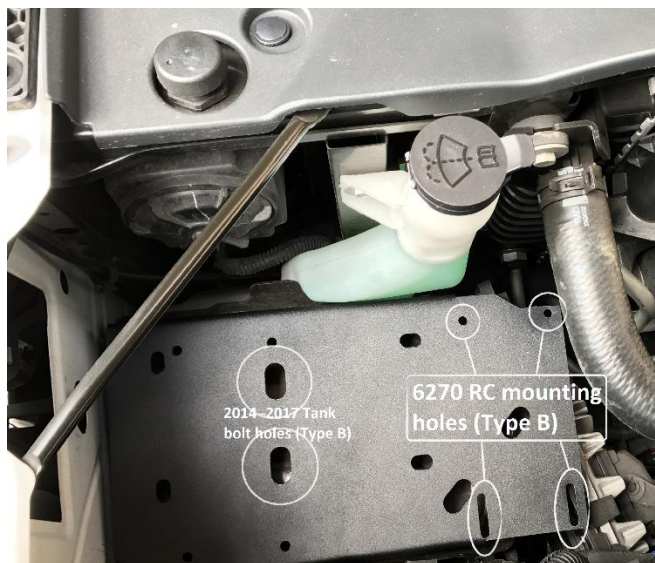


Installation

Type A:

1. Mount the compressor and tank to the battery tray bracket as shown for Type A
2. The hardware in the compressor box will be used to mount the compressor.
3. The supplied 7/16 x 1" carriage bolts will be used to secure the tank.
4. With all components mounted, you can place the tray close to its final mounting position and route the airline and horn activation wire down past behind the headlight to the lower bumper area.
5. With the components loaded and secured the battery tray can be placed into position, and the 4 supplied 6mm x 30mm mounting bolts and washers secured with a wrench.
6. The compressor can be connected to the main power wire, and the compressor ground can be attached to a paint free metal surface.
7. The wires that were run to the pressure switch can be connected. It does not matter which wire is connected to which. The ignition wire will go into the pressure switch and back out to the relay pin # 85.
8. Secure the compressor leader hose to the tank. It is VERY important to not overtighten the check valve when connecting it to the tank. Use the supplied thread sealant, and thread in as far as possible by hand, then use a wrench to turn 1/4 -1/2 turn to seat.
9. 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. Trim the remote air intake hose to fit and attach it to the filter.

2014 – 2017 will have the tank and compressor in this configuration (Type B):



Tank Prep Type B



pre-install the fittings, using the supplied Juice thread sealant, as shown:

With all the fittings installed on the tank, the airline can be connected to the compression fitting, and will later be run to the lower bumper area, when placing the tank onto the battery tray plate.



Installation

Type B:

1. Mount the compressor and tank to the battery tray bracket as shown for Type A
2. The hardware in the compressor box will be used to mount the compressor.
3. The supplied 7/16 x 1" carriage bolts will be used to secure the tank.
4. With all components mounted, you can place the tray close to its final mounting position and route the airline and horn activation wire down past behind the headlight to the lower bumper area.
5. With the components loaded and secured the battery tray can be placed into position, and the supplied 6mm x 30mm mounting bolts and washers secured with a wrench.

The opening for the bracket to be positioned with the components mounted is less than desirable. While it is tight, the bracket can be maneuvered into position by pulling back the upper coolant hose (while cool) and then shifting the battery tray back and forth into its final mounting position.

6. Once positioned, the compressor can be connected to the main power wire, and the compressor ground can be attached to a paint free metal surface.
7. The wires that were run to the pressure switch can be connected. It does not matter which wire is connected to which. The ignition wire will go into the pressure switch and back out to the relay pin # 85.
8. Secure the compressor leader hose to the tank, it will go into the 90° adapter. It is VERY important to not overtighten the check valve when connecting it to the tank. Use the supplied thread sealant, and thread in as far as possible by hand, then use a wrench to turn 1/4 -1/2 turn to seat.
9. 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. Trim the remote air intake hose to fit and attach it to the filter.

Horn Installation (Type A & B)

1. The horns can now be placed in the area below the bumper. Before mounting the airline should be connected and the horn activation wire connected to the respective wire on each solenoid.
2. Remove the 2 factory air dam bolts. The bracket can be placed into position and mounted using the supplied hardware.
3. The horn can be grounded.





The main power fuse can be inserted once all connections have been made.

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 horn. 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.