



# HIDEAWAY BLAST™ MODEL 900 DROP IN REPLACEMENT HORN INSTALLATION MANUAL

Your purchase of a Wolo HIDEAWAY BLAST is the perfect choice to compliment your motorcycle. Wolo's horns are manufactured with the finest materials. Before being packaged, Wolo tests each horn to ensure it meets our high standards, ensuring a perfect working horn. Quality workmanship and components will provide years of dependable service. If you need help or have any questions using your new Wolo horn, our technicians are available to answer your questions, Monday thru Friday, from 9 AM to 4 PM EST at 888-550-4676.

Before installation of the horn is attempted, it is important to read the installation manual completely, and note any messages marked "**IMPORTANT**" or "**WARNING**". The lives of people are dependent upon a proper installation of the horn. The person installing the horn should have basic knowledge of the motorcycle's electrical system and crimping wire terminals. A safe installation will prevent serious injury or damage to the motorcycle.

HIDEAWAY BLAST comes complete and has a factory wired 30-amp waterproof relay. The heavy-duty compressor that powers the HIDEAWAY BLAST will be installed in the left side saddle bag, using Wolo's exclusive patented mounting bracket that secures the compressor in place using 3M™ Dual Lock™ tape. Installation requires drilling one 25/32" hole in the side of the saddle bag out of view (close to the location the compressor is mounted). The hole is required to route the air hose and power wire to the compressor. A heavy-duty waterproof connector is provided, the connector will secure the harness to the saddle bag.

## REMOVAL OF HORN COVER AND FACTORY HORN

1. The factory horn is secured inside the horn housing. The horn housing is removed from the motorcycle by removing the nut, which secures the housing's bracket to the motorcycle. See Fig. 1.
2. Once the nut is removed the horn housing will slide off the screw stud.
3. The factory horn is removed from the horn housing by removing the nut that secures the horn to the housing bracket. The factory horn will easily slide out of the housing. See Fig. 2 & 3.
4. There are two (2) wires connected to the factory horn, both wires need to be disconnected from the horn. The recommended method to remove the wires is to wiggle and firmly pull on the insulated terminal of one wire until the terminal separates from the horn, repeat the same procedure to remove the second wire. See Fig. 3.

## INSTALLING THE HIDEAWAY HORN INTO THE FACTORY HORN HOUSING

**IMPORTANT:** The Hideaway Blast comes with two different mounting brackets, which are numbered 1 or 2. See Fig. 4.

To select the correct mounting bracket to be used, see Fig. 5 & 6. Select the factory horn housing that matches the housing on your motorcycle.

## CHANGING THE MOUNTING BRACKET

**IMPORTANT:** The Hideaway Blast comes with the number 1 bracket factory installed to the horn. If mounting bracket number 1 is going to be used, skip to step 9.

**IMPORTANT:** Note the position of the bracket number 1 before removing it from the horn. The number 2 bracket will extend outward from the horn in the same direction as the number 1. See Fig. 7.

5. To change the mounting bracket, remove the nut that secures the bracket to the horn, and the number 1 bracket can be separated from the horn. See Fig. 7.
6. Position the number 2 bracket onto the mounting screw that is extending from the horn's slotted channel, make sure the brackets tabs are fully inserted into the slotted channel. See Fig 8.

7. Secure the number 2 bracket in place using the locking nut removed in step 5.
8. Place the flat speed nut (provided) onto the end of the mounting bracket.  
**IMPORTANT:** The speed nut should be positioned on the bracket end so that the flat side is facing outward. See Fig. 9.

