

Installation manual for the Musical Series, Tour de France horn

Warning.

- Before starting the installation, the battery needs to be disconnected. First disconnect the mass (-) connection and only then disconnect the plus (+) connection. This minimises the chance of a short circuit. Make sure that the cables will not accidentally rebound off the battery poles. A folded towel in between will suffice.

General instructions.

- Use a wire of at least 2.5 mm² to connect the horn.
- Use fitting, isolated faston plugs and clips. Clasp this onto the wire using the correct tools. The plugs should be fastened in such a way that they cannot be disconnected from the wire by hand.



Faston
female



Faston
male



Faston
eye



Branch
clamp

- Make sure that the wires cannot be damaged mechanically. Secure them with binding straps. Pay extra attention to places where they might come into contact with sharp elements of the frame.
- Always make use of the included relay. The horn uses 18 Ampere. A standard horn switch cannot process this power and will quickly burn out.
- Place the relay with the contacts facing down where water and dirt can reach it as little as possible.
- Wrap branch terminals after installation, preferably with isolation tape. In this way, moisture will not reach it easily.
- In the installation manual, we work with coloured wires. Naturally, you can use all black wires, but that does mean you will have to be more careful.

Installing the horn.

- Remove the old horn.
- Install the air horns horizontally or with the opening pointing slightly downward.
- Find a place for the compressor in the immediate area of the air horns. Install the compressor upright as much as possible. Place the compressor where water and dirt can reach it as little as possible.
- Connect the air horns to the compressor by using the included hoses. Keep the hoses short and prevent sharp curves. Make the connections in accordance with the instructions on the box; pay attention to the colour codes.
- Make sure that the parts are not placed too close to warm objects, such as the radiator.

Electric connection.

- 1) Find a place to install the relay. The placing of the old horn is probably fine, as long as the relay cannot be damaged by water and dirt.
- 2) Find a place to install the switch.
- 3) Disconnect 1 of the two wires of the old horn and connect it to the "common" connection of the switch. The place of the connection differs per switch, depending on the included brand and type. If the wire is connected to the wrong connection of the switch this will merely mean that the switch will not work. You can easily rectify this later.
- 4) Draw a (black) wire from the switch to the open connection of the old horn. Place faston females on both ends of the wire.

- 5) Draw a (black) wire between the switch and connection 86 of the relay. Clasp a faston female on both ends.
- 6) Branch off the other wire that goes to the old horn by using a junction block and connect this to connection 85 of the relay.
Remark: If the old horn only has 1 connecting wire, it uses the frame as mass. Subsequently connect a short piece of wire to one side with a faston female and to the other side with a faston eye. Move the faston female to connection 85 of the relay. Screw the faston eye onto a spot on the frame (mass). This is sometimes possible underneath the bolt with which the relay is fastened. Use a knurled ring to secure a good electrical contact.
- 7) Draw a (black) wire from the minus (-) of the compressor to a suitable mass point. This should preferably be the mass (-) connection of the battery. Clasp a faston eye to the battery side and a faston female to the other end of the wire.
- 8) Draw a (red) wire from the plus (+) connection of the compressor to connection 87 of the relay. Place faston females on both ends of the wire.
- 9) Draw a (red) wire from connection 30 of the relay to a place near the plus (+) connection of the battery. Place a faston female on both ends.
- 10) Connect the wire to the fuse holder of the floating fuse to the battery side. You can stick the fuse holder to the side of the battery with double-sided tape. Place a 25A fuse in the fuse holder.
- 11) Draw a (red) wire between the plus (+) side of the battery and the floating fuse. Make sure that this wire is as short as possible and is mechanically well protected. Clasp a faston female on the fuse side and a faston eye on the battery side.
- 12) Reconnect the battery, including the new wires. It is safest to first connect the plus (+) and then the mass (-) side. Put back the protective caps on the battery poles.
- 13) Now, the key can be turned in the contact and the horn switch can be pressed. You should now hear either the old horn or the new horn.
- 14) Switch the switch. Press the horn switch again. You should now hear the other horn. If this is not the case and you hear nothing in both cases, the wires have been connected incorrectly. In that case, follow the procedure below:
 - If you only hear the old horn and if you hear nothing when the switch is in the other position during the test above, you should switch the wire from the old wiring with the wire going to the old horn.
 - If you only hear the new horn and if you hear nothing when the switch is in the other position during the test above, you should switch the wire from the old wiring with the wire going to the new horn.
 - Now, the switch should work properly. The old horn in one position and the new horn in the other. If one of the two is still not working properly, there is another problem and you should check the wires and connections again. A common mistake is that the wires at the bottom of the compressor have been switched. You can recognise this by the somewhat breathless sound of the horn.

Valk Motorparts Installation manual

Musical Series, Tour de France horn

Installation scheme.

