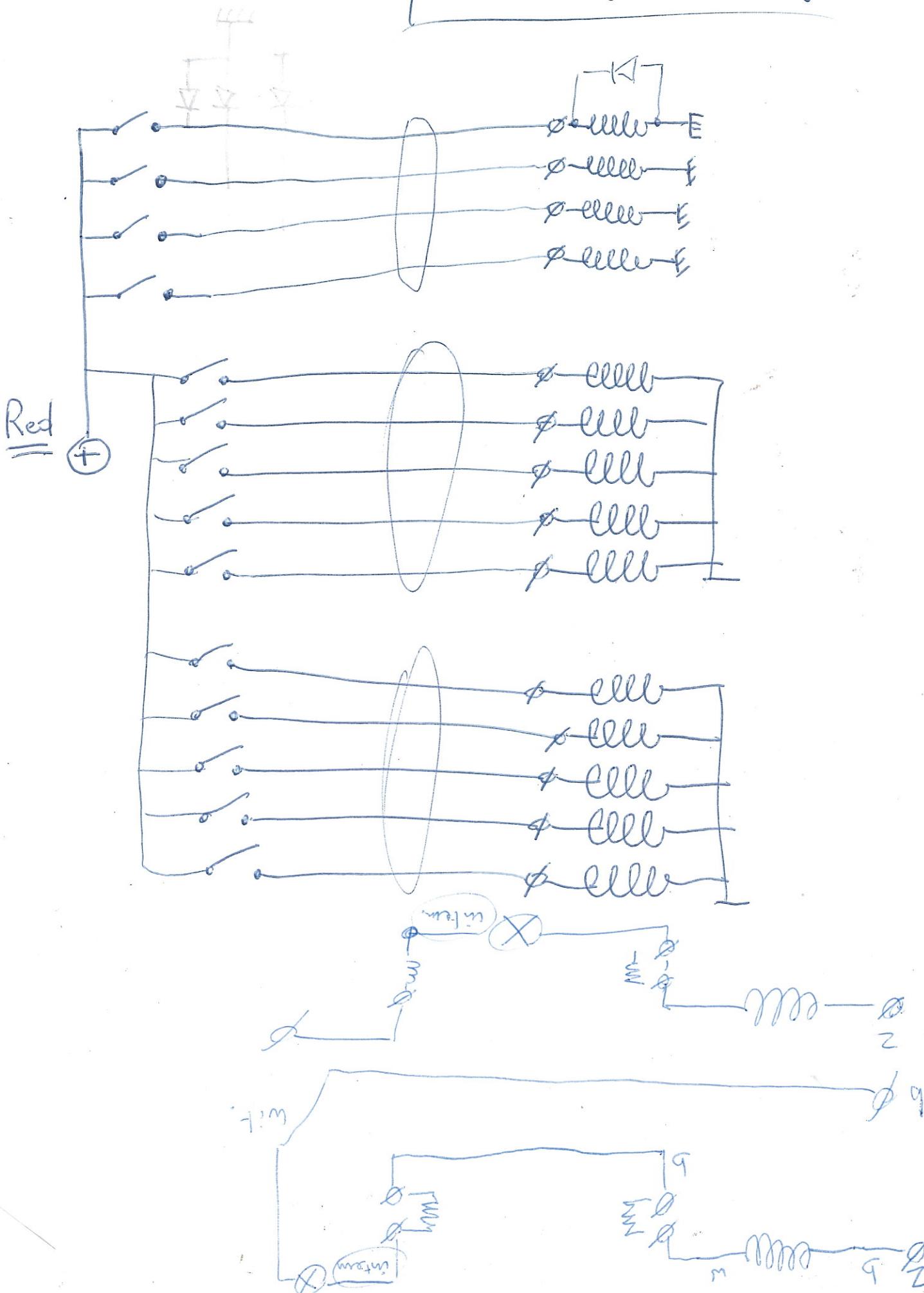
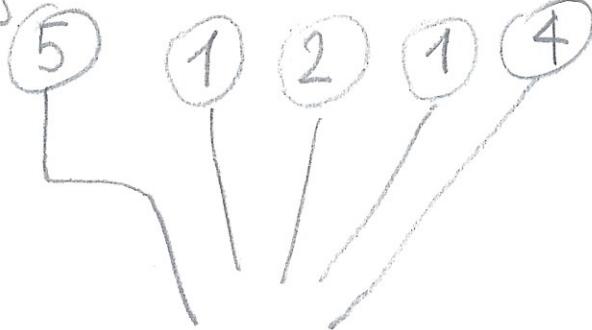


Klankboek

Keyboard book



high low High



High

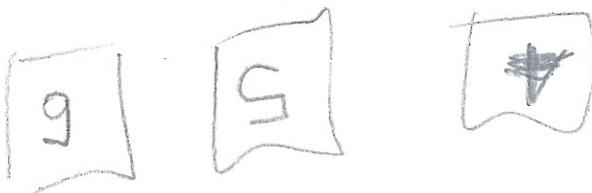
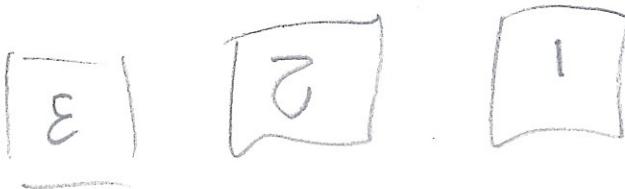
5



