



FullBlast™

SINGLE TRUMPET MINI AIR HORN

Product Nos. 10107 & 10104

INSTALLATION INSTRUCTIONS PLEASE READ THROUGH ALL INSTRUCTIONS PRIOR TO INSTALLATION

REQUIRED FOR INSTALLATION AND NOT INCLUDED WITH THIS HORN:

- #10 Size Pan-head Mounting Screws (2)
 - 8mm Bolt (1) or 1/4" Pan-Head Screws (2) (For Compressor Mounting)
 - 1/4" Female Quick-Connect Tabs (2)
 - Horn Button Rated For 20 Amps
 - 20 Amp Fuse & Fuse Carrier
 - Red Stranded Wire (For Positive)*
 - Black Stranded Wire (For Negative)*
- * See Wiring Chart For Wire Size

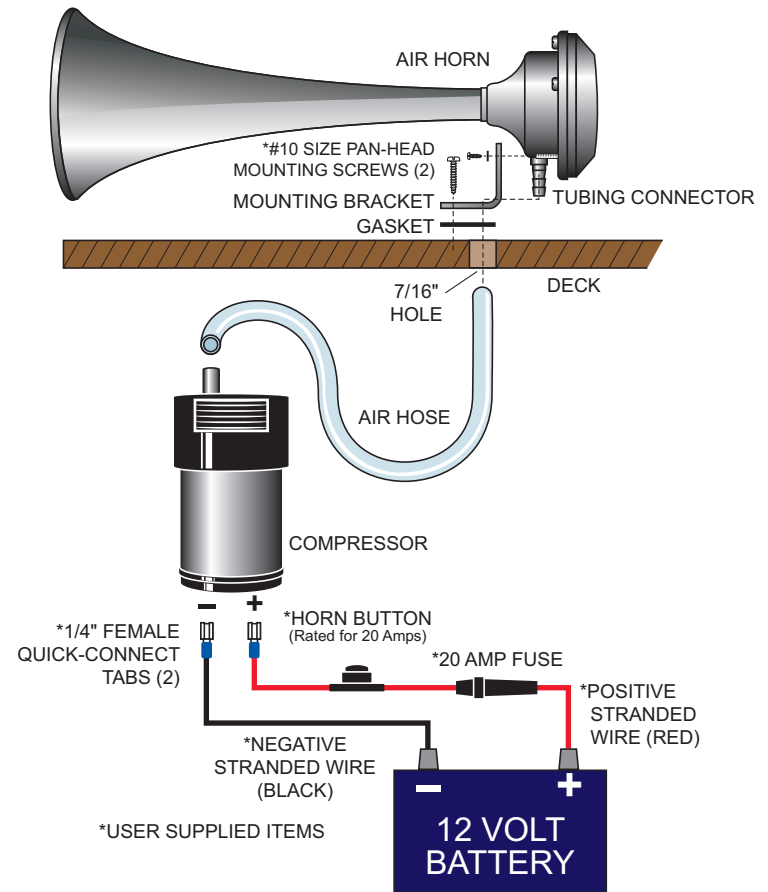
BASIC TOOLS REQUIRED FOR INSTALLATION:

- Phillips-Head Screwdriver
- 7/16" Drill Bit
- Electric Drill
- Soldering Gun & Solder (Optional)
- Crimping/Cutting Pliers
- Silicone Sealant

INSTALLATION INSTRUCTIONS

Mounting The Horn

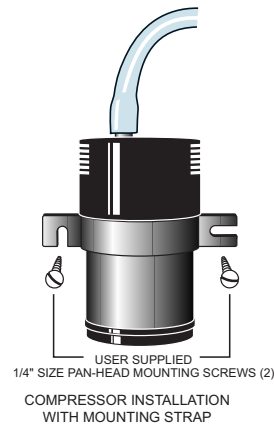
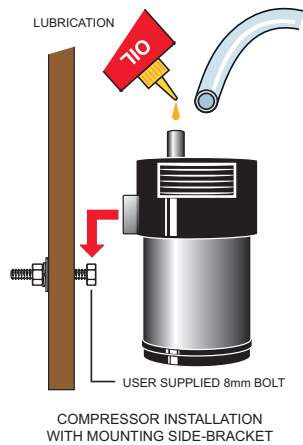
1. Determine the mounting position of the horn. Be careful to select a location with minimum deck curvature and where a minimum amount of spray will hit the horn when the boat is underway. Whenever possible, the horn should be mounted with the trumpet pointing downward so that it does not collect water spray.
2. Using a phillips-head screwdriver, remove the two screws holding the mounting bracket to the horn. Place the mounting bracket on the deck where you wish to install the horn and mark the location for the mounting screws and the air hose opening. Drill a 7/16" hole through the deck for the air hose opening. Before drilling, check to make sure you are not going to drill through something vital, such as wiring or plumbing.
3. Place the gasket on the deck. Place the mounting bracket on the gasket and attach the bracket to the deck with two #10 size pan-head screws of appropriate length. Feed the air hose through the air hose opening in the deck.
4. Connect the air hose to the tubing connector on the horn by sliding it over the



