



INSTALLATION GUIDE

V101C, V103C, V107C

▶ INSTALLATION GUIDE

COMPRESSOR INSTALLATION (Fig. 1)

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 compressor.

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

2. Using the compressors mounting brackets as a template, mark the hole locations and drill to size. Secure the compressor to the mounting surface with the hardware provided. (Fig 1.)

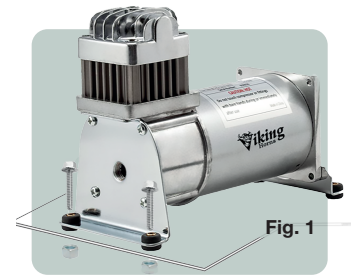


Fig. 1

PLEASE NOTE: DO NOT OVER TIGHTEN FITTINGS! It should be tightened snug only!

Otherwise it will cause the fitting to leak air. When the air compressor loses air constantly, it will try to replenish the lost air and come on more frequently, and eventually get hot, break down, and burn out, and shorten its life span

HOSE INSTALLATION (Fig. 2)

3. Connect the hose from the compressor to the air inlet on your air tank port (Fig 2)

WIRING COMPRESSOR (Fig. 3)

4. Connect compressor's red wire is connected to (+) 12-volt power source using the fuse holder provided.

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.

Make sure the compressor connection point has a wire that is as heavy as the compressor wire (10 Gauge wire). wire (Fig. 3)

OPTIONAL: A master switch (On/Off) can be installed into the compressor's red wire. This will permit the driver to turn-off the system at night, if it is not required.

5. Connect the compressors black wire to any electrical prong located on the air pressure switch (not included). Connect the other electrical prong of the air pressure switch to ground (-), clean and free of rust and paint.

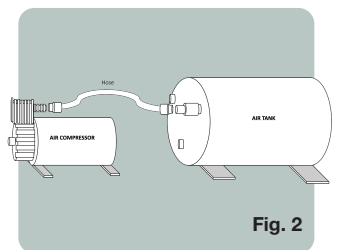


Fig. 2

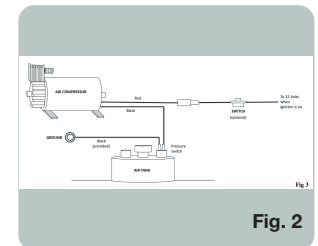


Fig. 2

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 8:30 AM to 5:30 PM at: (844)808-9171. 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.