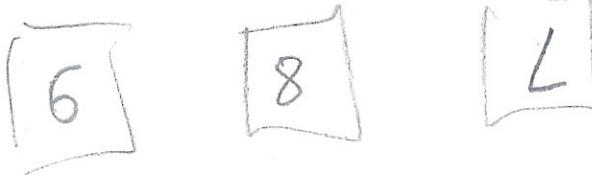
High

3

4



1
1



1
1

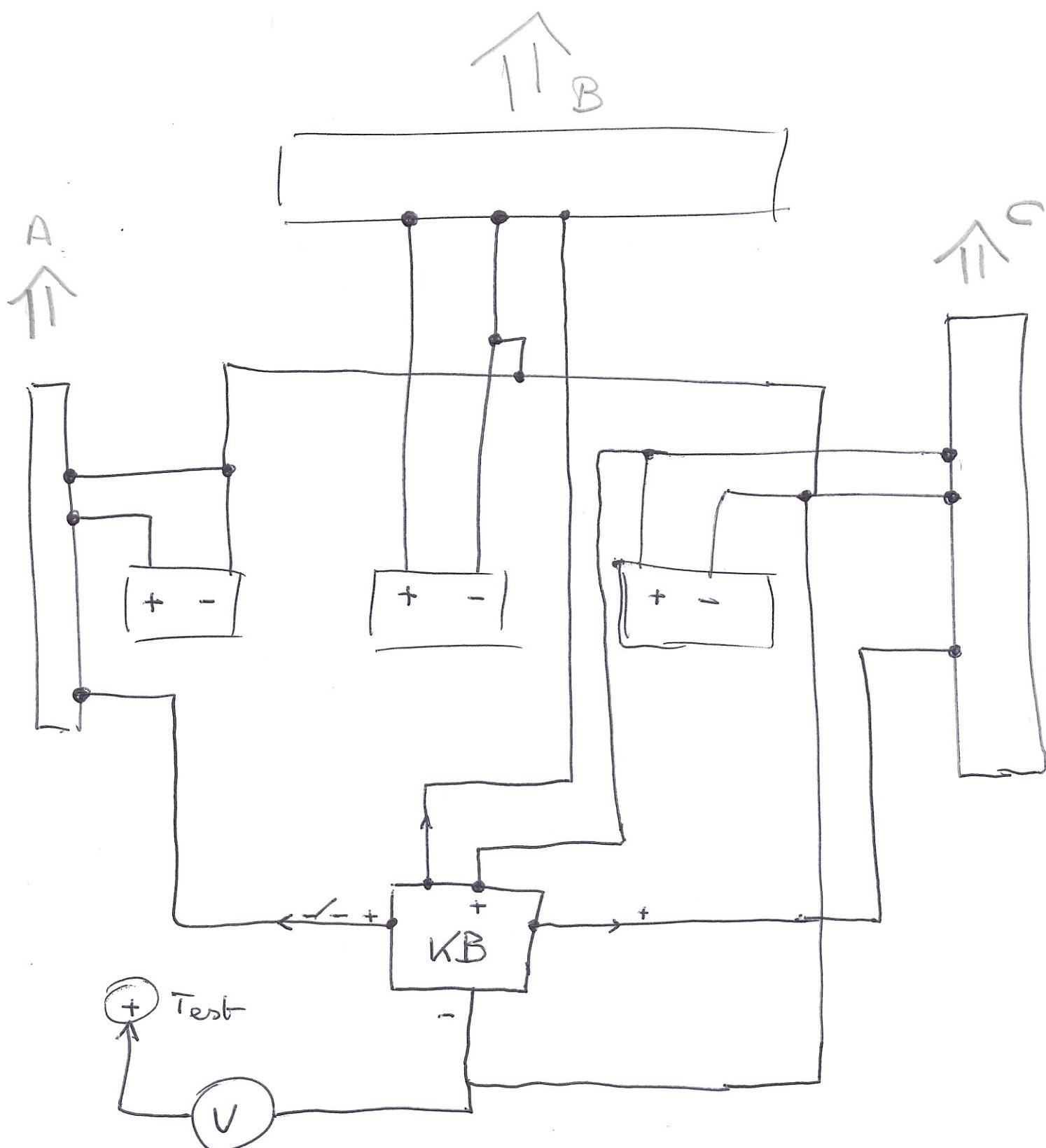
1



Low

Low

Toetsboek



AC

05-08-1987

MINISTERIE
VAN OPENBARE WERKEN

BESTUUR DER WATERWEGEN

DIENST VAN HET STROOMGEBIED DER SCHELDE

1ste Directie

Nr. 155 711 / A/44.554
10.100.44
(te herinneren in geval van antwoord)

9000 Gent,
Nedekouter 28
Tel. (091) 23 79 91 (10 lijnen)
Toestel :

Stichting LOGOS
Kongostraat 35
9000 GENT

Uw schrijven van	Uw kenmerk	Ons kenmerk	Bijlagen
29.07.1987	A/44.554	1	
	10.100.44		

Betreft: Varen op de Leie in de binnenstad van Gent.

