



## Kleinn MARINE-ONE Wiring Installation Guide

This guide outlines the connection of model MARINE-ONE 12-volt electric horns. No Tank Required.

**Marine-One™ Dual Horn Assembly:** Stainless steel dual-trumpet horn unit

**Self-Contained Power System:** 12-volt direct-connect, tankless self-contained horn mechanism

**Mounting Hardware:** Mounting foot and trumpet mounting bracket with fastening hardware

*Note: Horn button and 12-volt power source required — not included.*



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# Relay Activation & Marine-One Horn 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:** These horns require a 30 amp SPDT automotive relay (Kleinn Model 340). The relay is designed to safely deliver high-amperage power when the horn is activated. There are two ways to source the original vehicles horn activation signal to utilize the OEM horn button to activate the new horns.

## 1. Grounding the Horns

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

- **Connection:** Connect the horn's ground wires (black) directly to the negative (-) battery terminal or a solid, unpainted chassis metal surface or to the ground wire at the OEM horn.
- **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: Positive 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.

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**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

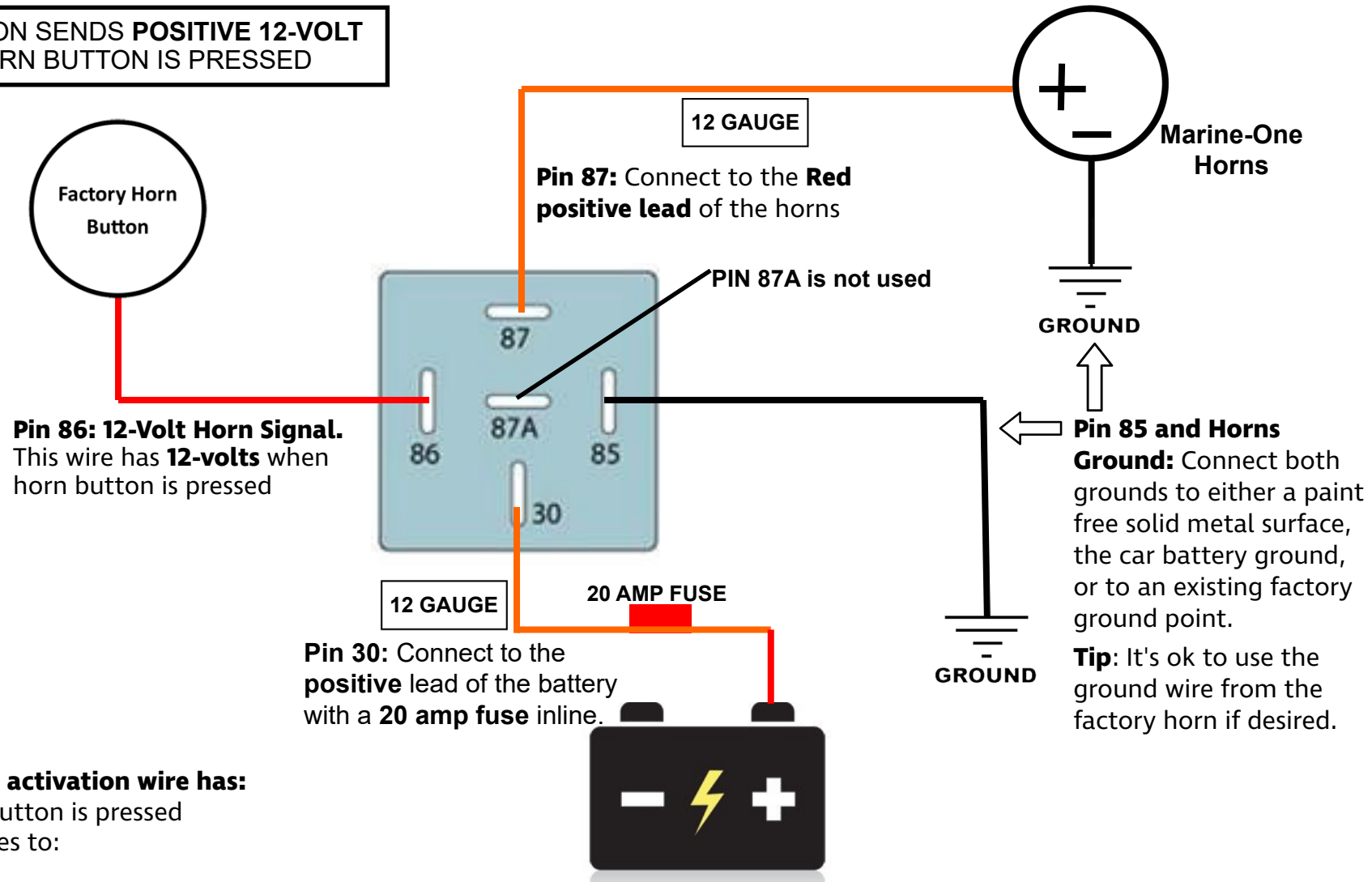
The Single Pole Double Throw (SPDT) 30/40 amp relay included in our kits feature non-polarized pins, meaning either side and top or bottom configurations can be safely interchanged.