## INSTALLING HIDEAWAY BLAST INTO THE HORN HOUSING

9. Face the horn housing downward onto a soft shop towel to prevent scratching.
10. Remove the two 3/8 bolts that secure the hanger bracket to the horn housing. See Fig. 10.
11. The bracket can be now separated from the horn housing.
12. Route the horn's black flex tubing containing the air hose and two relay wires through the bottom of the horn housing, exiting out of the housing through the top. See Fig. 11 & 12.
13. Push the horn into housing, keeping the horns mounting bracket centered. **IMPORTANT:** If the fit of the horn into the housing is too tight, there are three simple procedures to try that will help get the horn to slide into the housing.
  - A. With the horn housing facing downward, grab the left and right side walls of the housing and bend slightly outward. You should now be able to slide the horn into the horn housing. See Fig. 13.
  - B. Remove the black circular sound chamber cover by holding the edge and pulling. You should now be able to slide the horn into the horn housing. Place the sound chamber cover back onto the horn. See Fig. 14.
  - C. If there is a factory speed nut on the horn housing bracket, bottom hole, remove it and discard. You should now be able to slide the horn into the horn housing. **IMPORTANT:** Position the flat speed nut (provided) so the flat side is visible when placed onto the bracket. Place the speed nut (provided) onto the horn housing bracket, bottom hole. Position so that the flat side is facing outward. See Fig. 15.
14. There are two bolts provided that secure the hanging bracket to the horn housing. **NOTE:** The bolts have a shoulder washer and they are different lengths. The long bolt should be positioned in the hanging bracket's top hole. The short bolt should be positioned in the bottom hole. See Fig. 16.
15. Align the horn's bracket with the housing bracket and the hanging bracket, secure with long bolt. **CAUTION:** Do not fully tighten until the bottom bolt is in place. See Fig. 17.
16. Align the hanging bracket's bottom hole with the horn housing bracket and secure with short bolt. Make sure both bolts are fully tightened. See Fig. 17.
17. Connect the Hideaway Blast's two black relay wires to motorcycle's factory horn wires that were separated from the factory horn in step 4. **NOTE:** The Hideaway Blast has a male insulated terminal on the end of each wire. The terminals are exact mates to your motorcycle's horn wire terminals. **IMPORTANT:** It does not make a difference which factory horn wire connects to the relay wires. See Fig. 18.

## MOUNTING THE HORN HOUSING BACK ON THE MOTORCYCLE

18. Place the horn housing back onto the motorcycle's screw stud and secure with the nut removed in step number 1.
19. Most installations will require the installer to remove the seat from the motorcycle for routing the black flexible tubing and to gain access to the battery.
20. Route the black flexible tubing to the left side saddle bag. Position the flexible tubing so that it is hidden from view. Provided with the kit are black plastic ties to secure the flexible tubing to the frame of the motorcycle. **IMPORTANT:** The plastic ties should not be used until the install is completed.

## MOUNTING THE COMPRESSOR IN THE SADDLE BAG

The Hideaway Blast comes with a patented compressor bracket, which secures the compressor in the saddle bag without drilling any holes.

21. Using the longest black plastic tie provided, insert the strap's end into the mounting bracket's retaining slot located on the base of the mounting bracket. Push the strap through the slot. Insert the strap into the locking end and pull tight. **IMPORTANT:** The plastic tie has a push tab on the locking end. When the tab is pressed, it will allow the installer to release the locking hold of the plastic tie. See Fig. 19.
22. Select the mounting location in the left side saddle bag for the compressor and mounting bracket. The recommend position is the front facing wall. See Fig. 20 & 21.  
**IMPORTANT:** For best performance, the compressor's wire terminals should be facing upward, and the black plastic compressor cover should be facing downward.
23. Use the compressor's mounting bracket as a template and outline mounting location with a marking pen. Remove compressor from the saddle bag
24. Route the black flexible tubing under the seat supports to the left side saddle bag. See Fig. 22.
25. The black wire extending from the side of the black flexible tubing is routed to the battery, do not make any wire connects at this time.
26. A 25/32" hole needs to be drilled into the saddle bag to route the black air hose and black wire to the compressor. The hole should be drilled from the inside of the saddle bag. See Fig. 23.

### **IMPORTANT: BEFORE DRILLING THE SADDLE BAG CAREFULLY FOLLOW STEPS BELOW.**

- 27A. The hole to be drilled should be as close as possible to the location selected for mounting of the compressor.
- 27B. Before drilling the access hole into the saddle bag, measure the length of air hose and wire extending from the black flexible tubing to make sure that they are long enough to connect to the compressor from the location that the hole will be drilled.
- 27C. Make sure that hole location selected will be hidden from view.
- 27D. Make sure that the black flexible tubing and its end connector do not have any sharp bends or kinks which could restrict the flow air from the compressor to the horn.

