Kleinn Models 6126 | 6127 | DD1 Installation Guide

This guide outlines the connection of models DD1, 6126, and 6127.

Model DD1 Compatibility;

The **DD1** Direct Drive Compressor is compatible has enough power to run the following Kleinn air horns:

- **Model 101 Dual Black Mini Air Horn (Must Remove Solenoid)**
- **Model 102 Dual Chrome Compact Air Horn (Must Remove Solenoid)**
- **Model 102-1 Dual Black Compact Air Horn (Must Remove Solenoid)**

Step 1: 6126-6127-DD1 Direct Drive Air Horn Installation Overview

1: Prepare the Horns to Receive the Air Hose

Locate the solenoid attached to the air inlet of your horn (if attached) and remove it, the solenoid will not be used, the air hose from the compressor needs to be connected to this port.
(**Note:** If the horns do have a 12-volt solenoid attached, un-thread turning counter clockwise and remove it. The solenoid may have thread sealant making it tough to unscrew, in that case use a heat gun or torch to melt the thread sealant and remove. Keep the solenoid in case you add a tank and compressor set up for more output from the horns in the future**. Pro Tip:** Remove the air hose inlet fitting from the solenoid first to gain enough clearance to spin it off).

2: Install the Barbed Air Hose Inlet Fitting

Thread the provided brass barbed fitting directly into the newly exposed horn air inlet. Tighten securely using Kleinn Juice-1 sealant or Teflon Tape to ensure a leak-free seal.

3: Connect the Air Line

Push one end of the clear tubing firmly onto the compressor's air outlet, and connect the other end directly to the brass barbed fitting on the horn. Ensure the tubing is routed away from sharp edges or extreme heat sources.

4: System Wiring Connections

Proceed to Step 2 for direction on connection of the electrical wiring for your compressor & relay.

5: Mount the System

Find an open area to mount the compressor and horns, the compressor needs to have air around it to disperse heat and be close enough to the horns for the hose to reach. Fire the horns downward fully or slightly so water drains out if you drive through wet conditions.

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Step 2: Relay Activation & Compressor Wiring

CRITICAL SAFETY WARNING: It is strongly recommended that you source your horn signal from the 12-Volt OEM factory horn wire in the engine compartment. Attempting to probe for the horn wire inside the steering column/dash carries a risk of accidental airbag deployment, which can cause serious injury or death. If you must test wires inside the cabin or need to use a negative signal for the horn, use only a certified airbag-safe digital multimeter (DMM) or 12-Volt test light.

NOTE: Your horn kit includes a relay designed to safely deliver high-amperage power to the compressor when the horn is activated. There are two ways to source the original vehicles horn activation signal to locate the correct wire to use the OEM horn button to activate the new horns.

1. Grounding the Compressor / Horn

Once your relay activation method is chosen, complete the compressor or horn ground and fused power connections using the steps below:

- Connection: Connect the compressor's ground terminal (marked with a - symbol) directly to the negative (-)battery terminal or a solid, unpainted chassis metal surface.
- Hardware: If grounding to the chassis, use self-tapping screws and a star washer to bite through any residual paint or debris to ensure a flawless metal-to-metal connection.

2. Fusing the Main Power Supply

- Fuse Rating: Install a 20-amp inline fuse between the battery and Pin 30 on the relay.
- Proximity: To ensure proper circuit protection, the fuse holder must be installed within 12 inches of the battery terminal.

3. Choose Your Wiring Diagram

Choose either the recommended **Option A (See Page 3)** or **Option B (See Page 4)** below for the horn signal.

Phase 1: Select Your Relay Activation Method

Option A: 12-Volt + Factory Horn Signal (Recommended / Simplest) Refer to the wiring diagram on **Page 4.**

Most installers choose this option sourcing 12-volt signal from the existing wiring at the factory horn.

1. Turn the vehicle's ignition to the ON position.
2. Locate the wiring harness plugged into your OEM factory horn.
3. Using a multimeter or test light, probe the wires while an assistant presses the factory horn button.
4. Identify the wire that registers 12 Volts when the button is pressed, and 0 Volts when released.
5. Tap into or splice into this wire and route it to trigger Pin 86 of the relay.

Option B: Negative Factory Horn Switch Signal (Advanced) Refer to the wiring diagram on **Page 5.**

Some vehicles use a "negative horn trigger" system. Pressing the horn button sends a ground signal to a factory module that activates the OEM horn. If you choose to intercept this negative ground signal directly from the vehicle's horn switch in the vehicle, it's important to test using airbag safe tools.

1. Search online or reference a vehicle wiring schematic to locate the factory horn trigger wire.
2. Set your digital multimeter to DC Voltage or connect your power probe to the battery.
3. Connect the Red (positive) lead of your multimeter to a constant 12V power source.
4. Connect the Black (negative) lead to the suspected factory horn trigger wire.
5. Press the OEM horn button. If the multimeter reads 12 Volts ONLY with the OEM horn button held down, or your power probe shows a green ground signal, you have found the correct wire. Tap into or splice into this wire and route it to trigger Pin 86 of the relay.

