

## Installation Instructions for: Air Horn Kit (Type 1)

### Please follow these instructions carefully!

#### Package Contents

- Trumpet / Bracket assembly, Compressor / Airline assembly with cable (2 ft.), Main Power cable (5 ft.), two chrome trumpet covers, wiring "boot", decorative chrome airline sleeves, 12 Volt horn relay, cable ties, electrical tape.

#### Tools you will need to provide:

- 10mm wrench for removing stock seat assembly, 14mm (or 9/16") wrench for loosening engine mount bolt, hammer, small block of wood, 1/2" wrench to attach compressor to bracket.



**Please read over the entire installation procedure before beginning the installation.**

(Installation should take about 60 minutes.)

Note: Installation should not be attempted if the engine is hot. (You would likely burn yourself at some point.)

1. We strongly recommend that you use the chrome trumpet covers to protect the trumpet diaphragms from rain, dirt, stones, bugs, etc. The trumpet covers are basically "spring loaded". Carefully hook two of the cover clips over the end of the trumpet. Then using your fingers spread the other clips over the end of the trumpet. (If the cover seems a little loose, remove it and squeeze the clips a little between your fingers.)
2. If you are going to use the decorative chrome airline sleeves, then disconnect the airline from the trumpet inlet and slide on the chrome sleeve. Firmly re-insert the airlines.
3. Take the Trumpet / Bracket assembly and mount the compressor assembly using a 1/2" wrench. Before fully tightening the nut, make sure the compressor is aligned vertically with the mounting bracket. Connect airline to compressor outlet pushing it on firmly. (see photo at right)



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4. Loosen the right side lower engine mount bolt using a 14mm or 9/16" wrench. (Do not remove the nut, only loosen it, so that it is about halfway off the threaded bolt.) If the nut turns without loosening, you will have to put a wrench on the head of the bolt (left side of bike.) Once loose, use the block of wood and a hammer, gently tapping on the right nut to drive it towards the left side until it will not move any more. This will open up a space to insert the horn bracket on the left side. (right photo)



5. Take the horn assembly bracket with cable connected to bottom of compressor. As you lower the assembly into place, make sure to pass the cable trough the frame and over the top of the lower radiator hose (as shown in photo on left). Next slide the horn bracket onto the engine bolt (right photo). You may need to press down lightly on top of the compressor housing to seat the bracket completely against the bolt.)



6. Tighten the engine bolt nut (right side of bike). If the nut will not get really tight, then you will need to use a wrench on both sides of the bolt. If you have access to a tork wrench, tighten the nut to the factory specification of 40 ft-lbs. (If not, then make it tight using a normal amount of force on a standard wrench.)

7. From underneath the bike, use one of the Velcro cable ties to fasten the compressor cable to the round frame bar running across the bike.



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8. Remove the factory horn located near the lower right side of the radiator. First, carefully disconnect the two wire connectors that attach to the bottom of the horn. Then, using a 12mm wrench, remove the bolt that holds the horn on. Once you remove the horn, you may re-install the bolt, or save it with the old horn. You will notice that the positive wire is a green color, and the negative wire is black.

9. Prepare for running the Main Power Cable by removing the seat and the left and right side covers so you have complete access to the battery and the frame area where you will be running the cable. You will be running the cable along the right side of the bike.

10. From the battery area, run the relay end of the cable through the frame as shown in the below photos. (By running the cable in this way, it will not be pinched by the seat.) Pull the cable through the frame until the amount left at the battery looks similar to the photo (below right).

**DO NOT CONNECT THE CABLE TO THE BATTERY YET!**



11. Near the rear of the gas tank is a cable strap that you may use to hold back the power cable. Pull it out, pass the cable over it, then bend it back into place.

12. Run the cable beneath the gas tank. At the midway point, use one of the plastic cable ties to attach the power cable to any existing hose or wire in that area. Continue running the cable along the bottom of the tank and near the frame down-tube, use another cable tie to fasten the power cable.

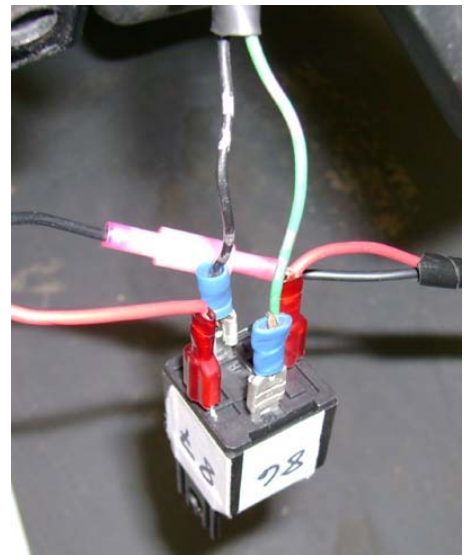


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13. Run the power cable around the radiator cross support and in front of the frame down-tube. Secure the cable behind the existing cable strap (or use another plastic cable tie.)