**CAUTION:** Sharp bends in the black air hose can decrease the sound output of the horn.

28. Before the hole is drilled into the saddle bag, carefully inspect the opposite side of the saddle bag to make sure that there are no wires, cables, hose lines and or component parts that can be damaged when drilling the hole.
29. It is recommended that the access hole drilled into the saddle bag be deburred so the connector can provide a watertight fit.
30. Remove the nut from the plastic connector by turning it counterclockwise.
31. Route the black air hose and black wire through the drilled access hole until the connector's thread end is extending into the inside of the saddle bag. **IMPORTANT:** Make sure the rubber gasket is positioned between the connector and the saddle bag to ensure a watertight fit. See Fig. 24.
32. Thread the nut back onto the connector, do not tighten.
33. Inspect the black flexible tubing to ensure that there are no sharp bends or kinks.
34. Tighten the nut that secures the nut to the saddle bag.

**IMPORTANT:** If there is excess black flexible tubing that is causing a kink, or a sharp bend follow the corrective steps below.

- 35A. Remove the nut that is securing the hanger bracket of the horn housing. See Fig. 1.
- 35B. Loosen the nut that is securing the connector to the saddle bag.
- 35C. Using a thin bladed sharp scissors, carefully insert the blade to cut only the black flexible tubing at the horn's end. Cut and remove enough of the flexible tubing to eliminate any kink or bend.  
**CAUTION:** Use care to ensure the scissors do not cut the wires or air hose. See Fig. 25.

- 35D. Pull the black flexible tubing toward the horn housing while holding onto the black air hose and black wires. If there is still a kink or bend repeat procedure.
- 35E. Secure the horn housing back onto the motorcycle.
- 35F. Insert the black hose and black wire back through the access hole into the saddle bag. Tighten the nut that secures the connector to the saddle bag.

## MOUNTING COMPRESSOR AND WIRING

The compressor's mounting bracket will be secured to the inside of the saddle bag using 3M™ Dual Lock™ tape™, which allows the motorcycle owner to remove the compressor and mounting bracket from the saddle bag and re-secure compressor back into position in seconds without any tools.

- 36. Using a water based cleaner, clean the mounting surface inside the saddle bag, so it is free of oil, dirt or dust. Dry the mounting surface with a clean shop towel.
- 37. Using a water based cleaner, clean the bottom of the compressor's mounting bracket so it is free of oil, dirt or dust. Dry with a clean shop towel.
- 38. The 3M™ Dual Lock™ tape has strong adhesive on each side that will keep the compressor bracket secured in place even under high vibration. The 3M™ Dual Lock™ tape comes with the front and back locked together. For best alignment we recommend you don't separate them.
- 39. Wash your hands to ensure that oil or dirt does not come in contact with the adhesive on the 3M™ Dual Lock™ tape.
- 40. Peel the paper covering one side of the 3M™ Dual Lock™ tape. Make sure you do not touch the exposed tape. Secure the tape to the bottom of the compressor mounting bracket.  
**CAUTION:** Do not place the tape over the hex nut that secures the compressor to the bracket.  
**IMPORTANT:** Do not secure compressor bracket to the saddle bag until the air hose and wiring have been completed. See Fig. 26.
- 41. The air hose that was routed into the saddle bag will be connected to the compressor's air outlet. Hand hold the compressor in the marked mounting location and push the air hose onto the compressor's outlet tube. If necessary, cut the air hose to the proper length. **IMPORTANT:** Make sure there are no sharp bends or kinks in the air hose that can restrict the air flow preventing the horn from sounding. See Fig. 27.
- 42. The black wire routed into the saddle bag will be connected to the compressor's (+) terminal. Cut the black wire to proper length and crimp the 1/4" female insulated terminal (provided) to the wire. Test crimp connection by holding the wire while lightly pulling on terminal. Connect the terminal to the compressor's (+) terminal. See Fig. 28A.
- 43. Using the black jumper wire (provided) connect the open-end terminal, to (-) ground such as any clean unpainted body bolt. The recommend location is the bolt inside the saddle bag securing the saddle bag to the motorcycle's frame. See Fig. 28B.
- 44. The other end of the jumper wire is connected to the compressor's (-) terminal. Cut the black wire to proper length and crimp the 1/4" female insulated terminal (provided) to the wire. Test crimp connection by holding the wire while lightly pulling on terminal. Connect the terminal to the compressor's (-) terminal. See Fig. 28B.
- 45. Peel the paper covering from the 3M™ Dual Lock™ tape. Make sure you do not touch the exposed tape. The compressor and its mounting bracket are secured to the saddle bag by firmly pushing in place. **IMPORTANT:** it takes 24 hours for the adhesive to fully set, do not separate the compressor and bracket from the saddle bag mounting location until the adhesive is fully set. See Fig. 28C.
- 46. Remove the (-) ground cable from the motorcycle's battery.
- 47. Loosen the (+) positive battery clamp bolt. The 20-amp inline fuse (provided) has an open ended terminal that will slide onto the (+) positive battery clamp bolt. **CAUTION:** Make sure the open-end terminal is positioned between the head of the bolt and the clamp. Firmly tighten the (+) positive battery clamp bolt. See Fig. 28D.