Mijne Heren,

In antwoord op uw in hoofding vermeld schrijven heb ik de eer U hierbij de toelating te verlenen om te varen op de Leie vanaf de St. Michielsbrug tot aan de Minnemeersbrug op woensdag 12 augustus 1987.

Gelieve evenwel de volgende voorschriften na te leven :

1. De inrichters zijn volledig verantwoordelijk zowel tegenover de Staat als tegenover derden, voor elk ongeval of andere schade die zou kunnen voortspruiten uit het gebruik van deze toelating;
2. De andere gebruikers van de waterweg mogen geen hinder ondervinden;
3. Alle wetten, reglementen of voorschriften welke gelden voor het inrichten van dergelijke manifestaties blijven onverminderd van toepassing;
4. Eventuele bevelen welke gegeven worden door het bevoegd personeel van het Bestuur der Waterwegen, dienen strikt nageleefd.

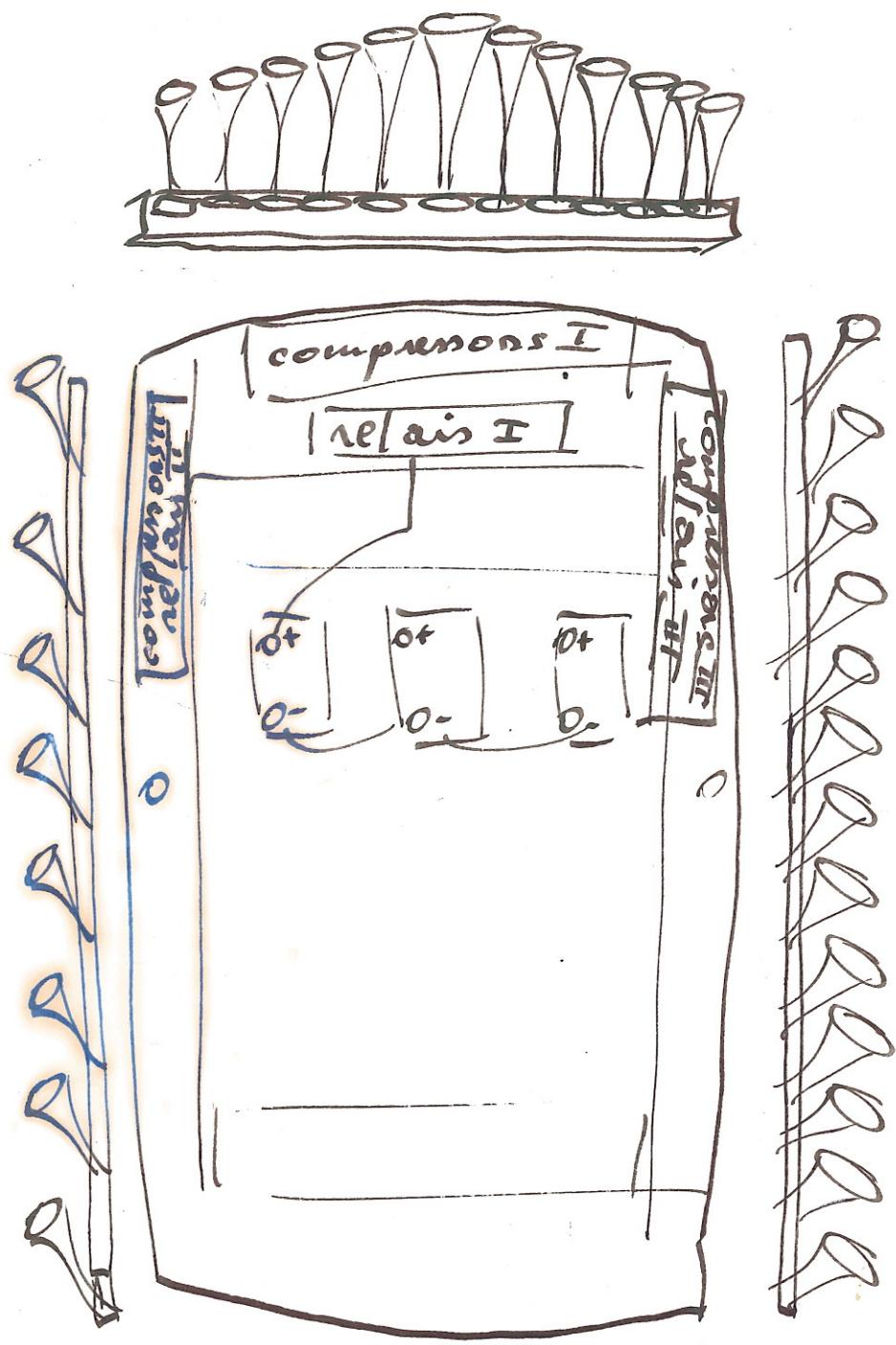
Graag ontving ik bijgaand dubbel van onderhavige brief getekend "voor akkoord" terug.

