



## **INSTALLATION GUIDE**

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**Models: V101C-5/311-1, V101C-3/1007, V101C-3/4008,  
V103C-3/307, V103C3/307, V103C-5/307, V103C-6/307,  
V103C-5/201, V107C-2/1007(4008)**

# ► INSTALLATION GUIDE

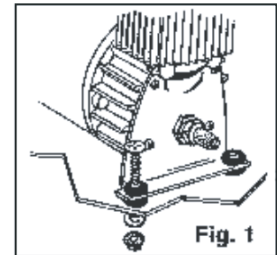
## **COMPRESSOR INSTALLATION:**

1. Locate an area in the engine compartment that is dry and safe from the heat of the exhaust manifold heat. Try to mount compressor as far to the front of vehicle as possible to provide a good airflow around the compressor. If you don't have any room under the hood, you can mount the compressor under the vehicle above the surface.

**Air Compressor and Air Tank should be installed side by side.**

**IMPORTANT!** Do not mount on fender well or other flexible material.

2. Using the compressors mounting brackets as a template, mark the hole location and drill to size. Secure the compressor to the mounting surface with the hardware provided. (Fig 1.). Remove the rubber plug from the front of the compressor (applies only to silver color compressor models), and screw in the provided air filter. The extra O-Ring seal supplied, should be used for repairing the compressor if there is an air leak from the compressors top cover (applies only to silver color compressor models). Remove the top cover by loosening the top 4 bolts. Replace the O-Ring seal, and secure the top cover with the 4 bolts.



**PLEASE NOTE: DO NOT OVER TIGHTEN THE BRAIDED COMPRESSOR AIR HOSE FITTING, AND OTHER FITTINGS IN SYSTEM! BY OVER TIGHTENING FITTINGS, IT MAY CAUSE A SMALL AIR LEAK IN THE SYSTEM. WHEN THE AIR COMPRESSOR LOSES AIR CONSTATLY, IT WILL COME ON MORE OFTEN TO REPLENISH THE LOST AIR, AND EVENTUALLY GET HOT AND BREAK DOWN, AND SHORTEN THE LIFE SPAN ON THE COMPRESSOR. FITTING SHOULD BE TIGHTENED SNUG!**

## **TANK INSTALLATION**

3. **Air Compressor and Air Tank should be installed side by side!**

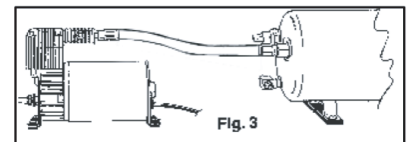
**IMPORTANT!** When selecting a mounting location for the tank, make sure that the air compressor braided air hose is Close enough to reach the tanks connecting port.

4. Use the tanks mounting bracket as a template, mark the hole locations and drill to size. Secure tank with hardware.

## **HOSE INSTALLATION**

5. Screw in the 1/8" male part of the provided fitting into the tank 1/8" port. Using the provided plastic air hose, cut to size. Push the fitting nut part onto the one of the plastic hose edges.

Push the hose edge (with the nut part on) onto the fitting that you screwed into the air tank. Tighten the brass nut. **CAUTION:** Do not over tighten fittings. It will cause the compression cap fitting to cut a groove through the air hose, which will eventually lead to minor air leak. All fitting should be tightened snug.



6. Connect other end of plastic hose to the electric air valve solenoid on the air horn using the same method.

## **WIRING COMPRESSOR**

8. The compressor's red wire should be connected to (+) 12-volt power source. Splice the provided fusible link into the red wire, about 12" away from the power source. **IMPORTANT!** The red wire must be connected to a (+) 12-volt power source only when the vehicle ignition is turned on. This will protect your compressor from running continuously and being damaged if an air leak develops when the vehicle is not in operation. Suggested connection points are: blower motor, windshield wiper motor or accessory terminal on the fuse panel. **IMPORTANT:** Make sure the compressor connection point has a wire that is **as heavy as the compressor wire (10 Gauge wire)**.
9. Connect the compressor's black wire to one of the terminals of the Pressure switch located on air tank.
10. Other terminal of the pressure switch should be connected to ground; secure the end to either the (-) side of vehicles battery or under any metal body bolt. Make sure that ground connection is free of rust and paint. **NOTE:** The compressor is now ready to be used and will automatically Start when the pressure drops in the air tank. The air compressor will turn off once it reaches the max psi (air pressure), which depends on the psi ratings marked on the pressure switch. If the compressor does not shut off at the switch's psi rating point, check all air hose connections for leaks. Use soapy water or bubble solution on each fitting while the compressor is pumping. Use a thread sealant if leak persists after tightening.