48. The black wire extending from the side wall of the black flexible tubing will be connected to the inline fuse's other wire that has a female bullet terminal. Cut the black wire to proper length and crimp the male bullet terminal provided. Test crimp connection by holding the wire while lightly pulling on terminal to make sure it is securely crimped to the wire. See Fig. 28E.
49. Connect the male bullet terminal to the fuse holder's female terminal. See Fig. 28E.
50. Reconnect the (-) ground clamp onto the battery and tighten firmly.
51. Secure wiring with the plastic ties provided.

**WARNING:** It is important to inspect all electrical system wires that may have changed position during installation to ensure that they are not interfering with operational parts and controls.

Installation is complete.

To test, put the ignition switch to on (if your motorcycle requires such) to sound the horn. Press the factory horn button switch and the Hideaway Blast horn will sound.

52. Secure the seat back onto the motorcycle.

We hope that find the Wolo's new Hideaway Blast to be a valuable addition to your motorcycle, while keeping you safe. Your opinion of the horn and being happy with your purchase is very important to Wolo. We ask that you send your comments or questions to [hideaway@wolo-mfg.com](mailto:hideaway@wolo-mfg.com). All emails will be answered.

The Hideaway Blast™ system and/or components are protected by one or more of the following: US D860,850, CH ZL201830109057.4, ECD 004751436-0001, US D850,887, ECD 004753234-0001, CH ZL20183010955.5, CH ZL201830674542.6, and other U.S. and international patents pending.

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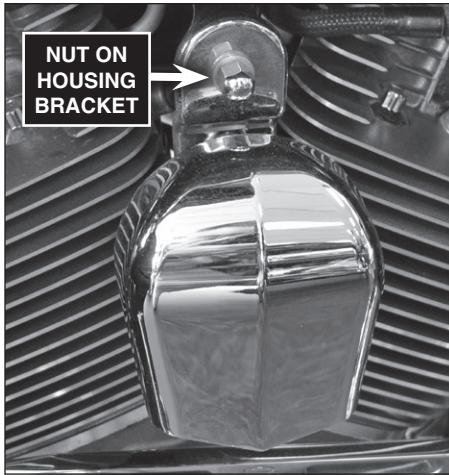