Hoogachtend,

De Hoofdingenieur-Directeur
van Bruggen en Wegen,

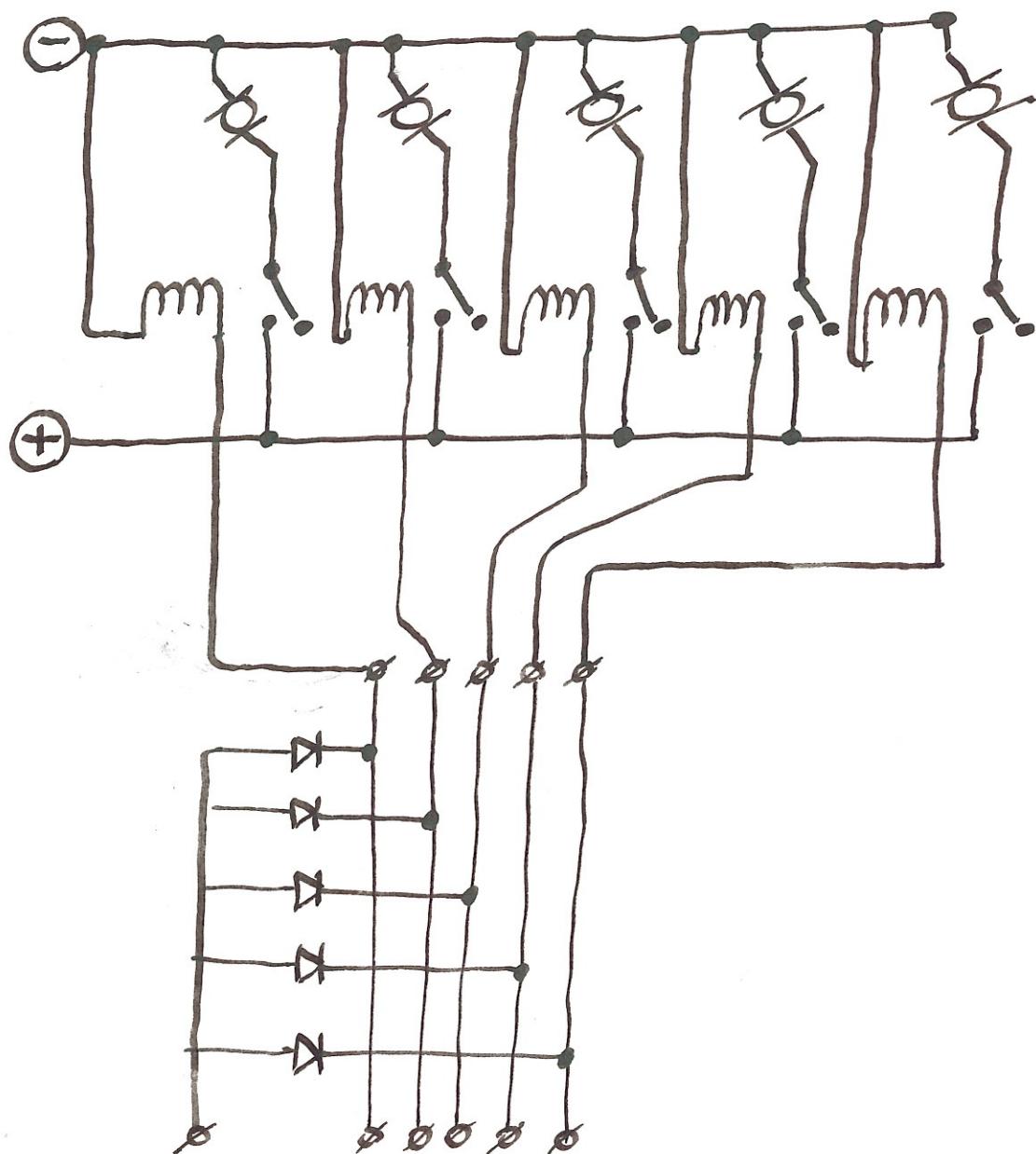
Mevr. Ir. KREPS-HEYNDRIKX.