- **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.

## OPTION A: POSITIVE 12-VOLT

HOW TO WIRE **MARINE-ONE** HORNS WHEN YOU HAVE A **12-VOLT SIGNAL** FROM THE OEM FACTORY HORN

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

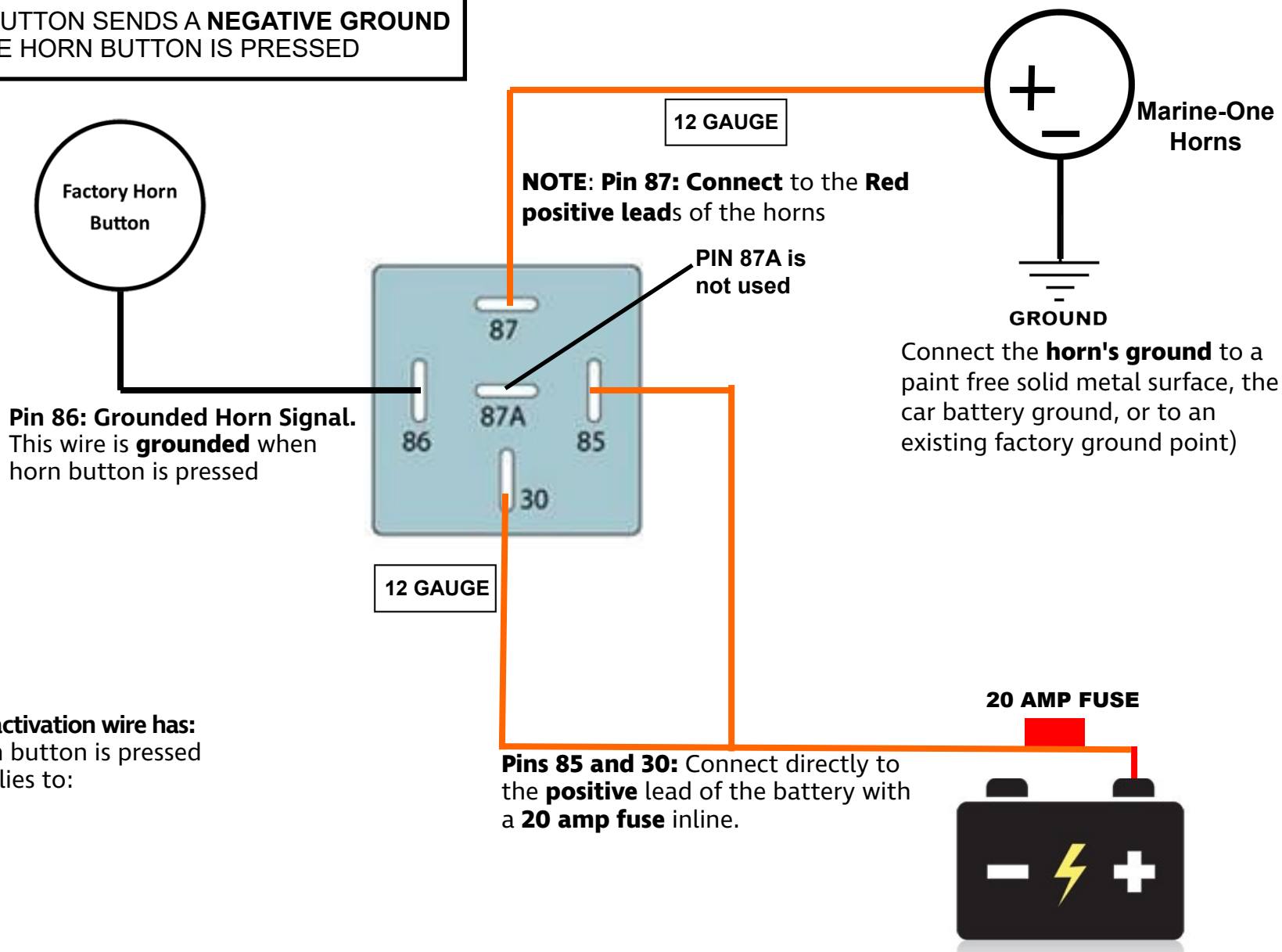


**\*Use this diagram if your activation wire has:**  
12-volt signal when horn button is pressed  
This Wiring Diagram Applies to:  
**Marine-One**

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

### OPTION B: NEGATIVE

HOW TO WIRE **MARINE-ONE** HORNS WHEN YOU USE A **GROUND SIGNAL** FROM YOUR HORN BUTTON



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