Fig. 1

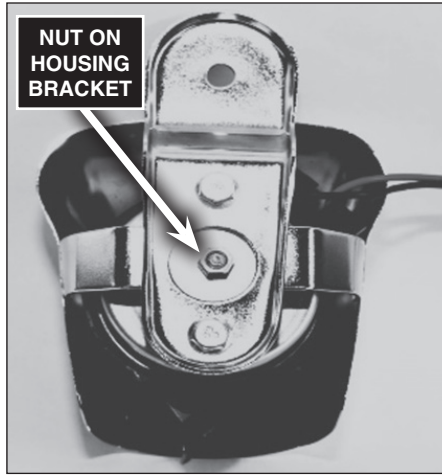


Fig. 2



Fig. 3

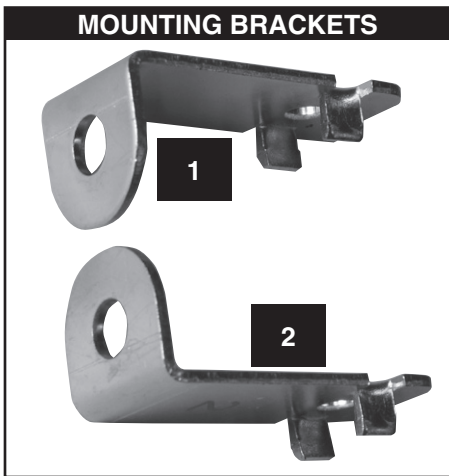


Fig. 4



Fig. 5



Fig. 6

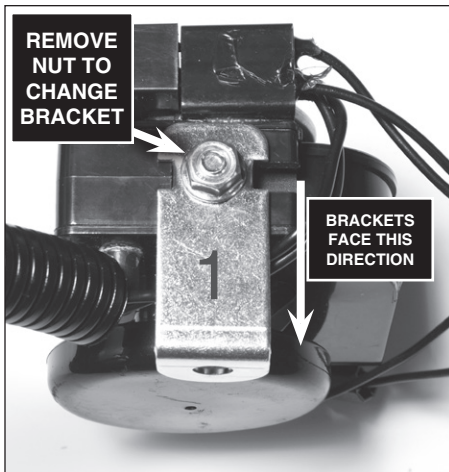


Fig. 7

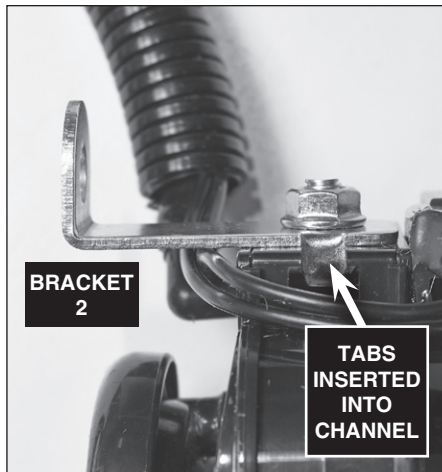


Fig. 8

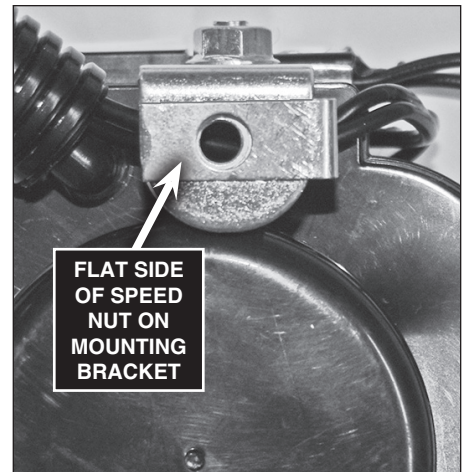


Fig. 9



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Fig. 10

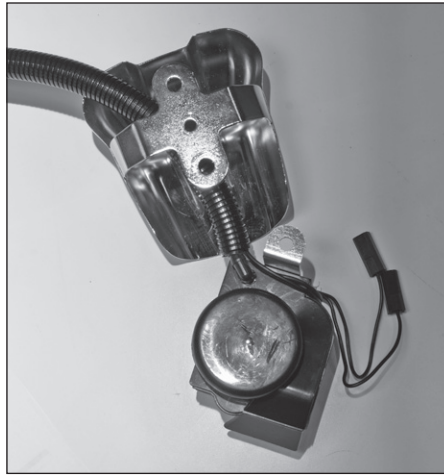