Klankboek



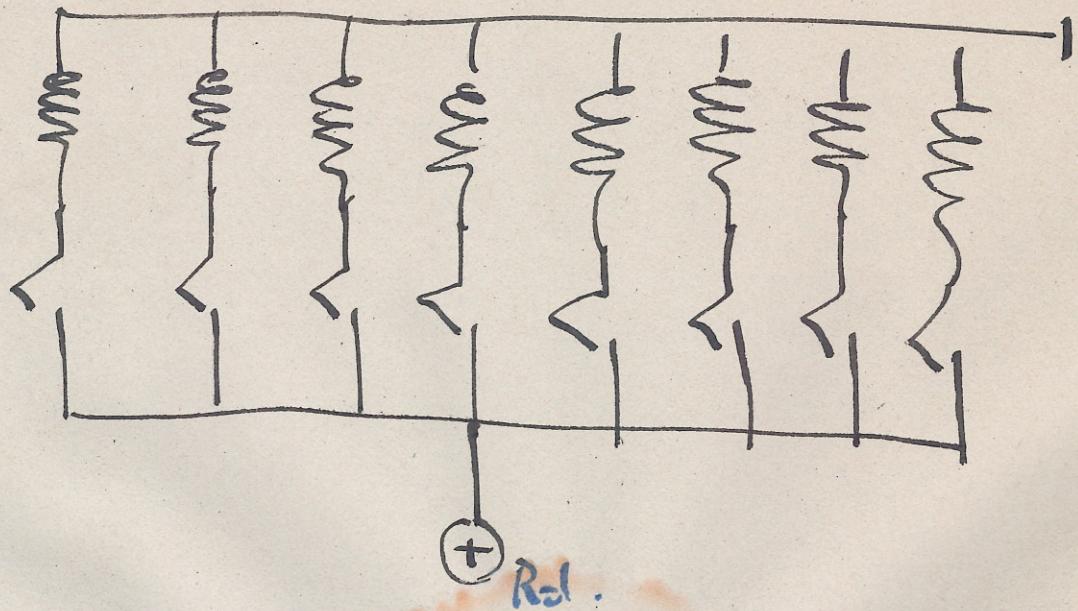
Klank boot

Kompressoer assembly 1
Achtersteven



↓
Keyboard

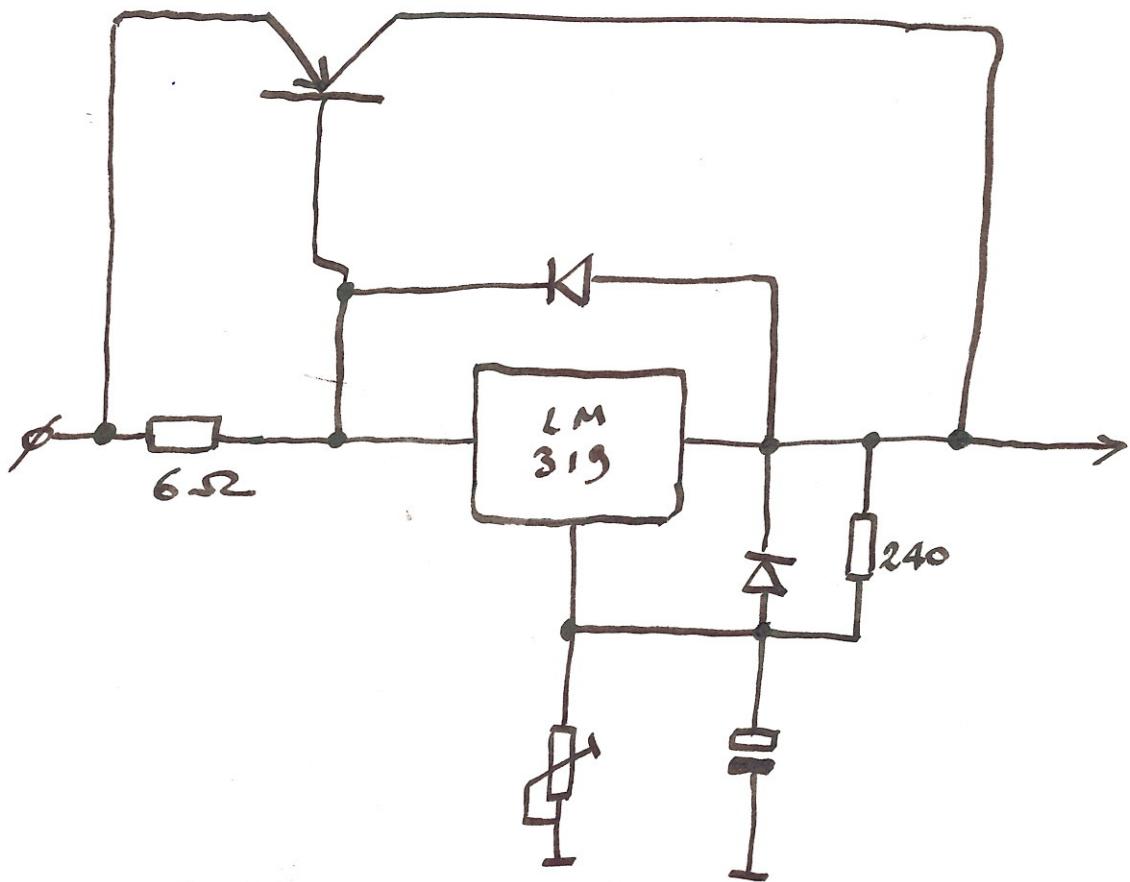
KB
36



Diodes platzieren!

Lopos-blau:

adratutie: Propeller!

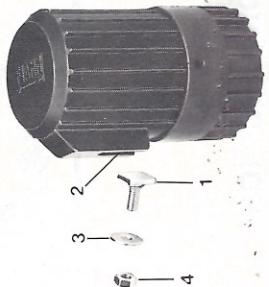


Istruzioni per il montaggio delle trombe

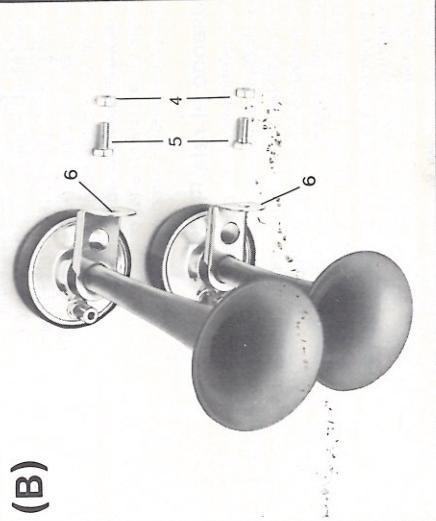


MADE IN ITALY

(A)



(B)



Legenda
1 - Vite a testa quadrata $\phi 6$; 2 - Cava di fissaggio del compressore; 3 - Rondella; 4 - Dado $\phi 6$; 5 - Vite $\phi 6$; 6 - Fori delle staffe;

Legend
1 - Vis à tête carrée $\phi 6$; 2 - Cavité de fixation du compresseur; 3 - Rondelette; 4 - Ecrou $\phi 6$; 5 - Vis $\phi 6$; 6 - Trou des étriers.