**CAUTION:** Do not touch compressor or fittings with bare hands during or immediately after usage, they will be hot.

**IMPORTANT!** Compressor is equipped with **THERMAL OVERLOAD PROTECTOR**. If unit should shut off automatically during operation, do not attempt to restart compressor. Allow compressor to cool off for approximately 40 minutes

## **HORN INSTALLATION**

**Please note: Air horn can be installed at a distance from the air tank and air compressor with the hose provided**

1. Locate a mounting location that is a solid metal surface such as the vehicle's frame or chassis to help prevent excessive vibration, which could damage the horn. **IMPORTANT:** Do not mount horn on fender well or flexible material. For best results, the front of the horn should be unobstructed so that the sound can carry straight ahead. **IMPORTANT!** If you're mounting the horn under the carriage of the vehicle, it would be best to mount the horn with the trumpets facing the side, or to the rear of the vehicle, to avoid from any water or debris entering the trumpets. This will protect the horn rear internal diaphragms from corrosion, and prolong the lifespan of the horn.
2. Use the base of the horn as a template, mark the hole locations and drill holes.
3. Place the gasket between the mounting surface and the base of the horn.
4. Secure the horn with the hardware provided and tighten evenly.

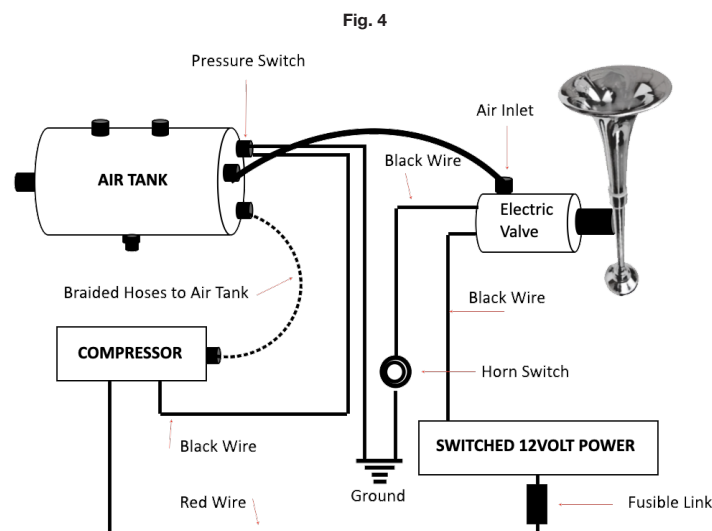
## **HOSE INSTALLATION**

5. Using the plastic hose provided, cut to size to connect the tank to the horn's electric solenoid valve. Place the brass nut onto the hose. Push the hose onto the tank's male fitting. tighten the brass nut onto outlet fitting. **CAUTION:** Do not over tighten brass nut.
6. Place the brass nut onto the end of the air hose. Push the tube onto the male inlet fitting located on the electric solenoid valve.
7. Thread brass nut onto the inlet fitting and tighten. **CAUTION:** Do not over tighten brass nut.
8. Connect the other end of the hose to the vehicle's on-board air tank. Make sure that the onboard air system has no pressure before attempting to connect hose to tank.

**\* IMPORTANT: NEVER INSTALL THE HORN KIT TO AN AIR TANK THAT CONTROLS THE AIR BRAKES OR ANY OTHER CRITICAL OPERATING SYSTEM. IMPORTANT: MAKE SURE YOU PUT A SEALER (use Teflon tape, not included) ON ALL BRASS FITTING CONNECTIONS TO FORM A TIGHT SEAL, TO PREVENT FROM ANY AIR LEAKS LATER ON.**