Fig. 11

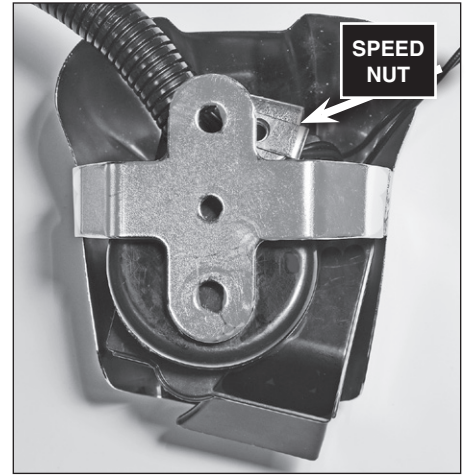


Fig. 12

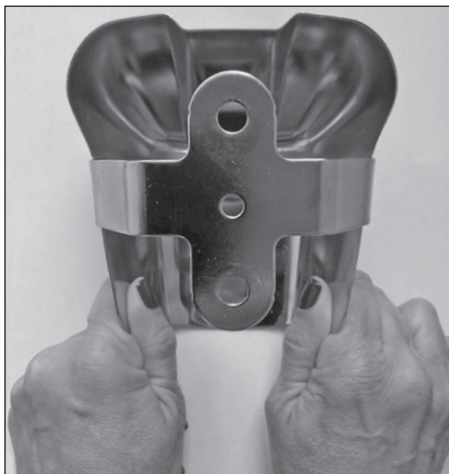


Fig. 13



Fig. 14

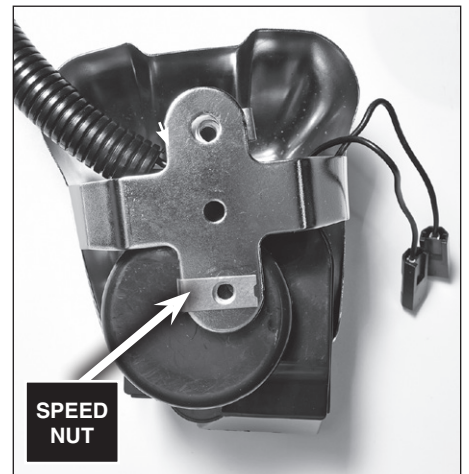


Fig. 15

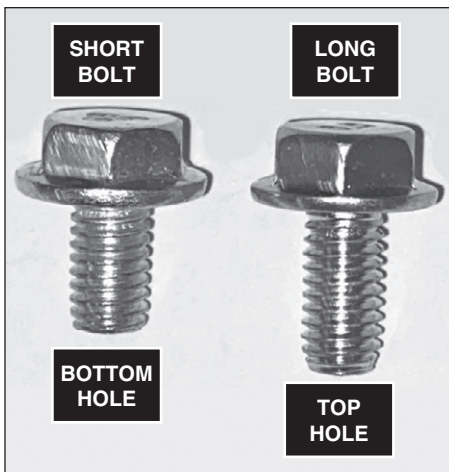


Fig. 16

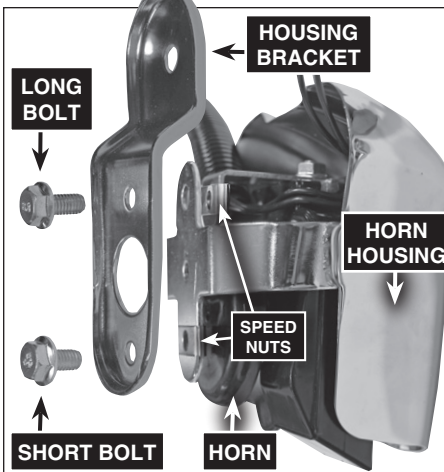


Fig. 17

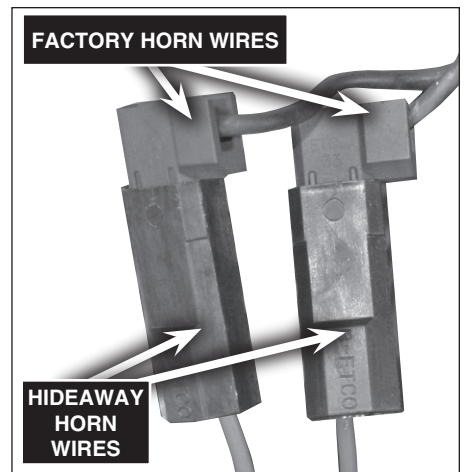
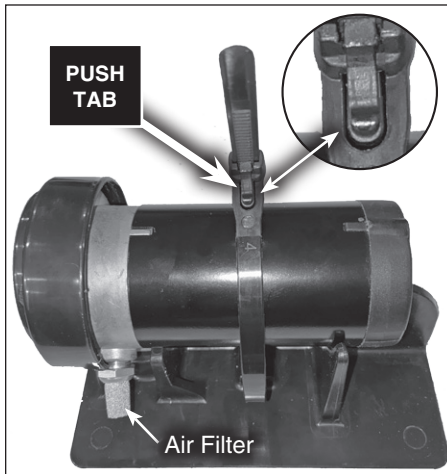