Zeichenerklärung
1 - Vierkantschraube $\phi 6$; 2 - Kompressor-Befestigungskabel; 3 - Unterlegscheibe;
4 - Mutter $\phi 6$; 5 - Schraube $\phi 6$; 6 - Bohrungen für die Bügel.

Details
1 - Tomillo de cabeza cuadrada $\phi 6$; 2 - Huéco de fijación del compresor; 3 - Arandela; 4 - Tuerca $\phi 6$; 5 - Tomillo $\phi 6$; 6 - Huéco de fijación de la abrazadera. mod. 4042

Installation instructions



MADE IN ITALY

Applicazione meccanica

Posizione del compressore e delle trombe

a) La posizione ideale per i cornetti è la parte anteriore del vano motore. I cornetti devono essere montati con una leggera inclinazione verso il basso mentre occorre evitare che il tubo dell'aria, passi vicino a parti molto calde del motore, come ad esempio il tubo di scarico.
b) Il compressore deve essere installato in posizione verticale con i terminali elettrici rivolti verso il basso, come in fig. 1.

Si consiglia la posizione capovolta (terminali verso l'alto) mentre sono possibili tutte quelle intermedie sino alla posizione orizzontale.

c) Il compressore deve essere montato il più vicino possibile ai cornetti, ma in posizione tale che i terminali siano protetti da spruzzi di acqua e fango.

Compressor and horn position

a) The best position for the horns is in the front section of the engine compartment. The horns must be installed inclined downwards, while the air tubes should not pass near the radiator or near hot engine components. Sharp bends in air tubes must be avoided.

b) The compressor must be installed in a vertical position with the electrical terminals downwards, as shown in illustration 1, the opposite position (electrical terminal upwards) must be avoided, while intermediate ones are permitted.

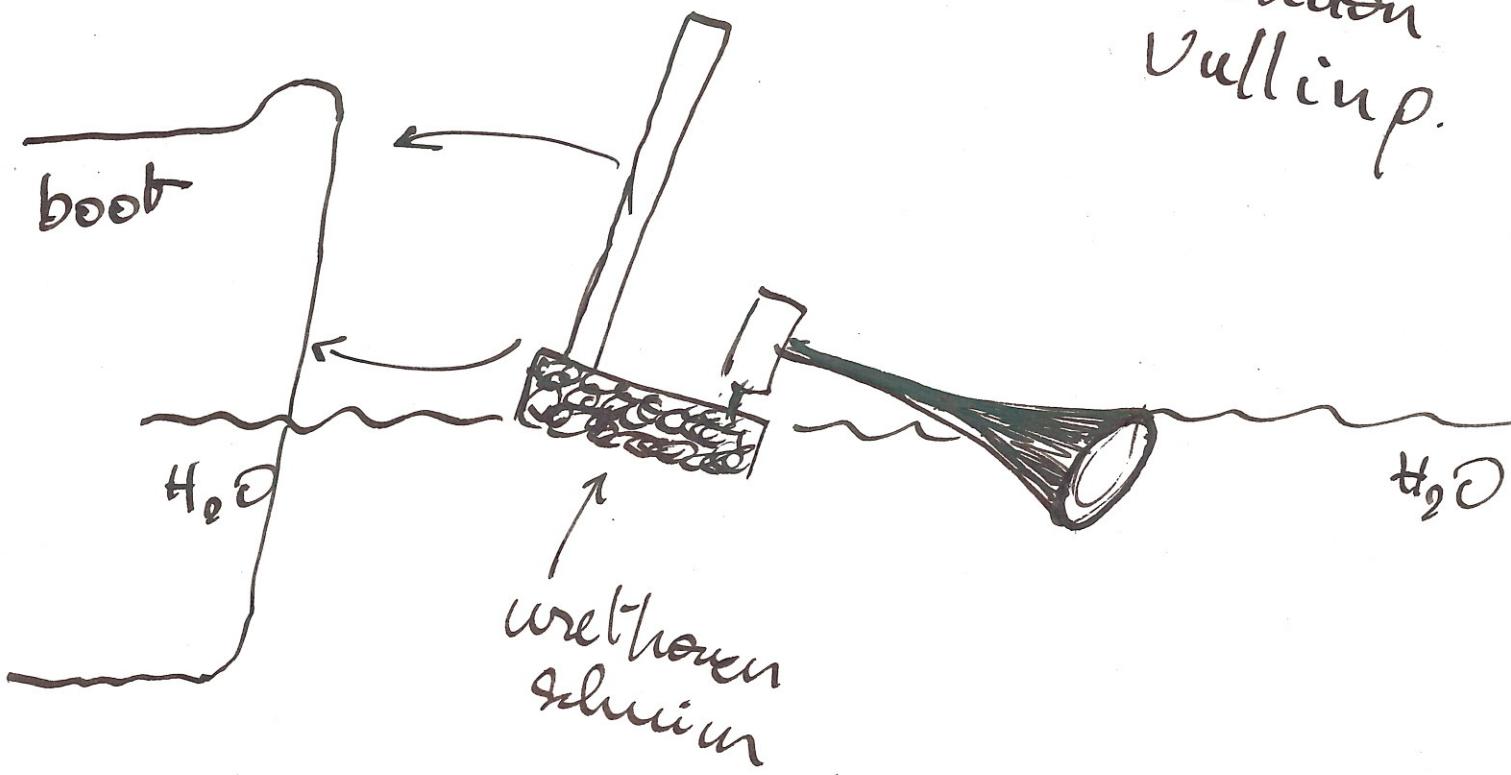
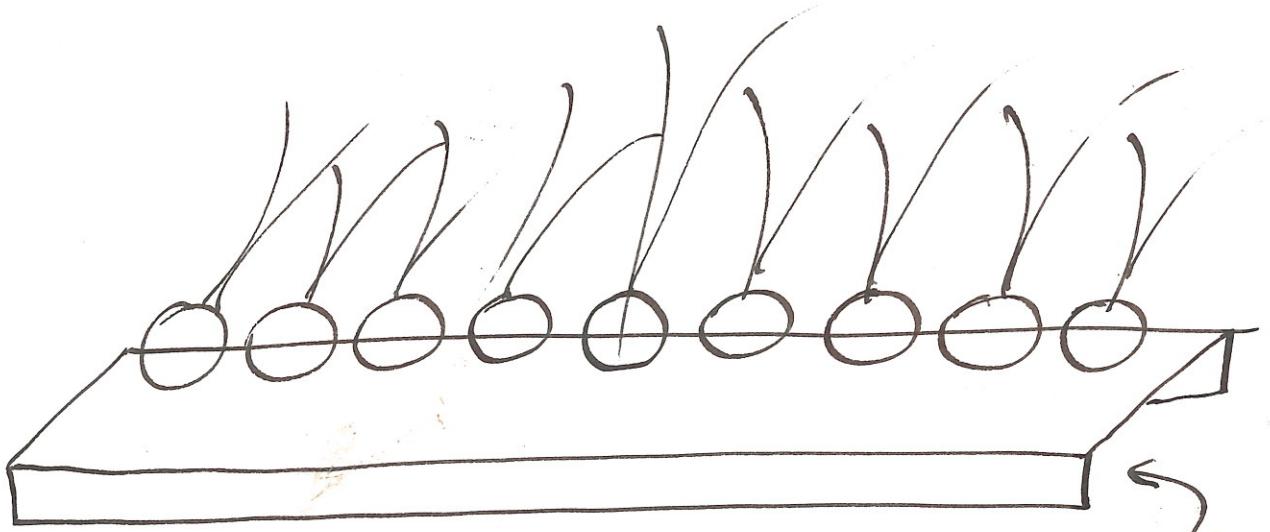
c) The compressor must be installed as near the horns as possible, (within 2 feet) but protected from water, or mud splashes and especially from sprays when using car-wash.

