

Directions For The Installation Of Your New Stebel Nautilus Compact Air Horn

1. A 30 amp Horn Relay is included with your horn. Mount the relay within 8" of the battery positive terminal, away from heat, and protected from water splash. If this is a motorcycle installation, make sure that the relay doesn't get squeezed by the weight of the rider on the seat. Secure it with a screw, a wire tie, or electrical tape.
2. Locate your old horn. If you have two old horns, pick one of the old horns and unplug the wire or wires connected to it. Your new Stebel horn has both a low and a high tone, eliminating the need for two horns. Each old horn may have one or two wires. If your old horn has only one wire, skip step #3, and go directly to step #4.
3. If your old horn has two wires, cut the connectors off the end of each wire, and crimp onto each of the old wires a red female bullet connector. Then crimp the two red male bullet connectors onto one end of each of the two white wires. Then crimp the two red push-on female blade terminals to the other end of each of the white wires. Plug-in the bullet connectors all the way in, males to females. Look at the bottom of the relay. Notice how each of the four relay terminal blades are oriented, and follow the schematic diagram for proper connections to these terminals. Connect the two female push-on blade terminals on each of the two white wires, to the two parallel blades (#85 and #86) on the relay, as shown on the schematic diagram. These two parallel terminals power the coil in the relay.
4. If your old horn has one wire, cut the connector off the end of the wire, and crimp onto the end of the old wire a red female bullet connector. Then crimp one red male bullet connector onto one end of one of the two white wires. The other white wire does not get a bullet connector. Then crimp the two red push-on female blade terminals to the other end of each of the two white wires. Plug-in the bullet connectors all the way in, male to female. Notice how each of the four relay terminal blades are oriented, and follow the schematic diagram for proper connections to these terminals. Connect the two female push-on blade terminals on each of the two white wires, to the two parallel blades (#85 and #86) on the relay, as shown on the schematic diagram. These two parallel terminals power the coil in the relay. The remaining end of the white wire, the end which does not have a terminal, gets connected to a chassis grounding screw, or to the negative terminal on the battery.
5. Crimp onto one end of the red fuse-holder wires, a 14 Ga. blue push-on female blade terminal, and plug that terminal onto one of the perpendicular blades (#87) on the relay. That's the one blade which is oriented differently than the other three blades. Connect the other end of the red fuse-holder wire to the battery positive (+) post, using the ring terminal, or other suitable method, depending on your battery configuration. **Warning:** Any metal tools touching the positive (+) battery terminal must not also touch any part of the chassis or frame, or a dangerous spark may occur!
6. Crimp onto each end of the long red wire, a 14 Ga. blue push-on female blade terminal, and plug one of those terminals onto the remaining perpendicular relay blade (#30), as shown on the schematic. Plug the other end into the horn compressor positive (+) blade, as marked on the bottom of the black compressor cylinder (motor). Crimp onto the end of the black wire, the remaining 14 Ga. blue push-on female blade terminal, and plug it into the horn compressor negative (-) blade, as marked on the bottom of the black compressor cylinder (motor). Crimp onto the other end of the black wire, the blue spade terminal, and attach it to any good grounding point, a new or existing screw on the main chassis frame, or to the negative terminal of the battery. Secure all of the wires with cable ties or electrical tape, to prevent chafing.

Note: Rarely, on some older autos and motorcycles, the electrical system is wired as "Positive Ground." In those cases, the "hot" side is the chassis or frame, so the wires connected to the new horn compressor will have to be reversed.