Fig. 18



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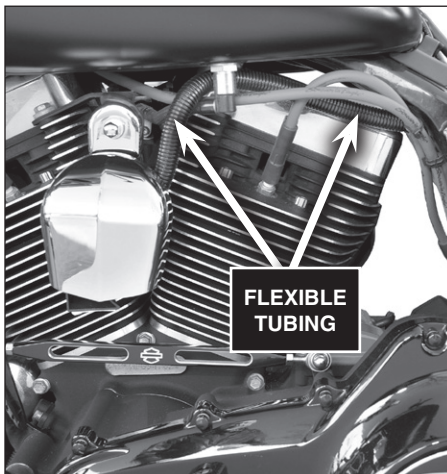
**Fig. 19**



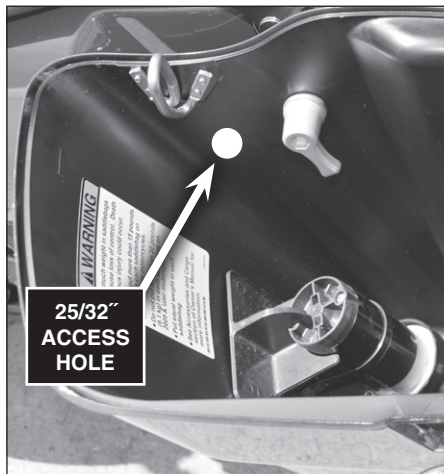
**Fig. 20**



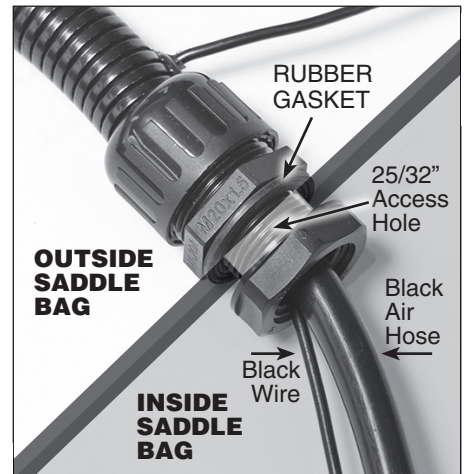
**Fig. 21**



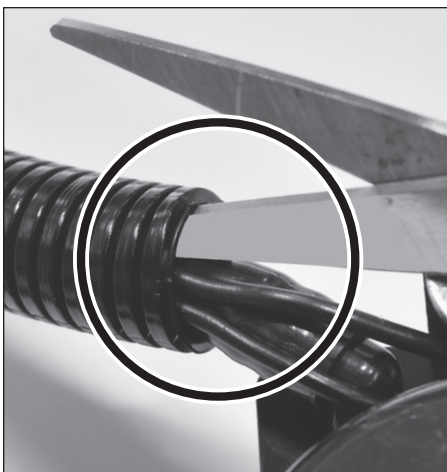