Applicazione del compressore e dei cornetti

Per l'applicazione del compressore e dei cornetti, si facciano fori da 6,5 mm di diametro facendo riferimento rispettivamente alle figure (A) e (B).

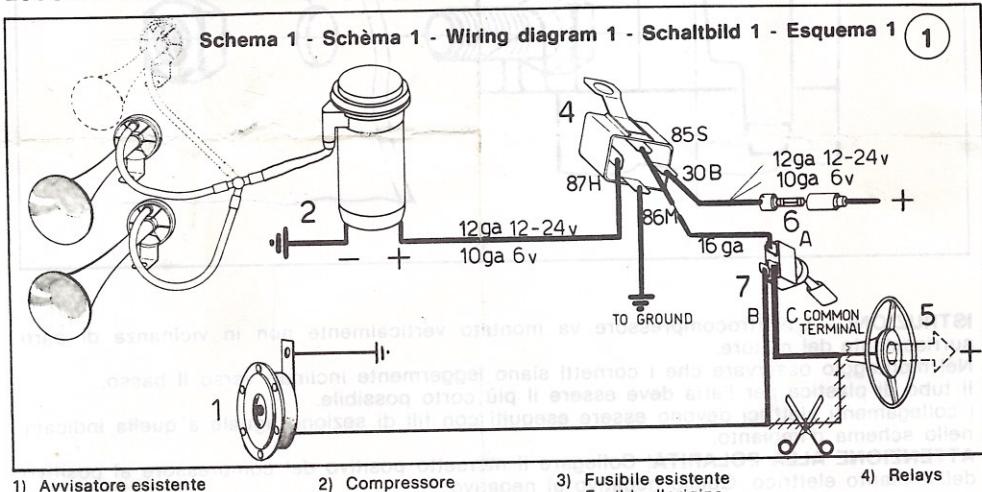
Installing the compressor and the trumpets

Please refer to illustration A and B; drill $\phi 1/4"$ holes.



