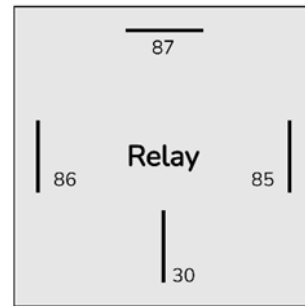


Wiring up the Electric Motorcycle Horn (Without HornBlasters Wiring Kit)

Let's start by locating our relay. The relay is a small black (or red) box with four terminals that protrude from the bottom of the box.



Front of Relay

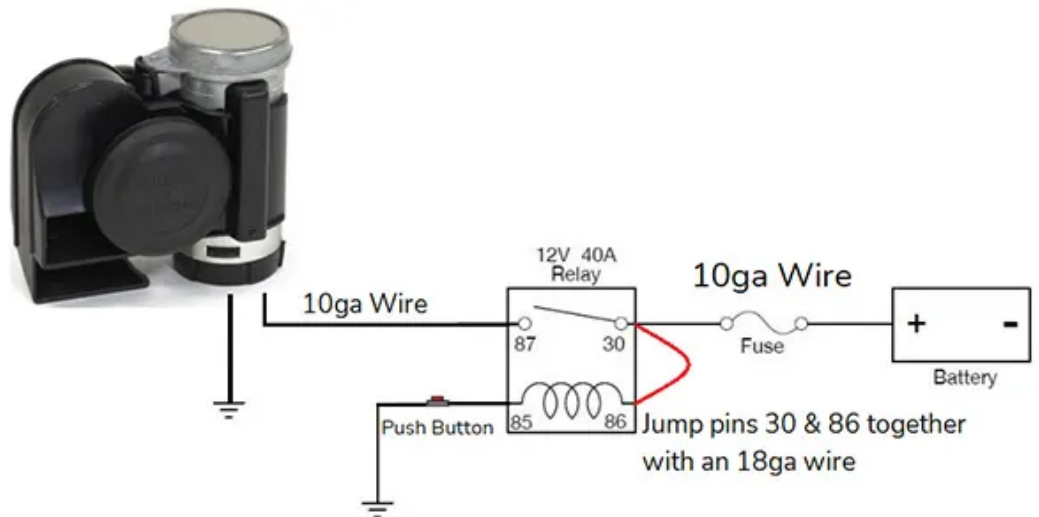


Back of Relay (With mounting tab)

Each terminal on the bottom of the relay corresponds to a number. You can refer to these numbers when looking at a relay wiring diagram. The relays we use are laid out in the same fashion as above. If the numbers on your relay cannot be read, you can reference the following diagram for the pinout.

Wiring The Relay

This diagram shows how the horn can be wired up with a push button. Each number on this diagram corresponds to the pins on the relay above. Each pin connects to a different portion of the circuit so that everything works together.



Pin 87: Connects to the direct-drive compressor for the horns.

Pin 30: Connects to the battery with an inline fuse holder. (10-Gauge wire)

Pin 86: Connects to pin 30 with a small jumper wire (18-gauge)

Pin 85: Connects to the frame of the vehicle to serve as a ground.

If you're not sure what wires to use or how to connect them to the relay, please see the following page.

Wiring Instructions (WITH HORNBLASTERS WIRING KIT)



Figure 1



Let's start with the fuse holder. This is the 'loop' of wire that has a box in the middle. Go ahead and cut this wire in the middle to make two ends (Figure 1). At this point, crimp one of the tan-colored ring terminal connectors (Figure 7) onto one end of the fuse holder. You may crimp the supplied yellow butt connector onto the opposite end of the fuse holder. This connector has a female opening on both ends, to join two separate wires together. (Figure 2)

The ring terminal will connect to the battery positive terminal. The yellow butt connector will be used to connect a length of red wire to our relay. Go ahead and crimp one end of your red wire roll into the butt connector, completing the connection to the fuse holder.

This red wire will route back to the relay we are using for the horns. Locate the yellow-colored connector with a female terminal (Figure 4). This piece will 'plug' onto the pins for the relay. Do not crimp the red wire into this piece yet! We need to add a jumper to connect to pin 86 on the relay. Using a 2 or 3" section of grey/blue wire, crimp one end into the connector along with the red wire. This will connect to pin 87 on the relay.



Figure 2

You can use the same connector to run the red wire from pin 87 on the relay over to the compressor. You will use one more of these to connect the wire onto the positive (+) pin to the compressor.

Use one of the red female connectors to connect the small jumper wire from pin 87 to pin 86. Use this connector (Figure 3) for pin 85 as well and route another section of 18-gauge wire out to a push-button using the connector in Figure 5. Take the opposite end of the push button out to the frame of the vehicle as ground. You can use the ring terminal connector in Figure 6 below.



Figure 3

Finally, go ahead and ground the negative terminal on the compressor to the frame of the vehicle using the connector in Figure 7. When your push button is pressed, the compressor will cycle and push air to the horn. Go ahead and route the supplied air line over to the horn from the compressor.

Your electric horn is now ready for use. If you run into any issues with the horn or have any questions regarding its operation, please give our team a call @ (877)-209-8179.



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8