**Fig. 22**



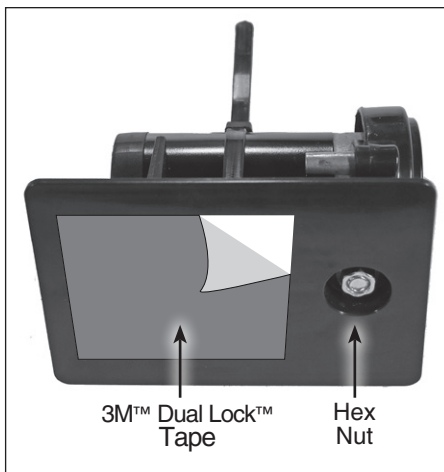
**Fig. 23**



**Fig. 24**



**Fig. 25**



**Fig. 26**



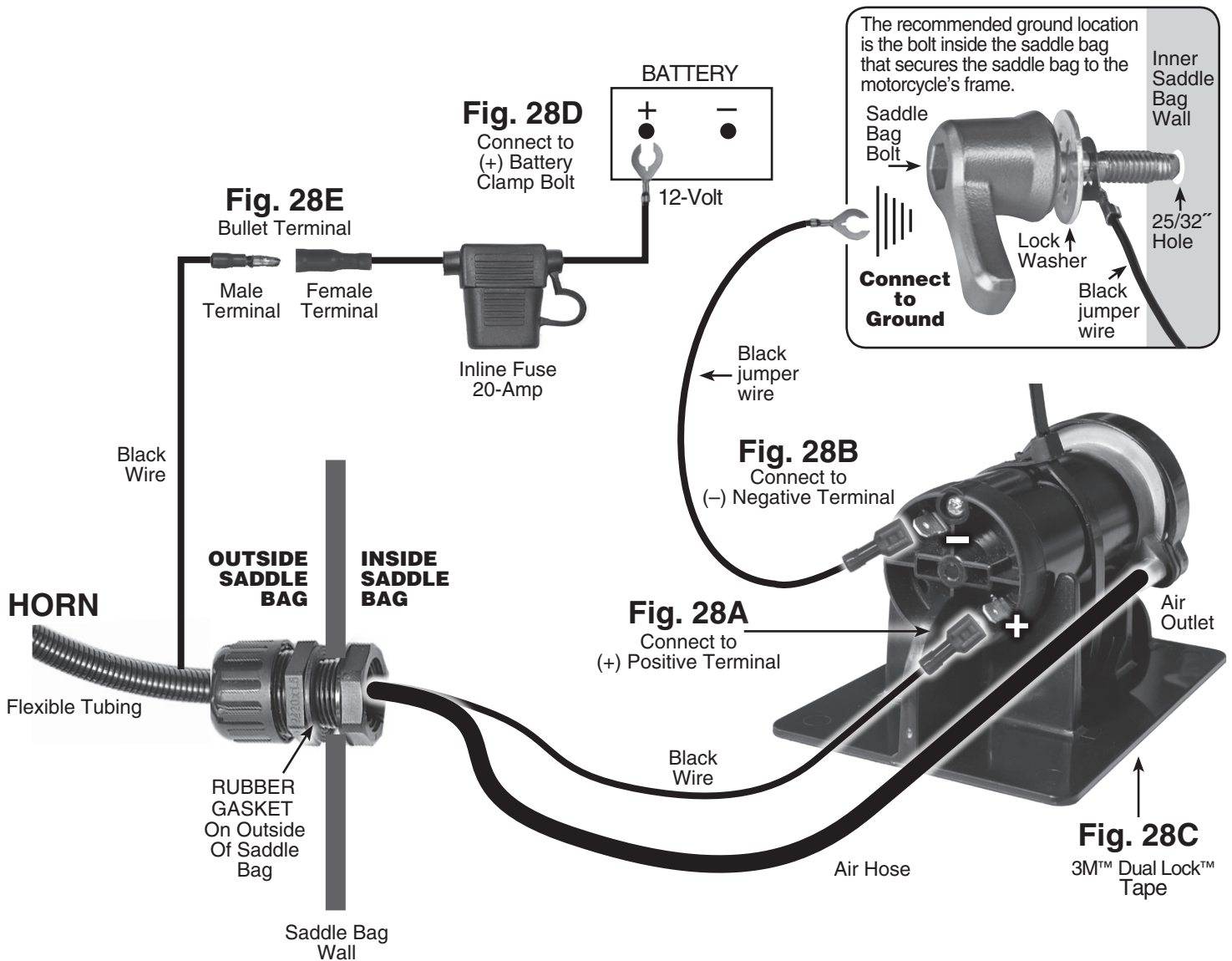
**Fig. 27**





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**Fig. 28**



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