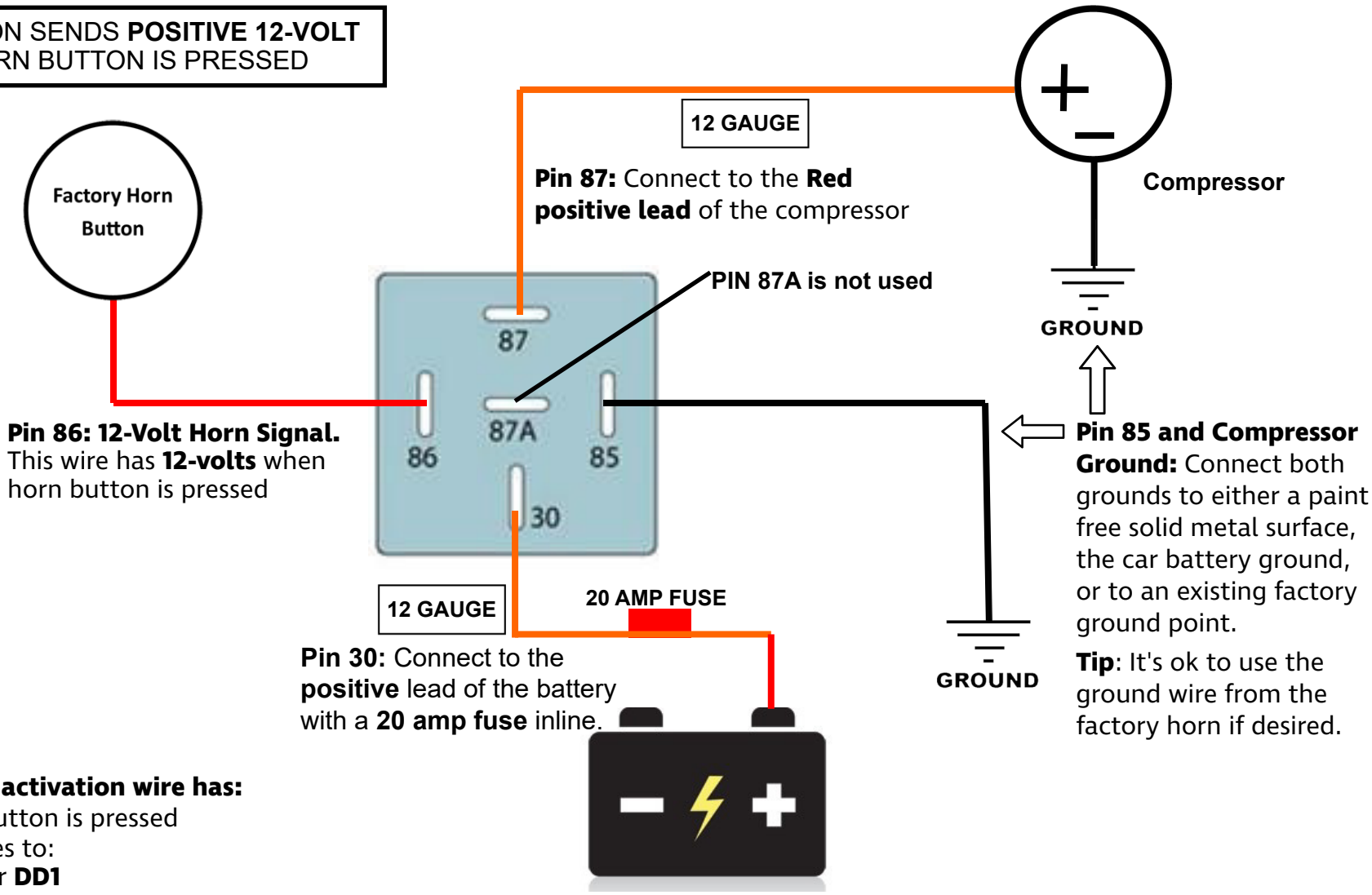
Tech Tip: Relay Pin Orientation

The Single Pole Double Throw (SPDT) 30/40 amp relay included in our kits feature non-polarized pins, meaning either side and top or bottom configurations can be safely interchanged.

- Pins 85 & 86 (Left / Right): It does not matter which side is left or right. As long as one pin receives a 12V positive signal and the opposing pin connects to a ground, the relay will operate perfectly.
- Pins 30 & 87 (Bottom / Top): These function simply as a switch. As long as a 12V feed goes to either Pin 30 (bottom) or Pin 87 (top), the opposing pin will successfully deliver the signal to your compressor when the relay is activated.