fitting and pressing it up about 1/2". Reinstall the horn to the mounting bracket with the two phillips-head screws. Use a small amount of silicone sealant to seal any gaps between the air hose and opening hole to prevent water from leaking inside. Make sure not to squeeze the air hose as this will impede the air flow.

Mounting The Compressor

1. For maximum efficiency the compressor should be mounted as close as possible to the horn. A shorter length of air hose will improve performance. The compressor should be mounted on a firm surface where it will be protected from moisture and high temperatures, but is still accessible for maintenance purposes.
2. The compressor can be mounted two ways: by using the metal mounting strap or the mounting side-bracket on the compressor. To mount using the strap, place the strap over the center of the compressor. Install the strap nut and bolt through the holes in the bottom of the strap and tighten until the strap is snug around the compressor. Mount the compressor and strap using two 1/4" size pan-head screws of appropriate length. To mount using the side-bracket, install an 8mm bolt and "hang" the compressor on the bolt.
3. Trim the air hose to the proper length using a sharp knife. Install the air hose



onto the compressor by sliding it over the air port opening. Be sure there are no kinks in the air hose that will impede air flow.

4. Lubricate the compressor every 4-5 months to prevent possible loss of air volume. To lubricate the compressor, remove the air hose from the compressor air port and place 3 to 4 drops of light machine oil into the air port opening. Do not over lubricate. Let the oil set for a few minutes and then activate the compressor momentarily to distribute the oil. Failure to activate the compressor before re-connecting the air hose may result in oil being blown onto the horn diaphragm and contaminating it. Re-connect the air hose.

Wiring The Compressor

1. Select the proper stranded wire size for the length of wire you will need from the Wire Size chart.
2. The length of wire should be sufficient to allow enough slack to prevent undue tension at the connection points.
3. Connect the wires as shown in the wiring diagram. It is recommended that the quick-connect tabs be soldered to the stranded wire for the best and most reliable connection to the compressor. Suggestion: Use the Marincos Direct Connect Multi Connection Battery Terminals (Part #12VTR) to connect the wiring to the battery.
4. If horn volume is weak, recheck all the wiring and air hose connections.

WIRE SIZE CHART FOR 12V INSTALLATION

Length of Wire*		Wire Size
0-20 Feet	(0-5 Meters)	14 AWG (1.9 mm)
21-30 Feet	(6-9 Meters)	12 AWG (2.3 mm)
31-50 Feet	(10-15 Meters)	10 AWG (3.0 mm)
51-80 Feet	(16-24 Meters)	8 AWG (4.0 mm)
Over 80 Feet	(Over 24 Meters)	6 AWG (5.3 mm)

To replace an electric horn with this air horn you may need to replace the wiring with a heavier gauge wire and fuse that will carry 20 amps as shown in the Wire Size Chart.

AWG: American Wire Gauge

*As measured from the battery to the compressor and back to the battery (round trip).

Troubleshooting Tips

If the air horn does not produce any sound or is low in volume, check the following:

1. Check to see if the 20A fuse has blown.
2. Check the air hose for kinks that could impede air flow.
3. Check the wiring for broken or frayed wires. Check the compressor with a DC volt meter. Make sure there is 12 volts across the two compressor terminals while the horn button is being pushed.
4. Check the horn diaphragm. Remove the 5 phillips head screws on the horn end cap and remove the plastic diaphragm. Inspect the diaphragm for contamination. If there is dirt or oil on it, clean with a soft dry cloth and re-install. In the unlikely event that the diaphragm is torn, call AFI customer service for replacement part #20147.
5. Check compressor lubrication. If the compressor has not been lubricated on a regular basis (every 4-5 months) it could lose air volume. Lubricate as per instruction #4 under "Mounting The Compressor".

Note: It is very important that when lubricating the compressor, the oil is allowed to settle and the compressor is activated BEFORE re-attaching the air hose. Failure to do this may result in oil being blown onto the diaphragm and contaminating it.