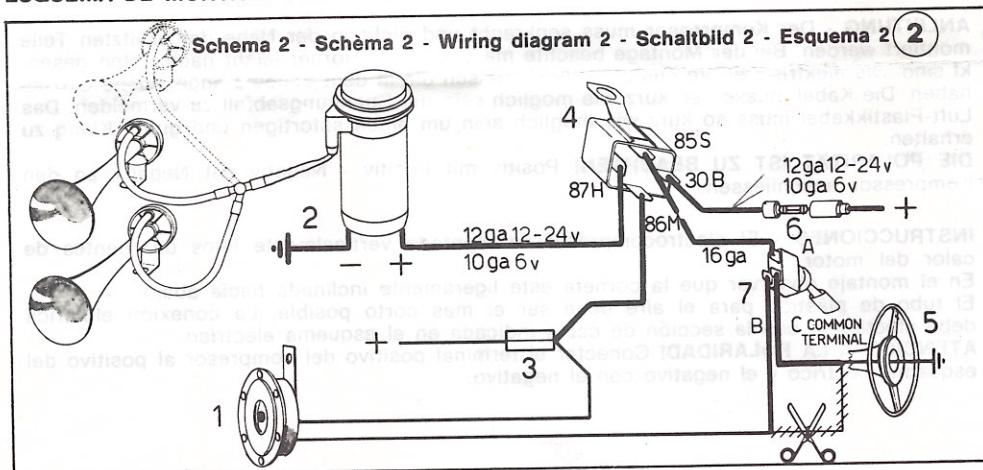
ELECTRIC AIR HORNS

SCHEMA DI MONTAGGIO CON BOTTONE DI COMANDO AL POSITIVO
 SCHÉMA DE MONTAGE AVEC BOUTON DE COMMANDE AU POSITIF
 WIRING DIAGRAM FOR CARS WITH «HOT» LEAD TO HORN
 MONTAGEANLEITUNG MIT HUPENKNOPF AUF +
 ESQUEMA DE MONTAJE CON PULSADOR DE MANDO A POSITIVO



- | | | | |
|-------------------------------|----------------|---|-----------|
| 1) Avvisatore esistente | 2) Compressore | 3) Fusibile esistente | 4) Relays |
| Avvertisseur d'origine | Compresseur | Fusible d'origine | |
| Standar Horn | Compressor | Existing fuse | |
| Normalhorn | Kompressor | Vorhandene Sicherung | |
| Bocina Existente | Compressor | Fusible existente | |
| 5) Pulsante di comando | 6) Fusibile | 7) Deviatore | |
| Bouton de commande | Fusible | Déviateur | |
| Horn switch on steering wheel | Fuse | Selector switch | |
| Horntaster am Lenkrad | Sicherung | Wahlschalter | |
| Pulsador de mando | Fusible | Interruptor-selector | |
| Collegamento interrotto | | Cavo nuovo 1.5 (4.0) mm ² | |
| Connexion coupée | | Nouveau cable 1.5 (4.0) mm ² | |
| Cable not required | | Nieuw cable 1.5 (4.0) mm ² | |
| Leitung entfällt | | New Leitungen 1.5 (4.0) mm ² | |
| Interruptor de conexión | | Nuevo cable 1.5 (4.0) mm ² | |
| | | | |
| | | Cavo esistente | |
| | | Cable d'origine | |
| | | Existing cables | |
| | | Vorhandene Leitungen | |
| | | Cable existente | |

SCHHEMA DI MONTAGGIO CON BOTTONE DI COMANDO A MASSA
 SCHÉMA DE MONTAGE AVEC BOUTON DE COMMANDE A LA MASSE
 WIRING DIAGRAM FOR CARS WITH GROUND LEAD TO HORN BUTTON
 MONTAGEANLEITUNG MIT HUPENKNOPF AUF MASSE
 ESQUEMA DE MONTAJE CON PULSADOR DE MANDO A MASA



EASY TO INSTALL

MAKES A
WOLF CALL

Whooooo Ooooooo



YIP...
KI-YI!
KI-YI!

SOUNDS
LIKE A
YELPING DOG TOO!

EASY TO INSTALL

MAKES A
WOLF CALL

Whooooo Ooooooo



YIP...
KI-YI!
KI-YI!

SOUNDS
LIKE A
YELPING DOG TOO!

INSTRUCTIONS FOR INSTALLING "WOLF-CALL" AUTO HORN

This horn is vacuum operated and installed on the intake manifold. Installation is simple.

Every installation should be made as near to and directly in line with the steering column as possible, in order for the pull wire to come through the dash without any abrupt bend.

Drill a 21/64" hole in the intake manifold and tap with a 1/8" pipe tap. Use the 1/8" pipe nipple to connect horn to manifold. When necessary to avoid motor obstruction a shorter or longer pipe nipple may be required. In some cases it may require a 45 or 90 degree Street L or Elbow which any motor company, garage, or plumbing shop can furnish. Always smear heavy grease on drill and tap, to catch chips.

One end of pull wire, or operating wire furnished, should be attached to the valve plunger. Now drill a small hole through the dash, below the instrument board. Thread the pull wire through, then tie the cord string furnished to the steering post and attach the pull wire to it. The pull wire should be connected loosely in order that the horn will sound the modern "Wolf-Call" or the "Yelping-Dog" effect. If wire is tight, or is pulled steadily, the horn gives one tune only. Use the cord string as a hand grip when operating.

If after long service the horn should get clogged up, clean it by dousing in gasoline. Never oil any parts except valve plunger.

Form No. 5

Printed in U.S.A.