14. Connect the cables to the horn relay. The RED wire from the Main Power Cable goes to the relay terminal "30". The RED wire from the Compressor cable goes to the relay marked "87". The GREEN (+) wire from the factory horn connects to "86". The BLACK (-) wire from the factory horn connects to "85". Connect the BLACK wire of the Main Power cable to the BLACK wire of the Compressor cable by pushing together the male and female connectors. Make sure to push all connectors on completely.



15. Connect the Main Power cable to the battery.

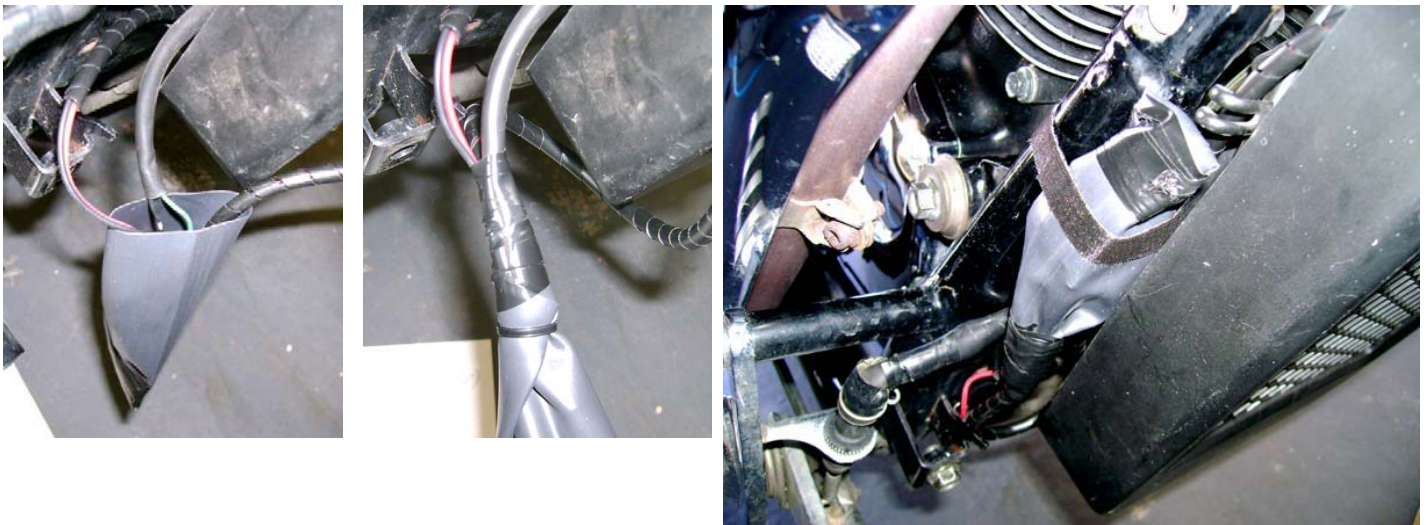


The Black wire goes to the negative (-) battery terminal, the Red wire with the 10 amp fuse connects to the positive (+) battery terminal.

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16. Now test the horn. If it wakes up everyone in your house, then you have connected the relay properly. If not, recheck the relay connections before continuing the install procedure. (Make sure you turned your ignition key on.)

17. “Stuff” the relay in first and cable ends into the plastic “boot”. Wrap the end of the boot around the cables, and secure closed with one of the plastic cable ties. Then using electrical tape, seal the end of the “boot” to the cables. Fold the boot down slightly so that it is underneath the radiator. Then attach the “boot” to the round vertical frame member along the side of the radiator by wrapping the long Velcro cable tie around the frame tube and the “boot”. **Make sure the “boot” is oriented so that the cables are coming out of the bottom of the “boot”.** This is essential to prevent water from being able to accumulate inside the “boot”. (If you pull out the radiator cover a little, you’ll be able to hide the “boot” a little better.)



18. Re-install your seat and side covers, and you’re done!

Congratulations on a successful install. Now take your bike out on the highway. Get behind a tractor-trailer and see if your horn persuades him to pull over into the right lane to let you pass.

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### Care of your air horns:

Depending on how much you ride, you may periodically add 3 or 4 drops of lightweight oil (ex. "3 in 1" oil) into the air intake hole in the back of the compressor. If you don't ride too much, do this once a year when riding season starts. If you use your horn a lot, oil the compressor every 3 or 4 months.

**Never point a water hose into the horn trumpets!** If your horn starts sounding a little "funny" because you rode through a dust-storm without the protective trumpet covers, you may spray some "WD 40" or "Liquid Wrench" into the trumpet to loosen any debris clinging to the metal diaphragm located at the back of the trumpet.

Note: The trumpets cannot be disassembled for cleaning.

Also, when washing your bike, be careful not to spray water into the compressor air intake hole. If you do, you'll have to take off the compressor to dump out the water, and add a few drops of lubricating oil. (The protective housing shields the compressor from rain and road surface water.)

**Air Intake Hole**



The horn trumpets can be cleaned and polished with any product intended for chrome-plated surfaces.