



Direct Drive Conversion Kit – DD1

Installation Instructions

The DD1 Direct Drive Conversion Kit is compatible with Kleinn horn models 99, 102, 130 and 141. Please follow these steps for installation:

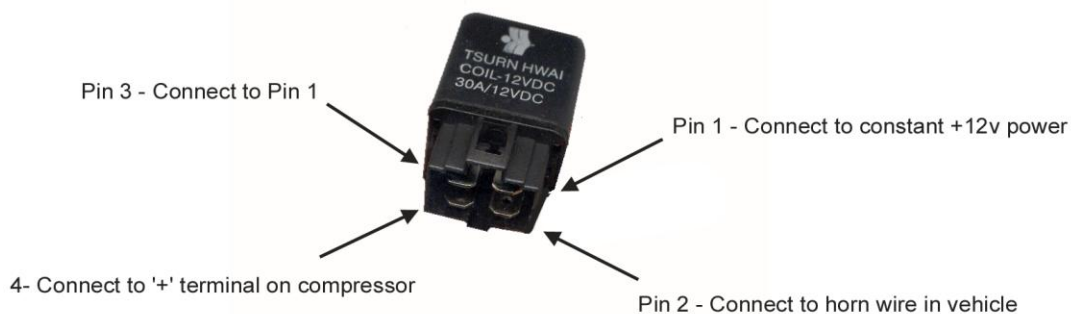
1. Remove solenoid from the inlet of the air horn. (You may need to remove the air inlet fitting from the solenoid before removing the solenoid.) Make sure to save the solenoid in case you choose to upgrade your system later.
2. Thread the brass barbed fitting into the horn inlet
3. Attach clear tubing from the compressor air outlet to the brass barbed fitting on the horn
4. Follow instructions below for wiring.

Determine the polarity of your horn switch.

Most vehicles have a 'negative' horn circuit, which means that when the existing horn button is pressed a ground signal goes through the horn wire. To determine if you have this type of system, locate the horn wire in your vehicle and use an ohm meter to measure the resistance from the horn wire to ground. When the horn button is pressed, the resistance will be zero. *It is strongly recommended that you use the horn wire in the engine compartment. Probing for the horn wire in your steering column could result in accidental deployment of the vehicle's air bag system, which could result in serious injury.*

Connect the relay

Your horn kit includes a relay, which is used to send power to the compressor when you press the vehicle's horn button. Connect the relay as shown below:



Make the rest of your connections

Connect the '-' terminal on the compressor to ground. It is also recommended that you add a 20 amp fuse to the wire running from Pin 1 to your power source.



Installation instructions for all models with electronic solenoid switch

Mounting

Use the supplied hardware to firmly attach the horns to the body of the vehicle. Larger horn models are heavy and will need to be attached to a structurally sound vehicle component. Whenever possible, angle your horns slightly downward to prevent water from accumulating inside the trumpets.

Wiring

The Kleinn electronic solenoid switch can be operated either by your vehicle's existing horn switch, or with an independent pushbutton switch (not included).

To wire to your existing switch:

1. First determine the polarity of your horn switch. In most vehicles, the horn switch sends a negative signal. To confirm, connect one probe from an ohm meter to the horn wire in the vehicle and the other to ground. Your meter should read zero ohms. This would indicate a negative horn circuit. If your meter does not read zero ohms, test for voltage between the horn wire and ground. +12 volts would indicate a positive horn circuit. NEVER use a test light when probing in the steering column. Accidentally probing the air bag wire could deploy the air bags!
2. Once you have determined the polarity of your horn circuit, connect one wire from the solenoid (it does not matter which one, but if your systems has two solenoids and they each have a plain wire and striped wire, put the similar wires together) to the horn wire.
3. *If your horn circuit is a negative circuit*, connect the remaining wire from the solenoid to a constant 12 volt source.
4. *If your horn circuit is positive*, connect the remaining wire to ground.

To wire to a new switch:

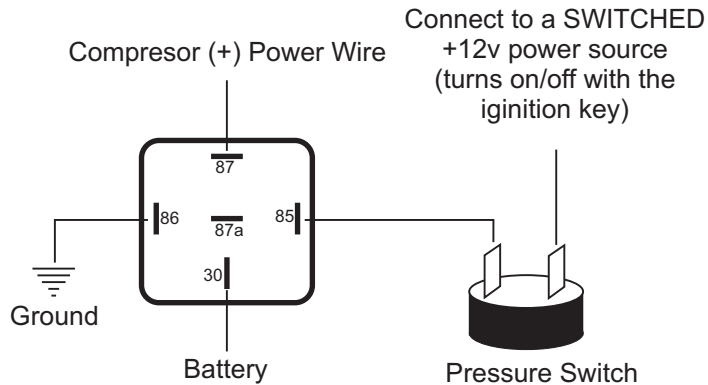
You can use any momentary pushbutton or rocker switch to activate your solenoid.

1. Connect one wire from the solenoid to a +12 volt power source. It is recommended you use a 3-amp fuse in-between the solenoid and the power source.
2. Connect the remaining solenoid wire to one side of the switch.
3. Connect the other side of the switch to ground.

You have now made all the electronic connections required to operate your air horn. Connect your air supply to the input fitting on the solenoid and be heard!

Pressure Switch Installation Instructions

- 1) The pressure switch gets installed on the air tank. It has a 1/8" Male NPT thread. If your tank does not have a 1/8" port, we have adapters available for purchase in all sizes
- 2) Apply either teflon tape or a liquid sealant to the threads to prevent air leaks.
- 3) The pressure switch must be installed in a port that is NOT at the bottom of the tank. If it is installed at the bottom of tank, the normal moisture that condenses in the tank will enter the pressure switch and cause it to fail.
- 4) For best results, locate the pressure switch so that it is not directly opposite the port that has the air input from the compressor.



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