## **ELECTRIC AIR VALVE SOLENOID WIRING**

9. using 16-gauge electric wire connect one (1) wire from the electric valve to the
  10. Choose any one of the solenoid's electric wires and connect positive (+) battery terminal, alternator, etc.
  11. Connect one end to the second solenoid wire to one of the electric terminals on the horn switch (Button).  
Cut to size length of wire and connect one end to the second terminal of the horn switch (button) to ground (-) free of paint, grease, or dirt.
- IMPORTANT:** Below you'll find a detailed installation diagram. Please follow all installation instructions. Some basic knowledge is required to install this horn. If you have no ability to install this horn kit, do not attempt to install it. Wrong installation might cause this horn kit to not work properly, or might short out the air compressor due to wrong electric wiring. We highly recommend a professional shop such as a "Vehicle Alarm and Stereo" installation Shop. We do not recommend to go to a regular repair shop (they have no experience in horn systems installation)



## INSTALLATION TIP RECOMMENDATION

If you are not handy and have no ability to install this horn, we recommend having a professional to do the installation. We do not recommend a regular auto repair shop because they might not have the know how about installation of an aftermarket air horn systems. Most of the time they do not even read the installation instructions and they wind up installing the components electric connections the wrong way. We do recommend any “ALARM AND STERO INSTALLTION SHOP” that has more experience, and specialize in installing air horn systems, and other accessories.

## IMPORTANT INFORMATION BELOW:

### Upon completion of installation:

1. We you finish installing the air horn kit we recommend checking the system for air leaks.  
Start the vehicle and let the air compressor fill up air into the air tank. Depending on the supplied air pressure switch ratings it will stop the compressor at around the off rated point marked on the air pressure switch. Take a look at the **air pressure gauge** to verify the air pressure is around the air pressure Off ratings that is marked on the switch.
2. Fill a small container with soapy water and dump a rag into the soapy water. Using the wet rag smear the soapy water all over the connecting fittings, hoses, screwed in threads, and look for any air bubbles. If you detect any air bubbles, you'll have to repair the leak. **Important:** the purpose of checking for air leaks is to prevent from the air compressor to work more than the usual. When the air compressor loses air constantly, it will come on too often to replenish the lost air, and eventually get hot, burn out, and seize from operating. Also, it might drain your battery if the vehicle is parked for a long period.
3. We highly recommend installing a **master On/Off switch** (not included), to shut off the horn system when the vehicle is not in use, or parked for the night. This will prevent from the air compressor to go on and off many times, if you have an air leak in the system. This master on/off switch can be spliced into the compressor's positive (+) wire, and it should be installed inside vehicle, in a location reachable by the driver.
4. After you checked for leaks, and you did not find any, and the compressor keeps pumping over the rated max pressure marked on the air pressure switch and does not stop. Chances are that either the air pressure switch is bad or a wrong connection of the switch. The switch should be spliced into the **ground wire only** as described in chapter 10. Otherwise it will not function right, or short out the system.
5. If the compressor does not come on, there might be a few issues to look at. Check for a burned fuse on the circuit you connected it to. Also check the inline fuse on the compressor's positive (+) red wire, if it burned out. If that is not the case, remove the air compressor and test it next to the vehicle's battery by connecting the red compressor wire to the positive (+) side of the battery, and connecting the black compressor wire to the negative (-) side of the battery. If the compressor comes on, then it might be something wrong with your electrical connections. They might be crossed, or the black ground wire is not grounded to a clean metal surface. The ground wire on the compressor should be connected to 1 side of the air pressure switch, and the other side of the pressure switch should be connected to ground that is clear of rust, dirt or greasy surface.

**For any questions you may have you can call out tech support during business hours (eastern time) from 8:00 AM to 2:00 PM at: (786)565-9925. We will do our best to help you with any issue(s) you are having.**

### **WARRANTY**

All “Viking Horns” products carry a warranty of six month, when properly installed and used under normal conditions, and to be free from defects in workmanship and materials from the date of the original purchaser of the product. Warranty does not cover abuse, operation in a manner inconsistent with the product's design, neglect, abnormal use, or damage resulting from exposure to the elements, any modifications or faulty installation. “Viking Horns” will fully inspect your item and if the defect is considered under warranty, we will have the option to repair, or replace the product free of charge to the original purchaser. “Viking Horns” will not be held liable for any installation charges, loss or damage of any kind incurred in the replacement or repair of any warranted product. Any return shipping charges will be paid by the end user.