HOW TO WIRE A DIRECT DRIVE COMPRESSOR WHEN YOU HAVE A 12-VOLT SIGNAL FROM YOUR HORN

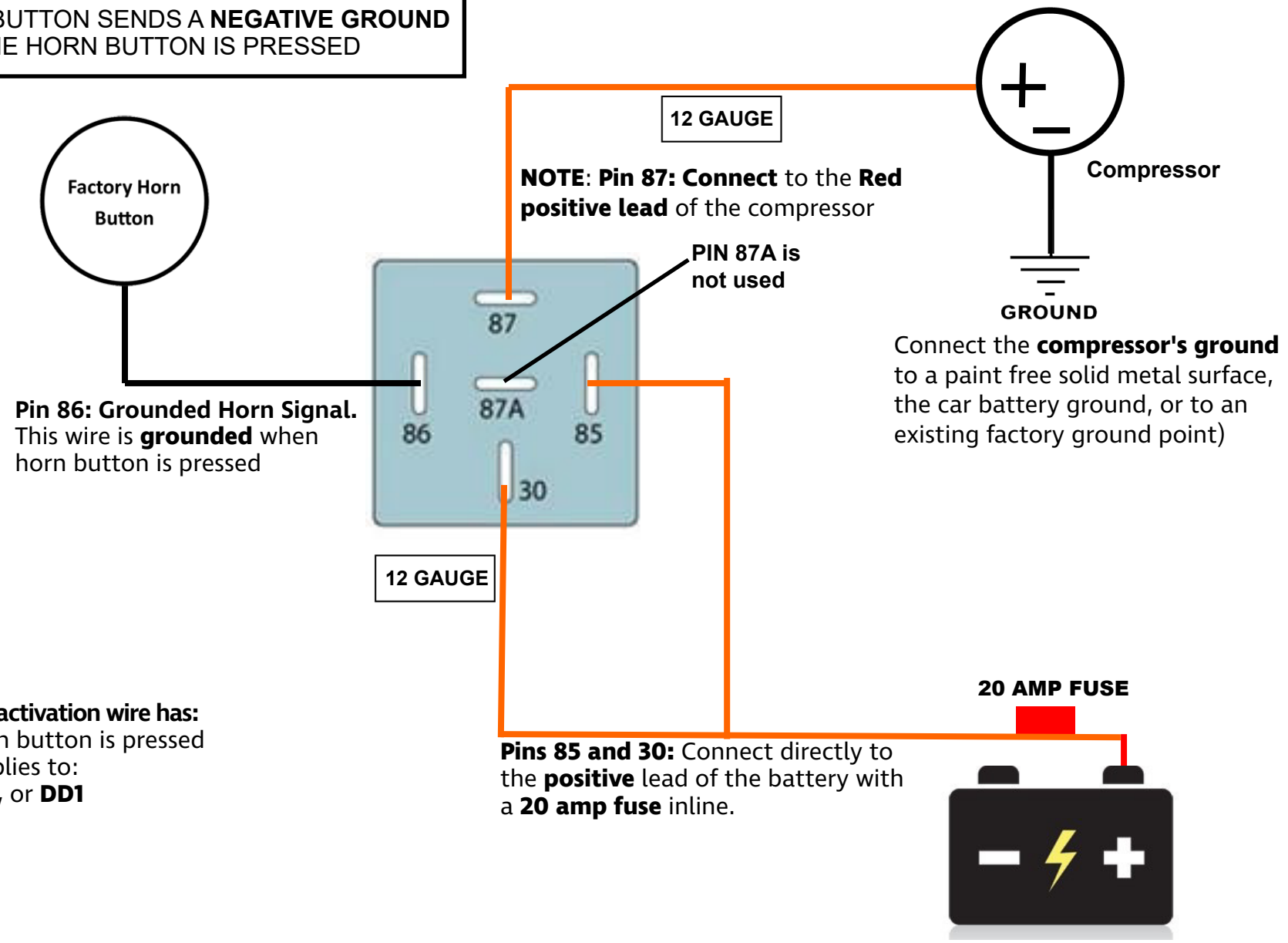
FACTORY HORN BUTTON SENDS **POSITIVE 12-VOLT SIGNAL** WHEN THE HORN BUTTON IS PRESSED



***Use this diagram if your activation wire has:**
12-volt signal when horn button is pressed
This Wiring Diagram Applies to:
Marine-One, 6126, 6127, or **DD1**

HOW TO WIRE A DIRECT DRIVE COMPRESSOR WHEN YOU USE A GROUND SIGNAL FROM YOUR HORN BUTTON

FACTORY HORN BUTTON SENDS A **NEGATIVE GROUND SIGNAL** WHEN THE HORN BUTTON IS PRESSED



***Use this diagram if your activation wire has:**
Ground signal when horn button is pressed
This Wiring Diagram Applies to:
Marine-One, 6126, 6127, or **DD1**